METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

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PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/28 (**Attachment I**) as shown on the draft OZP No. S/K13/28A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (TPB/the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

On 19.11.2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26 was exhibited for public inspection under section 5 of the Ordinance. Subsequently, further amended draft OZPs No. S/K13/27 and S/K13/28 were exhibited for public inspection under section 7 of the Ordinance on 14.10.2011 and 11.4.2014 respectively. Five judicial review (JR) applications had been filed against the Board's decisions in respect of the above draft OZPs. The three JR applications against the Board's decision on imposing the building height (BH), non-building areas (NBAs) and building gap (BG) restrictions (Three Restrictions) on the draft OZPs for a "Residential (Group A)" ("R(A)") site at 53, 53A, 55 and 55A Kwun Tong Road (currently occupied by Kai Tak Mansion (KTM)) were allowed by the Court. Pursuant to the Court orders, the Three Restrictions were quashed and the question of whether any restrictions should be imposed on the KTM site was to be remitted to the Board for re-consideration. A summary of the background of the draft OZPs, these JR applications and the main considerations in the Court judgements is at **Attachment V**.

3. Proposed Housing and School Developments at Wang Chiu Road (WCR) Site, Kowloon Bay (Items A and B on Plans 1 to 3)

Background

3.1 As stated in the Policy Address 2017, housing is still one of the most important livelihood issues to be addressed. The Government has been increasing land supply through a multi-pronged approach with short, medium and long-term measures to achieve the target to provide a total of 460,000 housing units in the coming ten years. To help meet the acute housing demand, a piece of Government land at WCR (**Items A** and **B** on **Plans 1** to **3**) has been identified as a potential housing site. It is part of a larger "Open Space" ("O") zone intended

for the development of a district open space, which currently has no definite development programme. Considering that there is sufficient provision of open space in the Kowloon Bay and Ngau Tau Kok areas, the Director of Leisure and Cultural Services (DLCS) has no objection to release the WCR site for other purposes.

3.2 The WCR site has an area of about 3.38ha. The eastern (1.71ha) and western (0.97ha) portions of the site is proposed for public rental housing (PRH) development by the Housing Department (HD), while the middle portion (6,950m²) is proposed for a secondary school by the Education Bureau (EDB).

The Site and Its Surroundings

- 3.3 The site is located at WCR in Kowloon Bay area, about 400m to the south of MTR Choi Hung Station. It is a piece of Government land comprising various temporary uses (**Plans 4** and **5**), including the Hong Kong Fire Services Club (HKFSC) of the Fire Services Department (FSD), a contractor depot and a maintenance depot of the Highways Department (HyD), a temporary garden of the Caritas Family Crisis Support Centre (Caritas FCSC), and the New Horizons Building (NHB) allocated to the Labour and Welfare Bureau (LWB) and currently occupied by the Christian Action (CA). Some other temporary uses are also found to the immediate northwest of the site, including the Urban Oasis which is a community farm of the Christian Family Service Centre (CFSC), and a works area of the Civil Engineering and Development Department (CEDD).
- 3.4 The WCR site is located within a medium- to high-rise residential neighbourhood supported by Government, institution and community (GIC) and retail facilities, including Richland Gardens (98-102 metres above Principal Datum (mPD)) to the south, Kai Yip Estate (42-59mPD) and Kai Tai Court (60mPD) to the southeast, Choi Tak and Choi Ying Estates (133-174mPD) to the further southeast, Ping Shek Estate (32-86mPD) and No. 8 Clear Water Bay Road (184mPD) to the northeast, Choi Hung Estate (26-60mPD) to the north, and Kai Ching and Tak Long Estates (106-120mPD) to the west (**Plan 6**). To the immediate east are some low-rise developments, i.e. the Kowloon Bay Dry Weather Flow Interceptor Pumping Chamber (DWFIPC) of the Drainage Services Department (DSD) (one storey) (Item D1 on Plans 1 to 3), the Headquarters Building of the ex-Royal Air Force Station (Kai Tak) (ex-RAF HQ) which is a Grade 1 historic building currently occupied by Caritas FCSC (two storeys, 13mPD), KTM (28mPD), the Officers' Quarters Compound of the ex-RAF (ex-RAF Compound) comprises of two Grade 1 historic buildings currently occupied by the Hong Kong Baptist University Academy of Visual Arts (HKBUAVA) (two storeys, 27-36mPD), the Grade 3 historic building Sam Shan Kwok Wong Temple (one storey, 9mPD), the St. Joseph's Anglo-Chinese (SJAC) Primary School (eight storeys, 34mPD), and the former campus of SJAC School at Choi Shek Lane (six storeys, 25mPD).

The Rezoning Proposal

3.5 To take forward the proposed housing and school developments, the WCR site is proposed to be rezoned from "O" to "R(A)" and "Government, Institution or Community" ("G/IC") (**Items A** and **B** on **Plan 3**), the former of which is subject to the same plot ratio (PR) control as other "R(A)" sites on the OZP, i.e. maximum domestic/total PR of 7.5/9. A BH restriction (BHR) of 120mPD is

proposed for the "R(A)" zone taking account of the surrounding medium- to high-rise residential developments with BHRs of 80-180mPD with a stepped BH profile gradually increasing from west to east towards the hilly area (**Plan 6**). Besides, a BHR of eight storeys is proposed for the school site, similar to other school sites on the OZP.

3.6 HD proposes to develop the "R(A)" zone for PRH in two phases (**Plan 7a**). Supporting and GIC facilities, such as local open space, retail facilities, parking spaces, loading/unloading (L/UL) bays, kindergarten, child care centre (CCC) and residential care home for the elderly (RCHE) will be provided in the basement and non-domestic portion of the proposed PRH development as appropriate in consultation with concerned departments including the Leisure and Cultural Services Department (LCSD) and the Social Welfare Department (SWD). The proposed development parameters of the PRH development are as follows:

	Eastern Portion (Phase 1)	Western Portion (Phase 2)	Total
Site Area (about)	1.71ha	0.97ha	2.68ha
Maximum Domestic/Total PR	7.5/9		
BHR	120mPD		
No. of Blocks	3	2	5
Estimated No. of Units (about)	2,650	1,450	4,100
Estimated Population (about)	6,650	4,050	10,700

- 3.7 Moreover, EDB proposes to develop the "G/IC" zone as a standard secondary school with 30 classrooms (**Plan 7a**).
- 3.8 HD has completed the relevant technical assessments, namely, air ventilation assessment (AVA), visual appraisal (VA), preliminary tree survey (PTS), traffic impact assessment (TIA) and quantitative risk assessment (QRA) in supporting the proposed housing development. A copy of the AVA, VA and PTS, and extract/executive summary of the TIA and QRA are at **Attachments VIa** to **VIe**. A full set of the technical assessments are deposited at the Board's secretariat for Members' inspection.

Air Ventilation Aspect

According to the AVA by Expert Evaluation (EE) Study conducted by HD (Attachment VIa), the annual prevailing winds near the WCR site are easterly (E), east-south-easterly (ESE) and south-easterly (SE), while the summer prevailing winds are ESE, SE and west-south-westerly (WSW). With the proposed PRH development, the expected localized air ventilation impacts under the prevailing winds include the weakening or partially blocking of E and ESE winds towards the two primary schools at Muk Hung Street and Kai Ching Estate, the effect on wind distribution along Kwun Tong Road/Lung Cheung Road under ESE wind, the disconnection of the air path between WCR and Kwun Tong Road/Lung Cheung Road under SE wind, the worsening of the low wind environment (such as Caritas FCSC) under WSW wind, and the influence on the flow reaching the proposed school at the WCR site.

- 3.10 To address the possible impacts, some design features and mitigation measures (**Plan 7b**) are proposed, such as:
 - (a) the designation of a 25m-wide NBA bisecting the eastern portion of the PRH site in a north-south direction to serve as a ventilation corridor;
 - (b) the setback of podiums and residential towers by at least 20m and 5m from Kwun Tong Road/the ramp leading to Kwun Tong Bypass and WCR respectively to allow better wind penetration and alleviate the impacts to wind distribution along these roads;
 - (c) the incorporation of at-grade ventilation passages with height of about 4m clearance and width varying from 6m to 9m to increase the ground permeability allowing wind penetration to the proposed school;
 - (d) the minimization of podium structures and height profile to reduce the flow impediment at pedestrian level; and
 - (e) the reservation of building separation of at least 15m to encourage wind penetration between towers and downward airflow to reach the proposed school and pedestrian level.
- 3.11 It is expected that these measures can help mitigate the potential adverse air ventilation impact on the surrounding areas. Under the established administrative procedures, the proposed PRH development will be guided by a planning brief to be prepared by HD, with a requirement on the conducting of a quantitative AVA study at the detailed design stage. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the proposed rezoning from air ventilation perspective.

Visual Aspect

- The skyline of the Kowloon Bay and Ngau Tau Kok/Jordan Valley areas has a 3.12 generally ascending BH profile from the west to the east towards the hilly area of Jordan Valley with the Ping Shan (平山) (its peak at about 189mPD) to the east of Choi Tak Estate serving as the backdrop (**Plan 6**). In the VA conducted by HD (Attachment VIb), five viewing points (VPs) were selected, i.e. the planned open space at Sze Mei Street in San Po Kong to the northwest, the pedestrian footbridge connecting MTR Kowloon Bay Station with Choi Ying Estate to the southeast, footpath of Muk Chui Street near the future Kai Tak Station Square to the west, the Kowloon Bay Sports Ground to the south, and the Quarry Bay Park vantage point to the further south on the other side of the harbour. As illustrated in the photomontages for the proposed PRH development viewing from these VPs (Plans 8a to 8e), the proposed PRH development would not induce substantial visual impact to the surrounding areas and it is not visually incompatible with the medium-rise/high-rise developments in the surrounding areas.
- 3.13 Taking into account the visual impact arising from the proposed developments at the WCR site and the KTM site as a whole (**Plans 9a and 9b**), CTP/UD&L, PlanD considers that the proposed development scale with a BH not exceeding 120mPD is not incompatible with the surrounding townscape.

Landscape Aspect

According to HD's PTS (Attachment VIc), there are approximately 470 trees at 3.14 the site with no rare species or Old and Valuable Tree (OVT). Existing trees are mainly common species with fair to poor forms, amenity value and low survival rate after transplanting. It is estimated that 206 trees will be affected by the proposed PRH development, and most of the existing trees have to be removed subject to the final development design and extent of works. The principle of retaining or removing the existing trees depends on the proposed development layout and the findings by detail tree survey. A detail tree survey and compensation proposal will be submitted in accordance with Development Bureau Technical Circular (Works) No. 10/2013 on Tree Preservation and approval from HD's Tree Preservation Committee will be sought. Director of Agriculture, Fisheries and Conservation (DAFC) and CTP/UD&L, PlanD have no adverse comment on the proposed rezoning from landscape perspective.

Traffic Aspect

- 3.15 As indicated in the TIA study conducted by HD (Attachment VId), all critical junctions in the surrounding areas will be operating within their capacities in design year 2027 except for three junctions, namely, Kai Cheung Road/Wang Kwong Road, Kai Cheung Road/Wang Chiu Road, and Shing Kai Road/Muk Chui Street (junctions A, D and F2 on **Drawing 4.2** of **Attachment VId**). cater for future traffic and public transport demands induced by increasing the development intensity of the Kai Tak Development, CEDD has proposed junction improvement schemes at some adjacent critical junctions, including junctions A and D, which will be implemented before 2020 and 2018 respectively. To cater for the proposed PRH and school developments, further junction improvement schemes are necessary at junctions A and F2 by widening the eastbound approach to provide an additional traffic lane at both Kai Cheung Road and Muk Chui Street. With the completion of all the proposed junction improvement works, the local road network would be operating within its capacity at the morning and evening peak hours by 2031.
- 3.16 Ancillary parking facilities will be provided in the proposed PRH development up to the high-end requirement in the Hong Kong Planning Standards and Guidelines (HKPSG).
- 3.17 The site is well served by public transport services of about 30 bus and minibus routes along WCR and Kwun Tong Road and connecting with various districts. According to the Bus Route Planning Programme 2017-18 of Kwun Tong District, there are plans in the coming two years to strengthen the services of various bus routes and introduce new bus routes in order to cope with the developments in Kowloon Bay and nearby areas. TD, together with public transport operators, all along closely monitor the changes in passenger demand and level of service in the district, and would timely adjust and improve the services in view of the developments in the surroundings, allocation of resources, and the projected patronage of additional services, etc. Besides, according to the TIA study, there would be an additional lay-by outside the WCR site for use by buses and minibuses (Plan 7a).

- 3.18 Residents in the area could make use of a subway spanning across Kwun Tong Road to access MTR Choi Hung Station, or existing pedestrian road-crossing facilities to access the future Kai Tak Station of the Shatin to Central Link for railway service to various locations.
- 3.19 The TIA study concludes that the proposed PRH and school developments would not induce adverse traffic impact onto the surrounding road network. The Commissioner for Transport (C for T) has no adverse comment on the findings of the TIA study. All the concerned departments including C for T, the Commissioner of Police (C of P) and the Director of Highways (D of Hy) have no objection to the proposed rezoning from the traffic perspective.

Risk and Infrastructural Aspects

3.20 HD has undertaken a QRA study on the liquefied petroleum gas (LPG) store at Richland Gardens in the vicinity to the site (Attachment VIe) to demonstrate the risk posed by the LPG store on the proposed PRH and school developments is in compliance with the Hong Kong Risk Guidelines (HKRG). Findings in this QRA study conclude that the risk posed by the LPG store, taking into account the adjacent land uses and the proposed PRH and school developments satisfies the criteria stipulated in the HKRG. Concerned Government departments, including the Director of Electrical and Mechanical Services (DEMS) as the Gas Authority, were consulted and have no objection to/adverse comment on the rezoning proposal from the risk and infrastructural perspectives.

Christian Action

3.21 CA has been using NHB as their retraining centre and ancillary office on a temporary basis since 1998. NHB has to be demolished for the proposed PRH and school developments at the WCR site. In this regard, LWB gives policy support to CA for using any available alternative Government land/premises for retraining purpose on a rent-paying and temporary basis. During the past two years or so, LWB has been in liaison with concerned bureaux/departments (B/Ds) for the identification of suitable temporary premises for reprovisioning of CA's retraining facilities, including providing some Government land/premises that are available for short-term tenancy purpose to CA for consideration. Recently, DLO/KE has extended the term of the current temporary allocation of NHB until 30.6.2018. LWB will continue to liaise with CA on the reprovisioning matter.

4. Proposed Development Restriction for KTM Site (Item C on Plans 1 to 3)

Background

4.1 Pursuant to the Court orders, the Three Restrictions⁽¹⁾ for the site as currently shown on the OZP have been quashed and the OZP was remitted to the Board for re-consideration of whether any restriction should be imposed on the site. To follow up, PlanD has conducted a review on the site with a view to formulating the appropriate development restrictions taking into account the relevant

(1) The Three Restrictions for the KTM site are: (i) a BHR of 130mPD; (ii) two 10m-wide NBAs at the northeastern and southeastern boundaries; and (iii) a 20m-wide BG of 15mPD in the middle of the site.

principles and considerations set out in the concerned Court judgements (see

Attachment V).

The Site and Its Surroundings

- 4.2 The site (about 5,700m²) falls within an area zoned "R(A)" on the OZP (**Item C** on **Plans 1** to **3**). It is currently occupied by KTM which comprises four seven-storey private residential buildings with retail and workshops on the ground floor. Built in 1962 with a PR of about 3.1, these buildings are under planning for redevelopment by a private developer. KTM is located at a mean street level of about 4.6mPD and has BHs of about 25.6 to 28.3mPD. It abuts Kwun Tong Road which runs along its front side.
- 4.3 The KTM site is just on the opposite of the WCR site (**Plans 2** and **4**). In broader context, the site is located in the same medium- to high-rise residential neighbourhood as described in paragraph 3.4 above. However, the site is closely surrounded by low-rise buildings including historic buildings and schools, open spaces and medium-rise public housing estates (**Plan 10**):
 - (a) to its northwest is Kwun Tong Road Children's Playground and Grade 3 historic building of Sam Shan Kwok Wong Temple; to its further north and northwest is the medium-rise Ping Shek Estate;
 - (b) to its immediate north and northeast are Grade 1 historic buildings of ex-RAF Compound, which is located at a site level of 27.7mPD; to its further northeast is the Ping Shek Playground at 46mPD;
 - (c) to its immediate southeast is the eight-storey SJAC Primary School; to its further southeast is the six-storey former campus of SJAC School; and
 - (d) to its west across Kwun Tong Road is Grade 1 historic building of ex-RAF HQ and a one-storey Kowloon Bay DWFIPC (**Item D1** on **Plans 1** to **3**); to its further west is the WCR site (**Items A** and **B** on **Plans 1** to **3**).
- 4.4 KTM is located at the foothill of Jordan Valley. The area in the vicinity is generally characterised by a stepped BH profile (**Plan 6**) with BHRs gradually increasing from west to east along the northeastern side of Kwun Tong Road towards the high-rise residential areas at the upper platforms of Jordan Valley (i.e. from 80-100mPD for Ping Shek Estate to 160-170mPD for Choi Tak and Choi Fook Estates⁽²⁾.

Review of Development Restrictions

4.5 The KTM site is zoned "R(A)" which is intended primarily for high-density residential developments, with a maximum domestic/total PR of 7.5/9. The original BHR for the site was intended to avoid out-of-context and excessively tall development, and the original NBAs and BG were intended to mitigate the possible adverse visual and air ventilation impacts on the surrounding areas. Due to the Court orders, these Three Restrictions were quashed. In the absence of appropriate development restrictions, there are concerns that redevelopment of the site for high-rise buildings would result in incompatible development in visual

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⁽²⁾ Planning application No. A/K13/299 for proposed minor relaxation of BHR (from 170mPD to 190mPD) for permitted PRH development (Choi Fook Estate Phase 3) with sports centre and wet market was approved with conditions by the Committee on 5.2.2016.

terms and cause adverse air ventilation and visual impacts on its neighbourhood including the Grade 1 historic buildings of ex-RAF Compound at the back. To facilitate the consideration of appropriate restrictions of the site, PlanD have conducted a visual impact assessment (VIA) and an AVA taking into account the latest planning circumstances and developments in the surrounding areas.

4.6 In order to prevent out-of-context development, the imposition of BHR for the site is considered necessary. After reviewing the stepped BH profile of the planning area as mentioned in paragraph 4.4, site constraints and taking into account the permissible development intensity for the site, it is proposed to impose a BHR of 140mPD for the site (Item C on Plan 3). The proposed BHR will be compatible with the surrounding developments and the stepped BH profile, with room to incorporate measures to mitigate visual and air ventilation impacts.

Visual Aspect

4.7 A VIA has been conducted to assess the potential visual impact arising from the future development at the site on its surrounding areas. In the VIA (Attachment VIIa), a notional scheme with a BH of 140mPD is adopted. The scheme has taken into account the permissible development intensity for the site with due regard to the requirements of the Sustainable Building Design (SBD) Guidelines and incorporation of some design measures. The indicative layout and section drawing are shown on Plan 11 with the assumed development parameters summarized as follows:

Site Area	5,713m ² (3)
Site Formation Level	4.6mPD
GFA - Domestic - Non-Domestic	43,556m ^{2 (4)} 5,355m ²
PR- Domestic - Non-Domestic	7.62 (7.5 + bonus PR of 0.12) 0.94 ⁽⁵⁾
Site Coverage - Tower - Podium	25.21% 40.26%
BH- Tower - Podium	140mPD (absolute height of 135.4m) 22.6mPD
No. of Storeys	41 (37 domestic storeys over a 4-storey podium)
Emergency Vehicular Access	along northwestern boundary adjoining Kwun Tong Road Children's Playground
Design Features	 10m-wide NBA along the northeastern boundary 20m-wide NBA along the southeastern boundary low commercial podium of 22.6mPD 15m-wide urban window spanning from 4/F to 19/F

⁽³⁾ A strip of land of about 141.63m² along Kwun Tong Road will be required to be surrendered for provision of a bus lay-by.

(4) Includes bonus GFA of 708.15m²/PR of 0.12, i.e. five times of the surrendered area of 141.63m² according to Building (Planning) Regulations (B(P)R) 22(2)(b).

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⁽⁵⁾ The site is a Class A site. Based on B(P)R, if the proposed domestic PR is 7.5, the achievable non-domestic PR is 0.94.

- 4.8 In accordance with the TPB Guidelines No. 41 on Submission of VIA for Planning Applications to the TPB, a total of nine VPs from different directions and distances are selected to ensure a comprehensive assessment on the visual impact (Plan 12). They are locations that are frequently used by the public for outdoor activities, key pedestrian nodes, and where viewers' visual attention may be caught by the proposed development at the KTM site. As seen from the photomontages of the VIA with views from selected short-/medium-/long-range VPs, the proposed development would impose adverse visual impact on one short-range VP (i.e. at ex-RAF Compound, **Plans 12a** and **12b**), and moderately/ slightly adverse impact on other short-range VPs (i.e. at footpath on Kwun Tong Road outside NHB, bus stop on Kwun Tong Road outside Kai Yip Estate, and footpath outside Sam Shan Kwok Wong Temple, Plans 12c to 12e). The visual impact would be slightly adverse/negligible from medium-range VPs (i.e. at Ping Shek Playground, the podium basketball court at Choi Tak Estate, the pedestrian footbridge connecting MTR Kowloon Bay Station with Choi Ying Estate, and Kowloon Bay Sports Ground, Plans 12f to 12i) and negligible from long-range VP (i.e. at Quarry Bay Park vantage point, Plan 12j). CTP/UD&L, PlanD considered that the proposed BH of 140mPD for the KTM site is not incompatible with the surrounding urban context.
- 4.9 The VIA reveals that the notional scheme with a BH of 140mPD is compatible with the stepped BH profile in the area and views to the ridgelines of Lion Rock could generally be maintained, but major visual impact on ex-RAF Compound behind the site is inevitable. In view of the historic and architectural significance of ex-RAF Compound, design measures to mitigate the visual impact of the proposed development on the historic ambience of ex-RAF Compound are considered necessary. Apart from NBAs, urban window and low podium as proposed in the notional scheme, other mitigation measures including BG, building disposition/form, landscaped podium, compatible colour/materials/ architectural design, screen/edge planting, etc. could be used to improve the visual permeability and mitigate the visual impact. As the future development is subject to the control of SBD Guidelines at the building plans submission stage, some of the design measures mentioned above are expected to be included. Nevertheless, the future developer is encouraged to adopt suitable design measures to minimize the visual impacts of the proposed development on the surrounding areas, and to consult the Antiquities and Monuments Office (AMO) of LCSD in order to address their concern about the impact on the integrity of ex-RAF Compound.

Air Ventilation Aspect

- 4.10 An updated AVA by EE Study was undertaken by PlanD in 2016 to review the air ventilation impact of the future development at the site and to propose mitigation measures to alleviate the impacts. As revealed in the AVA (**Attachment VIIb**), unlike the existing low-rise development, the future high-rise development at the site would potentially block the prevailing winds and create wake regions in its immediate downstream including:
 - (a) SJAC Primary School under northerly (N), south-westerly (SW) and WSW winds;
 - (b) ex-RAF Compound under southerly (S), SW and WSW winds; and

- (c) Kwun Tong Road Children's Playground under east-north-easterly (ENE), E, ESE, SE and S winds.
- 4.11 It is recommended in the AVA that the future high-rise development should avoid long building frontage along Kwun Tong Road, and adopt appropriate mitigation measures including building setback, permeable building design, a minimized podium, and gaps between podium and building towers above. In order to address the potential air ventilation issues, a quantitative AVA is required to explore effective mitigation measures at the detailed design stage to alleviate potential adverse impacts on the pedestrian wind environment. Enhancement measures should be incorporated to optimize the future scheme in terms of air ventilation performance.

Lease Aspect

- 4.12 KTM is situated on section B and remaining portion (S.B & R.P.) of New Kowloon Inland Lot (NKIL) No. 167 and S.B & R.P. of NKIL No. 168. NKIL 167 & 168 are each held under two separate Government Leases both dated 16.3.1921 as varied by the Deed of Variation of Crown Lease dated 26.2.1963.
- 4.13 The leases of the lots are unrestrictive except for an no-offensive trade clause and height restrictions (not exceeding the level of the lawn (about 27.7mPD) of ex-RAF Compound). Any proposed high-rise development will require modification of the height restriction under the leases. Any other Government requirements would be incorporated into the lease where appropriate.

Technical Aspects

4.14 The current amendments for the KTM site are related to the BHR, without changing the zoning and permitted PR for the site. The site will be setback to accommodate a bus lay-by at its southwestern boundary abutting Kwun Tong Road (Item C on Plan 3) to ease the traffic condition of Kwun Tong Road eastbound. C for T has no comment on the proposed amendment from traffic engineering viewpoint. As the amendment has no direct environmental implications, EPD has no comment from the environmental perspective. Other concerned departments have no adverse comment on other technical aspects.

The Recommended Control

- 4.15 On the basis of the above findings, particularly the VIA and AVA, a BHR of 140mPD is recommended to be imposed for the KTM site on the OZP. As demonstrated in the notional scheme, the BHR of 140mPD has taken into account the permissible development intensity under the "R(A)" zone including any possible bonus PR resulting from the setting back of the site for road widening, with room for accommodating some good design measures.
- 4.16 As recommended in the VIA and AVA, there are various types of mitigation measures which may help address the potential adverse visual and air ventilation impacts on the surrounding areas. To allow for flexibility for the developer to come up with appropriate and practical measures to address the impacts based on its own building design at the detailed design stage, it is recommended that no NBA/BG be imposed on the site. In order to address the potential air ventilation issues, a quantitative AVA is required at the detailed design stage to identity

effective mitigation measures, such as NBA/BG/setback, to facilitate a permeable building design and to minimize adverse air ventilation impact on the surrounding low-rise buildings, in particular the Grade 1 historic buildings of ex-RAF Compound and the nearby school. In addition, the future developer is encouraged to adopt suitable design measures as recommended by the VIA to minimize the visual impact on the surrounding areas and to consult AMO of LCSD on the development proposal with reference to its impacts on and compatibility with the adjoining ex-RAF Compound.

4.17 Such intention/requirement are proposed to be stated in the ES of the OZP (paragraph 9.2.8 of **Attachment IV** refers), and would be considered to be incorporated into the lease conditions during the lease modification stage as appropriate.

5. Rezoning Proposal to Reflect As-built Conditions (Items D1 and D2)

Opportunity is taken to rezone the following sites to appropriate zonings to reflect their as-built conditions (**Plan 3**):

- (a) to rezone the existing Kowloon Bay DWFIPC (about 540m²) (**Plan 13**) at Kwun Tong Road to the northwest of Caritas FCSC from "O" to "G/IC" with a BHR of one storey (**Item D1** on **Plan 3**); and
- (b) to rezone four pieces of land (**Plan 13**) being parts of the existing Kwun Tong Road, Prince Edward Road East, WCR, and an unnamed road connecting the junctions of WCR/Wang Kwong Road and Shing Kai Road/Muk Chui Street from "G/IC(2)" and "O" to areas shown as 'Road' (**Item D2** on **Plan 3**).

6. Provision of Open Space and GIC Facilities

Taking into account the planned population of the planning scheme area (including a population of about 10,700 for the proposed PRH development at the WCR site) and the provision standards in HKPSG, the planned provision of open space and major community and social welfare facilities in the area is generally sufficient (**Attachment VIII**). The locations of open space and major GIC facilities in the surrounding areas of the WCR site are shown on **Plan 14**. A number of GIC facilities including a kindergarten, a CCC (100 places) and a RCHE (100 places) will be incorporated into the proposed WCR PRH development to serve the local community. The actual provision would be confirmed at the detailed design stage.

7. Proposed Amendments to Matters shown on the Plan (Attachment II and Plan 3)

The proposed amendments as shown on the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28A (**Attachment II**) are as follows:

Item A – Rezoning of part of the WCR site from "O" to "R(A)" (about 2.68ha)

(a) Rezoning of two pieces of land within the WCR site from "O" to "R(A)" with the imposition of a BHR of 120mPD in accordance with paragraph 3.5 above.

Item B – Rezoning of part of the WCR site from "O" to "G/IC" (about 0.7ha)

(b) Rezoning of a piece of land within the WCR site from "O" to "G/IC" with the imposition of a BHR of eight storeys in accordance with paragraph 3.5 above.

Item C – Imposition of BHR on the KTM site (about 0.57ha)

(c) Imposition of a BHR of 140mPD on the KTM site in accordance with paragraphs 4.15 to 4.17 above.

Item D1 – Rezoning of a site from "O" to "G/IC" (about 0.05ha)

(d) Rezoning of the existing Kowloon Bay DWFIPC at Kwun Tong Road from "O" to "G/IC" with the imposition of a BHR of one storey in accordance with paragraph 5 above.

<u>Item D2 – Rezoning of four pieces of land from "G/IC(2)" and "O" to areas shown as 'Road' (about 0.6ha)</u>

(e) Rezoning of four pieces of land being parts of various roads from "G/IC(2)" and "O" to areas shown as 'Road' in accordance with paragraph 5 above.

8. Proposed Amendments to the Notes of the OZP (Attachment III)

- 8.1 The remarks of the Notes of the "R(A)" zone are proposed to be amended to delete the provision in connection to the NBAs and BG related to the KTM site.
- 8.2 With a view to support art development, relevant B/Ds have investigated the feasibility of allowing 'Art Studio' in the I-O buildings. As the key concern is on fire safety, 'Art Studio' is considered acceptable in the industrial and I-O buildings if it does not involve direct provision of services or goods, e.g. art studio which does not involve hobby classes, seminars, sales of goods, open art exhibition, rehearsal for art performance, etc. is allowed. The proposal was generally supported by the stakeholders and no objection from concerned Government departments. In Kowloon Bay Business Area, it is not uncommon that some of the industrial buildings are now being used as art studios. To take forward the above proposal, it is proposed to incorporate 'Art Studio (excluding those involving direct provision of services or goods)' as a Column 1 use in Schedule II of the "Other Specified Uses" annotated "Business" zone. As 'Art Studio' is currently subsumed under the use 'Place of Recreation, Sports or Culture', corresponding amendment will also be made and 'Art Studio (excluding those involving direct provision of services or goods)' will be incorporated into the Definition of Terms and the Master Schedule of Notes when opportunity arises.
- 8.3 The proposed amendments to the Notes (with additions in *bold and italics* and deletions in 'erossed out') are at **Attachment III** for Members' consideration.

9. Revision to the Explanatory Statement of the OZP (Attachment IV)

The ES of the OZP has been revised to take into account the proposed amendments as

mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES (with additions in *bold and italics* and deletions in 'erossed out') are at **Attachment IV** for Members' consideration.

10. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K13/29.

11. Consultation

Departmental Consultation

- 11.1 The proposed amendments have been circulated to the following Government B/Ds. They have no objection to or no adverse comment on the proposed amendments, and their comments have been incorporated in the paper where appropriate:
 - (a) Secretary for Development (SDEV);
 - (b) Secretary for Education (SED);
 - (c) Secretary for Labour and Welfare (SLW);
 - (d) Head of Energizing Kowloon East Office, Development Bureau;
 - (e) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (f) Chief Building Surveyor/Kowloon, Buildings Department;
 - (g) Chief Engineer/Construction, Water Supplies Department;
 - (h) Chief Engineer/Mainland South, DSD;
 - (i) Chief Highway Engineer/Kowloon, Highways Department;
 - (j) CTP/UD&L, PlanD;
 - (k) C of P;
 - (l) C for T;
 - (m) DAFC;
 - (n) DEMS:
 - (o) Director of Environmental Protection;
 - (p) Director of Fire Services;
 - (q) Director of Food and Environmental Hygiene;
 - (r) Director of Housing;
 - (s) Director of Social Welfare;
 - (t) District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD);
 - (u) District Officer (Kwun Tong), Home Affairs Department;

- (v) DLCS;
- (w) Executive Secretary (Antiquities & Monuments), AMO, LCSD;
- (x) Government Property Administrator;
- (y) Head of Geotechnical Engineering Office, CEDD; and
- (z) Project Manager (Kowloon), CEDD.

Public Consultation

- 11.2 On 10.1.2017, the Kwun Tong District Council (KTDC) was consulted on the proposed amendments to the draft OZP. For the WCR site, KTDC raised concerns on the traffic impact of the proposed development and inadequacy of GIC facilities to serve the local community, and considered that the reprovisioning of CA premises should be properly handled. For the KTM site, some members raised suggestions on the proposed BHR and the uses to be included in the proposed development. The relevant extract of the minutes of the meeting is at **Attachment IX**.
- Wilson, Hon WU Chi-wai), KTDC members (Mr. BUX Sheik Anthony, Mr. MOK Kin-shing, Mr. CHAN Man-kin, Mr. CHENG Keng-ieong, Mr. CHAN Wah-yu Nelson), CA, local concern group (麗晶居民權益關注組) and members of general public (Attachments Xa to Xi). Besides, representatives of PlanD and HD attended a local forum organized by the KTDC member for the constituency of Richland Gardens, Mr. BUX Sheik Anthony, on 20.1.2017, and attended by LegCo member Hon TAM Man-ho Jeremy, representatives of CA, residents of Richland Gardens and local concern group. In general, the written submissions and the residents attending the forum all raised objection to or concerns on the proposed development at the WCR site.
- 11.4 KTDC and written submissions mainly raise concerns on traffic impact, inadequacy of GIC facilities / open space in the area, and reprovisioning of CA's premises. The assessments on the relevant aspects in paragraphs 3, 4 and 6 above are relevant. Detailed summary of the views received and the responses of the relevant Government B/Ds is at **Attachment XI**.

12. Decision Sought

Members are invited to:

- (a) <u>agree</u> to the proposed amendments to the draft Ngau Tau Kok and Kowloon Bay OZP and that the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28A at **Attachment II** (to be renumbered as S/K13/29 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 7 of the Ordinance; and
- (b) <u>adopt</u> the revised ES at **Attachment IV** for the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28A as an expression of the planning intentions and objectives of the Board for various land use zones of the OZP and <u>agree</u> that the revised ES is suitable for publication together with the OZP.

13. Attachments

Attachment I Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28

(reduced to A3 size)

Attachment II Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28A

Attachment III Revised Notes of Draft Ngau Tau Kok and Kowloon Bay OZP

No. S/K13/28A

Attachment IV Revised ES of Draft Ngau Tau Kok and Kowloon Bay OZP

No. S/K13/28A

Attachment V Summary of Background of Draft OZPs, Judicial Review

Applications in Respect of Kai Tak Mansion Site and Main

Considerations in Court Judgements

Attachment VIa Air Ventilation Assessment by Expert Evaluation Report for

the Wang Chiu Road Site

Attachment VIb Visual Appraisal Report for the Wang Chiu Road Site

Attachment VIc Preliminary Tree Survey Report for the Wang Chiu Road Site

Attachment VId Traffic Impact Assessment Report for the Wang Chiu Road

Site (Extract)

Attachment VIe Quantitative Risk Assessment Report for the Wang Chiu Road

Site (Executive Summary)

Attachment VIIa Visual Impact Assessment Report for the Kai Tak Mansion

Site

Attachment VIIb Air Ventilation Assessment by Expert Evaluation Report for

the Kai Tak Mansion Site

Attachment VIII Provision of Open Space and Major GIC Facilities in the

Planning Scheme Area

Attachment IX Minutes of the KTDC Meeting held on 10.1.2017 (Extract)

Attachments Xa to Xi Letters and Emails received from KTDC Members, LegCo

Members, Christian Action, Local Concern Group and General

Public

Attachment XI Details of Public Views Received and Responses of Relevant

Government Bureaux/Departments

Plan 1 Location Plan of Proposed Amendment Items

Plan 2 Aerial Photo of Proposed Amendment Items

Plan 3 Site Plan of Proposed Amendment Items

Plan 4 Site Plan of Existing Land Uses in the Surrounding Areas

Plan 5 Site Photos of the Wang Chiu Road Site

Plan 6 Existing and Committed Building Height Profile in Kowloon

Bay and Jordan Valley

Plan 7a Conceptual Layout Plan of the Wang Chiu Road Site

Plan 7b Conceptual Design Features and Mitigation Measures of the

Wang Chiu Road Site

Plans 8a to 8e Photomontages for the Wang Chiu Road Site

Plans 9a and 9b Photomontages for both the Wang Chiu Road Site and the Kai

Tak Mansion Site

Plan 10 Site Photos of the Kai Tak Mansion Site

Plan 11 Notional Scheme under Visual Impact Assessment for the Kai

Tak Mansion Site

Plan 12 Locations of Viewpoints Selected for Visual Impact

Assessment for the Kai Tak Mansion Site

Plans 12a to 12j Photomontages for the Kai Tak Mansion Site

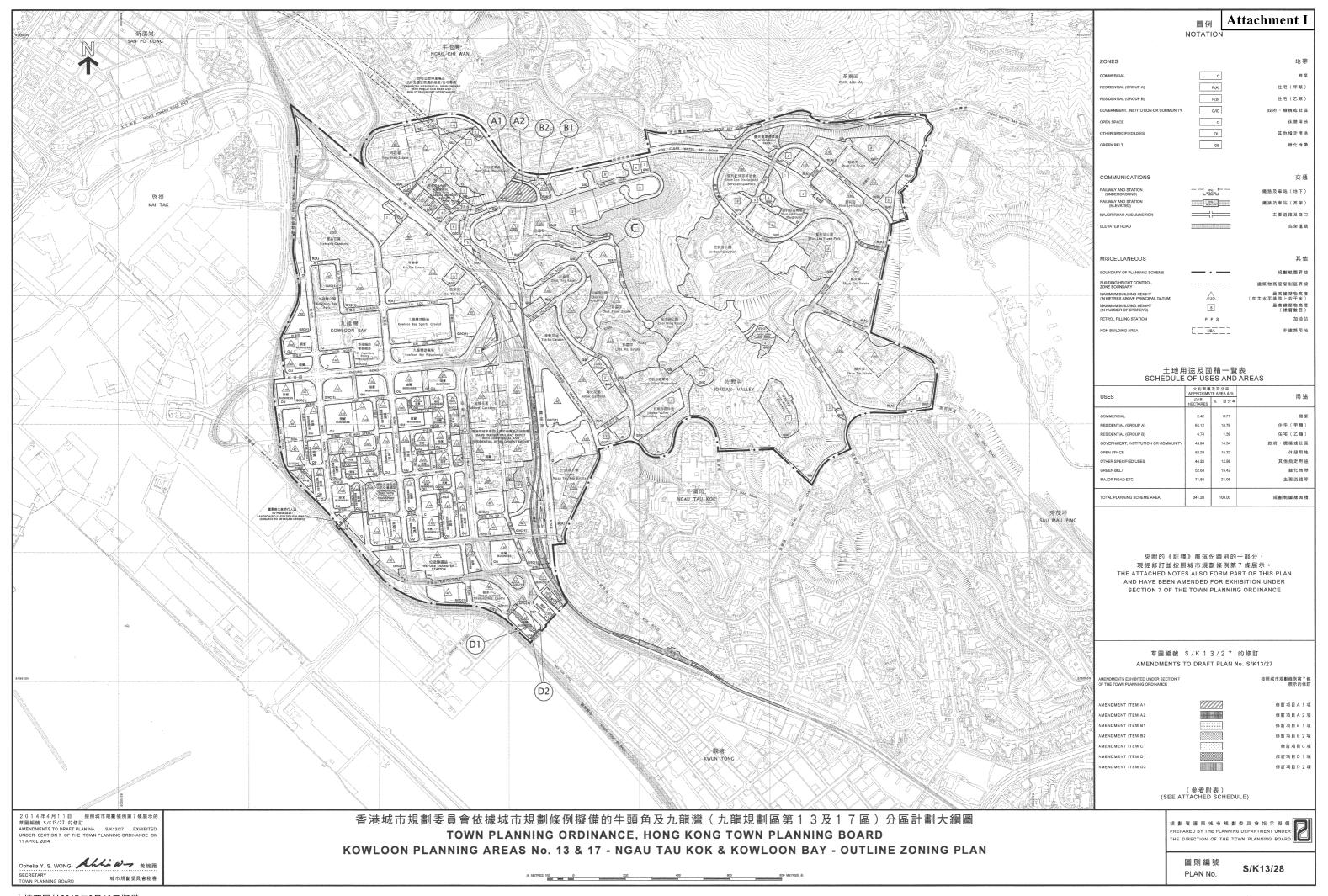
Plan 13 Site Photos of Kowloon Bay Dry Weather Flow Interceptor

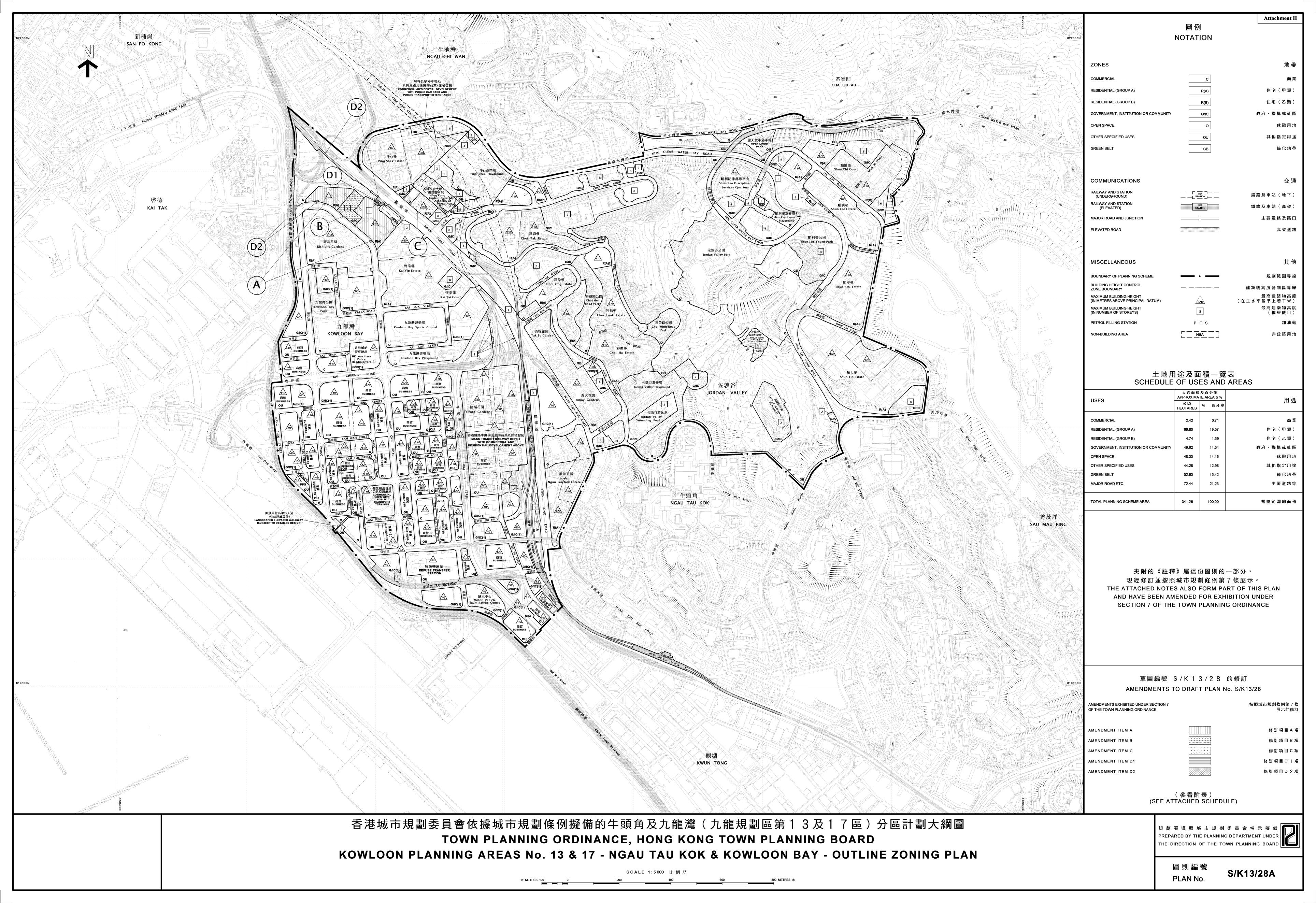
Pumping Chamber and the Concerned Roads

Plan 14 Locations of Open Space and Major GIC Facilities in the

Planning Scheme Area

PLANNING DEPARTMENT MARCH 2017





KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, "existing use of any land or building" means
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

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- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/*rail*/public light bus stop or lay-by, cycle track, *railway track*, Mass Transit Railway *railway* station entrance, Mass Transit Railway *railway* structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and *on-street vehicle park*—those specified below require permission from the Town Planning Board.÷

on-street vehicle park and railway track.

- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28A

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted

Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (not elsewhere specified)

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

Market

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School

Shop and Services

Social Welfare Facility (excluding those

involving residential care)

Training Centre

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Hospital

Hotel

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other

than Entrances Petrol Filling Station Wholesale Trade

<u>Planning Intention</u>

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place.

(Please see next page)

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COMMERCIAL (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building heights, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) On land demarcated for a 16m-wide building gap from Lam Wah Street to Lam Lok Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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RESIDENTIAL (GROUP A)

Column 1 Uses always permitted

Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

Ambulance Depot

Flat

Government Use (not elsewhere specified)

House Library Market

Place of Recreation, Sports or Culture

Public Clinic

Public Transport Terminus or Station (excluding open-air terminus or station)

Residential Institution

School (in free-standing purpose-designed

building only)

Social Welfare Facility

Utility Installation for Private Project

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Refuse Collection Point

Hospital Hotel

Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or
Other Structure above Ground Level other

than Entrances

Office

Petrol Filling Station
Place of Entertainment

Private Club

Public Convenience

Public Transport Terminus or Station (not

elsewhere specified)
Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Religious Institution

School (not elsewhere specified)

Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) On land designated "Residential (Group A)" ("R(A)") and "R(A)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (109) and/or (1110) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on land designated "R(A)" and "R(A)2", the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (109) and/or (1110) hereof.

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 6.0 and a maximum non-domestic plot ratio of 1.0, or the plot ratio of the existing building, whichever is the greater.
- (4) For the purposes of paragraphs (1) and (3) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable
 - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (3) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (5) On land designated "R(A)2", an indoor recreation centre shall be provided.
- (6) On land designated "R(A)", "R(A)1" and "R(A)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (7) On land demarcated for a 20m wide building gap traversing a site near the junction of Kwun Tong Road and Choi Shek Lane as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of existing building) or redevelopment of an existing building shall exceed the maximum building height of 15mPD.

(Please see next page)

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (87) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (98) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (109) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1), (2) or (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) to (3) above may thereby be exceeded.
- (1110) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stated in paragraphs (1) to (3) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (1211) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan-and the building gap restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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RESIDENTIAL (GROUP B)

Column 1 Uses always permitted Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

Flat

Government Use (Police Reporting Centre,

Post Office only)

House Library

Residential Institution

School (in free-standing purpose-designed

building only)

Utility Installation for Private Project

Ambulance Depot

Eating Place

Educational Institution

Government Refuse Collection Point

Government Use (not elsewhere specified)

Hospital Hotel

Institutional Use (not elsewhere specified)

Market

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level other

than Entrances

Off-course Betting Centre

Office

Petrol Filling Station Place of Entertainment

Place of Recreation, Sports or Culture

Private Club Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Religious Institution

School (not elsewhere specified)

Shop and Services Social Welfare Facility

Training Centre

(Please see next page)

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RESIDENTIAL (GROUP B) (Cont'd)

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 89,800m² and the maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted

Column 2

Uses that may be permitted with or without conditions on application to the Town Planning Board

Ambulance Depot

Animal Quarantine Centre (in Government

building only)

Broadcasting, Television and/or Film Studio

Cable Car Route and Terminal Building

Eating Place (Canteen, Cooked Food Centre

only)

Educational Institution

Exhibition or Convention Hall

Field Study/Education/Visitor Centre Government Refuse Collection Point

Government Use (not elsewhere specified)

Hospital

Institutional Use (not elsewhere specified)

Library Market

Place of Recreation, Sports or Culture

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School

Service Reservoir Social Welfare Facility

Training Centre

Wholesale Trade

Animal Boarding Establishment

Animal Quarantine Centre (not elsewhere

specified)

Columbarium

Correctional Institution

Crematorium Driving School

Eating Place (not elsewhere specified)

Flat

Funeral Facility

Helicopter Landing Pad Helicopter Fuelling Station

Holiday Camp

Hotel House

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level other

than Entrances

Off-course Betting Centre

Office

Petrol Filling Station Place of Entertainment

Private Club

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation Refuse Disposal Installation (Refuse

Transfer Station only) Residential Institution

Sewage Treatment/Screening Plant

Shop and Services

Utility Installation for Private Project

Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

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GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated "Government, Institution or Community" ("G/IC") and "G/IC(1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys or metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- On land designated "G/IC(2)", no addition, alteration and/or modification to an existing building shall result in a total development in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater. Any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (3) In determining the relevant maximum building height in terms of number of storeys for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (4) On land designated "G/IC(1)", a minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (5) On land designated "G/IC(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 16,500m², a maximum non-domestic gross floor area of 4,125m² and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (6) In determining the maximum gross floor area for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1), (2) and (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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Column 2

OPEN SPACE

Column 1 Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project
Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level othe than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

Remarks

- (1) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (2) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Business" only

Schedule I: for open-air development or for building other than industrial or industrial-office building [@]

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (Police Reporting Centre,

Post Office only)

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ⁽²⁾)

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School (excluding free-standing purpose-

designed building and kindergarten)

Shop and Services

Training Centre

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Government Use (not elsewhere specified)

Hotel

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

Non-polluting Industrial Use (not elsewhere specified)

Petrol Filling Station

School (not elsewhere specified)

Social Welfare Facility (excluding those involving residential care)

involving residential care)

Vehicle Repair Workshop (on land designated "OU(Business)1" only)

Warehouse (excluding Dangerous Goods Godown)

Wholesale Trade

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Business" only (Cont'd)

Schedule II: for industrial or industrial-office building [@]

Ambulance Depot

Art Studio (excluding those involving direct provision of services or goods)

Bus Depot

Cargo Handling and Forwarding Facility (not elsewhere specified)

Eating Place (Canteen only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Information Technology and

Telecommunications Industries

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods \triangle)

Office (excluding those involving direct provision of customer services or goods)

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation

Recyclable Collection Centre

Research, Design and Development Centre

Shop and Services (Motor Vehicle

Showroom on ground floor, Service

Trades only)

Utility Installation for Private Project

Vehicle Repair Workshop (on land

designated "OU(Business)1" only)

Warehouse (excluding Dangerous Goods Godown)

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods $^{\triangle}$, the following use is always permitted :

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
(Container Freight Station, free-standing
purpose-designed Logistics Centre only)
Educational Institution (ground floor only)
Industrial Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other
Structure above Ground Level other than
Entrances

Off-course Betting Centre
Office (not elsewhere specified)

Petrol Filling Station

Place of Entertainment (ground floor only)

Place of Recreation, Sports or Culture (not

elsewhere specified)

Private Club

Religious Institution (ground floor only)

Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)

Training Centre

Vehicle Repair Workshop (not elsewhere specified)

Wholesale Trade

Office

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always purpose-designed permitted in the non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/Massage Establishment **Eating Place Educational Institution Exhibition or Convention Hall** Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic **Religious Institution** School (excluding kindergarten) Shop and Services

Training Centre

Social Welfare Facility (excluding those involving residential care)

- [®] An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- [#] Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- (3) On land demarcated for a 15m-wide building gap from Lam Hing Street to Lam Wah Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) On land designated "Other Specified Uses" annotated "Business(2)", a 15m-wide strip of land from Lam Fung Street to Sheung Yee Road is demarcated as a building gap as shown on the Plan. No new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD. Alternatively, an applicant shall submit an application supported by an Air Ventilation Assessment together with a layout plan to the Town Planning Board for approval under section 16 of the Town Planning Ordinance.
- (5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Remarks (Cont'd)

- (6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (2) above and the building gap restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Railway" only

Railway Mass Transit Railway Station Government Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or
Other Structure above Ground Level other
than Entrances
Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the provision of land for the open-air railway, the Kowloon Bay Mass Transit Railway (MTR) Station and the associated facilities.

Remarks

- (1) No new development except one-storey structure ancillary to the railway and MTR Station shall be permitted.
- (2) No addition, alteration and/or modification to or redevelopment of an existing building/structure shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storey(s), as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) In determining the relevant maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Mass Transit Railway Depot with Commercial and Residential Development Above" only

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution (in free-standing

purpose-designed building, in a

commercial building or in the

non-domestic part of a commercial/

residential building only)

Exhibition or Convention Hall

Flat

Government Use (not elsewhere specified)

Library

Market

Mass Transit Railway Depot

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Religious Institution

Residential Institution

School (in free-standing purpose-designed

school building, in a commercial building

or in the non-domestic part of a

commercial/residential building only)

Shop and Services (not elsewhere specified)

Social Welfare Facility

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio Educational Institution (not elsewhere specified)

Government Refuse Collection Point

Institutional Use (not elsewhere specified)

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level other

than Entrances

Petrol Filling Station

Recyclable Collection Centre

School (not elsewhere specified)

Shop and Services (Motor-vehicle

Showroom only)

OTHER SPECIFIED USES (Cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" only (Cont'd)

Planning Intention

This zone is intended primarily for the provision of land for Mass Transit Railway depot together with commercial and residential development above.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 278,703m², a maximum non-domestic gross floor area of 177,031m² and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the gross floor area and height of the existing building, whichever is the greater.
- (2) A public transport terminus shall be provided.
- (3) On land demarcated for 15m-wide (north-south) and 22m-wide (east-west) building gaps as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) In determining the relevant maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, may also be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Commercial Uses with Public Transport Terminus" only

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (not elsewhere specified)

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

Market

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School

Shop and Services

Social Welfare Facility (excluding those

involving residential care)

Training Centre

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point

Hospital Hotel

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other

than Entrances Petrol Filling Station Wholesale Trade

Planning Intention

This zone is intended primarily for the provision of a commercial development with a public transport terminus.

OTHER SPECIFIED USES (Cont'd)

For "Commercial Uses with Public Transport Terminus" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) A public transport terminus comprising three bus bays and one green minibus bay shall be provided.
- (3) On land demarcated for a 15m-wide building gap from Lam Lok Street to Sheung Yuet Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Commercial/Residential Development with Public Car Park and Public Transport Interchange" only

Ambulance Depot

Flat

Government Use (not elsewhere specified)

House Library

Market

Place of Recreation, Sports or Culture

Public Clinic

Public Transport Terminus or Station (excluding open-air terminus or station)

Public Vehicle Park (excluding container

vehicle)

Residential Institution

School (in free-standing purpose-designed

building only)

Social Welfare Facility

Utility Installation for Private Project

Commercial Bathhouse/Massage

Establishment

Eating Place

Education Institution

Exhibition or Convention Hall

Government Refuse Collection Point

Hotel

Institutional Use (not elsewhere specified)

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level other

than Entrances

Office

Place of Entertainment

Private Club

Public Convenience

Public Utility Installation

Religious Institution

School (not elsewhere specified)

Shop and Services Training Centre

In addition, the following uses are always permitted in the purpose-designed non-residential portion of an existing building, excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place

Educational Institution

Institutional Use (not elsewhere specified)

Off-course Betting Centre

Office

Place of Entertainment

Private Club

Public Convenience

Recyclable Collection Centre

School

Shop and Services

Training Centre

OTHER SPECIFIED USES (Cont'd)

For "Commercial/Residential Development with Public Car Park and Public Transport Interchange" only (Cont'd)

Planning Intention

This zone is intended primarily for a residential development with commercial uses, public car park and public transport interchange. Commercial uses are always permitted in the purpose-designed non-residential portion of the commercial and residential building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 19,138m², a maximum non-domestic gross floor area of 13,366m² and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided.
- (3) In determining the relevant maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park (excluding public car park), loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport interchange, as required by the Government, may also be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Refuse Transfer Station" only

Refuse Transfer Station

Eating Place (Canteen only)
Industrial Use
Government Use (not elsewhere specified)
Utility Installation not Ancillary to the
Specified Use
Warehouse (excluding Dangerous Goods
Godown)

Planning Intention

This zone is intended primarily for the provision of a refuse transfer station.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) A minimum of 3m-wide non-building area from the lot boundary abutting Wang Chiu Road shall be provided.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Petrol Filling Station" only

Petrol Filling Station

Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For "Landscaped Elevated Walkway" only

Landscaped Elevated Walkway Government Use

Planning Intention

This zone is intended primarily for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting pedestrian walkway system in Kowloon Bay Business Area with Kai Tak area.

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

Column 2
Uses that may be permitted with or without conditions on application to the Town Planning Board

For "Open Lorry Park" only

Open Public Vehicle Park (lorry only)

Government Use
Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the provision of an open-air lorry park.

Remarks

No new development except one-storey structure ancillary to the open-air lorry park shall be permitted.

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GREEN BELT

Column 1 Uses always permitted

Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Agricultural Use
Barbecue Spot
Government Use (Police Reporting Centre only)
Nature Reserve
Nature Trail
On-Farm Domestic Structure
Picnic Area
Public Convenience
Tent Camping Ground
Wild Animals Protection Area

Animal Boarding Establishment
Broadcasting, Television and/or Film Studio
Cable Car Route and Terminal Building
Columbarium (within a Religious Institution
or extension of existing Columbarium
only)

Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre

Flat

Golf Course

Government Refuse Collection Point Government Use (not elsewhere specified)

Helicopter Landing Pad

Holiday Camp

House

Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

Petrol Filling Station

Place of Recreation, Sports or Culture Public Transport Terminus or Station

Data Transport Terminas of St

Public Utility Installation

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation

Religious Institution

Residential Institution

School

Service Reservoir

Social Welfare Facility

Utility Installation for Private Project

Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY <u>OUTLINE ZONING PLAN NO. S/K13/28A</u>

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KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/28A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the draft Plan.

1. <u>INTRODUCTION</u>

This explanatory statement is intended to assist an understanding of the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/28<u>A (the Plan)</u>. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. <u>AUTHORITY FOR THE PLAN AND PROCEDURES</u>

- 2.1 The first statutory plan No. S/K13/1 covering the Ngau Tau Kok and Kowloon Bay areas was gazetted on 22 August 1986 under section 5 of the Town Planning Ordinance (the Ordinance). Since then, the OZP had been amended twice and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 7 March 1989, the then Governor-in-Council considered the draft OZP No. S/K13/4 and agreed to refer the draft OZP to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under sections 5 and 7 of the Ordinance.
- 2.3 On 15 December 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/12. On 11 May 1999, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once and exhibited for public inspection under section 5 of the Ordinance.
- On 28 March 2000, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/14. On 10 October 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

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- 2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/18. On 26 November 2002, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended six times and exhibited for public inspection under sections 5 and 7 of the Ordinance.
- 2.6 On 12 September 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/25. On 6 July 2010, the CE in C referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/25 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 17 September 2010.
- 2.7 On 19 November 2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26, incorporating amendments including the imposition of new building height restrictions for the "Residential (Group A)" ("R(A)"), "Residential (Group B)" ("R(B)"), "Government, Institution or Community" ("G/IC") and its sub-zones, and "Other Specified Uses" ("OU") zones; designation of non-building areas (NBAs) and building gaps within various zones; rezoning of two "G/IC" sites to "G/IC(2)" and "G/IC(3)"; rezoning of the "OU(Mass Transit Railway Comprehensive Development Area)" site and area shown as 'Road' to "OU(Railway)" and "OU(Mass Transit Railway Depot with Commercial and Residential Development Above)", and rezoning of a "G/IC" site to "OU(Commercial/Residential Development with Public Car Park and Public Transport Interchange)"; rezoning of a strip of land spanning over Sheung Yee Road and Kai Fuk Road to "OU(Landscaped Elevated Walkway)"; other rezoning proposals to reflect as-built conditions completed/planned developments, was exhibited for public inspection under section 5 of the Ordinance.
- 2.8 During the plan exhibition period, a total of 1,304 representations and 1 comment were received. On 27 May 2011 and 1 June 2011, after giving consideration to the representations and comment, the Board decided to partially meet some representations and decided to propose amendments to the draft OZP under section 6B(8) of the Ordinance. On 30 June 2011, the proposed amendments were published for three weeks for further representations. A total of 286 further representations were received. On 3 February 2012, the Board gave consideration to the further representations and decided to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance.
- 2.9 On 14 October 2011, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27, incorporating the amendments to rezone three sites at Tai Yip Street and Wai Yip Street from areas shown as 'Road' to "OU (Business)" zone and a site along Choi Hei Road from "R(A)" to "Open Space" ("O") to reflect as-built conditions and the lot boundaries, were exhibited for public inspection under section 7 of the Ordinance. Upon expiry of the two months exhibition period, a total 184 representations and 1 comment were received. On 25 May 2012, after giving consideration to the representations and decided to propose

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amendment to the draft OZP under section 6B(8) of the Ordinance. On 15 June 2012, the amendment was published for three weeks for further representations. No further representation was received. On 13 July 2012, the Board agreed that the OZP should be amended by the proposed amendment under section 6G of the Ordinance.

- 2.10 The imposition of building height, NBAs and building gap restrictions for the "R(A)" site near the junction of Kwun Tong Road and Choi Shek Lane (i.e. Kai Tak Mansion site) was the subject of judicial reviews (JRs) since the publication of the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26. According to the Court's ruling on the JRs, the three restrictions for the Kai Tak Mansion site were quashed and the question of whether any restrictions should be imposed on the site was to be remitted to the Board for re-consideration.
- 2.1110 On 11 April 2014, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28 (the Plan), mainly incorporating the amendments to rezone two sites at Choi Hing Road from "G/IC", an area shown as 'Road' and "Green Belt" ("GB") to "R(A)1"; a site at Choi Wing Road from "G/IC" to "R(A)2"; and a piece of land bounded by Shun Yip Street and Hung Yip Street from an area shown as 'Road' to "OU(Business)" was exhibited for public inspection under section 7 of the Ordinance. Upon expiry of the exhibition period, one representation was received but was subsequently withdrawn.
- 2.12 On XX March 2017, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/29 (the Plan), incorporating mainly the amendments on (i) the rezoning of a site at Wang Chiu Road from "O" to "R(A)" and "G/IC"; (ii) the imposition of building height restriction for the "R(A)" zone covering Kai Tak Mansion; and (iii) other technical amendments to reflect as built conditions of various sites was exhibited for public inspection under section 7 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development

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right in order to maintain the character and amenity of the Ngau Tau Kok and Kowloon Bay area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by New Clear Water Bay Road and Clear Water Bay Road to the north, Kwun Tong By-pass to the west, Shun Yip Street and Chun Wah Road to the south, and Hong Ning Road, Sau Mau Ping Road and Lee On Road to the east. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 341 hectares of land.
- 5.2 The Area is divided by Kwun Tong Road into two distinct portions. The land in the west was primarily formed by reclaiming Kowloon Bay and is one of the major employment centres in the main urban area. The Ngau Tau Kok/Jordan Valley *area*—Area to the east of Kwun Tong Road is hilly and dominated by residential development, particularly public housing estates located at the foothills.

6. POPULATION

According to Based on the 2011 Population Census, the population of the Area was estimated by the Planning Department as about 158,100 persons. If the planned uses on the Plan are developed, the planned population of the area would be about 188,900 200,000 persons.

7 <u>BUILDING HEIGHT RESTRCTIONS IN THE AREA</u>

7.1 In taking forward the Study of Urban Design Guidelines for Hong Kong (2003), proposals for building height restrictions for the Kowloon Bay and Kwun Tong Business Areas have been prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the

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urban environment. In February 2005, subsequent to the study of "Building Height Restrictions for Kwun Tong and Kowloon Bay Business Areas", building height restrictions for various zones in the Kowloon Bay Business Area (KBBA), i.e. the area mainly bounded by major roads of Kwun Tong By-pass, Kwun Tong Road, Kai Cheung Road and Shun Yip Street, were incorporated in the draft OZP No. S/K13/22.

- 7.2 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public aspirations for greater certainty and transparency in the statutory planning system and to meet the growing community aspirations for a better living environment, the Kowloon OZPs are subject to revisions to incorporate appropriate building height restrictions to guide future development/redevelopment. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes such as the public view to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for all development zones (outside KBBA) on the Plan.
- 7.3 The Area falls within the view fan of Quarry Bay Park vantage point and partly within the view fan of Hong Kong Convention and Exhibition Centre (HKCEC) New Wing vantage point. In main, the building height restrictions are to preserve the views to the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak, taking into account the Urban Design Guidelines, natural topography, local area context and characteristics, local wind environment, the existing building height profile, the building height of the developments in the adjoining planning areas as well as visual compatibility of building masses in the wider setting. There are twelve eleven building height bands including varying from 15 metres above Principal Datum (mPD), 40mPD, 60mPD, 80mPD, 100mPD, 120mPD, 130mPD, 140mPD, 150mPD, 160mPD, 170mPD and to 180mPD adopted for the "C", "R(A)", "R(A)1", "R(A)2", "R(B)", "G/IC(1)", "G/IC(3)" and "OU" zones.
- 7.4 The four height bands of 100mPD, 120mPD, 140mPD and 170mPD for the "C", "OU(Business)" and "OU(Commercial Uses with Public Transport Terminus)" zones in KBBA are to preserve a minimum of 20% building-free zone of Kowloon Ridgelines from Quarry Bay Park vantage point but allowing punctuation effect at the saddle of Sha Tin Pass and to preserve the distinguished backdrop of Kowloon Peak from HKCEC New Wing vantage point. These height limits would also help to create a discernible townscape, to accentuate a high-rise business node in the southern part of KBBA, to reinforce the business image of the area flanking along Kwun Tong By-pass and Kai Tak, and to avoid extreme height contrast with the adjacent Telford Gardens while allowing greater visual penetration to the Victoria Harbour from the inland area of Ngau Tau Kok. For the southern part of KBBA, a height limit of 100mPD is imposed to conform to the height profile of the Kwun Tong Business Area. The high-rise business cluster of 170mPD in KBBA steps down gradually to the medium-rise residential developments at its fringes including Kai Yip Estate, Richland Gardens and Telford Gardens, which are subject to varying height

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bands of 60mPD, 80mPD and 100mPD.

- 7.5 There is one local view corridor towards the Lion Rock in the Area from the view point at the pedestrian footbridge at Kwun Tong Road near Choi Ying Place. This view corridor opens up a mountainous vista of the Lion Rock in the far northwest via a belt of various "R(A)", "G/IC" and "O" uses on both sides of Kwun Tong Road. In order to preserve the local view corridor, medium-rise developments/redevelopments are intended along both sides of the section of Kwun Tong Road from Ping Shek Estate to Choi Wan Road including Kai Yip Estate (maximum height bands of 80mPD and 100mPD), Kai Tai Court (a maximum height band of 100mPD) and Ping Shek Estate (maximum height bands of 80mPD and 100mPD).
- The high-rise cluster of residential developments includes Lower Ngau Tau Kok Estate which is subject to maximum height bands of 100mPD, 120mPD and 140mPD, and the private housing developments along Ngau Tau Kok Road which are subject to a maximum building height of 120mPD. The area to the north of Lower Ngau Tau Kok Estate, which is in close proximity to the Mass Transit Railway (MTR) Kowloon Bay Station, will be redeveloped for a Cross District Community as East Kowloon Cultural Centre (EKCCCDCCC) and district open space Ngau Tau Kok Park. The proposed EKCCCDCCC, the district open space Ngau Tau Kok Park, together with Lower Ngau Tau Kok Estate and Upper Ngau Tau Kok Estate (which falls within Kwun Tong (South) OZP), will form a high-rise residential cum civic node in the area and optimise the development potential by capitalising the good accessibility of the MTR Kowloon Bay Station.
- 7.**6**7 Another high-rise cluster of residential developments can be found on the western platform of Jordan Valley, which is covered by "Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley" conducted by the then Civil Engineering Department in 1997 to examine the development potential of the area for residential and GIC purposes. The study recommended preservation of the visual amenity of the Jordan Valley ridgeline and development of high-rise residential buildings (40-storey) on the western platforms at 20mPD, 40mPD and 60mPD, forming a 3-tier height profile against the natural backdrop of the ridgeline. The completed residential developments on the western platform of Jordan Valley including Choi Ha Estate, Choi Ying Estate, Choi Tak Estate and Choi Fook Estate, and a site reserved for residential development at Choi Wing Road are subject to maximum height bands of 140mPD, 160mPD and 170mPD. Two sites reserved for a residential development at Choi Hing Road are subject to a maximum building height of 150mPD. The building height bands generally follow the gradually slope-up terrain of the cluster, and descend in the west to the Kai Tak Mansion site with a maximum building height of 140mPD, and the "R(A)" site at Wang Chiu Road with a maximum building height of 120mPD.
- 7.78 The eastern platform of Jordan Valley near the foothill of Kowloon Peak is currently occupied by Shun Lee Estate, Shun On Estate, Shun Tin Estate, Shun Chi Court and Shun Lee Disciplined Services Quarters. This area should be kept as medium-rise developments with height limits at the level of New Clear Water Bay Road so as to maintain an open vista along the southern side of New

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- Clear Water Bay Road, and preserve the public view and amenity of the area as far as possible.
- 7.89 Building height restrictions are also imposed for the "G/IC" and its sub-zones, "OU (Refuse Transfer Station (RTS))" and "OU (Petrol Filling Station (PFS))" zones in terms of mPD or number of storeys, which mainly reflect the existing building heights of the developments. Due regard has also been given to the nature of the existing facilities/uses on the sites, the existing development intensity and their respective as-built conditions, and the need to cater for the wide variety of their operational requirements and uses. Unless there are committed proposals for known developments or a need to meet the minimum height requirement, the existing "G/IC" and its sub-zones, "OU(RTS)" and "OU(PFS)" sites will broadly be kept to their existing heights to serve as spatial and visual relief to the densely built-up area.
- 7.910 In general, low-rise GIC developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for GIC facilities with specific functional requirements. However, for GIC developments falling within KBBA and other visually prominent locations and major breathing spaces where more stringent height controls are warranted, and higher developments usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.
- 7.1011 Within the KBBA, building height restrictions of 15mPD, 40mPD and 60mPD are imposed on sites zoned "G/IC(1)", so as to provide visual relief within a high-rise and high-density environment, to provide diversity of building heights, to avoid significant adverse visual impact to the adjoining residential developments, and for "G/IC(1)" sites in the south-eastern part of KBBA, to maintain visual access to the harbour from the inland area.
- 7.1112 An Expert Evaluation (EE) on air ventilation assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.
- 7.1213 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
 - (a) amalgamating smaller sites for achieving better urban design and local area improvement;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;

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- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air ventilation and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 7.1314 However, for existing buildings where the building height has already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8. NON-BUILDING AREAS AND BUILDING GAPS

- 8.1 According to the findings of the AVA, the prevailing wind of the Area comes from the north-easterlies, easterlies and south-easterlies, while the summer winds are mainly easterlies, south-easterlies, southerlies and south-westerlies. The KBBA includes some open spaces and "G/IC" sites whilst the Ngau Tau Kok Valley comprises vast open spaces and green belts, all serve as air ventilation pockets. The Ngau Tau Kok area is adjacent to Kowloon Peak in the north and Tan Shan to the east thus enjoys downhill valley wind towards the lowland adjoining the Victoria Harbour.
- 8.2 For KBBA, Kai Cheung Road is a main east-west breezeway in the area. Wang Tai Road/Lam Wah Street and Sheung Yuet Road leading from Telford Gardens also form major breezeways bringing wind from the east to the west. The main north-south breezeways in the area include Wang Kwong Road, Wang Chiu Road, Wang Tai Road, Wang Hoi Road, Wai Yip Street, the linear "O" zone extending from Kai Cheung Road in the north to Wang Yuen Street in the south. For Ngau Tau Kok/Jordan Valley area, the main east-west breezeways are New Clear Water Bay Road and Sau Mau Ping Road whereas the main north-south breezeways are Kwun Tong Road and Ngau Tau Kok Road. There are also southwest-northeast breezeways which include the Jordan Valley, Ngau Tau Kok Road, Lee On Road, Shun Chi Street and Shun Lee Tsuen Road. Southeast-northwest breezeways include Ngau Tau Kok Road, Choi Ha Road and Shun On Road.
- 8.3 The existing open areas in the form of green belts, open space, patches of green slopes and low-rise GIC developments, which are important ventilation pockets in the Area, should be maintained to allow wind penetration. As KBBA is the gateway to sea breeze, it is essential that the "G/IC" and "OU" sites at the waterfront should be maintained as low-rise, i.e. 40mPD or below, to allow

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permeability of sea breeze to KBBA.

- KBBA is *mainly* eurrently occupied by low-rise to medium-rise industrial and industrial-office buildings with narrow roads. The business area is planned for medium-rise to high-rise commercial and *non-polluting* industrial buildings (120mPD to 170mPD). Given the maximum building height and the width of the blocks, the negative impact on air ventilation cannot be mitigated unless effective road spacing (measured from building facade-to-facade) is increased from 10m-25m to 30m or beyond. The AVA Study recommends that the urban linear parks and open space should be maintained as well as practical setbacks from the roads and building gaps should be introduced within KBBA, which can improve the permeability of sea breeze towards Kowloon Bay and the overall air ventilation in KBBA.
- As for large-scale medium-rise/high-rise residential developments at the fringes of KBBA and within Ngau Tau Kok/Jordan Valley area, which is a hilly area, there are no significant negative air ventilation impacts due to the abundant provision of open space, green belt and/or low-rise GIC developments in the vicinity. Nevertheless, the layout and disposition of building blocks of the existing/proposed residential developments on certain sites may have some negative impacts on the local air ventilation.
- 8.6 Taking into account the findings of the AVA Study and other site-specific AVA, the following mitigation measures including NBAs and building gaps have been incorporated into the Plan:

NBAs and building gaps in areas within KBBA

- (a) A 5m-wide NBA is designated from the lot boundary of the "OU(Business)" zone abutting the eastern side of Wang Mau Street, i.e. Yip On Factory Estate so as to extend the breezeway of the linear open space from Kai Cheung Road southward to Sheung Yee Road upon redevelopment of the lot. This NBA helps to improve the air ventilation in KBBA.
- (b) A minimum of 3m-wide NBA is designated from the lot boundaries within the "G/IC(1)", "O", "OU(Business)" and "OU(RTS)" zones abutting both sides of Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road). These NBAs, upon development/redevelopment of the lots, could help improve the effectiveness of the two roads functioning as major breezeways as well as create a pleasant pedestrian environment by allowing street planting on wider pavement in KBBA.
- (c) A 15m-wide strip of NBA is designated at the southern boundary of the "G/IC(1)" site for Hongkong Post Central Mail Centre (*CMC*) at Wang Chin Street. The NBA will serve as an extension of Lam Wah Street to funnel easterlies and sea breeze in KBBA.
- (d) A strip of land along Shun Yip Street at the south-eastern periphery of the "OU(Business)" zone at the junction of Wai Yip Street and Shun Yip Street is designated as a NBA to enhance the wind performance at

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pedestrian level.

(e) Three strips of land within the "C", "OU(Business)" and "OU(Commercial Uses with Public Transport Terminus)" zones from Lam Hing Street to Sheung Yuet Road with widths of 15m and 16m, taking into account the variation of lot boundaries, are demarcated as building gaps where no building shall exceed a maximum building height of 22mPD (the height of the existing bus depot). This These building gaps, upon development/redevelopment of the lots, helps to extend the breezeway of Sheung Yee Road and improve wind permeability in KBBA.

(f) A 15m-wide strip of land within the "OU(Business)2" sub-zone from Lam Fung Street to Sheung Yee Road is demarcated as a building gap where no building shall exceed a maximum building height of 22mPD (which tallies with the building height of other building gaps in KBBA). This building gap, upon redevelopment of the lot, would help to open up the wind corridor for the incoming sea breeze in the south, which permeates to other parts of KBBA.

NBAs and building gaps in areas outside KBBA

- (g) The existing north-eastern vegetated slopes within the "R(A)" zone of Ping Shek Estate is designated as a NBA in order to maintain the existing vegetated slopes, together with the adjacent "GB" zone and Ping Shek Playground, as a green and air ventilation pocket in the area.
- (h) The existing slopes at the eastern periphery of the "R(B)" zone of Shun Chi Court is designated as a NBA to preserve the vegetated slopes as an extension of the "GB" zone and as an air ventilation pocket.
- (i) Two 10m-wide NBAs are designated along the north-eastern and south-eastern lot boundaries of the "R(A)" zone of Kai Tak Mansion, which are currently occupied by retaining wall and vehicular access. A 20m-wide strip of land is also demarcated in the middle part of the site as a building gap where no building shall exceed a maximum building height of 15mPD. These NBAs and building gap help to encourage downdraft to reach the ground level and improve permeability of prevailing winds in the Area upon future redevelopment of the site.
- Three strips of lands are demarcated as building gaps within "OU(Mass Transit Railway Depot with Commercial and Residential Development Above)" zone of Telford Gardens. Two 22m-wide building gaps, running in east-west direction where no building shall exceed a maximum building height of 22mPD, could serve as wind corridors connecting air paths of Wang Tai Road and Sheung Yuet Road to Kwun Tong Road. Another 15m-wide building gap runs in north-south direction from Kai Cheung Road to Tai Yip Street where no building shall exceed a maximum building height of 22mPD. The building height of 22mPD is the height of the existing MTR depot. These building gaps are to be provided upon future redevelopment of Telford Gardens.

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- 8.7 The above NBAs and building gaps should be incorporated upon development and redevelopment of the sites. As the designation of NBAs is primarily for the purpose of above ground air ventilation, the NBA requirements will not apply to underground developments. No above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Moreover, minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the NBA and building gap restrictions as shown on the Plan or stipulated in the Notes of the Plan under exceptional circumstances.
- 8.8 In general, future developments/redevelopments where podia are allowed are encouraged to provide setback from site boundary, recess the lower floors from key wind corridors, delineate NBAs, and adopt suitable building design measures to minimize any possible adverse impacts, which include small-scale and permeable podium, wider building gaps, and aligning podium edge to the building edge in order to create downwash to reach pedestrian level.
- 8.9 In addition, the AVA Study recommends layouts for building disposition in major private and public housing and commercial developments of KBBA in the Area for future redevelopment of the sites. The general principles for the building disposition are to reduce obstruction to prevailing winds and maximize open courtyard within the estates as well as open up the wind corridors in KBBA in order to improve air ventilation and permeability in the Area. Reference should be made to the layouts for the building disposition of specific sites recommended in the AVA Study.
- 8.10 For specific sites including the public housing developments of Ping Shek Estate, Choi Tak Estate and, Lower Ngau Tau Kok Estate and a site reserved for a proposed public housing development at Wang Chiu Road, where large-scale development or redevelopment may be possible, detailed AVAs on a site-by-site basis should be undertaken and addressed in the planning briefs upon redevelopment of these sites estates.

9. <u>LAND USE ZONINGS</u>

- 9.1 "Commercial" ("C") Total Area 2.42 ha
 - 9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place.
 - 9.1.2 A number of sites at suitable locations in Kowloon Bay have been zoned for this purpose. Within the developments, a range of commercial facilities such as banks, offices, restaurants, fast food shops and retail shops can be provided. Some developments will also incorporate multi-storey car parks for vehicles visiting the Kowloon Bay area.
 - 9.1.3 A maximum plot ratio of 12.0 is imposed on the commercial sites so as not to aggravate the existing traffic problems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning)

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Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

- 9.1.4 Developments and redevelopments within the "C" zone are subject to maximum building heights from 120mPD to 170mPD as stipulated on the Plan. A 16m-wide building gap, where no building shall exceed a maximum building height of 22mPD, taking into account the lot boundary, is designated on the western boundary of the "C" site to the east of Lam Wah Street Playground to improve air ventilation of the Area.
- 9.1.5 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 9.1.6 However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.1.7 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of building gap restriction may be considered by the Board on application under section 16 of the Ordinance.
- 9.2 "Residential (Group A)" ("R(A)") Total Area 64.12-66.80 ha
 - 9.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
 - 9.2.2 Existing public rental housing estates including *Lower Ngau Tau Kok Estate*, Kai Yip Estate, Ping Shek Estate, Shun Lee Estate, Shun On Estate, Shun Tin Estate, Choi Ha Estate, Choi Fook Estate, Choi Ying Estate and Choi Tak Estate are within this zone. They are covered by six *seven* height bands of 80mPD, 100mPD, 120mPD, 140mPD, 160mPD, 170mPD and 180mPD. For Ping Shek Estate, a maximum building height of 80mPD is imposed for the western part of the estate, stepping up to 100mPD in the eastern part of the estate while the green slopes at the north-eastern portion of Ping Shek Estate are designated as NBA to maintain air ventilation in the area. Kai Yip Estate is subject to height bands of 80mPD in the north and 100mPD in the south. Choi Ha Estate and Choi Ying Estate are subject to a height band of 140mPD. Western part of Choi Tak Estate is subject to a building height restriction of 160mPD while Choi Fook Estate and eastern part of Choi Tak Estate are

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subject to a maximum building height of 170mPD. Lower Ngau Tau Kok Estate is subject to three height bands of 100mPD, 120mPD and 140mPD. For the housing estates at the foothill of the Kowloon Peak near New Clear Water Bay Road, Shun Lee Estate is subject to height limits of 170mPD and 180mPD, whereas Shun Tin Estate is 160mPD and 170mPD and Shun On Estate is 180mPD.

- 9.2.3 A site reserved for a proposed public housing development at Wang Chiu Road is subject to a maximum building height of 120mPD. To maintain the connecting air path between Wang Chiu Road and Kwun Tong Road/Lung Cheung Road, a NBA of not less than 25m wide in a north-south direction at the eastern portion shall be provided. Subject to quantitative AVA, a bridge-over structure for recreation facilities/building services may be provided within this NBA. Moreover, podiums and residential towers on the site should be set back from Wang Chiu Road and Kwun Tong Road/the ramp leading to Kwun Tong By-pass by not less than 5m and 20m respectively to allow better wind penetration along these roads. The NBA and setback requirements and any other mitigation measures, such as at-grade ventilation passages, minimized podium structures and building separation between towers, will be specified in the Planning Brief as appropriate.
- 9.2.43 Two sites at Choi Hing Road are zoned "R(A)1" for a Home Ownership Scheme (HOS) development. This sub-zone is subject to a maximum domestic and non-domestic plot ratio of 6.0 and 1.0 respectively. A building height restriction of 150mPD is imposed to create a stepped building height profile progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline. To enhance the air ventilation of the locality, building gap in north-south or northeast-southwest direction shall be provided in the central part of the western "R(A)1" zone. A NBA shall be also provided at the northern part of the eastern "R(A)1" zone to widen the air path along New Clear Water Bay Road. The building gap and NBA requirements above will be included in the Planning Brief of the HOS development.
- 9.2.54 A site at Choi Wing Road *for Choi Fook Estate Phase 3 development* is zoned "R(A)2" and subject to the same height band of the adjoining Choi Fook Estate, i.e. 170mPD. An indoor recreation centre *and a market* shall be provided within this sub-zone.
- 9.2.65 Within large housing developments, there is a wide range of low-rise free-standing GIC facilities including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car park, shopping centres and markets serving the residents of the estates. Such low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings

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shall result in a total development and/or redevelopment in excess of the height of the existing building. All public housing estates are governed by planning briefs. The layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects upon future redevelopment of the estates.

- 9.2.76 Existing Private Sector Participation Scheme development of Richland Gardens and HOS development of Kai Tai Court are subject to a height band of 100mPD. As for existing private residential developments abutting Ngau Tau Kok Road including Amoy Gardens, Tak Bo Garden as well as those in their vicinity, a height band of 120mPD is imposed.
- 9.2.87 In regard to the existing low-rise residential development of Kai Tak Mansion, a maximum building height of 130 140 mPD is imposed for the site. Two 10m-wide NBAs along the north-eastern and south eastern lot boundaries are designated and a 20m wide strip of land in the middle of the lot is also demarcated as a building gap where no building shall exceed a maximum building height of 15mPD. These measures are to encourage the prevailing winds to permeate, An updated EE on AVA was conducted for the Kai Tak Mansion site in 2016 to review the air ventilation impact of the future development at the site. In order to address the potential air ventilation issues, a quantitative AVA is required at the detailed design stage to identify effective mitigation measures, such as NBA/building gap/setback, to facilitate a permeable building design and to minimize adverse air ventilation impact on the surrounding low-rise buildings, to reduce possible wall effect on its neighbourhood in particular the two Grade 1 historic buildings within the site of the ex-Royal Air Force (RAF) Station (Kai Tak) Officers' Quarters Compound, namely RAF Officers Mess and Annex Block No. 2 and the nearby school as well as to partially open up the view of the graded historic buildings at its back to the public at street level. Such requirements would be considered in the lease modification stage. In addition, the future developer is encouraged to adopt suitable design measures to minimize the visual impact on the surrounding areas and to consult the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department on the proposal with reference to its impacts on and compatibility with the adjoining historic buildings.
- 9.2.98 In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for the developments/redevelopments, the lands for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on

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building podium, are not to be taken as parts of the site.

- 9.2.109 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.2.1110 For large housing development sites, it is necessary to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and improve the air ventilation at street level.
- 9.2.1211 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.
- 9.2.1312 However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.2.1413 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.
- 9.3 "Residential (Group B)" ("R(B)") Total Area 4.74 ha
 - 9.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
 - 9.3.2 Shun Chi Court, a HOS, is the only site zoned for this purpose. This zone is intended for medium-density residential development. Under this zoning, commercial uses are prohibited unless otherwise approved by the Board under the planning permission system. Developments within this zone are subject to a maximum GFA of 89,800m². It is also subject to a maximum building height of 170mPD so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenities of the area.
 - 9.3.3 The existing green slopes along the eastern boundary of Shun Chi Court are designated as NBA to maintain air ventilation in the area.
 - 9.3.4 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13

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- and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.
- 9.3.5 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restriction may be considered by the Board on application under section 16 of the Ordinance.
- 9.4 "Government, Institution or Community" ("G/IC") Total Area 48.94 49.62 ha
 - 9.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. These low-rise and low-density GIC developments should serve as spatial and visual relief within the high-rise densely built-up urban area.
 - 9.4.2 Major existing developments in this zone, which are mainly located in Ngau Tau Kok/Jordan Valley area, are subject to maximum building height in terms of number of storeys varying from one storey to nine storeys (excluding basement floor(s)). They include a number of primary and secondary schools, a special school, Jordan Valley Swimming Pool, Shun Lee Tsuen Sports Centre cum Shun Lee Tsuen Park, a fire station, service reservoirs, electricity substations (ESS), and a MTR vent shaft to the northeast of Ping Shek Estate. Sam Shan Kwok Wong Temple to the south of Ping Shek Estate, which is a Grade 3 historic building, is also zoned "G/IC" and subject to a maximum building height of 1 storey. In the Kowloon Bay area, the Kowloon Bay Dry Weather Flow Interceptor Pumping Chamber at Kwun Tong Road is zoned "G/IC" and subject to a maximum building height of 1 storey.
 - 9.4.3 For major planned GIC developments in Ngau Tau Kok/Jordan Valley area, *two* sites are reserved along Choi Hing Road for the provision of a secondary school and a special school *development* to meet educational need of the district, as well as service reservoir extension, an ESS and a social welfare facility to serve both the new developments and the wider district. *In the Kowloon Bay area, the "G/IC" zone at Wang Chiu Road to the northeast of Richland Gardens is reserved for development of a secondary school, which is subject to a maximum building height of 8 storeys.*
 - 9.4.4 "G/IC(1)" sites are mainly located within KBBA subject to three height bands of 15mPD, 40mPD and 60mPD. The existing and planned utility facilities include *an* ESS and a proposed latrine and refuse collection point at Wang Chin Street are—subject to a building height band of 15mPD.
 - 9.4.5 Major existing "G/IC(1)" developments, which are subject to a building

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height band of 40mPD, include educational facilities of primary schools, pre vocational secondary schools near Kai Yip Estate and Richland Gardens and three vocational training centres for construction and elothing industries at Tai Yip Street; Government facilities of Hong Kong Auxiliary Police Force Headquarters at the junction of Wang Chiu Road and Kai Cheung Road, Fire Services Department Kowloon East Divisional Headquarters cum Kowloon Bay Fire Station at Kai Cheung Road, Kowloon East Police Operational Base, Ngau Tau Kok Sub-divisional Police Station and Ngau Tau Kok Ambulance Depot located along Siu Yip Street, a police vehicle pound at the junction of Wang Chiu Road and Sheung Yee Road, the motor vehicle examination centres at the junction of Cheung Yip Street and Hoi Bun Road; utility facilities of an ESS cum pump house along Wang Kwong Road and a telephone exchange at Siu Yip Street: Hongkong Post CMC Central Mail Centre at the junction of Wang Chin Street and Lam Hing Street; and the international school at the junction of Wang Kwong Road and Kai Cheung Road. A 15m-wide NBA is designated at the southern boundary of Hongkong Post CMC Central Mail Centre so as to funnel easterlies and sea breeze to the KBBA.

- 9.4.6 Existing developments of Kowloon Bay Health Centre and Alice Ho Miu Ling Nethersole Nursing Home and nearby schools at Kai Yan *Street/Kai Lai* Road, –HKU School of Professional and Continuing Education Kowloon East Campus at Wang Hoi Road and Water Supplies Department Kowloon East Regional Building at Wai Yip Street, are also zoned "G/IC(1)" subject to a maximum building height of 60mPD.
- 9.4.7 Major planned developments zoned "G/IC(1)" with a building height of 40mPD within KBBA include a the proposed police vehicle pound at Hongkong Post Headquarters near the junction of Wang Chiu Road Wang Chin Street and Wang Kee Street—Sheung Yee Road and a proposed religious institution at the junction of Wang Kwong Road and Kai Wah Street.
- 9.4.8 A minimum of 3m-wide NBA(s) from the lot boundaries zoned "G/IC(1)" abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road to Kai Fuk Road) shall be provided.
- 9.4.9 The site to the north of Lower Ngau Tau Kok Estate reserved for the proposed *EKCCCDCCC* is also zoned "G/IC(1)" and subject to a maximum building height of 40mPD.
- 9.4.10 Two sites at Kwun Tong Road near Ping Shek Estate are zoned "G/IC(2)". One of the sites is the ex-RAF Station (Kai Tak) Officers' Quarters Compound located at the southeast of Ping Shek Estate, within which there are two Grade 1 historic buildings, namely RAF Officers Mess and Annex Block No. 2. The site is currently occupied by the Academy of Visual Arts of Hong Kong Baptist University and is subject to a maximum building height of 1 to 2 storeys. Another site is located to the north of Kai Yip Estate along Kwun Tong Road, in which the

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Grade 1 Headquarters Building of ex-RAF Station (Kai Tak) is located within the site. The site is now being occupied by the Caritas Family Crisis Support Centre and is subject to a maximum building height of 2 storeys. In order to preserve the historic buildings in-situ, any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Board. No demolition or redevelopment of the existing historic buildings is allowed.

- 9.4.11 Cheerful Court, which is a senior citizen residence located at Choi Ha Road, is zoned "G/IC(3)". Development/redevelopment within this zone is subject to a maximum GFA of 16,500m² for domestic use and 4,125m² for non-domestic use, and a maximum building height of 100mPD to reflect the completed development.
- 9.4.12 This zoning also covers some of the existing schools, adjacent ball courts, local open space and refuse collection point within public housing estates, which are common facilities shared by the schools and residents of the estates.
- 9.4.13 Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.
- 9.4.14 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.
- 9.5 "Open Space" ("O") Total Area 52.28 48.33 ha
 - 9.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
 - Playground, Kowloon Bay Park, *Ngau Tau Kok Park*, Jordan Valley Playground, Jordan Valley Park, Shun Lee Tsuen Playground, *Shun Lee Tsuen Park*, and various parks and sitting-out areas in Ngau Tak Kok the Area and KBBA. The open space bounded by Wang Chiu Road, Lam Fung Street, Sheung Yee Road and Sheung Yuet Road with the Construction Industry Council Zero Carbon Building was completed. In relation to the housing developments at Choi Fook Estate and Choi Ying Estate, two sites to the northeast and north west of Choi Ha Estate and a site at the junction of Kwun Tong Road and Choi Wan Road have been developed as Choi Wing Road Park, Choi Hei Road Park and Choi Wan Road Sitting-out Area respectively.

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- 9.5.3 There are a number of sites reserved for open spaces. In particular, a large A site has been is reserved for the development of the proposed Kai Tak Recreation Ground, which is a district open space, at Kwun Tong Road Wang Chiu Road to the north of Richland Gardens. Several sites including one bounded by Kai Fuk Road, Sheung Yee Road and Wang Tung Street, one to the north of Wang Tai Road, and one to the north of Wang Mau Street have also been reserved for local open spaces.

 A site to the south of Fuk To Street adjacent to Lower Ngau Tau Kok Estate is also reserved for district open space.
- 9.5.4 Local open spaces are provided within the public housing estates, HOS developments, private comprehensive residential developments and *KBBA*-Kowloon Bay area to serve the residents and working population in the Area.
- 9.5.5 A minimum of 3m-wide NBA(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.
- 9.5.6 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.6 "Other Specified Uses" ("OU") - Total Area 44.28 ha

- 9.6.1 This zoning covers land allocated for specific uses which include Business, Railway, Mass Transit Railway Depot with Commercial and Residential Development Above, Commercial Uses with Public Transport Terminus, Commercial/Residential Development with Public Car Park and Public Transport Interchange, Refuse Transfer Station, Petrol Filling Station, Landscaped Elevated Walkway and Open Lorry Park.
- 9.6.2 About 22.44 ha of land is zoned "OU(Business)". This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office (I-O) buildings. To allow provision of vehicle repair workshop at a site at Sheung Yee Road and Wang Tai Road, the site is zoned "OU(Business)1", with 'Vehicle Repair Workshop' as a use always permitted for industrial or industrial-office building, and as a use that requires planning permission for open-air development or for building other than industrial or industrial-office building.
- 9.6.3 As it is not possible to phase out existing polluting and hazardous industrial uses all at once on lands zoned "OU(Business)", it is necessary to ensure compatibility of the uses within the same industrial

or I-O building and in the Kowloon Bay area until the whole area is transformed to cater for the new non-polluting business uses. setting back of buildings to cater for the future increase in traffic demand may also be required. Development within the "OU(Business)", "OU(Business)1" and "OU(Business)2" zones are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 170mPD. Reference should also be made to the relevant Town Planning Board Guidelines. To improve air ventilation of KBBA, a minimum of 3m-wide NBA(s) from the lot boundaries of the "OU(Business)" zones abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided. A 5m-wide NBA from the lot boundary of the "OU(Business)" zone abutting the eastern side of Wang Mau Street is designated. Moreover, a strip of land along the south-eastern boundary of the "OU(Business)" zone at the junction of Wai Yip Street and Shun Yip Street is designated as NBA to enhance the wind performance at pedestrian level. addition, a 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) is demarcated within the "OU(Business)" zone from Lam Hing Street to Lam Wah Street. Another 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) within the "OU(Business)2" zone from Lam Fung Street to Sheung Yee Road is demarcated.

- 9.6.4 The "OU(Business)2" site, occupied by Enterprise Square Five, is situated on the waterfront and the existing development presents an obstacle to the air permeability to KBBA. As such, a 15m-wide strip of land from Lam Fung Street to Sheung Yee Road is demarcated as a building gap where no building shall exceed the maximum building height of 22mPD in order to open up the wind corridor for the oncoming sea breeze in the south, which permeates to other parts of KBBA upon redevelopment of the site. Alternatively, an applicant shall submit an application to the Board supported by an AVA together with a layout plan for approval under section 16 of the Ordinance. The application shall be supported by the findings and recommendations of the AVA which demonstrates that the alternative measures provide comparable or better wind performance to the Area than the 15m-wide building gap.
- 9.6.5 A site at the junction of Sheung Yuet Road and Wang Kwun Road is zoned "OU(Commercial Uses with Public Transport Terminus)", known as Enterprise Square. The site has been developed as a public transport terminus with commercial uses above. In order to restrain traffic growth which will otherwise overload the existing and planned transport network, developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 140mPD. A public transport terminus comprising three bus bays and one green minibus bay shall be provided within the zone. A 15m-wide building gap, where no building shall exceed the maximum building height of 22mPD, is demarcated on the western boundary of the zone from Lam Lok Street to Sheung Yuet Road to improve air ventilation of the Area.
- 9.6.6 In the circumstances set out in Regulation 22 of the Building (Planning)

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Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

- 9.6.7 A site bounded by Wang Chiu Road, Sheung Yee Road, Cheung Yip Street and Kai Fuk Road Flyover is zoned "OU(RTS)". This zone is intended primarily to provide land for the development of a refuse transfer station to facilitate transfer of refuse to the landfill sites in the New Territories, as there is a shortage of landfill sites in the main urban area. The site is subject to a maximum building height of 40mPD and a minimum of 3m-wide NBA from the lot boundary abutting Wang Chiu Road shall be provided.
- 9.6.8 Two sites zoned "OU(PFS)" at Kai Fuk Road are intended primarily for the provision of petrol filling stations serving the needs of the local residents as well as the general public. Both sites are subject to a maximum building height of 15mPD.
- 9.6.9 The open-air railway, MTR Kowloon Bay Station and associated facilities are zoned "OU(Railway)". Within this zone, a building height restriction of 3 storeys is imposed for the MTR Kowloon Bay Station along Kwun Tong Road, and 1 to 2 storeys as shown on the Plan for the associated facilities such as warehouses, a control tower and a pumping house. No new development except one-storey structure ancillary to the railway and the MTR Station shall be permitted.
- 9.6.10 The comprehensive development at the MTR Kowloon Bay Depot is zoned "OU(Mass Transit Railway Depot with Commercial and Residential Development Above)". This zone is intended primarily for the provision of land for MTR depot together with commercial and residential development above. The development comprises the MTR depot, two commercial towers including MTR Headquarters Building and a large commercial/residential development known as Telford Gardens and Telford Plaza. Apart from office and shopping facilities, a wide range of community facilities including a recreational club and a cinema are provided to cater for the needs of the residents. The Telford Annex of the Community College of City University of Hong Kong is also accommodated within the development. Developments and redevelopments within this zone are subject to a maximum GFA of 278,703m² for domestic use and 177,031m² for non-domestic use, and maximum building heights of 60mPD and 100mPD. A public transport terminus shall be provided within this zone. Three building gaps shall be provided within the zone upon redevelopment in order to improve air ventilation in the area. Two 22m-wide building gaps run parallel to Wang Tai Road and Sheung Yuet Road in east-west direction, and one 15m-wide building gap runs parallel to Tai Yip Street in north-south direction are demarcated, on which no building shall exceed a maximum building height of 22mPD.
- 9.6.11 A site located to the northeast of Ping Shek Estate along New Clear

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Water Bay Road is zoned "OU(Commercial/Residential Development with Public Car Park and Public Transport Interchange)". The site is occupied by a residential development with commercial uses known as 8 Clear Water Bay Road, public transport interchange and 'park-and-ride' facility in the podium serving the wider district. It is subject to a maximum GFA of 19,138m² for domestic use and 13,366m² for non-domestic use, and a maximum building height of 180mPD. A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided within the zone. Minor relaxation of the number of parking spaces may be considered by the Board on application under section 16 of the Ordinance.

- 9.6.12 A strip of land spanning over Sheung Yee Road and Kai Fuk Road is zoned "OU(Landscaped Elevated Walkway)". This zone is primarily intended for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting the pedestrian walkway system in KBBA with Kai Tak area.
- 9.6.13 The open lorry park at Lee On Road is zoned "OU(Open Lorry Park)", intended primarily to provide land for the development of an open-air lorry park. No building structure except one-storey structure ancillary to the open-air lorry park shall be erected within the site.
- 9.6.14 Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 9.6.15 However, for any existing building with plot ratio/GFA already exceeding the relevant restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.6.16 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.7 "Green Belt" ("GB") - Total Area 52.63 ha

- 9.7.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.
- 9.7.2 This zoning covers mainly steep hill slopes at the eastern periphery, the slopes created in connection with the formation of development platforms for the housing developments at Choi Tak Estate, Choi Ying

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Estate and Choi Fook Estate as well as the hill slopes in the eastern part of Jordan Valley. It includes strips of land near Tak Bo Garden and Ping Shek Playground and they are densely vegetated. Hill slopes near Choi Wing Road are also within this zone. These slopes are not suitable for urban type development and will be retained in their natural state. Passive recreational uses may however be possible at certain locations. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

10. <u>COMMUNICATIONS</u>

10.1 Roads

- 10.1.1 The Area is linked with other districts mainly by Kwun Tong Road, which is a primary distributor road connecting the Area with Kwun Tong and Cha Kwo Ling to the south and Wong Tai Sin to the north. New Clear Water Bay Road and Clear Water Bay Road run along the northern boundary, connecting the Area with Sai Kung to the east and other parts of Kowloon to the west.
- 10.1.2 Kwun Tong By-pass runs along the Kowloon Bay area connecting to the Tate's Cairn Tunnel in Diamond Hill, the Eastern Harbour Crossing in Cha Kwo Ling and Tseung Kwan O Tunnel near Lam Tin.
- 10.1.3 The district distributor road network in the Area consists of Lee On Road, Ngau Tau Kok Road, Wai Yip Street, Wang Chiu Road and Wang Kwong Road. There are many local roads within the Kowloon Bay area. In connection with the newly completed Choi Tak Estate, Choi Ying Estate and Choi Fook Estate, a new road network comprising Choi Wing Road, Choi Hing Road and the extended Choi Ha Road was built to serve the new development while the elevated portion of Choi Ha Road linking the new development to the northbound of Kwun Tong Road provides an alternative link to the existing primary distributor.

10.2 Mass Transit Railway

The Area is well served by the MTR system. MTR Kowloon Bay Station is located at the centre of the Area while Choi Hung Station is at the northern periphery of the Area.

10.3 Public Transport

Apart from the MTR, the Area is served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential and working population in the Area.

11. <u>UTILITY SERVICES</u>

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The Area is well served with water supply, drainage, and sewerage systems as well as electricity, gas and telephone services. Some sewerage and drainage upgrading works are required in the Area in order to cope with the future development.

12. <u>CULTURAL HERITAGE</u>

- 12.1 The Grade 1 historic buildings of ex-RAF Station (Kai Tak) Headquarters Building to the north of Kai Yip Estate, and the ex-RAF Station (Kai Tak) Officers' Quarters Compound to the southeast of Ping Shek Estate, which are zoned "G/IC(2)", should be preserved in-situ. Moreover, the Grade 3 historic building of Sam Shan Kwok Wong Temple adjoining Ping Shek Estate, is also worthwhile to be preserved. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB-Antiquities Advisory Board at http://www.aab.gov.hk.
- 12.2 Prior consultation with the *AMO*—Antiquities and Monuments Office of the Leisure and Cultural Services Department is required for any development, redevelopment or rezoning proposals which may affect the above graded historic buildings/structures, new items pending grading assessment and their immediate environs.

13. IMPLEMENTATION

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.

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13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in consideration of the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD MARCH 2017APRIL 2014

Summary of Background of Draft Outline Zoning Plans, Judicial Review Applications in Respect of Kai Tak Mansion Site and Main Considerations in Court Judgements

Draft Outline Zoning Plans (OZPs)

- 1. On 19.11.2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26 (OZP 26), incorporating amendments mainly to incorporate building height (BH) and other development restrictions for various zones was exhibited for public inspection under section 5 of the Ordinance. Among others, a BH restriction (BHR) of 110 metres above Principal Datum (mPD), two 10m-wide non-building areas (NBAs) and a building gap (BG) of 15mPD (Three Restrictions) were imposed for a "Residential (Group A)" ("R(A)") site at 53, 53A, 55 and 55A Kwun Tong Road (currently occupied by Kai Tak Mansion (KTM)). On 27.5.2011 and 1.6.2011, after giving consideration to the 1,304 representations and one comment received, the Town Planning Board (the Board) decided to propose amendments to the draft OZP No. S/K13/26 to partially meet some representations, including the relaxation of BHR for the KTM site from 110mPD to 130mPD. On 3.2.2012, the Board gave consideration to the 286 further representations (FRs) received and decided to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance.
- 2. On 14.10.2011, the draft OZP No. S/K13/27 (OZP 27), incorporating amendments to rezone three sites at Tai Yip Street and Wai Yip Street from areas shown as 'Road' to "Other Specified Uses" annotated "Business" ("OU(B)") zone and a site along Choi Hei Road from "R(A)" to "Open Space" ("O"), was exhibited for public inspection under section 7 of the Ordinance. On 25.5.2012, after giving consideration to the 184 representations and one comment received, the Board decided to propose amendment to the draft OZP 27 to partially meet some representations. As no FR was received, the Board agreed on 13.7.2012 that the OZP should be amended by the proposed amendment under section 6G of the Ordinance.
- 3. On 11.4.2014, the draft OZP No. S/K13/28 (OZP 28), incorporating amendments mainly to rezone two sites at Choi Hing Road and Choi Hing Lane from "Government, Institution or Community" ("G/IC"), "Green Belt" ("GB") and an area shown as 'Road' to "R(A)1" zone, a site at Choi Wing Road from "G/IC" to "R(A)2" zone, and a piece of land bounded by Shun Yip Street and Hung Yip Street from an area shown as 'Road' to "OU(B)" zone, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, one representation was received but was subsequently withdrawn.

Judicial Review (JR) Applications

4. The draft OZPs 26, 27 and 28 were subject to five JR applications. On 5.8.2011, 31.12.2011 and 15.3.2012, the Oriental Generation Limited (OGL) filed three JR applications against the Board's decisions in respect of the two draft OZPs 26 and 27 concerning the KTM site.

- 5. The first JR was against the Board's decision at the representation hearing on 1.6.2011 to only partially uphold the applicant's representation by proposing amendment to relax the BHR for the site from 110mPD to 130mPD under OZP 26.
- 6. The second JR was against the Board's gazetting of OZP 27 with identical restrictions as introduced by OZP 26 in relation to the site; and the third JR was against the Board's decision at the FR hearing on 3.2.2012 confirming the proposed amendment to OZP 26 in respect of the site in OZP 27.
- 7. Arising from the JR applications, the Court granted order of stay of the submission of the draft OZP to the Chief Executive in Council (CE in C) for approval pending the result of the JR applications. On 11.5.2012, the Court of First Instance (CFI) allowed the three JR applications and ruled that the Board's decisions to impose the Three Restrictions for the KTM site on the draft OZPs 26 and 27 and its refusal to consider relaxing BHR for the KTM site beyond 130mPD were arbitrary. Both the Board and OGL lodged appeal against CFI's judgement. On 13.11.2014, the Court of Appeal (CoA) dismissed the Board's appeal and considered that it was not necessary to grant the relief sought by OGL. Applications for appeal to the Court of Final Appeal (CFA) by the Board against CoA's judgement were also refused by CoA and CFA on 31.3.2015 and 6.11.2015 respectively. Pursuant to the Court orders, the Three Restrictions for the KTM site on the draft OZPs 26 and 27 were quashed and the question of whether any restrictions should be imposed on the site was to be remitted to the Board for re-consideration.
- 8. On 7.7.2014, OGL filed a fourth JR application against the Board's decision to gazette the draft OZP 28 with identical restrictions in relation to the KTM site introduced by the draft OZP 26. The Court has not yet granted leave for the JR application.
- 9. Separately, the Real Estate Developers Association of Hong Kong (REDA) filed a JR application on 25.7.2011 against the Board's decision in respect of the draft OZP 26. Arising from the JR application, the Court also granted order of stay of the submission of the draft OZP to the CE in C for approval. On 3.2.2015, the JR application was allowed by CFI. Both the Board and REDA lodged appeal against CFI's judgement. The hearing date of the appeals has not yet been fixed.

Main Considerations in Court Judgements in Relation to the Three JRs Lodged by OGL

- 10. The main considerations in the Court judgements in quashing the Three Restrictions for the KTM site are set out in the following paragraphs.
- 11. BHR: the stepped BH concept adopted in setting the BHR for the KTM site involves subjective evaluation and the Court should accord the Board a wide margin of deference in its decisions as to BH. The Court should only interfere if there is compelling reason to do so. However, the Board's refusal to raise the BHR beyond 130mPD was arbitrary as there is no evidence as to how the Applicant could accommodate the extra gross floor area (GFA) required from the emergency vehicular access and the road setback. Given the accepted principle that a BHR should not prevent a developer from making full use of plot ratio and GFA, the Board could not have been satisfied on the material before it that the development rights associated with the site could be fully utilized at a BHR of 130mPD. The Board's refusal to relax the BHR beyond 130mPD is therefore quashed. Also, Board had chosen an arbitrary

3

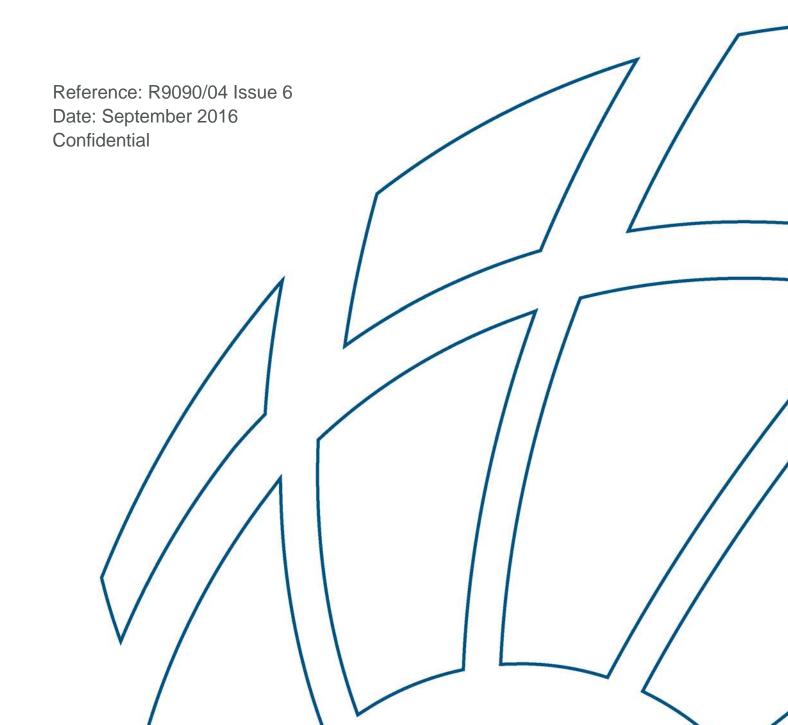
"view corridor" (vantage point)⁽¹⁾ as one of the basis for the BHR.

- 12. NBAs: the Board's decision to impose a 10m NBA along the south-eastern boundary that abut a primary school, which was based on an alternative option in Planning Department's Air Ventilation Assessment (AVA) study, was arbitrary and should be quashed. The AVA study did not explore other options for improving air ventilation impacts nor explain why the 10m NBA is an optimum or appropriate way of addressing ventilation impacts. The Board's decision to impose a 10m NBA or other restriction on a site must be backed up by cogent evidence that the measure can reasonably be regarded as necessary for achieving a particular planning objective. In the subject case, it has not been sufficiently demonstrated that the NBA is no more than what might be regarded as reasonably necessary to mitigate adverse ventilation impacts.
- 13. <u>BG</u>: the AVA study did not explore and compare the beneficial effects of other gap widths or other permeable structures nor explain how the recommended central gap of 24m could be justified. There was also no quantification of the effects of a 20 or 24m gap. In those circumstances, the Court does not think that the Board could have determined that a 20m gap was an appropriate restriction. There was insufficient evidence on which to come to such a conclusion. The 20m BG should therefore be quashed as arbitrary.
- 14. As regards the NBAs and the BG, CoA accepted OGL's argument that they were imposed arbitrarily, due to insufficient evidence from visual impact/permeability studies undertaken by the Planning Department.

A viewing point at the bend of the pedestrian footbridge connecting MTR Kowloon Bay Station with Choi Ying Estate was chosen. At this viewing point, the view towards Lion Rock would be partially blocked by the future development at the KTM site.



Air Ventilation Assessment Expert Evaluation Report





Air Ventilation Assessment Expert Evaluation Report

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1 Introduction

1.1 Background

- 1.1.1.1 The Housing Department (HD) intends to develop a public housing development in part of the area at Wang Chiu Road, Kwun Tong (hereafter as "the Site"). Figure 1.1 shows the location of the Site and its environs.
- 1.1.1.2 According to the Draft Ngau Tau Kok & Kowloon Bay (KPA 13 & 17) Outline Zoning Plan (OZP) No.S/K13/28 gazetted on 11 April 2014, the subject Site is currently zoned "Open Space" ("O").
- 1.1.1.3 BMT Asia Pacific Limited (BMT) has been commissioned by HD to conduct an Air Ventilation Assessment (AVA) for the proposed public housing development at Wang Chiu Road, Kwun Tong.
- 1.1.1.4 This Expert Evaluation study aims to qualitatively evaluate the air ventilation condition of the proposed public housing development and to advise on any adverse effect on wind environment caused by the development and the structure to the immediate local area.

1.2 Development Schemes

- 1.2.1.1 The subject Site has an area of about 6.3 hectare. It consists of public housing development of five residential towers with not more than 41 storeys (including ground floor) with car parking spaces, 1 or 2-storey high podium accommodating retail, social welfare and ancillary facilities. The proposed public housing development shall be divided into two phases and situated along Wang Chiu Road. There will be a school site locating between the two phases of the proposed public housing development and the school shall be developed by relevant government department. The northern part of the subject Site surrounded by few elevated roads towards Kwun Tong By-pass or Prince Edward Road East is planned to be maintained as open space.
- 1.2.1.2 More development details within the subject Site are summarized in Table 1.1.

 Moreover, the Master Layout Plan and set of Building Plan for the public housing developments are presented in Appendix A.

Table 1.1 Summary of the Development Details

Subject Site	Details
Public Housing Development (Phase 1), which is close to southeast boundary of the subject Site, next to Kai Yip Estate and behind the Caritas Family Crisis Support Centre (To be developed by the Housing Department)	 Site area of about 1.71 hectare 3 domestic blocks with main roof at height of not more than 120 mPD; 2 storeys height podium (up to about 16.5 mPD) accommodating retail, social welfare and ancillary facilities, children play area and landscape area Basement and a portion of half basement car park
Public Housing Development (Phase 2), which is close to west boundary of the subject Site, surrounded by the elevated roads towards Kwun Tong By-pass (To be developed by Housing Department)	 Site area of about 0.97 hectare 2 domestic blocks with main roof at height of not more than 120 mPD; 1 storey height podium (about 5.5 m high) accommodating retails, social welfare and ancillary facilities Half basement car park
School, which is in between two phases of the proposed public housing development (To be developed by the relevant government department)	Site area of about 0.695 hectare Considered as typical school with an assumed building height of 35 mPD based on contemporary standard school designs
Remaining area at the north of the subject Site (To be developed by the relevant government department)	❖ Remain as open space (about 2.9 hectare)

1.3 Broad Approach of AVA Study

The methodology of the AVA study strictly follows the guidelines set out in the Technical Circular No. 1/2006 on Air Ventilation Assessments issued by the Government of HKSAR on 19th July 2006 [1].

1.3.1.2 The study approaches are to:

1.3.1.1

- Review the prevailing wind condition and general wind availability with reference to the best available wind data;
- Identify the prevailing wind condition;
- Identify wind corridor and the role of the subject Site in air ventilation point of view;
- Evaluate the wind environment of the subject Site and its surrounding;
- Identify problem areas which warrant attention, and good design features that need to be kept or strengthened;
- Recommend improvements and mitigation measure if any; and
- Identify focus are or issue that may need further studies.

2 Expert Evaluation

2.1 Wind Availability

2.1.1 Introduction

As recommended in "Technical Guide for Air Ventilation Assessment for Developments in Hong Kong" published by Housing, Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) [1], weather data provided by Hong Kong Observatory (HKO) [2] and Simulated Site Wind Availability Data (i.e. simulated by Regional Atmospheric Modeling System, RAMS) [3] published in the website of Planning Department are acceptable for assessment.

2.1.2 Wind Data from Weather Stations

According to the automatic weather stations operated by Hong Kong Observatory (HKO), there are two automatic weather stations within 3.5 km from the site boundary of the subject Site, which can represent the wind availability at lower level as well as upper level. One is Kai Tak Automatic Weather Station while the other one is Tate's Cairn Automatic Weather Station. Figure 2.1 shows the location of the weather stations.

First reference station is Kai Tak Automatic Weather Station, which is located at the apron of Kai Tak and its anemometer at 16 mPD is located at about 2.5 km away from the subject Site to the south-southeast. Such station can be considered as the most representative wind data for the project sites as its location is relatively open. The recorded monthly wind data from 2000 to 2014 indicated that throughout the years, wind from ESE (45%) dominates with contribution from E (25%). In summer months, SE (49%) dominates with contribution from ESE (21%) while in non-summer months, wind from ESE (57%) dominates with contribution from E (33%). The annual, summer and non-summer wind roses of Kai Tak Automatic Weather Station from 2000 to 2014 are shown in Figure 2.2. [2]

Second reference station is Tate's Cairn Automatic Weather Station, which is adjacent to Tate's Cairn Police Post and its anemometer is at 587 mPD locating about 3.1 km away from the subject Site to the north-northeast. The recorded monthly wind data from 2000 to 2014 indicated that wind from S (32%) dominates in summer months with contributions from E (19%) and SSW (19%) while in non-summer months, wind from E (62%) dominates with contribution from ENE (14%). Throughout the years, E wind (47%) is predominant with contribution from S (12%). The annual, summer and non-summer wind roses of Tate's Cairn Automatic Weather Station from 2000 to 2014 are also shown in Figure 2.2. [2]

Monthly prevailing wind data at these two weather stations in the past years are tabulated in Appendix B.

2.1.1.1

2.1.2.2

2.1.2.3

2.1.3 RAMS Data

2.1.3.1

According to the Site Wind Availability Data (i.e. RAMS) for Hong Kong published by Planning Department [3], the subject Site is mostly in square grid cell 087,045. The wind data shows that east would be the dominant annual and winter prevailing winds while SW would be the dominant summer prevailing wind. Figure 2.3 illustrates the wind rose from RAMS at different levels, and also prevailing winds in a year, summer and winter tabulates in below Table 2.1.

Table 2.1 Summary of RAMS Wind Data

Grid 087,045	Annual	Summer ¹	Winter ²
At 200 m	E (27.1%)	SW (13.9%)	E (29.1%)
	ENE (13.3%)	E (11.4%)	ENE (22.5%)
	ESE (9.2%)	WSW (10.8%)	NNE (15.3%)
At 300 m	E (26.7%)	SW (14.0)	E (28.9%)
	ENE (13.2%)	E (11.3%)	ENE (22.2%)
	ESE (9.2%)	WSW (10.7%)	NNE (15.0%)
At 500 m	E (19.8%)	SW (15.3%)	E (24.1%)
	ENE (11.9%)	SSW (13.0%)	ENE (18.5%)
	ESE (10.8%)	WSW (10.4%)	NE (13.8%)

Notes: 1. Winter represents December to February while Summer represents June to August.

2.1.4 Wind Data from Previous Studies

2.1.4.1

There are several air ventilation assessments in Kowloon Bay area and its surrounding, some of them can be considered as reference. Their wind availability is summarized in below and their locations of study areas area indicated in Figure 2.4.

- Term Consultancy for AVA Services Expert Evaluation on Air Ventilation
 Assessment of Ngau Tau Kok and Kowloon Bay [4]
- Term Consultancy for AVA Services Expert Evaluation on Air Ventilation
 Assessment of Tsz Wan Shan, Diamond Hill and San Po Kong Areas [5]
- Kai Tak Planning Review [6,7];
- Air Ventilation Assessment Detailed Study Report Public Housing Development at Kai Tak Site 1A and 1B [8]; and
- Detailed Ventilation Assessment for Proposed Public Housing Development at Choi Wan Road Site 2, 3A and 3B [9].

2.1.4.2

In the Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay [4], where the subject Site is located within the study area, it mentioned that the wind data at various height (i.e. 60 m, 120 m and 450 m) is with reference to the experimental data conducted by the CLP Power Wind/ Wave Tunnel Facility at The Hong Kong University of Science and Technology for the

Ngau Tau Kok and Kowloon Bay Study Area. It is indicated that at all presented level in the report, the annual prevailing wind directions are NNE, ENE and E while the summer prevailing winds are E, SE and SW.

It is also with reference to the other Expert Evaluation for Tsz Wan Shan, Diamond Hill and San Po Kong areas [5], which study area is just next to the subject Site. There were total 4 different MM5 simulated wind data which have been reviewed. It is concluded that the annual winds of the study area are mainly from northeast and east. The summer winds are mainly coming from east and southerly quarters.

According to the Air Ventilation for Kai Tak Development (Feb 2010) [6,7] and Public Housing Development at Kai Tak Sites 1A and 1B [8], it was with reference to the Experimental Site Wind Availability Study for Proposed Kai Tak Development (Sep 2009) [10]. The Study Area B listed in the aforementioned report covered the project sites and the wind data was with reference to Kai Tak Automatic Station. The results of site wind availability at 150 m for the relevant study area show that the annual prevailing is coming from ESE direction (19.2%) with contributions from E (17.5%) and SE (13.9%) while the summer prevailing is coming from SE direction (19.0%) with contributions from WSW (12.7%) and ESE (11.4%). It concluded that the annual prevailing winds are south-east quadrant in major and the summer prevailing winds are dominated in the south-east and south-west quadrants.

Conclusion

In summary, different wind data references have been reviewed. Table 2.2 summaries the annual and summer prevailing wind directions of the different wind data references discussed in above.

Table 2.2 Summary of Wind Data References

Sources	Annual Prevailing Wind	Summer Prevailing Winds				
Weather Stations						
Kai Tak [2] (at 16 mPD)	ESE, E	SE, ESE				
Tate's Cairn [2] (at 587 mPD)	E, S	S, E, SSW				
RAMS Data						
Grid Cell 32,25 [3] (at 200m and 300m)	E, ENE, ESE	SW, E, WSW				
Previous Studies						
Ngau Tau Kok and Kowloon Bay [4] (at 60 m, 120 m and 450 m)	NNE, ENE, E	E, SE, SW				
Tsz Wan Shan, Diamond Hill and San Po Kong [5] (at 120 m and 450 m)	NE, E	E, SE, S, SW				
Kai Tak Development [6,7] and Public Housing Development at Kai Tak Site 1A and 1B [8] (at 150 m)	ESE, E, SE	SE, WSW, ESE				

In compliance of its urban morphologies and aforesaid wind data references, it can be concluded that the wind data used in Kai Tai Development [6,7] and Kai Tak

2.1.5.2

2.1.4.3

2.1.4.4

2.1.5

2.1.5.1

Public Housing Development [8] is the most representative reference. Thus the annual prevailing is coming from E, ESE and SE direction while the summer prevailing is coming from ESE, SE and WSW direction.

2.2 Site Environs and Key Wind Characteristic

2.2.1 Site Location and Surrounding Environment

- 2.2.1.1 The subject Site is bounded by Kwun Tong Road, Wang Chiu Road and Kwun Tong By-pass. The subject Site has an area of about 6.3 hectare, where it is currently zoned as "Open Space".
- 2.2.1.2 To the north to northeast of the Site across Kwun Tong Road, they are Choi Hung Estate with building height from 9.0 mPD to 61 mPD (excluding plant rooms, substation) and Ping Shek Estate with building height from 14.9 mPD to 85.6 mPD. To immediate northeast, it is Caritas Family Crisis Support Centre with building height of 12.8 mPD. To the immediate southeast, it is Kai Yip Estate with maximum building height up to 58.9 mPD. To the south to southwest across Wang Chiu Road, it is Richland Gardens with maximum building height up to 102.4 mPD. To the west across Kwun Tong By-pass, they are two primary schools under construction, Kai Ching Estate with maximum building height of 120.3 mPD and Tak Long Estate with maximum building height up to 119.6 mPD.
- 2.2.1.3 Figure 1.1 illustrates the location of the Site, the proposed use within the Site and its environs. Appendix C presents more details of the surrounding building height.

2.2.2 General Wind Environment Characteristics

- In respect of the topography of the Kowloon Bay, the ground is generally flat but it is gradually increase uphill towards northwest to northeast, then reach Lion Rock (up to 594 mPD) to further northwest, Temple Hill (up to 488 mPD) to further north, Tate's Cairn (up to 577 mPD) and Kowloon Peak (up to 602 mPD) to the further northeast. Hence winds from northwest to northeast quarter could be limited due to slight obstruction induced by those hills, but considering the outer location of these mountains, some incoming winds from NW to NE quarter might reattach to pedestrian level. Evidently Kowloon Bay is close to the waterfront and less wind obstruction from southeast to southwest quarters, such it could be easier for the winds entering the Kowloon Bay area from sea side, which is likely a favorable air path.
- In consideration of the urban morphologies of the Kowloon Bay area, the street array is generally regular, which is favorable for wind penetration. There are several roads throughout the whole area, major one includes Kwun Tong Road/ Lung Cheung Road and Kwun Tong By-pass while minor one includes Wai Yip Street, Wang Chiu Road and Wang Kwong Road. Those roads are likely beneficial to the ventilation from south to north in Kowloon Bay area.
- 2.2.2.3 Open spaces are considered as ventilation pockets with reference to the Ngau Tau Kok and Kowloon Bay Expert Evaluation Report [4]. As revealed in the said report, it is recommended to maintain the open space for future development, including former CICTA Sheung Yuet Road Training Ground (i.e. Zero Carbon Building), Lam

Wah Street Playground, Kowloon Bay Park, Kowloon Bay Sports Ground and Kowloon Bay Playground and a series of "linear open space". For the subject Site itself currently zoned as "Open Space", there is no doubt that part of it (i.e. Public Housing Development – Phase 1) is playing a role in assisting the wind penetration from Wang Chiu Road to Kwun Tong Road/ Lung Cheung Road.

Figure 2.5 shows the general wind environment of the Kowloon Bay area.

General Site Wind Environment

Aforesaid that the wind availability in the area mainly come from ESE direction in a year with contribution from E and SE while wind from SE direction are predominant in summer period with contribution from WSW and ESE.

Under E wind condition, although there is less obstruction induced by the hills, the major road (i.e. Kwun Tong Road/ Lung Cheung Road) is not well aligned with E wind, and it might not be beneficial for wind penetration. Nevertheless E winds likely flow along New Clear Water Bay Road, then pass through Ping Shek Playground, then reach the subject Site and meantime some winds can flow through Choi Hung Road and Kwun Tong Road/ Lung Cheung Road, then reach the subject Site. The flow will then be weaken or blocked by those elevated roads before moving forwards to the primary schools and Kai Ching Estate.

ESE wind likely flow along Kwun Tong Road and reach the subject Site without obstruction, further some flow could reach schools under construction and Kai Ching Estate. Nevertheless the flow along Kwun Tong Road and subject Site will rather flow along the road and join with the flow along Kwun Tong By-pass, then flow along Choi Hung Road and Prince Edward Road East towards downwind areas.

SE wind likely flow along Wang Chiu Road and Wang Kwong Road/ Kwun Tong Bypass. Wind is enhanced while passing through the large inter-linked open spaces, then wind continues flowing through Wang Chiu Road, Wang Kwong Road/ Kwun Tong By-pass and reach the subject Site. After passing through the subject Site, the flow from Wang Chiu Road will flow along Kwun Tong Road/ Lung Cheung Road, and the flow will further encounter the other flow from Wang Kwong Road/ Kwun Tong By-pass at the road junction, then join together and flow towards inland areas. As the subject Site is located at the downwind of the massive development of Richland Garden, such part of the subject Site will likely locate at the recirculation zone under SE wind condition, and meantime some obstructions might be induced by Kai Yip Estate even though their blocks are not that tall with compared to Richland Garden, however their building form are generally in long length, which is not good for wind penetration.

Under WSW wind condition, wind pass through Kai Tak Development before reaching the subject Site. Because of such downwind location and undesirable building as well as street alignment (from Kai Tak to Kowloon Bay), not much WSW wind could easily reach the subject Site, where could likely experience low air movement. Although some winds might reach the subject Site through Muk Chui Street, the weakened flow might not be able to effectively drive forward to further inland areas. Hence, some areas might experience low air movement due to their leeward location and obstacles induced by Kai Tak Development.

2.2.2.4 2.2.3

2.2.3.1

2.2.3.2

2.2.3.3

2.2.3.4

2.2.3.5

2.2.3.6

Figures 2.6, 2.7, 2.8 and 2.9 illustrate the flow patterns under E, ESE, SE and WSW prevailing wind respectively. In addition, Figure 2.10 indicates the location of nearby barriers and semi-enclosure to cater the surrounding traffic noise impact.

2.3 Potential Impacts to Surroundings

2.3.1.1

Aforementioned open space is considered as ventilation pockets, the subject Site currently provide inter-linked spaces for Wang Chiu Road and Kwun Tong Road/Lung Cheung Road promoting the local ventilation. Being an open space, it is obvious that the flow is passing through the subject Site under E, ESE and SE winds as discussed above. In general, the subject Site is surrounded by residential developments and is situated at downwind location under these prevailing wind directions. It cannot be doubted that the massive developments in its surroundings such as Richland Garden and Kai Yip Estate influence the ventilation efficiency and flow patterns.

2.3.1.2

With the proposed development on site, E wind will be partially blocked or weaken by the proposed development as well as the existing elevated roads with noise barriers. Even though some weaken winds can pass through, they immediately encounter the primary schools and Kai Ching Estate, limited winds can move further. Under ESE wind, more wind can reach the subject Site, nevertheless wind distribution will be different with the proposed development on site and more flow along the Kwun Tong Road/ Lung Cheung Road are expected. The flow can still pass through the remaining open space at north and further join with the flow along Kwun Tong By-pass, then flow along Choi Hung Road and Prince Edward Road East towards downwind areas, which impact is considered as less substantial. Under SE wind, the wake at the subject Site induced by Richland Garden is obvious. Nevertheless the SE wind mainly flowing along Wang Chiu Road reach Kwun Tong Road/ Lung Cheung Road via the subject Site. Apparently, part of the subject Site relatively has a role in ventilation under SE wind. It is no doubt to maintain the connecting path across the subject Site for the connection between Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road. Under WSW wind, some areas might already experience low air movement due to their leeward location and obstacles induced by Kai Tak Development. Some WSW wind could reach the subject Site, but it could likely experience low air movement.

2.3.1.3

Furthermore, in consideration of the impacts within the subject Site, there is a proposed school locating between Phase 1 and 2 public housing developments. The public housing developments will influence the winds reaching the proposed school under all the prevailing winds. SE wind is mostly obstructed by Richland Garden and together with the obstruction induced by Phase 1 public housing development, less wind can reach the proposed school. E/ ESE winds are also impeded by Phase 1 public housing development while WSW wind is obstructed by Phase 2 public housing development.

2.3.1.4

In summary, with the proposed development on site, the expected localized impacts to surroundings under the prevailing winds are listed below:

 Weakening or partially blocking the E and ESE winds towards primary schools under construction and Kai Ching Estate;

- Affecting the wind distribution along Kwun Tong Road/ Lung Cheung Road under ESE wind condition;
- Disconnection of the road linkage between Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road under SE wind;
- Worsening the low wind environment (such as Caritas Family Crisis Support Centre) under WSW wind; and
- Influencing the flow reach the proposed school under those prevailing winds.

2.4 Good Design Features

Aforementioned the whole subject Site consists of public housing development of five residential towers with carpark spaces, podium accommodating retails, social welfare and ancillary facilities, a school site to be developed by relevant government department and open space. Current arrangement will be three residential towers located at southeast part next to Caritas Family Crisis Support Centre, a school located at the middle, and then two residential towers located at northwest part. The remaining area of the subject Site at the north remains as open space. The proposed development within the subject Site is illustrated in Figure 1.1 while the Master Layout Plan of the public housing developments are shown in Appendix A.

There are various restrictions on building layout of the public housing developments, including

- Site constraints such as existing 25 m wide drainage and water works reserve bisecting the buildable area into two odd shape areas as well as potential impacts on serious noise and air quality nuisance from adjacent traffic, restrict the layout of the buildings, ancillary facilities and basic services.
- It is necessary to maintain the connecting airpath between Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road to minimize the impact on ventilation.
- Aforementioned drainage reserve/ ventilation corridor to be reserved for the connecting airpath between Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road has occupied more than 25% of the total site area in Phase 1 public housing developments. Such drainage/ ventilation corridor reserves are essential which highly restrict the layout.
- Concerning the congested urban morphologies, less/ low or no podium structure is always preferable to avoid the impediment of air movement at pedestrian. However due to the aforesaid constraints, drainage/ ventilation corridor reserves, as well as financial and access viability consideration, the limited ground floor spaces, especially those near Wang Chiu Roads, major access to the Site, are always insufficient to accommodate all the required ancillary facilities and basic services.
- As the connection point of the public utilities is from Wang Chiu Road, it is unavoidable that the ancillary services are required to be situated close to the boundary near Wang Chiu Road and equipped at ground level. For the basic

2.4.1.2

services such as provision of the retails, those required provisions are on the basis of the proposed population in the public housing development, which is essential in order to satisfy the basic need. Retails should be financially viable to be located at the area where can be highly accessible by the public. Consequently, it is inevitable that the ancillary facilities and basic services are mainly placed under Block 2 as it is close to Wang Chiu Road. To accommodate the required welfare facilities which should also be easily accessible by the users, one more non-domestic storey is introduced below building footprint of Block 2 and 3 in Phase 1 at podium level due to limited ground floor space. An optimal bulk of podium under Block 2 and 3 is therefore necessary to accommodate all those required facilities.

The existing box culvert is at a shallow depth below ground surface. The
depth of soil above it appears to be inadequate to accommodate essential
building services, such as drains and power cables. It would likely be
essential to provide a bridge-over structure at podium level to connect
building services to the northeastern part of the site where Block 1 is situated.

Concerning the aforementioned restrictions, the practical measures for alleviate the ventilation are limited. With respect to the potential impacts to the surroundings as well as striking a balance between the site restrictions and building layout, some design features would be incorporated and maximized in the preliminary design for impact alleviation.

- A 25m-wide non-building area (NBA) along the drainage and water works reserves will be implemented within the subject site boundary. Nevertheless due to aforementioned limited space at ground, it may be necessary to accommodate some of the required facilities on the drainage and water works reserves by elevated structures. As such a portion of this NBA will be marked as Potential Area for Recreation/ Building Service Bridge Over NBA (Refer to Figure D4 in Appendix D). In case, the bridge over structure is needed upon the detailed design stage, a permeable design with optimal size will be adopted so as to minimize the potential impact on air ventilation while passing thru the NBA, such as at least 5.1 m clearance (from ground to bridge structure) and use of perforated structure above parapet level on the bridge. A quantitative AVA study should be conducted for avoiding the negative effects of this bridge on its surrounding.
- Maintain building separation and ventilation corridor at grade (at least 25 m width) to avoid the disconnection between Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road, in particular under SE wind direction (Refer to Figure D3 in Appendix D)
- Setback (at least 20 m) from major ventilation corridor of Kwun Tong Road/ Lung Cheung Road to allow better wind penetration and alleviate the impacts to wind distribution along those roads, in particular under E/ ESE wind direction (Refer to Figure D1 and D2 in Appendix D)
- Setback (at least 5 m) from Wang Chiu Road to allow better wind penetration, in particular under WSW wind direction (Refer to Figure D1 and D2 in Appendix D)

2.4.1.3

- Incorporate at grade ventilation passages with height of about 4 m clearance and width varies from 6 m to 9 m to increase the ground permeability allowing wind penetration, like the passages at Block 1 and 3 wing ends (i.e. empty bays), Block 2 and 3 in Phase 1 allow some east wind penetration to school site (Refer to Figure D1 in Appendix D)
- Optimize podium coverage to accommodate the required facilities and basic services, minimize building bulk of podium construction and preserve low podium height profile to reduce flow impediment at pedestrian. Currently, in Phase 1, the first storey of podium is up to 10.7 mPD, which is 5.7 m above ground, while the second storey of podium is just two individual portions underneath the domestic blocks of Block 2 and 3 up to 16.5 mPD with a landscape garden in between blocks (Refer to Figure D2 and D3 in Appendix D)
- Reserve adequate building separation (at least 15 m) between blocks, aiming to encourage wind penetration between Block 2 and 3 via landscaped garden at podium (where is at 5.7 m above ground) in Phase 1 and some downward airflow can reach the nearby proposed school and pedestrian level, in particular under E wind direction (Refer to Figure D2 in Appendix D)
- Adopt basement and half basement car parking aiming to maintain low height profile of the podium. (Refer to section in Appendix A)

2.5 Further Study

2.5.1.1 The adoption of the above design features would help remedy the potential impacts.

Should the aforementioned design features not be incorporated in the future development scheme at the detailed design stage, a further quantitative AVA study should be conducted to demonstrate that the performance of the revised development scheme would be no worse-off than one with these design measures. The further quantitative AVA study should also be conducted for scheme design optimization during detailed design stage.

3 Conclusion

- 3.1.1.1 This AVA study investigates the pedestrian wind environment and provides the necessary information for a balanced decision on the overall planning and design process. It also identifies the ventilation corridors and wind availability in the assessment area.
- 3.1.1.2 With reference to best available wind data in previous study, it is found that the annual prevailing wind in the area mainly come from ESE with contribution from E and SE while the summer prevailing wind is SE with contribution from ESE and WSW.
- In summary, the winds reach the subject Site through roads as their alignment is generally regular. In compliance with its situation and wind environment characteristic, the subject Site is playing a role on air ventilation as an interlinked space for Wang Chiu Road and Kwun Tong Road/ Lung Cheung Road, especially ESE and SE winds. Some potential impacts are expected with the proposed development on site. Hence, some design considerations in respect to air ventilations have been maximized and incorporated to alleviate those potential impacts as practical as possible. The efficacy of the design features and room for further enhancement will be reviewed quantitatively by AVA initial study in later detail design stage.

4 References

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- Summary of Meteorological and Tidal Observations in Hong Kong, Hong Kong Observatory
- 3. Site Wind Availability Data for Hong Kong (RAMS), Site Wind Availability Data, Information Services, Official Website of Planning Department
- 4. Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay Outline Zoning Plan, Revision 7, 08 November 2010
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- 10. Experimental Site Wind Availability Study for the Proposed Kai Tak Development, Hong Kong, Investigation Report WWTF013-2009, September 2009

Figures

Air Ventilation Assessment Expert Evaluation Report

Site Location and its Environs

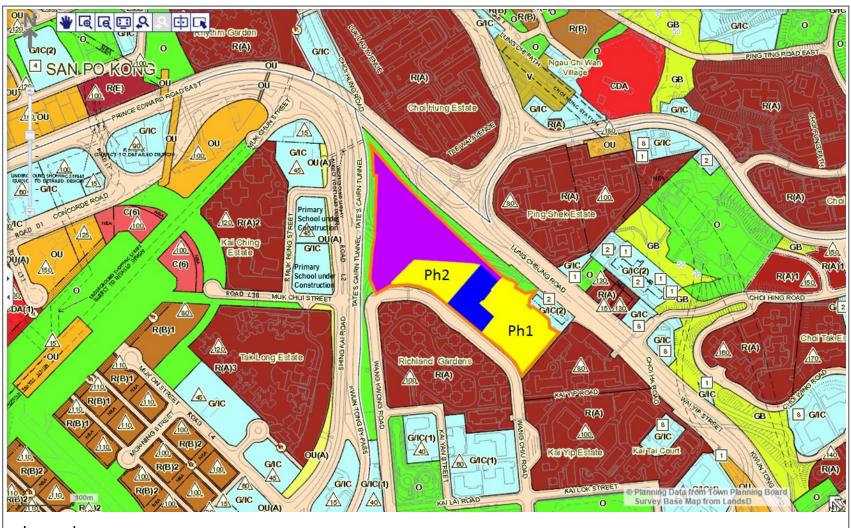
Figure 1.1

Scale: As Shown

Date: February 2016

Rev.: 0





Legend:

- Comprehensive Development Area
- Open Space
- Residential (Group B)
- Village Type Development
- Green Belt
- Residential (Group A)
- Commercial

- Government, Institution or Community
- Other Specified Uses
- Residential (Group E)
- Subject Site [about 6.3 Ha]
- Remains as Open Space [about 2.9 Ha]
 - Proposed Public Housing Development [Ph1: about 1.71 Ha; Ph2: about 0.97 Ha]
- Proposed School Development [about 0.695 Ha]

Air Ventilation Assessment **Expert Evaluation Report**

Location of the **Weather Stations**

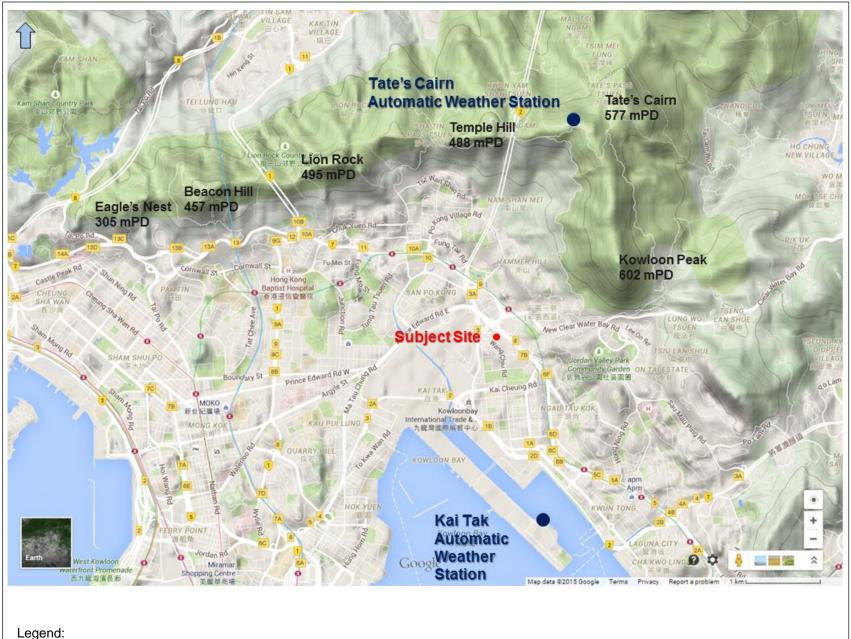
Figure 2.1

Scale: As Shown

Date: June 2015

Rev.: 0





Automatic Weather Station

Subject Site

Air Ventilation Assessment Expert Evaluation Report

Wind Roses at Selected Automatic Weather Stations

Figure 2.2

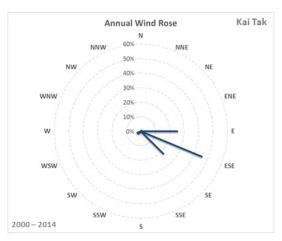
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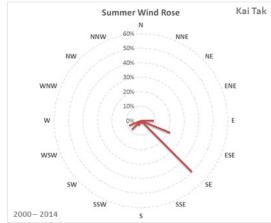
Date: August 2015

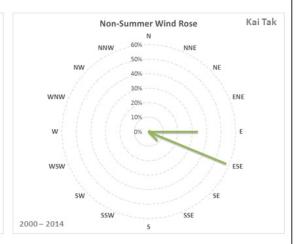
Rev.: 1

BMT Asia Pacific

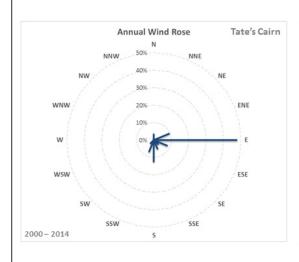
Kai Tak Weather Station (at 16 mPD)

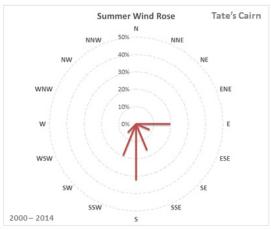


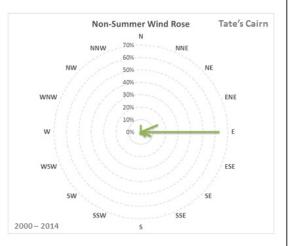




Tate's Cairn Weather Station (at 587 mPD)







Air Ventilation Assessment Expert Evaluation Report

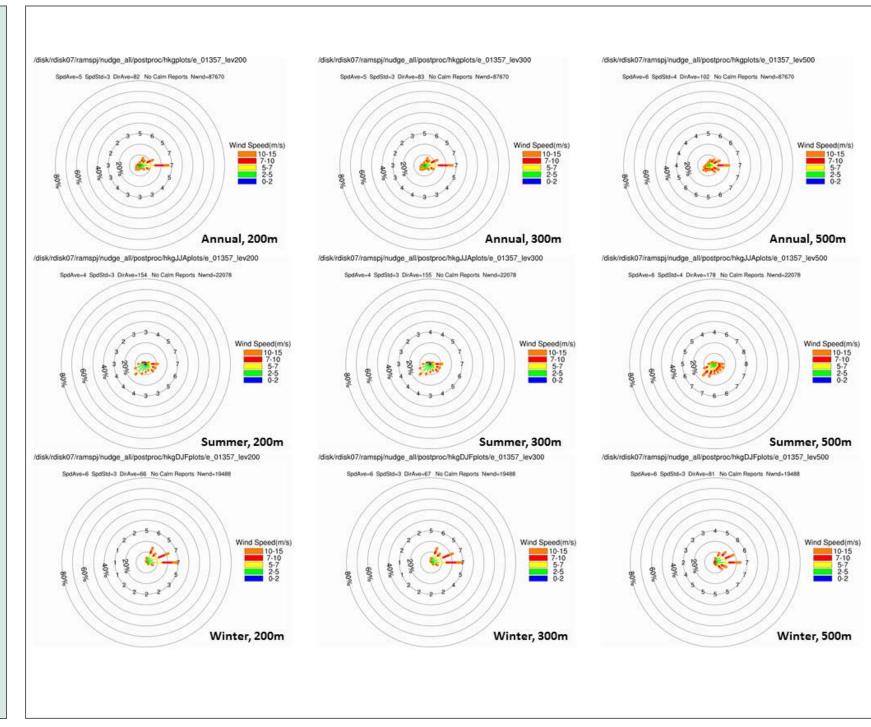
Wind Rose form RAMS

Figure 2.3

Scale: NTS

Date: August 2015





Air Ventilation Assessment Expert Evaluation Report

Study Areas in the Previous Studies

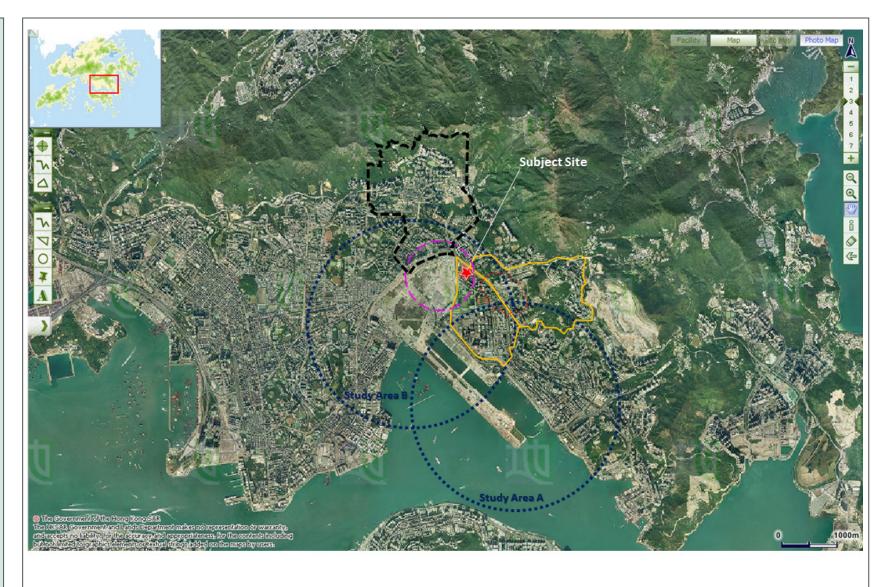
Figure 2.4

Scale: As Shown

Date: June 2015

Rev.: 0





Legend:

- Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay [4]
- === Term Consultant for AVA Services Expert Evaluation on Air Ventilation Assessment of Tsz Wan Shan, Diamond Hill and San Po Kong Areas [5]
- ···· Air Ventilation Study for Kai Tak Development [6,7]
- Air Ventilation Assessment Detailed Study Report Public Housing Development at Kai Tak Site 1A and 1B [8]
- Detailed Air Ventilation Assessment for Proposed Public Housing Development at Choi Wan Road Site 2, 3A and 3B [9]

Air Ventilation Assessment Expert Evaluation Report

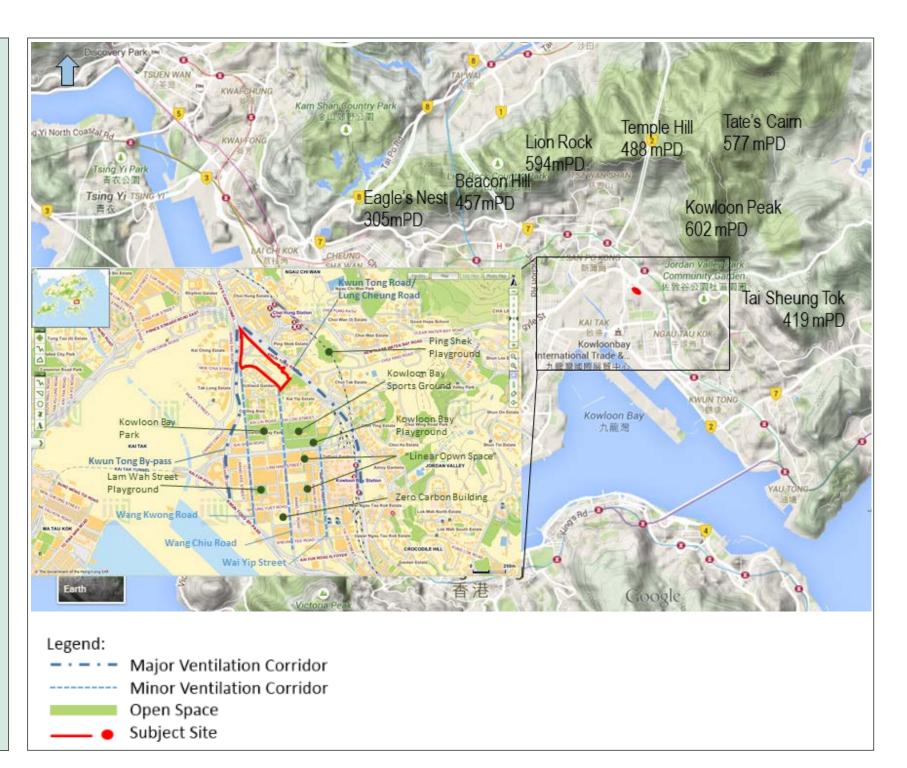
General Wind Environment

Figure 2.5

Scale: As Shown

Date: December 2015





Air Ventilation Assessment Expert Evaluation Report

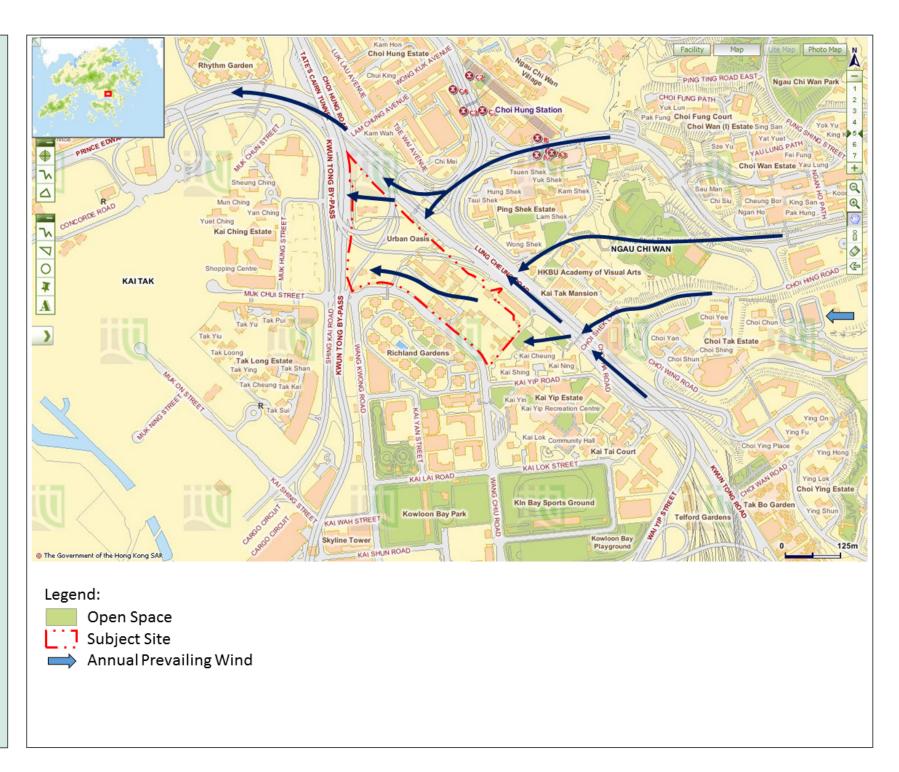
Flow Pattern under E Prevailing Wind Condition

Figure 2.6

Scale: As Shown

Date: August 2015





Air Ventilation Assessment Expert Evaluation Report

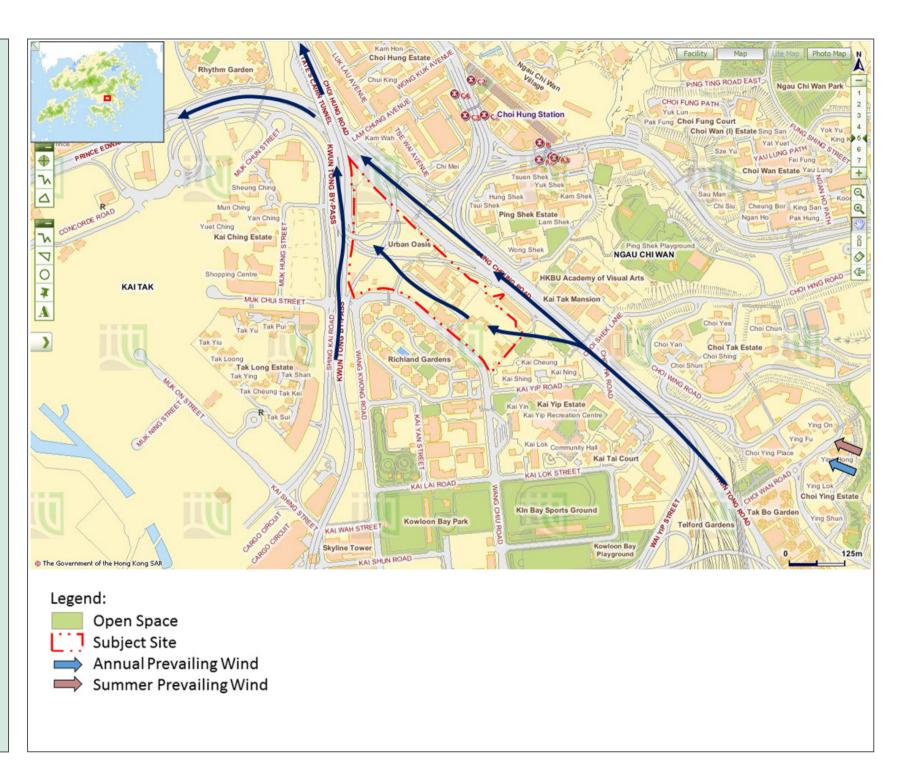
Flow Pattern under ESE Prevailing Wind Condition

Figure 2.7

Scale: As Shown

Date: August 2015





Air Ventilation Assessment Expert Evaluation Report

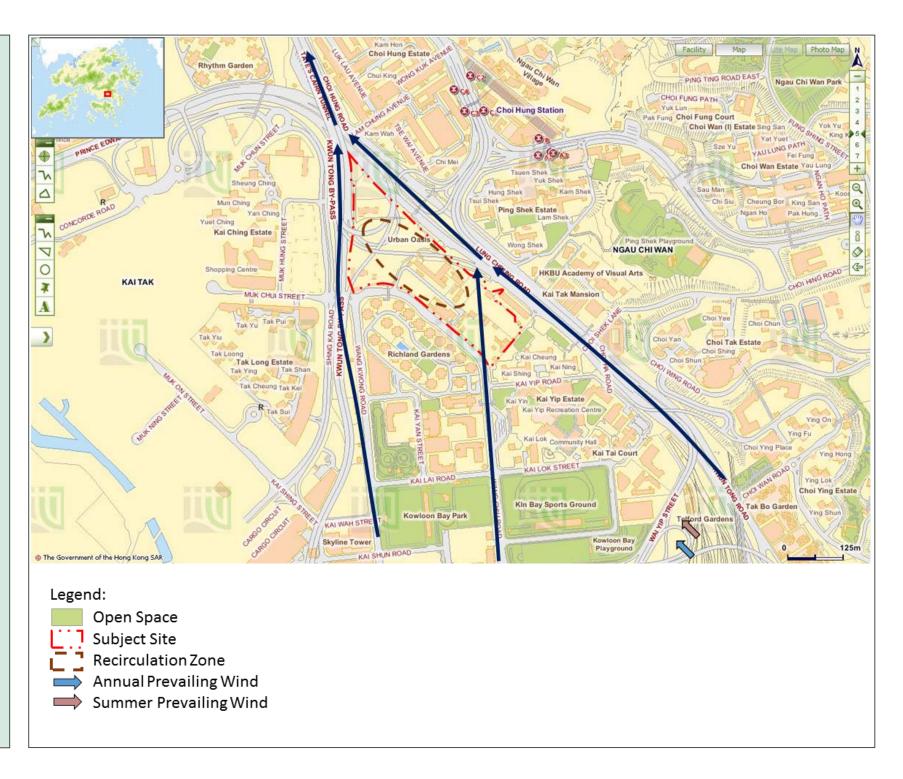
Flow Pattern under SE Prevailing Wind Condition

Figure 2.8

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Date: August 2015





Air Ventilation Assessment Expert Evaluation Report

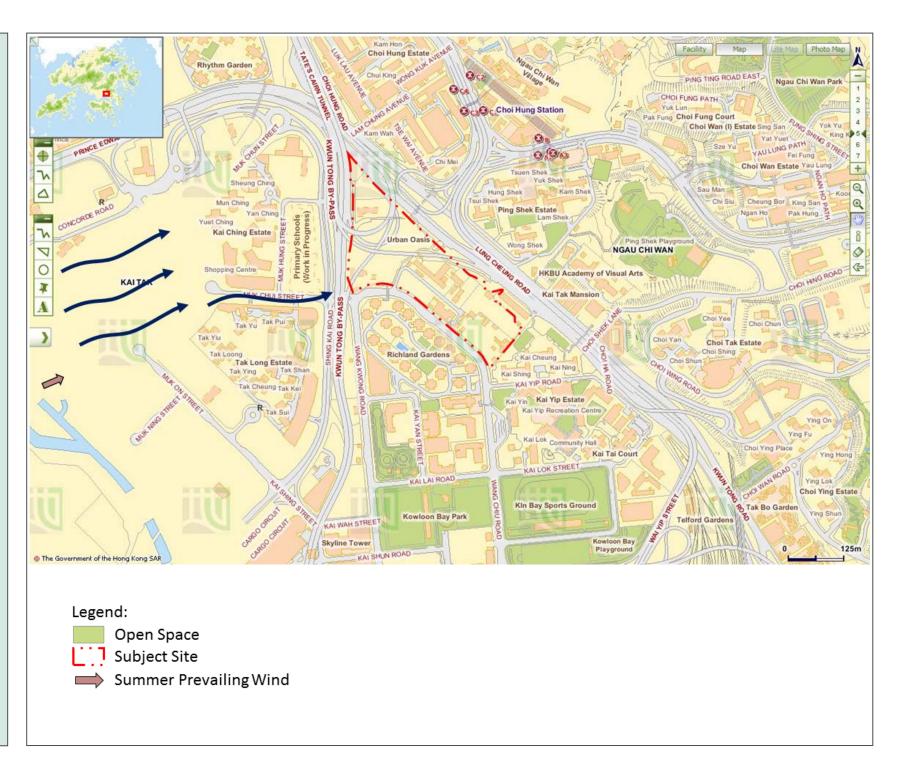
Flow Pattern under WSW Prevailing Wind Condition

Figure 2.9

Scale: As Shown

Date: August 2015





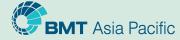
Air Ventilation Assessment Expert Evaluation Report

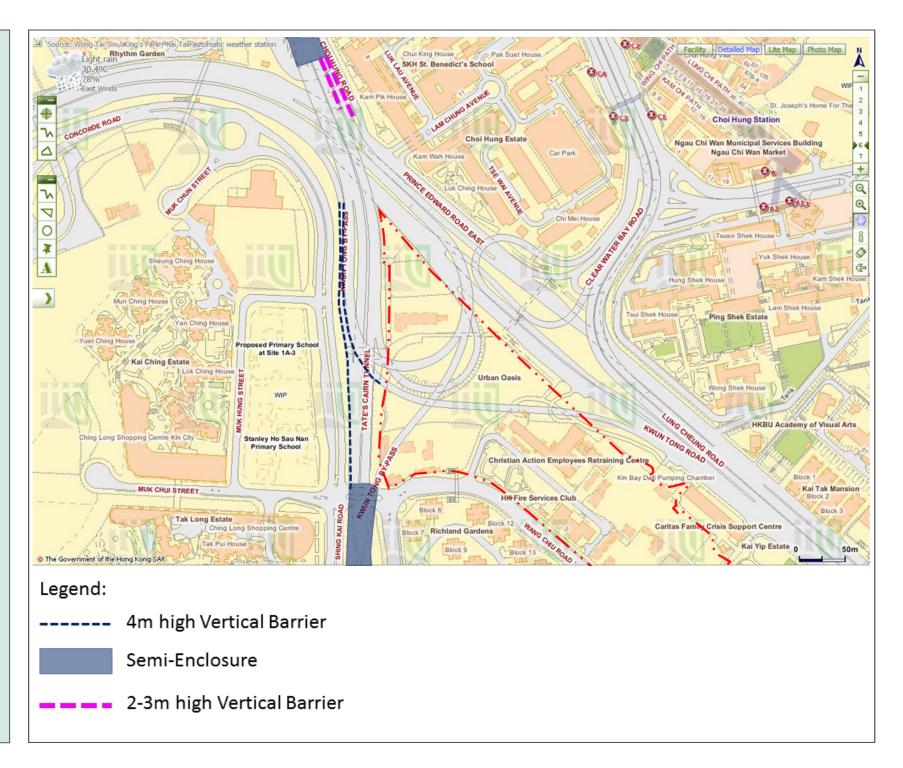
Location of Barriers and Semi-Enclosure

Figure 2.10

Scale: NTS

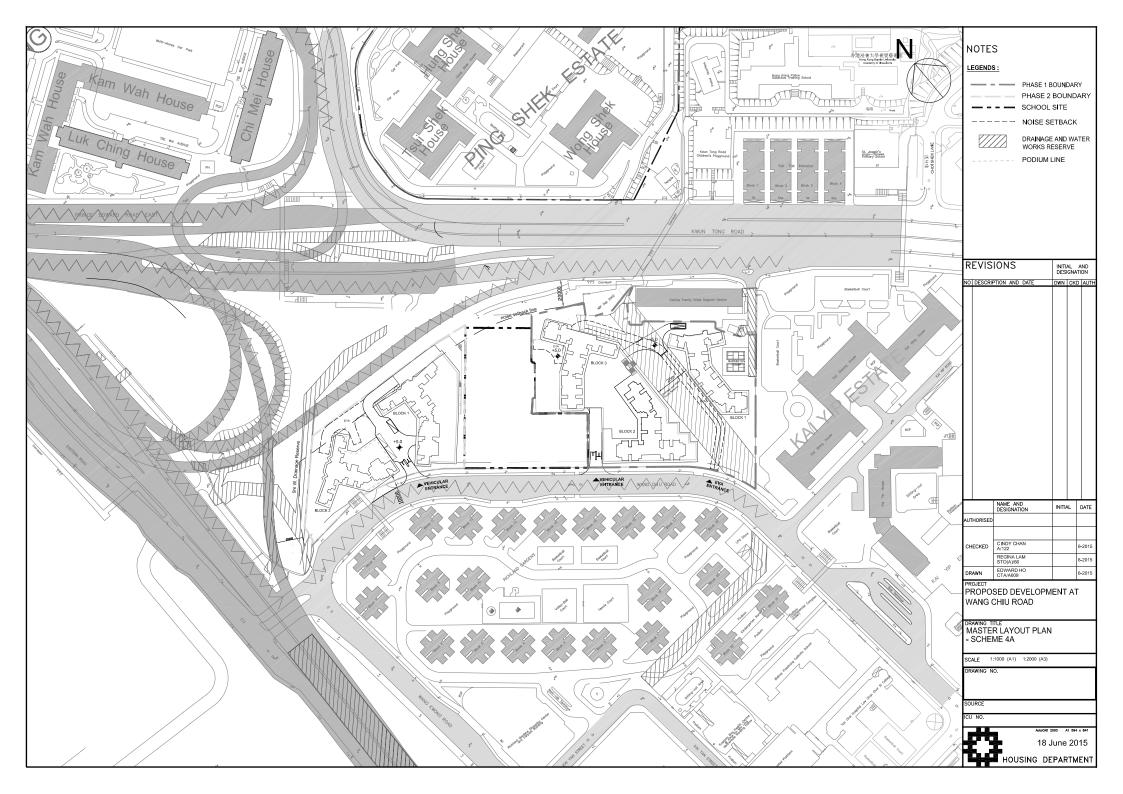
Date: August 2015

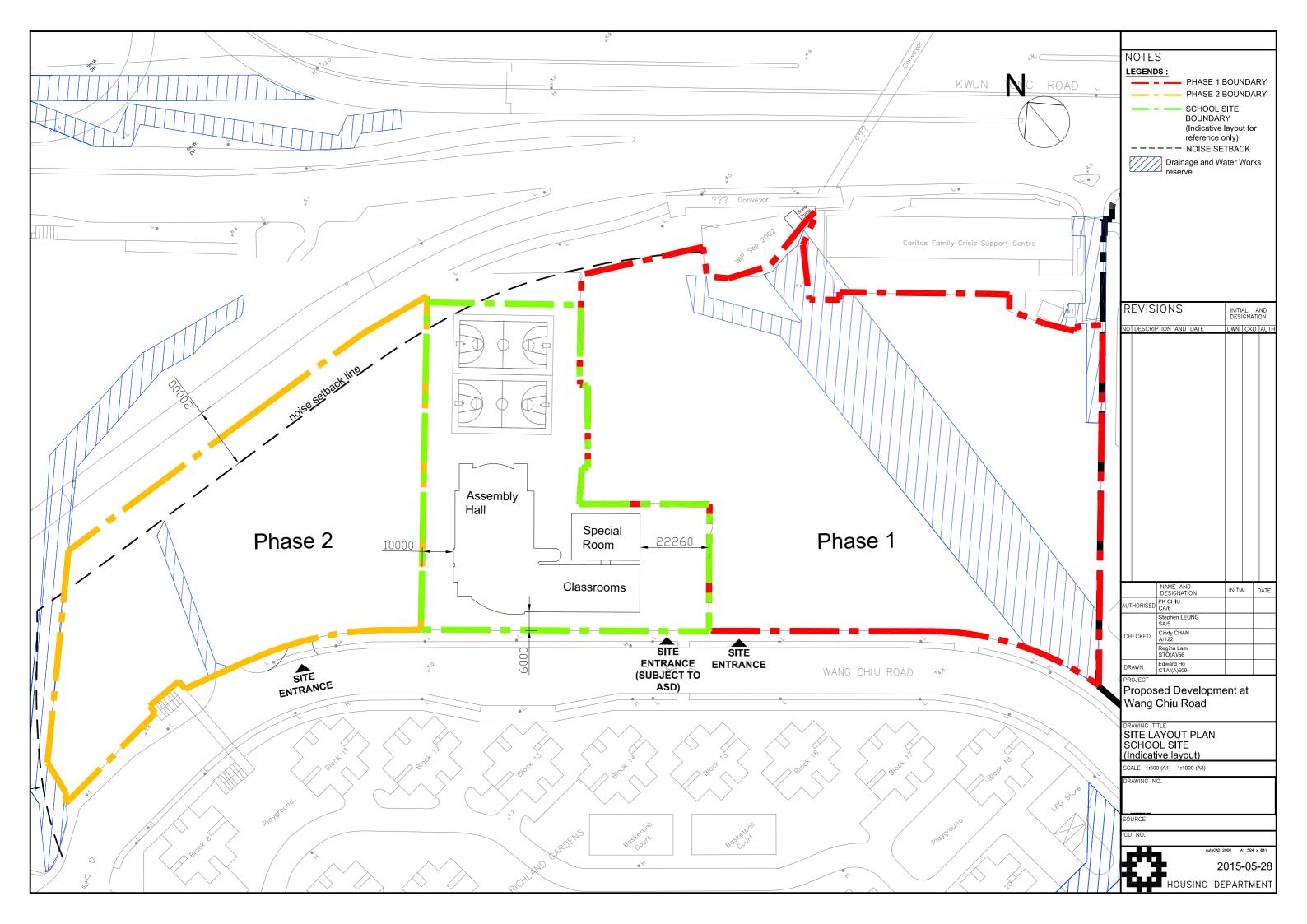


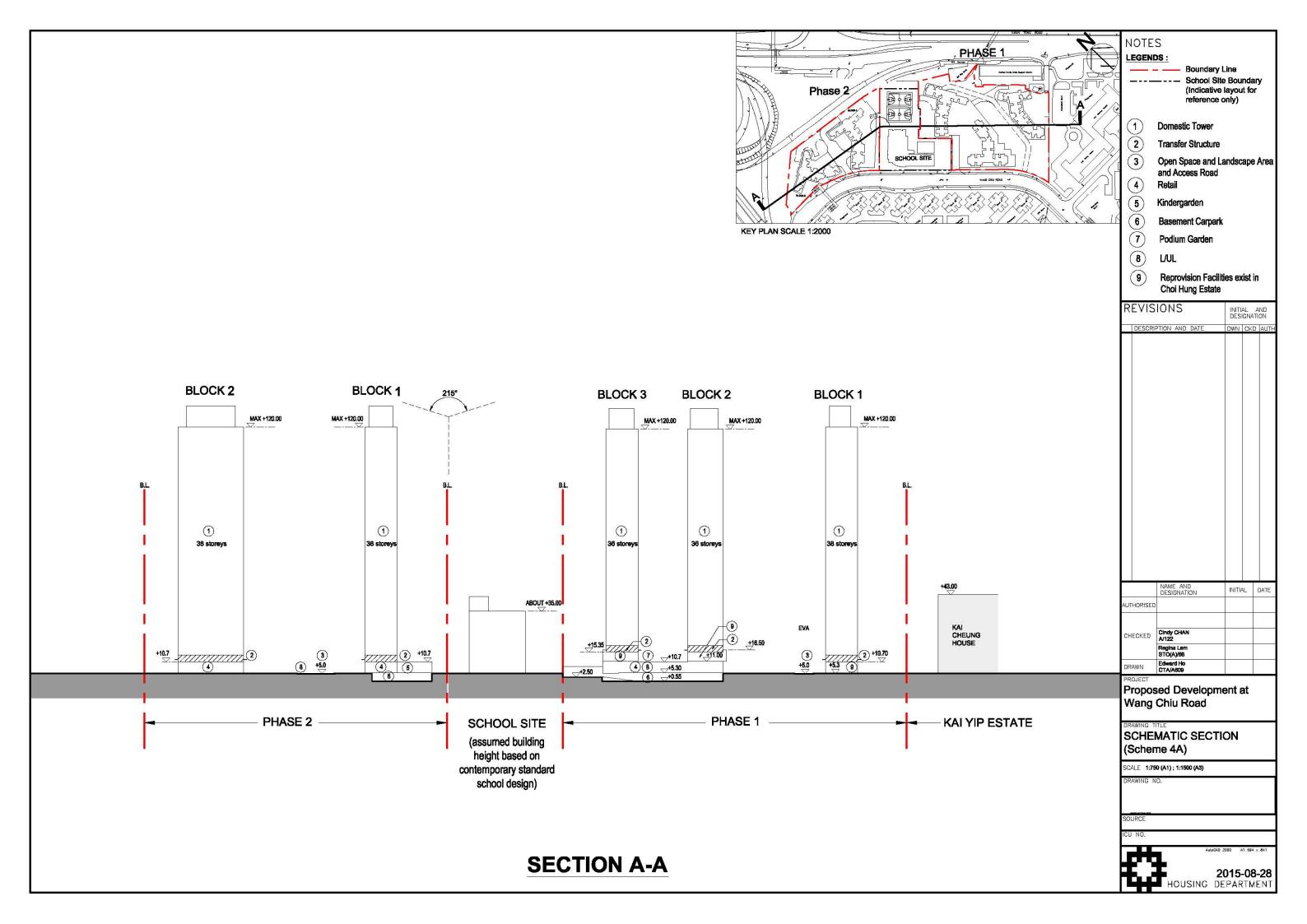


Appendix A

Development Scheme







Appendix B

Wind Data

APPENDIX B: Wind Direction Data

Table B1 Monthly Wind Direction Data from Annual Meteorological Observation Reports 2001 – 2014 (Kai Tak Automatic Weather Station)

Manda	Prevailing Direction													
Month	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
January	110	110	110	100	100	110	140	110	140	110	100	40	110	110
February	110	110	110	130	120	110	110	100	110	120	140	30	110	120
March	110	110	110	100	120	110	110	110	120	110	110	110	110	110
April	110	110	110	140	110	100	110	110	140	130	100	110	100	110
May	110	130	90	120	100	100	110	140	100	210	130	110	120	110
June	130	240	110	120	230	130	120	140	230	130	130	130	210	130
July	130	130	120	230	230	130	110	130	140	140	240	140	140	120
August	240	130	230	130	130	130	140	140	130	100	140	140	110	140
September	130	100	100	100	100	100	110	110	110	100	140	100	110	100
October	100	100	100	90	100	100	100	110	110	110	100	100	110	110
November	110	100	110	100	100	100	100	110	110	110	100	100	120	110
December	110	110	110	100	100	100	110	110	110	110	100	110	120	110

Note: summer = May to August, Non-summer = September to April

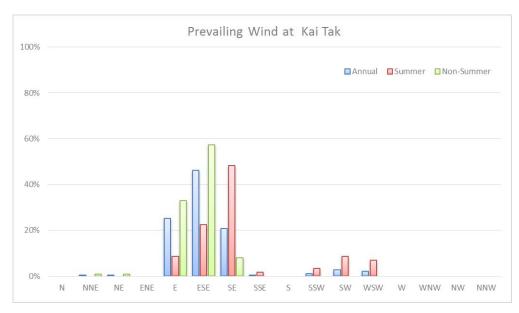


Table B2 Monthly Wind Direction Data from Annual Meteorological Observation Reports 2001 – 2014 (Tate's Cairn Automatic Weather Station)

	Prevailing Direction													
Month	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001
January	130	100	100	350	110	-	100	70	80	80	80	70	70	90
February	130	100	100	100	130	110	90	80	80	80	80	80	80	100
March	100	100	100	90	200	110	100	80	80	80	80	80	80	100
April	100	100	100	100	120	110	100	350	170	80	80	80	80	100
May	190	220	100	180	120	120	110	100	170	160	160	80	80	100
June	190	220	100	180	210	210	190	200	160	170	80	80	160	170
July	190	210	180	200	220	200	180	210	170	160	160	160	160	170
August	210	220	200	180	110	200	100	200	80	190	160	160	80	110
September	100	130	100	100	220	110	-	100	70	80	80	80	70	330
October	100	130	100	90	110	110	-	90	80	70	70	70	70	80
November	100	130	100	90	100	110	-	90	70	80	70	70	70	350
December	90	40	100	360	100	110	-	100	350	350	70	70	70	70

Note: summer = May to August, Non-summer = September to April



Appendix C

Building Height of its Surroundings

APPENDIX C: Building Height of its Surroundings

Figure C1 Building Height of Existing Developments in Choi Hung Estate

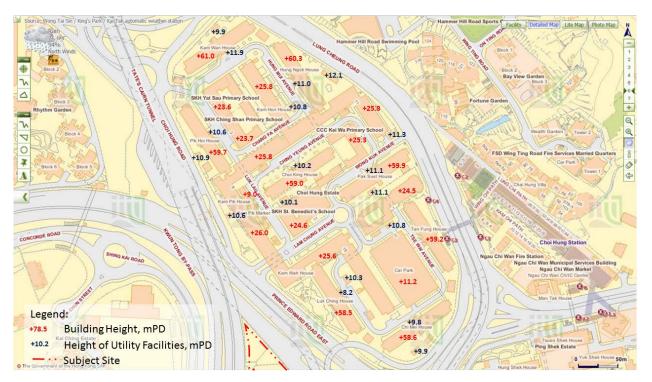


Figure C2 Building Height of Existing Developments in Ping Shek Estate

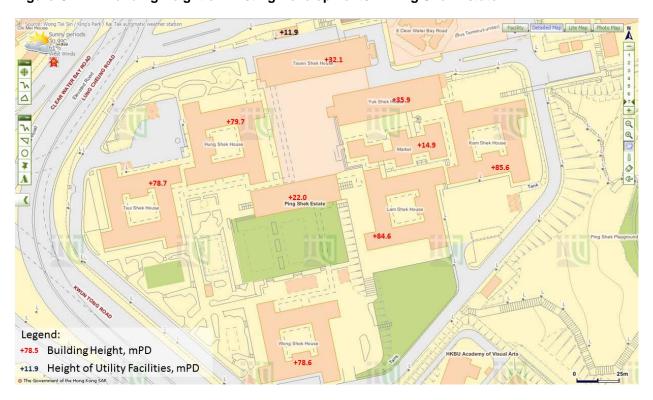




Figure C3 Building Height of Existing Developments in Kai Ching Estate

Figure C4 Building Height of Existing Developments in Tak Long Estate





Figure C5 Building Height of Existing Developments in Richland Gardens and Kai Yip Estate

Appendix D

Good Design Features

APPENDIX D: Good Design Features

Figure D1 Design Features at Ground



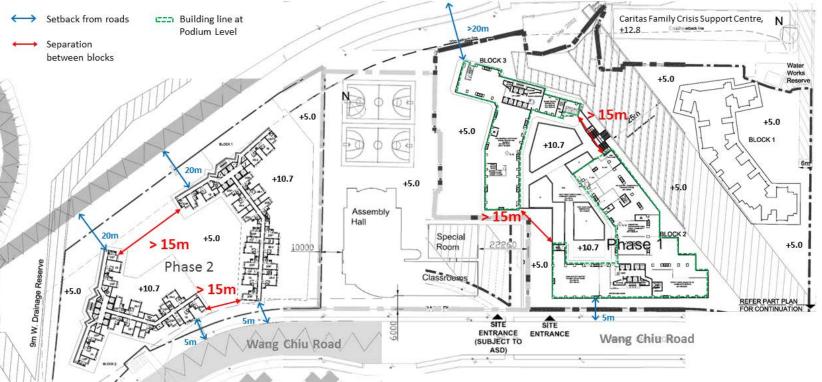


Figure D2 Design Features at Podium

BMT Asia Pacific, ref: R9090/04 Issue 6, dated September 2016

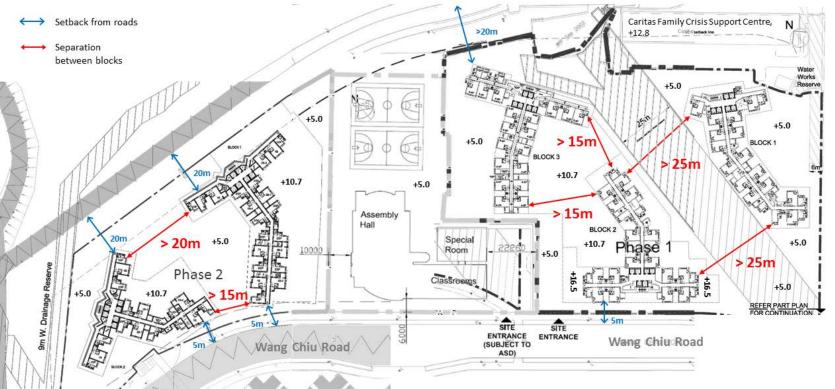
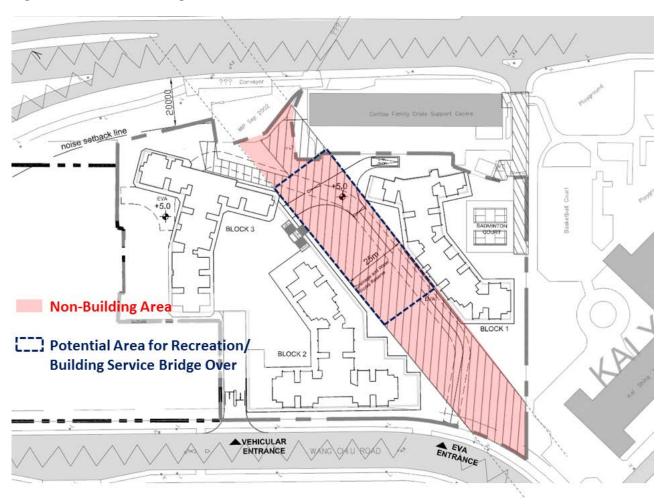


Figure D3 Design Features at Domestic Towers

BMT Asia Pacific, ref: R9090/04 Issue 6, dated September 2016

Figure D4 Non-Building Area



Visual Appraisal (VA) for the Proposed Public Housing Development at Wang Chiu Road, Kowloon Bay

1. Site Particulars and Proposed Development

- 1.1. The subject site is located at Kowloon Bay adjacent to the Kai Tak Development, abutting Kwun Tong Road to the north and Wang Chiu Road to the South. The site is located on flat land and with an area of about 6 ha. The whole area is currently occupied by various temporary uses, including Social Welfare Department's temporary garden and Highways Department's maintenance depot in phase 1; Christian Action's Employees Retraining Centre; depots and works areas under other government departments in phase 2.
- 1.2. The Site is zoned "Open Space" in the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/28. About one-third of the site at the northern portion is bisected by elevated highways into several land parcels, and is not suitable for residential and educational uses owing to severe traffic noise and air quality problems. As such, it is proposed only to rezone the southern portion from "Open Space" to "Residential (Group A)" ("R(A)") and "Government Institution or Community" ("G/IC") to facilitate the public housing and secondary school development, whilst the northern portion will remain as "Open Space" for future district open space developments. The building height restriction for the proposed "R(A)" zone is 120mPD.
- 1.3. According to a preliminary scheme prepared by Housing Department (HD) (**Plan 1**), the proposed public housing development consists of 5 blocks with building height at 120mPD.

2. <u>Visual Envelop and Viewing points</u>

- 2.1. In the interest of the public, it is prioritized to protect views at public viewpoints particularly those easily accessible and popular to the public. They include key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the proposed development. As such, we have conducted a survey As such, we have conducted a survey to identify the relevant public viewing points within the Visual Envelope (VE) (Plan 2).
- 2.2. Based on the survey, four viewing points were selected from the northwest, west and southeast of the subject site with a distance ranging from about 540m to 780m. They represent the views

from key public open spaces in the vicinity or from pedestrian nodes accessible by the public. One additional viewing point from Quarry Bay Park was selected for consideration of views to ridgelines under the Urban Design Guidelines for Hong Kong (UDGHK). The locations are shown in **Plan 3** and the viewing points are briefly described below.

- **Viewing point 1** is from the area zoned "O" fronting Sze Mei Street, San Po Kong, west of Rhythm Garden. It is a planned urban park and will be frequently accessed by the public to and from the Kai Tak Development via a planned elevated walkway.
- Viewing point 2 is from the pedestrian footbridge near the Choi Wan Road sitting out area which is a major pedestrian link with high pedestrian flow connecting Kowloon Bay Station and the public housing estates in Choi Ying, Choi Tak and Choi Fook.
- Viewing point 3 is from Muk Chui Street connecting to the future Kai Tak Station Square within the Kai Tak Development. The Kai Tak Station Square is the primary activity node in close proximity to planned commercial/residential developments and it will be frequently accessed by the public in future.
- **Viewing point 4** is from Kowloon Bay Sports Ground at Kai Lok Street which is a popular Sports Ground in the vicinity and frequently accessed by the public.
- **Viewing point 5** is from Quarry Bay Park. This is one of the established vantage points under the UDGHK for consideration of views to the ridgelines from Beacon Hill to Kowloon Peak.

3. Visual Appraisal

- 3.1. Five photomontages were prepared for the above mentioned viewing points as shown on **Plans 4** to 8.
- 3.2. From Viewing point 1 planned open space fronting Sze Mei Road (looking SE towards the site from a distance of about 740m), the proposed development would marginally block some of the skyview, however, it is visually compatible with the surroundings taking into account the adjacent Kai Ching Estate (120mPD) and Richland Gardens (100mPD), the cluster of public housing estates further uphill including Choi Ying Estate (140mPD), Choi Tak Estate (170mPD) and the private residential development at No. 8 Clear Water Bay Road (180mPD). The proposed building blocks blend in with the existing building profile and the development could be viewed as an extension of the existing built-up area (Plan 4).

- 3.3. From Viewing point 2 the pedestrian footbridge near Choi Wan Road sitting out area (looking NW towards the site from a distance of about 780m). With a compatible building height with the surrounding developments, the proposed development will form part of the townscape in harmony with the ridgeline of the Lion Rock. Even though the ridgeline is slightly screened off by the proposed development, the overall quality and character of the view to the Lion Rock will not be significantly affected and a coherent building height profile is maintained (Plan 5).
- 3.4. From Viewing point 3 Muk Chui Street near the future Kai Tak Station Square (looking E towards the site from a distance of about 540m), the proposed development would marginally block some of the sky view but is not visually intrusive since it is located adjacent to the high rise buildings at Richland Gardens. As there is a building gap of 75m between Hong Ching House of Kai Ching Estate and Tak Yu House of Tak Long House in the foreground, the general openness of the skyview is maintained. Hence, the visual impact is considered acceptable (Plan 6).
- 3.5. From **Viewing point 4 Kowloon Bay Sports Ground** (looking NW towards the site from a distance of about 450m), only Phase 1 would be visible from the vantage point. The proposed development would block the sky view between Kai Yip Estate and Richland Gardens while the general building profile will be respected. The proposed building is located behind the Kai Shing House of Kai Yip Estate and the mature trees which form a tree line in the foreground help screen off the proposed development and soften its visual impact. The visual impact is considered moderate and acceptable in the urban context (**Plan 7**).
- 3.6. From **Viewing point 5 Quarry Bay Park** (looking NW towards the site from a distance of about 4,800m), the visual impact of the proposed development is insignificant since it is distant from the park and would be screened off partly by the existing developments near the harbour front. Moreover, the ridgelines of Kowloon are generally preserved as the development will sit remotely below the ridgelines (**Plan 8**).

4. Further Measures to Improve the Visual Outlook

4.1. It should be noted that the entire site is subject to substantial constraints resulting in limited land available for building development. The constraints include a 25m-wide drainage & water works reserve bisecting Phase 1 of the site where no permanent structure could be built; as well as various drainage reserves of 6m to 9m wide running across the western part of Phase 2. Less efficient single aspect blocks are used and a setback of 20m from Kwun Tong Road is

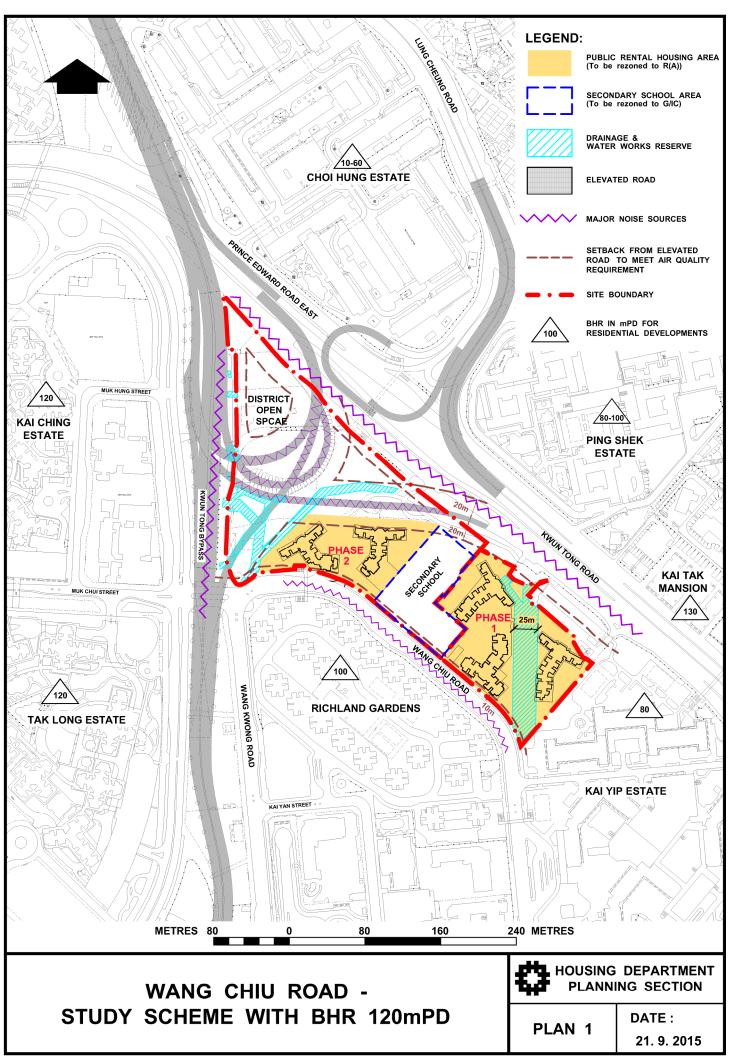
adopted due to severe traffic noise. There is also the need to comply with the requirements of prescribed window, permeability and other requirements under the B(P)R and Sustainable Building Design Guidelines. Nevertheless, the following measures will be considered during detailed design stage:

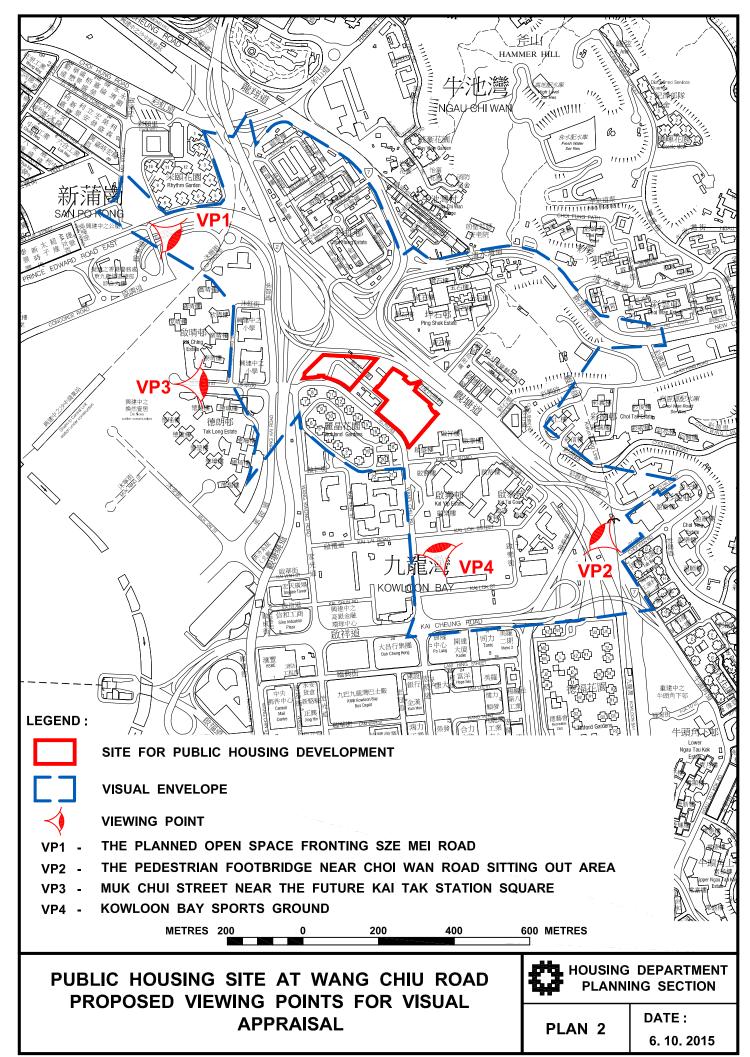
- a) Suitable disposition of blocks to maximize building separation;
- b) Appropriate colour scheme of the domestic blocks and façade design; and
- c) Maximisation of green coverage through planting, provision of vertical green, planter boxes.
- 4.2. The above measures will help add visual interest to the development, reduce the perceived bulk of the proposed development and enhance the pedestrian environment as a whole.

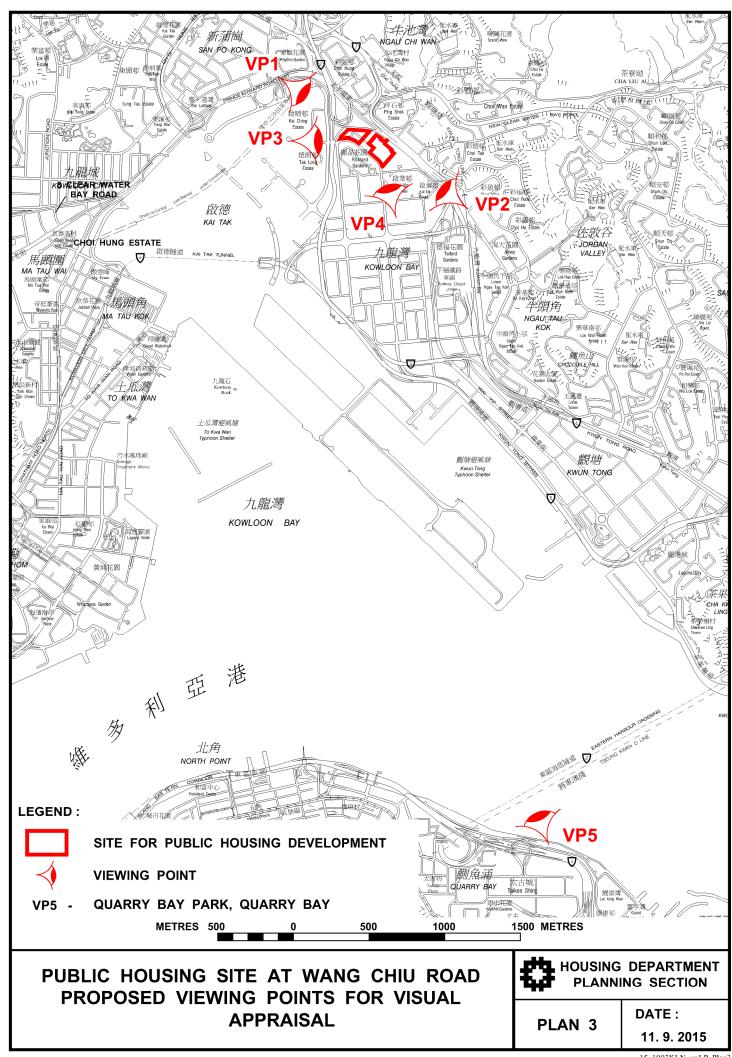
5. Conclusion

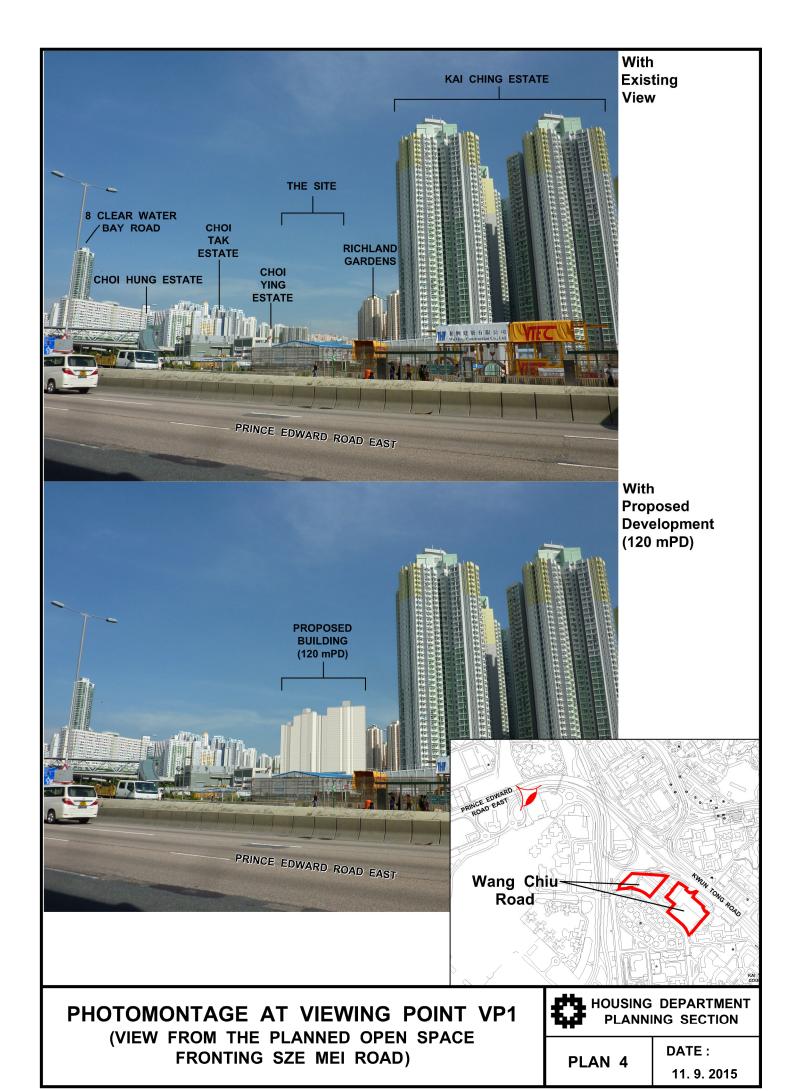
5.1. Based on the above, it is concluded that the proposed PRH development at 120mPD would not induce substantial visual impact to the surroundings and can be viewed as an extension of the existing built-up area. We will explore design measures to further enhance the visual interest at the detailed design stage.

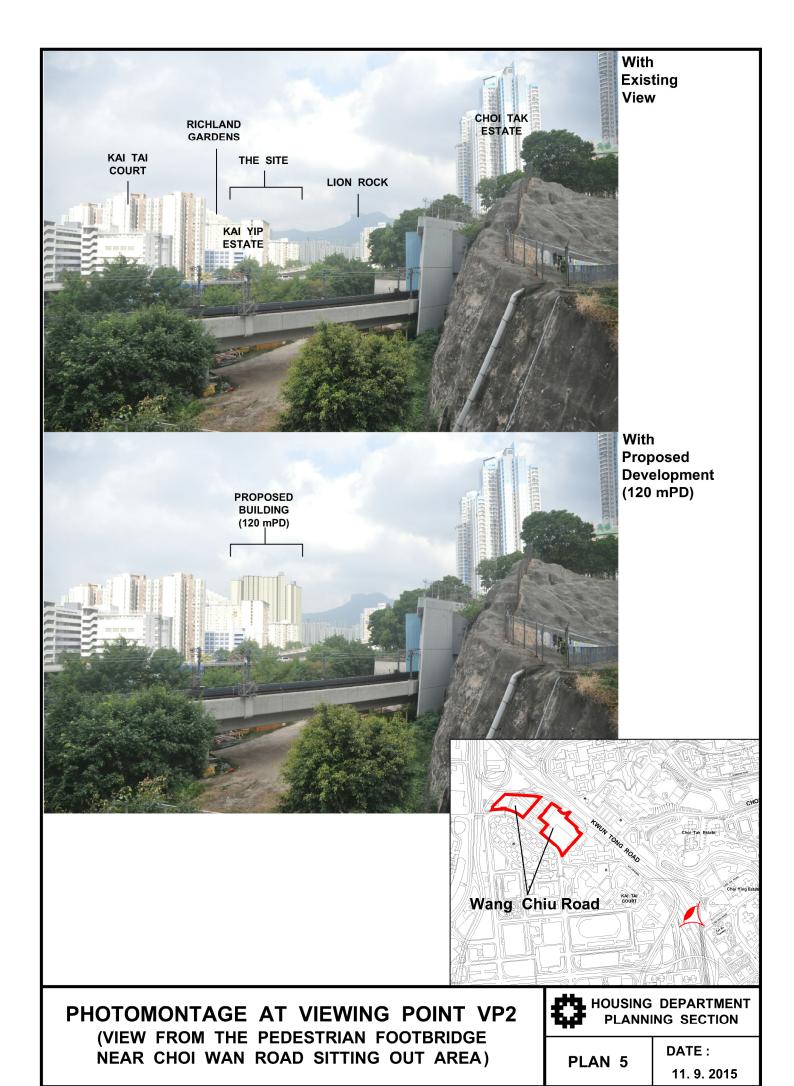
Housing Department October 2015

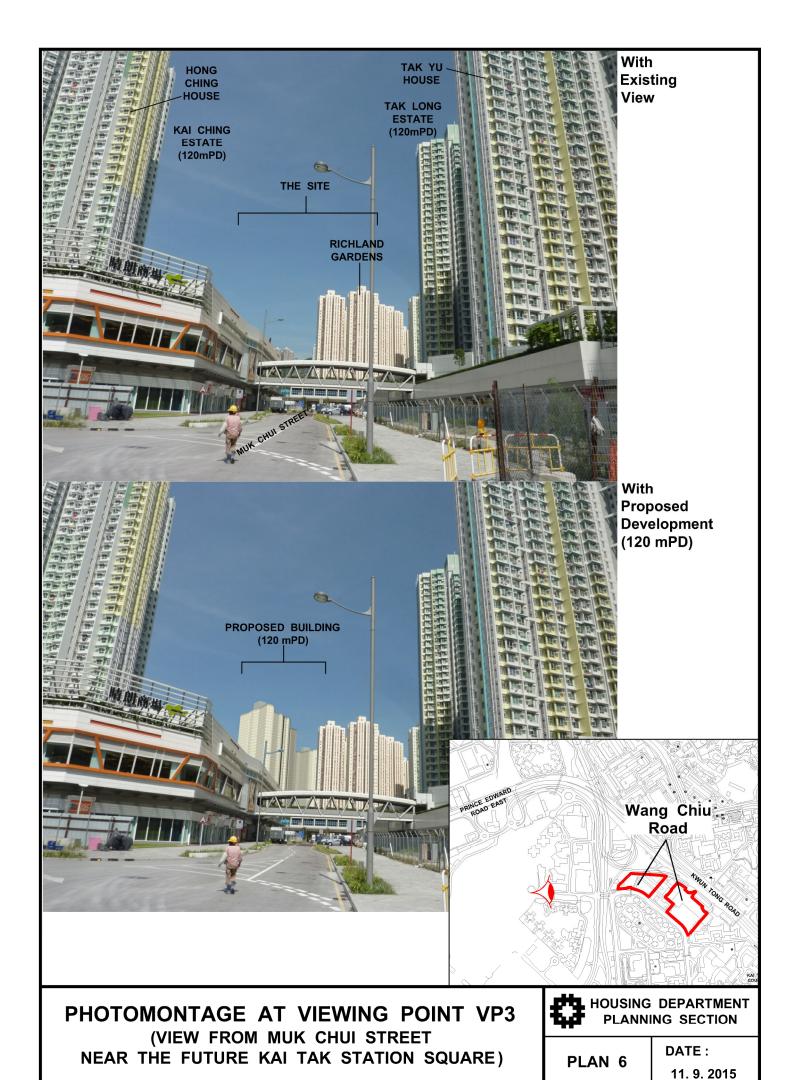


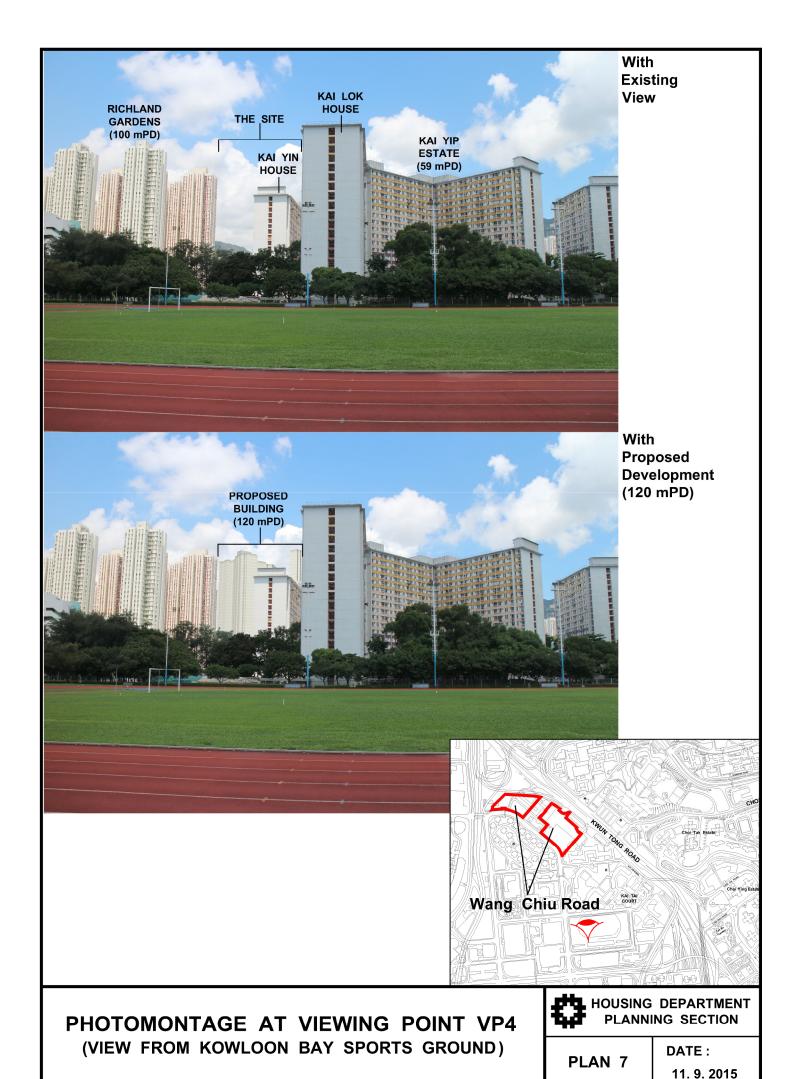


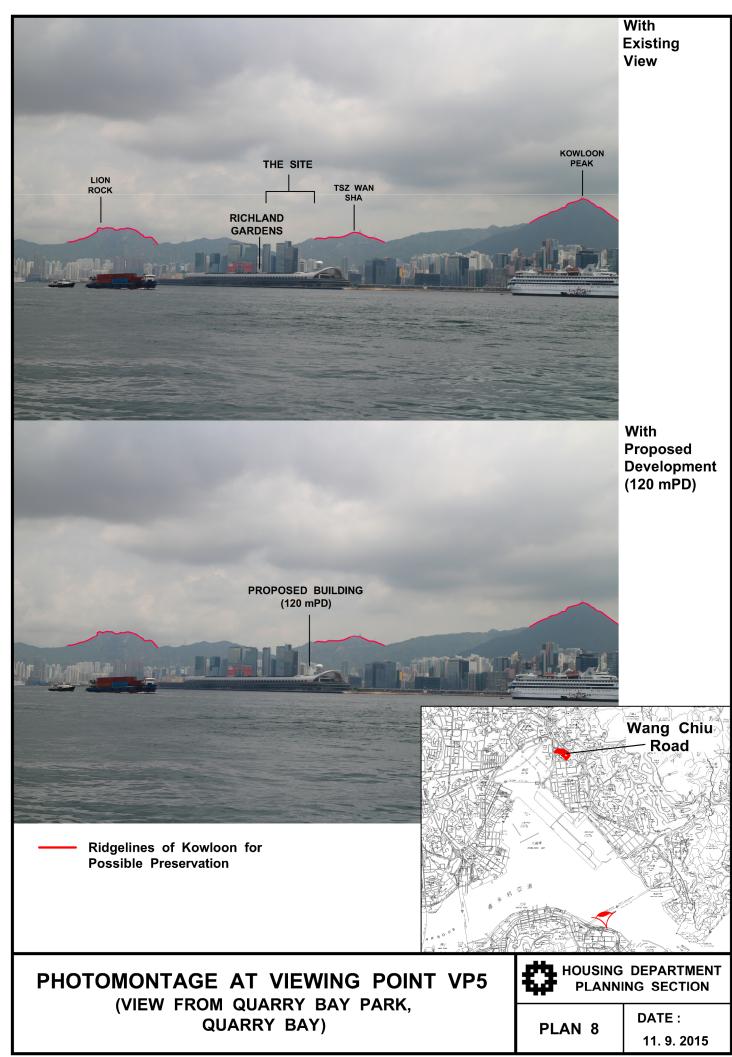












Preliminary Tree Survey for Public Housing Development at Wang Chiu Road

Introduction:

- 1.0 The subject site at Wang Chiu Road, opposite to Richland Gardens, Kowloon Bay is still under the usage of various organizations and government departments. The HyD's maintenance depot site is scheduled to be vacated in mid-2017 to make way for Phase 1 of the public housing development. Preliminary tree survey for trees in groups was carried out in April 2015 to fulfill the need of initial site assessment for rezoning. It consists of a preliminary study for existing trees on site in groups of different girth size, with respect to their species and approximate quantities of each group.
- 2.0 The preliminary tree survey reveals that there are no Old and Valuable Tree (OVT) or rare species within the site boundary. The existing trees are surveyed in groups and identified with their tree species, but no particular investigation is given to their respective health conditions and amenity value. Tree Risk Assessment (TRA) has not been carried out in these stages. The principle of retaining or removing the existing trees depends on the proposed development layout and the findings by detail tree survey. A detail tree survey and compensation proposal will be submitted in accordance with Development Bureau Technical Circular (Works) No. 10/2013 on Tree Preservation and seek approval from Housing Department's Tree Preservation Committee.

3.0 Categories of Trees

	Estimated Nos.	Tree Species
Tree with girth ≥ 1000mm	of Tree 136	Acacia confusa (台灣相思) Acacia mangium (大葉相思) Aleurites moluccana (石栗) Araucaria heterophylla (南洋杉) Bauhinia variegata (宮粉羊蹄甲) Bombax ceiba (木棉) Cinnamomum burmannii (陰香) Casuarina equisetifolia (木麻黃) Celtis sinensis (朴樹) Chrysalidocarpus lutescens (散尾葵)

Tree with girth ≥ 600mm and <1000mm	142	Cinnamomum camphora (樟樹) Delonix regia (鳳凰木) Dimocarpus longan (龍眼) Eucalyptus robusta (大葉桉) Ficus altissima (高山榕) Ficus elastic (印度橡樹) Ficus hispida (對葉榕) Ficus microcarpa (細葉榕) Ficus religiosa (菩提榕) Ficus variegata (青果榕) Ficus virens 'Sublanceolata' (大葉榕) Leucaena leucocephala (銀合歡) Livistona chinensis (蒲葵) Macaranga tanarius (血桐) Melia azedarach (楝) Pinus elliottii (愛氏松) Roystonea regia (王棕) Acacia confuse (台灣相思) Bombax ceiba (木棉) Bridelia tomentosa (土蜜樹) Cinnamomum burmannii (陰香) Delonix regia (鳳凰木) Ficus altissima (高山榕)
	142	Acacia confuse (台灣相思)
		Cinnamomum burmannii(陰香) Delonix regia(鳳凰木)
		Ficus benjamina (垂葉榕) Ficus elastic (印度橡樹) Ficus hispida (對葉榕)
		Ficus microcarpa (細葉榕) Ficus variegata (青果榕) Ficus virens (大葉榕) Koelreuteria bipinnata (複羽葉欒
		樹)

		, AE A ++1		
		Leucaena leucocephala(銀合歡)		
		Litchi chinensis (荔枝)		
		Livistona chinensis (蒲葵)		
		Macaranga tanarius (血桐)		
		Melia azedarach (楝)		
		Michelia alba (白蘭)		
		Morus alba (桑)		
		Prunus persica (桃花)		
		Psidium guajava (番石榴)		
		Roystonea regia (王棕)		
		Sapium sebiferum (烏桕)		
		Spathodea campanulata (火焰木)		
		Terminalia mantalyi(小葉欖仁)		
Tree with girth \geq 300mm and <600mm	192	Acacia confuse(台灣相思)		
Soomin and Coomin		Aleurites moluccana(石栗)		
		Bauhinia x blakeana (洋紫荊)		
		Bauhinia variegata(宮粉羊蹄甲)		
		Bombax ceiba(木棉)		
		Bridelia tomentosa(土蜜樹)		
		Celtis sinensis(朴樹)		
		Chrysalidocarpus lutescens (散尾		
		葵)		
		Cinnamomum burmannii (陰香)		
		Cinnamomum camphora (樟)		
		Cinnamomum parthenoxylon (
		黃樟)		
		Delonix regia (鳳凰木)		
		Eriobotrya japonica (枇杷)		
		Ficus benjamina(垂葉榕)		
		Ficus hispida(對葉榕)		
		Ficus microcarpa(細葉榕)		
		Ficus variegate(青果榕)		

Koelreuteria bipinnata(複羽葉欒樹)
Leucaena leucocephala(銀合歡)
Litsea glutinosa(潺槁樹)
Livistona chinensis(蒲葵)
Macaranga tanarius(血桐)
Mallotus paniculatus (白楸)
Melaleuca bracteata 'Revolution
Gold'(黃金串錢柳)
Michelia alba(白蘭)
Morus alba(桑)
Phoenix roebelenii(日本葵)
Plumeria rubra(雞蛋花)
Psidium guajava(番石榴)
Terminalia mantalyi(小葉欖仁)

Preliminary Tree Survey Summary:

4.0 There are approximately 470 numbers of trees surveyed within the rezoning boundary including phase 1 & phase 2 public housing developments. In this stage of assessment, it is anticipated that approximate 153 nos. of trees will be affected by Phase 1 site development, and approximate 55 nos. of trees will be affected by Phase 2 site development. Most of the existing trees have to be removed subject to the final development design and extent of works. Existing trees are mainly common species, with fair to poor forms, amenity value and low survival rate after transplanting. Most of the affected trees are in low survival rate after transplanting because of poor health condition and poor structural form including leaning, damaged and cracked trunk.

END OF REPORT

04/01/2017

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TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY
SERVICES 2014-2016
INSTRUCTION NO. M22
PROPOSED HOUSING DEVELOPMENT AT WANG CHIU
ROAD
TRAFFIC IMPACT ASSESSMENT STUDY
REVISED DRAFT FINAL REPORT





In association with

Mott MacDonald Hong Kong Ltd.
RAMBOLL ENVIRON Hong Kong Ltd.
Cinotech Consultants Ltd.
Maurice Lee & Associates Ltd.





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1. INTRODUCTION

1.1 Background

- 1.1.1 MVA Hong Kong Limited (MVA) was commissioned by the Hong Kong Housing Authority (HKHA) in 2015 to conduct a Traffic Impact Assessment (TIA) study for the proposed housing development at Wang Chiu Road. Drawing 1.1 shows the location of the development site.
- 1.1.2 This TIA study is to examine the impact of the traffic generated by the proposed development on the existing and planned road networks in the near vicinity. Any deficiency would be identified and improvement proposals would be recommended if necessary to resolve any foreseeable problem.

1.2 **Study Objectives**

- 1.2.1 The main objectives of the study are as follows:
 - to assess the existing traffic conditions in the vicinity of the proposed development;
 - to forecast traffic demands on the adjacent road network in the design year 2027;
 - to estimate the likely traffic generated by the proposed development based on the updated planning parameters;
 - o to assess the impacts of traffic generated by the proposed development on the adjacent road network;
 - o to recommend improvement measures, if necessary, to alleviate any traffic problems on the road network; and
 - to investigate the public transport and pedestrian needs in the near vicinity.

1.3 **Structure of the Report**

- 1.3.1 Following this introductory chapter, there are seven further chapters.
- 1.3.2 Chapter 2 – The Proposed Development, which presents the planning parameters of the proposed development.
- 1.3.3 Chapter 3 – Existing Traffic Conditions, which describes the existing road network in the vicinity of the proposed development, presents the summary of traffic count survey and assesses the existing traffic conditions.
- 1.3.4 Chapter 4 - Future Traffic Conditions, which describes the future road network in the near vicinity and discusses the potential traffic generations and attractions of the proposed development under the updated development proposal. It also summarises the methodology for future traffic forecasts.

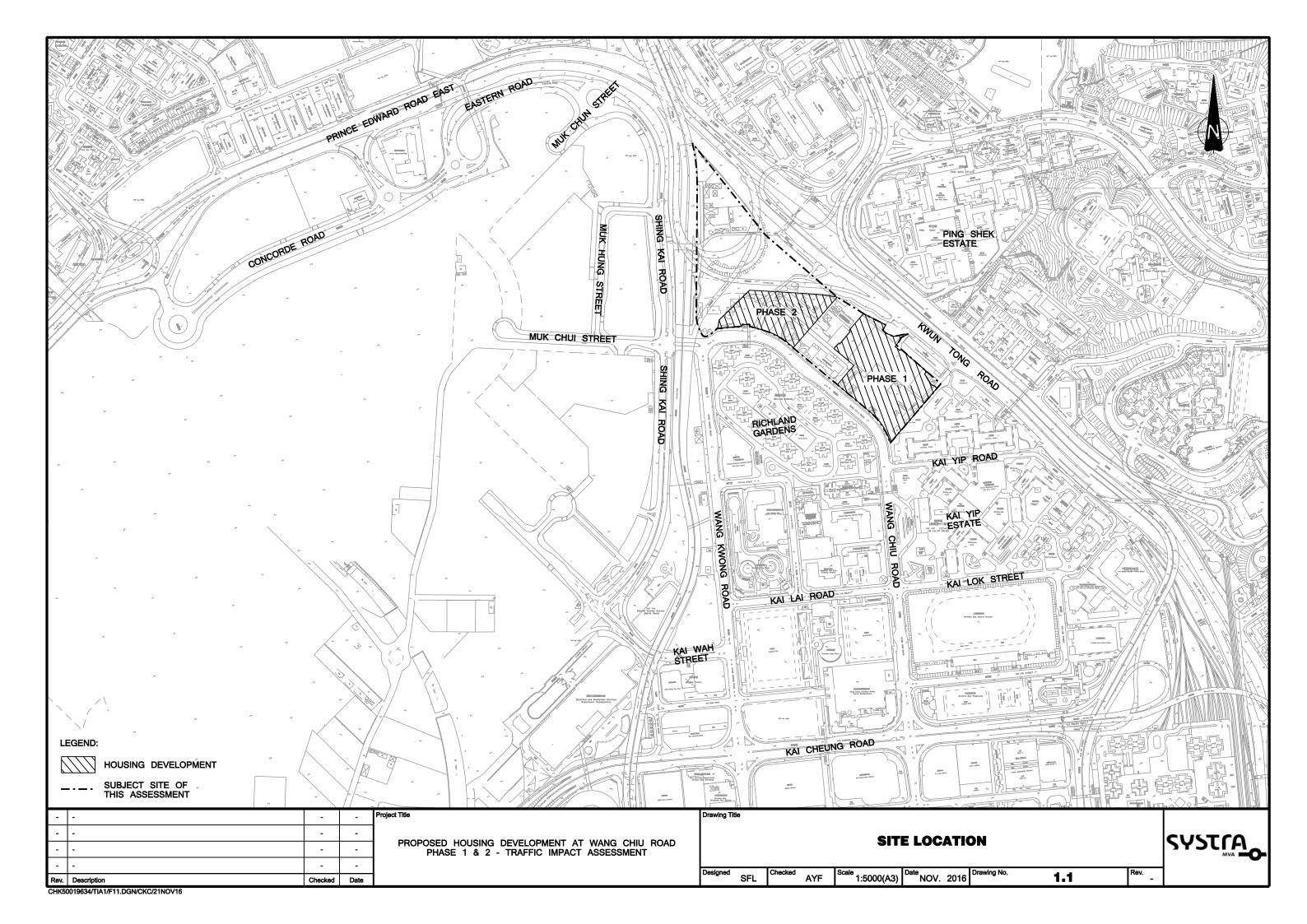
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- 1.3.5 Chapter 5 – Traffic Impact Assessment, which presents the findings of the traffic impact assessment in the future design year and recommends improvement measures, if necessary.
- 1.3.6 Chapter 6 - Public Transport Provisions Service and Pedestrian Facilities, which provides an examination of the provisions of public transport and pedestrian facilities in the vicinity of the proposed development.
- 1.3.7 Chapter 7 – Summary and Conclusion, which summarises the findings of the study and presents the conclusion regarding the traffic issues of the proposed development.

Page 2





2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 As shown in **Drawing 1.1**, the site subjected to this assessment is located at Kowloon Bay adjacent to the Kai Tak Development, abutting Kwun Tong Road to the north and Wang Chiu Road to the south.

2.2 Proposed Development

2.2.1 The proposed development is planned as Public Rental Housing (PRH), which falls within part of the subject site. **Table 2.1** summarises the development parameters.

Table 2.1 Development Parameters

Component	Development Parameter
Public Rental Housing (PRH)	
Phase 1	2,550 (including 504 flats of 1/2P)
Phase 2	1,520 (including 240 flats of 1/2P)
Total	4,070 (including 744 flats of 1/2P)
Commercial (Phase 1)	approx. 1,400 sq.m GFA
Commercial (Phase 2)	approx. 450sq.m GFA
Kindergarten (Phase 2)	1 no. (4 or 6 classrooms)
Secondary School (to executed by	1 no. (30 classrooms)
relevant government department)	

2.2.2 The proposed development is scheduled to be completed in 2 phases, Phase 1 in end 2022 and Phase 2 in end 2024. The layout plan of the proposed development is shown in **Drawing 2.1**.

2.3 Vehicular Access of Proposed Development

- 2.3.1 The proposed development is close to Kwun Tong Road to the north and abutting Wang Chiu Road to the south. Kwun Tong Road is a dual three lane primary distributor while Wang Chiu Road is a single-4 lane carriageway running in north-south direction.
- 2.3.2 To minimize the traffic impact, the vehicular accesses for proposed development will be provided on the local roads instead of the strategic roads, and therefore, the vehicular accesses of Phase 1 and 2 of the proposed development will be located at Wang Chiu Road as illustrated in **Drawing 2.1**

2.4 Parking and Servicing Facilities Provisions of Proposed Development

- 2.4.1 Private car, motor-cycle, light good vehicle parking spaces, loading/unloading bays will be provided inside the proposed development.
- 2.4.2 Based on the proposed development parameters as shown in **Table 2.1** and requirements under Hong Kong Planning Standards and Guidelines (HKPSG), the

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proposed parking provisions for Phase 1 and Phase 2 of the proposed development are summarized in **Table 2.2** and **2.3**.

Table 2.2 Proposed Parking and Loading/Unloading Bays Requirements for Proposed Development for Phase 1

Parking Facilities	king Facilities HKPSG Parking Standards (i)		Proposed Provision for Phase 1
Car Parking Spaces (domestic)	1 per 31-46 flats *within 500m radius of a rail station ** Actual no = Flat x 0.23x0.85 / (6 or 9)	44 – 67	67
Car Parking Spaces (Commercial)	1 per 200-300sq.m GFA	5 - 7	7
Motor-cycle Parking	1 per 110-250 flats	8 – 19	19
Light Goods Vehicle	1 per 200-600 flats	3 – 10	10
Loading/Unloading (Domestic)	1 per block ⁽ⁱⁱ⁾	3	3
Loading/Unloading (Commercial)	1 per 800-1200sq.m GFA	1 - 2	2

Remark : (i) 1p/2p flats are excluded from parking provision.

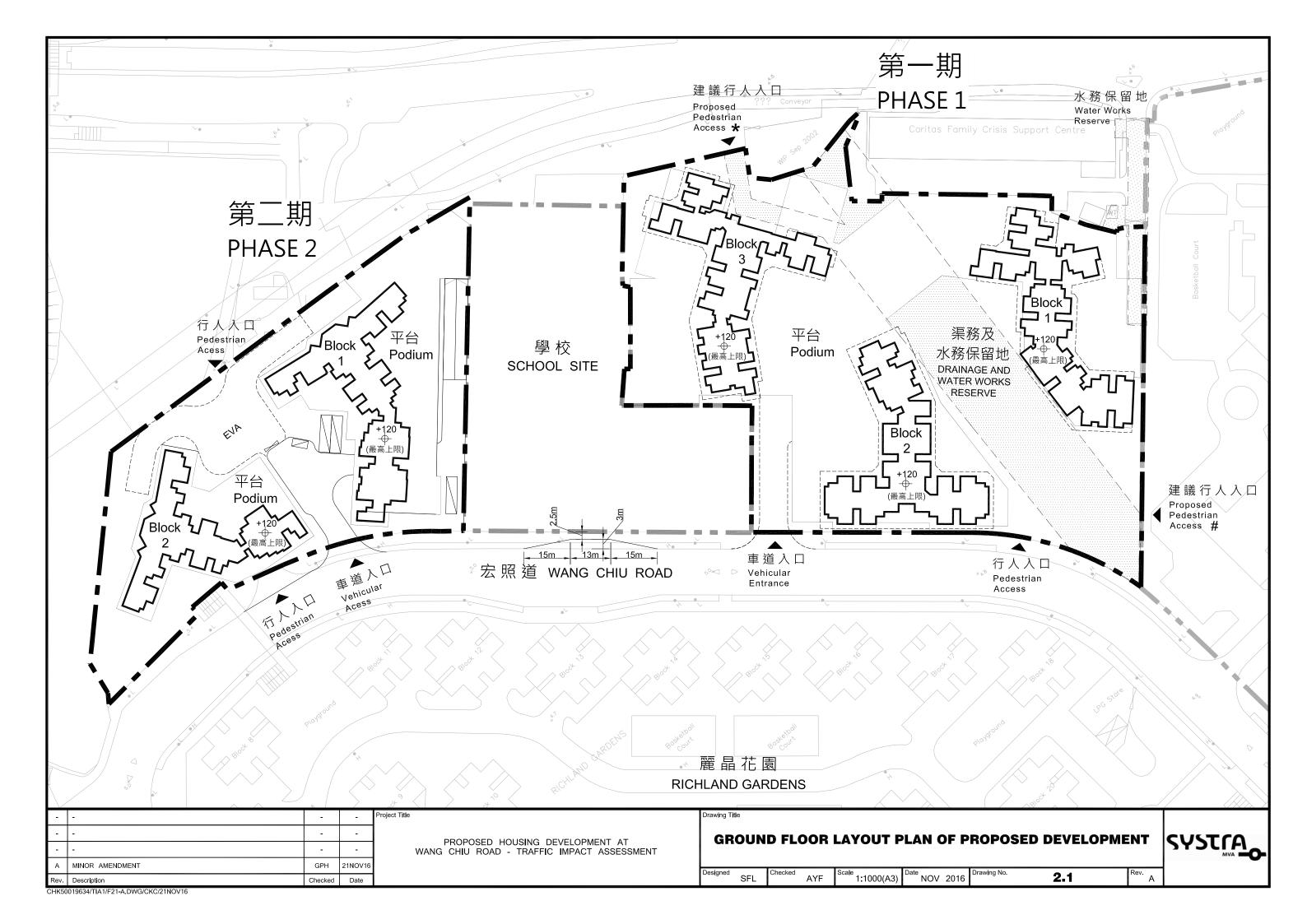
(ii) 3 building blocks in Phase 1.

Table 2.3 Proposed Parking and Loading/Unloading Bays Requirements for Proposed Development for Phase 2

Parking Facilities	HKPSG Parking Standards (i)	Requirements for Phase 2	Proposed Provision for Phase 2
Car Parking Spaces (domestic)	1 per 31-46 flats *within 500m radius of a rail station ** Actual no = Flat x 0.23x0.85 / (6 or 9)	28 - 42	42
Car Parking Spaces (Commercial)	1 per 200-300sq.m GFA	2	2
Car Parking Spaces (Kindergarten)	0 – 1 per 4-6 classroom	1	1
Motor-cycle Parking	1 per 110-250 flats	5 - 12	12
Light Goods Vehicle	1 per 200-600 flats	2 - 6	6
Loading/Unloading (Domestic)	1 per block ⁽ⁱⁱ⁾	2	2
Loading/Unloading (Commercial)	1 per 800-1200sq.m GFA	1	1
Kindergarten Layby (Taxi)	1	1	1
Kindergarten Layby (School Bus)	2	2	2

Remark : (i) 1p/2p flats are excluded from parking provision.

(ii) 2 building blocks in Phase 2.





3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

- 3.1.1 **Drawing 3.1** shows the existing road network that serves the proposed development. The proposed development is mainly served by Prince Edward Road East, Kwun Tong Road, Kwun Tong Bypass, Wang Chiu Road and Wang Kwong Road. These existing major corridors are listed below:
 - o Prince Edward Road East is a dual three lane primary distributor in east-west direction connecting Kowloon City and San Po Kong.
 - o Kwun Tong Road is a dual three lane primary distributor in north-south direction connecting San Po Kong to Kwun Tong.
 - Kwun Tong Bypass is a urban trunk in north-south direction with major interchanges connecting various primary distributors to other districts, such as Lung Chung Road, Tates Cairn Tunnel, Lei Yue Mun Road.
 - o Wang Chiu Road is a single four lane carriageway in north south direction, which provides direct access to the proposed development.
 - o Wang Kwong Road is another single four lane carriageway, running parallel to Wang Chiu Road, which provides alternative access to the proposed development.

3.2 Critical Junctions

3.2.1 Eight existing junctions were identified to be critical for assessment of traffic impact due to the proposed development. They are listed in **Table 3.1** below.

Table 3.1 Critical Junctions for Assessment

Ref.	Junction	Туре	Drawing No.
Α	Wang Kwong Road/Kai Cheung Road	Signal	3.2
В	Wang Kwong Road/Kai Wah Street	Signal	3.3
С	Wang Kwong Road/Kai Lai Road	Priority	3.4
D	Wang Chiu Road/Kai Cheung Road	Signal	3.5
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	3.6
F1	Wang Chiu Road/Wang Kwong Street	Signal	3.7
F2	Shing Kai Road/Muk Chui Street Signal		3.7
K	Wai Yip Street/Shun Yip Street	Signal	3.8

- 3.2.2 The locations of the above eight junctions are illustrated in **Drawing 3.1**. The existing junction layout arrangements and method of control for critical junctions are shown in **Drawings 3.2** to **3.8** respectively.
- 3.2.3 In order to appraise the existing traffic conditions of these junctions, a traffic survey in the form of manual classified count was conducted at a typical weekday in May 2015. Analysis of the observed traffic data indicates that the AM and PM peak hour flows occurred from 8:30 to 9:30 and from 17:15 to 18:15 respectively. The results are shown in **Drawing 3.9**.

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3.2.4 Existing operational performance of the critical junctions and the results are listed in **Table 3.2** below.

Table 3.2 Operational Performance of Critical Junctions in 2015

Ref.	Lunation	Turne	2015 RC/RFC ⁽¹⁾	
Ref. Junction		Туре	AM Peak	PM Peak
Α	Wang Kwong Road/Kai Cheung Road	Signal	37%	41%
В	Wang Kwong Road/Kai Wah Street	Signal	43%	67%
С	Wang Kwong Road/Kai Lai Road	Priority	0.33	0.31
D	Wang Chiu Road/Kai Cheung Road	Signal	2%	27%
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	43%	55%
F1	Wang Chiu Road/Wang Kwong Street	Signal	>100%	>100%
F2	Shing Kai Road/Muk Chui Street	Signal	21%	78%
K	Wai Yip Street/Shun Yip Street	Signal	69%	>100%

Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.

- 3.2.5 The assessment results in **Table 3.2** indicate that all critical junctions are at present operating within capacities.
- 3.2.6 Based on the 2015 observed traffic flows, link capacity analysis for identified critical road sections was also conducted and the results are indicated in **Table 3.3**.

Table 3.3 Road Link Performance of Critical Road Sections in 2015

Ref.	Road Sections	Direction	Link Capacity	Observed Traffic Flow (pcu/hr)		V/C Ratio	
			(pcu/hr)	AM Peak	PM Peak	AM Peak	PM Peak
	Wang Kwang Boad	NB	2,500	295	280	0.12	0.11
L1	Wang Kwong Road	SB	2,500	715	460	0.29	0.18
L2	Wang Chiu Road	NB	2,500	165	165	0.07	0.07
		SB	2,500	305	205	0.12	0.08
L3	Shing Kai Road	NB	2,800	470	370	0.15	0.18
		SB	2,800	415	510	0.23	0.09
L4	Prince Edward Road East (between King	EB	7,700	5,810	5,975	0.75	0.78
	Tai Street & Concorde Road)	WB	7,700	3,830	3,805	0.50	0.49
L5	Kwun Tong Road (between Lung	NB	10,530	6,800	6,090	0.65	0.58
	Cheung Road &Choi Shek Lane)	SB	10,530	5,890	6,800	0.56	0.65

3.2.7 The assessment results in **Table 3.3** indicate that all critical road sections are operating within their capacity.

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3.2.8 Queue length survey at critical junctions have also been carried out and the results are summarized in **Table 3.4**.

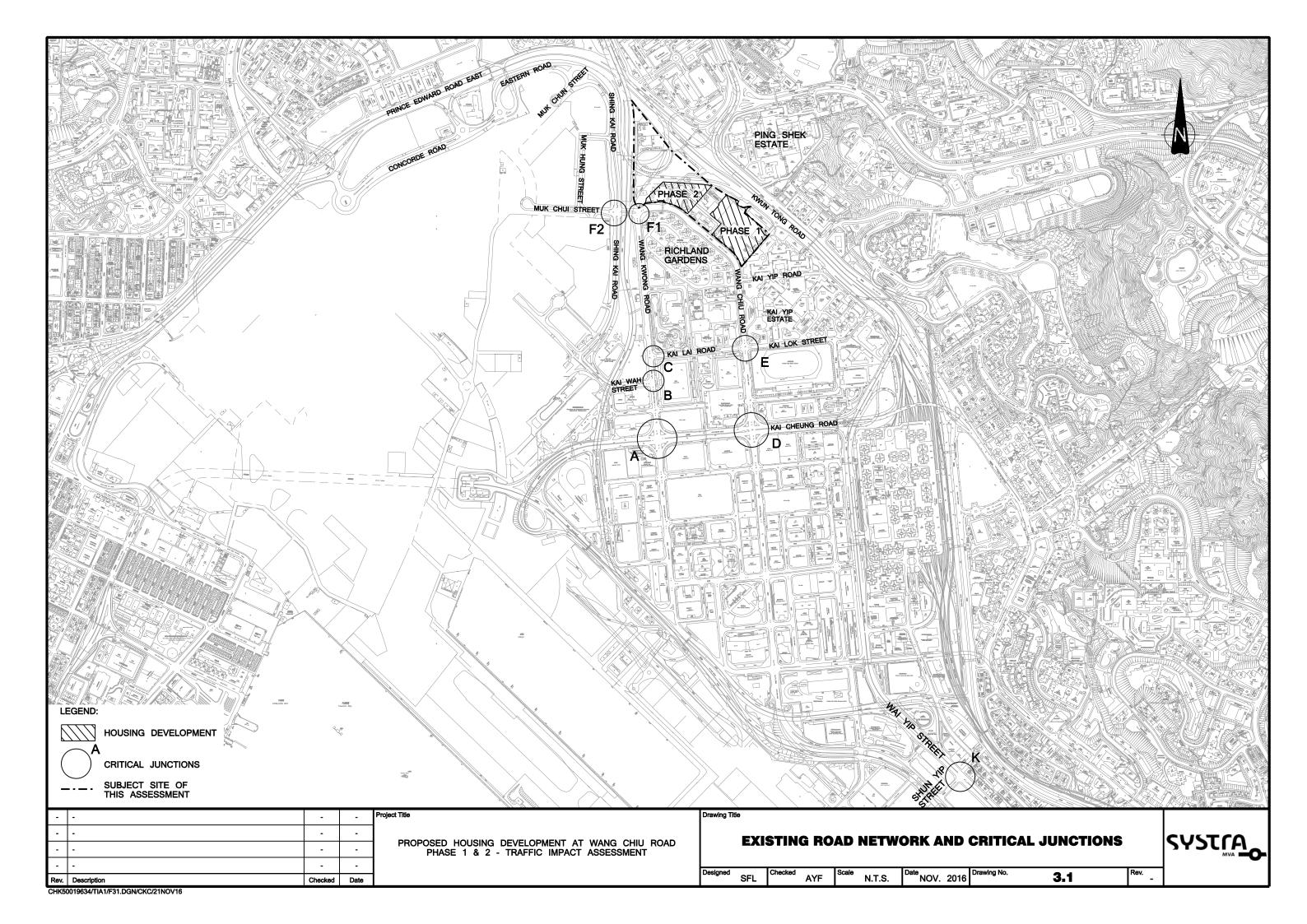
Table 3.4 Observed Critical Traffic Queue in 2015

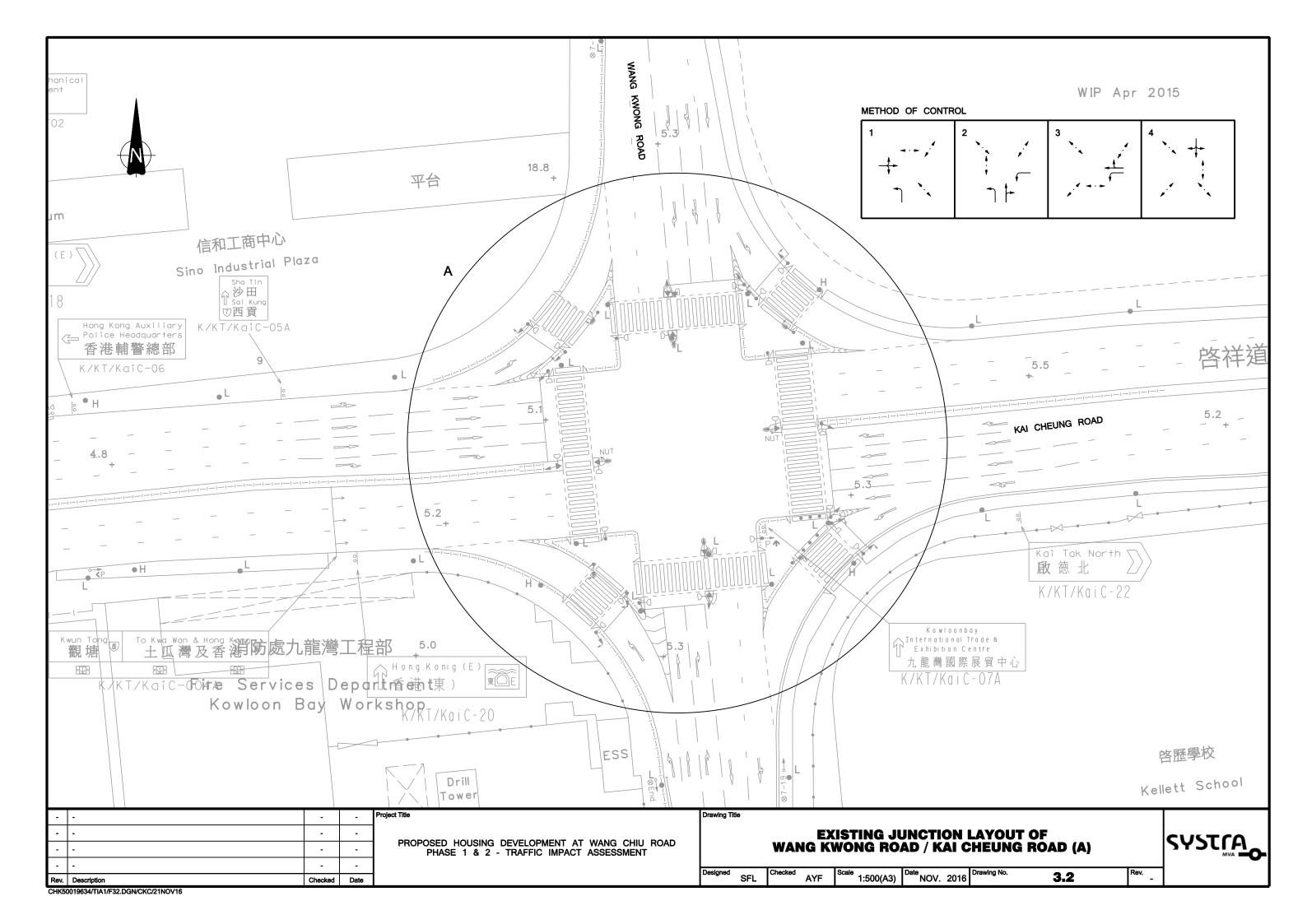
Ref.	Junction	Approach	Average Queue Length (m)	
			AM Peak	PM Peak
		Kai Cheung Rd EB	50	35
_	Wang Kwong Road/	Wang Kwong Rd NB	45	55
Α	Kai Cheung Road	Wang Kwong Rd SB	75	30
		Kai Cheung Rd WB	70	70
	Mana Kirrana Dand /	Kai Wah Street EB	65	40
В	Wang Kwong Road/ Kai Wah Street	Wang Kwong Rd NB	35	20
	kai wan street	Wang Kwong Rd SB	65	30
		Kai Cheung Rd WB	185	115
D	Wang Chiu Road/ Kai Cheung Road	Wang Chiu Rd NB	35	40
0		Wang Chiu Rd SB	60	20
		Kai Cheung Rd EB	70	60
	Mana Chiu Baad /	Kai Lai Rd EB	40	25
E	Wang Chiu Road/ Kai Lai Road/ Kai Lok Street	Wang Chiu Rd NB	35	35
		Wang Chiu Rd SB	35	20
		Kai Lok Street WB	45	40
	Wang Chiu Road/	Wang Chiu Rd WB	20	15
F1	Wang Kwong Street	Wang Kwong Rd NB	25	25
		Wang Chiu Rd EB	20	15
		Muk Chui Street WB	30	30
F2	Shing Kai Road/ Muk Chui Street	Shing Kai Rd NB	30	25
Γ2		Shing Kai Rd SB	65	25
		Muk Chui Street EB	50	45
	Wai Yip Street/	Shun Yip Street EB	30	25
K	Shun Yip Street	Wai Yip Street SB	75	50
	Shun rip street	Wai Yip Street NB	40	55

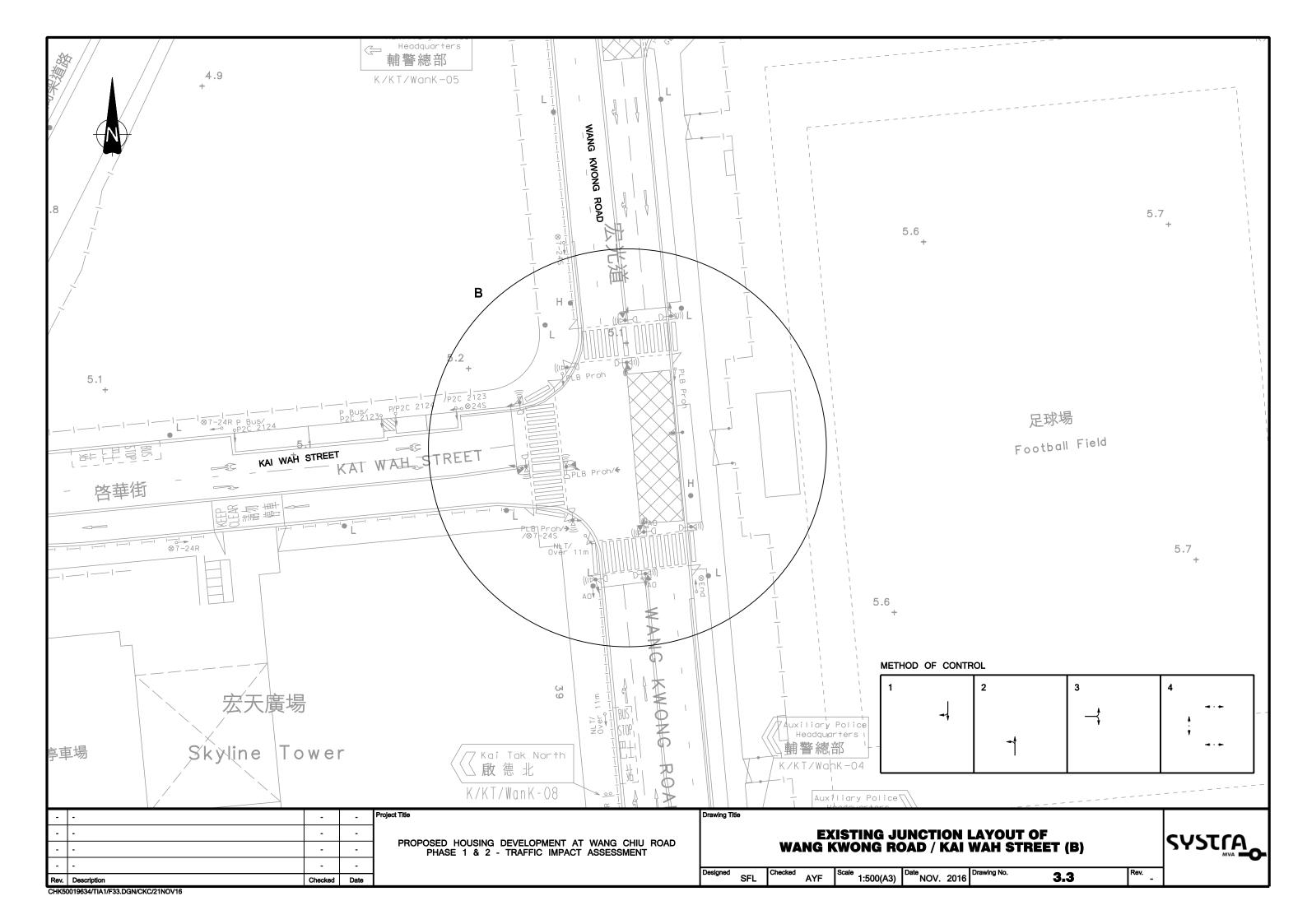
3.2.9 As observed on site, there are sufficient allowable queue lengths at the surveyed junctions.

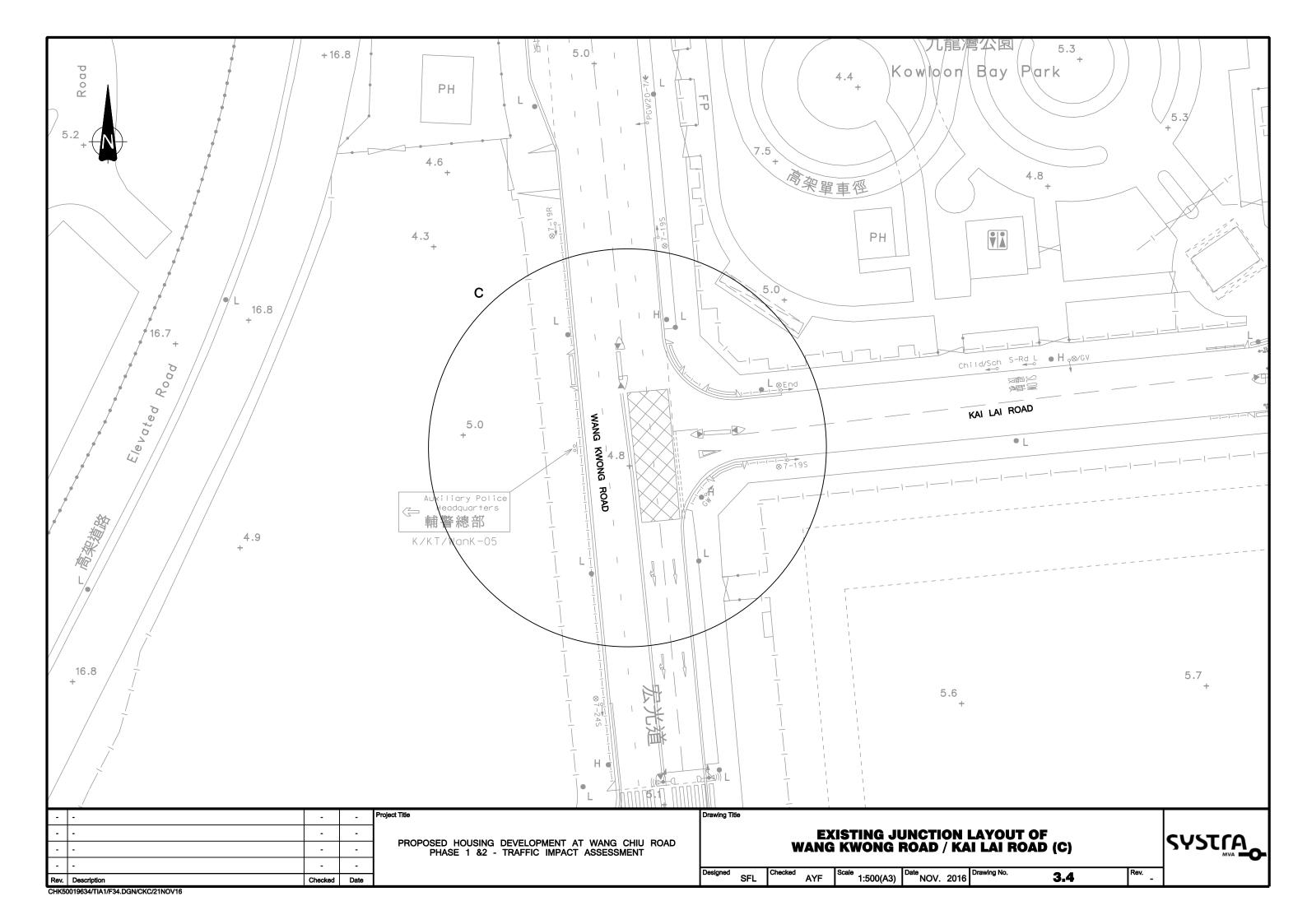
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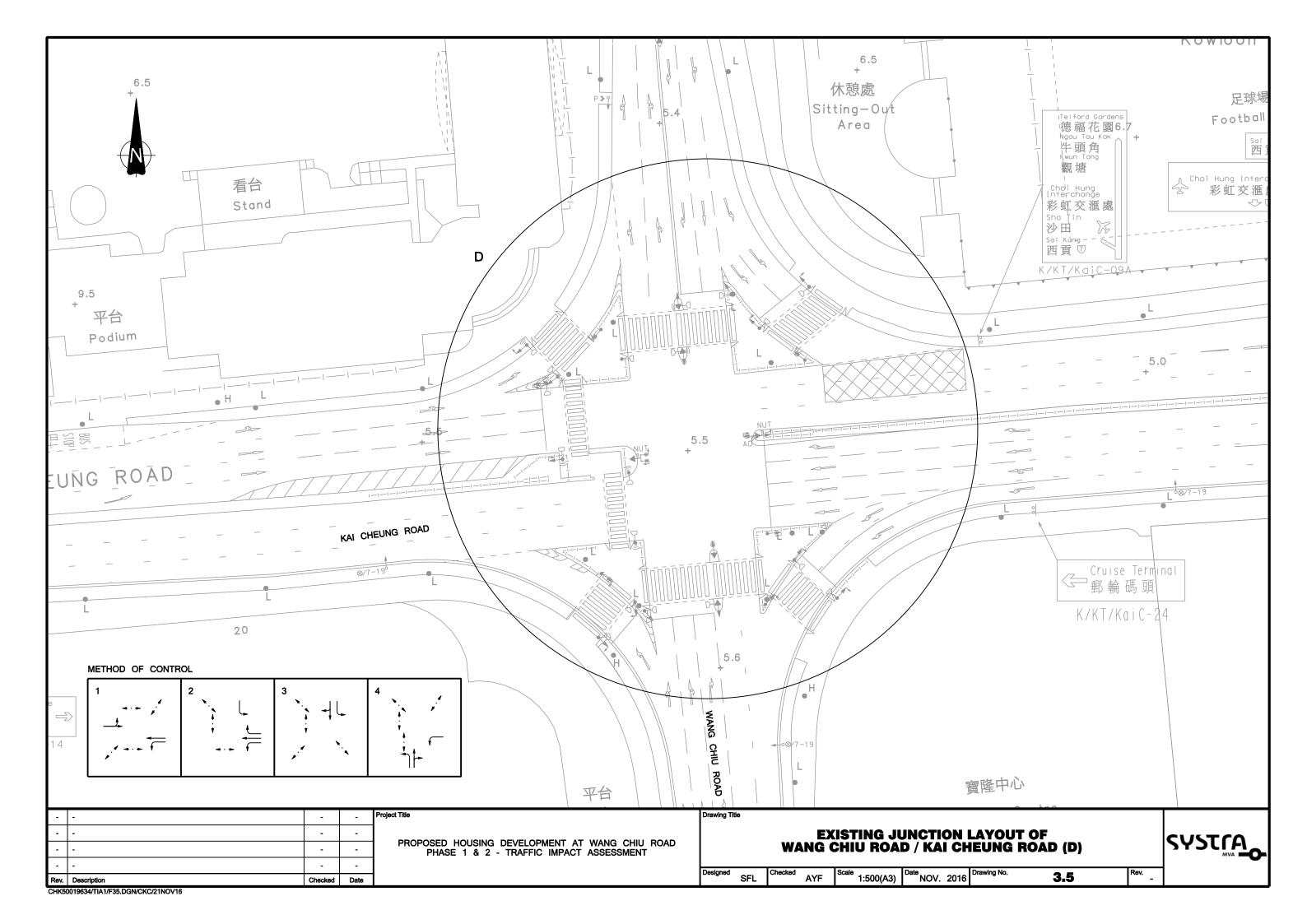
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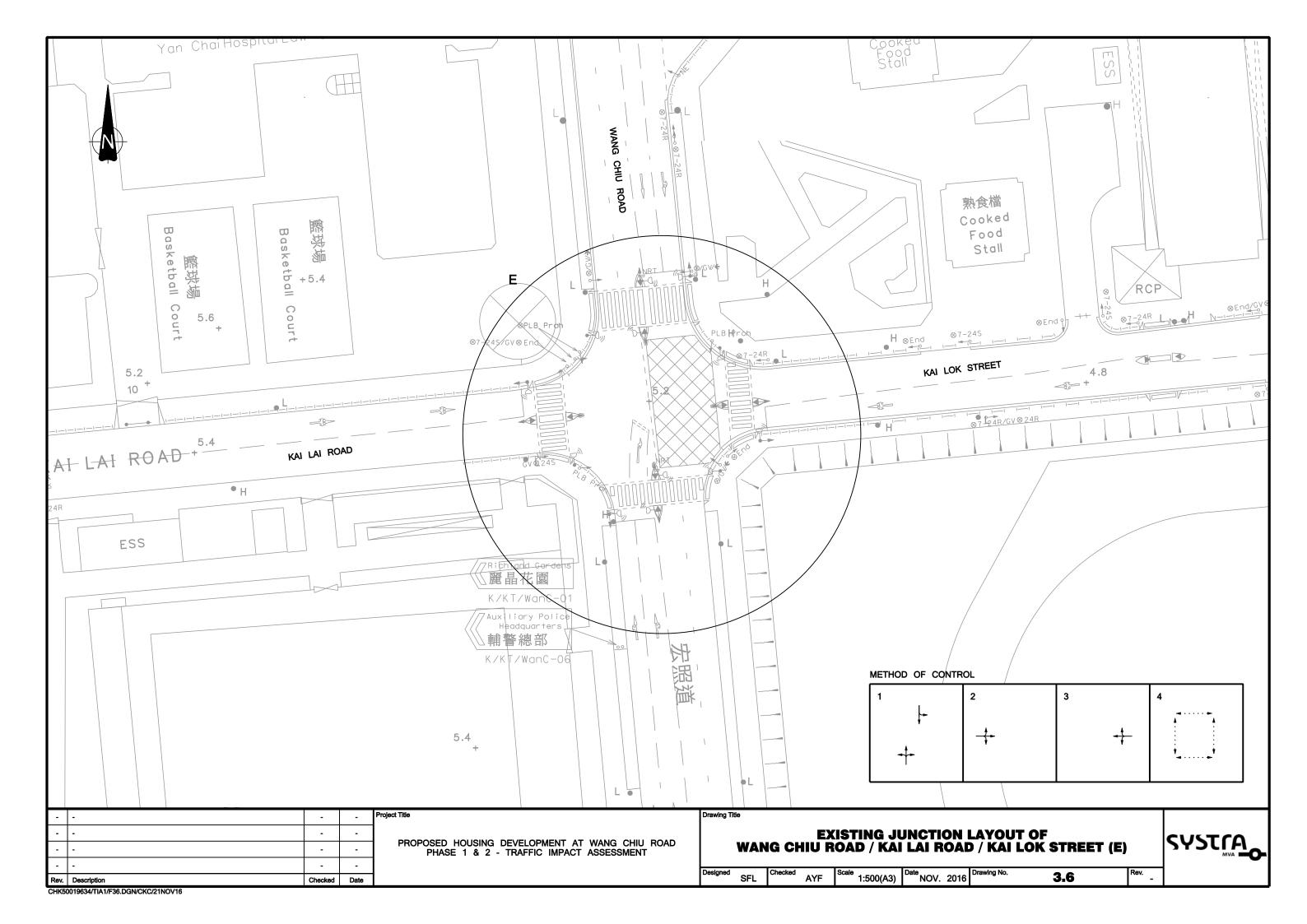


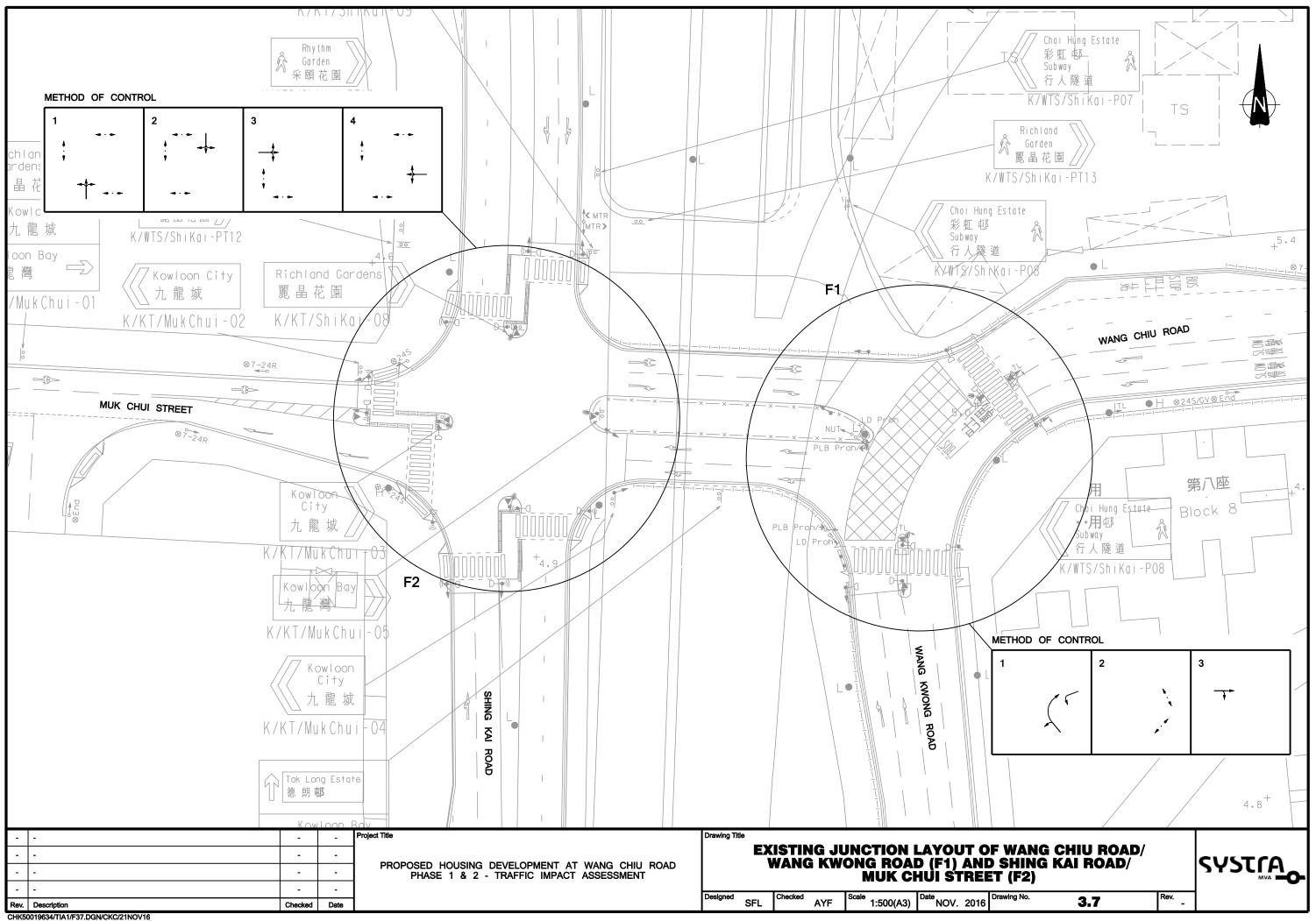


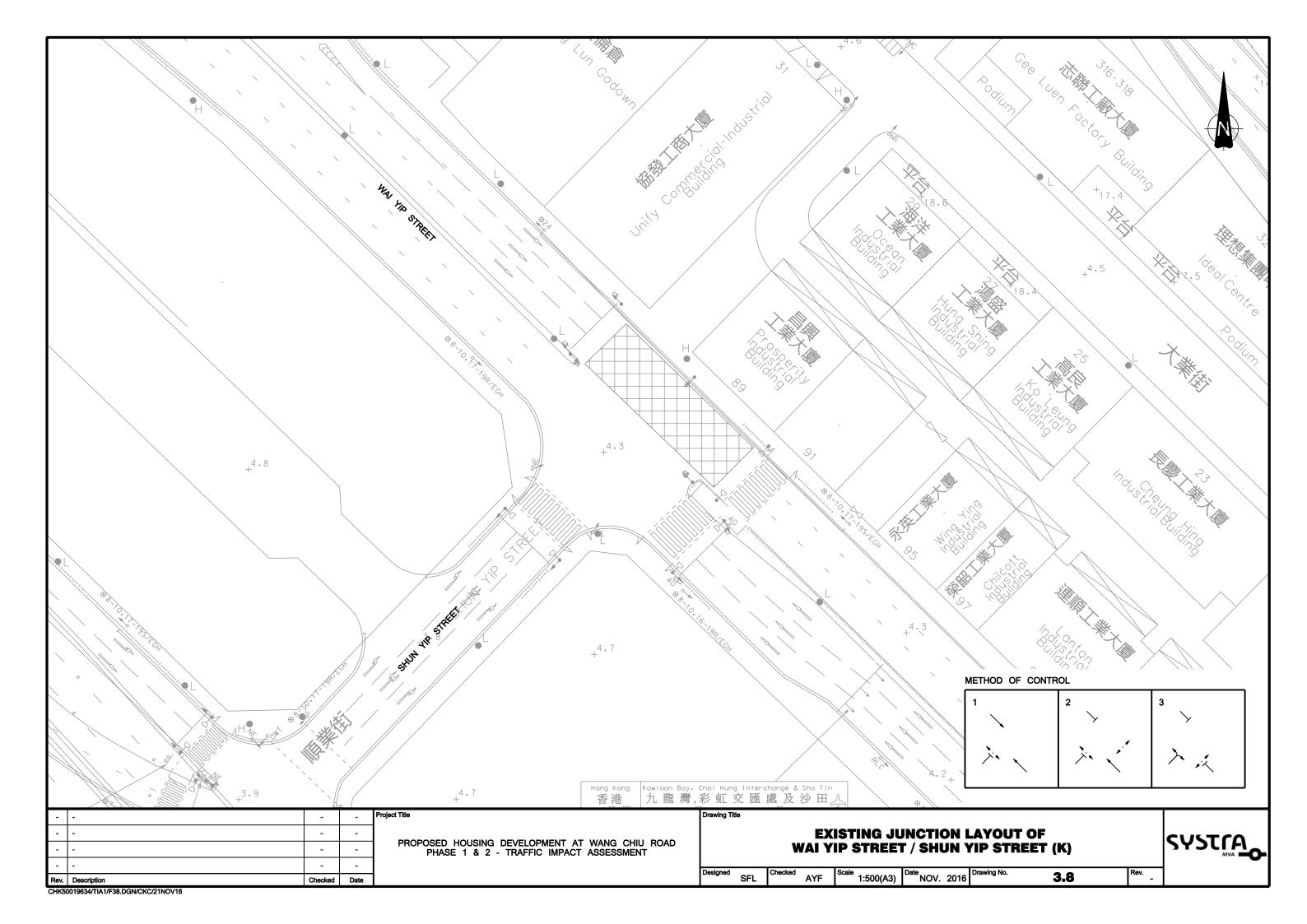


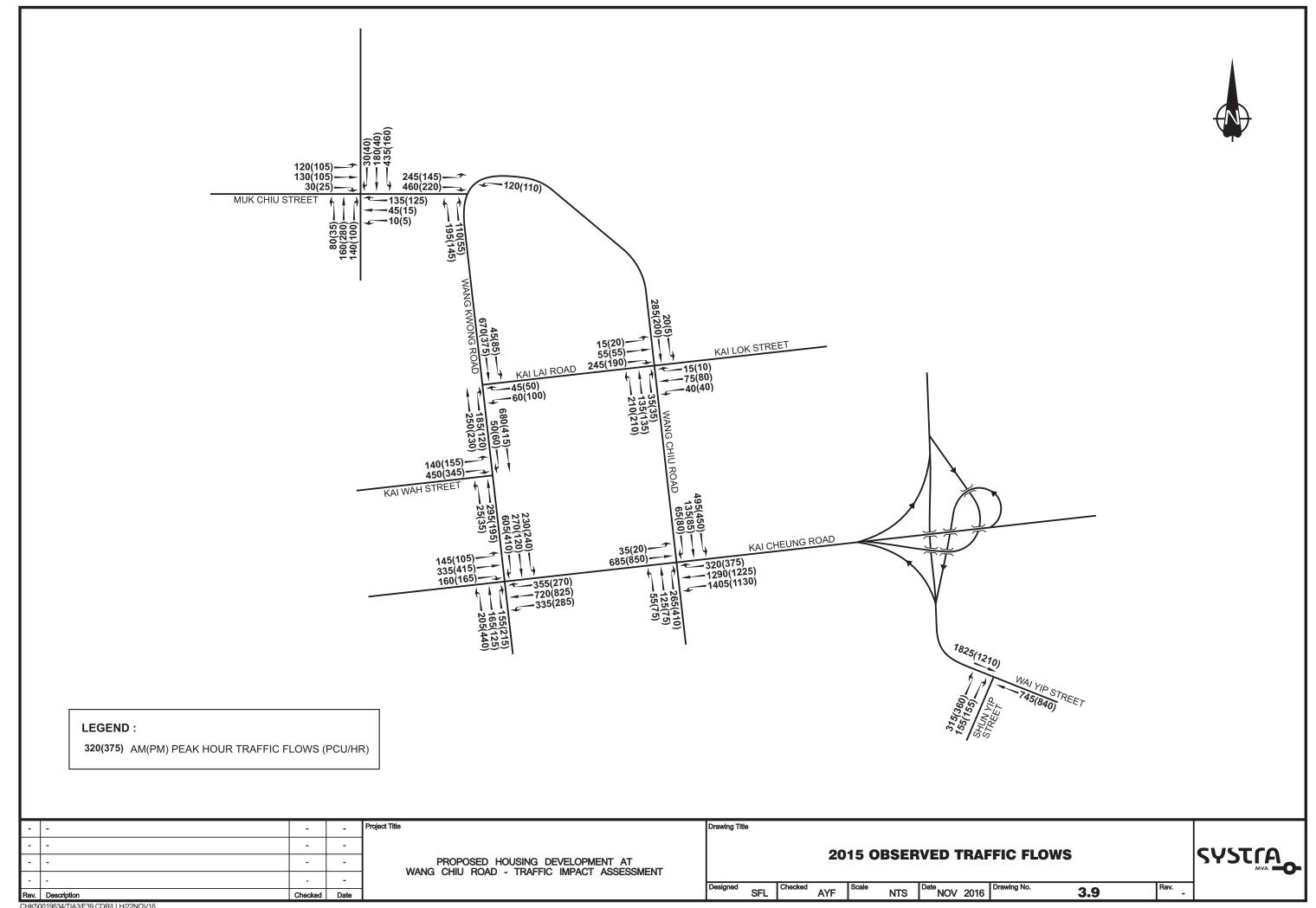














4. **FUTURE TRAFFIC CONDITIONS**

4.1 **Design Year**

4.1.1 It is anticipated that the proposed development will be completed in 2 phases, Phase 1 in end 2022 and Phase 2 in end 2024. In order to assess the impact of the development related traffic on the local road network, it is necessary to forecast the traffic flows for year 2027, the adopted design year, which is 3 years upon completion.

4.2 **Traffic Model Methodology for Base Year Model**

Traffic Models Adopted

4.2.1 TD's 2008-based Based District Traffic Model (BDTM) "K2" covering East Kowloon was adopted as the Local Area Model (LAM) for the study. The K2 traffic model will be cordoned off and fine-tuned to produce the LAM for providing traffic flows within the study area. As the current 2008-based BDTM K2 traffic models are not developed based on the latest enhanced 2011-based TPEDM planning assumptions, MVA's in-house Strategic Model, MVCTS, was adopted to provide strategic traffic forecasts and cordoned matrices for the LAM. MVCTS model was validated and updated using the latest enhanced 2011-based TPEDM, 2011 Annual Traffic Census (ATC) flows, highway and railway network development programme, port and airport throughput assumptions, toll assumptions, and economic forecast indicators.

Base Year Model Development - Network Update

- 4.2.2 The base year model network of the 2008-based BDTM provides a basis for developing 2015 base year LAM network. The model network was checked and updated to 2015 condition i.e. to take into account the network changes between 2008 and 2015.
- 4.2.3 The network was refined to incorporate more details (e.g. more local roads) in the assessment area, and take into account the refined traffic zoning system.

Base Year Model Development - Matrix Calibration

- 4.2.4 The MVCTS model was first validated to year 2011 using the 2011 Base Year Estimates (BYE) population and employment dataset and ATC traffic counts. The initial base year matrices for the LAM were then developed using the newly cordoned matrices from In deriving 2015 initial base year matrices for the calibration process, appropriate zonal growth factors were applied to the 2011 based MVCTS cordoned matrices. The zonal growth factors were derived from interpolation of the cordoned matrices between year 2011 and 2016.
- 4.2.5 The E-E zonal trip pattern adopted the E-E trips extracted from the 2015 MVCTS model. The trip end of each external zone was also controlled by taking into account the observed flows, ATC and Monthly Digest for the initial LAM base year matrices.

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4.2.6 The internal traffic zones of the LAM were developed by disaggregating the cordon matrices into the level as for the LAM. The disaggregated factors were derived using the population and employment of the zones adopted in BDTM. After the above process, a set of estimated 2015 prior matrices was produced for LAM. The 2015 prior matrices and the 2015 model network were then input into the Matrix Estimation process to produce a set of validated 2015 base year matrices.

4.3 Base Year Model Validation

- 4.3.1 For validation process, screenlines and turning movement counts at critical junctions will be identified and will be used in the calibration and validation process. The model will be validated against the following criteria:
 - o Observed traffic flows crossing the screenlines
 - o Comparison of turning movement flow at critical junctions
- 4.3.2 The proposed screenlines and junctions for validation for the 2015 base year traffic model are shown in **Drawing 4.1**. The base year will validate to 2015 base year conditions to reflect the latest traffic patterns within the study area. The traffic count data will obtain from 2015 traffic count survey.
- 4.3.3 The prior base year matrices will be validated against the 2015 traffic data to ensure that the base year LAM satisfactorily could replicate the traffic flows and patterns before the model using for producing future year traffic forecasts.
- 4.3.4 The BDTM validation criteria to be adopted in this study and are listed as below:

BDTM Validation Guidelines

Validation Criteria	Validation Target
 Total Screenline Flows 	100% with <u>+</u> 10%
	GEH 6 or less on 70% of links
All Count Locations	GEH 7 or less on 80% of links GEH 10 or less on 100% of links
	GEH 10 01 less 011 100% 01 lillks
Screenline Link Flows	85% within <u>+</u> 10%
5. Screening Link Flows	100% within <u>+</u> 20%

The GEH statistic is a modified chi-square test of the form:

$$\sqrt{\frac{(V_2 - V_1)^2}{\frac{1}{2}(V_1 + V_2)}}$$

where V1 and V2 are the observed and modelled flows on a specific link.

4.3.5 The volumetric assessment will be paralleled by a qualitative examination of modelled routings between major origins and destinations in the local traffic model areas to ensure the competence of the base year traffic model.

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4.3.6 The model performance across the surveyed critical junctions and screenlines are summarised in **Appendix A**. The junction and link count validation results are summarised in **Tables 4.1** and **4.2**.

Table 4.1 Summary of Junction Count Validation Result

		Number/Percentage of Count Sites within Criteria		
Criteria Guideline	Target	AM	PM	
		PV+GV+PT	PV+GV+PT	
Total No. of Movements		55	55	
Comparisons on GEH Values				
No. of Links with GEH < 6		53	51	
No. of Links with GEH < 7		54	52	
No. of Links with GEH < 10		55	55	
No. of Links with GEH > 10		0	0	
% of Links with GEH < 6	> 70%	96%	93%	
% of Links with GEH < 7	> 80%	98%	95%	
% of Links with GEH < 10	= 100%	100%	100%	

Table 4.2 Summary of Link Count Validation Result

		Number/Percentage of Count Sites within Criteria		
Criteria Guideline	Target	AM	PM	
		PV+GV+PT	PV+GV+PT	
Total No. of Movements		57	57	
Comparisons on GEH Values				
No. of Links with GEH < 6		56	55	
No. of Links with GEH < 7		57	55	
No. of Links with GEH < 10		57	57	
No. of Links with GEH > 10		0	0	
% of Links with GEH < 6	> 70%	98%	96%	
% of Links with GEH < 7	> 80%	100%	96%	
% of Links with GEH < 10	= 100%	100%	100%	
Comparisons on Percentage Difference				
No. of Links within ±10%		52	49	
No. of Links within ±20%		57	57	
No. of Links over ±20%		0	0	
% of Links within ±10%	> 85%	91%	86%	
% of Links within ±20%	= 100%	100%	100%	

4.3.7 As indicated in **Table 4.1** and **4.2**, all the validated junctions and road links are within acceptable validation criteria, it is considered satisfactory from modelling point of view.

4.4 Future Road Network

Key Strategic Road Network

4.4.1 The key strategic highway networks assumed in Kowloon are presented in **Table 4.3** for 2021 and 2026. No addition highway network has been assumed for year 2031.

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Table 4.3 Strategic Road Network Assumptions

Road Network Assumption	Configuration			
2021(In Addition to Existing Network)				
Widening of Gascoigne Road Flyover	D2			
Route 6 (formerly Route 11) – TKO – Lam Tin Tunnel	D2			
2026 (In Addition to 2021 Network)				
Route 6 (formerly Route 11) – Central Kowloon Route	D3			
Route 6 (formerly Route 11) – Trunk Road T2 (Kai Tak-Cha Kwo Ling Link)	D2			

Kai Tak Development

- As outlined in the latest Recommended Outline Development Plan (RODP) of Kai Tak Development (KTD), a comprehensive road network system is planned in the Kai Tak Area. **Drawing 4.2** shows the future planned road network in the KTD together with the critical junctions for the traffic impact assessment of the proposed housing development. The proposed layout extracted from the "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works Investigation, Design and Construction Additional Service for Technical Study on Increasing the Development Density in Kai Tak Traffic Review Report" dated August 2014 are illustrated from **Drawing 4.3** to **4.6**. According to the above report, these proposed layouts will be completed before year 2021.
 - o Drawing 4.3 Shing Kai Road/Muk Hung Street (G)
 - o Drawing 4.4 Shing Kai Road/Muk Chun Street/Eastern Street (H)
 - o Drawing 4.5 Slip Road of Prince Edward Road East (San Po Kong)/Concorde Road (I)
 - o Drawing 4.6 Slip Road of Prince Edward Road East (Kowloon City)/Concorde Road (J)

4.5 2027 Reference Traffic Flows

- 4.5.1 The 2027 reference traffic forecasts were derived with reference to an updated MVA's in-house local traffic model, which have incorporated the planned local developments under the latest RODP for the KTD. In addition, the intensification of development sites in KTD as given from "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works Investigation, Design and Construction Additional Service for Technical Study on Increasing the Development Density in Kai Tak Traffic Review Report" dated August 2014 would also be taken into consideration.
- 4.5.2 According to the development schedule, there will be a secondary school (to be executed by relevant government departments) located adjacent to the proposed development. The trips generated by the secondary school have also been considered in the reference traffic forecast and are shown in below **Table 4.4**.

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Table 4.4 Traffic Generations of Secondary School (pcu/hr)

Development	AM Peak		PM Peak	
Parameters	Generation	Attraction	Generation	Attraction
Secondary School ⁽¹⁾	7	24	1	1

Notes: (1) Trip Rates based on DR439 published by TD.

4.5.3 The 2027 AM and PM peak hour reference traffic forecasts (without development) are shown in **Drawing 4.7**.

4.6 Development Traffic Generation

4.6.1 In order to estimate the traffic generation and attraction of the proposed development, reference has been made to the trip generation rates as stipulated in Volume 1 Chapter 3 Appendix D Table 1 of the latest T.P.D.M. and trip generation surveys. The adopted trip rates are summarised in **Table 4.5**.

Table 4.5 Adopted Trip Rates

	AM Peak		PM Peak	
	Generation	Generation Attraction		Attraction
Public Rental (PRH) (pcu/hr/flat)	0.0432	0.0326	0.0237	0.0301
Retail (pcu/hr/100 sqm GFA)	0.2296	0.2434	0.3100	0.3563
Kindergarten (1) (pcu/hr/classroom)	2.3056	2.3056	0.0286	0.0286

Notes: (1) Trip Generation Survey at St. Catherine Kindergarten.

- As a conservative approach, an additional 10% allowance had been allowed for the proposed development for future design variation. The traffic impact assessment has been based on 2,805 PRH flats (2,550 x 1.1) and commercial GFA of approx. 1,540sq.m (1,400 x 1.1) for Phase 1, 1,672 PRH flats (1,520 x 1.1) and commercial GFA of approx.. 495sq.m (450 x 1.1) and a kindergarten for Phase 2.
- 4.6.3 Based on adopted trip rates given in **Table 4.5**, the total trips generated by the proposed development are computed and shown in **Table 4.6**.

Table 4.6 Traffic Generations of Proposed Development (pcu/hr)

Davidanment Barameters	AM Peak		PM Peak	
Development Parameters	Generation	Attraction	Generation	Attraction
Phase 1 - 2,805 PRH Flats	121	91	67	84
Phase 2 - 1,672 PRH Flats	72	55	40	50
Phase 1 - Commercial (approx. 1,540 sq.m GFA)	4	4	5	5
Phase 2 - Commercial (approx. 495 sq.m GFA)	1	1	2	2
Kindergarten (6 classrooms)	14	14	1	1
Total	212	165	115	142



4.6.4 It is estimated that the proposed development will generate and attract about 212 pcu/hr and 165 pcu/hr in the AM peak hour, and generate and attract about 115 pcu/hr and 142 pcu/hr in the PM peak hour respectively.

4.7 2027 Design Traffic Forecasts

- 4.7.1 The development traffic flows were then superimposed onto the 2027 reference traffic flows (without development) as shown in **Drawing 4.7** to derive the 2027 design traffic forecasts (with development).
- 4.7.2 2027 Design Flows = 2027 Reference Flows + Proposed Development Traffic (including Phase 1 and 2 Development)
- 4.7.3 The 2027 AM and PM peak hour design traffic forecasts (with development) are shown in **Drawing 4.8**.

4.8 2027 Design Traffic Forecasts (Sensitivity Test)

- 4.8.1 Taken into consideration of the programme mismatch of Trunk Road T2, a sensitivity test (with CKR/without T2) was also carried out in year 2027. Traffic Forecasts have been developed for the sensitivity scenario with CKR/without T2 at year 2027.
- 4.8.2 The 2027 AM and PM peak hour reference traffic forecasts (without development) are shown in **Drawing 4.9**.
- 4.8.3 2027 Design Flows (Sensitivity Test) = 2027 Reference Flows (Sensitivity Test) + Proposed Development Traffic (including Phase 1 and 2 Development)
- 4.8.4 The 2027 AM and PM peak hour design traffic forecasts (with development) are shown in **Drawing 4.10**.

4.9 2025 Design Traffic Forecasts

- In addition, traffic forecasts were also developed for design year 2025 (3 years after completion of Phase 1). According to the Traffic Review Report under "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works Investigations Design and Construction Additional Service for Technical Study on Increasing the Development Density in Kai Tak", all major infrastructures works at Kai Tak will be completed by year 2021. Hence, the year 2025 should represent the worst case scenario for the period between year 2022 and 2025. Traffic forecasts have been developed for the scenario without CKR/without T2 at year 2025.
- 4.9.2 The 2025 AM and PM peak hour reference traffic forecasts (without development) are shown in **Drawing 4.11**.
- 4.9.3 2025 Design Flows = 2025 Reference Flows + Proposed Development Traffic (including Phase 1 and 2 Development)

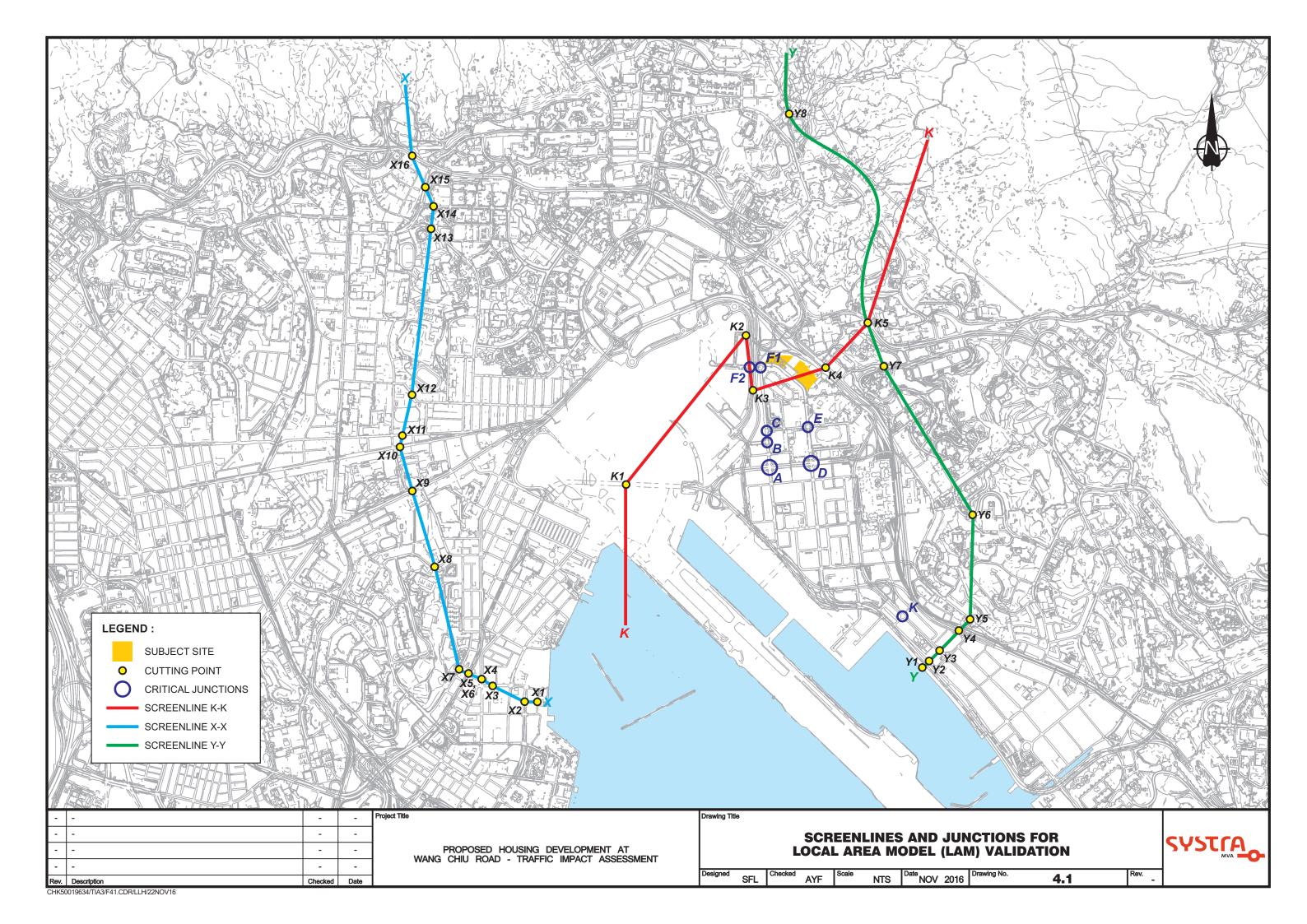
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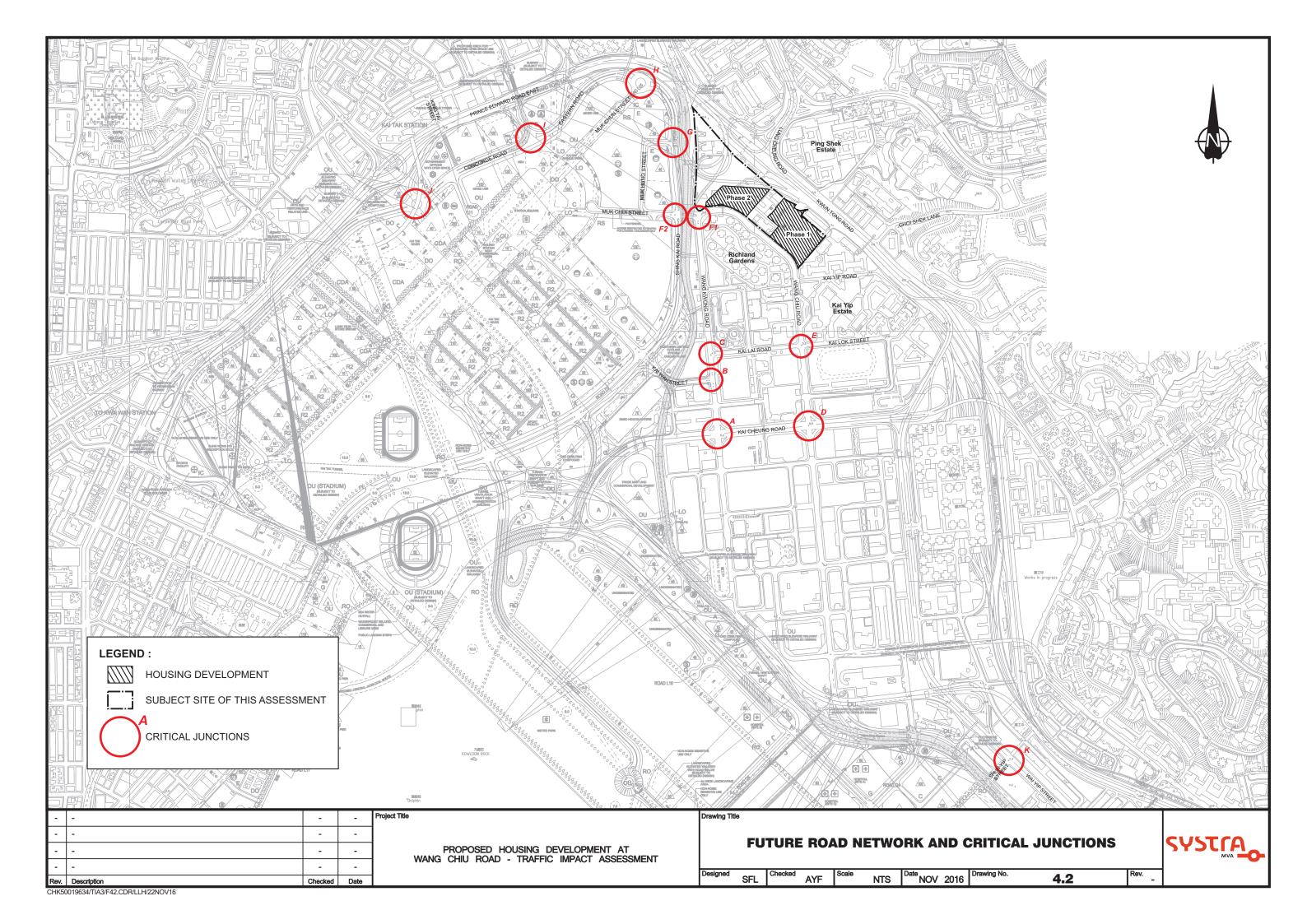


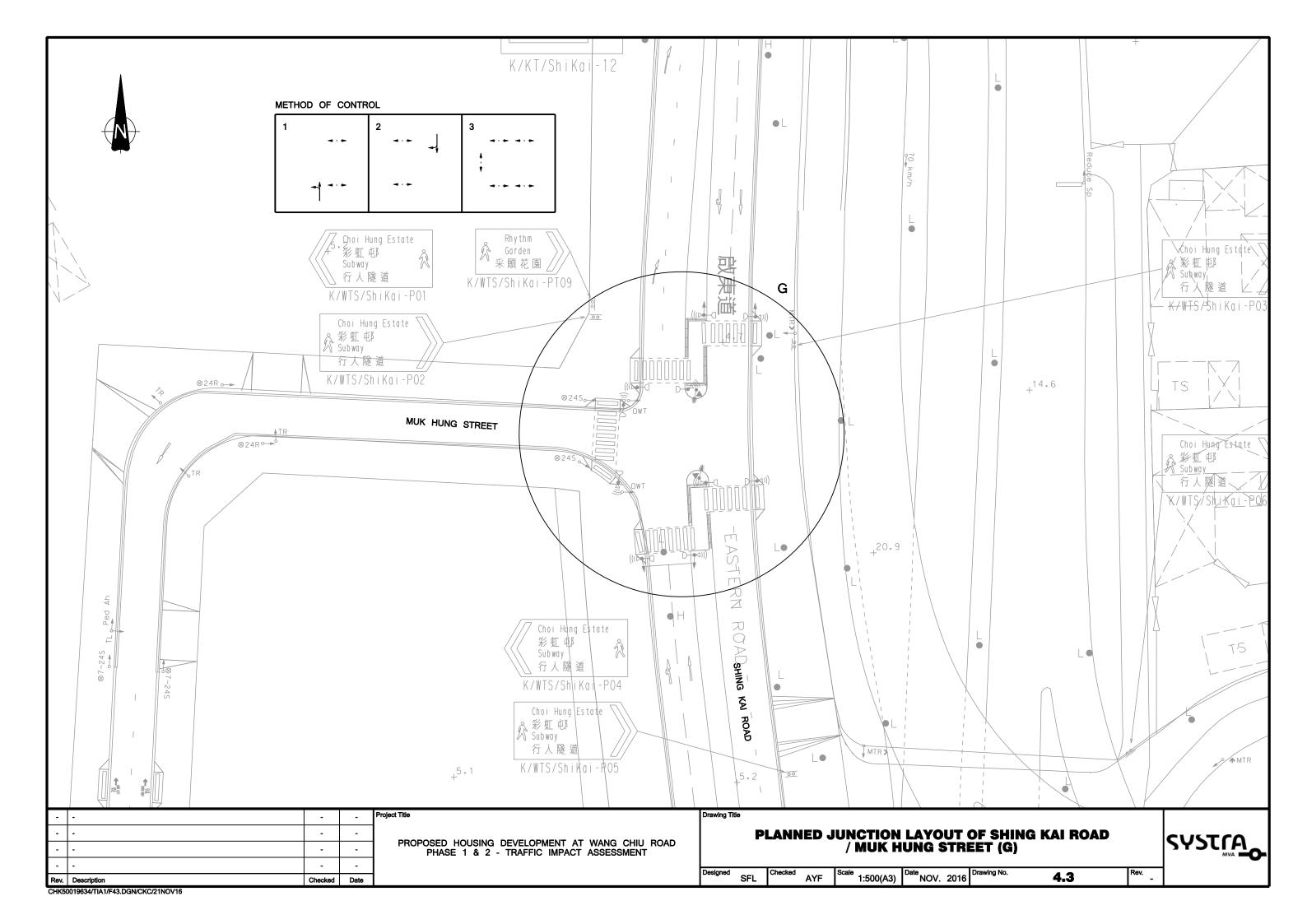
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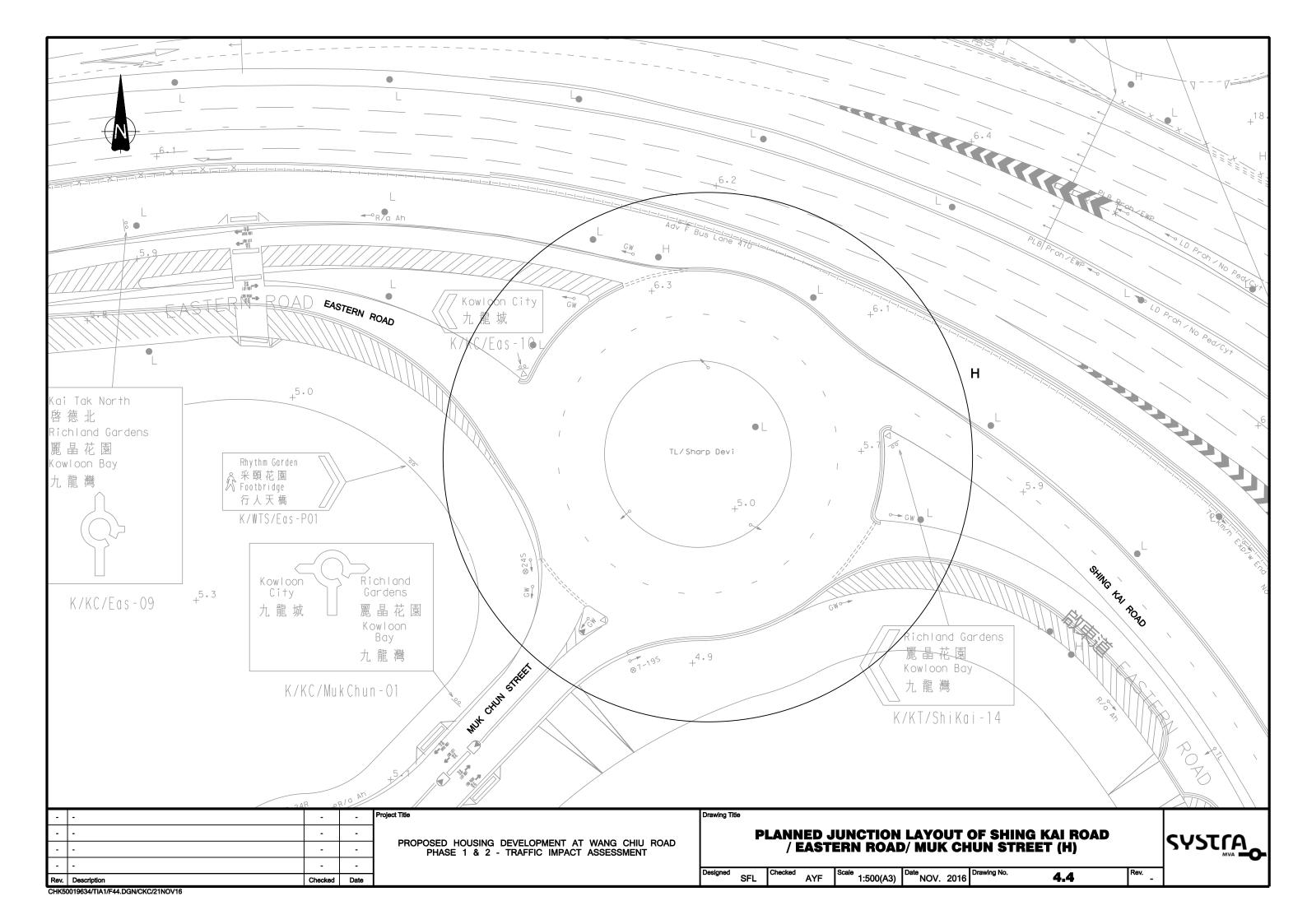
	in Drawing 4.12.
4.9.4	The 2025 AM and PM peak hour design traffic forecasts (with development) are shown

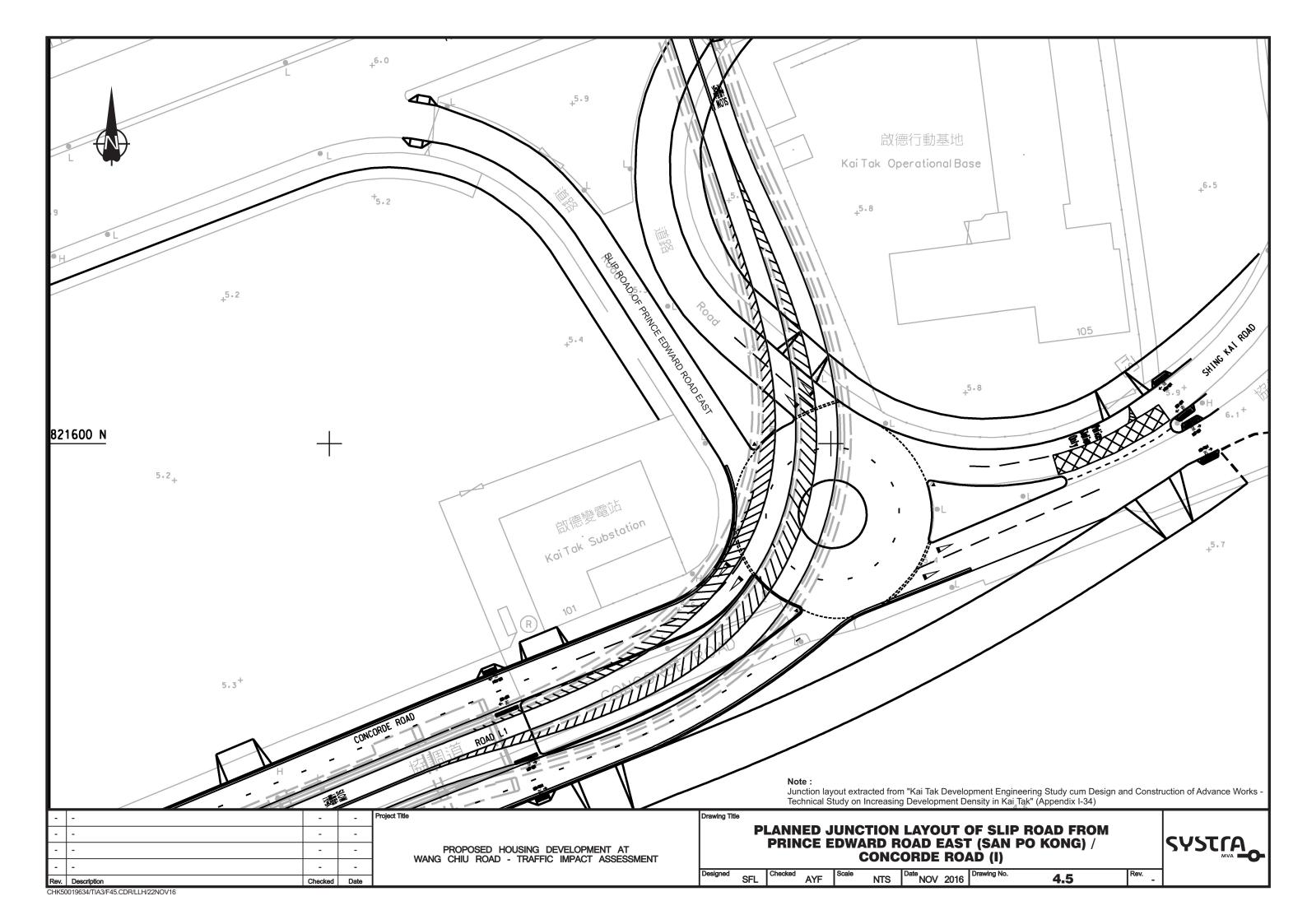
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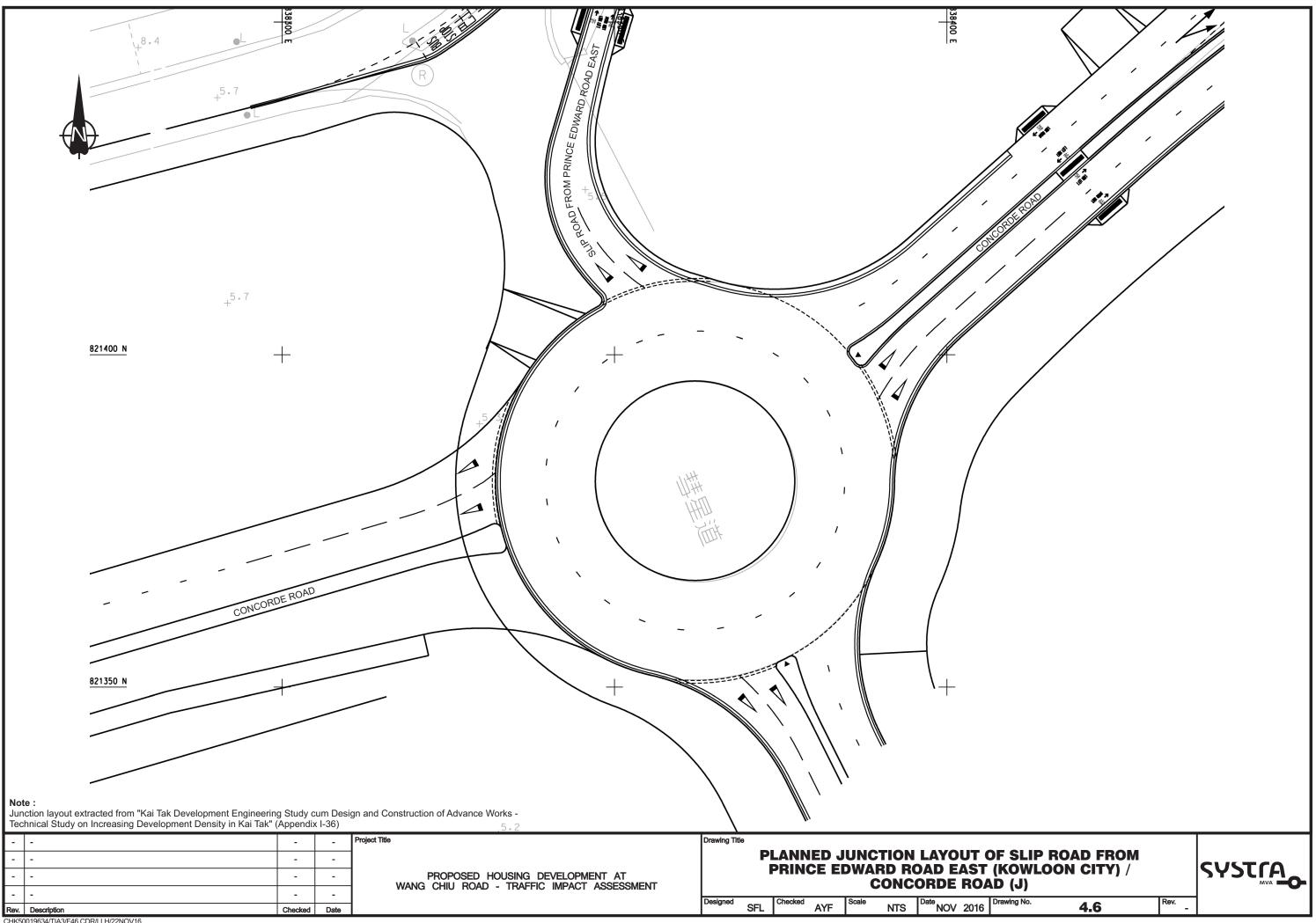


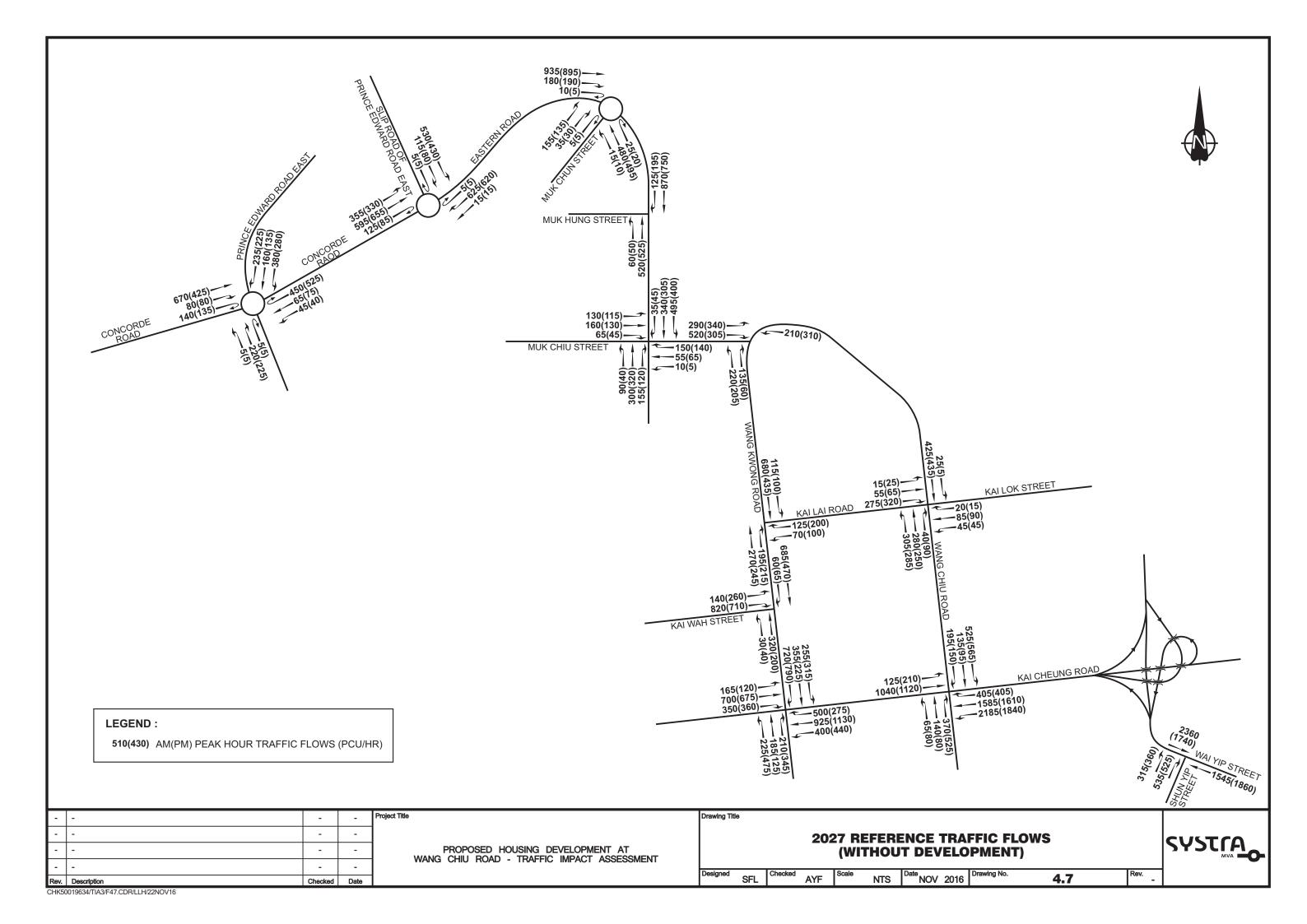


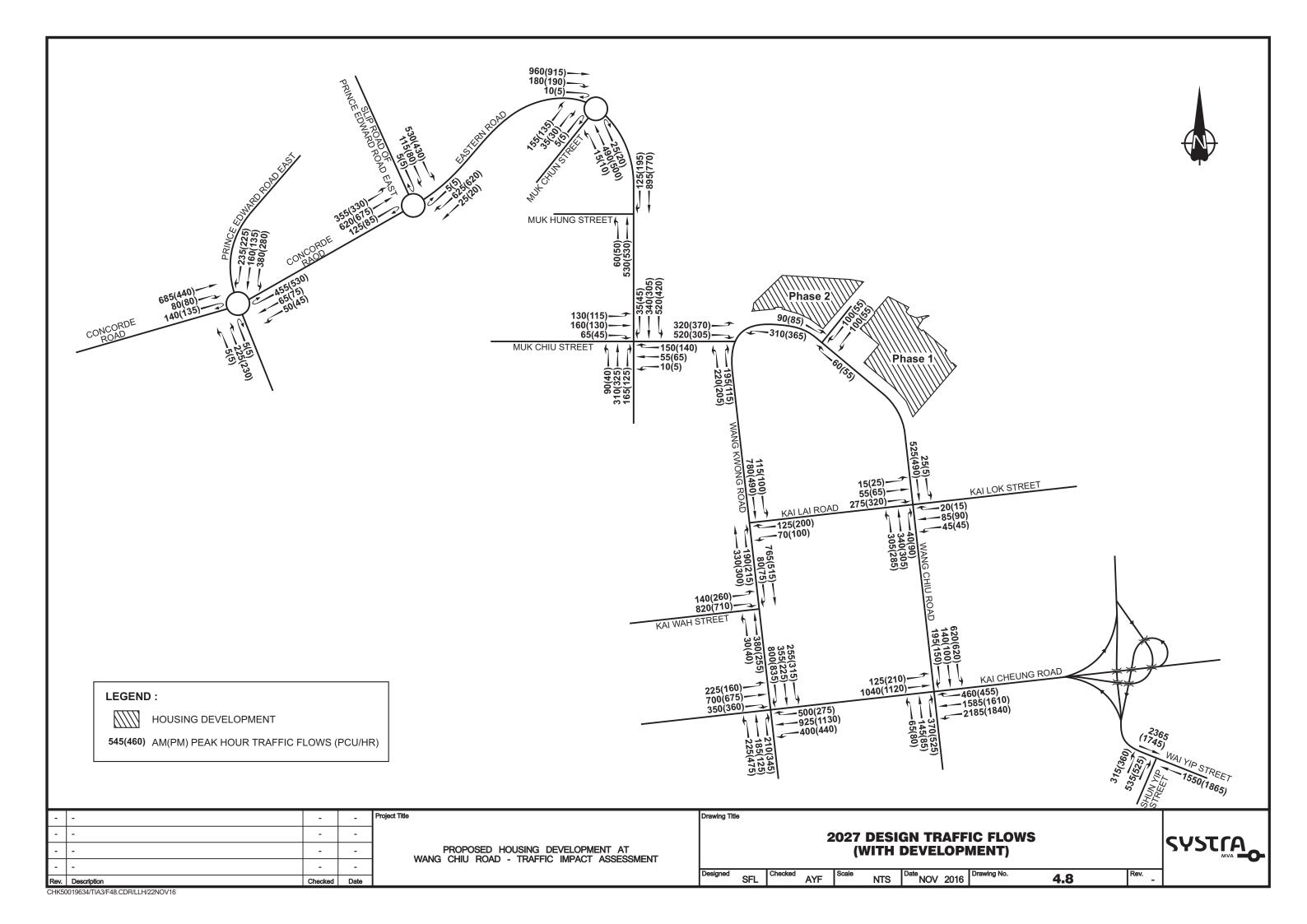


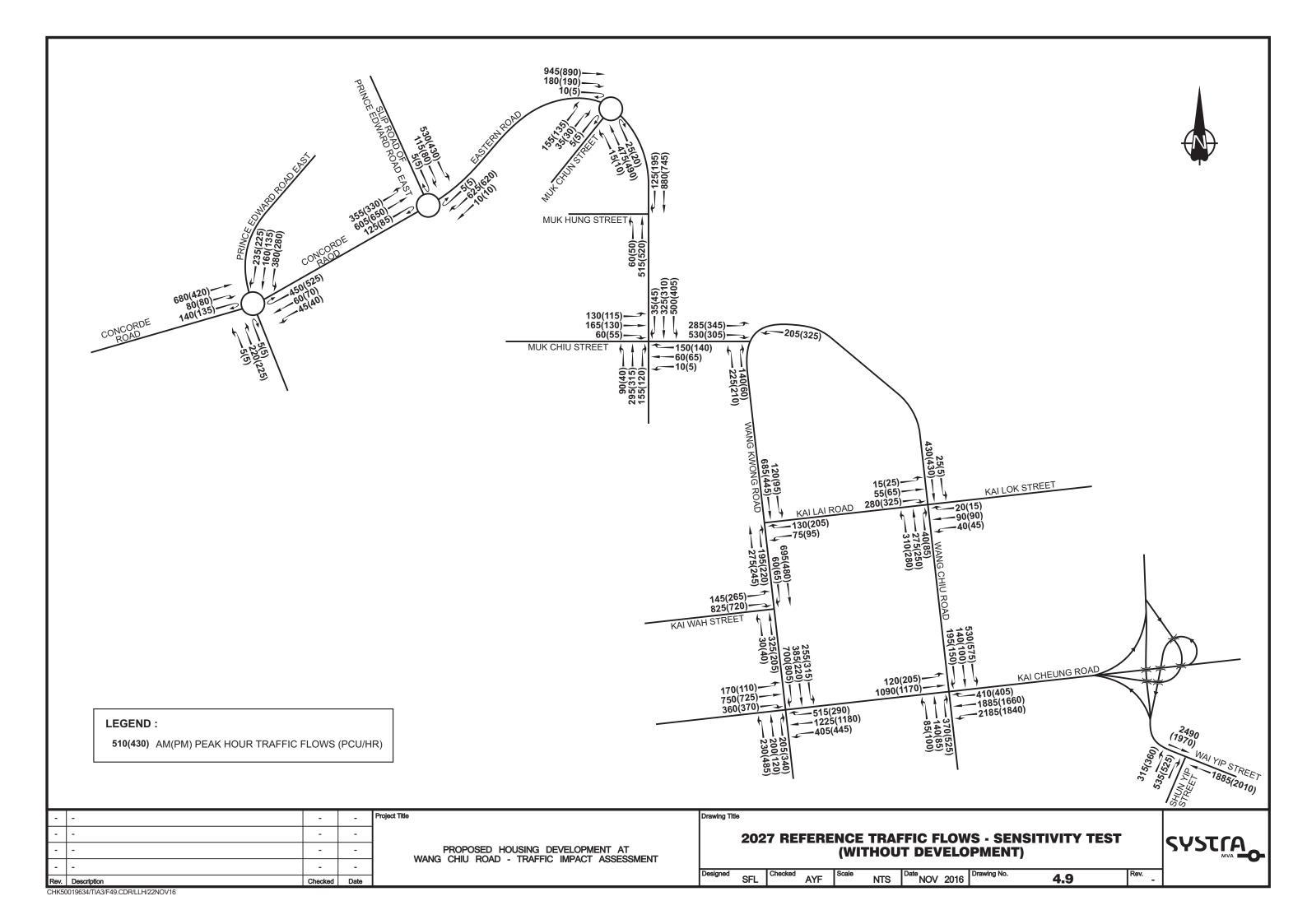


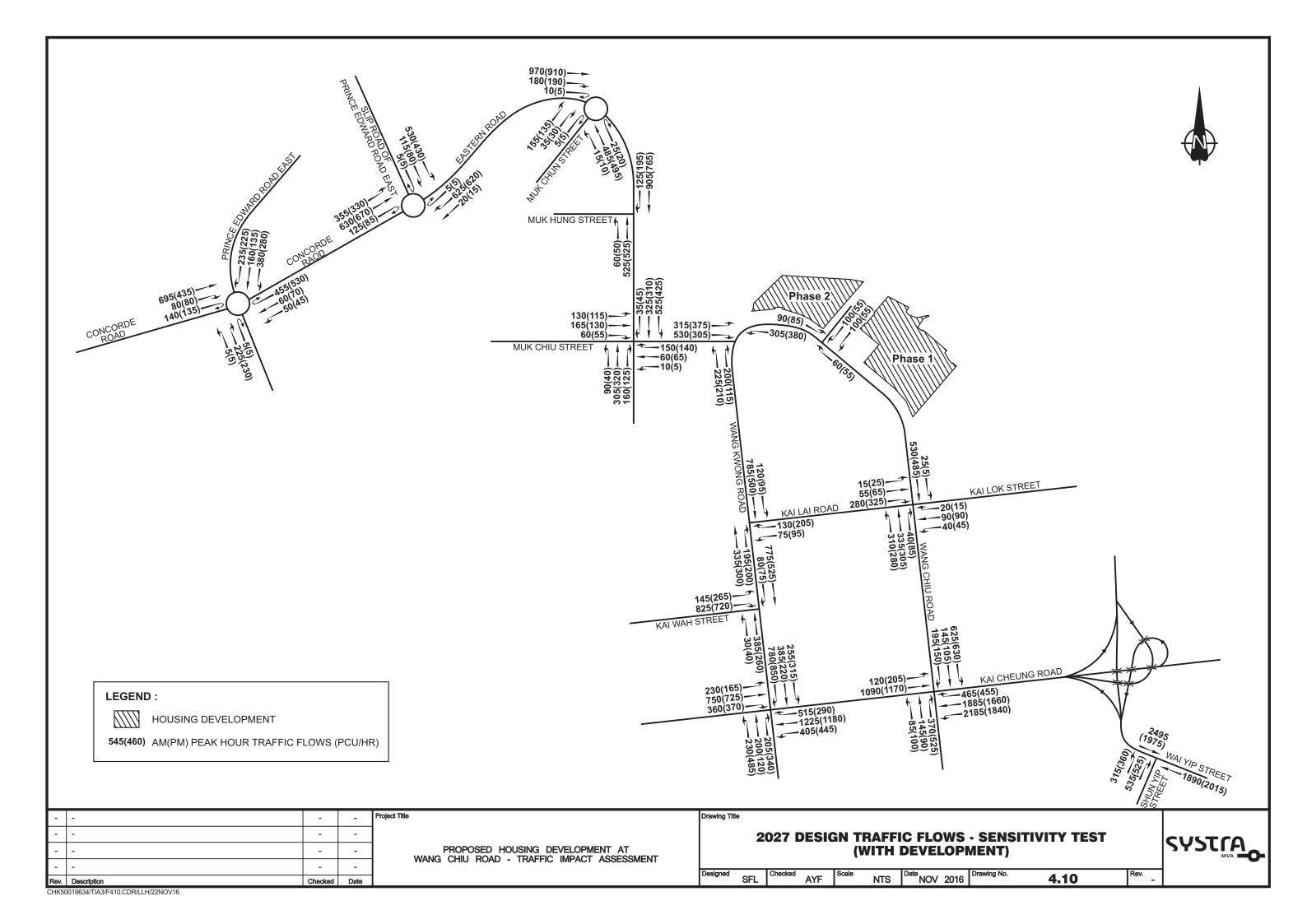


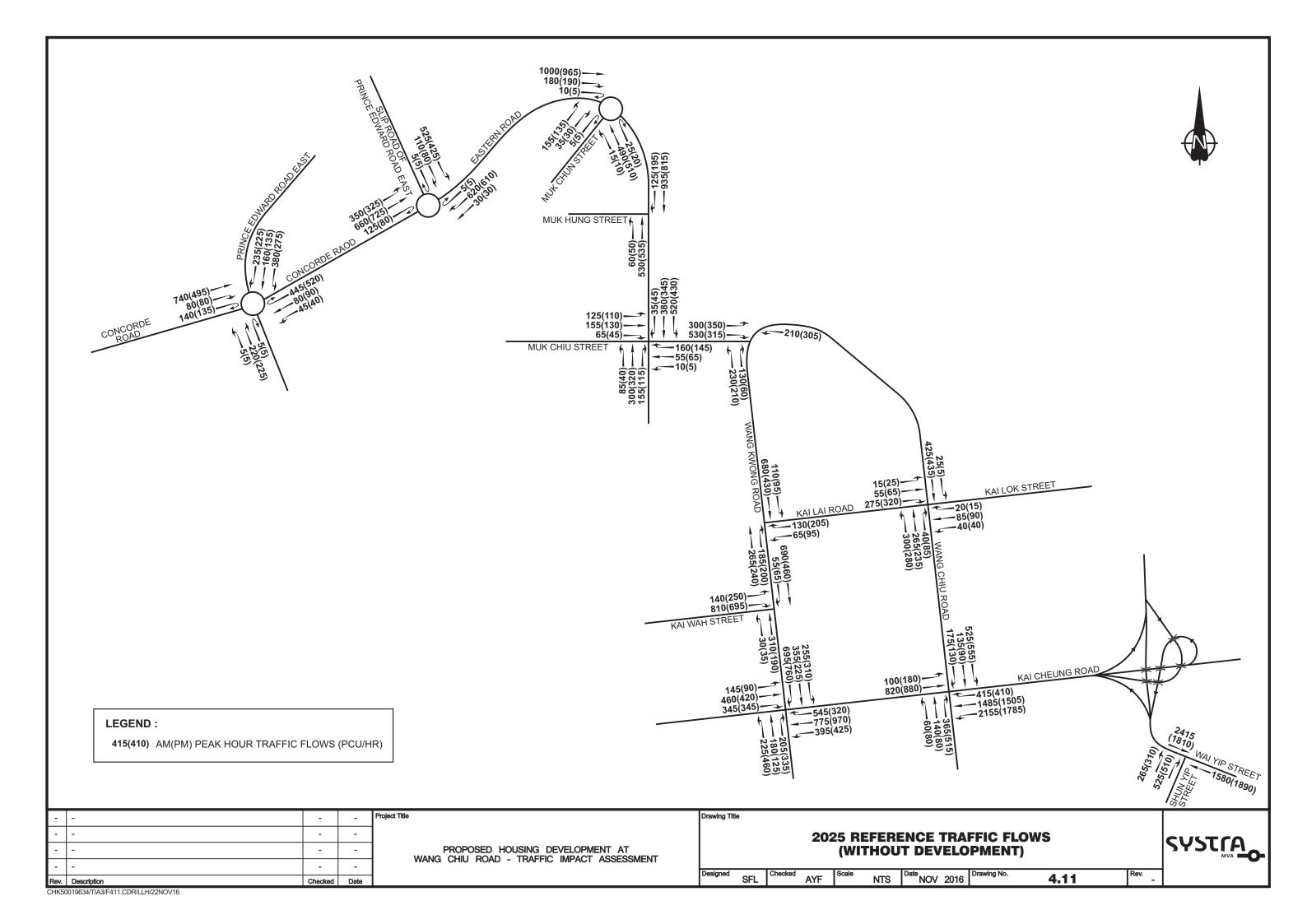


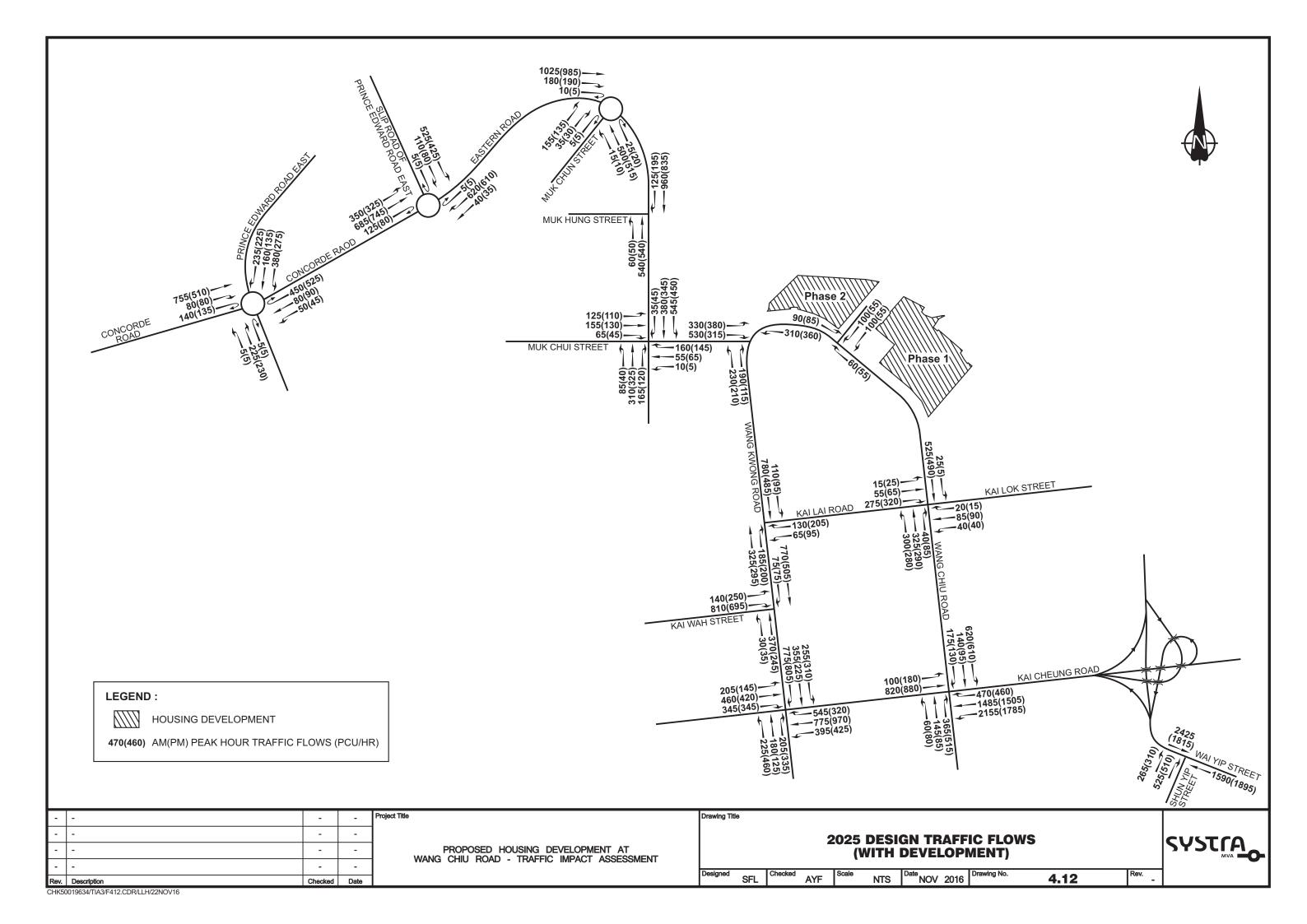














5. TRAFFIC IMPACT ASSESSMENT

5.1 Overview

- 5.1.1 Traffic forecasts were developed for design year 2027 (3 years after completion of Phase
 2). The operational TIA would identify the critical issues and recommend any associated traffic improvement schemes to alleviate the identified traffic problem as necessary.
- 5.1.2 In addition, traffic forecasts were also developed for design year 2025 (3 years after completion of Phase 1). According to the Traffic Review Report under "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works Investigations Design and Construction Additional Service for Technical Study on Increasing the Development Density in Kai Tak", all major infrastructures works at Kai Tak will be completed by year 2021. Hence, the year 2025 should represent the worst case scenario for the period between year 2022 and 2025. Traffic forecasts have been developed for the scenario without CKR/without T2 at year 2025.

5.2 Year 2027 Critical Junction Assessment

- 5.2.1 As mentioned in **Section 4.4**, there will be some changes on the future road network including junction layout and method of control of the critical junctions adjacent to the proposed development in the future.
- 5.2.2 The assessments of the junctions (except Junctions G, H, I and J) were basically based on their existing layout arrangements and method of control, while the assessments of Junctions G, H, I & J were based on their future planned layouts and method of control.

Table 5.1 Detailed Layout Arrangement of Critical Junctions in 2027

Ref.	Junction	Туре	Layout	Drawing No.
Α	Wang Kwong Road/Kai Cheung Road	Signal	Existing	3.2
В	Wang Kwong Road/Kai Wah Street	Signal	Existing	3.3
С	Wang Kwong Road/Kai Lai Road	Priority	Existing	3.4
D	Wang Chiu Road/Kai Cheung Road	Signal	Existing	3.5
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	Existing	3.6
F1	Wang Chiu Road/Wang Kwong Street	Signal	Existing	3.7
F2	Shing Kai Road/Muk Chui Street	Signal	Existing	3.7
G	Shing Kai Road/Muk Hung Street	Signal	Future ⁽¹⁾	4.2
Н	Shing Kai Road/Muk Chun Street/Eastern Street	Roundabout	Future ⁽¹⁾	4.3
I	Slip Road of Prince Edward Road East (San Po Kong)/ Concorde Road	Roundabout	Future ⁽¹⁾	4.4
J	Slip Road of Prince Edward Road East (Kowloon City)/ Concorde Road	Roundabout	Future ⁽¹⁾	4.5
K	Wai Yip Street/Shun Yip Street	Signal	Existing	3.8

Remarks (1): Extracted from "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works – Investigations Design and Construction – Additional Service for

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5.2.3 To assess the traffic impact due to the proposed development, capacity analysis of the identified critical junctions in the study area for both reference and design scenarios in year 2027 has been carried out. The results are summarised and presented in **Table 5.2**.

Table 5.2 Operational Performance of Critical Junctions in 2027

	-			2027 R	C/RFC ⁽¹⁾	
Ref.	Junction	Туре	(Wit	Scenario hout pment)	(W	Scenario lith pment)
			AM Peak	PM Peak	AM Peak	PM Peak
Α	Wang Kwong Road/Kai Cheung Road	Signal	-7%	-15%	-8%	-16%
В	Wang Kwong Road/Kai Wah Street	Signal	13%	14%	5%	8%
С	Wang Kwong Road/Kai Lai Road	Priority	0.55	0.77	0.58	0.79
D	Wang Chiu Road/Kai Cheung Road	Signal	-34%	-23%	-34%	-23%
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	17%	8%	13%	5%
F1	Wang Chiu Road/Wang Kwong Street	Signal	>100%	>100%	>100%	>100%
F2	Shing Kai Road/Muk Chui Street	Signal	-1%	18%	-4%	16%
G	Shing Kai Road/Muk Hung Street	Signal ⁽²⁾	75%	80%	72%	77%
Н	Shing Kai Road/Muk Chun Street/Eastern Street	Roundabout ⁽²⁾	0.80	0.77	0.82	0.79
I	Slip Road of Prince Edward Road East (San Po Kong)/ Concorde Road	Roundabout ⁽²⁾	0.55	0.55	0.56	0.56
J	Slip Road of Prince Edward Road East (Kowloon City)/ Concorde Road	Roundabout ⁽²⁾	0.45	0.34	0.45	0.34
K	Wai Yip Street/Shun Yip Street	Signal	20%	41%	20%	41%

Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.

- (2) Based on KTD's proposed junction layout.
- 5.2.4 The assessment results in **Table 5.2** revealed that all critical junctions will still operate within their capacities in design year 2027 except junction A Wang Kwong Road/Kai Cheung Road, Junction D Wang Chiu Road/Kai Cheung Road and Junction F2 Shing Kai Road/Muk Hung Street.

5.3 Year 2027 Road Link Assessment

5.3.1 Based on the 2027 traffic flow, link capacity analysis for identified critical road sections was also conducted and the results are indicated in **Table 5.3**.

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Table 5.3 Road Link Performance of Critical Road Sections in 2027

					20	27			20	27	
			Link	Reference Scenario (Without Development)			Design Scenario (With Development)				
Ref.	Road Sections	Direction	Capacity (pcu/hr)	Traffic Flow		V/C Ratio		Traffic Flow (pcu/hr)		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	Wang Kwong	NB	2,500	395	445	0.16	0.18	455	500	0.18	0.20
LI	Road	SB	2,500	795	535	0.32	0.21	895	590	0.36	0.24
L2	Wang Chiu Road	NB	2,500	315	290	0.13	0.12	375	345	0.15	0.14
LZ	Wang Ciliu Koau	SB	2,500	450	440	0.18	0.18	550	495	0.22	0.20
12	3 Shing Kai Road	NB	2,800	580	575	0.21	0.21	590	580	0.21	0.21
LS		2,800	870	750	0.31	0.27	895	770	0.32	0.28	
L4	Prince Edward Road East	EB	7,700	6,220	6,600	0.81	0.86	6,220	6,600	0.81	0.86
L4	(between King Tai Street & Concorde Road)	WB	7,700	3,980	4,250	0.52	0.55	4,000	4,260	0.52	0.55
L5	Kwun Tong Road (between Lung Cheung	EB	10,530	7,080	7,780	0.67	0.74	7,125	7,820	0.68	0.74
13	Road & Choi Shek Lane)	WB	10,530	7,030	8,610	0.67	0.82	7,110	8,655	0.68	0.82

Note: Refer to Drawing 5.1 for location plan for road link

5.3.2 The assessment results in **Tables 5.3** indicate that all critical road sections are operating within their capacity in design year 2027.

5.4 Proposed Junction Improvement Schemes

- As identified in the KTD study, "Agreement No. CE35/2006(CE) Kai Tak Development Engineering Study cum Design and Construction of Advanced Works Investigation, Design and Construction Additional Service for Technical Study on Increasing the Development Density in Kai Tak Traffic Review Report dated August 2014", junction improvement schemes have been proposed at Junction A and D as illustrated in **Drawing 5.2** and **5.3**. According to KTD study, the improvement schemes for Junction A and D will be implemented before 2020 and 2018 respectively.
- 5.4.2 Apart from Junction A and D, junction F2 will already be overloaded in 2027 reference scenario as a result of background growth (i.e.without taking into account of the public housing development) and committed developments. Another improvement scheme has been proposed to improve the operational performance of Junction F2. It is proposed to widen Muk Chui Street eastbound approach to provide one additional traffic lanes (from existing 1 lanes to 2 lanes) traffic lanes as illustrated in **Drawing 5.4**. The exact arrangement of the improvement proposal at this junction would be subject to the satisfaction of Transport Department.

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- As Junction F2 will already be overloaded in 2027 due to the background growth (i.e.without taking into account of the public housing development), it is considered appropriate to request the CEDD to include this junction improvement/modification works at this junction together with other KTD's proposed improvement works in the vicinity.
- 5.4.4 HD would follow up and negotiate with CEDD so that the improvement works at Junction F2 could be included in their project. In case CEDD/HYD do not agree to take up the responsibility for the carrying out of the improvement works with reasonable justifications, subject to acceptance by FSTB, HD would commit to carry out the improvement works using Government Fund.
- 5.4.5 Based on the KTD's proposed junction improvement schemes at Junction A and D and the proposed junction improvement schemes at Junction F2, the operational performance have been assessed and summarized in **Table 5.4**.

Table 5.4 Operational Performance of Critical Junctions in 2027

		2027 RC/RFC ⁽¹⁾			
Ref.	Junction	Туре	Design Scer Develop		
			AM Peak	PM Peak	
Α	Wang Kwong Road/Kai Cheung Road	Signal ⁽²⁾	-5%	1%	
D	Wang Chiu Road/Kai Cheung Road	Signal ⁽²⁾	14%	5%	
F2	Shing Kai Road/Muk Chui Street	Signal ⁽³⁾	8%	28%	

Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.

- (2) Based on KTD's proposed junction improvement schemes.
- (3) Based on proposed junction improvement scheme in this study.
- 5.4.6 The assessment results in **Table 5.4** revealed that Junction D and F2 will still operate within its capacities in design year 2027, while junction A Wang Kwong Road/Kai Cheung Road will still be slightly overloaded in the AM peak.
- 5.4.7 In view of the above, a further improvement scheme has been proposed to improve the operational performance of Junction A. The proposed improvement scheme includes road widening on Kai Cheung Road eastbound approach to provide an additional traffic lane. The detailed arrangement is illustrated in **Drawing 5.5**. The exact arrangement of the improvement proposal at this junction would be subject to the satisfaction of Transport Department. The operational performance based on the further improvement schemes have been assessed and summarized in **Table 5.5**.

Table 5.5 Operational Performance of Critical Junctions in 2027 (based on proposed improvement scheme)

	Ref. Junction Typ		2027 RC/RFC ⁽¹⁾	
Dof		Time	Design Scenario (With	
Kei.		Туре	Development)	
			AM Peak	PM Peak

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Α	Wang Kwong Road/Kai Cheung Road	Signal	7%	18%
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Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.

- 5.4.8 The assessment results in **Table 5.5** revealed that based on the further proposed improvement scheme, Junction A will operate within its capacities in design year 2027.
- 5.4.9 This proposed road widening on Kai Cheung Road is a further modification to the KTD's proposed improvement scheme at Junction A. In view that CEDD has already planned to carry out improvement works for this junction, only slight adjustment in their design would be required to further improve the capacity of this junction for long. It is considered appropriate to request CEDD to include this "slight adjustment" into the planned design. Under this arrangement, the improvement works for this junction can also be carried out in one go; and hence the disturbance to the existing traffic would be minimized.
- 5.4.10 HD would follow up and negotiate with CEDD on the carrying out of the improvement works at Junction A based on the "slight adjustment". In case CEDD/HYD do not agree to take up the responsibility for the carrying out of the improvement works with reasonable justifications, subject to acceptance by FSTB, HD would commit to carry out the improvement works using Government Fund.

5.5 Year 2027 Queue Length Assessment

5.5.1 Queue length survey at critical junctions have also been carried out and the results are summarized in **Table 5.6**.

Table 5.6 Anticipated Critical Traffic Queue in 2027

Ref.	Junction	Approach	Capacity	Average Queue Length (m)	
				AM Peak	PM Peak
		Kai Cheung Rd EB	235	50	45
A ⁽¹⁾	Wang Kwong Road/	Wang Kwong Rd NB	70	40	40
A.	Kai Cheung Road	Wang Kwong Rd SB	145	70	55
		Kai Cheung Rd WB	110	85	55
	Wang Kuang Boad	Kai Wah Street EB	110	70	55
В	Wang Kwong Road/ Kai Wah Street	Wang Kwong Rd NB	65	40	25
	Kai Wali Street	Wang Kwong Rd SB	70	70	40
		Kai Cheung Rd WB	200	65	60
D ⁽²⁾	Wang Chiu Road/	Wang Chiu Rd NB	65	40	40
D. 7	Kai Cheung Road	Wang Chiu Rd SB	200	75	70
		Kai Cheung Rd EB	230	65	60
	Mana Chin Dood	Kai Lai Rd EB	240	50	65
F	Wang Chiu Road/	Wang Chiu Rd NB	135	50	55
	Kai Lai Road/ Kai Lok Street	Wang Chiu Rd SB	145	40	35
	Nai LON JUICEL	Kai Lok Street WB	125	30	40

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	Mana Chin Dand/	Wang Chiu Rd WB	40	30	30
F1	Wang Chiu Road/	Wang Kwong Rd NB	205	45	35
	Wang Kwong Street	Wang Chiu Rd EB	360	25	25
		Muk Chui Street WB	45	35	25
F2 ⁽³⁾	Shing Kai Road/	Shing Kai Rd NB	245	50	40
ΓZ ^(*)	Muk Chui Street	Shing Kai Rd SB	195	75	55
		Muk Chui Street EB	80	30	25
G	Shing Kai Road/	Shing Kai Road SB	65	50	40
G	Muk Hung Street	Shing Kai Road NB	85	45	35
	Mai Vin Stroot	Shun Yip Street EB	350	45	40
K	Wai Yip Street/ Shun Yip Street	Wai Yip Street SB	85	75	60
	Shull tip street	Wai Yip Street NB	350	30	40

Notes: (1) Based on further improvement to KTD's proposed junction improvement scheme.

- (2) Based on KTD's proposed junction improvement schemes.
- $\begin{tabular}{ll} (3) & Based on proposed junction improvement scheme in this study. \end{tabular}$
- 5.5.2 The queue length assessment results in **Table 5.6** indicate that all critical road sections are operating within their capacity in design year 2027.

5.6 Year 2027 Critical Junction Assessment (Sensitivity Test)

5.6.1 Capacity analysis of the identified critical junctions in the study area in year 2027 has been carried out (Sensitivity Test - With Central Kowloon Route/Without T2). The results are summarised and presented in **Table 5.7**.

Table 5.7 Operational Performance of Critical Junctions in 2027 (Sensitivity Test)

				2027 R	C/RFC ⁽¹⁾		
			Reference	Scenario	Design Scenario		
Ref.	Junction	Type	(Wit	hout	(With		
			Develo	pment)	Develo	pment)	
			AM Peak	PM Peak	AM Peak	PM Peak	
А	Wang Kwong Road/Kai Cheung Road	Signal ⁽³⁾	7%	16%	4%	14%	
В	Wang Kwong Road/Kai Wah Street	Signal	12%	12%	4%	6%	
С	Wang Kwong Road/Kai Lai Road	Priority	0.58	0.78	0.61	0.80	
D	Wang Chiu Road/Kai Cheung Road	Signal ⁽²⁾	17%	8%	12%	3%	
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	15%	8%	11%	5%	
F1	Wang Chiu Road/Wang Kwong Street	Signal	>100%	>100%	96%	>100%	
F2	Shing Kai Road/Muk Chui Street	Signal ⁽⁴⁾	12%	32%	8%	28%	
G	Shing Kai Road/Muk Hung Street	Signal ⁽²⁾	75%	81%	71%	78%	
Н	Shing Kai Road/Muk Chun Street/Eastern Street	Roundabout ⁽²⁾	0.81	0.77	0.83	0.79	
ı	Slip Road of Prince Edward Road East (San Po Kong)/ Concorde Road	Roundabout ⁽²⁾	0.56	0.55	0.57	0.56	
J	Slip Road of Prince Edward Road East (Kowloon City)/ Concorde Road	Roundabout ⁽²⁾	0.45	0.34	0.45	0.34	
K	Wai Yip Street/Shun Yip Street	Signal	16%	30%	15%	30%	

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- Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.
 - Based on KTD's proposed junction layout/junction improvement scheme.
 - (3) Based on further improvement to KTD's proposed junction improvement scheme.
 - (4) Based on proposed junction improvement scheme.
- 5.6.2 The assessment results in Table 5.7 revealed that all critical junctions will still operate within their capacities in design year 2027 (With Central Kowloon Route/Without T2) with the proposed junction improvement schemes implemented.

5.7 Year 2027 Road Link Assessment (Sensitivity Test)

5.7.1 Based on the 2027 traffic flow, link capacity analysis for identified critical road sections was also conducted and the results are indicated in Table 5.8.

Table 5.8 Road Link Performance of Critical Road Sections in 2027 (Sensitivity Test)

D-f	David Cartiana	Diagraphic and	2027 Reference Scenario (Without Development)				2027 Design Scenario (With Development)					
Ref.	Road Sections	Direction	(pcu/hr)		Traffic Flow (pcu/hr) V/C		V/C Ratio		Traffic Flow (pcu/hr)		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM	
L1	Wang Kwong	NB	2,500	405	450	0.16	0.18	465	505	0.19	0.20	
LI	Road	SB	2,500	805	540	0.32	0.22	905	595	0.36	0.24	
L2	Wang Chiu Poad	NB	2,500	310	290	0.12	0.12	370	345	0.15	0.14	
LZ	Wang Chiu Road	SB	2,500	455	435	0.18	0.17	555	490	0.22	0.20	
L3	Shing Kai Boad	NB	2,800	575	570	0.21	0.20	585	575	0.21	0.21	
LS	Shing Kai Road	SB	2,800	860	760	0.31	0.27	885	780	0.32	0.28	
L4	Prince Edward Road East	EB	7,700	6,400	6,680	0.83	0.87	6,400	6,680	0.83	0.87	
L4	(between King Tai Street & Concorde Road)	WB	7,700	4,160	4,430	0.54	0.58	4,180	4,440	0.54	0.58	
L5	Kwun Tong Road (between	EB	10,530	7,110	7,810	0.68	0.74	7,155	7,850	0.68	0.75	
LO	Lung Cheung Road & Choi Shek Lane)	WB	10,530	7,060	8,640	0.67	0.82	7,140	8,685	0.68	0.82	

Note: Refer to Drawing 5.1 for location plan for road link

5.7.2 The assessment results in **Tables 5.8** indicate that all critical road sections are operating within their capacity in design year 2027.

5.8 **Year 2027 Queue Length Assessment (Sensitivity Test)**

5.8.1 Queue length survey at critical junctions have also been carried out and the results are summarized in Table 5.9.

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Table 5.9 Anticipated Critical Traffic Queue in 2027 (Sensitivity Test)

Ref.	Junction	Approach	Capacity	Average Qu (n	eue Length n)
			. ,	AM Peak	PM Peak
		Kai Cheung Rd EB	235	55	45
A ⁽¹⁾	Wang Kwong Road/	Wang Kwong Rd NB	70	40	40
A\	Kai Cheung Road	Wang Kwong Rd SB	145	70	60
		Kai Cheung Rd WB	110	90	60
	Mang Kuang Bood/	Kai Wah Street EB	110	70	55
В	Wang Kwong Road/ Kai Wah Street	Wang Kwong Rd NB	65	45	30
	Kai Wali Street	Wang Kwong Rd SB	70	70	45
		Kai Cheung Rd WB	200	75	60
D ⁽²⁾	Wang Chiu Road/	Wang Chiu Rd NB	65	40	40
D.,	Kai Cheung Road	Wang Chiu Rd SB	200	75	75
		Kai Cheung Rd EB		65	65
	Mana Chin Baad	Kai Lai Rd EB	240	55	65
E	Wang Chiu Road/ Kai Lai Road/	Wang Chiu Rd NB	135	50	55
	Kai Lok Street	Wang Chiu Rd SB	145	40	35
	Kai Lok Stieet	Kai Lok Street WB	125	35	40
	Mana Chiu Bood	Wang Chiu Rd WB	40	35	30
F1	Wang Chiu Road/ Wang Kwong Street	Wang Kwong Rd NB	205	45	35
	Wang Kwong Street	Wang Chiu Rd EB	360	20	30
		Muk Chui Street WB	45	35	25
F2 ⁽³⁾	Shing Kai Road/ Muk Chui Street	Shing Kai Rd NB	245	50	40
FZ'		Shing Kai Rd SB	195	75	55
		Muk Chui Street EB	80	30	25
G	Shing Kai Road/	Shing Kai Road SB	65	50	40
G	Muk Hung Street	Shing Kai Road NB	85	40	35
	Wai Yip Street/	Shun Yip Street EB	350	40	35
K	Shun Yip Street	Wai Yip Street SB	85	80	65
	Shan hip street	Wai Yip Street NB	350	30	35

Notes: (1) Based on further improvement to KTD's proposed junction improvement scheme.

- (2) Based on KTD's proposed junction improvement schemes.
- (3) Based on proposed junction improvement scheme in this study.
- 5.8.2 The queue length assessment results in **Table 5.9** indicate that all critical road sections are operating within their capacity in design year 2027 (With Central Kowloon Route/Without T2).

5.9 Year 2025 Critical Junction Assessment - (Without Central Kowloon Route/Without T2)

5.9.1 Capacity analysis of the identified critical junctions in the study area in year 2025 has been carried out (Without Central Kowloon Route/Without T2). The results are summarised and presented in **Table 5.10**.

Table 5.10 Operational Performance of Critical Junctions in 2025

	Ref.	Junction	Туре	2025 RC/RFC ⁽¹⁾
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			Reference (With Develop	hout	Design Scenario (With Development)		
			AM Peak	PM Peak	AM Peak	PM Peak	
Α	Wang Kwong Road/Kai Cheung Road	Signal ⁽³⁾	12%	32%	8%	31%	
В	Wang Kwong Road/Kai Wah Street	Signal	14%	17%	6%	11%	
С	Wang Kwong Road/Kai Lai Road	Priority	0.55	0.76	0.59	0.79	
D	Wang Chiu Road/Kai Cheung Road	Signal ⁽²⁾	27%	19%	23%	13%	
Е	Wang Chiu Road/Kai Lai Road/Kai Lok Street	Signal	18%	10%	15%	7%	
F1	Wang Chiu Road/Wang Kwong Street	Signal	>100%	>100%	>100%	>100%	
F2	Shing Kai Road/Muk Chui Street	Signal ⁽⁴⁾	4%	23%	4%	23%	
G	Shing Kai Road/Muk Hung Street	Signal ⁽²⁾	68%	71%	64%	69%	
Н	Shing Kai Road/Muk Chun Street/Eastern Street	Roundabout ⁽²⁾	0.85	0.82	0.87	0.84	
ı	Slip Road of Prince Edward Road East (San Po Kong)/ Concorde Road	Roundabout ⁽²⁾	0.58	0.58	0.59	0.59	
J	Slip Road of Prince Edward Road East (Kowloon City)/ Concorde Road	Roundabout ⁽²⁾	0.46	0.35	0.46	0.35	
K	Wai Yip Street/Shun Yip Street	Signal	21%	41%	20%	41%	

Notes: (1) RC represents the reserve capacity for signal junction. A positive RC value indicates the junction is within capacity and a negative RC value indicates the junction is at/over-capacity. RFC represents the design flow to capacity ratio. A DFC < 1.0 indicates the junction is within capacity and DFC > 1.0 indicates the junction is at / over-capacity.

- (2) Based on KTD's proposed junction layout/junction improvement scheme.
- (3) Based on further improvement to KTD's proposed junction improvement scheme.
- (4) Based on proposed junction improvement scheme.
- 5.9.2 The assessment results in **Table 5.10** revealed that all critical junctions will still operate within their capacities in 2025 (Without Central Kowloon Route/Without T2) with the proposed junction improvement schemes implemented.

5.10 Year 2025 Road Link Assessment (Without Central Kowloon Route/Without T2)

5.10.1 Based on the 2025 traffic flow, link capacity analysis for identified critical road sections was also conducted (Without Central Kowloon Route/Without T2) and the results are indicated in **Table 5.11**.

Table 5.11 Road Link Performance of Critical Road Sections in 2025

- (Pood Sections Direction		Link	2025 Reference Scen (Without Develop			_		2025 Design Scenario (With Development)		
Ref.	Road Sections	Direction	(ncu/hr) Tra	Traffic (pcu	Flow /hr)	V/C Ratio		Traffic Flow (pcu/hr)		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM
11	Wang Kwong	NB	2,500	395	445	0.16	0.18	455	500	0.18	0.20
L1	Road	SB	2,500	790	525	0.32	0.21	890	580	0.36	0.23

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					20	_	_		20	_		
			Link		ference			Design Scenario (With Development)				
Ref.	Road Sections	Direction	Direction Capacity (pcu/hr)		Traffic Flow (pcu/hr) V/C				Traffic Flow (pcu/hr)		V/C Ratio	
				AM	PM	AM	PM	AM	PM	AM	PM	
L2	Wang Chiu Boad	NB	2,500	300	275	0.12	0.11	360	330	0.14	0.13	
LZ	Wang Chiu Road	SB	2,500	450	440	0.18	0.18	550	495	0.22	0.20	
L3	Shing Kai Boad	NB	2,800	590	585	0.21	0.21	600	590	0.21	0.21	
LS	Shing Kai Road	SB	2,800	935	820	0.33	0.29	960	840	0.34	0.30	
	Prince Edward Road East	EB	7,700	7,640	8,100	0.99	1.05	7,640	8,100	0.99	1.05	
L4	(between King Tai Street & Concorde)	WB	7,700	5,510	5,760	0.72	0.75	5,530	5,770	0.72	0.75	
L5	Kwun Tong Road (between	EB	10,530	8,140	7,760	0.77	0.74	8,185	7,800	0.78	0.74	
LS	Lung Cheung Road & Choi Shek Lane)	WB	10,530	7,600	8,770	0.72	0.83	7,680	8,815	0.73	0.84	

5.10.2 The assessment results in **Table 5.11** indicate that the Prince Edward Road East eastbound section will reach V/C ratio of 1.05 in the PM peak, but it will still be manageable with V/C ratio below 1.2 according to TPDM.

5.11 Year 2025 Queue Length Assessment

5.11.1 Queue length survey at critical junctions have also been carried out and the results are summarized in **Table 5.12**.

Table 5.12 Anticipated Critical Traffic Queue in 2025

Ref.	Junction	Approach	Capacity	Average Queue Length (m)	
				AM Peak	PM Peak
		Kai Cheung Rd EB	235	40	35
A ⁽¹⁾	Wang Kwong Road/	Wang Kwong Rd NB	70	40	40
A.,	Kai Cheung Road	Wang Kwong Rd SB	145	70	55
		Kai Cheung Rd WB	110	85	50
B Wang Kwong Road/ Kai Wah Street	Kai Wah Street EB	110	70	55	
		Wang Kwong Rd NB	65	40	25
		Wang Kwong Rd SB	70	65	40
		Kai Cheung Rd WB	200	60	55
D ⁽²⁾	Wang Chiu Road/	Wang Chiu Rd NB	65	40	40
D. 7	Kai Cheung Road	Wang Chiu Rd SB	200	70	65
		Kai Cheung Rd EB	230	50	50
	Wang Chiu Road/	Kai Lai Rd EB	240	50	65
Ε	Kai Lai Road/	Wang Chiu Rd NB	135	50	50
	Kai Lok Street	Wang Chiu Rd SB	145	40	35

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Proposed Housing Development at Wang Chiu Road	



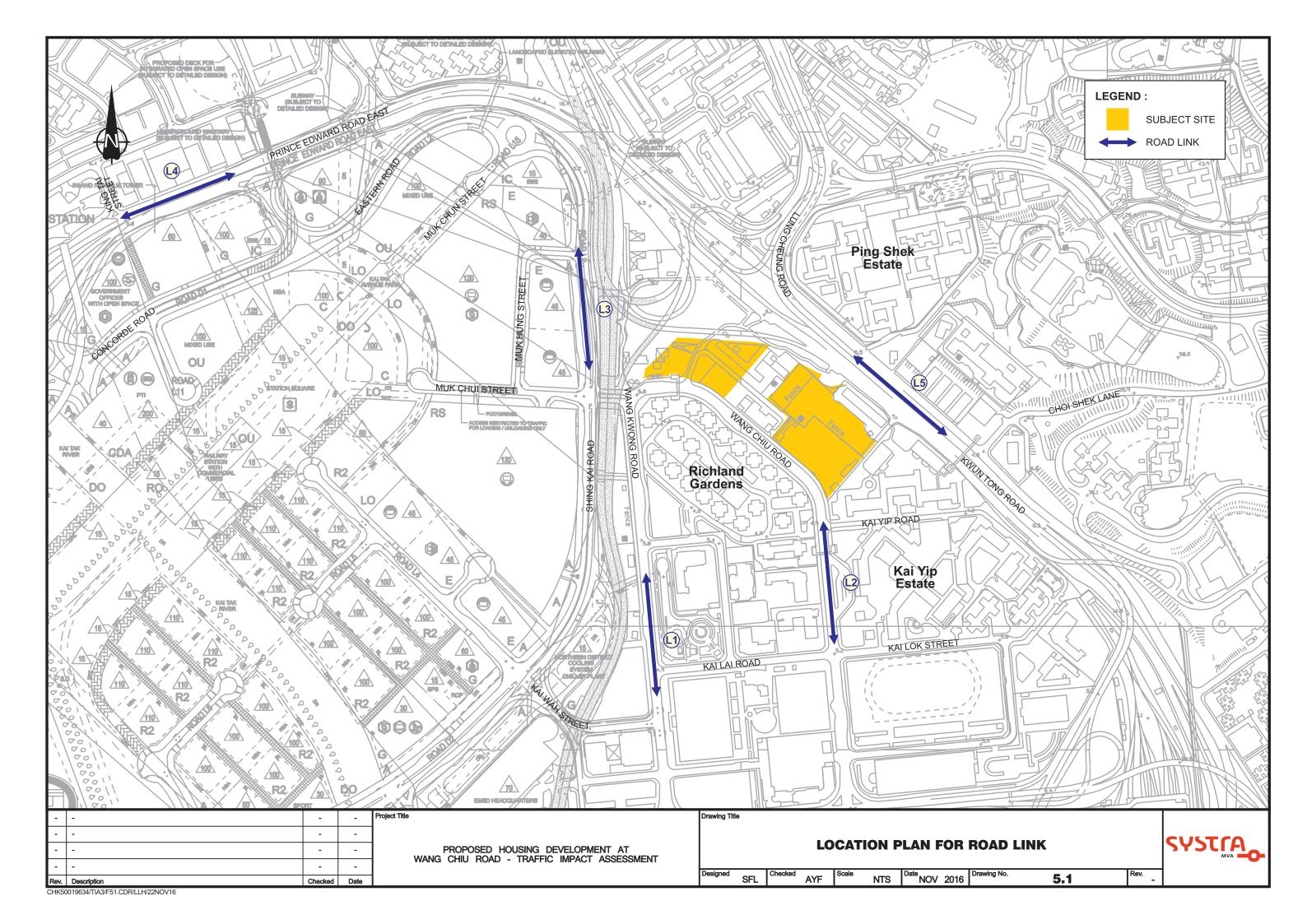
		Kai Lok Street WB	125	30	35
	Mana Chin Daad	Wang Chiu Rd WB	40	35	30
F1	Wang Chiu Road/	Wang Kwong Rd NB	205	45	35
	Wang Kwong Street	Wang Chiu Rd EB	360	25	25
		Muk Chui Street WB	45	45	30
F2 ⁽³⁾	Shing Kai Road/	Shing Kai Rd NB	245	50	40
ΓZ` ′	Muk Chui Street	Shing Kai Rd SB	195	80	60
		Muk Chui Street EB	80	30	25
G	Shing Kai Road/	Shing Kai Road SB	65	55	45
G	Muk Hung Street	Shing Kai Road NB	85	45	35
	Wai Vin Stroot	Shun Yip Street EB	350	45	40
K	Wai Yip Street/ Shun Yip Street	Wai Yip Street SB	85	75	60
	Shull hip street	Wai Yip Street NB	350	30	35

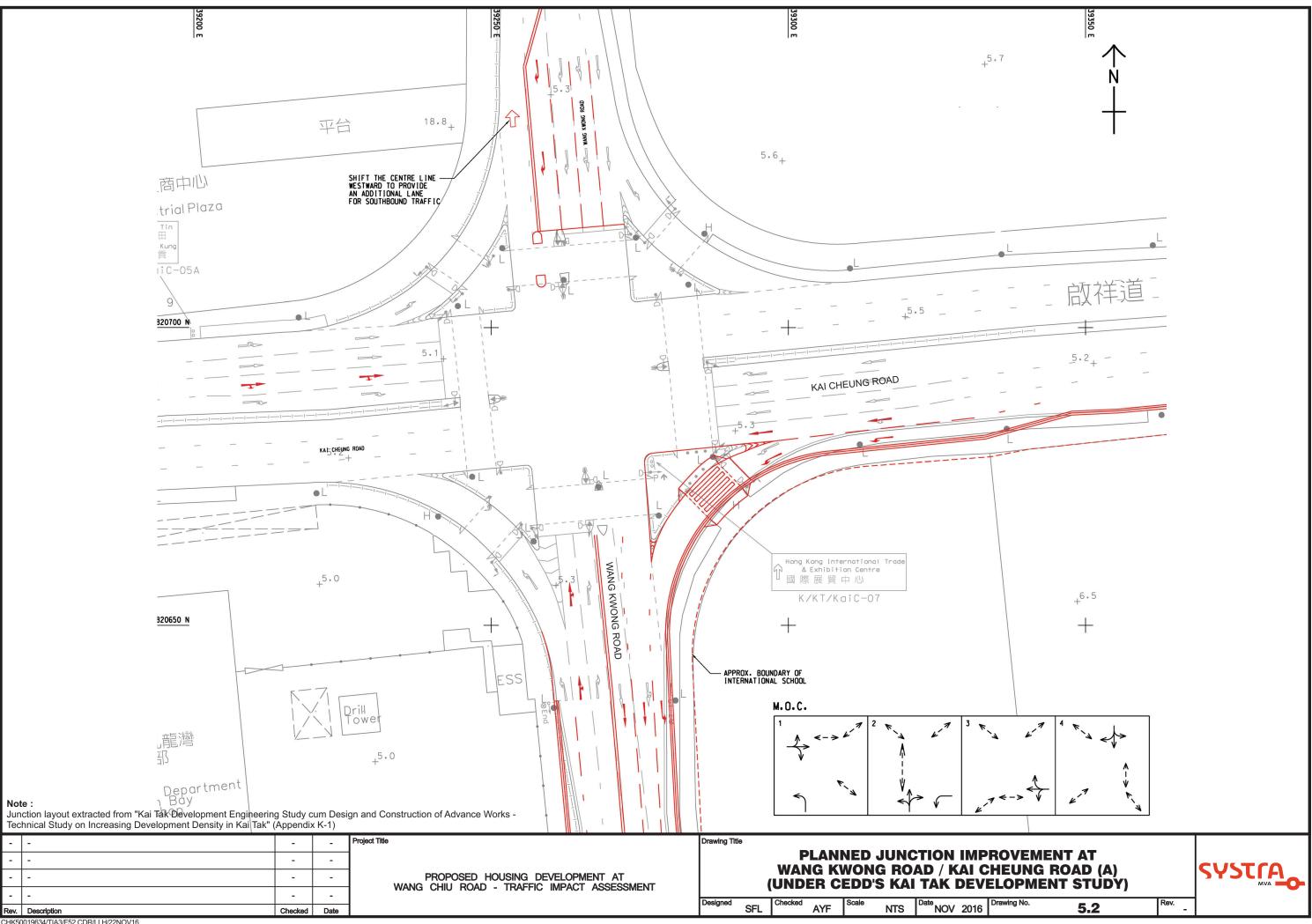
Notes: (1) Based on further improvement to KTD's proposed junction improvement scheme.

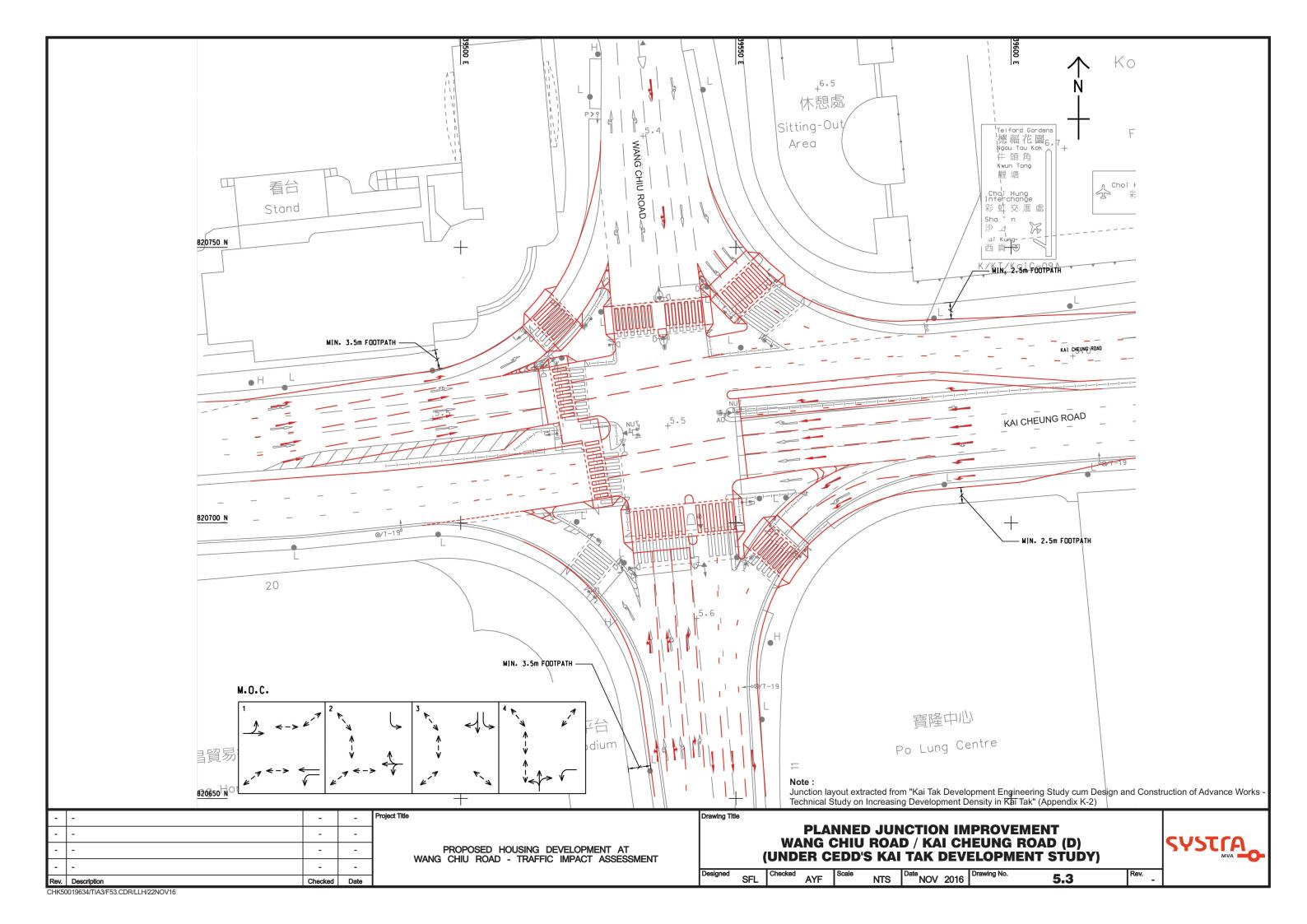
- (2) Based on KTD's proposed junction improvement schemes.
- (3) Based on proposed junction improvement scheme in this study.
- 5.11.2 The queue length assessment results in **Table 5.12** indicate that all critical junctions will still operate within their capacities in design year 2025 (Without Central Kowloon Route/Without T2).

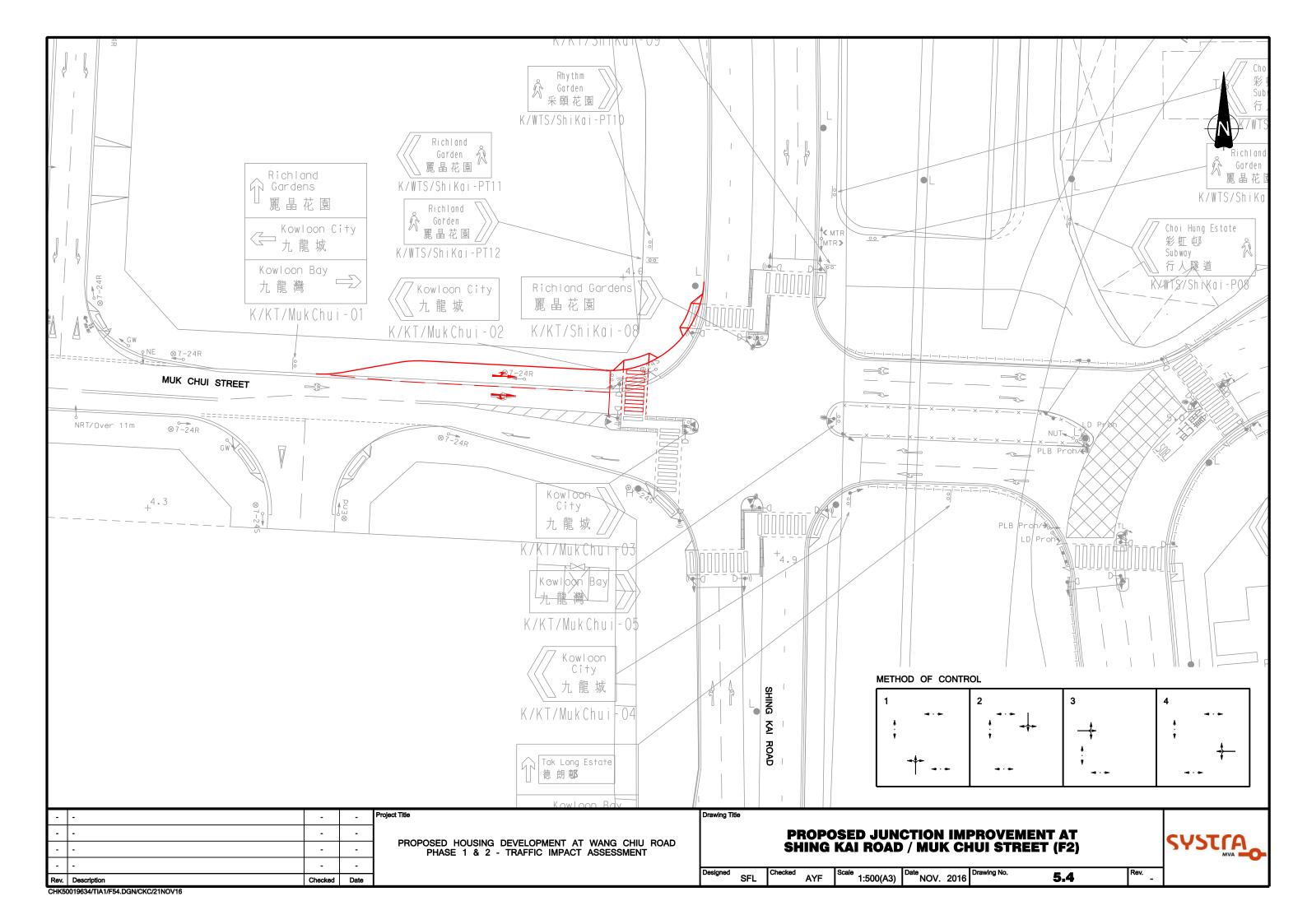
5.12 Construction Traffic Impact Assessment

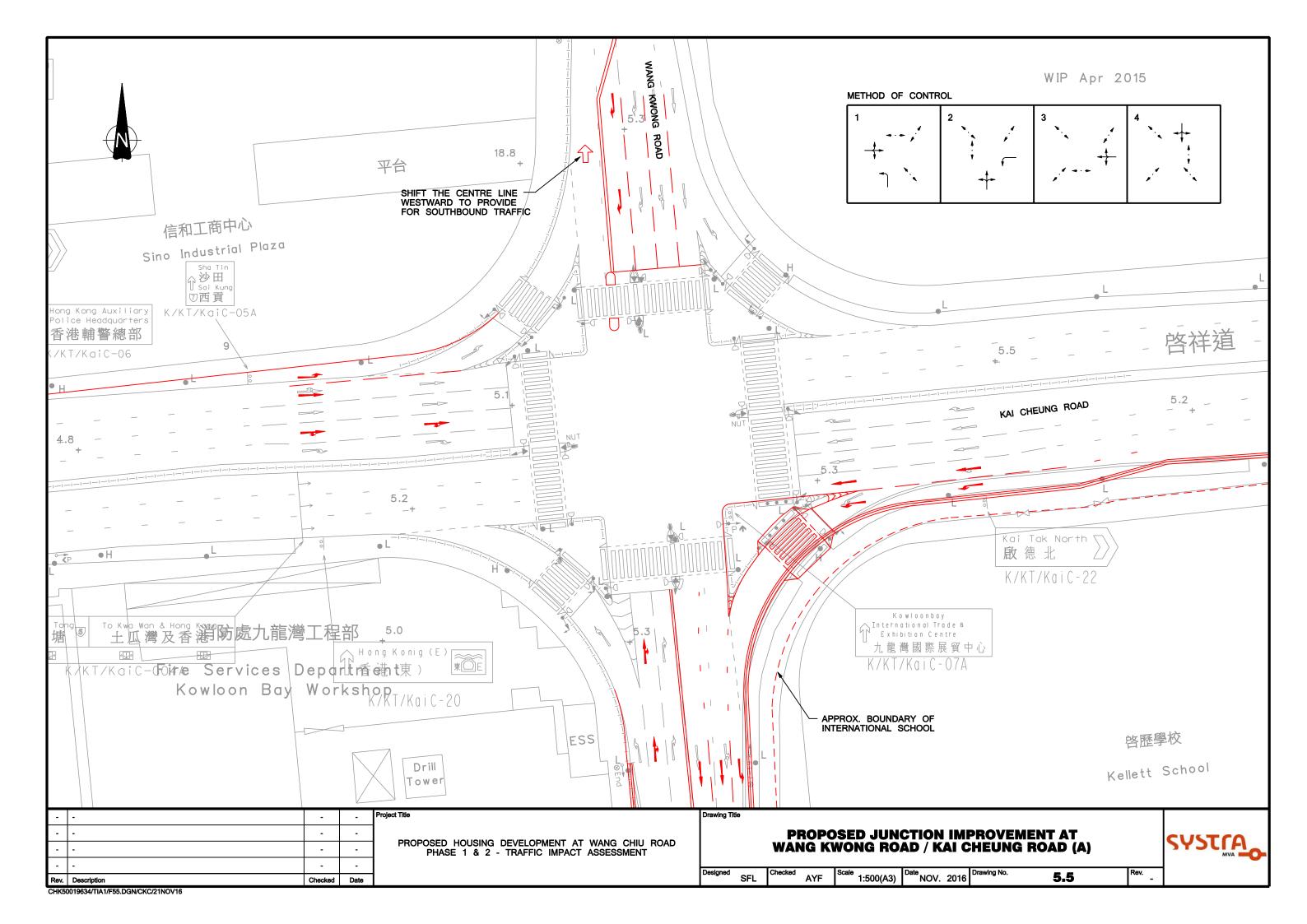
5.12.1 Based on the latest construction programme of the proposed development, it is estimated that there will be about 40 construction vehicles per day generated from the construction sites. It is assumed there generated construction vehicle would be distributed evenly through the 8-hour working day. The peak hour flow during construction is only about 5 construction vehicles per hour. Considering the relatively low traffic volume, the traffic impact on the local road network is anticipated to be minimal during construction stage.













6. PUBLIC TRANSPORT PROVISIONS AND PEDESTRIAN FACILITIES

6.1 Public Transport Services

- 6.1.1 The existing bus routes and GMB routes operating in the vicinity to the proposed development site are illustrated in **Drawings 6.1** and **6.2**. Details of the existing public transport services available are summarised in **Table 6.1**.
- 6.1.2 At present, there is bus layby provided at Wang Chiu Road northbound opposite to the development. Under the proposed development, it is proposed to provide a new bus layby at Wang Chiu Road southbound outside the proposed development. The details is shown **Drawing 2.1.**
- 6.1.3 Apart from the above, there is bus terminus at Wang Chiu Road adjacent to Kai Yip Estate, which is located in close proximity to the proposed development.

Table 6.1 Existing Public Transport Services

Route	Service	Destinations	Peak Hour Frequency (minutes)		
MTR – Choi I	MTR – Choi Hung MTR Station				
КМВ					
1A	KMB	Sau Mau Ping B/T (Central) - Star Ferry	5-6		
2A	KMB	Lok Wah B/T - Mei Foo	7-8		
2X	KMB	Choi Fook <-> Mei Foo B/T	30		
3D	КМВ	Tsz Wan Shan (Central) - Kwun Tong B/T (Yue Man Square)	5-6		
5D	KMB	Telford Garden B/T - Hung Hom (Circular)	15		
5M	KMB	Kai Tak (Tak Long Estate) - Kowloon Bay Railway Station (Circular)	8-10		
6D	KMB	Ngau Tau Kok B/T - Mei Foo	10-12		
6P	KMB	Lei Yue Mun Estate <-> So Uk Bus Terminus	20		
11B	KMB	Kwun Tong B/T (Tsui Ping Rd) - Kowloon City Ferry	10		
11C	KMB	Chuk Yuen Est B/T - Sau Mau Ping B/T (Upper)	15		
11D	KMB	Lok Fu B/T - Kwun Tong Ferry B/T	20		
13D	KMB	Po Tat Estate - Island Harbourview	15		
13P ⁽¹⁾	KMB	Po Tat Estate -> Lai Kok	-		
13X	KMB	Po Tat Estate - Tsim Sha Tsui East	10		
14	KMB	Yau Tong Bus Terminus - China Ferry	12		
15	KMB	Ping Tin - Hung Hom Ferry	10		
15A	KMB	Ping Tin - Tsz Wan Shan (North) B/T	20		
16	КМВ	Lam Tin B/T (Kwong Tin Est) - Mong Kok (Park Avenue)	7-12		
17	KMB	Kwun Tong B/T (Yue Man Square) - Oi Man	4-8		
24	KMB	Kai Yip B/T - Mongkok (Circular) 20			
28	KMB	Lok Wah B/T - Tsim Sha Tsui East (Mody Road)	8-9		

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Route	Service	Destinations	Peak Hour Frequency (minutes)
28B	KMB	Choi Fook - Kai Tak (Kai Ching Estate)	15
38	KMB	Ping Tin - Kwai Shing East B/T	5-8
40	KMB	Tsuen Wan (Nina Tower) - Laguna City B/T	10-13
40P ⁽¹⁾	КМВ	Kwun Tong (Tsun Yip Lane) - Shek Kwai House (Shek Wai Kok Estate)	-
42C	KMB	Cheung Hang - Lam Tin Railway Station B/T	4-8
62X	KMB	Tuen Mun Central B/T - Yau Tong Bus Terminus	10-20
69C ⁽¹⁾	KMB	Kwun Tong Ferry - Tin Yan Estate B/T	-
74A	KMB	Tai Wo B/T - Kai Yip B/T	30
74C ⁽¹⁾	KMB	Kau Lung Hang -> Kwun Tong Ferry B/T	-
74D	KMB	Kau Lung Hang - Kwun Tong Ferry B/T	60
74E ⁽¹⁾	KMB	Tai Mei Tuk B/T -> Kwun Tong Ferry	-
74P ⁽¹⁾	KMB	Kwun Tong Ferry -> Tai Po Central B/T	-
74X	KMB	Tai Po Central - Kwun Tong Ferry B/T	3-8
80	KMB	Kwun Tong Ferry - Mei Lam B/T	6-9
80X	KMB	Chun Shek B/T - Kwun Tong Ferry B/T	6-7
83A ⁽¹⁾	KMB	Kwun Tong Ferry - Shui Chuen O B/T	-
83X	KMB	Wong Nai Tau B/T - Kwun Tong Ferry B/T	10-12
89	KMB	Lek Yuen B/T - Kwun Tong Railway Station	6-10
89B	KMB	Shatin Wai B/T - Kwun Tong Railway Station	8-10
89C	KMB	Heng On B/T - Kwun Tong B/T (Tsui Ping Rd)	9-10
89D	КМВ	Wu Kai Sha Railway Station - Lam Tin Railway Station B/T	3-6
89X	КМВ	Shatin Railway Station Bus Terminus - Kwun Tong Railway Station	6-10
93K	KMB	Po Lam B/T - Mong Kok East Station	15
101	KMB	Kwun Tong B/T (Yue Man Square) - Kennedy Town	3-5
101R ⁽²⁾	КМВ	Happy Valley Race Course -> Kwun Tong B/T (Yue Man Square)	-
107	KMB	Kowloon Bay B/T - Wah Kwai	7-12
108	KMB	Kai Yip Bus Terminus - Braemar Hill B/T	10
224X	KMB	Kai Yip B/T - Tsim Sha Tsui East (Circular)	15
258D	KMB	Po Tin - Lam Tin Railway Station B/T	6-7
258P ⁽¹⁾	КМВ	Hung Shui Kiu (Hung Fuk Estate) -> Lam Tin Railway Station	-
258S ⁽¹⁾	KMB	Shan King B/T - Lam Tin Railway Station	-
259D	KMB	Lung Mun Oasis - Yau Tong Bus Terminus	7-10
267X ⁽¹⁾	KMB	Siu Hong Court B/T -> Lam Tin Railway Station	-
268C	KMB	Long Ping Railway Station - Kwun Tong Ferry B/T	5-10
269C	KMB	Tin Shui Wai Town Centre B/T - Kwun Tong Ferry B/T	5-8
274X ⁽¹⁾	KMB	Kwun Tong Ferry -> Tai Po Central B/T	-
277E	KMB	Tin Ping Estate B/T - Lam Tin Railway Station B/T	20
277P	KMB	Tin Ping Estate B/T - Lam Tin Railway Station B/T	30
277X	KMB	Lam Tin Railway Station - Luen Wo Hui B/T	12
292P ⁽¹⁾	KMB	Sai Kung B/T -> Kwun Tong	-

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Route	Service	Destinations	Peak Hour Frequency (minutes)
296C	KMB	Sheung Tak - Sham Shui Po (Tonkin Street)	15
297	КМВ	Hang Hau (North) B/T (Tseung Kwan O Hospital) - Hung Hom Ferry	10
302 ⁽¹⁾	KMB	Tsz Wan Shan (North) B/T -> Sheung Wan	-
302A ⁽¹⁾	КМВ	Tsz Wan Shan (North) B/T -> North Point (Healthy Village)	-
606	КМВ	Choi Wan (Fung Shing Street) - Siu Sai Wan (Island Resort)	10
606A	KMB	Choi Wan (Fung Shing Street) - Yiu Tung Estate	20
606X ⁽¹⁾	KMB	Kowloon Bay B/T - Island Resort B/T	-
641	KMB	Kai Tak (Kai Ching Estate) - Central (Macau Ferry)	10
671	КМВ	Diamond Hill Railway Station B/T - Ap Lei Chau Lee Lok St	12-16
889 ⁽²⁾	KMB	Ping Tin - Shatin Race Course B/T	-
A22	КМВ	Lam Tin Station - Airport (Ground Transportation Centre)	15
E22	СТВ	Lam Tin (North) - AsiaWorld Expo	10-15
E22X ⁽¹⁾	СТВ	Yau Tong - Asia World Expo	-
N29 ⁽¹⁾	KMB	Tseung Kwan O (Hong Sing Garden) - Tung Chung Station	-
N121	KMB	Central (Macau Ferry) - Ngau Tau Kok B/T	15
N293	KMB	Sheung Tak - Mong Kok East Station	15
N796	KMB	Tseung Kwan O Station - Tsim Sha Tsui	20
X42C (1)	KMB	Cheung Hang -> Lam Tin Railway Station B/T	-
GMB			
46	GMB	Richland Gardens <-> Tai Kok Tsui (Olympic Station)	3-10
49	GMB	Shun Tin > Ping Shek (Circular Route)	20
51M	GMB	Richland Gardens > Kowloon Bay Station (Circular Route)	1-4
56	GMB	Richland Gardens <-> Shung Yan Street	10-12
61	GMB	Mong Kong (Fife Street) <-> Siu Sai Wan (Island Resort)	30
62S	GMB	Kwong Tin Estate <-> Tsim Sha Tsui (Haiphong Road)	20
68	GMB	Choi Wan Estate > Kowloon Bay (Circular Route)	8-12
83M	GMB	Choi Ying Estate <->Ping Shek	12
87	GMB	Yau Tong (Ko Yee Estate) > Kowloon Bay (Kai Yan Street) (Circular Route)	20
88	GMB	Kai Ching Estate (Kai Tak) > Wong Tai Sin Station (Circular Route)	12-20
102	GMB	Hang Hau Station <-> San Po Kong	2-15
102B	GMB	Yuk Ming Court > Choi Hung (Circular Route)	12-15
102S	GMB	Hang Hau Station <-> San Po Kong	6-20
111	GMB	Po Lam <-> San Po Kong (Hong Keung Street)	8-15

Notes: (1) Peaks only.

(2) Night service only.



- 6.1.4 The major pedestrian circulation is also illustrated in **Drawing 6.4**. As shown, the future residents of proposed development could easily access the public transport facilities in the near vicinity. The approximate walking distances from the proposed development to these public transport facilities are also indicated in the drawing for reference. Under the proposed development, a pedestrian walkway will be maintained for pedestrian at Wang Chiu Road to reach the bus stop at Prince Edward Road East.
- 6.1.5 In near vicinity of the proposed development, there is a long layby at Kwun Tong Road near the interchange with Clear Water Bay Road/Lung Cheung Road. At present, 3 bus stops are provided at the front end of this layby. Based on the existing arrangement, an additional bus stop could be accommodated at the rear end of this layby, if necessary, by provision of additional road markings. Given the minor nature of works, it could be implemented at a later stage when the needs would be further reviewed and ascertained in future.
- In view of the comprehensive coverage of the public transport services and the available different choices on transport modes, the proposed development is considered to have very good accessibility via the public transport. It is not expected that there will be significant impact on the public transport facilities and therefore, an additional public transport terminus to serve the proposed development is not necessary.

6.2 Rail

- 6.2.1 MTR is expected to be one of the major mode of transport for the proposed development and the passenger will mainly use the Choi Hung Station. Therefore, MTR line capacity assessment have been carried for Kwun Tong Line in year 2027 which is the strategic study year adopted for the overall long term planning of transport system.
- 6.2.2 Based on our in-house MVCTS Public Transport Model, **Table 6.2 and 6.3** summarises the forecasted Peak public transport demand and the public transport modal split for the proposed development at year 2027.

Table 6.2 Public Transport Trip Generation of Proposed Development

Component	Population		ak oort Demand age/hr)
		Generation	Attraction
Phase 1	8,331	1,827	322
Phase 2	4,180	917	162
Total	12,511	2,744	484

Table 6.3 2027 MVCTS Public Transport Modal Split

PT Mode	2027
Walk + Rail (Choi Hung MTR Station)	27%
Walk + Rail (Future Kai Tak MTR Station)	19%
Bus/GMB + Rail (Kowloon Bay MTR Station)	1%
Bus/GMB	53%

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6.2.3 Based on the public transport demand and modal split, the 2027 rail patronage (with and without proposed development) is shown in **Table 6.4**.

Table 6.4 MTR Line Capacity Assessment

	2027 Rail Patronage		2027 V/C Ratio				
PT Mode	Without	With	Without	With			
	Development Development Development Development Kwun Tong Line Eastbound						
Diamond Hill -> Choi Hung	40,000	40,077	0.67	0.67			
Choi Hung -> Kowloon Bay	42,000	42,398	0.70	0.71			
Kwun Tong Line Westbound							
Kowloon Bay -> Choi Hung	29,000	29,054	0.48	0.48			
Choi Hung -> Diamond Hill	37,000	37,356	0.62	0.62			

Remarks: Capacity of Kwun Tong Line is 60,000 (under 4 passengers per sq.m)

6.2.4 Railway line assessment results in **Table 6.4** revealed that additional impact due to the proposed housing development is negligible and the Kwun Tong Line will still be operating within its capacity in year 2027.

6.3 Pedestrian Facilities

- At present, numerous pedestrian crossings, footbridge and subway are provided in the vicinity and at the nearby junctions to link up the proposed development and the surrounding housing developments and shopping centre. The locations of the pedestrian crossings and footbridges in the vicinity of the proposed development are shown in **Drawing 6.3**. The existing subway across Kwun Tong Road near Junction of Kwun Tong Road/Lung Cheung Road is the major pedestrian route to Choi Hung MTR Station. Pedestrian assessment has been conducted at this subway to assess the pedestrian impact due to the proposed development.
- 6.3.2 In order to determine the existing pedestrian circulation patterns and demands, pedestrian surveys in form of manual head count survey was conducted on a typical weekday in November 2015 at the subway.

Table 6.5 Observed Operational Assessment of Subway to Choi Hung MTR Station

Total Width (Approx. In metres)	Effective Width (Approx. in meters) (1)	Two-way hourly Pedestrian Flows (in ped/1 hr) AM Peak	Two-way hourly Pedestrian Flow Rate (in ped/min/m)(2) AM Peak	Level of Service (LOS) ⁽³⁾ AM Peak
2.7	1.7	2,180	21	В

Note: (1) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides (0.5m on both sides).

- (2) Two–way pedestrian flow rate = Two-way hourly pedestrian flows / 60 min / Effective width of footpath
- (3) Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2.
- 6.3.3 As indicated in **Tables 6.5**, the existing subway is now operating at a level of service B to cater for the existing pedestrian demand.

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6.3.4 Taken into account of the 1% general growth of pedestrian in the area with reference to the latest 2011-Based Territorial Population and Employment Data Matrices (TPEDM) planning data and the pedestrian trip generations of the proposed development from Table 6.3, operational assessment under LOS concept has been assessed for the design year 2027 and the results are summarized in Table 6.6.

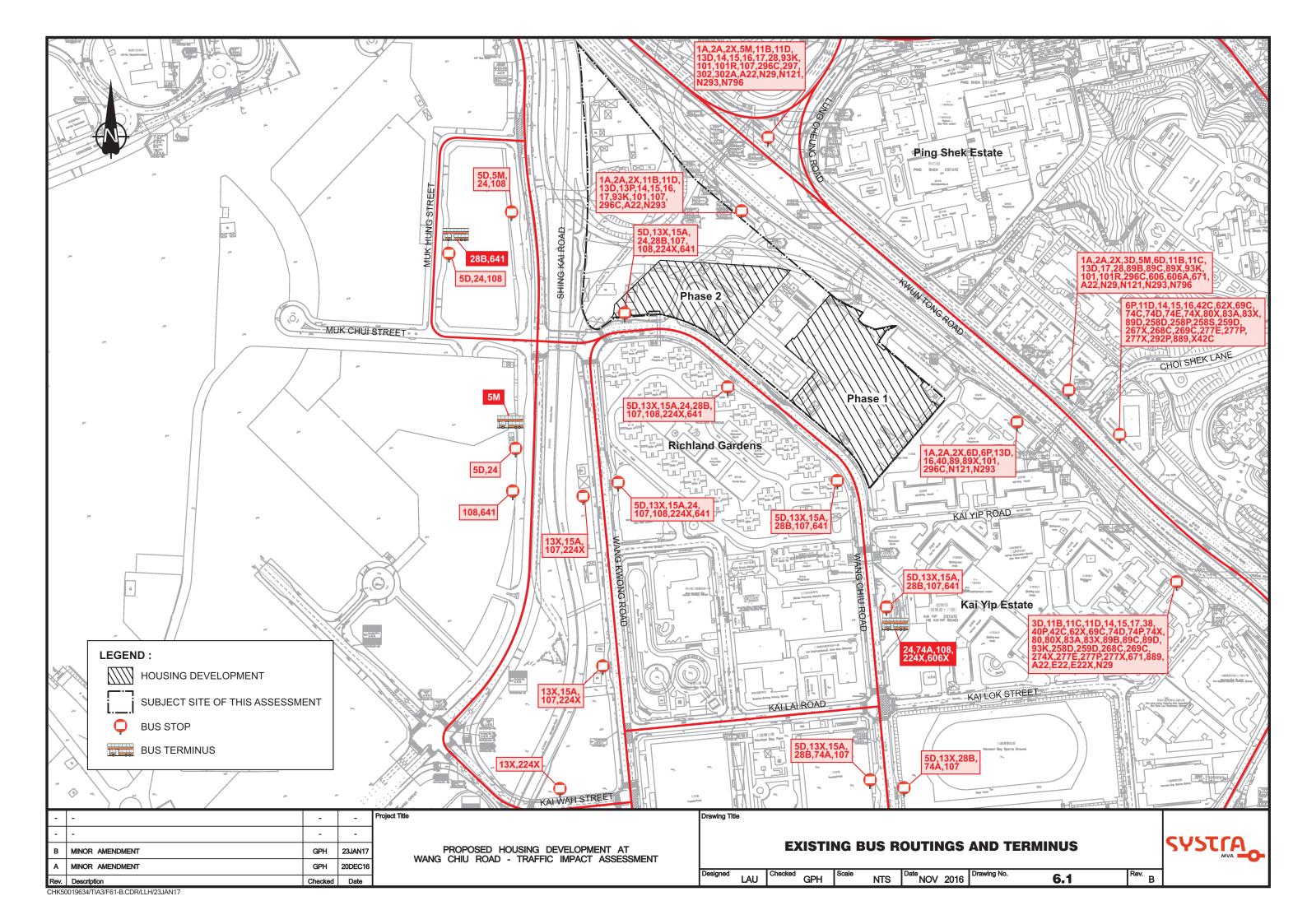
Table 6.6 Operational Assessment of Subway to Choi Hung MTR Station in 2027

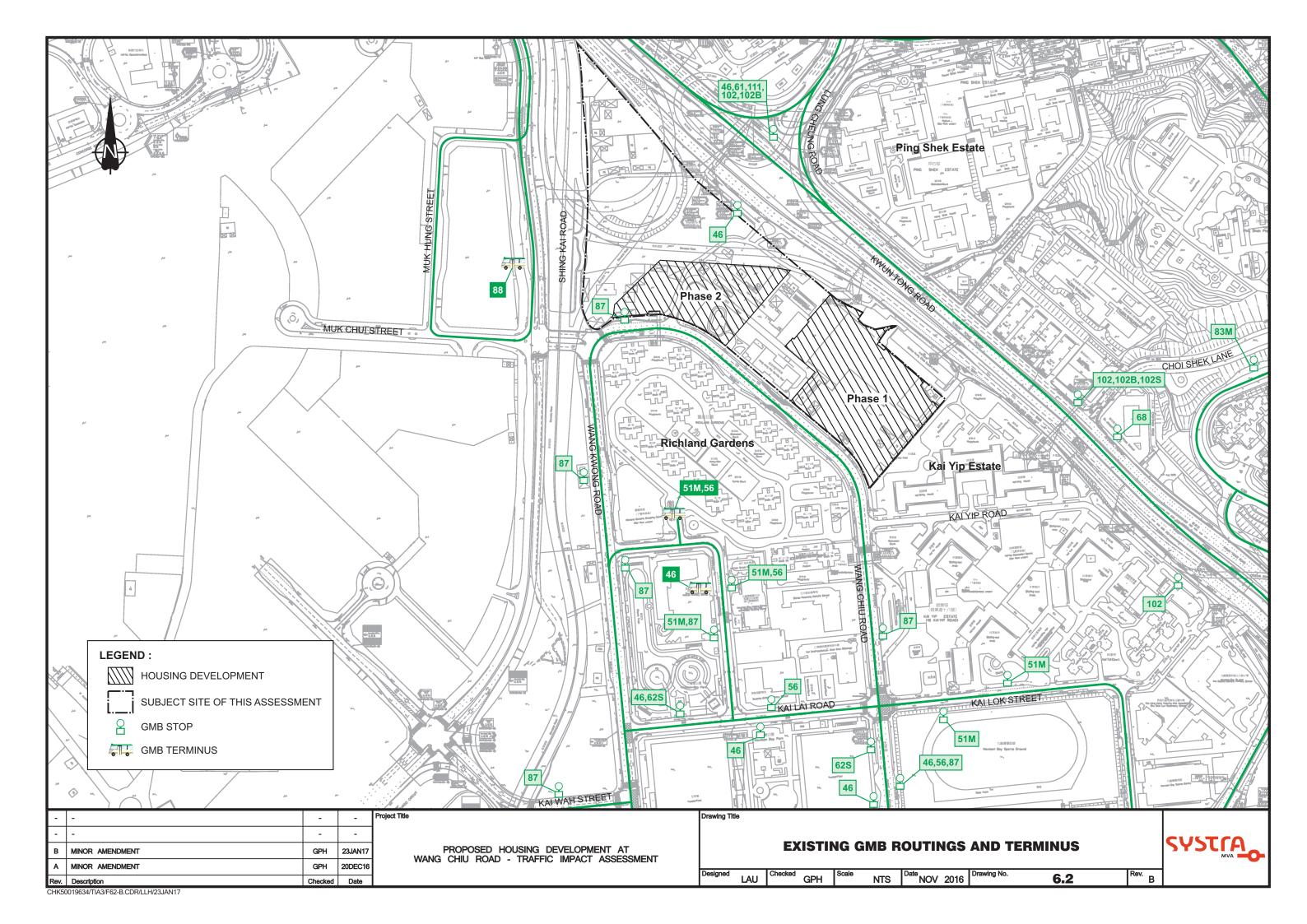
Total Width (Approx. In metres)	Effective Width (Approx. in meters) ⁽¹⁾	Two-way hourly Pedestrian Flows (in ped/1 hr) AM Peak	Two-way hourly Pedestrian Flow Rate (in ped/min/m)(2) AM Peak	Level of Service (LOS) ⁽³⁾
2.7	1.7	3,190	31	С

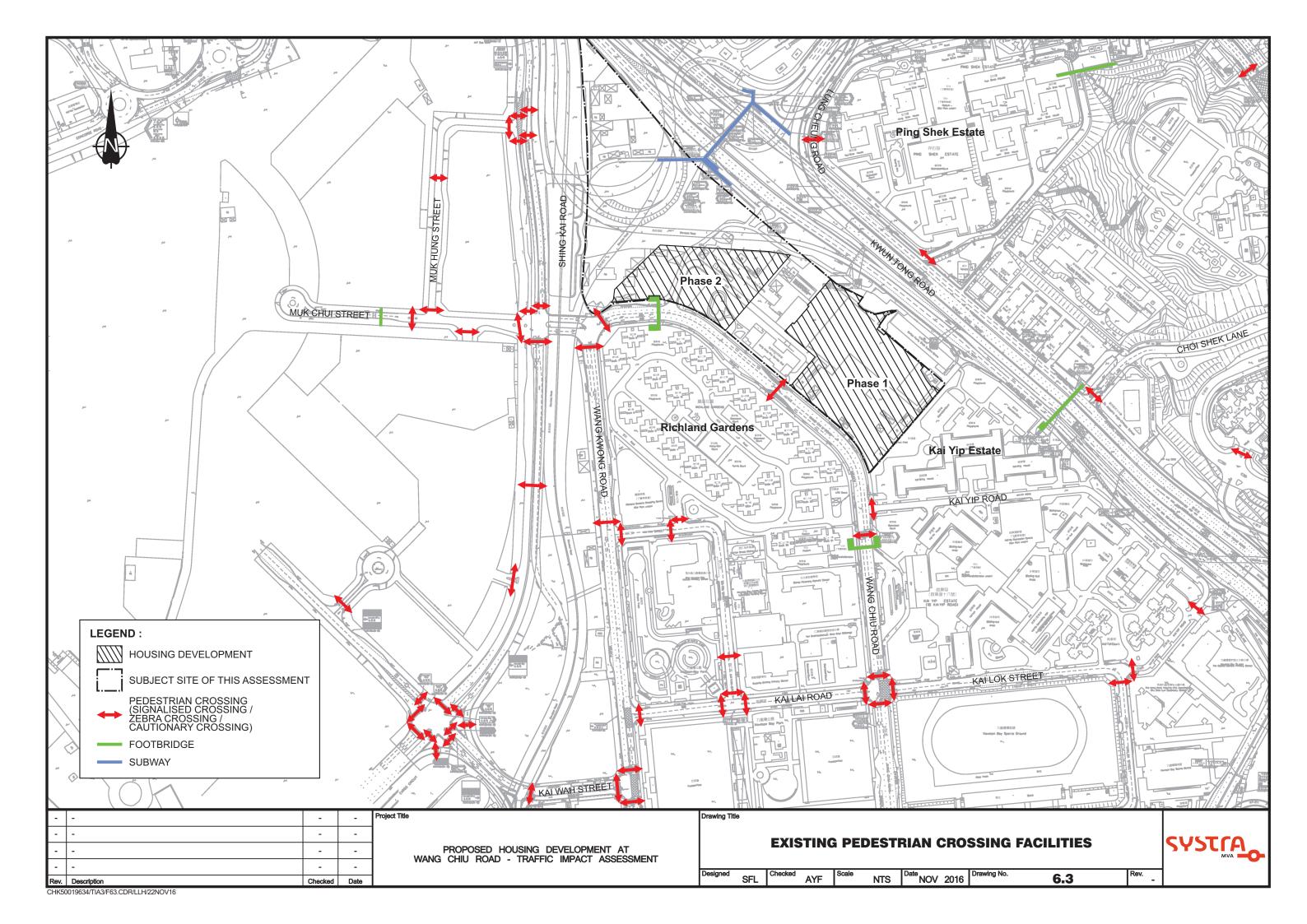
Note: (1) Effective width of footpath is defined as the actual width of footpath by excluding the dead widths on both sides (0.5m on both sides).

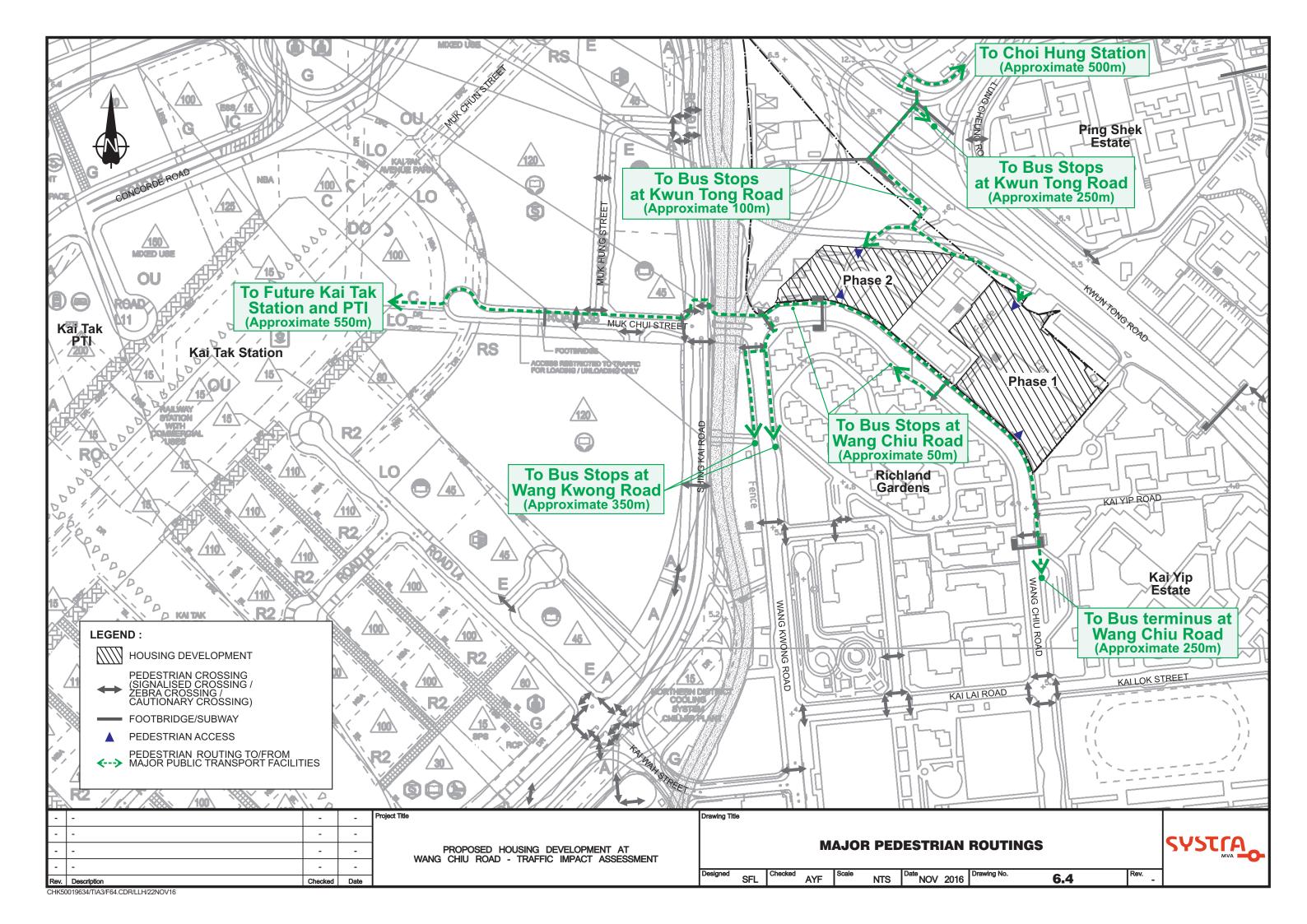
- Two-way pedestrian flow rate = Two-way hourly pedestrian flows / 60 min / Effective width of footpath (2)
- Details of Pedestrian Walkway LOS refer to T.P.D.M. Volume 6 Chapter 10 Section 10.4.2. (3)
- 6.3.5 As indicated in Tables 6.6, the critical subway in the vicinity of the proposed development will still operate with adequate level of services in design year 2027 after the population intake of the proposed development.
- 6.3.6 In view of the pedestrian facilities provision and the scale of the proposed development, it is not expected that there will be significant impact on the existing pedestrian facilities.

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7. SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 MVA Hong Kong Limited (MVA) was commissioned by the Hong Kong Housing Authority (HKHA) to carry out a traffic impact assessment study for the proposed housing development at Wang Chiu Road.

The proposed PRH development will comprise about 2,550 public rental flats, commercial GFA of approx. 1400sq.m for Phase 1, and about 1,520 public rental flats and commercial GFA of approx. 450sq.m for Phase 2. The proposed development is scheduled to be completed in 2 phases, Phase 1 in end 2022 and Phase 2 in end 2024. As a conservative approach, an additional 10% allowance had been allowed for the proposed development for future design variation. The traffic impact assessment has been based on 2,805 PRH flats $(2,550 \times 1.1)$ and commercial GFA of approx. 1,540sq.m $(1,400 \times 1.1)$ for Phase 1, 1,672 PRH flats $(1,520 \times 1.1)$, commercial GFA of approx. 495sq.m (450×1.1) and a kindergarten for Phase 2.

- 7.1.2 To appraise the existing traffic condition, traffic count surveys were conducted in the surrounding road network of the proposed development. Moreover, current operational performance of the critical junctions was assessed with the observed traffic flows. The operational assessment results revealed that all critical junctions are at present operating within capacities.
- 7.1.3 In order to assess the impact of the development related traffic on the local road network, it is necessary to forecast the traffic flows for 2027, which is also the strategic study year currently adopted by the Hong Kong Government for the overall long term planning of Hong Kong's transport system.
- 7.1.4 Traffic generation and attraction from the proposed development has been assessed. It is estimated that the proposed development will generate and attract about 212 pcu/hr and 165 pcu/hr in the AM peak hour, and generate and attract about 115 pcu/hr and 142 pcu/hr in the PM peak hour respectively.
- 7.1.5 Assessment of operational performance of the critical junctions revealed that all critical junctions will still operate within their capacities in design year 2027 except junction A Wang Kwong Road/Kai Cheung Road, Junction D Wang Chiu Road/Kai Cheung Road and Junction F2 Shing Kai Road/Muk Chui Street. As identified in the KTD study, junction improvement schemes have been proposed at Junction A and D. Another improvement scheme has been proposed to improve the operational performance of Junction F2.
- 7.1.6 As Junction F2 will already be overloaded in 2027 due to the background growth (i.e.without taking into account of the public housing development), it is considered appropriate to request the CEDD to include this junction improvement/modification works at this junction together with other KTD's proposed improvement works in the vicinity.

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- 7.1.7 HD would follow up and negotiate with CEDD so that the improvement works at Junction F2 could be included in their project. In case CEDD/HYD do not agree to take up the responsibility for the carrying out of the improvement works with reasonable justifications, subject to acceptance by FSTB, HD would commit to carry out the improvement works using Government Fund.
- 7.1.8 The assessment results revealed that Junction D and F2 will still operate within its capacities in design year 2027 under the KTD proposed improvement schemes, while junction A Wang Kwong Road/Kai Cheung Road will still be slightly overloaded in the AM peak.
- 7.1.9 Therefore, a further improvement scheme has been proposed to improve the operational performance of Junction A. The proposed improvement scheme includes road widening on Kai Cheung Road eastbound approach to provide an additional traffic lane. With the further proposed improvement scheme, Junction A will operate within its capacities in design year 2027.
- 7.1.10 The proposed road widening on Kai Cheung Road is a further modification to the KTD's proposed improvement scheme at Junction A. In view that CEDD has already planned to carry out improvement works for this junction, only slight adjustment in their design would be required to further improve the capacity of this junction for long. It is considered appropriate to request CEDD to include this "slight adjustment" into the planned design at Junction A. Under this arrangement, the improvement works for this junction can also be carried out in one go; and hence the disturbance to the existing traffic would be minimized.
- 7.1.11 HD would follow up and negotiate with CEDD on the carrying out of the improvement works at Junction A based on the "slight adjustment". In case CEDD/HYD do not agree to take up the responsibility for the carrying out of the improvement works with reasonable justifications, subject to acceptance by FSTB, HD would commit to carry out the improvement works using Government Fund.
- 7.1.12 Taken into consideration of the programme mismatch of Trunk Road T2, a sensitivity test (with CKR/without T2) was also carried out in year 2027. Traffic Forecasts have been developed for the sensitivity scenario with CKR/without T2 at year 2027. The assessment results revealed that all critical junctions will still operate within their capacities in 2027 with the proposed improvement scheme implemented.
- 7.1.13 Traffic forecasts were also developed for design year 2025 (3 years after completion of Phase 1) for scenario without CKR/without T2. The assessment results revealed that all critical junctions will still operate within their capacities in 2025 with the proposed junction improvement scheme implemented.
- 7.1.14 At present, there is bus layby provided at Wang Chiu Road northbound opposite to the development. Under the proposed development, it is proposed to provide a new bus layby at Wang Chiu Road southbound outside the proposed development



- 7.1.15 In view of the comprehensive coverage of the public transport services and the available different choices on transport modes, the proposed development is considered to have good accessibility. It is not expected that there will be significant impact on the public transport facilities.
- 7.1.16 Future pedestrian demand has been assessed, the result indicates that the additional pedestrian demands generated to/from the proposed development are not significant and the existing pedestrian facilities in the vicinity will be able to cater for the anticipated pedestrian demands.

7.2 Conclusion

7.2.1 In conclusion, the traffic impact assessment has demonstrated that the traffic generated by the proposed development can be absorbed by the nearby road network and would not cause any adverse traffic impact. Hence it can be concluded that the proposed development is acceptable in traffic terms.

AECOM

Hong Kong Housing Authority

Quantitative Risk Assessment for Proposed Public Rental Housing Development at Wang Chiu Road, Kowloon Bay

Final Report

August 2015

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Reviewed & Approved:	Benita Kung	

Version:	v. 1	Date:	31 August 2015

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EXECUTIVE SUMMARY OF QRA STUDY FOR THE PROPOSED PUBLIC RENTAL HOUSING DEVELOPMENT AT WANG CHIU ROAD, KOWLOON BAY

Introduction

Hong Kong Housing Authority, the project proponent of proposed public rental housing development at Wang Chiu Road, Kowloon Bay, has commissioned a QRA study on a Richland Gardens LPG store (LPG Store) to demonstrate the risk posed by the LPG facility on the proposed development is in compliance with the Hong Kong Risk Guidelines.

Proposed Public Rental Housing Development

The project site is located at Wang Chiu Road, Kowloon Bay. It is currently occupied various temporary uses, including Social Welfare Department's temporary garden, Highways Department's maintenance depot, Fire Services Department's Recreation Club and Christian Action's Employees Retraining Centre. The proposed development will comprise of 2 phases. Phase 1 will have 3 residential buildings and Phase 2 will have 2 residential buildings. The design population for the proposed residential buildings are about 7,575 and 3,800 for Phase 1 and Phase 2 respectively, and the tentative intake years for Phase 1 and Phase 2 development are 2022 and 2024 respectively. The proposed development also features retails, car parks, and several social welfare facilities and a kindergarten.

Richland Gardens LPG Store

The LPG Store consists of three underground storage vessels with maximum capacity of 8 tonnes for each vessel. There are four vaporizers on site. The site is surrounded by residential buildings and roads. The LPG Store has been designed in accordance with the current best practices and incorporates safety design features into the LPG Store and tankers such as underground storage, fail safe devices, Chartek for LPG road tankers and safety features for LPG delivery.

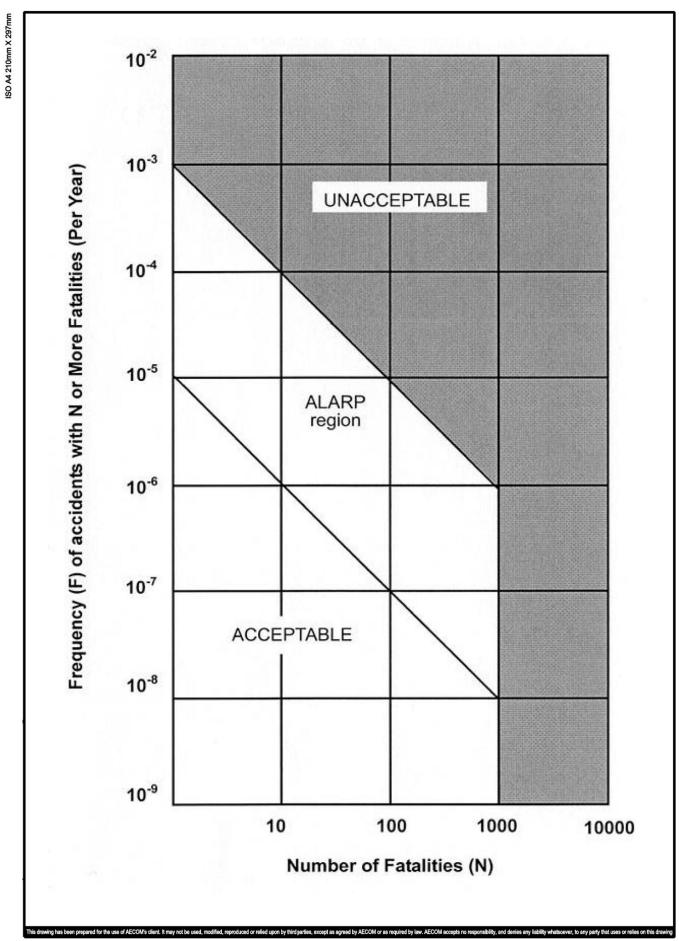
Study

The study has been carried out using the standard QRA methodology adopted in Hong Kong. The study assesses the risk to nearby population in the vicinity of the LPG facility, taking into account the adjacent land uses and developments. The inherent hazard associated with the operation is mainly fireball, jetfire, flash fire and explosion due to leakage or loss of containment of the LPG facility, mainly as a result of failure of storage vessels and road tankers. Frequencies of occurrence of such events and their consequences to nearby population have been considered in the study.

Conclusion

Findings in this QRA Study show that the off-site individual risk is lower than 1 x 10^{-5} per year. The societal risk curve lies below the Unacceptable Region. As a portion of the societal risk curve falls within the ALARP region, risk mitigation measure has been proposed. The cost-benefit-analysis has found that no justifiable risk mitigation measures are identified. Therefore it is concluded that the risks posed by the LPG Store, taking into account the adjacent land uses and the proposed public rental housing development satisfy the criteria stipulated in the Hong Kong Risk Guidelines.

FIGURES		

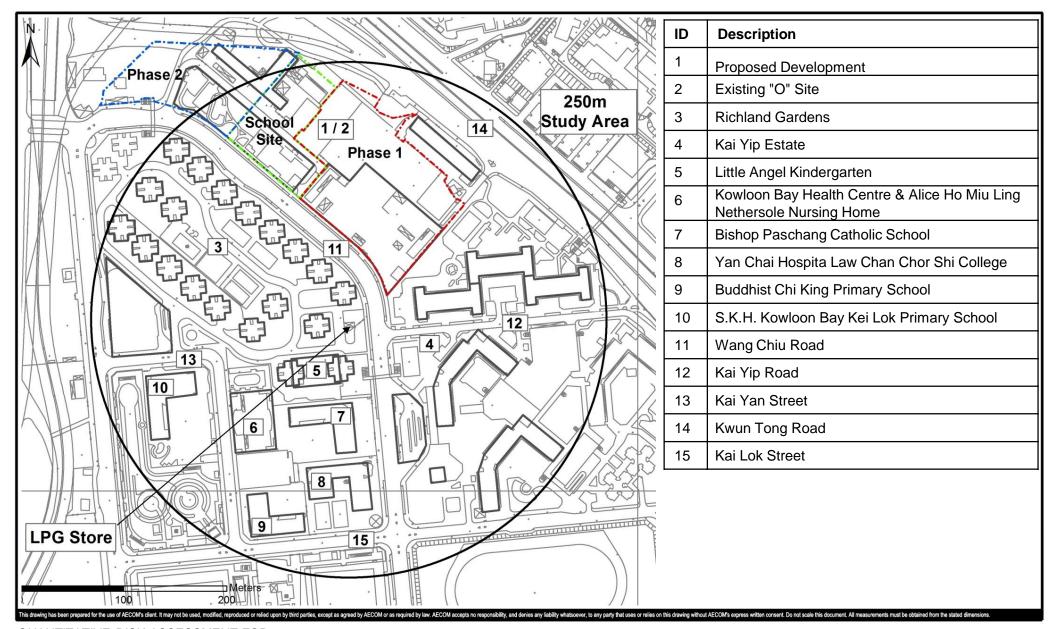


QUANTITATIVE RISK ASSESSMENT FOR PROPOSED PUBLIC RENTAL HOUSING DEVELOPMENT AT WANG CHIU ROAD, KOWLOON BAY

Project No.: 60304553 Date: AUG 2015

AECOM

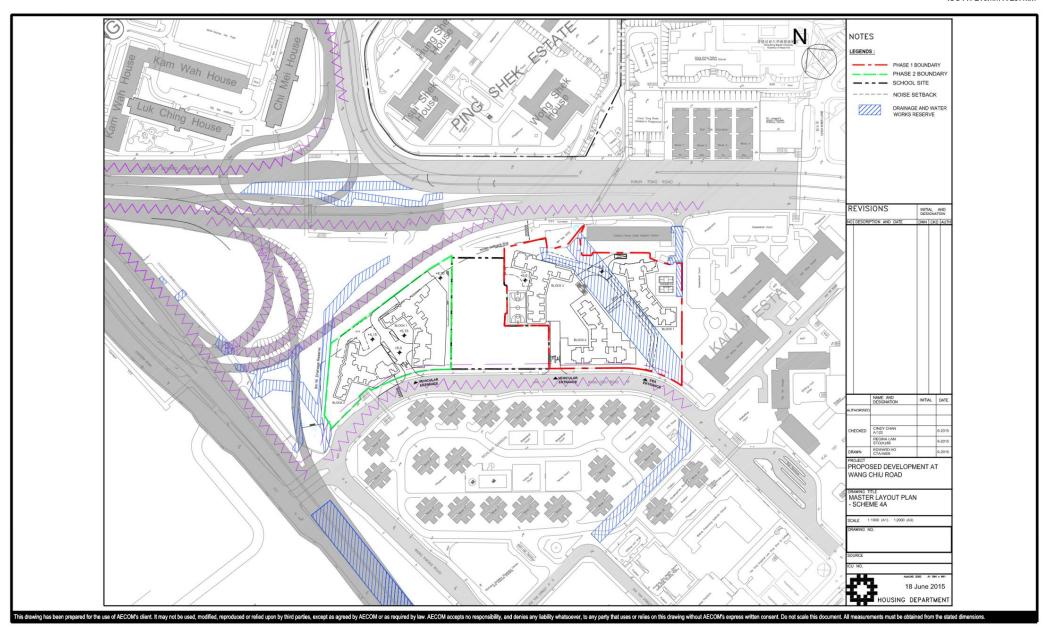
FIGURE 1



QUANTITATIVE RISK ASSESSMENT FOR PROPOSED PUBLIC RENTAL HOUSING DEVELOPMENT AT WANG CHIU ROAD, KOWLOON BAY

Project No.: 60304553 Date: AUG 2015

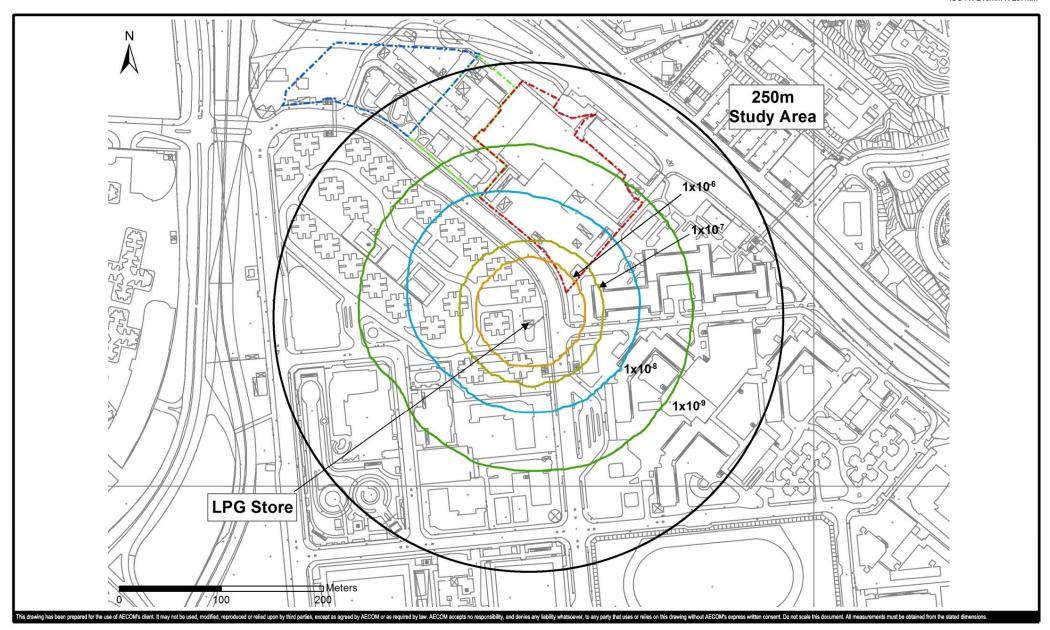




QUANTITATIVE RISK ASSESSMENT FOR PROPOSED PUBLIC RENTAL HOUSING DEVELOPMENT AT WANG CHIU ROAD, KOWLOON BAY

Project No.: 60304553 Date: AUG 2015





QUANTITATIVE RISK ASSESSMENT FOR PROPOSED PUBLIC RENTAL HOUSING DEVELOPMENT AT WANG CHIU ROAD, KOWLOON BAY

Project No.: 60304553 Date: AUG 2015



VISUAL IMPACT ASSESSMENT
FOR THE PROPOSED DEVELOPMENT
AT 53, 53A, 55 AND 55A KWUN TONG ROAD,
KOWLOON



<u>Visual Impact Assessment for the Proposed Development</u> at Kai Tak Mansion, 53, 53A, 55 and 55A Kwun Tong Road, Kowloon

1 Background

- 1.1 The subject site at 53, 53A, 55 and 55A Kwun Tong Road, Kowloon (the Site), currently occupied by the Kai Tak Mansion, has been zoned "Residential (Group A)" ("R(A)") since the first Ngau Tau Kok and Kowloon Bay OZP No. S/K13/1 gazetted on 22.8.1986. Plot ratio (PR) control on the "R(A)" zone was first introduced in 1993 and refined in 2003, i.e. a maximum PR of 7.5 for a domestic building or 9 for a building that is partly domestic and partly non-domestic, and a maximum PR of 9 for a non-domestic building.
- 1.2 On 19.11.2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26, incorporating amendments including the imposition of new building height restrictions (BHRs) for development zones, designation of Non-building Areas (NBAs) and building gaps within various sites, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). While the Site remained as "R(A)" with the same permissible PR, a BHR of 110mPD, two 10m wide NBAs on the north-eastern and south-eastern boundaries and a 20m wide building gap (BG) at 15mPD in the middle of the Site (the 3 Restrictions) were imposed.
- 1.3 After hearing the representations against the 3 Restrictions and related comments, in order to accommodate the additional gross floor area (GFA) from inclusion of the slope area at the back of the Site for PR calculation and having considered the impact on the BH profile in the wider context, the Town Planning Board (the Board) decided to partially meet the representations and propose amendments to the OZP by revising the BHR of the Site from 110mPD to 130mPD, while not upholding the part relating to NBAs and BG. Subsequent to publishing the proposed amendment for three weeks for further representations, the Board gave consideration to the further representations received and decided not to uphold the further representations and to amend the OZP by incorporating the proposed amendment under section 6F of the Ordinance on 3.2.2012. The zoning and restrictions of the Site remain unchanged on the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28 currently in force (**Plans 1** and **2**).
- 1.4 Three applications for judicial review against the 3 Restrictions for the Site were lodged by the appellant (i.e. a representer/further representer against the 3 Restrictions) and subsequently heard by the Court of First Instance (CFI) on 3.5.2012. It was ruled that the decision of the Board to impose the 3 Restrictions and its refusal to consider raising the BHR beyond 130mPD were arbitrary and were hence quashed. The question of

whether any restrictions should be imposed on the Site was to be remitted to the Board for re-consideration. On 7.6.2012, the Board lodged an appeal against the CFI's decision. The appeal was dismissed by the Court of Appeal. The Board subsequently filed an application for leave to appeal to the Court of Final Appeal (CFA) but was refused by CFA on 6.11.2015. In view of the court's ruling, there is a need to review the development restrictions on the OZP for the Site for re-consideration by the Board.

2 Purpose

2.1 In order to review the current OZP development restrictions for the Site, a notional scheme for the proposed development with development parameters as listed in paragraph 5.3 is adopted. This visual impact assessment (VIA) intends to assess and illustrate the potential visual impact of the proposed development on its surrounding areas.

3 Methodology

The visual impact assessment of the proposed development is conducted as follows in accordance with the methodology set out in the Town Planning Board Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Board (TPB PG-No. 41):

- (a) review of the overall visual context and character of the areas in which the Site is located, i.e. Kowloon Bay and Ngau Tau Kok. The visual context of the Site and its surrounding areas comprising historic buildings, open space, residential developments and commercial developments will be taken into account in the assessment;
- (b) identification and selection of appropriate viewing points (VPs) that are easily accessible and popular to the general public for undertaking the assessment on the possible visual impacts of the proposed development;
- (c) illustration of the visual impact of the proposed development, as indicated by a notional scheme, in relation to the surrounding context by using computer-generated photomontages;
- (d) appraisal of the effects of visual changes on the assessment area and sensitive public viewers as a result of the proposed development; and

(e) review of the need for preservation of views of important visual features and recommendation of mitigation measures/good design features to be adopted by the proposed development to minimize the visual impact on the surrounding areas.

4 The Area and Its Surroundings (Plans 1, 3, 4a and 4b)

- 4.1 The Site abuts Kwun Tong Road where the Ngau Tau Kok/Jordan Valley area is located to its east and the Kowloon Bay area to its south (Plan 1). The Ngau Tau Kok/Jordan Valley area has a hilly terrain with altitude gradually ascending towards the foothill of Kowloon Peak, and is dominated by public housing estates and scattered private residential developments. Kai Tak Mansion is located at the foothill of Jordan Valley. The Kowloon Bay area mainly comprises flat land occupied by a mix of uses with public/private residential developments in the northern portion and office/industrial-office/industrial buildings in the southern.
- 4.2 The BHRs for the Ngau Tau Kok/Jordan Valley and Kowloon Bay areas under the current OZP are imposed mainly to preserve the views to the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak from the vantage points at Quarry Bay Park and Hong Kong Convention and Exhibition Centre New Wing, taking into account a number of factors including the existing BH profile.
- 4.3 The areas are generally characterised by a stepped BH profile with BHRs gradually increasing from the Kwun Tong Road towards the business area of Kowloon Bay to the south (i.e. from 80-100mPD for Kai Yip Estate to 170mPD for the southernmost of the business area); while along the north-eastern side of Kwun Tong Road, the BH gradually ascend towards the high-rise residential areas at the upper platforms of Jordan Valley to the east (i.e. from 80-100mPD for Ping Shek Estate, 130mPD for the Site on the current OZP to 160-170mPD for Choi Tak Estate and 180mPD for Shun Li Estate) (**Plan 1**).
- 4.4 Abutting Kwun Tong Road (at about 4.6mPD) to its immediate south, the Site is currently occupied by Kai Tak Mansion, an old residential development built in 1962. The development comprises four largely identical 7-storey residential blocks (25.6 28.3mPD at the main roof) with a plot ratio of about 3.1. The buildings are mainly for residential purpose with retail shops and workshops on the ground floors (**Plan 4a**).
- 4.5 The Kai Tak Mansion is surrounded by a number of historic buildings, Government, Institution or Community (GIC) uses and open spaces. The St. Joseph's Anglo-Chinese Primary School and the Kwun Tong Road Children's Playground sandwich the Site to its

south-east and north-west respectively. To the immediate north are the two 2-storey Grade 1 historic buildings of the Ex-Royal Air Force (Ex-RAF) Station (Kai Tak) Officers' Quarters Compound, namely the RAF Officers' Mess and the Annex Block No. 2, both of which are being used as the Hong Kong Baptist University's Academy of Visual Arts (HKBU Campus). To its further south-west across Kwun Tong Road is another 2-storey Grade 1 historic building of the Ex-RAF Headquarters currently occupied by the Caritas Family Crisis Support Centre (CFCSC). These three historic buildings are remaining buildings of the Ex-RAF Station. The Grade 3 historic building Sam Shan Kwok Wong Temple is located to its immediate north-west (**Plan 4a**).

4.6 To the west of the Site across Kwun Tong Road is an area planned for open space use. The area is currently occupied by various buildings including the New Horizons Building currently used by Christian Action as an employee retraining centre, a temporary community farm (the Urban Oasis), the Fire Services Club of the Fire Services Department and temporary depots of the Highways Department (**Plan 4b**).

5. The Proposed Development (Plan 5)

- 5.1 A notional scheme, which takes into account the BH profile in the surroundings, the planning intention for high-density residential development for the "R(A)" zone on the current OZP and measures to ensure visual and air permeability, has been developed for the purpose of assessing the potential visual impact of the proposed development. The adoption of a BH of 140mPD for the notional scheme should provide sufficient flexibility for incorporation of design measures to maximize visual and air permeability while achieving the permissible development intensity. The emergency vehicular access (EVA) is proposed at the north-west of the Site adjoining Kwun Tong Road Children's Playground.
- 5.2 Having regard to the site setting, i.e. the HKBU Campus with historic buildings of Ex-RAF Station (Kai Tak) at its back, St. Joseph's Anglo-Chinese Primary School and Kwun Tong Road Children's Playground on its sides, and Kwun Tong Road at its front, the following design features to enhance visual permeability and openness were incorporated into the notional scheme:
 - (i) a 10m wide non-building area (NBA) along the north-eastern boundary;
 - (ii) a 20m wide NBA along the south-eastern boundary;
 - (iii) a low commercial podium of 22.6mPD (lower than the lawn level of HKBU Campus); and
 - (vi) a 15m wide urban window spanning from 4/F to 19/F.

5.3 The indicative layout and section plan of the notional scheme are shown in **Plan 5** with the assumed development parameters summarized as follows:

	Notional Scheme	
Site Area	5,713m ² (1)	
Site Formation Level	4.6mPD	
Gross Floor Area (GFA)		
Domestic	43,555m ² (2)	
Non-domestic	5,355m ²	
Plot ratio		
Domestic	7.62 (7.5 + bonus PR of 0.12)	
Non-domestic	0.94^{3}	
Site coverage		
Domestic	25.21%	
Podium	40.26%	
Building Height		
Tower	140mPD (absolute height 135.4m)	
Podium	22.6mPD	
No. of Storeys	41 (37 domestic storeys over a 4-storey	
	podium)	
Emergency Vehicular	along north-western boundary adjoining Kwun	
Access	Tong Road Children's Playground	
Design Features	- 20m wide NBA along south-eastern	
	boundary	
	- 10m wide NBA along north-eastern	
	boundary	
	- low commercial podium of 22.6mPD	
	- 15m wide urban window at 4/F to 19//F	

6. Selection of Viewing Points (Plan 6)

- 6.1 According to TPB PG-No. 41, an initial assessment area boundary with radius of about three times of the proposed BH of the notional scheme (about 410m) is drawn for the selection of viewing points (VPs) (**Plan 6**) for the VIA.
- 6.2 A total of nine VPs from different directions and distances (short-range to long-range) are selected having regard to the initial assessment boundary. They are locations that are frequently used by the public for outdoor activities, key pedestrian nodes, and where

A strip of land of about 141.63m² along Kwun Tong Road within Kai Tak Mansion site will be required to be surrendered for future road widening.

⁽²⁾ Includes Bonus GFA of 708.15m²/PR of 0.124 i.e. five times of the surrendered area of 141.63m² according to Building (Planning) Regulations (B(P)R) 22(2)(b).

The site is a Class A site. Based on B(P)R, if the proposed domestic PR is 7.5, the achievable non-domestic PR is 0.94.

viewers' visual attention may be caught by the proposed development. While VP1-6 fall within the initial assessment boundary, VPs 7-9 are located outside the boundary. VP7 is a key pedestrian node frequently used by nearby residents, VP8 is a major local sports facility, and VP9 is a vantage point according to the Hong Kong Planning Standards and Guidelines (HKPSG) where the uninterrupted stretch of ridgelines from Lion Rock to Kowloon Peak can be viewed as a backdrop for the East and South East Kowloon.

6.3 The locations of the VPs are indicated on **Plan 6** and summarized as follows:

VP No.	Direction / Distance from the site	Location / Potential Visual Sensitive Receivers (VSR)/ Level of Sensitivity	
Short-range	1	1	
VP1 & VP1A	North-east / 40m	HKBU Campus / Students, teaching staff and visitors / High sensitivity	
VP2	West / 160m	Footpath near CFCSC / Pedestrian passers-by – nearby residents, workers and future open space users / Low sensitivity	
VP3	South / 60m	Bus stop at Kwun Tong Road outside Kai Ning House, Kai Yip Estate / Pedestrian passers-by and at the bus stop – nearby residents, workers and students / Medium to low sensitivity	
VP4	North-west / 80m	Pedestrian walkway adjacent to Sam Shan Kwok Wong Temple / Pedestrian passers-by, nearby residents, workers and temple visitors / Low sensitivity	
Medium-rang	e		
VP5	North-east / 250m	Ping Shek Playground / Users of playground / Low sensitivity	
VP6	East / 250m	Podium basketball court near Choi Yan House, Choi Tak Estate / Users of sports ground / Low sensitivity	
VP7*	South-east / 540m	Pedestrian footbridge near Choi Ying Place / Pedestrian passers-by, nearby residents,	

VP No.	Direction / Distance from the site	Location / Potential Visual Sensitive Receivers (VSR)/ Level of Sensitivity			
		workers and students / Low sensitivity			
VP8*	South /480m	Kowloon Bay Sports Ground / Users of sports ground / Low sensitivity			
Long-range					
VP9*	South / 4,600m	Quarry Bay Park / Park users for resting, sitting-out and leisure purposes / Very low sensitivity			

^{*} Viewing points outside the Initial Assessment Boundary

7 <u>Visual Appraisal</u> (Plan 7 a1 to 7i)

7.1 Photomontages with views from the selected VPs are used to illustrate and assess the visual impact of the proposed development (**Plans 7a** to **7i**) as compared to the existing visual baseline condition. Each VP would be assessed individually with description of the potential public viewers and their duration of view, the sensitivity of the viewers, the existing visual elements and composition, and the effect on public viewers and visual resources after the proposed development is completed.

<u>VP1 and VP1A – HKBU Campus building</u> (**Plans 7a1** and **7a2**)

7.2 The HKBU Campus main building (the historic building of the Ex-RAF Officers' Mess) located on a platform of 27.7mPD at the rear of the Site is expected to be mostly affected by the proposed development. As the Kai Tak Mansion is subject to a height restriction of not exceeding the level of the lawn of the Ex-RAF Quarters Compound (i.e. 27.7mPD) under the lease, the campus main building now generally enjoys an open view towards developments along Kwun Tong Road and beyond, though some views are screened by the St. Joseph's Anglo-Chinese Primary School, and some vegetation within the campus and at the nearby Kwun Tong Road Children's Playground. Two short-range VPs at the 1/F corridor of the HKBU Campus building (VP1) and the G/F lawn (VP1A) are selected for assessment. Potential public viewers of these two static VPs are the HKBU students/staff and visitors⁽⁴⁾. The sensitivity of these public viewers is considered

⁽⁴⁾ Public guided tours hosted by the Campus are available on every fourth Saturday of each month at 10:30am and

relatively high due to the frequency and distance over which the proposed development would remain visible.

- 7.3 VP1 currently looks over the roof of Kai Tak Mansion Block 3 and Block 4 in the foreground towards the residential developments (Kai Yip Estate and Richland Gardens) on the opposite side of Kwun Tong Road in the middle ground and commercial buildings (Skyline Tower and Goldin Financial Global Centre) in Kowloon Bay and an open sky in the background (**Plan 7a1**). The visual field is framed by the trees on two sides within the HKBU site. Under the notional scheme, the proposed development would block a substantial part of the existing view. Given that the visual openness will be reduced, the visual impact is considered to be adverse.
- 7.4 Nevertheless, the 20m wide NBA which allows a visual gap between the proposed development and St. Joseph's Anglo-Chinese Primary School under the notional scheme manages to allow the partial view of Kai Yip Estate and Goldin Financial Global Centre with some sky view. In addition, a small part of Richland Gardens remain visible through the urban window at 4/F to 19/F. The urban window allows a break in the middle of the building mass to reduce its bulkiness/wall effect thus maintaining visual permeability to some extent. The proposed podium level of 22.6mPD, which is below the level of the lawn (27.7mPD) of HKBU Campus, and the 10m wide NBA buffer between the campus and the Site help to maintain some views and soften the building bulk of the proposed development in the foreground.
- 7.5 VP1A looks over the roof of Kai Tak Mansion Block 1 and Block 2 with Goldin Financial Global Centre in the background and Richland Gardens in the middle ground (Plan 7a2). The visual field is slightly screened by trees on the slope between the campus and Kai Tak Mansion in the foreground. The proposed development would also obstruct a major part of the existing view and adversely affect the visual openness and permeability currently available to the VP. Notwithstanding the above, some buildings of the Richland Gardens remain visible at the gap between the proposed development and the Kwun Tong Road Playground where the proposed EVA lies. The urban window spanning 16 floors would allow a partial view of the Kai Yip Estate and the Goldin Financial Global Centre with some sky view in the background. Moreover, the low podium level and the 10m wide NBA buffer between the Site and the HKBU Campus allow some space between the two developments to reduce the crowdedness in the area.
- 7.6 Due to close proximity to the Site, the visual openness and permeability at VP1 and VP1A would inevitably be adversely affected by the proposed development. The notional scheme which incorporates the urban window design, a low podium, a 10m wide

NBA between the Site and the HKBU campus would ameliorate the visual impact on these short-range VPs.

<u>VP2 – Footpath near CFCSC</u> (**Plan 7b**)

- 7.7 A relatively short-range VP at the footpath near CFCSC and the adjacent proposed open space is selected to assess the visual impact of the proposed development from across Kwun Tong Road. The buildings at CFCSC and HKBU Campus form part of the Ex-RAF Station at Kai Tak with historic and built heritage value. Potential public viewers of this kinetic VP include pedestrian passers-by who are mainly nearby residents, workers, future open space users and travellers along Kwun Tong Road. The sensitivity of these public viewers is considered low due to the relatively longer distance from the proposed development and shorter duration of use of the footpath/open space.
- 7.8 The existing view of the VP includes the vegetation on the footpath, low-rise developments of Kai Tak Mansion, and Sam Shan Kwok Wong Temple in the foreground, high-rise developments of Choi Tak Estate in the middle ground and Choi Ying Estate in the background.
- 7.9 As shown in the photomontage, the existing open sky view would be partially obstructed by the proposed development. While the Choi Tak Estate would be mostly obstructed, views of the Sam Shan Kwok Wong Temple and the Choi Ying Estate can be maintained. Although the proposed development would stand out, the development mass and height are not incompatible with the high-rise buildings of Choi Tak Estate with BHR of 160mPD. The visual impact from this VP to the pedestrians who are transient viewers is considered slightly adverse.

VP3 – Bus stop at Kwun Tong Road outside Kai Yip Estate (**Plan 7c**)

- 7.10 A relatively short-range static VP at the bus stop across Kwun Tong Road outside Kai Ning House, Kai Yip Estate is selected as it is easily accessible and frequently used by the nearby residents, workers and students. Visual experiences from pedestrians passing by and passengers waiting at the bus stop could more or less be represented by this VP. Longer duration of view is expected for passengers waiting at the bus stop. The sensitivity of these viewers is considered medium to low due to the transitory nature of the viewers.
- 7.11 Currently, this VP has a full view of Kai Tak Mansion with St. Joseph's Anglo-Chinese Primary School and Ping Shek Estate on the sides, and the upper part of a residential development namely the No. 8 Clear Water Bay Road with BH of about 180mPD visible

in the background. The historic building in the HKBU Campus at the rear is blocked by Kai Tak Mansion. When viewed from this VP, the visual permeability would be substantially reduced by the proposed development as the building mass would block some sky view and the view to No. 8 Clear Water Bay Road.

7.12 The 20m wide NBA adopted in the notional scheme manages to provide a gap/buffer between the Site and the adjoining primary school. The visual impact to the pedestrians who are mainly transient viewers is considered moderately adverse as the building mass of the proposed development would block the sky view right across Kwun Tong Road.

<u>VP4 – Pavement adjacent to Sam Shan Kwok Wong Temple</u> (**Plan 7d**)

- 7.13 A short-range VP at the pedestrian walkway adjacent to Sam Shan Kwok Wong Temple is selected in view of the closeness of the Grade 3 historic building to the proposed development. This section of Kwun Tong Road is easily accessible and frequently used by the locals and tourists to the temple who are transient or occasional viewers. The sensitivity of these viewers is considered low due to the transient nature of the passers-by and the intervening vegetation between the temple and the proposed development.
- 7.14 The existing features of this VP mainly include the temple and its peripheral vegetation in the foreground, and the partial view of Choi Tak Estate and Tak Bo Garden in the background. The lower portion of the proposed development would be screened by the peripheral vegetation of the temple and its upper portion would block a portion of the sky view. As the visual openness of the sky view is partially reduced by the proposed development but the greening backdrop of the temple still largely remains, the visual impact to the transient or occasional viewers is considered slightly adverse.

VP5 – Soccer field in Ping Shek Playground (**Plan 7e**)

- 7.15 A medium-range VP is selected on the Ping Shek Playground as it is a relatively large and popular open space in the district. This VP represents kinetic views from users of the soccer field who are transient viewers. The sensitivity of these viewers is considered low due to the transient views of users of the soccer field and that the visual openness available to the Ping Shek Playground remains intact.
- 7.16 With the spectator stand on the left, the main features of this VP at a higher ground (about 50mPD) include the soccer field in the foreground, and upper portions of the residential developments, i.e. Ping Shek Estate and Richland Gardens, which are mostly screened by the peripheral vegetation of the soccer field as the background. Under the proposed scheme, although the upper part of the proposed development would obstruct a

portion of the sky view, the visual openness of this VP can still be maintained. The mass of the proposed development is generally compatible with the adjacent residential developments. Given the kinetic nature of this VP, the impact of the proposed development on public viewers may not be significant. Hence, the resultant visual impact for this VP is considered slightly adverse.

<u>VP6 – Podium basketball court of Choi Yan House, Choi Tak Estate</u> (**Plan 7f**)

- 7.17 A medium-range VP is selected at the podium basketball court of Choi Yan House, Choi Tak Estate as it is a frequently used open space. Potential viewers of this kinetic VP are users of the basketball court, who are mainly residents in Choi Tak Estate. The sensitivity of these viewers is considered low due to the occasional views of users of the basketball court.
- 7.18 The existing view from this VP, which is situated on the podium of about 37mPD, mainly comprises a vegetated slope and St. Joseph's Anglo-Chinese Primary School in the foreground with medium to high-rise residential developments including No. 8 Clear Water Bay Road, Ping Shek Estate, Kai Ching Estate, Richland Gardens and Kai Yip Estate in the background. Although the proposed development with BH of 140mPD would punctuate the urban cityscape, the visual openness of the VP can still be maintained. As the proposed development would block some sky views and stand out in the middle ground of the photomontage, the impact on the transient public viewers from this VP is considered slightly adverse.

<u>VP7 – Pedestrian footbridge near Choi Ying Place</u> (**Plan 7g**)

- 7.19 A VP at the bend of the pedestrian footbridge connecting Choi Ying Estate, Choi Fook Estate and Choi Tak Estate with the Kowloon Bay MTR Station is selected as it is a key pedestrian node frequently used by the residents of these estates. This is a VP where pedestrians would only have a relatively brief view of the visual elements. The sensitivity of these viewers is considered low due to the transient nature of the passers-by.
- 7.20 The main features of this VP include the MTR elevated tracks and the adjoining rock-cut slope in the foreground, clusters of residential development along both sides of Kwun Tong Road in the middle ground comprising Kai Tai Court, Kai Yip Estate, Ping Shek Estate and Choi Tak Estate, and the ridgeline together with the highest point of Lion Rock in the background. As seen from the photomontage, the view along Kwun Tong Road towards Lion Rock would be partially blocked as the proposed development would protrude above the ridgeline leaving portion of the Lion Rock including the lion's head still visible. Nevertheless, the proposed development appears to be compatible with the

surrounding developments in terms of building mass/height. A stepped BH profile in the area can still be maintained with BH descending from Choi Tak Estate toward Kwun Tong Road. Hence, the proposed development would not result in any significant change to the visual character and composition along Kwun Tong Road. The visual impact to pedestrians who are transient viewers is considered slightly adverse but acceptable from this VP.

<u>VP8 – Kowloon Bay Sports Ground</u> (**Plan 7h**)

- 7.21 A medium-range VP is selected at the Kowloon Bay Sports Ground as it is a district open space in the area. This VP represents both kinetic views from users of the track field who are transient viewers, and static views from spectators on the spectator stand facing toward the proposed development. The sensitivity of these viewers is considered low due to the transitory nature of the viewers.
- 7.22 The VP mainly offers an open view of the sports ground in the foreground, the medium to high-rise developments in part of the Kowloon Bay and Jordan Valley areas, including the Richland Gardens, Kai Yip Estate, Kai Tai Court and Choi Tak Estate in the middle ground. Broken ridgelines of the Kowloon Peak are visible at the background. Only a small portion of the proposed development would be visible behind Kai Lok House of Kai Yip Estate. The visual openness of the VP would remain unchanged as the proposed development will be mostly screened by the residential developments in the middle ground. Hence, the visual impact from this VP is considered negligible.

<u>VP9 – Quarry Bay Park</u> (**Plan 7i**)

- 7.23 The Quarry Bay Park vantage point on the Hong Kong side is selected because it has a panorama of East Kowloon as identified in the HKPSG. The sensitivity of the viewers is considered very low due to the long distance away from the Site.
- 7.24 Viewing from this VP, the proposed development is visible across the harbour and blended in with the cityscape. Its BH is well below the 20% building-free zone of the ridgeline behind the areas of Kowloon Bay and Kwun Tong in East Kowloon. The proposed BH is lower than the office buildings in Kowloon Bay in the middle ground. As such, the proposed development is considered to have negligible impact on visual composition and quality from this VP.

8 Conclusion

- 8.1 The VIA is undertaken to evaluate the potential visual impact of the proposed development on the surrounding areas as represented by a notional scheme with incorporation of some urban design features to alleviate the possible adverse visual impact (section 5 refers). The assessment in section 7 reveals that the visual impact of the proposed development would be acceptable (i.e. slightly adverse) or negligible from the medium/long-range VPs, but adverse or moderately adverse from the short-range VPs. The visual impact is most significant when viewed from the HKBU Campus which currently enjoys an open view over Kai Tak Mansion.
- 8.2 The resultant visual impact of the selected VPs are summarized below:

VP No.	Resultant Visual Impact as Compared to Existing Situation			
Short-range				
VP1 & 1A				
HKBU Campus building	Adverse			
VP2				
Footpath near CFCSC	Slightly Adverse			
VP3				
Bus stop at Kwun Tong Road outside				
Kai Ning House, Kai Yip Estate	Moderately Adverse			
VP4				
Sam Shan Kwok Wong Temple	Slightly Adverse			
Medium-range				
VP5				
Ping Shek Playground (soccer field)	Slightly Adverse			
VP6				
Podium basketball court near Choi				
Yan House, Choi Tak Estate	Slightly Adverse			
VP7				
Pedestrian footbridge near Choi Ying				
Place	Slightly Adverse			
VP8				
Kowloon Bay Sports Ground	Negligible			
Long-range				
VP9				
Quarry Bay Park	Negligible			

8.3 When taking into account the topographic setting of the Site, which abuts Kwun Tong Road and at the foothill of Jordan Valley, the notional scheme with a BH of 140mPD is compatible with the stepped height profile in the district and views to the ridgeline and Lion Rock can generally be maintained. However, adverse/moderately/slightly adverse

visual impact would inevitably be imposed on short-range VPs. Nevertheless, the design feature of 20m wide NBA at the south-eastern boundary which allows a building gap between the proposed development and the adjacent primary school helps to relieve the wall effect/increase visual permeability. The 10m wide NBA at the north-eastern boundary also allows reasonable buffer distance between the proposed development on the Site and the HKBU Campus building.

- 8.4 In view of the historical and architectural significance of the HKBU Campus buildings and the adverse visual impact to be imposed on them, design measures to mitigate the visual impact of the proposed development on the historic ambience of the HKBU Campus are considered necessary. These measures may be in various forms. Apart from the NBAs, urban window and low podium as proposed in the notional scheme, other measures including BG, building disposition/form, landscaped podium, compatible colour/materials/architectural design, screen/edge planting, etc. can be used to improve the visual permeability and mitigate the visual impact. The notional scheme with incorporation of certain design features only represents one of the many options to mitigate the visual impact of the proposed development to the surroundings.
- 8.5 Having balanced the need to maintain the stepped BH profile in the area and to mitigate the visual impact of the proposed development to the surroundings with allowance for some design flexibility, it is considered appropriate to specify a BHR of 140mPD. The proposed development is encouraged to adopt suitable design measures to minimize the visual impacts on the surrounding areas, particularly on providing visual opening/permeability/screening to the HKBU Campus.

Attachments

Plan 1 Location Plan
Plan 2 Site Plan
Plan 3 Aerial Photo

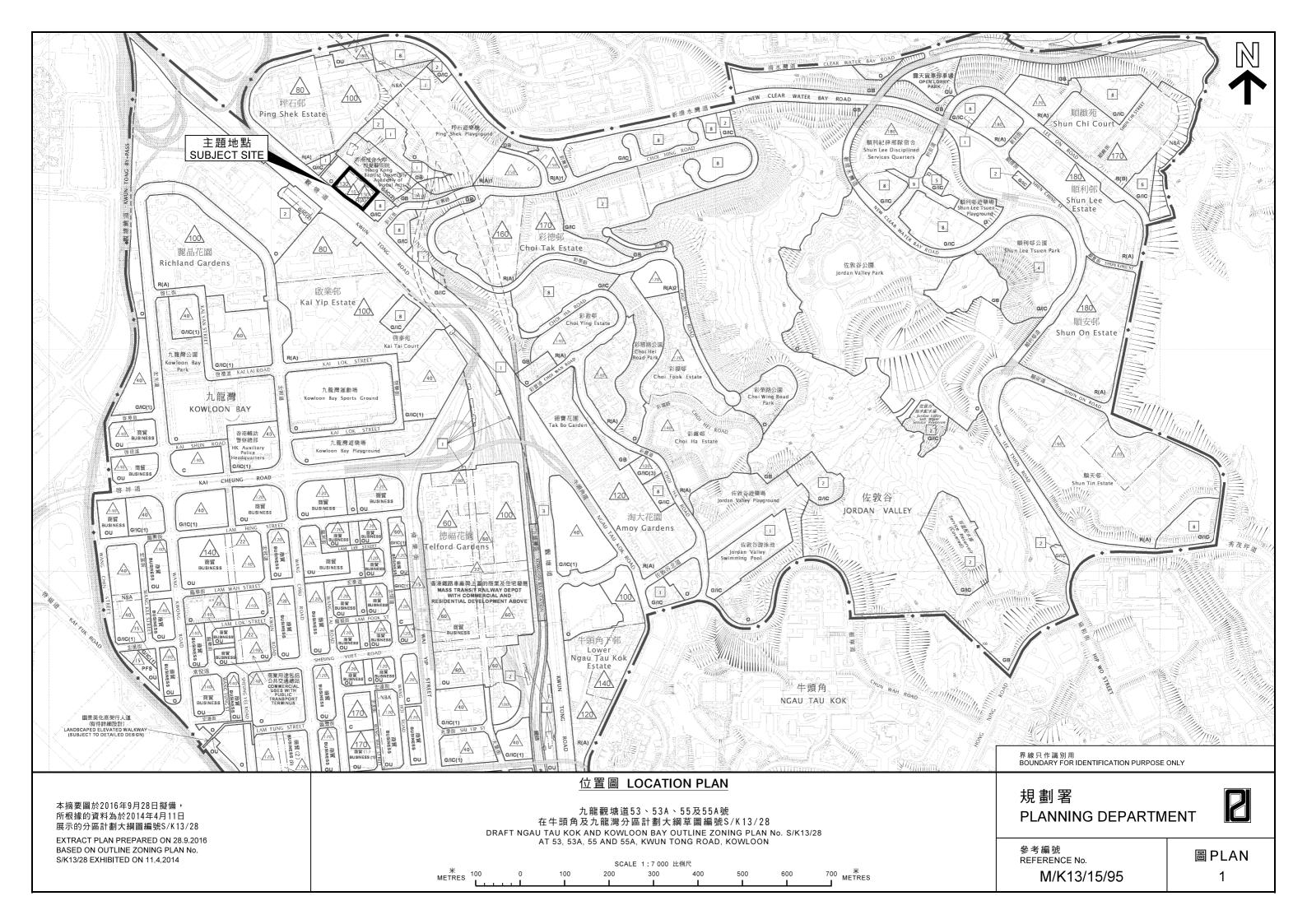
Plans 4a & 4b Photos of the Site and its Surrounding Areas

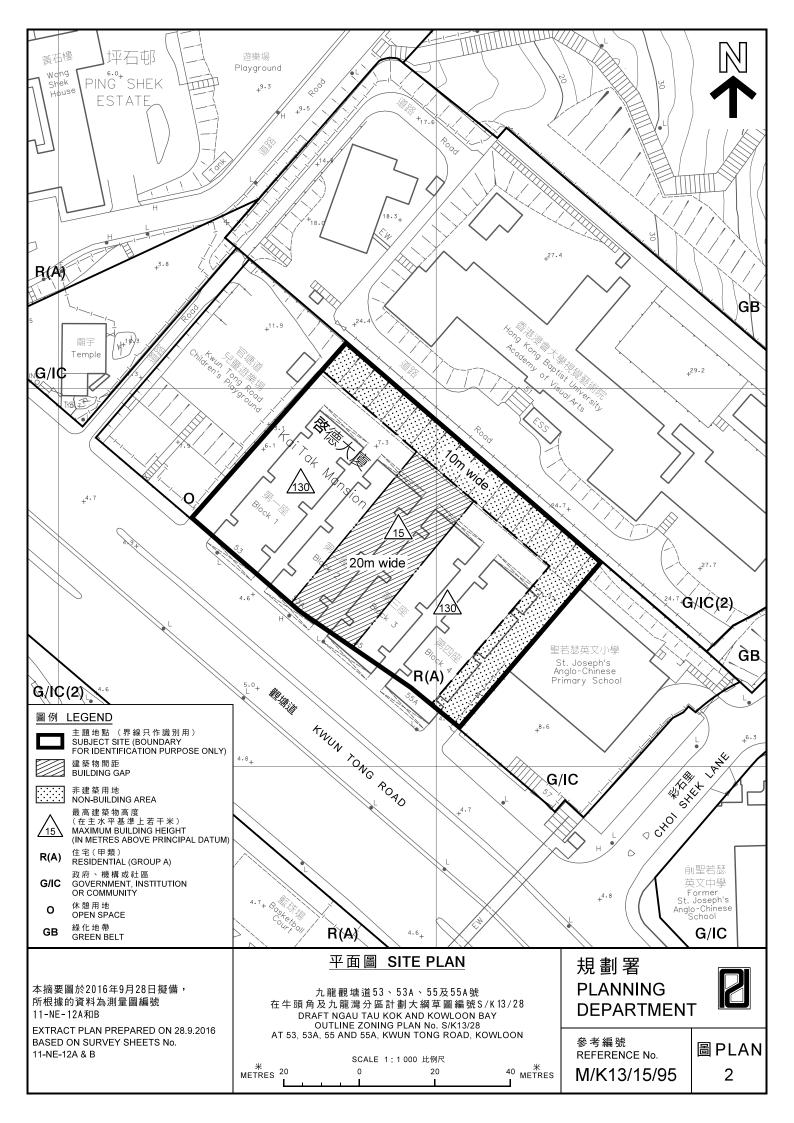
Plan 5 Notional Scheme Plan

Plan 6 Key Plan showing the Viewing Points and Existing Building Height

Plans 7a to 7i Photomontages from Selected Viewing Points

PLANNING DEPARTMENT FEBRUARY 2017







PLAN PREPARED ON 28.9.2016 BASED ON AERIAL PHOTO No. CS63178 TAKEN ON 8.1.2016 BY LANDS DEPARTMENT 在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28 在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28 DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

參考編號 REFERENCE No.

M/K13/15/95

圖PLAN

3









SOUTHWEST VIEW TOWARDS CARITAS FAMILY CRISIS SUPPORT CENTRE

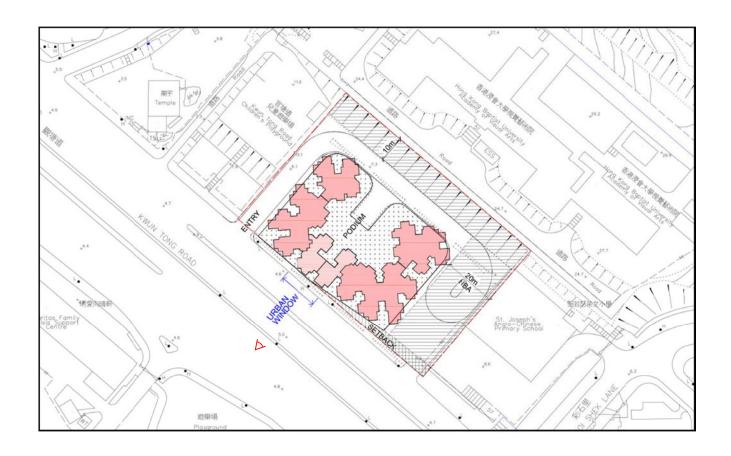


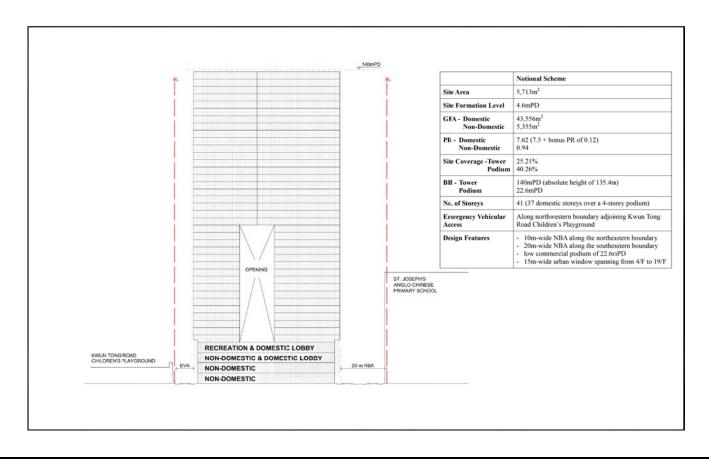
SOUTHEAST VIEW TOWARDS FIRE SERVICES CLUB



M/K13/15/95

圖 PLAN 4b





概念發展圖 NOTIONAL SCHEME PLAN

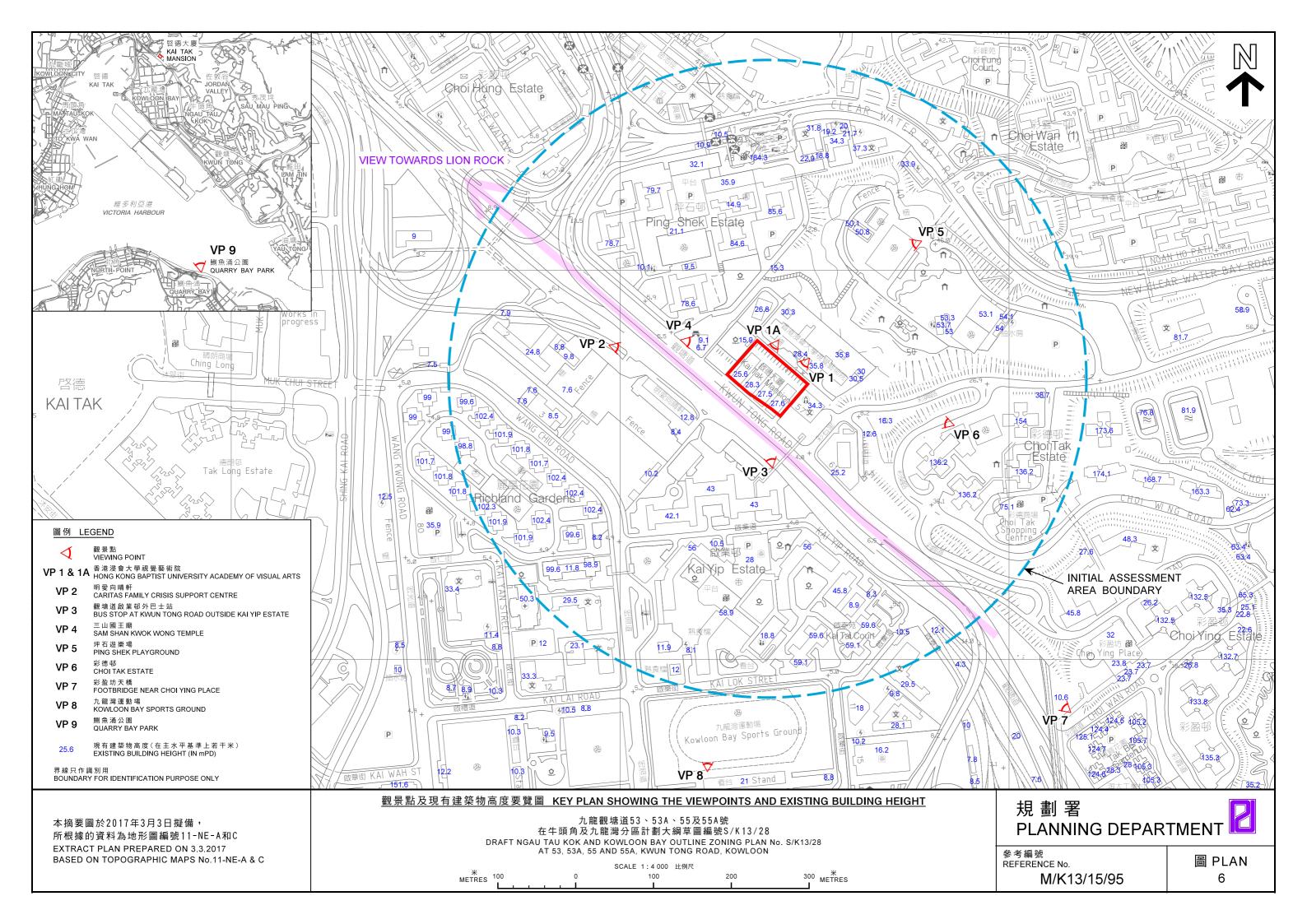
本圖於2017年3月10日擬備 PLAN PREPARED ON 10.3.2017 九龍觀塘道53、53A、55及55A號 在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28 DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/15/95

圖 PLAN 5





現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在香港浸會大學視覺藝術院的觀景點 VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY ACADEMY OF VISUAL ARTS

九龍觀塘道53、53A、55及55A號 在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28 DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT

圖 例 LEGEND

上題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/15/95

圖PLAN 7a1



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在香港浸會大學視覺藝術院的觀景點 VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY ACADEMY OF VISUAL ARTS

九龍觀塘道53、53A、55及55A號 在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28 DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT

圖 例 LEGEND

上題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/15/95

圖PLAN 7a2



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016 在明愛向晴軒的觀景點
VIEWING POINT AT CARITAS FAMILY CRISIS SUPPORT CENTRE
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT

圖 例 LEGEND

上題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/15/95

圖 PLAN 7b



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在觀塘道啟業邨外巴士站的觀景點
VIEWING POINT AT BUS STOP
AT KWUN TONG ROAD OUTSIDE KAI YIP ESTATE
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署

圖 例

LEGEND

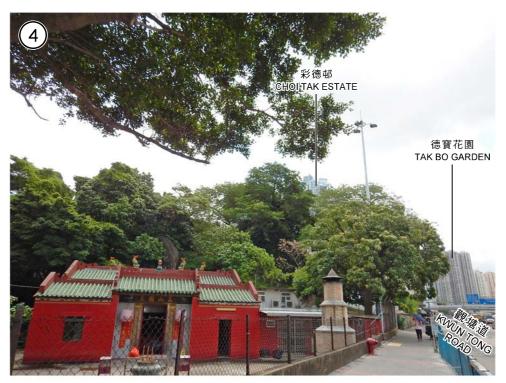
上題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

PLANNING DEPARTMENT

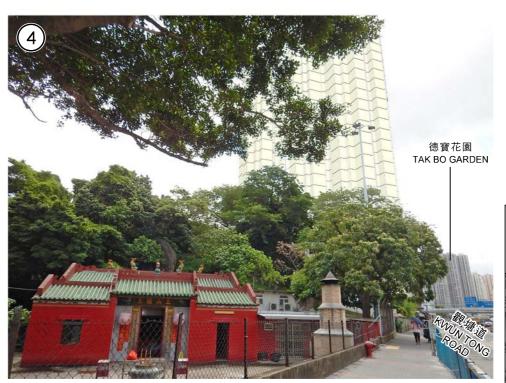


參考編號 REFERENCE No. M/K13/15/95

圖PLAN 7c



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016 在三山國王廟的觀景點
VIEWING POINT AT SAM SHAN KWOK WONG TEMPLE
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT

圖 例 LEGEND

上題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/15/95

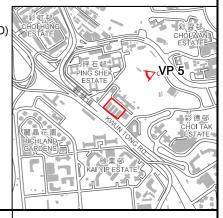
圖 PLAN 7d



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND



主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在坪石遊樂場的觀景點
VIEWING POINT AT PING SHEK PLAYGROUND
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT

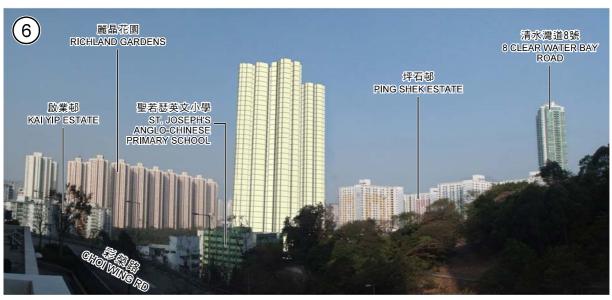


參考編號 REFERENCE No. M/K13/15/95

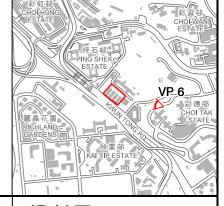
圖 PLAN 7e



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND



主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在彩德邨的觀景點
VIEWING POINT AT CHOI TAK ESTATE
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/15/95

圖 PLAN 7f



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND



主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在彩盈坊天橋的觀景點
VIEWING POINT AT FOOTBRIDGE NEAR CHOI YING PLACE
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT



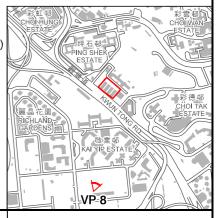
參考編號 REFERENCE No. M/K13/15/95

圖 PLAN 7g





合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND



主題地點 (界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016

合成照片 PHOTOMONTAGE

在九龍灣運動場的觀景點
VIEWING POINT AT KOWLOON BAY SPORTS GROUND
九龍觀塘道53、53A、55及55A號
在牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/28
AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/15/95

圖PLAN 7h



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

圖例 LEGEND

主題地點(界線只作識別用) SUBJECT SITE (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

合成照片 PHOTOMONTAGE

本圖於2016年9月28日擬備 PLAN PREPARED ON 28.9.2016 在鰂魚涌公園的觀景點 VIEWING POINT AT QUARRY BAY PARK

九龍觀塘道53、53A、55及55A號

在牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28 DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 AT 53, 53A, 55 AND 55A, KWUN TONG ROAD, KOWLOON

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K13/15/95



TERM CONSULTANCIES FOR AIR VENTILATION ASSESSMENT SERCVICES (Agreement No. PLN AVA 2015)

Category A1 – Term Consultancy for Expert Evaluation and Advisory Services on Air Ventilation Assessment

For an Instructed Project for a Proposed Residential Site at 53, 53A, 55 and 55A Kwun Tong Road, Kowloon (PLNQ A1-2/AVA 2015)

Final Report

Submitted by:



BEEXERGY CONSULTING LIMITED

Phone: (852) 3568-4701 Fax: (852) 3568-4704 E-mail: info@beexergy.com

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Kwun Tong, Kowloon, Hong Kong

DOCUMENT VERIFICATION

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Revision	Date	Our File Ref.	BXG10198-15/R01	
Issue 0	30.12.2015	Prepared by	Mr. Tsang Hon Wai	Dr. Daisy Chen
		Signature		
		Reviewed by	Prof. S.C. Kot	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R02	
Issue 1	07.01.2016	Prepared by	Mr. Tsang Hon Wai	Dr. Daisy Chen
		Signature		
		Reviewed by	Prof. S.C. Kot	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R03	
Issue 2	28.02.2016	Prepared by	Mr. Tsang Hon Wai	Dr. Daisy Chen
		Signature		
		Reviewed by	Prof. S.C. Kot	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R04	
Issue 3	05.05.2016	Prepared by	Mr. Tsang Hon Wai	Dr. Daisy Chen
		Signature		
		Reviewed by	Mr. Henry Mak	
		Signature	·	
		Approval by	Mr. Henry Mak	
		Signature	•	
Revision	Date	Our File Ref.	BXG10198-15/R05	
Issue 4	24.06.2016	Prepared by	Mr. Tsang Hon Wai	Dr. Daisy Chen
		Signature	<u> </u>	
		Reviewed by	Mr. Henry Mak	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature	ivii. Heili y iviak	
		Signature		

Revision	Date	Our File Ref.	BXG10198-15/R06	
Issue 5	25.07.2016	Prepared by	Mr. Tsang Hon Wai	
		Signature		
		Reviewed by	Dr. Yan Sui Hang	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R07	
Issue 6	08.08.2016	Prepared by	Mr. Tsang Hon Wai	
		Signature		
		Reviewed by	Dr. Yan Sui Hang	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R08	
Issue 7	25.08.2016	Prepared by	Mr. Tsang Hon Wai	
		Signature		
		Reviewed by	Dr. Yan Sui Hang	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R09	
Issue 8	09.02.2017	Prepared by	Mr. Tsang Hon Wai	
		Signature		
		Reviewed by	Dr. Yan Sui Hang	
		Signature		
		Approval by	Mr. Henry Mak	
		Signature		
Revision	Date	Our File Ref.	BXG10198-15/R10	
Issue 9	27.02.2017	Prepared by	Mr. Tsang Hon Wai	
		Signature	wy	
		Reviewed by	Dr. Yan Sui Hang	
		Signature	Va	
		Approval by	Mr. Henry Mak	
		Signature	tenjude	

0.0 Executive Summary

0.1 Wind Availability

The annual wind of the Project Area mainly comes from the northern (N), east-northeastern (ENE), eastern (E) and east-southeastern (ESE) directions, while the summer winds are mainly from eastern (E), southeastern (SE), southern (S), southwestern (SW) and west-southwestern (WSW) directions.

0.2 Existing Conditions

- (a) The Project Area is located at the foothill of Ping Shan at the northwest of the Ngau Tau Kok and Kowloon Bay Planning Area. The Project Area and its neighboring environment are surrounded by Hammer Hill (above Ngau Chi Wan), Fei Ngo Shan (Kowloon Peak) and Jordan Valley.
- (b) The Project Area is currently occupied by Kai Tak Mansion. To its immediate north and northeast are two 2-storey structures housing the Hong Kong Baptist University (HKBU) Academy of Visual Arts with building heights (BHs) at 26.8mPD and 35.8mPD. To the immediate southeast of the Project Area is St. Joseph's Anglo-Chinese Primary School (the Primary School). To its south are existing residential developments (i.e. Kai Yip Estate with BH at 42.1-58.9mPD and Richland Gardens with BH at 98.8-102.4mPD). To its west are another 2-storey Grade 1 historic building namely the Headquarters Building of Ex-RAF Station (Kai Tak) (currently Caritas Family Crisis Support Centre) and an area zoned "Open Space" which is planned for housing and school developments. To its northwest are a local open space (Kwun Tong Road Children's Playground) and a 1-storey Grade 3 historic building of Sam Shan Kwok Wong Temple.
- (c) N wind is an annual prevailing wind and it would travel along the internal road of Ping Shek Estate and reach Kwun Tong Road Children's Playground and Kwun Tong Road, while another major air path would travel through Ping Shek Playground and along the open area between the former St. Joseph's Anglo-Chinese School and Choi Tak Estate.
- (d) ENE wind is another annual prevailing wind, while E wind is prevailing during both annual and summer conditions. To the upstream of the Project Area, it is expected that both ENE and E winds would travel along Clear Water Bay Road, New Clear Water Bay Road, Choi Hing Road and Choi Wing Road to reach Ping Shek Playground, HKBU Academy of Visual Arts and the Project Area.

- (e) ESE is an annual prevailing wind while SE is a summer prevailing wind. Major ESE and SE winds would flow over Choi Wan Road Service Reservoir, pass through Choi Hing Road and reach the Project Area. Kwun Tong Road would be a major wind corridor to facilitate the wind passing through the south side of the Project Area.
- (f) S wind is a summer prevailing wind and would be heavily blocked by Kai Yip Estate and Richland Gardens. S wind could mainly pass through Wang Chiu Road between Kai Yip Estate and Richland Gardens, or Wang Kwong Road, and reach Kwun Tong Road and Lung Cheung Road. Although part of the site at Wang Chiu Road is being considered for housing and school developments, the existing road network at the northern tip of this site and drainage reserve area located at the southern part of the site would allow penetration of S wind through the site and reach Kwun Tong Road.
- (g) SW and WSW are summer prevailing winds. Wind mainly flows from Shing Kai Road and is being diverted to the Project Area from Kwun Tong Road. These winds would be heavily blocked by Kai Yip Estate and Richland Gardens. However, it is expected that both SW and WSW winds would reach the Project Area via Wang Chiu Road and the playground at Kai Yip Estate. With the proposed housing and school developments under consideration at Wang Chiu Road, it is anticipated that some SW and WSW winds could pass through the area between the existing road network at the northern tip of Wang Chiu Road site and reach Kwun Tong Road and Ping Shek Estate, similar to condition under S wind.

0.3 Expert Evaluation of the Project Area

(a) The existing low-rise developments at the Project Area would not cause significant air ventilation impact to most of the neighboring areas under most annual and summer prevailing winds. However, the proposed high-rise developments would potentially block the prevailing winds and create wake regions in its immediate downstream including (i) the Primary School under N, SW and WSW winds; (ii) HKBU Academy of Visual Arts under S, SW and WSW winds; (iii) Kwun Tong Road Children's Playground under ENE, E, ESE, SE and S winds; and (iv) playground in Kai Yip Estate under N wind.

(b) Based on the above analysis, it is recommended that the future high-rise development at the Project Area should avoid long building frontage along the project boundary at Kwun Tong Road. Other mitigation measures to be considered could include building setback, permeable building design equivalent to 20% to 33.3% of total front area, a minimized podium with site coverage of not more than 65% or a podium-free design and gaps between podium and building towers above. The future developer could also make reference to recommendations in the Hong Kong Planning Standards and Guidelines.

0.4 Future Work

In order to assess the potential air ventilation issues induced by the future high-rise development at the Project Area, quantitative AVA studies are required to be conducted in exploring effective mitigation measures to alleviate potential adverse impacts on the pedestrian wind environment and incorporation of enhancement measures to optimize the future scheme in terms of air ventilation performance.

行政摘要

總體風環境

項目地盤的全年盛行風為北、東北偏東、東和東南偏東風向,此外夏季盛行風為東、東南、南、西南和西南偏西風向。

現階段風環境

- (a) 項目地盤位於牛頭角及九龍灣規劃區西北部的平山山腳,連接鄰近的斧山(牛池灣之上),飛鵝山(九龍山)及佐敦谷。
- (b) 項目地盤現為啟德大廈。其鄰接北面和東北面是兩幢 2 層的一級歷史建築,現為香港浸會大學視覺藝術院,建築高度分別為主水平基準上 26.8 米和 35.8 米。地盤的東南面是聖若瑟英文小學,其南面是啟業邨(建築高度為主水平基準上 42.1 58.9 米)及麗晶花園(建築高度為主水平基準上 98.8 102.4 米)。地盤西面是另一幢 2 層的一級歷史建築前英國皇家空軍基地(啟德)總部大樓,現為明愛向晴軒,以及一幅劃作"休憩用地"地帶的土地,該土地擬作房屋及學校發展用途。地盤西北面是觀塘道兒童遊樂場和一幢三級歷史建築三山國王廟。
- (c) 全年盛行風北風會沿坪石邨小路進入,並抵達觀塘道兒童遊樂場及觀塘道。另一條主要風廊則穿過坪石遊樂場及前聖若瑟英文中學和彩德邨之間的綠化帶。
- (d) 東北偏東風為另外的全年盛行風,東風為全年及夏季盛行風。估計地盤上風的東北偏東及東風會沿清水灣道、新清水灣道、彩興道及彩榮路,到達坪石遊樂場、香港浸會大學視覺藝術院及地盤範圍。
- (e) 東南偏東全年盛行風和東南夏季盛行風主要經過彩雲道配水庫和彩興路,到達地 盤範圍。而觀塘道是一個主要的通風廊,有利主導風通過地盤南面。
- (f) 夏季盛行風南風會被啟業邨及麗晶花園阻擋。抵達觀塘道及龍翔道的南風主要經由啟業邨及麗晶花園之間的宏照道,或沿宏光道。雖然位於宏照道的部分休憩用地正在考慮作房屋和學校發展,但該地段北端的道路網和南端的排水設施預留土地可使南風穿過該地段並抵達觀塘道。
- (g) 西南和西南偏西夏季盛行風來自承啟道轉入觀塘道,這些風會被啟業邨及麗晶花園阻擋。然而,預計部分西南和西南偏西風將通過宏照道和啟業邨遊樂場到達地盤。由於宏照道的休憩用地正在考慮作房屋和學校發展,預料部分西南及西南偏

西風類似南風的情況,通過現時位於宏照道的休憩用地北端的道路網到達觀塘道與坪石邨。

專家評估

- (a) 在全年和夏季大部分時間的盛行風,地盤現有的低樓層建築不會對鄰近地區風環境造成顯著的影響。然而,地盤未來的高樓層發展有機會阻擋盛行風,並對其緊接下游地區形成潛在的無風狀態,包括: (i)聖若瑟英文小學在北、西南和西南偏西風情況下; (ii)香港浸會大學視覺藝術院在南、西南和西南偏西風情況下; (iii)觀塘道兒童遊樂場在東北偏東、東、東南偏東、東南及南風情況下; 及(iv) 啟業邨內的球場在北風情況下。
- (b) 根據上述分析,地盤未來的高樓層發展應避免沿觀塘道的邊界設長建築立面。其他需要考慮的緩解措施包括建築綫後移,建築物透風設計相當於總建築立面的20%至33.3%,最小化平臺至不高過65%地面覆蓋率或無平臺設計,以及平臺與其上層樓字之間保留空間。未來發展商亦可參考「香港規劃標準與準則」的建議。

未來的工作

為了評估地盤未來高樓層發展所帶來的潛在空氣流通問題,需要開展量化評估,研究有效的緩解措施,以減輕該發展對行人風環境的潛在不良影響,並優化未來設計方案的空氣流通。

1.0 The Assignment

- 1.0.1 BeeXergy Consulting Limited (Consultant) was commissioned by the Planning Department (PlanD) of Hong Kong Special Administrative Region Government to undertake an Expert Evaluation (EE) Study under Category A1 Term Consultancy Services for Air Ventilation Assessment (AVA). This EE assignment is to review the existing wind environment of the Project Area (Figure 1) and its surroundings; to identify major breezeway(s), air path(s) and problematic areas; to assess qualitatively the air ventilation impacts of the potential redevelopment of the Project Area for high-rise residential development with an initially recommended building height (BH) of 140mPD; and to propose mitigation measures to alleviate the impacts and recommend further studies if appropriate.
- 1.0.2 This EE report is based on the materials provided by PlanD to the Consultant and the publicly accessible information.

a)	MPC Paper No. 6/14 on Proposed Amendments to the Draft Ngau Tau Kok and
	Kowloon Bay Outline Zoning Plan No. S/K13/27 for Consideration by the Metro
	Planning Committee of the Town Planning Board (21.3.2014)
b)	Kwun Tong District Council Document No. 16/2014 on Land Use Review - Sites
	Made Available for Housing Developments in the Short to Medium Term (Meeting
	No. 16) (13.5.2014)
c)	Planning Brief of Proposed Hong Kong Housing Authority's Public Housing
	Development in Choi Hing Road, Ngau Tau Kok (2015)
d)	Revised Planning Brief for Choi Tak Estate and Choi Fook Estate (previously
	known as Choi Wan Road Sites 2, 3A and 3B) (2015)
e)	Final Air Ventilation Assessment Report for Draft Preliminary Outline
	Development Plan, Kai Tak Development Comprehensive Planning and
	Engineering - Stage 1 Planning Review (2007)
f)	Air Ventilation Study for Kai Tak Development – Final Detail Air Ventilation Study
	Report, Kai Tak Development Engineering Study cum Design and Construction of
	Advance Works – Investigation, Design and Construction (2010)
g)	Detailed Air Ventilation Assessment for Public Housing Development Batch C3 -
	Proposed Public Housing Development at Choi Wan Road Site 2, 3A and 3B (2010)
h)	Detailed Study Report, Air Ventilation Assessment, Construction of Housing
	Authority Public Housing Development at Kai Tak Site 1A and 1B (2011)
i)	Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau
	Kok and Kowloon Bay Outline Zoning Plan (2010)

- 1.0.3 In preparation for this report, the Consultant has visited the Project Area and its surroundings.
- 1.0.4 The Consultant has conducted working sessions with PlanD.

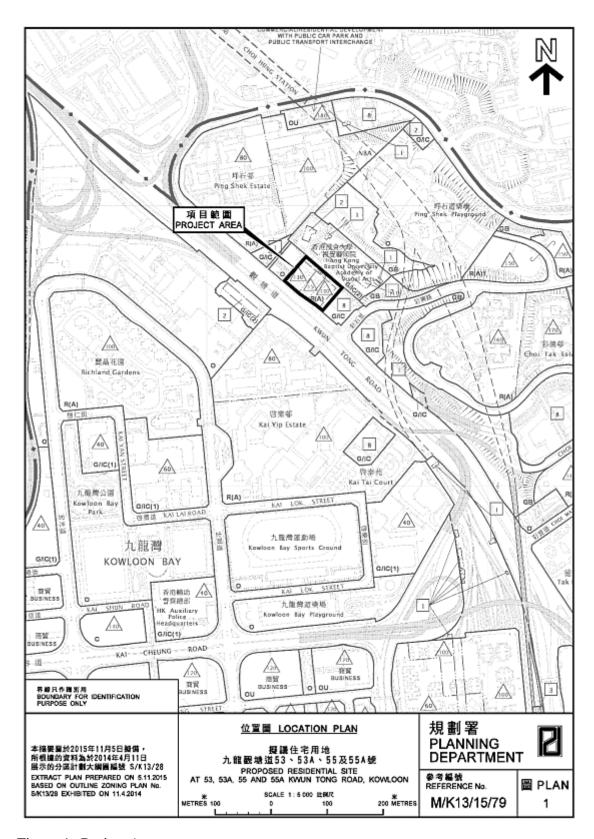


Figure 1. Project Area

2.0 Introduction

2.1 Project Background

- 2.1.1 The Project Area at 53, 53A, 55 and 55A Kwun Tong Road is currently zoned "Residential (Group A)" ("R(A)") on the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/28 subject to a maximum plot ratio (PR) of 7.5 for a domestic building or 9 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 7.5, and a maximum BH of 130mPD. A 10m wide Non-building Area (NBA) along the northeastern and southeastern boundaries of the Project Area, and a 20m wide building gap (BG) with a maximum BH of 15mPD traversing the Project Area have been designated on the OZP (Figure 1).
- 2.1.2 The BH, NBA and BG restrictions (3 Restrictions) (Figure 2) for the Project Area in the "R(A)" zone were first incorporated into the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26. The 3 Restrictions were formulated taking into account an AVA EE commissioned by PlanD.
- 2.1.3 Judicial reviews (JRs) against the 3 Restrictions for the Project Area were heard by the Court of First Instance (CFI) in 2012. CFI allowed the JRs by quashing the 3 Restrictions, and ordered that the question of whether and what restrictions should be imposed on the Project Area be remitted to the Town Planning Board (TPB) for consideration. The TPB lodged an appeal against the CFI's decision but was dismissed by the Court of Appeal. The TPB filed an application for leave to appeal to the Court of Final Appeal (CFA) but was refused by CFA on 6.11.2015. In view of CFI's ruling, there is a need for the TPB to consider whether any restriction should be imposed on the Project Area. To facilitate the review of appropriate restriction(s) for the Project Area, the present AVA by EE is commissioned. Taking into account the BH profile in the surroundings, the planning intention for high-density residential development for the "R(A)" zone, and the need to accommodate the permitted development intensity for the "R(A)" zone with rooms for incorporation of measures to ensure visual and air permeability, a high-rise residential development (based on an initially recommended BH of 140mPD) is initially assumed for the purpose of assessment.

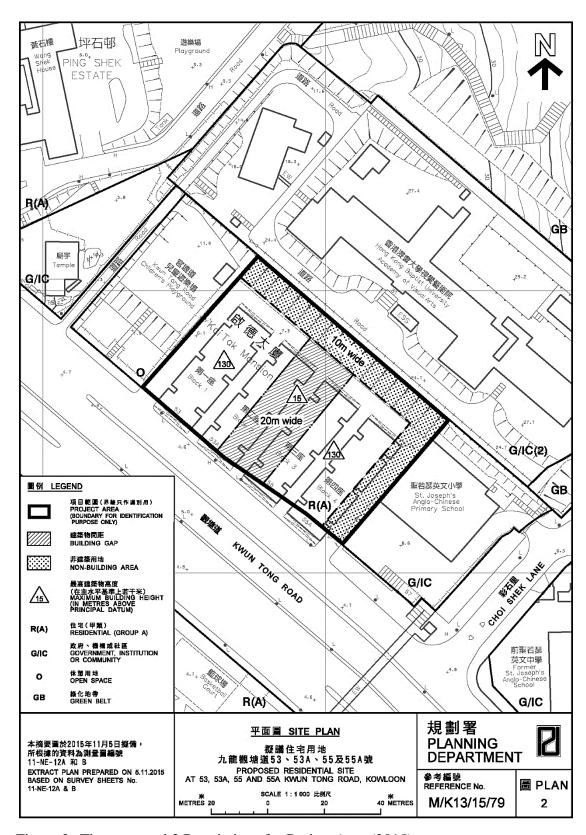


Figure 2. The proposed 3 Restrictions for Project Area (2015)

2.2 Study Aim and Objectives

2.2.1 This EE study has made reference to the Technical Guide for AVA for Developments in Hong Kong in Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular (TC) No. 1/06 (2006).

2.2.2 The objectives of this EE study are:

- (a) to review the existing wind environment of the Project Area and the surroundings based on the site context and topography;
- (b) to assess qualitatively the air ventilation impacts of redeveloping the Project Area for high-rise residential development (based on an initially recommended BH of 140mPD);
- (c) to identify major breezeway(s), air-path(s) and obvious problematic area(s);
- (d) to comment on the localized wind effects of the potential development within the Project Area and its surroundings;
- (e) to determine any potential wind stagnation and wind amplification causing uncomfortable and unsafe wind environment, if any;
- (f) to propose possible mitigation measures for identified problematic areas; and
- (g) to determine if further study in the form of Initial Study or Detailed Study is required.

3.0 Wind Availability

3.1 The Wind Environment

3.1.1 The wind environment of the Project Area and surroundings can be reviewed from the available sources of (i) the wind data from Hong Kong Observatory (HKO) at Kai Tak Weather Station, (ii) simulated wind data from the Regional Atmospheric Modeling System (RAMS) and (iii) the experimental site wind data extracted from "Air Ventilation Study for Kai Tak Development – Final Detail Air Ventilation Study Report, Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction (2010)" and "Detailed Air Ventilation Assessment for Public Housing Development Batch C3 - Proposed Public Housing Development at Choi Wan Road Site 2, 3A and 3B (2010)".

3.2 Hong Kong Observatory (HKO) Weather Data at Kai Tak Weather Station

3.2.1 For understanding the wind environment of this study, reference has been made to the nearest wind station of Hong Kong Observatory at Kai Tak area. The wind data is collected at the 10 m elevation of ground above mean sea level and at the southeastern side of the runway of the former Kai Tak Airport (Figure 3). The station is more exposed to winds from the southeastern sector, as revealed in the annual wind rose (1999 - 2013) and the monthly wind roses (Figure 4). Table 1 summarizes the dominant prevailing wind directions of monthly wind roses.

Table 1 Monthly Wind Direction (Kai Tak Weather Station)

Jan	Feb	Mar	Apr	May	Jun
ESE	ESE	ESE	ESE	ESE	SE
Jul	Aug	Sep	Oct	Nov	Dec
SE	SW	SE	ESE	ESE	ESE

3.2.2 The annual prevailing wind is mainly from east-southeastern (ESE) direction, while the summer prevailing winds are from the southeastern (SE) and southwestern (SW) directions.

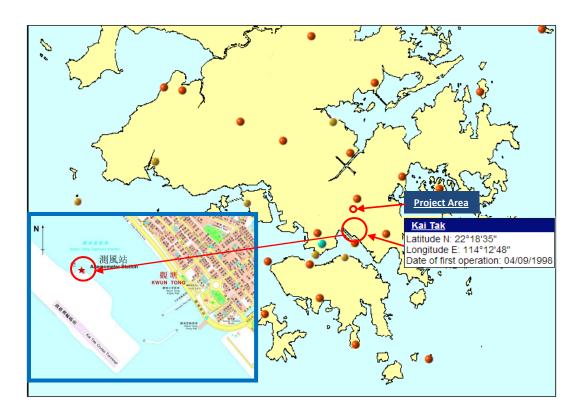


Figure 3. Location of HKO Kai Tak Weather Station (Source: http://www.hko.gov.hk/wxinfo/ts/sec_anemometer_e.htm - accessed on 4.1.2016)

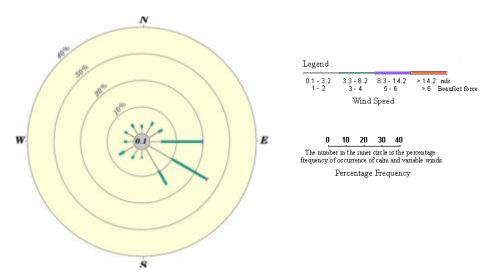
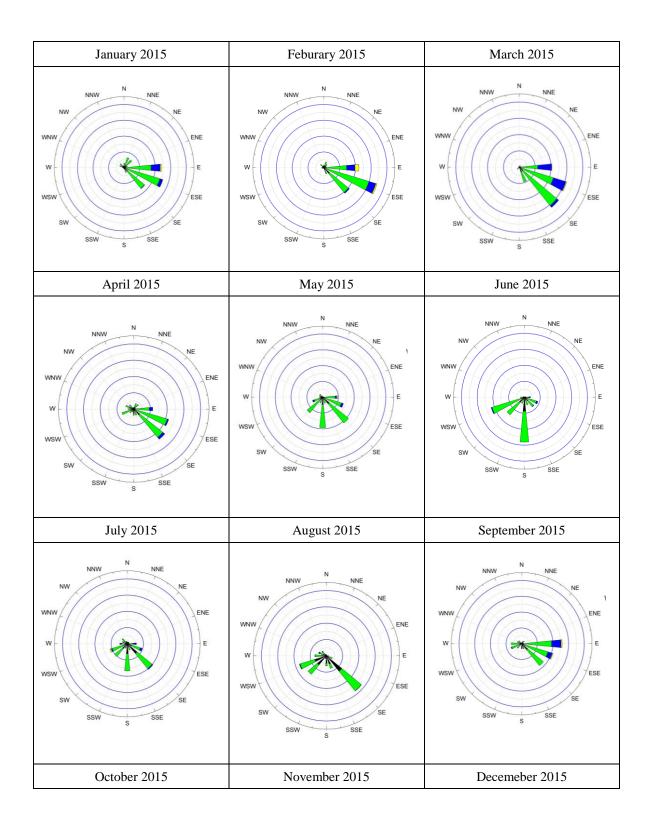


Figure 4. Annual wind rose (1999 - 2013) of Kai Tak Weather Station (Source: http://www.hko.gov.hk/wxinfo/ts/sec_anemometer_e.htm - accessed on 4.1.2016)



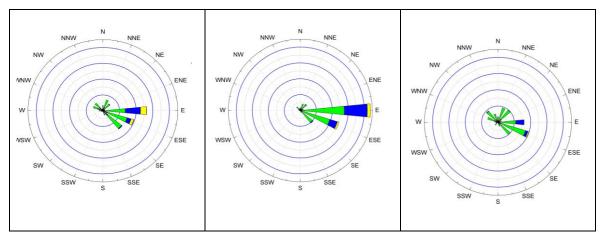


Figure 5. Monthly wind rose (2015) of Kai Tak Weather Station (Source: HKO)

3.3 RAMS (Regional Atmospheric Modeling System)

- 3.3.1 The new web-based wind database provided by PlanD is also studied. The site wind availability database is generated from the "Consultancy Study on Establishment of Simulated Site Wind Availability Data for Air Ventilation Assessments in Hong Kong" conducted by the City University in 2013. The simulated wind database covers the whole territory of Hong Kong at the horizontal resolution of 0.5km×0.5km using Regional Atmospheric Modeling System (RAMS) Version 6.0.
- 3.3.2 As lower level wind roses can better represent the localized wind condition, simulated data applicable to the Project Area (X087, Y045) at 200m above ground is extracted for annual and summer wind conditions. The annual and summer wind roses are illustrated in Figure 6 and Figure 7 respectively.
- 3.3.3 The annual prevailing winds are from east-northeastern (ENE), eastern (E) and ESE directions while the summer prevailing winds mainly come from E, SE, southern (S), SW and west-southwestern (WSW) directions.

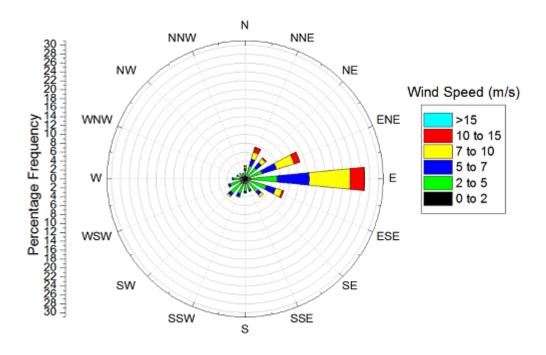


Figure 6. RAMS (X087, Y045) annual wind rose at 200m

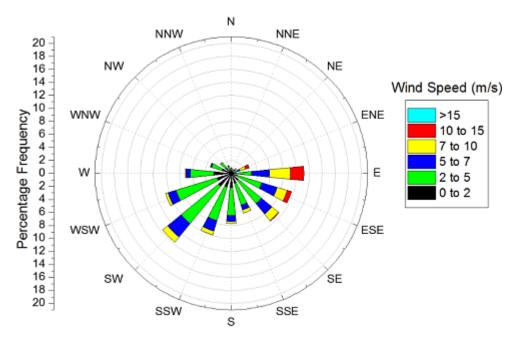


Figure 7. RAMS (X087, Y045) summer wind rose at 200m

3.4 Wind Tunnel Data from AVA Detailed Studies

3.4.1 The wind data sets from the recent detailed studies on AVA as summarized in section 1.0.2, "Air Ventilation Study for Kai Tak Development – Final Detail Air Ventilation Study Report, Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and

- Construction (2010)" and "Detailed Air Ventilation Assessment for Public Housing Development Batch C3 Proposed Public Housing Development at Choi Wan Road Site 2, 3A and 3B (2010)" are referred.
- 3.4.2 Considering the experimental wind tunnel data for Choi Wan Road site is closer to the Project Area, this wind data shall be referred in this study hereafter. From the annual and summer wind roses shown in Figure 8 and Figure 9, the annual prevailing winds are from northern (N), ENE and E directions while the summer prevailing winds mainly come from E, S, SW and WSW directions.

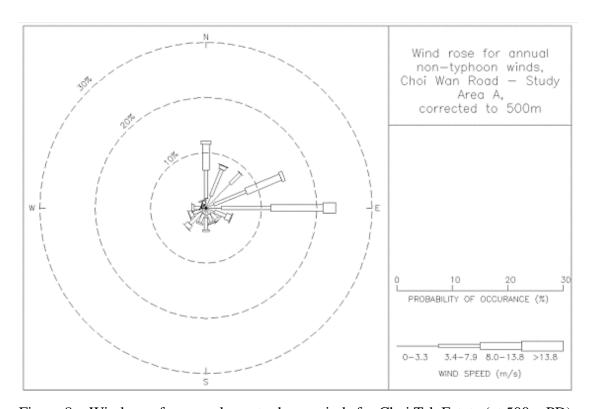


Figure 8. Wind rose for annual non-typhoon winds for Choi Tak Estate (at 500 mPD)

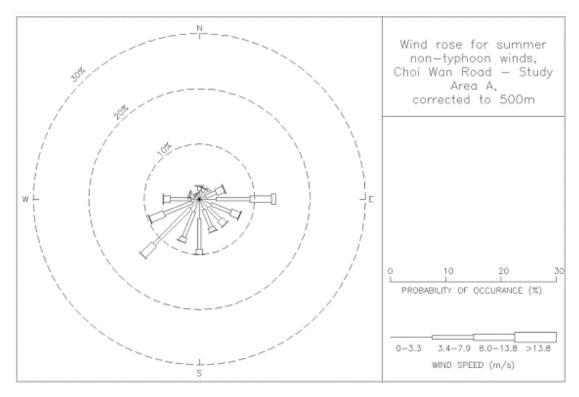


Figure 9. Wind rose for summer non-typhoon winds for Choi Tak Estate (at 500 mPD)

3.5 Wind Data Comparison

3.5.1 The annual and summer prevailing wind directions from different sources are summarized in Table 2. The wind data sets from HKO, RAMS and wind tunnel data reflect the wind availability of the Project Area. However, HKO wind station at Kai Tak is close to the Victoria Harbour and is likely influenced by the channeling wind flow along the Harbour. In addition, considering Kai Tak wind station is relatively far away from the Project Area, it may not be a good reference to represent the site wind availability of the Project Area. In conclusion, the annual prevailing wind of the Project Area comes from the N, ENE, E and ESE directions, while the summer winds are mainly from E, SE, S, SW and WSW directions.

Table 2. Summary of Prevailing Wind Directions

	НКО	RAMS	Wind Tunnel
Annual	ESE	ENE, E, ESE	N, ENE, E
Summer	SE, SW	E, SE, S, SW	E, S, SW, WSW

4.0 Existing and Planned Conditions

4.1 Topography

4.1.1 The Project Area is located at the foothill of Ping Shan at the northwest of the Ngau Tau Kok and Kowloon Bay Planning Area (Figure 10). The vicinity is divided into two distinct portions by Kwun Tong Road, which is a primary distributor road connecting the Project Area with Kwun Tong and other districts. The flat land in the south and west is primarily formed by Kowloon Bay reclamation. The Project Area and its neighboring environment are surrounded by Hammer Hill (above Ngau Chi Wan) with an elevation of 145 mPD, Fei Ngo Shan (Kowloon Peak) with an elevation of 602 mPD and Jordan Valley with an elevation of 188 mPD.

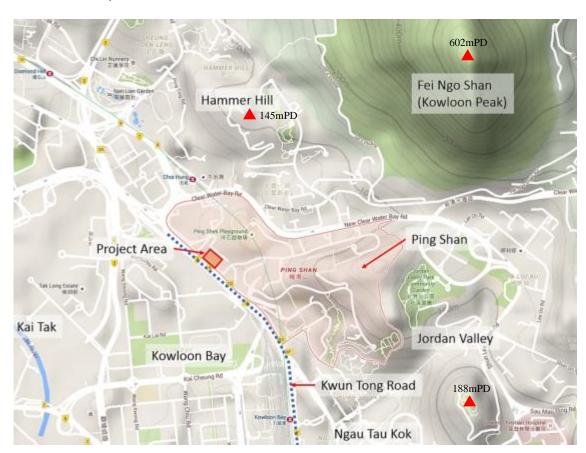


Figure 10. Project Area and surrounding areas

(Source: https://www.google.com.hk/maps - accessed on 26.1.2016)

4.2 Land Use and Urban Morphology

The Project Area is currently occupied by Kai Tak Mansion (4 blocks of residential development at 25.6mPD to 28.3mPD) (Figure 12) situated at a mean street level of about 4.6mPD. To its immediate north and northeast are two 2-storey Grade 1 historic buildings Officers' Quarters Compound of Ex-Royal Air Force (RAF) Station (Kai Tak) (currently Hong Kong Baptist University (HKBU) Academy of Visual Arts) with BHs at 26.8mPD and 35.8mPD, which are sitting on a platform of 18.3mPD and 27.7mPD respectively (Figure 13). The HKBU Academy of Visual Arts is separated from Kai Tak Mansion by an internal access road at an elevation of 24.7mPD (Figure 14) and a 10m wide slope with retaining wall (Figure 15). To the immediate southeast of the Project Area is the 8-storey St. Joseph's Anglo-Chinese Primary School (the Primary School) with a BH of 34.3mPD. There is a 6m separation between the buildings of Kai Tak Mansion and its boundary with the Primary School (Figure 16). To the further southeast is the former St. Joseph's Anglo-Chinese School with a BH of 25.2mPD. south are existing residential developments (i.e. Kai Yip Estate with BH at 42.1-58.9mPD and Richland Gardens with BH at 98.8-102.4mPD). To its west across Kwun Tong Road are another 2-storey Grade 1 historic building namely the Headquarters Building of Ex-RAF Station (Kai Tak) (currently Caritas Family Crisis Support Centre) and an area zoned "Open Space" part of which is being considered for housing and school developments. northwest are a local open space (Kwun Tong Road Children's Playground) and a 1-storey Grade 3 historic building of Sam Shan Kwok Wong Temple (Figure 12). Figure 11 illustrates the BHs as mentioned above.

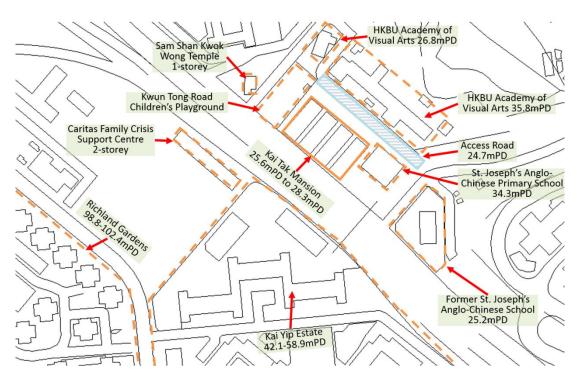


Figure 11. Building heights of Project Area and neighboring buildings

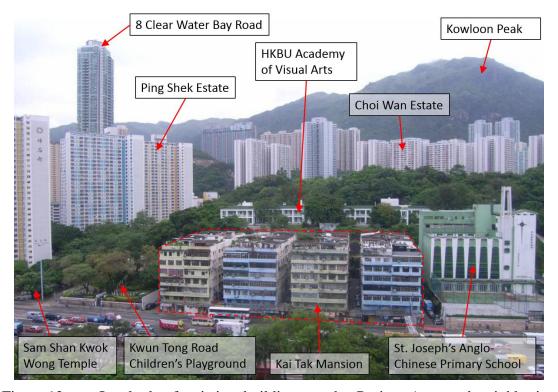


Figure 12. Overlook of existing buildings at the Project Area and neighboring buildings



Figure 13. Outlook of HKBU Academy of Visual Arts



Figure 14. Access road of HKBU Academy of Visual Arts

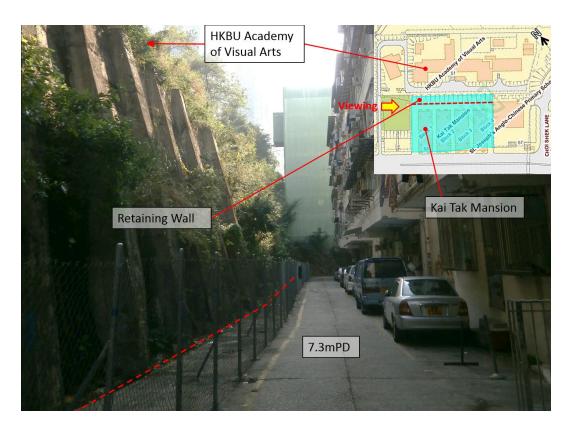


Figure 15. Retaining wall behind Project Area

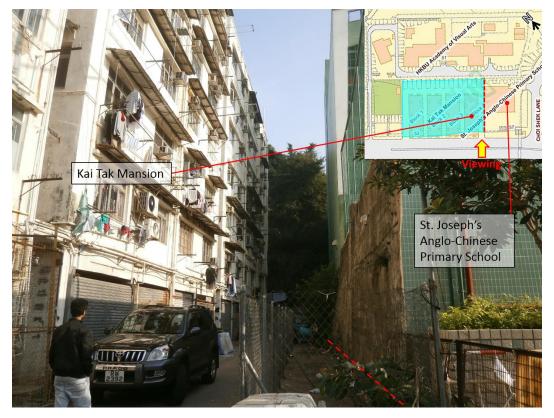


Figure 16. Lane between existing Kai Tak Mansion and the Primary School

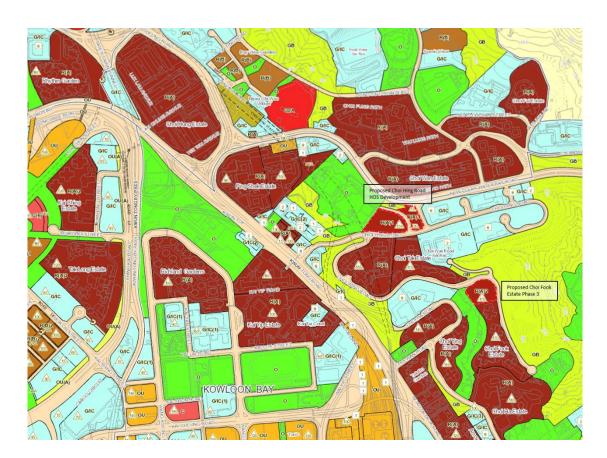


Figure 17. Open space, Caritas Family Crisis Support Centre, Kai Yip Estate and Richland Gardens (dotted) across Kwun Tong Road

- 4.2.2 The neighboring environment of the Project Area is intended primarily for high-density residential developments under "R(A)" zones of the OZP. Existing public rental housing (PRH) estates and Home Ownership Scheme (HOS) developments could be found. Besides, an "R(A)" site at Choi Wing Road and two "R(A)1" sites on Choi Hing Road are committed for PRH and HOS developments respectively. A site is also zoned "Other Specified Uses" ("OU") and is occupied by a residential development with commercial uses in the podium. These housing developments are subject to different height restrictions on the OZP (Figure 18) and are summarized as follows.
 - (a) Ping Shek Estate is located at the northwest of the Project Area. A maximum BH restriction of 80mPD is imposed in the western part of the estate, stepping up to 100mPD in the eastern part of the estate while the green slopes at the northeastern portion of Ping Shek Estate adjoining Ping Shek Playground are designated as NBA to maintain air ventilation in the surroundings. Existing heights of residential blocks range from 78.6mPD to 85.6mPD (Figure 19).
 - (b) To the northeast of Ping Shek Estate along Clear Water Bay Road is a private residential development (8 Clear Water Bay Road) with commercial uses, public transport interchange and 'park-and-ride'

- facility in the podium. The site is zoned "OU" (Commercial/Residential Development with Public Car Park and Public Transport Interchange) and is subject to a maximum BH restriction of 180mPD. The existing BH is at 184.3mPD.
- (c) To the immediate south of Kwun Tong Road opposite to the Project Area, Kai Yip Estate is subject to height restrictions of 80mPD in the northern part and 100mPD in the southern part and existing HOS development of Kai Tai Court in the vicinity. The existing BHs of residential blocks in this cluster are between 42.1mPD and 59.6mPD.
- (d) Richland Gardens is located at the further southwestern side of the Project Area, subject to a height restriction of 100mPD while the existing BHs approximate to the height restriction from 98.8mPD to 102.4mPD.
- (e) Area to the northeast of Kwun Tong Road is hilly and dominated by high-rise residential developments, particularly public housing estates located at the foothills. Choi Ying Estate (132.5mPD to 135mPD), Choi Tak Estate (136.2mPD to 174.1mPD) and Choi Fook Estate (166.5mPD to 174mPD) sitting on the platforms at 20mPD, 40mPD and 60mPD respectively, form a 3-tier height profile against the natural backdrop of the ridgeline. Choi Ying Estate is subject to a height restriction of 140mPD. The western part of Choi Tak Estate is subject to BH restriction of 160mPD while Choi Fook Estate (Phases 1 & 2) and the eastern part of Choi Tak Estate are subject to a maximum BH restriction of 170mPD.
- (f) Proposed Choi Fook Estate Phase 3: The site (Figure 18) is zoned "R(A)2" for development of a public housing block of 170mPD on top of the podium that accommodates a sports centre and a wet market. A planning application (No. A/K13/299) for minor relaxation of BH restriction from 170mPD to 190mPD for the proposed Choi Fook Estate Phase 3 development was approved by TPB on 5.2.2016.
- (g) Proposed Choi Hing Road HOS Development: The proposed development is located on a piece of land zoned "R(A)1" (Figure 18) subject to a maximum domestic and non-domestic plot ratio of 6.0 and 1.0 respectively. A BH restriction of 150mPD is imposed to create a stepped BH profile progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline.

- 4.2.3 The surroundings has extensive areas designated as "Government, Institution or Community" ("G/IC"), "Open Space" ("O"), and "Green Belt" ("GB") zones which contribute to better air ventilation.
- 4.2.4 A wide range of the GIC facilities are low-rise free-standing buildings including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car parks, shopping centres and markets serving the residents of the estates. The Caritas Family Crisis Support Centre is located to the west of the Project Area across Kwun Tong Road, occupying the Grade 1 historic building namely the Headquarters Building of Ex-RAF Station (Kai Tak). Such low-rise free-standing buildings should be kept as breathing spaces to the building masses.
- 4.2.5 Open space is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. Major existing open spaces include Ping Shek Playground. The large piece of land zoned "O" along Wang Chiu Road to the north of Richland Gardens is currently occupied by various temporary uses such as Urban Oasis operated by the Christian Family Service Centre, Christian Action Employees Retraining Centre within New Horizons Building, Hong Kong Fire Services Club, and works areas of various government departments. Public housing and school developments on part of this site are being considered. The public housing development is expected to be of a height similar to the surrounding high-rise developments.
- 4.2.6 Areas zoned "GB" in the neighborhood cover (i) the steep hill slopes at the eastern periphery of the Planning Area, (ii) the slopes created in connection with the formation of development platforms for the housing developments at Choi Tak Estate, Choi Ying Estate and Choi Fook Estate, and (iii) an extensive vegetated slope near Ping Shek Playground.



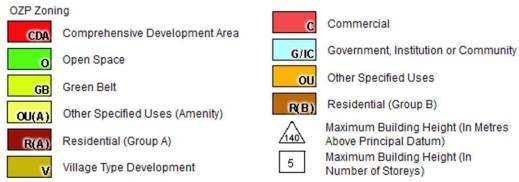


Figure 18. The Prevailing Statutory Plan – The Project Area falls within the Draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/28

(Source: http://www1.ozp.tpb.gov.hk/gos/default.aspx - accessed on 26.1.2016)

Figure

19

Existing Building Height Profile

≤15

15.1 - 40

40.1 - 60

60.1 - 80

80.1 - 100

100.1 - 120

120.1 - 140 140.1 - 160

160.1 - 180

Over 180

Cat. A1 – Expert Evaluation and Advisory Services on Air Ventilation Assessment (PLNG A1-2/AVA 2015) For an Instructed Projet for a Proposed Residential Site at 53, 53A, 55 and 55 A Kwun Tong Road, Kowloon

4.3 Existing Wind Condition with Committed Future Development

4.3.1 N wind

N wind would travel along the internal road of Ping Shek Estate and reach Kwun Tong Road Children's Playground and Kwun Tong Road while another major air path would travel through Ping Shek Playground and along the open space between former St. Joseph's Anglo-Chinese School and Choi Tak Estate (Figure 20).

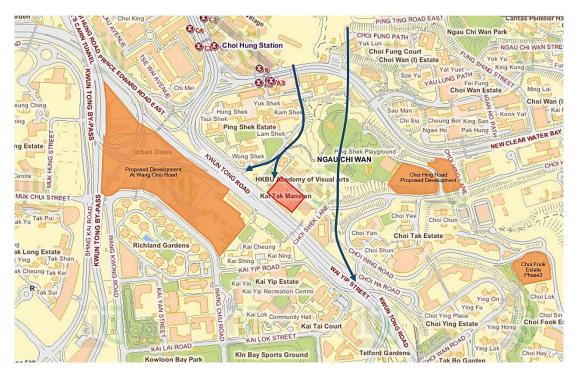


Figure 20. Breezeways/air paths (N wind)

4.3.2 ENE and E winds

ENE and E winds are prevailing winds during summer and throughout the year. To the upstream of the Project Area, it is expected that both ENE and E winds would travel along Clear Water Bay Road, New Clear Water Bay Road, Choi Hing Road and Choi Wing Road to reach Ping Shek Playground, HKBU Academy of Visual Arts and the Project Area. As the BHs of HKBU Academy of Visual Arts (35.8mPD maximum) and existing Kai Tak Mansion (about 28mPD) are relatively low, it is anticipated that ENE and E winds would be able to skim over these two developments and reach the areas further downstream.

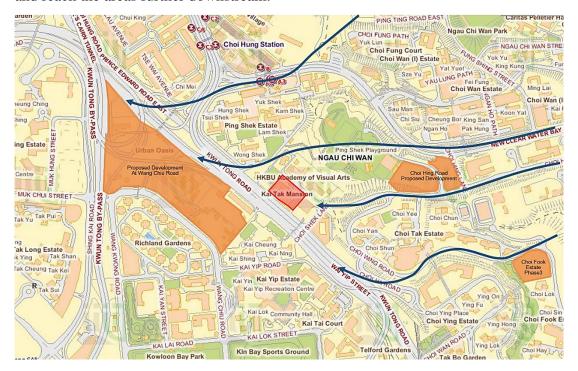


Figure 21. Breezeways/air paths (ENE and E winds)

4.3.3 ESE and SE winds

ESE is the most common annual prevailing wind direction while SE is the summer prevailing wind. Major ESE and SE winds would flow over the area of Choi Wan Road Service Reservoir and pass through Choi Hing Road to reach the Project Area (Figure 22). ESE and SE winds would also flow along Choi Wing Road and skim over the relatively low-rise structure of the former St. Joseph's Anglo-Chinese School (25.2mPD), the Primary School (34.3mPD) and the existing Kai Tak Mansion at the Project Area (about 28mPD) to reach further downstream. Kwun Tong Road would also be a major wind corridor to facilitate the flow of ESE and SE winds.

Given that the proposed housing and school developments under consideration at Wang Chiu Road is located at about 50m away in the downstream of the Project Area under ESE and SE winds, it is not expected that such proposed development at Wang Chiu Road would significantly affect the pedestrian wind environment around the Project Area.

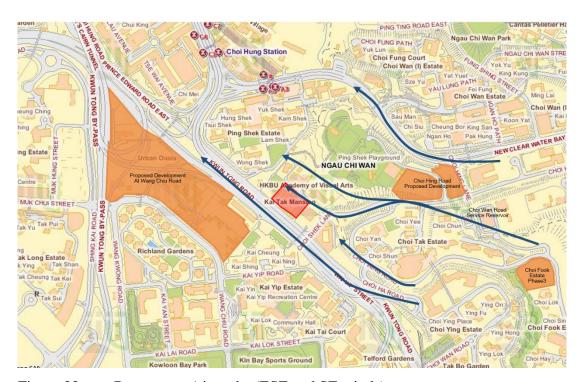


Figure 22. Breezeways/air paths (ESE and SE winds)

4.3.4 S wind

The Project Area is currently occupied by the low-rise Kai Tak Mansion, surrounded by a variety of low-rise GIC buildings and open spaces. Given the Project Area and its immediate vicinity are maintained at a BH of 40mPD or below, it would allow wind penetration from Kowloon Bay under S wind. There is no major air ventilation problem at pedestrian level due to openness to breezeways (Figure 23).

S wind is one of the summer prevailing winds. S wind would be heavily blocked by the high-rise high-density developments of Kai Yip Estate and Richland Gardens (Figure 23). It would mainly flow along Wai Yip Street to Kwun Tong Road; as well as through Wang Chiu Road between Kai Yip Estate and Richland Gardens and travel along Wang Kwong Road reaching Kwun Tong Road and Lung Cheung Road.

Regarding the proposed housing and school developments under consideration at Wang Chiu Road, given that there is existing road network at the northern tip of the site, it is anticipated that S wind could pass through the area between the road network and the future developments to reach Kwun Tong Road and Ping Shek Estate. In addition, the drainage reserve area located at the southern part of the site would allow S wind to penetrate through the proposed developments and reach Kwun Tong Road.

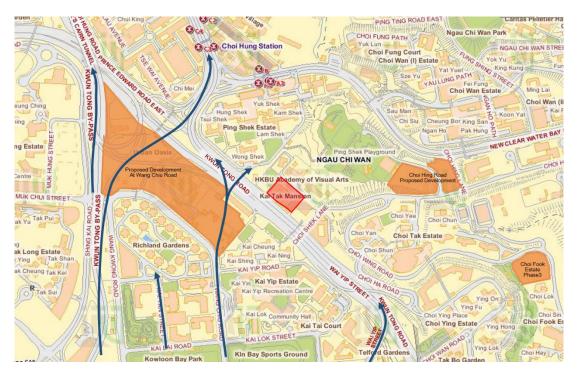


Figure 23. Breezeways/air paths (S wind)

4.3.5 SW and WSW winds

SW and WSW are prevailing winds in the summer. Similar to S wind, the prevailing SW and WSW winds would be heavily blocked by Kai Yip Estate and Richland Gardens (Figure 24). However, it is expected that both SW and WSW winds would reach the Project Area via Wang Chiu Road and the playground in Kai Yip Estate. Higher level SW wind would skim over Kai Tak Mansion to reach HKBU Academy of Visual Arts with BH at 35.8mPD sitting on a platform at 27.7mPD and continue downstream. SW and WSW winds from Shing Kai Road could flow through Kwun Tong Bypass and is being diverted to the Project Area from Kwun Tong Road.

As mentioned, it is anticipated that some SW and WSW wind could pass through the area between the existing road network at the northern tip of Wang Chiu Road site and reach Kwun Tong Road and Ping Shek Estate.

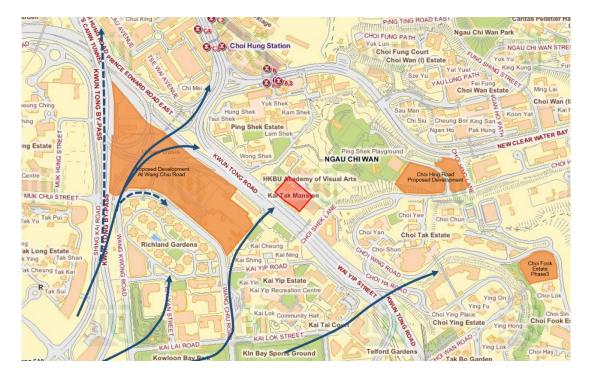


Figure 24. Breezeways/air paths (SW and WSW winds)

5.0 Expert Evaluation on the Proposal at the Project Area

5.1 N Wind

HKBU Academy of Visual Arts sits on a high platform with BH at 35.8mPD and slightly blocks the N wind approaching the Project Area. The major N wind would skim over the Primary School to the east of the Project Area and the local open space (Kwun Tong Road Children's Playground) at the northwest of the Project Area (Figure 25).

With the presence of the future high-rise development at the Project Area, it may further block the N wind to reach its downstream around the southern side of the Project Area including the playground in Kai Yip Estate and the Primary School located to the immediate southeastern side of the Project Area. Instead, some N wind would travel along the internal access road and slope between HKBU Academy of Visual Arts and the Project Area.

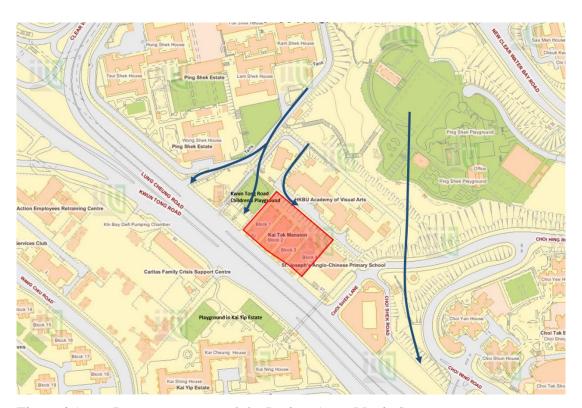


Figure 25. Breezeways around the Project Area (N wind)

5.2 ENE and E Winds

The future high-rise development at the Project Area would potentially block the ENE and E winds to reach Kwun Tong Road Children's Playground. ENE and E winds would be diverted by the future development in travelling along the internal access road and slope between HKBU Academy of Visual Arts and the Project Area, as well as along Kwun Tong Road (Figure 26). Compared with the existing condition, the wake area imposed by the proposed development at the Project Area would be larger.

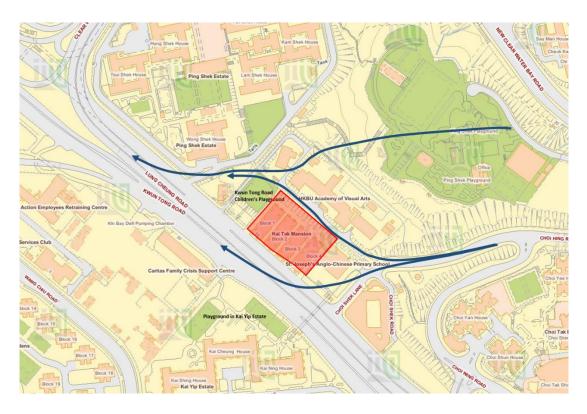


Figure 26. Breezeways around the Project Area (ENE and E winds) (Base map source: http://www2.map.gov.hk/gih3/view/index.jsp - accessed on 26.1.2016)

5.3 ESE and SE Winds

The future high-rise development at the Project Area would potentially block ESE and SE winds to reach Kwun Tong Road Children's Playground and its downstream. Rather, both ESE and SE winds would flow along Kwun Tong Road and the internal access road and slope between HKBU Academy of Visual Arts and the Project Area (Figure 27).



Figure 27. Breezeways around the Project Area (ESE and SE winds)

(Base map source: http://www2.map.gov.hk/gih3/view/index.jsp - accessed on 26.1.2016)

5.4 S Wind

The future high-rise development at the Project Area would potentially block S wind to reach HKBU Academy of Visual Arts, Kwun Tong Road Children's Playground and its downstream. Rather, S wind would flow along Kwun Tong Road and the internal access road and slope between HKBU Academy of Visual Arts and the Project Area (Figure 28).



Figure 28. Breezeways around the Project Area (S wind)

(Base map source: http://www2.map.gov.hk/gih3/view/index.jsp - accessed on 26.1.2016)

5.5 SW and WSW Winds

The future high-rise development at the Project Area would potentially block SW and WSW winds to reach the Primary School and its downstream. Rather, SW and WSW winds would travel along Kwun Tung Road and the internal access road and slope between HKBU Academy of Visual Arts and the Project Area (Figure 29).

The future high-rise development at the Project Area would also potentially block SW and WSW winds to reach HKBU Academy of Visual Arts and its downstream (Figure 29).



Figure 29. Breezeways around the Project Area (SW and WSW winds) (Base map source: http://www2.map.gov.hk/gih3/view/index.jsp - accessed on 26.1.2016)

6.0 Summary of Observations and Recommendations for the Project Area

6.1 Summary of Observations

- 6.1.1 The Project Area could enjoy most of the prevailing winds from different directions including ENE, E, ESE, SE, SW and WSW. Prevailing winds would travel along major air paths such as Kwun Tong Road and the internal access road and slope between HKBU Academy of Visual Arts and the Project Area. Nevertheless, most S wind may not be able to reach the Project Area due to blockage of Kai Yip Estate while some N wind to the Project Area may be blocked by HKBU Academy of Visual Arts.
- 6.1.2 It is concluded that the existing low-rise development at the Project Area would not cause significant air ventilation impact to most of the neighboring areas under most annual and summer prevailing winds. However, the proposed high-rise developments would potentially block the prevailing winds and create wake regions in its immediate downstream including (i) the Primary School under N, SW and WSW winds; (ii) HKBU Academy of Visual Arts under S, SW and WSW winds; (iii) Kwun Tong Road Children's Playground under ENE, E, ESE, SE and S winds; and (iv) the playground in Kai Yip Estate under N wind.

6.2 Recommendations for the Project Area

6.2.1 Based on the above analysis, it is recommended that the future high-rise development at the Project Area should avoid long building frontage along the project boundary at Kwun Tong Road. Other mitigation measures to be considered could include building setback, permeable building design equivalent to 20% to 33.3% of total front area, a minimized podium with site coverage of not more than 65% or a podium-free design and gaps between podium and building towers above. The future developer could also make reference to recommendations in the Hong Kong Planning Standards and Guidelines.

7.0 Future Work

7.0.1 In order to assess the potential air ventilation issues induced by the future high-rise development at the Project Area, quantitative AVA studies are required to be conducted in exploring effective mitigation measures to alleviate potential adverse impacts on the pedestrian wind environment and incorporation of enhancement measures to optimize the future scheme in terms of air ventilation performance.

Provision of Open Space and Major Government, Institution or Community Facilities in Ngau Tau Kok and Kowloon Bay OZP Area

Type of Facilities	Hong Kong Planning Standards and	HKPSG Requirement Based on	Provision		Surplus / Deficit (Against
	Guidelines	Planned	Existing	Planned	Planned
	(HKPSG)	Population		(ii)	Provision)
		(i)			(ii)-(i)
Local Open	10 ha per	18.30 ha	28.47 ha	35.02 ha	16.72 ha
Space	100,000 persons				
District Open	10 ha per	18.30 ha	30.42 ha	40.30 ha	22.00 ha
Space	100,000 persons				
Secondary	1 whole day	173	299	329	156
School	classroom for 40	classrooms	classrooms	classrooms	classrooms
	persons aged				
	12-17				
Primary School	1 whole day	273	320	320	47
	classroom for	classrooms	classrooms	classrooms	classrooms
	25.5 persons				
	aged 6-11				
Kindergarten /	26 classrooms	93	112	122	29
Nursery	for 1,000	classrooms	classrooms	classrooms	classrooms
	persons aged 3				
	to under 6				
District Police	1 per 200,000 to	0	0	0	0
Station	500,000 persons				
Divisional Police	1 per 100,000 to	1	1	1	0
Station	200,000 persons				
Sub-divisional	No set standard	No set	1	1	N/A
Police Station /		standard			
Police Post					
Divisional Fire	No set standard	No set	1	1	N/A
Station		standard			
Sub-divisional	No set standard	No set	1	1	N/A
Fire Station		standard			
Ambulance	No set standard	No set	1	1	N/A
Station / Depot		standard			

Type of Facilities	Hong Kong Planning Standards and	HKPSG Requirement Based on	Provision		Surplus / Deficit (Against
	Guidelines	Planned	Existing	Planned	Planned
	(HKPSG)	Population		(ii)	Provision)
		(i)			(ii)-(i)
Clinic / Health	1 per 100,000	2	2	2	0
Centre	persons				
Post Office	Accessible	No set	2	2	N/A
	within 1.2 km in	standard			
	urban				
Market	No set standard	No set	4	5	N/A
		standard			
Community Hall	No set standard	No set	2	3	N/A
		standard			
Integrated	1 for 12,000	2	6	6	4
Children and	persons aged				
Youth Services	6-24				
Centre					
Integrated Family	1 per 100,000 to	1	3	3	2
Services Centre	150,000 persons				
Library	1 branch library	1	1	1	0
	for 200,000				
	persons				
Sports Centre	1 per 50,000 to	2	2	3	1
	65,000 persons				
Sports Ground /	1 per 200,000 to	0	1	1	1
Sports Complex	250,000 persons				
Standard	1 per 287,000	0	0	0	0
Swimming Pool	persons				
Complex					

Notes:

- 1. Based on the 2011 Population Census, the population of the OZP Area was estimated by the Planning Department as about 158,100 persons.
- 2. The planned population of the OZP Area would be about 200,000 persons (including the proposed housing development under Amendment Item A).

議項 IV - 《牛頭角及九龍灣分區計劃大綱草圖編號 S/K13/28》 的擬議修訂項目

(觀塘區議會文件第 8/2017 號)

- 12. <u>主席</u>歡迎規劃署九龍規劃專員葉子季先生、高級城市規劃師/九龍 4 吳淑君女士和城市規劃師/九龍 2 關穎輝先生、房屋署高級規劃師 (9)李倩 儀女士,以及運輸署工程師/房屋及策劃 3/九龍陳嘉平先生協助討論。
- 13. 葉專員介紹文件。
- 14. 議員提出的查詢及意見如下:
 - 14.1 <u>歐陽均諾議員</u>指出,宏照道地盤現時由基督教勵行會(下稱「勵行會」)及消防同樂會使用,但政府仍未有妥善的搬遷安排。地盤周邊現有約 6 萬人口,但整體交通及社區配套不足,導致繁忙時段人車擠擁,區內缺乏大型的休憩設施,也沒有足夠的幼稚園學位及託兒服務,居民亦因九龍灣健康中心過於繁忙而需跨區就診。他建議署方考慮:(i)就勵行會搬遷事宜作出適切安排;以及(ii)就區內新增的約 1 萬人口早日妥善規劃交通及社區配套。
 - 14.2 <u>畢東尼議員</u>不支持文件中的計劃。由於周邊已有約 6 萬人口,加上現時約有 2 萬人次接受勵行會服務,他建議署方考慮: (i)就宏照道地盤建屋計劃帶來的約 1 萬人口興建新的道路,疏導未來的額外車流;以及(ii)就勵行會的搬遷安排提供更詳細的方案。
 - 14.3 <u>鄭景陽議員</u>建議署方考慮保留勵行會於原址的可行性, 以免居民受到影響。
 - 14.4 <u>陳汶堅議員</u>查詢為何署方經常在觀塘覓地建屋,並建議署方考慮與勵行會就搬遷安排達成共識及協議。

- 14.5 <u>顏汶羽議員</u>向署方查詢:(i)地盤對面已有一所空置多年的校舍,為何仍要在地盤興建一所中學;(ii)修改現有道路如何解決新增人口的交通需求;以及(iii)如何解決勵行會搬遷後區內居民對僱員再培訓服務的需求。
- 14.6 <u>莫建成議員</u>對計劃有所保留,並建議署方考慮:(i)在規劃時「原址保留」勵行會,使其在區內多年的服務得以延續;(ii)就啟德大廈地盤 140 米的建築物高度上限,要求發展商不得興建屏風樓,以免阻礙通風;以及(iii)興建新的道路連接新發展區及彩虹港鐵站。
- 14.7 <u>張培剛議員</u>支持政府興建公屋,並建議署方考慮: (i)在 建屋前早日規劃區內的交通、社福及醫療配套,以應付 未來新增人口的需求;以及(ii)就服務社區 30 年的勵行 會作出妥善的搬遷安排,例如原區遷置或考慮該會建議 的其他方案。
- 14.8 <u>陳國華議員</u>認為署方以闖關的態度諮詢區議會並不恰當,他希望署方能進行更深入的諮詢和提出更具體的規劃建議,並建議署方考慮提供更佳的調遷或重置方案予勵行會。
- 14.9 <u>潭肇卓議員</u>指出建屋計劃可以用雙贏的方式推展,並可 一併改善區內現存的問題。
- 14.10 陳華裕議員建議署方考慮: (i)擬建公屋在設計上須避免 觀塘道的噪音影響居民; (ii)擬建公屋在布局上須盡量不影響麗晶花園的景觀及通風; (iii)藉啟德大廈地盤放寬建築物高度上限至 140 米的契機,興建電梯或升降機塔連接周邊地區,以方便居民前往坪石公園及三彩區,並撥出地面部分面積興建公共交通設施,以紓緩觀塘道的交通擠塞;以及(iv)放寬地積比率,讓一些團體可在該處繼續發展。
- 14.11 <u>張姚彬議員</u>指署方未有就計劃與區議員作充分溝通,應 以由下而上的方式進行諮詢,並事先與勵行會等持份者 達成搬遷協議,在程序上方為恰當。

- 14.12 <u>陳俊傑議員</u>建議署方考慮在不影響日照及通風的情況下 放寬啟德大廈地盤的建築物高度上限,並以天橋連接彩 虹港鐵站,以及在地面加設公共交通交匯處。
- 14.13 張順華議員建議署方考慮: (i)妥善安排勵行會的搬遷事宜; (ii)在觀塘道興建隧道或升降機塔等過路設施; (iii) 視乎需要重開地盤對面空置多年的校舍,並把用以興建學校的土地改為興建居屋; (iv)增加在區內興建的居屋數目,以照顧中產人士的房屋需要;以及(v)把啟德大廈地盤的建築物高度上限由 140 米放寬至 180 米,與清水灣道 8 號看齊,以提供更多單位。
- 14.14 <u>黃子健議員</u>建議署方考慮: (i)深入研究勵行會建議方案的可行性;以及(ii)優化地盤周邊的交通及社區配套。
- 14.15 葉興國議員支持政府的建屋計劃,並建議署方考慮:(i) 平衡觀塘區公屋與居屋的數目,把居屋/綠置居的比例調高至一半;(ii)把地盤中央擬建中學的位置改為興建市政綜合大樓,提供康樂、幼兒託管、圖書館等設施,為鄰近社區帶來更大裨益;以及(iii)改善地盤一帶的行人暢達度,以隧道或天橋連接彩虹港鐵站,以方便麗晶花園及啟業邨的居民。
- 14.16 <u>張琪騰議員</u>支持政府的建屋計劃,但認為須同步規劃交通及社區康樂配套,並用以人為本的態度推行。
- 14.17 <u>謝 淑 珍 議 員</u> 建 議 署 方 考 慮 無 須 搬 遷 勵 行 會 的 方 案 , 讓 區 内 居 民 可 以 繼 續 使 用 該 會 提 供 的 僱 員 再 培 訓 服 務 。
- 14.18 <u>柯創盛議員</u>建議署方考慮: (i)就房屋發展計劃妥善規劃 交通、社福及醫療配套;以及(ii)就勵行會搬遷事宜作出 妥善安排。
- 15. 署方就議員的查詢及意見回應如下:
 - 15.1 <u>交通配套</u>:署方明白議員的關注,並表示已根據交通影響評估作出相應的調整,包括會在附近的路口進行改善措施,以應付新增人口帶來的額外車流。在公共交通方

- 面,署方會聯同運輸署就道路及行人系統再研究相關的改善及加強方案,包括調整巴士/小巴的路線及班次。
- 15.2 <u>社區設施</u>:整體而言,區內規劃的社區設施大致足夠,署方會就新增人口與相關部門商討提供相應的社區設施,現時擬議房屋發展內建議提供幼稚園、長者鄰舍中心、日間幼兒中心等。
- 15.3 <u>地盤附近的空置中學校舍</u>:署方表示已聯絡教育局,該局早前表示原為聖若瑟英文中學舊址的空置校舍仍會作教育用途,並確認有需要在宏照道用地預留土地,興建一所中學。此外,該舊校面積較小,不足以興建 1 所設有 30 個課室及佔地 6 950 平方米的標準中學校舍。
- 15.4 <u>勵行會搬遷安排</u>:署方明白議員的關注,並指出勵行會是以短期租約形式使用現址,與消防同樂會等性質相同。當有關的短期用途用地須作長遠用途時,使用者便須遷出,由政府安排另址臨時重置。過去兩年,勞工及福利局一直與勵行會就重置選址保持緊密溝通,曾提供一些臨時選址供勵行會考慮,並會繼續進行商討。至於「原址保留」方案,署方會與相關部門探討其可行性,並諮詢相關政策局是否支持勵行會長期使用現址,也會研究觀塘區是否有其他可供考慮的選址。
- 15.5 <u>啟德大廈</u>:署方解釋,為配合整個區域的建築物高度輪廓,將啟德大廈地盤的建築物高度上限放寬至 140 米是合適的。至於同區清水灣道 8 號的高度上限為 180 米,是因為其基座設有一個公共交通交匯處。署方亦會研究採納一些適當措施,以確保地盤未來的發展不會影響附近一帶的通風。對於議員建議在該處興建公共交通交匯處或連接彩虹港鐵站的天橋或隧道,署方指出地盤屬私人土地,並有若干限制,包括面積較小,未必足以興建擬議設施,署方須與運輸署及業主商討上述建議的可行性。
- 15.6 <u>擬建房屋的布局、通風、景觀及可否改為居屋</u>:署方已 就擬議房屋發展進行環境、視覺及空氣流通方面的評 估,以確保發展不會帶來負面影響。房屋署表示,將部

分擬建房屋改為居屋的建議有研究的空間,並會就房屋設計方案再次諮詢區議會。

- 15.7 <u>諮詢工作</u>:署方明白諮詢工作必須深入細緻而具體,故署方藉此機會聽取區議會的意見,以便與相關部門研究進一步優化方案。
- 16. 大會備悉有關文件。



本函檔案: KYO-N-17(010901)

致:規劃署署長

李啟榮 先生, JP

九龍灣宏照道用地建屋計劃意見

我們得悉有關九龍灣宏照道政府將於該用地上計劃建屋,而現在該用地上的基督教勵行會(新秀大廈)及消防同樂會極可能面臨搬遷。有關計劃從沒有諮詢區議會及地區各持份者意見,對此表示非常失望!

啟業邨於 1981 年入伙,現有 4200 多戶; 啟泰苑於 1983 年入伙,現時有 600 多戶; 而麗晶花園於 1985 年入伙,現時有 5900 多戶。近年周邊的啟晴邨及德朗邨落成後,以上四個屋邨超過 23000 多戶居民,約有 61000 多人口。人口不斷增加,但整體配套設施沒有相對地增設,現時舊有設施使用量已飽和。近年來我們不斷接到居民投訴,交通方面,巴士、小巴於繁忙時間因乘客太多難以乘車;醫療方面,九龍灣健康中心門診服務難以預約,街坊被迫跨區到其他門診看症;社區康樂方面,沒有大型的休憩用地及設施供居民使用,附近只有九龍灣運動場供居民運動;教育方面,幼兒園服務嚴重不足,幼兒托管服務更可以說沒有。家長們要跨區叩門覓校。

如果有關以上用地建屋計劃落實,社區上將可能增加數萬人口。在社區配套不足下,再加入數萬人口,問題只會雪上加霜。為此,我們建議有關以下規劃配套設施,讓政府作詳細考慮:

1. 交通配套方面:

增建巴士、小巴總站(交通交匯處),增加更多不同線路交通服務,讓居民有更多不同選擇。

2. 設施配套方面:

- A. 擴建九龍灣普通科門診診所,為區內居民提供醫療服務。增加醫護人員人手及預約. 額數,讓區內居民(特別是長者及長期病患者)有更快更適切的診治服務,以控制病情。
- B. 設立社福機構團體,延續社區基層服務及職業培訓服務。
- C. 設立圖書館/自修室,讓區內居民及學生可以有更優質環境閱讀和學習。
- D. 設立托兒服務及幼稚園,解決區內幼兒園服務及幼兒托管服務嚴重不足問題,方便家長照顧兒童。
- E. 設立長者服務機構,解決區內老化問題,使長者們可以豐富晚年生活。



3. 文娛康樂配套方面:

- A. 增建休憩公園/廣場、運動場地設施,方便區內居民休憩及運動。
- B. 增建市區園圃,讓區內居民可以享受種植樂趣,亦可美化及綠化社區環境。

立法會議員 柯創盛 觀塘區議員 歐陽均諾



丽岛的花

歐陽均諾 謹上

二零一七年一月十日

Office of District Councillor Mok Kin Shing WMEAR

地址: 觀塘順天邨天暉樓地下一號 電話: 3702 0712 傳真: 37020713

電話: 2231 4600 傳真: 2116 0755 香港渣華道 333 號北角政府合署 17 樓 規劃署 署長辦公室 規劃署署長 李啟榮先生, JP

李署長:

有關九龍灣宏照道一帶的發展事宜

據悉,政府有意於九龍灣宏照道---帶發展公營房屋,現有下列意見及查詢, 希望 貴處考慮:

1. 自鄰近九龍灣的啟晴及德朗邨入伙後,再加上該區原有的交通負荷,對宏 照道一帶的交通構成不少壓力,現時政府的倡議計劃,會為該區帶來大約 一一萬零六百的新增人口,惟卻未開當局有任何改善宏照道一帶交通的提議, 我們對此甚為憂慮,深恐新增人口會令該處的交通擠塞加劇。

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2. 啟業及麗晶一帶向來較為缺乏社區設施,我們關注到,現有設施不能滿足 上升的人口,故此本處希望當局在發展計劃中,預留土地興建圖書館、街 市等社區設施,以應付日後的需求。

- 3. 本處關注到,政府有意收回基督教勵行會所在的新秀大廈,並將收回的土地用作興建新發展區內的學校,若政府滿實此計劃,基督教勵行會最快需於 2019 年遷出現時所在的新秀大廈,觀塘雖然人口增加,惟空置校舍處處,當局未有善用現有資源,反而要迫遷社福團體來建新校,本處對此感到甚為費解,鑑於「勵行會」已在觀塘屹立 31 年,其學員有八成是九龍東的居民,多年來已服務過百萬人次,若遷離觀塘,必定影響勵行會向現有學員提供服務。故此我們反對搬遷及發展新秀大廈,並要求原址保留基督勵行會,以維持該機構對九龍東服務的發展,以免影響服務及令居民獲取服務的機會及權利受到影響。
- 4. 我們希望了解,現時啟德大廈所在的位置將發展私人樓宇項目,惟有關高度限制為 140 米,我們希望了解,這限制會否讓發展商在希望用盡地積比例的情況下,將發展項目橫向發展,造成屛風效應,影響鄰近社區的通風情況?

吳廷瓜議員辦事處② Office of District Councillor Mok Kin Shing INNEAR

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5. 我們關注到,現時啟業及麗晶一帶較缺乏連接鄰近地區,特別是港鐵站的 行人通道,故希望當局在發展新社區時考慮建立一條行人通道,接連新社 區,啟德大廈發展項目及彩虹鐵路站,以加強社區的連系。

敬希 貴署可接納上述提議,以完善此發展項目。如有任何查詢,歡迎致電 3702 0712 與社區主任尹家謙先生聯絡。如何之處,佇候示覆;有勞之處,不勝感激!

謹祝

工作順利,身體健康。



觀塘區議員 莫建成 陳汶堅 鄭景陽 社區主任 尹家謙 林 誠 黎寶桂 謹啟

2017年1月10日



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立法會議員辦



地址:觀塘順天邨天暉棲地下1號

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李署長:

有關九龍灣宏照道一帶的發展事宜

我們早前曾就宏照道一帶的發展事宜去信 貴署,早前接獲 貴署的回覆,我 們就此有下列意見及查詢,希望 貴署考慮:

1. 我們早前曾提及,自鄰近九龍灣的啟晴及德朗邨入伙後,再加上該區原有 的交通負荷,對宏照道一帶的交通構成不少壓力,現時政府的倡議計劃, 會為該區帶來大約一萬零六百的新增人口,該區人口會上升至大約六萬, 該區遠離鐵路,惟 貴署只表示會擴建部分路口,並建議居民使用現有的 30條巴士及小巴路線出入:我們對此感到疑惑,因本該區的交通問題主 要是因為來自觀塘道及太子道東的倒塞,而此區現時只分別有一個出口連 接上述道路,而 貴署卻無任何方案針對此一問題,我們憂慮,這些措施 OHLIE DIST無法看效解決交通問題,現有的 30 條巴士及小巴路線,早已因啟晴及德 朗邨的入伙以呈現飽和之狀,雖然 貴署曾表示會按情況新增巴士及小巴 路線,但若無更佳配套,恐會令居民出入均受塞車之苦

> 另一方面,鑑於中九龍幹線將會興建,我們希望,此幹線可連接此一社區, To bear included on 以緩解此區的交通問題。

2. 啟業及麗晶一帶向來較為缺乏社區設施、我們早前曾表示,現有設施不能 滿足上升的人口,故此我們希望當局在發展計劃中,預留土地興建圖書館, 惟 貴署以啟業有流動圖書車為由,表示無此需要,我們不敢苟同,因該 區對圖書館的需求殷切,而該區附近亦沒有適合的圖書館,流動圖書車的 服務不能滿足居住,故希望 貴署可再考慮此一建議,

此外,我們曾希望 貴署可興建街市,以應付日後的需求,惟 貴署指現時 並無此計劃,指只會就社會福利署的建議,興建一些社福設施,本署雖歡 迎 貴署考慮興建長者鄰舍中心、日間幼兒中心及自修室,惟仍希望可興 建圖書館及街市,因此我們提議興建一個可容納街市、圖書館及社福機構 的綜合大樓。



立法會議員辦事



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3. 我們曾表示,政府有意收回基督教勵行會所在的新秀大廈,並將收回的土 地用作興建新發展區內的中學,若政府落實此計劃,基督教勵行會最快需 於 2019 年遷出現時所在的新秀大廈,我們早前提出,觀塘雖然人口增加, 惟空置校舍處處,我們認為,當局未有善用現有資源,反而要迫遷社福團 體來建新校,我們對此感到甚為費解,而且據了解,觀塘區有大約接近. 200 個剩餘中學學額,有兩間中學只可開設 3 班中一,因此,我們希望 貴 署可提供更多資料,以說明興建新中學的迫切性。

另一方面、「勵行會 已在觀塘屹立 31 年、其學員有八成是九龍東的居民, 多年來已服務過百萬人次,若遷離觀塘,必定影響勵行會向現有學員提供 服務。故此我們反對搬遷及發展新秀大廈,並要求原址保留基督勵行會, 以維持該機構對九龍東服務的發展,以免影響服務及令居民獲取服務的機 會及權利受到影響,我們亦注意到,勵行會就保留新秀大廈,就上述發展 計劃向 貴署提交了一系列建議,未知 貴署對此有何回應?

- 4. 我們曾提及,現時啟德大廈所在的位置將發展私人樓宇項目,惟有關高度 限制為 140 米,我們擔憂發展商會在希望用盡地積比例的情況下,將發展 項目橫向發展,造成屏風效應,影響鄰近社區的通風情況,貴署曾回覆, 只會「建議」有關發展商在詳細設計階段進行空氣流通評估。請問 貴署 在此問題上如何確保,重建項目對附近的社區空氣流動沒有影響?因此, 我們希望 貴署能重新審視整個社區的佈局及有關之高度限制。
- 5. 我們曾表示,現時啟業及麗晶一帶較缺乏連接鄰近地區,特別是港鐵站的 行人通道,我們仍希望當局在發展新社區時考慮建立一條行人通道,接連 新社區,啟德大廈發展項目彩虹鐵路站,以加強社區的連系,加上沙中線 啟德站將座落於鄰近的啟德發展區, 貴署亦應考慮加強此社區與啟德站 的聯繫,以便居民出入。
- 6. 我們收到居民反映, 指現時鄰近的九龍灣診所, 門診名額不足, 甚難預約, 我們擔憂,新增人口,會令門診服務更加飽和,故們希望九龍灣診所,土 增加門診名額。
- 7. 我們注意到,本發展項目的所在地,本為一休憩用地,多年前曾有意發展 成為公園,鑑於此社區休憩設施不足, 在可能失去大型休憩用地及服務 居民的「勵行會」情況下, 貴署會否因此在規劃上有任何補償?



立法會議員辦事處



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8. 鑑於此發展項目爭議性甚大,我們期望, 貴署的發展計劃,需充分諮詢 持份者及居民,以減低影響。

敬希 貴署可就上述情況,改善此發展項目。如有任何查詢,歡迎致電 3702 0712 與社區主任尹家謙先生聯絡。如何之處,佇候示覆;有勞之處,不勝感激!

謹祝

工作順利、身體健康。



立法會議員 胡志偉 觀塘區議員 莫建成 陳汶堅 鄭景陽 社區主任 尹家謙 林 誠 黎寶桂 謹啟

2017年2月20日



已區議員辦事

電話 Telephone: (852) 2612 4434 地址: 九龍灣麗品花園商場122R鋪 Address: Unit 122B, Richland Gardens Shopping Centre, 傳真 Fax: (852) 2727 3380 電郵 Email: anthony@civicpartv.hk Kowloon Bay, Kowloon, Hong Kong



規劃署 九龍規劃專員 葉子季先生:

有關壓晶花園宏照道用地發展計劃

感謝 閣下應邀出席 2017 年 1 月 20 日 (五)的「麗晶附近發展座談會」,聽取麗晶花 園居民的意見。

根據政府於第五屆觀塘區議會第七次會議的討論文件中,擬計劃於九龍灣宏照道用地發 展公共房屋,預計人口約10,600人。

現時宏照道用地一直以來以休憩用地被用作教育、娛樂、維修及存放等用途數十年,附 近亦有居住啟業邨、啟泰苑、麗晶花園,以及鄰區啟晴德朗邨共約六萬市民,該地附近 愈見問題嚴重,在此將概括列出:

- 勵行會在宏照道用地一直為市民提供僱員再培訓服務,作為全港最大型培訓及再培 訓機構之一,政府在規劃時並未有為該會提供同區安置,而現在每年約有六萬人次接受 勵行會服務,明顯政府在計劃未有切實考慮六萬受眾的需要。
- 宏照道用地附近的道路一直沿用30多年,當時是以啟德機場考量作設計。現時該 地附近大多為已發展用地,相關道路已不能再作更改。以不合時的道路設計應付新的土 地規劃,已見不勝負荷。然而畢東尼議員上任以來一直與運輸署接洽,共同研究相關方 案,至今仍未有一個完善的解決方案。在這壓力下斷不能再吸納一萬人道路需求。可是 在區議會內的討論文件中,房屋署的技術評估指擬議發展不會對附近的交通造成不良影 響,卻未有列出詳細內容,難以說服每天正面對著交通問題的附近居民。
- 在上年12月,麗晶花園曾發生一電召救護車的求助個案,救護車在接獲報案後9 分 37 秒到達現場,惜事主已返魂乏術,而由就近的消防局至求助地點只有 3 分鐘的路 程。雖與承諾的 12 分鐘有一定距離,但跟據消防處第三代調派系統計算,救護車應可 於 6 分鐘內到達。故有理由相信現時宏照道附近交通已見壓力,我們擔心規劃中的項目 完成後影響將更為顯著。



畢東尼區議員辦事處 ANTHONY BUX District Councillor Office

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4. 在醫療方面,九龍灣健康中心普通科門診為本區重要的醫療設施,而近年出現嚴重的輪候問題。在上年我們曾就相關問題進行問卷調查,當中有逾七成市民曾因診所額滿而需選擇另一間診所,亦有市民表示需要預約兩天才能預約成功。而在政府的規劃中未見有舒緩以上的設施。

故此在周遭的交通、醫療、文娛康樂及社區設施的配套都極為不足的情況下,本人絕對反對此規劃方案。同時望政府在規劃上述方案時可充分表達民意訴求,以達致所有居民均可享有安居樂業的地方。

祝

工作順利!

畢東尼

觀塘區(麗晶)議員 畢東尼

二零一七年一月二十日

陳華裕議員辦事處

觀塘翠屏北邨翠梓樓 M2 層 108B 舖

電話: 2341-6398 電郵: nchan77@netvigator.com

敬啟者:

本人對《牛頭角及九龍灣分區計劃大綱草圖編號 S/K13/28》的擬議修訂項目有以下意見:

1. 宏照道用地:

- 1.1 由於鄰近天橋、高速公路等行車幹道,噪音十分嚴重,因此在設計樓房時必須加倍注意,務須減少噪音及空氣污染帶來的滋擾。此外,對樓宇之佈局、通風和採光等基本設計,也十分重要,應儘量減少其對現有居民的影響。
- 1.2 至於麗晶花園及啟業邨乃早期建設之屋邨,社區設施十分匱乏, 區內欠缺完善的街市及圖書館等社區設施,祈盼在人口增加的 同時,加設上述設施,以方便鄰近日益增加的居民,提升其合理的 生活質素。
- 1.3 鑑於新秀大廈之僱員再培訓發展亦為居民帶來裨益,可否與鄰近啟 德大廈發展時,鼓勵業主增加社區設施,用作其再培訓之延續。

2. 啟德大廈:

- 2.1 善用在其基座 (觀塘道)下層的空間,興建公用設施包括巴士站等, 以疏導觀塘道因巴士到站時所造成之交通擠塞;同時亦加設行人天 橋與宏照道日後樓宇連接,方便市民。
- 2.2 政府透過誘因,如放寬地積比例等,鼓勵業主興建一些社區設施, 作為公益團體之社會服務處所;
- 2.3 建議興建升降機,除方便其住戶外,亦可便利鄰近居民前往坪石公園及三彩等地,一舉數得。

若有任何查詢,可與本人聯絡 (電話:9107-2377) 為荷。

此致

規劃署署長 李啟榮太平紳士 (傳真: 2877-0389)

觀塘區議員

陳華裕

謹上

二〇一七年二月十五日

副本:觀塘民政事務專員 羅莘桉太平紳士 (傳真:2797-8521)



致 觀塘區區議會秘書處 觀塘區議會主席、副主席及各區議員

尊敬的主席、副主席及各區議員:

遷折基督教勵行會總部新秀大廈

基督教勵行會一直以新秀大廈為基地,為九龍東,尤其是觀塘區居民提供不同 社會服務超過30年。然而,新秀大廈作為社會資產為觀塘區服務,其延續性正 受到威脅。

基督教勵行會一直以短期租約形式租用新秀大廈。2014年,我們獲悉政府考慮把這塊休憩用地("O"Site),包括新秀大廈的地段,發展成公共房屋及一間中學校舍,因此新秀大廈將被拆卸,而基督教勵行會必須遷出。我們明白政府發展公屋的決心,我們曾去信不同政策局、政府部門以及機構,提出保留原址及原區重置等方案,讓我們能延續本會服務,但至今成效不大。

作為基督教勵行會總部,新秀大廈讓我們可以帶領 20 間服務中心及 5 間二手商店「勵行站」,為九龍和新界各地不同群體的需要提供不同服務,對象包括基層家庭及其小朋友、新來港人士、少數族裔、難民、外藉傭工等,30 多年來本會總服務人次達一百萬。而我們於新秀大廈的服務更不限於辦公時間,例如舉辦展翅青見計劃、課餘託管服務、外藉傭工課程、歷奇及全人發展計劃、行業工作坊,提供情緒輔導及其他社區服務,並開放社區數碼中心予附近居民。作為本會主要再培訓中心,我們亦提供一系列課程,就觀塘、黃大仙和九龍城區居民的不同需要、能力和興趣,裝備他們,讓他們能重返職場。自 1993 年以來,有 23 萬人次接受本會培訓課程,其中 45%課程於新秀大廈舉辦。我們還於新秀大廈營運一間二手商店「勵行站」,以合理價格為附近居民提供優質貨品,並為本區居民提供就業機會。整體而言,我們於新秀大廈每年服務逾 6 萬人次。

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基督教勵行會致力服務觀塘區,因此為了維持和改善該區社會服務,我們期望得到 閣下支持——保留新秀大廈,讓我們得以延續本會服務使命。附上有關本會就新秀大廈遷拆背景、立場、建議方案及本會 30 多年來培訓及社會服務的簡介以供參考。自有關新秀大廈的消息於 12 月公佈後,我們向服務使用者、企業、導師、合作夥伴和員工收集了 1,000 多份已簽署的意見書,支持保留新秀大廈、延續服務,現附上相關統計數字,意見書正本將交予觀塘區區議會秘書處,影印本將於數日內送上予 閣下。

連月來,我們已聯繫各位議員講解今次事件,及本會立場和訴求,我們將於未來數星期繼續拜訪活動,屆時可為 閣下作詳盡介紹及討論。

我們衷心希望能夠得到 閣下支持保留新秀大廈,讓我們繼續為觀塘區服務。 如有任何查詢,歡迎致電 2716 8888 與我,或余静嫻女士(電話:2716 8838) /李國偉先生(電話:2716 8822)聯絡。

順祝

鈞安

總幹事



張洪秀美 謹啟 2017年1月9日

附件:服務簡介、建議圖、意見書及意見書統計表

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基督教勵行會

新秀大廈總部遷折問題及服務摘要

(修訂於:2017年1月9日)

背景

為增建公共房屋,新秀大廈及鄰近地區已列入政府九龍東重建計劃。新秀大廈將被拆卸,並在該地點興建公共房屋及一所中學校舍。

基督教勵行會的立場

- 基督教勵行會期望政府保留新秀大廈,讓我們繼續營運,以便服務九龍東居民,尤其觀塘區,填補服務空隙
- 本會了解社會對公屋和教育的需求,但我們期望政府能同時考慮若本會被迫遷離,對服務 使用者和鄰近地區社會服務的影響
- 鑑於這個情況,本會正尋求觀塘區各界別的支持,包括區議員、居民和社區人士,為我們 的訴求發聲

建議方案(請參閱附圖)

A. (政府原來規劃):拆卸新秀大廈總部現址,興建學校及公屋,漠視新秀大廈作為社會資本的重要性

基督教勵行會建議方案

- B. 保留整個新秀大廈總部現址、興建公屋
- C. 保留部份新秀大廈總部現址、興建公屋、沒有學校
- D. 保留部份新秀大廈總部現址、興建學校及公屋

於九龍東服務被忽略社群逾 30 年

基督教勵行會一直是九龍東社會、教育及培訓服務的先驅。本會在新秀大廈的歷史始於服務 越南難民,於 1985 年至 1997 年間,我們為超過 20 萬名難民提供服務。30 多年來,我們已服 務超過 100 萬人次,目前每年於新秀大廈服務約 6 萬人次,服務對象包括:

- 少數族裔及新來港人士:首個由香港賽馬會撥款資助計劃,為少數族裔人士及新來港人士 提供服務
 - 新來港人士
 - ◆ 計劃於 1996 年在新秀大廈開展,1999 年至 2004 年遷往藍田服務中心;目前於兩個服務中心提供服務(旺角和上水),但部份活動仍於新秀大廈進行,如適應課課程及接見個案

- ◆ 累計服務超過 17.7 萬人次
- ◆ 校本服務:每年與 18 至 20 間九龍及新界區學校合作,惠及 1,500 至 1,800 名學生

■ 少數族裔

- ◆ 計劃於秀茂坪服務中心開展,期後因應服務需求,遷往兩個服務中心(佐郭及屯門),自 2004 年起共服務約 15.5 萬人次
- ◆ 少數族裔社區服務及就業支援中心:於新秀大廈提供社區資訊,情緒支援和就業 諮詢

● 兒童和青少年:

- 兒童發展基金計劃:服務始於 2008 年,為香港最大提供服務者
 - ◆ 13 個項目服務超過 4 萬人次,包括 1,377 名兒童及青少年(觀塘區超過 540 名) 及 990 名導師。與大約 160 間教會合作。
 - ◆ 運用新秀大廈設備舉辦部份課堂及活動,例如攀石場、厨房、及課室
- 展翅青見計劃 (YETP):
 - ◆ 自 2009 年以來,在新秀大廈為 15 至 24 歲離校青少年提供與職業相關的技能培訓、電腦應用和個人發展訓練等
 - ◆ 自 2002 年起,基督教勵行會為首批支持政府推行青少年見習就業計劃(YWETS)及展翅計劃(YPTP)的機構之一
- 課餘託管服務:
 - ◆ 為來自低收入家庭婦女及兒童提供課餘託管、功課輔導及家庭支援
 - ◆ 目前服務來自啟晴、啟業及坪石邨 35 名兒童(40%有特殊教育需要),將因應區 內大量需求而擴展服務
- 外籍傭工周末培訓計劃
 - ◆ 提供語言、電腦班和講座,提升外籍傭工精神健康及福祉
 - ◆ 每年開辦 99 個課程,每年服務超過 1,000 人次
- 歷奇及全人發展計劃
- 青少年心理健康支援服務:計劃即將推出

綜接受助人士及弱勢社群

- 社區膳食服務:
 - ◆ 首個與社會福利署合作的項目,基督教勵行會於 2000 至 2003 年,被委任為觀塘 及西貢區有需要的群體提供膳食服務
 - ◆ 勵行祝福餐盒,將於 2017 年初在新秀大廈展開
- 綜合就業援助計劃:自 2001 年起與社署合作,於新秀大廈開展,為失業及綜援人士 提供就業援助
 - ◆ 2008 年服務遷往秀茂坪服務中心及上水服務中心,但部份活動於新秀大廈舉行, 如攀石、電腦班及其他課堂

- ◆ 自 2001 年起,服務超過 2 萬名綜接受助人士,其中 1.3 萬人來自觀塘區
- 社區服務:服務九龍東家庭、兒童、婦女、失業人士和長者,服務逾 1.5 萬人
- 社區資訊及數碼中心:提供圖書閣、電腦予居民使用;為少數族裔、新來港人士及外籍傭工提供資訊。自 2007 年起,為 1.4 萬人提供服務
- 社會企業
 - ◆ 計劃於 2003 年開始,是香港少數有盈餘的機構之一,現正為 31 位基層人士提供 就業機會
 - ◆ 自 2006 年起,民政事務總署委任本會為九龍區(深水埗、觀塘、九龍城、油尖旺 及黃大仙)的「社區舊衣回收箱計劃」的管理機構
 - ◆ 超過 90 位綜接受助人士受惠於工作體驗計劃,逾 50 名弱勢人士於本會獲得營銷 及倉務的工作經驗後,找到全職工作,甚或開設自己的商舖
 - ◆ 自 2003 年以來,收集超過 4,300 噸衣服,售予有需要群體,每年營業額約為港幣 700 萬元,用以支援本會人道和社會服務
 - ◆ 每年彩虹勵行站(二手商店)客流逾4.9萬人次
- 失業人士和其他有需要人士
 - 培訓服務
 - ◆ 自 1993 年以來,服務超過 23 萬人次,其中 45%課程於新秀大廈舉辦
 - 行業體驗工作坊:讓超過 2,200 名參與者能夠嘗試不同類型的工作

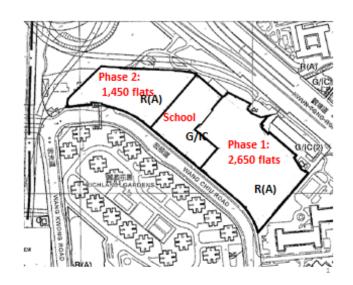
服務摘要

- 每年服務總值:港幣 1.06 億
- 總受惠人次:每年13萬
- 員工人數:超過 550 人
- 20 個服務和培訓中心,以及 5 個勵行站

方案A:政府原來規劃 拆卸新秀大廈總部現址,興建學校及公屋

- 漠視新秀大廈作為社會資本的重要性
- 於該地段中間位置興 建學校
- 預計可建4,100個單位

備註:沒有正式房屋和學校用地規劃圖。



方案B:基督教勵行會建議 保留整個新秀大廈總部現址、興建公屋

- 肯定新秀大廈作為社會資本的重要性
- 以保留新秀大廈並同時發展公屋為主,興建學校為次
- 維持房屋供應平穩發展
- 16座樓宇和4,352個單位

備註:以麗晶花園作圖則參考,以便陳述。



方案C:基督教勵行會建議 保留部份新秀大廈總部現址、興建公屋、沒有學校

- 肯定新秀大廈作為社會資本 的重要性
- 以保留新秀大廈並同時發展 公屋為主,興建學校為次
- 減少新秀大廈佔地範圍作為 節衷方案
- 18座樓宇和4,896個單位

備註:以麗晶花園作圖則參考,以便陳述。



方案D:基督教勵行會建議 保留部份新秀大廈總部現址、興建學校及公屋

- 肯定新秀大廈作為社會資本的重要性
- 學校設在較西邊更有 利位置
- 14座樓宇和3,808個 單位

備註:以麗晶花園作圖則參考,以便陳述。



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各項建議比較

	內容	住宅樓宇數目*	預計建成住 宅單位數目	增加/ 減少之住宅單位 數目
方案A: (政府原來規劃)	拆卸新秀大廈,興建公 屋及學校	不適用	4,100	-
方案B (基督教勵行會 建議)	保留整個新秀大廈總部 現址、興建公屋	16	4,350	+250
方案C (基督教勵行會 建議)	保留部份新秀大廈總部 現址、興建公屋、沒有 學校	18	4,900	+800
方案D (基督教勵行會 建議)	保留部份新秀大廈總部 現址、興建學校及公屋	14 *方案B至D , 以麗	3,800 晶花園作圖則參考,	-300 以便陳述。 3

致觀塘區區議會主席、副主席及各區議員:

<u>支持基督教勵行會繼續使用新秀大廈</u> <u>意見書統計數字</u>

	服務包(按區均			支持者 (包括捐助者、義 工、合作夥伴等)	基督教勵行會	總數
觀塘區	黄大仙區	九龍城區	其他地區 / 不知明			
385	70	39	262	12	243	1,011
小計: 756						

麗晶居民權益關注組

敬啟者:

反對規劃處在九龍灣麗晶花園旁的休憩用地改興建公共房屋

我們是一個由居民自發組成監察屋苑的業委會,管業公司及區議員運作的組織。是次來信主要目的就是表達我們反對規劃處在九龍灣麗晶花園旁的休憩用地改興建公共房屋之計劃的原因。

首先從交通配套設施來看,在啟德國際機場未曾搬離開九龍區時,我們有三條行車路進出麗晶花園。但由 1985 年至今 2017 年,相距近 32 年,我們還是只得這三條行車路進出麗晶,當中只增加力了一條啟晴區的行車線,由一線變兩線,;但其實出口位置(工業貿易大樓出口)同時亦是一個出口駛出太子道東。但這 32 年來,麗晶花園附近已經起了啟晴及德朗邨,人口大幅增加,加上另一邊又起了不少甲級商業大廈,大量上班人士的車輛進出,圍繞著麗晶花園一帶通往太子道、觀塘、機場隧道及觀塘繞道的道路使用已幾近飽和。若在現時的情形下再加多一萬人口,九龍東的交通問題只會更加嚴重。從梁特首的最後一份施政報告中得知政府決定興建中九龍幹線,但建造期要7年之多,預計空成口期在 2024 年。我們在此相思有關或門,可不將建長

計劃待交通配套設施完善之後才再作考慮? 我們關注組在交通配套設施未能完善之前,是反對在上述用地興建任何性質的房屋。

其次,從社區設施配套來看,麗晶、啟業一帶周邊根本沒有社福設施,如: 課餘託管、圖書館、自修室及長者服務中心等。甚至街市也不足夠(啟業街市將被領展回收),即使之後再仍作街市用途,再加上啟晴邨的街市,卻要應付啟業、麗晶、啟晴、德朗四邨的居民,若再加上近 4000 個住戶,到時供不應求的情況將會十分嚴重。如果各居民連上街市買菜都要鬥快鬥早,而且沒有選擇,試問如何說得上安居樂業?既然設施配套不足,為何要仍要勉強在這裡起屋?因此我們關注組在社區設施配套未能完善之前,是反對在上述用地興建任何性質的房屋。

此外,在醫療方面,現時九龍東只有一間大型龍頭醫院----基督教聯合醫院。 但眾所周知,聯合醫院使用率早已超過 100%。而整個九龍東就只有聯合醫院有急症室服務,試問怎樣再承受多 10000 人的醫療服務?而正在興建中的是兒童專科醫院,是將全港兒童專科病患者集中一起,這對九龍東的醫療設施不足的問題又有何幫助?因此我們關注組在社區醫療設施配套未能完善之前,是反對在上述用地興建任何性質的房屋。

規劃處之設立,本意是透過規劃工作,使香港成為世界知名的國際都市、使 香港成為更美好的安居樂業的地方。但試問在一個生活配套設施嚴重不足的 地方,勉強起 5 幢高密度的樓房,令該區人口再增多萬人,如此規劃,又怎能令香港成為更美好的安居樂業的世界知名國際都市呢?

在此,本關注組希望有關方面的官員能在地一點,面對現實,重新考慮擱置在九龍灣麗晶花園旁的休憩用地改興建公共房屋。

此致

規劃署 - 九龍規劃專員葉子季先生

規劃署 - 高級城市規劃師(九龍)吳淑君女士

房屋署 - 規劃師謝日佳先生

房屋署 - 建築師陳倩雯女士

麗晶花園區議員 - 畢東尼先生

麗晶居民權益關注組 謹啟

2017年1月20日.

----- Forwarded by kdpo_pd/PLAND/HKSARG on 23/01/2017 13:51 -----

From: "tpbpd" <tpbpd@pland.gov.hk>

To: <kdpo@pland.gov.hk>,

Cc: <awylai@pland.gov.hk>, <ktong@pland.gov.hk>

Date: 23/01/2017 10:22

Subject: FW: 反對九龍灣宏照道建逾4千公屋單位

KDPO,

The following email is forwarded for your follow-up. Thanks.

Regards, Benjamin HO EO/TPB3

----Original Message-----From: Lai Eric [mailto:]

Sent: Saturday, January 21, 2017 3:03 PM

To: tpbpd@pland.gov.hk

Subject: 反對九龍灣宏照道建逾4千公屋單位

部門單位:

本人反對九龍灣宏照道建逾4千公屋單位,因為有大量原因:

- 1.新秀大廈是前皇家空軍基地的歷史建築之一,具重要歷史價值
- 2.基督教勵行會和消防同樂會是當區居民重要設施
- 3.附近有大量綠化設施,是市區珍貴資源
- 4.附近交通十分繁忙,如龍翔道、太子道、觀塘道,會加劇交通擠塞和影響公共交通工具不足問題
- 5.影響麗晶花園和啟業邨居民日常生活,例如噪音、景觀、與麗晶花園和啟業邨共用資源、治安問題。

基於上述5點,本人十分反對九龍灣宏照道建逾4千公屋單位,要求取消計劃

History:	This message has been forwarded.			
Cc:	Sandy Suk Kwan NG/PLAND/HKSARG@PLAND			
То:	Hayden Wing Fai KWAN/PLAND/HKSARG@PLAND,			
From:	Ezrela YY CHEUNG/DEVB/HKSARG@DEVB			
	Ezrela YY CHEUNG to: Hayden Wing Fai KWAN Cc: Sandy Suk Kwan NG			
	Fw: views / complaints from 王女士(DEVB, CEDB, HKPF, Transport) 03/02/2017 11:07			
	Urgent Return receipt Sign Encrypt Mark Subject Restricted Expand grou	ıps		

Dear Hayden,

I refer to the complaints from 王女士 below. I'd be grateful if PlanD could reply direct to her views on Wang Chiu Road rezoning (王女士建議政府不要理會勵行會、觀塘區議員等反對聲音,落實收回九龍灣宏照道的用地,用作興建公屋,解決房屋問題。另外表示寄了一封電郵給特首辦,補充此建議的詳細內容。) and copy us in your reply. Thank you.

Regards,

Ezrela

----- Forwarded by Ezrela YY CHEUNG/DEVB/HKSARG on 03/02/2017 11:05 -----

From: DEVB Enquiry/DEVB/HKSARG

To: Ezrela YY CHEUNG/DEVB/HKSARG@DEVB

Date: 02/02/2017 17:18

Subject: Fw: views / complaints from 王女士(DEVB, CEDB, HKPF, Transport)

Sent by: PLB Enquiry

----- Forwarded by PLB Enquiry/DEVB/HKSARG on 02/02/2017 17:18 -----

From: Enquiry CEO/CEO/HKSARG@CEO

To: devbeng@devb.gov.hk, Enquiry CITB/CITB/HKSARG,

ip-sip-field-1-support/SUPPORT/STATION/POLICE/HKSARG@HPF, comr@td.gov.hk

Date: 01/02/2017 17:34

Subject: views / complaints from 王女士(DEVB, CEDB, HKPF, Transport)

To: SDEV, SCED, C of P, C for T

CE's Office received the following views / complaints from $\pm \pm$. For your reference / action deemed appropriate, please.

(Patty Mak) for Private Secretary to Chief Executive

王女士:

[No.] [Id] [Date/Time] [Type] 80 2-1JST8AD 2017-01-23 12:41:26 Call - Inbound [Detail]

王女士指全港保安良莠不齊,建議警方成立小隊對全港保安作出監察,以避免業主/住戶需經常就屋苑問題(如噪音等)向警方作出投訴,對警方 造成困擾。

[No.] [Id] [Date/Time] [Type] 81 2-1JYJSOA 2017-01-25 10:01:43 Call - Inbound [Detail]

王女士建議政府不要理會勵行會、觀塘區議員等反對聲音,落實收回九龍 灣宏照道的用地,用作興建公屋,解決房屋問題。另外表示寄了一封電郵 給特首辦,補充此建議的詳細內容。

[No.] [Id] [Date/Time] [Type] 82 2-1K2C2UK 2017-01-26 14:44:21 Call - Inbound [Detail] 王女士:

- 1. 重提14/11/2016 16:09第1點有關建議於新蒲崗協調道3號工業貿易大樓 (後面為啟德地盤)往紅磡方向巴士站過路處增設交通燈、22/11/2016 17:34有關於藍田康華苑連德道增置交通燈的個案,表示運輸署鄭先生 (23992767)致電回覆她,表示該兩處地方均沒有必要增置交通燈,王女 七不滿其個回覆,再次要求於該兩處地方增置交通燈。
- 2. 建議46號和87號專綫小巴不要加價,因為行駛路程不遠。另外表示這兩條路線的某些司機會危險駕駛,要求相關部門跟進。

[No.] [Id] [Date/Time] [Type] 83 2-1K51MCV 2017-01-27 12:04:51 Call - Inbound [Detail] 王女士:

2. 指蘋果日報今天(27/01/2017)有報導指有內地來港三日兩夜的大媽傳銷團「塞爆」荔枝角站,憶述土瓜灣曾有購物團出現殺人事件(無法提供更多詳情),建議政府正視問題以力保香港的旅遊形象。 #2-2211275956

Details of Public Views Received and Responses of Relevant Government Bureaux/Departments

1. Views Received

Wang Chiu Road (WCR) Site

Retention/Reprovisioning of Christian Action's (CA) Premises

1.1 CA is providing retraining services to the neighbourhood and Kowloon East. It is suggested to retain the New Horizons Building (NHB) in-situ for continued use by CA. CA has submitted a number of options for the proposed housing cum school development with the NHB retained. Various reprovisioning options are also raised by others, e.g. allocating vacant school premises (VSP) in the district to CA, incorporating CA's facilities into the proposed housing developments at the WCR site or the Kai Tak Mansion (KTM) site.

Traffic Impact and Transport Facilities/Services

- 1.2 Since 2013, a number of sites in the Kwun Tong District have been rezoned for housing developments, resulting in cumulative adverse traffic impact. The current traffic capacity in the Kowloon Bay area is already overloaded due to the Energizing Kowloon East initiative and the Kai Tak Development (KTD), and the situation would be even worse with the proposed development. Instead of piecemeal traffic improvement measures, a comprehensive solution to the traffic problem in the District should be proposed and implemented as soon as possible. A smaller scale development should be considered.
- 1.3 The following transport and pedestrian facilities/services are suggested:
 - (a) the area around Richland Gardens is mainly served by WCR, which has insufficient capacity to cater for the increased population. An additional external road links in the Kowloon Bay area should be constructed;
 - (b) improvement of public transport services along WCR, including the deployment of double-decker buses to replace single-decker buses for some routes, and for bus routes originating from Kai Ching and Tak Long Estates in KTD, provision of rush hour special departures from Richland Gardens and Kai Yip Estate; and
 - (c) provision of a pedestrian link/footbridge connecting the site with MTR Choi Hung Station.

Government, Institution and Community (GIC) Facilities

1.4 The GIC facilities/services in the area are insufficient to serve the residents in the existing estates, and the situation would be worsen with the proposed housing development with a population of about 10,700. It is proposed to provide additional facilities at the site or in the Kowloon Bay area, including library/study room, market, out-patient clinic service, facilities for children and elderly, and open space/recreation facilities. For market, the one in adjacent Kai Yip Estate is operated by the LINK Property, selling foods at high prices. Although the

Kowloon Bay Heath Centre is near Richland Gardens, the clinic service is always overbooked. With the aging population, more elderly and medical facilities should be provided.

Adverse Impacts

1.5 The proposed development is not supported on grounds of its adverse visual, air ventilation, noise and security impacts, and the environmental nuisance during its construction period. Some others suggest careful design of the site to avoid the noise and air pollution of adjoining highways and trunk roads, as well as to minimize its impact on nearby residents in terms of visual, air ventilation and natural lighting.

Proposed Secondary School

1.6 There is query on the necessity of reserving a secondary school at the site, given that there are a few VSPs in the district. It was suggested to reopen the former campus of the St. Joseph's Anglo-Chinese School at Choi Shek Lane for school use in order to release the proposed secondary school site for other uses.

Other Views

- 1.7 The Hong Kong Fire Services Club (HKFSC), being an important facility to the neighbourhood, would be adversely affected.
- 1.8 Consideration could be given to developing Home Ownership Scheme (HOS) or Green Form Subsidized Home Ownership Pilot Scheme (Green Pilot HOS) units at the site.

KTM Site

- 1.9 A further relaxation of the proposed building height (BH) restriction (BHR) for the site, e.g. to 180mPD with reference to No. 8 Clear Water Bay Road, is suggested to provide more flats, and to encourage the landowner to accommodate GIC uses in the future development. However, some others consider that due consideration should be given to the proposed BHR to avoid wall effect and adverse air ventilation impact.
- 1.10 It is proposed to provide a public transport interchange at the podium of the site to alleviate traffic congestion caused by buses queuing at the bus stops along Kwun Tong Road, and a public lift at the site for convenient access to Ping Shek Playground and "Three-Choi" Estates in Jordan Valley.

2. Responses from Relevant Government Bureaux/Departments

WCR Site

Retention/Reprovisioning of CA's Premises

2.1 CA has been using NHB as their retraining centre and ancillary office on a temporary basis since 1998. Since NHB has to be demolished for the proposed public rental housing (PRH) and school developments at the WCR site to meet the community need and CA's use is only supported on a temporary basis, the in-situ retention of NHB, which will affect the proposed comprehensive housing and school development at the site, is considered not appropriate.

2.2 Nevertheless, during the past two years or so, the Labour and Welfare Bureau (LWB) has been in liaison with concerned bureaux/departments (B/Ds) for the identification of suitable temporary premises for reprovisioning of CA's facilities, including providing some Government land/premises that are available for short-term tenancy purpose to CA for consideration. Recently, DLO/KE has extended the term of the current temporary allocation of NHB until 30.6.2018. LWB will continue to liaise with CA on the reprovisioning matter.

Traffic Impact and Transport Facilities/Services

- 2.3 According to the Housing Department's (HD) traffic impact assessment study, the proposed developments at the site would not induce adverse traffic impact on the surrounding areas with the proposed improvement works, which would be completed before the population intake of the development. Sufficient parking facilities would be provided within the development according to the Hong Kong Planning Standards and Guidelines (HKPSG).
- 2.4 With the introduction of new services and strengthening of existing services, public transport provision in the area is sufficient to cope with the additional population. The Transport Department (TD) and public transport operators would continue monitoring the changes in demand and provision. An additional lay-by for use by buses and minibuses would be provided outside the site along WCR. Residents could also make use of existing pedestrian facilities to access railway stations in the vicinity.

GIC Facilities

- 2.5 The planned provision of open space and GIC facilities in the area is generally sufficient. In the vicinity of the site, a number of existing GIC facilities, including library, markets, clinic, and open space have been provided. Apart from the planned secondary school at the site, a number of GIC facilities will be included in the proposed housing development. Detailed responses in respect of specific facilities are set out below.
- Library: according to HKPSG, one district library shall be provided for each 2.6 district and for every 200,000 persons. The Leisure and Cultural Services Department advises that the projected total population of Kwun Tong District warrants three district libraries, and is currently operating three district libraries (including one in Ngau Tau Kok), three small libraries and nine mobile library service points (including one at Kai Yip Estate) in the district. In this connection, they have no plan to provide additional library facilities in the district. Notwithstanding this, the Hong Kong Public Libraries has been actively developing the services of "Library Without Walls" to provide the public with library services beyond time and physical constraints, including services of telephone renewal, 24-hour online library and online Multimedia Information System, and has set up community libraries in collaboration with community organizations to provide residents with more flexible and convenient library services. At present, there are a total of 22 community libraries in Kwun Tong District (including one in Kai Yip Estate).
- 2.7 <u>Study Room</u>: The Education Bureau (EDB) is willing to provide rent and rates subsidies to the non-governmental organization being allocated premises in the development for running study room facility subject to the meeting of EDB's

- requirements and availability of funds. Taking into account EDB's advice, HD is studying the feasibility of providing a communal study room in the proposed PRH development.
- Market: there are some markets in the surrounding areas include those in Kai Yip Estate, Kai Ching Estate and Ngau Chi Wan. HD advises that, in general, only supermarket selling wet goods or shops selling fresh food products would be provided in a small scale public housing development. However, if the concerned housing estate is remotely located and there is not any retail facility nearby, they would consider providing more retail facilities in the development according to actual site conditions. For a larger scale housing development with substantial population, and if there is no market facility in the vicinity, Hong Kong Housing Authority would consider providing market facilities in the housing estate. Noting the views expressed by the locals, HD is undertaking a retail study to assess the feasibility and viability of providing market facilities in the proposed PRH development, targeted for preliminary results by early April 2017.
- 2.9 Education/Social Welfare Facilities: HD preliminarily plans to include a kindergarten, a child care centre (100 places) and a neighbourhood elderly centre (NEC) in the proposed housing development. In response to the community's aspirations, concerned B/Ds are in close liaison for the feasibility of incorporating some additional social welfare facilities at the site to serve the disadvantaged, such as residential care home for the elderly (RCHE) and day activity centre. In the latest plan, the Social Welfare Department and HD agreed that a RCHE of 100 places would be provided in the proposed PRH development to replace the originally planned NEC.
- 2.10 <u>Clinic and Medical Services</u>: Hospital Authority (HA) advises that the Kowloon East Cluster provides five general out-patient clinics in Kwun Tong District, including the Kowloon Bay Health Centre General Out-patient Clinic (KB Health Centre). HA have always been actively optimizing the services of general out-patient clinics in Kowloon East Cluster, such as renovation of ageing clinics, renewal of facilities, improvement of waiting environment, expansion of consultation area, and rationalization of consultation procedures. In view of the growing demand, KB Health Centre is currently under renovation targeted for completion by 2017, while 2,750 additional consultation quotas would be provided by Kowloon East Cluster in 2016/17. HA also endeavour to increase manpower accordingly. On the aspect of emergency medical services in Kowloon East, the Hong Kong Children's Hospital is under construction and a new acute hospital is under planning at the former South Apron of KTD.

Adverse Impacts

2.11 HD has conducted various technical assessments including air ventilation assessment and visual appraisal to confirm that the proposed developments at the site would not lead to adverse visual and air ventilation impacts to the surroundings. Due consideration of the traffic noise from adjoining roads would be made at the detailed design stage. Appropriate measures would also be adopted in accordance with established guidelines to address the environmental nuisances during the construction stage.

Proposed Secondary School

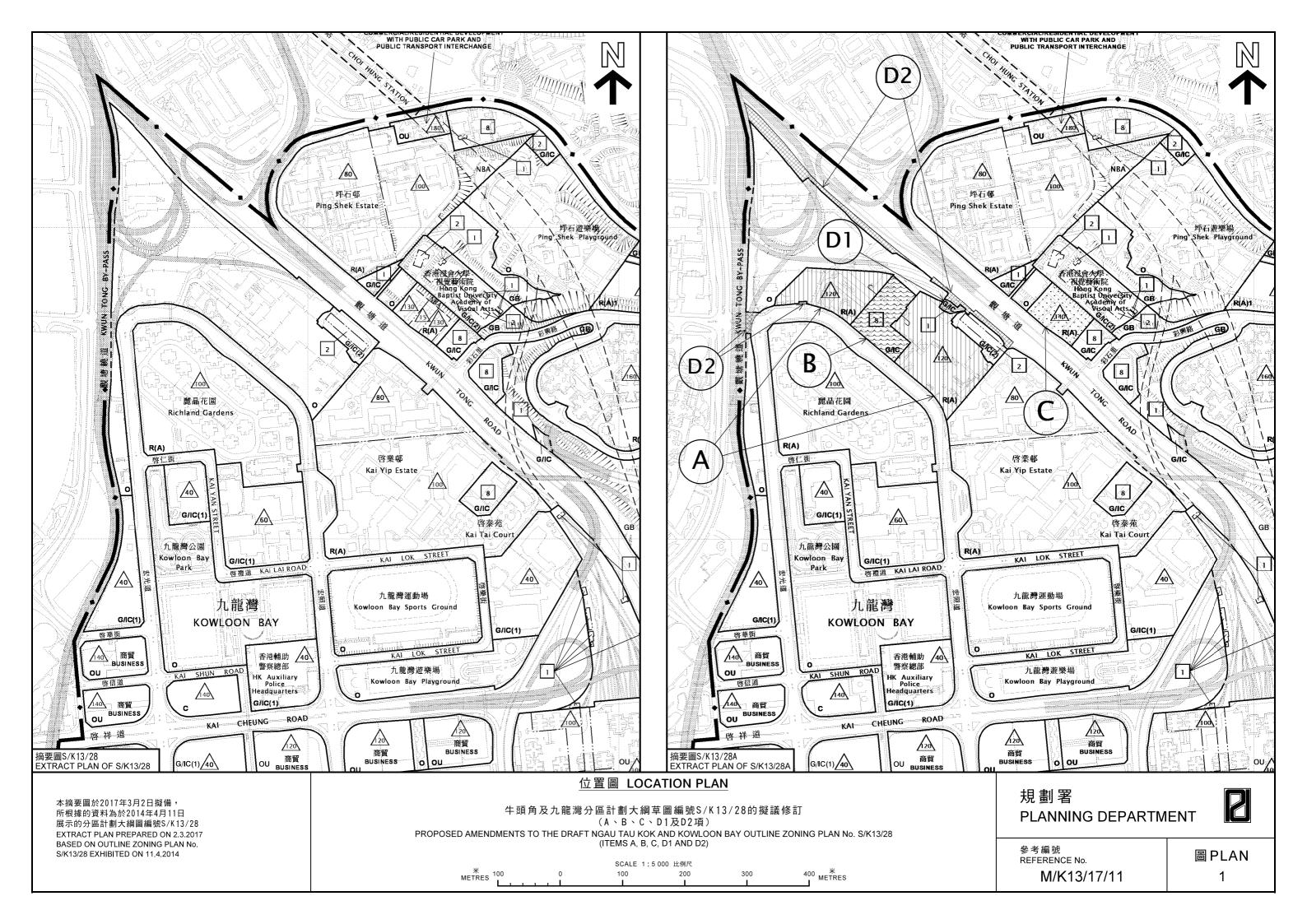
2.12 The proposed secondary school site is the only available site in Kwun Tong District that meets EDB's building and site area requirements for a standard secondary school. EDB confirmed that there is a genuine need for reserving the secondary school site. They could only derive a concrete development programme when the availability of the site is confirmed. The two alternative options proposed by CA that relinquish the reserved secondary school are considered not acceptable. The other alternative option that places the reserved secondary school at the westernmost portion of the site is also not acceptable as the suggested site is irregular in shape with a drainage reserve.

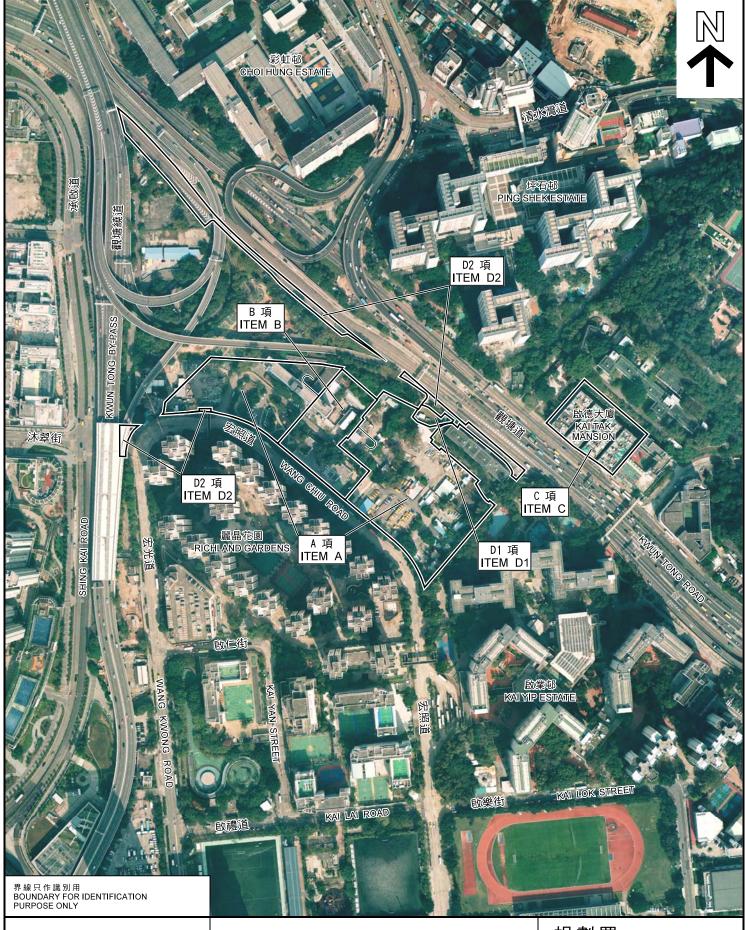
Other Views

- 2.13 HKFSC is only open to staff/members of Fire Services Department and their family, instead of the local community. It is planned for reprovisioning at a site in West Kowloon.
- 2.14 As to the suggested use of the site for HOS and Green Pilot HOS, HD advises that the actual type of public housing will be considered at the detailed design stage.

KTM Site

- 2.15 The proposed BHR of 140mPD is considered compatible with the surrounding developments and the stepped BH profile in the area, and is adequate to accommodate the permissible PR for the zone with room for incorporating measures to facilitate visual and air permeability. Further increase of the BH up to 180mPD is considered excessive and unjustified. The provision of GIC facilities in the lower floors of the proposed development is allowed under the "Residential (Group A)" zone.
- 2.16 Regarding the concerns on wall effect and adverse air ventilation impact, a number of measures to address the concerns have been proposed in paragraphs 4.9 and 4.11 of the MPC Paper No. 1/17.
- 2.17 Taking into account that the residents of the future development at the site would be well served by the public transport services in the vicinity (i.e. a five- to eight-minute walk to MTR Choi Hung Station and more than 40 nos. of bus routes and minibus services along Kwun Tong Road), TD considered that there is no strong ground to justify the provision of a new bus terminus at the site. Despite the above, it should be noted that the site would be setback along Kwun Tong Road with associated road widening scheme and formation of a bus lay-by to facilitate the travelling need of the local community. The authority would closely monitor the change in passenger demand, and liaise with the public transport service providers to arrange for service adjustment, when necessary. As for the proposed construction of footbridge/public lift at the site to facilitate connection to surrounding areas, TD advised that the pedestrian could make use of the existing footpaths of Choi Shek Lane and Choi Hing Road. Under HD's proposed HOS development at the Choi Hing Road site adjoining Ping Shek Playground, a footbridge with lift tower spanning across Choi Hing Road would be provided by HD connecting Choi Hing Road with the HOS development and Choi Tak Estate.





本圖於2017年3月9日擬備, 所根據的資料為地政總署於 2016年1月8日拍得的 航攝照片編號CS63178

PLAN PREPARED ON 9.3.2017 BASED ON AERIAL PHOTO No. CS63178 TAKEN ON 8.1.2016 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

牛頭角及九龍灣 分區計劃大綱草圖編號S/K13/28的擬議修訂 PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28

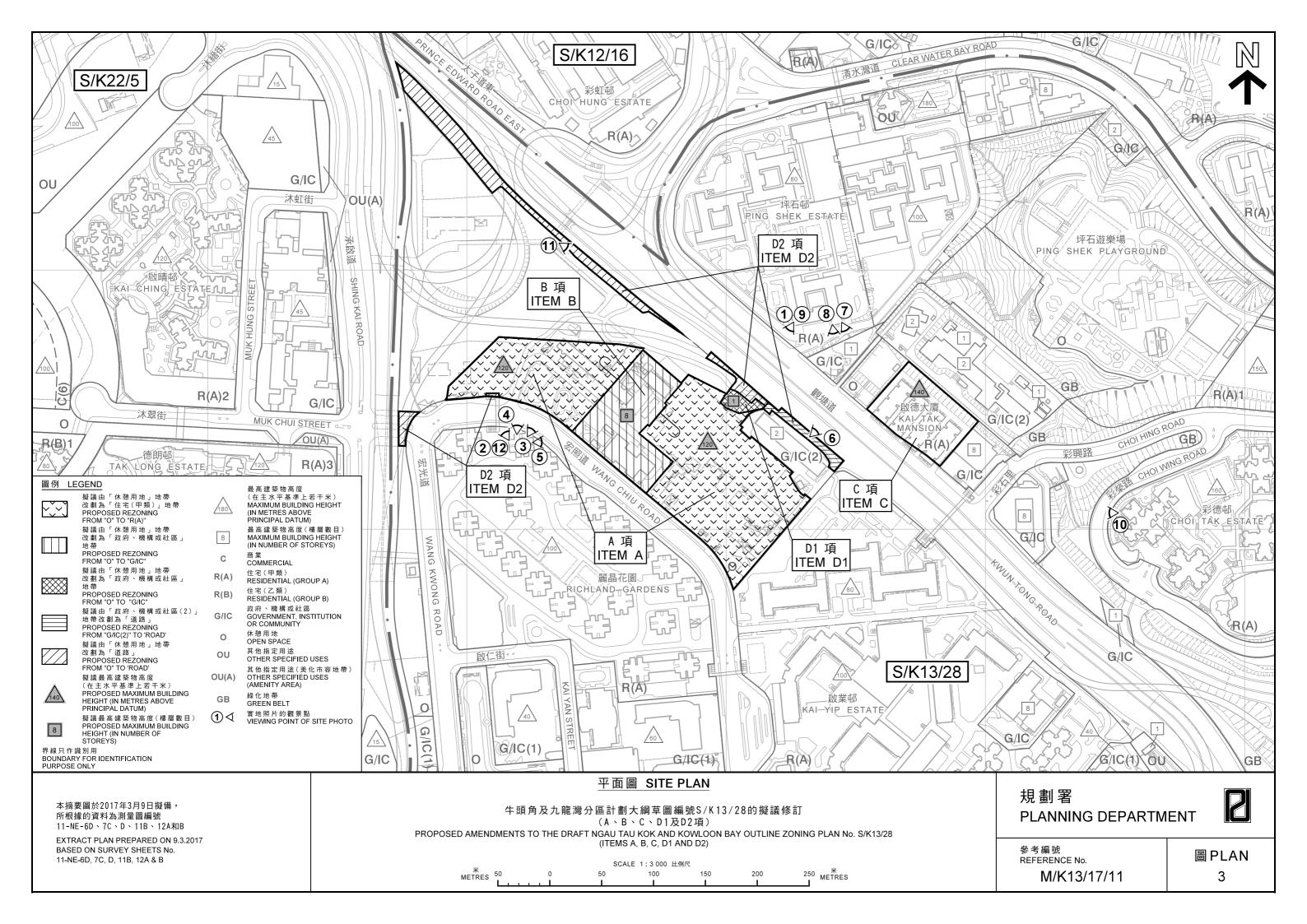
規劃署 PLANNING DEPARTMENT

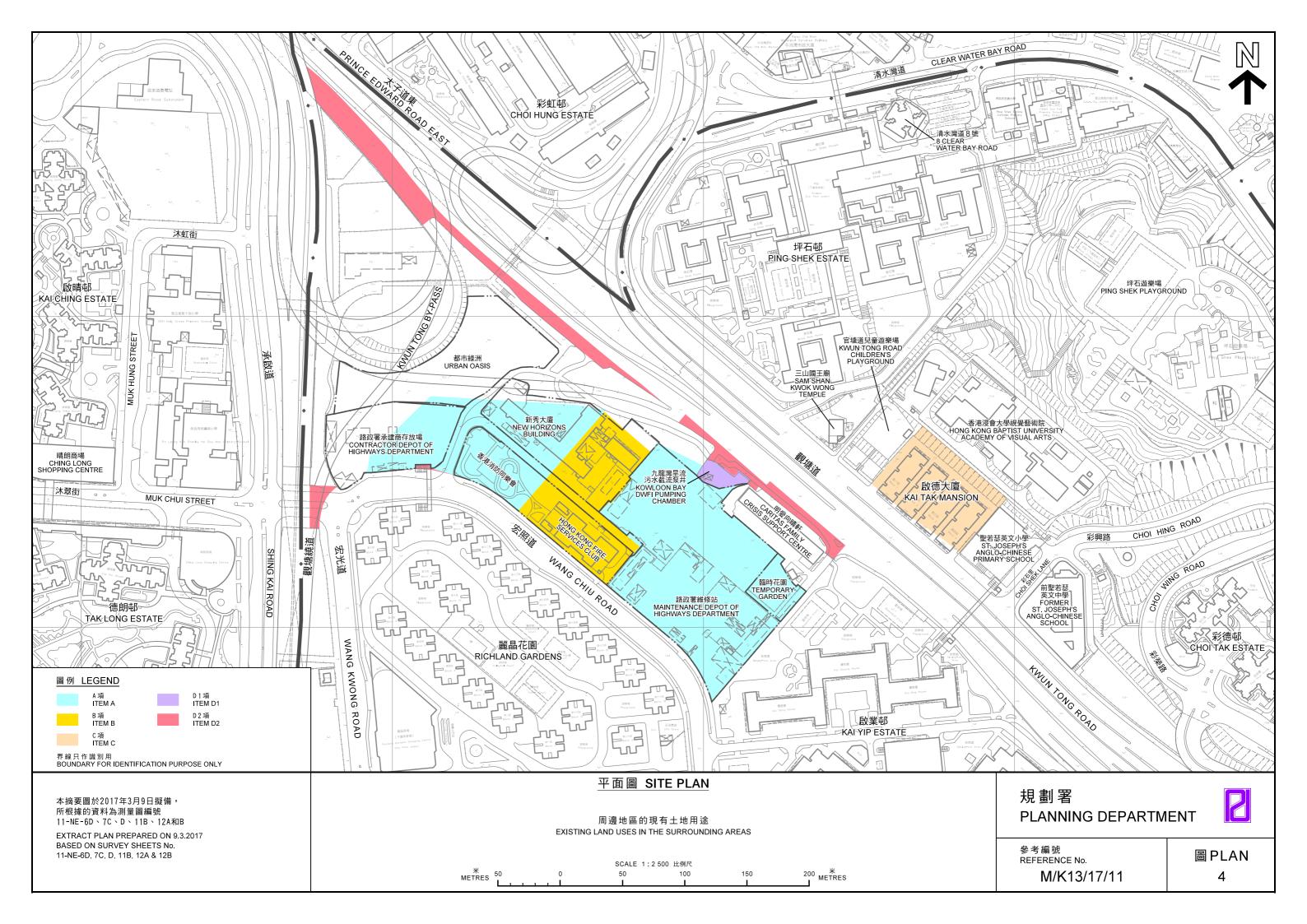


參考編號 REFERENCE No. M/K13/17/11

圖PLAN

2













界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

ITEMS A AND B

本圖於2017年3月9日擬備, 所根據的資料為攝於 2016年2月17日(左上) 和2014年6月27日(左下、右上及右下)的實地照片

PLAN PREPARED ON 9.3.2017 BASED ON SITE PHOTOS TAKEN ON 17.2.2016 (LEFT TOP) AND 27.6.2014 (LEFT BOTTOM, RIGHT TOP AND RIGHT BOTTOM)

實地照片 SITE PHOTOS

A及B項

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂

中頭角及だ龍鳥ガ區計画(A 及 B 項) PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEMS A AND B)

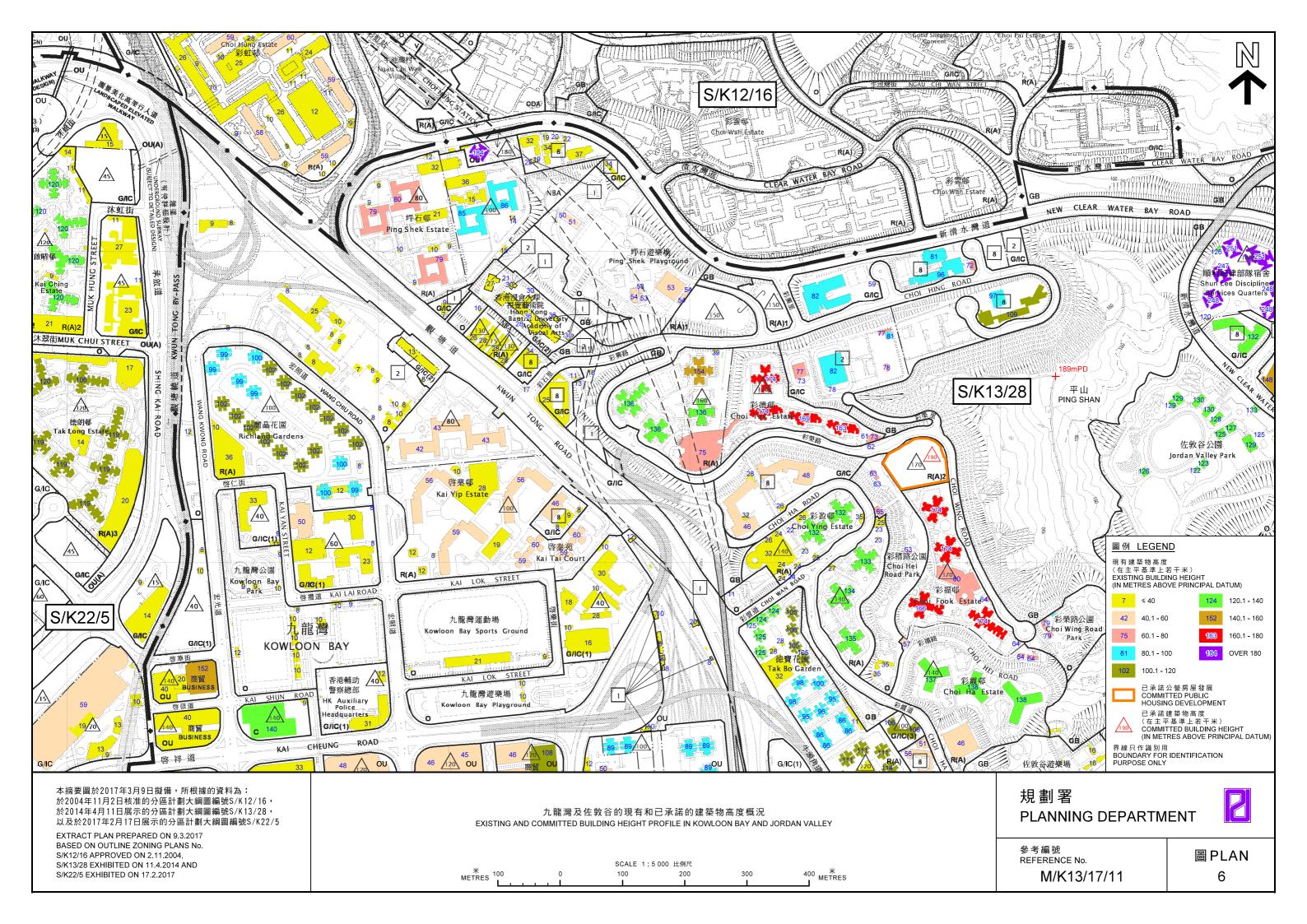
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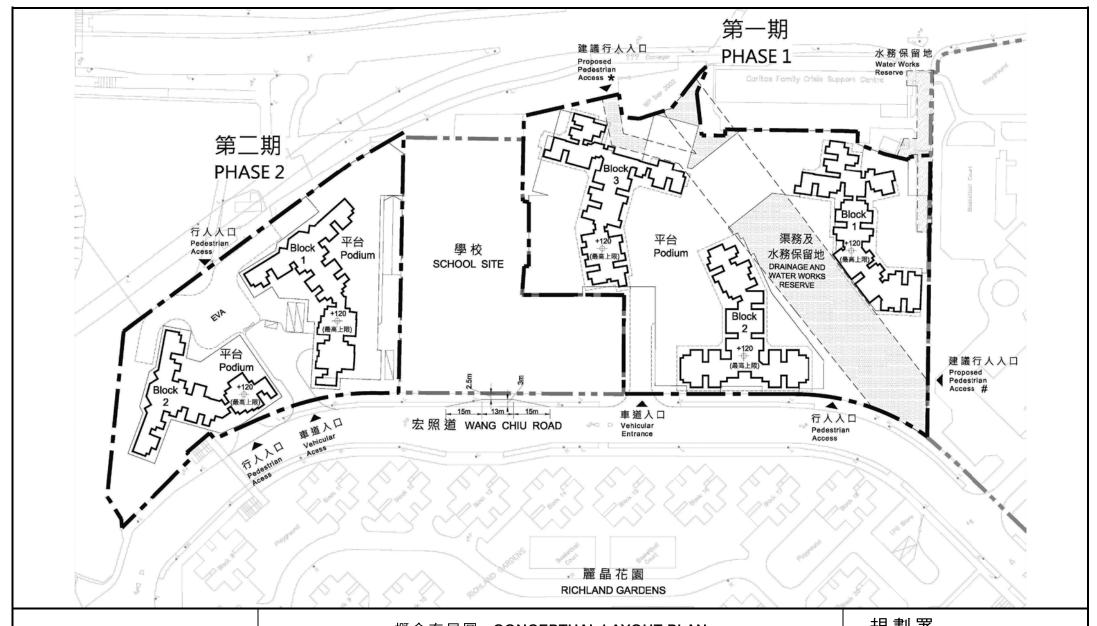


參考編號 REFERENCE No.

M/K13/17/11

圖PLAN 5





概念布局圖 CONCEPTUAL LAYOUT PLAN

本圖於2017年3月9日擬備 PLAN PREPARED ON 9.3.2017

位於宏照道的擬議公共出租房屋及學校發展 PROPOSED PUBLIC RENTAL HOUSING AND SECONDARY SCHOOL DEVELOPMENTS AT WANG CHIU ROAD

規劃署 **PLANNING DEPARTMENT**



參考編號 REFERENCE No.

圖PLAN M/K13/17/11 7a

圖 Figure D1: 地面設計特點 Design Features at Ground

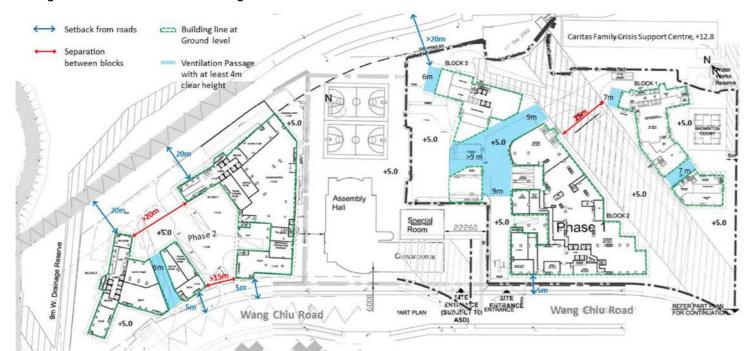


圖 Figure D2: 平台設計特點 Design Features at Podium

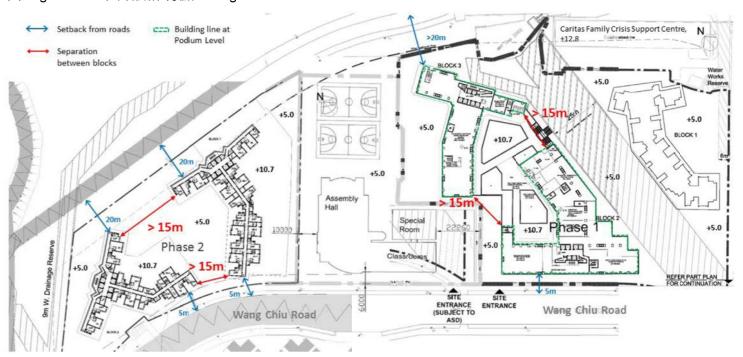


圖 Figure D3: 住宅大樓設計特點 Design Features at Domestic Towers

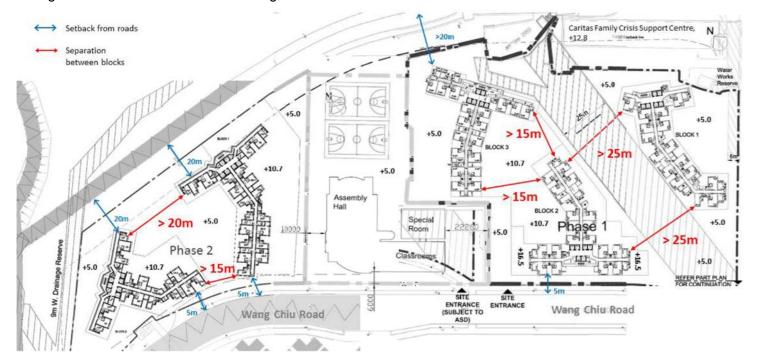
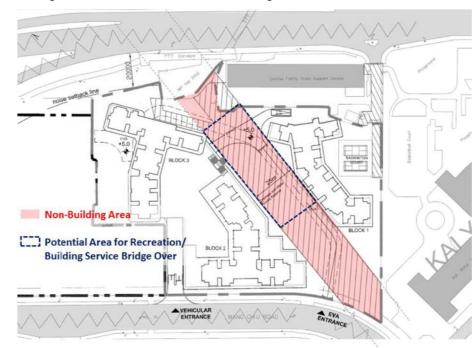


圖 Figure D4: 非建築用地 Non-Building Area



概念設計特點及緩解措施 CONCEPTUAL DESIGN FEATURES AND MITIGATION MEASURES

本圖於2017年3月9日擬備 PLAN PREPARED ON 9.3.2017

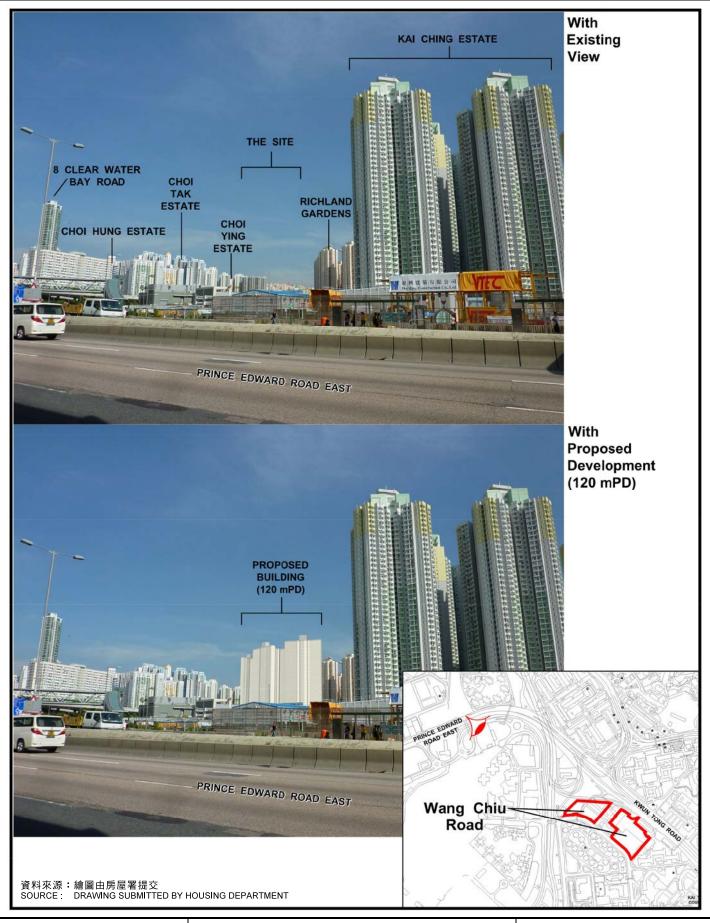
位於宏照道的擬議公共出租房屋及學校發展 PROPOSED PUBLIC RENTAL HOUSING AND SECONDARY SCHOOL DEVELOPMENTS AT WANG CHIU ROAD

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 7b



合成照片 PHOTOMONTAGE

在面向四美街的已規劃休憩用地的觀景點 VIEWING POINT AT THE PLANNED OPEN SPACE FRONTING SZE MEI ROAD

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (A項)

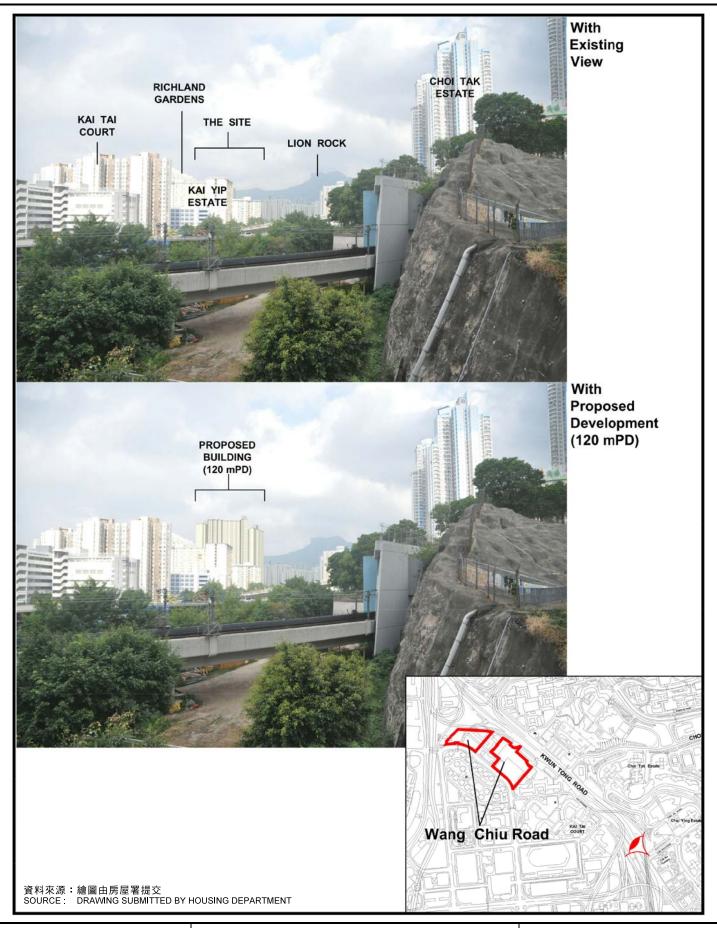
PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 8a



合成照片 PHOTOMONTAGE

在接近彩雲道休憩處行人天橋的觀景點 VIEWING POINT AT THE PEDESTRIAN FOOTBRIDGE NEAR CHOI WAN ROAD SITTING OUT AREA

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (A項)

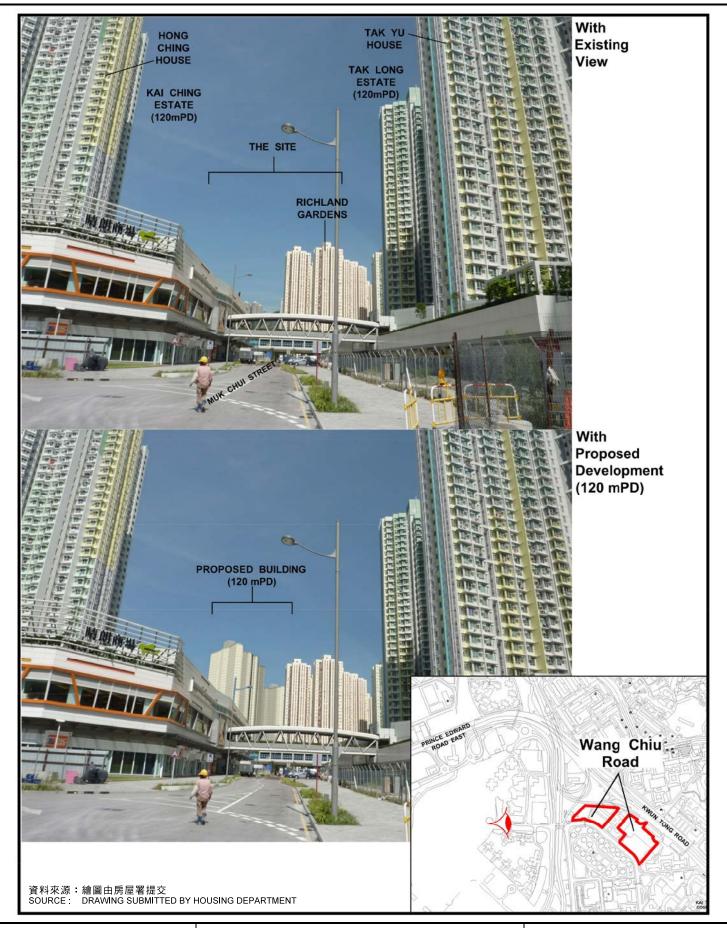
PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 8b



合成照片 PHOTOMONTAGE

在接近未來啟德站廣場沐翠街的觀景點 VIEWING POINT AT MUK CHUI STREET NEAR THE FUTURE KAI TAK STATION SQUARE

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (A項)

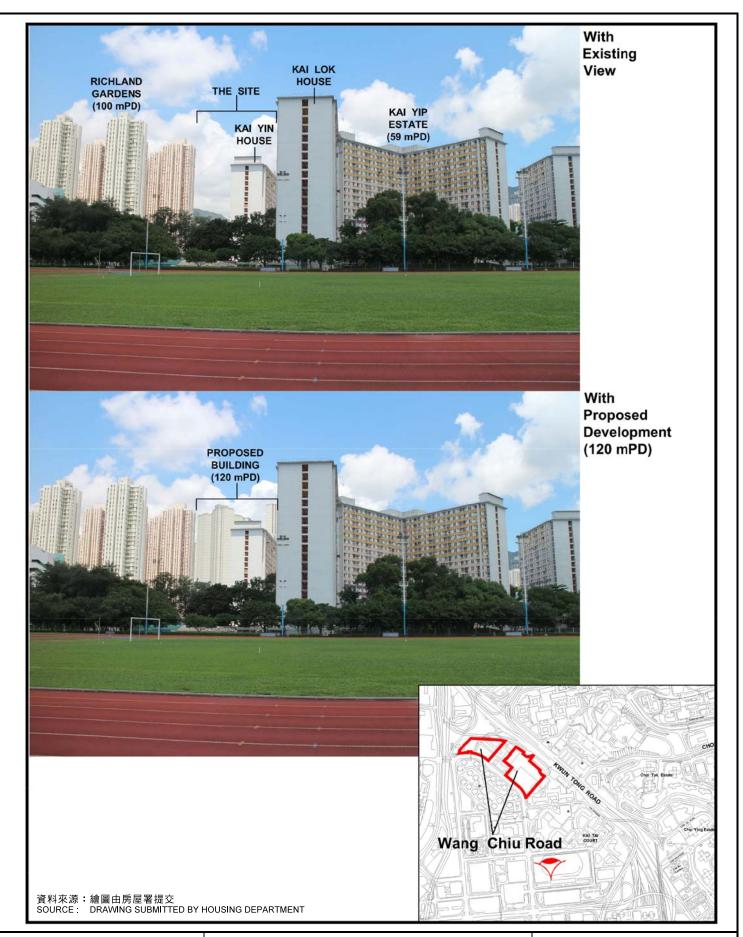
PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 8c



合成照片 PHOTOMONTAGE

在九龍灣運動場的觀景點 VIEWING POINT AT KOWLOON BAY SPORTS GRUOND 牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂 (A項)

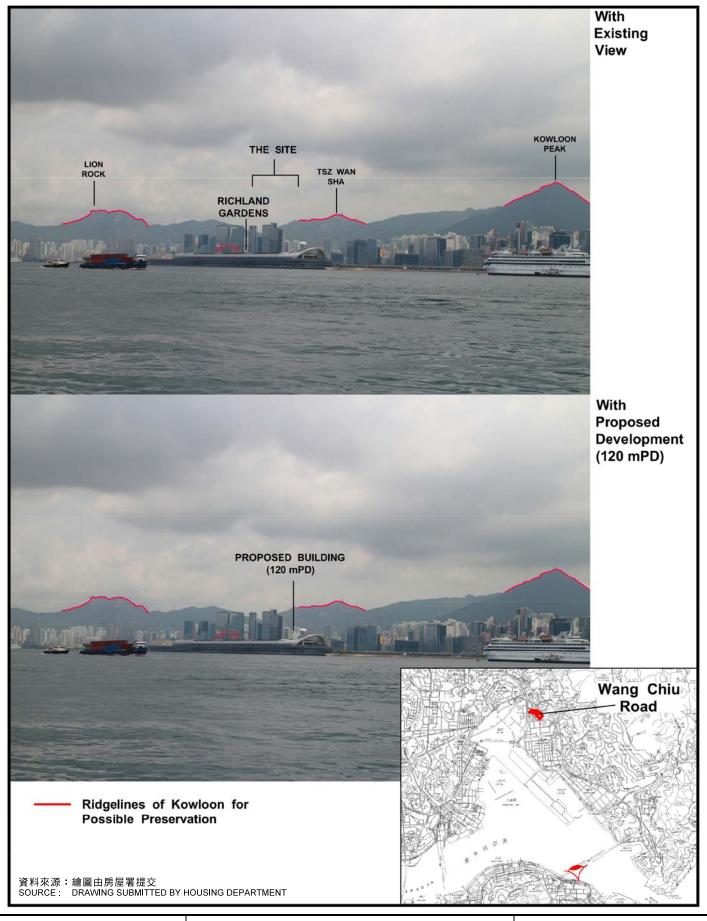
PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 8d



合成照片 PHOTOMONTAGE

在鰂魚涌鰂魚涌公園的觀景點 VIEWING POINT AT QUARRY BAY PARK, QUARRY BAY 牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂 (A項)

PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM A)

規劃署 PLANNING DEPARTMENT

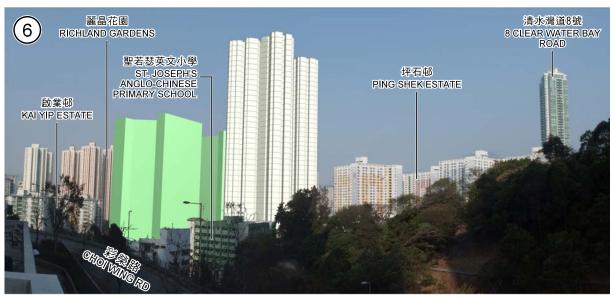


參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 8e



現有景觀 **EXISTING VIEW**



合成照片 (擬議建築物高度限制從主平基準上120米(A項)及140米(C項)) **PHOTOMONTAGE** (PROPOSED BUILDING HEIGHT RESTRICTIONS OF 120mPD (ITEM A) AND 140mPD (ITEM C))





ITÊM A



界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

> 本圖於2017年3月9日擬備 PLAN PREPARED ON 9.3.2017

合成照片 **PHOTOMONTAGE**

在彩德邨的觀景點 VIEWING POINT AT CHOI TAK ESTATE

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (A 及 C 項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEMS A AND C)

規劃署 **PLANNING** DEPARTMENT



VP_6

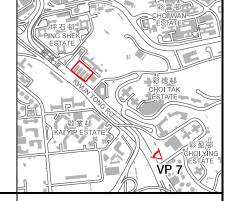
參考編號 REFERENCE No. M/K13/17/11 圖PLAN 9a



現有景觀 **EXISTING VIEW**



合成照片 (擬議建築物高度限制從主平基準上 120米(A項)及140米(C項)) **PHOTOMONTAGE** (PROPOSED BUILDING HEIGHT RESTRICTIONS OF 120mPD (ITEM A) AND 140mPD (ITEM C))





ITÉM A



界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

合成照片

在彩盈坊天橋的觀景點 VIEWING POINT AT FOOTBRIDGE NEAR CHOI YING PLACE 牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (A 及 C 項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28

PHOTOMONTAGE

規劃署 **PLANNING** DEPARTMENT



(ITEMS A AND C)

參考編號 REFERENCE No. M/K13/17/11 圖 PLAN 9_b

本圖於2016年3月9日擬備 PLAN PREPARED ON 9.3.2017



視覺藝術院 HONG KONG BAPTIST UNIVERSITY ACADEMY OF VISUAL ARTS

官塘道兒童遊樂場 KWUN TONG ROAD CHILDREN'S PLAYGROUND

> 三山國王廟 SAM SHAN KWOK WONG TEMPLE



FORMER ST. JOSEPH'S ANGLO-CHINESE SCHOOL 啟業邨 KALYIP ESTATE 官塘道兒童遊樂場

前聖若瑟英文中學

聖若瑟英文小學 ST. JOSEPH'S ANGLO-CHINESE PRIMARY SCHOOL

7



界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2017年3月2日擬備, 所根據的資料為攝於 2014年6月27日(左上)和 2016年2月17日(左下、右上及右下)的實地照片

PLAN PREPARED ON 2.3.2017 BASED ON SITE PHOTOS TAKEN ON 27.6.2014 (LEFT TOP) AND 17.2.2016 (LEFT BOTTOM, RIGHT TOP AND RIGHT BOTTOM)

C項 ITEM C

實地照片 SITE PHOTOS

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂

((C))

PROPOSED AMENDMENTS TO THE

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28

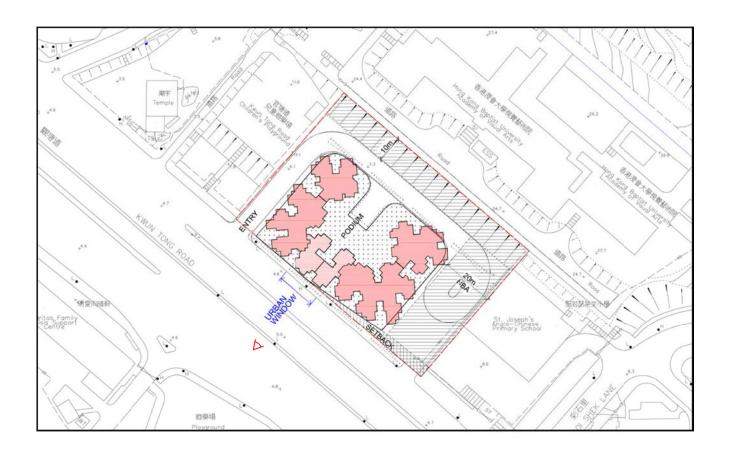
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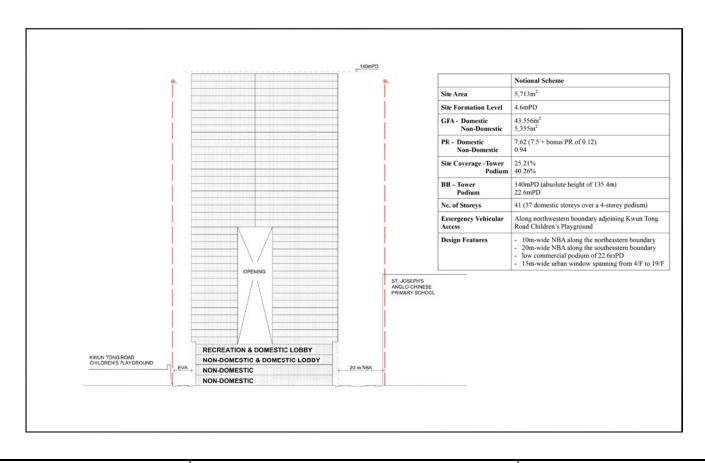


參考編號 REFERENCE No.

圖PLAN M/K13/17/11

10





概念發展圖 NOTIONAL SCHEME PLAN

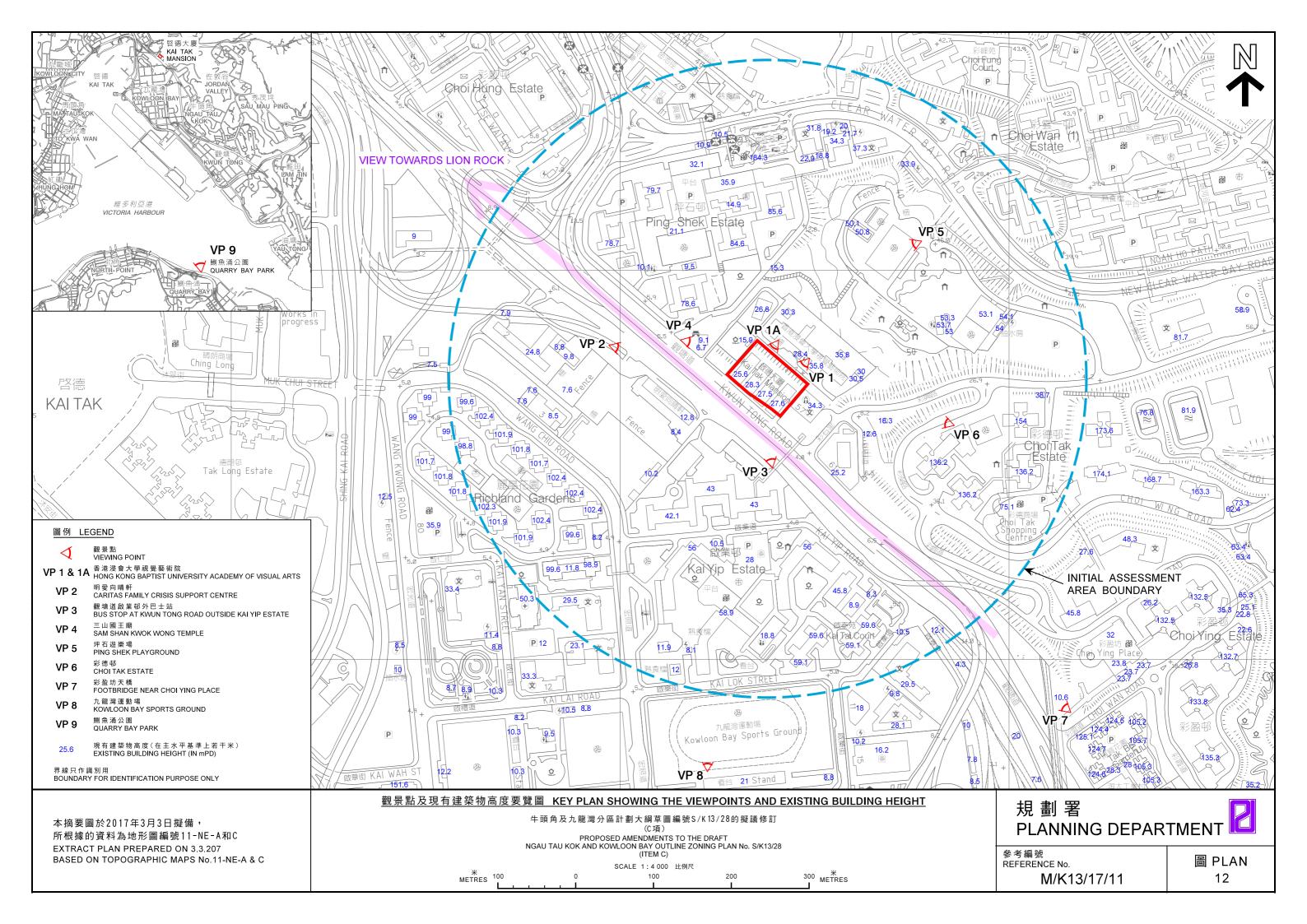
本圖於2017年3月3日擬備 PLAN PREPARED ON 3.3.2017

啟德大廈用地 KAI TAK MANSION SITE 規劃署 PLANNING DEPARTMENT



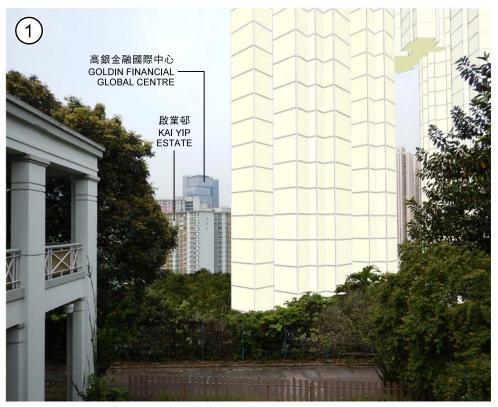
參考編號 REFERENCE No. M/K13/11/17

圖 PLAN 11





現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

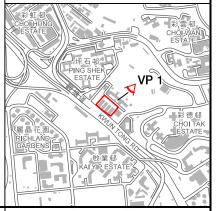
在香港浸會大學視覺藝術院的觀景點 VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY ACADEMY OF VISUAL ARTS

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

圖例 LEGEND C項(界 ITEM C

C項(界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 12a



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

在香港浸會大學視覺藝術院的觀景點 VIEWING POINT AT HONG KONG BAPTIST UNIVERSITY ACADEMY OF VISUAL ARTS

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

規劃署 PLANNING DEPARTMENT

圖例 LEGEND

______ C 項 (界線只作識別用) ITEM C

(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 12b



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017 在明愛向晴軒的觀景點
VIEWING POINT AT CARITAS FAMILY CRISIS SUPPORT CENTRE
牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

規劃署 PLANNING DEPARTMENT

圖例 LEGEND

______ C 項 (界線只作識別用) ITEM C

(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 12c



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

在觀塘道啟業邨外巴士站的觀景點

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017 VIEWING POINT AT BUS STOP AT KWUN TONG ROAD OUTSIDE KAI YIP ESTATE 牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

規劃署 PLANNING DEPARTMENT

圖例 LEGEND

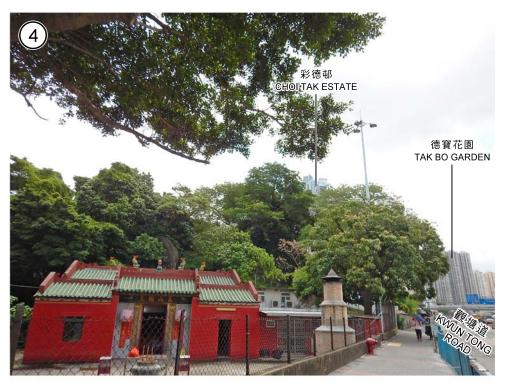
_______ C 項 (界線只作識別用) ITEM C

(BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

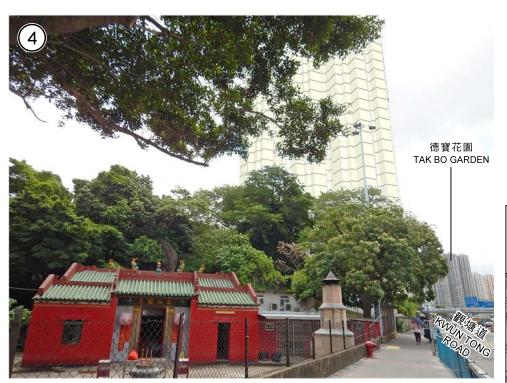


參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 12d



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

合成照片 PHOTOMONTAGE

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017 在三山國王廟的觀景點
VIEWING POINT AT SAM SHAN KWOK WONG TEMPLE
牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

規劃署 PLANNING DEPARTMENT

LEGEND

C項(界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)



參考編號 REFERENCE No. **M/K13/17/11**

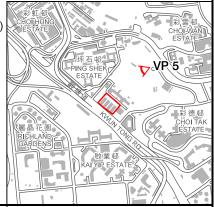
圖PLAN 12e



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)





C項(界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017

合成照片 PHOTOMONTAGE

在坪石遊樂場的觀景點
VIEWING POINT AT PING SHEK PLAYGROUND
牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM C)

規劃署 PLANNING DEPARTMENT

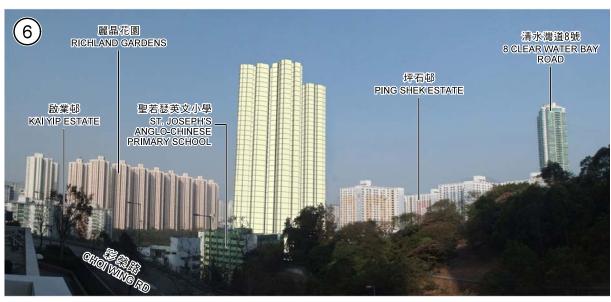


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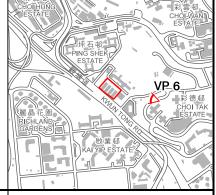
圖PLAN 12f



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)





C項 (界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017

合成照片 PHOTOMONTAGE

在彩德邨的觀景點 VIEWING POINT AT CHOI TAK ESTATE 牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂

(C 項)
PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM C)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

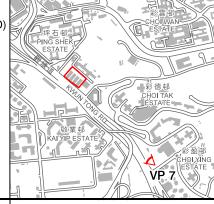
圖 PLAN 12g



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)





C項 (界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

合成照片 PHOTOMONTAGE

本圖於2016年3月2日擬備 PLAN PREPARED ON 2.3.2017 在彩盈坊天橋的觀景點
VIEWING POINT AT FOOTBRIDGE NEAR CHOI YING PLACE
牛頭角及九龍灣分區計劃大綱草圖編號S/K 13/28的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM C)

規劃署 PLANNING DEPARTMENT



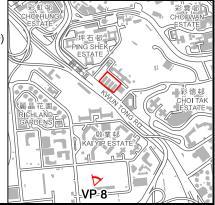
參考編號 REFERENCE No. M/K13/17/11

圖 PLAN 12h





合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)



圖例 LEGEND



C項 (界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017

合成照片 PHOTOMONTAGE

在九龍灣運動場的觀景點 VIEWING POINT AT KOWLOON BAY SPORTS GROUND 牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (C項)

PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEM C)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 12i



現有景觀 EXISTING VIEW



合成照片 (擬議建築物高度限制從主平基準上140米) PHOTOMONTAGE (PROPOSED BUILDING HEIGHT RESTRICTION OF 140mPD)

C項 (界線只作識別用) ITEM C (BOUNDARY FOR IDENTIFICATION PURPOSE ONLY)

合成照片 PHOTOMONTAGE

本圖於2017年3月2日擬備 PLAN PREPARED ON 2.3.2017 在鰂魚涌公園的觀景點 VIEWING POINT AT QUARRY BAY PARK 牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂

PROPOSED AMENDMENTS TO THE DRAFT
NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28
(ITEM C)

規劃署 PLANNING DEPARTMENT

維多利亞港

VICTORIA HARBOUR



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 12j









界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

D1及D2項

ITEMS D1 AND D2

本圖於2017年3月9日擬備, 所根據的資料為攝於 2014年6月27日(右下)、2016年2月17日(左上及左下) 和2016年7月19日(右上)的實地照片

PLAN PREPARED ON 9.3.2017 BASED ON SITE PHOTOS TAKEN ON 27.6.2014 (RIGHT BOTTOM), 17.2.2016 (LEFT TOP AND LEFT BOTTOM) AND 19.7.2016 (RIGHT TOP)

牛頭角及九龍灣分區計劃大綱草圖編號S/K13/28的擬議修訂 (D1及D2項) PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/28 (ITEMS D1 AND D2)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K13/17/11

圖PLAN 13

