

## **TOWN PLANNING BOARD**

### **Minutes of 414th Meeting of the Metro Planning Committee held at 9:00 a.m. on 5.3.2010**

#### **Present**

Director of Planning  
Mrs. Ava S.Y. Ng

Chairperson

Mr. Stanley Y.F. Wong

Vice-chairman

Mr. Nelson W.Y. Chan

Mr. Leslie H.C. Chen

Professor N.K. Leung

Professor Bernard V.W.F. Lim

Dr. Daniel B.M. To

Ms. Sylvia S.F. Yau

Mr. Walter K.L. Chan

Mr. Raymond Y.M. Chan

Mr. Felix W. Fong

Hon. Starry W.K. Lee

Mr. K.Y. Leung

Assistant Commissioner for Transport (Urban),  
Transport Department  
Mr. Anthony Loo

Assistant Director(2), Home Affairs Department  
Mr. Andrew Tsang

Assistant Director (Environmental Assessment),  
Environmental Protection Department  
Mr. C.W. Tse

Assistant Director (Kowloon), Lands Department  
Ms. Olga Lam

Deputy Director of Planning/District  
Miss Ophelia Y.S. Wong

Secretary

**Absent with Apologies**

Mr. Maurice W.M. Lee

Dr. Winnie S.M. Tang

**In Attendance**

Assistant Director of Planning/Board  
Miss H.Y. Chu

Town Planner/Town Planning Board  
Ms. Kathy C.L. Chan

**Agenda Item 1**

Confirmation of the Draft Minutes of the 413th MPC Meeting held on 12.2.2010

[Open Meeting]

1. The draft minutes of the 413th MPC meeting held on 12.2.2010 were confirmed without amendments.

**Agenda Item 2**

Matters Arising

[Open Meeting]

(i) Approval of Draft Plans

2. The Secretary reported that on 2.2.2010, the Chief Executive in Council (CE in C) approved the following plans under section 9(1)(a) of the Town Planning Ordinance (the Ordinance) and approval of the plans would be notified in the Gazette on 12.3.2010 :

- (a) South West Kowloon Outline Zoning Plan (OZP) (to be renumbered as S/K20/24);
- (b) Ping Che and Ta Kwu Ling OZP (to be renumbered as S/NE-TKL/14) ;
- (c) Urban Renewal Authority (URA) Prince Edward Road West/Yuen Ngai Street Development Scheme Plan (DSP) (to be renumbered as S/K3/URA2/2); and
- (d) URA Shanghai Street/Argyle Street DSP (to be renumbered as S/K3/URA3/2).

(ii) Reference Back of OZPs

3. The Secretary also reported that on 2.2.2010, the CE in C referred the following OZPs to the Town Planning Board for amendment under section 12(1)(b)(ii) of the Ordinance and the reference back would be notified in the Gazette on 12.3.2010 :

- (a) North Point OZP No. S/H8/22; and
- (b) Tseung Kwan O OZP No. S/TKO/17.

### **Kowloon District**

[Miss Annie K.W. To, Senior Town Planner/Kowloon (STP/K), was invited to the meeting at this point.]

### **Agenda Item 3**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K/8                      Renewal of Planning Approval for  
Temporary Public Vehicle Park (excluding Container Vehicle)  
(Surplus Car Parking Spaces only) under Application No. A/K/5  
for a Period of 3 Years in “Residential (Group A)” zone,  
Car Park Blocks and Open Car Parks  
at Choi Hung Estate, Choi Wan (II) Estate,  
Fu Shan Estate and Mei Tung Estate, Kowloon  
(MPC Paper No. A/K/8)

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4.                      The Secretary said that the application was submitted by the Hong Kong Housing Authority (HKHA) and the following Members had declared interests in this item :

- |                                                                              |                                                                                                       |
|------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Mrs. Ava S.Y. Ng<br>as the Director of Planning                              | - being a member of the Strategic Planning Committee (SPC) of the HKHA;                               |
| Mr. Stanley Y.F. Wong                                                        | - being a member of the HKHA;                                                                         |
| Ms. Olga Lam<br>as the Assistant Director of the Lands Department            | - being an alternate member for the Director of Lands who was a member of the HKHA; and               |
| Mr. Andrew Tsang<br>as the Assistant Director of the Home Affairs Department | - being an alternate member for the Director of Home Affairs who was a member of the SPC of the HKHA. |

5. The Committee considered that the interests of the above Members were direct and they should leave the meeting temporarily for the item. The Secretary said that as both the Chairperson and the Vice-chairman had declared interests in this item, the Chairperson should continue to chair the meeting out of necessity according to the Town Planning Board's Procedure and Practice. Members agreed.

[Mr. Stanley Y.F. Wong, Mr. Andrew Tsang and Ms. Olga Lam left the meeting temporarily at this point.]

[Dr. Daniel B.M. To and Ms. Sylvia S.F. Yau arrived to join the meeting at this point.]

#### Presentation and Question Sessions

6. Miss Annie K.W. To, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the renewal of planning approval for temporary public vehicle park (excluding container vehicle) (surplus car parking spaces only) under Application No. A/K/5 for a period of 3 years to facilitate the letting of the surplus monthly vehicle parking spaces at the application premises to non-residents;
- (c) departmental comments – concerned Government departments had no objection to or adverse comments on the application;
- (d) one public comment was received during the statutory publication period raising objection to the application on the ground that over-supply of parking spaces for private cars had resulted in a lower cost of car use and ownership, which was in direct conflict with the traffic demand management policies of controlling traffic demand due to limited road networks, especially in Kowloon; and

- (e) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessment in paragraph 11 of the Paper. The proposed renewal of planning permission for the letting of surplus vehicle parking spaces in the existing car parks of the four subject estates to non-residents did not involve any new development or redevelopment of the application premises. As there was no increase in the total number of vehicle parking spaces within the concerned estates, the application would not generate additional traffic flow or worsen the environmental conditions in the area. Only the surplus monthly car parking spaces would be let out to non-residents, hence the parking need of the residents of the concerned estates would not be compromised. The proposed temporary approval for 3 years was considered reasonable so that the residents' parking demand could be further reviewed. Regarding the public comment, the current application only involved conversion of the existing ancillary car parks in the concerned estates to public vehicle park and no additional car parking spaces would be provided.

7. Members had no question on the application.

#### Deliberation Session

8. After deliberation, the Committee decided to approve the application on a temporary basis for a period of 3 years up to 5.3.2013, on the terms of the application as submitted to the Town Planning Board (TPB) and subject to the following condition :

- priority should be accorded to the residents of Choi Hung Estate, Choi Wan (II) Estate, Fu Shan Estate and Mei Tung Estate in the letting of the surplus vehicle parking spaces and the proposed number of vehicle parking spaces to be let to non-residents should be agreed with the Commissioner for Transport.

9. The Committee also agreed to advise the applicant to apply to the District Lands Officer/Kowloon East, Lands Department for a temporary wavier or lease modification.

[Mr. Stanley Y.F. Wong, Mr. Andrew Tsang and Ms. Olga Lam returned to join the meeting at this point.]

**Agenda Item 4**

**Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K13/252            Shop and Services  
                          in “Other Specified Uses” annotated “Business” zone,  
                          Workshop No. B2 on Ground Floor of Block B,  
                          Proficient Industrial Centre,  
                          6 Wang Kwun Road, Kowloon Bay  
                          (MPC Paper No. A/K13/252)

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**Presentation and Question Sessions**

10.            Miss Annie K.W. To, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a)    background to the application;
- (b)    the shop and services use on the ground floor of an existing industrial building;
- (c)    departmental comments – concerned Government departments had no objection to or adverse comments on the application;
- (d)    no public comment was received during the statutory publication period and no local objection was received by the District Officer (Kwun Tong); and
- (e)    the Planning Department (PlanD)’s views – PlanD had no objection to the application based on the assessment in paragraph 11 of the Paper. The

shop and services use at the application premises was considered generally in line with the planning intention of the “Other Specified Uses” annotated “Business” zone. It was not incompatible with other uses within the same building. The applied use complied with the Town Planning Board Guidelines No. 22D in that it would not induce significant adverse fire safety, traffic, environmental and infrastructural impacts to the developments within the subject building and the adjacent area. In this regard, concerned Government departments including Fire Services Department, Transport Department and Buildings Department had no objection to the application.

11. Members had no question on the application.

#### Deliberation Session

12. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission was subject to the following conditions :

- (a) the submission and implementation of fire safety measures, including the provision of a means of escape completely separated from the industrial portion of the building and fire service installations in the application premises, within 6 months from the date of the planning approval to the satisfaction of the Director of Fire Services or of the TPB by 5.9.2010; and
- (b) if the above planning condition was not complied with by the specified date, the approval hereby given should cease to have effect and should on the same date be revoked without further notice.

13. The Committee also agreed to advise the applicant of the following :

- (a) to apply to the District Lands Officer/Kowloon East, Lands Department for a temporary wavier or lease modification;



- (b) to appoint an Authorized Person to submit Alterations and Additions proposal to the Building Authority to demonstrate compliance with the Buildings Ordinance, in particular that:
  - (i) adequate means of escape should be provided in accordance with Building (Planning) Regulation (B(P)R) 41(1);
  - (ii) the application premises should be separated from the remaining premises on G/F of the industrial building with 2-hour fire resisting wall pursuant to Building (Construction) Regulation 90 and paragraphs 8.1 and 9 of the Code of Practice for Fire Resisting Construction; and
  - (iii) access and facilities for persons with a disability should be provided in accordance with B(P)R 72 and Design Manual: Barrier Free Access 2008; and
- (c) to ensure that any proposed foul drainage connection from the application premises should be made towards the terminal foul manhole of the building and that proper grease trap/tank should be provided for use by the application premises to satisfy the current requirements of the Environmental Protection Department/Food and Environmental Hygiene Department if any part of the application premises was to be used for food processing.

**Agenda Item 5**

**Section 16 Application**

[Open Meeting]

A/K22/9                      Proposed Residential Development (including a Pier (Landing Steps),  
Eating Place and Shop and Services uses)  
with Minor Relaxation of the Building Height Restriction  
in “Commercial (2)” zone,  
1-5 Kai Hing Road, Kowloon Bay  
(NKILs 5805, 5806 and 5982)  
(MPC Paper No. A/K22/9C)

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14.            The Committee noted that the applicant’s representative requested on 19.2.2010 for a further deferment of the consideration of the application for two months in order to allow time to address departmental comments on the further information submitted by the applicant. In particular, the Director of Environmental Protection had reservation to support the application due to adverse traffic noise impact and uncertainty of the implementation programme of odour mitigation measures under the Kai Tak Development. In this regard, a discussion meeting would be arranged with the concerned departments to address the issues. It was envisaged that further revisions to the proposed scheme might be required after the discussion meeting.

15.            After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted to the Committee for consideration within two months from the date of receipt of further information from the applicant. The Committee also agreed to advise the applicant that a further period of two months were allowed for preparation of the submission of further information, and as a total of six months had been allowed, no further deferment would be granted unless under very special circumstances.

[The Chairperson thanked Miss Annie K.W. To, STP/K, for her attendance to answer Members’ enquiries. Miss To left the meeting at this point.]

[Mr. Vincent T.K. Lai, STP/K, was invited to the meeting at this point.]

[Hon. Starry W.K. Lee arrived to join the meeting at this point.]

## **Agenda Item 6**

### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K18/267            Proposed Extension of School (Kindergarten and Child Care Centre)  
in “Residential (Group C) 1” zone,  
14 Essex Crescent, Kowloon Tong (NKIL 726)  
(MPC Paper No. A/K18/267)

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### **Presentation and Question Sessions**

16.            Mr. Vincent T.K. Lai, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed extension of an existing 2-storey school (kindergarten and child care centre) which involved construction of a new single-storey annex building to accommodate an activity room;
- (c) departmental comments – the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) objected to the application from the urban design and landscape planning points of view. The proposed school extension would encroach onto the non-building area (NBA) designated on the Kowloon Tong Outline Development Plan (ODP). Retention of the NBA was essential to retain the ‘gardenscape’ landscape character of the Kowloon Tong Garden Estate. Approval of the application would set an undesirable precedent and affect the integrity of the NBA along Essex Crescent. Moreover, part of the tree crown of an

existing mature *Michelia alba* in close proximity of the proposed building would likely be affected and the building footing might damage the root system of the tree;

- (d) eight public comments were received during the statutory publication period. They objected to the application mainly on the grounds that the traffic was already very congested along Essex Crescent and in the area, particularly during peak hours when school buses picked up and dropped off students. Owing to inadequate parking and loading/unloading facilities, the private vehicles and school buses tended to park on the roadside, causing traffic accidents and inconvenience to the local residents. Some commenters considered that there were too many schools in the vicinity and the proposed development would exacerbate the traffic situation. The proposed school use would deviate from the planning intention of the “residential” zone. There were also concerns on the degradation of the living environment in Kowloon Tong, increase in noise generated from the schools, nuisance generated during construction and suspected tree felling; and

[Mr. Leslie H.C. Chen arrived to join the meeting at this point.]

- (e) PlanD’s views – PlanD did not support the application based on the assessment in paragraph 11 of the Paper. A previous application (No. A/K18/250) for a proposed kindergarten and child care centre at the subject school site was approved with conditions by the Committee on 9.5.2008. In view of the local objections which raised concerns on traffic and number of schools in the area, a temporary approval of three years was granted in order to monitor the situation. While the kindergarten and child care centre was now in operation, the applicant had not made any submission to comply with the approval conditions relating to, inter alia, the design and provision of parking facilities, loading/unloading spaces, lay-bys and carpark layout for the proposed development. It was revealed at the site inspection conducted on 26.1.2010 that the car parking provisions and vehicular manoeuvring as proposed under the approved scheme were not

put in place. As the car parking areas were also used as outdoor play areas, there was possible conflict between vehicular manoeuvring and students' activities within the school site, which might jeopardize the safety of children. In this regard, the applicant had failed to comply with the approval conditions under Application No. A/K18/250 as well as the car parking and safety requirements as set out in the Town Planning Board Guidelines No. 23 on "Application for Kindergarten/Child Care Centre in Kowloon Tong Garden Estate Under Section 16 of the Town Planning Ordinance". Moreover, a major part (about 24m<sup>2</sup> or 57%) of the proposed extension of school building would encroach onto the 6m wide NBA abutting Essex Crescent as stipulated on the Kowloon Tong ODP. The NBA which required the buildings to be set back from the public road was considered necessary to keep the buildings in line, to maintain the tidiness and to enhance the townscape of the area. All developments within the same street block along Essex Crescent had observed this NBA requirement, except Kowloon True Light Middle School (Primary Section) at 115 Waterloo Road and Kingston International School at 113 Waterloo Road as both sites were located at the junction of Essex Crescent and Waterloo Road, and subject to the provision of 6m NBA along two sides of the respective sites. While the former was built in 1950, the latter was covered by a planning approval granted in 2000. Although the proposed provision and layout of parking and loading/unloading facilities submitted by the applicant were acceptable to the Transport Department, the Commissioner of Police advised that there were traffic-related and noise complaints received in this area as detailed in paragraph 9.1.4 of the Paper.

17. Members had no question on the application.

#### Deliberation Session

18. Members generally agreed that the application should be rejected. They considered that there was no strong reason to encroach onto the 6m-wide NBA which formed part of the character of the neighbourhood. Members then went through the reasons for rejection as stated in paragraph 12.1 of the Paper and considered that they were appropriate.

19. After further deliberation, the Committee decided to reject the application and the reasons were :

- (a) the proposed extension of school would encroach onto the non-building area which was essential to retain the landscape character of the Kowloon Tong Garden Estate; and
- (b) the approval of the application would set an undesirable precedent and would undermine the integrity of the non-building area along Essex Crescent.

### **Agenda Item 7**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K9/239                      Proposed Shop and Services  
in “Other Specified Uses” annotated “Business” zone,  
Units H and K1, G/F, Kaiser Estate Phase 2,  
47-53 Man Yue Street and 20-28 Man Lok Street,  
Hung Hom  
(MPC Paper No. A/K9/239)

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#### **Presentation and Question Sessions**

20. Mr. Vincent T.K. Lai, STP/K, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed shop and services use on the ground floor of an existing industrial building;

- (c) departmental comments – concerned Government departments had no objection to or adverse comments on the application;
- (d) one public comment was received during the statutory publication period. The commenter had not made any comment on the application; and
- (e) the Planning Department (PlanD)’s views – PlanD had no objection to the application based on the assessment in paragraph 11 of the Paper. The proposed shop and services use was considered generally in line with the planning intention of the “Other Specified Uses” annotated “Business” zone. It was not incompatible with the other uses within the same building. The proposed use complied with the Town Planning Board Guidelines for Development within “Other Specified Uses” annotated “Business” Zone (TPB PG-No. 22D) in that it would not induce significant adverse fire safety, traffic, environmental and infrastructural impacts to the development within the subject building and the adjacent area.

21. Members had no question on the application.

#### Deliberation Session

22. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 5.3.2012, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- (a) the submission and implementation of fire safety measures, including the provision of a means of escape completely separating the application premises from the industrial portion of the building and fire service installations in the application premises, to the satisfaction of the Director of Fire Services or of the TPB before operation of the use; and

- (b) if the above planning condition was not complied with before operation of the use, the approval hereby given should cease to have effect and should on the same date be revoked without further notice.

23. The Committee also agreed to advise the applicant of the following :

- (a) to comply with the requirements as stipulated in the Code of Practice for Fire Resisting Construction; and
- (b) to ensure that the proposed change in use should comply with the Buildings Ordinance, in particular the provision of means of escape under Building (Planning) Regulation 41(1) and the Code of Practice for the Provision of Means of Escape in case of Fire 1996; the provision of 2-hour fire resisting separation wall for the application premises on the ground floor in accordance with the Code of Practice for Fire Resisting Construction 1996 and Building (Construction) Regulation 90; and the provision of access and facilities for persons with a disability under Building (Planning) Regulations.

[Mr. Nelson W.Y. Chan arrived to join the meeting at this point.]

[Mr. Eric C.K. Yue, District Planning Officer/Kowloon (DPO/K), and Mr. Keith Dao, Senior Engineer/Gas Standards (SE/GS) of Electrical & Mechanical Services Department (EMSD), were invited to the meeting at this point.]

### **Agenda Item 8**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/K9/240                      Proposed Public Utility Installation (Gas Piggling Station)  
in "Other Specified Uses" annotated "Sewage Treatment Plant" zone,  
Near Sung Ping Street, To Kwa Wan  
(MPC Paper No. A/K9/240)

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24. The Secretary reported that the application was submitted by the Hong Kong and China Gas Company Limited (HKCG) which was partly owned by Henderson Land Development Company Limited (the Henderson). Mr. Raymond Y.M. Chan, having current business dealings with the Henderson, had declared an interest in this item. The Hon. Starry W.K. Lee also declared an interest in this item as the local residents had sought her advice on the application. The Committee considered that their interests were direct and they should leave the meeting temporarily for the item.

[Mr. Raymond Y.M. Chan left the meeting temporarily and Hon. Starry W.K. Lee left the meeting at this point.]

#### Presentation and Question Sessions

25. With the aid of a Powerpoint presentation, Mr. Vincent T.K. Lai, STP/K, presented the application and covered the following aspects as detailed in the Paper :

##### Background

- (a) the background to the application was detailed in paragraph 4 of the Paper. The relocation of existing submarine gas pipelines and the associated facilities was required to facilitate the implementation of the proposed cruise terminal development and the Central Kowloon Route (CKR) project. Prior to the abandonment of existing submarine gas pipelines, installation of new pipelines and construction of two new gas pigging stations (GPSs) (one in Kowloon and one on Hong Kong Island) were required to maintain the supply of town gas to the Hong Kong Island;
- (b) the proposed GPS did not contain any gas storage facility or gas holder for town gas storage. It was not classified as a kind of Potentially Hazardous Installation (PHI) in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). The GPS consisted of pigging and associated operational equipment to facilitate the launching and receiving of inspection tools (i.e. the pig) for carrying out the pigging operation for inspection of submarine gas pipelines. According to HKCG's past record,

pigging operation would normally be carried out once in every ten years. The GPS also monitored the gas pressure of submarine gas pipelines, so as to maintain the integrity of the overall town gas transmission system;

- (c) a previous application (No. A/K9/230) was submitted by the same applicant in November 2008 for the same use at a site (about 940m<sup>2</sup> in area) about 30m north of the current application site. Upon the applicant's requests, the Committee had agreed to defer consideration of the application in January and May 2009 respectively to allow time for the applicant to address the public concerns. In view of the strong local objections against the application mainly on grounds of suitability of the location, potential hazard to life and adverse environmental, visual and landscape impacts, the Planning Department (PlanD) requested and the Committee decided in July 2009 to defer the application to allow time for discussion among the concerned Government departments to further improve the design and configuration of the proposed GPS and the adjacent waterfront land uses for the benefit of the community;
- (d) subsequently, concerned Government departments agreed that the proposed extension area of To Kwa Wan Sewage Treatment Plant, which was zoned "Other Specified Uses" ("OU") annotated "Sewage Treatment Plant" on the Hung Hom Outline Zoning Plan, could be released. It was proposed that part of the extension area would be used for the new GPS and the remaining parts for open space and waterfront promenade purposes. The previous application No. A/K9/230 was then withdrawn by the applicant;

*The Proposal*

- (e) the application site (about 662m<sup>2</sup>) was proposed to be fenced off by a 3m-high concrete boundary wall on all sides and a strip of land of 1.5m wide would be reserved along the boundary wall for landscape planting. The site was setback 25m from the waterfront to give way for the development of a waterfront promenade;

- (f) the GPS consisted of an instrument room (about 3m high) for housing the electronic equipment. Some equipment, such as CCTV camera, air conditioner and solar panels, would be installed at the roof of the instrument room, and the total height would not exceed 5m. The above ground pipe works were less than 3m high while most of them were only 1.5m high. A trellis of about 4m high would be erected to provide screening for the above ground equipment and pipe works;
- (g) one loading/unloading area would be provided within the site, and a new vehicular access would be provided via Sung Ping Street which also served as an exit for emergency vehicles and a pedestrian access to the waterfront promenade to the immediate east of the application site. An emergency exit would be constructed to connect the footpath of the adjacent proposed open space to the north. Construction work is scheduled to start in 2013 and would be completed in 2014;

Selection of Suitable Site

- (h) the applicant indicated that re-use of the existing GPS in Ma Tau Kok was not feasible as there was no vacant land within the site for the construction of a new GPS. To modify the existing GPS would necessitate construction works such as ground excavation, welding of gas pipes and connection of new gas pipelines to the existing gas live pipelines inside the existing GPS which might pose safety hazards and cause disruption to the existing gas facilities;
- (i) the applicant had conducted a site search exercise for the proposed GPS and two alternative options had been examined. Assessments on the East Option (at Cheung Yip Street, Kwun Tong) and the West Option (with a total of 13 sites to the west of the pipelines) were summarised in Appendix II of the Paper. The East Option was considered not feasible due to unavailability of suitable site; affecting the breakwater of Kwun Tong Typhoon Shelter; uncertain pipeline alignment which might subject to further diversion; disturbance to the public and long construction programme incurred. For the West Option, only the application site was

considered feasible because other sites were private lots, developed areas (with existing buildings) or used/reserved for open space;

- (j) the applicant had also carried out a review of the options of having the GPS built underground or recessed (i.e. a semi-enclosed environment with underground pigging equipment and gas pipes which were covered by removable gratings at the ground level) instead of above ground. An evaluation of such options was detailed in Appendix 10 of the Planning Statement at Appendix Ia of the Paper. It was found that, as compared with an above ground GPS, the underground option would pose additional risk to the public as the underground plant room was in effect a confined space which would increase the level of risks if gas incidents occurred. The assessment indicated that both the underground and recessed options were not acceptable in terms of gas safety risks imposed to the public and reliability of gas supply to users;

Departmental Comments

- (k) the departmental comments were detailed in paragraph 8 of the Paper. The Commissioner for Tourism supported the application for the reprovisioning of Ma Tau Kok GPS as the existing submarine gas pipelines between Ma Tau Kok and North Point had to be diverted which were located within the dredging zone for the new cruise terminal;
- (l) the Director of Electrical & Mechanical Services (DEMS) had no objection to the application. In respect of the Hazard to Life Assessment Report submitted by the applicant, he concurred that the risks associated with the GPS were acceptable from a gas safety point of view;
- (m) the Project Manager (Kowloon), Civil Engineering and Development Department (CEDD) advised that the site for relocating the GPS should be secured to ensure a timely completion of the gas mains diversion works to allow completion of dredging works for the second berth of the cruise terminal in 2015. Moreover, the existing submarine gas mains also affected the implementation of the CKR. Any delay to the diversion

works programme would be considered not acceptable;

- (n) the Secretary for Education advised that the proposed GPS abutting a planned secondary school site would generate psychological uneasy feeling to the future students, teachers and parents. However, if there was no other better and viable alternative for the GPS, he had no strong view on the application subject to the conditions that the GPS should be built in accordance with statutory safety and environmental protection ordinances and regulations; designed with good landscaping to minimize visual impact; and the applicant/relevant Government departments should explain to the school, parents, District Council and local residents etc. with respect to their concerns on safety and health hazard;
  
- (o) the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD commented that the scale and height of the proposed GPS was well within the statutory building height limit and was not incompatible with the surrounding development context. With the provision of landscape planting along the boundary wall, major visual impacts on the existing and planned visual context of the locality were not envisaged. However, landscape planting on the trellis should be incorporated to further enhance its visual amenity and compatibility with the surrounding environment. Setting back of the proposed development from the waterfront for 25m, which could allow for the future development of a promenade extending from the planned open space to the north of the subject site, was also supported;
  
- (p) the Chief Town Planner/Studies & Research, PlanD advised that, comparing with the previous scheme (Application No. A/K9/230) presented to the Sub-committee on Harbour Plan Review of the Harbour Enhancement Committee (HEC), the size of the GPS site had been reduced from 940m<sup>2</sup> to 662m<sup>2</sup> and its location had been shifted southwards in the current application so that more land could be released for the development of Hoi Sham Park Extension. Besides, the site had been set back to allow the provision of a waterfront promenade of at least 25m wide next to the

proposed GPS. The current application had responded positively to the comments of the Sub-committee provided on the previous scheme on design, greening and integration with the harbour-front environment;

Public Comments and Local Views

- (q) a total of 10 201 public comments were received during the statutory publication period. A majority of the comments (10 191 comments or 99.9%) were submitted in standard format. Two of the comments submitted by the Chairman of Estate Owners' Committee of Laguna Verde and a Kowloon City District Council (KCDC) member were enclosed with 6 124 signatures and 8 566 signatures respectively from local residents. All of the comments objected to the application mainly on the grounds that the proposed GPS was too close to residential, industrial and school buildings and would cause hazard to life and property; it would generate adverse environmental and air quality impacts, and affect the view in the vicinity and the property price; and the relocation was not necessary and other suitable locations might be available;

[Professor Bernard V.W.F. Lim arrived to join the meeting at this point.]

- (r) the District Officer (Kowloon City) advised that different views had been raised by KCDC members at the meeting held on 14.1.2010. One member objected to the application and five members reiterated the concerns of local residents, particularly the public health and safety impacts of the GPS. The Chairman of KCDC concluded that to enable early commencement of the cruise terminal and CKR projects and the provision of waterfront promenade and open space, the current application should be dealt with as far as possible; and

PlanD's Views

- (s) PlanD had no objection to the application based on the assessment in paragraph 10 of the Paper which was summarised below :

*The need for reprovisioning of the existing GPS*

- CEDD and C for Tourism had confirmed that the existing submarine gas pipelines had to be diverted so that the seabed could be dredged to the required depth to enable the cruise vessels to access to the berth;
- diversion of gas pipelines was also required for the construction of the CKR as a short section of the existing submarine gas pipelines near the Kowloon City Ferry Pier was in conflict with the section of the CKR in Kowloon Bay waters. While alternative landline had been examined, it would involve large-scale resumption of private residential and industrial buildings and thus was considered not feasible;
- the applicant indicated that there was no vacant land inside the existing Ma Tau Kok GPS for the construction of a new GPS, hence modification of the existing one was required. However, modification works such as ground excavation, welding of gas pipes and connection of new gas pipelines to the existing gas live pipelines might pose safety hazards causing disruption to the existing gas facilities and impose risk for affecting the town gas supply to the Hong Kong Island and was not acceptable. In this regard, DEMS supported not to re-use the existing Ma Tau Kok GPS;

*Selection of alternative site*

- while alternative locations for the GPS along both sides of the existing submarine gas pipelines had been examined, there were technical problems associated with the identified sites rendering them not suitable for the purpose;
- as regards the option at the ex-Kai Tak Runway, CEDD concurred with the applicant that it might require multi-stage diversion and would cause disturbances to the public. It would also incur a much longer construction period having serious implications on the timely implementation of the cruise terminal development;

Location of the proposed GPS

- compared with the previous proposed location under Application No. A/K9/230 which was at the middle of the proposed open space, the current location to the north of the existing sewage treatment plant would leave more space for open space development and scope for an integrated design of open space;
- the proposed GPS was not incompatible with the surrounding government, institution and community (GIC) and open space uses. All the concerned Government departments consulted had no objection to the application on traffic, fire safety, hazard to life, visual and environmental aspects;

Hazard to life

- DEMS had confirmed that the proposed GPS was not classified as a PHI. It was not designed to be a town gas storage facility and its purpose was for conducting inspection of submarine gas pipelines to ensure pipe integrity. DEMS concurred that the risks associated with the GPS were acceptable from a gas safety point of view and there was unlikely any unacceptable risk imposed on the users in the surrounding areas;
- the proposed location had been located away from dense residential areas as far as possible. The nearest residential buildings to the application site were about 200m to the west across Sung On Street and Laguna Verde was about 300m away to the south. Moreover, the proposed site was separated from the residential areas by various non-domestic uses zoned as “Government, Institution or Community” (“G/IC”), “OU(Sewage Treatment Plant)” and “OU(Business);

Environmental impacts

- apart from routine inspection and monitoring of the gas transmission system, pigging operation would normally be carried out by the



applicant once in every ten years. It was envisaged that environmental impacts caused by the proposed GPS, such as air, noise, traffic and drainage impacts, would be minimal;

Visual and landscape impacts

- as the scale of the proposed GPS was small, and screen planting would be provided outside the boundary wall and trellis would be erected covering the exposed pipes, major visual impacts were not envisaged;
- the proposed set back of the GPS from the waterfront by 25m would allow the development of a promenade extending from the planned open space to the north of the subject site;

Public consultation

- the applicant had conducted various consultations and forum to explain the project and seek comments from the interested parties including the HEC's Sub-Committee on Harbour Plan Review and the KCDC. The applicant also conducted a public forum with DC members and local residents in November 2008 before submitting the previous application No. A/K9/230, and consulted the KCDC on the current application in January 2010. Except one KCDC member who raised objection to the application, other members reiterated the concerns expressed by the local residents about the impacts of the GPS on public health and safety. The KCDC concluded that, to enable an early commencement of the cruise terminal and CKR projects and for the provision of waterfront promenade and open space, the application for the proposed GPS should be dealt with as far as possible; and

Public comments

- the local concerns on gas safety, visual, environmental and site selection aspects had been addressed by the applicant in the submission in that the proposed GPS was compatible with the

surrounding land uses; it was not a PHI and the Hazard to Life Assessment had demonstrated that it would not impose risk to the life of local residents, or cause adverse impacts on environment, landscape and visual quality; the selection of site had been carefully considered and the application site was found to be the most suitable site for the proposed GPS. Compared with the existing GPS in Ma Tau Kok which was located next to a residential development, the residential areas at Sung On Street were about 200m to the west, and Laguna Verde was about 300m to the south. These areas were separated by “G/IC”, “OU(Sewage Treatment Plant)” and “OU(Business)” uses.

26. The Secretary reported that the Estate Owners’ Committee of Laguna Verde as well as the incorporated owners/owners/residents of the Hung Hom Hok Yuen and Laguna Verde District launched a petition against the planning application in the morning. The reasons of objection were similar to those of the public comments as mentioned in paragraph 25(q) above. A copy each of their letters to the Town Planning Board (the Board) was tabled at the meeting for Members’ reference.

27. Members had the following main questions on the application:

- (a) whether there were any past gas incidents. If yes, what were the type of incidents and how they were handled;
- (b) what was the reason of placing the GPS above ground instead of underground;
- (c) how would the visual impact of the proposed GPS be mitigated;
- (d) whether the GPS would generate any major environmental impacts and hazard to life;
- (e) noting that the proposed GPS was located next to the existing To Kwa Wan Sewage Treatment Plant and the planned secondary school site, whether it would increase the risk level to these facilities. For the 19 existing GPSs,

what were their distance from the closest residential/school uses;

- (f) what were the safety standards/requirements for GPS;
- (g) noting that the current GPS in North Point was covered, whether such a design form could be considered for the current application;
- (h) whether there was any safety standard on the distance of the exposed gas pipe works from other uses in the vicinity of the application site;
- (i) how would the local objections be addressed; and
- (j) whether there were other submarine gas pipelines apart from the current ones proposed to be relocated.

28. In response to Members' questions, Mr. Eric C.K. Yue, DPO/K, made the following main points:

- (a) a total of 19 stations of similar type had been operating in Hong Kong by the HKCG for over 30 years. According to the record of HKCG, there was no reported incident of gas leakage or fire occurrence at the 19 GPSs. In this regard, Mr. Keith Dao of EMSD added that there was no reported gas incidents at the existing GPSs in the past 30 years, and EMSD had maintained close liaison with the gas companies and there was an established notification mechanism on gas incidents. Mr. Dao also clarified that the proposed GPS was not a gas storage facility. Instead, it was just used to accommodate pigging and associated operational equipment to facilitate the inspection of submarine and underground gas pipelines. He said that irrespective of the low risk of the GPS in terms of gas safety, the GPS would be equipped with adequate safety measures and the gas company would be required to conduct regular checks and maintenance such that gas safety could be enhanced;

- (b) the applicant had explored the options of having the GPS built underground or recessed instead of above ground, which was detailed in Appendix 10 of the Planning Statement submitted. Both the underground and recessed options were considered not acceptable in terms of gas safety risks and reliability of gas supply. For an underground GPS, the plant room constructed below the ground would be in effect a confined space which would increase the level of risks if gas incidents occurred. Moreover, large ventilation system for the underground plant room and pumping equipment to avoid flooding of the underground facilities would inevitably occupy space at ground level and hence generating adverse visual impact;
- (c) according to the applicant, the GPS would accommodate an instrument room with some roof-top equipments, all of which would not exceed 5m in height. In order to alleviate possible visual impact, the whole development would be fenced off by a 3m-high boundary wall with screen planting outside the boundary wall. A 4m-high trellis screening off the above ground equipment and pipe works would also be provided. Moreover, the application site had been set back from the waterfront by 25m to minimize the visual impact on the harbour-front environment. The photomontages at Drawing A-6 of the Paper illustrated the proposed visual impact mitigation measures for the application site. It demonstrated that the GPS would not be visible to the public walking along the promenade;
- (d) the Environmental Impact Assessment (EIA) conducted by the applicant concluded that the proposed GPS would not cause major adverse environmental impacts. In terms of air quality, potential impacts during the construction stage should not be significant as the site was flat and extensive site formation work was not required. With the use of quiet plant and movable noise barriers, most of the construction noise impact could be mitigated. The noise impact during operational stage would be minimal with proper implementation of good site management practices. For water quality, the operation of the GPS would not discharge wastewater. It was estimated that about 450m<sup>3</sup> of excavated materials would be generated, which could be re-used on site as backfill or in the landscaping

planting works. In addition, no hazardous materials or wastes from the GPS would be expected, and no tree felling would be required during the construction of the GPS. The implementation of mitigation measures such as a 1.5m-wide planting strip outside the boundary wall and a 4m-high trellis covering the above ground pipes could alleviate the potential visual impact of the GPS. With respect to the Hazard to Life Assessment, it was concluded that there was no insurmountable risks associated with the construction and operation of the proposed GPS to the existing and proposed users in the area. In this regard, Mr. Keith Dao of EMSD confirmed that the term “no insurmountable risks”, which was normally adopted in an assessment report, implied that the risk to the public was acceptable. Mr. Dao further said that the applicant had also conducted a quantitative risk assessment for the GPS in view of the grave concern from local residents on its operation. The results of the individual risk and societal risk analysis demonstrated that the risk of construction and operation of the proposed GPS was acceptable;

- (e) the proposed GPS was located about 10m north of the existing To Kwa Wan Sewage Treatment Plant. In fact, it was intended to locate the GPS as close as possible to the sewage treatment plant so that the remaining area of the site originally reserved for the extension of To Kwa Wan Sewage Treatment Plant could be released for open space purpose, which would be integrated with the future development of a promenade extending from the planned open space to the north of the application site. It should be noted that both the GPS and the sewage treatment plant were not classified as PHIs and they were regarded as ordinary GIC uses, hence their location of adjoining to each other would not increase the level of risk. According to the Hazard to Life Assessment on the proposed GPS, the life safety of school users next to the application site would not be jeopardized. Suitable precautionary measures including a CCTV system which allowed 24-hour monitoring of the activities within the GPS would be introduced to minimize any possible risk. Regarding nearby residential uses, the closest residential buildings to the proposed GPS were about 200m away to the west across Sung On Street, and Laguna Verde was about 300m away to

the south. However, there were a number of other uses in between the application site and Laguna Verde including a sewage treatment plant, industrial/office buildings and a shopping centre. The Secretary for Education had no strong view on the application subject to the fulfillment of conditions concerning gas safety and landscaping treatment, which had been recommended to be imposed as stated in paragraphs 11.2(a), (d) and (e) of the Paper if the application was approved. The Secretary for Education also requested that the gas company and relevant Government departments should explain to the school, parents, DC and local residents on the safety issue of the GPS. While there was no detailed information in hand on the distance of the 19 existing GPSs from their closest residential/school uses, it was noted that the GPS in Quarry Bay was about 200m from Tai Koo Shing and another one in Ma Tau Kok was located next to Grand Waterfront. In this regard, Mr. Keith Dao of EMSD supplemented that the Hazard to Life Assessment conducted by the applicant had taken into account the surrounding population and uses, including the future school. EMSD concurred with the assessment results that the risks associated with the GPS were acceptable from a gas safety point of view. For the 19 existing GPSs, some of them were in the vicinity of residential/school uses such as the one near Grand Waterfront and another one in Ma On Shan;

- (f) regarding the safety standards and requirements of gas installations, Mr. Keith Dao of EMSD said that those with the highest level of risk were classified as PHIs (i.e. hazardous materials were used which exceeded the specified threshold values in quantities) and would be subject to special controls by the Government such as controlling the residential development near PHIs. The lower level of risk was known as Notifiable Gas Installations (NGIs), such as high-pressure pipelines and LPG storage sites (with LPG storage in excess of 130 litres), which required prior approval from EMSD before they could be constructed or put into use. The proposed GPS was regarded as having the lowest level of risk as compared with the PHIs and NGIs, hence would be subject to less stringent statutory gas safety controls;

[Mr. Andrew Tsang left the meeting at this point.]

- (g) Mr. Keith Dao of EMSD said that the existing GPS in North Point was constructed many years ago and its covered design could not meet the current standards for GPSs. In view of the changes in technical and safety requirements, a GPS should adopt an “open” design;
- (h) Mr. Keith Dao of EMSD said that according to the international standards such as the recommendations of the Institution of Gas Engineers and Managers of the United Kingdom, the safety distance of above ground gas pipe works was at least 3m from the site boundary. Such a standard would be adopted in the proposed GPS under application;
- (i) regarding the local objections, it should be noted that the proposed location had been chosen to be away from the residential areas as far as possible. Compared with the existing GPS in Ma Tau Kok which was located next to a residential development, the closest residential areas to the current proposed GPS were about 200m away to the west of Sung On Street whereas Laguna Verde (with more than 9 000 public comments received from its residents raising objection to the application) was about 300m away to the south. The Hazard to Life Assessment, which included a quantitative assessment on individual and societal risks, concluded that the risks associated with the proposed GPS were acceptable from a gas safety point of view. The EIA report also concluded that the environmental impacts caused by the proposal would be minimal. Moreover, the project “Installation of Submarine Gas Pipelines and Associated Facilities from Ma Tau Kok to North Point for former Kai Tak Airport Development’ was a designated project under the EIA Ordinance. Hence, the applicant would be required to conduct a detailed EIA to address potential environmental impacts in accordance with the EIAO requirements. Visual impacts would be alleviated by mitigation measures such as screen planting. Adverse impact on property price was a matter of the property market. Regarding the mental threat to local residents, it should be noted that the

proposed GPS was not classified as PHI according to the HKPSG. The applicant had proposed a 3m-high concrete boundary wall and adopted precautionary measures including a CCTV system which allowed 24-hour monitoring of the activities within the GPS and a permit-to-work system to ensure no unauthorized entry to the GPS and that all operations were carried out according to the controlled guidelines and procedures. The applicant had examined various alternative sites and options for the proposed GPS, and concerned Government departments agreed that the current proposed location was the only possible site to meet the various technical requirements; and

- (j) Mr. Keith Dao of EMSD said that there were a total of two pairs of strategic submarine gas pipelines for the supply of town gas from Kowloon to Hong Kong Island, i.e. the pair between Cha Kwo Ling and Quarry Bay and the other one between Ma Tau Kok and North Point.

[Mr. Felix W. Fong left the meeting at this point.]

29. A Member noted EMSD's advice that the proposed GPS was acceptable in terms of gas safety. In order to avoid causing emotional anxiety from the local residents, this Member suggested that the screen planting and greening should be provided in such a way that the public would not have a view on the GPS from all directions. In addition, the position of school blocks of the future secondary school should avoid direct sight of the GPS. This could help eliminate the anxiety of teachers and students, and also reduce the possibility of damage in case of gas incidents. In response, Mr. Eric C.K. Yue said that apart from the mitigation measures such as boundary wall, screen planting and trellis, landscape planting could also be provided on the trellis to further enhance the visual amenity and compatibility of the GPS with the surrounding environment. Should the application be approved by the Committee, an approval condition requiring the submission of a landscaping proposal would be imposed as recommended in paragraph 11.2(d) of the Paper. Mr. Yue also said that the detailed design of the future secondary school was yet to be available. The Secretary for Education would be informed on the detailed layout of the GPS so that the location and orientation of school blocks would be designed to avoid direct sight of the GPS.



[The Chairperson thanked Mr. Eric C.K. Yue, DPO/K, Mr. Vincent T.K. Lai, STP/K, and Mr. Keith Dao, SE/GS of EMSD, for their attendance to answer Members' enquiries. They all left the meeting at this point.]

### Deliberation Session

30. Members noted that there was strong objection from local residents to the proposed GPS although it was not for gas storage purpose and, as advised by DEMS, the risk level of the GPS was low. Members also noted that the existing 19 GPSs had been operated by the HKCG for over 30 years with satisfactory safety record of zero gas incidents. A Member opined that the current proposed location by placing the GPS adjacent to the existing sewage treatment plant and setting back from the waterfront by 25m was better than the location proposed in the previous Application No. A/K9/230, which was at the middle of the proposed open space. Noting that a pigging station was only a low-risk installation, a Member had no objection to the application but reminded that landscape planting should be provided on all sides of the application site so that no visual impact would not be caused to the inland side of the site, i.e. along Sung Ping Street.

31. A Member suggested that the landscaping proposal for the proposed GPS should be submitted to the Board for consideration so as to ensure that the landscaping work could in effect screen off the GPS from public view. Some Members had different opinions and considered that as the landscaping proposal would not involve complicated landscaping treatment, it did not warrant a special consideration by the Board. Instead, the normal practice of vetting the landscaping proposal by concerned Government departments should follow. After some discussion, the Chairperson concluded that the proposed landscaping works should not warrant special treatment and the practice of relying on the Landscape Unit of PlanD to vet the landscaping proposal submitted by the applicant should be adhered to, and PlanD should take into account Members' concerns in vetting the landscaping proposal. Members agreed.

32. In view of the suggestion made in paragraph 29 above, a Member suggested that the applicant should also be advised to liaise with the Secretary for Education on the design of the school to avoid any direct view from the school on the GPS. The Chairperson suggested and Members agreed that the advisory clause as recommended in paragraph 11.2(c)

of the Paper be revised to take into account this comment. This Member further said that, in view of the difficulties in identifying suitable sites for utility installations mainly due to local objections, overseas experience could be considered to develop an “utilities island” to serve as a solution space.

33. After further deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 5.3.2014, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- (a) the submission and implementation of detailed design, construction, operation, maintenance and emergency preparedness of the gas pigging station in terms of gas safety to the satisfaction of the Director of Electrical and Mechanical Services or of the TPB;
- (b) the provision of access arrangement with left in/left out to the satisfaction of the Commissioner for Transport or of the TPB;
- (c) the provision of water supplies for fire fighting and fire service installation to the satisfaction of the Director of Fire Services or of the TPB; and
- (d) the submission and implementation of the landscaping proposal to the satisfaction of the Director of Planning or of the TPB.

34. The Committee also agreed to advise the applicant of the following :

- (a) to approach the District Lands Officer/ Kowloon West for a land grant;
- (b) to liaise with the Director of Leisure and Cultural Services on the integrated design of the adjoining open space; and
- (c) to liaise with the Secretary for Education on the design of the school buildings adjoining the gas pigging station, and the briefing to concerned

parties including the school users and local residents on the safety issues of the gas pigging station.

35. The Committee also agreed to relay Members' comments to the Planning Department that the landscaping proposal for the application site should provide adequate greening to screen the gas pigging station from public view.

### **Hong Kong District**

[Mr. Tom C.K Yip, Senior Town Planner/Hong Kong (STP/HK), and Mr. Keith Dao, Senior Engineer/Gas Standards (SE/GS) of Electrical & Mechanical Services Department (EMSD), were invited to the meeting at this point.]

### **Agenda Item 9**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/H8/403            Proposed Public Utility Installation (Gas Pigging Station)  
                          in "Government, Institution or Community" zone and area shown as 'Road',  
                          Hoi Yu Street, North Point  
                          (MPC Paper No. A/H8/403)

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36. The Secretary reported that the application was submitted by Hong Kong and China Gas Company Limited which was partly owned by Henderson Land Development Company Limited (the Henderson). Mr. Raymond Y.M. Chan, having current business dealings with the Henderson, had declared an interest in this item. The Committee noted that Mr. Chan had left the meeting temporarily.

#### **Presentation and Question Sessions**

37. With the aid of a Powerpoint presentation, Mr. Tom C.K Yip, STP/HK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed public utility installation (gas pigging station) (GPS) which involved re-provisioning of an existing GPS within the North Point Police Station site;
- (c) the departmental comments were detailed in paragraph 8 of the Paper and highlighted below :
  - the Commissioner for Tourism supported the application for re-provisioning of the North Point GPS as the existing submarine gas pipelines between Ma Tau Kok and North Point had to be diverted which were located within the dredging zone for the new cruise terminal;
  - the Project Manager (Kowloon), Civil Engineering and Development Department advised that relocation of the existing GPS in North Point was critical to the dredging works for the second berth of the proposed cruise terminal. The diversion of gas pipelines should be completed by 2014; and
  - the Director of Electrical & Mechanical Services (DEMS) had no objection to the application. In respect of the Hazard to Life Assessment Report submitted by the applicant, he concurred that the risks associated with the GPS were acceptable from a gas safety point of view;
- (d) one public comment was received during the statutory publication period raising objection to the application on the grounds that the application had yet to be reviewed by the Harbour-front Enhancement Committee (HEC) or its successor, and it was unclear whether the application met the harbour planning principles and guidelines; and

- (e) the Planning Department (PlanD)'s views – PlanD had no objection to the application based on the assessment in paragraph 10 of the Paper which was summarised below :

*The need for reprovisioning of the GPS*

- the existing submarine gas pipelines between Ma Tau Kok and North Point needed to be relocated to facilitate the construction of the second berth of the proposed cruise terminal development and the Central Kowloon Route project, which were scheduled for completion in 2015 and 2016 respectively. Prior to the abandonment of the existing submarine gas pipelines, installation of new submarine gas pipelines and construction of a new GPS at North Point were required to maintain the continued supply of town gas to Hong Kong Island. Timely relocation of the North Point GPS was necessary to avoid any delay to the implementation of the two infrastructural projects;

*Site selection and alternative design option*

- the North Point GPS was required to be located on the waterfront. The selection of alternative alignment of the submarine gas pipelines was limited by a lot of physical constraints, including the existing above-sea and below-sea facilities (e.g. typhoon shelter, submarine sewage outfall pipes, submarine water pipes and submarine cables), and the alignment would in turn confine the site selection of the GPSs connecting with the pipelines. As set out in Drawing A-6 and section 4 in Appendix Ia of the Paper, a total of 18 alternative sites on North Point waterfront within the reach of the re-diverted pipelines had been considered by the applicant, and the application site was found to be the only available site which was suitable for the proposed use and could meet the various technical requirements. Other sites were either occupied by existing developments or reserved for other uses such as open space;
- the applicant indicated that continued use of the existing GPS to connect with the re-diverted gas pipelines would involve construction

works inside the existing GPS, which might pose gas-related hazards and disrupt the gas supply on Hong Kong Island. In addition, alternative design options of constructing the GPS underground were considered not acceptable, particularly in terms of the undue gas safety risks to the public and the security of gas supply to users;

Land use consideration

- a major portion of the application site was shown as ‘Road’ on the Outline Zoning Plan. According to the Transport Department, there were no planned or proposed road works for the concerned ‘Road’ area. The subject application was for re-provisioning of the existing GPS within the North Point Police Station site, with a slight shift of the location of the GPS. The proposed GPS, which was small in scale and low-rise, was considered not incompatible with the surrounding commercial, industrial, and government, institution or community developments;

Visual and landscape impacts

- considering that the proposed GPS was of small scale, and landscape planting and visual barrier along the site boundaries and a trellis above the gas pipes had been proposed to mitigate the possible visual impact, concerned departments had no objection to the application from the visual and landscape viewpoints;

Gas safety

- the proposed GPS was not classified as a Potentially Hazardous Installation or designed to be a gas storage facility. After consideration of the Hazard to Life Assessment conducted by the applicant, EMSD agreed that there was unlikely any unacceptable risk imposed on the users in the surrounding areas;

Other technical aspects

- the technical assessments conducted by the applicant concluded that the proposed GPS would not cause any adverse environmental, traffic,

drainage and geotechnical impacts on the surrounding areas; and

Public comment

- the gist of the application was sent to the HEC for information when the application was published. In respect of the compliance with the harbour planning principles and guidelines, it was stated in the guidelines that if the provision of utility installation along the harbour-front was inevitable due to operational reasons, they should be planned and designed in such a way that their impacts upon the harbour-front environment and the affected areas would be minimal. The concerned GPS required a waterfront location for connection with the submarine gas pipelines and was an existing facility within the police station site. The application only involved a slight shift in the location of the existing GPS within the police station site, without affecting any area currently used by the public. The applicant had proposed landscape planting and visual barrier along the site boundaries facing the harbour and Hoi Yu Street and a trellis above the pipes to enhance greening and mitigate the possible visual impact. Given the small scale of the proposed GPS and the proposed greening and visual mitigation measures, the proposed GPS should not have any adverse impact on the harbour-front environment.

38. A Member asked whether the proposed GPS would affect the existing seawall, and whether the proposed location near the waterfront would affect the future waterfront promenade development. Mr. Tom C.K. Yip said that according to the preliminary geotechnical assessment conducted by the applicant, the proposed GPS would have no adverse impact on the stability and integrity of the existing seawall as the proposal only involved simple pipe works and boundary fence which would induce insignificant loading to the seawall. In the ongoing Hong Kong Island East Harbour-front Study commissioned by PlanD, the area underneath the Island Eastern Corridor (IEC) was proposed for use as a waterfront promenade in the form of “boardwalk”. As the proposed GPS was located within the police station site, it would not be accessible to the public and would therefore not affect the future development of waterfront promenade along this section of the harbour-front. In addition, the photomontage of the proposed GPS viewed from the waterfront under the IEC

(Drawing A-9 of the Paper) demonstrated that, with the proposed planting strip along the north-eastern and south-eastern boundaries, it would not induce significant visual impact at this part of the harbour-front area.

### Deliberation Session

39. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board (TPB). The permission should be valid until 5.3.2014, and after the said date, the permission should cease to have effect unless before the said date, the development permitted was commenced or the permission was renewed. The permission was subject to the following conditions :

- (a) the submission and implementation of a landscape proposal to the satisfaction of the Director of Planning or of the TPB;
- (b) the provision of water supplies for fire fighting and fire service installations to the satisfaction of the Director of Fire Services or of the TPB; and
- (c) the submission and implementation of the detailed design, construction, operation, maintenance and emergency preparedness of the proposed gas pigging station in terms of gas safety to the satisfaction of the Director of Electrical and Mechanical Services or of the TPB.

40. The Committee also agreed to advise the applicant of the following :

- (a) to note the District Lands Officer/Hong Kong East, Lands Department's comments in respect of the need for application for land grant for the application site and surrender of the existing gas pigging station site to the Government; and
- (b) to note the Assistant Director (Property Services), Architectural Services Department's comments in respect of relocation of the existing car park of North Point Police Station and underground utilities and issues relating to water collection and retaining structure.



[The Chairperson thanked Mr. Keith Dao, SE/GS of EMSD, for his attendance to answer Members' enquiries. Mr. Dao left the meeting at this point.]

[Mr. Raymond Y.M. Chan returned to join the meeting and Mr. C.W. Tse left the meeting at this point.]

### **Agenda Item 10**

[Open Meeting]

Proposed Amendments to the Approved North Point Outline Zoning Plan No. S/H8/22  
(MPC Paper No. 3/10)

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41. The Secretary reported that Mr. K.Y. Leung had declared an interest in this item as he had a property at Cloud View Road. Since the item was for the consideration of proposed amendments to an Outline Zoning Plan (OZP) and related to the plan-making process, Members agreed that in accordance with the Town Planning Board (the Board)'s established practice, Mr. Leung with interest declared could remain at the meeting during the discussion of the item.

42. The Secretary also reported that an e-mail from a Mr. Cheung Hok Ming providing comments on the planning of the ex-North Point Estate site was received by the Secretariat of the Town Planning Board on 2.3.2010. A letter dated 3.3.2010 from the Chairman of the Third Owners' Committee of La Place de Victoria was also received requesting that his comments and suggestions be considered at the meeting. A copy each of the e-mail and the letter had been tabled at the meeting for Members' reference.

43. Mr. Tom C.K Yip, STP/HK, presented the proposed amendments to the North Point OZP as detailed in the Paper and covered the following main points:

- (a) the proposed amendments to the OZP were detailed in paragraphs 3 and 4 and Attachment IV(A) of the Paper. Item A was to rezone the eastern portion (i.e. Site B) of the ex-North Point Estate site from "Residential

(Group A)” (“R(A)”), “Government, Institution or Community” (“G/IC”), “Open Space” (“O”) and ‘Road’ to “Comprehensive Development Area (3)” (“CDA(3)”) with the stipulation of a maximum building height (BH) of 80mPD on the OZP. In the planning brief (PB) for the ex-North Point Estate site which was endorsed by the Committee in July 2009, Site B was proposed for comprehensive commercial/residential development with a public transport terminus, a public coach park, Government, institution and community facilities, and public open space with a waterfront promenade. Item B was to amend the maximum BH for the “G/IC” site at Mansion Street from 1 storey to 80mPD to facilitate a redevelopment proposal submitted by the Hong Kong Island Region Northern District of the Scout Association of Hong Kong (SAHK) for its district headquarters. The remaining part of the “G/IC” site, which was currently an existing vegetated slope and part of Mansion Street, was proposed to be rezoned to “Green Belt” (“GB”) and ‘Road’ to reflect the current uses. Item C was to rezone a ‘Road’ area currently occupied by the Hong Kong Federation of Youth Groups (HKFYG) Building to “G/IC” with a maximum BH of 120mPD to tally with the boundaries of the completed HKFYG Building; and an area south of Model Lane from “G/IC” and ‘Road’ to “GB” to reflect the existing slope at the site;

- (b) the proposed amendments to the Notes of the OZP, as detailed in paragraph 5 and Attachment IV(B) of the Paper, were mainly to incorporate a set of Notes for the new “CDA(3)” sub-zone with development restrictions on maximum gross floor area (GFA), BH and site coverage and minimum public open space provision; to revise the Remarks of the Notes for the relevant “Other Specified Uses” and “G/IC” zones to incorporate the provision for disregarding basement floor(s) in determining the maximum number of storey(s), except for the “G/IC” site at Wai Tsui Crescent which was proposed by Hong Kong Shue Yan University for a 20-storey research and hostel complex without basement; and to revise the Remarks of the Notes for the relevant “R(A)”, “R(A)5”, “Commercial/Residential (4)” and “G/IC” zones to incorporate the provision for minor relaxation of non-building area restrictions;

- (c) opportunity was taken to revise the Explanatory Statement of the OZP, as detailed in Attachment IV(C) of the Paper, to take into account the proposed amendments and to reflect the latest planning circumstances; and
- (d) the departmental comments had been incorporated into the proposed amendments as appropriate. Subject to the Committee's agreement to the proposed amendments, the Eastern District Council (DC) would be consulted either before or during the exhibition period of the draft OZP depending on the DC's meeting schedule.

44. In response to the comments tabled at the meeting, Mr. Tom C.K Yip said that the concerns raised by the Chairman of the Third Owners' Committee of La Place de Victoria were about the existing Water Supplies Department (WSD) Hong Kong Regional Building site at the junction of King's Road and Man Hong Street. The Owners' Committee suggested that the use of the WSD site should not be changed; or if the use was to be changed, the maximum BH should not exceed 60mPD; or the site should be rezoned to "O". Mr. Yip pointed out that the WSD site was zoned "Commercial" ("C") on the North Point OZP with a maximum BH of 130mPD, and was not related to the proposed amendments to the OZP. The BH restrictions for various zones, including the "C" zone, were first incorporated in the North Point OZP in 2007 and a number of representations on the BH restrictions were received. The Board, after considering relevant factors including urban design and air ventilation aspects, decided to adopt a maximum BH of 130mPD for the WSD site. There was no justification provided by the Owners' Committee to lower the maximum BH for the site. As there was a surplus of 6.6 ha in the existing and planned open space in the district, it was considered not justified to rezone the site to "O".

45. Regarding Mr. Cheung's comments on the ex-North Point Estate site, particularly on the need to impose development restrictions, Mr. Tom C.K Yip said that detailed development parameters and design requirements had been set out in the PB for the site, which had been endorsed by the Committee in July 2009. One of the proposed amendments to the OZP was to incorporate the major development parameters for Site B of the ex-North Point Estate site as set out in the endorsed PB, including maximum GFA, site coverage and BH. Regarding the suggested setback from Java Road for road widening purpose, it was

noted that the Transport Department had not raised such a requirement. Nonetheless, requirements on building setbacks including those along Java Road and Shu Kuk Street were stipulated in the PB to enhance pedestrian circulation. It was also required to provide two visual and wind corridors along Shu Kuk Street and Kam Hong Street linking to the waterfront, and a waterfront promenade with a width of not less than 20m.

46. In response to a Member's enquiry on the proposed relaxation of BH restriction for the "G/IC" site at Mansion Street, Mr. Tom C.K Yip said that, according to the illustrative scheme submitted by SAHK, the plot ratio of the proposed district headquarters was about 11.97 and the BH was 80mPD. The proposed development would provide better facilities for the 100 000 members and 11 500 trainers of youth leadership of SAHK, including training and conferencing facilities and a resource centre supporting outdoor training programmes. It would also serve 30 schools or youth organizations with scout groups on the northern part of Hong Kong Island. Given the small size of the site (about 471m<sup>2</sup>) and its proximity to the Mass Transit Railway station, the Transport Department had no adverse comments on the TIA submitted and considered the parking provision for the site acceptable.

47. In reply to another Member's question, Mr. Tom C.K Yip said that the BH restrictions stipulated for "G/IC" sites would normally reflect the height of existing buildings or committed developments. However, should policy support be given by the concerned Government bureaux for a development/redevelopment proposal of a "G/IC" site requiring amendment to the BH restrictions, and where there was a scheme acceptable to all relevant Government departments, PlanD would initiate zoning amendments and recommend to the Board that the OZP be amended. In this case, the redevelopment proposal submitted by the SAHK was supported by the Home Affairs Bureau in view of the benefits provided to the youth development.

48. After deliberation, the Committee decided to :

- (a) agree to the proposed amendments to the approved North Point Outline Zoning Plan (OZP) No. S/H8/22 and that the Amendment Plan No. S/H8/22A (to be renumbered as S/H8/23 upon exhibition) at Attachment IV(A) and its Notes at Attachment IV(B) of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance; and

- (b) agree to adopt the revised Explanatory Statement (ES) at Attachment IV(C) of the Paper as an expression of the planning intentions and objectives of the Town Planning Board (TPB) for the various land use zonings of the OZP, and that the revised ES was suitable for exhibition together with the OZP and its Notes under the name of the TPB.

[The Chairperson thanked Mr. Tom C.K Yip, STP/HK, for his attendance to answer Members' enquiries. Mr. Yip left the meeting at this point.]

[Mr. C.M. Li, STP/HK, was invited to the meeting at this point.]

### **Agenda Item 11**

[Open Meeting]

Proposed Amendments to the

Approved Kennedy Town & Mount Davis Outline Zoning Plan No. S/H1/16

(MPC Paper No. 6/10)

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49. The Secretary reported that Mr. Leslie H.C. Chen had declared an interest in this item as he had a property at Baguio Villa, Pokulam. Since the item was for the consideration of proposed amendments to an Outline Zoning Plan (OZP) and related to the plan-making process, Members agreed that in accordance with the Town Planning Board's established practice, Mr. Chen with interest declared could remain at the meeting during the discussion of the item.

50. Mr. C.M. Li, STP/HK, presented the proposed amendments to the Kennedy Town & Mount Davis OZP as detailed in the Paper and covered the following main points:

- (a) the proposed amendments to the OZP were detailed in paragraphs 3 to 5 and Attachment II(A) of the Paper. Item A was to delete the proposed alignment of Route 7 as shown on the OZP as this indicative alignment had become obsolete. Item B was to delete the previously proposed Mass

Transit Railway (MTR) alignment which was outdated from the OZP and to incorporate the new MTR alignment under the authorized West Island Line (WIL) scheme into the OZP for information. Items C and D were to delete a portion of the “Open Space” (“O”) zone to the north-west of Yam Pak Building and a portion of the “Government, Institution or Community” zone of the existing Kennedy Town swimming pool at Pokfield Path respectively due to the incorporation of the authorized WIL scheme. These two sites would be used for the construction of ventilation and plant buildings for the MTR Kennedy Town Station and the MTR University Station respectively, and shown as “MTR Ventilation and Plant Building” on the OZP for information. As the Forbes Street site was no longer required for the development of rehousing units to facilitate urban renewal in the Western District, Items E and F were to rezone the site from “Comprehensive Development Area (1)” to “O” and “Green Belt” to reflect the existing open space use in the east and to protect the walled trees and vegetated slopes in the west respectively;

- (b) the proposed amendment to the Notes of the OZP, as detailed in paragraph 7 and Attachment II(B) of the Paper, was to delete the Notes for the “Comprehensive Development Area” zone;
- (c) opportunity was taken to revise the Explanatory Statement of the OZP, as detailed in Attachment II(C) of the Paper, to take into account the proposed amendments and to reflect the latest planning circumstances; and
- (d) concerned Government departments had no objection to or adverse comments on the proposed amendments. Subject to the Committee’s agreement to the proposed amendments, the Central & Western District Council (DC) would be consulted either before or during the exhibition period of the draft OZP depending on the DC’s meeting schedule.

51. Members had no question on the proposed amendments to the OZP.

52. After deliberation, the Committee decided to :

- (a) agree to the proposed amendments to the approved Kennedy Town and Mount Davis Outline Zoning Plan (OZP) No. S/H1/16 and that the Amendment Plan No. S/H1/16A (to be re-numbered as S/H1/17 upon exhibition) at Attachment II(A) and its Notes at Attachment II(B) of the Paper were suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) agree to adopt the revised Explanatory Statement (ES) at Attachment II(C) of the Paper as an expression of the planning intentions and objectives of the Town Planning Board (TPB) for the various land use zonings of the OZP, and the revised ES was suitable for exhibition together with the OZP and its Notes under the name of the TPB.

[The Chairperson thanked Mr. C.M. Li, STP/HK, for his attendance to answer Members' enquiries. Mr. Li left the meeting at this point.]

## **Agenda Item 12**

### **Section 12A Application**

[Open Meeting]

Y/H4/2      Application for Amendment to the  
Approved Central District Outline Zoning Plan No. S/H4/12  
from area shown as 'Road' to "Government, Institution or Community"  
with 'Religious Institution' use under Column 1 of the Notes;  
or "Other Specified Uses" annotated "Synagogue and Open Space for Public  
Use" with 'Religious Institution' use under Column 2 of the Notes;  
or "Open Space" with 'Religious Institution' use under Column 2 of the Notes,  
Land between Cotton Tree Drive and Kennedy Road Peak Tram Station,  
Central  
(MPC Paper No. Y/H4/2H)

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53. The Committee noted that the applicant's representative requested on 27.1.2010 for a further deferment of the consideration of the application for three months in order to allow time to assess the technical feasibility of an alternative site. The applicant explained that the Development Bureau and the Planning Department at a meeting on 25.1.2010 suggested an alternative contiguous site for the applicant's consideration. A further deferral of the application for a period of three months was required to allow time for them to assess the technical feasibility of the suggested alternative site. The Committee also noted that, according to the Town Planning Board (TPB) Guidelines No. 33 on Deferment of Decision on Representations, Comments, Further Representations and Applications made under the Town Planning Ordinance, a request for deferment either by the applicant or the Planning Department up to two months would normally be granted by the TPB and no further deferment would be granted except under very special circumstances.

54. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted to the Committee for consideration within three months from the date of receipt of further information from the applicant. The Committee also agreed to advise the applicant that a further two months were allowed for preparation of the submission of further information, and as a total of 35 months had been allowed, no further deferment would be granted unless under very special circumstances.

[Mr. David C.M. Lam, STP/HK, was invited to the meeting at this point.]

### **Agenda Item 13**

#### **Section 16 Application**

[Open Meeting (Presentation and Question Sessions Only)]

A/H19/61            Proposed Minor Relaxation of Building Height and Plot Ratio Restrictons  
for an Ancillary Green House  
in "Residential (Group C)" zone,  
Roof of Block C, Parisian, 8 Stanley Mound Road, Stanley  
(MPC Paper No. A/H19/61)

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Presentation and Question Sessions

55. Mr. David C.M. Lam, STP/HK, presented the application and covered the following aspects as detailed in the Paper :

- (a) background to the application;
- (b) the proposed minor relaxation of building height and plot ratio restrictions for an ancillary green house on the roof of one of the units (Block C) of an existing residential development on the site. The residential development comprised six residential blocks of four storeys over a one-storey podium of carport. The proposed green house had a height of about 2.517m and a gross floor area (GFA) of 25.335m<sup>2</sup>. The GFA of three existing staircases (31.717m<sup>2</sup>) was also included in the application in response to the Buildings Department's advice. As a result, the plot ratio of the whole residential development would be increased by 0.0347;
- (c) departmental comments – the Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD) commented that although the proposal might not have significant adverse impact on the character and visual amenity of the area, the application had not demonstrated any merits to justify a relaxation of building height and plot ratio restrictions;
- (d) during the statutory publication period, four public comments were received raising objection to the application on the grounds that there was no substantive reason to relax the restrictions for a green house; the proposed green house would be detrimental to the appearance of the building and have adverse visual impact; and it would take away the rights of all other owners for the applicant's sole enjoyment; and
- (e) PlanD's views – PlanD did not support the application based on the assessment in paragraph 10 of the Paper. As stated in the Explanatory Statement of the Stanley Outline Zoning Plan, the provision for minor

relaxation of building height and plot ratio restrictions was to allow the Town Planning Board to consider proposals for building layout and design which, whilst not strictly complying with the stated restrictions, met the planning objectives. It was hoped to encourage designs that were adapted to the characteristics of the sites concerned, particularly imaginative designs to overcome the need for stilting or to allow for the conservation of environmentally important natural features or mature vegetation. The applicant's proposed green house was for private use. There were no planning and design merits to justify the proposed relaxation of building height and plot ratio restrictions. Approval of the application would set an undesirable precedent for similar applications in the area, the cumulative effect of which would jeopardise the intention of imposing development restrictions for low-rise and low-density residential development in the area.

56. Members had no question on the application.

#### Deliberation Session

57. Members then went through the reasons for rejection as stated in paragraph 11.1 of the Paper and considered that they were appropriate.

58. After further deliberation, the Committee decided to reject the application and the reasons were :

- (a) there were no planning and design merits to justify the proposed relaxation of plot ratio and building height restrictions for the proposed development; and
- (b) approval of the application would set an undesirable precedent for similar applications in the area. The cumulative effect of approving such applications would jeopardize the intention of imposing the development restrictions for low-rise and low-density residential development in the area.

[The Chairperson thanked Mr. David C.M. Lam, STP/HK, for his attendance to answer Members' enquiries. Mr. Lam left the meeting at this point.]

### **Tsuen Wan and West Kowloon District**

[Mr. C.K. Soh, Senior Town Planner/Tsuen Wan and West Kowloon (STP/TWK), was invited to the meeting at this point.]

#### **Agenda Item 14**

[Open Meeting]

Proposed Amendments to the Draft Mong Kok Outline Zoning Plan No. S/K3/26  
(MPC Paper No. 7/10)

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59. The Secretary reported that the Urban Renewal Authority (URA) would serve as an implementation agent for the development of the proposed public open space at the junction of Nullah Road/Tung Choi Street, which was one of the proposed amendments to the Mong Kok Outline Zoning Plan (OZP), and the following Members had declared interests in this item :

- |                                                                                 |        |                                                                                                     |
|---------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------------------------|
| Mrs. Ava S.Y. Ng<br>as the Director of Planning                                 | )<br>) | being non-executive directors of the URA;                                                           |
| Mr. Walter K.L. Chan                                                            | )      |                                                                                                     |
| Mr. Maurice W.M. Lee                                                            | -      | being a former non-executive director of the URA with the term of office ended on 30.11.2008;       |
| Ms. Olga Lam<br>as the Assistant Director of the<br>Lands Department            | -      | being an assistant to the Director of Lands who was a non-executive director of the URA;            |
| Mr. Andrew Tsang<br>as the Assistant Director of the<br>Home Affairs Department | -      | being an assistant to the Director of Home Affairs who was a non-executive director of the URA; and |
| Professor Bernard V.W.F. Lim                                                    | -      | having current business dealings with the URA.                                                      |

60. The Committee noted that Mr. Maurice W.M. Lee had tendered apology for not attending the meeting and Mr. Andrew Tsang had already left the meeting. Since this item was for the consideration of proposed amendments to an OZP and related to the plan-making process, the Committee agreed that, in accordance with the Town Planning Board's established practice, the above Members with interests declared could remain at the meeting during the discussion of the item, and the Chairperson could continue to chair the meeting.

61. Mr. C.K. Soh, STP/TWK, presented the proposed amendments to the Mong Kok OZP as detailed in the Paper and covered the following main points:

- (a) the proposed amendments to the OZP, as detailed in paragraph 4 and Attachment II of the Paper, were to rezone a site at the junction of Nullah Road/Sai Yeung Choi Street from "Other Specified Uses" annotated "Petrol Filling Station" ("OU(PFS)") to "Open Space" ("O") to facilitate the implementation of a proposed sitting-out area under the District Minor Works Programme of the Yau Tsim Mong District Council (DC), and a site at the junction of Nullah Road/Tung Choi Street from "OU(PFS)" to "O" to facilitate the implementation of a proposed public open space under the URA's Proposed Revitalization Plan in Mong Kok;
- (b) opportunity was taken to revise the Explanatory Statement of the OZP, as detailed in Attachment IV of the Paper, to take into account the proposed amendments and to reflect the latest planning circumstances;
- (c) concerned Government departments had no objection to or adverse comments on the proposed amendments. The Director of Leisure and Cultural Services advised that they would take up the subsequent management of the two future public open spaces at Nullah Road subject to the availability of necessary recurrent cost; and
- (d) the District Officer/Yau Tsim Mong advised that both the DC member of the concerned constituency and the Chairman of Yau Tsim Mong North Area Committee supported the proposed rezoning for public open space

development. As the proposed amendments were to take forward the Nullah Road Greening Project as recommended by the “Area Improvement Plan for the Shopping Areas of Mong Kok” study and the public had been widely consulted on the study, further public consultation prior to the proposed amendments to the OZP was considered not necessary. The Yau Tsim Mong DC would be consulted during the exhibition period of the draft OZP.

62. After deliberation, the Committee decided to :

- (a) agree to the proposed amendments to the draft Mong Kok Outline Zoning Plan (OZP) No. S/K3/26 and that the Amendment Plan No. S/K3/26A (to be renumbered as S/K3/27 upon exhibition) at Attachment II and its Notes at Attachment III of the Paper were suitable for exhibition under section 7 of the Town Planning Ordinance; and
- (b) agree to adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper as an expression of the planning intentions and objectives of the Town Planning Board (TPB) for the various land use zonings of the OZP, and that the revised ES was suitable for exhibition together with the OZP and its Notes under the name of the TPB.

### **Agenda Item 15**

#### **Section 16 Application**

[Open Meeting]

A/K3/522

Proposed Hotel (Guesthouse)  
in “Residential (Group A)” zone,  
Portion of G/F, Mezzanine Floor and 1/F, Flourish Mansion,  
9 and 11 Cheung Wong Road, Mong Kok  
(KIL 3099 sBRP and 3099 RP)  
(MPC Paper No. A/K3/522)

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63. The Committee noted that the applicant's representative requested on 17.2.2010 for a deferment of the consideration of the application for two months in order to allow time to address the comments and concerns raised by the Transport Department and the public.

64. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted to the Committee for consideration within two months from the date of receipt of further information from the applicant. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of further information, and no further deferment would be granted unless under very special circumstances.

[The Chairperson thanked Mr. C.K. Soh, STP/TWK, for his attendance to answer Members' enquiries. Mr. Soh left the meeting at this point.]

#### **Agenda Item 16**

##### Any Other Business

65. There being no other business, the meeting was closed at 11:50 a.m..

(Chairperson)  
Metro Planning Committee