METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

MPC Paper No. 16/11
For Consideration by the
Metro Planning Committee on 21.10.2011

Proposed Amendments to
the Approved Shek Kip Mei Outline Zoning Plan No. S/K4/25

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PROPOSED AMENDMENTS TO
THE APPROVED SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25

1. Introduction

This paper is to seek Members' agreement that:

1.1 the proposed amendments to the approved Shek Kip Mei Outline Zoning Plan (OZP) No. S/K4/25 as shown on the draft OZP No. S/K4/25A **(Annex I)** and its Notes **(Annex II)** are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance).

1.2 the revised Explanatory Statement (ES) **(Annex III)** of the draft OZP is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP and is suitable for exhibition together with the draft OZP and its Notes.

2. Status of the Current OZP

On 12.4.2011, the Chief Executive in Council (CE in C) approved the draft Shek Kip Mei OZP under section 9(1)(a) of the Ordinance. On 6.5.2011, the approved Shek Kip Mei OZP No. S/K4/25 was exhibited for public inspection under section 9(5) of the Ordinance. On 15.4.2011, the Board agreed to request the CE in C to refer the approved Shek Kip Mei OZP to the Board for amendment. On 5.7.2011, the CE in C agreed to refer the approved Shek Kip Mei OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back was notified in the Gazette on 23.9.2011 under section 12(2) of the Ordinance.

3. Background of The Current Proposed Amendments to OZP

3.1 In order to ensure adequate supply and timely delivery of suitable sites for land disposal to meet demand on private housing, the Government has identified two sites at Tai Wo Ping (Sites A and B) (**Plan 4**) as potential sale sites for private residential development.

3.2 Sites A and B are vacant (of which Site B previously used as temporary housing area (THA)) and located at the mid-hill of Beacon Hill, north of Lung Cheung Road (**Plans 3 & 4**). They are close to a cluster of low-rise, low-density private residential developments, (namely Beacon Heights and Dynasty Heights) to the west; Lung Cheung Road to the south; Phoenix House (Correctional Services Department's half-way house) to the east; and the slopes of Beacon Hill to the north.

3.3 Site A (about 1.07 ha) comprises three formed platforms of different levels. Access to the site is via Lung Yan Road in the east. Site B (about 2.17 ha) previously occupied by the ex-Lung Ping Road THA comprises a formed platform. Access to the site is through Lung Ping Road. Whilst the two sites and their adjoining area have been zoned "G/IC" on the Shek Kip Mei Outline Zoning Plan (OZP) since 1971, the two sites have been reserved for primary and secondary school uses on the Shek Kip Mei Outline Development Plan since March 2002. In 2005, after noting the surplus in provision of school sites in the district and feasibility for private housing development, the Administration decided to release the two sites for low-density residential development.

3.4 To facilitate timely delivery of both sites for land disposal, the Civil Engineering and Development Department (CEDD) commissioned a consultancy study on the investigation, design and construction of the infrastructure works for Sites A and B, north of Lung Cheung Road, Tai Wo Ping – (the Study) in June 2008 to ascertain the feasibility, sustainability and public acceptability of the proposed residential development, and investigate the necessary infrastructure works.

4. Findings of the Study

4.1 Various technical assessments (including Report on Engineering Works (consisting of Drainage Impact Assessment, Sewerage Impact Assessment and Water Supply Impact Assessment), Preliminary Environmental Review (consisting of Air Quality Impact Assessment, Noise Impact Assessment, Impact Assessment on Water Quality, Impact Assessment on Wastes, Impact Assessment on Cultural Heritage and Impact Assessment on Ecology), Traffic Impact Assessment (TIA), Landscape and Visual Impact Assessment (LVIA), Air Ventilation Assessment (AVA), Geotechnical Assessment and Natural Terrain Hazard Study) to ascertain the feasibility, sustainability and public acceptability of proposed residential development at Sites A and B are substantially completed. A full set of the completed reports of the relevant technical assessments have been deposited at the Board's Secretariat, and a summary of the technical assessments prepared by the CEDD's Consultants is attached at **Annex IV** for Members' reference. The Study reveals that major constraint to the development intensity of the proposed residential development would be traffic noise impact arising from Lung Cheung Road. As mitigation at source is not feasible (because this will seriously affect the traffic flow of Lung Cheung Road) and a 100% noise compliance rate for the proposed residential sites is required by the Environmental Protection Department (EPD), on-site mitigation measures in the form of noise barriers need to be provided within the proposed residential developments.

4.2 Taking into account the noise profile, appropriate site formation level and typical floor-to-floor height, four development options namely an option under the "do-nothing" scenario and three development options with on-site noise barriers of different height (i.e. 2.5m, 5m and 8m high) are formulated for evaluation. Based on the noise profile, residential layouts under the four options were assessed to indicate the maximum development intensity including plot ratio (PR) and building height to be achieved (**Figure 1**).

(a) <u>"Do-Nothing" Scenario (Option 1)</u>
The noise profile of the scenario shows that both Sites A and B will be severely affected by the traffic noise from Lung Cheung Road, and substantial building setback is therefore required. To meet EPD's noise standard, the area for building development and building height (BH) of residential blocks are restricted as exemplified in the development layout (**Plan 7A**). The overall achievable PR of the two sites will be 0.4.

(b) <u>Options 2, 3 and 4: On-site noise barriers at heights of 2.5m, 5m and 8m respectively</u>
Constrained by the noise profile and compliance with EPD's noise standard, indicative development layouts for maximizing the development intensity of the three options are worked out (**Plans 7C to 7E**). The assessment demonstrates that erection of on-site noise barriers of 2.5m, 5m and 8m under Options 2, 3 and 4 can help attain the maximum PRs of 1.32, 1.37 and 1.59 respectively (**Figure 1**).

4.3 While all of the options should meet the EPD's traffic noise standard (as indicated in paragraph 4.2 above), the four options were assessed against the following criteria:

(a) efficient utilisation of land resource;
(b) minimum visual impact on both the residential development and the surrounding area;
(c) better air ventilation and greater sunlight penetration within the residential development;
(d) open views of buildings on upper floors be retained; and
(e) impact on local setting and compatible with the existing surrounding residential developments.

Table 1 : Assessment of Four Options

	Assessment Criteria	**Option 1 (No noise barrier) (Plan 7A)**	**Option 2 (2.5m barrier) (Plan 7C)**	**Option 3 (5m barrier) (Plan 7D)**	**Option 4 (8m barrier) (Plan 7E)**
		Max PR: 0.4 Max. BH Site A: 160mPD Site B: 162.7mPD	Max PR: 1.32 Max. BH Site A: 166.3mPD Site B: 162.7mPD	Max PR: 1.37 Max. BH Site A: 166.3mPD Site B: 162.7mPD	Max PR: 1.59 Max. BH Site A: 166.3mPD Site B: 169mPD
(a)	Maximize Development Intensity and Utilisation Efficiency of Land Resources	○	◎	◎	●
(b)	Minimize Visual Impact of Noise Barrier	N.A.	●	◎	○
(c)	Maintain Air ventilation and Natural Light Penetration for the Development	●	●	◎	○
(d)	Preserve Open View of the Development	●	◎	○	○
(e)	Preserve Local Setting and Compatibility with the Surrounding Residential Development	●	◎	◎	○

● Meet the criteria

◎ Partly meet the criteria

○ Does not meet the criteria

4.4 With very low achievable PR (total PR of 0.4), Option 1 no doubt can meet majority of the assessment criteria. However, considering such extremely inefficient utilisation of land resources, Option 1 is not preferred. Besides, Option 4 (total PR of 1.59) was not desirable due to the visual impact of the 8m high noise barrier on both the residential development and the surrounding area, poor internal air ventilation and blocking of views of the low-rise blocks at front row. In view of the marginal difference in PRs of Options 2 and 3 (total PR of 1.32 for Option 2 versus total PR of 1.37 for Option 3), Option 2 outweighs Option 3 for less visual impact of the noise barrier, retaining open view of the low-rise blocks at front row facing the noise barrier, and better internal air ventilation and natural light penetration. In view of the above, Option 2 (a total PR of 1.32 and maximum building heights of 166.3mPD for Site A and 162.7mPD for Site B respectively) is recommended for the proposed residential development.

4.5 On 1.9.2009 and 27.10.2009, CEDD consulted the Sham Shui Po District Council (SSPDC) on the proposed change in land use and access arrangements for Sites A and B. In order to address the strong objections from residents of Beacon Heights raised in the

local consultation on the grounds that the additional traffic flow generated from the future residential developments would overload the Lung Ping Road and have impact on the tranquility of the Beacon Heights respectively, a new elevated/at-grade vehicular access road was proposed connecting Sites A and B to Lung Cheung Road eastbound and westbound near Beacon Heights and Lung Cheung Road Lookout Point respectively (**Figure 3 of the Summary of Technical Assessment at Annex IV and Plan 2** refers) which would divert away all the additional vehicular traffic generated from Lung Ping Road (access points for Sites A & B are detailed in paragraphs 3.6 to 3.13 of **Annex IV**). SSPDC gave in-principle support to the residential development proposal on 27.10.2009. The proposed road works was gazetted under Roads (Works, Use and Compensation) Ordinance on 5.8.2011.

Planning and Technical Assessment on Recommended Development Option

4.6 The recommended development option (with 2.5m noise barrier, a total PR of 1.32 and building heights of 166.3mPD for Site A and 162.7mPD for Site B respectively) were further examined in the TIA, AVA and LVIA assessments of the Study.

4.7 Land Use Review

The two reserved school sites can be released for residential development as there will be no shortfall of primary schools for Shek Kip Mei area. Besides, for Sham Shui Po district, there will also no shortfall of secondary schools. Moreover, as there is no shortage of site-based GIC facilities in the planning area of Shek Kip Mei and no proposal from concerned Government departments to use the two sites for other GIC uses. The two sites are considered suitable for the proposed low-density residential use which is compatible with the land use of the adjacent area, which are occupied by low-rise, low-density residential development, namely Beacon Heights (PR of 1.55 and building height restrictions of 121.9mPD to 152.4mPD), Dynasty Heights (PR of 1.55 and building height restrictions of 131mPD to 194mPD), and Mount Beacon (PR of 1.90 and building height restriction of about 100mPD).

4.8 Development Intensity

As indicated in paragraphs 4.1 above, the two sites are constrained by the severe traffic noise nuisance from Lung Cheung Road and the need to provide on-site noise mitigation measures to meet EPD's standard, their development intensity would inevitably be lower than that of the existing low-density residential developments in the vicinity. The total PR of 1.32 of the recommended option is an aggregate PR for the two sites (PR of 1.01 or GFA of 10,812 m^2 at Site A and PR of 1.46 or GFA of 31,844 m^2 at Site B) due to the individual noise profile as a result of different topography of Sites A and B. Based on the indicative layout, a total of 376 units with an average flat size of about 113.5m^2, accommodating about 1,100 persons would be produced under the recommended PR of 1.32.

4.9 Environmental Issue

In view of traffic noise nuisance from Lung Cheung Road, building height of the proposed residential development is constrained by the noise contours at the two sites (**Plan 7B**). Apart from that noise mitigation measures of 2.5m high noise barriers should be provided for the future residential developments, the corresponding maximum

building heights of 166.3mPD (about 12.6m or 4 storeys) and 162.7mPD (about 25.2m or 8 storeys) at Sites A and B respectively with stepped building height which commensurate with the noise profiles of the two sites (as demonstrated in the indicative layout in **Plan 8**) would meet EPD's noise standard. In order to allow design flexibility for the future residential development, whilst the maximum GFA and building height would be stipulated in the OZP to control the future residential development, the form of the noise mitigation measures and the exact stepped height profile would not be prescribed. However, to ensure the compliance of the proposed residential development with EPD's traffic noise standard, suitable provision in relation to submission of noise impact assessment and provision of traffic noise mitigation measures to the satisfaction of EPD should be included in the land sale document for the two sites in accordance with the established practice of Lands Department. Besides, an information statement to be attached to the Conditions of Sales, will inform the potential purchasers of the traffic noise compliance rate of the sale sites as advised by EPD by referencing to the Study.

4.10 Air Ventilation Assessment

The Expert Evaluation (EE) of the AVA for the potential residential site found that the recommended development option is not expected to cause any adverse impact on the prevailing winds. The Initial Study (IS) of the AVA examines in detail the local wind environment in order to identify potential problem areas, design improvement and mitigation measures, if necessary. The IS reveals that the downhill wind will not be adversely affected by the presence of the proposed residential development. However, in order to enhance the internal air ventilation within the two sites, adequate building separation and building setback from the noise barrier should be provided. The IS concludes that subject to the above, the proposed residential development will not cause any adverse air ventilation impacts. In this respect, relevant requirements would be incorporated in the Explanatory Statement to guide the future development.

4.11 Urban Design Aspect

In accordance with the noise contours as a result of erection of 2.5m noise barrier which dictates the building heights at various parts of the two sites, the maximum building heights of 166.3mPD (about 12.6m or 4 storeys) and 162.7mPD (about 25.2m or 8 storeys) at Sites A and B respectively with stepping down building heights within the two sites would be achieved (**Plan 7C**). As the above achievable maximum building heights (together with stepped height profile) for both sites are lower than the building heights of the residential developments in the vicinity (actual building height ranging from about 121mPD to 152mPD (about 20m to 40m or 8 to 15 storeys) for the nearby Beacon Heights), no adverse visual impact on the surroundings is anticipated (**Plans 9A to 9B**).

4.12 On 10.3.2011, the Committee on Planning and Land Development endorsed the development parameters (PR of 1.01 and building height of 166.3mPD for Site A, PR of 1.46 and building height of 162.7mPD for Site B) of the recommended development option for the residential development at the two sites.

5. Proposed Amendments to the OZP

Based on the findings of the Study, proposed amendments to be made to the OZP are summarized below:

(a) **Item A**– Rezoning of a site west of Phoenix House (Site A) from "Government, Institution or Community" ("G/IC") to "Residential (Group C)11" ("R(C)11") with a maximum GFA of 10,812m^2 and a maximum building height of 166.3mPD, (about 1.07 ha) (**Plans 3 & 4**)

Site A is proposed to be rezoned from "G/IC" to "R(C)11" with a maximum GFA of 10,812m^2 (equivalent to PR of about 1.01) and a maximum building height restriction of 166.3mPD in accordance with the development intensity of the recommended development option, to facilitate low-rise, low-density residential development. The proposed development intensity is adopted to meet the noise standard as required by EPD according to the noise profile of the site.

(b) **Item B**– Rezoning of a site east of Beacon Heights (Site B) from "G/IC" to "Residential (Group C)12" ("R(C)12") with a maximum GFA of 31,844m^2 and a maximum building height of 162.7mPD (about 2.17 ha) (**Plans 3 & 4**)

Site B is proposed to be rezoned from "G/IC" to "R(C)12" with a maximum GFA of 31,844m^2 (equivalent to PR of about 1.46) and a maximum building height restriction of 162.7mPD in accordance with the development intensity of the recommended development option, to facilitate low-rise, low-density residential development. Similar to Item A above, the proposed development intensity is adopted to meet the noise standard as required by EPD according to the noise profile of the site.

(c) **Item C :** Rezoning of a sloping area east to Beacon Heights and around the two proposed residential sites in Items A and B from "G/IC" to "Green Belt" ("GB") (about 5.62 ha) (**Plans 3 & 4**)

The sloping area largely covered with vegetation surrounding the two proposed residential sites in Items A and B is proposed to be rezoned from "G/IC" to "GB" to conserve the existing densely vegetated area and slopes, which are not suitable for development in anticipation of extensive formation works required, and to protect the valuable landscape asset (**Plans 5 & 6C**)

(d) **Item D :** Amendment of the building height restriction of a piece of land zoned "G/IC" at j/o Lung Cheung Road and Lung Ping Road from 8 storeys to 1 storey (about 0.44 ha) (**Plans 3 & 4**)

The subject site (about 0.44 ha) largely occupied by a small vegetated knoll abutting Lung Cheung Road (**Plans 5 & 6D**), is part of the much larger "G/IC" site (about 10.3 ha) with a maximum building height of 8 storeys previously reserved for school development as mentioned at paragraph 3.3 above. While the school development at the aforesaid larger "G/IC" site will no longer be pursued, majority of the site are recommended to be rezoned for low-density, low-rise residential development and green belt under Items A to C above, the remaining portion (i.e. the subject site) is retained for GIC use to meet future unforeseen demand. The maximum building height is proposed to be reduced from 8 storeys to 1 storey so as not to create adverse visual impact on the surrounding areas.

(e) **Item E1 :** Rezoning of a strip of land west of Phoenix House and north of Lung Cheung Road from "G/IC" to an area shown as 'Road' to reflect an at-grade section of the proposed new vehicular access to the two proposed residential sites in Items A and B (about 0.22 ha) (**Plans 3 & 4**)

Item E2 : Rezoning of a strip of land abutting the southern curb of Lung Cheung Road from "GB" to an area shown as 'Road' to reflect an at-grade section of the proposed new vehicular access to serve the two proposed residential sites in Items A and B (about 0.22 ha) (**Plans 3 & 4**)

Item E3 : Rezoning of a strip of land north of Lung Cheung Road from "G/IC" to an area shown as 'Road' to reflect an at-grade section of the proposed new vehicular access to the two proposed residential sites in Items A and B (about 0.04 ha) (**Plans 3 & 4**)

Item E4 : Rezoning of a strip of land north of Lung Cheung Road from "G/IC" to an area shown as 'Road' to reflect an at-grade section of the proposed new vehicular access to the two proposed residential sites in Items A and B (about 0.21 ha) (**Plans 3 & 4**)

In order to provide a main vehicular access to the two proposed residential sites, a new elevated/at-grade access road has been planned connecting to Lung Cheung Road eastbound and westbound near Beacon Heights and Lung Cheung Road Lookout Point respectively. The road project was gazetted under Roads (Works, Use and Compensation) Ordinance on 5.8.2011. Whilst the elevated portions of new vehicular access are demarcated by shaded tone, the at-grade portions are rezoned to areas shown as "Road" on the OZP (**Plans 5, 6E &6F**).

(f) **Item E5:** Rezoning of a section of existing public road connecting to Lung Ping Road and Lung Cheung Road and its adjoining strip of land abutting Lung Cheung Road from "G/IC" to area shown as 'Road' (about 0.24 ha) (**Plans 3 & 4**)

The proposed amendment is to reflect the as-built situation of an existing public road and an at-grade portion of the new vehicular access road under Items E1 to E4 above.

6. Proposed Amendments to the Notes of the OZP

6.1 In connection with the proposed amendments mentioned in paragraph 5 above, it is proposed to amend the Notes of the OZP to incorporate the development restrictions for "R(C)11" and "R(C)12" zone.

6.2 The revised Notes of the OZP (with the proposed additions highlighted in ***bold and italics*** and deletions in ~~crossed out~~) is at **Annex II** for Members' consideration.

7. Revision to the Explanatory Statement of the OZP

The Explanatory Statement (ES) of the Shek Kip Mei OZP has been revised to take into account the proposed amendments mentioned in paragraphs 5 & 6 above. Opportunity is also 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 **Annex III** for Members' consideration.

8. Plan Number

Upon exhibition, the draft Shek Kip Mei OZP will be renumbered as S/K4/26.

9. Consultation

Departmental Consultation

9.1 Relevant government departments have been consulted on the proposed amendments to the OZP. Concerned government bureau/departments have no objection to or no comment on the proposed amendments to the OZP. Their comments have been taken into account, where appropriate. The government departments include:

(a) Secretary for Development;
(b) Secretary for Education;
(c) Commissioner for Transport;
(d) Commissioner of Correctional Services;
(e) Commissioner of Police;
(f) Chief Building Surveyor/Kowloon, Buildings Department;
(g) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
(h) Chief Engineer/Mainland South, Drainage Services Department;
(i) Chief Engineer/Development (2), Water Services Department;
(j) Chief Highway Engineer/Kowloon, Highways Department;
(k) Chief Town Planner/Urban Design and Landscape, Planning Department;
(l) Director of Environmental Protection;
(m) Director of Food and Environment Hygiene; and
(n) Director of Electrical and Mechanical Services.
(o) Director of Leisure and Cultural Services;
(p) Director of Fire Services;
(q) Director of Social Welfare;
(r) Director of Agriculture, Fisheries and Conservation;
(s) Director of Housing
(t) District Lands Officer/Kowloon East, Lands Department;
(u) District Officer (Sham Shui Po);
(v) Government Property Agency;
(w) Head of the Goetechnical Engineering Office, Civil Engineering and Development Department; and
(x) Project Manager (Kowloon), Civil Engineering and Development Department;

Public Consultation

9.2 Since the SSPDC has been suspended from 6.9.2011 to 31.12.2011 under Section 28 of the District Council Ordinance, subject to the Committee's agreement to the proposed amendments to the OZP together with its Notes and ES, a consultation paper will be circulated to the members of the SSPDC via the Secretariat of the SSPDC as soon as the proposed zoning amendments would be exhibited for public inspection. Furthermore, Sham Shui Po East Area Committee would be consulted during the 2-month publication period of the draft Shek Kip Mei OZP to gauge the local views. In any event, public representations to the proposed amendments to the OZP will be collected during the exhibition period under section 5 of the Ordinance, which is a statutory channel for public consultation.

10. Decision Sought

Members are invited to:

(a) agree to the proposed amendments to the approved Shek Kip Mei OZP No. S/K4/25 and its Notes as mentioned in paragraphs 5 and 6 above;

(b) agree that the draft Shek Kip Mei OZP No. S/K4/25A at **Annex I** (to be renumbered as S/K4/26 upon exhibition) and its Notes at **Annex II** are suitable for exhibition for public inspection under section 5 of the Ordinance;

(c) adopt the revised ES at **Annex III** as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP; and

(d) agree that the revised ES at **Annex III** is suitable for exhibition together with the draft Shek Kip Mei OZP No. S/K4/25A (to be re-numbered as S/K4/26 upon exhibition) under section 5 of the Ordinance.

Attachments

Annex I	**Draft Shek Kip Mei OZP No. S/K4/25A**
Annex II	**Revised Notes of the draft Shek Kip Mei OZP No. S/K4/25A**
Annex III	**Revised Explanatory Statement of the draft Shek Kip Mei OZP No. S/K4/25A**
Annex IV	**Summary of Technical Assessment**
Figure 1	**Summary of Key Development Parameters of 4 Development Options assessed in Consultancy Study for Two Sites north of Lung Cheung Road**
Plan 1	**Approved Shek Kip Mei Outline Zoning Plan No. S/K4/25 (reduced size)**
Plan 2	**Comparison of Existing and Proposed Zonings on the OZP for Amendment Items A to E**
Plan 3	**Location Plan of Amendment Items A to E**
Plan 4	**Site Plan of Amendment Items A to E**

Plan 5	**Aerial Photo of Amendment Items A to E**
Plans 6A to 6F	**Site Photos of Amendment Item A to E**
Plans 7A to 7E	**Noise Contours and Indicative Development Layouts of the 4 Development Options prepared by Consultants**
Plans 8	**Indicative Layout of Residential Development prepared by Consultants for Sites A & B, North of Lung Cheung Road**
Plan 9A & 9B	**Photomontages for Proposed Residential Development at Amendment Items A & B**

PLANNING DEPARTMENT
OCTOBER 2011

Figure 1: Summary of Key Development Parameters of 4 Development Options assessed in Consultancy Study for Two Sites North of Lung Cheung Road

Site A

	Option 1 (No Noise Barrier)	(Recommended) Option 2 (2.5m barrier)	Option 3 (5m barrier)	Option 4 (8m barrier)
Site Area	11,975m^2	10,671m^2	10,671m^2	10,671m^2
GFA	1,192m^2	10,812m^2	11,622m^2	13,457m^2
Plot Ratio	0.1	1.01	1.09	1.26
Site Coverage	4.98%	31.54%	31.54%	31.54%
Formation Level	153.7mPD	143.1mPD to 153.7mPD	143.1mPD to 153.7mPD	143.1mPD to 153.7mPD
Building Height in mPD	160mPD	149.4mPD to 166.3mPD	149.4mPD to 166.3mPD	155.7mPD to 166.3mPD
Building Height (Actual)	6.3m	6.3m to 12.6m	6.3m to 12.6m	12.6m
No. of Storeys	2	2 to 4	2 to 4	4
Total No. of Flats	4	106	114	132
Average Flat Size	298m^2	102m^2	101.95m^2	101.95m^2

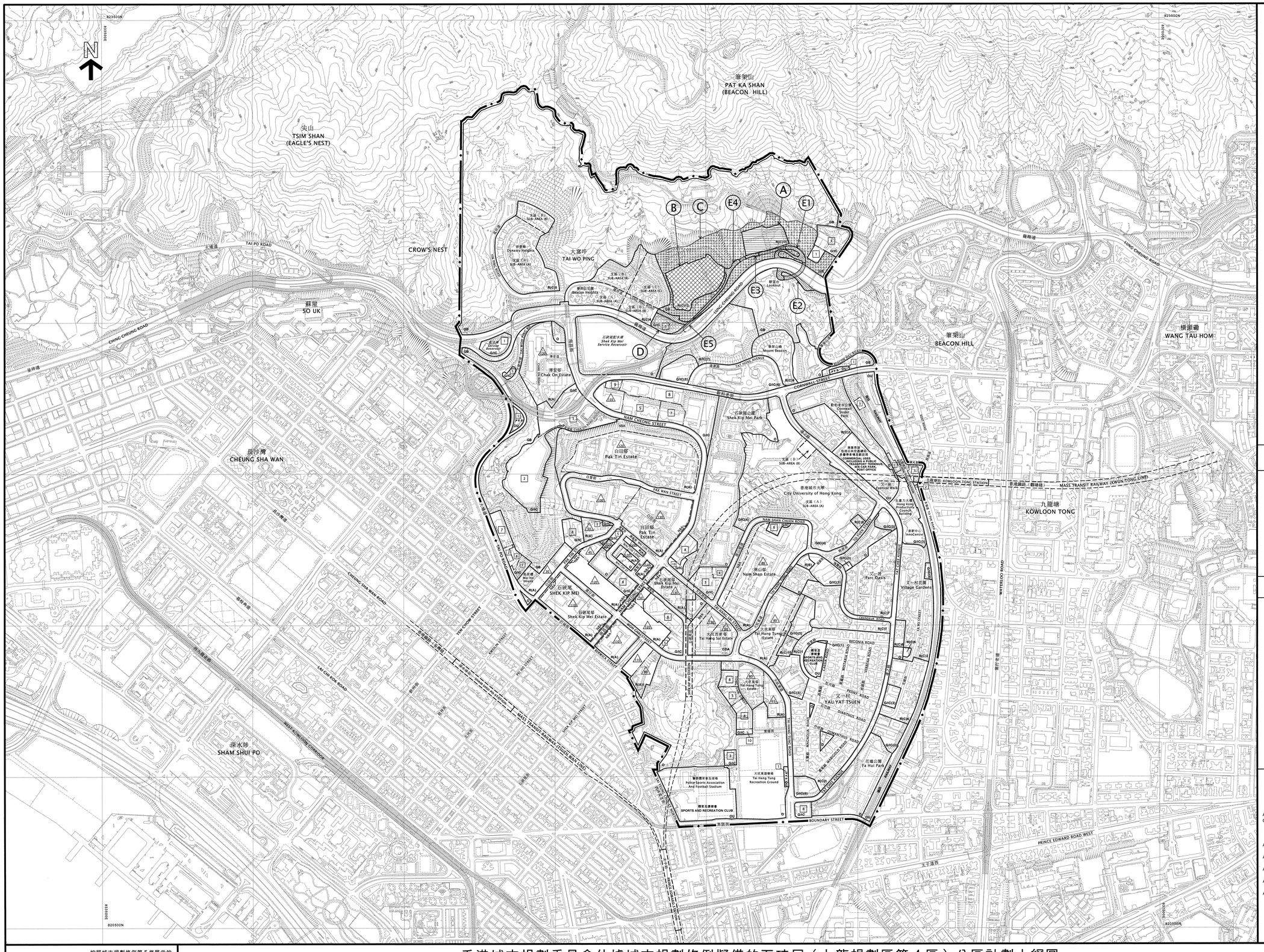
Site B

	Option 1 (No Noise Barrier)	(Recommended) Option 2 (2.5m barrier)	Option 3 (5m barrier)	Option 4 (8m barrier)
Site Area	21,745m^2	21,745m^2	21,745m^2	21,745m^2
GFA	12,400m^2	31,844m^2	32,642m^2	38,087m^2
Plot Ratio	0.57	1.46	1.50	1.75
Site Coverage	8.55%	34.49%	34.49%	34.49%
Formation Level	137.5mPD	137.5mPD	137.5mPD	137.5mPD
Building Height in mPD	156.4mPD to 162.7mPD	143.8mPD to 162.7mPD	143.8mPD to 162.7mPD	143.8mPD to 169mPD
Building Height (Actual)	18.9m to 25.2m	6.3m to 25.2m	6.3m to 25.2m	6.3m to 31.5m
No. of Storeys	6 to 8	2 to 8	2 to 8	2 to 10
Total No. of Flats	102	270	278	328
Average Flat Size	121.57m^2	117.94m^2	117.42m^2	116.12m^2

Sites A & B (total development)

	Option 1 (No Noise Barrier)	(Recommended) Option 2 (2.5m barrier)	Option 3 (5m barrier)	Option 4 (8m barrier)
Site Area	33,720m^2	32,416m^2	32,416m^2	32,416m^2
GFA	13,592m^2	42,656m^2	44,264m^2	51,544m^2
Plot Ratio	0.4	1.32	1.37	1.59
Site Coverage	7.28%	33.52%	33.52%	33.52%
Average Flat Size	128.23m^2	113.45m^2	112.92m^2	112.05m^2
Total No. of Flats	106	376	392	460

附件 I
Annex I



圖例
NOTATION

ZONES — 地帶

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）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS — 交通

RAILWAY AND STATION (UNDERGROUND)	RAIL STATION	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

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)	120	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	1	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMPREHENSIVE DEVELOPMENT AREA	2.09	0.80	綜合發展區
RESIDENTIAL (GROUP A)	38.31	14.60	住宅（甲類）
RESIDENTIAL (GROUP B)	0.17	0.06	住宅（乙類）
RESIDENTIAL (GROUP C)	39.29	14.97	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	43.84	16.71	政府、機構或社區
OPEN SPACE	38.24	14.57	休憩用地
OTHER SPECIFIED USES	12.65	4.82	其他指定用途
GREEN BELT	60.27	22.97	綠化地帶
MAJOR ROAD ETC.	27.55	10.50	主要道路等
TOTAL PLANNING SCHEME AREA	262.41	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/K4/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K4/25

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
AMENDMENT ITEM C	修訂項目 C 項
AMENDMENT ITEM D	修訂項目 D 項
AMENDMENT ITEMS E1,E2,E3,E4,E5	修訂項目 E 1，E 2，E 3，E 4，E 5 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/K4/25 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K4/25 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石硤尾（九龍規劃區第 4 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 4 - SHEK KIP MEI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

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/K4/25A**

KOWLOON PLANNING AREA NO. 4

DRAFT~~APPROVED~~ SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25*A*

(Being *a draft~~an Approved~~* 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, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones :

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/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. 4

DRAFT*~~APPROVED~~ SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25*A

Schedule of Uses

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COMPREHENSIVE DEVELOPMENT AREA	1
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RESIDENTIAL (GROUP C)	11
GOVERNMENT, INSTITUTION OR COMMUNITY	14
OPEN SPACE	17
OTHER SPECIFIED USES	18
GREEN BELT	22

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
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House Information, Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre Residential Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, visual, traffic, infrastructure, air ventilation 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, the nature, position, dimensions, and heights of all buildings to be erected in the area;

(ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;

(iii) 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;

(iv) the alignment, widths and levels of any roads proposed to be constructed within the area;

(v) the landscape and urban design proposals within the area;

(vi) programmes of development in detail;

(vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

(x) visual impact assessment and air ventilation assessment reports to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them; and

(xi) 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 a total maximum plot ratio of 5.5.

(4) 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. Ancillary car parking should be provided in the basement.

(5) In determining the relevant maximum plot ratio for the purposes of paragraph (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, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC or social welfare facilities as required by the Government, may also be disregarded.

(6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (3) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (3) above may thereby be exceeded.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

(7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks

(1) On land designated "R(A)" and "R(A)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 (8) and/or (9) 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 paragraph (8) and/or (9) hereof.

(3) On land designated "R(A)" and "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of 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) On land designated "R(A)1", a public clinic shall be provided.

(5) On land designated "R(A)" and "R(A)1", 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) stated in paragraph (1) above, 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.

(6) 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.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(7) 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.

(8) 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) above 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.

(9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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.

(10) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan 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
Educational Institution Flat Government Use (Police Reporting Centre, Post Office only) House Library Religious Institution Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Ambulance Depot Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre School (not elsewhere specified) Shop and Services 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) 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 total maximum plot ratio of 5 (of which the domestic plot ratio should not exceed 3.5) and a maximum building height of 51 metres above Principal Datum, or the plot ratio and building height of the existing building, whichever is the greater.

(2) In determining the relevant total maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/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.

RESIDENTIAL (GROUP C)

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 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) Library Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station 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 Residential Institution School Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for low-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 C) (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 plot ratio, site coverage, building height, gross floor area specified below, or the plot ratio, site coverage, building height, gross floor area of the existing building, whichever is the greater:

Sub-Area	Restriction
R(C)1	A maximum plot ratio of 1.65, a maximum site coverage of 55% and a maximum building height of 10.67m
R(C)2	A maximum gross floor area of 61 900m² and a maximum building height of 46 metres above Principal Datum (mPD)
R(C)3	A maximum gross floor area of 21 324m² and a maximum building height of 70mPD
R(C)4	A maximum domestic gross floor area of 65 745m² and a maximum non-domestic gross floor area of 1 000m² sub-area (A) - a maximum building height of 121.9mPD sub-area (B) - a maximum building height of 137.1mPD sub-area (C) - a maximum building height of 152.4mPD
R(C)5	A maximum gross floor area of 67 611m² sub-area (A) - a maximum building height of 131mPD sub-area (B) - a maximum building height of 194mPD
R(C)6	A maximum plot ratio of 3 and a maximum building height of 46mPD
R(C)7	a maximum plot ratio of 3 and a maximum building height of 51mPD
R(C)8	a maximum plot ratio of 3 and a maximum building height of 70mPD
R(C)9	a maximum gross floor area of 27 980m² and a maximum building height of 100mPD
R(C)10	a maximum plot ratio of 1.65, a maximum site coverage of 55% and a maximum building height of 46mPD

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

Sub-Area	*Restriction*
R(C)11	*a maximum gross floor area of 10 812m² and a maximum building height of 166.3mPD*
R(C)12	*a maximum gross floor area of 31 844m² and a maximum building height of 162.7mPD*

(2) In determining the relevant maximum plot ratio, site coverage, gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/site coverage/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.

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) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Filling Station Helicopter Landing Pad Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(1) On land designated "Government, Institution or Community" ("G/IC"), 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 storey(s) or metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) On land designated "G/IC(1)", "G/IC(2)", "G/IC(3)", "G/IC(4)", "G/IC(5)", "G/IC(6)", "G/IC(7)" and "G/IC(8)", 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 plot ratio, building height, gross floor area specified below, or the plot ratio, building height, gross floor area of the existing building, whichever is the greater :

Sub-Area	Restriction
G/IC(1)	a maximum building height of 10.67m
G/IC(2)	a maximum building height of 46mPD
G/IC(3)	a maximum building height of 51mPD
G/IC(4)	sub-area (A) - a maximum building height of 70mPD sub-area (B) - a maximum building height of 119.5mPD
G/IC(5)	a maximum gross floor area of 27 400m² and a maximum building height of 112mPD
G/IC(6)	a maximum plot ratio of 3.37 and a maximum building height of 134.9mPD
G/IC(7)	a maximum building height of 112mPD
G/IC(8)	a maximum building height of 38mPD

(3) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/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)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks (Cont'd)

(5) On land designated "G/IC(5)", the maximum building height as set out in paragraph (2) above may, upon obtaining permission of the Town Planning Board under section 16 of the Town Planning Ordinance, be increased to a maximum of 135mPD, with the support of a visual and landscape impact assessment and any other information as may be required by the Town Planning Board.

(6) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field 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 Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

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

For "Sports and Recreation Club" Only

Eating Place (Canteen only)
Place of Recreation, Sports or Culture
Playground/Playing Field
Private Club
Utility Installation for Private Project

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

Planning Intention

This zone is intended primarily for the provision of sports and recreation clubs.

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 10.67m, 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
For "Commercial Uses including a Public Transport Terminus, Multi-Storey Carpark, Post Office" Only	
As Specified on the Plan Private Club	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not ancillary to the Specified Use

Planning intention

This zone is intended primarily for the provision of commercial uses including a public transport terminus, multi-storey carpark and post office.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 138 422m² and a maximum building height of 70 metres above Principal Datum, or the gross floor area 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 gross floor area/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
For "Petrol Filling Station" Only	
Petrol Filling Station	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not ancillary to the Specified Use

Planning Intention

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

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storey(s) 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.

(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
For "Railway" Only	
As Specified on the Plan	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is intended primarily to provide land for the Mass Transit Railway Kowloon Tong Station.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storey(s) 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.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Burial Ground Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project

Planning Intention

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

KOWLOON PLANNING AREA NO. 4

DRAFT~~APPROVED~~ SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25*A*

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 4

DRAFT*~~APPROVED~~ SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25*A

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KOWLOON PLANNING AREA NO. 4

DRAFT~~APPROVED~~ SHEK KIP MEI OUTLINE ZONING PLAN NO. S/K4/25*A*

(Being an ***Draft***~~Approved~~ Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ***draft***~~approved~~ Shek Kip Mei Outline Zoning Plan (OZP) No. S/K4/25*A*. It reflects the planning intention 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 The first statutory plan No. LK4/26 covering the Shek Kip Mei area was gazetted on 27 May 1971 under section 5 of the Town Planning Ordinance (the Ordinance). On 18 January 1972, the then Governor in Council (G in C) approved the Shek Kip Mei OZP No. LK4/26 under section 9(1)(a) of the Ordinance. The approved OZP No. LK4/26 was later referred back for amendment under section 12(1)(b)(ii) of the Ordinance on 20 January 1976. The OZP was subsequently amended six times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.2 On 5 December 1989, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently renumbered as S/K4/3. On 6 July 1993, the then G in C referred the approved OZP No. S/K4/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.3 On 17 June 1997, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently renumbered as S/K4/7. On 10 February 1998, the Chief Executive in Council (CE in C) referred the approved OZP No. S/K4/7 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.4 On 13 April 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently re-numbered as S/K4/10. On 10 October 2000, the CE in C referred the approved OZP No.

S/K4/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended six times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.5 On 30 September 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently renumbered as S/K4/17. On 9 December 2003, the CE in C referred the approved OZP No. S/K4/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.6 On 5 December 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently renumbered as S/K4/21. On 15 January 2008, the CE in C referred the approved OZP No. S/K4/21 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.

2.7 On 4 November 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently re-numbered as S/K4/23. On 10 February 2009, the CE in C referred the approved OZP No. S/K4/23 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference of the OZP was notified in the Gazette on 20 February 2009 under section 12(2) of the Ordinance.

2.8 On 9 April 2010, the draft Shek Kip Mei OZP No. S/K4/24, incorporating amendments mainly to rezone the site of Tai Hang Sai Estate from "Residential (Group A)" ("R(A)") to "Comprehensive Development Area" ("CDA"); to impose building height restrictions for the "R(A)", "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") zones; to designate non-building areas in various zones; to rezone major free-standing Government, Institution or Community (GIC) buildings in public housing sites to "G/IC" zone; and to rationalise zoning boundaries to reflect the as-built situation, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, 211 representations and no comment were received. After giving consideration to the representations on 3 September 2010, the Board decided not to uphold the representations.

2.9 On 12 April 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Shek Kip Mei OZP, which was subsequently re-numbered as S/K4/25. On 6 May 2011, the approved Shek Kip Mei OZP No. S/K4/25 (the Plan) was notified in the Gazette under section 9(5) of the Ordinance. ***On 5 July 2011, the CE in C under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP No. S/K4/25 to the Board for amendment. The reference back of the OZP was notified in the Gazette on 23 September 2011 under section 12(2) of the Ordinance.***

2.10 On xx xx 2011, the draft Shek Kip Mei OZP No. S/K4/26 (the Plan), incorporating amendments mainly to rezone two sites north of Lung Cheung Road from "G/IC" to "Residential (Group C) 11" ("R(C)11") and "R(C)12

respectively, the sloping area east of Beacon Heights and north of Lung Cheung Road from "G/IC" to "Green Belt" ("GB"), and the at-grade portions of a new vehicular access to the two residential sites to areas shown as "Road"; and to amend the building height restriction of a piece of land zoned "G/IC" at the junction of Lung Cheung Road and Lung Ping Road, 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 (the Area) can be put under statutory planning control.

3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted as non-building area or 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 Shek Kip Mei area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

5.1 The Area is located in West Kowloon within the Sham Shui Po District Administration District. It is bounded by Mass Transit Railway (MTR) East Rail Line to the east, Boundary Street to the south, Berwick Street and Tai Po Road to the west and the foothills of Pat Ka Shan (Beacon Hill) at Tai Wo Ping to the north. The boundary of the Area is shown in a heavy broken line on the Plan. It covers an area of about 262 hectares. Lung Cheung Road Lookout Point is a popular lookout point commanding vistas of the entire Kowloon Peninsular.

5.2 A large part of the Area has been developed. In the central and western parts of the Area are mainly public housing estates, including Pak Tin Estate, Shek Kip Mei Estate, Chak On Estate, Tai Hang Tung Estate and Nam Shan Estate. In the south-eastern part of the Area to the western side of MTR East Rail Line are Village Gardens and Parc Oasis, which are medium-rise private residential developments, and to the west of Tat Chee Avenue are the low-rise residential developments in Yau Yat Tsuen Garden Estate and the City University of Hong Kong (CityU). Other major private residential developments including the Beacon Heights and Dynasty Heights in Tai Wo Ping to the north of Lung Cheung Road and the Mount Beacon at Cornwall Street near Tat Chee Avenue.

6. POPULATION

According to the 2006 Population By-Census, the population of the Area is about 84 300. Due to redevelopment of various public housing estates, an increase in population in future is expected. It is estimated that the planned population of the Area would be about 103 600.

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, to address public aspirations for greater certainty and transparency in the statutory planning system and to meet the growing community aspirations for a better living environment, the Kowloon OZPs are subject to revisions to incorporate appropriate building height restrictions to guide future development/ redevelopment. Being an area primarily accommodating old public housing estates, the public housing estates in the Area are subject to redevelopment. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area and may sometimes obstruct air ventilation. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes (e.g. stepped building height and preservation of public view to the ridgelines) and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for the development zones on the Plan.

7.2 The high-rise cluster of the Area is located in the west, mainly comprising the newly redeveloped blocks of Pak Tin Estate and Shek Kip Mei Estate. Gradually descending height bands towards the medium- and low-rise residential developments in the southeast are proposed. For the eastern part of the Area together with the Tai Wo Ping foothill area where the developments are in general low- to medium-rise in nature, building height restrictions are recommended to maintain the existing characters and enhance diversity in the urban core.

7.3 There are two visual corridors in the Area: one in a north-south direction and the other in an east-west direction. The north-south visual corridor spans from Police Recreation Ground together with a small green knoll in the south to Tai Hang Sai Estate and a group of low-rise GIC facilities in the north, gradually leading to Shek Kip Mei Park and opening up a mountainous vista of the distant Beacon Hill in the far north. The east-west visual corridor spans from Tai Hang Sai Estate in the east to some low-rise schools along Wai Chi Street and the Jockey Club Creative Arts Centre in the west, gradually leading to the knoll of Shek Kip Mei Fresh Water Service Reservoir in the further west.

7.4 The proposed building height restrictions have taken into account the existing topography and site levels, the foothill setting, the local character, existing townscape and building height profile, the local wind environment and measures suggested for ventilation improvements, areas of local attractions, the building height restriction under the lease and the Urban Design Guidelines.

7.5 There are nine building height bands: 30 metres above Principal Datum (mPD), 45mPD, 50mPD, 65mPD, 80mPD, 100mPD, 110mPD, 120mPD and 130mPD in the Area for the "R(A)" zone; one height band of 51mPD for the "Residential (Group B)" zone; ***twelve*** ~~ten~~ height bands: 10.67 metres (m), 46mPD, 51mPD, 70mPD, 100mPD, 121.9mPD, 131mPD, 137.1mPD, 152.4mPD***, 162.7mPD, 166.3mPD*** and 194mPD for the "Residential (Group C)" zone; and two height bands: 90mPD and 130mPD for the "CDA" zone. In general, the proposed building height bands help preserve views to the ridgelines, achieve both the west-to-east and north-to-south gradation height profiles, and maintain visual permeability and wind penetration. To avoid monotonous townscape and reflect the existing building height profile, height variations are proposed where appropriate.

7.6 Moreover, specific building height restrictions for the "G/IC" and "OU" zones in terms of mPD or number of storey(s), 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, low-rise developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for GIC facilities with specific functional requirements, unless such developments fall within visually prominent locations and major breathing spaces where more stringent height controls are warranted. For higher

developments, usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.

7.7 Taking into account the nature of the existing/planned facilities/uses of the sites, the existing development intensity and their respective as-built conditions, and to cater for the wide variety of their operational needs and uses, building height restrictions in terms of mPD or number of storey(s) have been stipulated in the Notes or specified on the Plan for the respective "OU" zones.

7.8 An Expert Evaluation on air ventilation assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.

7.9 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes in order to provide incentive for developments/ redevelopments with planning and design merits. 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 public urban space;

(d) providing separation between buildings to enhance air ventilation and visual permeability; and

(e) other factors, such as site constraints, 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.

7.10 However, for existing buildings where the building height has already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as specified on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8. NON-BUIDLING AREAS

8.1 According to the findings of the AVA, the prevailing annual wind comes from the east and northeast directions and the summer prevailing wind mainly from the eastern and southern quarters. The summer wind is very important for urban thermal comfort and air ventilation. Whilst the easterly wind enters the Area and reaches Shek Kip Mei Estate and Pak Tin Estate after passing over the low-rise buildings east of the Area, the southwesterly wind reaches the Area after passing over the low-rise buildings southwest of the Area via wider streets including Nam Cheong Street and Pak Tin Street, which act as useful air paths, and enters the heart of the Area. Besides, the north-south visual corridor is also an important ventilation corridor in the Area although its efficacy has slightly been impaired by the built up areas along its path at Tai Hang Sai Estate and CityU's student hostel. In general, the AVA concludes that there is no major air ventilation issue for the Area. To facilitate better air ventilation in the Area, the AVA recommends a few strips of non-building areas (NBAs) in the Area.

8.2 Taking into account the findings of the AVA and other relevant factors, such as site constraints and impacts on development/redevelopment potential, the following seven NBAs have been incorporated into the Plan:

(a) a 3m-wide strip of land from the lot boundary abutting the eastern curb of Nam Cheong Street between Berwick Street and Tai Hang Sai Street and a 3m-wide strip of land from the lot boundary abutting the western curb of Nam Cheong Street between Berwick Street and Pak Wan Street. They help improve the effectiveness of the north-south Nam Cheong Street air path to distribute the flow to inner areas;

(b) a 5m-wide strip of land from the lot boundary abutting the eastern curb of Pak Tin Street between Berwick Street and Jockey Club Creative Arts Centre. The NBA helps facilitate the wind flow from the southwest to Pak Tin Estate;

(c) the existing slope of varying widths (ranging from 3m to 70m) circumscribing the eastern, northern and western boundaries of Pak Tin Estate. The NBA together with Pak Wan Street serve to maximise the east-west running air paths to facilitate the easterly wind;

(d) the existing slope of about 15m to 20m wide along the eastern boundary of Tai Hang Tung Estate. The NBA serves as a north-south air path to facilitate the summer southwesterly wind;

(e) the existing slope of about 10m to 25m wide along the western boundary of Nam Shan Estate. The NBA, together with Nam Shan Chuen Road, the proposed 25m-wide NBA in Tai Hang Sai Estate (paragraph 8.2(f) below) and the adjacent open spaces and low-rise GIC facilities, form an air corridor for the summer south and southwesterly wind. No new development, or addition, alteration and/or modification to or redevelopment of an existing building in this NBA shall result in a total

development and/or redevelopment in excess of a maximum building height higher than the road surface level of Nam Shan Chuen Road; and

(f) a 25m-wide strip of land along the western boundary of the site occupied by Tai Hang Sai Estate. The NBA together with an array of low-rise GIC facilities and open space in the west connecting with Nam Shan Chuen Road to its north and the vegetated knoll to its south could help maintain the air path for summer south and southwesterly wind.

8.3 The above NBAs should be taken into account upon future redevelopment of the sites. As the designation of NBAs is primarily for the purpose of above ground air ventilation, the NBA requirements will not apply to underground developments. To facilitate better connection between different phases of public housing estates, minor structure for footbridge connection on the NBAs may be allowed. Moreover, a minor relaxation clause has been incorporated into the Notes of the relevant zones to allow minor relaxation of the stated NBA restrictions as shown on the Plan under exceptional circumstances.

8.4 Also, air paths should be preserved within large sites, including Pak Tin Estate, Shek Kip Mei Estate, Nam Shan Estate and Tai Hang Tung Estate. It is important that the future development on these sites should not shield the nearby areas from the prevailing wind. Apart from detailed AVA studies to be carried out when the sites undergo redevelopment, the following NBAs are also recommended:

(a) one east-west NBA of about 30m wide across the northern part of Nam Shan Estate connecting Tai Hang Tung Estate Playground No. 2 in the east and Shek Kip Mei Park in the west so as to ensure that the easterly wind could reach the central part of the Area;

(b) one east-west NBA of about 30m wide across the southern part of Nam Shan Estate and Tai Hang Tung Estate to widen the existing Tai Hang Sai Street air path can facilitate the easterly wind. The AVA also recommends that buildings of Nam Shan Estate near the junction of Nam Shan Chuen Road and Tai Hang Sai Street should be well spaced to reduce the wake areas of tall buildings and facilitate the easterly wind;

(c) one north-south NBA of about 30m wide across the central portion of Pak Tin Estate extending the existing Pak Tin Street air path for better air penetration within the estate;

(d) one southwest-northeast NBA of about 20m wide across Shek Kip Mei Estate extending the existing Pei Ho Street air path so as to help distribute the flow to the estate and the private residential area at Wai Chi Lane; and

(e) one north-south NBA of about 20m wide across Shek Kip Mei Estate to extend the existing Shek Kip Mei Street air path. In view of the advanced stage of Shek Kip Mei Estate Redevelopment Phase 2, it is understood that this recommended NBA could not be incorporated into

the redevelopment. However, this could be a long-term goal should the site be redeveloped in the future.

8.5 The above NBAs should be taken into account upon future redevelopment of the sites. The exact alignment, disposition and width of the NBAs across the four estates should be considered under the detailed AVAs to be prepared for the future redevelopment of these sites.

8.6 In addition to the NBAs, according to the AVA Study, future developers are encouraged to adopt design measures that could minimise negative air ventilation impact. These include, inter alia, lower podium height, greater permeability of podium, wider gap between buildings, lower building height for buildings with wide façade facing prevailing wind directions, varied building heights within large site capped with the proposed height restriction and avoidance of blockage of breezeway through suitable positioning of building towers and podiums.

9. LAND USE ZONINGS

9.1 "Comprehensive Development Area" ("CDA") : Total Area 2.09 ha

9.1.1 This zone is intended for comprehensive development/ redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, visual, traffic, infrastructure, air ventilation and other constraints.

9.1.2 Pursuant to section 4A(1) of the Ordinance, any development/ redevelopment within the "CDA" zone would require the approval of the Board through planning application under section 16 of the Ordinance. Except as otherwise expressly provided that it is not required by the Board, a Master Layout Plan (MLP) should be submitted in accordance with the requirements as stipulated in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

9.1.3 The area bounded by Tai Hang Sai Street, Tai Hang Tung Road, Woh Chai Street and Wai Chi Street is within this zone. Existing on-site is Tai Hang Sai Estate managed by the Hong Kong Settlers Housing Corporation Limited. This zone is intended for a comprehensive redevelopment primarily for residential with supporting commercial facilities. Development within this "CDA" site is subject to a total maximum plot ratio of 5.5 as stipulated in the Notes, maximum building heights of 90mPD and 130mPD and a 25m-wide NBA as shown on the Plan.

9.1.4 The "CDA" zone is situated in a transitional area where the overall building height profile is descending from the west to the east and where the two north-south and east-west visual corridors meet. Buildings within this "CDA" zone should adopt a stepped height design concept (with a height restriction of 130mPD in the western portion and 90mPD in the eastern portion) to create a visual gradation from the high-rise public rental housing (Pak Tin Estate and Shek Kip Mei Estate) in the west to the medium-rise Tai Hang Tung Estate and low-rise Yau Yat Tsuen Garden Estate in the east. Moreover, building gaps within the zone to align with the two existing visual corridors should be provided so as to preserve the visual corridors and enhance permeability of the site. As stated in paragraph 8.2(f) above, a 25m-wide NBA along the western zoning boundary is required in order to preserve the north-south air ventilation corridor and facilitate the summer south and southwesterly wind. Ancillary car-parking should be accommodated in the basement. A planning brief will be prepared to set out the requirements in further detail. Consideration should be given to air ventilation and visual impacts in the formulation of development proposals at this site. Moreover, provision of commercial facilities to serve the local community is encouraged.

9.1.5 Minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.1.6 However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.1.7 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.2 Residential (Group A) ("R(A)") : Total Area 38.31 ha

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

9.2.2 Most of the land in this zone has been developed or is under redevelopment. It includes public housing estates such as Pak Tin Estate, Shek Kip Mei Estate, Nam Shan Estate, Chak On Estate, Tai

Hang Tung Estate as well as public housing development for the elderly/small households at Pak Tin Street and Tong Yam Street. It also includes existing private residential developments at Wai Chi Lane to the south of Pak Tin Estate and at Woh Chai Street to the west of Tong Yam Street.

9.2.3 The area designated "R(A)1" on the Plan comprises three different platforms, one of which is being occupied by Shek Kip Mei Health Centre. The site is intended to be an expanded site for Shek Kip Mei Estate Redevelopment Phase 6 and a public clinic shall be provided within the site.

9.2.4 Within these public housing estates, adequate community facilities, retail facilities and open spaces are provided in accordance with planning standards. The two primary schools in Pak Tin Estate, which are free-standing buildings, are zoned "R(A)" on the OZP so as to allow for flexibility in the comprehensive planning and development of these large residential sites.

9.2.5 In 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 zoning are subject to specific control on plot ratios except otherwise stipulated in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the gross floor areas 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.

9.2.6 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 surrender of part of a site for road widening or public uses.

9.2.7 For public housing developments, in accordance with the established administrative procedure, the future redevelopment would be governed by a planning brief. To demonstrate that the redevelopment is acceptable, the Housing Department would be required to undertake relevant assessments, including traffic impact assessment, visual impact assessment, AVA, etc., as appropriate. The maximum plot ratio of 6 (calculated on a net site basis excluding slopes, public roads and free-standing GIC facilities) should be taken as the maximum level for the purpose of technical assessments.

9.2.8 Public housing developments in the "R(A)" zone are primarily covered by a range of height bands of 30mPD, 45mPD, 50mPD, 65mPD, 80mPD, 100mPD, 110mPD, 120mPD and 130mPD. For large public housing sites with different formation platforms, distinct building height bands are imposed.

9.2.9 Shek Kip Mei Estate is subject to height bands of 30mPD, 50mPD, 80mPD, 110mPD, 120mPD and 130mPD at various locations. The 30mPD height band is imposed west of Pak Tin Street to be comparable with Mei Ho House, a Grade ~~1~~ *2* historic building, and other low-rise GIC facilities nearby so as to complement the function of the green knoll to the west as a visual buffer. As for the social welfare facility block (under construction) at the junction of Nam Cheong Street and Wai Chi Street, a height band of 50mPD in accordance with the committed building height is imposed so as to complement the east-west visual/ventilation corridor. The "R(A)1" zone for Shek Kip Mei Estate Redevelopment Phase 6 has due regard to the green knoll in the east by creating a stepped height profile with the eastern part of the zone restricted to a maximum building height of 80mPD and the western part to 110mPD. The street blocks to the north and south of Woh Chai Street are proposed for height bands of 120mPD and 110mPD respectively to match with the neighbouring area south of Berwick Street (outside the Area).

9.2.10 The Jockey Club Creative Arts Centre has been jointly operated by the Hong Kong Baptist University, the Hong Kong Arts Centre and the Hong Kong Arts Development Council for the promotion of arts-related activities since early 2008. The site is subject to a height band of 45mPD in accordance with the existing building height so as to complement the east-west running visual/ventilation corridor.

9.2.11 Pak Tin Estate is subject to height bands of 50mPD, 100mPD, 120mPD and 130mPD. The height band of 50mPD is imposed on the existing small household block on the corner of Pak Tin Street and Pak Wan Street so as to echo with the heights of its adjacent GIC developments and preserve the function of the green knoll to its west as a visual buffer.

9.2.12 Chak On Estate is subject to a height band of 120mPD in order to maintain the existing building height profile. It is considered that higher height bands would create significant visual impact, especially to those viewers located north of Lung Cheung Road. Whilst Nam Shan Estate is subject to a maximum building height of 80mPD, Tai Hang Tung Estate is subject to maximum building heights of 65mPD and 80mPD.

9.2.13 In order to facilitate air ventilation of the inner parts of the Area, six NBAs are designated in areas zoned "R(A)" as stated in paragraphs 8.2(a) to 8.2(e) above and as shown on the Plan, and another five air corridors as stated in paragraph 8.4 above should be preserved within

various public housing sites (which are to be detailed in the planning briefs and further AVAs).

9.2.14 For large housing development sites (including public housing sites), it is required to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and help wind penetration at street level.

9.2.15 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 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.2.16 However, for any existing building with plot ratio already exceeding the plot ratio restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.2.17 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.3 Residential (Group B) ("R(B)") : Total Area 0.17 ha

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

9.3.2 A site at the junction of To Yuen Street and Tai Hang Tung Road is within this zone. Taking into account the traffic, environmental and infrastructural constraints as well as the provision of GIC facilities within the site, the development restrictions in terms of maximum plot ratio and building height are stipulated in the Notes.

9.3.3 Development and redevelopment within the "R(B)" zone is subject to maximum plot ratio and building height restrictions as stipulated in the Notes, or the plot ratio and building height of the existing building, whichever is the greater. Minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.3.4 However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general

presumption against such application for minor relaxation unless under exceptional circumstances.

9.4 Residential (Group C) ("R(C)") : Total Area ~~36.02~~*39.29*ha

9.4.1 This zone is intended primarily for low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zone is sub-divided into ten sub-areas and the various development intensity and building height restrictions are stipulated in the Notes.

9.4.2 A more intensive development/redevelopment of these residential sites subsequent to the relocation of Kai Tak Airport will aggravate the existing traffic and environmental conditions in the Area as the resultant densities will be much higher than the existing and planned transport and infrastructural system could cope with. As such, only an optimal level of development has to be allowed taking into account the traffic, environmental and infrastructural constraints.

9.4.3 The 'stepped height' concept has been adopted as a key urban design principle for the eastern part of the Area to provide for a gradual change in building heights descending from the north of Cornwall Street to the south of Tat Chee Avenue so as to maintain a visual corridor from north to south when viewed from Lung Cheung Road.

9.4.4 Yau Yat Tsuen Garden Estate is zoned "R(C)1" on the Plan. In order to maintain the character of the area as a low-rise 'garden city suburb', developments and redevelopments are restricted to a maximum plot ratio of 1.65, a maximum site coverage of 55% and a maximum building height of 10.67 metres as stipulated in the Notes.

9.4.5 Village Gardens, Senior Staff Quarters for the CityU and Beacon Heights are zoned "R(C)2", "R(C)3" and "R(C)4" respectively. In order not to aggravate the existing traffic and infrastructural conditions in the Area, the maximum gross floor areas and maximum building height restrictions are stipulated in the Notes to provide control on the future redevelopment of these sites.

9.4.6 A low-density residential development in Tai Wo Ping, Dynasty Heights, is zoned "R(C)5". The maximum gross floor area for the whole "R(C)5" zone and maximum building heights for the two sub-areas within the zone are stipulated in the Notes.

9.4.7 To the western side of MTR East Rail Line, there are medium-rise private residential developments including Parc Oasis which are zoned "R(C)6", "R(C)7" and "R(C)8". A maximum plot ratio of 3 and respective maximum building heights for these zones are stipulated in the Notes.

9.4.8 To the north of Cornwall Street near Tat Chee Avenue is a low-density residential development, Mount Beacon, which is zoned "R(C)9". To ensure a proper statutory planning control, development restrictions in terms of maximum gross floor area and building height are stipulated in the Notes.

9.4.9 The former Begonia Road Juvenile Home site is ***zoned "R(C)10"*** ~~reserved for~~ ***for*** low-density residential development,~~, which is zoned "R(C)10"~~. ***a*** maximum plot ratio of 1.65, a maximum site coverage of 55% and a maximum building height of 46mPD are stipulated in the Notes. ~~The slope at the western part of the site (with an area of about 680m²) will be deducted in calculating the relevant site area for the purpose of plot ratio calculation.~~

9.4.10 Two sites north of Lung Cheung Road reserved for low-density residential development are zoned "R(C)11" and "R(C)12" respectively. In view of the adverse noise impact from Lung Cheung Road, noise mitigation measures (such as noise barriers) should be provided for the future residential development to meet the Environmental Protection Department's noise standard. Stepped building heights which commensurate with the noise profiles of the two sites should also be adopted. The restrictions on maximum gross floor area and maximum building height are stipulated in the Notes to guide the future development of the two sites. Moreover, adequate building separation and building setback from the noise barriers should be provided to enhance the internal air ventilation within the future residential development. In order to provide vehicular access to the two residential sites, a new elevated/at-grade access road connecting to Lung Cheung Road eastbound and westbound near Beacon Heights and Lung Cheung Road Lookout Point respectively would be constructed.

9.4.~~10~~*11* Development and redevelopment within the "R(C)" zone is subject to maximum plot ratio/gross floor area/site coverage/building height restrictions as stipulated in the Notes, or the plot ratio/gross floor area/site coverage/building height of the existing building, whichever is the greater. Minor relaxation of the plot ratio/gross floor area/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.4.~~11~~*12* However, for any existing building with plot ratio/gross floor area /site coverage already exceeding the respective restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.5 Government, Institution or Community ("G/IC") : Total Area ~~53.43~~***43.84*** ha

9.5.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments. ***Such developments, particularly for those which are low-rise, serve to provide visual and spatial relief to the densely built-up environment of the Area.***

9.5.2 Major existing facilities include the CityU and Centre of Environmental Technology at the junction of To Yuen Street and Tat Chee Avenue, and Inno Centre and Hong Kong Productivity Council Building at Tat Chee Avenue. ~~A hostel development at Cornwall Street for the CityU has largely been completed.~~ Other major existing facilities include Beacon Hill Salt Water Pumping Station at Tai Woh Ping Road, a divisional police station at Tai Hang Sai Street, a sub-divisional fire station at Nam Cheong Street, a community centre at Tong Yam Street, a telephone exchange at Wai Chi Street and a number of primary and secondary schools at various locations in the Area. ~~Two sites immediately to the east of Beacon Heights at Lung Cheung Road have been reserved for school developments.~~

9.5.3 The 'stepped height' concept has been adopted as a key urban design principle for the eastern part of the Area to provide for a gradual change in building heights descending from the north of Cornwall Street to the south of Tat Chee Avenue so as to maintain a visual corridor from north to south when viewed from Lung Cheung Road.

9.5.4 The maximum building height restrictions are imposed on "G/IC(1)" (junction of Begonia Road and Cassia Road), "G/IC(2)" (east of Tat Chee Avenue and south of Inno Centre), "G/IC(3)" (south of To Yuen Street and west of Begonia Road), "G/IC(4)" (the CityU), "G/IC(7)" (south of Lung Cheung Road for a proposed joint universities' soccer pitch), and "G/IC(8)" (junction of Tai Hang Tung Road and Tat Chee Avenue) as stipulated in the Notes.

9.5.5 Two sites to the north of Cornwall Street are ~~proposed for~~ ***occupied by*** the Multi-media Building and hostel development for the CityU and zoned "G/IC(5)" and "G/IC(6)" respectively. As regards the ***site occupied by the*** ~~proposed~~ Multi-media Building, the maximum building height may, upon obtaining permission of the Board under section 16 of the Ordinance, be increased to a maximum of 135mPD, with the support of a visual and landscape impact assessment and any other information required by the Board.

9.5.6 Development and redevelopment in the "G/IC" and its sub-zones are subject to maximum building height restrictions in terms of metres, number of storeys (excluding basement floor(s)) or mPD as specified on the Plan or stipulated in the Notes, or the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" zones are stipulated in terms of number of storeys except that the relatively high-rise GIC uses, in particular the Public Health Laboratory Centre on Cornwall Street, are stipulated in terms of mPD so as to reflect the existing building height and/or to provide a more clear control over building height profile. Also, development and redevelopment within the "G/IC" sub-zones are subject to maximum plot ratio/gross floor area restrictions as stipulated in the Notes, or the plot ratio/gross floor area of the existing building, whichever is the greater.

9.5.7 Minor relaxation of the plot ratio/gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.5.8 However, for any existing building with plot ratio/gross floor area already exceeding the plot ratio/gross floor area restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.5.9 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.6 Open Space ("O") : Total Area 38.24 ha

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

9.6.2 Major existing open spaces include Fa Hui Park and Tai Hang Tung Recreation Ground at Boundary Street, To Yuen Street Recreation Ground, Shek Kip Mei Service Reservoir Playground at Cornwall Street, Shek Kip Mei Park, Cornwall Street Park to the north of Festival Walk, Tai Hang Tung Estate Playground No. 1 and 2, Wai Chi Street Rest Garden, Wai Chi Street Playground and Shek Kip Mei Central Playground.

9.7 Other Specified Uses ("OU") : Total Area 12.65 ha

9.7.1 This zone is intended primarily to provide/reserve land for specified purposes/uses.

9.7.2 It covers the Festival Walk, MTR Kowloon Tong Station and the land for MTR East Rail Line along the eastern edge of the Area, petrol filling stations at Tai Hang Tung Road, Tai Po Road and Cornwall Street, Police Recreation Ground at Boundary Street and Yau Yat Tsuen Sports and Recreation Club at Cassia Road.

9.7.3 The Festival Walk, located at Tat Chee Avenue to the north-east of the CityU and to the west of MTR Kowloon Tong Station, is a commercial/office development including public transport terminus, multi-storey public car park and post office. Maximum gross floor area and building height restrictions are imposed on the development as stipulated in the Notes.

9.7.4 In order to ensure that the building height will be in keeping with the building heights and character in the surrounding areas, development/redevelopment of the Police Recreation Ground at Boundary Street, Sports and Recreation Club at Cassia Road and the Festival Walk at Tat Chee Avenue are restricted to a maximum building height of 10.67m for the former two and 70mPD for the latter, as stipulated in the Notes.

9.7.5 Building height restriction of one storey is imposed on the petrol filling stations at Tai Hang Tung Road, Tai Po Road and Cornwall Street. Building height restrictions of one storey is imposed on the MTR Kowloon Tong Station entrance and the two vent shafts at Suffolk Road; two storeys for the utilities building at To Fuk Road; and three storeys for the ventilation building at the portal of Beacon Hill Tunnel to reflect their existing building heights. For all of these sites, basement floor(s) may be disregarded in determining the number of storey.

9.7.6 Minor relaxation of the gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.9 and 7.10 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

9.7.7 However, for any existing building with gross floor area already exceeding the gross floor area restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.8 Green Belt ("GB") : Total Area ~~54.87~~***60.27***ha

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. This zoning covers the foothills of Pat Ka Shan (Beacon Hill) to the north of the Area. The foothills are mainly well-wooded slopes providing a green backdrop to the Area. Certain recreational uses, however, may be possible at selected locations. The zone falls within a larger Landscape Protection Area and Urban Fringe Park as proposed in the Metroplan Selected Strategy. Development within the zone will be carefully controlled and development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.

10. COMMUNICATIONS

10.1 Roads

The Area is well served by major roads. Lung Cheung Road, which passes through the northern part of the Area, is part of the primary distributor network linking East and West Kowloon. The district distributor network consists of Nam Cheong Street, Cornwall Street, Tat Chee Avenue, Tai Hang Tung Road and Tai Po Road.

10.2 Mass Transit Railway

The Area is served by the MTR East Rail Line and Kwun Tong Line. There are two MTR stations within the Area. The entrances of the Shek Kip Mei Station are located at Woh Chai Street and Tai Hang Tung Road while the entrances of the Kowloon Tong Station are located at Suffolk Road linking the CityU and near the junction of Kent Road and Suffolk Road. The East Rail Line runs along the eastern edge of the Area and is interchanged with Kwun Tong Line at Kowloon Tong Station, providing railway services to and from the north-eastern New Territories.

10.3 Public Transport Terminus

A public transport terminus is located within the Festival Walk development to the west of the MTR Kowloon Tong Station to serve the Area. Another public transport terminus is located at Pak Wan Street in the vicinity of Pak Tin Estate.

11. UTILITY SERVICES

The Area has piped water supply as well as drainage and sewerage systems. Electricity, gas and telephone services are also available and no difficulties are anticipated in meeting the future requirements.

12. HISTORICAL AND CULTURAL HERITAGE

There are two graded historic buildings in the Area, namely, Mei Ho House and the ***Former*** North Kowloon Magistracy, both of which have been accorded Grade 2 ***status***~~historic building~~. Both buildings have been included in the Revitalising Historic Buildings Through Partnership Scheme led by the Development Bureau ~~to be converted~~ for ***conversion to*** adaptive re-uses. ***Whilst the Former North Kowloon Magistracy has been developed into the Hong Kong branch campus of Savannah College of Art and Design, which is a renowned art, design and digital media institution in the United States, since September 2010; Mei Ho House is currently under conversion work for a proposed hotel (in the form of city hostel) with a public housing museum by the Hong Kong Youth Hostel Association.*** Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposal might affect the above historic buildings and their immediate environs.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, Lands Department and the various licensing authorities.

13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Sham Shui Po District Council would also be consulted as appropriate.

13.3 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 and 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 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
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1. The Project

1.1 In June 2008, the Civil Engineering and Development Department (CEDD), under Agreement No. CE-58/2007 (CE), commissioned Mott MacDonald Hong Kong Limited (MMHK) as a lead consultant to undertake this project (hereunder called "Project") to investigative, design and supervise construction of the infrastructure for the two potential land sale sites (i.e. Site A and Site B) near Lung Cheung Road, Tai Wo Ping. These two potential land sale sites are intended for private residential development. The tentative target disposal year of these two sites is for 2015/16.

1.2 The two sites fall within an area zoned "Government, Institution or Community" ("G/IC") on the Approved Shek Kip Mei Outline Zoning Plan No. S/K4/25 (the "OZP") (Figure 1). According to the Explanatory Statement (ES) of the OZP, they are reserved for school development.

1.3 To realize the revised planning intention of using these two sites for residential purpose, before any land disposal procedure takes place a rezoning submission to TPB under the Town Planning Ordinance (Chapter 131) is required. In order to minimize the impacts of the development on these two sites on their surrounding land-uses, it is recommended to rezone the slopes of these two sites from "G/IC" to "Green Belt" ("GB") (Figure 1).

2. Background

2.1 The two sites are formed sites located in the middle of Beacon Hill, north of Lung Cheung Road (Figure 1). They are bounded by a cluster of private residential developments, namely Beacon Heights to the west; Lung Cheung Road to the south; Phoenix House and Water Services Department Car Park No. 3 to the east; and the natural slopes of Beacon Hill to the north.

2.2 Site No. LS-SSP-0012 (Site A) is about 10,671m^2 (or 1.06 ha) in land area and is formed into three platforms of different levels (Figure 1). Access to this site is through Lung Yan Road in the east.

2.3 Site No. LS-SSP-0013 (Site B) is about 21,745m^2 (or 2.17 ha) in land area and is formed into a flat platform (Figure 1). Access to this site is through Lung Ping Road. Both Site A and Site B have been considered by the Committee on Housing Policy as a potential site for private residential development with a plot ratio of 1.5 to provide about 105 flats and 301 flats at Site A and Site B respectively.

3. Rezoning Proposals

Preferred Development Parameters

3.1 Table 1 and Table 2 summarize the key development information of the preferred development options for Site A and Site B respectively. The results of the Project have proved that the original plot ratio of 1.5 proposed in the Study Brief cannot be achieved on these sites due to their site constraints, particularly when factors like traffic noise impact and the intention to maintain a compatible building height in the area are taken into account. The key development parameters in the preferred development options for Site A and Site B represent the most feasible and achievable balanced development options.

3.2 The traffic noise impact from Lung Cheung Road imposes severe constraint in planning and designing the schematic layout for the two sites. On-site noise boundary walls with various heights of 2.5m, 5m and 8m were evaluated. Having considered the following factors, a boundary wall of 2.5m has been adopted: (a) a need to comply with the requirements for traffic noise impact on a residential development as set out in the Hong Kong Planning Standards and Guidelines (HKPSG); (b) a need to be in harmony with the physical setting (e.g. building height and plot ratio) in the vicinity of the two sites; (c) a need to optimize the quality of living in the two sites, including visual impact, natural air circulation and daylight penetration; (d) a practically feasible development layout be formulated for each site; and (e) avoiding high construction and maintenance costs.

3.3 Figure 2 shows the schematic layouts for these two sites. For Site A, with a maximum plot ratio of 1.01, a total GFA of about 10,812m^2 can be achieved (Table 1). A total of 33 blocks (providing a total of 106 residential units) will be provided upon full development. The building heights in this site will range from 2 to a maximum of 4 storeys. A single-storey clubhouse (about 500m^2 GFA), together with the 2.5m high solid boundary wall, will serve as an effective mitigation measure against the traffic noise from Lung Cheung Road.

3.4 For Site B, with a maximum plot ratio of 1.46, a total GFA of about 31,844m^2 can be achieved. The proposed development scheme contains four 8-storey housing blocks and 35 houses & blocks ranging from 2 to 4 storeys. A total of 270 residential units will be provided. Like Site A, a clubhouse (about 1,250m^2 in GFA) and a proposed 2.5m high boundary wall will serve as a noise barrier to shield the development against the traffic noise from Lung Cheung Road.

3.5 Table 3 presents the overall combined development information of these two sites. The combined plot ratio of the two potential land sale sites will be 1.32 (about 12% lower than the one proposed in the Study Brief). Based on an average unit size of about 113m^2, a total of 376 residential units can be provided. The maximum building heights on Site A and Site B will be 4 storeys (or 166.3mPD) and 8 storeys (or 162.7mPD) respectively (Table 1 and Table 2).

Table 1 Key Development Information of Site A

Site Area	**10,671m^2**
GFA	**10,812m^2**
Plot Ratio	**1.01**
Site Coverage	**31.54%**
Clubhouse	**1 Storey (of about 500m^2 GFA)**
Formation Level	
Block 1 – 3	147.2mPD
Block 4 – 7	153.7mPD
Block 8 – 9	153.7mPD
Block 10 - 13	153.7mPD
Block 14 - 15	153.7mPD
Block 16 - 22	143.1mPD
Block 22 - 33	143.1mPD
Building Height in mPD (Actual) 【No. of Storeys】	
Block 1 – 3	153.5mPD (6.3m) 【2】
Block 4 – 7	166.3mPD (12.6m) 【4】
Block 8 – 9	160mPD (6.3m) 【2】
Block 10 - 13	166.3mPD (12.6m) 【4】
Block 14 - 15	163.15mPD (9.45m) 【3】
Block 16 - 22	149.4mPD (6.3m) 【2】
Block 22 - 33	155.7mPD (12.6m) 【4】
No. of Blocks (Units)	
House 1 – 3	3 (6)
House 4 – 7	4 (16)
House 8 – 9	2 (4)
House 10 – 13	4 (16)
House 14 – 15	2 (6)
House 16 – 22	7 (14)
House 22 – 33	11 (44)
Total No. of Blocks (Units)	**33 (106)**
Average Block Size	**102m^2**

Table 2 Key Development Information of Site B

Site Area	**21,745m^2**
GFA	**31,844m^2**
Plot Ratio	**1.46**
Site Coverage	**34.49%**
Clubhouse	**1 Storey (of about 1,250m^2 GFA)**
Formation Level	**137.5mPD**
Building Height in mPD (Actual) 【No. of Storeys】	
Block 1	162.7mPD (25.2m) 【8*】
Block 2	162.7mPD (25.2m) 【8*】
Block 3	162.7mPD (25.2m) 【8*】
Block 4	162.7mPD (25.2m) 【8*】
Block 1 – 17	143.8mPD (6.3m) 【2】
Block 18 – 31	150.1mPD (12.6m) 【4】
Block 32 – 35	146.95mPD (9.45m) 【3】
No. of Blocks (Units)	
Block 1	1 (42, 6 units per storey)
Block 2	1 (42, 6 units per storey)
Block 3	1 (42, 6 units per storey)
Block 4	1 (42, 6 units per storey)
No. of Block (Units)	**4 (168)**
No. of Block (Units)	
Block 1 – 17	17 (34)
Block 18 – 31	14 (56)
Block 32 – 35	4 (12)
Total No. of Houses (Units)	**35 (102)**
Total No. of Units	**270**
Average Unit Size	**118m^2**

Notes: * No. of Storeys - 7 domestic storeys and 1 storey for lobby

Table 3 Combined Key Development Parameters of the Two Sites

Site Area	**32,416m^2**
GFA	**42,656m^2**
Plot Ratio	**1.32**
Site Coverage	**33.52%**
Average Unit Size	**113m^2**
Total No. of Units	**376**

New Vehicular Access Arrangement

3.6 In order to address the strong objections from residents of Beacon Heights on the ground that the future residential developments at the two sites will generate additional traffic load on Lung Ping Road, severely affecting their existing living condition. As such, a new alternative access road system is hence required, linking the two new sites with the existing road network where practically feasible.

3.7 After a thorough technical study, a new access road connection system is proposed (**Figure 3**). **Figure 4** and **Figure 5** demonstrate the likely traffic flows from the two sites to and from Central East Kowloon, Tseung Kwan O, Northeastern New Territories, East New Territories, Cross Harbour Tunnel and East Harbour Crossing respectively. Clearly, the proposed new access road connection will help to avoid the possibility of generating additional vehicular traffic on Lung Ping Road due to the implementation of developments at Site A and Site B in future.

3.8 The western section access road will run between Lung Cheung Road and the run in/out of Site B. This section will be formed by a one-way access road of 4.5m wide. A diversion taper will be provided at Lung Cheung Road, while a signalized junction will be provided at the run in/out of Site B.

3.9 The eastern section access road is running between the run in/out of Site B and Lung Cheung Road Lookout. This section will be formed by a single 2-lane carriageway. The run in/out of Site A is located at about 90m east of Site B and at this eastern section.

3.10 The connection to Lung Cheung Road westbound will via a newly proposed flyover spanning over Lung Cheung Road (Bridge No. 4 in **Figure 3**), and the

access road to Lung Cheung Road Lookout. A signalized junction will be provided at the interface.

3.11 The connection to Lung Cheung Road eastbound will via a slip road branched off from the eastern section access road, and merged with the bus lane of Lung Cheung Road. A signalized junction will be provided at the interface.

3.12 The proposed vehicular access system will not add traffic to Lung Ping Road, and the sites will have good accessibility (direct and convenient) to and from all directions. In addition, Bridge No. 4 will improve the accessibility of the existing development or future re-development at Lung Yan Road.

3.13 Sufficient car-parking and loading/unloading facilities would be provided based on the HKPSG. The proposed internal car-parking and loading/unloading facilities will be located at the basement level of the proposed residential developments. A lay-by of 20m in length is proposed at east of the entrance of Site B is proposed. This lay-by is sufficient to accommodate two public light buses at the same time. **Table 4 and Table 5** show the car-parking and loading/unloading provisions of the sites.

Table 4 Proposed Car-parking and Loading/Unloading Facilities in Site A

Components	HKPSG Requirements	No. of Provision Required	Proposed Provision
Car-parking Provision (5m x 2.5m)			
Residents (Houses -106 Units *1)	0.56 – 0.83 spaces per house	60 - 88	60 – 88 *1
Visitors	Nil	-	5 *2 *3
Motorcycle Provision (2.4m x 1m)			
Motorcycle	5 – 10% of total car parking provisions	4 - 10	4 – 10
Loading/Unloading Provision (11m x 3.5m)			
Residents (Houses - 106 Units *1)	Nil	-	2 *4

*1 The average unit size for the houses in Site A is 102m^2.

*2 Include one car parking space of 5m x 3.5m for persons with disabilities for every 100 car parking spaces.

*3 By considering there is no other public car parking facility with the convenient distance, 5 visitor car parking spaces are recommended.

*4 Since there is only 106 units in houses, the demand on GV loading/unloading activities would not be high. It is proposed that 1 loading/unloading bay is for the use of residents and 1 loading/unloading bay for the use of the clubhouse.

Table 5 Proposed Car-parking and Loading/Unloading Facilities in Site B

Components	HKPSG Requirements	No. of Provision Required	Proposed Provision
Car-parking Provision (5m x 2.5m)			
Residents (4 Blocks - 168 Units *1)	0.56 – 0.83 spaces per unit	95 – 140	95 – 140 *3
Residents (Houses - 102 Units *2)	0.56 – 0.83 spaces per house	58 - 85	58 – 85 *3
Visitors (4 Blocks - 168 Units *1)	Nil	-	10*3 *4
Visitors (Houses - 102 Units *2)	Nil	-	5*3 *4
Motorcycle Provision (2.4m x 1m)			
Motorcycle	5 – 10% of total car parking provisions	9 - 24	9 - 24
Loading/Unloading Provision (11m x 3.5m)			
Residents (4 Blocks - 168 Units *1 and Houses - 102 Units *2)	Nil	-	3 *5

*1 The average unit size for the blocks in Site B is 128m^2.

*2 The average unit size for the houses in Site B is 102m^2.

*3 Include one car parking space of 5m x 3.5m for persons with disabilities for every 100 car parking spaces.

*4 By considering there is no other public car parking facility with the convenient distance, 10 and 5 visitor car parking spaces are recommended for blocks and houses respectively.

*5 Since there is only 168 units in 4 blocks and 102 units in houses, the demand on GV loading/unloading activities would not be high. It is proposed that 1 loading/unloading bay is for the use of residents of the blocks, 1 loading/unloading bay for the use of residents of the houses, and 1 loading/unloading bay for the use of the clubhouse.

Sustainable Building Design Guidelines

3.14 The present proposed scheme has taken into account the Practice Note of the Buildings Department, namely "Sustainable Building Design Guidelines" (APP-152). Some of those guidelines are not applicable to the present proposed scheme as some of its domestic buildings are not more than 4 storeys in height. For those to which these Guidelines are applicable, the Guidelines will be fully complied with.

3.15 The proposed 3m separation between the 8-storey residential blocks and the site boundary wall will meet the minimum separating distance stipulated in the Guidelines. The coverage of greening will be about 34.02% [3,630m^2 / 10,671m^2 x 100% (area of greening / site area x 100%)] for Site A and about 30.16% (6,560m^2 / 21,745m^2 x 100%) for Site B. The minimum requirement of 30% set in the Guidelines will therefore be met.

4. Land-Use Planning Considerations

Proposed Rezoning Boundary

4.1 As mentioned in paragraph 1.2 above, the two potential land sale sites, if considered appropriate, will require agreement from TPB to rezone the sites from "G/IC" in the present OZP to "R(C)". The entire rezoning area covers not only the two developable sites, but also their adjoining slopes and roads. It has a total land area of 79,500m^2. In order to minimize the impacts of the development on these two sites on their surrounding land-uses, it is recommended to rezone the slopes of these two sites from "G/IC" to "GB". Therefore, Site A and Site B (i.e. 10,671m^2 for Site A and 21,745m^2 for Site B) are proposed to be rezoned to "R(C)" while the remaining slope areas of about 47,084m^2 (i.e. 79,500m^2 - 10,671m^2 - 21,745m^2) are proposed to be rezoned to "GB" (**Figure 1**).

Compatibility to the Adjacent Residential Developments

4.2 The planning intention for the "R(C)" zone is "*primary for low-density residential developments where commercial uses serving the residential neighborhood may be permitted on application to the TPB*" (**Appendix I**). The proposed low-density residential development under the present application, with plot ratios of 1.01 and 1.46, is considered appropriate for this particular zoning of these sites. In fact, the private residential developments surrounding the sites are also in "R(C)" zones, i.e. "R(C)4" for Beacon Heights, "R(C)5" for Dynasty Height and "R(C)9 for Mount Beacon (**Figure 1**).

4.3 To ensure that the proposed residential developments at the two sites would be compatible with their surrounding developments, particular in terms of plot ratio and building height, the parameters of the surrounding residential developments have been studied and reviewed.

4.4 For Site A and Site B respectively, the plot ratios are 1.01 and 1.46; and building heights are 2 to 4 storeys (up to 166.3mPD) and 2 to 8 storeys (up to 162.7mPD). These development parameters are below those in the surrounding residential developments which have plot ratios ranging from 1.55 to 2.52 and building heights from 2 to 15 storeys (up to 194mPD) (Table 6).

Building Heights

4.5 As stated in the OZP, the developments at the sites should be limited to 8 storeys (Figure 1). Normally, the floor-to-floor height in G/IC facilities is greater than that of residential development. The heights of the proposed residential development at the sites, ranging from 2 to 4 storeys for houses and 8 storeys for blocks, tally with the building height stipulated under the OZP. The height of the proposed residential development will not exceed that originally planned for the sites. The proposed building heights are compatible with the surrounding residential developments as well as those stated in the OZP.

Table 6

Key Development Parameters of the Surrounding Residential Developments

Development Information	Surrounding Residential Developments		
1. Site Area (Year of Occupation)	Dynasty Heights	43,520m^2 *1 (1999) *2	
	Beacon Heights	42,290m^2 *1 (1987) *2 (including slopes) or 26,070m^2 *1	
	Mount Beacon	14,700m^2 *1 (2006) *2	
2. Existing Site Formation Level	Dynasty Heights	95 to 135mPD *3	
	Beacon Heights	99 to 112.5mPD *3	
	Mount Beacon	60 to 65mPD *3	
3. Plot Ratio	Dynasty Heights	1.55 *1	
	Beacon Heights	1.55 (including slopes) or 2.52 *1	
	Mount Beacon	1.90 *1	
4. Gross Floor Area	Dynasty Heights	67,611m^2 *1	
	Beacon Heights	65,745m^2 *1	
	Mount Beacon	27,980m^2 *1	
5. Average Flat Size	Size Ranges	Overall	Medium-rise Apartment
	Dynasty Heights	56m^2 to 306m^2 *4	56m^2 to 306m^2 *4
	Beacon Heights	91m^2 to 139m^2 *5	91m^2 to 139m^2 *5
	Mount Beacon	105m^2 to 404m^2 *6	105m^2 to 181m^2 *6
6. No. of Flats		Overall	Medium-rise Apartment
	Dynasty Heights	590 *2	504 *2
	Beacon Heights	642 *2	642 *2
	Mount Beacon	220 *2	197 *2
7. No. of Flats Per Floor		Overall	Medium-rise Apartment
	Dynasty Heights	2 to 6 *2	2 to 6 *2
	Beacon Heights	2 to 6 *2	2 to 6 *2
	Mount Beacon	1 to 4 *2	2 to 4 *2
8. No. of Blocks		Overall	Medium-rise Apartment
	Dynasty Heights	22 *2	21 *2
	Beacon Heights	14 *2	14 *2
	Mount Beacon	27 *2	5 *2
9. No. of Domestic Storeys (including G/F: Lobby)	Domestic Storeys	Overall	Medium-rise Apartment
	Dynasty Heights	6 to 15 (over 0-4 storey non-domestic floors)*2	8 to 15 (over 0-4 storey non-domestic floors)*2
	Beacon Heights	8 to 15 *2	8 to 15 *2
	Mount Beacon	2 to 13 (over 1-2 storey non-domestic floors) *2	10 to 13 (over 1-2 storey non-domestic floors) *2
10. Actual Building Height	Dynasty Heights	19m to 45m	
	Beacon Heights	20m to 40m	
	Mount Beacon	14m to 47m	
11. Building Height in mPD	Dynasty Heights	114.4mPD to 191.35mPD (18.9m to 44.95m)	
	Beacon Heights	121.35mPD to 152.3mPD (21.6m to 40.5m)	
	Mount Beacon	85.95mPD to 109mPD (13.8m to 47m)	

*1 Data from the Lands Department
*2 Data from the Centadata
*3 Data from the Government Survey Sheet
*4 Data from the Developer
*5 Sample Data from the Centadata
*6 Data from the Hong Kong Property

Adequate Provision of Open Space and G/IC Facilities in the District

4.6 In assessing the possibility of the rezoning application from "G/IC" zone to residential development, the provisions of the major G/IC facilities as well as open space for the existing and planned population in the Shek Kip Mei district have been evaluated.

4.7 The sites are originally planned for primary and secondary schools. In the provisions of primary and secondary schools in the district, there is a surplus of 2 classrooms in primary schools and a surplus of 250 classrooms in secondary schools. In addition, surpluses are found in the provisions of local and district open space in the district. Hence, reservation of additional land for school and open space is not required.

5. Impact Assessments

Traffic Impact Assessment

5.1 During the preliminary stage of the Project, consultations were conducted with locals on the proposed residential development, including consultations with Sham Shui Po District Council on 1.9.2009 and 27.10.2009 and with residents of Beacon Heights on 11.9.2009 and 21.12.2009. Concerns and strong objections were raised by the Incorporated Owners' of Beacon Heights in various forums, regarding the additional traffic volume generated by the proposed residential development. The residents commented that this increase of traffic on Lung Ping Road would lead to road and pedestrian safety problems as well as noise and air pollutions, and would overload the capacity of the road. To address these concerns, a new access road system is proposed (**Figure 3**).

5.2 Traffic forecasts and assessments have been undertaken to access the impacts of the proposed residential development to the surrounding road networks. It is estimated that the proposed residential development will generate about 88 pcu/hr and 52 pcu/hr in the AM peak and PM peak respectively. The Cornwall Street/Nam Cheong Street junction will perform with marginal reserved capacity even without the proposed residential development during AM Peak of Year 2019. The reserved capacities for the 'without' and 'with' development scenarios are reduced from 5% to 4% only. Thus, the impact from the proposed residential development is insignificant (1% only) and the junction capacity situation is due to the general traffic. The other junctions would operate with ample capacities even with the proposed residential development.

5.3 The proposed access road system will minimize or even avoid the generation of any additional traffic on Lung Ping Road. No adverse impact to Lung Ping Road is anticipated. The Traffic Impact Assessment has concluded that the proposed access road system will enhance the vehicular accessibility of the sites; and that the proposed residential development will not have any significant traffic impact on the local road networks and is thus acceptable from the traffic point of view.

Preliminary Environmental Review

5.4 The Preliminary Environmental Review has assessed the impacts of the proposed residential development on air, noise, water, waste, cultural heritage and ecology aspects.

Air Quality Impact

5.5 The air quality impacts during construction and operation phases of the proposed residential development have been assessed. During the construction phase, proper implementation of dust control measures required under the Air Pollution Control (Construction Dust) Regulation will be undertaken by the contractors and construction dust will be controlled at source to acceptable levels. With proper implementation of dust suppression measures, no adverse impact from dust arising from the construction of the proposed residential development is anticipated.

5.6 During the operation phase, the major emissions will be generated from vehicles and the most sensitive receiver will be the residents in Beacon Heights and the future residents at the sites. The assessment results have indicated that the air quality impacts will be insignificant and well below the critical point in the relevant Air Quality Objective. No adverse impact on air quality during the operation phase is anticipated.

Noise Impact Assessment

5.7 The noise impacts during construction and operation phases have been assessed. During the construction phase, mitigation measures (such as the use of quiet plant) will be implemented. The impact during the construction phase will be adequately mitigated.

5.8 Potential noise impacts during the operation phase will mainly be the traffic noise from Lung Cheung Road. The results of the Traffic Noise Impact Assessment have indicated that, with the provision of the purpose-built 2.5m boundary walls along the boundary of the sites (**Figure 6**), the predicted noise levels of the noise sensitive receivers are in the range of 55 – 70 dB(A), which all comply with the noise criterion of 70 dB(A). No residual noise impact during the operation is anticipated.

Impact Assessment on Water Quality

5.9 The impacts on water quality during construction and operation phases have been assessed. The potential water quality impacts during the construction period, including the construction runoff and drainage; debris, refuse and liquid spillages from general construction activities; and sewage effluents from the construction workers have been assessed. Minimization of the water quality deterioration could be achieved through implementation of adequate mitigation measures such as control measures on the runoff and drainage from the work areas to minimize construction runoff; proper site management and good housekeeping practices will also be adhere to so as to ensure that construction wastes and materials will not enter the identified water sensitive receivers and stormwater drainage system. Sewage effluent from the construction workers will also require appropriate treatments through the provision of portable toilets. With the implementation of these mitigation measures, the water quality impact in the construction phase is anticipated to be within the acceptable limits.

5.10 For the operation phase, a surface water drainage system will be provided to collect runoff from the road during raining periods.

Impact Assessment on Wastes

5.11 The impacts of wastes during the construction phase have been assessed. Wastes generated by the construction activities are likely to include construction and demolition materials from the construction work, general refuse from the workers and chemical wastes from maintenance of construction plants and equipment. With proper site management and practices, including careful handling, transportation and disposal of wastes using approved methods, adverse environmental impact during the construction phase is not anticipated.

Impact Assessment on Cultural Heritage

5.12 Making reference to the Antiquities and Monuments Ordinance and the part of HKPSG on conservation, a site analysis of the sites was undertaken. The sites are abandoned platforms covered with vegetation and are surrounded by natural slopes with dense vegetation. Archaeological sites or other heritage resources do not exist. The sites and their surrounding areas do not have any official heritage status and there are no declared monuments, graded historical structures or sites of cultural heritage within the boundary of the sites. No impact on cultural heritage associated with the proposed residential development is anticipated.

Impact Assessment on Ecology

5.13 The only ecological resources that could be affected by the proposed residential development are mainly plantation habitat and only low density of common and widespread wildlife species were recorded during the environmental review. The loss of plantation habitat due to the construction will have insignificant ecological effect. The impact of on trees at the sites will be further discussed in subsequent paragraphs.

Landscape and Visual Impact Assessments

5.14 The Landscape and Visual Impact Assessments has recommended mitigation measures that would minimize the landscape and visual impacts arising from the proposed residential development.

5.15 Detailed tree survey within the sites and tree group surveys in the surrounding areas, including the proposed access roads, have been undertaken. No rare, protected species, registered or potential Old and Valuable Trees were identified. Schematic landscape proposals of the proposed residential development are shown in **Figure 7**.

5.16 Various mitigation measures during construction and operation phases to minimize the visual and landscape impacts have been proposed. During the construction phase, careful design and control on the visual screen, containment / sediment and construction lighting are essential; advanced screening for tree planting, existing trees preservation within work areas, transplanting of trees to adjacent locations and compensatory landscape planting should also be carefully planned at the detailed design stage.

5.17 For the operation phase, architectural design for the proposed work, landscape design for the proposed infrastructure, greening design, hard and soft landscape treatments and reinstatement in the affected areas should be carefully designed and managed. Roadside planting is also recommended along the internal road within the development sites.

5.18 The photomontages from different selected vantage points have demonstrated that the impacts arising from the proposed residential development, with suitable mitigated measures, in Year 10 range from 'slight' to 'insubstantial' which will not induce significant adverse visual impact on the surrounding developments. The proposed residential development is considered a compatible land-use from the visual point of view.

Report on Engineering Works

5.19 The report on engineering works assesses the impacts of drainage, sewerage, water supply and utility provisions of the proposed residential development at the sites.

Drainage Impact Assessment

5.20 For Site A, the results of the Drainage Impact Assessment have indicated that the nearby existing drainage channel and system will have adequate capacity to accommodate the additional flow arising from the proposed residential development. The proposed residential development will therefore have no adverse drainage impact on the existing drainage system.

5.21 Site B is currently a piece of vacant land with concrete paved surface. Although the land use of this site will be changed to residential, there will be no change to the runoff coefficient and the peak runoff of this site. The proposed residential development will have no adverse drainage impact to the existing drainage system.

5.22 A link bridge is proposed to connect the two sites across a drainage channel. In the preliminary design of the link bridge, no pier or support column will be erected within the drainage channel. In this regard, the link bridge will not impose adverse impact on the existing drainage system.

Sewerage Impact Assessment

5.23 The results of the Sewerage Impact Assessment have indicated that the sewerage connections from the developments at Site A and Site B to the existing sewer located at Lung Ping Road (i.e. at the western side of the sites) are feasible. The proposed sewerage connection pipes for discharging of the domestic sewage flow arising from the proposed residential development at Site A is proposed to be laid along the access road down to Lung Cheung Road and then along Lung Cheung Road. The sewage connection pipe for Site B is proposed to be laid along the proposed access road.

5.24 The estimated sewage flows generated from the proposed residential development at the Site A and Site B will be 5.11 l/s and 15.85 l/s respectively. The proposed gravity sewers are 225mm diameter pipes which are adequate for the conveyance of the generated sewage flow.

5.25 Checking of the hydraulic capacity shows that the downstream sections of the existing sewer will still have sufficient capacities to receive the additional flows generated from the proposed residential development at the sites. The maximum utilization rate of the upstream sections is 53% only. The maximum utilization rates of the downstream sections and the further downstream sections of the existing sewer are 20% and 24% respectively.

Water Supply Impact Assessment

5.26 Possible connections to the fresh water and salt water mains from the two sites to the existing networks have been identified in the Water Supply Impact Assessment. For both Site A and Site B, distributions pipes for fresh water and salt water of 150mm diameter are proposed to be incorporated in the proposed residential developments.

Utilities and Miscellaneous Works

5.27 The CLP Power Hong Kong Limited, the Hong Kong and China Gas Company Limited and the PCCW-HKT Telephone Limited have confirmed the availability in the provision of electricity, gas and telephone services for the sites.

5.28 As there is an existing 11kV overhead line transversing Site A, diversion or abandoning of this overhead line will be required. Moreover, the existing electricity and telephone services along the access road and within Site B may not have sufficient capacities for the proposed residential development and they may have to be abandoned and new cables may have to be installed.

5.29 An existing dead-end road is located to the north of Site B. Due to the upgrading of existing access road to Site B, this road will no longer be accessible by vehicular traffic as there will be a level difference of approximately 6m. The Lands Department has reminded that the dead-end road and the adjoining slopes at the north and northeast of Site B should be included as part of the proposed residential development to avoid generation of future management problem if left unattended.

Air Ventilation Assessment

5.30 An Air Ventilation Assessment has been conducted to assess the air ventilation impacts on the surrounding developments due to the presence of the proposed residential development. Two scenarios were identified for the assessment, one based on the baseline scenario for the planned school development at the two sites and the other based on the layout of the proposed residential developments. The results of the Air Ventilation Assessment have concluded that with the proposed development layouts, the wind performances of the surrounding environment are generally improved. The major reasons are the gradually reduced heights of the building blocks starting from the hillside and the tunnel effect due to the introduction of 2.5m high boundary wall, as a noise mitigation measure against the road traffic noise from Lung Cheung Road. There is no adverse impact caused by the presence of the proposed residential developments at these two sites.

Land Resumption and Clearance

5.31 All the pieces of land required for the proposed residential development and essential infrastructure are within unleased and unallocated Government Land. Land resumption is not required. Preliminary investigation has revealed that minor land clearance work is essential.

Geotechnical Assessment

5.32 The Geotechnical Assessment has taken into account 23 registered man-made features in the vicinity of the sites, features which will affect or be affected by the proposed residential development. Preliminary design of upgrading work has been carried out for 14 features the factor of safety of which under existing condition does not meet the required safety standard. However, with proper improvement and mitigation measures, no adverse geotechnical impact is anticipated.

Natural Terrain Hazard Study

5.33 Natural Terrain Hazard Study has been undertaken to assess slope stability and to propose hazard mitigation measures for the sites. The terrain above Lung Yan Road and north of the sites is steeply sloping with numerous areas of rock outcrop. Credible landslide hazard types are identified, including channellised debris flows and falls of boulders and rock-blocks. Natural terrain hazard mitigation measures in the form of protective barriers should be installed on the sites or up slope from them. In order to minimize the environmental impact to the local environment and to facilitate access for construction and maintenance of the protective barriers, the barriers are proposed to be located inside or near the sites.

6. Conclusion

6.1 The Consultancy was commissioned by CEDD to under the Project in order to ensure adequate supply and timely delivery of suitable sites to meet demand of private housing. The Government has identified the sites under application as potential land sale sites for disposal in 2015/16.

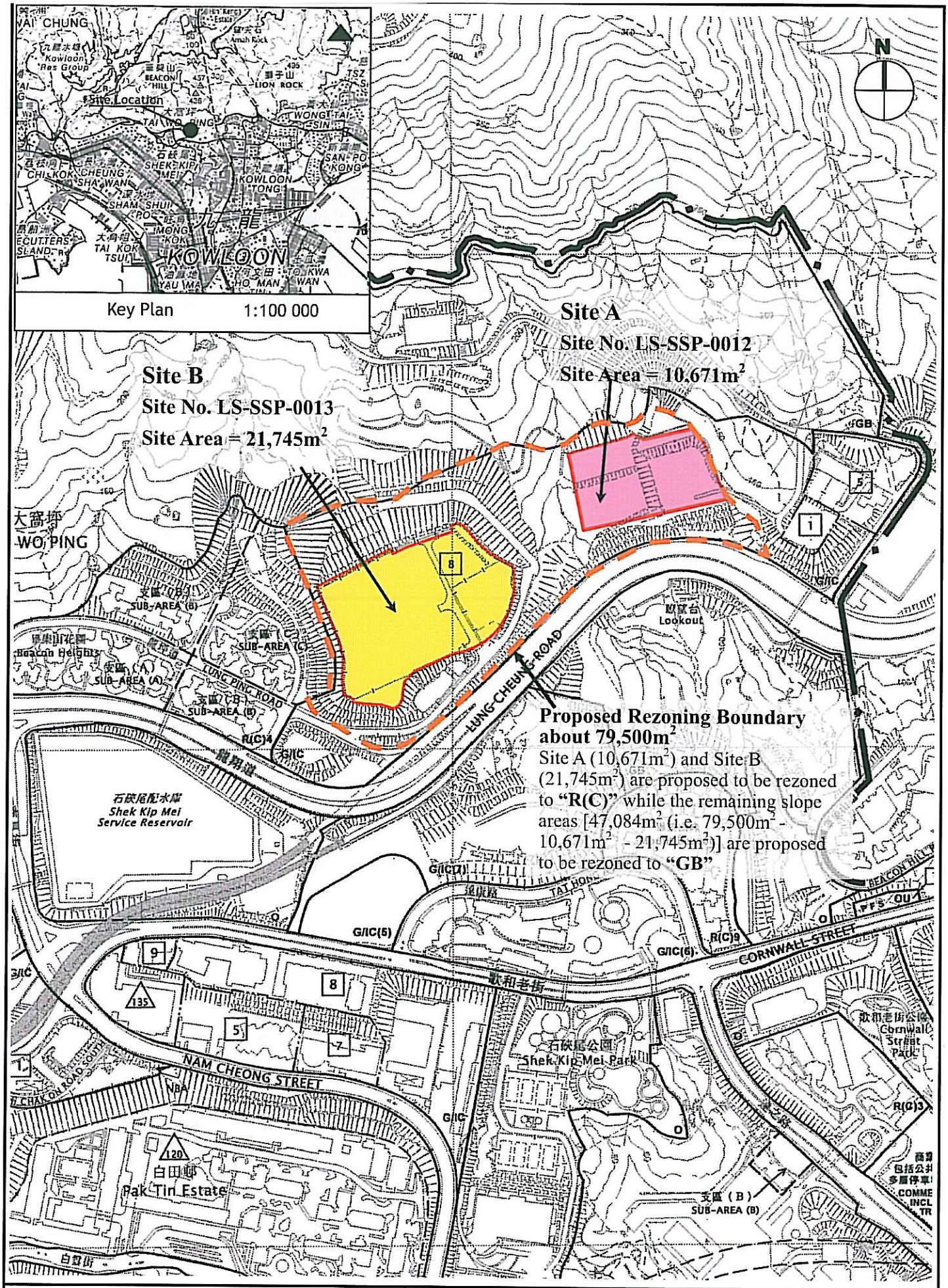
6.2 The sites fall within an area zoned "G/IC" on the OZP. For the purpose of land sale, the sites have to be rezoned from "G/IC" to "R(C)" before any land disposal procedure taking place and to allow the proposed residential development at the sites.

6.3 "R(C)" zone is an appropriate zoning for the low-density residential development in the district. The proposed development parameters are compatible with the surrounding residential developments as well as those stipulated on the OZP. In addition, the proposed rezoning application will not affect the provision of open space and G/IC facilities in the Shek Kip Mei district.

6.4 The results of various technical assessments, including those on traffic, environmental, drainage, sewerage, water supply, utilities, air ventilation and geotechnical aspects, have clearly indicated that the proposed residential development will not impose any adverse impact on the surroundings.

6.5 In view of the above, it can be concluded that, with the recommended noise mitigation measures, new access road system, and the proposed development intensity and building height, it is feasible and practicable to use the two selected potential land sale sites (i.e. Site A and Site B) for private residential development.

September 2011



Site Location Plan
(Extracted from the Approved Shek Kip Mei Outline Zoning Plan No. S/K4/25)

Figure 1

1: 5 000

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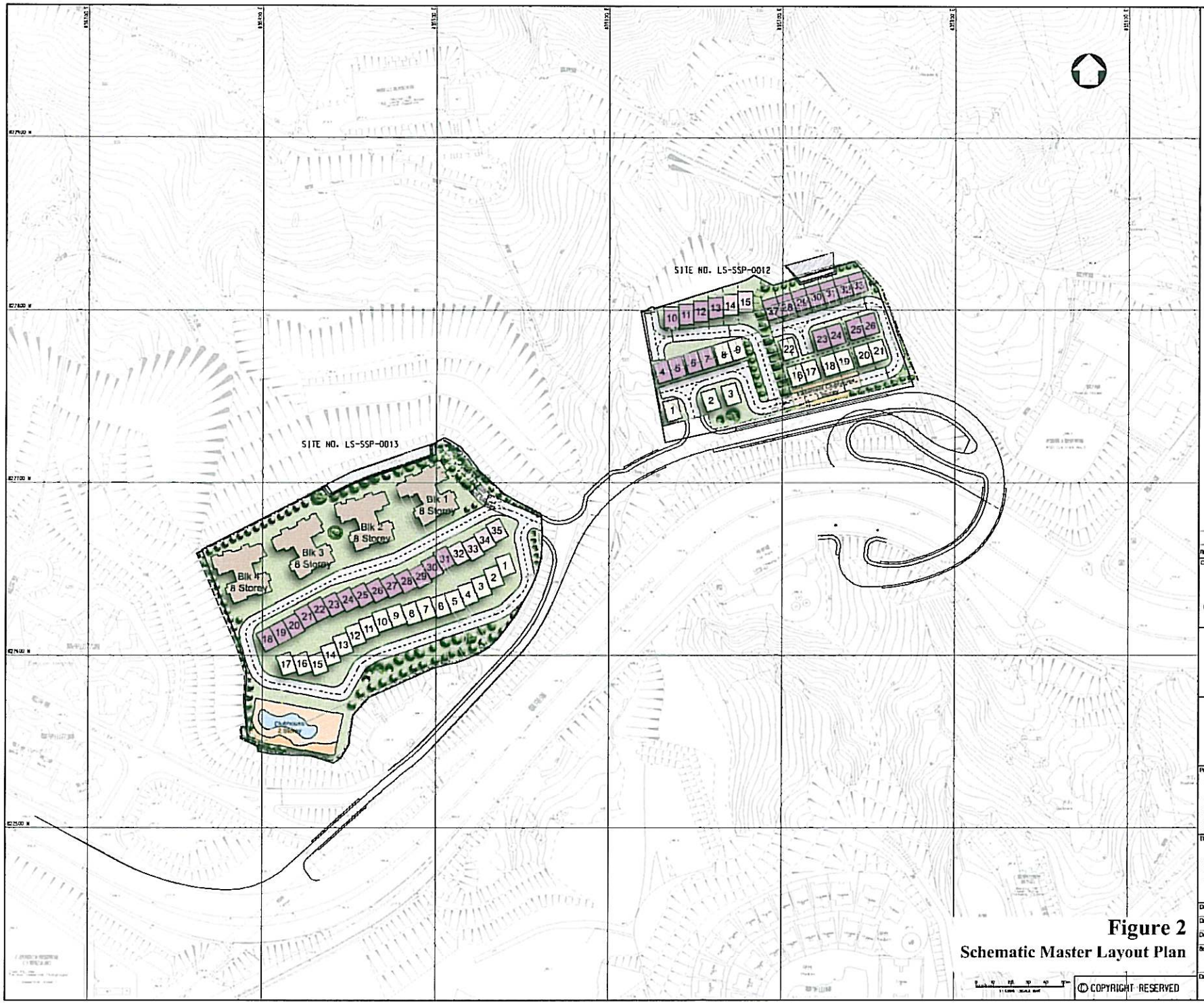


Figure 2
Schematic Master Layout Plan

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Rev	Date	Drawn	Description	Chkd	Appd
P1		PL	(REV)		

Client

CEDD
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Mott MacDonald

MVA HONG KONG LTD.

Project

AGREEMENT NO. CE58/2007(CE)
INFRASTRUCTURE WORKS FOR SITES LS-SSP-0012 & 0013 NEAR LUNG CHEUNG ROAD, TAI WO PING - INVESTIGATION, DESIGN & CONSTRUCTION

Title

FIGURE D1
MASTER LAYOUT PLAN

Designed	RSC		Engr.Chk.	TRL	
Drawn	PL		Coordination	TRL	
Dwg.Chk.	TRL		Approved	SHC	

Scale	Project	Status
1:1000@A1	249496	PRE

CAD File

Drawing No.	Rev
249496/08/D1	P1

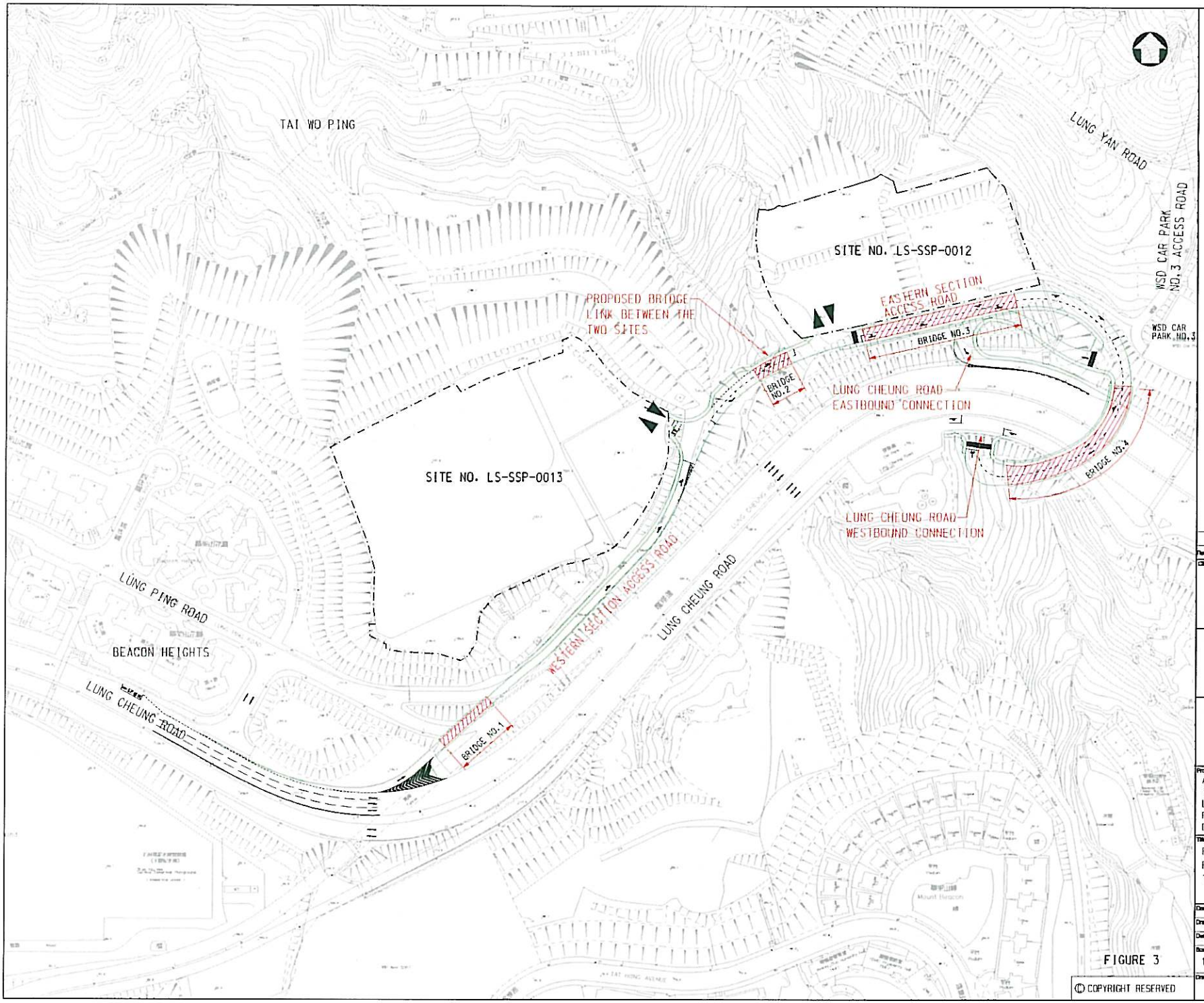


FIGURE 3

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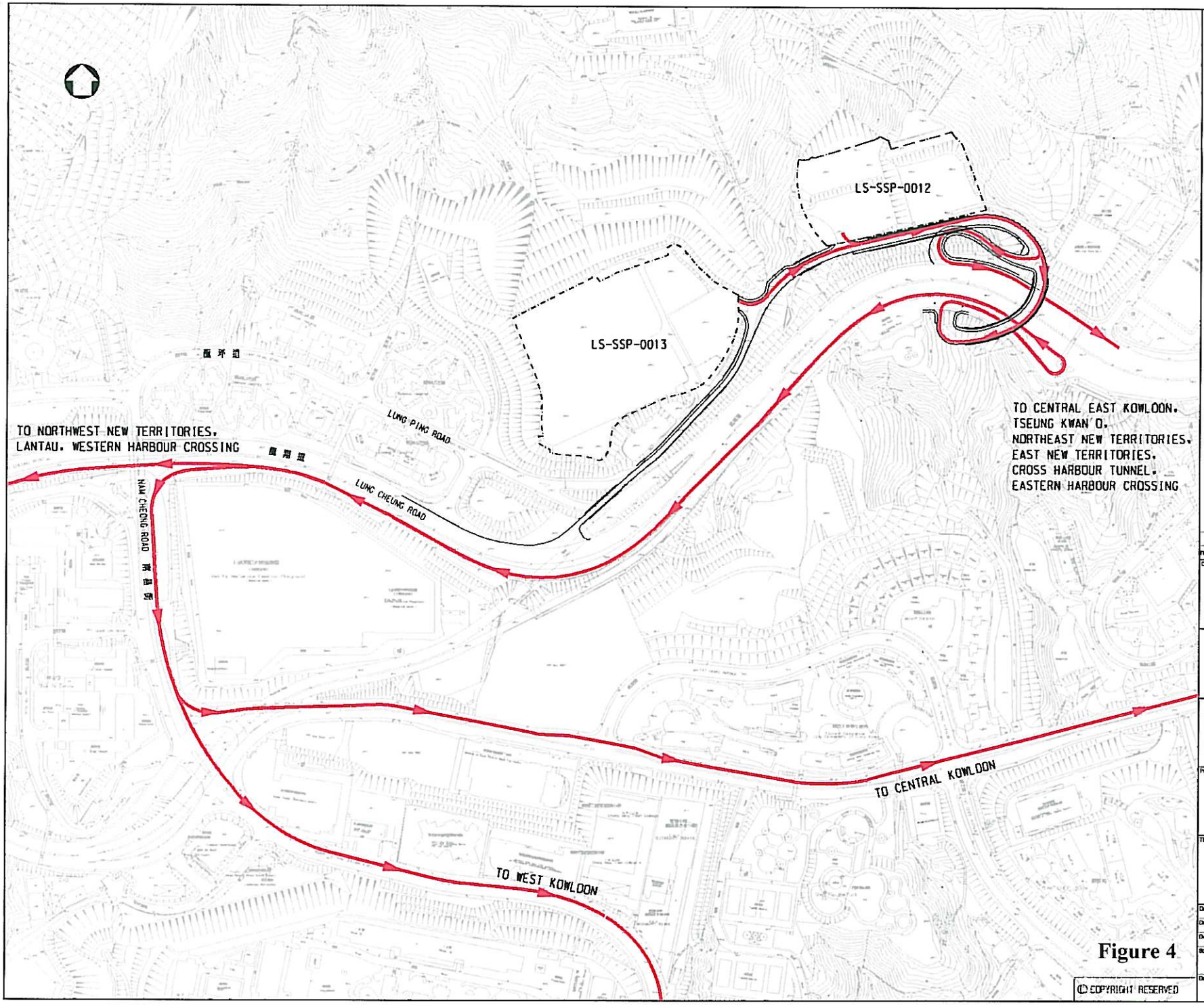
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Project
AGREEMENT NO. CE58/2007(CE)
INFRASTRUCTURE WORKS FOR SITES LS-SSP-0012 & 0013 NEAR LUNG CHEUNG ROAD, TAI WO PING - INVESTIGATION, DESIGN & CONSTRUCTION

Title
FIGURE 2.1 -
PROPOSED ROAD ACCESS TO THE DEVELOPMENTS

Designed	HCL		Eng.Chk.	LYT	
Drawn	LLY		Coordination		
Dwg.Chk.	CPW		Approved	SPC	
Scale	1:2000	Project	249496		Status PRE
		CAD File			
Drawing No.	249496/08/FIG-2.1				Rev



LEGEND:

SITE AREA

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Mott MacDonald

MVA HONG KONG LTD.

AGREEMENT NO. CE58/2007(CE)
INFRASTRUCTURE WORKS FOR SITES LS-SSP-0012 & 0013 NEAR LUNG CHEUNG ROAD, TAI WO PING - INVESTIGATION, DESIGN & CONSTRUCTION

FIGURE 2.3 -
EGRESS ROUTING FOR
THE PROPOSED DEVELOPMENTS

Scale: N.T.S
Project: 249496
Drawing No.: 249496/08/FIG-2.3
Rev: P1
Status: PRE

Figure 4

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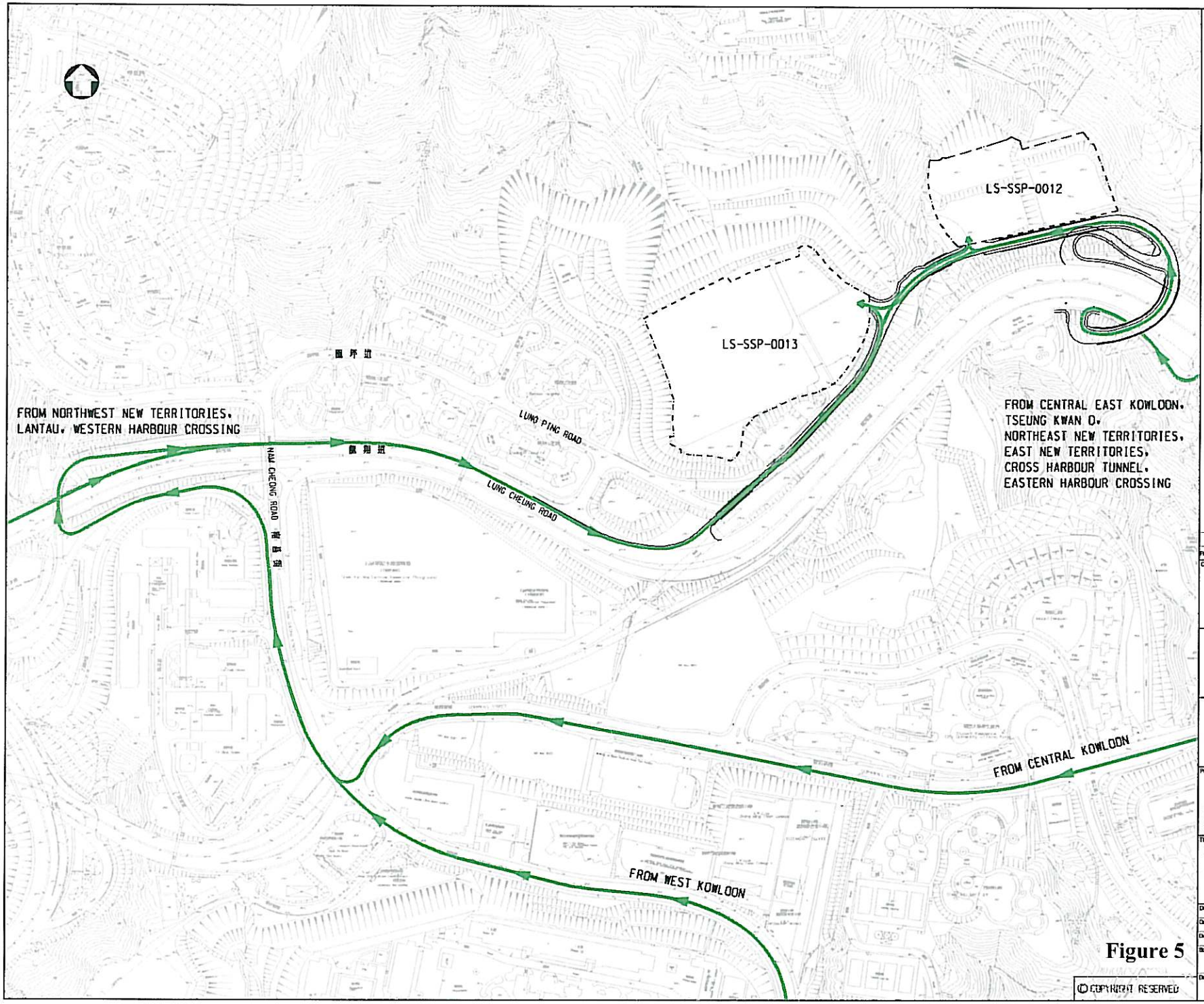


Figure 5

© COPYRIGHT RESERVED

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Mott MacDonald

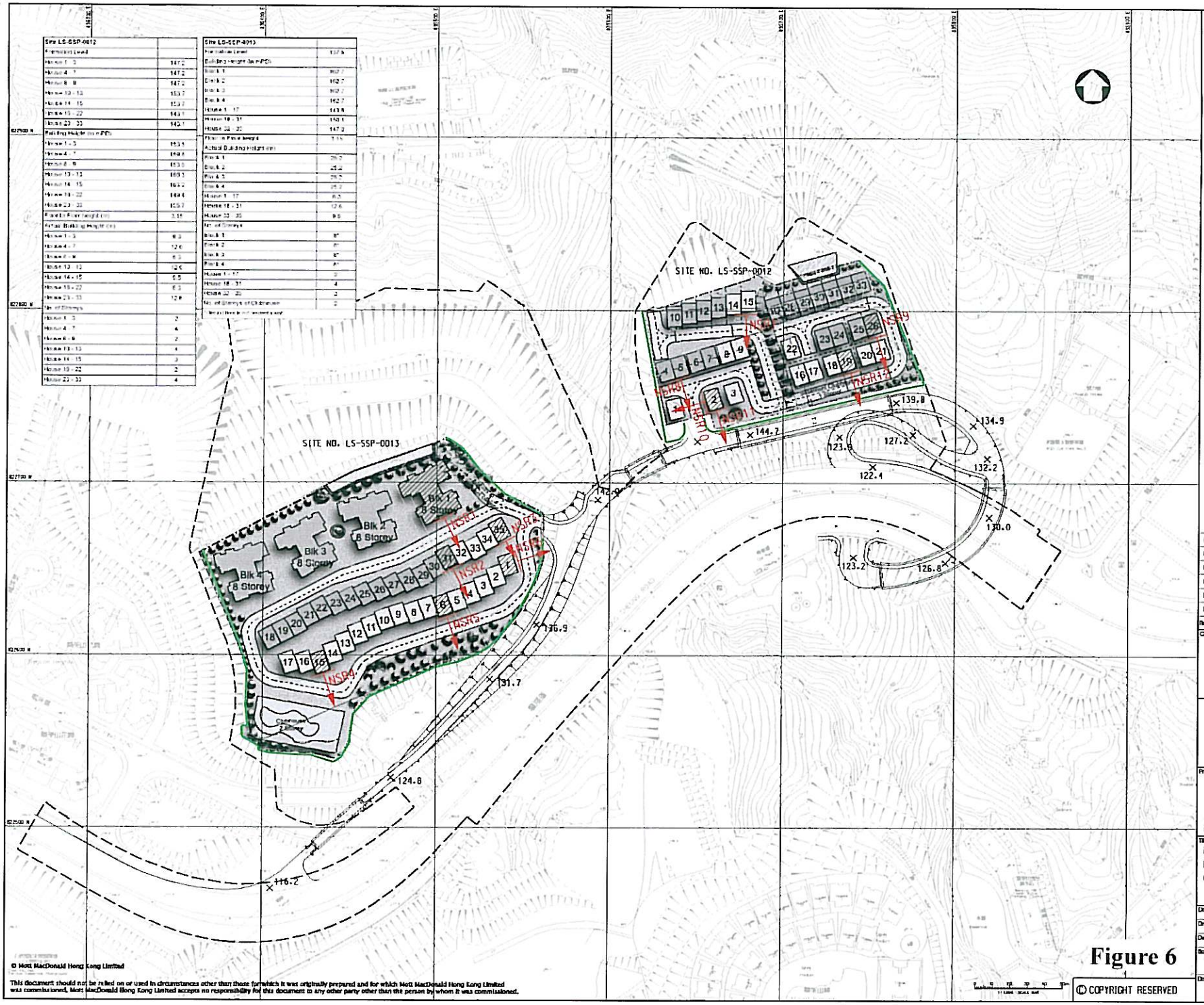
MVA HONG KONG LTD.

AGREEMENT NO. CE58/2007(CE)
INFRASTRUCTURE WORKS FOR SITES LS-SSP-0012 & 0013 NEAR LUNG CHEUNG ROAD, TAI WO PING - INVESTIGATION, DESIGN & CONSTRUCTION

FIGURE 2.2 -
INGRESS ROUTING FOR
THE PROPOSED DEVELOPMENTS

Designed	HCL		Eng.Chk.	LYT	
Drawn	LTY		Coordination		
Dwg.Chk.	CPW		Approved	SPC	

Scale: N.T.S
Project: 249496
Status: PRE
CAD File:
Drawing No.: 249496/08/FIG-2.2
Rev: P1


SITE NO. LS-SSP-0012
SITE NO. LS-SSP-0013
NSR1
NSR2
NSR3
NSR4
NSR5
NSR6
NSR7
NSR8
NSR9
NSR10
NSR11
NSR12
NSR13
NSR14
NSR15
NSR16
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NSR39
NSR40

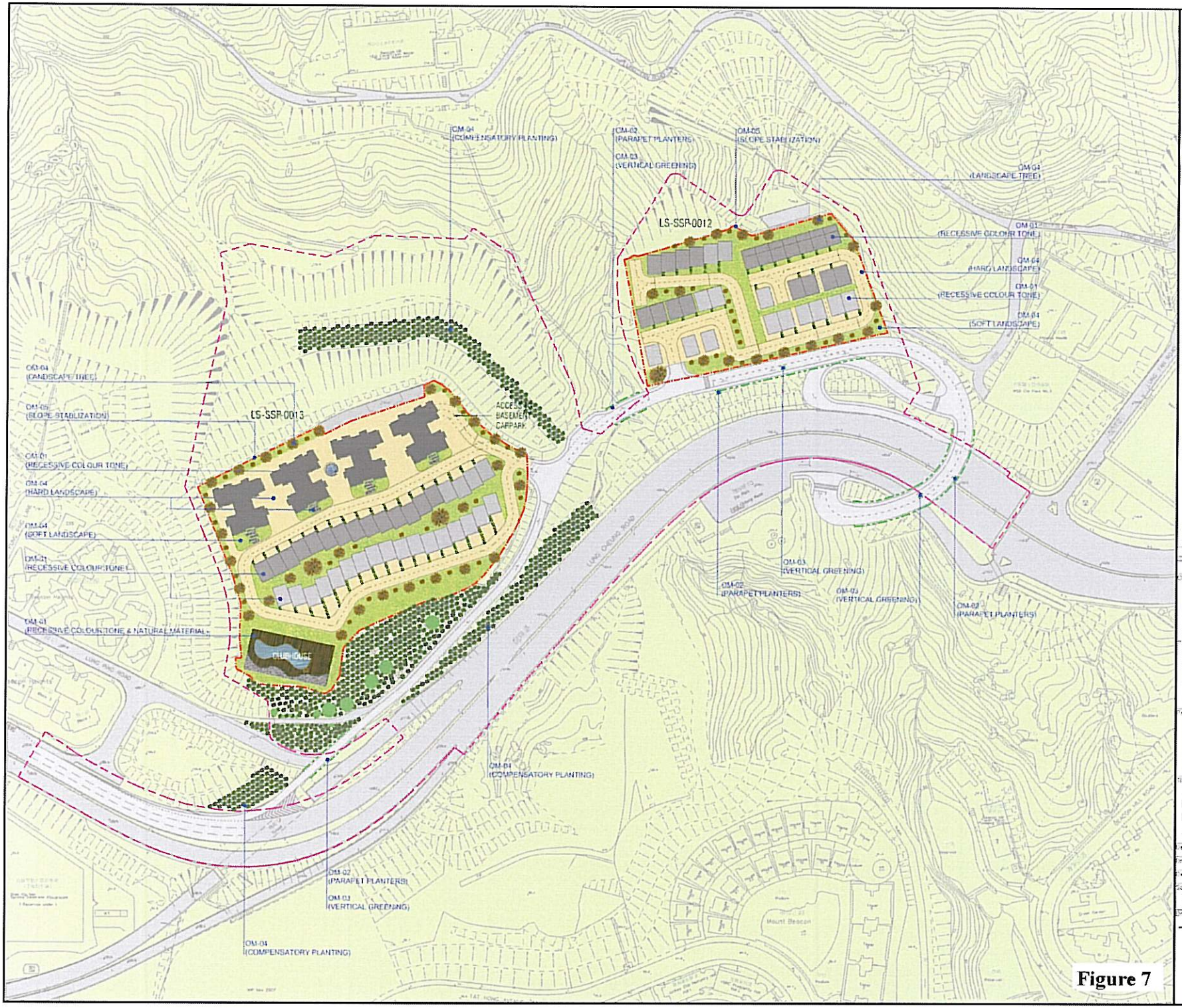
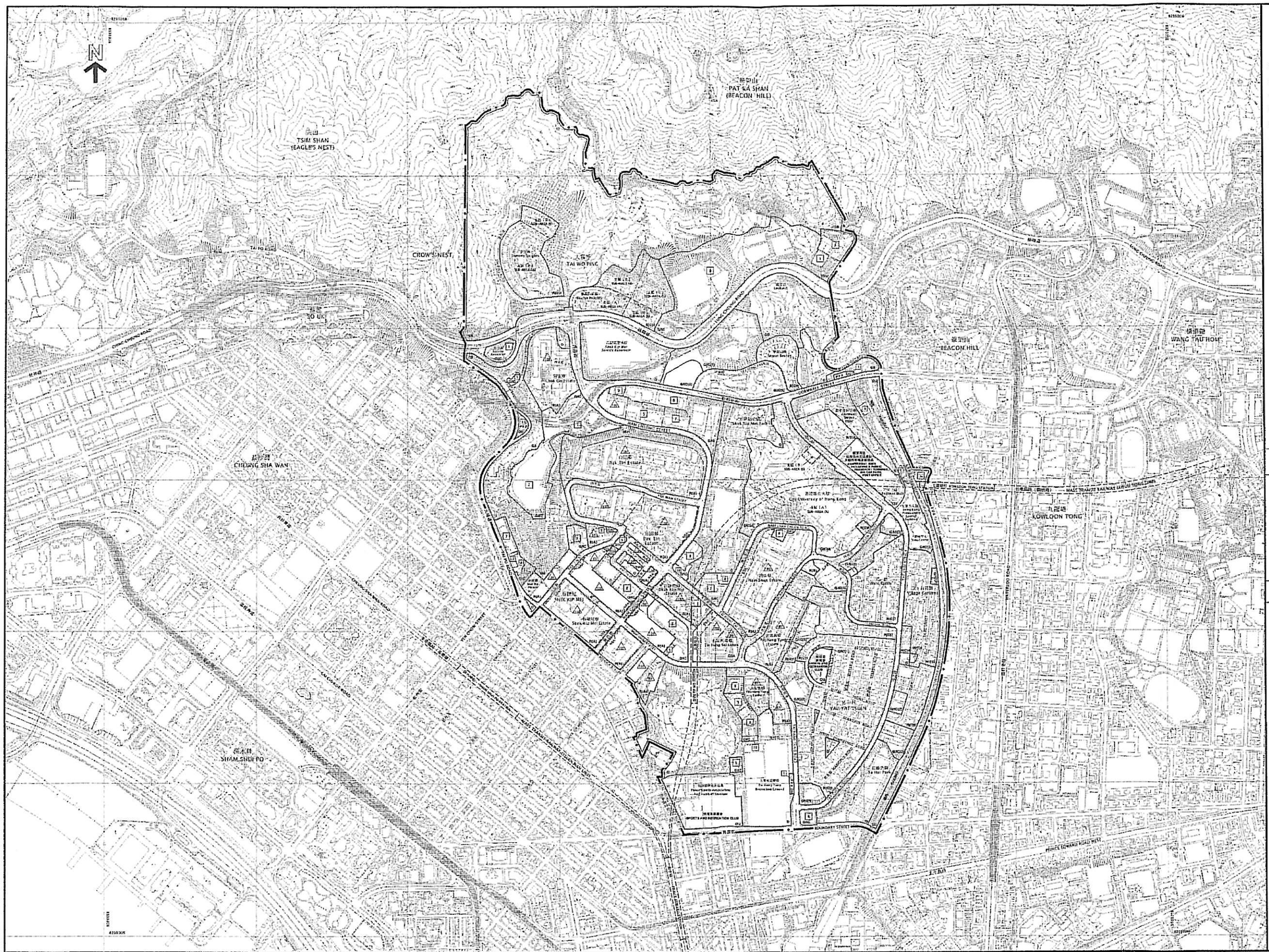


Figure 7

APPENDIX A

PLAN 1



圖例 NOTATION

ZONES		地帶
COMPREHENSIVE DEVELOPMENT AREA	C(3)A	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP C)	R(C)	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	(UNDERGROUND) / STATION	鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

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)	150	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（層數若干）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	APPROXIMATE AREA 約數		用途
	公頃 HECTARES	% 百分率	
COMPREHENSIVE DEVELOPMENT AREA	2.09	0.99	綜合發展區
RESIDENTIAL (GROUP A)	30.31	14.60	住宅（甲類）
RESIDENTIAL (GROUP B)	0.17	0.08	住宅（乙類）
RESIDENTIAL (GROUP C)	28.02	13.73	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	63.43	20.36	政府、機構或社區
OPEN SPACE	30.24	14.57	休憩用地
OTHER SPECIFIED USES	12.65	4.62	其他指定用途
GREEN BELT	84.87	20.91	綠化地帶
MAJOR ROAD ETC	20.83	10.15	主要道路等
TOTAL PLANNING SCHEME AREA	202.41	100.00	規劃範圍總面積

夾附的《註釋》是這份圖則的一部分
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 陳縵雯女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

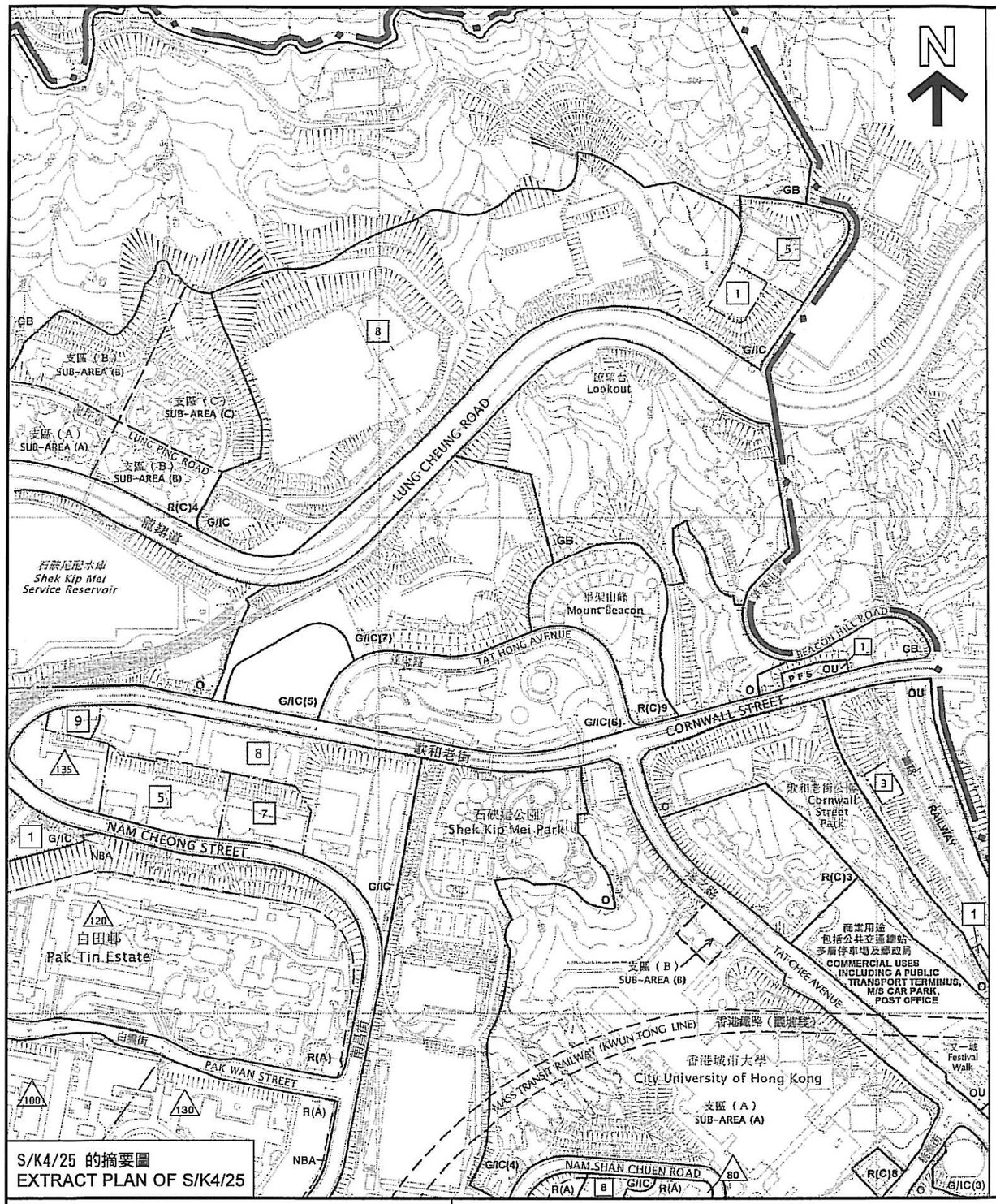
香港城市規劃委員會依據城市規劃條例擬備的石硤尾（九龍規劃區第4區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 4 - SHEK KIP MEI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

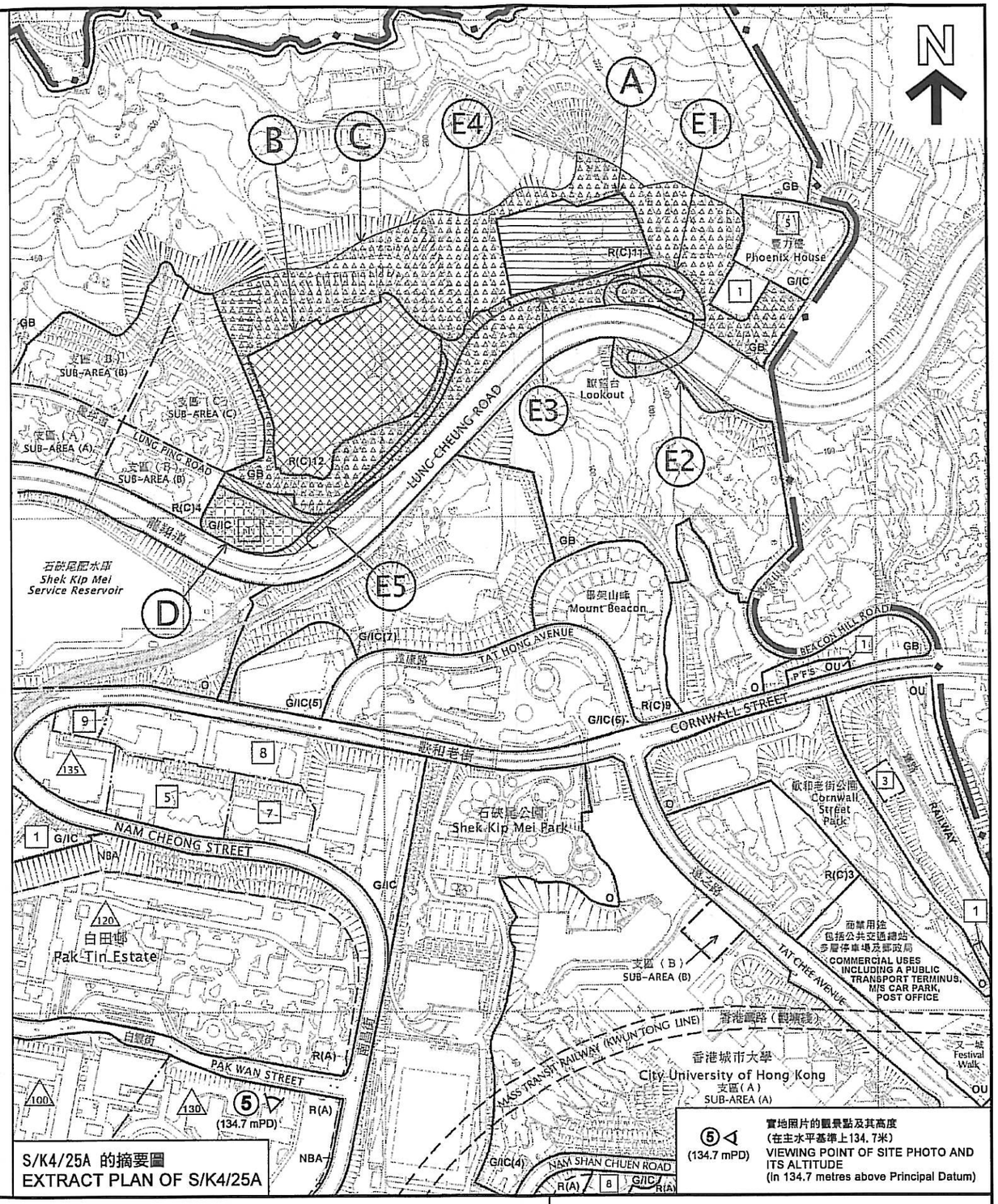
0 METRES 100 200 300 400 500 METRES 米

城市規劃委員會秘書處規劃署擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/K4/25



S/K4/25 的摘要圖
EXTRACT PLAN OF S/K4/25



S/K4/25A 的摘要圖
EXTRACT PLAN OF S/K4/25A

⑤ (134.7 mPD) 實地照片的觀景點及其高度（在主水平基準上134.7米）
VIEWING POINT OF SITE PHOTO AND ITS ALTITUDE (In 134.7 metres above Principal Datum)

本摘要圖於2011年10月17日擬備，
所根據的資料為石硤尾分區計劃大綱核准圖編號 S/K4/25
和石硤尾分區計劃大綱草圖編號 S/K4/25A
EXTRACT PLAN PREPARED ON 17.10.2011
BASED ON OUTLINE ZONING PLANS No.
S/K4/25 AND S/K4/25A

修訂項目A至E在石硤尾分區計劃大綱圖上的現有與擬議用途地帶的比較
COMPARISON OF EXISTING AND PROPOSED ZONINGS
ON THE SHEK KIP MEI OUTLINE ZONING PLAN FOR AMENDMENT ITEMS A TO E

SCALE 1 : 5 000 比例尺
米 METRES 100 0 100 200 300 400 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
2

N

194mPD
支區（B）
SUB-AREA (B)

帝景峰
Dynasty Heights
支區（A）
SUB-AREA (A)
131mPD
R(C)5

大窩坪
TAI WO PING

137.1mPD
支區（B）
SUB-AREA (B)

152.4mPD
支區（C）
SUB-AREA (C)

畢架山花園
Beacon Heights
121.9mPD
支區（A）
SUB-AREA (A)

龍坪道
LUNG PING ROAD
支區（B）
SUB-AREA (B)
137.1mPD
R(C)4
G/IC
1

龍翔道
LUNG CHEUNG ROAD

GB

石硤尾配水庫
Shek Kip Mei
Service Reservoir

GB
豐力樓
Phoenix House
5
G/IC
1

瞭望台
Lookout

畢架山綠
Mount Beacon

G/IC(7)
達康路
TAT HONG AVENUE
BEACON HILL ROAD
1
GB
PFS
OU
O
G/IC(5)
R(C)9
G/IC(6)
CORNWALL STREET
O
OU
鐵路
RAILWAY
歌和老街
9
135
8
G/IC

A
B
C
D
E1
E2
E3
E4
E5

圖例 LEGEND

項目 ITEM A
由「政府、機構或社區」地帶改劃為「住宅（丙類）11」地帶
REZONING FROM "G/IC" TO "R(C)11"

項目 ITEM B
由「政府、機構或社區」地帶改劃為「住宅（丙類）12」地帶
REZONING FROM "G/IC" TO "R(C)12"

項目 ITEM C
由「政府、機構或社區」地帶改劃為「綠化地帶」
REZONING FROM "G/IC" TO "GB"

項目 ITEM D
建築物高度限制由8層改為1層
AMENDMENT OF BUILDING HEIGHT RESTRICTION FROM 8 STOREYS TO 1 STOREY

項目 ITEM E1, E3, E4 & E5
由「政府、機構或社區」地帶改劃為「道路」用地
REZONING FROM "G/IC" TO AN AREA SHOWN AS 'ROAD'

項目 ITEM E2
由「綠化地帶」改劃為「道路」用地
REZONING FROM "GB" TO AN AREA SHOWN AS 'ROAD'

1 擬議建築物高度限制（層數）
PROPOSED BUILDING HEIGHT RESTRICTION (Number of Storeys)

131mPD 現有建築物高度限制（在主水平基準上若干米）
EXISTING BUILDING HEIGHT RESTRICTION (in metres above Principal Datum)

本摘要圖於2011年10月13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號S/K4/25

EXTRACT PLAN PREPARED ON 13.10.2011
BASED ON OUTLINE ZONING PLAN
No. S/K4/25 APPROVED ON 12.4.2011

修訂項目A至E位置圖
LOCATION PLAN OF AMENDMENT ITEMS A TO E

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

SCALE 1 : 3 000 比例尺

米 METRES 50 0 50 100 150 200 250 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
3

N

A

B

C

D

E1

E2

E3

E4

E5

地盤 'A'
SITE 'A'

地盤 'B'
SITE 'B'

大窩坪
TAI WO PING

畢架山花園
Beacon Heights

畢架山花園
Beacon Heights

畢架山峰
Mount Beacon

豐力樓
Phoenix House

水務署3號停車場
WSD Car Park No.3

水務署機械工場
Water Supplies Department Mechanical and Electrical Workshop

畢架山中
食水配水庫
Beacon Hill Intermediate Level Fresh Water Service Reservoir

龍翔道
LUNG CHEUNG ROAD

龍坪道
LUNG PING ROAD

龍坪里
LUNG PING LANE

龍翔道
Lung Cheung Road Lookout

GB

R(C)4

G/IC

O

G/IC(7)

R(C)9

① ② ③ ④ ⑥ ⑦ ⑧

(125 mPD)

圖例 LEGEND

項目 ITEM A
由「政府、機構或社區」地帶改劃為「住宅（丙類）11」地帶
REZONING FROM "G/IC" TO "R(C)11"

項目 ITEM B
由「政府、機構或社區」地帶改劃為「住宅（丙類）12」地帶
REZONING FROM "G/IC" TO "R(C)12"

項目 ITEM C
由「政府、機構或社區」地帶改劃為「綠化地帶」
REZONING FROM "G/IC" TO "GB"

項目 ITEM D
建築物高度限制由8層改為1層
AMENDMENT OF BUILDING HEIGHT RESTRICTION FROM 8 STOREYS TO 1 STOREY

項目 ITEM E1, E3, E4 & E5
由「政府、機構或社區」地帶改劃為「道路」用地
REZONING FROM "G/IC" TO AN AREA SHOWN AS 'ROAD'

項目 ITEM E2
由「綠化地帶」改劃為「道路」用地
REZONING FROM "GB" TO AN AREA SHOWN AS 'ROAD'

R(C) 住宅(丙類) RESIDENTIAL (GROUP C)

G/IC 政府、機構或社區 GOVERNMENT, INSTITUTION OR COMMUNITY

O 休憩用地 OPEN SPACE

GB 綠化地帶 GREEN BELT

⑦ (125 mPD) 實地照片的觀景點及其高度（在主水平基準上125米）
VIEWING POINT OF SITE PHOTO AND ITS ALTITUDE (In 125 metres above Principal Datum)

本摘要圖於2011年10月13日擬備，
所根據的資料為測量圖編號
11-NW-4C/D, 5C, 9A/B和10A

EXTRACT PLAN PREPARED ON 13.10.2011
BASED ON SURVEY SHEETS No.
11-NW-4C/D, 5C, 9A/B & 10A

修訂項目A至E平面圖
SITE PLAN OF AMENDMENT ITEMS A TO E

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

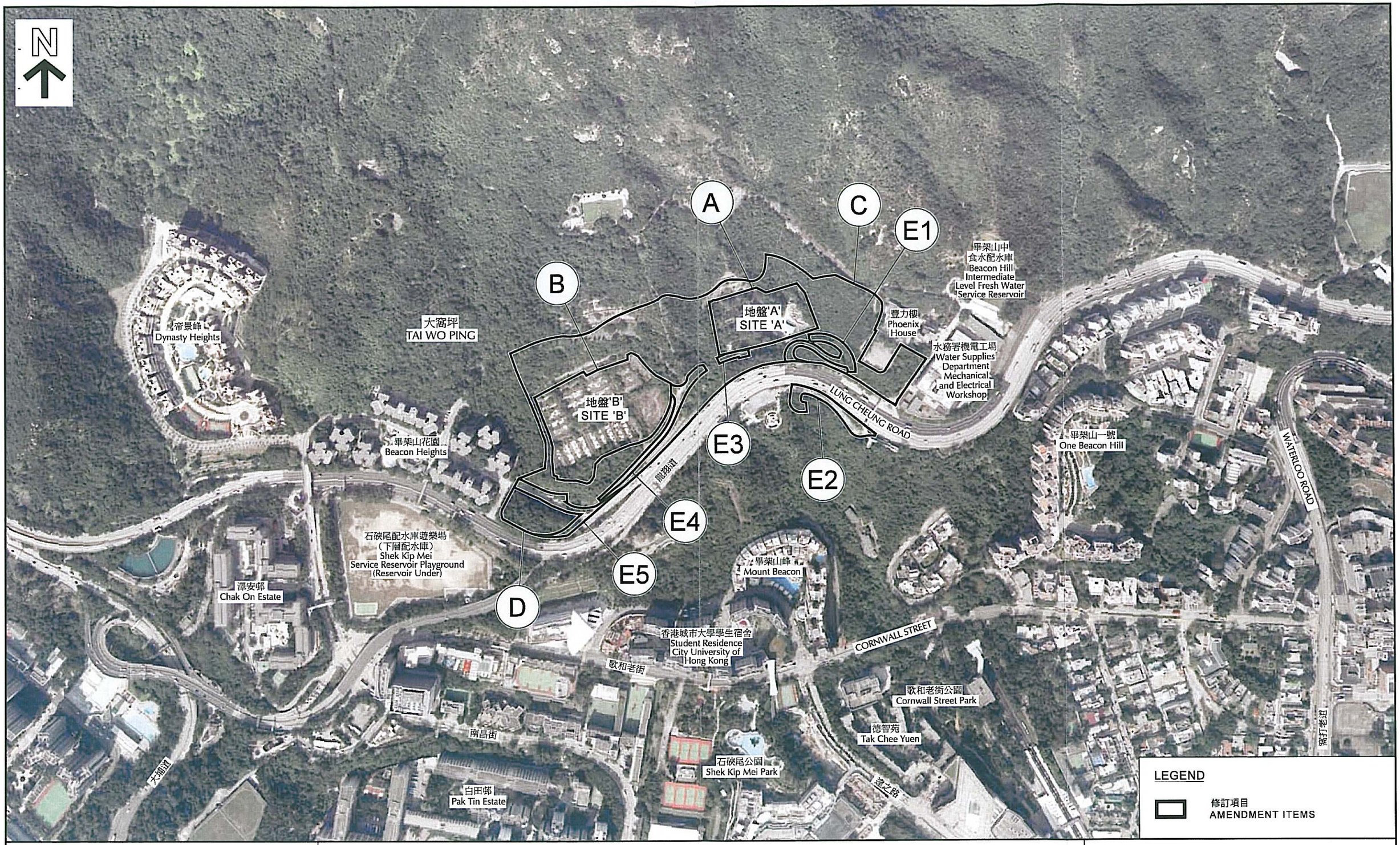
SCALE 1 : 2 000 比例尺

米 METRES 40 0 40 80 120 160 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
4



本摘要圖於2011年10月13日擬備，
所根據的資料為地政總署於2010年11月9日
拍得的航攝照片編號CW87595

EXTRACT PLAN PREPARED ON 13.10.2011
BASED ON AERIAL PHOTO No. CW87595
TAKEN ON 9.11.2010 BY LANDS DEPARTMENT

修訂項目A至E航攝照片

AERIAL PHOTO OF AMENDMENT ITEMS A TO E

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
5



項目 ITEM A
由「政府、機構或社區」地帶改劃為
「住宅（丙類）11」地帶
REZONING FROM "G/IC" TO "R(C)11"



本摘要圖於2011年8月15日擬備，
所根據的資料為攝於2011年8月10日
的實地照片
EXTRACT PLAN PREPARED ON 15.8.2011
BASED ON SITE PHOTOS
TAKEN ON 10.8.2011

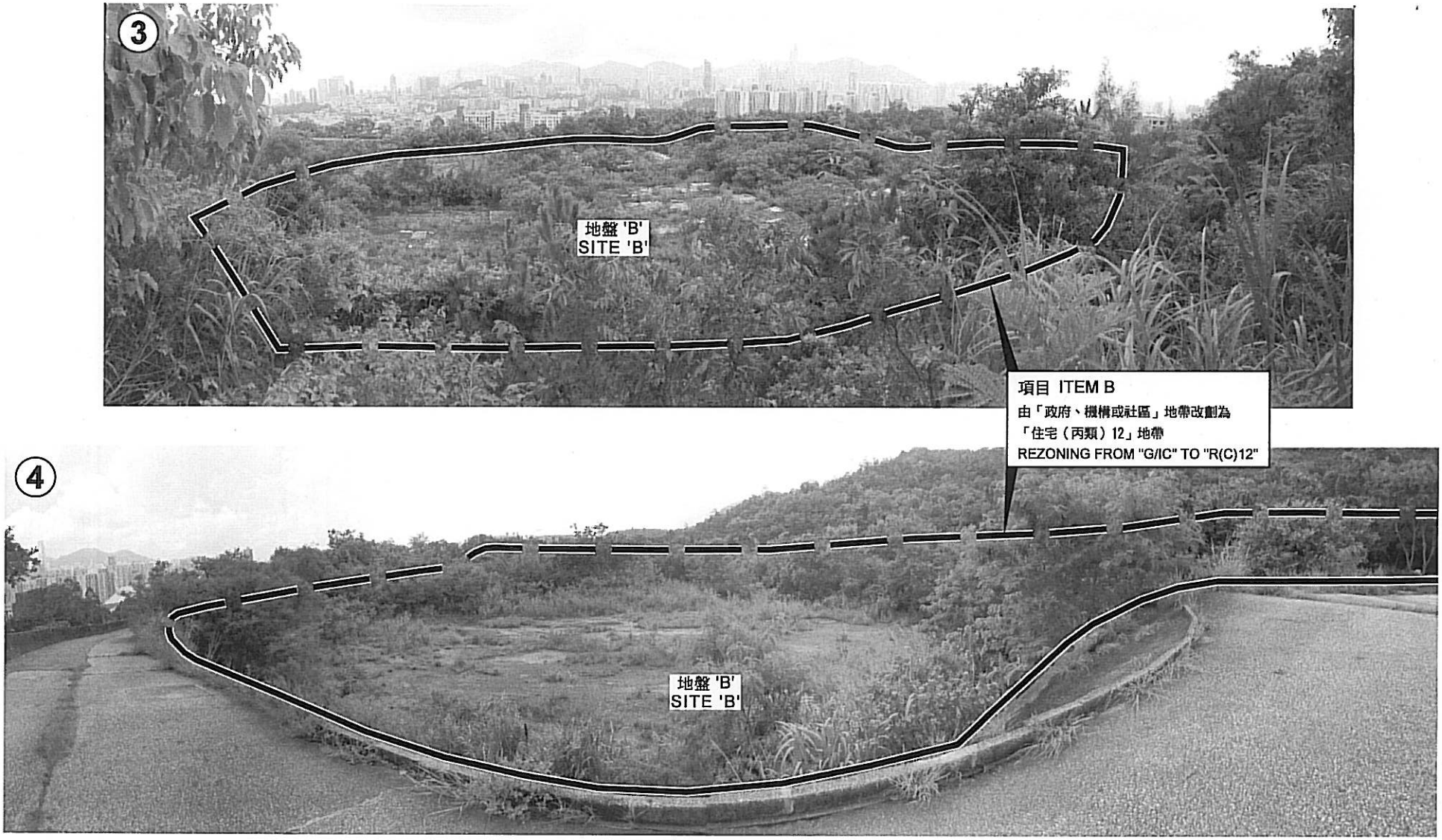
修訂項目A實地照片
SITE PHOTOS OF AMENDMENT ITEM A

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
6A



本摘要圖於2011年8月15日擬備，
所根據的資料為攝於2011年8月11日
地照片
EXTRACT PLAN PREPARED ON 15.8.2011
BASED ON SITE PHOTOS
TAKEN ON 11.8.2011

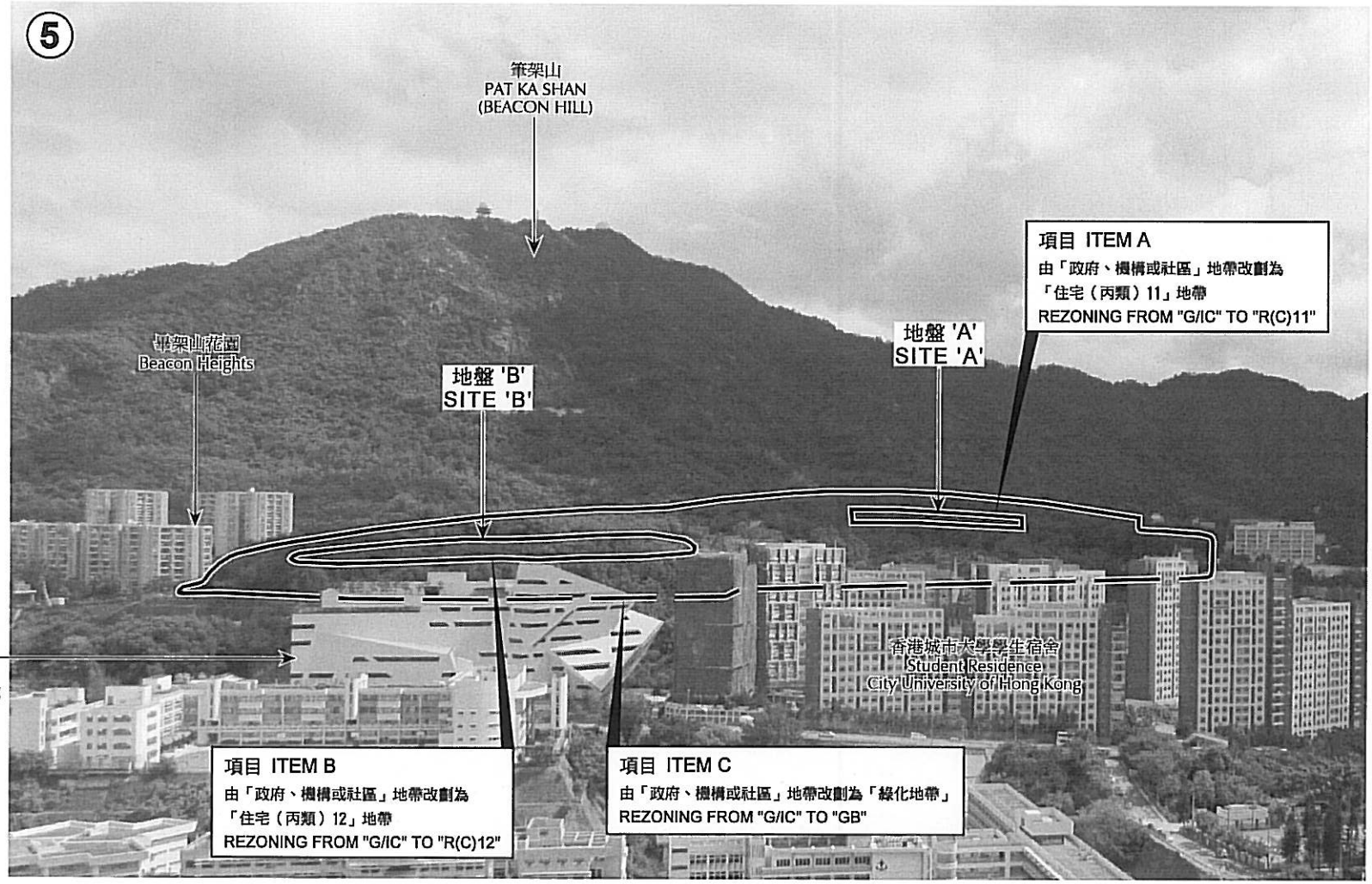
修訂項目B實地照片
SITE PHOTOS OF AMENDMENT ITEM B

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
6B



本摘要圖於2011年9月8日擬備，
所根據的資料為攝於2011年8月17日
地照片
EXTRACT PLAN PREPARED ON 8.9.2011
BASED ON SITE PHOTO
TAKEN ON 17.8.2011

修訂項目A至C實地照片
SITE PHOTO OF AMENDMENT ITEMS A TO C

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
6C



本摘要圖於2011年9月28日擬備，
所根據的資料為攝於2011年1月20日
地照片
EXTRACT PLAN PREPARED ON 28.9.2011
BASED ON SITE PHOTO
TAKEN ON 20.1.2011

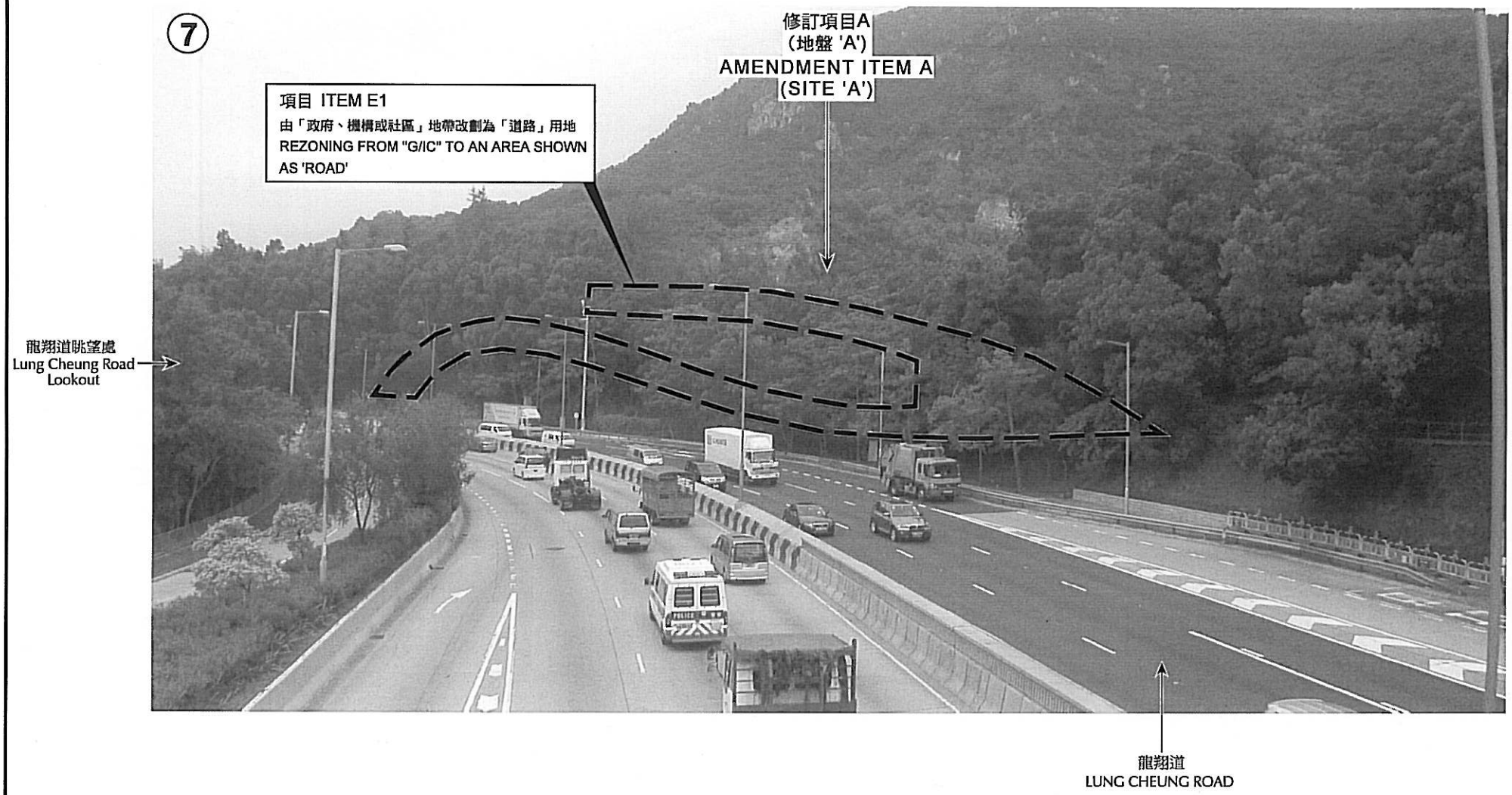
修訂項目D實地照片
SITE PHOTO OF AMENDMENT ITEM D

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
6D



本摘要圖於2011年10月7日擬備，
所根據的資料為攝於2011年10月6日
地照片
EXTRACT PLAN PREPARED ON 7.10.2011
BASED ON SITE PHOTO
TAKEN ON 6.10.2011

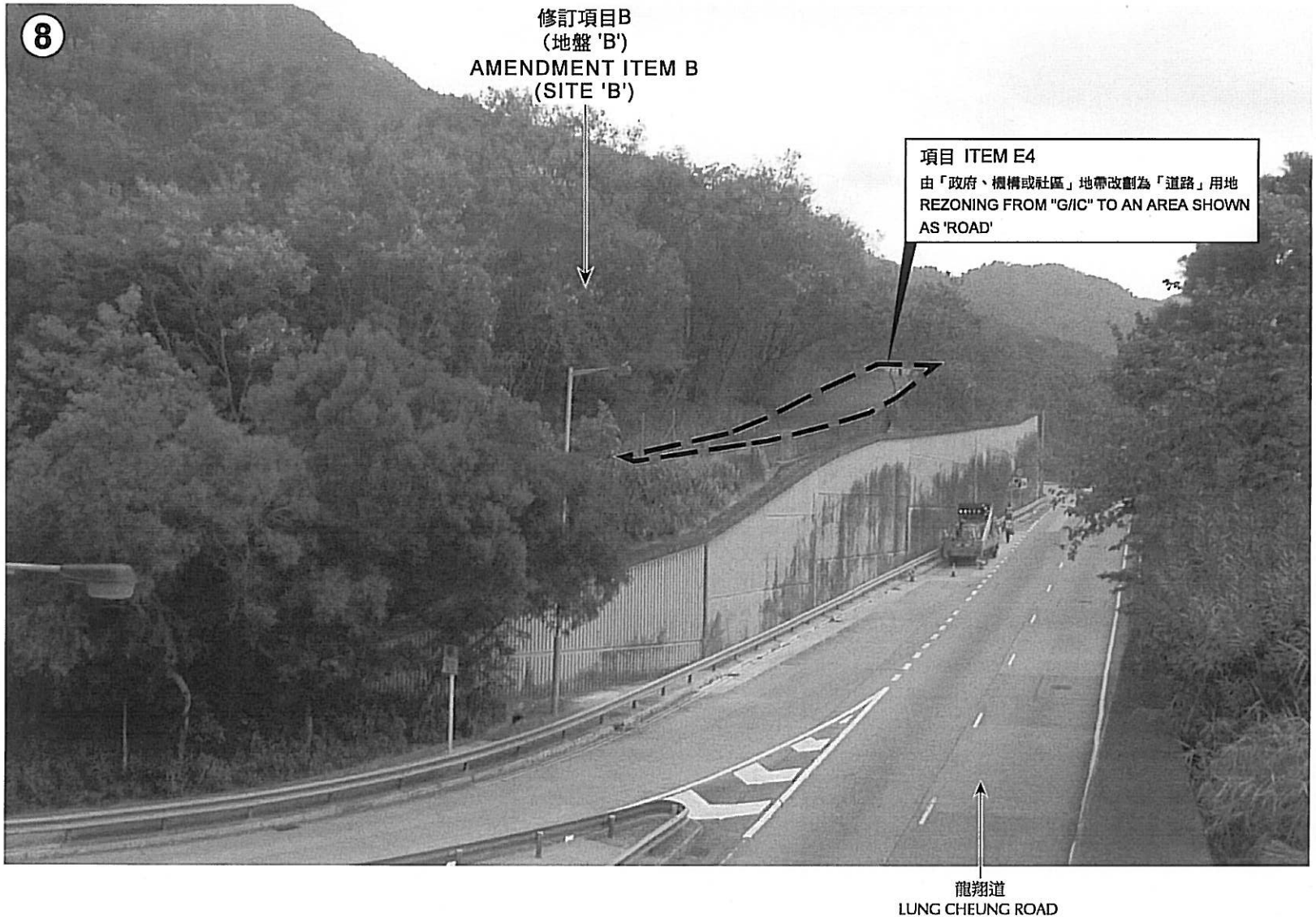
修訂項目E1實地照片
SITE PHOTO OF AMENDMENT ITEM E1

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
6E



本摘要圖於2011年10月7日擬備，
所根據的資料為攝於2011年10月7日
地照片
EXTRACT PLAN PREPARED ON 6.10.2011
BASED ON SITE PHOTO
TAKEN ON 6.10.2011

修訂項目E4實地照片
SITE PHOTO OF AMENDMENT ITEM E4

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

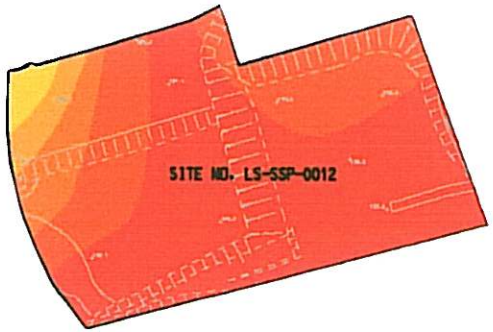
圖 PLAN
6F

Development Layout for Option 1

Noise Contour

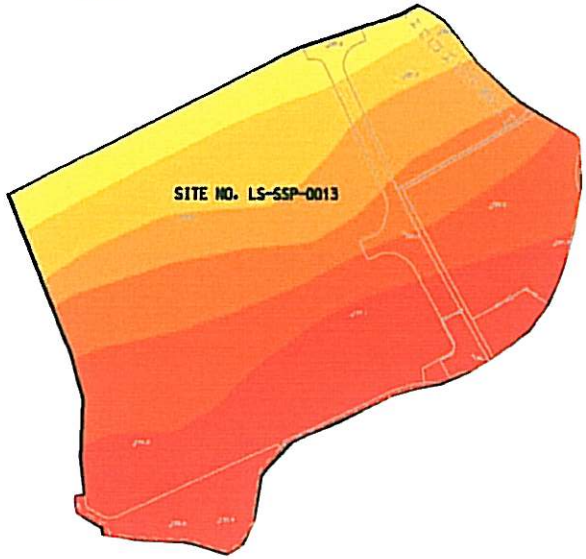
Development Layout

Site A
LS-SSP-0012





Site B
LS-SSP-0013





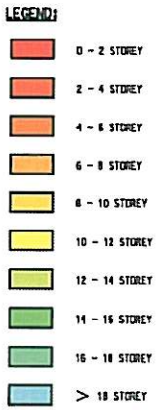


Figure 2

Mott MacDonald

本摘要圖於2011年9月8日擬備
EXTRACT PLAN PREPARED ON 8.9.2011

顧問公司為方案 1 擬備的噪音等高線及模擬發展平面圖
NOISE CONTOUR AND INDICATIVE DEVELOPMENT LAYOUT OF OPTION 1 PREPARED BY CONSULTANTS

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

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REFERENCE No.
M/K4/11/10

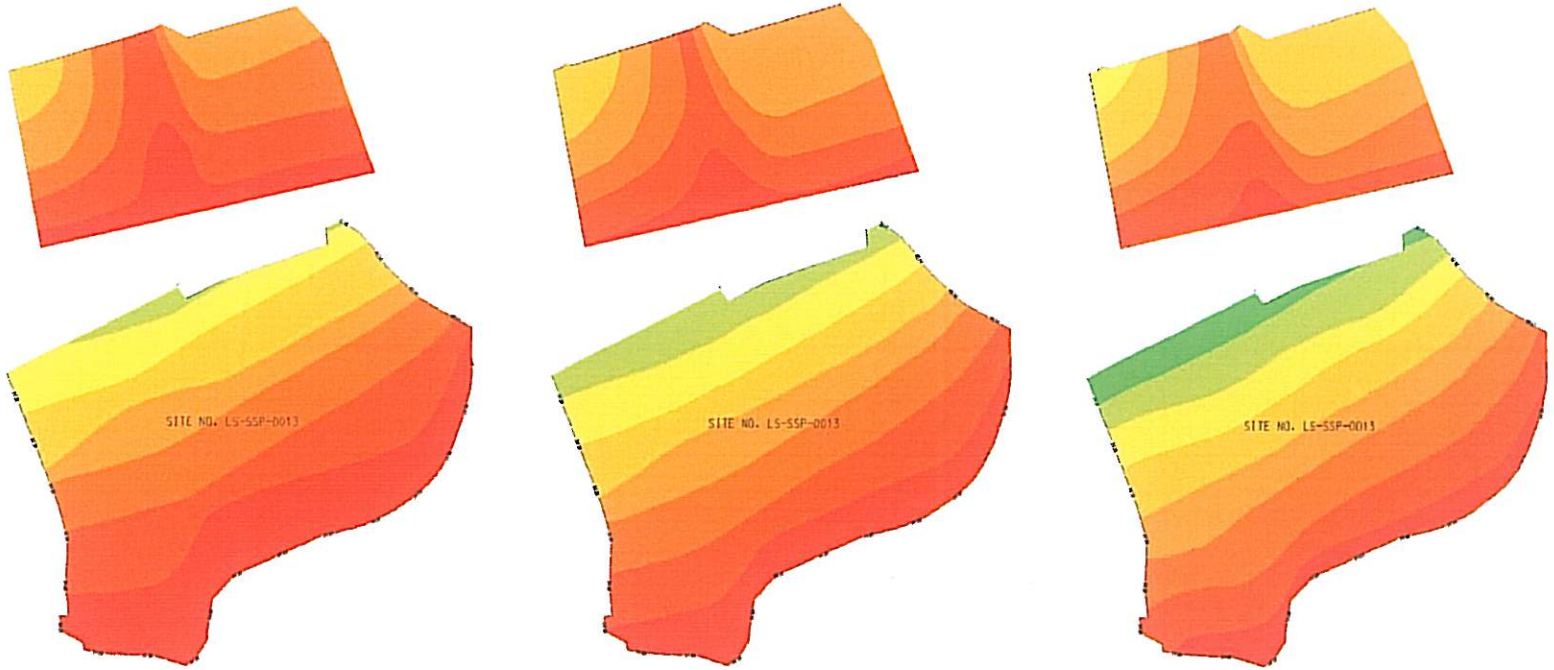
圖 PLAN
7A

Building Height against Different Heights of Boundary Wall

Noise Contour

Site A
LS-SSP-0012

Site B
LS-SSP-0013



Option 2
2.5m Boundary Wall

Option 3
5m Boundary Wall

Option 4
8m Boundary Wall

LEGEND:

0 – 2 STOREY	4 – 6 STOREY	8 – 10 STOREY	12 – 14 STOREY	16 – 18 STOREY
2 – 4 STOREY	6 – 8 STOREY	10 – 12 STOREY	14 – 16 STOREY	> 18 STOREY

Figure 3

Mott MacDonald

本摘要圖於2011年9月8日擬備
EXTRACT PLAN PREPARED ON 8.9.2011

顧問公司為方案 2 至 4 擬備的噪音等高線
NOISE CONTOURS OF OPTIONS 2 TO 4
PREPARED BY CONSULTANTS

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

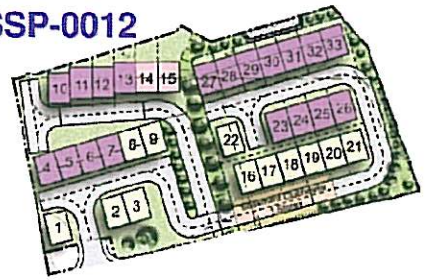
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
7B

Residential Layout – 2.5m Boundary Wall

SITE A
LS-SSP-0012



Site B
LS-SSP-0013



Legend

- 2-Storey Block
- 3-Storey Block
- 4-Storey Block
- 8-Storey Bicok

Pros	Cons
Less impact on the characteristic of the surrounding local environment	Comparatively low plot ratio
Comparatively low construction and maintenance costs	Plot ratio and land premium cannot be maximized
Least visual impact	
The view of houses at front row are retained	The building heights are restricted
Low density development with the best spatial quality	
Good air ventilation and natural lighting penetration	

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本摘要圖於2011年10月7日擬備
EXTRACT PLAN PREPARED ON 7.10.2011

顧問公司為方案 2 擬備的模擬發展平面圖
INDICATIVE DEVELOPMENT LAYOUT OF OPTION 2
PREPARED BY CONSULTANTS

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

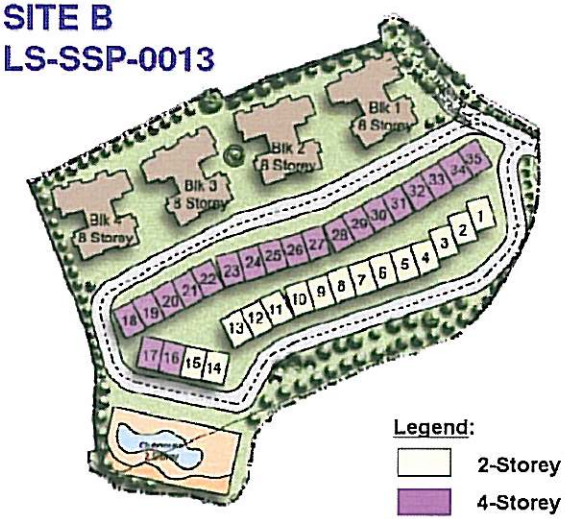
圖 PLAN
7C

Residential Layout – 5m Boundary Wall

SITE A
LS-SSP-0012



SITE B
LS-SSP-0013



Pros	Cons
Comparatively higher plot ratio when compared to 2.5m boundary wall	Higher construction and maintenance cost
Higher land premium	Visual impact to the surrounding local environment
The development density is moderate	Views of houses at front row is blocked
Reasonable spatial quality	
Acceptable air ventilation and natural lighting penetration	

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本摘要圖於2011年10月13日擬備
EXTRACT PLAN PREPARED ON 13.10.2011

顧問公司為方案 3 擬備的模擬發展平面圖
INDICATIVE DEVELOPMENT LAYOUT OF OPTION 3
PREPARED BY CONSULTANTS

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

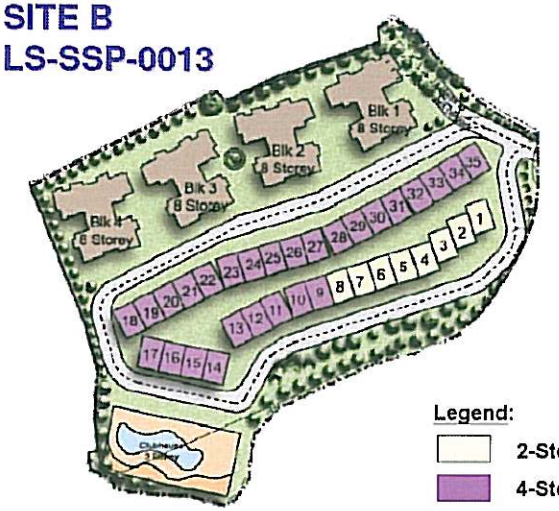
圖 PLAN
7D

Residential Layout – 8m Boundary Wall

SITE A
LS-SSP-0012



SITE B
LS-SSP-0013



Pros	Cons
Highest development density	Highest construction and maintenance cost
Highest plot ratio	Highest visual impact even with mitigation
Maximize land premium	May create wall effect, natural ventilation would be affected
	Views of houses at front row is blocked
	Lowest spatial quality
	Air ventilation and natural lighting would be affected

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本摘要圖於2011年10月13日擬備
EXTRACT PLAN PREPARED ON 13.10.2011

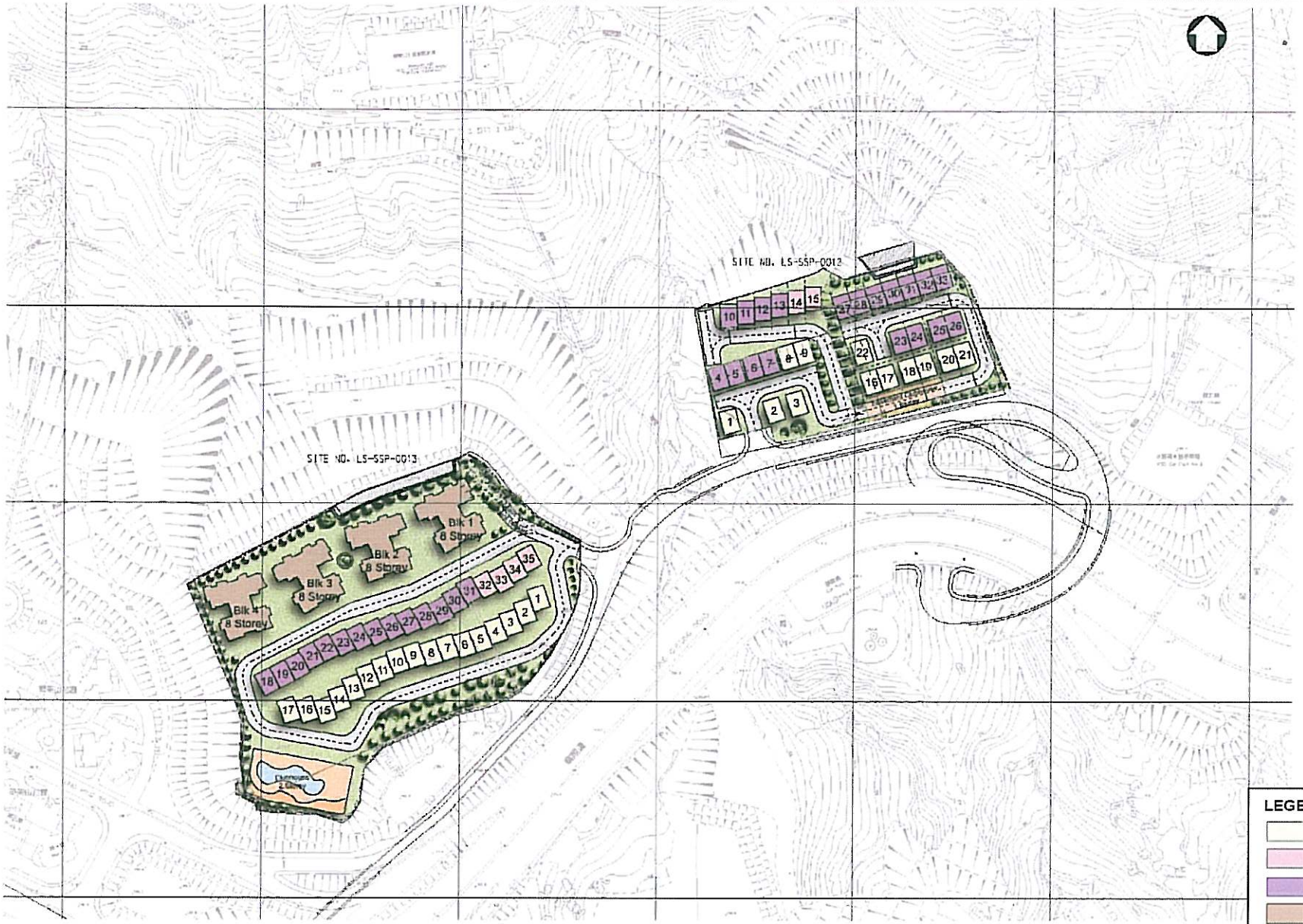
顧問公司為方案 4 擬備的模擬發展平面圖
INDICATIVE DEVELOPMENT LAYOUT OF OPTION 4
PREPARED BY CONSULTANTS

石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
7E



本摘要圖於2011年9月30日擬備

EXTRACT PLAN PREPARED ON 30.9.2011

顧問公司為龍翔道以北的A及B地盤擬備的住宅發展摸擬平面圖

INDICATIVE LAYOUT OF RESIDENTIAL DEVELOPMENT FOR SITES A AND B, NORTH OF LUNG CHEUNG ROAD PREPARED BY CONSULTANTS

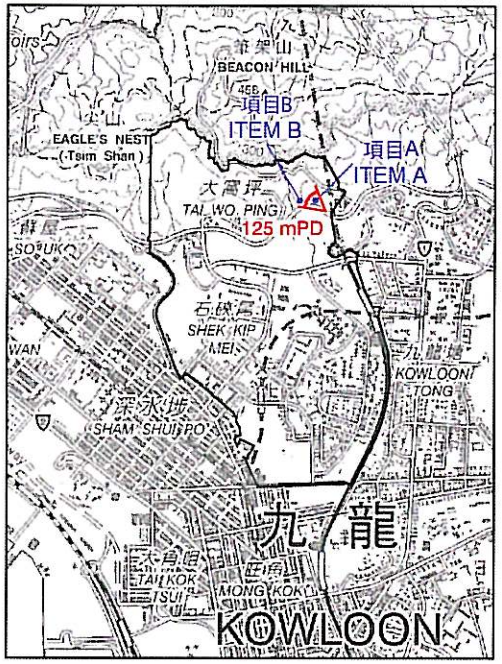
石硤尾分區計劃大綱核准圖編號 S/K4/25
的擬議修訂項目
PROPOSED AMENDMENTS TO
APPROVED SHEK KIP MEI OUTLINE ZONING PLAN No. S/K4/25

規劃署
PLANNING DEPARTMENT

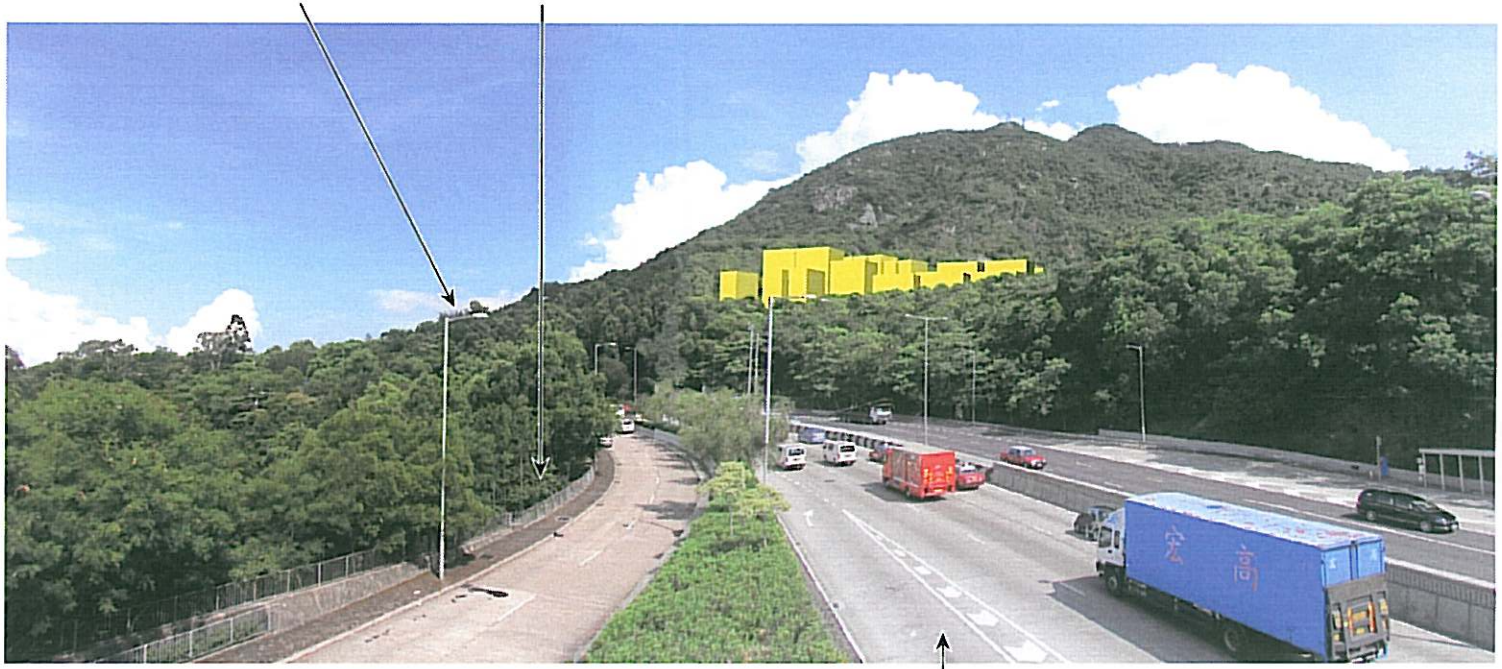
參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
8

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺



合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY

本圖於2011年10月13日擬備，
所根據的資料為攝於2011年8月8日的實地照片
PLAN PREPARED ON 13.10.2011
BASED ON SITE PHOTO TAKEN ON 8.8.2011

修訂項目A及B的擬議住宅發展的合成照片
PHOTOMONTAGES FOR PROPOSED RESIDENTIAL DEVELOPMENT AT AMENDMENT ITEMS A AND B

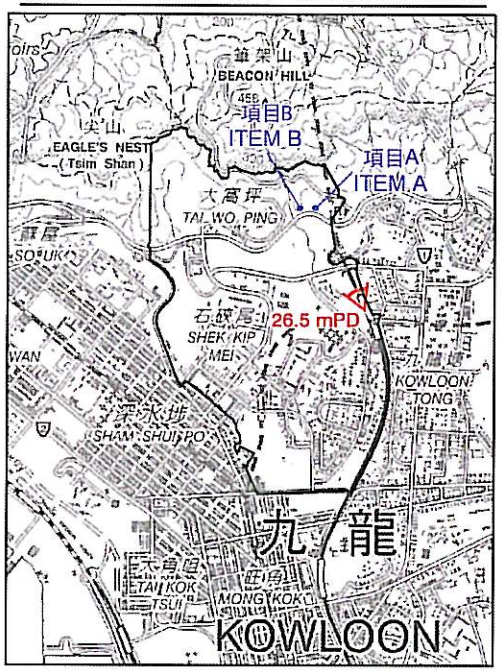
由橫誇龍翔道行人天橋眺望的景觀
VIEW FROM FOOTBRIDGE ACROSS LUNG CHEUNG ROAD

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
9A

合成照片的觀景點的位置圖
LOCATION PLAN OF
VIEWING POINT OF PHOTOMONTAGE



SCALE 1 : 50 000 比例尺



合成照片上只是粗略地描畫大廈輪廓
THE OUTLINE CONFIGURATIONS OF BUILDINGS AS SHOWN ON PHOTOMONTAGES ARE INDICATIVE ONLY

本圖於2011年10月13日擬備，
所根據的資料為攝於2011年8月8日的實地照片
PLAN PREPARED ON 13.10.2011
BASED ON SITE PHOTO TAKEN ON 8.8.2011

修訂項目A及B的擬議住宅發展的合成照片
PHOTOMONTAGES FOR PROPOSED RESIDENTIAL DEVELOPMENT AT AMENDMENT ITEMS A AND B

由連接九龍塘港鐵站及又一城行人天橋眺望的景觀
VIEW FROM FOOTBRIDGE CONNECTING KOWLOON TONG STATION AND FESTIVAL WALK

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K4/11/10

圖 PLAN
9B