

# METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

MPC Paper No. 11/12  
For Consideration by  
The Metro Planning Committee on 7.12.2012

## PROPOSED AMENDMENTS TO THE APPROVED TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/26

**PROPOSED AMENDMENTS TO THE  
APPROVED TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/26**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/26 (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current Approved Tsim Sha Tsui OZP**

- 2.1 On 12.4.2011, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Tsim Sha Tsui OZP, which was subsequently re-numbered as S/K1/26. On 6.5.2011, the approved Tsim Sha Tsui OZP No. S/K1/26 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 26.6.2012, the CE in C referred the approved OZP to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. On 13.7.2012, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

- 3.1 The proposed amendments to the Tsim Sha Tsui OZP are in respect of the rezoning of a "Government, Institution or Community" ("G/IC") site at Middle Road, the background of which is summarized below.
- 3.2 The Government is committed to expanding land resources for Hong Kong through a multi-pronged approach to build up land reserve with a view to meeting housing, social and economic developments. Among various measures, consideration has been given to reviewing "G/IC" sites which have potential for alternative uses. Upon review, the "G/IC" site at Middle Road, Tsim Sha Tsui has been identified as suitable for commercial uses.

### *The Site and Its Surroundings*

- 3.3 With an area of about 3,364m<sup>2</sup>, the site is currently occupied by a 12-storey public car park building with Government office and a public toilet on the ground and first floors (**Plan 4**). Part of the building is erected over a section of Middle Road from the second floor level. The building was completed in 1965 with a building height (BH) of about 42mPD.
- 3.4 To the immediate west and south of the site is Sheraton Hong Kong Hotel. To the north across Middle Road is a cluster of medium to high-rise commercial, commercial/residential and hotel buildings with BHs from 39 mPD to 113 mPD, which are zoned “Commercial(6)” (“C(6)”) on the OZP with a BH restriction of 110mPD (**Plan 2**), as well as a “G/IC” zone covering an office building of a public utility company, i.e. Hermes House (**Plans 3 and 5**). To the north-east is the Mariner’s Club, which is zoned “C(1)” with a BH restriction of 175.5mPD, reflecting the BH of an approved planning application. To the east are an entrance of MTR East Tsim Sha Tsui Station, Signal Hill Garden and a covered bus terminus with Middle Road Children’s Playground on its roof and MTR East Tsim Sha Tsui Station below. To the further south across Salisbury Road are an open space, i.e. Salisbury Garden, and the New World Centre site which is currently under redevelopment.
- 3.5 The site is at present subject to a BH restriction of 90mPD on OZP. When comprehensive BH restrictions were imposed on the Tsim Sha Tsui OZP in 2008, a BH restriction of 90mPD was stipulated on the subject “G/IC” site and the adjoining “C” zone covering Sheraton Hong Kong Hotel. The intention is to provide a transition of BH profile from the high-rise developments in the north to the low-rise developments at the waterfront in the south, and to cater for the possible redevelopment of the subject site for commercial use.

### *Rezoning Proposal*

- 3.6 It is proposed to rezone the major part of the site from “G/IC” to “C(11)” to facilitate redevelopment of the existing Middle Road car park building into a new commercial development with a public car park. To reflect the as-built situation, the portion of the site covering Middle Road and its footpath is proposed to be rezoned from “G/IC” to ‘Road’.

### Rezoning of the eastern part to ‘Road’ (734m<sup>2</sup>)

- 3.7 The eastern part of the site covers Middle Road and the pedestrian footpath on its east (**Plan 3**). According to the Chief Building Surveyor/Kowloon, Buildings Department, no structure shall be erected over the public road upon redevelopment. In addition, the Commissioner for Transport (C for T) has proposed to provide a 3m wide footpath and a corner splay on the western side of the road to facilitate pedestrian movement and sightline of drivers (**Plan 3**). In view of the above, it is proposed to rezone the section of Middle Road within the site together with the existing and proposed pedestrian footpaths on its two sides from “G/IC” to ‘Road’.

Rezoning of the remaining part to “C(11)” (2,630m<sup>2</sup>)

- 3.8 Tsim Sha Tsui is an important commercial and tourist centre in Kowloon. The southern part of the area is predominately developed for office, commercial and hotel uses. The subject “G/IC” site is surrounded by commercial, commercial/residential and hotel buildings which are zoned “C” on the OZP. From the land use planning point of view, the proposed rezoning of the remaining part of the site from “G/IC” to “C” is in line with the general planning intention for the area, and the proposed commercial use would be compatible with the surrounding developments.
- 3.9 The existing car park at the site has 735 car parking spaces and 95 motor cycle parking spaces. According to C for T’s advice, there is a need to retain an adequate provision of public car parking spaces in the redevelopment of the site to serve the area. In this regard, the Transport Department commissioned consultants in 2011 to conduct a traffic impact assessment (TIA) to assess the traffic impact of the proposed redevelopment at the site and the number of public car parking spaces required to be reprovisioned in the redevelopment. Taking into account the forecast demand for car parking spaces generated by the developments within the 300m radius of the site up to 2021, the provision of existing and planned car parking spaces in the same area, the Parking Demand Assessment under the TIA recommends that a total of 345 public car parking spaces and 39 public motor cycle parking spaces should be reprovisioned in the future commercial redevelopment at the site to serve the surrounding areas, in addition to those ancillary parking spaces required for the commercial development itself. Furthermore, according to the TIA, there will be a deficit of public car parking spaces within the 300m radius of the site during the interim period (i.e. after the demolition of the existing car park building but before the completion of the new commercial cum car park building). However, as there should be sufficient car parking provision outside the 300m radius but within the 500m radius of the site (Figure 5.3 of the TIA), it can help to absorb the anticipated car parking demand during the interim period. A copy of the TIA<sup>1</sup> is at **Attachment IV**.

*Provision of GIC facilities*

- 3.10 A table on the provision of major community facilities in the Tsim Sha Tsui area is at **Attachment V**. Based on the planned population for the area, there is no deficit of GIC provision in the area except for a clinic/health clinic, an integrated children and youth services centre, 4 kindergarten/nursery classrooms and 52 primary school classrooms. Relevant Government departments consulted confirmed that the site is not required for any other GIC uses, and there is no need to reprovision the existing Government office and public toilet in the future redevelopment. The Director of Social Welfare and Director of Health do not require the site for the development of clinic/health clinic or an integrated children and youth services centre. As to kindergarten/nursery, their provision mainly depends on private initiatives and is allowed in all “C” zones, and the marginal shortfall of 4 classrooms could be met by

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<sup>1</sup> The main text and all the drawings of the TIA have been included in **Attachment IV**, while the Appendices containing detailed data are not included. A full copy of the TIA is deposited at the Secretariat of the Board for Members’ inspection.



the provision in the adjoining areas. For primary school, the provision is assessed on the basis of a wider district by the Education Bureau separately. Given the inadequate size of the site for school development<sup>2</sup> and the need to accommodate a public car park at the site, the site is considered not suitable for development of a primary school.

- 3.11 In view of the above, the site is proposed to be rezoned from “G/IC” to “C(11)” and ‘Road’. Similar to other “C” zones on the Tsim Sha Tsui OZP, the “C(11)” zone will be subject to a maximum plot ratio of 12, with additional stipulation of requirement on the provision of not less than 345 public car park spaces and 39 public motor cycle parking spaces in the Notes for the “C(11)”. There will be no change to the existing BH restriction of 90mPD for the site.

#### *Visual and Air Ventilation Considerations*

- 3.12 The current BH restriction of 90mPD for the site forms part of the broad BH concept adopted for the Tsim Sha Tsui area, which is to preserve the views to the ridgelines from the public view points on Hong Kong Island, and to maintain a stepped BH concept with lower buildings and more open setting along the waterfront, and therefore will be retained for the proposed “C(11)” zone. As shown in the photomontages in **Plans 6** and **7**, the proposed redevelopment at the site is not visually incompatible with the surrounding medium to high-rise developments, e.g. Sheraton Hong Kong Hotel (61mPD), Peninsula Hotel (120mPD), 26 Nathan Road (131mPD), Hermes House (57mPD), Mariner’s Club (50mPD), the Pinnacle (140mPD), One Peking (143mPD), the Masterpiece (250mPD), when viewed from the east at the pedestrian pavement of Salisbury Road (**Plan 6**) and from the south near the Salisbury Garden (**Plan 7**). Since future redevelopment will not be allowed to encroach on the proposed ‘Road’ area covering Middle Road, a more open view along Middle Road could be achieved (**Plan 7**).
- 3.13 The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) advises that according to the Air Ventilation Assessment by Expert Evaluation (EE) for the Tsim Sha Tsui area, the air ventilation in the inner part of the area is poor due to the densely built-up environment and narrow streets and roads. It would be useful to find ways to introduce non-building areas, building setbacks, open space and building gaps. The EE also pointed out that Middle Road, to a certain extent, provides some air path potential. In this regard, CTP/UD&L, PlanD supports the proposed amendments as the rezoning of part of the site to ‘Road’ would allow wider separation between the developments on both sides of the section of Middle Road within the site, which help enhance the air ventilation in the area as well as improve pedestrian environment.

#### *Traffic, Environmental and Infrastructural Considerations*

- 3.14 Concerned Government departments have no objection to the proposed amendments. On traffic aspect, C for T advises that based on the findings of the

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<sup>2</sup> According to Hong Kong Planning Standards and Guidelines, the standard site areas for 18-classroom, 24-classroom and 30-classroom primary schools are 3,950m<sup>2</sup>, 4,700m<sup>2</sup> and 6,200m<sup>2</sup> respectively. The proposed “C(11)” portion of the site only has an area of 2,630m<sup>2</sup>.

TIA, the proposed commercial cum public car park development is sustainable from traffic point of view, taking into account the traffic condition up to 2021. The proposed new pedestrian footpath on the western side of Middle Road (**Plan 3**) will facilitate pedestrian circulation in the area.

- 3.15 The Director of Environmental Protection (DEP) advises that some Column 1 uses in the proposed “C(11)” zone are also Column 1 uses under the existing “G/IC” zone. He does not expect any change in environmental performance of these uses after the rezoning. For the Column 1 uses in the “C(11)” zone which are not always permitted in the “G/IC” zone, e.g. office, hotel, eating place, shop and services, they are usually not environmentally polluting. There are also standard design solutions to address any potential environmental impacts on them, such as central air-conditioning and proper location for the fresh air intake. From sewerage infrastructure viewpoint, DEP considers that there shall be no capacity problem to the public sewerage. The Drainage Services Department and Water Supplies Department also have no objection to the proposed rezoning from their respective purview.

#### **4. Proposed Amendments to Matters shown on the Plan**

The proposed amendments are shown on the draft Tsim Sha Tsui Outline Zoning Plan No. S/K1/26A (**Attachment I**) and set out below:

**Items A and B – Rezoning the “G/IC” site at Middle Road to “C(11)” (2,630m<sup>2</sup>) and ‘Road’ (734m<sup>2</sup>)**

The rationales of the proposed amendments are set out in paragraphs 3.6 to 3.15 above.

#### **5. Proposed Amendments to the Notes of the OZP (Attachment II)**

- 5.1 In view of the above proposed amendments, the Notes for the OZP have been amended accordingly. Opportunity has also been taken to incorporate some technical amendments to the Notes for various zones to better reflect the planning intentions and intended control for the relevant zones or to tally with the standard provisions in the Master Schedule of Notes to Statutory Plans (MSN). Details of the proposed amendments are listed below:

**“C” zone**

- (a) as mentioned in paragraph 3.11 above, a remark is added for the “C(11)” zone to set out the requirement on the provision of not less than 345 public car parking spaces and 39 public motor cycle parking spaces, and that such spaces shall be included in the plot ratio calculation for the zone;
- (b) provisions for application to the Board for minor relaxation of the plot ratio and/or GFA restrictions, the minimum GFA for GIC facilities and private club, and the minimum provision of public car parking spaces as stipulated in

various sub-zones of “C” are included in the Remark of the Notes for the zone;

“R(A)” and “R(B)” zones

- (c) to tally with the similar provisions adopted for the “R(A)” zones on other Kowloon OZPs and MSN, provision is added to stipulate that the plot ratio of the existing building shall apply only if the addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, while the maximum domestic and/or non-domestic plot ratios as stated in Remark (1) of the Notes shall apply if it is not for the same type of building as the existing building;
- (d) provisions for application to the Board for minor relaxation of the plot ratio and/or GFA restrictions are included in the Notes for the two zones; and

“OU” zones

- (e) provisions for application to the Board for minor relaxation of the number of storey restrictions are included in the Remarks of the Notes for the “OU” zones annotated for ‘Ferry Terminal’, ‘Kowloon Point Piers’, ‘Ocean Terminal to include Shops and Car Parks’, ‘Pier’, ‘Sports and Recreation Club on Pier’, ‘Ventilation Building’ and ‘Salt Water Pumping Station’.

5.2 The revised Notes (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment II** for Members’ consideration.

**6. Revision of the Explanatory Statement of the OZP (Attachment III)**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in paragraphs 4 and 5 above. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. A copy of the revised ES (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed-out~~) is at **Attachment III** for Members’ consideration.

**7. Plan Number**

Upon exhibition, the Plan will be re-numbered as S/K1/27.

**8. Consultation**

Departmental Consultation

8.1 The proposed amendments have been circulated to relevant Government bureaux/departments for comments. The concerned Government bureaux/departments as listed below have no objection to or no adverse comment on the proposed

amendments. Their comments have been incorporated where appropriate.

- (a) Antiquities and Monument Office, Leisure and Cultural Services Department;
- (b) Commissioner for Heritage, Development Bureau;
- (c) Commissioner for Tourism;
- (d) Commissioner for Transport;
- (e) Chief Architect/Central Management Division 2, Architectural Services Department;
- (f) Chief Building Surveyor/Kowloon, Buildings Department;
- (g) Chief Engineer/Development (2), Water Supplies Department;
- (h) Chief Highway Engineer/Kowloon, Highways Department;
- (i) Chief Engineer/Mainland South, Drainage Services Department;
- (j) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Environmental Protection;
- (m) Director of Fire Services;
- (n) Director of Food and Environmental Hygiene;
- (o) Director of Health;
- (p) Director of Leisure and Cultural Services;
- (q) Director of Social Welfare;
- (r) District Officer/Yau Tsim Mong, Home Affairs Department;
- (s) District Lands Officer/Kowloon West, Lands Department; and
- (t) Government Property Agent.

#### Public Consultation

8.2 The Yau Tsim Mong District Council will be consulted on the amendments during the 2-month period for exhibition of the draft Tsim Sha Tsui OZP No. S/K1/26A (to be renumbered to S/K1/27 upon exhibition) for public inspection under section 5 of the Ordinance. The exhibition of the OZP amendments for public representation is a statutory channel to solicit public views.

### **9. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the Approved Tsim Sha Tsui OZP No. S/K1/26 mentioned in paragraphs 4 and 5 above and that the draft Tsim Sha Tsui OZP No. S/K1/26A at **Attachment I** (to be renumbered to S/K1/27 upon gazetting) and its Notes at **Attachment II** are suitable for exhibition for public inspection under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** as an expression of the planning intentions and objectives of the Board for the various land use zones of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**10. Attachments**

Attachment I	Draft Tsim Sha Tsui OZP No. S/K1/26A
Attachment II	Revised Notes of the draft Tsim Sha Tsui OZP No. S/K1/26A
Attachment III	Revised ES of the draft Tsim Sha Tsui OZP No. S/K1/26A
Attachment IV	Traffic Impact Assessment for the Proposed Development at Middle Road Public Car Park Site
Attachment V	Provision of Major Community Facilities in Tsim Sha Tsui area
Plan 1	Approved Tsim Sha Tsui OZP No. S/K1/26 (reduced size)
Plan 2	Comparison of Existing and Proposed Zonings on the OZP for Amendment Items A and B
Plan 3	Site Plan of Amendment Items A and B
Plans 4 to 5	Site Photos of Amendment Items A and B
Plans 6 and 7	Photomontages of the Proposed Development at Middle Road site

**PLANNING DEPARTMENT**  
**December 2012**





圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	G/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES		《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (樓層數目)

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %			用途
	公頃 HECTARES	%	百分率	
COMMERCIAL	47.41	24.76		商業
COMPREHENSIVE DEVELOPMENT AREA	1.17	0.61		綜合發展區
RESIDENTIAL (GROUP A)	6.98	3.64		住宅 (甲類)
RESIDENTIAL (GROUP B)	0.59	0.31		住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	20.27	10.58		政府、機構或社區
OPEN SPACE	23.66	12.35		休憩用地
OTHER SPECIFIED USES	47.15	24.62		其他指定用途
MAJOR ROAD ETC.	44.28	23.13		主要道路等
TOTAL PLANNING SCHEME AREA	191.51	100.00		規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第 5 條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

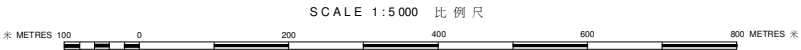
核准圖編號 S / K 1 / 2 6 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K1/26

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項
(參看附表) (SEE ATTACHED SCHEDULE)	

按照城市規劃條例第 5 條展示的  
核准圖編號 S/K1/26 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K1/26 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON

SECRETARY  
TOWN PLANNING BOARD  
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的尖沙咀 (九龍規劃區第 1 區) 分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 1 - TSIM SHA TSUI - OUTLINE ZONING PLAN



規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/K1/26A



**KOWLOON PLANNING AREA NO. 1**

**APPROVED DRAFT TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/264**

(Being an Approved *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)
  - (a) 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
      - 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, alignments 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/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit 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 those specified below require permission from the Town Planning Board:

toll plaza, 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 AREA NO. 1**

**APPROVED DRAFT TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/264**

**Schedule of Uses**

	<b><u>Page</u></b>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	4
RESIDENTIAL (GROUP A)	6
RESIDENTIAL (GROUP B)	9
GOVERNMENT, INSTITUTION OR COMMUNITY	11
OPEN SPACE	14
OTHER SPECIFIED USES	15

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 Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point (on land designated "C(2)" and "C(3)" only) Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library 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) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Flat Government Refuse Collection Point (other than on land designated "C(2)" and "C(3)") Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a territorial business centre and regional or district commercial/shopping centres. The areas under this zoning are major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) Except as otherwise provided therein, 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, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated "Commercial (7)" ("C(7)"), 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 (GFA) of 324 078m<sup>2</sup>.
- (3) On land designated "C(10)", 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 GFA of 99 588m<sup>2</sup>. An at grade public open space of not less than 1 200m<sup>2</sup> shall be provided.
- (4) On land designated "C(1)", a minimum GFA of 930m<sup>2</sup> shall be provided for a private club for the use of 'The Sailors Home and Missions to Seamen'.
- (5) On land designated "C(2)", a refuse collection point of not less than 200m<sup>2</sup> shall be provided.
- (6) On land designated "C(3)", an electricity substation of not less than 1 012m<sup>2</sup>, a refuse collection point of not less than 220m<sup>2</sup> and a total of not less than 980 public car parking spaces shall be provided.
- (7) On land designated "C(4)", a public transport terminus of not less than 3 215m<sup>2</sup>, a library of not less than 650m<sup>2</sup>, a public toilet of not less than 142m<sup>2</sup> and a total of not less than 350 public car parking spaces shall be provided.
- (8) On land designated "C(5)", an ambulance depot of not less than 2 383m<sup>2</sup> shall be provided.
- (9) ***On land designated "C(11)", a total of not less than 345 public car parking spaces and not less than 39 public motor cycle parking spaces shall be provided. For the purposes of plot ratio calculation, any floor space that is constructed or intended for use solely as public car/motor cycle parking spaces shall be included for calculation.***
- (910) Except as otherwise provided therein, 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 heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (4011) On land designated "C(7)", "C(8)", "C(9)" and "C(10)", no new development (except minor addition, alteration and/or modification not affecting the building height of an existing building) or redevelopment of the existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of mPD as stipulated on the Plan.
- (4112) On land designated "C(1)", "C(2)" and "C(6)", a minimum of 1.5m wide non-building area from the lot boundary abutting areas shown as 'Road' on the Plan, except Chatham Road South and Nathan Road, shall be provided. Under exceptional circumstances, minor relaxation of the non-building area restriction for a development or redevelopment proposal may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4213) In determining the relevant maximum plot ratio/GFA for the purposes of paragraphs (1) to (3) 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.
- (4314) 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/GFA 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/GFA specified in paragraphs (1) to (3) above may thereby be exceeded.
- (4415) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the *plot ratio/GFA*/building height restrictions, *the minimum GFA for private club and the minimum provision of public car/motor cycle parking spaces* stated in paragraphs (1) to (4), (6), (7), (9) and (10), *and any reduction in total GFA provided for GIC facilities as stated in paragraphs (5) to (8)* above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance, except *the minor relaxation of building height restriction is not applicable* on land designated "C(7)" and "C(10)" and on land stipulated with building height restrictions of 386.7mPD and 85mPD within the "C(8)" sub-zone.
- (4516) Notwithstanding paragraph (4415) above, relaxation of the building height restrictions may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance for sites with an area not less than 1 800m<sup>2</sup> on individual merits, except on land designated "C(7)" and "C(10)" and on land stipulated with building height restriction of 386.7mPD within the "C(8)" sub-zone.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	<ul style="list-style-type: none"><li>Eating Place</li><li>Exhibition or Convention Hall</li><li>Government Use</li><li>Hotel</li><li>Library</li><li>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</li><li>Place of Entertainment</li><li>Place of Recreation, Sports or Culture</li><li>Public Convenience</li><li>Religious Institution</li><li>School</li><li>Shop and Services</li><li>Social Welfare Facility</li></ul>

Planning Intention

The planning intention of this zone is to preserve, restore and convert the compound of the Former Marine Police Headquarters into a tourism-themed commercial development. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of the heritage significance of the existing historical buildings on the site, as well as various environmental, traffic, infrastructure and other constraints.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
  - (i) the area of the proposed land uses with breakdown of proposed total gross floor areas, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (ii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iii) the alignment, widths and levels of any roads, walkways and footbridges proposed to be constructed within the area and the adjoining areas;
  - (iv) the urban design and landscape proposals including tree preservation within the area;
  - (v) programmes of development in detail;
  - (vi) a traffic impact assessment report including details of road/pedestrian access improvement schemes and parking arrangement; and
  - (vii) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (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 the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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
<p>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 :</p>	
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	

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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) 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 paragraph (67) 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 the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (67) and (8) hereof.
- (3) *For the purposes of paragraph (1) 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 paragraph (1) 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.*
- (34) 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 heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (45) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, 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.
- (56) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) 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.
- (67) 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) or (2) 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) and (2) above may thereby be exceeded.
- (78) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the *plot ratio*/building height restrictions stated in paragraphs (1), (2) and (4)(3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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) 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) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

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.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) Except as otherwise provided therein, 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 5.0 or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated "Residential (Group B) 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 (GFA) of 8 788m<sup>2</sup>.
- (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 the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) In determining the relevant maximum plot ratio and GFA for the purposes of paragraphs (1) and (2) 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.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the *plot ratio/GFA*-building height restrictions stated in paragraphs (1) to (3) above 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 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) Correctional Institution Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Marine Fuelling Station 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 and 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.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (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 the maximum building heights 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.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (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.

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GOVERNMENT, INSTITUTION OR COMMUNITY (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
<u>For "Government, Institution or Community (1)" only</u>	
Ambulance Depot Government Refuse Collection Point Government Use (Police Reporting Centre/ Police Post only) Public Convenience Public Vehicle Park (excluding container vehicle) Public Utility Installation Recyclable Collection Centre	Animal Quarantine Centre Broadcasting, Television and/or Film Studio Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Library Market Office Petrol Filling Station (excluding those involving liquefied petroleum gas) Place of Recreation, Sports or Culture Public Transport Terminus or Station Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Research, Design and Development Centre Sewage Treatment/Screening Plant Shop and Services Social Welfare Facility (excluding those involving residential care) Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of Government, institution and 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. Since this zone covers land beneath elevated road, and in view of physical constraints and environmental conditions of such land, only selected Government, institution or community facilities are always permitted in this zone.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	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 Pier Place of Entertainment <i>Place of Recreation, Sports or Culture</i> Private Club <del>Place of Recreation, Sports or Culture</del> Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Shop and Services Utility Installation for Private Project

Planning Intention

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

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
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For "Cross Harbour Tunnel Toll Plaza" only

As Specified on the Plan

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

Planning Intention

This zone is primarily to provide land for the Cross Harbour Tunnel Toll Plaza.

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 heights 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.

(Please see next page)



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
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For "Cultural Square and Public Open Space with Underground Commercial Complex and Car Park" only

Exhibition or Convention Hall  
Institutional Use (not elsewhere specified)  
Library  
Place of Recreation, Sports or Culture  
Public Convenience

Eating Place  
Government Use (not elsewhere specified)  
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances  
Private Club  
Utility Installation not ancillary to the Specific Use

In addition, the following uses are always permitted at the basement levels of the development only :

Eating Place  
Educational Institution  
Place of Entertainment  
Public Vehicle Park (excluding container vehicle)  
School  
Shop and Services

Planning Intention

This zone is primarily to provide land intended for the development of a "Cultural Square" which shall be a low-rise structure with public open space on ground level and on the roof, as well as an underground commercial complex and underground car park.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building, excluding the basement levels, shall result in a total development and/or redevelopment in excess of a maximum gross floor area (*GFA*) of 2 800m<sup>2</sup>.
- (2) No building(s)/structure(s) including roof-top structures, projections and advertisement signs shall result in a height in excess of 13.2 metres above Principal Datum or the height of the existing building(s)/structure(s), whichever is the greater.

(Please see next page)

**OTHER SPECIFIED USES (Cont'd)**

**Remarks (Cont'd)**

- (43) In determining the maximum ~~gross floor area~~ *GFA* 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.
- (34) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the ~~gross floor area~~ *GFA* and 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.

(Please see next page)

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
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For "Ferry Terminal" only

As Specified on the Plan

Government Use  
Mass Transit Railway Vent Shaft and/or Other  
Structure above Ground Level other than  
Entrances  
Private Club  
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to provide land for a ferry terminal. Development in this zone is subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour.

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 building height of 4 storeys or the height of the existing building, whichever is the greater.
- (2) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 33 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.
- (3) 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.

(Please see next page)

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
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For "Kowloon Point Piers" only

Government Use  
Pier

Eating Place  
Exhibition or Convention Hall  
Marine Fuelling Station  
Office  
Public Vehicle Park (excluding container  
vehicle)  
Shop and Services

Planning Intention

This zone is primarily to provide land intended for a pier providing cross harbour ferry services. Development in this zone is subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour.

Remarks

- (1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use.
- (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 a maximum building height of 2 storeys or the height of the existing building, whichever is the greater.
- (3) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 15 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (2) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
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For "Ocean Terminal to include Shops and Car Parks" only

As Specified on the Plan

Government Use  
Mass Transit Railway Vent Shaft and/or Other  
Structure above Ground Level other than  
Entrances  
Place of Entertainment  
Private Club  
Utility Installation not ancillary to the Specified  
Use

Planning Intention

This zone is primarily to provide/reserve land for a terminal for commercial passenger ships with supporting facilities such as shop and car park. Development in this zone is subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour. A Ferris wheel development 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 building height of 4 storeys or the height of the existing building, whichever is the greater.
- (2) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 38 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Ocean Terminal to include Shops and Car Parks" only (Cont'd)

Remarks (Cont'd)

- (3) For the area to the west of the pecked line :
  - (i) a Ferris wheel up to a maximum height of 105 metres above Principal Datum may be permitted on application under section 16 of the Town Planning Ordinance with the support of a traffic impact assessment, a visual impact assessment and any other information as may be required by the Town Planning Board; and
  - (ii) notwithstanding paragraph (1) above, 2 additional storeys to accommodate facilities related and ancillary to the Ferris wheel may also be permitted on application under section 16 of the Town Planning Ordinance provided that the restriction as specified in paragraph (2) above is complied with.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1), (2) and 3(i) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
<u>For "Pier" only</u>	
Government Use Pier	Eating Place Exhibition or Convention Hall Marine Fuelling Station Office Public Vehicle Park (excluding container vehicle) Shop and Services

Planning Intention

This zone is primarily to provide/reserve land intended for a pier. Developments in this zone are subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour.

Remarks

- (1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use.
- (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 a maximum building height of 1 storey or the height of the existing building, whichever is the greater.
- (3) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 7 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (2) and (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
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For "Sports and Recreation Club on Pier" only

Place of Recreation, Sports or Culture  
Private Club

Eating Place  
Government Refuse Collection Point  
Government Use (not elsewhere specified)  
Public Vehicle Park (excluding container  
vehicle)  
Religious Institution  
Shop and Services  
Social Welfare Facility  
Utility Installation not Ancillary to the  
Specified Use

Planning Intention

This zone is primarily to provide land intended for a private club for sporting and recreational purposes. Development in this zone is subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour.

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 building height of 4 storeys or the height of the existing building, whichever is the greater.
- (2) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 31 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.
- (3) 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.

(Please see next page)



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
<u>For "Sports and Recreation Clubs" only</u>	
Place of Recreation, Sports or Culture Private Club	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Religious Institution Shop and Services Social Welfare Facility Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to provide land intended for private club use for sporting and recreational purposes.

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 site coverage of 15% and a maximum building height of 15 metres above Principal Datum, or the site coverage and 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 site coverage and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
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For "Ventilation Building" only

As Specified on the Plan

Government Use  
Mass Transit Railway Vent Shaft and/or Other  
Structure above Ground Level other than  
Entrances  
Private Club  
Utility Installation not Ancillary to the  
Specified Use

Planning Intention

This zone is primarily to provide land intended for ventilation building purpose.

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 building height of one storey or the height of the existing building, whichever is the greater.
- (2) On land specified "Ventilation Building" to the south of Salisbury Garden, no building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 30 metres above Principal Datum (mPD) or the height of the existing building/structure, whichever is the greater.
- (3) On land specified "Ventilation Building" to the south of the Cross Harbour Tunnel Toll Plaza, no building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 19mPD or the height of the existing building/structure, whichever is the greater.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (21) and to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

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
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For "Salt Water Pumping Station" only

As Specified on the Plan

Government Use  
Mass Transit Railway Vent Shaft and/or Other  
Structure above Ground Level other than  
Entrances  
Private Club  
Utility Installation not Ancillary to the Specified  
Use

Planning Intention

This zone is primarily to provide land for a salt water pumping station of the Harbour City development. Development in this zone is subject to a building height control to prevent excessive high-rise development in this strategic location protruding into the harbour.

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 building height of 2 storeys or the height of the existing building, whichever is the greater.
- (2) No building/structure including roof-top structures, projections and advertisement signs shall result in a height in excess of 13 metres above Principal Datum or the height of the existing building/structure, whichever is the greater.
- (3) 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.

(Please see next page)

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
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For All Other Specified Uses Not Listed Above

As Specified on the Plan

Government Use  
Mass Transit Railway Vent Shaft and/or Other  
Structure above Ground Level other than  
Entrances  
Private Club  
Utility Installation not Ancillary to the Specified  
Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

Remarks

- (1) Except on land specified "Gun Club Hill Barracks", 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) On land specified "Museums" at Science Museum Road, 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 site coverage of 60%, or the site coverage of the existing building, whichever is the greater. In addition, a minimum building setback of 7m from the site boundary abutting Chatham Road South shall be maintained.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height and site coverage 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.

**KOWLOON PLANNING AREA NO. 1**

**~~APPROVED DRAFT~~ TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/264**

**EXPLANATORY STATEMENT**

## KOWLOON PLANNING AREA NO. 1

### APPROVED DRAFT TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/264

<u>Contents</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURES	1
3. OBJECT OF THE PLAN	3
4. NOTES OF THE PLAN	3
5. THE PLANNING SCHEME AREA	34
6. POPULATION	4
7. BUILDING HEIGHT RESTRICTIONS IN THE AREA	4
8. LAND USE ZONINGS	
8.1 Commercial	6
8.2 Comprehensive Development Area	10
8.3 Residential (Group A)	11
8.4 Residential (Group B)	12
8.5 Government, Institution or Community	123
8.6 Open Space	134
8.7 Other Specified Uses	145
9. COMMUNICATIONS	167
10. UTILITY SERVICES	178
11. CULTURAL HERITAGE	178
12. IMPLEMENTATION	179

## KOWLOON PLANNING AREA NO. 1

### APPROVED-DRAFT TSIM SHA TSUI OUTLINE ZONING PLAN NO. S/K1/264

(Being an ~~Approved~~ *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 Plan.

#### 1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ~~approved-draft~~ Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/264. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

#### 2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 10 December 1965, the first statutory plan covering the Tsim Sha Tsui area was gazetted under the Town Planning Ordinance (the Ordinance).
- 2.2 On 7 November 1967, the then Governor in Council (G in C) approved the Tsim Sha Tsui OZP No. LK 1/44. On 26 February 1974, the then G in C referred the approved OZP to the Board for replacement by a new plan. On 2 July 1976, the draft Tsim Sha Tsui OZP No. LK 1/56 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended six times and exhibited for public inspection under section 7 of the Ordinance.
- 2.3 On 14 February 1989, the then G in C, under section 9(1)(c) of the Ordinance, referred the draft Tsim Sha Tsui OZP No. S/K1/4 back to the Board for further amendment. The OZP was subsequently amended six times and exhibited for public inspection under section 7 of the Ordinance.
- 2.4 On 17 June 1997, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Tsim Sha Tsui OZP, which was subsequently renumbered as S/K1/11. On 10 October 2000, the Chief Executive in Council (CE in C), under section 12(1)(b)(ii) of the Ordinance referred the approved OZP to the Board for amendment. The OZP was subsequently amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 22 October 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsim Sha Tsui OZP, which was subsequently re-numbered as S/K1/16. On 11 March 2003, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. Since then, the OZP was amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance.

- 2.6 On 17 October 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsim Sha Tsui OZP, which was subsequently re-numbered as S/K1/22. On 8 April 2008, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved Tsim Sha Tsui OZP No. S/K1/22 to the Board for amendment. *Since then, the OZP was amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.* The reference back of the approved OZP was notified in the Gazette on 18 April 2008.
- ~~2.7 On 25 April 2008, the draft Tsim Sha Tsui OZP No. S/K1/23, incorporating amendments mainly to rezone various sites bounded by Chatham Road South, Kimberley Road, Haiphong Road, Kowloon Park Drive and Middle Road from "Commercial" ("C") to "C(6)", a site to the south of Salisbury Road from "C" to "C(7)", two sites to the west of Canton Road from "C" to "C(8)" and "C(9)" respectively, Scout Path from "Government, Institution or Community" ("G/IC") to 'Road' and a site to the south of Haiphong Road from 'Road' to "G/IC(1)", as well as to impose new building height restrictions for various zones, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, a total of 304 representations and 14 comments were received. Upon consideration of the representations and comments on 3 December 2008, the Board decided to propose amendments to the draft OZP to meet one representation and partially meet some of the other representations to address the representers' concerns, and not to uphold the remaining representations.~~
- ~~2.8 On 20 March 2009, the draft Tsim Sha Tsui OZP No. S/K1/24 was exhibited for public inspection under section 7 of the Ordinance. Amendments mainly include rezoning a site bounded by Hanoi Road, Mody Road, Bristol Avenue and Carnarvon Road from "Comprehensive Development Area (1)" ("CDA(1)") to "C(10)" to reflect a completed hotel, service apartment and commercial development, and a small piece of land at Canton Road near its junction with Bowring Street from "Open Space" ("O") to 'Road' to reflect its as built condition. During the plan exhibition period, no representation was received.~~
- ~~2.9 On 12 February 2010, the draft Tsim Sha Tsui OZP No. S/K1/25 was exhibited for public inspection under section 7 of the Ordinance. Amendments include rezoning a piece of land to the southeast of East Ocean Centre in Tsim Sha Tsui East from 'Road' (Pedestrian Precinct/Street) to "O" and technical amendments to the Notes for the "Residential (Group A)" ("R(A)") and "Residential (Group B)" ("R(B)") zones. During the plan exhibition period, no representation was received.~~
- ~~2.10 On 18 June 2010, the proposed amendments arising from the consideration of representations and comments on 3 December 2008 were published for public inspection under section 6C(2) of the Ordinance. The proposed amendments mainly include the revision of the building height restrictions for the "C", "C(3)" and "C(5)" zones in Tsim Sha Tsui East, revision to the Notes for the "C" zone to set out more clearly the definition of 'public road' in respect of the non-building area (NBA) restriction, and amendments to the Notes to allow application for relaxation of building height restrictions for sites zoned "C" with an area not less than 1 800m<sup>2</sup> (except "C(7)", "C(10)" and part of "C(8)" sub-zones), minor relaxation of the 15mPD building height restriction within the "C(8)" sub-zone and minor relaxation of the NBA restriction for the "C(1)", "C(2)" and "C(6)" sub-zones. Upon expiry of the three-week public inspection period, two further representations against the~~



~~proposed amendments were received. After giving consideration to the further representations on 8 October 2010, the Board decided not to uphold the further representations and agreed to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance.~~

2.74 On 12 April 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Tsim Sha Tsui OZP, which was subsequently re-numbered as S/K1/26. The approved Tsim Sha Tsui OZP No. S/K1/26 (the Plan) was notified in the Gazette on 6 May 2011 under section 9(5) of the Ordinance.

2.8 *On 26.6.2012, the CE in C referred the approved Tsim Sha Tsui OZP No. S/K1/26 to the Board for amendments under section 12(1)(b)(ii) of the Ordinance. On 13.7.2012, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.*

2.9 *On xx 2013, the draft Tsim Sha Tsui OZP No. S/K1/26A (the Plan), incorporating amendments to rezone the multi-storey car park site at Middle Road from "G/IC" to "C(11)" and "Road" to facilitate a proposed commercial development with a public car park and to reflect the as-built section of Middle Road, and other technical amendments to the Notes for various zones, was exhibited for public inspection under section 5 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 within the planning scheme area can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development. 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 cases that 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 right in order to maintain the character and amenity of the Tsim Sha Tsui 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 planning scheme 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 better 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 Planning Scheme Area (the Area) is located at the southern tip of Kowloon Peninsula. It is bounded by the Victoria Harbour to the south, southwest and southeast; Jordan Road and Gascoigne Road to the north; and Hung Hom Bay Reclamation to the east. It covers about 192 hectares of land.
- 5.2 The Area has been developed as an important commercial and tourist centre in Kowloon. It has also gradually become an important educational, cultural and recreation centre of territorial significance. The area to the south of Austin Road is predominantly for office, commercial and hotel uses. Apart from these uses, to the west of Nathan Road near Austin Road is Kowloon Park; to the south of Salisbury Road is Hong Kong Cultural Complex and Hong Kong Space Museum; and to the east of Chatham Road South is Hong Kong Science Museum and Hong Kong Polytechnic University.
- 5.3 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

## **6. POPULATION**

According to the ~~2006~~2011 Population ~~By~~eCensus, the population of the Area was about ~~34 354 000~~600. It is estimated that the planned population of the Area will be about 91 000.

## **7. BUILDING HEIGHT RESTRICTIONS IN THE AREA**

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. Some of the high-rise redevelopments erected in the Area in recent years following the relocation of the airport in Kai Tak and the removal of the airport height restrictions are considered undesirable from the urban design perspective, and are also visually incompatible and out-of-context with the local built environment. In order to prevent further excessively tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, a review ~~has been~~was undertaken to ascertain the appropriate building height restrictions for the "C", "CDA", "R(A)", "R(B)", "G/IC" and "Other Specified Uses" ("OU") zones on the Plan.
- 7.2 The building height restrictions are to preserve the views to the ridgelines from public

view points at the Star Ferry Pier in Central, the Sun Yat Sen Memorial Park in Sheung Wan and Hong Kong Convention and Exhibition Centre in Wan Chai and to maintain a stepped building height concept recommended in the Urban Design Guidelines of the Hong Kong Planning Standards and Guidelines with lower buildings and more open setting along the waterfront, taking account of the local area context, the local wind environment, and the need to maintain varying but compatible building height profile in the wider setting. Except for the existing/committed high-rise towers up to 386.7 metres above Principal Datum (mPD), 265mPD and 250mPD at Canton Road, Salisbury Road and Hanoi Road respectively, and some other high-rise buildings at or near the central commercial area of Tsim Sha Tsui, the various ~~proposed~~ building height bands from 80mPD to 130mPD in the Area for the "C", "R(A)" and "R(B)" zones increase progressively from the waterfront and the northern part of the Area to the central area. The ~~proposed~~ building height bands help preserve views to the ridgelines, achieve a stepped height profile for visual and air permeability, and maintain a more intertwined relationship with the Victoria Harbour edge.

- 7.3 Moreover, specific building height restrictions for the "G/IC" and "OU" zones in terms of mPD and/or number of storeys, which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. In general, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention. However, building height control for low-rise developments, normally with a height of not more than 8 storeys, will be subject to restrictions on the number of storeys so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall within visually more prominent locations and/or major breathing spaces.
- 7.4 An air ventilation assessment (AVA) by expert evaluation has been undertaken to assess the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height bands shown on the Plan have taken into account the findings of the AVA.
- 7.5 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan for various zones in order to provide incentive for developments/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction 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 improvements;
  - (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;
  - (c) providing better streetscape/good quality street level 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 OZP; and*
  - (ef) other factors, such as ~~site constraints,~~ *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.
- 7.6 However, for existing buildings where the building height have already exceeded the maximum building height restrictions in terms of mPD or number of storeys as ~~stipulated—shown~~ on the Plan *or stipulated in the Notes*, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

## 8. LAND USE ZONINGS

### 8.1 Commercial (“C”) : Total Area 47.1441 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a territorial business center and regional or district commercial/shopping centres. These areas are usually major employment nodes, particularly those sites located along Nathan Road, Canton Road, Salisbury Road and Chatham Road South which have been developed into offices, hotels, department stores and banks.
- 8.1.2 Most of the land in Tsim Sha Tsui East, i.e. the area bounded by Chatham Road South, Cheong Wan Road/Hong Chong Road and Salisbury Road, have been developed into hotels and purpose-designed commercial buildings for office and retail shop uses. To allow penetration of prevailing wind from the east to the inner area of Tsim Sha Tsui which is poor in air ventilation, the maximum building height restrictions for sites to the southeast and northwest of Mody Road in Tsim Sha Tsui East are in general capped at 80mPD and 95mPD respectively to achieve a stepped height profile descending towards the waterfront.
- 8.1.3 Developments in this zone are subject to a maximum plot ratio of 12.0, except for the “C(7)” and “C(10)” sites which are subject to maximum gross floor areas (GFAs) of 324 078m<sup>2</sup> and 99 588m<sup>2</sup> respectively, to restrain traffic growth and excessive development intensity which will otherwise overload the existing and planned transport and infrastructural systems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/GFA 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.
- 8.1.4 The Mariners’ Club at Middle Road is zoned “C(1)” to facilitate its redevelopment. Upon redevelopment, a minimum GFA of 930m<sup>2</sup> has to be

provided for a private club within this site for the use of 'The Sailors Home and Missions to Seamen'. The site is subject to a maximum building height restriction of 175.5mPD to reflect the building height of an approved residential development on the site which is yet to be developed.

- 8.1.5 A site at Kimberley Road/Kimberley Street (i.e. Kimberley Hotel), which has a market/cooked food centre and a refuse collection point incorporated in the basement levels, is zoned "C(2)" with a requirement that a refuse collection point shall be provided within the site. The site is subject to a maximum building height restriction of 110mPD which is to provide a transition to the high-rise developments at or around Hanoi Road.
- 8.1.6 A site at Mody Road in Tsim Sha Tsui East, which is a predominantly commercial cum multi-storey car park development (i.e. Auto Plaza), is zoned "C(3)" with a requirement that an electricity substation, a refuse collection point and a public car park with not less than 980 public parking spaces shall be provided within the site. The existing development has also incorporated a police reporting centre. The site is subject to a maximum building height restriction of 95mPD which is to maintain the area for air penetration.
- 8.1.7 A site at the junction of Science Museum Road and Hong Tat Path, which is a predominantly commercial development with some GIC facilities provided on its lower floors (i.e. Concordia Plaza), is zoned "C(4)" with a requirement that a public transport terminus, a library, a public toilet and a public car park with not less than 350 public parking spaces shall be provided within the site. The maximum building height restriction for this site is capped at its existing height, i.e. 98.3mPD.
- 8.1.8 Another site at Science Museum Road, which has been developed into a predominantly commercial development incorporating an ambulance depot (i.e. New East Ocean Centre), is zoned "C(5)". The site is subject to a maximum building height restriction of 95mPD, or that of the existing building, whichever is the greater.
- 8.1.9 The need for the GIC facilities specified in the "C(2)" to "C(5)" sub-zones may be reviewed upon redevelopment of these sites.
- 8.1.10 Various sites mainly bounded by Chatham Road South, Kimberley Road, Haiphong Road, Kowloon Park Drive and Middle Road, comprising One Peking and I-Square, are zoned "C(6)" and subject to maximum building height restrictions ranging from 110mPD to 143.4mPD.
- 8.1.11 According to the findings of the AVA study, the air ventilation in areas mainly bounded by Chatham Road South, Kimberley Road, Haiphong Road, Kowloon Park Drive and Middle Road is relatively poor. In order to improve air penetration, streetscape and pedestrian circulation, the areas designated "C(1)", "C(2)" and "C(6)" on the Plan are subject to a minimum of 1.5m wide non-building area from the lot boundary abutting areas shown as 'Road' on the Plan, except Chatham Road South and Nathan Road which are wider for air ventilation, as stipulated in the Remarks of the Notes for these sub-zones. Under exceptional circumstances, e.g. severe site constraints and

the planning intention of the non-building area could be achieved in other forms, minor relaxation of the non-building area restriction may be considered by the Board on application under section 16 of the Ordinance. *Such restriction does not apply to underground development.*

- 8.1.12 The "C(7)" sub-zone to the south of Salisbury Road is New World Centre which has been developed in a comprehensive manner comprising hotels, service apartments, shopping arcades, offices and car-parking facilities. For development and/or redevelopment of the "C(7)" site, maximum building heights ranging from 30mPD to 265mPD as stipulated on the Plan and a maximum GFA of 324 078m<sup>2</sup> are stipulated in the Notes of the Plan to tally with those specified under the lease. Since part of the proposed development and/or redevelopment up to a height of 265mPD is among the tallest in the Area, application for minor relaxation of building height restrictions in this sub-zone is not allowed. Besides, any redevelopment of the existing buildings at the site has to follow the stipulated building height restrictions and cannot claim existing heights. Given the strategic waterfront location of the site, a visual and/or view corridor aligning with Chatham Road South shall be maintained for any future development and/or redevelopment at the site.
- 8.1.13 The "C(8)" sub-zone to the west of Canton Road is occupied by the Ocean Centre development comprising shops and offices, and the Harbour City development comprising hotels, service apartments and office buildings with shops. To reflect a committed development at the southern part of the "C(8)" sub-zone, a maximum building height restriction of 386.7mPD for this part is stipulated on the Plan whereas the remaining part is subject to a maximum building height restriction of 85mPD. Moreover, two strips of land within this sub-zone at a width of 30m in an east-west direction with a maximum building height restriction of 15mPD are demarcated on the Plan with a view to enhancing air ventilation in the area. In order to provide for greater flexibility, application for minor relaxation of building height restrictions within these two strips of land is allowed. However, since the height of the proposed non-domestic tower (i.e. 386.7mPD) is the tallest in the Area and there is an intention to control the building heights of the other parts within this sub-zone, application for minor relaxation of the building height restrictions for the areas stipulated with building height restrictions of 386.7mPD and 85mPD is not allowed. Besides, redevelopment of the existing buildings has to follow the stipulated building height restrictions and cannot claim existing heights.
- 8.1.14 China Hong Kong City, located to the north of Harbour City and incorporating China Ferry Terminal, a public transport terminus, shops, offices and a hotel, is zoned "C(9)". To achieve a stepped transition to the future West Kowloon Cultural District, a maximum building height restriction of 85mPD is proposed for this sub-zone with a strip of land at a width of 30m in an east-west direction with a maximum building height restriction of 15mPD are demarcated on the Plan with a view to enhancing air ventilation in the area. Redevelopment of the existing buildings has to follow the stipulated building height restrictions and cannot claim existing heights.
- 8.1.15 A hotel, service apartment and commercial development of the Urban

Renewal Authority (known as the Masterpiece and K11 Mall) with the provision of public open space and other supporting facilities is situated at a site zoned "C(10)" which is bounded by Hanoi Road, Carnarvon Road, Bristol Avenue and Mody Road. The site is subject to a maximum GFA of 99 588m<sup>2</sup> and a maximum building height of 250mPD to reflect the as-built condition of this new development. Since the height of this building is among the tallest in the Area, application for minor relaxation of the building height restriction at this site is not allowed. A direct pedestrian entrance/exit for public access at street level to the Mass Transit Railway (MTR) East Tsim Sha Tsui Station and an at-grade public open space of not less than 1 200m<sup>2</sup> have been provided within the development. A direct pedestrian connection between the development and the MTR Tsim Sha Tsui Station has also been planned.

***8.1.16 The multi-storey car park site at Middle Road is zoned "C(11)", which is intended for commercial development with a public car park with not less than 345 car parking spaces and not less than 39 motor cycle parking spaces. The site is subject to a maximum building height of 90mPD.***

***8.1.17 Minor relaxation of plot ratio/GFA restrictions, the provision of private club and public car car/motor cycle parking spaces, and any reduction in total GFA provided for GIC facilities as stated in the Notes for the "C" zone may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits. For any existing building with plot ratio/GFA already exceeding the relevant restrictions as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.***

***8.1.16/18 Except for the committed developments in the "C(7)" and "C(8)" sub-zones and some other high-rise buildings at or near the central commercial area of Tsim Sha Tsui including Peking One, Hotel Panorama, Hotel Peninsula Office Tower, the Pinnacle, the Masterpiece and K11 Mall, I-Square, the ONE as well as the redevelopment project of the Mariners' Club which are capped at 143.4mPD, 146mPD, 120mPD, 140.1mPD, 250mPD, 134.4mPD, 156mPD and 175.5mPD respectively, development and/or redevelopment within other "C" sites are mainly subject to maximum building height restrictions of 80mPD, 85mPD, 90mPD, 95mPD, 100mPD, 110mPD and 130mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater. For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above, except on land designated "C(7)" and "C(10)" and on land stipulated with building height restrictions of 386.7mPD and 85mPD within the "C(8)" sub-zone.***

***8.1.17/19 In order to provide incentive for amalgamation of small sites for development/ redevelopment, allow flexibility for development/ redevelopment of sites for quality and well-designed commercial/office buildings with larger floor plate at suitable locations and improve the***

pedestrian environment and streetscape, a relaxation clause in respect of building height restrictions is incorporated into the Notes for the “C” zone for sites with an area not less than 1 800m<sup>2</sup>, except on land designated “C(7)” and “C(10)” and on land stipulated with building height restriction of 386.7mPD within the “C(8)” sub-zone. The development/redevelopment should strive to achieve suitable building layout, design, disposition and height to enhance visual access/permeability to important features of the townscape such as mountain backdrop, harbour, open space, waterfront, public promenade or heritage buildings. The above planning intention and the following criteria are relevant in the consideration of such relaxation:

- (a) site area not less than 1 800m<sup>2</sup> and maximum site coverage at ground level and above not more than 65%;
- (b) suitable building disposition and orientation to avoid obstruction to prevailing wind, particularly in the summer season, for improved air ventilation;
- (c) a minimum of 20% of the gross site area provided with uncovered greenery at street level or the lowest three floors above ground level for improved micro-climate and general amenity;
- (d) landscaped ground floor set back of at least 3m from the site boundary along the façades facing principal streets, open space, waterfront or public promenade;
- (e) if the site frontage exceeding 100m facing a principal street, open space, waterfront or public promenade, there should be provision of building gap(s), the total width(s) of which should not be less than half of the total building width(s) to promote air and visual permeability;
- (f) improved streetscape, footpath and public space for better pedestrian environment with suitable landscape design;
- (g) provision of carpark entirely underground to encourage the minimization of building bulk above ground; and
- (h) other relevant factors or design merits to justify a relaxation of the building height restrictions as stipulated on the Plan.

8.1.1820 The planning intention and criteria set out in paragraph 8.1.17-18 above are for general guidance. Each application for relaxation of building height restriction should be supported by relevant technical assessments, including visual impact assessment, landscape proposal and, if necessary, air ventilation assessment and will be considered on its own merits taking into account townscape and characteristics of the surrounding areas.

## 8.2 Comprehensive Development Area (“CDA”) : Total Area 1.17 ha

8.2.1 The former Marine Police Headquarters (FMPHQ) Compound together with the Main Block of the Old Kowloon Fire Station (hereafter “the historic site”)



bounded by Kowloon Park Drive to the east, Salisbury Road to the south, and Canton Road to the west is within this zone. The planning intention for this "CDA" site is to preserve, restore and convert the historic site into a tourism-themed commercial development. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of the heritage significance of the existing historical buildings on the site, as well as various environmental, traffic, infrastructure and other constraints. In order to retain the character and physical setting of the site, a maximum building height restriction of 14.5mPD is stipulated for new buildings at the southern platform to tally with the requirements of the Planning Brief endorsed by the Board in 2002 and the latest planning permission, whereas a maximum height of 29.2mPD for the northern part of the site is stipulated on the Plan to reflect the existing height of the historical buildings.

- 8.2.2 To retain the heritage significance of the historic site, the buildings and compound of FMPHQ including the Main Building, the Stable Block, the Signal Tower (commonly known as Round House) and the Accommodation Block of the Old Kowloon Fire Station were declared monuments which were gazetted under the Antiquities and Monuments Ordinance on 23 December 1994. Upon declaration as monuments, demolition of the historical buildings (except those temporary buildings) and construction of incompatible development within the compound are prohibited. The Main Block of the Old Kowloon Fire Station was also graded for its historic significance.
- 8.2.3 Pursuant to section 4A(1) of the Ordinance, any development within the "CDA" zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance. The applicant should demonstrate with a comprehensive scheme for the whole site that, among other things, the nature and scale of the proposed use/development would be compatible with the general planning intention for the site, and that the proposed development would be sustainable in environmental, traffic and infrastructural terms. The proposed use/development should also be compatible with the historical setting of the built heritage in the historic site in terms of height and design. A copy of the approved MLP has been made available for public inspection pursuant to section 4A(3) of the Ordinance.
- 8.2.4 For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.

8.3 Residential (Group A) ("R(A)") : Total Area 6.98 ha

- 8.3.1 This zone is intended primarily for high-density residential developments. Commercial uses such as shop, services and eating place are always permitted on the lowest three floors of a building or in the purpose-designed

non-residential portion of an existing building.

- 8.3.2 This zone generally covers established residential areas north of Austin Road between the section of Cox's Road and Canton Road. Most of the sites have been developed for residential uses with commercial uses on lower floors.
- 8.3.3 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 for this zone, i.e. a maximum plot ratio of 7.5 for a domestic building ~~and-or~~ a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFA for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.3.4 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.
- 8.3.5 Development and redevelopment within this zone are subject to maximum building height restrictions as stipulated on the Plan or the height of the existing building, whichever is the greater, to reflect the existing medium-rise character of the area. ~~For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.~~
- 8.3.6 *Minor relaxation of plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.5 and 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.*
- 8.3.7 *However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

8.4 Residential (Group B) ("R(B)") : Total Area 0.59 ha

- 8.4.1 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. The former Boy Scout Association Headquarters and Government Staff Quarters sites which have been redeveloped as Carmen's Garden and the former Norwegian Seamen's

Mission site which has been redeveloped as Emperor Height at Cox's Road are zoned for this use.

- 8.4.2 Developments within this zone are subject to specific plot ratio control to restrain traffic growth which will otherwise overload the existing and planned road network. In addition, high-density residential development may also put the sewerage system on strain. Hence, Carmen's Garden is restricted to a maximum plot ratio of 5.0 whereas Emperor Height (zoned "R(B)1") is subject to a maximum GFA of 8 788m<sup>2</sup>.
- 8.4.3 Development and redevelopment within the "R(B)" zones are subject to a maximum building height restriction as stipulated on the Plan, or the height of the existing building, whichever is the greater. ~~For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.~~
- 8.4.4 *Minor relaxation of plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.5 and 7.6 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.*
- 8.4.5 *However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

8.5 Government, Institution or Community ("G/IC") : Total Area 20.6027 ha

- 8.5.1 This zone is intended primarily for the provision of Government, institution and 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.
- 8.5.2 Major existing developments include the Hong Kong Polytechnic University, the Hong Kong Observatory, the International Mail Centre, the Swimming Pool and Indoor Games Hall Complex at Kowloon Park, a multi-purpose building adjoining the Kowloon Park at Austin Road accommodating a multi-storey car park, telephone exchange and cross-boundary bus terminus, and the Boy Scout Association Headquarters with hostels. A Consumer Education and Information Centre has been developed at the junction of Ashley Road and Middle Road.
- 8.5.3 The site at the junction of Bowring Street and Kwun Chung Street has been developed as a municipal services building to reprovision the market at Min Street and provide an indoor sports centre and a cooked food centre. Other

existing GIC developments include a fire station, a police station, schools and churches.

- 8.5.4 The Hong Kong Observatory and former Kowloon British School at 136 Nathan Road have been gazetted under the Antiquities and Monuments Ordinance for preservation.
- 8.5.5 The "G/IC(1)" site at Haiphong Road covers land beneath an elevated road. Due to the physical constraints and environmental conditions of the site, only selected GIC facilities are always permitted. Some other community and social welfare facilities may be permitted on application to the Board. It is also intended for possible joint development with its adjoining "G/IC" site for a market complex on application to the Board.
- 8.5.6 Except for the "G/IC(1)" site, developments and redevelopments in the "G/IC" zones are subject to building height restrictions in terms of number of storeys or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater. The maximum building height restriction for Hong Kong Polytechnic University's teaching hotel and staff quarters development at Science Museum Road is 111.5mPD to tally with the building height of the latest planning application approved by the Board. ~~For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.~~
- 8.5.7 *Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.5 and 7.6 above would be relevant for the assessment of such applications. Each application will be considered on its own merits.*
- 8.5.8 *However, for any existing building with building height already exceeding the relevant restriction as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

8.6 Open Space ("O") : Total Area 23.66 ha

- 8.6.1 This zone is intended primarily for the provision of outdoor public open-air space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.6.2 Kowloon Park is a large public open space which has district significance. The Park provides a wide range of recreational facilities including a Chinese garden, children's play areas, an aviary, a mini-soccer pitch and basketball courts. Because of the difference in levels between the eastern part of the Park and Nathan Road, opportunity has been taken to extend the park area over the roofs of three blocks of one to two-storey shops (with basements) which front onto Nathan Road.
- 8.6.3 A public promenade is provided along the south-eastern waterfront linking up

Hung Hom Station of MTR East Rail Line and Hong Kong Coliseum with Hong Kong Cultural Centre at the tip of Kowloon Peninsula. The promenade extends eastwards to the Hung Hom Bay Reclamation Area. A public garden on top of a public transport terminus to the west of Wing On Plaza with associated footbridges allowing full public access at the junction of Salisbury Road and Chatham Road South is also within this zone.

- 8.6.4 Several stretches of open space are developed along Chatham Road South to the west of the Hong Kong Polytechnic University. They are linked up by a subway/footbridge system which provides a continuous pedestrian link from Oi Man Estate to Tsim Sha Tsui East where many sites have been developed as landscaped pedestrian precincts and plazas.
- 8.6.5 Blackhead Signal Hill located between Minden Row and Chatham Road South has been converted into a rest garden which provides an additional recreational outlet. The Signal Tower on the hill has been preserved and renovated to provide visitors with views of the harbour and the surrounding areas. King George the Fifth Memorial Park at Jordan Road is also an important district open space.

8.7 Other Specified Uses ("OU") : Total Area 47.15 ha

8.7.1 This zone *covers land allocated for specific uses.*

8.7.2 ~~is intended for specific development(s) and/or use(s), which is/are specified in the annotation of the zone.~~ The sites within the "OU" annotated "Ferry Concourse, Public Pier and Cultural Complex including Space Museum, Auditoria, Museum of Arts, Open Space and Car Park" zone have been developed into a cultural complex including Hong Kong Space Museum, Hong Kong Museum of Art and Hong Kong Cultural Centre including an auditoria building, an administration building, a restaurant building and an open piazza; the bus terminus outside the Star Ferry Pier ~~which has been planned for an open piazza development upon its relocation to Tsim Sha Tsui East by phases;~~ a ferry concourse and the former Kowloon-Canton Railway (KCR) Clock Tower which has been gazetted as a monument under the Antiquities and Monuments Ordinance for preservation. To facilitate air ventilation to the hinterland along Hankow Road, a strip of land between Cultural Centre and Space Museum is subject to a maximum building height restriction of 15mPD within this "OU" zone.

8.7.23 Hung Hom Station and its surrounding developments, situated on an elevated platform above the railway, are zoned "OU" annotated "Railway Terminus, Bus Terminus, Multi-storey Car Park, Indoor Stadium, Commercial Facilities and Railway Pier" and offer an opportunity for a feature building to demarcate the boundary between Tsim Sha Tsui and Hung Hom. The southern part of this "OU" zone is a potential development site identified in the Hung Hom District Study (HHDS). On the basis of the recommendations of the HHDS, the area to the south of Hung Hom Bypass is restricted to a maximum building height restriction of 15mPD and the area to the north up to the podium of Hong Kong Coliseum is capped at a maximum building height of 75mPD with a lower building height restriction of 25mPD in the middle such that any

future development within this zone should maintain the public visual access to and from the Coliseum and the Harbour, and air ventilation in this locality could be improved. The maximum building heights for areas further north are capped at 45mPD and 55mPD to reflect the existing heights of the Coliseum and buildings at Hung Hom Station.

- 8.7.34 A site bounded by Chatham Road South, Granville Road, Science Museum Road and Cheong Wan Road is zoned "OU" annotated "Museums". The site includes Hong Kong Science Museum and Hong Kong Museum of History. The complex also includes a substantial area of open space with ancillary recreational development. The site is subject to a maximum building height restriction of 30mPD. A maximum site coverage of 60% and a minimum building setback of 7m from the site boundary abutting Chatham Road South are also stipulated in the Notes of the Plan to ensure the availability of land for open space provision and to facilitate air ventilation respectively. Moreover, the former Museum of History within Kowloon Park is zoned "OU" annotated "Museum" with a maximum building height restriction of 22mPD and 26mPD as stipulated on the Plan to reflect the existing heights of the historical buildings.
- 8.7.45 The area at Salisbury Road between New World Centre and Hong Kong Cultural Centre is zoned "OU" annotated "Cultural Square and Public Open Space with Underground Commercial Complex and Car Park" with *a maximum GFA of 2,800m<sup>2</sup>* and a building height restriction of 13.2mPD. It has been developed into an underground shopping complex and car park with public open space on the ground level.
- 8.7.56 Building height restrictions in terms of both number of storeys and mPD are stipulated in the Notes of the Plan for seven "OU" zones to prevent excessive high-rise developments at these strategic locations protruding into the harbour. These sites are mainly located at the waterfront of Tsim Sha Tsui West. There is no planning intention to increase the development intensities of these sites. They include the "OU" zones annotated :
- (a) "Ocean Terminal to include Shops and Car Parks" mainly for the Ocean Terminal;
  - (b) "Ferry Terminal" mainly for the China Ferry Terminal;
  - (c) "Pier" for the Kowloon Permanent Pier No. 7;
  - (d) "Kowloon Point Piers" for the Star Ferry Pier;
  - (e) "Sports and Recreation Club on Pier" for the Pacific Club;
  - (f) "Salt Water Pumping Station" for the salt water pumping station of Harbour City Development; and
  - (g) two sites annotated "Ventilation Building" for the ventilation buildings for Cross Harbour Tunnel and MTR Cross Harbour Tunnel.

- 8.7.67 For the Ocean Terminal site, within the area to the west of the pecked line shown on the Plan, a Ferris wheel up to a maximum height of 105mPD to be developed on top of a building not exceeding 6 storeys and a maximum height of 38mPD may be permitted upon application to the Board. The uses on the top 2 storeys of the building are restricted to uses and facilities ancillary to the purposes of the Ferris wheel. To ensure that the Ferris wheel development would not be incompatible with the surrounding developments and sustainable in traffic terms, necessary assessments on its possible traffic and visual impacts would need to be submitted in support of the application.
- 8.7.78 Building height restrictions in terms of mPD are also stipulated on the Plan for other "OU" zones, i.e. Kowloon Cricket Club and Kowloon Bowling Green Club bounded by Gascoigne Road, Cox's Road and Austin Road (annotated "Sports and Recreation Clubs"), and the Cross Harbour Tunnel Administration Building and the Cross Harbour Tunnel Toll Plaza area (annotated "Cross Harbour Tunnel Toll Plaza"), to maintain their existing low-rise character. The building height review of the military site at Gun Club Hill Barracks would be considered together with other military sites in the territory. In addition, a maximum site coverage of 15% is also stipulated in the Notes of the Plan for the Kowloon Cricket Club and Kowloon Bowling Green Club at Gascoigne Road to maintain their existing open air character.
- 8.7.89 ~~For development with special design merits, m~~ Minor relaxation of the relevant GFA and site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its merits. ~~The application for minor relaxation of building height restrictions as stipulated on the Plan should take into account relevant criteria set out in paragraphs 7.5 and 7.6 above~~ *would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.*
- 8.7.910 ~~A minor relaxation clause in respect of site coverage has been incorporated into the Notes of the Plan for sites with site coverage restriction in order to cater for development with special design merits. However, for any existing building with GFA/site coverage/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan,~~ *there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

## 9. COMMUNICATIONS

### 9.1 Roads

- 9.1.1 Kowloon Park Drive and Canton Road which pass through the western part of the Area are part of the primary distributor network serving West Kowloon. Other roads in distributor network consist of Salisbury Road, Nathan Road, Chatham Road South, Jordan Road and Austin Road.
- 9.1.2 Other major road schemes in the Area include Hung Hom By-pass, Princess Margaret Road Link and the proposed Chatham Road South/Austin Road

Flyover.

## 9.2 Railways

9.2.1 The MTR Tsuen Wan Line runs beneath Nathan Road with the Tsim Sha Tsui Station and the Jordan Station at Haiphong Road and Jordan Road respectively. The Area is also served by the Hung Hom Station and the West Rail Line East Tsim Sha Tsui Station. The East Tsim Sha Tsui Station serves to connect the Tsuen Wan Line and the West Rail Line, and helps to relieve the congestion at Kowloon Tong through the connection with East Rail Line following the opening of the Ma On Shan Line.

9.2.2 The Area is served by the Kowloon Southern Link (KSL), which is an extension of the West Rail Line from its Nam Cheong Station to connect with the East Rail Line at the Hung Hom Station. It provides passengers along the West Rail Line catchment in Northwest New Territories with a direct link to urban Kowloon. The KSL Austin Station is at West Kowloon near Austin Road West.

## 9.3 Ferry Services

Ferry services are provided between Tsim Sha Tsui and Central as well as Wan Chai. Cross-boundary ferry services to China and Macau are provided at the China Ferry Terminal.

## 9.4 Pedestrian Circulation

9.4.1 In Tsim Sha Tsui East, a system of pedestrian ways, precincts, footbridges and subways is provided to segregate the pedestrian and vehicular traffic. Footbridges are also provided to facilitate unimpeded pedestrian movement between Tsim Sha Tsui East, the public promenade at the Salisbury Road waterfront, the old Tsim Sha Tsui urban core as well as the East Rail Line Hung Hom Station.

9.4.2 A number of pedestrian subways have also been planned or provided at the junctions of Austin Road/Nathan Road, Austin Road/Canton Road, Salisbury Road/Kowloon Park Drive, Peking Road/Kowloon Park Drive, Salisbury Road/Nathan Road—and—, Salisbury Road/Middle Road *and Carnarvon Road/Bristol Ave.*

## 10. UTILITY SERVICES

The Area *has-is well served with* piped water supply, drainage and sewerage systems. It ~~also has e~~Electricity, gas and telephone services.—~~There should be~~ *are also available and* no difficulty *is anticipated* in meeting the future requirements for services for the planned population.

## 11. CULTURAL HERITAGE



There are four declared monuments in the Area, which are the Hong Kong Observatory at Observatory Road, former KCR Clock Tower, former Kowloon British School at 136 Nathan Road and FMPHQ Compound at Canton Road. There are ~~some~~ graded and proposed graded historical buildings/structure within the Area. ~~Details~~**Brief information** of these historical buildings/structure have been uploaded onto the official website of the Antiquities and Monuments Office (AMO) of Leisure and Cultural Services Department at <http://www.amo.gov.hk>. ~~A number of proposed gradings of historical buildings/structures have been endorsed by the Antiquities Advisory Board, which are remarked on the list of 1 444 historical buildings in AMO's official website.~~ Prior consultation with the AMO *of the Leisure and Cultural Services Department and the Commissioner for Heritage's Office of the Development Bureau* should be made if any development, redevelopment or rezoning proposals might affect the above monuments/historical buildings/structures and their immediate environs.

## 12. IMPLEMENTATION

- 12.1 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.
- 12.2 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. 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 Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Yau Tsim Mong District Council would also be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board's consideration of the planning applications will take into account all relevant planning considerations which may include the departmental outline development plans, layout plans and the 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**  
**MAY-xx 20113**

**Agreement No. TD 11/2011**

**Traffic Impact Assessment  
for the Proposed Development at  
Middle Road Public Car Park Site**

**Final Report – Issue 2**

**February 2012**

2	Feb 2012	Steeve Chaw	William Cheung	Charles So
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**AECOM Asia Company Ltd.**

**Table of Contents**

	<b>Page</b>
1. INTRODUCTION.....	6
1.1 Background.....	6
1.2 Scope of the Study .....	7
1.3 Structure of this Report .....	7
2. THE PROPOSED DEVELOPMENT .....	8
2.1 Development Schedules .....	8
2.2 Access to the Middle Road Site.....	8
3. EXISTING TRAFFIC CONDITION.....	9
3.1 Existing Road Network.....	9
3.2 Existing Pedestrian Facilities.....	9
3.3 Traffic Survey.....	9
3.4 Existing Traffic Condition.....	15
4. TRAFFIC MODELLING AND FORECAST.....	17
4.1 Base Year Modelling Development .....	17
4.2 Future Year Modelling Development .....	22
4.3 Design Year Traffic Forecasts .....	23
5. PARKING DEMAND ASSESSMENT.....	25
5.1 General Study Approach .....	25
5.2 Traffic Surveys .....	26
5.3 Data Analysis .....	28
5.4 Forecasting Parking Demand .....	31
5.5 Temporary and Permanent Re-provisions of Public Car Parking Spaces of the Middle Road Site .....	33
6. TRAFFIC IMPACT ASSESSMENT.....	39
6.1 Assessment Scenarios.....	39
6.2 2016 Construction Traffic Impact Assessment.....	39
6.3 2021 Permanent Traffic Impact Assessment.....	40
6.4 Pedestrian Facilities Assessment.....	41
6.5 Review of Public Transport Services .....	41
6.6 Review of Existing Loading and Unloading Activities.....	42
6.7 Sensitivity Test - Closing of Middle Road Section connecting Salisbury Road.....	43
7. SUMMARY AND CONCLUSION .....	46
7.1 Summary.....	46
7.2 Conclusion .....	48

## List of Tables

Table 2.1	Development Planning Parameters for the Middle Road Site
Table 3.1	Locations of Surveyed Road Junctions / Links
Table 3.2	Results of Trip Generation Surveys for Retail Development
Table 3.3	Results of Trip Generation Survey for the Existing Middle Road Public Car Park
Table 3.4	Adopted Trips Rates for the Middle Road Site
Table 3.5	Results of Pedestrian Trip Generation Survey for iSquare and The One
Table 3.6	Results of Pedestrian Trip Generation Survey for Middle Road Public Car Park
Table 3.7	Adopted Pedestrian Trip Rates for the Middle Road Site
Table 3.8	Locations of Surveys on Pedestrian Facilities
Table 3.9	2011 Performance of Major Junctions within the AOI
Table 3.10	2011 Pedestrian Facilities Assessment
<b>Table 4.1</b>	<b>Saturation Flows at Junction</b>
Table 4.2	Validation Guidelines
Table 4.3	Screenline Total Validation Results
Table 4.4	Screenline Links Validation Summary
Table 4.5	Key Junctions Validation Summary
Table 4.6	Development Planning Parameters for the Middle Road Site
Table 4.7	Estimated Trip Ends for the Middle Road Site
Table 5.1	Existing Weekday Private Car Parking Facilities Utilization within 500m from the Middle Road Site
Table 5.2	Existing Weekend Private Car Parking Facilities Utilization within 500m from the Middle Road Site
Table 5.3	Existing Weekday Motorcycle Parking Facilities Utilization within 500m from the Middle Road Site
Table 5.4	Existing Weekend Motorcycle Parking Facilities Utilization within 500m from the Middle Road Site
Table 5.5	Existing Weekend Coach Parking Facilities Utilization within 500m from the Middle Road Site
Table 5.6	2011 Planning Parameters of 2006-based TPEDM for Developments within 500m from the Middle Road Site
Table 5.7	Correlation Analysis for Car Parking Demand against Employment, Resident Worker, Population and Student
Table 5.8	Result of T-test
Table 5.9	Summary of Private Car Parking Provision in New World Centre
Table 5.10	2016 Employment Data of 2006-based TPEDM for Developments within 500m of the Middle Road Site
Table 5.11	2021 Employment Data of 2006-based TPEDM for Developments within 500m of the Middle Road Site
Table 5.12	2016 Car Parking Demand within 500m from the Middle Road Site

Table 5.13	2021 Car Parking Demand within 500m from the Middle Road Site
Table 5.14	Summary of Future Private Car Parking Condition (within 500m from the Middle Road Site)
Table 5.15	2016 Employment Data of 2006-based TPEDM for Developments within 300m of the Middle Road Site
Table 5.16	2016 Car Parking Demand within 300m from the Middle Road Site
Table 5.17	2021 Car Parking Demand within 300m from the Middle Road Site
Table 5.18	Possible Temporary Car Parking Sites
Table 5.19	Summary of Motorcycle Parking Demand and Provision in 2016 (within 500m and 300m from the Middle Road Site)
Table 5.20	Anticipated Supply, Demand, Surplus and Deficit of Public Car Parking Spaces within 300m from the Middle Road Site
Table 5.21	Recommended Permanent Parking Provision for the Middle Road Site
Table 5.22	Proposed Overall Car Parking Provision in Middle Road Site
Table 6.1	2016 Performance of Major Junctions within the AOI
Table 6.2	2021 Performance of Major Junctions within the AOI
Table 6.3	Pedestrian Trips Generation of the Middle Road Site
Table 6.5	Locations of Bus Termini within the AOI
Table 6.6	Locations of GMB Termini within the AOI
Table 6.7	2021 Performance of Key Junctions affected by Closing of the Section of Middle Road Connecting Salisbury Road
Table 6.8	2021 Performance of Key Junctions Comparison – With/Without Middle Road Closure
Table 7.1	Summary of Parking Demand Assessment Results

**List of Figures**

- Figure 1.1 Area of Influence of the Study
- Figure 2.1 Site Location Plan
- Figure 2.2 Ingress/Egress Traffic Routing of the Middle Road Site upon Redevelopment
- Figure 3.1 Existing Traffic Management within AOI
- Figure 3.2 Existing Pedestrian Facilities within AOI
- Figure 3.3 Locations of Surveyed Junctions and Road Links
- Figure 3.4 2011 Observed Peak Hour Traffic Flows within the AOI
- Figure 3.5 Locations of Trip Generation Survey
- Figure 3.6 2011 Observed Peak 15-Min Pedestrian Flows
- Figure 3.7 Locations of Assessed Junctions
- Figure 4.1 Modelling Approach Flow Diagram for Base Year Model Development
- Figure 4.2 Locations of Validated Screenlines and Junctions
- Figure 4.3 Modelling Approach Flow Diagram for Design Year Model Development
- Figure 4.4 Anticipated Construction Traffic Routings
- Figure 4.5 2016 Forecast Background Peak Hour Traffic Flows – Without Construction
- Figure 4.6 2016 Forecast Design Peak Hour Traffic Flows – With Construction
- Figure 4.7 2021 Forecast Background Peak Hour Traffic Flows – Without Proposed Development
- Figure 4.8 2021 Forecast Design Peak Hour Traffic Flows – With Proposed Development
- Figure 5.1 Locations of Surveyed Public Carpark within 500m Radius of the Middle Road Site and Utilization Rate on Weekend
- Figure 5.2 Locations of Surveyed Public Carpark within 500m Radius of the Middle Road Site and Utilization Rate on Weekday
- Figure 5.3 Locations of Public Carparks to be used for Parking Demand Assessment
- Figure 5.4 Demarcation of Car Parking Zones within 300m and 500m from the Middle Road Site
- Figure 5.5 Potential Locations of Temporarily Reprovided Car Parks during Construction
- Figure 5.6 Potential Locations of Temporarily Reprovided Motorcycle Parking spaces during Construction
- Figure 6.1 2021 Forecast Background Peak 15-Min Pedestrian Flows
- Figure 6.2 2021 Forecast Design Peak 15-Min Pedestrian Flows
- Figure 6.3 Existing Public Transport Facilities within the AOI
- Figure 6.4 Existing Loading/Unloading Arrangement in front of the Middle Road Site
- Figure 6.5 Existing Traffic Circulation in the Vicinity of the Section of Middle Road connecting Salisbury Road
- Figure 6.6 Possible Traffic Circulation and Arrangement for closing the Section of Middle Road connecting Salisbury Road
- Figure 6.7 Traffic Routing to/from Middle Road Site and MTR TST East Station PTI before and after closing the Section of Middle Road connecting Salisbury Road
- Figure 6.8 2021 Forecast Peak Hour Traffic Flows – With Closing of the Section of Middle Road connecting Salisbury Road

**List of Appendices**

- Appendix A 2006-based TPEDM Planning Data for 2006 and 2011
- Appendix B Screenlines Validation
- Appendix C Junction Validation
- Appendix D 2006-based TPEDM Planning Data for 2016 and 2021
- Appendix E Future Year Highway Network and Railway Network Assumptions
- Appendix F Proposed Development at Middle Road Public Car Park-Local Planning Data for Committed / Planned Development K1
- Appendix G Car Parking Demand Survey Data
- Appendix H Regression Equation
- Appendix I Road Based Public Transport Facilities
- Appendix J Breakdown of overall Parking Provision within 500m and 300m from the Middle Road Site
- Appendix K Responses to Comment
- Appendix L Junction Capacity Calculations



## **1. INTRODUCTION**

### **1.1 Background**

1.1.1 AECOM Asia Company Ltd. (AECOM) was commissioned by Transport Department (TD) in April 2011 to undertake the TIA for the proposed commercial development at the Middle Road Site under the Consultancy Study Agreement No. TD 11/2011 – Traffic Impact Assessment for the Proposed Development at Middle Road Public Car Park Site (hereinafter referred to as “the Study”).

1.1.2 The objectives of the Study are to

- i) Review existing traffic conditions and examine the capacities of the existing roads, junctions and car parking/loading/unloading facilities;
- ii) Forecast future traffic flows in the vicinity of the development, identify problem areas and devise appropriate traffic improvement measures to redress the problems if any; and
- iii) Assess the parking demand in the vicinity of the development, in particular the effect resulting from imminent re-opening of the public car park in New World Centre and recommend the extent of re-provision of public parking spaces at the Middle Road Site.

1.1.3 Working Paper No. 1 (WP1) was submitted in May 2011 to all relevant parties to report on modelling approach and methodology in developing the local area traffic models which will be the major tools for assessing the design year 2016 and 2021 traffic condition. It also outlined the modeling/planning assumptions to be adopted in the Study and identified the locations of the traffic surveys and the junctions to be assessed for the Study.

1.1.4 Working Paper No. 2 (WP2) was circulated in July 2011 to all relevant parties to summarize and appraise all the data collected for the Study including the development planning data for the Middle Road Site, existing road network and public transport inventories, public transport routing and existing pedestrian facilities within the area of influence (AOI). **Figure 1.1** shows the AOI of the Study. The results of the traffic survey are also summarized and reported in WP2.

1.1.5 Working Paper No. 3 (WP3) was submitted in September 2011 to all relevant parties to present the survey results of the existing parking facilities within 500m from the Middle Road Site together with their utilization rates. In addition, it also includes the assessment of forecasting the parking demand within 500m from the Middle Road Site and recommendations on the number of car parking spaces to be re-provided at the Middle Road Site upon re-development and the temporary re-provision of parking spaces during construction stage.

1.1.6 Working Paper No. 4 (WP4) was submitted in October 2011 to all relevant parties to report the analysis of the traffic impacts of the proposed commercial development and the re-provided public car park at the Middle Road Site and the study of the possibility of closing the section of Middle Road connecting Salisbury Road.

1.1.7 This report summarizes and presents the findings of the Study.

## **1.2 Scope of the Study**

### **1.2.1 The scope of the Study includes the following major items:**

- i) to collect and review the available existing and planned data in relation to the Middle Road Site;
- ii) to conduct traffic survey to establish both the existing traffic / pedestrian patterns at the identified junctions / footpaths;
- iii) to produce future traffic forecast on the road network for the design years 2016 and 2021;
- iv) to conduct a parking demand study to recommend the temporary re-provision of the public carparking spaces during the construction stage and the numbers of public carparking space to be re-provided at the Site upon the redevelopment;
- v) to assess the traffic impact on the road network in design years 2016 and 2021 and to recommend improvement proposals to ameliorate the traffic impacts on the problematic road junctions;
- vi) to produce the future pedestrian forecast on the identified footpaths and to assess the associated pedestrian impacts;
- vii) to review the existing public transport facilities serving the vicinity of the Middle Road Site and to recommend improvement proposals, if necessary; and
- viii) to study the possibility of closing the section of Middle /Road connecting Salisbury Road.

## **1.3 Structure of this Report**

### **1.3.1 The structure of the rest of this report is as follows:**

- Chapter 2 – The Proposed Development: summarises the development parameters and location of access of the Middle Road Site.
- Chapter 3 – Existing Traffic Condition: describes the existing traffic condition of the road network adjacent to the Middle Road Site and traffic surveys that were carried out for estimation of the development traffic and producing the traffic forecasts (vehicular and pedestrian) for design years 2016 and 2021.
- Chapter 4 – Traffic Modelling and Forecasts: summarises the approach and methodology of the traffic modelling and forecast.
- Chapter 5 – Parking Demand Assessment: summaries the forecasting of the parking demand within 500m from the Middle Road Site and recommends on the number of public carparking spaces to be re-provided at the Middle Road Site upon re-development, and the temporary re-provision of parking spaces during construction stage.
- Chapter 6 – Traffic Impact Assessment: presents the assessment of the traffic impact arising from the proposed commercial development at the Middle Road Site and the study of the possibility of closing the section of Middle Road connecting Salisbury Road.
- Chapter 7 – Summary and Conclusion: provides a summary of the findings and conclusions of the Study.

**2. THE PROPOSED DEVELOPMENT****2.1 Development Schedules**

2.1.1 The Middle Road Site, as shown in **Figure 2.1**, has a site area of 3,364m<sup>2</sup> with 830 number of public car parking spaces. It is currently zoned "Government, Institute or Community" ("G/IC") on the Tsim Sha Tsui Outline Zoning Plan (OZP) No. S/K1/26.

2.1.2 The latest planning parameters for the Middle Road Site as stipulated in the Brief are summarized in **Table 2.1**.

**Table 2.1 Development Planning Parameters for the Middle Road Site**

Items	Development Parameters
Gross Site Area	3,364 m <sup>2</sup>
Plot Ratio	12

**2.2 Access to the Middle Road Site**

2.2.1 The Middle Road Site is bounded by Middle Road to its north and east. It joins Nathan Road and Salisbury Road to the west and south respectively. It is anticipated that the future access to/from the Site after redevelopment will be on Middle Road, same as the existing arrangement. The ingress and egress traffic routing of the Middle Road Site upon redevelopment is illustrated in **Figure 2.2**.

### **3. EXISTING TRAFFIC CONDITION**

#### **3.1 Existing Road Network**

##### ***Middle Road***

- 3.1.1 Middle Road is a local road. For the section of Middle Road to the east of Nathan Road, it is a single 2-lane one-way carriageway. It connects with Nathan Road to the west and Salisbury Road to the east, providing access to the commercial buildings in the area. There is one loading/unloading area provided on the northern kerb side of the section of Middle Road along the Middle Road Site. The East Tsim Sha Tsui MTR Station and a public transport interchange is operating at the eastern end of Middle Road, opposite and next to the Middle Road Site respectively.

##### ***Nathan Road***

- 3.1.2 Nathan Road is a primary distributor road. It is a dual 2 or 3 lanes carriageway connected Boundary Street to the north and Salisbury Road to the south. It is a major franchised bus services corridor and there are a number of on-street bus stops located in both bounds of the carriageway.

##### ***Salisbury Road***

- 3.1.3 Salisbury Road is also a primary distributor road with a mainly dual 4-lane arrangement which provides the necessary access for the developments along both bounds of Salisbury Road. It is a major road running in an east-west direction to facilitate local traffic circulation within the AOI. There is an underpass at the junction of Salisbury Road / Chatham Road South so the straight ahead traffic movements can bypass the junction and hence relieving the traffic loads on the junction.

- 3.1.4 The existing traffic management within the AOI is shown in **Figure 3.1**.

#### **3.2 Existing Pedestrian Facilities**

- 3.2.1 A number of footbridges and subways were identified on the major roads such as Nathan Road, Salisbury Road and Chatham Road South to segregate vehicular and pedestrian traffic movements.

- 3.2.2 An inventory of existing pedestrian facilities within the AOI is presented in **Figure 3.2**.

#### **3.3 Traffic Survey**

- 3.3.1 To appraise the existing traffic condition within the AOI for facilitating the validation of the traffic model developed for the Study as well as to derive reasonable development traffic for the Middle Road Site and to predict the future pedestrian flows generated by the Middle Road Site for pedestrian assessment, the following traffic surveys were undertaken in May 2011:

- Classified Turning Movement Counts / Link Flow Counts
- Vehicular Trip Generation Survey
- Pedestrian Trip Generation Survey
- Pedestrian Flow Survey

##### ***Classified Turning Movement Counts / Link Flow Counts***

- 3.3.2 The manual classified turning movement counts and link flow counts provide a quantified record of existing traffic volumes by vehicle types and directions of the road network within the study area. The data collected allowed the development and validation of the traffic models, which would be used to project future traffic demand in the design years 2016 and 2021. The measured traffic volumes would form the reference for comparison with the predicted traffic demands. The traffic counts were recorded under various vehicle categories and converted to passenger car units (pcus) with their corresponding pcu factors. The resulting peak hour traffic volumes, expressed in pcus/hour, would then be used in the assessment of junction
- 3.3.3 Morning and evening peak period vehicle counts were undertaken at 15-minute intervals at 15 road junctions and 17 major road links identified and are located in close proximity to the Middle Road Site.
- 3.3.4 The survey data of the road links were particularly used for development and validation of the traffic models whilst the data collected from the road junctions were used in developing the traffic model as well as for assessing the junction performances in the future year upon redevelopment of the Site. The locations of the surveyed road junctions/links are shown in **Figure 3.3** and summarized in **Table 3.1**.

**Table 3.1 Locations of Surveyed Road Junctions / Links**

Ref	Road Junction
J1	Austin Road/Canton Road
J2	Nathan Road/Austin Road
J3	Austin Road/Chatham Road South
J4	Kowloon Park Drive/Canton Road
J5	Granville Road/Chatham Road South
J6	Haiphong Road/Nathan Road
J7	Chatham Road South/Mody Road
J8	Middle Road/Nathan Road
J9	Middle Road T Junction
J10	Chatham Road South/Salisbury Road
J11	Salisbury Road/Kowloon Park Drive
J12	Salisbury Road/Nathan Road
J13	Peking Road/Kowloon Park Drive
J14	Peking Road/Canton Road
J15	Canton Road/Salisbury Road

Ref	Road Link
L1	Canton Road (near Austin Road)
L2	Austin Road
L3	Nathan Road (near Hillwood Road)
L4	Austin Avenue
L5	Chatham Road South (near Austin Road)
L6	Cheong Wan Road
L7	Haiphong Road
L8	Canton Road (near Peking Road)
L9	Kowloon Park Drive
L10	Nathan Road (near Mody Road)
L11	Chatham Road South (near Mody Road)
L12	Mody Road (near Chatham Road South)
L13	Peking Road
L14	Middle Road
L15	Salisbury Road (near Nathan Road)
L16	Salisbury Road (near Chatham Road South)
L17	Granville Road (near Chatham Road South)

3.3.5 Two-hour traffic counts were conducted on a typical weekday (26<sup>th</sup> May 2011) to cover both the AM and PM peak periods identified in the SATURN-based Base District Traffic Models (BDTM) developed by TD. These periods are:

- AM peak : 07:30 to 09:30, where BDTM AM peak hour is 08:00 to 09:00
- PM peak : 17:00 to 19:00, where BDTM PM peak hour is 17:30 to 18:30

**Figure 3.4** presents the 2011 observed traffic flows at the identified road junctions.

#### ***Vehicular Trip Generation Survey***

3.3.6 To establish suitable trip rates for estimation of the development traffic of the Middle Road Site, trip generation surveys were conducted on a typical weekday (19<sup>th</sup> July 2011) at 2 existing retail sites in Tsim Sha Tsui which are similar to the nature of the Middle Road Site (next to MTR station and close to road-based public transport services). They include:

- iSquare – Retail Development (approx. 53,050m<sup>2</sup> retail GFA)
- The One –Retail Development (approx. 37,500m<sup>2</sup> retail GFA)

3.3.7 **Figure 3.5** shows the locations of the trip generation surveys while the observed trip rates are summarized in **Tables 3.2**.

**Table 3.2 Results of Trip Generation Surveys for Retail Development**

Source	Trip Rates (pcus/hr/GFA m <sup>2</sup> )			
	AM		PM	
	Gen	Att	Gen	Att
iSquare (from Survey)	0.040	0.046	0.089	0.143
The One (from Survey)	0.022	0.034	0.048	0.045
Retail + Office Development (from TPDM Vol. 1 Chapter 3 Appendix)	0.1285	0.1525	0.2360	0.2622

3.3.8 The results of the trip generation survey shown in **Table 3.4** were found to be very low and were compared with the suggested trip rates for retail & office development stated in the Appendix of TPDM Volume 1 Chapter 3. It was noted that the survey results are almost 5 to 6 times less than the suggested values of trip rates stated in TPDM. Therefore for a conservative approach, it is proposed to adopt the suggested trip rates of TPDM for retail & office development for estimating the development traffic of the Middle Road Site.

3.3.9 Apart from trip generation survey for the retail/commercial development, a trip generation at the existing Middle Road Public Car Park was also carried out for estimating the development traffic arising from the public carparking spaces to be re-provided upon the redevelopment of the Middle Road Site. The results are presented in **Table 3.3**.

**Table 3.3 Results of Trip Generation Survey for the Existing Middle Road Public Car Park**

Trip Rate	AM		PM	
	Gen	Att	Gen	Att
Public Car Park (pcu/hr/parking space)	0.0157	0.0735	0.1361	0.1036

- 3.3.10 The adopted trip rates for estimation of the development traffic of the Middle Road Site are shown in **Table 3.4**.

**Table 3.4 Adopted Trips Rates for the Middle Road Site**

Trip Rate	AM		PM	
	Gen	Att	Gen	Att
Retail / Commercial Development (pcus/hr/GFA m <sup>2</sup> )	0.1285	0.1525	0.2360	0.2622
Public Car Park (pcu/hr/parking space)	0.0157	0.0735	0.1361	0.1036

***Pedestrian Trip Generation Survey***

- 3.3.11 Apart from vehicular traffic surveys, pedestrian trip generation surveys were also undertaken at "iSquare" and "The One" for retail/commercial development and the existing Middle Public Car Park for public car park development. The survey data was collected on a 5-minute interval at the following time periods to derive the peak 15-minute demand:

- AM peak: 07:30 – 09:30
- PM peak: 17:00 – 19:00

The observed pedestrian trip rates are presented in **Tables 3.5** and **3.6**.

**Table 3.5 Results of Pedestrian Trip Generation Survey for iSquare and The One**

Site	Observed Trip Rates (ped/hr/100 m <sup>2</sup> GFA)			
	AM		PM	
	Gen	Att	Gen	Att
iSquare	3.095	5.056	8.886	11.735
The One	0.205	0.635	6.270	6.025
<b>Average</b>	<b>1.650</b>	<b>2.846</b>	<b>7.578</b>	<b>8.880</b>

**Table 3.6 Results of Pedestrian Trip Generation Survey for Middle Road Public Car Park**

Site	Observed Pedestrian Trip Rates (ped/hr/parking space)			
	AM		PM	
	In	Out	In	Out
Middle Road Public Car Park	0.115	0.024	0.169	0.219



- 3.3.12 The average value of the pedestrian survey results for the retail/commercial development was adopted for estimation of the pedestrian flows to be generated by the proposed commercial development at the Middle Road Site. **Table 3.7** presents the adopted pedestrian trip rates for the Middle Road Site.

**Table 3.7 Adopted Pedestrian Trip Rates for the Middle Road Site**

Development	Adopted Pedestrian Trip Rates (ped/hr/100m <sup>2</sup> GFA or ped/hr/parking space)			
	AM		PM	
	In	Out	In	Out
Retail/Commercial Development	2.846	1.650	8.880	7.578
Public Car Park	0.115	0.024	0.169	0.219

***Pedestrian Flow Survey***

- 3.3.13 Pedestrian flows survey was also carried out on 5th July 2011 at the pedestrian facilities in close proximity to the Middle Road Site as shown in **Table 3.8** to collect the existing pedestrian data for forecasting the design year pedestrian traffic.

**Table 3.8 Locations of Surveys on Pedestrian Facilities**

No. <sup>(1)</sup>	Pedestrian Corridor	Footpath Width
1	Nathan Road S/B Footpath north of Middle Road	4.2m
2	Nathan Road S/B Footpath south of Middle Road	4.2m
3	Middle Road north side Footpath	4.0m
4	Middle Road south side Footpath	3.5m
5	Middle Road east side Footpath next to TST East MTR Station PTI	5.0m
6	Middle Road Pedestrian Crossing next to the Middle Road Site	4.0m
7	Middle Road Pedestrian Crossing at the entrance of the TST East MTR Station PTI	4.0m
8	Middle Road north side footpath east of the Middle Road T Junction	2.0m
9	Middle Road south side footpath east of the Middle Road T Junction	8.0m

Note: (1) Please refer to Figure 3.7 for exact location of the assessed pedestrian facilities.

The 2011 observed peak 15-min pedestrian flows at the above locations are presented in **Figure 3.6**.

### 3.4 Existing Traffic Condition

- 3.4.1 Based on the 2011 observed peak hour traffic flows, capacity analysis was carried out for the identified 15 key junctions within the AOI. The locations of the assessed junctions are shown in **Figure 3.7** while the results of the capacity analysis are summarized in **Table 3.9**.

**Table 3.9 2011 Performance of Major Junctions within the AOI**

Ref. No.	Junction	Type**	Junction Capacity*	
			AM	PM
J1	Austin Road/Canton Road	S	8%	21%
J2	Nathan Road/Austin Road	S	14%	16%
J3	Austin Road/Chatham Road South	S	-2%	2%
J4	Kowloon Park Drive/Canton Road	S	16%	47%
J5	Granville Road/Chatham Road South	S	>100%	>100%
J6	Haiphong Road/Nathan Road	S	78%	64%
J7	Chatham Road South/Mody Road	S	>100%	83%
J8	Middle Road/Nathan Road	P	0.30	0.48
J9	Middle Road T Junction	S	>100%	>100%
J10	Chatham Road South/Salisbury Road	S	77%	52%
J11	Salisbury Road/Kowloon Park Drive	S	44%	47%
J12	Salisbury Road/Nathan Road	S	14%	12%
J13	Peking Road/Kowloon Park Drive	S	51%	22%
J14	Peking Road/Canton Road	S	>100%	>100%
J15	Canton Road/Salisbury Road	S	>100%	89%

\* Figures in percentage represent 'Reserve Capacity' (RC) for signal controlled junctions and in decimal represent "Design Flow to Capacity" (DFC) ratio for roundabouts and priority junctions.

\*\* S = Signal Controlled Junction  
P = Priority Junction

- 3.4.2 From **Table 3.9**, it can be seen that all of the assessed junctions are currently operating within their design capacity during peak hours, except for the junction of Austin Road/Chatham Road South (J3) which is operating with negative reserve capacity (RC) during peak hours.
- 3.4.3 Apart from junction capacity analysis, assessment of the existing performance of the pedestrian facilities in the vicinity of the Middle Road Site was also carried out. The assessment framework for the pedestrian facilities is based on the Level of Service (LOS) recommended in the Highways Capacity Manual 2000 (HCM 2000).
- 3.4.4 The derivation of effective widths was obtained from the equation of  $W_E = W_T - W_O$ , where:
- $W_E$  = Effective walkway width (m)
- $W_T$  = Total walkway width (m)
- $W_O$  = sum of widths and shy distances from obstructions on the walkway (m)
- 3.4.5 A shy distance of 500mm (without planter / trees at side of footpath) or 700mm (with planter / trees at side of footpath) has been deducted from each side of footpaths. The determination of shy distance is in accordance with Exhibits 18-1 and 18-2 of the HCM2000.

3.4.6 **Table 3.10** below presents the effective width and the LOS of the assessed pedestrian facilities.

**Table 3.10 2011 Pedestrian Facilities Assessment**

No. <sup>(1)</sup>	Pedestrian Corridor	Footpath width (m)	Effective Width <sup>(2)</sup> (m)	Peak 15-min 2-way Pedestrian Flows (ped/min/m)		LOS	
				AM	PM	AM	PM
1	Nathan Road S/B Footpath north of Middle Road	4.2	2.7	5.7	9.8	A	A
2	Nathan Road S/B Footpath south of Middle Road	4.2	2.7	4.2	8.3	A	A
3	Middle Road north side Footpath	4	2.5	5.1	8.0	A	A
4	Middle Road south side Footpath	3.5	2.3	0.9	0.6	A	A
5	Middle Road east side Footpath next to TST East MTR Station PTI	5	4	1.4	2.4	A	A
6	Middle Road Pedestrian Crossing next to the Middle Road Site	4	4	1.1	1.6	A	A
7	Middle Road Pedestrian Crossing at the entrance of the TST East MTR Station PTI	4	4	4.5	4.9	A	A
8	Middle Road north side footpath east of the Middle Road T Junction	2	1	0.0	1	A	A
9	Middle Road south side footpath east of the Middle Road T Junction	8	6.8	0.4	0.3	A	A

Note: (1) Please refer to Figure 3.6 for exact location of the assessed pedestrian facilities.  
(2) The effective width is determined by the sum of widths and shy distances from obstructions on the walkway being subtracted from the total walkway width.

3.4.7 As shown in the above table, all the assessed pedestrian facilities are currently operating with satisfactory LOS "A" during peak hours.

#### **4. TRAFFIC MODELLING AND FORECAST**

##### **4.1 Base Year Modelling Development**

###### ***Base Year Modelling Approach***

- 4.1.1 The 2011 base year model was developed using the latest 2008 Base District Traffic Model (2008 BDTM) provided by TD. The base year 2008 BDTM Traffic Model was updated to represent the present (2011) traffic conditions and used as a base year model for developing the design years 2016 and 2021 traffic models for the Study.
- 4.1.2 The 2008 BDTM for Kowloon West (K1 Model) was used and updated to ensure the inclusion of suitable additional details for simulating local traffic conditions to cover the AOI and to reflect any changes in critical local junctions as well as the critical proposed developments nearby the Middle Road Site, including the redeveloped Middle Road Site. The zoning system was reviewed and refined to a significant level of that adopted in the 2008 BDTM.
- 4.1.3 The base year road networks of the 2008 BDTM was refined and updated to the current base year 2011. The same approach of BDTM to convert the previous 2008 base year matrices to the current 2011 base year matrices was adopted. The growth factor approach was applied on the background model which derived from the Annual Traffic Census (ATC). In addition, the trip ends of the completed new developments between year 2008 and 2011 was derived and applied to the 2008 BDTM matrices. This could be achieved by reviewing various sources of data such as development programme and planning data from Planning Department (PlanD).
- 4.1.4 The refined 2008 base year BDTMs were re-run and model outputs were compared with the observed traffic flow data at year 2011 in the vicinity of the Middle Road Site to ensure the model adequately replicated the observed conditions. The refined BDTMs were validated against the existing data across selected screenlines and major roads to ensure the compatibility of the BDTM traffic forecasts. The validation guidelines stated in the BDTM were adopted for the 2011 base year model development.
- 4.1.5 The adopted approach for the base year model development is illustrated in **Figure 4.1** and further discussed in the following sub-sections.
- 4.1.6 The screenlines were chosen to cut the principal north-south, as well as east-west routes within the model area. The location of validated screenlines and junctions are shown in **Figure 4.2**. However, since the model has been validated previously during the development of 2008 BDTM, the identified screenlines and critical junctions are considered acceptable for re-validation purpose.

###### ***Data Collection and Review***

4.1.7 Key data inputs required for the Study have been requested and they include:

- *Land use and planning data,*
- *Committed and planned transport infrastructure projects,*
- Major land use developments within the AOI,
- Traffic aids and junction layouts,
- Method of control and signal settings (if signalised) for all junctions within the AOI,
- Any relevant traffic count data available (including latest Annual Traffic Census data),
- Existing, committed and proposed public transport services and pedestrian, parking, taxi stand and servicing facilities, and
- Any traffic studies relevant to the AOI.

4.1.8 Traffic surveys were undertaken to appreciate the current traffic conditions. The surveyed locations are the key road link/junctions in the vicinity of the Middle Road Site within the AOI which are expected to be influenced by the development traffic of the Middle Road Site. **Figure 3.3** illustrates the traffic survey locations.

4.1.9 Fully classified link and turning movement counts surveys were carried out in May 2011. The time periods of the surveys were 07:30 – 09:30 in AM and 17:00 – 19:00 in PM, which covered the AM peak period (08:30 – 09:30) and PM peak period (18:00 – 19:00) of BDTM.

4.1.10 In addition, an updated inventory of existing public transport services/facilities was collated based on the latest line route and usage information provided by TD within and near the AOI. The purpose of this exercise is to ensure that the public transport service information coded into the base year networks is updated and accurately reflects the 2011 situation.

#### ***Base Year Planning Assumption***

4.1.11 The latest 2006-based TPEDM planning data set assumptions provided by PlanD would be adopted in this study. **Tables A1** and **A2** of **Appendix A** summarize the territory-wide planning data by district in the respective year 2006 and 2011.

#### ***Base Year Model Update – Zoning System***

4.1.12 The BDTM zoning system was established to street block size level as much as possible and is generally of sufficient detail in relation to the land use data available for disaggregation. The derived matrices should therefore be fine enough to represent the traffic movements within the AOI.

4.1.13 The zoning system in close proximity to the Middle Road Site was further refined to better replicate the local traffic movements and to improve the accuracy of the modelled results near the Middle Road Site.

#### ***Base Year Model Update – Highway Network***

4.1.14 The network coding was based on the 2011 situation. Updating the road networks to the base year of 2011, traffic aids, junction layouts, method of control and detailed public transport services within the AOI were obtained from relevant government departments and coded into the model network. This exercise ensures that the information drawn from the model is detailed enough for carrying out the TIA and evaluation of junction operational performance.

- 4.1.15 A standard set of saturation flows, as adopted by the BDTM study, for initial network coding is set out in **Table 4.1**. Some modifications to the calculated saturation flows were conducted based on the actual operation at the junction or the approach links to take account of such events as loading/unloading activities and weaving movements (especially by buses).

**Table 4.1 Saturation Flows at Junction**

Junction Type	Left	Straight	Right
Signals	1,650	2,000	1,850
Priority – Major Arm	1,650	2,000	800
Priority – Minor Arm	1,100	850	850
Roundabout - Dual 2-lane approach	2,200	2,200	2,200
Roundabout - Flared Approach	1,650	1,650	1,650
Roundabout - Single Lane Entry	1,100	1,100	1,100

Note: Saturation flows are in pcus/hr.

- 4.1.16 Stacking capacity was calculated from the length of the link and the number of lanes. This value was checked carefully as the model can easily under or over-estimate this value as the program calculations are based on the number of lanes at the junction, and take little account of the lane width and local flaring. This value would affect the calculation of queues and blocking back.

**Base Year Model Update – Public Transport Network**

- 4.1.17 Bus routes identified in data collection were coded explicitly within these models. Bus movements can have a significant impact on network capacity, which goes beyond their calculated PCU value. It is not possible to reflect explicitly the queuing actions of buses attempting to stop at bus stops and their effects on link capacity in the models. It is therefore necessary to undertake observations to identify problems and make appropriate adjustments in the model coding.

**Base Year Model Update – Matrix Adjustment**

- 4.1.18 Given that the BDTM matrices were derived for 2008, it is necessary to update the matrices to base year 2011 to replicate the current traffic conditions. Appropriate growth factor(s) were applied initially based on the historical growth rates interrogated from the Latest ATC information and the Latest planning data (in PVS 405 zones) provided by PlanD. Land use development between 2008 and 2011 were also taken into account. The trip generation growth factors were developed based on the increase in residential development within the AOI while trip attraction growth factors were developed based on the increase in commercial/industrial developments. A 'Furness' process was then carried out after the corresponding growth factors have been applied to the 2008 BDTM trip ends.
- 4.1.19 While the BDTM has been validated across selected screenlines and major roads, their validation cannot be guaranteed at a very local level in close proximity to the Middle Road Site. Where discrepancies were found after refinement of the network and zone system as mentioned above, adjustments to matrices and network were carried out to establish reasonably close results. Where appropriate, matrix estimation was undertaken to more accurately reflect the local traffic characteristics in the vicinity of the Middle Road Site. In addition, the distortion to the matrices due to matrix estimation was also checked carefully.

**Validation Criteria**

- 4.1.20 To ensure that all refinements and adjustments made to the 2008 BDTM will not impose undue effects on the overall model validity, comparisons was made between the 2008 model output with the set of 2011 traffic count data obtained. It is important to recognize that certain flexibility has to be allowed in interpreting the comparison results as the model was initially validated to the 2011 conditions and full compliance with the validation criteria adopted by the BDTM Study may not be able to be met for year 2011. This particularly applies to roads with relatively low traffic volumes. Hence the acceptance of comparison should consider both the numerical and geographical importance of individual locations.
- 4.1.21 The validation guidelines adopted are the same as those for the BDTMs shown in **Table 4.2** but some flexibility was allowed for modelled flows to have minute variation from observed counts due to valid technical reasons (i.e. low observed flows, or parallel routeings). A combination of percentage difference and GEH statistic technique was used to assess model validation. GEH is a form of the Chi-squared statistic that incorporates both relative and absolute errors. GEH values can be calculated for individual links, screenlines or network wide. GEH value of <10 was used for comparison of all links on the screenlines.

**Table 4.2 Validation Guidelines**

Validation Criteria	Validation Target
1. Total Screenline Flows	100% within $\pm 10\%$
2. All Count Locations	GEH 6 or less on 70% of links GEH 7 or less on 80% of links GEH 10 or less on 100% of links
3. Screenline Link Flows	85% within $\pm 10\%$ 100% within $\pm 20\%$

- 4.1.22 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. This is used in order to reflect the importance of a difference based on the total volume on a link. If percentages alone are examined, then there is a risk of very large percentage differences in small flow volumes appearing important when they are not. Use of the GEH value is designed to remove this risk by reducing the significance of relatively large (percentage) differences between two small numbers. For example, an absolute difference of 100 pcu/hr gives a big percentage difference if the flows are of the order of 100 pcu/hr but would be unimportant for a thousand pcu/hr. In general, a GEH statistic of less than 6.0 or 7.0 is considered adequate and less than 3.0 is very good.

- 4.1.23 Also, on the occasion of unacceptable discrepancies between the 2011 modelled flows and traffic count data, further network and matrix refinements were made and localized matrix estimation conducted if found necessary. Such changes made during network refinements and matrix adjustments were taken forward to the design year by a sectoral factoring approach or by disaggregating the absolute difference among the relevant BDTM zones, as appropriate.

### **Model Validation Results**

4.1.24 The year 2011 base year model validations at the screenlines total are shown in **Table 4.3** for the morning peak and afternoon peak hours respectively. The absolute difference and GEH are also included in the table. All GEH values are shown very good performance with the values less than 5. The details screenlines results for each crossing point along with their absolute and percentage difference are shown on **Appendix C**.

**Table 4.3 Screenline Total Validation Results**

Screenline	Bound	AM				PM			
		Obs	Mod	Mod/Obs	GEH	Obs	Mod	Mod/Obs	GEH
A-A	NB	4,140	4,222	1.02	1	5,260	5,379	1.02	2
	SB	6,010	6,214	1.03	3	5,310	5,382	1.01	1
B-B	NB	3,270	3,276	1.00	0	3,850	3,835	1.00	0
	SB	4,200	4,197	1.00	0	4,170	4,182	1.00	0
C-C	EB	4,265	4,306	1.01	1	4,230	4,292	1.01	1
	WB	3,310	3,408	1.03	2	3,710	3,759	1.01	1
D-D	EB	4,975	5,024	1.01	1	4,320	4,332	1.00	0
	WB	2,735	2,773	1.01	1	3,475	3,564	1.03	2

4.1.25 **Table 4.4** presents the percentages of individual screenline links and they demonstrate that the GEH statistics were all within the accepted criteria.

**Table 4.4 Screenline Links Validation Summary**

Validation Target	Percentage of Screenline Link Flows within the Criteria	
	AM Peak	PM Peak
	Total (PV+GV+PT <sup>1</sup> )	Total (PV+GV+PT <sup>1</sup> )
Percent Comparison against Validation Criteria		
85% within $\pm 10\%$	94%	97%
100% within $\pm 20\%$	100%	100%
GEH Comparison against Validation Criteria		
70% within GEH 6	100%	100%
80% within GEH 7	100%	100%
100% within GEH10	100%	100%

Note : <sup>1</sup> – Modelled road-based public transport flows

### **Key Junction Validation Results**



- 4.1.26 The validation of key junctions was undertaken for entry / exit flows on each arm separately. **Table 4.5** summarizes the results of the junction validation while their details are provided in **Appendix C**.

**Table 4.5 Key Junctions Validation Summary**

Validation Target	Percentage of Key Junction In/Out Flows Within the Criteria	
	AM Peak	PM Peak
	Total (PV+GV+PT <sup>1</sup> )	Total (PV+GV+PT <sup>1</sup> )
70% within GEH 6	100%	100%
80% within GEH 7	100%	100%
100% within GEH10	100%	100%

Note : <sup>1</sup> – Modelled road-based public transport flows

- 4.1.27 **Table 4.5** also shows that the key junctions were satisfactorily validated as the validation criteria for GEH 6, 7 and 10 were all met for both AM and PM peak periods.

#### **Validation Summary**

- 4.1.28 To conclude, both screenline and junction validations as demonstrated in above tables were compared well with observed input data, the local area traffic models developed can satisfactorily replicate the existing traffic flows pattern and shown high degree of agreement between the modelled flows and traffic count data within the AOI.
- 4.1.29 The accuracy obtained for the year 2011 model results demonstrate that the base year traffic model is a robust and reliable platform on which to carry out forecasting. This model in turn provides the base for developing the traffic model for the various design years.

## **4.2 Future Year Modelling Development**

### **Future Year Modelling Approach**

- 4.2.1 The refined BDTM was employed to produce traffic forecasts for the years 2016 and 2021. Forecasts for the "With" and "Without" the construction of the Middle Road Site for 2016 and "With" and "Without" the proposed commercial development at the Middle Road Site for 2021 were prepared. Since the planning data underlying the 2008 base BDTM forecasts has not included the proposed commercial development of the Middle Road Site, a trip rate approach was applied and the estimated trip generation would be added to the appropriate BDTM zone(s), using trip distribution pattern from the model.
- 4.2.2 The models were applied for evaluation of proposed traffic management and/or infrastructure improvement schemes that may be identified during the course of the Study.
- 4.2.3 The adopted approaches for the design year model development are illustrated on **Figure 4.3** and further discussed in the following sub-sections.

### **Design Year Planning Assumption**

- 4.2.4 The latest 2006-based TPEDM planning data set assumptions provided by PlanD would be adopted in the Study. **Tables D1** and **D2** of **Appendix D** summarize the territory-wide planning data by district in the respective year 2016 and 2021.

### **Design Year Model Update – Highway Network**

- 4.2.5 The assumptions on the planned/committed transport infrastructures in the future year need to be agreed with the relevant departments. **Tables E1 and E2 of Appendix E** present the strategic highway and railway network assumptions for the future year. The strategic highways relevant to the local area traffic model were coded in the relevant year road networks accordingly.
- 4.2.6 There is no any major committed junction improvement proposed by other studies within the AOI except for an underpass proposal at junction of Canton Road / Austin Road which is currently under study by Highways Department (HyD).

#### ***Design Year Model Update – Public Transport Network***

- 4.2.7 Public transport services for the design year of 2016 and 2021 were updated based on the route and usage information supplied by TD, any relevant study reports and the requirements of the proposed new developments. This process has identified details of the future year services required for model coding.

#### ***Design Year Model Update - Matrix Adjustments***

- 4.2.8 The adjustments made to produce the 2011 base year matrices from the 2008 BDTM matrices were carried through to the 2016 and 2021 design year matrices. Once again, the matrices were carefully checked to ensure that the adjustments made for year 2011 have been sensibly applied to the future year matrices.
- 4.2.9 The proposed and committed development has been obtained from PlanD. Those developments were incorporated into the future year model. Details of each development are shown on **Appendix F**.

### **4.3 Design Year Traffic Forecasts**

- 4.3.1 The local area model developed above was employed to predict traffic conditions for the design years of 2016 for construction traffic impact assessment and 2021 for permanent traffic impact assessment.

#### ***Construction Traffic***

- 4.3.2 It is assumed that construction traffic will travel between the Middle Road Site and Tseng Kwan O (TKO). Based on this assumption, it is anticipated that the construction traffic will mainly use Canton Road, Salisbury Road eastbound and Middle Road for accessing the Middle Road Site and use Nathan Road, Salisbury Road westbound and Kowloon Park Drive for going back to TKO. The exact arrangement for construction traffic should be reviewed and confirmed by others in a later stage of this development project. The anticipated construction traffic routing to/from the Middle Road Site is shown on **Figure 4.4**.
- 4.3.3 Construction traffic is principally generated by concrete delivery and spoil disposal trucks. The maximum number of trucks generated hourly from the Middle Road Site during the peak period throughout the whole construction period was estimated, based on previous experience on the development of similar scale, to be 4 construction trucks. Although it is expected that most of the construction traffic would be generated during off-peak hours, for a conservative approach to cater for the worst scenario, the construction traffic impact assessment is based on peak hour traffic flows.

- 4.3.4 To facilitate assessment of the capacity of the key junctions, the construction traffic generated was converted into terms of passenger car units (pcu), using a common multiplication factor of 2.5 pcu/truck for construction traffic. As such, it is anticipated that there will be 10pcu/hr generate/attract to the Middle Road Site during the construction stage.

**Development Traffic**

- 4.3.5 The development schedule of the Middle Road Site is summarized in **Table 4.6** below.

**Table 4.6 Development Planning Parameters for the Middle Road Site**

Development Component	Gross Site Area (m <sup>2</sup> )	Plot Ratio	Gross Commercial GFA (m <sup>2</sup> )	No. of Public Carparking Spaces Retained	Estimated Year of Completion
Commercial	3,346	12	40,368	-	By 2021
Public Carpark <sup>(1)</sup>	-	-	-	384 <sup>(2)</sup>	By 2021

Note: (1) Based on the recommendations of WP3 for re-provisioned of public car parking spaces after upon the redevelopment of the Middle Road Site.  
(2) 345 out of 384 public carparking spaces are private car parking spaces while 39 out of 384 public carparking spaces are motorcycle parking spaces.

- 4.3.6 A trip rate approach was applied to estimate the traffic generation by the proposed commercial development at the Middle Road Site. The adopted trip rates shown in **Table 3.4** were used to estimate the trip ends of the Middle Road Site. **Table 4.7** presents the estimated trip ends of the Middle Road Site upon redevelopment.

**Table 4.7 Estimated Trip Ends for the Middle Road Site**

Trip Rate	AM		PM	
	Gen	Att	Gen	Att
Car Park (pcu/hr)	6	28	52	40
Retail / Commercial Development (pcu/hr)	52	62	95	106
<b>Total (pcu/hr)</b>	<b>58</b>	<b>90</b>	<b>147</b>	<b>146</b>

- 4.3.7 From **Table 4.7**, it is estimated that the Middle Road Site will generate 58 pcus and 147 pcus during AM and PM peak hours respectively. In addition, the Middle Road Site will also attract 90 pcus and 146 pcus during the AM and PM peak hours respectively.
- 4.3.8 Forecasts for the "Without" and "With" the construction of the Middle Road Site in 2016 and "Without" and "With" the proposed commercial development at the Middle Road Site in 2021 were prepared taking into account of the estimated construction traffic and development traffic of the Middle Road Site. They are presented in **Figures 4.5 to 4.8** respectively.

## **5. PARKING DEMAND ASSESSMENT**

### **5.1 General Study Approach**

5.1.1 Currently, the Middle Road site is a public parking facility building which provides about 735 and 95 parking spaces for private car and motor cycle respectively. The major functions of the public parking facility are to be provided parking spaces for surrounding development and minimize the on-street illegal parking.

5.1.2 As specified in the Brief, a parking demand assessment shall be carried out to estimate the number of parking spaces to be re-provided during the construction stage and operation stage of the proposed commercial development at the Middle Road Site in order to maintain the level of parking service to the nearby development.

5.1.3 To achieve this, a study approach with 5 major activities was developed. It includes (1) Information Collection and Review, (2) Traffic Surveys, (3) Data Analysis, (4) Forecasting Car Parking Demand and (5) Recommending Car Parking Spaces. They are described in the sections below.

#### ***Information Collection and Review***

5.1.4 Data relevant to the prediction of the future year car parking demand and provision of public car parking facilities within 500m from the Middle Road Site was collected, reviewed and compiled for further application. They include:

- *2006-based Territorial Population and Employment Data Matrix (TPEDM) within 500m from the Middle Road Site* which is for establishing a set of proper planning parameter for prediction of the future year car parking demand
- *Site inventory within 500m from the Middle Road Site* which is for obtaining the background information regarding the existing provisions of car parking spaces within 500m from the Middle Road Site
- *Middle Road Public Car Park 2010 utilisation data* which is for estimating the daily car parking profile
- *Hong Kong Planning Standard Guideline (HKPSG)*
- *Approved building plan of the proposed redevelopment at New World Centre* which is for understanding the future year new provision of public car parking facilities within 500m of the Middle Road Site

#### ***Traffic Surveys***

5.1.5 It is important to obtain adequate and accurate information for the examination of existing parking demand, identifying factors closely related to parking demands and forecasting future parking demands. In this regards, car parking utilization surveys would need to be carried out to obtain the necessary information.

- i) The following information was obtained in the car parking utilization surveys.
- ii) number of parking facilities/parking spaces within 500m from the Middle Road Site; and
- iii) daily car parking utilization profiles

5.1.6 The surveys were carried out during both weekday and weekend in order to obtain the maximum parking demands within 500 m from the Middle Road Site. Also, three types of vehicle parking demand including private car, motor cycle and coach were recorded. The survey results and findings are presented in **Chapter 5.2**.

**Data Analysis**

- 5.1.7 The methodology of data analysis and the results of key findings of the existing parking demand are given in **Chapter 5.3**. Attention was given to identifying the key factors which correlated to parking demands and formulating the existing parking demand model for the Middle Road Site.

**Forecasting Car Parking Demand**

- 5.1.8 After the existing (2011) parking demand model for the Middle Road Site has been developed based on the parking utilisation survey results, the future years planning data for year 2016 and 2021 will be applied into the parking demand model in order to estimate the future year parking demand for years 2016 and 2021.

**Recommending Car Parking Spaces**

- 5.1.9 Comparison between the future year car parking demand and future year car parking provision was carried out. As a result, the recommendation of the numbers of public car parking spaces to be re-provided during both the construction and operation stages of the proposed commercial development at the Middle Road Site was then made.

**5.2 Traffic Surveys****Surveys for Private Car, Motorcycle and Goods Vehicle Parking Facilities**

- 5.2.1 Car parking utilization surveys were undertaken at 21 off-street public car parks and on-street parking spaces at 18 locations as presented in the endorsed Final Inception Report. Further to the Middle Road Car Park utilization information provided by Management Services Division, TD, it was identified that the existing peak of private cars and motorcycles parking demand occurred at 20:30-21:30 on Saturday. Based on this finding, the parking demand survey for private cars and motorcycles was then carried out at 19:30-22:30 on 26<sup>th</sup> June 2011 (Sat).
- 5.2.2 Furthermore, a weekday car parking utilization survey was also carried out in order to find out the existing car park utilization during weekdays. Similarly, by referring to the Middle Road Car Park utilization information, it was identified that the peak of private cars and motorcycles parking demand on weekdays occurred at 20:30-21:30 on Friday. Therefore, the weekday car parking utilization survey for private cars and motor cycles was carried out at 19:30-22:30 on 8<sup>th</sup> July 2011(Fri). The locations of the parking utilization surveys during weekend and weekday are illustrated in **Figures 5.1 and 5.2** respectively.

**Surveys for Coach Parking Facilities**

- 5.2.3 In addition to car parking utilization survey for private cars and motorcycles, coach parking utilization survey was also undertaken. By referring to our in-house reference, Previous TD Study: Survey on Non-franchised Buses (NFBs) Providing Tour Service Operating within the Territory in Hong Kong (2010), it was identified that the peak of coaches parking demand occurred at 11:00-12:00 on Sunday. A parking utilization survey for coaches was therefore carried out at 10:00-13:00 on 26<sup>th</sup> June 2011(Sun). The locations of the parking utilization surveys during weekend are illustrated in **Figure 5.1**.

**Summary of Existing Utilization of Public Car Parking Facilities**

- 5.2.4 **Tables 5.1 to 5.5** summarize the overall utilization of car parking facilities within 500m from the Site. The detailed summaries of the survey results of individual parking location are given in **Appendix G**. A summary of overall car parking provision within 500m for the Site is enclosed in **Appendix J**.
- 5.2.5 Since the surveyed car parks J, K, 8, 12, 14, 16, 18, 20, 21 or their run in/out are outside 500m from the Middle Road Site. The parking spaces provision and corresponding demand have been taken out from the following summary tables. The survey locations that are used for the parking demand assessment are shown in **Figure 5.3**.

**Table 5.1 Existing Weekday Private Car Parking Facilities Utilization within 500m from the Middle Road Site**

Period		Total No. of Parking Space Available	Occupancy	Utilization Rate	Remaining
19:30	20:00	2,830 (735)	1,618 (469)	57.2% (63.8%)	1,212 (266)
20:00	20:30		1,720 (519)	60.8% (70.6%)	1,110 (216)
20:30	21:00		1,742 (530)	61.6% (72.1%)	1,088 (205)
21:00	21:30		1,694 (524)	59.9% (71.3%)	1,136 (211)
21:30	22:00		1,583 (491)	55.9% (66.8%)	1,247 (244)
22:00	22:30		1,337 (437)	47.2% (59.5%)	1,493 (298)

Note: The data in blanket are showing the corresponding information of the Middle Road Car Park Site

**Table 5.2 Existing Weekend Private Car Parking Facilities Utilization within 500m from the Middle Road Site**

Period		Total No. of Parking Space Available	Occupancy	Utilization Rate	Remaining
19:30	20:00	2,830 (735)	1,871 (462)	66.1% (62.9%)	959 (273)
20:00	20:30		1,964 (502)	69.4% (68.3%)	866 (233)
20:30	21:00		1,962 (503)	69.3% (68.4%)	868 (232)
21:00	21:30		1,847 (486)	65.3% (66.1%)	983 (249)
21:30	22:00		1,760 (444)	62.2% (60.4%)	1,070 (291)
22:00	22:30		1,498 (373)	52.9% (50.7%)	1,332 (362)

Note: The data in blanket are showing the corresponding information of the Middle Road Car Park Site

**Table 5.3 Existing Weekday Motorcycle Parking Facilities Utilization within 500m from the Middle Road Site**

Period		Total No. of Parking Space Available	Occupancy	Utilization Rate	Remaining
19:30	20:00	218 (95)	170 (61)	78.0% (64.2%)	48 (34)
20:00	20:30		166 (58)	76.1% (61.1%)	52 (37)
20:30	21:00		164 (58)	75.2% (61.1%)	54 (37)
21:00	21:30		160 (57)	73.4% (60.0%)	58 (38)
21:30	22:00		163 (58)	74.8% (61.1%)	55 (37)
22:00	22:30		159 (57)	72.9% (60.0%)	59 (38)

Note: The data in blanket are showing the corresponding information of the Middle Road Car Park Site

**Table 5.4 Existing Weekend Motorcycle Parking Facilities Utilization within 500m from the Middle Road Site**

Period		Total No. of Parking Space Available	Occupancy	Utilization Rate	Remaining
19:30	20:00	218 (95)	145 (50)	66.5% (52.6%)	73 (45)
20:00	20:30		142 (50)	65.1% (52.6%)	76 (45)
20:30	21:00		144 (49)	66.1% (51.6%)	74 (46)
21:00	21:30		142 (47)	65.1% (49.5%)	76 (48)
21:30	22:00		142 (46)	65.1% (48.4%)	76 (49)
22:00	22:30		139 (48)	63.8% (50.5%)	79 (47)

Note: The data in bracket are showing the corresponding information of the Middle Road Car Park Site

**Table 5.5 Existing Weekend Coach Parking Facilities Utilization within 500m from the Middle Road Site**

Period		Total No. of Parking Space Available	Occupancy	Utilization Rate	Remaining
10:00	10:30	7	1	14.3%	6
10:30	11:00		5	71.4%	2
11:00	11:30		6	85.7%	1
11:30	12:00		7	100%	0
12:00	12:30		7	100%	0
12:30	13:00		6	85.7%	1

5.2.6 From the **Tables 5.1 to 5.5**, they show that the weekend utilization rate of private car parking spaces is slightly higher than that on weekday. Almost 70% of the existing private car parking spaces were occupied during the peak half-hour weekend.

5.2.7 The weekend utilization rate of motorcycle parking spaces is lower than that on weekday. Almost 80% of the existing motorcycle parking spaces were occupied during the peak half-hour on weekday.

5.2.8 100% of the existing coach parking spaces were occupied during the peak half-hour on weekend.

### 5.3 Data Analysis

#### *General*

5.3.1 Data analysis was carried out to determine the car parking demand within 500m from the Middle Road Site. The data was collected and analyzed to ensure its quality and reliability. The findings established from the collated data were then used to identify the key factors that could directly correlate to the existing car parking demand.

5.3.2 As discussed in **Chapter 5.2**, there are 39 surveyed sites (18 on-street car parking areas and 21 off-street car parking sites) and the surveyed periods cover both weekday and weekend in order to obtain the maximum car parking demand.

#### **Identification of Key Factors relating to Existing Parking Demands**

- 5.3.3 In view of the characteristics of Tsim Sha Tsui District in which the Middle Road Site is located, it is identified that four possible planning parameters of the district may affect the car parking demand, namely population, resident worker, employment and student. **Table 5.6** below summarizes these planning parameters adopted in the 2006-based TPEDM planning data for existing year 2011 for the developments within 500m from the Middle Road Site by different car parking zones. **Figure 5.4** shows the demarcation of different car parking zones within 500m from the Middle Road Site.

**Table 5.6 2011 Planning Parameters of 2006-based TPEDM for Developments within 500m from the Middle Road Site**

Car Parking zone No.	Planning Parameters			
	Population	Resident Worker	Employment	Student
1	1,246	631	546	102
2	478	226	1,963	58
3	1,206	555	5,234	127
4	153	88	327	19
5	419	198	491	50
6	2,250	1,202	18,613	240
7	733	398	2,168	55
8	102	50	2,890	9
9	991	529	3,678	91
10	1,412	684	4,204	161
11	182	111	13,705	9
<b>Total</b>	<b>9,172</b>	<b>4,671</b>	<b>53,818</b>	<b>921</b>

- 5.3.4 To predict the future year car parking demand, a "regression model" method was adopted. In order to determine which of these planning parameters would be most suitably included in the regression model, the following assessments were carried out:
- i) Correlation Analysis for Car Parking Demand against Employment, Resident Worker, Population and Student
  - iv) Two-tailed T-test (for checking significance of planning parameters selected for inclusion in the regression model after the correlation analysis)
- 5.3.5 The result of the correlation analysis for the car parking demand against and population, employment and student is shown in **Table 5.7**.

**Table 5.7 Correlation Analysis for Car Parking Demand against Employment, Resident Worker, Population and Student**

Planning Data	Correlation Values	
	Weekday Parking Demand	Weekend Parking Demand
<b>Population</b>	0.411	0.216
<b>Resident Worker</b>	0.445	0.254
<b>Employment</b>	<b>0.986</b>	<b>0.939</b>
<b>Student</b>	0.422	0.213

- 5.3.6 It can be seen from **Table 5.7** that except for the employment, resident worker, population and student would have very low correlation values (less than 0.5) against the car parking demand. In view of this, only employment would be further considered for inclusion in the regression model.



- 5.3.7 A 2-tailed T-test was then carried out to test the significance of employment for inclusion in the regression model. The result is shown in **Table 5.8**. From the table, it can be observed that employment is very significant, with p-value equals to 0.001, indicating that "the probability that the regression coefficient of employment is non-zero" is higher than 99%. Based on this p-value, employment is considered applicable for inclusion in the regression model for prediction of car parking demand (usually p-value <0.05 is considered applicable for inclusion in a regression model).

**Table 5.8 Result of T-test**

Planning Data	P-value of T-test	
	Weekday	Weekend
Employment	0.001	0.001

- 5.3.8 In view of the results of the above analyses, only the employment data of the 2006-based TPEDM for the developments within 500m from the Middle Road Site was selected for inclusion in the regression model. The predicted parking demand model for weekday and weekend were derived as shown below:

Weekday:  $y = -2.74 + 0.03055x$  \* - for 500m from the Middle Road Site

Weekend:  $y = -8.07 + 0.03439x$  \* - for 500m from the Middle Road Site

where x and y stand for number of employees and parking demand respectively

\*Calculation for determining the above equations are enclosed in **Appendix H**.

***Parking Provision at New World Centre and Sogo Store***

- 5.3.9 New World Centre is now under construction for redevelopment to a multi-purpose development which consists of retail basement and podium with cinemas, grade A office, 5-star hotel, serviced suite hotel, serviced apartment and basement car parks. Because of the redevelopment works, the existing (2011) provision of private car park spaces in New World Centre has been substantial reduced to 63.
- 5.3.10 After the completion of the re-development works, although there will be basement car park of New World Centre after redevelopment, the provision of private car parking spaces will still be reduced from its original provision 1,666 to the future provision of 866. **Table 5.9** summarizes the private car parking space provision of New World Centre before, during and after the redevelopment.

**Table 5.9 Summary of Private Car Parking Provision in New World Centre**

Period	Private Car Parking Space Provision
Before Redevelopment	1,666
During Redevelopment	63
After Redevelopment	866

- 5.3.11 As shown in **Table 5.9**, it can be seen that there will be significant decrease in private car parking space provision in New World Centre even after the redevelopment. Owing to the nature and scale of future redeveloped New World Centre, it is anticipated that the parking spaces provided there will be fully utilized by the new car parking demand from the future expansion of New World Centre.

- 5.3.12 In addition, it is expected that the 250 private car parking spaces at Sogo Store car park, which is immediate next to the basement car park of New World Centre, may also be used up by the possible parking demand surplus from the redeveloped New World Centre.
- 5.3.13 Therefore the parking spaces provision in New World Centre and Sogo Store is not expected to have spare capacity to absorb the car parking demand arising from the nearby vicinity. As such, the parking demand and public car parking provision at the New World Centre and Sogo Store have been excluded from the total public car parking space provision and will not be taken into account in the estimation of future parking demand in the area.

#### **5.4 Forecasting Parking Demand**

##### ***General***

- 5.4.1 The design years for the assessment of car parking demand within 500m from the Middle Road Site are 2016 and 2021. It is necessary to assume that the driving behaviours would not be significantly changed from existing to these 2 design years. Otherwise, the parking demand model (regression model) would not be suitable to be applied in forecasting car parking demand.

##### ***Future Planning Parameter***

- 5.4.2 The 2016 and 2021 employment data of 2006-based TPEDM for the developments within 500m from the Middle Road Site by different car parking zones are presented in Tables 5.10 and 5.11 respectively.

**Table 5.10 2016 Employment Data of 2006-based TPEDM for Developments within 500m of the Middle Road Site**

<b>Car Parking Zones*</b>	<b>Employment</b>
1	500
2	1,811
3	4,829
4	302
5	453
6	17,155
7	2,014
8	2,685
9	3,465
10	3,960
11	12,884
<b>Total</b>	<b>50,057</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

**Table 5.11 2021 Employment Data of 2006-based TPEDM for Developments within 500m of the Middle Road Site**

Car Parking Zones*	Employment
1	469
2	1,702
3	4,539
4	284
5	426
6	16,105
7	1,890
8	2,520
9	3,321
10	3,795
11	12,085
<b>Total</b>	<b>47,137</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

#### **Future Year Public Car Parking Demand**

- 5.4.3 By applying the regression model equation identified in **Chapter 5.3.8**, the car parking demand within 500m from the Middle Road Site for years 2016 and 2021 are predicted and summarized in **Tables 5.12 and 5.13** respectively.

**Table 5.12 2016 Car Parking Demand within 500m from the Middle Road Site**

Year	Car Parking Zone*	Employment	Weekday Car Parking Demand	Weekend Car Parking Demand
2016	1	500	13	9
	2	1,811	53	54
	3	4,829	145	158
	4	302	6	2
	5	453	11	7
	6	17,155	521	582
	7	2,014	59	61
	8	2,685	79	84
	9	3,465	103	111
	10	3,960	118	128
	11	12,884	391	435
	<b>Total</b>		<b>1,499</b>	<b>1,633</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

**Table 5.13 2021 Car Parking Demand within 500m from the Middle Road Site**

Year	Car Parking Zone*	Employment	Weekday Car Parking Demand	Weekend Car Parking Demand
2021	1	469	12	8
	2	1,702	49	50
	3	4,539	136	148
	4	284	6	2
	5	426	10	7
	6	16,105	489	546
	7	1,890	55	57
	8	2,520	74	79
	9	3,321	99	106
	10	3,795	113	122
	11	12,085	366	408
		<b>Total</b>	<b>1,410</b>	<b>1,532</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

- 5.4.4 It is noticed from **Tables 5.12** and **5.13** that the public car parking demand in 2021 is lower than that in 2016. It is because referring to 2006-based TPEDM, the employment of the developments within 500m from the Middle Road Site will decrease from year 2016 to year 2021. Since in the car parking demand model (regression model) developed in **Chapter 5.4.8**, the car parking demand within 500m from the Middle Road Site was identified to be linearly correlated/proportion to the employment data of the developments within this area, therefore the car parking demand within 500m from the Middle Road Site will also decrease as the employment of the developments in this 500m area would decrease from 2016 to 2021.

## 5.5 Temporary and Permanent Demand and Provision of Public Car Parking Spaces of the Middle Road Site

### *Assessment for 500m from the Middle Road Site*

- 5.5.1 As seen from **Tables 5.12** and **5.13**, the weekend car parking demand is higher than that on weekday. As such, the estimation of temporary re-provision of car parking spaces is based on the weekend parking demand. This estimated car parking spaces re-provision only refers to the re-provision of public car parking spaces and excludes those required for the proposed retail/commercial development at the Middle Road Site itself.
- 5.5.2 During the construction and operation stages of the proposed development at the Middle Road Site in 2016 and 2021, it will require 1,633 and 1,532 public car parking spaces respectively to satisfy the anticipated car parking demand. As mentioned in **Chapter 5.3.9** to **5.3.13**, it is anticipated that the parking spaces provided in New World Centre and Sogo Store will be fully utilized due to the new car parking demand from the future expansion of New World Centre. Therefore the provision of parking spaces in New World Centre and Sogo Store is not expected to have spare capacity to absorb the car parking demand arising from the nearby vicinity. Therefore, the public car parking spaces of the Middle Road Car Park, the redeveloped New World Centre (866 car parking spaces) and Sogo Store (250 car parking spaces) have been excluded from the total future public car parking spaces provision available to absorb the anticipated car parking demand.

- 5.5.3 After excluding the car parking space provision of Middle Road Car Park, New World Centre and Sogo Store, there are 1,782 public car parking spaces available to absorb the anticipated car parking demand. It is expected that there will be 149 and 250 car parking provision surplus in 2016 and 2021 respectively. **Table 5.14** presents the future private car parking condition within 500m area from the Middle Road Site in 2016 and 2021.

**Table 5.14 Summary of Future Private Car Parking Condition (within 500m from the Middle Road Site)**

Item	Assessment Year	
	2016 (nos. of space)	2021 (nos. of space)
Estimated Car Parking Demand	1,633	1,532
Car Parking Space Provision*	1,782	1,782
Anticipated Parking Provision Surplus	149	250
Anticipated Car Parking Space Re-provision	-	-

\* Exclude the car parking space provision of Middle Road Car Park, New World Centre and Sogo Store

**Assessment for 300m from the Middle Road Site**

- 5.5.4 Although it is predicted that there will be car parking provision surplus within 500m from the Middle Road Site, the walking time of 500m, which is in general 6-7 minutes, may be a less acceptable walking time for drivers who are willing to pay to drive for having a comfortable journey with minimum walking distance/time. It is because according to Travel Characteristics Study 2002 by TD, approximate 97% of drivers are expected to prefer a walking time less than 5 minutes from their alighting locations to their destinations. Therefore, it is considered that the extent of 500m may be too far away comparing to the walking distance acceptable to drivers. Thus, the result may not reflect the real driving habit of drivers.
- 5.5.5 In view of the above, an additional parking demand assessment focusing only 300m from the Middle Road Site was conducted, since the walking time of 300m is generally within 4-5 minutes which is more preferable to most of the drivers. **Table 5.15** summarizes the employment data of the 2006-based TPEDM for existing year 2011 for the developments within 300m from the Middle Road Site by different car parking zones.

**Table 5.15 2016 Employment Data of 2006-based TPEDM for Developments within 300m of the Middle Road Site**

Car Parking Zones*	Employment
1	546
2	1,963
3	5,234
4	327
5	491
6	18,613
<b>Total</b>	<b>27,173</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

- 5.5.6 Based on the employment data of the developments within 300m from the Middle Road Site, the parking demand model for weekday and weekend were updated as below:

Weekday:  $y = 13.83 + 0.0294x$  \* - for 300m from the Middle Road Site

Weekend:  $y = 8.59 + 0.028x$  \* - for 300m from the Middle Road Site

where x and y stand for number of employees and parking demand respectively.

\*Calculation for determining the above equations are enclosed in **Appendix H**.

- 5.5.7 By applying the updated regression model equation above, the car parking demand within 300m from the Middle Road Site for years 2016 and 2021 are predicted and summarized in **Tables 5.16** and **5.17** respectively.

**Table 5.16 2016 Car Parking Demand within 300m from the Middle Road Site**

Year	Car Parking Zone*	Employment	Weekday Car Parking Demand	Weekend Car Parking Demand
2016	1	500	29	23
	2	1,811	67	59
	3	4,829	156	144
	4	302	23	17
	5	453	27	21
	6	17,155	518	489
	<b>Total</b>		<b>819</b>	<b>753</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

**Table 5.17 2021 Car Parking Demand within 300m from the Middle Road Site**

Year	Car Parking Zone*	Employment	Weekday Car Parking Demand	Weekend Car Parking Demand
2021	1	469	28	22
	2	1,702	64	56
	3	4,539	147	136
	4	284	22	17
	5	426	26	21
	6	16,105	487	460
	<b>Total</b>		<b>775</b>	<b>710</b>

Note: \*Please refer to Figure 5.4 for the demarcation of the car parking zones.

- 5.5.8 As seen from **Tables 5.16** and **5.17**, the weekday car parking demand is higher than that on weekend. As such, the estimation of temporary re-provision of car parking spaces is based on the weekday parking demand. Similarly, this estimated car parking spaces re-provision only refers to the re-provision of public car parking spaces and excludes those required for the proposed retail/commercial development at the Middle Road Site itself. The breakdown of overall provision within 500m from the Middle Road Site is shown in **Appendix J**.

***Temporary Demand and Provision of Public Car Parking Spaces of the Middle Road Site in 300m area***

- 5.5.9 During construction stage of the proposed development at the Middle Road Site in 2016, it will require 819 public car parking spaces to satisfy the anticipated car parking demand. Since there will only be 430 public car parking spaces available within the 300m area of the Middle Road Site, therefore a shortfall of 389 public car parking spaces in 2016 is expected. As such, there shall be a minimum of 389 temporary re-provisioned public car parking spaces in the vicinity of the Middle Road Site during the construction stage in 2016 in order to cater for the anticipated car parking demand.
- 5.5.10 Since it is necessary to temporarily re-provide 389 private car and 46 motorcycle parking spaces for public during construction stage in 2016, availability of any vacant lands that can be used as temporary parking lots in the vicinity has been reviewed. It was found that there was no available vacant land that could be used as temporary parking lots in the vicinity.
- 5.5.11 District Lands Office, Kowloon West has been consulted regarding the availability of any vacant land which can be used as temporary car parking site within 700m from the Middle Road Site. They replied that they could not find any vacant land that could suit the temporary parking purpose at this stage.
- 5.5.12 Despite the above, 2 potential sites that can possibly be used as temporary car parking sites are still identified for consideration of relevant government departments/parties. **Table 5.18** lists out the identified sites and their corresponding pros and cons and possibility of availability in 2016. The locations of the identified sites are shown in **Figure 5.5**.

**Table 5.18 Possible Temporary Car Parking Sites**

Location	Pros	Cons	Possibility of Availability
Centenary Garden	•Large in space	•Outside 300m from Middle Site •Extensive road works required •Attract public objection	LOW
Salisbury Garden	•Within 300m from Middle Site	•Relatively small •Extensive road works required •Occupy existing coach loading/unloading area •Attract public objection	LOW

- 5.5.13 Advices from LCSD regarding the availability of the 2 identified sites in 2016 were sought. They replied that these sites are not available for the use of temporary car park re-provision site. Since these sites could not be used temporarily for providing public car parking spaces during the construction of the redevelopment at the Middle Road Site.
- 5.5.14 For the anticipated private car parking demand, it is proposed to use the provision in the existing car parks which are located within 500m from the Middle Road Site to absorb the anticipated parking demand. As discussed in **Section 5.5.3**, it is anticipated that there will be sufficient parking provision within 500m from the Middle Road Site which can absorb the anticipated parking demand. Although most of the parking provision is located outside the 300m but within 500m from the Middle Road Site, however, as for temporary purpose, it is still considered that the affected motorists will accept a lower level of comfort for using the public car parking spaces surplus within 500m from the Middle Road Site.

- 5.5.15 For the anticipated motorcycle parking demand, as shown in **Table 5.19**, there will be no motorcycle parking spaces surplus within 500m from the Middle Road Site to absorb the anticipated motorcycle parking demand. It is proposed to temporarily close the nearside lane of the section of Middle Road connecting Salisbury Road and re-provide the 46 motorcycle parking spaces on the nearside lane. The proposed arrangement is shown in **Figure 5.6**.

**Table 5.19 Summary of Motorcycle Parking Demand and Provision in 2016 (within 500m and 300m from the Middle Road Site)**

Item	2016	
	Within 500m (nos. of space)	Within 300m (nos. of space)
Estimated Motorcycle Parking Demand	159	137
Car Parking Space Provision*	123	91
Anticipated Parking Space Shortfall	36	46

\* Exclude the car parking space provision of Middle Road Car Park, New World Centre and Sogo Store

***Permanent Demand and Provision of Public Car Parking Spaces of the Middle Road Site in 300m area***

- 5.5.16 During operation stage of the proposed development at the Middle Road Site in 2021, it will require 775 public car parking spaces to satisfy the anticipated car parking demand. Since there will only be 430 public car parking spaces available within the 300m area of the Middle Road Site, hence there will be a shortfalls of 345 public car parking spaces in 2021. As such, it is recommended that a minimum of 345 public car parking spaces shall be provided in the proposed commercial development at the Middle Road Site in order to cater for the anticipated car parking demand.
- 5.5.17 In addition to the public parking provision for private cars, the Middle Road Site shall also provide public motorcycle parking spaces to cater for the anticipated demand. Since almost half of the existing motorcycle parking spaces provision is located inside the Middle Road Car Park, it does not have enough data to carry out the regression model to estimate the future motorcycle parking demand. As such, the demand of motorcycle was estimated by referring to the percentage change in private car parking demand in 2016 and 2021 respectively.
- 5.5.18 Referring to the percentage change in private car parking demand, the demand will be dropped from existing by 7% and 12% in 2016 and 2021 respectively. The existing motorcycle parking demand within 300m from the Middle Road Site is 147. As such, the motorcycle parking demand will be 137 and 130 in 2016 and 2021 respectively. Since there are 91 motorcycle parking spaces (excluding the Middle Road Site) available within 300m from the Middle Road Site, 46 and 39 motorcycle parking spaces shall be re-provided in 2016 and 2021 respectively. **Table 5.20** summarizes the anticipated supply, demand, surplus and deficit of public car parking spaces within 300m from the Middle Road Site in design years 2016 and 2021.

**Table 5.20 Anticipated Supply, Demand, Surplus and Deficit of Public Car Parking Spaces within 300m from the Middle Road Site**

Facilities	Design Year	Demand (nos. of space)	Supply (nos. of space)	Re-provision (nos. of space)
Private Car Parking Space	2016	819	430	389
	2021	775	430	345
Motorcycle Parking Space	2016	137	91	46
	2021	130	91	39

\* Exclude the car parking space provision of Middle Road Car Park, New World Centre and Sogo Store



- 5.5.19 In addition to satisfying the future demand of public car parking space, car parking spaces for the use of the proposed commercial development at the Middle Road Site shall also be provided separately according to the recommendation in Hong Kong Planning Standards and Guidelines (HKPSG). The recommended car parking provision solely for the commercial development of the Middle Road Site is summarized in **Table 5.21**. The overall proposed car parking provision is shown in **Table 5.22**.

**Table 5.21 Recommended Permanent Parking Provision for the Middle Road Site**

Type of Use	Facilities	Proposed GFA m <sup>2</sup>	HKPSG Requirements	Proposed Provision	
Car Parking Spaces					
Retail	Private Car	40,368	1 car space per 200 - 300m <sup>2</sup> GFA	135~202	200
	Motorcycle	40,368	5 to 10% of total provision for private cars	14~20	20
Loading / Unloading Bays					
Retail	Goods Vehicle	40,368	1 loading/unloading bay for GV for every 800-1200m <sup>2</sup> of GFA	34~51	43

**Table 5.22 Proposed Overall Car Parking Provision in Middle Road Site**

Facilities	Recommended Re- provision of Public Parking Spaces	HKPSG Requirements	Total
<b>Car Parking Spaces</b>			
Private Car	345	200	545
Motorcycle	37	20	57
<b>Loading / Unloading Bays</b>			
Goods Vehicle	-	43	43

- 5.5.20 Although the existing coach parking spaces occupancy is 100% during the peak half-hour in weekend, it was observed that the coaches were mainly undergoing loading / unloading passengers instead of parking. It is anticipated that the demand for coach parking will not have a significant change. As such, it is considered that it is not necessary to provide coach parking spaces at the Middle Road Site.

## 6. TRAFFIC IMPACT ASSESSMENT

### 6.1 Assessment Scenarios

6.1.1 As specified in the Brief, the Study should be carried out to assess the traffic impacts arising from the proposed commercial development at the Middle Road Site for design years 2016 and 2021. In view of this, the traffic impact assessment was undertaken under the following cases:

- v) 2016 Background Case – Without the construction of proposed commercial development at the Middle Road Site;
- vi) 2016 Design Case – With the construction of proposed commercial development at the Middle Road Site;
- vii) 2021 Background Case – Without the proposed commercial development at the Middle Road Site;
- viii) 2021 Design Case – With the proposed commercial development at the Middle Road Site;

### 6.2 2016 Construction Traffic Impact Assessment

6.2.1 To assess the construction traffic impact arising from the construction of proposed development at the Middle Road Site, capacity analysis was conducted for the 15 identified junctions within the AOI for the design years 2016. The results of the analysis are summarized in **Table 6.1**.

**Table 6.1 2016 Performance of Major Junctions within the AOI**

Ref. No.	Junction	Type**	Junction Capacity*			
			Background		Design	
			AM	PM	AM	PM
J1	Austin Road/Canton Road	S	3%	-10%	4%	-8%
J2	Nathan Road/Austin Road	S	5%	9%	6%	9%
J3	Austin Road/Chatham Road South	S	-2%	0%	-2%	0%
J4	Kowloon Park Drive/Canton Road	S	15%	41%	16%	41%
J5	Granville Road/Chatham Road South	S	>100%	>100%	>100%	>100%
J6	Haiphong Road/Nathan Road	S	68%	55%	69%	57%
J7	Chatham Road South/Mody Road	S	99%	62%	99%	62%
J8	Middle Road/Nathan Road	P	0.31	0.52	0.30	0.38
J9	Middle Road T Junction	S	>100%	>100%	>100%	>100%
J10	Chatham Road South/Salisbury Road	S	58%	38%	57%	37%
J11	Salisbury Road/Kowloon Park Drive	S	43%	47%	44%	48%
J12	Salisbury Road/Nathan Road	S	9%	8%	10%	13%
J13	Peking Road/Kowloon Park Drive	S	50%	21%	50%	24%
J14	Peking Road/Canton Road	S	>100%	86%	>100%	86%
J15	Canton Road/Salisbury Road	S	100%	76%	100%	76%

\* Figures in percentage represent 'Reserve Capacity' (RC) for signal controlled junctions and in decimal represent "Design Flow to Capacity" (DFC) ratio for roundabouts and priority junctions.

\*\* S = Signal Controlled Junction

P = Priority Junction

- 6.2.2 From **Table 6.1**, it can be seen that except the junctions of Austin Road/Canton Road (J1), Nathan Road/Austin Road (J2) and Austin Road/Chatham Road South (J3), all the assessed junctions will operate satisfactorily with RC greater than 5% during peak hours in 2016 with the construction traffic generated by the proposed commercial development at the Middle Road Site. In fact, these junctions would either operate with RC less than 5% or negative RC in 2016 even without the construction of the Middle Road Site. The construction traffic generated by the Middle Road Site would not worsen the performance of these junctions and thus the construction traffic impact of the Middle Road Site is considered manageable.

### 6.3 2021 Permanent Traffic Impact Assessment

- 6.3.1 Similar to the 2016 construction traffic impact assessment, capacity analysis was also carried out for the 15 identified junctions for 2021 to assessment the permanent traffic impact arising from the proposed commercial development of the Middle Road Site. The results of the analysis are summarized in **Table 6.2**.

**Table 6.2 2021 Performance of Major Junctions within the AOI**

Ref. No.	Junction	Type**	Junction Capacity*			
			Background		Design	
			AM	PM	AM	PM
J1	Austin Road/Canton Road	S	5%	2%	5%	2%
J2	Nathan Road/Austin Road	S	4%	6%	4%	6%
J3	Austin Road/Chatham Road South	S	-3%	-5%	-3%	-5%
J4	Kowloon Park Drive/Canton Road	S	14%	28%	13%	28%
J5	Granville Road/Chatham Road South	S	>100%	99%	>100%	98%
J6	Haiphong Road/Nathan Road	S	52%	32%	51%	31%
J7	Chatham Road South/Mody Road	S	94%	61%	94%	61%
J8	Middle Road/Nathan Road	P	0.32	0.53	0.38	0.57
J9	Middle Road T Junction	S	>100%	>100%	>100%	>100%
J10	Chatham Road South/Salisbury Road	S	56%	35%	56%	35%
J11	Salisbury Road/Kowloon Park Drive	S	34%	43%	34%	42%
J12	Salisbury Road/Nathan Road	S	7%	7%	5%	5%
J13	Peking Road/Kowloon Park Drive	S	49%	18%	48%	18%
J14	Peking Road/Canton Road	S	93%	68%	93%	68%
J15	Canton Road/Salisbury Road	S	94%	68%	94%	68%

\* Figures in percentage represent 'Reserve Capacity' (RC) for signal controlled junctions and in decimal represent "Design Flow to Capacity" (DFC) ratio for roundabouts and priority junctions.

\*\* S = Signal Controlled Junction

P = Priority Junction

- 6.3.2 It can be noted from **Table 6.2** that except the junctions of Austin Road/Canton Road (J1), Nathan Road/Austin Road (J2) and Austin Road/Chatham Road South (J3), all the assessed junctions will operate satisfactorily with RC greater than 5% during peak hours in 2021. Even without the proposed commercial development at the Middle Road Site, these junctions would still operate with RC less than 5% or negative RC due to natural traffic growth. The development traffic of the Middle Road Site does not worsen their performance. In view of this, it is considered that the permanent traffic impact arising from the proposed commercial development at the Middle Road Site is insignificant.

## 6.4 Pedestrian Facilities Assessment

### *Pedestrian Trips Generation of the Middle Road Site*

- 6.4.1 A trip rate approach was adopted to estimate the volume of pedestrian movements that would be generated by the proposed commercial development at the Middle Road Site. As discussed in **Chapter 3.3.12**, the adopted pedestrian trip rates presented in Table 3.7 was used to determine the amount of pedestrians generated by the Middle Road Site. The 2-way pedestrian traffic generation of the Middle Road Site during both AM and PM peak hours are presented in **Table 6.3** below.

**Table 6.3 Pedestrian Trips Generation of the Middle Road Site**

Development	Adopted Pedestrian Trip Rates (ped/hr/100m <sup>2</sup> GFA or ped/hr/parking space)				Pedestrian Generation (ped/15-min.)			
	AM		PM		AM		PM	
	In	Out	In	Out	In	Out	In	Out
Retail/Commercial Development	2.846	1.650	8.880	7.578	287	167	896	765
Public Car Park	0.115	0.024	0.169	0.219	10	2	15	20
<b>Total</b>					<b>297</b>	<b>169</b>	<b>911</b>	<b>785</b>

- 6.4.2 From **Table 6.3**, it can be seen that the proposed development at the Middle Road Site would generate and attract two-way pedestrian flows of 297 peds/15-min and 169 peds/15-min respectively during the AM peak hour. For PM peak hour, the proposed development at the Middle Road Site will generate and attract two-way pedestrian flows of 911 peds/15-min and 785 peds/15-min respectively.

### *Pedestrian Forecast and Level of Service Assessment*

- 6.4.3 Based on the comparison of the 2011, 2016 and 2021 population and employment planning data extracted from 2006-based TPEDM (Territorial Population and Employment Data Matrices), annual growth factors of 0.77% from 2011 to 2016 and 0.41% from 2016 to 2021 are derived. These growth factors are applied to the 2011 surveyed pedestrian flows as shown in **Figure 3.6** to obtain the 2021 forecast background pedestrian flows. **Figure 6.1** shows the 2021 forecast background peak 15-min pedestrian flows.
- 6.4.4 The pedestrian traffic associated with the proposed commercial development at the Middle Road Site are added onto the 2021 forecast background pedestrian flows to produce the 2021 forecast design peak 15-min pedestrian flows. They are shown in **Figure 6.2**.
- 6.4.5 The results of the LOS assessment for the relevant pedestrian facilities in close proximity to the Middle Road Site during peak hours in 2021 revealed that all the assessed pedestrian facilities would operate satisfactorily during peak hours in 2021 under both "Background" and "Design" scenarios. Therefore improvement for widening these pedestrian facilities is considered not required.

## 6.5 Review of Public Transport Services

- 6.5.1 The Middle Road Site is well served by road-based public transport services including the Citybus (CTB), Kowloon Motor Bus (KMB), New World First Bus (NWFB) and green minibuses (GMB). A number of bus and GMB routes run in the vicinity of the Middle Road Site along Nathan Road and Salisbury Road. Public could travel to most of the

places in Hong Kong Island, Kowloon and New Territories by these road-based public transport services. **Figure 6.3** shows the existing bus routes and GMB routes and the location of their terminus respectively. Details of road-based public transport inventories within the AOI are summarized in **Appendix I**.

- 6.5.2 **Tables 6.5 and 6.6** summarize the locations of the bus and GMB termini and the corresponding bus and GMB routes currently under operation respectively.

**Table 6.4 Locations of Bus Termini within the AOI**

Ref.	Locations of Bus Terminus	Route No. in Operation
1	Tsim Sha Tsui Public Transport Interchange	5, 28, 234X
2	Canton Road	271, 271P

**Table 6.5 Locations of GMB Termini within the AOI**

Ref.	Locations of Bus Terminus	Route No. in Operation
1	Haiphong Road	62S, 610S

- 6.5.3 In addition to road-based public transport, the Middle Road Site is also well within the catchment area of mass transit. The MTR Tsim Sha Tsui and Tsim Sha Tsui East Stations are located right next to the Middle Road Site, where only a 1 to 3 minutes walk is required. The MTR West Rail Line and East Rail Line now terminate at Hom Hung Station. Passengers could now take MTR at Tsim Sha Tsui East Station to directly access Northwest New Territories via West Rail Line; and make interchanging at Hom Hung Station to access Northeast New Territories via the East Rail Line. In addition, passengers could also take MTR to access Kowloon, Hong Kong Island and Mei Fu/Tsuen Wan via the Tsuen Wan and Kwun Tong Lines at the Tsim Sha Tsui Station.

- 6.5.4 In view of the development scale of the proposed retail/commercial development at the Middle Road Site, the existing public transport system, which comprises a comprehensive road-based public transport network as well as the rail-based mass transit service, is therefore considered adequate to serve the proposed commercial development at the Middle Road Site to/from other parts of the Territory.

## 6.6 Review of Existing Loading and Unloading Activities

- 6.6.1 The existing loading and unloading arrangement on the section of Middle Road in front of the Middle Road Site is illustrated in **Figure 6.4**. As seen from the figure, a designated loading/unloading bay is currently provided at the north side of the Middle Road carriageway next to the stores along the road. To tackle possible double-parking problem on the road, a clearway restriction (7:00 – 19:00) is posted along the road on both sides.

- 6.6.2 According to on-site observation, heavy loading/unloading and double-parking activities were frequently observed at the loading/unloading bay during noon and afternoon periods. Occasionally, double-parking next to the loading/unloading bay was also observed (both within and outside the restriction time) despite the 7:00a.m. – 7:00p.m. clearway restriction is implemented. Most of the double-parking vehicles were observed to stop for a short while (less than 15 minutes) and wait for passengers to pick-up.

- 6.6.3 Due to site constraints, there is not enough room to provide an additional pick-up/drop-off bay on this section of Middle Road to tackle the double-parking problem. Thus consideration is given to strengthening the existing traffic management on the section of Middle Road in front of the Middle Road Site. Extending the clearway restriction time to

7:00 – 24:00 may help but it is more important if the enforcement officials (e.g. HKPF) could conduct suitable and timely site inspections to ensure that those who violate traffic regulation would be properly prosecuted. This would have a threatening power to stop those motorists who do not obey the rules.

- 6.6.4 To cater for the future loading/unloading needs of the development of Middle Road Site, sufficient internal loading/unloading facilities shall be provided within the development. Reference could be made to HKPSG. (Table 5.20 of this report refer)

## 6.7 Sensitivity Test - Closing of Middle Road Section connecting Salisbury Road

- 6.7.1 A sensitivity test was undertaken to study the feasibility of closing the section of Middle Road connecting Salisbury Road under the "Background Case" and "Design Case" scenarios.
- 6.7.2 Currently, the concerned section of Middle Road, the section of Middle Road in front of the Middle Road Site, Nathan Road and Salisbury Road form a one-way gyratory loop for the vehicle access or leave the Middle Road Site and the MTR Tsim Sha Tsui East Station PTI, as shown in Figure 6.5.
- 6.7.3 If the concerned section of Middle Road connecting Salisbury Road is to be closed, the section of Middle Road in front of the Middle Road Site will have to be converted from one-way westbound to 2-way traffic in order to maintain the current accesses of the Middle Road Site and the MTR Tsim Sha Tsui East Station PTI. In order to allow for u-turning of traffic, it is considered necessary to relax the 7:00 – 24:00 access restriction of private buses and good vehicles in the MTR Tsim Sha Tsui East Station PTI such that the all vehicles could make u-turning movement along the road via the internal road of the MTR Tsim Sha Tsui East Station PTI. In addition, to avoid any possible illegal stopping of vehicles and thus the traffic jam along the section of Middle Road in front of the Middle Road Site after the conversion to 2-way traffic of the road, it is also necessary to introduce 24-hour clearway restrictions in both directions along this section of Middle Road. Figure 6.6 illustrates the possible traffic arrangement for closing the section of Middle Road connecting Salisbury Road while Figure 6.7 shows the traffic routing to/from the Middle Road Site/MTR Tsim Sha Tsui East Station PTI before and after the closing of the section of Middle Road connecting Salisbury Road.
- 6.7.4 Based on the possible traffic arrangement and traffic routing to/from the Middle Road Site/MTR Tsim Sha Tsui East Station PTI after the closing of the section of Middle Road connecting Salisbury Road presented in Figures 6.6 and 6.7, a traffic model-run was carried out to produce a set of traffic flows for assessing the traffic impact of closing the section of Middle Road. The traffic flows of the key junctions affected by the proposed closure of the concerned section of Middle Road for the sensitivity test are shown in Figure 6.8.
- 6.7.5 Based on the traffic flows presented in Figure 6.8, capacity analysis was conducted for the affected key junctions and the results are summarized in Table 6.7 and Table 6.8.

**Table 6.6 2021 Performance of Key Junctions affected by Closing of the Section of Middle Road Connecting Salisbury Road**

Ref. No.	Junction	Type**	Junction Capacity*			
			Background		Design	
			AM	PM	AM	PM
J8	Middle Road/Nathan Road	P	0.42	0.69	0.49	0.74
J11	Salisbury Road/Kowloon Park Drive	S	37%	43%	37%	42%
J12	Salisbury Road/Nathan Road	S	11%	14%	10%	14%

\* Figures in percentage represent 'Reserve Capacity' (RC) for signal controlled junctions and in decimal represent "Design Flow to Capacity" (DFC) ratio for roundabouts and priority junctions.

\*\* S = Signal Controlled Junction  
P = Priority Junction

- (1) Background scenario: Middle Road Section connecting Salisbury Road closed with the presence of existing Middle Road Multi-storey Car Park.
- (2) Design scenario: Middle Road Section connecting Salisbury Road closed with the presence of proposed Middle Road Site development.

**Table 6.7 2021 Performance of Key Junctions Comparison – With/Without Middle Road Closure**

Ref. No.	Junction	Type**	Junction Capacity*			
			Without Road Closure		With Road Closure	
			AM	PM	AM	PM
J8	Middle Road/Nathan Road	P	0.38	0.57	0.49	0.74
J11	Salisbury Road/Kowloon Park Drive	S	34%	42%	37%	42%
J12	Salisbury Road/Nathan Road	S	5%	5%	10%	14%

\* Figures in percentage represent 'Reserve Capacity' (RC) for signal controlled junctions and in decimal represent "Design Flow to Capacity" (DFC) ratio for roundabouts and priority junctions.

\*\* S = Signal Controlled Junction  
P = Priority Junction

6.7.6 From **Table 6.7** and **Table 6.8**, it can be seen that the junctions affected by the closure of the section of Middle Road connecting Salisbury Road would still operate within their design capacity during peak hours in 2021 under both the Background and Design scenarios. The closure of the section of Middle Road connecting Salisbury Road would not significantly worsen the performance of the affected junctions.

6.7.7 Although the affected junctions would not suffer from capacity problem due to the closure of the section of Middle Road connecting Salisbury Road, however, it is not supported from a traffic management viewpoint. Since there is not enough space for providing a u-turning facility on Middle Road, the road closure scheme as shown in **Figure 6.6** will hinge on the internal road of the MTR Tsim Sha Tsui East Station PTI which is a private road of MTRC restricted for the use of private buses and goods vehicles during 7:00 and 24:00. Therefore, public access for u-turn after implementing the scheme of closing the section of Middle Road connecting Salisbury Road will be infeasible.

6.7.8 In addition, there is not enough manoeuvring space for long vehicles turning from Nathan Road southbound to Middle Road. Kerb at the junction of Nathan Road / Middle Road has to be set back in order to provide more space for long vehicles turning. This will result in narrowing down the footpath and worsening the walking environment.

- 6.7.9 Furthermore, as the section of Middle Road in front of the Middle Road Site will need to be converted from 1-way traffic to 2-way traffic to maintain the current accesses of the Middle Road Site and the MTR Tsim Sha Tsui East Station PTI, only 1 traffic lane could be provided for each direction of the road under this 2-way traffic arrangement. Since double-parking activities are occasionally observed next to the loading/unloading bay on the road, the Middle Road eastbound traffic lane next to the loading/unloading bay may be occupied by the double-parking traffic and hence blocking the incoming traffic from Nathan Road to this section of Middle Road, creating traffic queue along the primary distributor Nathan Road. This non-quantifiable traffic impact will create potential traffic congestions which could not be properly represented in the junction capacity analysis and will affect the traffic circulation/operation in the area.
- 6.7.10 In view of above, the closure of the section of Middle road connecting Salisbury Road is not supported from a traffic and transport ground.



## **7. SUMMARY AND CONCLUSION**

### **7.1 Summary**

#### **7.1.1 The objectives of the Study are to**

- i) Review existing traffic conditions and examine the capacities of the existing roads, junctions and car parking/loading/unloading facilities;
- ii) Forecast future traffic flows in the vicinity of the development, identify problem areas and devise appropriate traffic improvement measures to redress the problems if any; and
- iii) Assess the parking demand in the vicinity of the development, in particular the effect resulting from imminent re-opening of the public car park in New World Centre and recommend the extent of re-provision of public parking spaces at the Middle Road Site.

#### **7.1.2 Traffic surveys including classified turning movement count, link flow count, trip generation survey, pedestrian trip generation survey, pedestrian flow survey as well as inventory survey on the existing pedestrian and public transport facilities were carried out to facilitate the validation of the traffic model developed for the Study; to derive reasonable development traffic for the Middle Road Site and to predict the future pedestrian flows generated by the Middle Road Site for pedestrian assessment.**

#### **7.1.3 The 2008 BDTM for Kowloon West (K1 Model) was adopted as a base with necessary refinement and updating for the traffic forecasts of the Study. The model was updated and refined to validate against 2011 observed traffic flows. The adjustments made to the base year trip matrices during the validation process were incorporated to produce the future year trip matrices for the 2016 and 2021 models.**

#### **7.1.4 A parking demand assessment was conducted to forecast the parking demand within 500m from the Middle Road Site and recommend on the number of public car parking spaces to be re-provided at the Middle Road Site upon re-development, and the temporary re-provision of parking spaces during construction stage. Although the assessment results revealed that there will be car parking provision surplus within 500m from the Middle Road Site, it is still considered that the results may not reflect the real driving habit of drivers. In view of the above, an additional parking demand assessment focusing only 300m from the Middle Road Site was also conducted.**

#### **7.1.5 According to the results of the assessment focused on 300m from the Middle Road Site, it will require 819 and 775 public car parking spaces in 2016 and 2021 respectively. Since there will only be 430 public car parking spaces provided within 300m from the Middle Road Site, a minimum of 389 and 345 public car parking spaces shall be re-provided in 2016 and 2021 respectively to satisfy the anticipated car parking demand. For the temporary private car parking spaces re-provision in 2016, it is considered tolerable to use the provision in the existing car parks which are located within 500m from the Middle Road Site to absorb the anticipated parking demand. For the permanent provision, the required private car parking spaces will be provided within the Middle Road Site.**

#### **7.1.6 In addition, a minimum of 46 and 39 motorcycle parking spaces shall be re-provided in 2016 and 2021 respectively. For the temporary motorcycle parking spaces re-provision in 2016, it is proposed to temporarily close the nearside lane of the section of Middle Road connecting Salisbury Road and re-provide the 46 motorcycle parking spaces on the nearside lane. For the permanent provision, the required motorcycle parking spaces will be provided within the Middle Road Site. Table 7.1 below shows a summary of the results of the parking demand assessment.**

**Table 7.1 Summary of Parking Demand Assessment Results**

Facilities	Design Year	Demand (nos. of space)	Supply (nos. of space)	Re-provision (nos. of space)
Private Car Parking Space	2016	819	430	389 (to be absorbed by other public car parks with 500m)
	2021	775	430	345 (to be provided within the Middle Road Site after redevelopment)
Motorcycle Parking Space	2016	137	91	46 (to be re-provided at the section of Middle Road connecting Salisbury Road)
	2021	130	91	39 (to be provided within the Middle Road Site after redevelopment)

- 7.1.7 For the parking provision solely for the commercial development of the Middle Road Site, it is proposed in accordance with HKPSG. The overall car parking provision (including public car parking spaces and car parking spaces for the commercial development) for the Middle Road Site was summarized in **Table 5.22**.
- 7.1.8 Traffic impact assessments were conducted to cover the following scenarios for design years 2016 and 2021:
- 2016 Background Case – Without the construction of proposed commercial development at the Middle Road Site;
  - 2016 Design Case – With the construction of proposed commercial development at the Middle Road Site;
  - 2021 Background Case – Without the proposed commercial development at the Middle Road Site;
  - 2021 Design Case – With the proposed commercial development at the Middle Road Site
- 7.1.9 Fifteen (15) key junctions in close proximity to the Middle Road Site were assessed. The results of capacity analysis indicated that all the assessed junctions would operate satisfactorily with RC greater than 5% during peak hours in design years 2016 and 2021 under all scenarios except for the junctions of Austin Road/Chatham Road South (J3). In fact, even without the proposed commercial development at the Middle Road Site, this junction would still operate with negative reserve capacity due to natural traffic growth and the construction or development traffic of the Middle Road Site would not worsen its performance. In view of this, it is considered that the construction and permanent traffic impacts arising from the proposed commercial development at the Middle Road Site is insignificant.
- 7.1.10 Pedestrian assessment was also conducted at the several pedestrian facilities in close proximity to the Middle Road Site and the findings indicated that the performance of all the assessed pedestrian facilities is considered satisfactory even without / with the redevelopment pedestrian traffic from a pedestrian point of view.
- 7.1.11 In view of the development scales of the Middle Road Site, the existing public transport system, which comprises a comprehensive road-based public transport network as well

as the rail-based mass transit service, is therefore considered adequate to serve the Middle Road Site to/from other parts of the Territory.

- 7.1.12 A sensitivity test was also conducted to study the possibility of closing the section of Middle Road connecting Salisbury Road. The results indicated that the closure of the section of Middle Road connecting Salisbury Road would be infeasible. Furthermore, it will create non-quantifiable traffic impact resulting in traffic queue on Nathan Road. Thus, it is not supported from a traffic and transport ground.

## **7.2 Conclusion**



- 7.2.1 Based on the traffic assessment findings of the Study, the proposed commercial development at the Middle Road Site is sustainable from traffic points of view in the design years 2016 and 2021.
- 7.2.2 The results of parking demand assessment revealed that a minimum of 389 and 345 public car parking spaces shall be re-provided in 2016 and 2021 respectively to satisfy the anticipated car parking demand. In addition, a minimum of 46 and 39 motorcycle parking spaces shall be re-provided in 2016 and 2021 respectively. For the temporary private car parking spaces re-provision in 2016, it is considered tolerable to use the provision in the existing car parks within 500m from the Middle Road Site to absorb the anticipated parking demand. For the temporary motorcycle parking spaces re-provision in 2016, it is proposed to temporarily close the nearside lane of the section of Middle Road connecting Salisbury Road and re-provide the 46 motorcycle parking spaces on the nearside lane. For the permanent provision, the required private car and motorcycle parking spaces will be provided within the Middle Road Site.
- 7.2.3 For the parking provision solely for the commercial development of the Middle Road Site, it is recommended in accordance with HKPSG. A total of 200 private car parking spaces, 40 motorcycle parking spaces and 23 loading/unloading bays for goods vehicle are proposed.
- 7.2.4 The result of the sensitivity test for the possibility of closing the section of Middle Road connecting Salisbury Road indicated that the closure of the section of Middle Road connecting Salisbury Road is not supported from a traffic and transport ground.

## *Figures*

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LEGEND:

-  MIDDLE ROAD CAR PARK
-  AREA OF INFLUENCE

**AECOM**

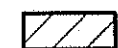
AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**AREA OF INFLUENCE OF THE STUDY**

SCALE	A3 1 : 6000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 1.1
		REV	—





LEGEND:



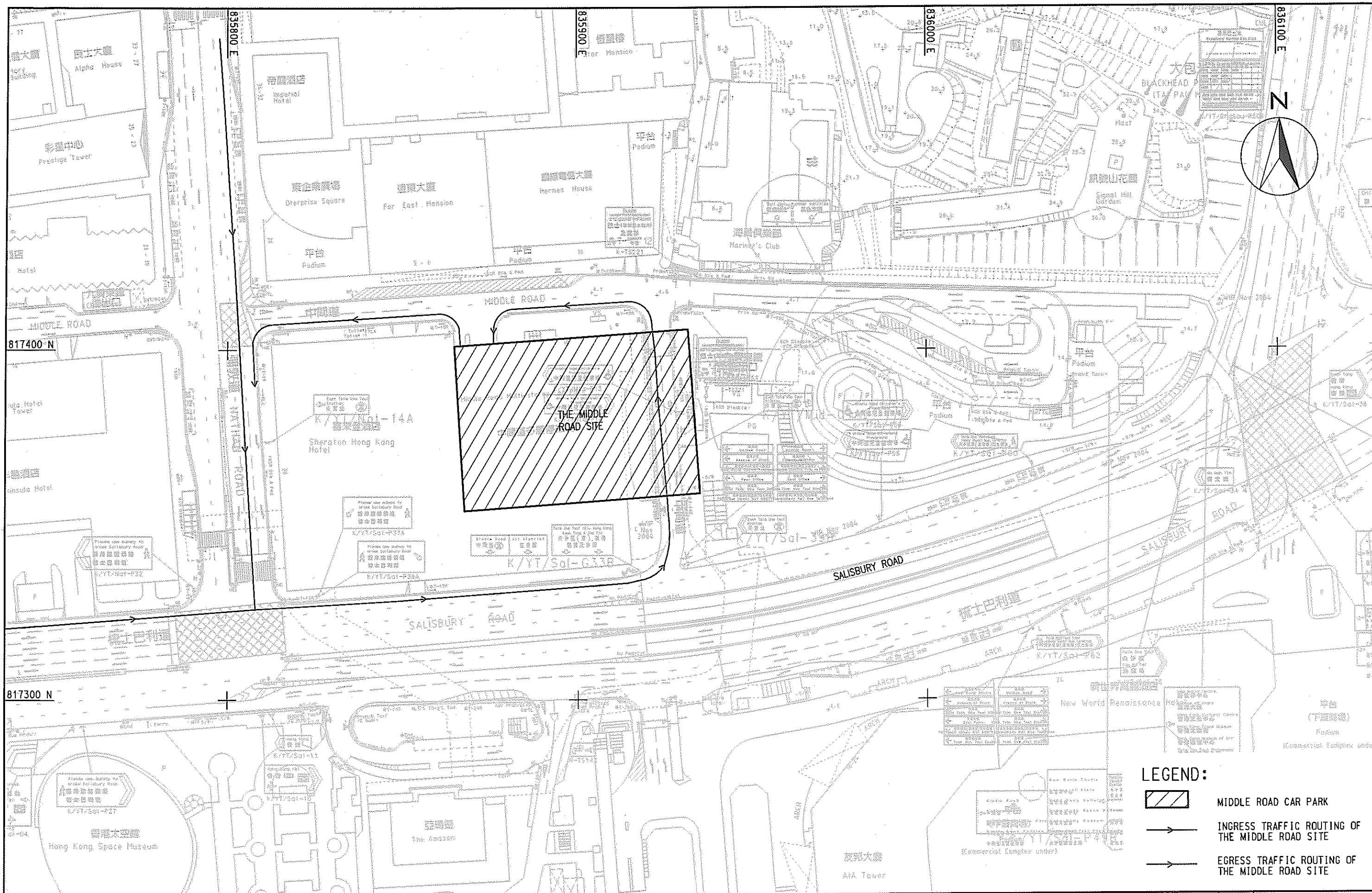
MIDDLE ROAD CAR PARK




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AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

# SITE LOCATION PLAN

SCALE	A3 1 : 6000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 2.1
		REV	—



- LEGEND:**
-  MIDDLE ROAD CAR PARK
  -  INGRESS TRAFFIC ROUTING OF THE MIDDLE ROAD SITE
  -  EGRESS TRAFFIC ROUTING OF THE MIDDLE ROAD SITE

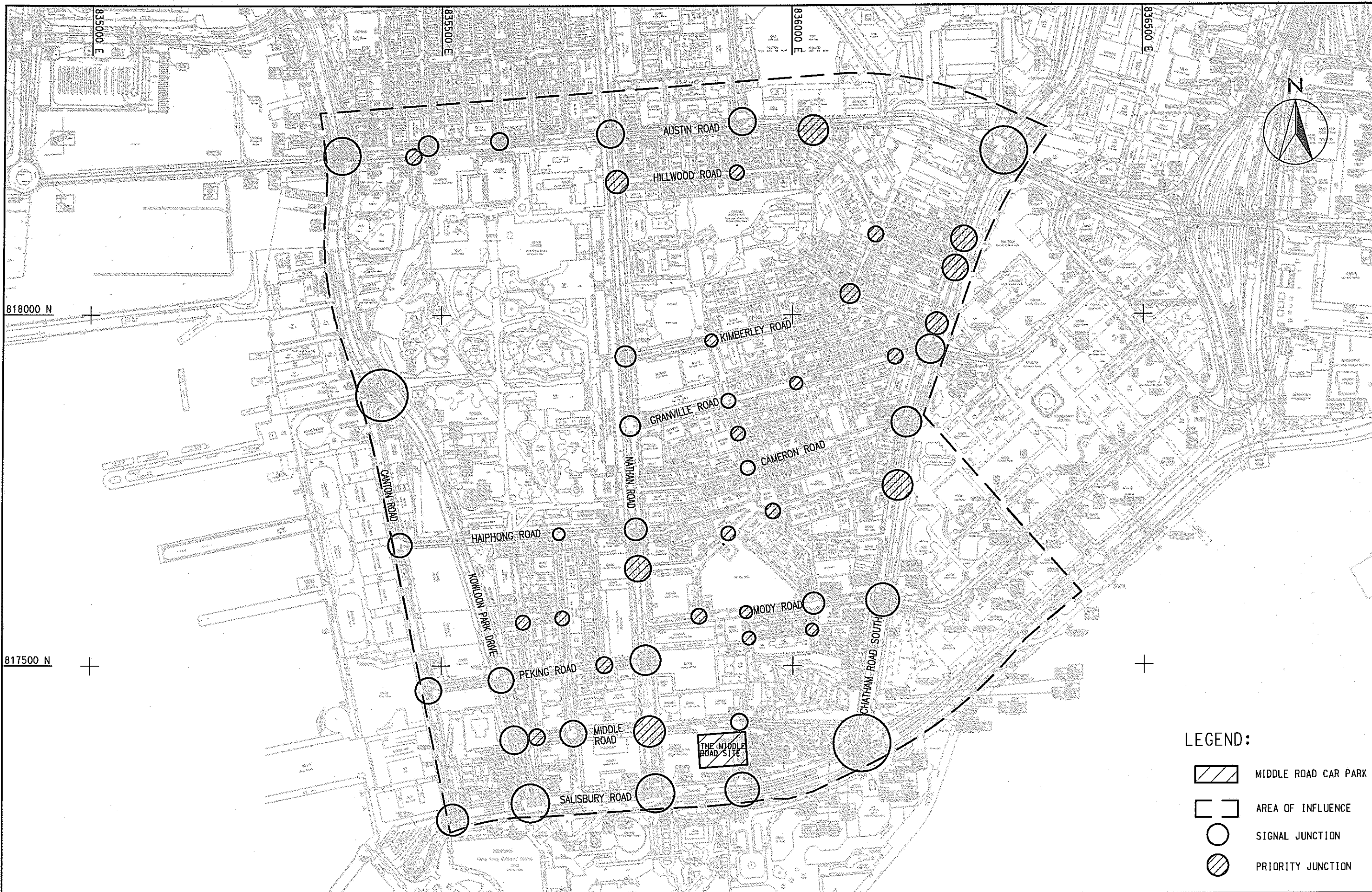
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AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE





**INGRESS / EGRESS TRAFFIC ROUTING OF THE MIDDLE ROAD SITE UPON REDEVELOPMENT**

SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	-	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 2.2
		REV	-





**LEGEND:**

-  MIDDLE ROAD CAR PARK
-  AREA OF INFLUENCE
-  SIGNAL JUNCTION
-  PRIORITY JUNCTION

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
EXISTING TRAFFIC MANAGEMENT WITHIN AOI

SCALE	A3 1 : 5000	DATE	DEC. 2011
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JOB No.	60214565	DRAWING No.	FIG 3.1
		REV	—





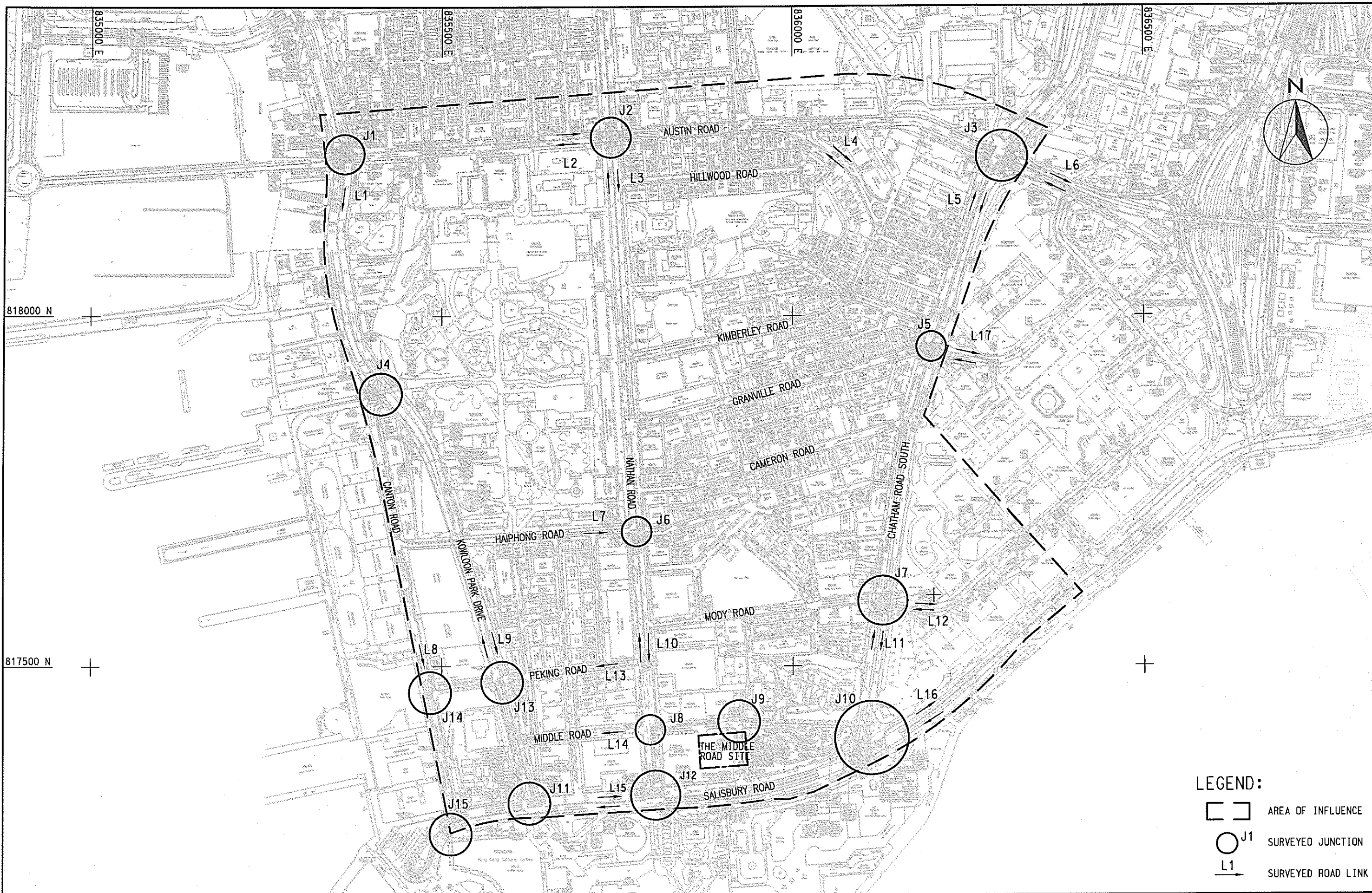
# LEGEND:

- AREA OF INFLUENCE
- MIDDLE ROAD CAR PARK
- PEDESTRIAN FOOTBRIDGE
- AT-GRADE SIGNAL
- PEDESTRIAN CROSSING
- PEDESTRIAN SUBWAY

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
EXISTING PEDESTRIAN FACILITIES WITHIN AOI

SCALE	A3 1 : 5000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 3.2
		REV	—



- LEGEND:**
- AREA OF INFLUENCE
  - J1 SURVEYED JUNCTION
  - L1 SURVEYED ROAD LINK

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**LOCATIONS OF SURVEYED JUNCTIONS AND ROAD LINKS**

SCALE	A3 1 : 5000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 3.3
		REV	—







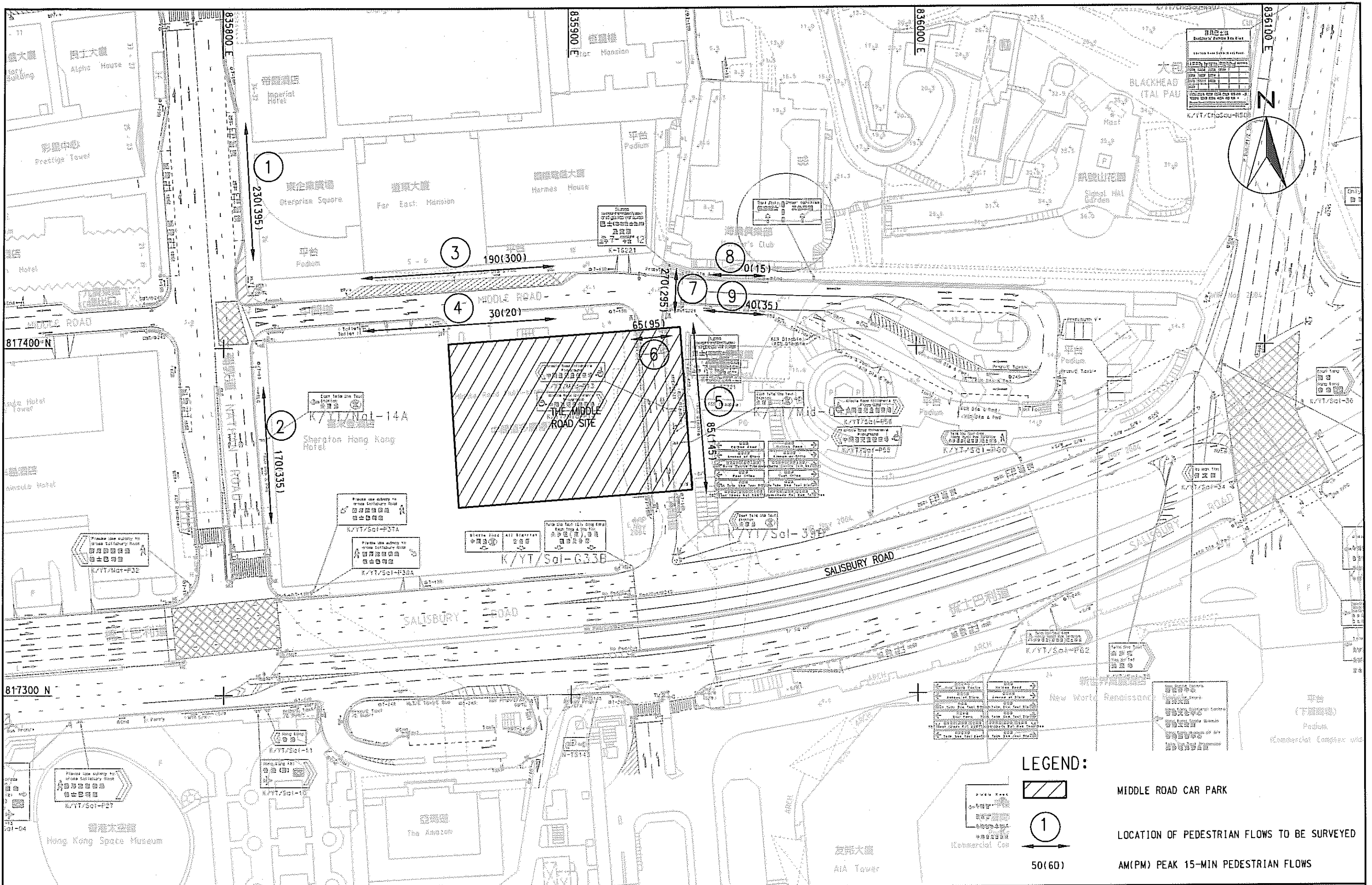
# LEGEND:

- MIDDLE ROAD CAR PARK
- AREA OF INFLUENCE
- TRIP GENERATION SURVEY DEVELOPMENT

**AECOM**

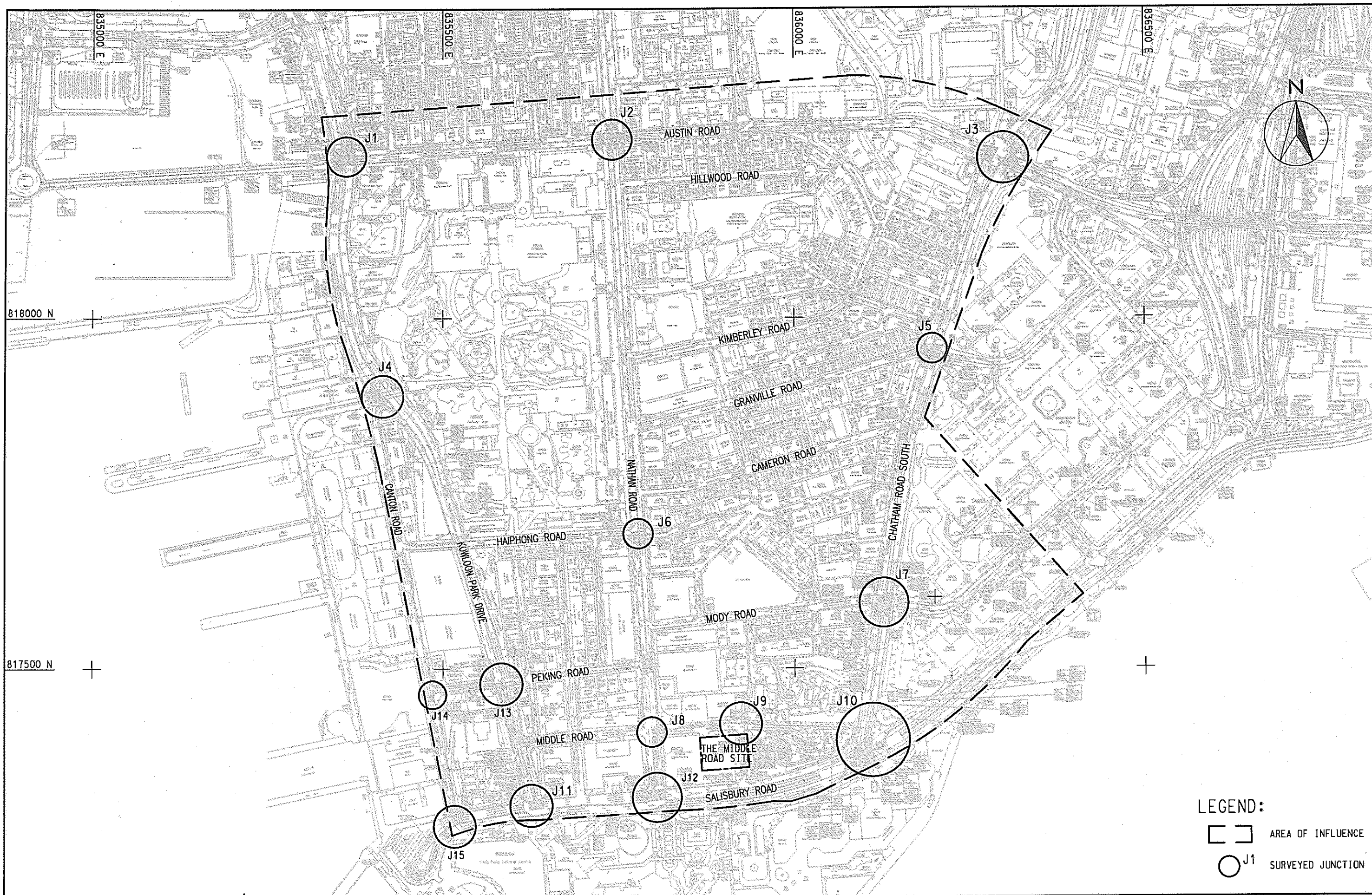
AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
LOCATIONS OF TRIP GENERATION SURVEY

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CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 3.5
		REV	—





AGREEMENT NO. TO 11/2011 - TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE <b>2011 OBSERVED PEAK 15-MIN PEDESTRIAN FLOWS</b>			
SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 3.6
		REV	—





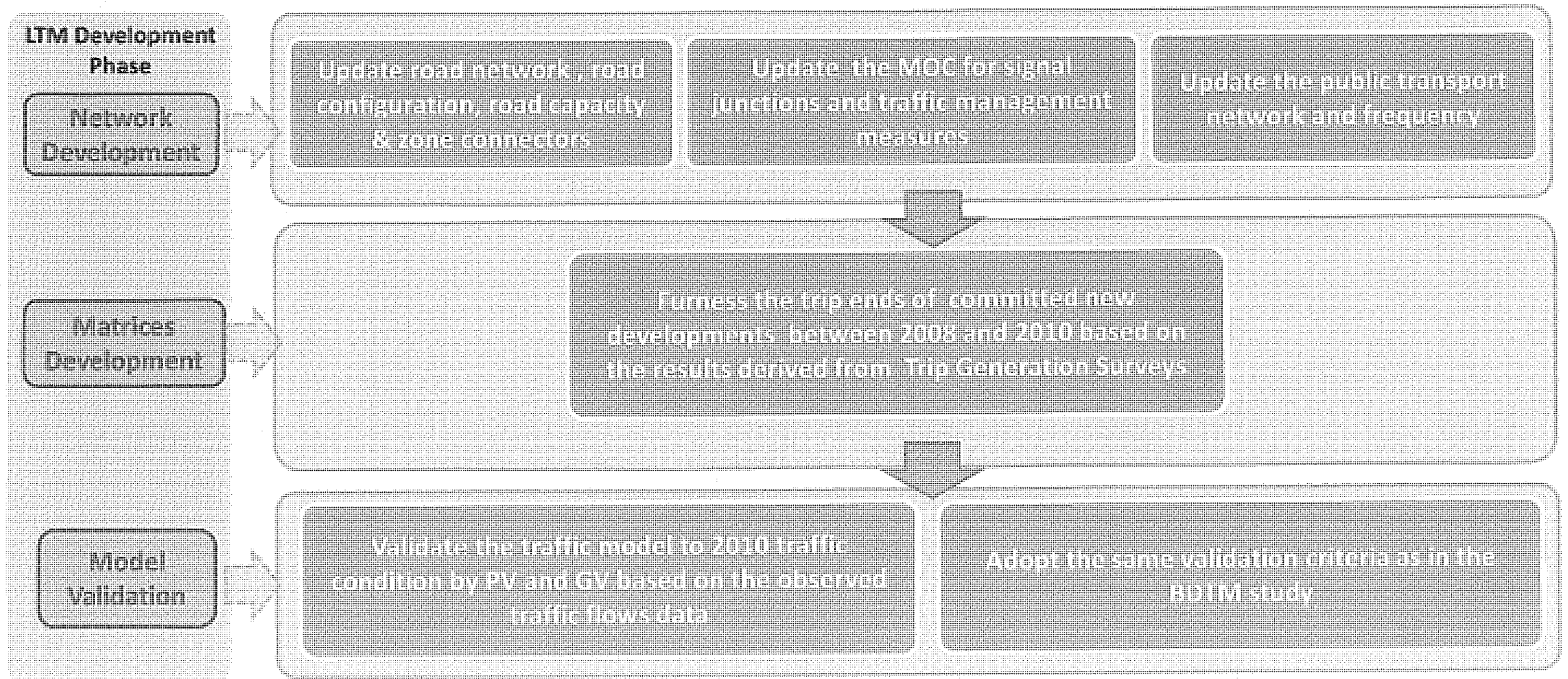
LEGEND:

-  AREA OF INFLUENCE  
 J1 SURVEYED JUNCTION

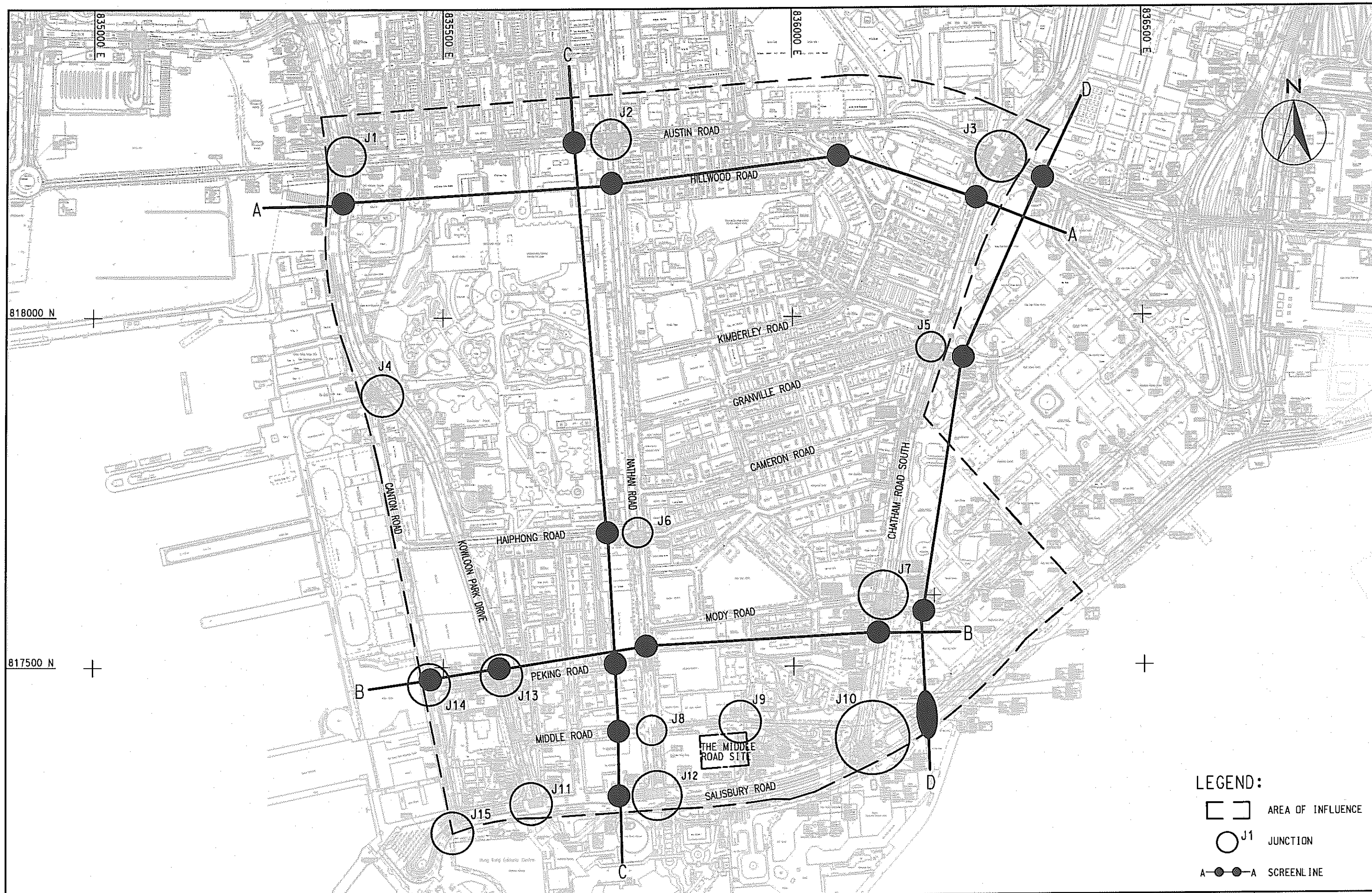
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AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
 FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
 LOCATION OF ASSESSED JUNCTIONS

SCALE	A3 1 : 5000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 3.7
		REV	—







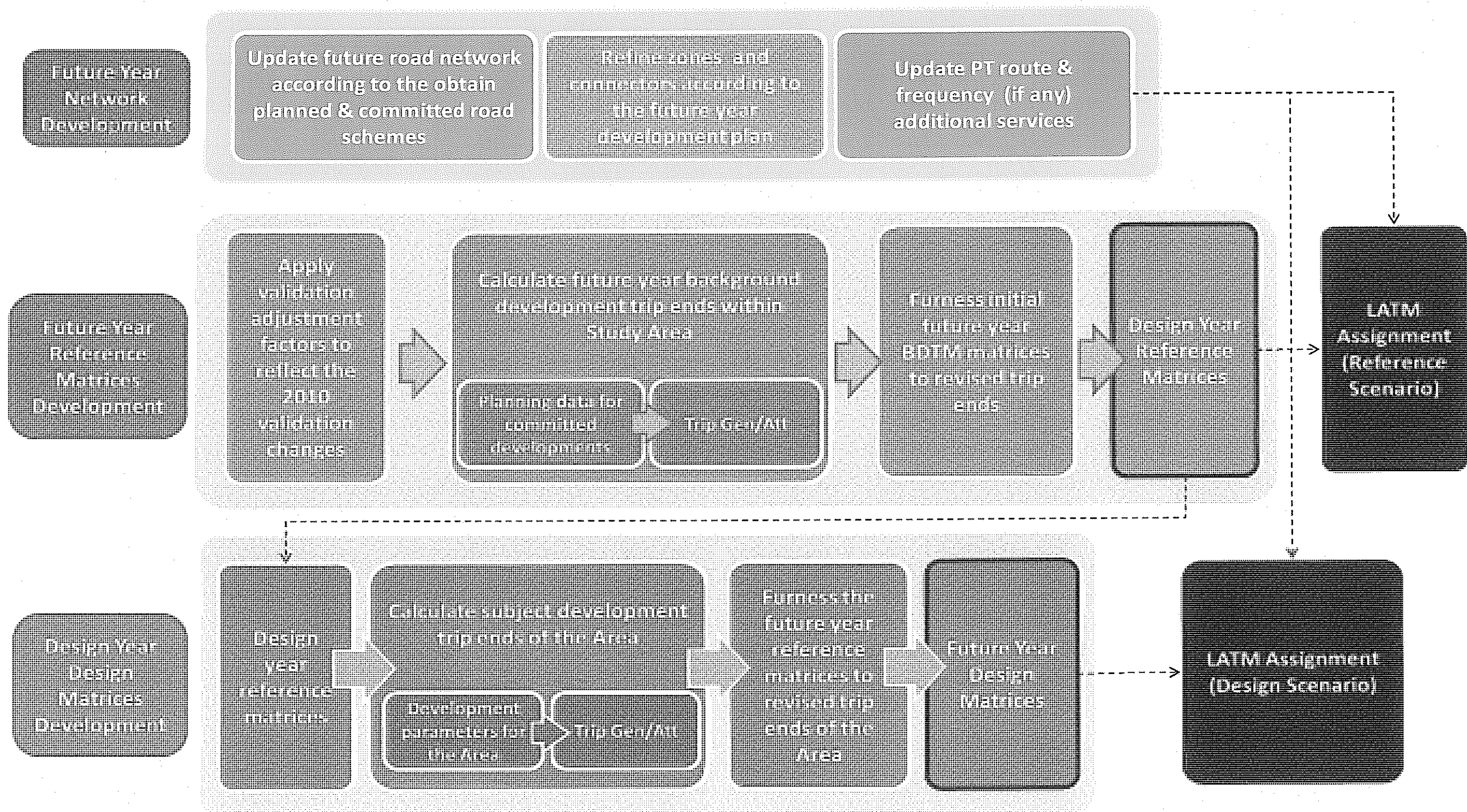
- LEGEND:
- AREA OF INFLUENCE
  - J1 JUNCTION
  - A SCREENLINE

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
LOCATION OF VALIDATED SCREENLINES AND JUNCTIONS

SCALE	A3 1 : 5000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 4.2
		REV	—







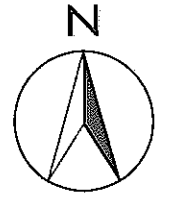
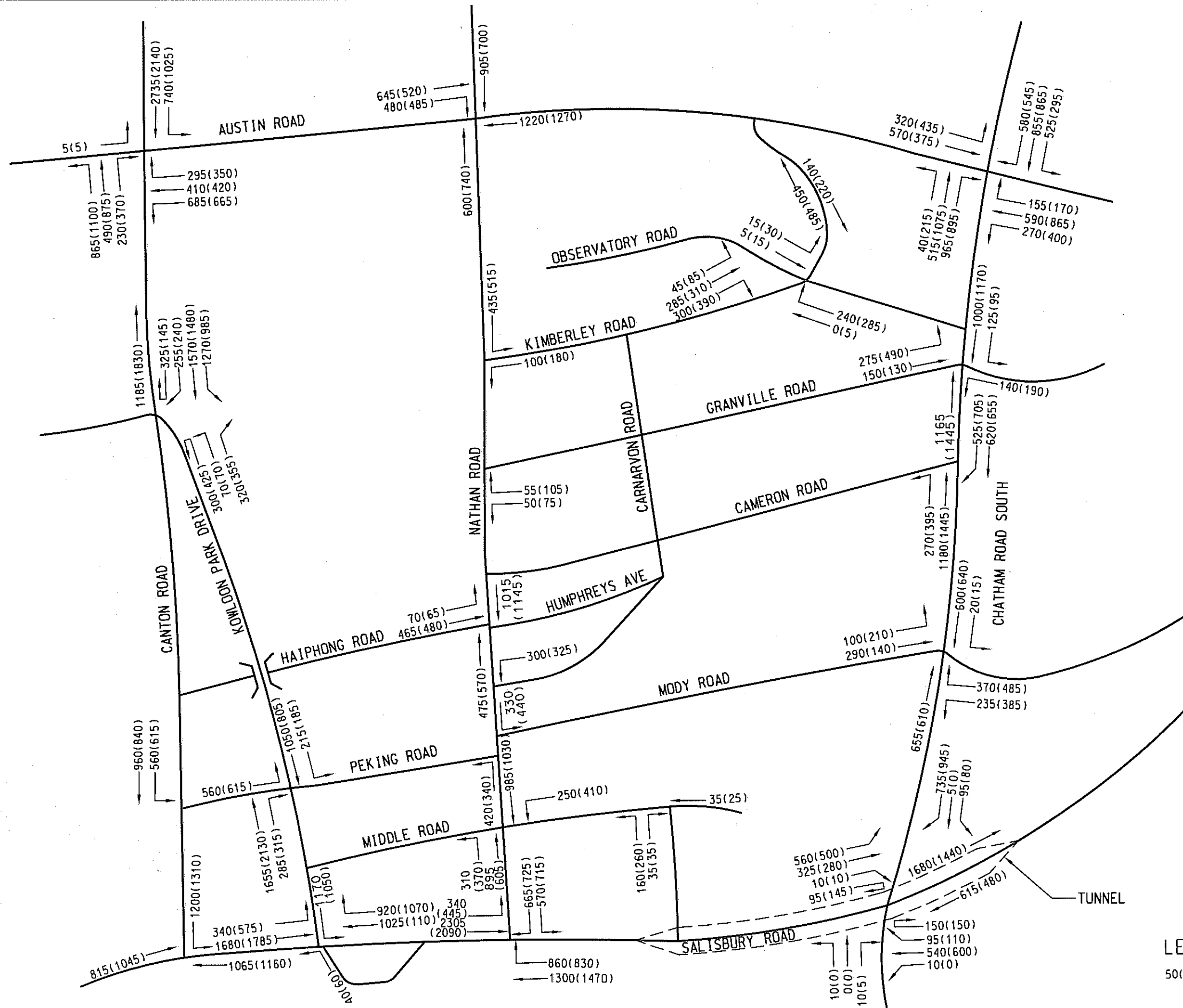
**LEGEND:**

- CONSTRUCTION TRAFFIC ROUTE TO THE MIDDLE ROAD SITE
- CONSTRUCTION TRAFFIC ROUTE FROM THE MIDDLE ROAD SITE

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**ANTICIPATED CONSTRUCTION TRAFFIC ROUTINGS**

SCALE	A3 1 : 5000	DATE	DEC. 2011
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JOB No.	60214565	DRAWING No.	FIG 4.4
		REV	—



# LEGEND:

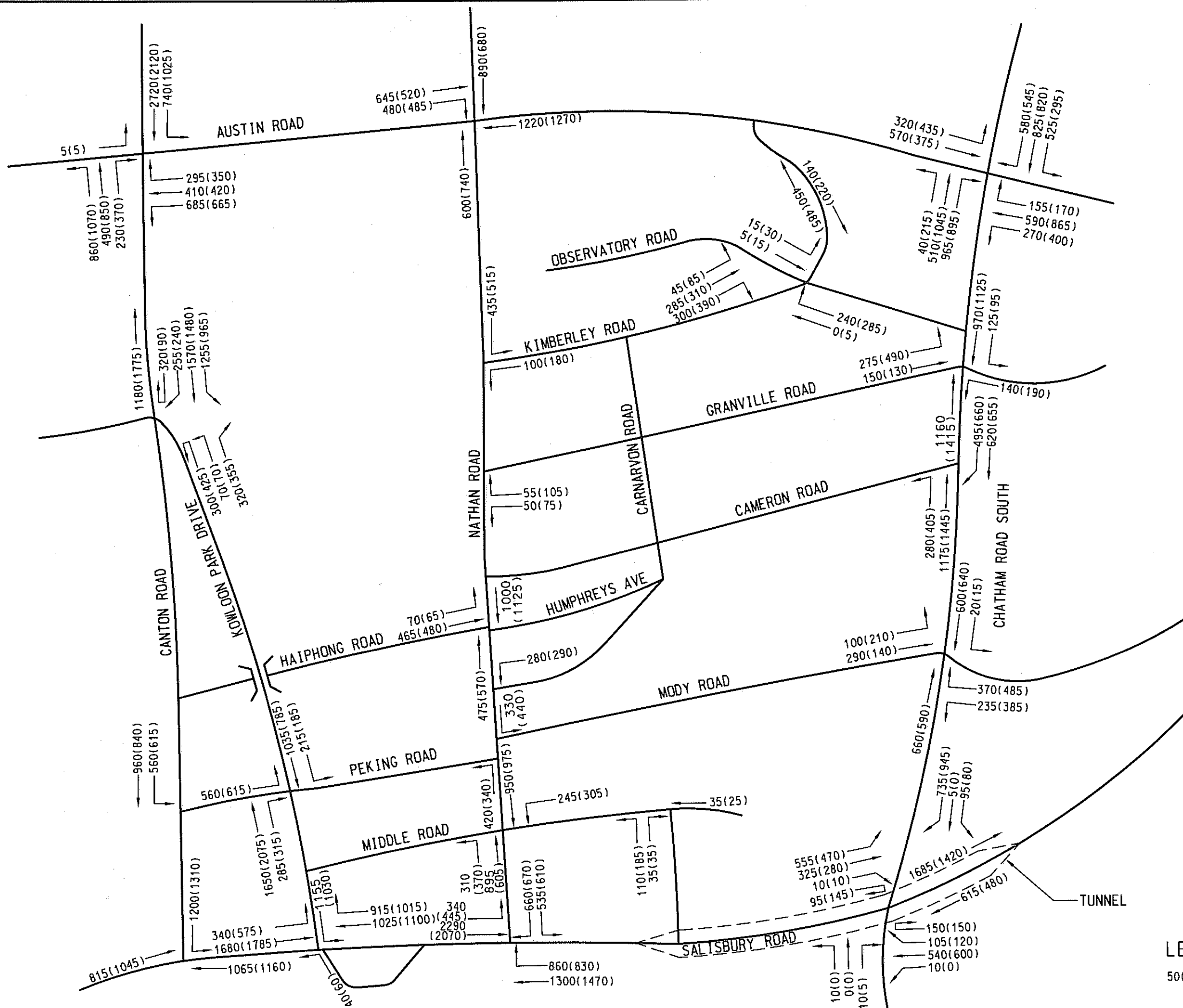
50(60) AM(PM) PEAK HOURLY  
TRAFFIC FLOWS  
IN PCU

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**2016 FORECAST BACKGROUND PEAK HOUR TRAFFIC FLOWS -  
WITHOUT CONSTRUCTION**

SCALE	N.T.S.	DATE	DEC. 2011
CHECK	-	DRAWN	LEIM
JOB No.	60214565	DRAWING No.	FIG 4.5
		REV	-





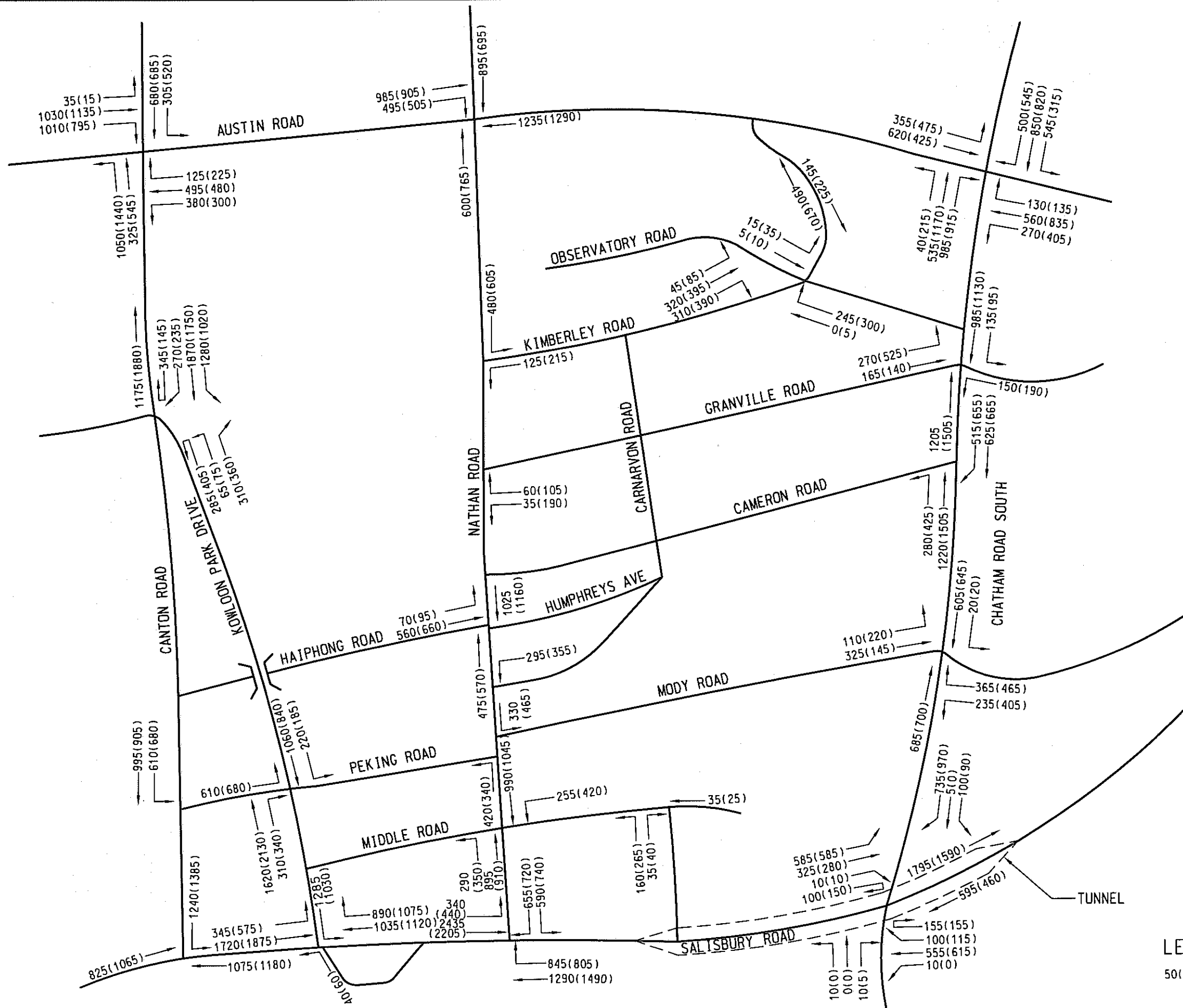
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50(60) AM(PM) PEAK HOURLY TRAFFIC FLOWS IN PCU

AECOM

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
2016 FORECAST DESIGN PEAK HOUR TRAFFIC FLOWS -  
WITH CONSTRUCTION

SCALE	N.T.S.	DATE	DEC. 2011
CHECK	-	DRAWN	LEIM
JOB No.	60214565	DRAWING No.	FIG 4.6
		REV	-



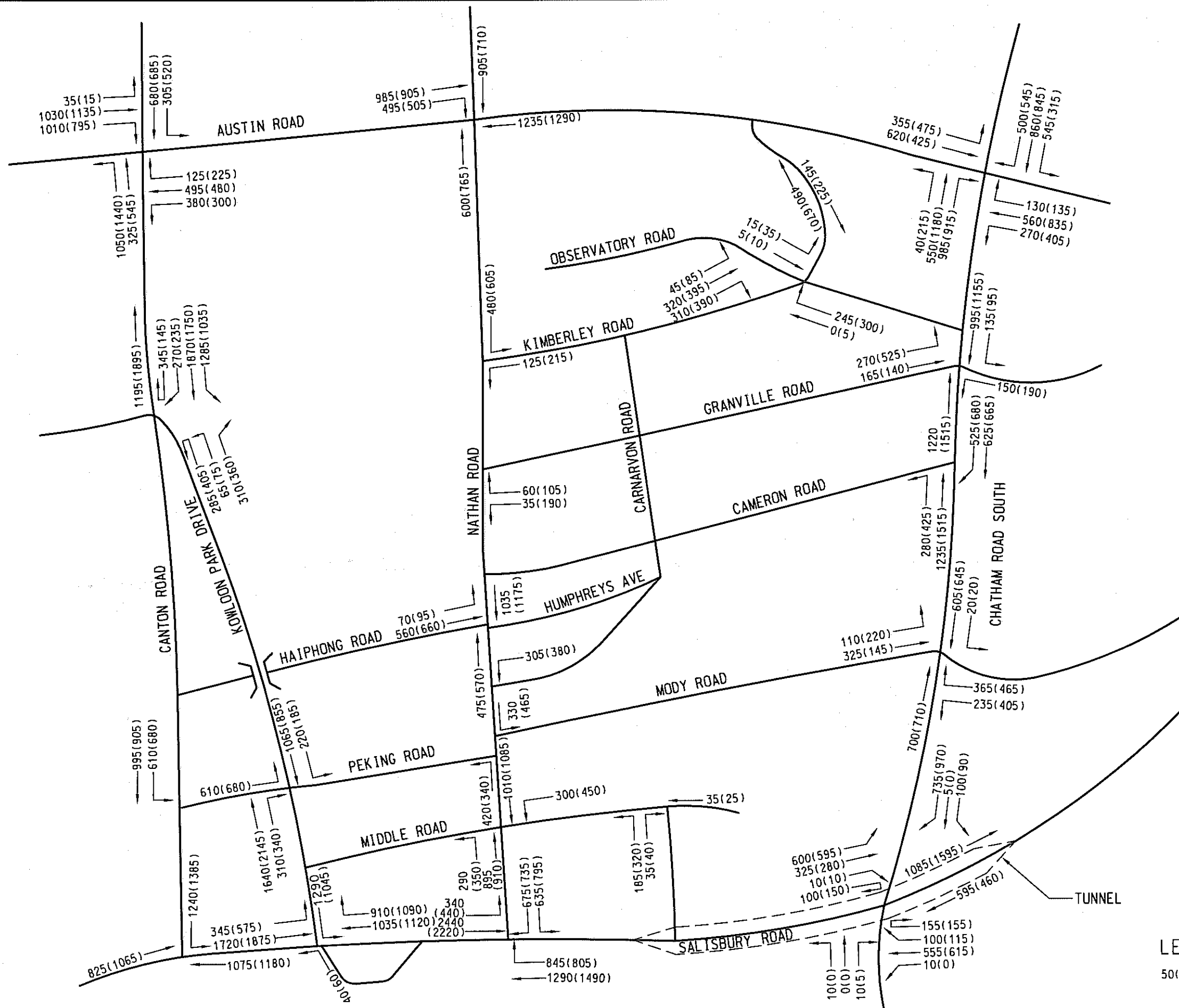
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50(60) AM(PM) PEAK HOURLY TRAFFIC FLOWS IN PCU

AECOM

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
2021 FORECAST BACKGROUND PEAK HOUR TRAFFIC FLOWS -  
WITHOUT DEVELOPMENT PROPOSED

SCALE	N.T.S.	DATE	DEC. 2011
CHECK	-	DRAWN	MLY
JOB No.	60214565	DRAWING No.	FIG 4.7
		REV	-

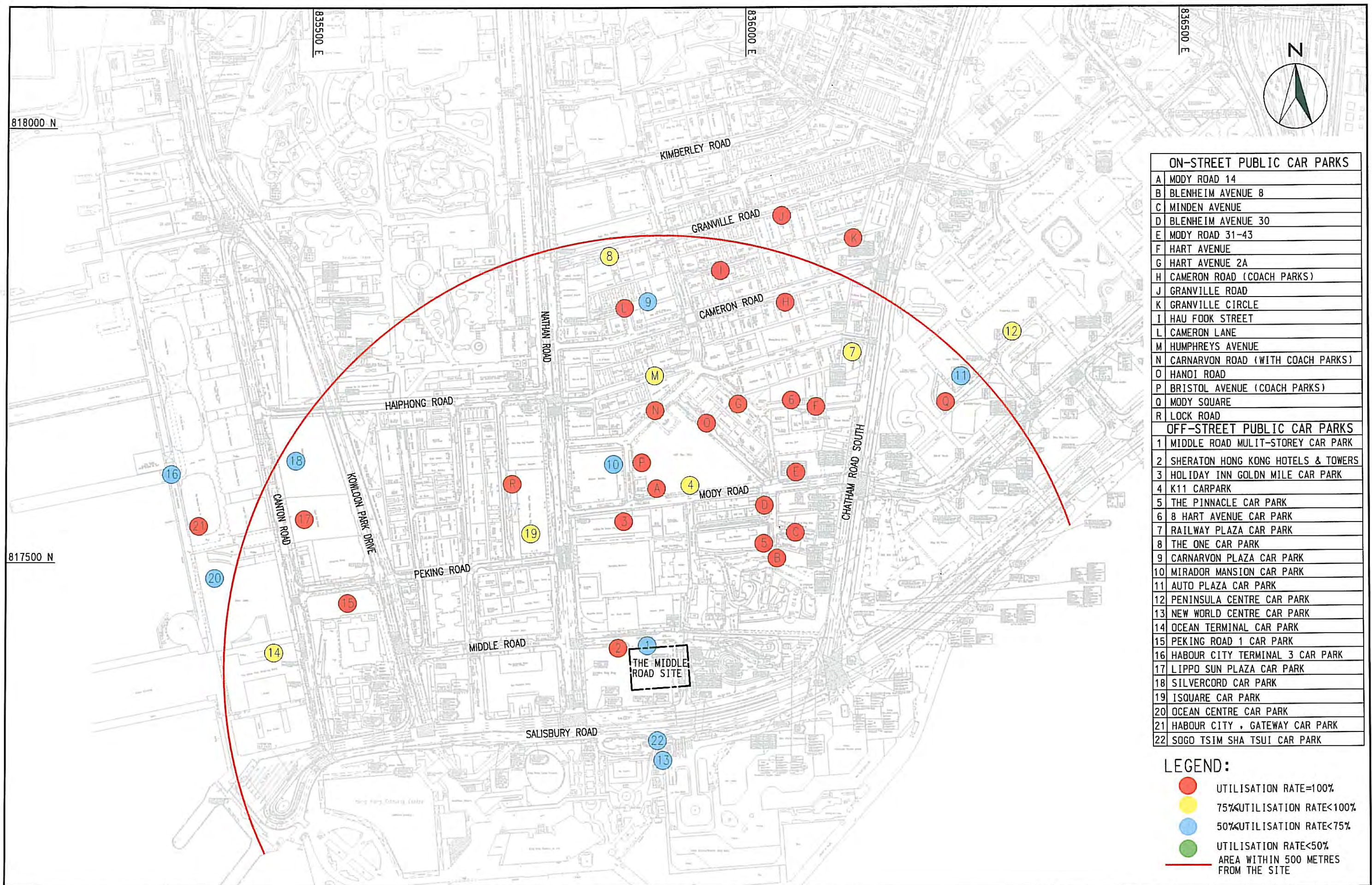


**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
 FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**2021 FORECAST DESIGN PEAK HOUR TRAFFIC FLOWS - WITH  
 PROPOSED DEVELOPMENT**

SCALE	N.T.S.	DATE	DEC. 2011
CHECK	-	DRAWN	MLY
JOB No.	60214565	DRAWING No.	FIG 4.8
		REV	-





ON-STREET PUBLIC CAR PARKS	
A	MODY ROAD 14
B	BLenheim AVENUE 8
C	MINDEN AVENUE
D	BLenheim AVENUE 30
E	MODY ROAD 31-43
F	HART AVENUE
G	HART AVENUE 2A
H	CAMERON ROAD (COACH PARKS)
J	GRANVILLE ROAD
K	GRANVILLE CIRCLE
I	HAU FOOK STREET
L	CAMERON LANE
M	HUMPHREYS AVENUE
N	CARNARVON ROAD (WITH COACH PARKS)
O	HANOI ROAD
P	BRISTOL AVENUE (COACH PARKS)
Q	MODY SQUARE
R	LOCK ROAD
OFF-STREET PUBLIC CAR PARKS	
1	MIDDLE ROAD MULIT-STOREY CAR PARK
2	SHERATON HONG KONG HOTELS & TOWERS
3	HOLIDAY INN GOLDN MILE CAR PARK
4	K11 CARPARK
5	THE PINNACLE CAR PARK
6	8 HART AVENUE CAR PARK
7	RAILWAY PLAZA CAR PARK
8	THE ONE CAR PARK
9	CARNARVON PLAZA CAR PARK
10	MIRADOR MANSION CAR PARK
11	AUTO PLAZA CAR PARK
12	PENINSULA CENTRE CAR PARK
13	NEW WORLD CENTRE CAR PARK
14	OCEAN TERMINAL CAR PARK
15	PEKING ROAD 1 CAR PARK
16	HABOUR CITY TERMINAL 3 CAR PARK
17	LIPPO SUN PLAZA CAR PARK
18	SILVERCORD CAR PARK
19	ISQUARE CAR PARK
20	OCEAN CENTRE CAR PARK
21	HABOUR CITY , GATEWAY CAR PARK
22	SOGO TSIM SHA TSUI CAR PARK

LEGEND:

UTILISATION RATE=100%

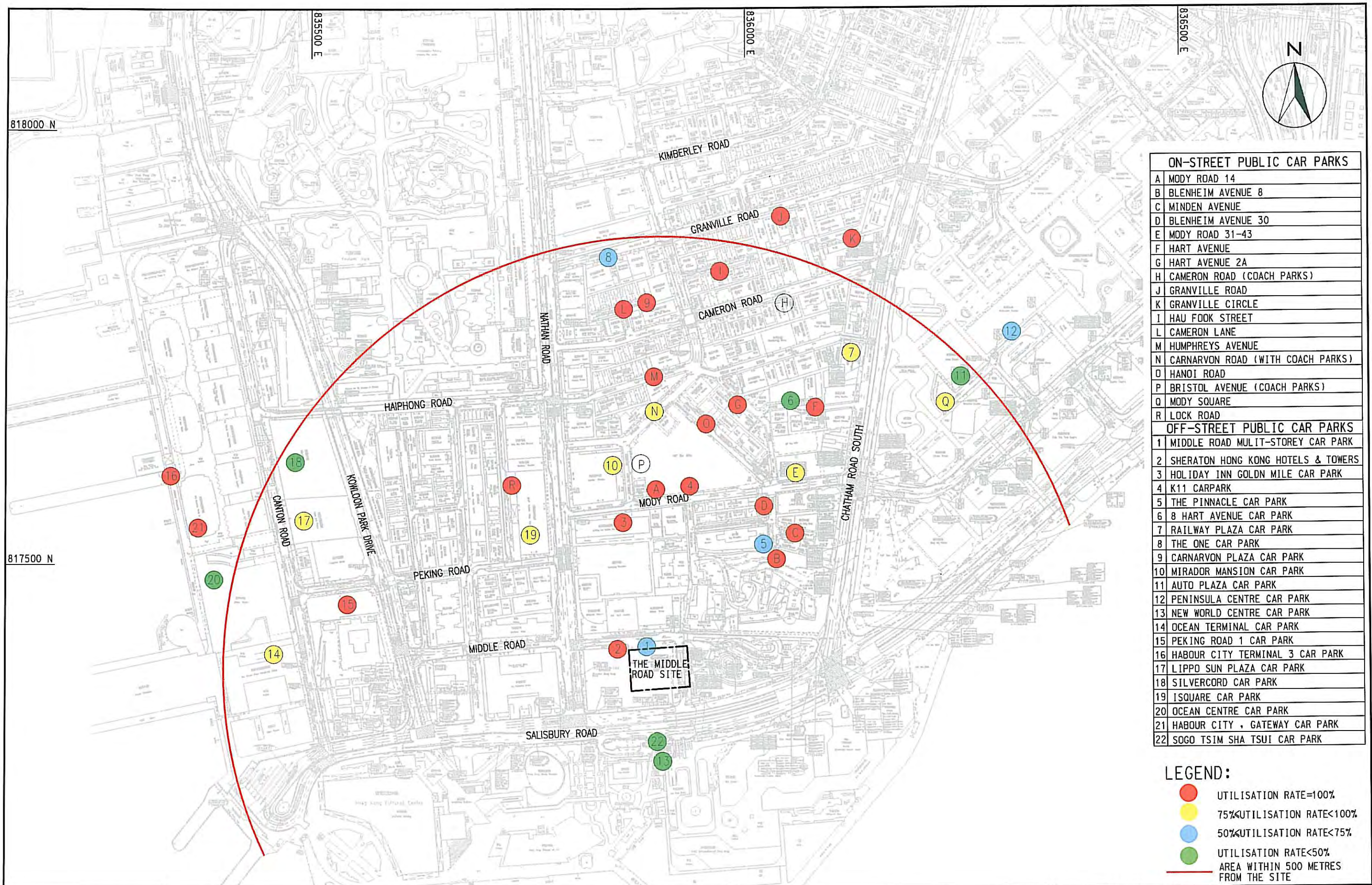
75%UTILISATION RATE<100%

50%UTILISATION RATE<75%

UTILISATION RATE<50%

AREA WITHIN 500 METRES FROM THE SITE





ON-STREET PUBLIC CAR PARKS	
A	MODY ROAD 14
B	BLenheim AVENUE 8
C	MINDEN AVENUE
D	BLenheim AVENUE 30
E	MODY ROAD 31-43
F	HART AVENUE
G	HART AVENUE 2A
H	CAMERON ROAD (COACH PARKS)
J	GRANVILLE ROAD
K	GRANVILLE CIRCLE
I	HAU FOOK STREET
L	CAMERON LANE
M	HUMPHREYS AVENUE
N	CARNARVON ROAD (WITH COACH PARKS)
O	HANOI ROAD
P	BRISTOL AVENUE (COACH PARKS)
Q	MODY SQUARE
R	LOCK ROAD
OFF-STREET PUBLIC CAR PARKS	
1	MIDDLE ROAD MULIT-STOREY CAR PARK
2	SHERATON HONG KONG HOTELS & TOWERS
3	HOLIDAY INN GOLDN MILE CAR PARK
4	K11 CARPARK
5	THE PINNACLE CAR PARK
6	8 HART AVENUE CAR PARK
7	RAILWAY PLAZA CAR PARK
8	THE ONE CAR PARK
9	CARNARVON PLAZA CAR PARK
10	MIRADOR MANSION CAR PARK
11	AUTO PLAZA CAR PARK
12	PENINSULA CENTRE CAR PARK
13	NEW WORLD CENTRE CAR PARK
14	OCEAN TERMINAL CAR PARK
15	PEKING ROAD 1 CAR PARK
16	HABOUR CITY TERMINAL 3 CAR PARK
17	LIPPO SUN PLAZA CAR PARK
18	SILVERCORD CAR PARK
19	ISQUARE CAR PARK
20	OCEAN CENTRE CAR PARK
21	HABOUR CITY , GATEWAY CAR PARK
22	SOGO TSIM SHA TSUI CAR PARK

LEGEND:

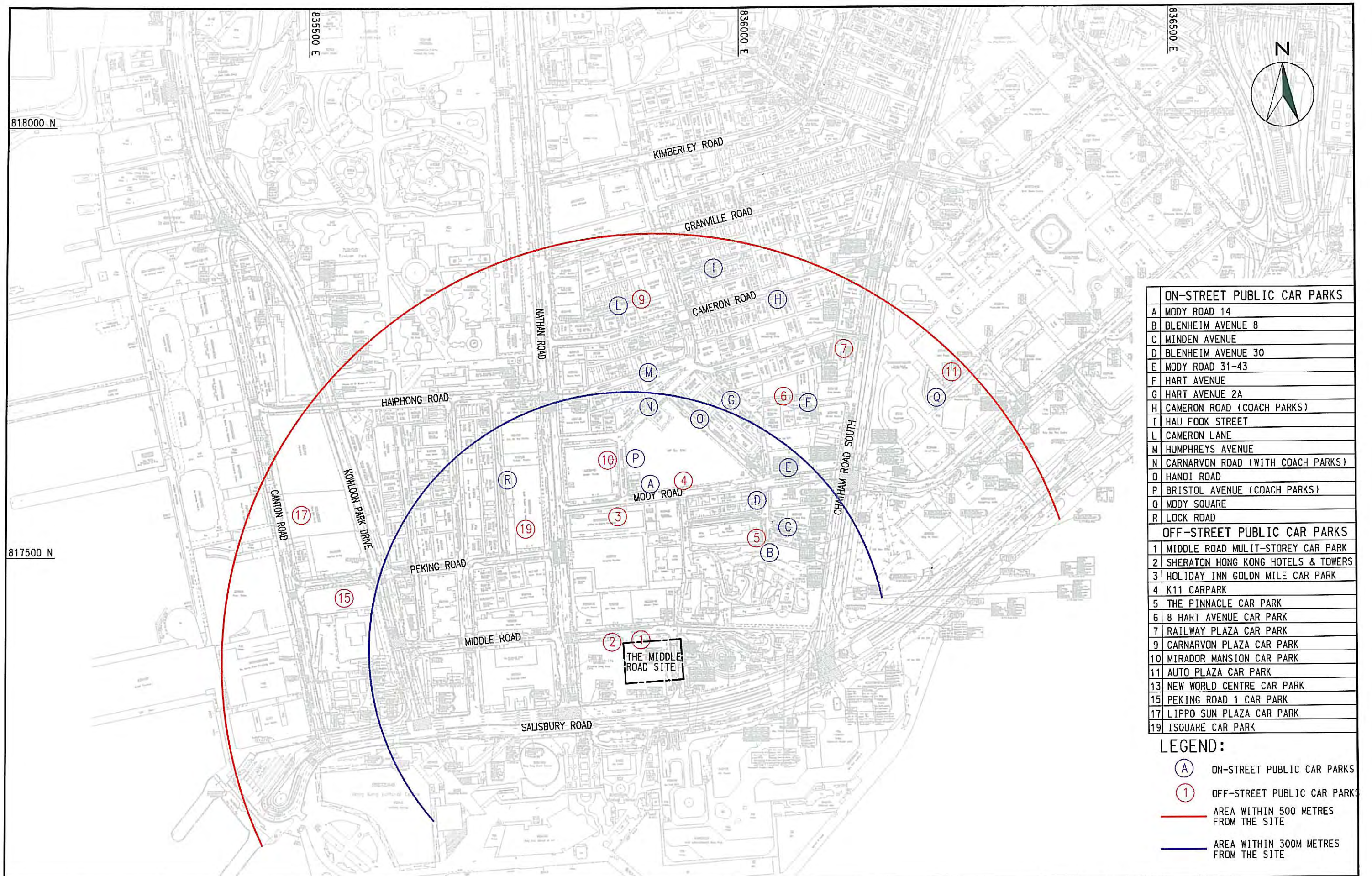
- UTILISATION RATE=100%
- 75%<UTILISATION RATE<100%
- 50%<UTILISATION RATE<75%
- UTILISATION RATE<50%
- AREA WITHIN 500 METRES FROM THE SITE



AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
LOCATIONS OF SURVEYED PUBLIC CARPARK WITHIN 500m RADIUS OF THE MIDDLE ROAD SITE  
AND UTILISATION RATE ON WEEKDAY

SCALE	A3 1 : 4000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 5.2
		REV	—





ON-STREET PUBLIC CAR PARKS	
A	MODY ROAD 14
B	BLENHEIM AVENUE 8
C	MINDEN AVENUE
D	BLENHEIM AVENUE 30
E	MODY ROAD 31-43
F	HART AVENUE
G	HART AVENUE 2A
H	CAMERON ROAD (COACH PARKS)
I	HAU FOOK STREET
L	CAMERON LANE
M	HUMPHREYS AVENUE
N	CARNARVON ROAD (WITH COACH PARKS)
O	HANOI ROAD
P	BRISTOL AVENUE (COACH PARKS)
Q	MODY SQUARE
R	LOCK ROAD
OFF-STREET PUBLIC CAR PARKS	
1	MIDDLE ROAD MULIT-STOREY CAR PARK
2	SHERATON HONG KONG HOTELS & TOWERS
3	HOLIDAY INN GOLDN MILE CAR PARK
4	K11 CARPARK
5	THE PINNACLE CAR PARK
6	8 HART AVENUE CAR PARK
7	RAILWAY PLAZA CAR PARK
9	CARNARVON PLAZA CAR PARK
10	MIRADOR MANSION CAR PARK
11	AUTO PLAZA CAR PARK
13	NEW WORLD CENTRE CAR PARK
15	PEKING ROAD 1 CAR PARK
17	LIPPO SUN PLAZA CAR PARK
19	ISQUARE CAR PARK

LEGEND:

- (A) ON-STREET PUBLIC CAR PARKS
- (1) OFF-STREET PUBLIC CAR PARKS
- AREA WITHIN 500 METRES FROM THE SITE
- AREA WITHIN 300M METRES FROM THE SITE

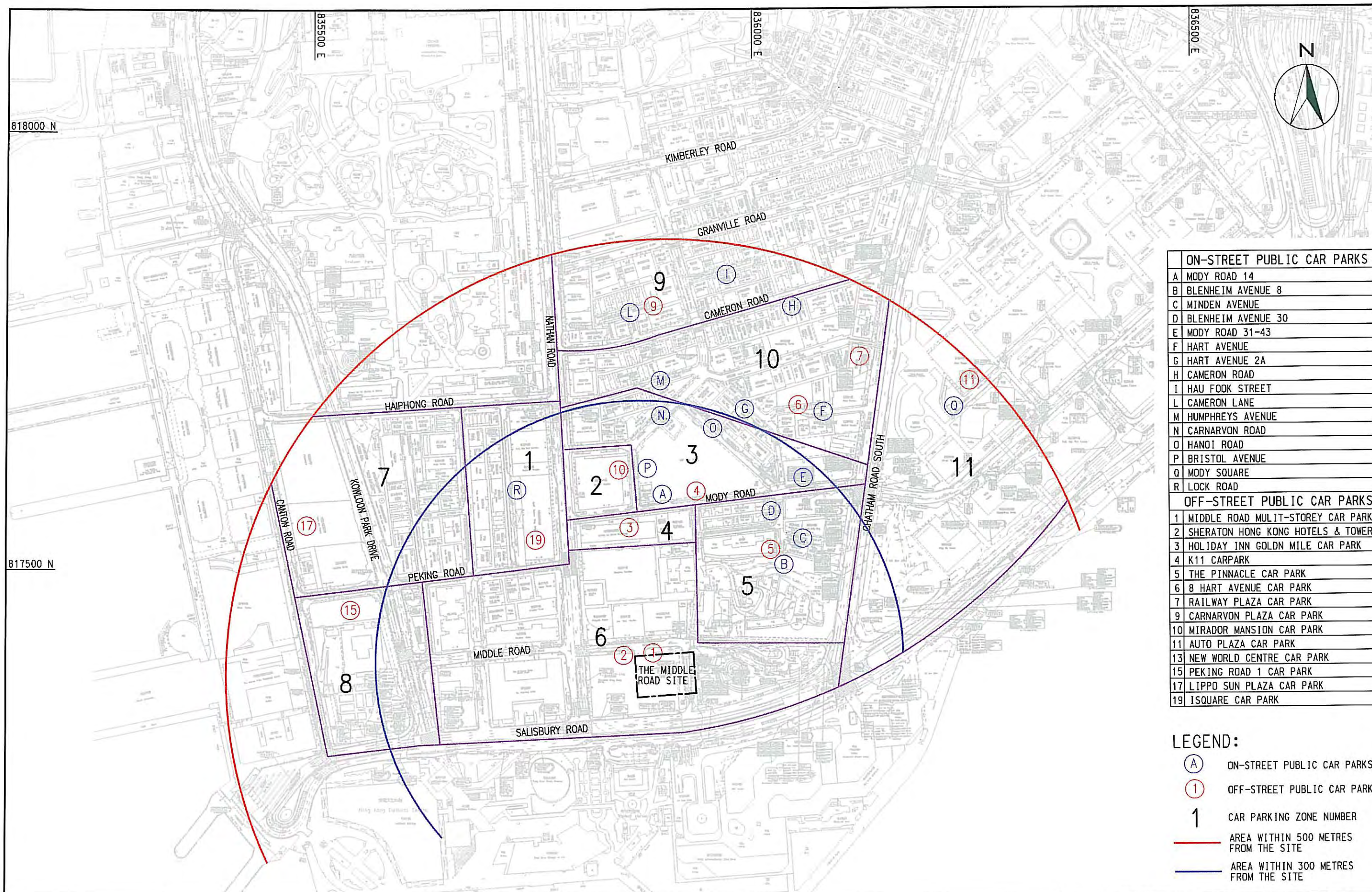
AECOM

AGREEMENT NO. TD 11/2011 – TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

LOCATIONS OF PUBLIC CARPARKS TO BE USED FOR PARKING DEMAND ASSESSMENT

SCALE	A3 1 : 4000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 5.3
		REV	—





ON-STREET PUBLIC CAR PARKS	
A	MODY ROAD 14
B	BLenheim AVENUE 8
C	MINDEN AVENUE
D	BLenheim AVENUE 30
E	MODY ROAD 31-43
F	HART AVENUE
G	HART AVENUE 2A
H	CAMERON ROAD
I	HAU FOOK STREET
L	CAMERON LANE
M	HUMPHREYS AVENUE
N	CARNARVON ROAD
O	HANOI ROAD
P	BRISTOL AVENUE
Q	MODY SQUARE
R	LOCK ROAD
OFF-STREET PUBLIC CAR PARKS	
1	MIDDLE ROAD MULTI-STORY CAR PARK
2	SHERATON HONG KONG HOTELS & TOWERS
3	HOLIDAY INN GOLDN MILE CAR PARK
4	K11 CARPARK
5	THE PINNACLE CAR PARK
6	8 HART AVENUE CAR PARK
7	RAILWAY PLAZA CAR PARK
9	CARNARVON PLAZA CAR PARK
10	MIRADOR MANSION CAR PARK
11	AUTO PLAZA CAR PARK
13	NEW WORLD CENTRE CAR PARK
15	PEKING ROAD 1 CAR PARK
17	LIPPO SUN PLAZA CAR PARK
19	ISQUARE CAR PARK

#### LEGEND:

- (A) ON-STREET PUBLIC CAR PARKS
- (1) OFF-STREET PUBLIC CAR PARKS
- 1 CAR PARKING ZONE NUMBER
- AREA WITHIN 500 METRES FROM THE SITE
- AREA WITHIN 300 METRES FROM THE SITE

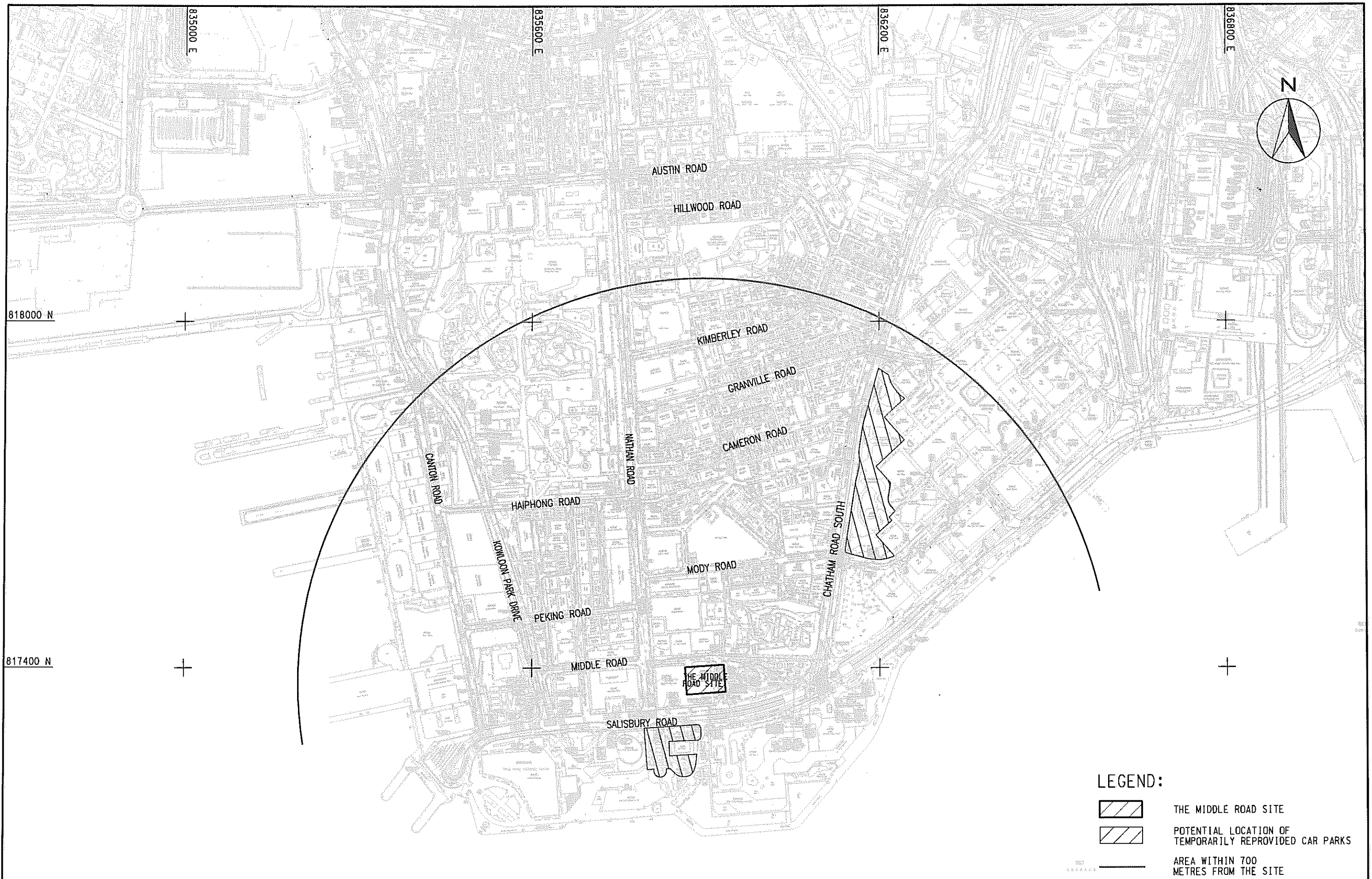
**AECOM**

AGREEMENT NO. TD 11/2011 – TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

DEMARCATIION OF CAR PARKING ZONES WITH 300m AND 500m FROM THE MIDDLE ROAD SITE

SCALE	A3 1 : 4000	DATE	DEC. 2011
CHECK	—	DRAWN	LML
JOB No.	60214565	DRAWING No.	FIG 5.4
		REV	—

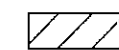




LEGEND:



THE MIDDLE ROAD SITE



POTENTIAL LOCATION OF  
TEMPORARILY REPROVIDED CAR PARKS



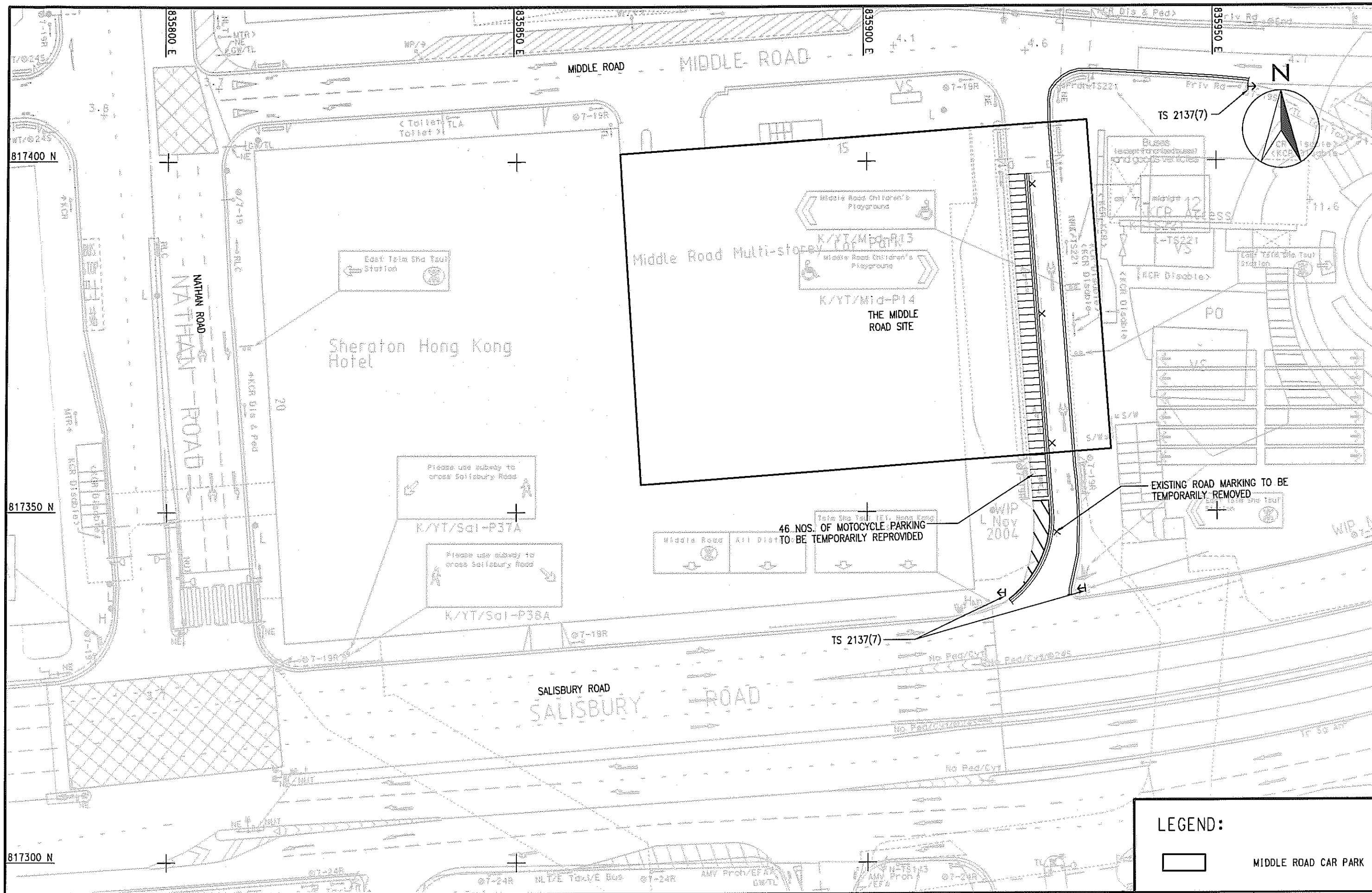
AREA WITHIN 700  
METRES FROM THE SITE

**AECOM**

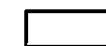
AGREEMENT NO. TD 11/2011 – TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

POTENTIAL LOCATION OF TEMPORARILY REPROVIDED CAR PARKS DURING CONSTRUCTION

SCALE	A3 1 : 6000	DATE	FEB. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 5.5
		REV	—



# LEGEND:



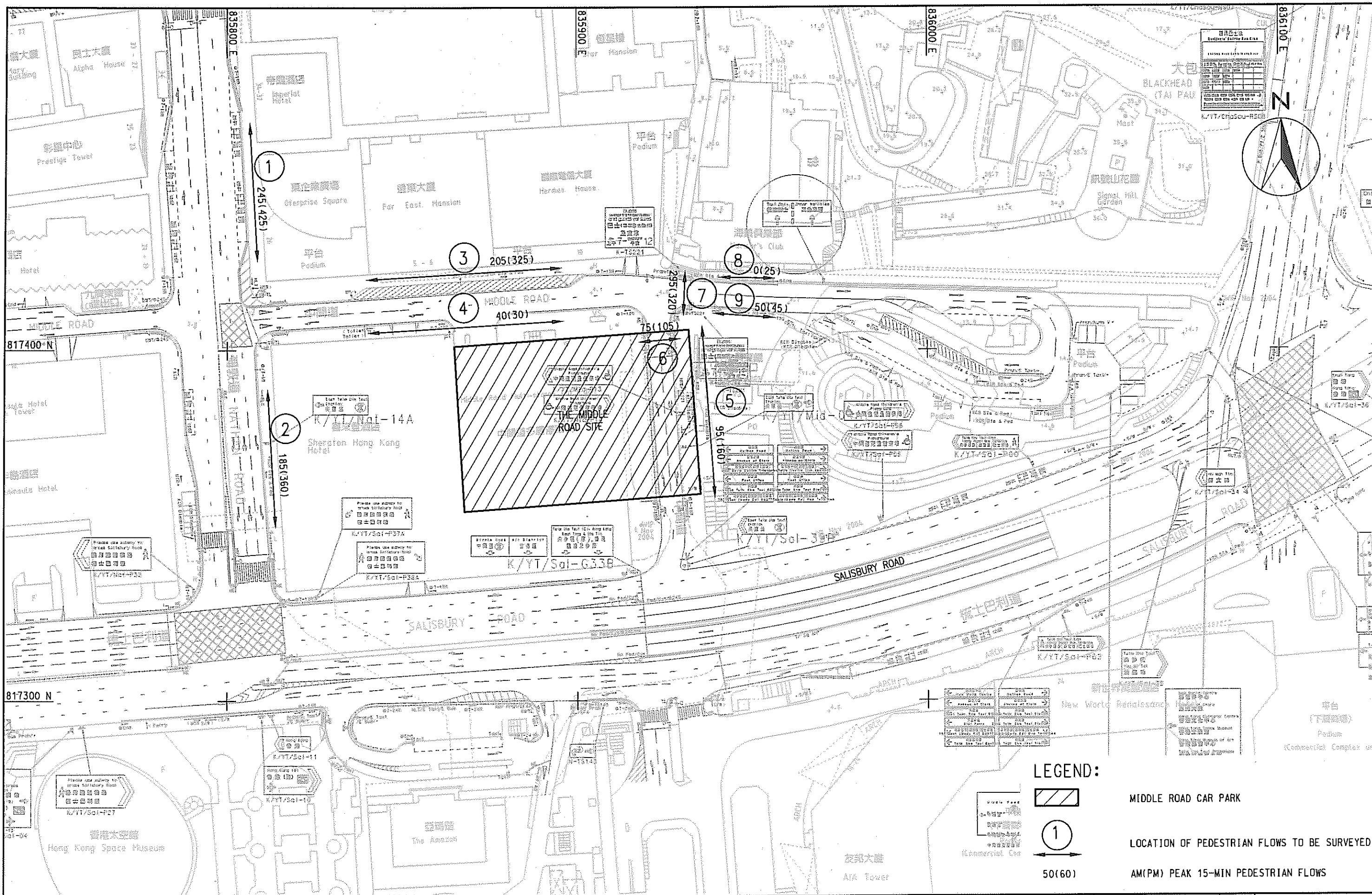
MIDDLE ROAD CAR PARK

**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

## POTENTIAL LOCATIONS OF TEMPORARILY REPROVIDED MOTORCYCLE PARKING DURING CONSTRUCTION

SCALE	A3 1 : 500	DATE	FEB. 2012
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 5.6
		REV	—

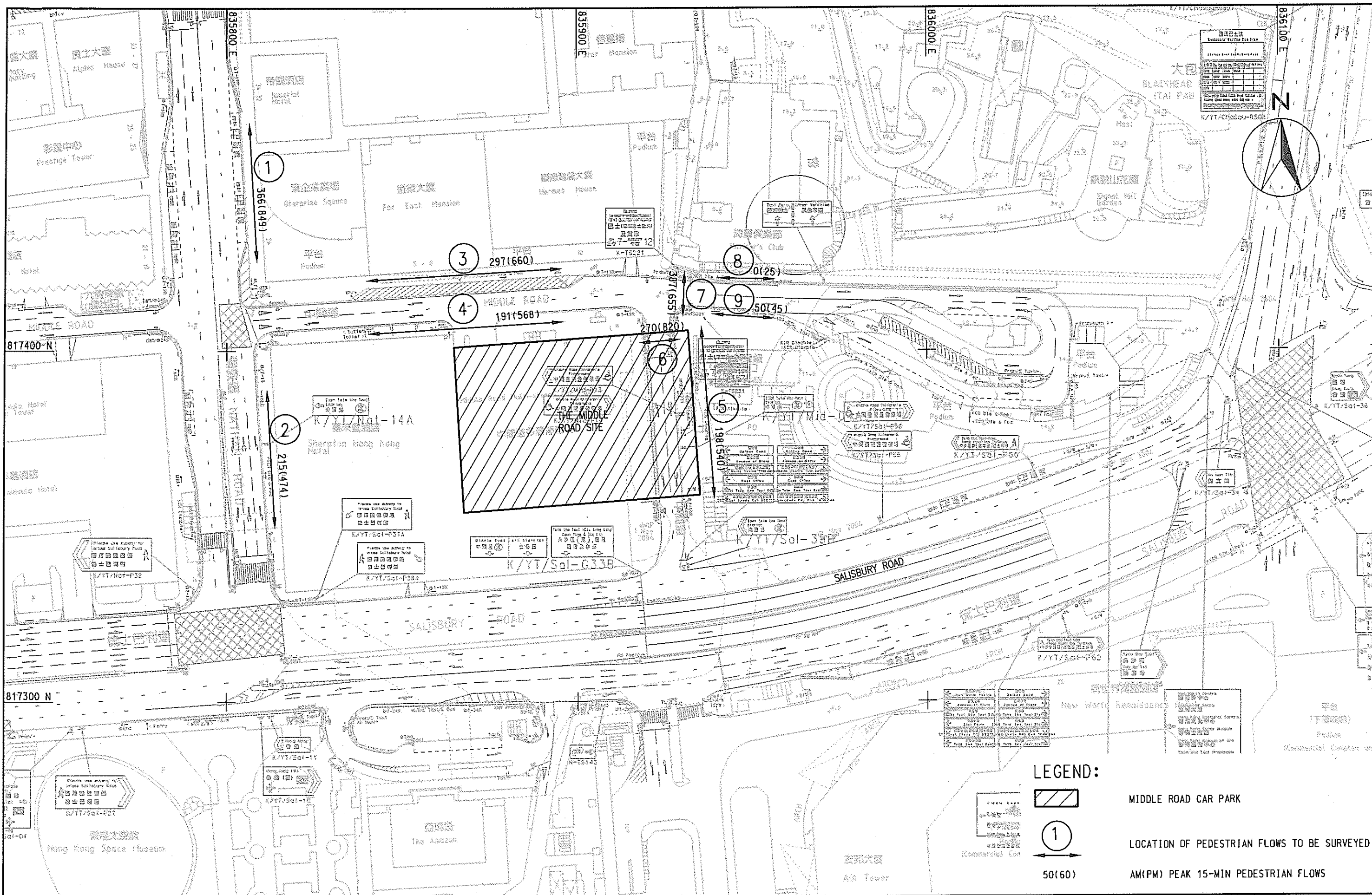


AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

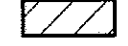

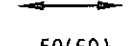
## 2021 FORECAST BACKGROUND PEAK 15 - MIN PEDESTRIAN FLOWS

SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 6.1
		REV	—

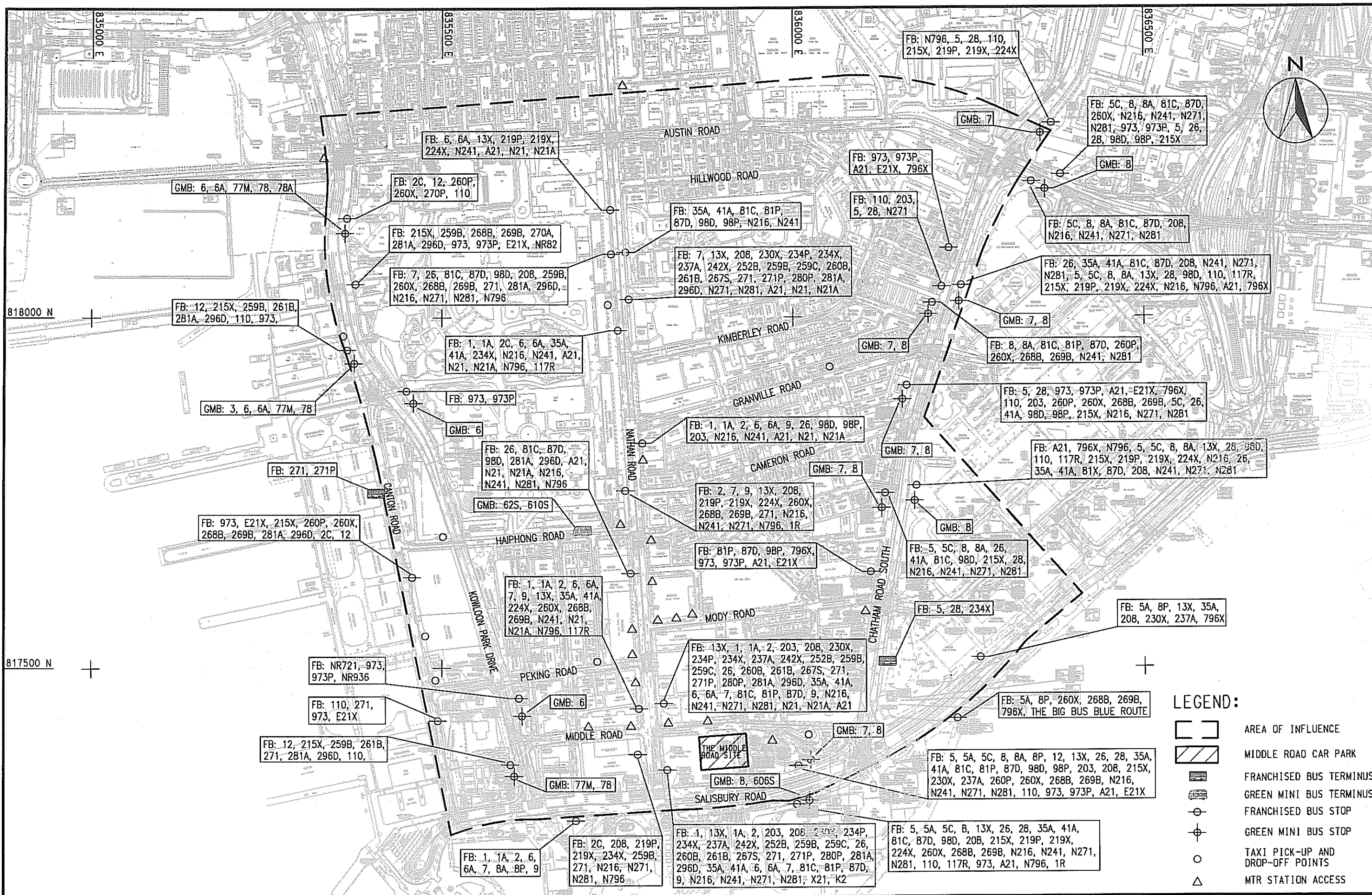




LEGEND:

-  MIDDLE ROAD CAR PARK
-  LOCATION OF PEDESTRIAN FLOWS TO BE SURVEYED
-  AM(PM) PEAK 15-MIN PEDESTRIAN FLOWS

<p>AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE</p>			
<p>2021 FORECAST DESIGN PEAK 15-MIN PEDESTRIAN FLOWS</p>			
SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 6.2
		REV	—



	AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT				SCALE	A3 1 : 5000	DATE	DEC. 2011
	FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE				CHECK	-	DRAWN	CFM
	EXISTING PUBLIC TRANSPORT FACILITIES WITHIN THE AOI				JOB No.	60214565	DRAWING No.	FIG 6.3
							REV	-



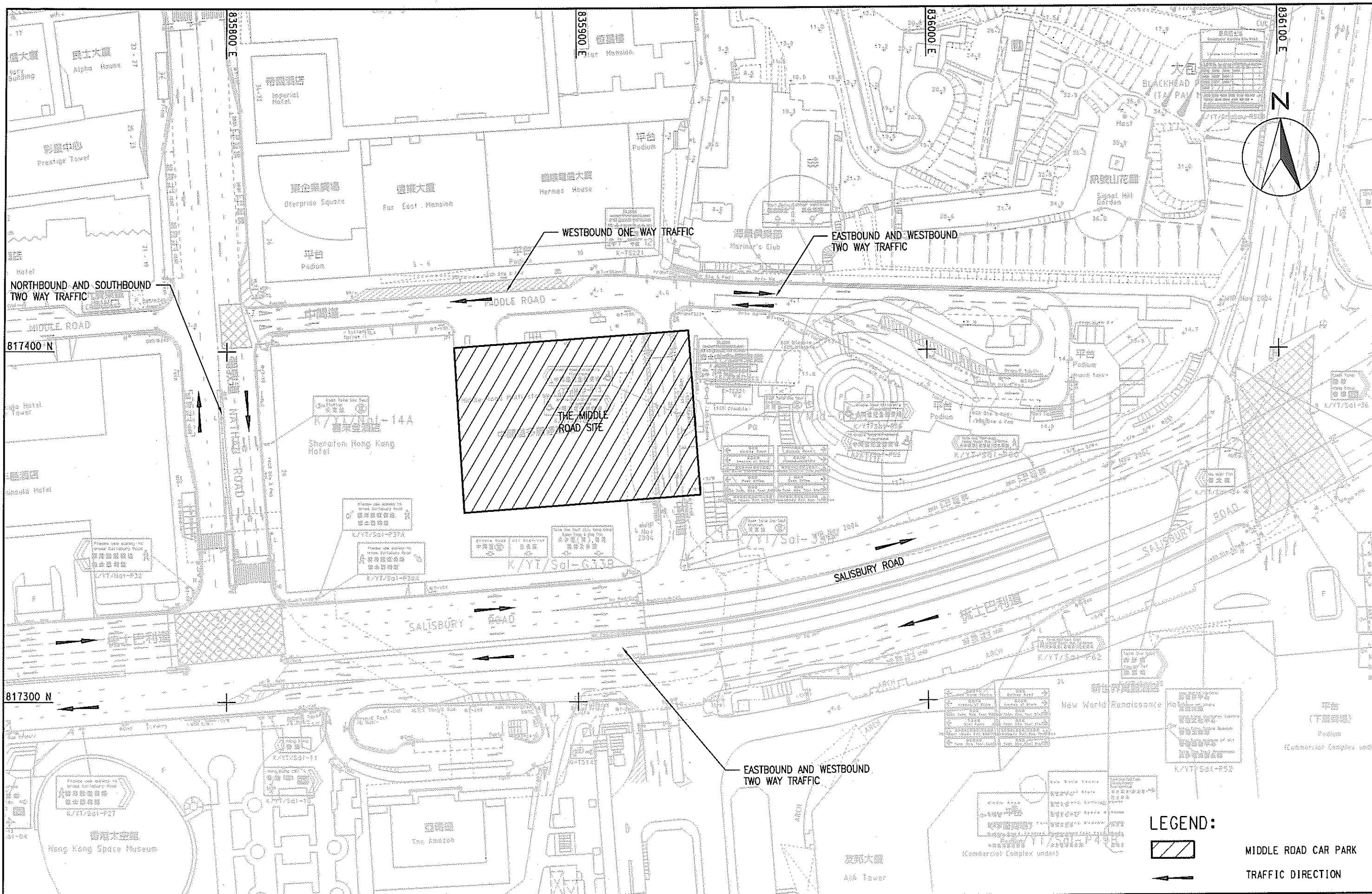


AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

# EXISTING LOADING / UNLOADING ARRANGEMENT IN FRONT OF THE MIDDLE ROAD SITE

SCALE	A3 1 : 500	DATE	DEC. 2011
CHECK	-	DRAWN	LML
JOB No.	60214565	DRAWING No.	FIG 6.4
		REV	-



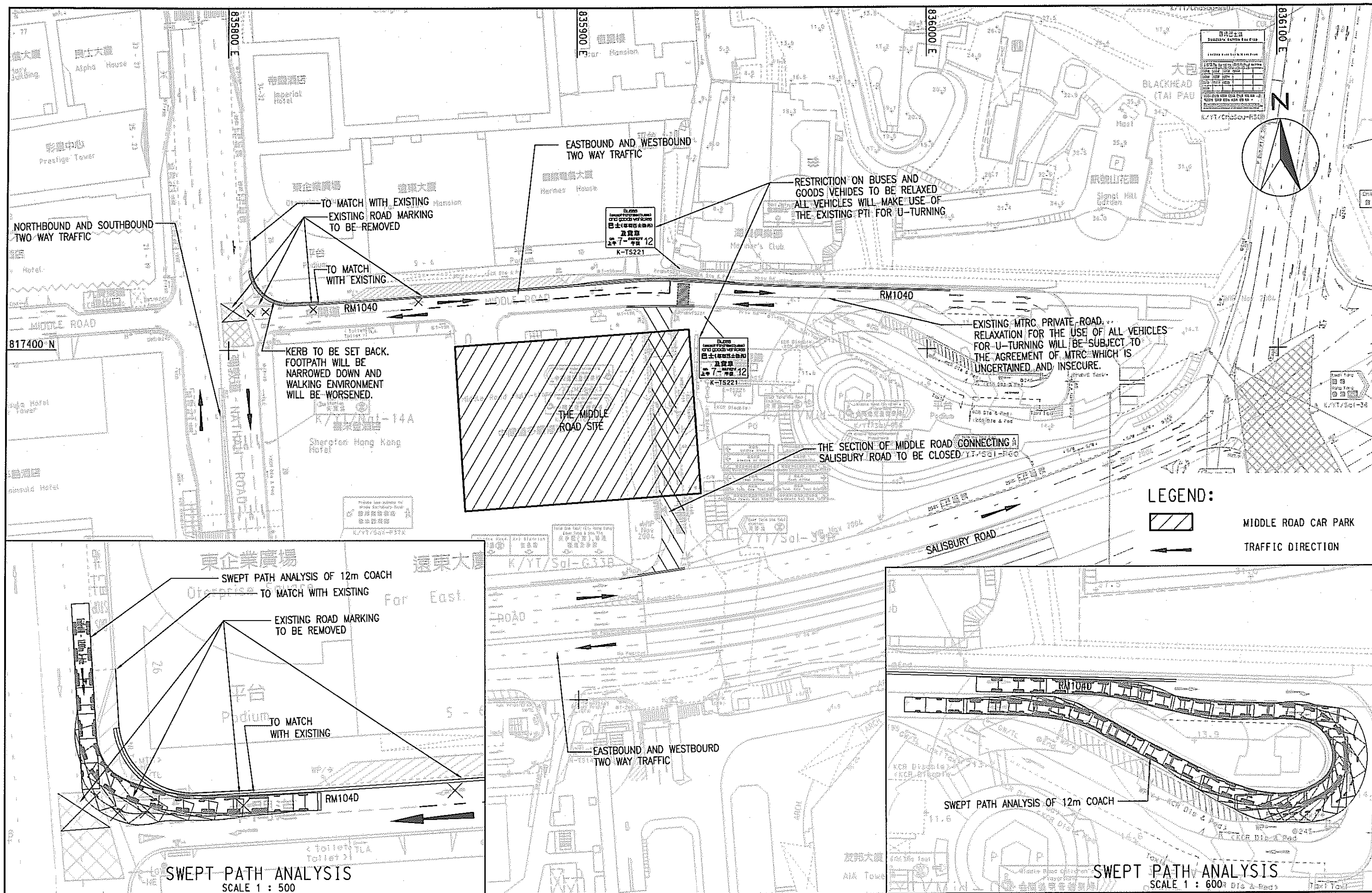


**AECOM**

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

EXISTING TRAFFIC CIRCULATION IN THE VICINITY OF THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD

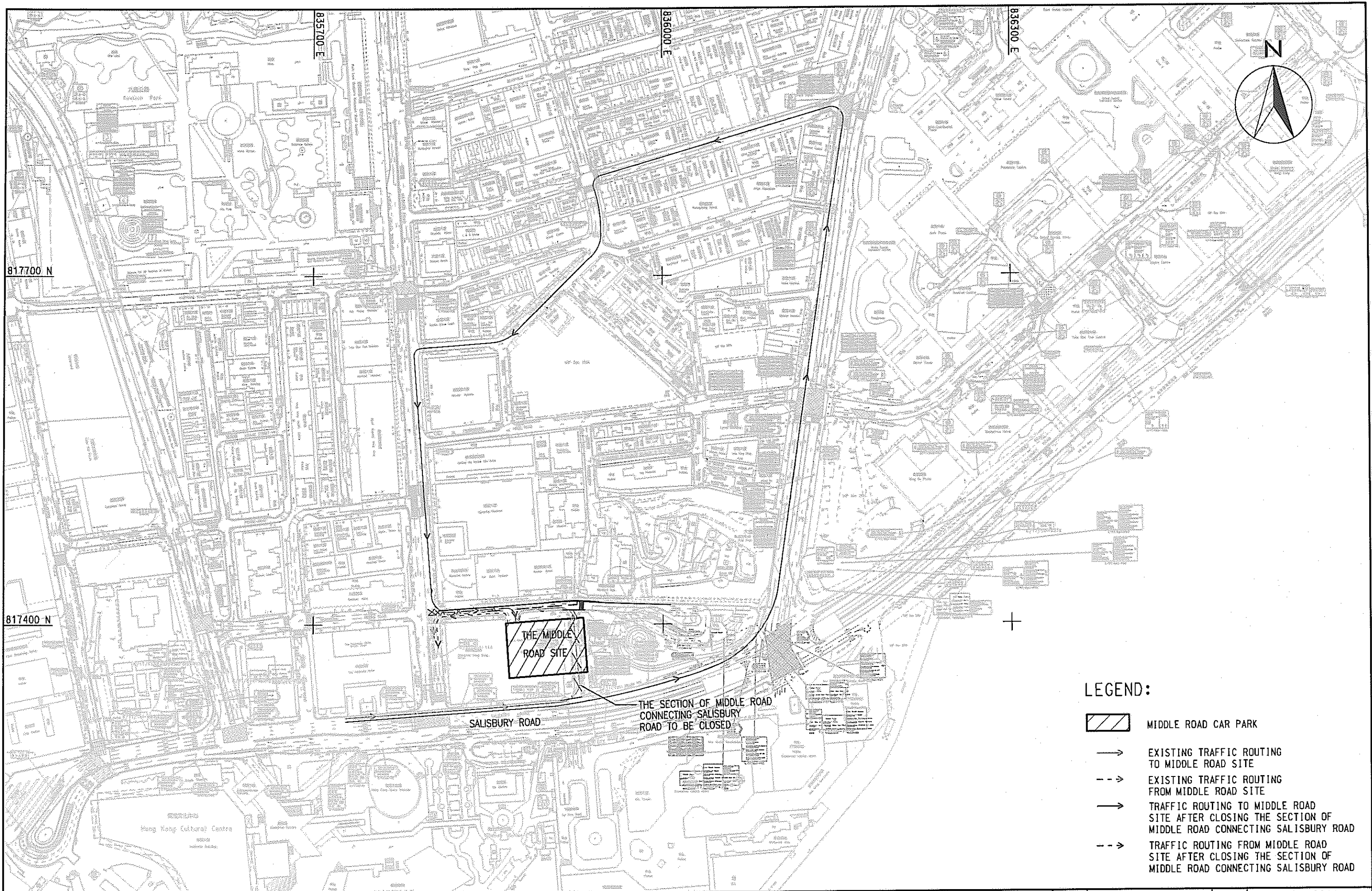
SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	-	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 6.5
		REV	-








AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
 FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
**POSSIBLE TRAFFIC CIRCULATION AND ARRANGEMENT FOR CLOSING  
 THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD**

SCALE	A3 1 : 1000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 6.6
		REV	—





# LEGEND:

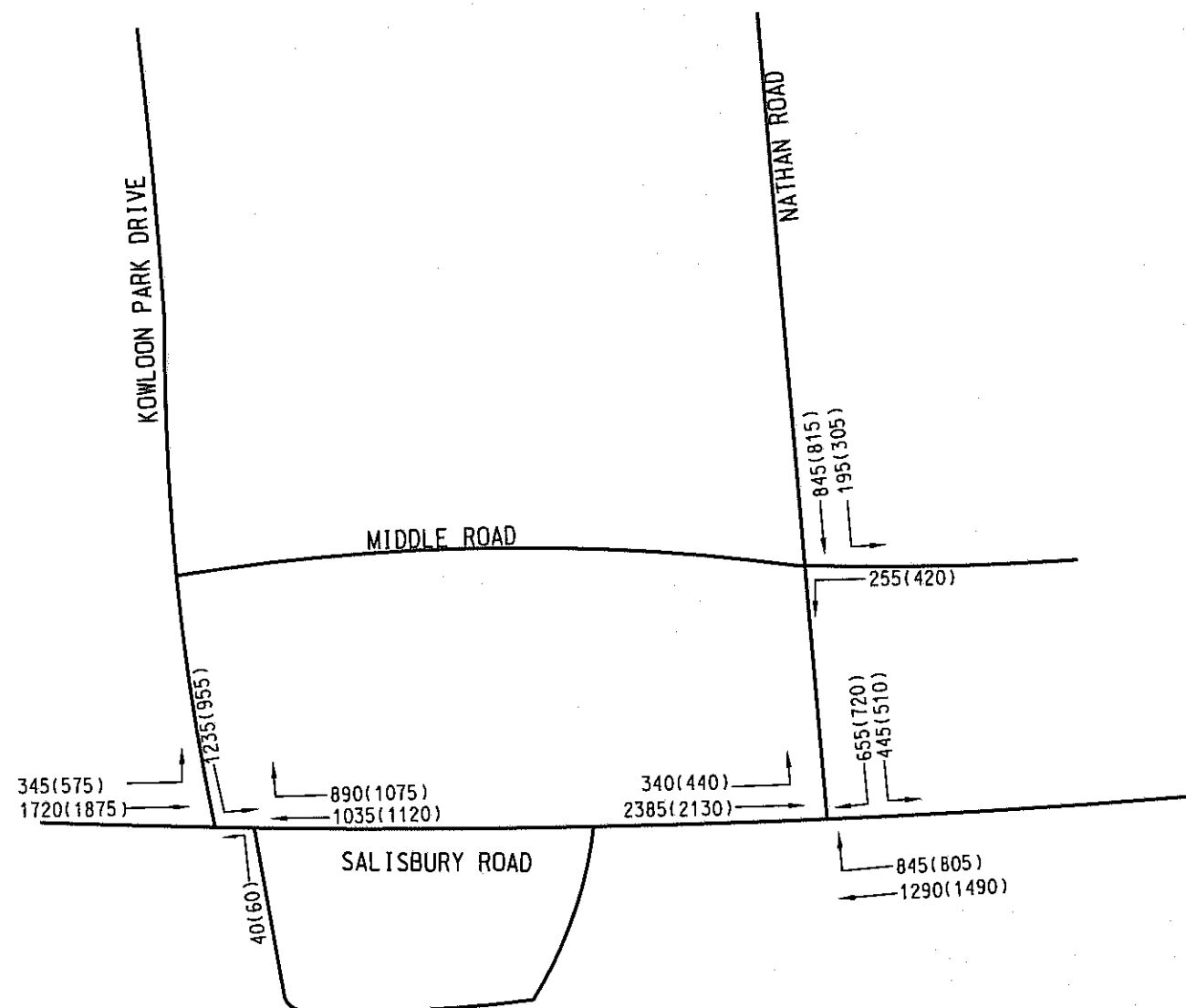
-  MIDDLE ROAD CAR PARK
-  EXISTING TRAFFIC ROUTING TO MIDDLE ROAD SITE
-  EXISTING TRAFFIC ROUTING FROM MIDDLE ROAD SITE
-  TRAFFIC ROUTING TO MIDDLE ROAD SITE AFTER CLOSING THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD
-  TRAFFIC ROUTING FROM MIDDLE ROAD SITE AFTER CLOSING THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE

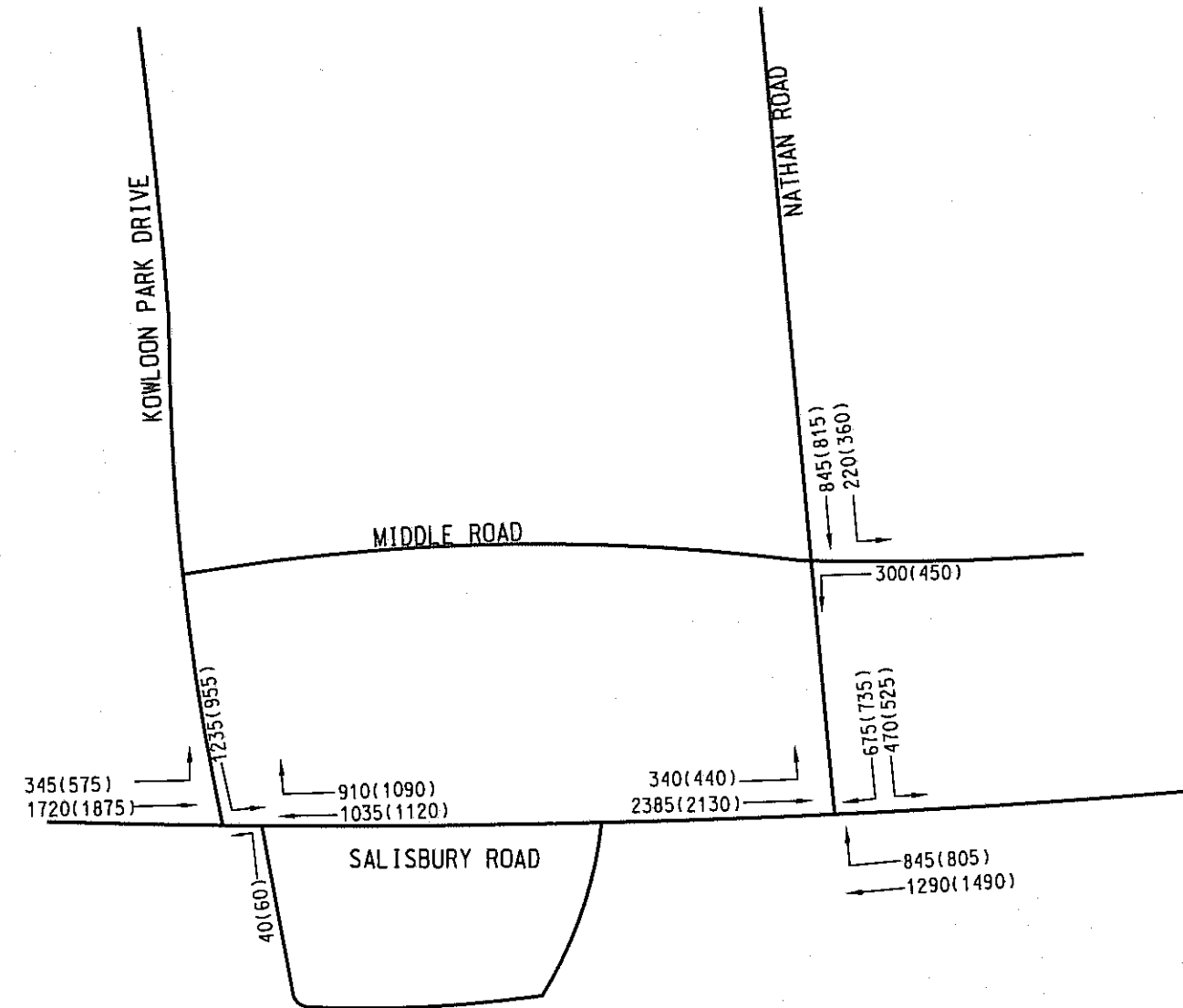
TRAFFIC ROUTING TO / FROM MIDDLE ROAD SITE AND MTR TST EAST STATION PTI  
BEFORE AND AFTER CLOSING THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD

SCALE	A3 1 : 3000	DATE	DEC. 2011
CHECK	—	DRAWN	CFM
JOB No.	60214565	DRAWING No.	FIG 6.7
		REV	—

AECOM



BACKGROUD CASE - WITHOUT PROPOSED DEVELOPMENT AT THE MIDDLE ROAD SITE



DESIGN CASE - WITH PROPOSED DEVELOPMENT AT THE MIDDLE ROAD SITE

LEGEND:

50(60) AM(PM) PEAK HOURLY  
TRAFFIC FLOWS IN PCU

AECOM

AGREEMENT NO. TD 11/2011 - TRAFFIC IMPACT ASSESSMENT  
FOR THE PROPOSED DEVELOPMENT AT MIDDLE ROAD PUBLIC CAR PARK SITE  
2021 FORECAST PEAK HOUR TRAFFIC FLOWS - WITH CLOSING OF  
THE SECTION OF MIDDLE ROAD CONNECTING SALISBURY ROAD

SCALE	N.T.S.	DATE	DEC. 2011
CHECK	-	DRAWN	LEIM
JOB No.	60214565	DRAWING No.	FIG 6.8
		REV	-

**Provision of Major Community Facilities in Tsim Sha Tsui**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	4.1ha	20.73	20.73	+16.63ha
Local Open Space	10 ha per 100,000 persons	4.1ha	3.21	3.55	-0.55ha
Secondary School	1 whole-day classroom for 40 persons aged 12-17	66 classrooms	68	68	+2 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	119 classrooms	67	67	-52 classrooms
Kindergarten/ Nursery	24 classrooms for 1,000 children aged 3 to 6	27 classrooms	23	23	-4 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	+1
Divisional Police Station	1 per 100,000 to 200,000 persons	0	1	1	+1
Clinic/Health Centre	1 per 100,000 persons	1	0	0	-1
Post Office	1 per 30,000 persons	1	3	3	+2
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Market	No set standard	Not Applicable (NA)	312 stalls	312 stalls	NA
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	1	0	0	-1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0	1	1	+1

Library	1 district library for every 200,000 persons	0	2	2	+2
Sport Centre	1 per 50,000 to 65,000 persons	1	2	2	+1
Leisure Centre (Urban and New Town Area, alternative to Sports Centre)	1 per 50,000 persons	NA (already 2 existing sport centres)	0	0	NA
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons	0	0	0	0
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	1	1	+1

Note:

- (1) The planned population for the area is 41,000 (usual residents and mobile residents). If transient population (e.g. tourists) is included, the figure is 91,000.
- (2) Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school, sports ground. The shortfall in the OZP area could be addressed by the provision in the adjoining area, subject to the assessment of concerned departments. The provision of primary school classrooms will be assessed by the Education Bureau separately.
- (3) While there is a shortfall of 0.55ha of local open space in the area, there is a surplus of 16.63ha of district open space, making up an overall surplus of 16.08ha.



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站 (地下)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
PEDESTRIAN PRECINCT / STREET	[Symbol]	行人專用區或街道

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES	[Symbol]	《註釋》內訂明最高建築物高度限制
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	[Symbol]	最高建築物高度 (樓層數目)

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	47.14	24.61	商業
COMPREHENSIVE DEVELOPMENT AREA	1.17	0.61	綜合發展區
RESIDENTIAL (GROUP A)	6.98	3.64	住宅 (甲類)
RESIDENTIAL (GROUP B)	0.59	0.31	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	20.60	10.79	政府、機構或社區
OPEN SPACE	23.66	12.35	休憩用地
OTHER SPECIFIED USES	47.15	24.62	其他指定用途
MAJOR ROAD ETC.	44.22	23.10	主要道路等
TOTAL PLANNING SCHEME AREA	191.51	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2011年4月12日 根據城市規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 12 APRIL 2011.

Ms Manda CHAN 陳詠雯女士  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

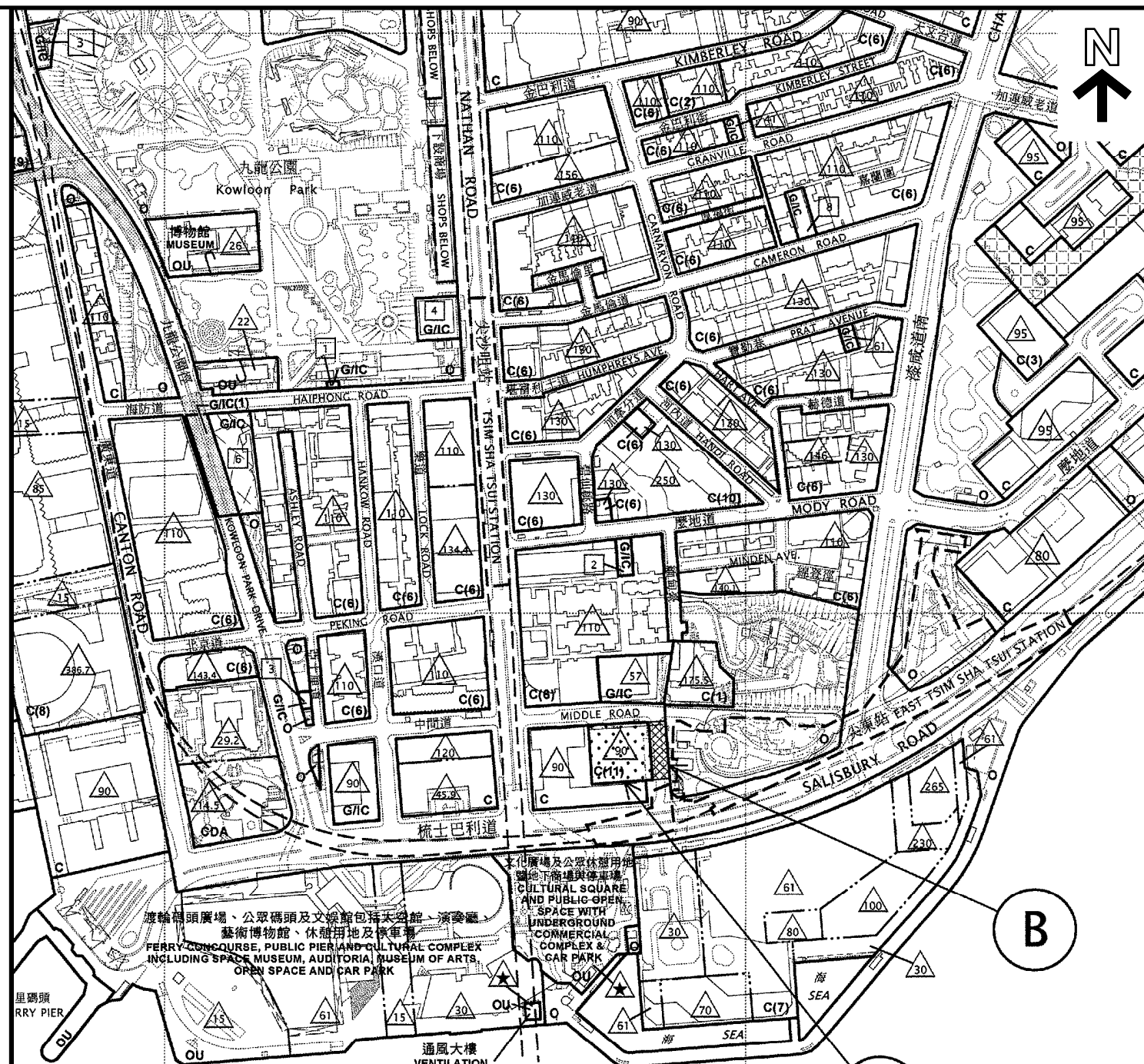
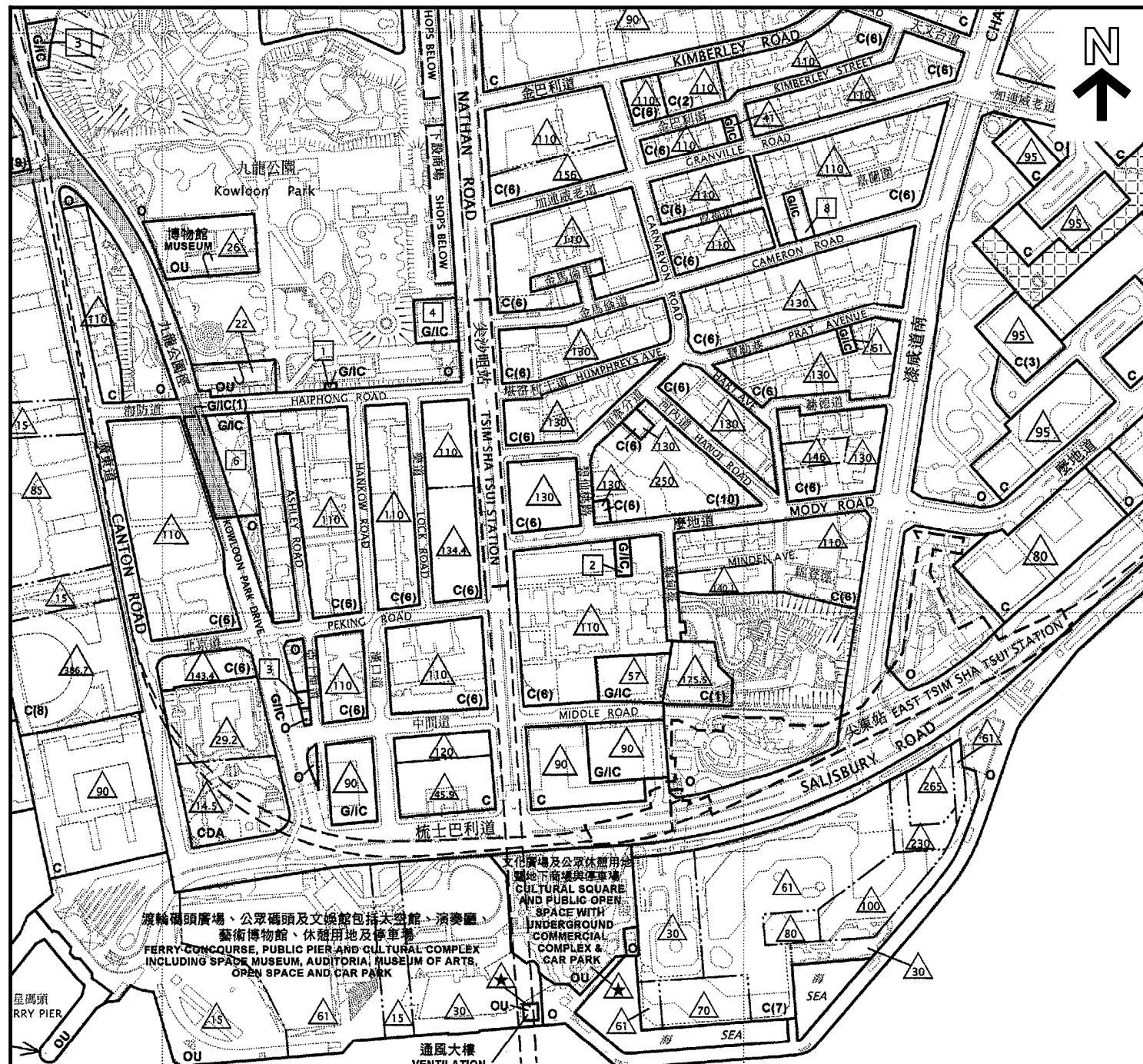
香港城市規劃委員會依據城市規劃條例擬備的尖沙咀（九龍規劃區第1區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 1 - TSIM SHA TSUI - OUTLINE ZONING PLAN



規劃署遵照城市規劃委員會指示擬備  
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/K1/26





尖沙咀  
TSIM SHA TSUI

維多利亞港  
VICTORIA HARBOUR

摘要圖 S/K1/26  
EXTRACT PLAN OF S/K1/26

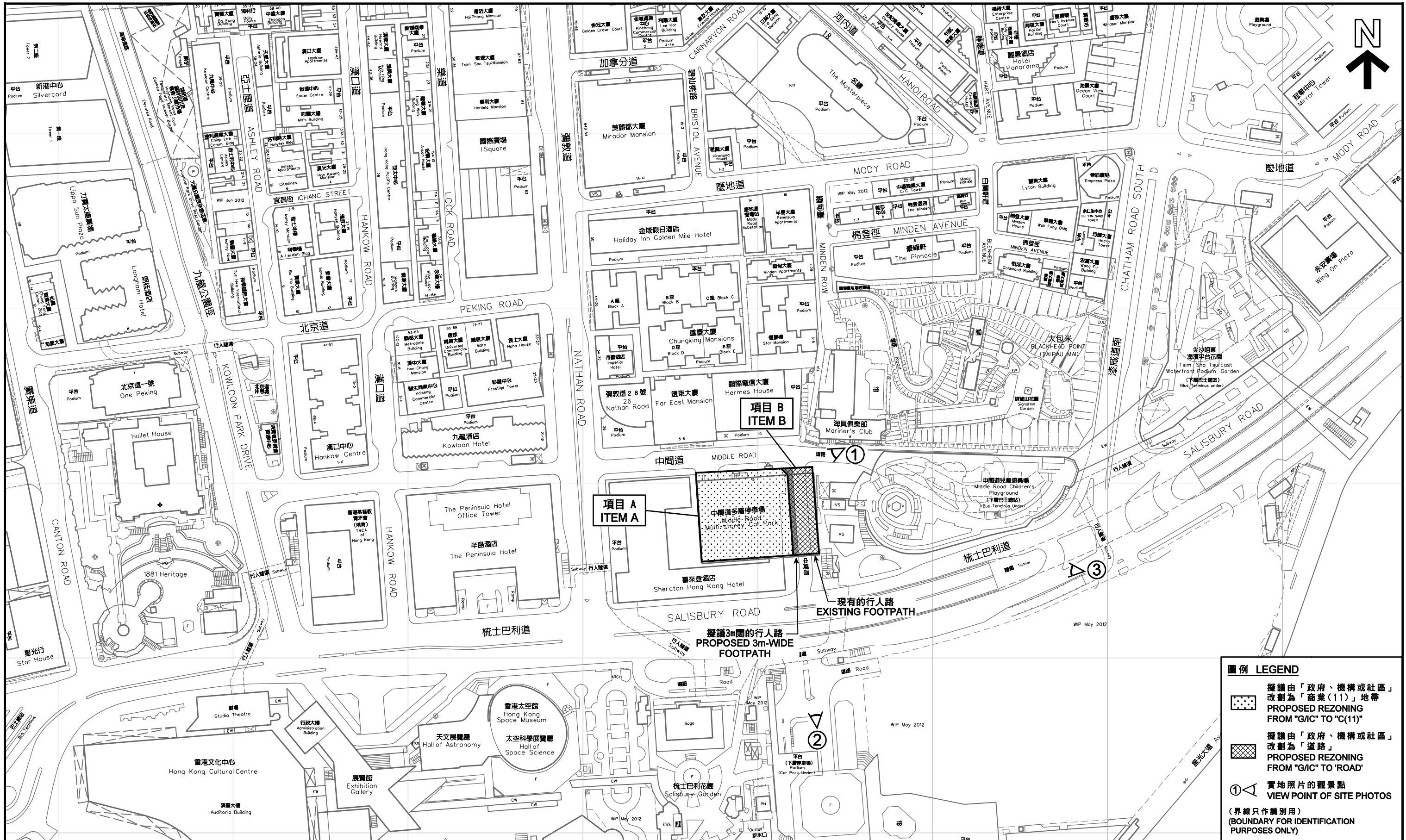
尖沙咀  
TSIM SHA TSUI

維多利亞港  
VICTORIA HARBOUR

摘要圖 S/K1/26A  
EXTRACT PLAN OF S/K1/26A

<p>本摘要圖於2012年11月29日擬備，所根據的資料為： 於2011年4月12日核准的分區計劃大綱圖編號 S/K1/26 EXTRACT PLAN PREPARED ON 29.11.2012 BASED ON OUTLING ZONING PLAN No. S/K1/26 APPROVED ON 12.4.2011</p>	<p>尖沙咀分區計劃大綱核准圖編號 S/K1/26 及尖沙咀分區計劃大綱草圖編號 S/K1/26A 之比較 COMPARISON OF THE APPROVED TSIM SHA TSUI OUTLINE ZONING PLAN No. S/K1/26 AND THE DRAFT TSIM SHA TSUI OUTLINE ZONING PLAN No. S/K1/26A</p> <p>米 100 0 100 200 300 400 METRES</p> <p>SCALE 1 : 5 000 比例尺</p>	<p>規劃署 PLANNING DEPARTMENT</p> <p>參考編號 REFERENCE No. M/K1/12/50</p> <p>圖 PLAN 2</p>
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本摘要圖於2012年11月29日擬備，  
所根據的資料為測量圖編號  
11-SW-4B，11-SW-4D，  
11-SW-5A 及 11-SW-5C  
EXTRACT PLAN PREPARED ON 29.11.2012  
BASED ON SURVEY SHEETS No.  
11-SW-4B, 11-SW-4D,  
11-SW-5A AND 11-SW-5C

**平面圖 SITE PLAN**  
擬議修改用途地帶由「政府、機構或社區」地帶  
改劃為「商業(11)」地帶及「道路」  
PROPOSED REZONING FROM "G/I/C" TO "C(11)" AND 'ROAD'

米 0 40 80 120 160 METRES  
SCALE 1 : 2 000 比例尺

**規劃署**  
**PLANNING DEPARTMENT**



參考編號  
REFERENCE No.  
M/K1/12/50

**圖 PLAN**  
**3**





照片 1 — 中間道用地(項目A和項目B)(由中間道望)  
 PHOTO 1 - MIDDLE ROAD SITE (ITEM A & ITEM B)  
 (VIEW FROM MIDDLE ROAD)

中間道  
MIDDLE ROAD

界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本圖於2012年11月29日擬備，  
 所根據的資料為攝於  
 2012年10月26日的實地照片  
 PLAN PREPARED ON 29.11.2012  
 BASED ON SITE PHOTO  
 TAKEN ON 26.10.2012

### 實地照片 SITE PHOTO

擬議修改用途地帶由「政府、機構或社區」地帶  
 改劃為「商業(11)」地帶及「道路」  
 PROPOSED REZONING FROM "G/I/C" TO "C(11)" AND "ROAD"

規劃署  
PLANNING  
DEPARTMENT

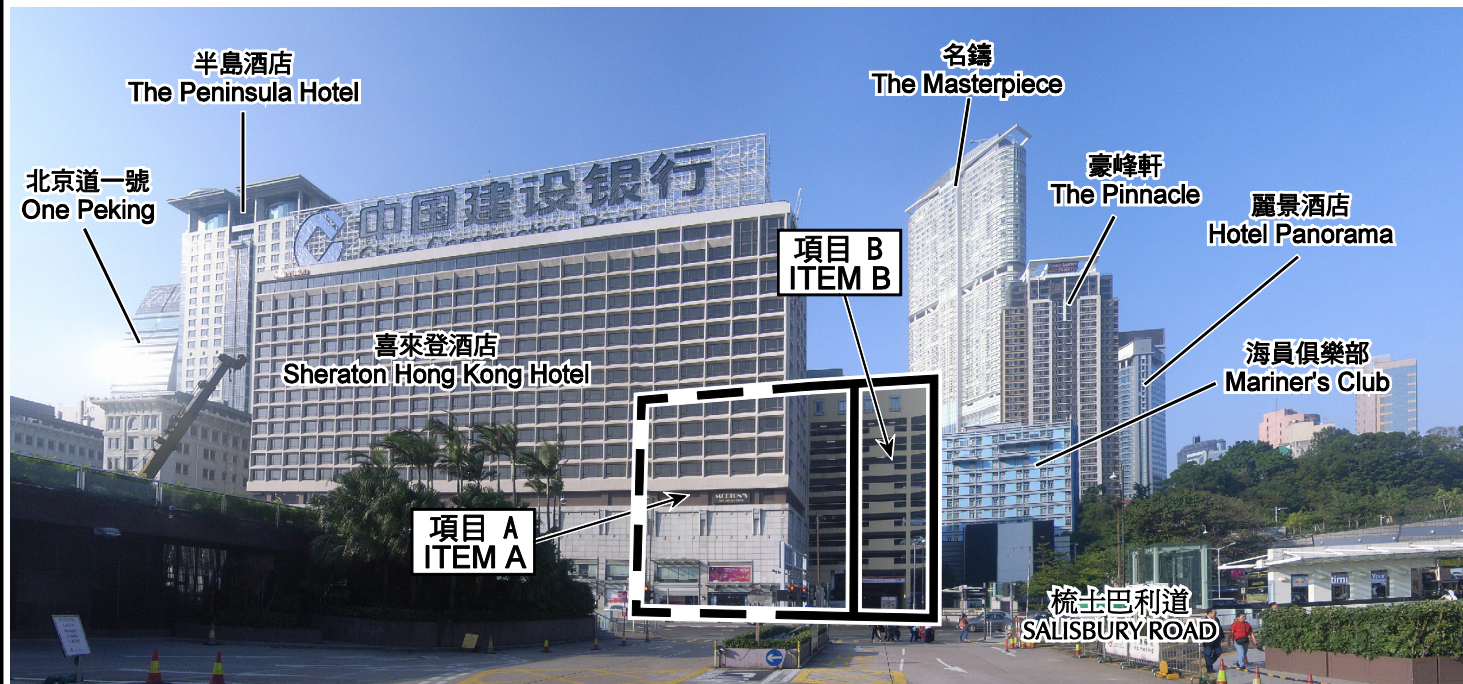


參考編號  
REFERENCE No.

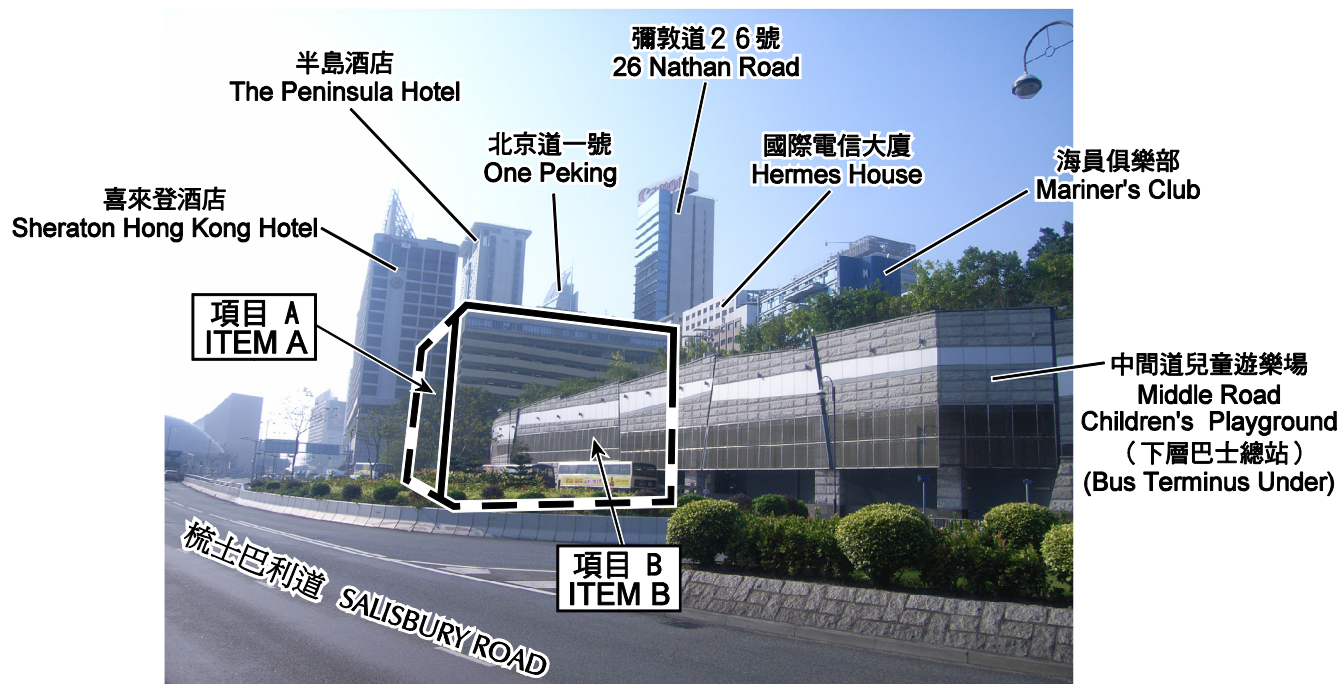
M/K1/12/50

圖 PLAN  
4





照片 2 — 有關地點 (項目 A 和項目 B)  
(由南面近梳士巴利花園望)  
PHOTO 2 - SUBJECT SITE (ITEM A & ITEM B).  
(VIEW FROM SOUTH NEAR SALISBURY GARDEN)



照片 3 — 有關地點 (項目 A 和項目 B)  
(由梳士巴利道東面望)  
PHOTO 3 - SUBJECT SITE (ITEM A & ITEM B)  
(VIEW FROM EAST AT SALISBURY ROAD)

界線只作識別用  
BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本圖於2012年12月3日擬備，  
所根據的資料為攝於  
2012年11月19日的實地照片  
PLAN PREPARED ON 3.12.2012  
BASED ON SITE PHOTOS  
TAKEN ON 19.11.2012

#### 實地照片 SITE PHOTOS

擬議修改用途地帶由「政府、機構或社區」地帶  
改劃為「商業(11)」地帶及「道路」  
PROPOSED REZONING FROM "G/I/C" TO "C(11)" AND "ROAD"

規劃署  
PLANNING  
DEPARTMENT

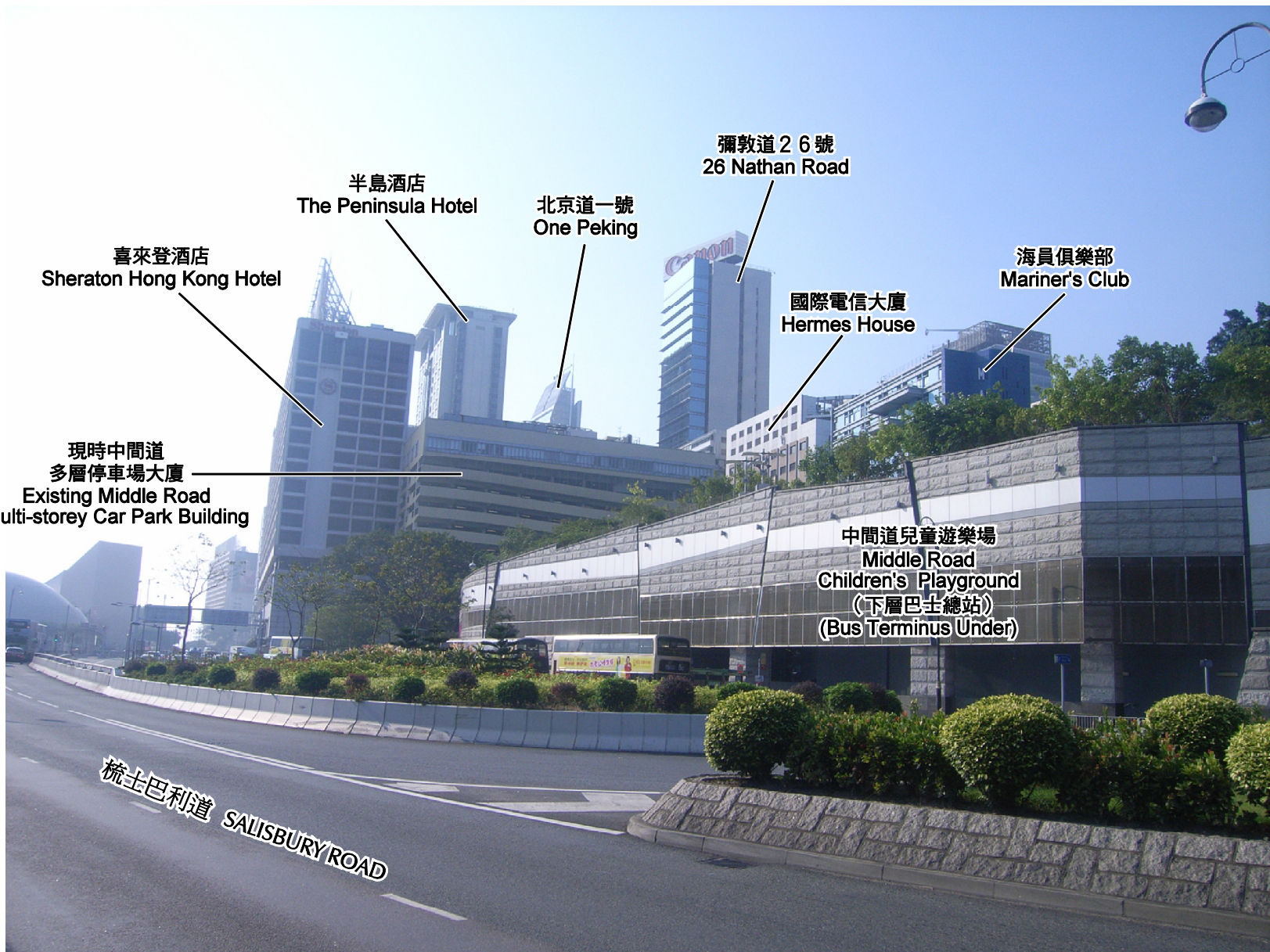


參考編號  
REFERENCE No.

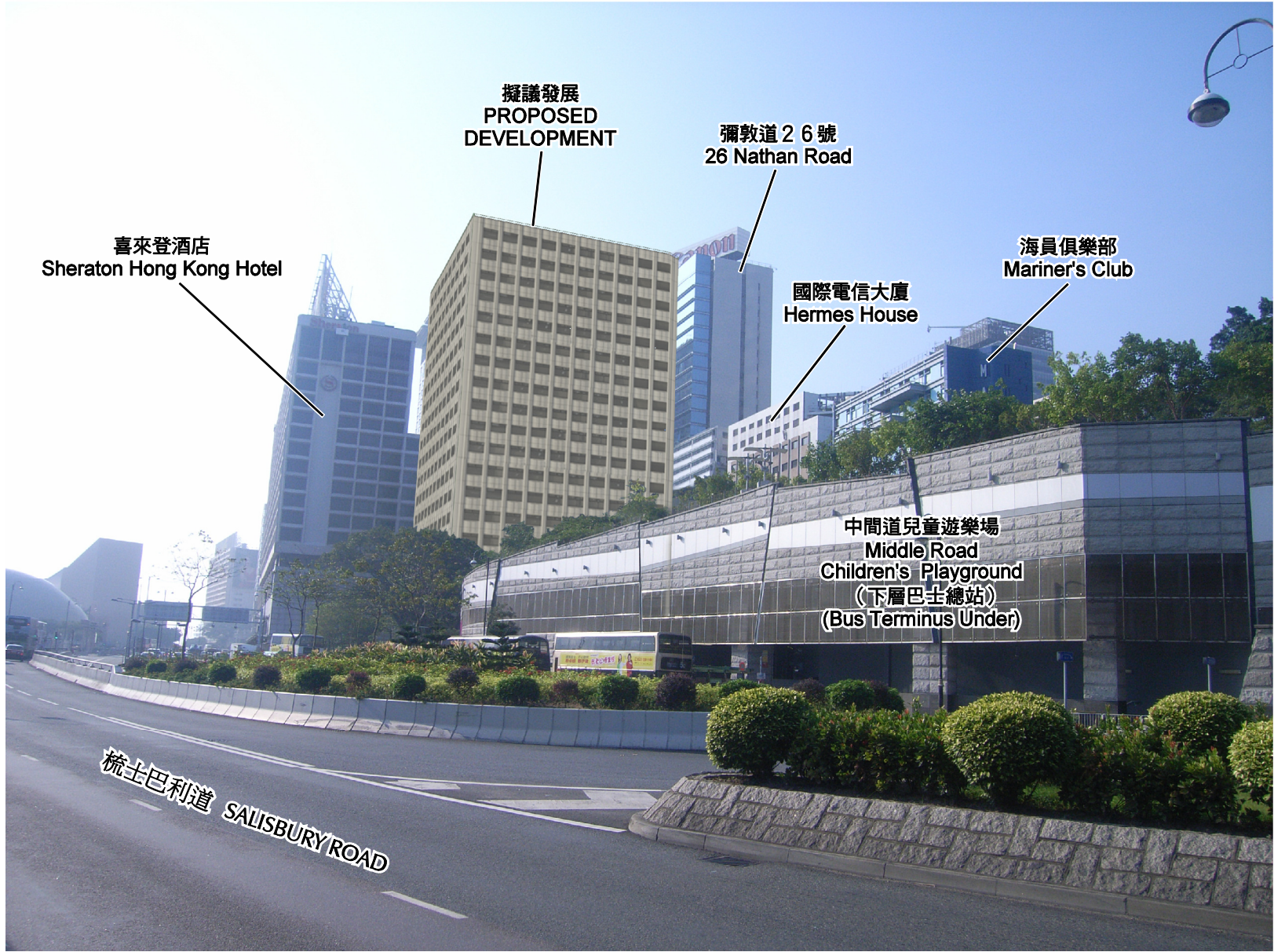
M/K1/12/50

圖 PLAN  
5





實地照片由梳士巴利道東面望  
SITE PHOTO VIEW FROM EAST AT SALISBURY ROAD



合成照片由梳士巴利道東面望  
PHOTOMONTAGE VIEW FROM EAST AT SALISBURY ROAD

<p>本圖於2012年12月3日擬備， 所根據的資料為攝於 2012年11月19日的實地照片 PLAN PREPARED ON 3.12.2012 BASED ON SITE PHOTO TAKEN ON 19.11.2012</p>	<p><u>合成照片 PHOTOMONTAGE</u></p> <p>擬議修改用途地帶由「政府、機構或社區」地帶 改劃為「商業(11)」地帶及「道路」 PROPOSED REZONING FROM "G/IC" TO "C(11)" AND 'ROAD'</p>	<p>規 劃 署 PLANNING DEPARTMENT</p> <p>參考編號 REFERENCE No. M/K1/12/50</p> <p>圖 PLAN 6</p>
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實地照片由南面近梳士巴利花園望  
SITE PHOTO VIEW FROM SOUTH NEAR SALISBURY GARDEN



合成照片由南面近梳士巴利花園望  
PHOTOMONTAGE VIEW FROM SOUTH NEAR SALISBURY GARDEN

#### 合成照片 PHOTOMONTAGE

擬議修改用途地帶由「政府、機構或社區」地帶  
改劃為「商業(11)」地帶及「道路」  
PROPOSED REZONING FROM "G/I/C" TO "C(11)" AND 'ROAD'

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/K11/12/50

圖 PLAN

7

本圖於2012年12月3日擬備，  
所根據的資料為攝於  
2012年11月19日的實地照片  
PLAN PREPARED ON 3.12.2012  
BASED ON SITE PHOTO  
TAKEN ON 19.11.2012