

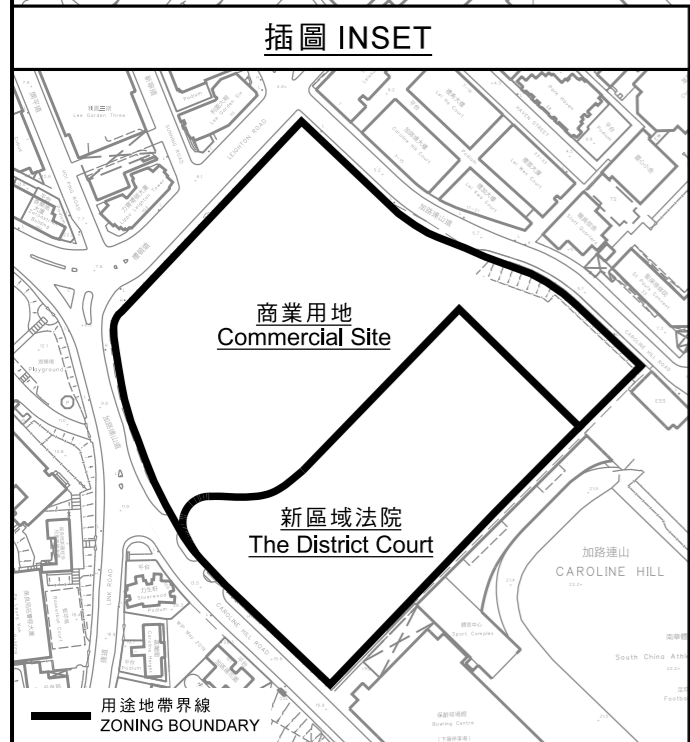
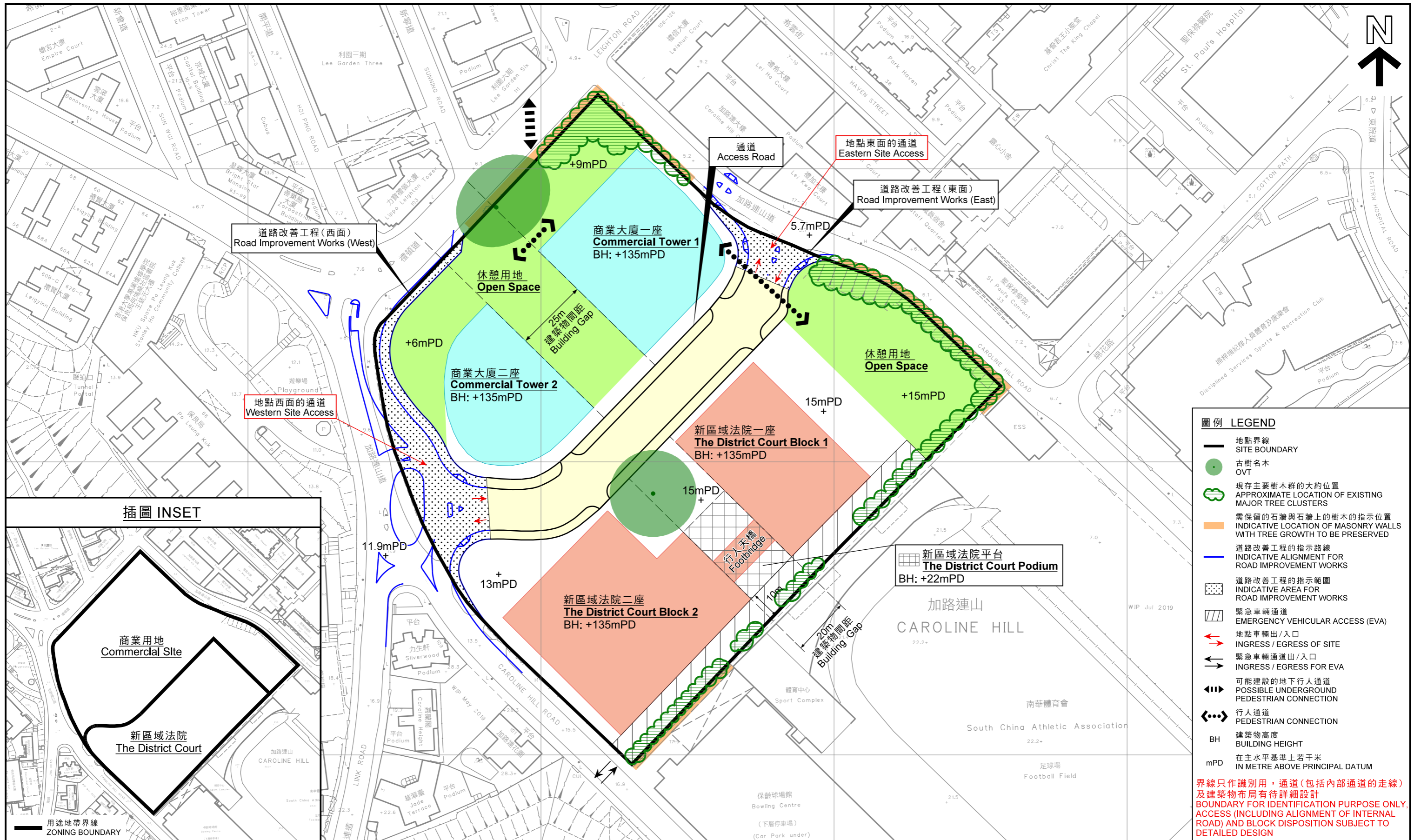


銅鑼灣

Causeway Bay

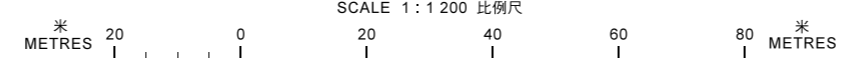
Annex A-1

**Plans and Minutes of Town Planning Board
Meeting held on 8.5.2020**



**加路連山道用地的概念方案
CONCEPTUAL SCHEME FOR CAROLINE HILL ROAD SITE**

就黃泥涌分區計劃大綱草圖編號S/H7/20
提出的申述個案編號R1-R634及相關意見編號C1-C105作出考慮
CONSIDERATION OF REPRESENTATIONS No. R1-R634 AND
RELATED COMMENTS No. C1-C105 TO THE DRAFT
WONG NAI CHUNG OUTLINE ZONING PLAN No. S/H7/20

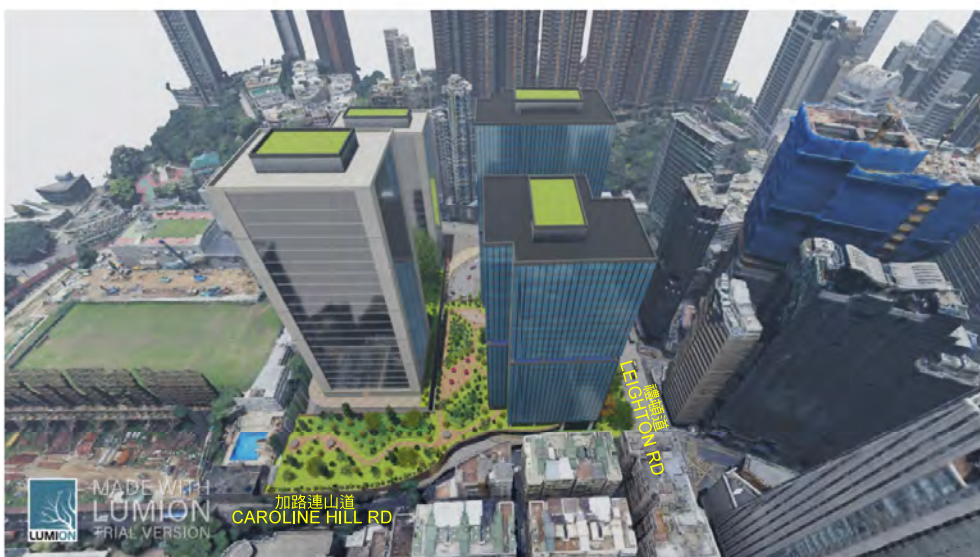
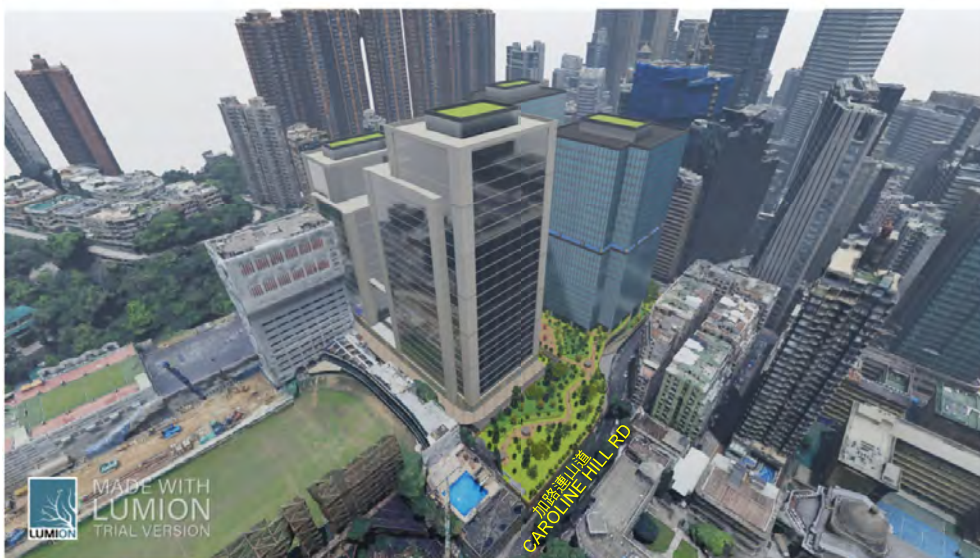
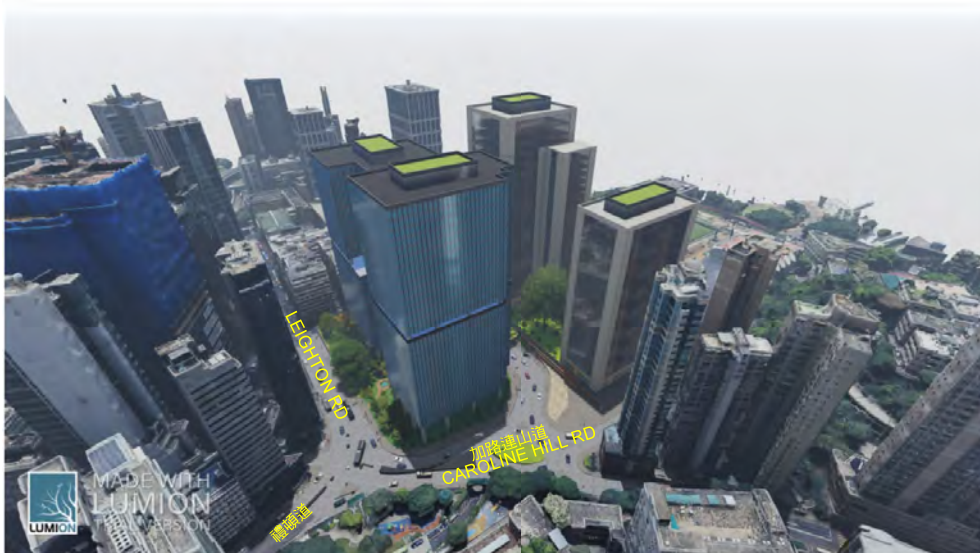


本摘要圖於2020年1月2日擬備，
所根據的資料為測量圖編號
11-SW-15B
EXTRACT PLAN PREPARED ON 2.1.2020
BASED ON SURVEY SHEET No.
11-SW-15B

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
R/S/H7/20

圖 PLAN
H - 5



只作圖示之用
FOR ILLUSTRATION PURPOSE ONLY

本圖於2020年1月15日擬備
PLAN PREPARED ON 15.1.2020

公共空間及商業發展間可互相融合的概念圖則
CONCEPTUAL ILLUSTRATION SHOWING POSSIBLE INTEGRATION OF
OPEN SPACE WITH COMMERCIAL DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H7/20

圖 PLAN
H - 7a



只作圖示之用
FOR ILLUSTRATION PURPOSE ONLY

本圖於2020年1月15日擬備
PLAN PREPARED ON 15.1.2020

公共空間及商業發展間可互相融合的概念圖則
CONCEPTUAL ILLUSTRATION SHOWING POSSIBLE INTEGRATION OF
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規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
R/S/H7/20

圖 PLAN
H - 7b

- (o) how the assumed retail GFA in the CHR Site would affect the TR result;
- (p) whether the full TR report had been submitted to WCDC for consideration;
- (q) the purpose or rationale for locating the minibus stop within the CHR Site;

Community facilities

- (r) whether the proposed development in the “C(2)” zone could accommodate additional GIC facilities if those facilities were required in the future;
- (s) whether the provision of residential care home for the elderly (RCHE) at the CHR Site had been explored and whether some of the commercial GFA could be allocated for the provision of elderly facilities; and

Open Space

- (t) whether more open space could be provided notwithstanding that the OZP had stipulated a minimum 6,000m² of public open space and whether the management of the open space would be assigned to the future developer.

27. In response, Mr Louis K.H. Kau, Ms Fiona H.Y. Fong, Mr C.K. Wan and Ms Charis Wong made the following main points with the aid of PowerPoint slides and visualizer:

Site history

- (a) the site was no longer reserved for open space years ago. Before demolition works took place at the site, it was occupied by the ex-Electrical and Mechanical Services Department (EMSD) Headquarters, a workshop for car repairing, the ex-Civil Aid Service Headquarters, the ex-Post Office Recreation Club and the PCCW Recreation Club. The site had long been occupied by GIC and recreational uses rather than preserved as a green lung;

Control mechanism

- (b) **the indicative layout was prepared to facilitate the preparation of technical assessments to support the amendments to the OZP.** The essential elements had been incorporated into the Notes of the OZP. For the “C(2)” zone, a maximum BH of 135mPD, maximum GFA of 100,000m² which should include the GFA of GIC facilities as required by the government, and the provision of open space of not less than 6,000m²; a public transport facility for minibuses; and a public vehicle park of not less than 125 parking spaces had been stipulated in the Notes while the Explanatory Statement of the OZP also specified that quantitative Air Ventilation Assessment (AVA) would be conducted at the detailed design stage to identify the exact alignment of the building gap and/or other enhancement measures, the retail GFA of the commercial development would be restricted to 10,000m², and a DHC with a net operational floor area (NOFA) of about 1,000m² and a CCC with a NOFA of about 531m² should be provided. The requirements for the submission of quantitative AVA, preservation of OVTs, protection of the stone retaining walls and trees thereon, submission of Landscape Plan and compliance with the SBDG would also be incorporated in the land sale conditions. The future developer was also advised to make reference to the ‘Public Open Space in Private Developments Design and Management Guidelines’ promulgated by the Development Bureau to design and manage the public open space to be provided within the CHR Site;

Public consultation

- (c) the proposed development at the CHR Site and the proposed amendments to the OZP were presented three times to WCDC in 2018 and 2019. If the amendments to the draft OZP were confirmed, the relevant government departments would proceed to the detailed design of the district court development, and WCDC would be further consulted in that regard. As for the commercial development, if the future developer followed the development parameters as stipulated on the OZP, no further public consultation under the planning regime for the development on the “C(2)”

zone was required. If the future developer sought for minor relaxation of BH or GFA restrictions, submission of planning application to the Board would be required and the public could make comments on the proposal during the planning application process;

- (d) regarding public consultation, PlanD would conduct public consultations for major planning studies. For district planning matters, normally the District Council would be consulted for the purpose of collecting public views. Besides, the Town Planning Ordinance had stipulated the statutory public consultation procedure in the plan making process. The public could make representations/comments to the Board in respect of OZP amendments and attend hearing meeting to make oral submission. The two residents' forums were organized by WCDC members and the representatives of concerned government departments had attended to explain the land use proposals and responded to residents' concerns;

Development intensity and building height

- (e) as the district court was a government facility, it was appropriate to designate a "G/IC" zoning while the commercial development would be implemented by private developer and the "C(2)" zone had incorporated the relevant development parameters to guide and control the development. **Despite the two different zonings, an integrated design could be achieved as demonstrated in the indicative scheme with suitable decking design.** For the site at Sai Yee Street in Mong Kok, the site context was different from the CHR Site. The Sai Yee Street site was located close to the East Rail Station which had heavy pedestrian flow to and from other parts of Mong Kok through the site with more requirements for provision of the GIC facilities than that proposed in the CHR Site. Accessibility to these proposed GIC facilities and integrated open space design and connectivity with the surrounding areas in the Sai Yee Street site were also concerns to Members. Hence, the Board finally decided to require the submission of MLP for the Sai Yee Street site to ensure that the concerns would be properly addressed. As for the CHR Site, the design should be less complicated in terms of pedestrian connectivity and the 6,000m² public open space were all within the "C(2)" zone at the CHR Site. Furthermore, the

government scheme;

Indicative Scheme by PlanD

- (h) whether the design/deposition of the future district court buildings would follow the indicative scheme provided by the government, and whether the public could scrutinise the final design of the district court buildings;
- (i) referring to the government scheme that a 25m-wide building gap had been provided within the site between the two commercial towers, whether the building gap of 20m between the district court buildings near CHR(West) and the residential development opposite them were sufficient, and whether the building gap could be widened;
- (j) whether there was a standard for minimum floor height for the district court buildings, and whether the Judiciary had finalised the court facilities to be provided at the site;
- (k) besides DHC and CCC, whether additional GIC facilities could be provided at the site;
- (l) in response to the concerns of Members, a revised conceptual layout with disposition of the district court buildings set back further from CHR(West) had been provided by PlanD during the further consideration of proposed amendments to the approved Wong Nai Chung OZP (as detailed in Plan FC-3 of MPC Paper No. 5/19). Noting R26's request for a NBA of 40m, what the distance was between the south-western edge of the district court building and the residential buildings at CRH(West) in the revised conceptual layout; and
- (m) whether there was scope to swap the location of the open space at the north-eastern corner of the site and the district court buildings.

44. Mr Louis K.H. Kau, Mr C.K. Wan, Ms Fiona H.Y. Fong and Ms Charis Wong made the following responses:

Traffic

- (a) the access road shown in the government scheme was indicative in nature. The future developer could consider different arrangements for the access road, including decking over it;
- (b) upon completion, the access road within the site would be handed back to the government and become a public road to be managed by TD and maintained by HyD. The concern on the management arrangement of the access road affecting the operation of the district court building was unfounded;
- (c) the traffic flow pattern on weekdays in the surrounding area was regular with little variation only. As such, despite only one day of traffic survey data was used, the likelihood for the TR result being not representative was low;
- (d) the development would include 125 public car parking spaces. Besides, the ancillary car parking spaces for the retail floor space would normally be made available for hourly-parking by visiting customers, while the ancillary parking spaces for the office floor spaces would normally not be made available for public use. Regarding the concern on tailback, sufficient queuing space would need to be incorporated into the development following the design requirements. The actual arrangement would be formulated at the detailed design stage;
- (e) the survey conducted for the TR had taken into account all road users, including learner drivers;
- (f) the traffic capacity of the road junctions in the vicinity was a major consideration for the development project. Based on the TR, the remaining capacity of the nearby road network with improvement works at certain junctions could support the proposed GFA of 170,000m² for the proposed development at the CHR Site;