

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

**MPC PAPER NO. 20/16  
FOR CONSIDERATION BY  
THE METRO PLANNING COMMITTEE ON 23.12.2016**

**PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN  
NO. S/K18/19**

**PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kowloon Tong Outline Zoning Plan (OZP) No. S/K18/19 (**Attachment I**) as shown on the draft OZP No. S/K18/19A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) (**Attachment IV**) of the draft OZP should be adopted as 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 publication together with the draft OZP and its Notes.

**2. Status of the Current OZP**

On 6.1.2015, the Chief Executive in Council (CE in C) approved the draft Kowloon Tong OZP under section 9(1)(a) of the Ordinance. On 16.1.2015, the approved Kowloon Tong OZP No. S/K18/19 was exhibited for public inspection under section 9(5) of the Ordinance. On 5.7.2016, the CE in C agreed to refer the approved Kowloon Tong OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

**3. Background**

To meet the pressing need for housing supply, the Government has adopted a multi-pronged strategy to increase housing land supply in the short, medium and long term. Steps have been taken to review the "Green Belt" ("GB") sites. A site zoned "GB" near the junction of Lung Cheung Road and Lion Rock Tunnel Road (the Site) (**Plan 1**) is identified as suitable for private housing development. To ascertain the technical feasibility of the proposed rezoning, various assessments have been undertaken (**Attachments V to VIII**).

**4. Rezoning from "GB" to "Residential (Group C) 11" ("R(C)11") and areas shown as 'Road' (Proposed Amendment Items A, B1 and B2)**

The Site and its Surroundings

- 4.1 The Site (about 1.13ha) is on government land at the southeastern corner of a large “GB” zone. It is located at the mid-hill of Beacon Hill, north of Lung Cheung Road and the major residential cluster of Kowloon Tong, west of Lion Rock Tunnel Road, and south of the Lion Rock High Level No. 2 Primary Service Reservoir (**Plan 2**). The southern and eastern portion of the Site is covered by wooded areas, while the northern portion is paved and currently allocated to the Water Supplies Department (WSD) as temporary works area and storage compound (**Plans 3 and 4a to 4c**).
- 4.2 The surrounding areas of the Site include:
- (a) a service reservoir zoned “Government, Institution or Community(1)” (“G/IC(1)”) abuts the northern boundary of the Site (**Plans 2 and 3**);
  - (b) to the south of the Site, across Lung Cheung Road, is the Lung Cheung Road Park that falls within “Open Space” (“O”) and “GB” zones (**Plans 2 and 3**); and
  - (c) to the further south and southwest are low to medium-rise, low-density residential developments. These include the Broadcast Drive area to the south of Waterloo Road within an area zoned “R(C)10” and various housing developments within areas zoned “R(C)6” to the southwest in the Beacon Hill Area (**Plan 6**).

### Rezoning Proposal

#### *The Site*

- 4.3 It is proposed to rezone the Site from “GB” to “R(C)11”, with a maximum plot ratio (PR) of 3.6 and a maximum building height (BH) of 160 metres above Principal Datum (mPD) for private housing development. The planning intention of the “R(C)” zone is primarily for low to medium-rise, low-density residential development. Taking into account the compatibility with surrounding developments and availability of infrastructure provisions, the development parameters of the proposed “R(C)11” zone are as follows:

Zoning Area	:	1.13ha
Maximum PR	:	3.6
Maximum BH	:	160mPD
Estimated No. of flats	:	about 680

#### *Areas to be Shown as ‘Road’*

- 4.4 To enhance the accessibility and pedestrian connectivity for the proposed development, existing vehicular roads and pedestrian footpaths are required to be upgraded on both sides of Lung Cheung Road. To facilitate the road modification, some “GB” areas along Lung Cheung Road (about 0.16ha along the northern curb, and about 0.07ha along the southern curb) are proposed to be rezoned to areas shown as ‘Road’.

### Development Intensity

- 4.5 In determining the development intensity for the Site, reference was made to the residential sites in the northern part of Kowloon Tong covering the area between Lung Cheung Road and Cornwall Street/Junction Road. These residential sites are all within Residential Density Zone 3 area, and currently zoned “R(C)” under the OZP and generally subject to PR restriction of 3<sup>1</sup>. Based on the maximum PR for sites within Residential Density Zone 3 area under the Hong Kong Planning Standards and Guidelines (HKPSG), a PR of 3.6 is proposed for the Site (**Plan 6**).
- 4.6 The “R(C)” sites within the northern part of Kowloon Tong are subject to BH restrictions ranging from 10 to 13 storeys and the One Beacon Hill site is subject to BH restriction of 12 storeys or 120mPD (**Plan 6**). The actual BHs of these developments ranged from 50mPD in the south (closer to Cornwall Street) and 181mPD in the north (closer to Lung Cheung Road). Given the high elevation of the Site (at 95mPD to 105mPD) and making reference to the existing BH profile in the vicinity, a BH restriction of 160mPD is proposed for the Site.
- 4.7 The above proposed development parameters are considered compatible with the surrounding context.

### Technical Aspects

#### Traffic Impacts

##### *Trip Generation*

- 4.8 A Traffic Impact Assessment (TIA) was commissioned by Transport Department (TD) to assess the traffic impact of the proposed housing development on the surrounding road network as well as to propose road improvement or pedestrian facilities required to support the housing development, a summary of the findings of the TIA is at **Attachment V**. According to the TIA, the vehicular traffic generation and attraction from the proposed residential development will be approximately 115 passenger car unit/hour (pcu/hr) in the am peak and 80 pcu/hr in the pm peak. The overall trip generation from the development is minimal when compared with the existing flows at the junctions and road links. It is found that the development traffic has minimal impacts on the road network. The Commissioner for Transport (C for T) considers that there will be no insurmountable traffic impact arising from the proposed development.

##### *Vehicular Access*

- 4.9 The existing access road with ‘left-in/left-out’ configuration off the Lung Cheung Road eastbound carriageway provides access for both the Site and the service

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<sup>1</sup> Three sites abutting Cornwall Street under “R(C)5” zone are subject to PR restriction of 2.1, the Green Garden site at the western fringe of the OZP boundary under “R(C)7” zone is subject to PR restriction of 1.65, and the One Beacon Hill site under “R(C)8” zone is subject to a maximum GFA restriction.



reservoir. To cope with the current standards of highway design and traffic safety, the layout and arrangement of the vehicular access needs to be upgraded to a 7.3m-wide single carriageway with minimum 2.5m-wide footpath on both sides serving as site access cum emergency vehicular access, and modification of the junction at Lung Cheung Road eastbound with a deceleration lane (**Plan 7**).

#### *Public Transport Provision*

- 4.10 At present, there are more than 20 franchised bus routes running along Lung Cheung Road during peak hours, but the bus stops nearest to the Site is more than 700m away and beyond typical walking distance. New bus stop lay-bys are proposed at the eastbound and westbound carriageways of Lung Cheung Road. The bus stops offered a rational interchange to the Wong Tai Sin MTR Station. The feasibility of green mini-bus (GMB) routes is reviewed and provision of GMB terminal within the Site may be considered subject to future demand (**Plan 7**).

#### *Proposed Footbridge*

- 4.11 To enhance pedestrian connectivity for the proposed development, a new footbridge with barrier-free access provisions is proposed across Lung Cheung Road and then extended across the slip road from the Lung Cheung Road westbound carriageway to reach the Lung Cheung Road Park and Broadcast Drive Garden. This will provide safe and convenient pedestrian access between the Site, the proposed bus stops at Lung Cheung Road and the Broadcast Drive area (**Plan 7**).

#### Air Ventilation Assessment

- 4.12 An Air Ventilation Assessment (by Expert Evaluation) (AVA) has been commissioned by the Planning Department (PlanD) (**Attachment VI**). The AVA identified that the annual wind to the Site mainly comes from ENE, E and ESE. The summer wind mainly comes from the E, ESE, S, SSW and SW. When prevailing winds comes from the E, ESE, S, SSW and SW, the development on the Site is likely to create some wake areas in the leeward side. However, there are no sensitive receivers west and north of the Site within these wake areas, which are the service reservoir and areas zoned “GB”. When prevailing wind comes from the ENE, some wake areas on the leeward side will be created over Lung Cheung Road and the open areas zoned “GB” south of the Site.
- 4.13 To avoid ‘wall-like’ buildings to block the penetration of ENE wind through the Site to reach the areas further south of the Site, the AVA recommended that the future development should make reference to the design guidelines of building disposition and building permeability in the HKPSG and the building separation requirements (20% - 33.3%) under the Buildings Department’s Sustainable Building Design (SBD) Guidelines. If the above requirements of building separation under the SBD Guidelines can be fulfilled, the proposed development will create no major air ventilation impacts. Otherwise, further quantitative assessments shall be conducted by the future developer to demonstrate that the proposed development would be no worse than the scenario with the SBD

Guidelines in terms of air ventilation performance.

### Visual Appraisal

- 4.14 To assess the visual impact of the proposed rezoning, a visual appraisal for the Site has been undertaken by PlanD (**Attachment VII**). Suitable vantage points frequently visited by the public are selected for illustration. Photomontages are prepared to illustrate the possible visual impacts of the proposed development (**Plans 5a to 5c**). According to the visual appraisal, the proposed housing development at the Site will extend the built-up area of Kowloon Tong northward when viewed from the selected vantage points. The findings of the visual appraisal are highlighted below:
- (a) when viewed from the footbridge at Waterloo Road which is a major view corridor in Kowloon Tong, the proposed development is generally comparable in development scale and BH with the existing building profile. The impact on the overall mountain backdrop is considered insignificant and acceptable (**Plan 5a**);
  - (b) when viewed from the Junction Road Park, which is a major public open space in Kowloon Tong, the lower floors of the proposed development will be screened off by existing developments in the Broadcast Drive area and the upper floors of the development will be visible but will be modest in scale compared to Fu Keung Court and the Palace in the foreground (**Plan 5b**); and
  - (c) when viewed from the footbridge at Lung Cheung Road near Tin Ma Court, the proposed development is compatible in scale to the development in the Broadcast Drive area, particularly Peninsula Heights that is visible in this view. The distant mountain view will be slightly reduced but the visual impact is considered acceptable (**Plan 5c**).
- 4.15 As the Site is the only residential site north of Lung Cheung Road on the Kowloon Tong OZP, the character of the overall townscape north of Lung Cheung Road would be transformed by rezoning the Site. Notwithstanding the transformation, the proposed low to medium-rise, low density residential development would be visually compatible with the surrounding context. The provision of building separation in accordance with the SBD Guidelines as recommended by the AVA will ensure building permeability and reduce its visual bulk. As such, significant visual impact due to the proposed rezoning is not anticipated.

### Landscape Assessment

- 4.16 To assess the landscape impacts, tree surveys of areas covered by the proposed amendment items have been conducted by the Lands Department (LandsD) and Highways Department (HyD). Based on the tree surveys, desktop study and observations during site visit, a landscape appraisal has been prepared by PlanD (**Attachment VIII**).
- 4.17 According to the landscape assessment, the Site is situated on an elevated platform and fringed by wooded area at roadside slopes along Lung Cheung Road and Lion Rock Tunnel Road. The northern portion of the Site is paved and currently

occupied by works area and storage compound of WSD. According to the Tree Survey, about 410 trees of common species are identified within the Site and 350 trees are within the adjoining road side slope areas. Approximately another 55 trees are located within the areas to be occupied by the proposed bus stop lay-bys and deceleration lane along the eastbound of Lung Cheung Road; approximately 70 trees are within the areas to be occupied by the acceleration taper, proposed bus stop lay-bys and associated structures of the footbridge along the westbound carriageway of Lung Cheung Road; and approximately 25 trees are within an area to be occupied by associated structures of the footbridge section across the slip road. Most of the trees growing on the slope area are in fair condition. No rare species or Registered Old and Valuable Trees are found within the concerned areas.

- 4.18 The proposed rezoning would necessitate removal of existing woodland, modifications of existing topography and an existing culvert. The wooded hillside landscape character along the periphery of Lung Cheung Road and Lion Rock Tunnel Road would also be altered. To minimise any possible adverse impact to existing landscape resources, future development should incorporate mitigation measures including the provision of landscape buffer along the major roads abutting the site boundary, preservation of existing trees within the landscape buffer as far as possible, and proper tree preservation and compensation within the Site. To maximise greening opportunity and enhance greening provision of the Site, a higher green coverage of 30% is recommended for the Site.
- 4.19 Requirements for submission of tree preservation/ felling proposals, and landscaping proposals/ landscape master plan, where appropriate, will be included in the land sale conditions. Tree preservation and compensatory planting proposals will be provided for the future housing development in accordance with Development Bureau (DEVB) Technical Circular (Works) No. 10/2013 for Government projects and LandsD Land Administration Office Practice No. 7/2007 for private projects.

#### Environmental Impacts

- 4.20 According to the Director of Environmental Protection (DEP), the Site that is located along the heavily trafficked roads including Lung Cheung Road and Lion Rock Tunnel Road, is subject to severe traffic-related noise and vehicular emission impacts. DEP advised that with the provision of buffer distance (i.e. at least 100m from the tunnel portal opening in the northeast corner and 20m from road curbs of Lung Cheung Road and Lion Rock Tunnel Road), insurmountable air quality problem is not anticipated. The future developer of the Site shall be required to adopt appropriate measures to mitigate vehicular emission impacts.
- 4.21 The future developer shall also be required to conduct Noise Impact Assessment (NIA) to identify the noise mitigation measures required for the housing development in compliance with relevant environmental legislations. The requirements for NIA and sewerage impact assessment shall be incorporated in the land sale conditions of the Site.

#### Water Supply

- 4.22 According to Water Supplies Department (WSD), some existing water mains

(including 1 x 54" fresh water trunk main, 2 x 48", 1 x 42" and 1 x 36" fresh water mains from the adjacent service reservoir) are located within the eastern portion of the Site. As diversion of large size trunk mains may not be feasible, WSD advised that the future development should provide a waterworks reserve along the concerned trunk mains in accordance with the "Conditions of Working in the Vicinity of Waterworks Installations" issued by WSD. The requirements, such as the provision of buffer area and/or isolated footings, shall be incorporated in the land sale conditions of the Site.

- 4.23 In addition, if blasting or piling works are proposed in the vicinity of the concerned trunk mains and/or near the waterworks installations, technical feasibility reports to assess the possible adverse impacts on the trunk mains should be submitted to WSD for consideration and agreement prior to commencement of works.

## **5. Provision of Government, Institution and Community (GIC) Facilities and Open Space**

- 5.1 Given the generally low-density residential developments and small population in the Kowloon Tong area, the demand for GIC facilities to serve the area is relatively low. A table on the planned provision of major GIC facilities and open space in Kowloon Tong area is at **Attachment IX**. Based on the planned population for the area (including the subject rezoning proposal), provision of major GIC facilities in the district is generally sufficient.
- 5.2 As for the provision of open space, due to the existence of major parks in Kowloon Tong, the provision is also sufficient to meet the demand in the district even taking into account the planned increase in population due to the subject rezoning. As shown in **Attachment IX**, there is a surplus of 16.6ha district open space and 5.7ha local open space.

## **6. Proposed Amendments to matters shown on the Plan (Attachment II)**

- 6.1 The proposed amendments as shown on the draft Kowloon Tong OZP No. S/K18/19A are as follows:

(a) **Item A – Rezoning of a site from "GB" to "R(C)11" (about 1.13ha) (Plan 2)**

The site is proposed to be rezoned from "GB" to "R(C)11" for low to medium-rise, low-density residential development in accordance with paragraph 4.3 above.

(b) **Item B1 – Rezoning of a strip of land abutting the northern curb of Lung Cheung Road from "GB" to an area shown as 'Road' (about 0.16ha) (Plan 2)**

The area to be rezoned is to reflect the upgraded vehicular access to serve the proposed residential site in Item A and the proposed new bus stop lay-by in accordance with paragraphs 4.4, 4.9 and 4.10 above.

- (c) **Item B2 – Rezoning of a strip of land abutting the southern curb of Lung Cheung Road from “GB” to an area shown as ‘Road’ (about 0.07ha) (Plan 2)**

The area to be rezoned is to reflect the proposed new bus stop lay-by and acceleration taper in accordance with paragraphs 4.4, 4.9 and 4.10 above.

## **7. Proposed Amendments to the Notes of the OZP (Attachment III)**

- 7.1 The Notes of the “R(C)” zone is amended to include remarks for sub-zone “R(C)11”, to reflect the PR restriction of 3.6 and BH restriction of 160mPD as mentioned in paragraphs 4.3, 4.5 and 4.6 above, and to allow minor relaxation of BH restriction for the “R(C)11” zone.
- 7.2 The proposed amendments to the Notes of the OZP with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’ are at **Attachment III** for Members’ consideration.

## **8. Revision to the Explanatory Statement of the OZP (Attachment IV)**

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

## **9. Plan Number**

Upon exhibition for public inspection, the Plan will be renumbered as S/K18/20.

## **10. Consultation**

### **Departmental Consultation**

- 10.1 The proposed amendments have been circulated to the following departments. They have no objection to or no adverse comment on the proposed amendment, and their comments have been incorporated in the above paragraphs where appropriate.

- (a) District Officer (Kowloon City), Home Affairs Department;
- (b) District Lands Officer/Kowloon East, LandsD;
- (c) C for T;
- (d) Commissioner of Police;
- (e) Director of Agriculture, Fisheries and Conservation;
- (f) DEP;
- (g) Director of Fire Services;
- (h) Director of Leisure and Cultural Services;

- (i) Chief Building Surveyor/Kowloon, Buildings Department;
- (j) Chief Engineer/Construction, WSD;
- (k) Chief Architect/CMD2, Architectural Services Department;
- (l) Chief Highways Engineer/Kowloon and New Territories East, HyD;
- (m) Chief Town Planner/Urban Design & Landscape, PlanD;
- (n) Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD); and
- (o) Project Manager (Kowloon), CEDD.

### Public Consultation

- 10.2 On 17.11.2016, the Kowloon City District Council (KCDC) was consulted and members of the KCDC had raised no adverse comments on the proposed amendments to the Kowloon Tong OZP. Members of the KCDC enquired about (a) the possible impacts on views of the Lion Rock ridgeline; (b) safety of ingress/egress traffic merging from/into the heavily trafficked Lung Cheung Road; and (c) requested that impacts on existing trees should be minimised. Members also proposed that the footbridge alignment be improved to allow safe pedestrian connection between the proposed bus stop lay-by at the westbound carriageway of Lung Cheung Road across the slip road to the Broadcast Drive area.
- 10.3 PlanD has explained at the meeting that (a) the proposed housing development on the Site will not have significant impact on views of the Lion Rock ridgeline as seen from major vantage points; (b) appropriate road works as highlighted in paragraph 4.9 above are proposed to ensure traffic safety; and (c) that the government will request the future developer to minimise impacts on existing trees and the requirement for tree preservation and landscape proposals will be included in the land sale conditions. In addition, the design of the footbridge has been revised to include an elevated crossing over the slip road (**Plan 7**).
- 10.4 The Housing and Infrastructure Committee of the KCDC will be further consulted on the amendments during the exhibition period of the draft OZP.

## **11. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Kowloon Tong OZP and its Notes and that the draft Kowloon Tong OZP No. S/K18/19A at **Attachment II** (to be renumbered to S/K18/20 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Kowloon Tong OZP No. S/K18/19A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

## **12. Attachments**

<b>Attachment I</b>	Approved Kowloon Tong OZP No. S/K18/19 (reduced to A3 size)
<b>Attachment II</b>	Draft Kowloon Tong OZP No. S/K18/19A
<b>Attachment III</b>	Revised Notes of the Draft Kowloon Tong OZP No. S/K18/19A
<b>Attachment IV</b>	Revised ES of the Draft Kowloon Tong OZP No. S/K18/19A
<b>Attachment V</b>	Summary of TIA
<b>Attachment VI</b>	Report on Expert Evaluation on AVA
<b>Attachment VII</b>	Visual Appraisal
<b>Attachment VIII</b>	Landscape Assessment
<b>Attachment IX</b>	Provision of Major Community Facilities and Open Space
<b>Plan 1</b>	OZP Comparison
<b>Plan 2</b>	Site Plan
<b>Plan 3</b>	Aerial Photo
<b>Plans 4a to 4c</b>	Site Photos
<b>Plans 5a to 5c</b>	Photomontages for Proposed Residential Development
<b>Plan 6</b>	Development Parameters of the Surrounding Areas
<b>Plan 7</b>	Proposed Transport Related Provisions

**PLANNING DEPARTMENT  
DECEMBER 2016**



也帶

**C**

商業

CDA

### 合發展區

 $R(C)$ 

住宅（丙類）

G/IC

政府、機構或社區



休憩用地

OU

指定用途

交通

鐵路及車站（地下）

### 主要道路及路口

[illegible]

### 高架道路

其他

**\_\_\_\_\_ + \_\_\_\_\_**

見劃範圍界線

P F S

加油站

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

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.25	0.11	商業
COMPREHENSIVE DEVELOPMENT AREA	1.22	0.51	綜合發展區
RESIDENTIAL (GROUP C)	75.19	31.60	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	40.47	17.01	政府、機構或社區
OPEN SPACE	31.12	13.08	休憩用地
OTHER SPECIFIED USES	11.76	4.94	其他指定用途
GREEN BELT	40.61	17.07	綠化地帶
MAJOR ROAD ETC.	37.34	15.68	主要道路等
TOTAL PLANNING SCHEME AREA	237.96	100.00	規劃範圍總面積

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

Ms Kinnie WONG 黃潔怡女士  
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九龍塘（九龍規劃區第18區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 18 - KOWLOON TONG - OUTLINE ZONING PLAN

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

圖則編號  
PLAN No. **S/K18/19**

本圖於2016年12月16日擬備  
PLAN PREPARED ON 16.12.2016

參考編號  
REFERENCE No. M/K18/16/119



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
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)	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	P F S	規劃範圍界線
PETROL FILLING STATION	P F S	加油站

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

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
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RESIDENTIAL (GROUP C)	76.32	32.07	住宅（丙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	40.47	17.01	政府、機構或社區
OPEN SPACE	31.12	13.08	休憩用地
OTHER SPECIFIED USES	11.76	4.94	其他指定用途
GREEN BELT	38.24	16.49	綠化地帶
MAJOR ROAD ETC.	37.58	15.79	主要道路等
TOTAL PLANNING SCHEME AREA	237.98	100.00	規劃範圍總面積

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

核准圖編號 S / K 1 8 / 1 9 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K18/19

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 B1	修訂項目B 1 項
AMENDMENT ITEM B2	修訂項目B 2 項

（參看附表）  
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的九龍塘（九龍規劃區第1 8 區）分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 18 - KOWLOON TONG - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺  
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/K18/19A



**KOWLOON PLANNING AREA NO. 18**

**APPROVED-DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19A**

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

**NOTES**

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

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
  - (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 sub-paragraph (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.

**KOWLOON PLANNING AREA NO. 18**

**APPROVED DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19A**

Schedule of Uses

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COMMERCIAL

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

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) On land designated “C(2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.8 and a maximum building height of 8 storeys, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) In determining the relevant maximum number of storeys 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 and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) 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 (1) above may thereby be exceeded.

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 Residential Institution Research, Design and Development Centre 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 educational 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, traffic, infrastructure and other constraints.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
  - (i) the area of the proposed land uses, 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 including tree preservation and transplanting 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;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (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; and
  - (x) 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 maximum domestic plot ratio of 6.0 and a maximum non-domestic plot ratio of 1.5.
- (4) In determining the relevant maximum plot ratios 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.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.



RESIDENTIAL (GROUP 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 Broadcasting, Television and/or Film Studio Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) 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 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 to medium-rise, 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/gross floor area and building height specified below, or the plot ratio/gross floor area and height of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio/ Gross Floor Area	Maximum Number of Storeys/Building Height
R(C)1	0.6	3 storeys
R(C)3	1.65	10.67m
R(C)4	1.8	11.58m
R(C)5	2.1	8 storeys
R(C)6	3.0	13 storeys
R(C)7	1.65	5 storeys
R(C)8	72,480m <sup>2</sup>	12 storeys or 120 metres above Principal Datum (including roof structures) with a “stepped height” building profile
R(C)9	3.0	8 storeys
R(C)10	3.0	10 storeys
<b>R(C)11</b>	<b>3.6</b>	<b>160 metres above Principal Datum</b>

- (2) In determining the relevant maximum plot ratio/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) On land designated “R(C)1”, based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above to allow for 1 storey of basement which is constructed or intended for use as car park and/or ancillary plant room, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks (Cont'd)

- (4) On land designated “R(C)6”, “R(C)9” and “R(C)10”, in determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (5) On land designated “R(C)5”, “R(C)6”, “R(C)7”, “R(C)9”, ~~and~~ “R(C)10” *and “R(C)11”*, based on the individual merits of a development or redevelopment proposal, minor relaxation of the 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.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area restriction 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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Place of Recreation, Sports or Culture	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park (excluding container vehicle)	Private Club
Recyclable Collection Centre	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height specified below, or the height of the existing building, whichever is the greater:

Sub-area	Maximum Number of Storeys/ Building Height
G/IC(1)	1 storey
G/IC(2)	3 storeys
G/IC(3)	4 storeys
G/IC(4)	5 storeys
G/IC(5)	6 storeys
G/IC(6)	8 storeys
G/IC(7)	10 storeys
G/IC(8)	11 storeys
G/IC(9)	13 storeys
G/IC(10)	8 storeys and 50.05 metres above Principal Datum (mPD)
G/IC(13)	72.8 mPD

- (2) On land designated “G/IC” at the two sites bounded by Waterloo Road, Norfolk Road, To Fuk Road, Tim Fuk Road and Suffolk Road, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 51mPD or the height of the existing building, whichever is the greater.
- (3) On land designated “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 a maximum gross floor area of 16,030m<sup>2</sup>. Open space of not less than 1,800m<sup>2</sup>, including a covered area of not more than 602m<sup>2</sup>, for public enjoyment shall be provided on the ground level.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks (Cont'd)

- (4) In determining the maximum gross floor area for the purposes of paragraph (3) above, a covered area of not more than 602m<sup>2</sup> on the ground level that is purpose-designed and constructed for use solely as open space for public enjoyment may be disregarded.
- (5) On land designated "G/IC(10)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0.
- (6) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (7) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (3), and (5) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area restrictions stated in paragraphs (3) and (5) 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)

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 Hospital Public Clinic Public Utility Installation Social Welfare Facility	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation for Private Project

For “Government, Institution or Community (11)” only

Planning Intention

This zone is intended for the provision of hospital facilities, including training centre for medical professionals, serving the needs of the local residents as well as the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 7.5 and a maximum building height of 10 storeys and 70mPD, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction and/or 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)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Government, Institution or Community (12)” only</u>	
Eating Place (Canteen only) Educational Institution Field Study/Education/Visitor Centre Institutional Use Library Religious Institution Research, Design and Development Centre School Social Welfare Facility Training Centre	Eating Place (not elsewhere specified) Government Use (not elsewhere specified) Office Place of Recreation, Sports or Culture Private Club Public Vehicle Park (excluding container vehicle) Public Utility Installation Residential Institution Shop and Services Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of institution or community facilities serving the needs of the local residents as well as the general public, with the graded historic building, Sun Hok Building of the Bethel Bible Seminary, preserved in-situ.

Remarks

- (1) The Sun Hok Building, which is a Grade 2 historic building, shall be preserved in-situ. Any addition, alteration and/or modification to the existing historic building (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.
- (2) Notwithstanding paragraph (1) above, any new development or redevelopment of the buildings in the remaining part of the zone requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(Please see next page)



GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

For “Government, Institution or Community (12)” only (Cont'd)

Remarks (Cont'd)

- (3) For the purpose of paragraph (1) above, no addition, alteration and/or modification to the preserved historic building shall result in a total development in excess of the gross floor area (GFA) and height of the existing building.
- (4) For the purpose of paragraph (2) above, no new development, or addition, alteration and/or modification to or redevelopment of the existing building(s) shall result in a total development and/or redevelopment in excess of a maximum GFA of 7,203m<sup>2</sup> and building height of 8 storeys (excluding basement floor(s)) and 47.55mPD.
- (5) In determining the maximum GFA for the purposes of paragraphs (3) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height restriction 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.

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 Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

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

Place of Recreation, Sports or Culture  
Private Club

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

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum building height of 2 storeys, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(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  
Utility Installation not Ancillary to  
the Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations serving the needs of local residents as well as the general public.

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 1 storey, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(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 "Military Camp" only

Military Camp

Government Use  
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 military camp and its ancillary uses.

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 Site Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television, and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

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

**KOWLOON PLANNING AREA NO. 18**

**~~APPROVED-DRAFT~~ KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19A**

**EXPLANATORY STATEMENT**

## **KOWLOON PLANNING AREA NO. 18**

### **APPROVED DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19A**

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## **KOWLOON PLANNING AREA NO. 18**

### **APPROVED DRAFT KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19A**

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

#### **EXPLANATORY STATEMENT**

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

#### **1. INTRODUCTION**

This explanatory statement is intended to assist an understanding of the ~~approved~~ *draft* Kowloon Tong Outline Zoning Plan (OZP) No. S/K18/19A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

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

- 2.1 On 9 February 1979, the draft Kowloon Tong OZP No. LK18/10, being the first statutory plan covering the Kowloon Tong area was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). Since then, the OZP was amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 4 May 1982, the then Governor in Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as LK18/10A. On 6 July 1993, the then G in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 30 June 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/3. On 2 May 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.4 On 10 April 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/6. On 25 September 2001, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance.

- 2.5 On 5 October 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/11. On 21 June 2005, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 19 December 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/13. On 19 January 2007, the approved Kowloon Tong OZP No. S/K18/13 was exhibited under section 9(5) of the Ordinance.
- 2.7 On 3 June 2008, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved Kowloon Tong OZP No. S/K18/13 to the Board for amendment. The reference back of the OZP was notified in the Gazette on 13 June 2008 under section 12(2) of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.8 On 8 December 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/16. On 18 December 2009, the approved OZP No. S/K18/16 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.9 On 30 October 2012, the CE in C referred the approved Kowloon Tong OZP No. S/K18/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 9 November 2012 under section 12(2) of the Ordinance.
- 2.10 On 15 February 2013, the draft Kowloon Tong OZP No. S/K18/17 incorporating amendments to rezone the southern portion of the ex-Lee Wai Lee Campus site at Renfrew Road from “Government, Institution or Community(9)” (“G/IC(9)”) to “Residential (Group B)” (“R(B)”) and rezone a site at Dumbarton Road from “G/IC(3)” to “G/IC(12)” (eastern portion) and “Residential (Group C)9” (“R(C)9”) (western portion) was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 25,847 valid representations were received. On 21 May 2013, the Board published the representations for three weeks for public comments and 2,980 valid comments were received.
- 2.11 On 20 December 2013, the draft Kowloon Tong OZP No. S/K18/18 incorporating amendments to rezone a site being occupied by the Kowloon International Baptist Church at 300 Junction Road from “G/IC(2)” to “G/IC(13)” was exhibited for public inspection under section 7 of the Ordinance. During the two-month exhibition period, a total of 532 representations were received. On 7 March 2014, the representations were published for three weeks for public comments and 2 comments were received. On 18 July 2014, the Board considered and noted the representations and comments, which are all supportive in nature, under section 6B(1) of the Ordinance.

- 2.12 After considering the representations and their related comments under section 6B(1) of the Ordinance, the Board decided on 26 March 2014 to propose amendments to the OZP to meet/partially meet 25,834 representations by rezoning the ex-Lee Wai Lee Campus site from “R(B)” back to “G/IC(9)” and to delete the Notes for “R(B)” zone. On 23 May 2014, the proposed amendments to the draft Kowloon Tong OZP No. S/K18/18 were published under section 6C(2) of the Ordinance for three weeks for further representations and 23 valid further representations were received. On 1 August 2014, after considering the further representations, the Board decided to amend the draft OZP by the proposed amendments.
- 2.13 On 6 January 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kowloon Tong OZP, which was subsequently renumbered as S/K18/19. On 16 January 2015, the approved Kowloon Tong OZP No. S/K18/19 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.14 *On 5 July 2016, the CE in C referred the approved OZP No. S/K18/19 to the Board for amendment under Section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 15 July 2016 under Section 12(2) of the Ordinance.*
- 2.15 *On \_\_\_\_ 2017, the draft Kowloon Tong OZP No. S/K18/20, incorporating the amendments mainly to rezone a piece of land near the junction of Lung Cheung Road and Lion Rock Tunnel Road from “Green Belt” to “R(C)11”, 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 of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate only the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kowloon Tong 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 Central Kowloon within the Kowloon City District. It is bounded by Boundary Street to the south, Lion Rock Country Park to the north, and the Mass Transit Railway (MTR) East Rail Line to the west. To the east, the boundary generally follows the alignments of Junction Road and Grampian Road. The Area covers about 238 hectares of land.
- 5.2 The terrain of the Area is relatively flat in the central and southern parts, with areas to the east of Renfrew Road and north of Cornwall Street and Junction Road sloping gently. To the north of Lung Cheung Road, the terrain changes with the gradient increasing significantly towards Lion Rock Country Park.
- 5.3 The Area is characterized by low to medium-rise, low-density residential developments and a number of institutional and community uses such as hospitals, schools and tertiary educational institutions. Kowloon Tsai Park in the east separates the Area from the adjoining Wong Tai Sin District.

## **6. POPULATION**

According to the 2011 Census, the population of the Area was about 27,200 persons. If the planned uses on the ~~OZP~~*Plan* are developed, the planned population of the Area would be about ~~29,150~~**30,990** persons.

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

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. Some of the high-rise redevelopments erected in the Area in the recent years following the relocation of the airport in Kai Tak and the removal of the relevant airport height restrictions are considered undesirable from the visual point of view, and are also incompatible and out-of-context with the local built environment. In order to prevent excessive tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, appropriate building

height restrictions have been incorporated into the Kowloon Tong OZP for the “Commercial” (“C”), “R(C)”, “G/IC” and “OU” annotated “Sports and Recreation Club” and “Petrol Filling Station” zones on the Plan.

- 7.2 The building height restrictions are to maintain the low to medium-rise townscape of the Area and a stepped building height concept recommended in the Urban Design Guidelines Study taking into account the overall natural topography, local area context, characteristics of existing building height profile and need to maintain visually compatible building masses in the wider setting. The building height control is subject to restrictions on mainly the number of storeys so as to allow more design flexibility for low and medium-rise developments and help achieve a stepped height profile. In general, the building height restrictions for the Area should not be more than 13 storeys to preserve the existing townscape.
- 7.3 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopment with design merits/planning gains. Each application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
  - (c) providing better streetscape/good quality street level public urban space;
  - (d) providing separation between buildings to enhance air and visual permeability;
  - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
  - (f) other factors, such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 7.4 However, for existing buildings where the building height already exceeded the maximum building height restrictions in terms of metres, metres above Principal Datum (mPD) or number of storeys, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

## **8. LAND USE ZONINGS**

### **8.1 “Commercial” (“C”) : Total Area 0.25 ha**

- 8.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.
- 8.1.2 A site located at 320 Junction Road is zoned “C(2)” for commercial uses. It has been developed with eating places, shop and services facilities, and offices to meet local needs. In order to ensure that the development intensity of the site is compatible with the surrounding low-density residential developments, developments within this zone are restricted to a maximum plot ratio of 5.8, or the plot ratio of the existing buildings, whichever is the greater. To provide design/architectural flexibility, minor relaxation on the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.1.3 In order to maintain the existing character of Kowloon Tong and allow variety in the overall building height profile of Kowloon Tong, the development within the “C(2)” zone is subject to 8-storey restriction to reflect primarily its existing building height. To allow design flexibility for developments in the “C(2)” zone, basement floor(s) are not counted for the purpose of storey determinations in relation to the building height restriction stipulated under the Notes. For development with special design merits, minor relaxation on the building height restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.3 and 7.4 above.

### **8.2 “Comprehensive Development Area” (“CDA”) : Total Area 1.22 ha**

- 8.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential and educational 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, traffic, infrastructure and other constraints.
- 8.2.2 The site at Inverness Road zoned “CDA” is intended to be redeveloped comprehensively for residential use with a non-standard school. Development restrictions at a maximum domestic plot ratio of 6.0 and a maximum non-domestic plot ratio of 1.5 are stipulated in the Notes of the Plan. To provide design/architectural flexibility, minor relaxation on the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.2.3 Details of the proposed uses, development intensity, building height and planning/design requirements for the “CDA” site are set out in the Planning Brief endorsed by the Board on 24 July 2009 which needs to be complied with by the developer of the site. Pursuant to section 4A(1) of the Ordinance, any development in this zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance, except as otherwise expressly provided that it is not required by the Board. A copy of the approved MLP would be made available for public inspection pursuant to section 4A(3) of the Ordinance. A MLP has been approved by the Board and deposited at the Land Registry.

8.3 “Residential (Group C)” (“R(C)”): Total Area ~~75.19~~**76.32** ha

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

8.3.2 Residential use is the predominant land use within the Area. Most lots in the Area have been developed into low-rise and low-density private dwellings which are unique in scale and design. Residential zones within the Area are divided into nine sub-areas, each subject to specific controls on plot ratio/gross floor area (GFA) and building height, originally effected through stringent lease conditions. Such restrictions are imposed to maintain and preserve the special character and amenity of the neighbourhood and to prevent excessive development and redevelopment in areas with limited road access.

8.3.3 The capacity of the strategic road network and those of ~~Mass Transit Railway (MTR)~~ Kwun Tong Line and East Rail Line stations at Kowloon Tong have been the two major factors limiting any immediate prospects for intensification of development in the Area. It would be necessary to maintain the existing level of development intensity in the Area until future traffic and infrastructural improvements, such as the Central Kowloon Route, are in place. Moreover, the preservation of such extensive low-rise and low-density areas makes an important contribution to Kowloon, by providing variety in urban forms, environment and housing types.

8.3.4 The Kowloon Tong Garden Estate is zoned “R(C)1”, with a maximum plot ratio of 0.6 and a maximum building height of 3 storeys. To allow design flexibility for development with special design merits, minor relaxation of the building height restriction for the provision of 1 storey of basement car park and/or ancillary plant room may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.3 and 7.4 above. Furthermore, the construction of the basement should not cause any adverse impacts to the existing trees

or deteriorate the distinctiveness of the area as a garden estate.

- 8.3.5 Abutting very narrow roads and a playground heavily used by surrounding schools, the residential blocks between Flint Road and Derby Road and along Derby Road are zoned “R(C)3”. It is restricted to a maximum building height of 10.67m and a maximum plot ratio of 1.65. In keeping with the character and amenity of the Kowloon Tong Garden Estate, the Kowloon Tsai area to the east of Waterloo Road is zoned “R(C)4” and a maximum building height of 11.58m with a maximum plot ratio of 1.8 stipulated in the Notes. The building height restrictions of the “R(C)3” and “R(C)4” zones are intended to maintain the existing low-rise characteristics of the area, taking into account the character and amenity of the Kowloon Tong Garden Estate, with a view to enhancing the Waterloo Road as the main view corridor and the legibility of townscape of Kowloon Tong. The height of the building is to be measured from the mean level of the street or streets on which the building fronts or abuts to the main roof level.
- 8.3.6 Residential developments to the southeast of the “R(C)3” and “R(C)4” zones are zoned “R(C)6” and “R(C)9”, both of which are subject to a maximum plot ratio of 3.0. The “R(C)9” zone adjoining the “R(C)3” and “R(C)4” zones and Kowloon Tsai Park is subject to an 8-storey restriction whilst the “R(C)6” zone abutting Boundary Street along the southern edge of the Area is subject to a 13-storey restriction. The two-tier height limits of the “R(C)6” and “R(C)9” zones in this area are to allow a smooth height transition from Kowloon Tsai Park and low-rise developments in the “R(C)3” and “R(C)4” zones to medium to high-rise developments in the adjoining areas. For the “R(C)9” site at the junction of Dumbarton Road and Inverness Road, environmental mitigation measures would be required.
- 8.3.7 The “stepped height” concept has been adopted as a key urban design principle for the area north of Cornwall Street to provide for a gradual change in building heights from 3 storeys in the Kowloon Tong Garden Estate in the south to low/medium-rise on the lower slopes of Beacon Hill in the north. Therefore the development restrictions of 8 storeys and a maximum plot ratio of 2.1 are stipulated for the “R(C)5” zone for sites north of Cornwall Street, while a maximum building height of 13 storeys and a maximum plot ratio of 3.0 are stipulated for the “R(C)6” zone for the residential lots along Ede Road and Beacon Hill Road.
- 8.3.8 Developments at the lower portion of Beacon Hill Road are zoned “R(C)7”. They are restricted to a maximum building height of 5 storeys and a maximum plot ratio of 1.65. These development restrictions are required due to the limitation of vehicular ingress to and egress from Cornwall Street.
- 8.3.9 The comprehensive residential development at Beacon Hill Road is zoned “R(C)8”. As stipulated in the Notes of the Plan, the site is subject to a maximum domestic GFA of 72,480m<sup>2</sup> and a maximum building height of 12 storeys or 120mPD together with the requirement



for a “stepped height” building profile.

8.3.10 Residential developments abutting Broadcast Drive are zoned “R(C)6” and “R(C)10”, both of which are subject to a maximum plot ratio of 3.0. “Stepped height” building profile with two tiers of building height restrictions, i.e. 13 storeys for the “R(C)6” zone and 10 storeys for the “R(C)10” zone, are also adopted to allow smooth transition of building height from the high-rise public housing estates in Wang Tau Hom to the low-rise developments in the inner Kowloon Tong and to echo the stepped height concept for the area to the north of Cornwall Street. The lower building height for the “R(C)10” zone is also required to preserve the view corridor along Waterloo Road.

***8.3.11 A residential site near the junction of Lung Cheung Road and Lion Rock Tunnel Road is zoned “R(C)11”. As stipulated in the Notes of the Plan, the site is subject to a maximum plot ratio of 3.6 and a maximum building height of 160mPD. To avoid a ‘wall-like’ development that would block penetration of wind through the site from reaching the areas to its south, the Air Ventilation Assessment recommended that in the detailed design stage of the development, reference should be made to urban design guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG) on building disposition and building permeability and fulfil the building separation requirement in the Sustainable Building Design Guidelines. If the requirements of building separations cannot be met, further quantitative assessments should be conducted to demonstrate the performance of any future development would be no worse off than the scenario with these measures.***

8.3.12 To allow design flexibility for developments in the “R(C)6”, “R(C)9” and “R(C)10” zones, which are all subject to a maximum plot ratio of 3.0, basement floor(s) are not counted for the purpose of storey determinations in relation to their respective building height restriction stipulated under the Notes.

8.3.13 To provide design/architectural flexibility, minor relaxation on the plot ratio/***gross floor area*** restriction for the sub-zones may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits. Moreover, for development with special design merits, minor relaxation of the building height restrictions for the “R(C)5”, “R(C)6”, “R(C)7”, “R(9)”, ~~and~~ “R(C)10” ***and “R(C)11”*** zones may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.3 and 7.4 above.

8.3.14 In order to maintain the tranquillity of the neighbourhood, commercial uses are prohibited under this zoning unless otherwise permitted by the Board under the planning permission system. The need for any of these uses and the suitability of the proposed development in terms of its design and effect on the environment will be assessed individually.

8.4 “Government, Institution or Community” (“G/IC”) : Total Area 40.47 ha

- 8.4.1 This zone is intended primarily for the provision of Government, institution or community (GIC) facilities serving the needs of the local residents as well as the general public. 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. The zone has a high concentration of schools and tertiary educational institution including *Hong Kong Baptist University* (HKBU) and a number of primary and secondary schools. Some of these educational facilities serve not only local but also district and territorial needs.
- 8.4.2 Other major existing developments include Hong Kong Baptist Hospital (HKBH) at Waterloo Road, Radio Television Hong Kong at Broadcast Drive, a fire station at Baptist University Road and various service reservoirs such as Lok Fu Fresh Water and Salt Water Service Reservoirs adjoining Lok Fu Park.
- 8.4.3 Major GIC developments recently completed/ under construction include an academic building of the HKBU at the junction of Baptist University Road and Renfrew Road and an extension of HKBH at 322 Junction Road.
- 8.4.4 “G/IC” zones within the Area consisted of 13 sub-areas, i.e. “G/IC(1)” to “G/IC(13)”. “G/IC(1)” to “G/IC(12)” zones are subject to specific control on building heights ranging from 1 to 13 storeys (excluding basement floor(s)), and “G/IC(13)” is subject to a maximum building height of 72.8mPD. Such restrictions are primarily to reflect the building heights of the existing and planned GIC developments so as to maintain the existing character of Kowloon Tong and allow variety in the overall building height profile of Kowloon Tong. It is also the building height concept to preserve the view corridor along Waterloo Road for the “G/IC” zones.
- 8.4.5 The “G/IC” site bounded by Waterloo Road, Norfolk Road, Tim Fuk Road and Suffolk Road has been developed into 2 primary schools and 1 international school. The other “G/IC” site bounded by Tim Fuk Road, Norfolk Road, To Fuk Road and Suffolk Road has been developed to accommodate a public transport interchange with two MTR station entrances, an MTR pedestrian subway link underneath the interchange and a centralized Education Resource Centre, whilst its southern portion has been developed into an international school. Building height restriction of 51mPD on these two sites is stipulated in the Notes of the Plan. Such restriction is to ensure that the building height will be in keeping with the building heights and character of the surrounding areas.
- 8.4.6 The “G/IC(8)” site at the junction of Hereford Road and Renfrew Road for the HKBU is subject to a maximum GFA of 16,030m<sup>2</sup> and a maximum building height of 11 storeys. Open space of not less than

1,800m<sup>2</sup>, including a covered area of not more than 602m<sup>2</sup>, for public enjoyment is required to be provided on the ground level of the site.

- 8.4.7 The “G/IC(10)” site at Grampian Road is subject to a maximum plot ratio of 5.0 and a maximum building height of 8 storeys (excluding basement floor(s)) and 50.05mPD for redevelopment of a church.
- 8.4.8 The “G/IC(11)” site at 322 Junction Road is subject to a maximum plot ratio of 7.5 and a maximum building height of 10 storeys (excluding basement floor(s)) and 70mPD for an extension of the HKBH, including hospital services/specialty centres, wards and medical professional training centre. Furthermore, building setbacks should be provided at southern and northern site boundaries respectively for landscaping/tree planting; and a landscaped garden should be provided on the podium level of the hospital extension. The fresh air intake of the central air conditioning system and any sensitive uses of the hospital development should be located suitably to avoid potential adverse air pollution impact.
- 8.4.9 The “G/IC(12)” site at Grampian Road is currently occupied by the Bethel Bible Seminary. One of its buildings, namely Sun Hok Building, is a Grade 2 historic building according to the grading agreed by the Antiquities Advisory Board. To reflect the applicant’s proposal to preserve the Grade 2 historic building under a section 12A application No. Y/K18/6, the Sun Hok Building should be preserved in-situ. Any addition, alteration and/or modification to the Sun Hok Building (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) requires planning permission from the Board under section 16 of the Ordinance and should not result in a total development in excess of the GFA and height of the existing building. For the remaining part of the “G/IC(12)” zone, any new development or redevelopment of the buildings requires planning permission from the Board under section 16 of the Ordinance. This is to ensure that the design of the new building(s) would be compatible with the setting of the Grade 2 historic building. For development within the remaining part of the zone, it is restricted to a maximum GFA of 7,203m<sup>2</sup> and maximum building height of 8 storeys (excluding basement floor(s)) and 47.55mPD.
- 8.4.10 The “G/IC(13)” site at 300 Junction Road covering the Kowloon International Baptist Church is subject to a maximum building height of 72.8mPD for redevelopment of the existing church cum kindergarten.
- 8.4.11 To allow design flexibility for developments in the “G/IC” sub-zones, basement floor(s) are not counted for the purpose of storey determinations in relation to their respective building height restrictions stipulated under the Notes.
- 8.4.12 To provide design/architectural flexibility, for the relevant “G/IC” sub-zones, minor relaxation of the plot ratio/GFA restrictions may be

considered by the Board on application under section 16 of the Ordinance taking into account its own merits. Moreover, for development with special design merits, minor relaxation of the building height restrictions for the relevant “G/IC” sub-zones may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.3 and 7.4 above.

8.5 “Open Space” (“O”) : Total Area 31.12 ha

8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. Major existing open spaces include Kowloon Tsai Park, Junction Road Park, Lung Cheung Road Park and Lok Fu Park, which contain a wide range of recreational facilities. Being located near the eastern edge of the Area, they also serve residents in the adjoining Wong Tai Sin District. Local open spaces are also provided within the Area.

8.5.2 Proposed open space sites include a site to the south of the “CDA” site at Inverness Road and a site to the east of the “R(C)8” site at Beacon Hill.

8.6 “Other Specified Uses” (“OU”) : Total Area 11.76 ha

8.6.1 This zone includes an existing petrol filling station at the northern end of Waterloo Road, the Military Camp at Waterloo Road and two private clubs (the Kowloon Tong Club at Waterloo Road and the Kowloon Tsai Home Owners Association at Cambridge Road). It is intended primarily for the provision of the respective facilities serving the needs of the local residents as well as the general public.

8.6.2 In order to maintain the existing character of Kowloon Tong and allow variety in the overall building height profile of Kowloon Tong, the “OU” annotated “Petrol Filling Station” and “Sports and Recreation Club” zones are subject to 1-storey and 2-storey restrictions respectively to reflect primarily their existing building heights. To allow design flexibility, basement floor(s) is not counted for the purpose of storey determinations. For development with special design merits, minor relaxation of the building height restrictions may also be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.3 and 7.4 above.

8.7 “Green Belt” (“GB”) : Total Area ~~40.61~~**39.24** ha

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

Development within this zone will be carefully controlled and development proposals will be assessed on its individual merits taking into account the Town Planning Board Guidelines.

- 8.7.2 This zone consists of the steep hillsides to the south of Lion Rock Country Park and south of Lung Cheung Road, steep hillslopes to the north-west of the “R(C)8” site at the end of Beacon Hill Road and the steep hillside to the north-west of Kowloon Tsai Park. Because of the steep topography, land within the zone is not suitable for urban development. However, passive open space and related uses may be possible at certain locations.

## **9. COMMUNICATIONS**

### **9.1 Roads**

Waterloo Road, Lung Cheung Road and Cornwall Street are the primary distributors within the Area. Boundary Street and Junction Road are the district distributors. Waterloo Road leading to the Lion Rock Tunnels in the north is one of the major links between Kowloon and Sha Tin.

### **9.2 MTR Kwun Tong Line**

The Area is served by the MTR Kwun Tong Line. The Kwun Tong Line passes through the Area in an east-west direction. The Kowloon Tong Station, which provides interchange with the East Rail Line, is located at Suffolk Road. Another station, the Lok Fu Station, is located near the eastern edge of the Area.

### **9.3 MTR East Rail Line**

The MTR East Rail Line runs along the western edge of the Area with the Kowloon Tong Station entrance located at Kent Road. This station provides interchange with the Kwun Tong Line.

### **9.4 Other Public Transport Facilities**

A public transport interchange for franchised buses, green minibuses and cross boundary coaches is located in the “G/IC” site at Suffolk Road.

## **10. UTILITY SERVICES**

The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available. No difficulties are envisaged in meeting the future requirements.

## **11. CULTURAL HERITAGE**

- 11.1 A declared monument and several graded historic buildings/structures fall within the Kowloon Tong OZP boundary. Maryknoll Convent School at Waterloo Road and Sun Hok Building of the Bethel Bible Seminary at Grampian Road are a declared monument and a Grade 2 historic building respectively. The Sheng Kung Hui Christ Church at Waterloo Road, the Old House at Nos. 31-35 Hau Wong Temple New Village at Junction Road as well as the residential developments at 7 Norfolk Road and 2 and 13 York Road are Grade 3 historic buildings. All the above sites of declared monument and graded historic buildings/structures are worthy of preservation.
- 11.2 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above declared monument, graded historic buildings/structures, new items pending grading assessment and their immediate environs.

## **12. IMPLEMENTATION**

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

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

**TOWN PLANNING BOARD**

**~~JANUARY 2015~~ \_\_\_\_\_ 2017**

**SUMMARY OF TRAFFIC IMPACT ASSESSMENT  
IN RELATION TO PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**TRANSPORT DEPARTMENT  
MVA HONG KONG LIMITED  
DECEMBER 2016**



**Proposed Amendments to the Approved Kowloon Tong  
Outline Zoning Plan No. S/K18/19**

**Summary of Traffic Impact Assessment**

**1 Background**

- 1.1 Transport Department (TD) of the Government of the Hong Kong Special Administrative Region appointed MVA Hong Kong Ltd. (MVA), under Agreement No. TD 80/2014, to conduct a Traffic Impact Assessment (“the Study”) for investigating the traffic impacts and access arrangements for the proposed development located near the junction of Lung Cheung Road and Lion Rock Tunnel Road (“the Site”).
- 1.2 According to the proposed development parameters, the site area is approximately 1.13 hectares, whilst the proposed residential development (“the Proposed Development”) is targeted for a Plot Ratio of 3.6 comprising about 680 residential units with an average flat size of 60m<sup>2</sup>.

**2 Proposed Access Arrangement for the Development**

- 2.1 The existing “Left-in/Left-out” configuration off Lung Cheung Road eastbound carriageway provides a simple vehicular access for the service reservoir, as well as for the proposed development.
- 2.2 To cope with the current standards of highway design and traffic safety for the proposed development, the layout and arrangement of the vehicular access is considered necessary to be upgraded to a 7.3m-wide single carriageway with minimum 2.5m-wide footpath each side serving as Site Access cum EVA, and the modification of priority junction at Lung Cheung Road eastbound with deceleration lane.

**3 Public Transport Provisions**

- 3.1 At present, there are more than 20 franchised bus routes running along Lung Cheung Road during peak hours. However, the bus stops nearest to the proposed development are more than 900m away on westbound and 700m away on eastbound and beyond typical walking distances.
- 3.2 Thus, a new bus stop lay-by at the eastbound carriageway of Lung Cheung Road is proposed at the start of the deceleration lane approximately 100m upstream of the

proposed development access. On the other hand, a westbound bus stop lay-by is also proposed opposite to the proposed development.

- 3.3 Although the bus routes running along Lung Cheung Road are primarily serving Kowloon East and New Territories West, Wong Tai Sin MTR Station is a few bus stops away within 10-minute journey to the east of the site, which is considered a rational interchange from traffic point of view at present.
- 3.4 TD regularly reviews bus services through the Bus Route Planning Programme.
- 3.5 The feasibility of GMB route is reviewed in terms of accessibility and the preliminary routings for the provision of feeder services to/from MTR stations, such as Lok Fu and/or Kowloon Tong. GMB terminal within the proposed development may be considered subject to the future demands.

## **4 Pedestrian Access and Arrangement**

- 4.1 Despite the existing footbridge across Lung Cheung Road running alongside the elevated section of Lion Rock Tunnel Road, it has been reviewed and considered not a desirable provision to serve the proposed development and the proposed bus stop lay-bys, given that the present pedestrian route needs to make use of a number of pedestrian crossing points at slip roads towards Lion Rock Tunnel, and the steep gradients are deterrents to on-foot journey along the Lung Cheung Road. The existing footbridge is neither weather-protected nor a barrier-free access.
- 4.2 Therefore, a new footbridge with barrier-free access provisions across Lung Cheung Road is considered connecting the proposed development and the newly proposed bus stop lay-by at westbound of Lung Cheung Road. The new footbridge will also span above the slip road from Lung Cheung Road westbound to Lion Rock Tunnel Road northbound for the purpose of providing safe pedestrian connections via grade separated means to the Broadcast Drive area and Kowloon Tong MTR Station.

## **5 Proposed Internal Transport Provisions**

- 5.1 Parking and loading/unloading provisions for the proposed development have been reviewed against the Hong Kong Planning Standards and Guidelines (HKPSG) stipulations. A total of 80 nos. of car parking spaces and 7 nos. of motorcycle parking spaces would be provided. Numbers of visitor parking and loading/unloading spaces are subject to the future residential blocking arrangements.

## **6 Development Traffic Generation and Attraction**

- 6.1 The total vehicular traffic generation and attraction from the proposed residential development is approximately 115 PCU/hour in AM peak and 80 PCU/hour in PM peak.
- 6.2 The trip generation from the development is minimal when compared with the existing flows at the junctions and road links. It is found that the development traffic has minimal impacts on the road network.

## **7 Construction Traffic Impact Assessment**

- 7.1 The existing access road with “Left-in/Left-out” configuration is expected to be adopted for the construction access off Lung Cheung Road eastbound. It will be maintained operational and accessible during all times of the construction of the Site and its associated infrastructure, including the service reservoir.
- 7.2 Construction traffic are expected to be the most critical during the site formation and excavation stages, whilst the peak generation and attraction of spoil and concrete trucks are estimated to be 30 PCU/hour per direction, and the associated impacts on the surrounding roads would be at minimal level.

## **8 Sensitivity Test for the Alternative Scenario of Development Content**

- 8.1 For an alternative scenario of development content with increased residential units to 740 numbers and reduced average unit size at 55m<sup>2</sup> proposed by Planning Department, a sensitivity test has been conducted to examine the variations in trip generations and associated traffic impacts.
- 8.2 With an increase in unit numbers and a reduction in average unit size, the total vehicular traffic generation and attraction for the proposed residential development is derived to be approximately 115 PCU/hour in AM peak and 80 PCU/hour in PM peak, of which the change is relatively minimal. Hence the associated traffic impacts to the surrounding roads are anticipated at the same negligible level.

## **9 Estimated Programme and Order of Costs**

- 9.1 In terms of the preliminary programme and order of costs, the implementation of the proposed upgrading road works is anticipated to take up to approximately 45 months

with the order of costs at HK\$150-200 million (including a new footbridge) under an integrated package, subject to further review by a separate Engineering Feasibility Study (EFS) to be undertaken by others as stipulated in the Brief.

## **10 Conclusion**

- 10.1 With regard to the traffic impact assessment, the proposed residential development with the planning parameters for the two scenarios of assumed flat size are both considered to be acceptable. The proposed upgrading road works, including the local widening, new bus stops and footbridge, are considered sustainable in view of traffic and transport engineering.

**TRANSPORT DEPARTMENT  
MVA HONG KONG LIMITED**

**DECEMBER 2016**



**CONSULTANCY STUDY FOR  
AIR VENTILATION ASSESSMENT SERVICES**

**Cat. A1– Term Consultancy for Expert Evaluation on Air  
Ventilation Assessment (PLN AVA 2015)**

**Final Report**

**For an Instructed Project at Lung Cheung Road,  
Kowloon Tong**

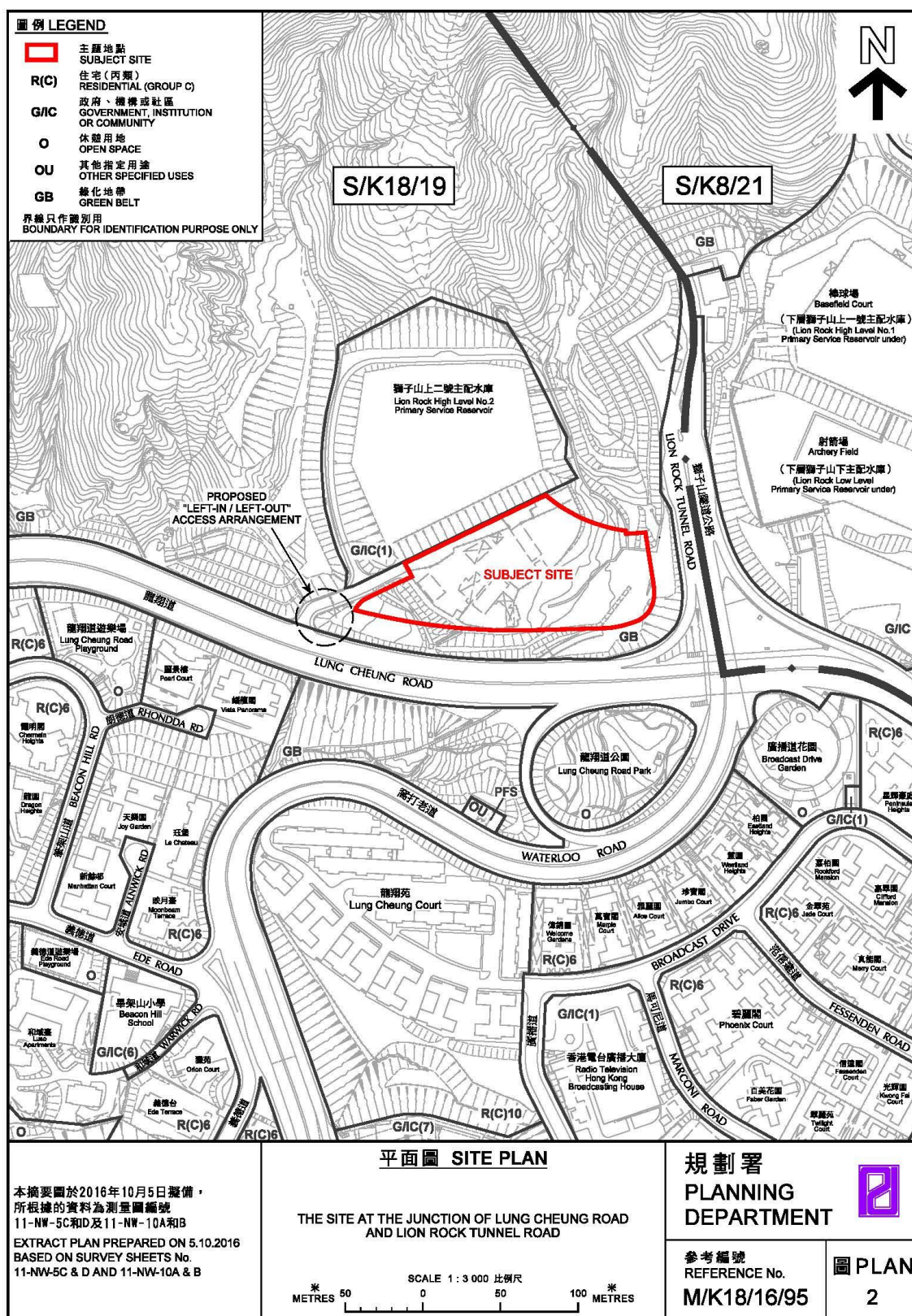
December 2016



by

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## The Study Area (Subject Site)



## **Expert Evaluation Report**

for an Instructed Project at Lung Cheung Road, Kowloon Tong

### **Executive Summary**

#### **0.1 Wind Availability**

(a) The annual wind of the study area mainly comes from the ENE, E and ESE. The summer wind mainly comes from the E, ESE, S, SSW and SW.

#### **0.2 Existing Conditions**

(a) There are no developments northeast and east of the subject site. The north-easterly and easterly winds can flow to the subject site without obstruction.

(b) There are some developments with building heights lower than 110mPD south of the subject site including Lung Cheung Court, Welcome Gardens, Marple Court, Alice Court, Jumbo Court, Westland Heights, Eastland Heights and Peninsula Heights, etc. Due to the relatively higher ground elevation of the subject site around 100mPD, the ESE and S prevailing winds can flow to the subject site with little obstruction.

(c) Some developments with building heights around 130mPD located to the southwest of the subject site include Pearl Court and Vista Panorama. There are some gaps between these developments and a lot of open spaces nearby. The prevailing wind from the SW can flow to the subject site through the building gaps and open spaces southwest of the subject site.

#### **0.3 Expert Evaluation of the Development Scheme**

(a) Under the Air Ventilation Assessment (AVA) Study, the worst case scenario has been assumed. In general, air ventilation can achieve better performance if measures, such as breezeways, air paths, open spaces, gaps between buildings and building permeability especially near ground level, are applied.

(b) When prevailing wind comes from the E, the developments in the subject site are likely to create some wake areas on the leeward side. However, there are no sensitive receivers west of the subject site, which are open areas zoned “Green Belt” and a service reservoir.

(c) When prevailing wind comes from the ESE, S, SSW and SW, the developments in the subject site are likely to create some wake areas on the leeward side. Similarly, there are no sensitive receivers north of the subject site, which are open areas zoned “Green Belt” and a service reservoir.

(d) When prevailing wind comes from the ENE, the developments in the subject site are likely to create some wake areas on the leeward side, which will extend to Lung Cheung Road and the open areas zoned “Green Belt” south of the subject site. To avoid wall-like developments to block the penetration of ENE wind through the future development to reach the areas south of the subject site, it is recommended, at detailed design stage, that the project proponents should make reference to the design guidelines of Building Disposition and Building Permeability in “Hong Kong Planning Standard and Guidelines” (HKPSG) and follow the building separation requirement (20% - 33.3%) in the “Sustainable Building Design Guidelines” to provide some gaps in facilitating penetration of ENE wind through the future development to reach the areas south of the subject site.

(e) A footbridge (3m in width and 5.1m clearance) across Lung Cheung Road is proposed under the current development scheme. The frontal width of the lift tower and staircase of the footbridge is relatively small (less than 10m). The clearance under the deck of the footbridge is more than 5.1m and the major structure of the footbridge is quite isolated. Thus, it is anticipated that the footbridge would not have any significant air ventilation impact on the surroundings under all prevailing wind directions.

#### **0.4 Further Work**

(a) Given the building separation requirements under the Sustainable Building Design Guidelines as set out in Section 7 would be fulfilled as recommended in the building design of future development, the proposal at the subject site would have no major air ventilation issues. If the requirements of building separations cannot be



met, further quantitative assessments should be conducted to demonstrate that the performance of any future development would be no worse off than the scenario with these measures.

## Expert Evaluation Report

for an Instructed Project at Lung Cheung Road, Kowloon Tong

### 1.0 The Assignment

1.1 A site at Lung Cheung Road, Kowloon Tong has been identified for development. It is considered necessary to conduct an expert evaluation to assess the preliminary air ventilation impacts of the development proposals and development parameters including the imposition of appropriate development restrictions to guide future development.

1.2 This expert evaluation report is based on the materials including:

Site plan of the subject site
Height of the existing buildings of surrounding areas
Kowloon Planning Area No. 18 – Kowloon Tong – Outline Zoning Plan
Wind information from Hong Kong Observatory and Planning Department (PlanD)

1.3 The consultant has studied the foregoing materials. During the preparation of the report, the consultant has visited the site and conducted working sessions with PlanD.

### 2.0 Background

2.1 PlanD's study: "Feasibility Study for Establishment of Air Ventilation Assessment System" (Feasibility Study) has recommended that it is important to allow adequate air ventilation through the built environment for pedestrian comfort.

2.2 Given Hong Kong's high density urban development, the Feasibility Study opines that: "more air ventilation, the better" is the useful design guideline.

2.3 The Feasibility Study summarizes 10 qualitative guidelines for planners and designers. For the OZP level of consideration, breezeways/air paths, street grids and orientations, open spaces, non-building areas, waterfront sites, scales of podium, building heights, building dispositions, and greeneries are all important strategic considerations.

2.4 The Feasibility Study also suggests that Air Ventilation Assessment (AVA) be conducted in three stages: Expert Evaluation, Initial Studies, and Detailed Studies. The suggestion has been adopted and incorporated into Housing Planning and Lands Bureau (HPLB) and Environment, Transport and Works Bureau (ETWB) Technical Circular no. 1/06. The key purposes of Expert Evaluation are to the following:

- (a) Identify good design features.
- (b) Identify obvious problem areas and propose some mitigation measures.
- (c) Define “focuses” and methodologies of the Initial and/or Detailed studies.
- (d) Determine if further study should be staged into Initial Study and Detailed Study, or Detailed Study alone.

2.5 To conduct the Expert Evaluation systematically and methodologically, it is necessary to undertake the following information analyses:

- (a) Analyse relevant wind data as the input conditions to understand the wind environment of the Area.
- (b) Analyse the topographical features of the study area, as well as the surrounding areas.
- (c) Analyse the greenery/landscape characteristics of the study area, as well as the surrounding areas.
- (d) Analyse the land use and built form of the study area, as well as the surrounding areas.

Based on the analyses of site context and topography:

- (e) Estimate the characteristics of the input wind conditions of the study area.
- (f) Identify the wind paths and wind flow characteristics of the study area through slopes, open spaces, streets, gaps and non-building areas between buildings, and low rise buildings; also identify stagnant/problem areas, if any.
- (g) Estimate the need of wind for pedestrian comfort.

Based on the analyses of the EXISTING urban conditions:

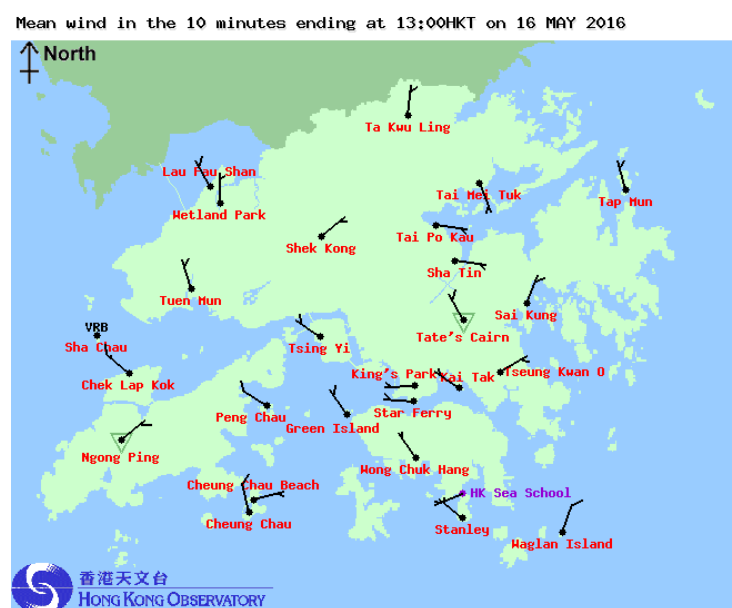
- (h) Evaluate the strategic role of the study area in air ventilation term.
- (i) Identify problematic areas which warrant attention.
- (j) Identify existing “good features” that needs to be kept or strengthened.

Based on an understanding of the EXISTING urban conditions:

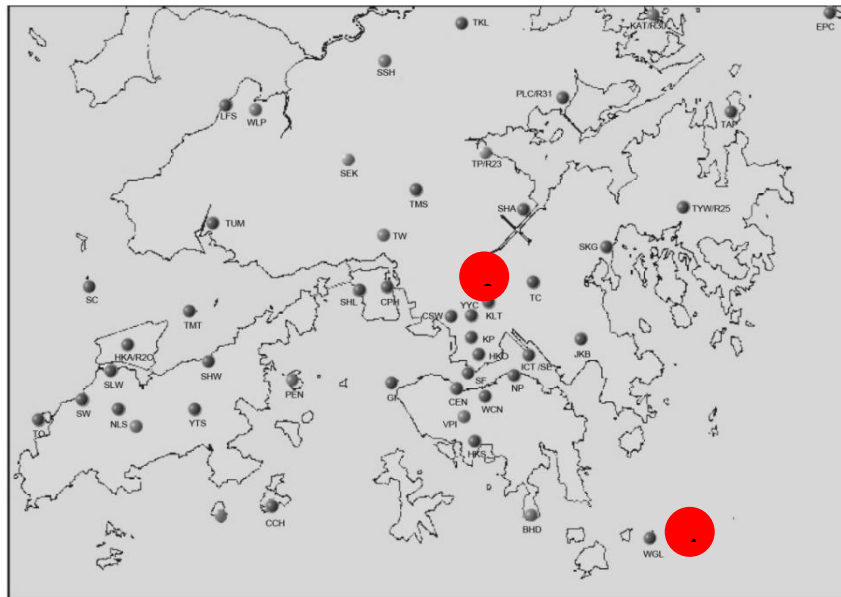
- (k) Compare the prima facie impact, merits or demerits of the different development restrictions as proposed by PlanD on air ventilation.
- (l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.
- (m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

### 3.0 The Wind Environment

3.1 Hong Kong Observatory (HKO) weather stations provide useful and reliable data on the wind environment in Hong Kong (Figure 3.1). There are some 46 stations operated by HKO in Hong Kong. Together, these stations allow for a good general understanding of the wind environment especially near ground level.



**Figure 3.1** Some of the HKO weather stations in Hong Kong. This is a screen capture at 13:00 on 16 May 2016 from the HKO website. The arrows show the wind directions and speeds at the given time.



**Figure 3.2** The HKO stations at 1: Waglan Island (WGL), 2: Kowloon Tsai (KLT)<sup>1</sup>.

3.2 The HKO weather station at Waglan Island (WGL) is normally regarded by wind engineers as the reference station for wind related studies (Location 1 in Figure 3.2). The station has a very long measurement record, and is unaffected by Hong Kong's complex topography. However it is known not to be able to capture the thermally induced local wind circulation like sea breezes very well. Based on WGL wind data, AVA studies are typically employed to estimate the site wind availability taking into account the topographical features around the site.

3.3 Based on the annual wind rose of WGL (Figure 3.3), it is apparent that the annual prevailing wind in Hong Kong is from the east. A major component of wind also comes from the northeast; and there is a minor, but nonetheless observable component from the southwest. WGL has weak to moderate wind (0.1m/s to 8.2 m/s) approximately 70% of the time.

3.4 For the AVA study, seasonally or monthly wind environment should be understood (Figures 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on

<sup>1</sup> Kowloon Tsai ceased wind measurement and started temperature measurement from 1 Jan 2008 ([http://www.weather.gov.hk/cis/annex/hkwxstn\\_e.htm](http://www.weather.gov.hk/cis/annex/hkwxstn_e.htm))

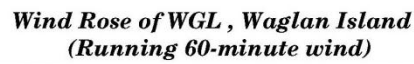
the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the South-West) into the urban fabric.

3.5 Apart from WGL, the wind data of Kowloon Tsai (KLT) have also been extracted from HKO (Figures 3.6 to 3.8) as the nearest weather station measuring wind environment for the subject site. It can be observed that the annual prevailing winds are mainly from the E and SE. The summer prevailing winds are mainly from the E, SE and SW.

3.6 Noting the limitation of the data of WGL mentioned in Para. 3.2, wind characteristic from the web-based database system provided by PlanD has also been referred<sup>1</sup>. Wind data around the subject site (x:081; y:048) were simulated at 200m, 300m and 500m above the ground (Figure 3.9). This location, according to the theories of Regional Atmospheric Modeling System (RAMS), was selected to reflect the general wind patterns of the subject site induced by topography. Prevailing wind directions are summarised in Table 1. Although the HKO weather station at KLT is the nearest to the Project Area, it is still relatively far away from the subject site and the surroundings of KLT are different from the subject site. The web-based wind data provided by PlanD is likely to be more representative to reflect the wind availability of the subject site. Based on the wind data from the PlanD, it can be observed that the annual prevailing wind of the subject site is mainly from ENE, E and ESE. The summer wind of the subject site mainly comes from the E, ESE, S, SSW and SW. In general, the wind data from PlanD's website is consistent with that of KLT and WGL.

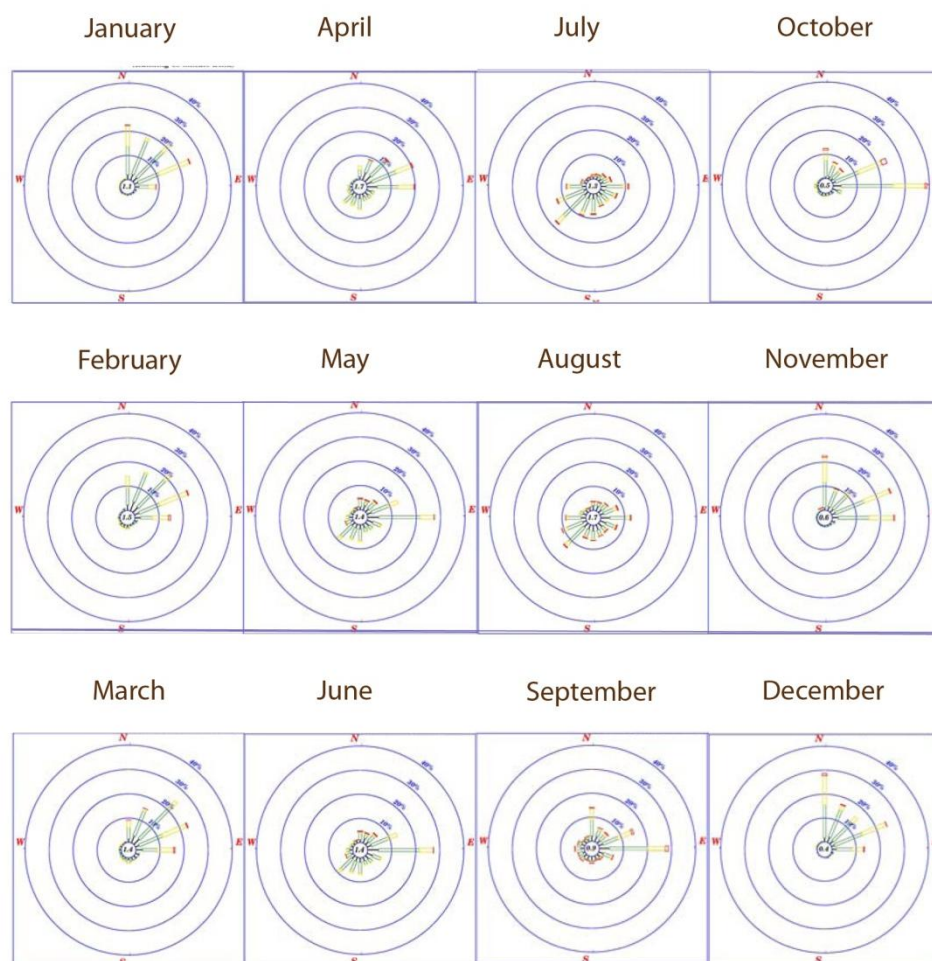
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<sup>1</sup> [http://www.pland.gov.hk/pland\\_en/info\\_serv/site\\_wind/site\\_wind/index.html](http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html)

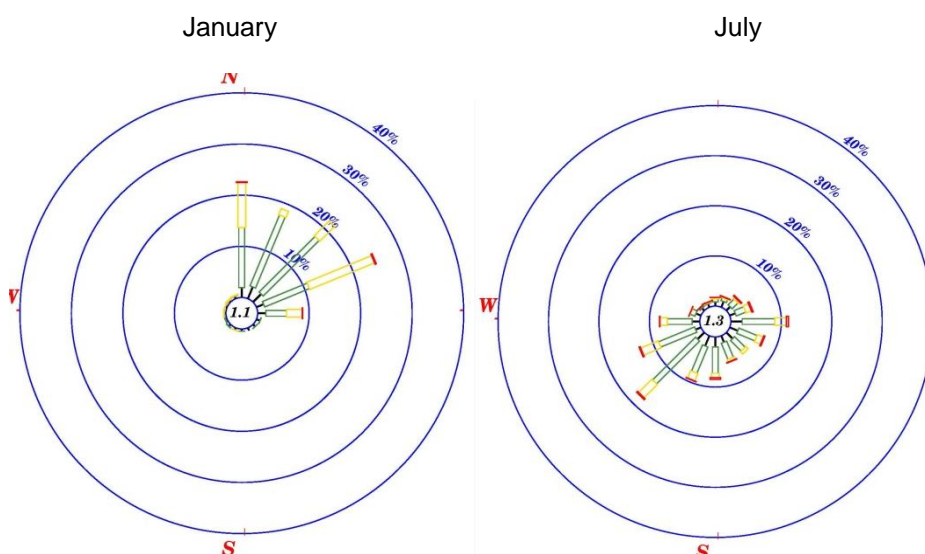


**Figure 3.3** Wind rose of WGL from 1998 to 2007<sup>1</sup> (annual).

<sup>1</sup> Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

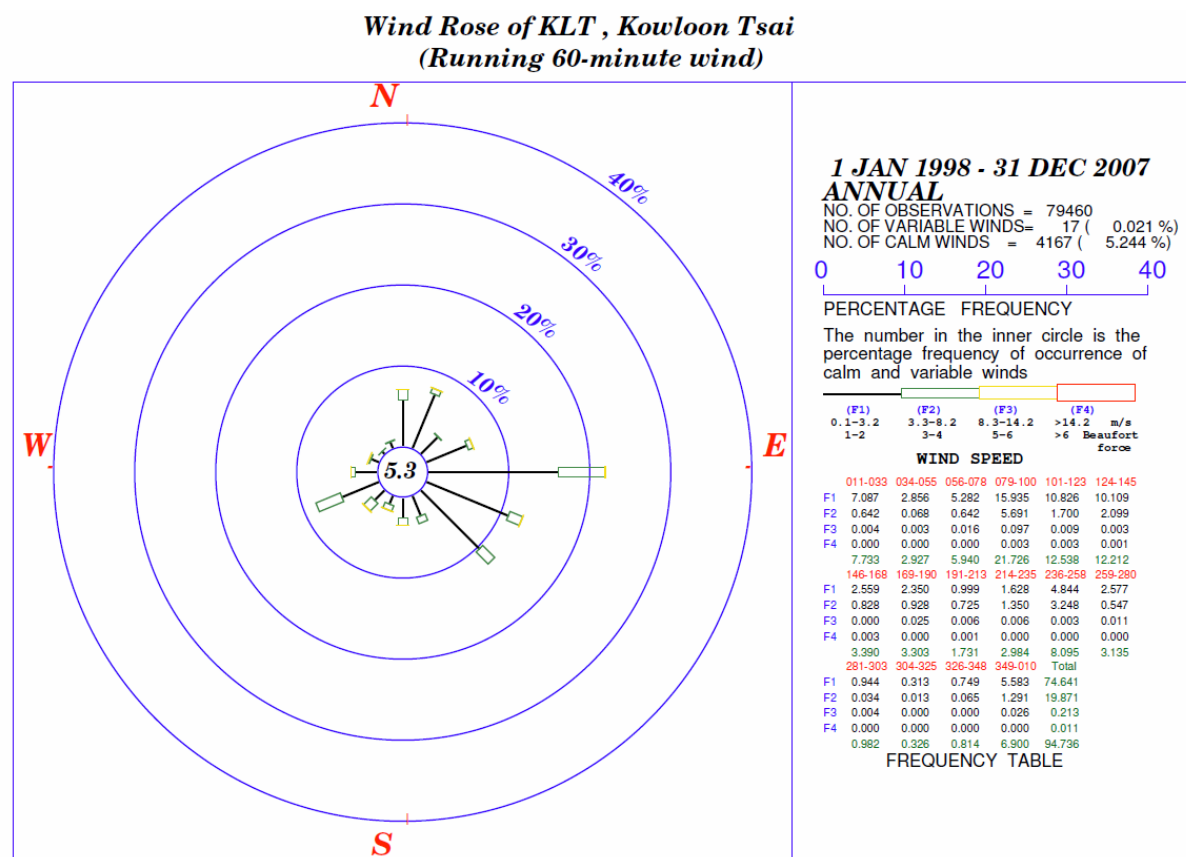


**Figure 3.4** Monthly wind roses of WGL from 1998 to 2007.

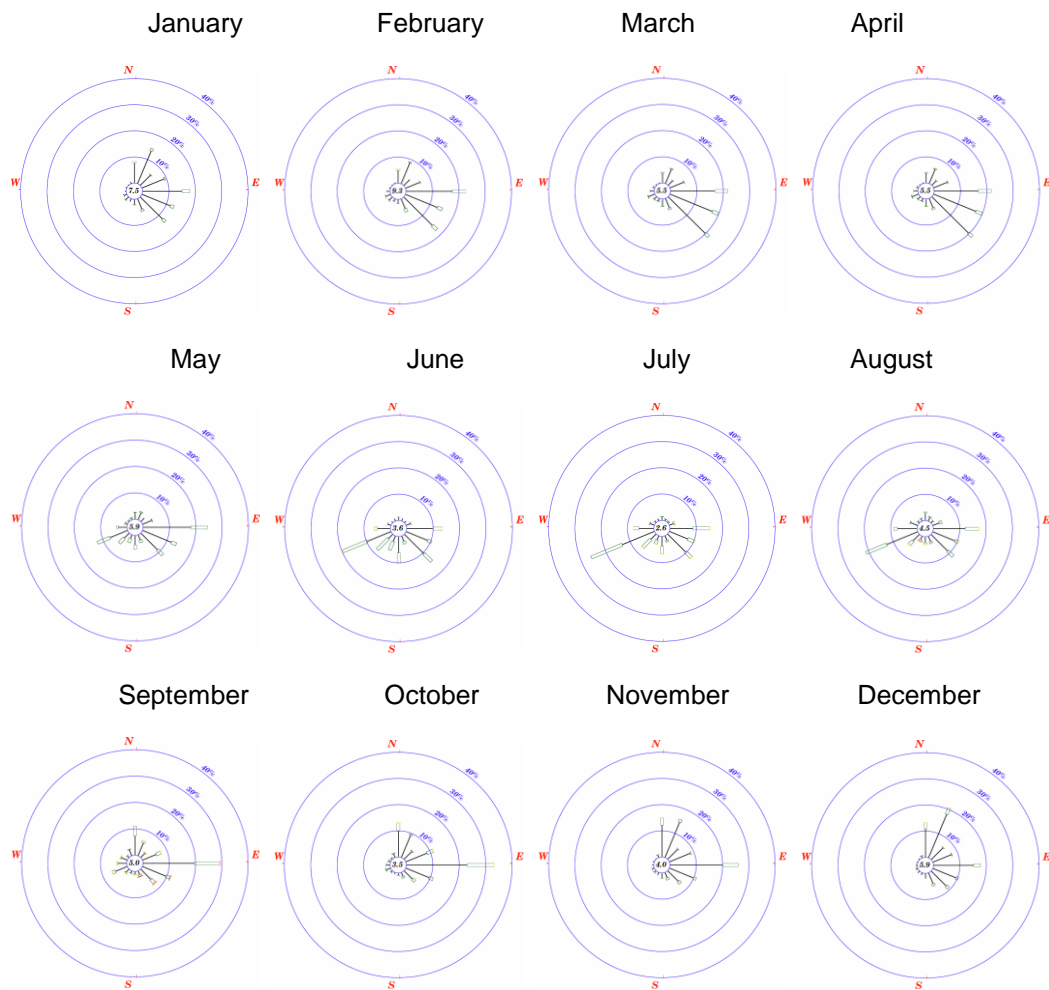


**Figure 3.5** Wind roses of WGL from 1998 to 2007 (Jan and July).

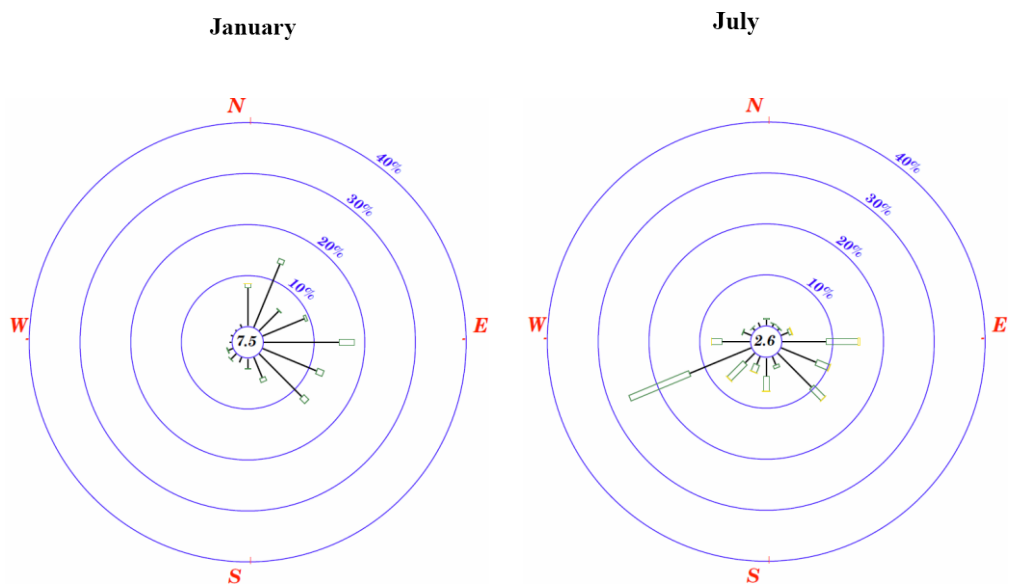




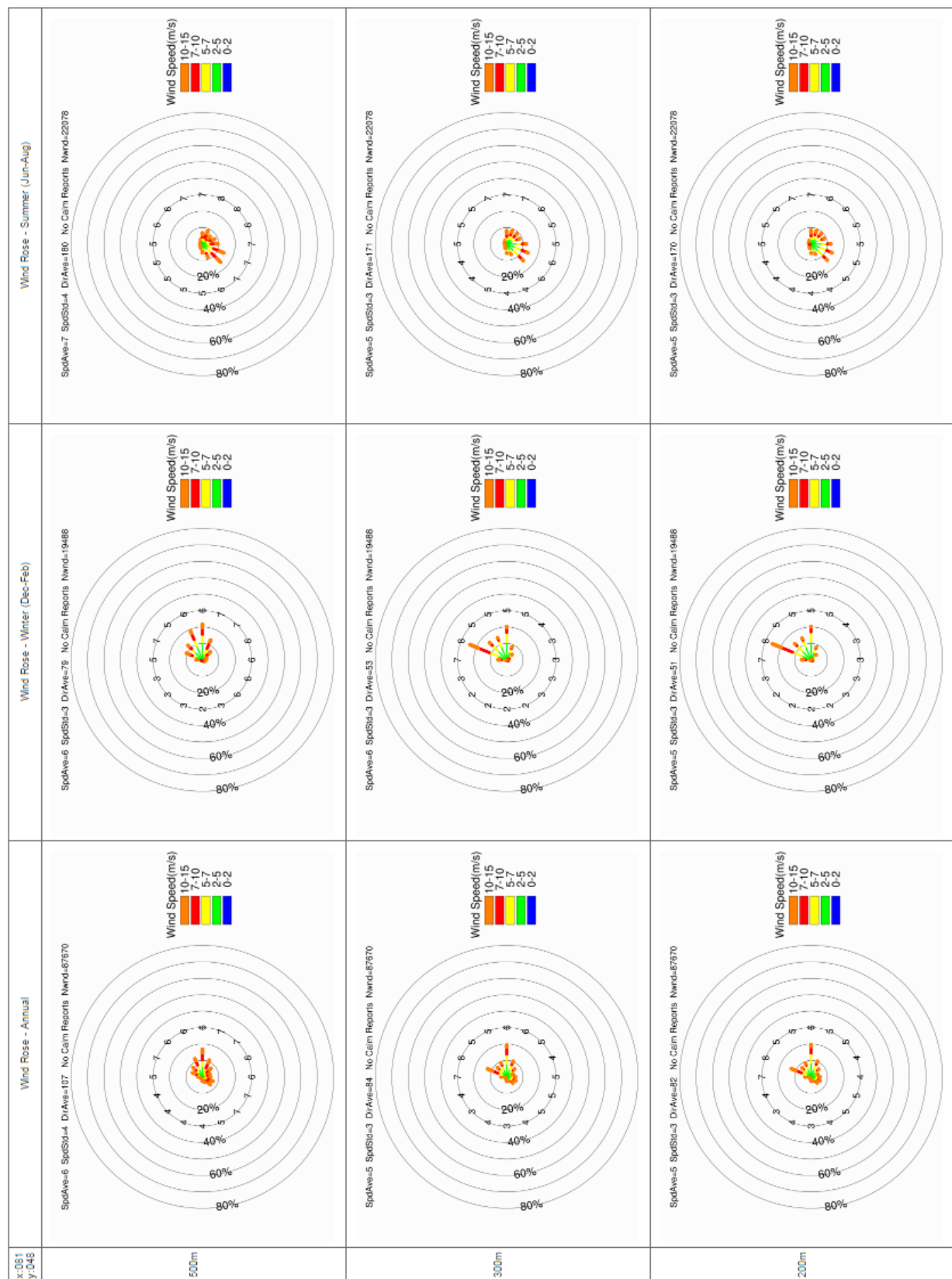
**Figure 3.6** Wind rose of KLT from 1998 to 2007 (annual)



**Figure 3.7** (as an example) monthly wind roses of KLT from 1998 to 2007.



**Figure 3.8** (as an example) Wind roses of KLT from 1998 to 2007 (Jan and July).

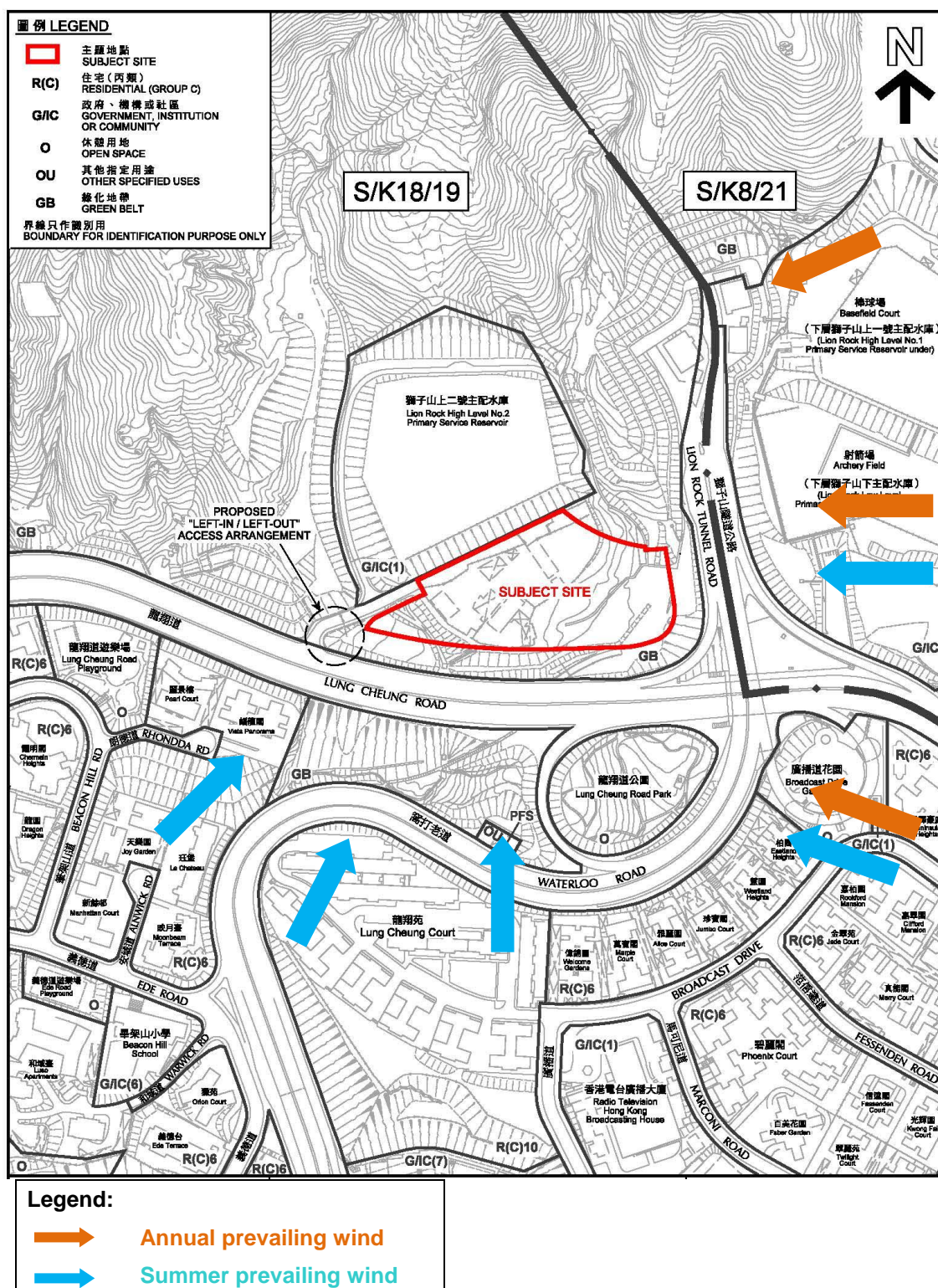


**Figure 3.9** The wind data provided by PlanD for the subject site (x:081; y:048).

3.7 In summary, based on the available wind data (Table 1) by considering that wind data provided by PlanD is likely to be more representative to reflect the wind availability of the subject site elaborated in Para. 3.6, it can be concluded the annual wind of the subject site mainly comes from the ENE, E and ESE. The summer wind mainly comes from the E, ESE, S, SSW and SW (Figure 3.10).

**Table 1** Summary of Prevailing Wind Directions

			Period	
			Annual	Summer
HKO weather station	Kowloon Tsai		E, SE	E, SE, SW
Wind data provided by Planning Department	Proposed Site (x:081; y:048)	200m	ENE, E, ESE	ESE, S, SSW, SW
		300m	ENE, E, ESE	ESE, S, SSW, SW
		500m	ENE, E, ESE	ESE, S, SSW, SW



**Figure 3.10** A summary of the prevailing winds of the subject site.

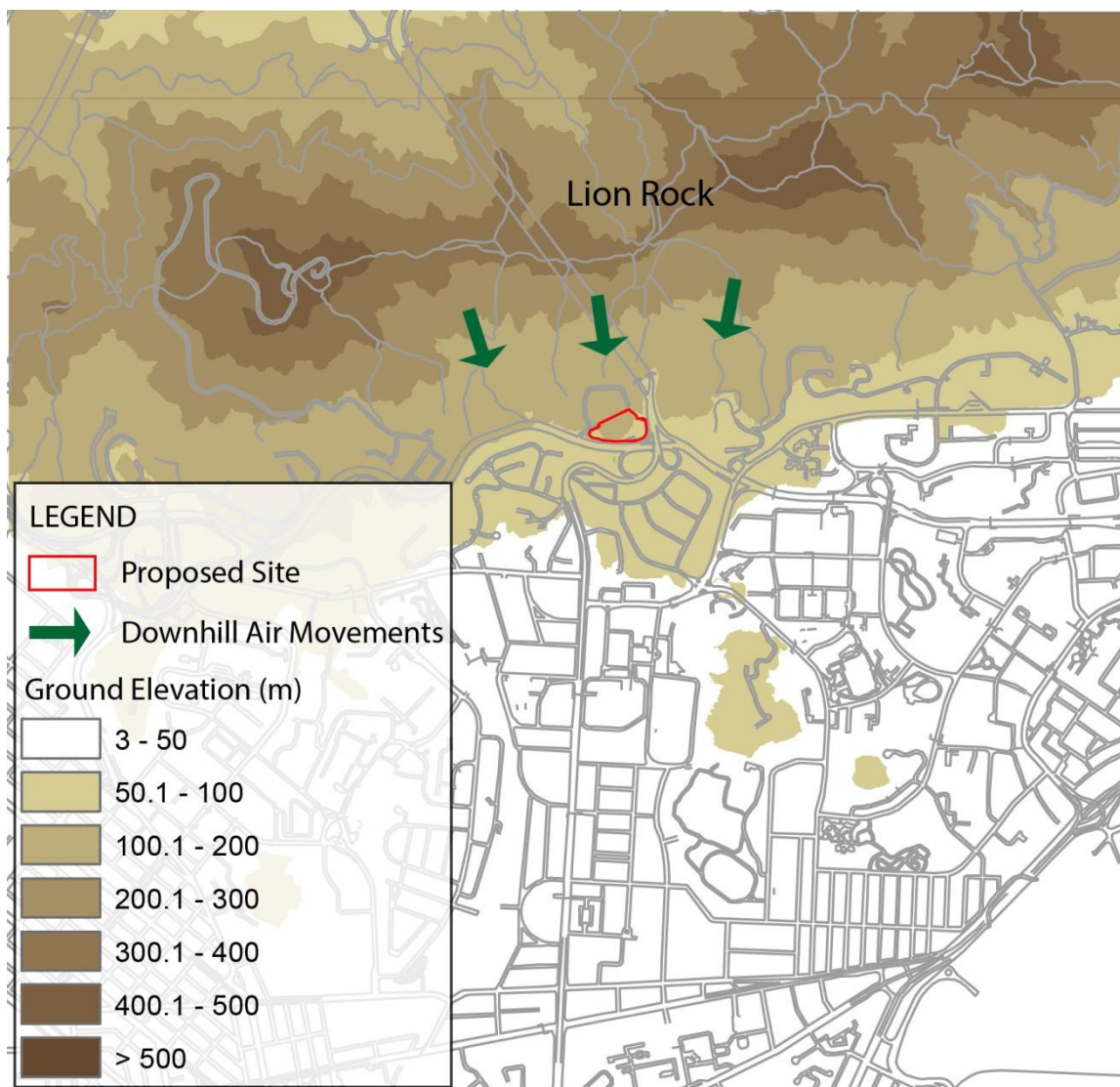


## **4.0 Topography and the Wind Environment**

4.1 The subject site is located at the slope of hills by Lung Cheung Road. The ground elevation at around 100mPD is higher than the surroundings except for the northern slopes, which extends to Lion Rock with ground elevation up to 500mPD (Figure 4.1).

4.2 The prevailing wind from the northeast can flow to the subject site down the slope of hills. Due to the relative higher elevation of the subject site, the prevailing winds from the E, SSE, S and SW will be unobstructed by the topography flowing to the site.

4.3 Katabatic (downhill) air movements can be expected from the vegetated hill slopes north of the subject site (Figure 4.1).



**Figure 4.1** Topography and wind environment surrounding the subject site.

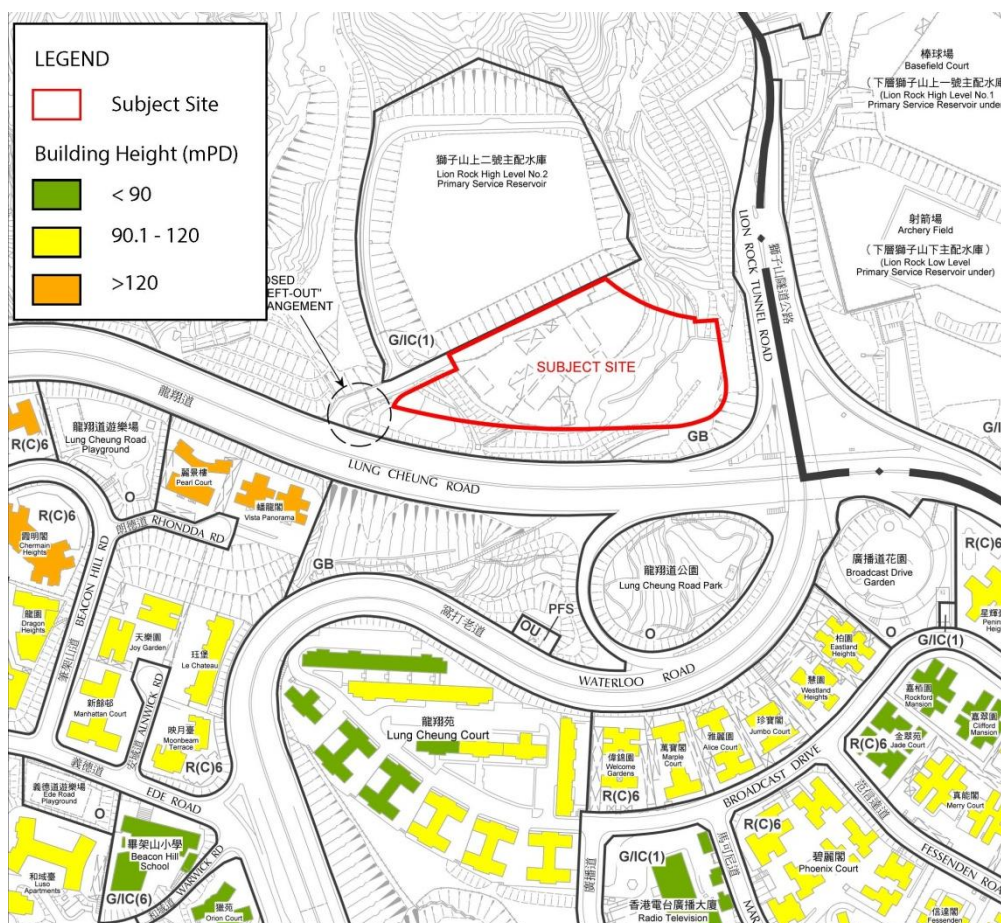
## 5.0 Existing Conditions

5.1 The existing building heights surrounding the subject site are shown in Figure 5.1. There are no developments northeast and east of the subject site. The NE and E winds can flow to the subject site without obstruction.

5.2 There are some developments with building heights lower than 120mPD south of the subject site and they include Lung Cheung Court, Welcome Gardens, Marple Court, Alice Court, Jumbo Court, Westland Heights, Eastland Heights and Peninsula Heights, etc. Due to the relatively high ground elevation of the subject site

at around 100mPD, the ESE and S prevailing winds can flow to the subject site with little obstruction.

5.3 Some developments with building heights around 130mPD located to the southwest of the subject site include Pearl Court and Vista Panorama. Such existing developments would slightly block the SW wind. However, there are some gaps between these developments and a lot of open spaces and open areas nearby (such as Lung Cheung Road Playground, slopes south of Rhondda Road and “Green Belt” next to Vista Panorama). The SW prevailing wind can flow to the subject site through the building gaps, open spaces and open areas to reach the subject site.



**Figure 5.1** Building height (mPD) of the existing buildings surrounding the subject site.

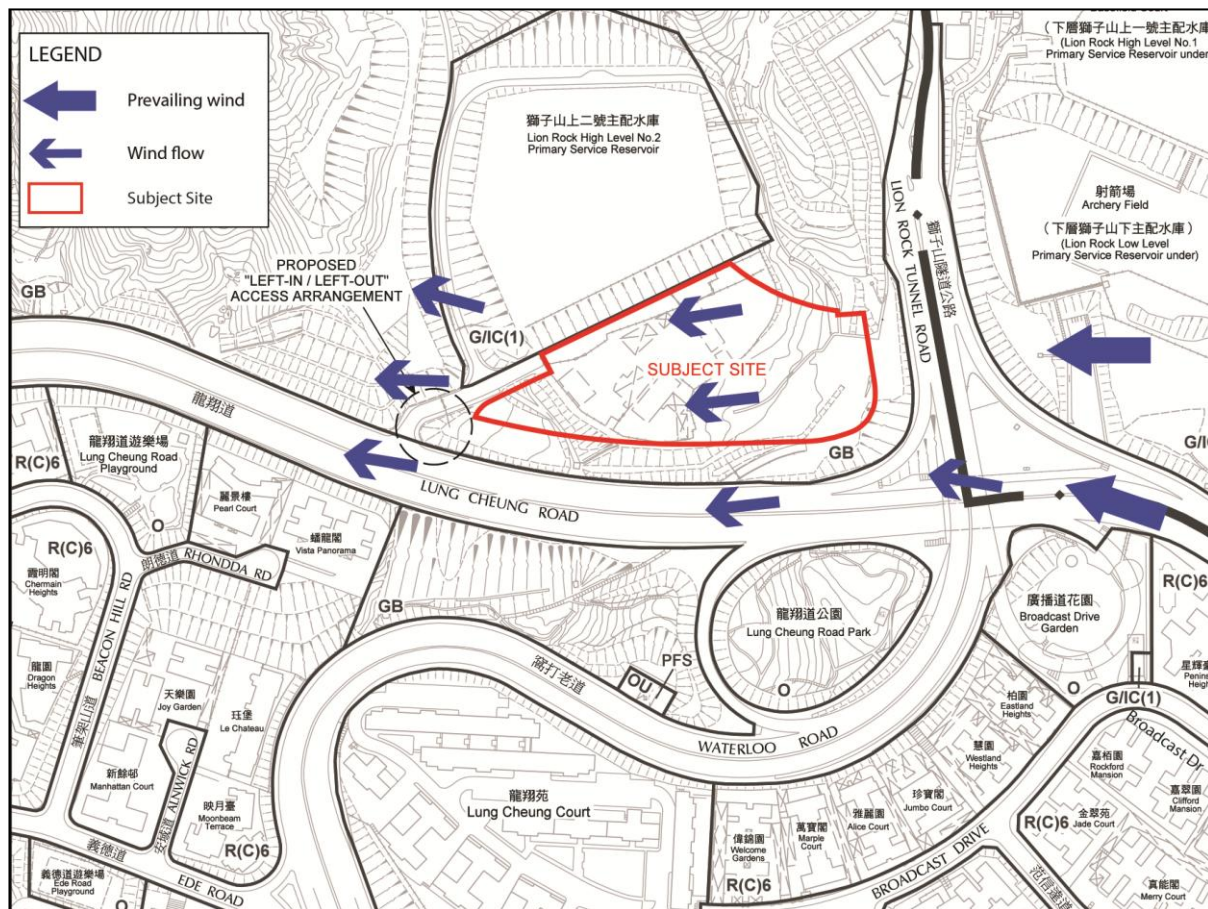
## 6.0 Air Paths

6.1 Major roads/streets in parallel with or less than 30 degrees to the prevailing wind directions together with open spaces and low-rise buildings can form air paths.

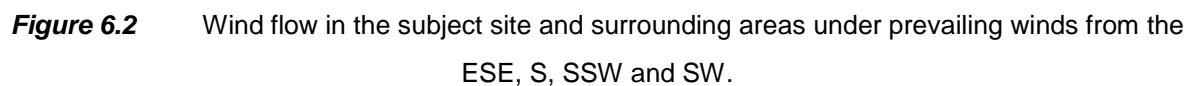


Currently the subject site is almost vacant without any developments. North and West of the subject site are also almost vacant without any developments. Prevailing winds from the E and ESE can flow freely through the subject site and Lung Cheung Road to the surrounding areas (Figure 6.1). The subject site is located at higher level, so that ESE and S winds are still able to skim over the existing developments located to the south of the subject site and flow through Lung Cheung Road, Lung Cheung Road Park, Broadcast Drive and Broadcast Drive Garden to reach the subject site and its further downstream areas (Figure 6.2). The SSW and SW winds can also travel through Beacon Hill Road, Warwick Road, Waterloo Road, the building separations and open spaces (as discussed in para. 5.3) and reach the subject site and its further downstream (Figure 6.2).

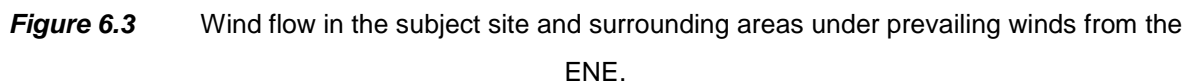
6.2 There are some developments south of the vacant subject site. Currently, prevailing wind from the ENE can flow to south of the subject site without obstruction. Wind then flows along Waterloo Road serving areas further south (Figure 6.3).



**Figure 6.1** Wind flow in the subject site and surrounding areas under prevailing winds from the E.







## **7.0 Expert Evaluation of the Development Scheme**

7.1 The AVA Study has assessed the wind performance of the subject site at Lung Cheung Road, Kowloon Tong (Figure 7.1). The site is 1.13ha and it is proposed for development with a plot ratio of 3.6 at maximum building height of 160mPD. Under the AVA Study, the worst case scenario has been assumed that there would be wake area on the leeward side of the building upon encountering the impermeable building. The depth of the possible wake area could be at least the height or the width of the frontal area of the building (see Figure A-1 and Figure A-2 in the Appendix). In general, air ventilation can achieve better performance if measures, such as Non-Building Area (NBA), building separations, setbacks, , open spaces and building permeability especially near ground level, are applied.

7.2 When prevailing wind comes from the E, the developments in the subject site are likely to create some wake areas on the leeward side (Figure 7.2). However, there are no sensitive receivers west of the subject site, which are open areas zoned “Green Belt” and a service reservoir.

7.3 When prevailing wind comes from the ESE, S, SSW and SW, the developments in the subject site are likely to create some wake areas on the leeward side (Figure 7.3). Similarly, there are no sensitive receivers north of the subject site, which are open areas zoned “Green Belt” and a service reservoir.

7.4 When prevailing wind comes from the ENE, the developments in the subject site are likely to create some wake areas on the leeward side (Figure 7.4), which will extend to Lung Cheung Road and the open areas zoned “Green Belt” south of the subject site. To avoid wall-like developments to block the penetration of ENE wind through the future development to reach the areas south of the subject site, it is recommended, at detailed design stage, that the project proponents should make reference to the design guidelines of Building Disposition and Building Permeability in “Hong Kong Planning Standard and Guidelines” (HKPSG) and follow the building separation requirement (20% - 33.3%) in the “Sustainable Building Design Guidelines”<sup>1</sup> to provide some gaps in facilitating penetration of ENE wind through the proposed development to reach the areas south of the proposed site.

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<sup>1</sup> Hong Kong Buildings Department. Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers: Sustainable Building Design Guidelines (APP-152). 2016.

7.5 A footbridge (3m in width and 5.1m clearance) across Lung Cheung Road is proposed under the current development scheme (Figure 7.5). The frontal width of the lift tower and staircase of the footbridge is relatively small (less than 10m). The clearance under the deck of the footbridge is at least 5.1m and the major structure of the footbridge is quite isolated from the pedestrian level. Thus, it is anticipated that the footbridge would not have any significant air ventilation impact on the surroundings under all prevailing wind directions.



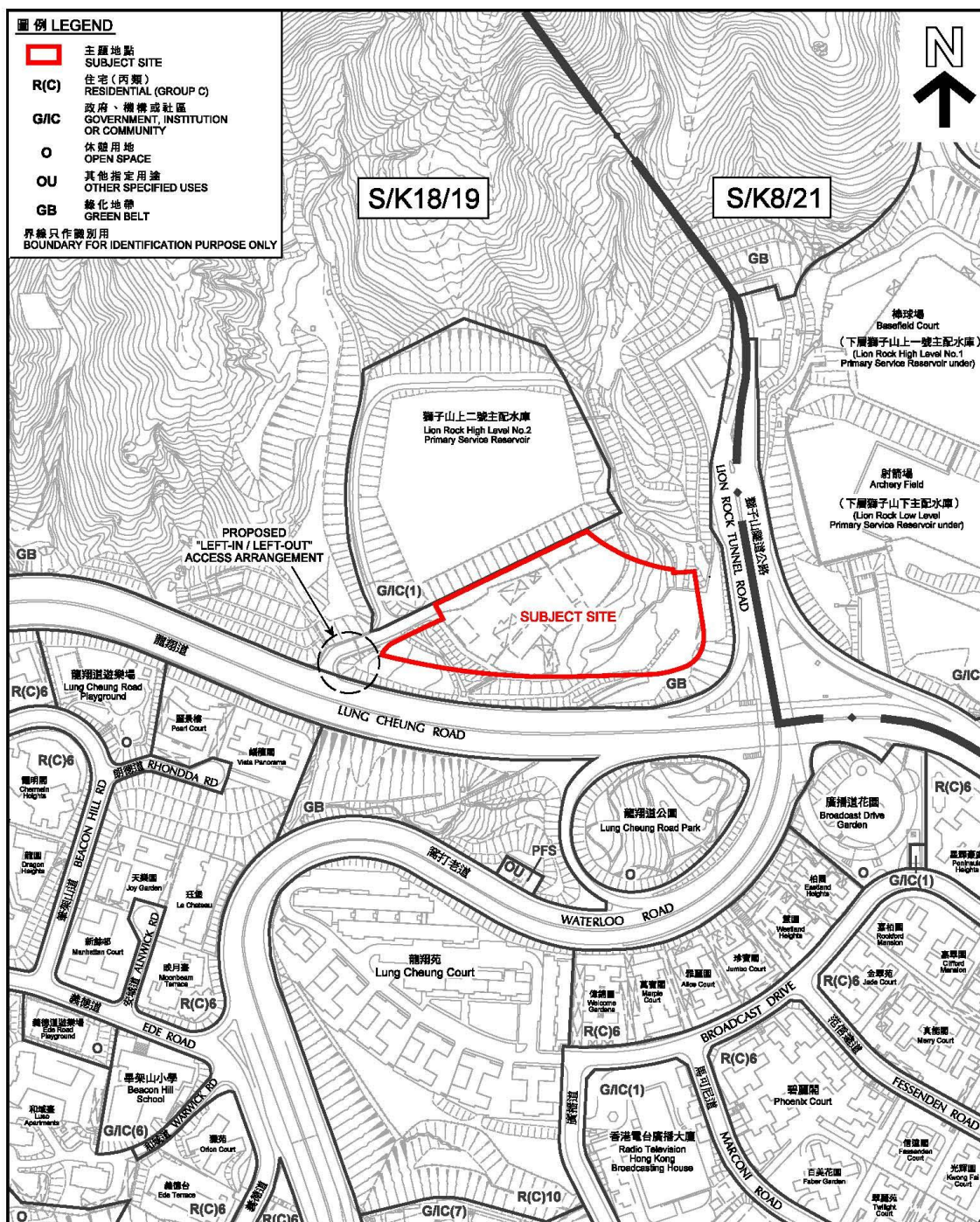
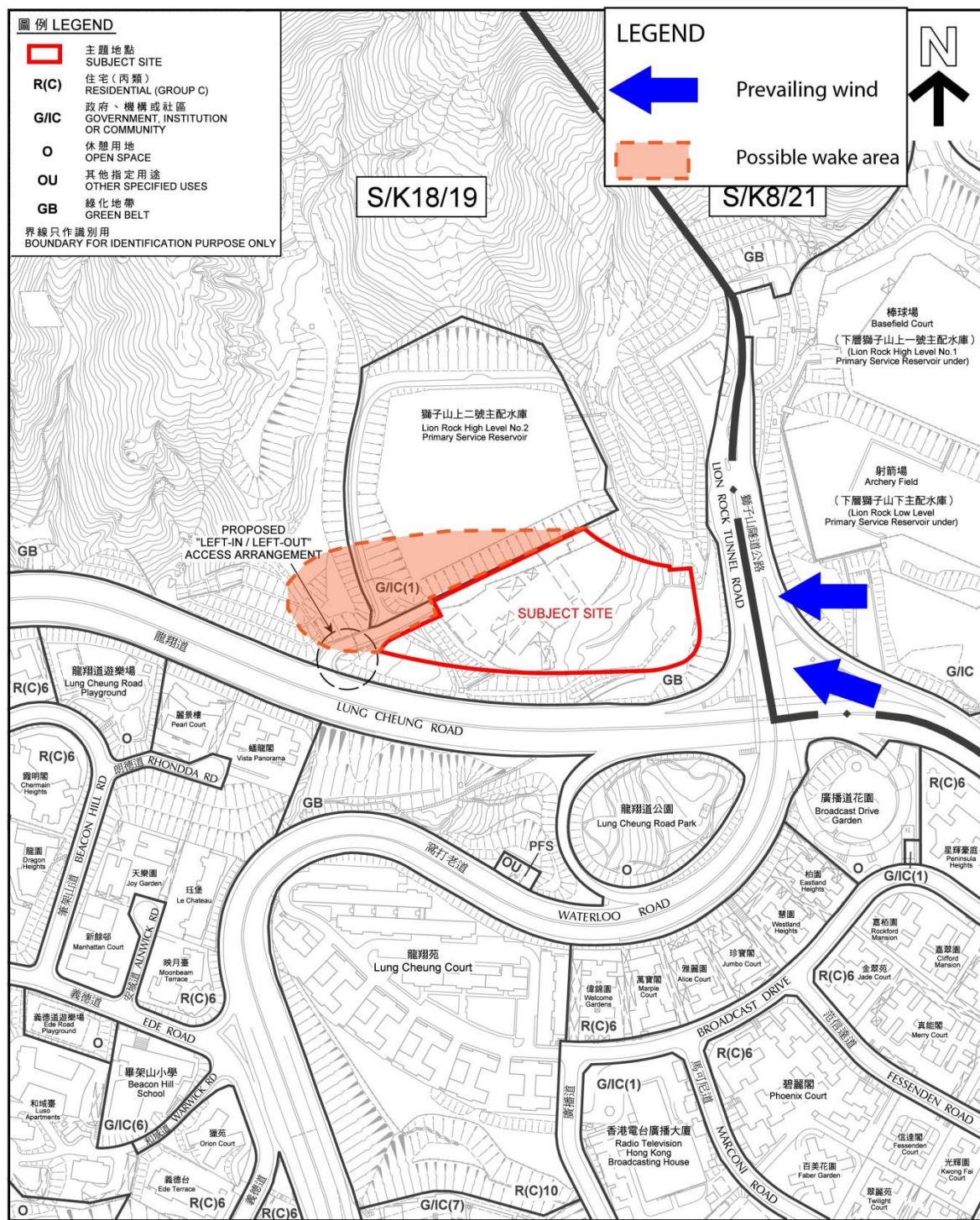


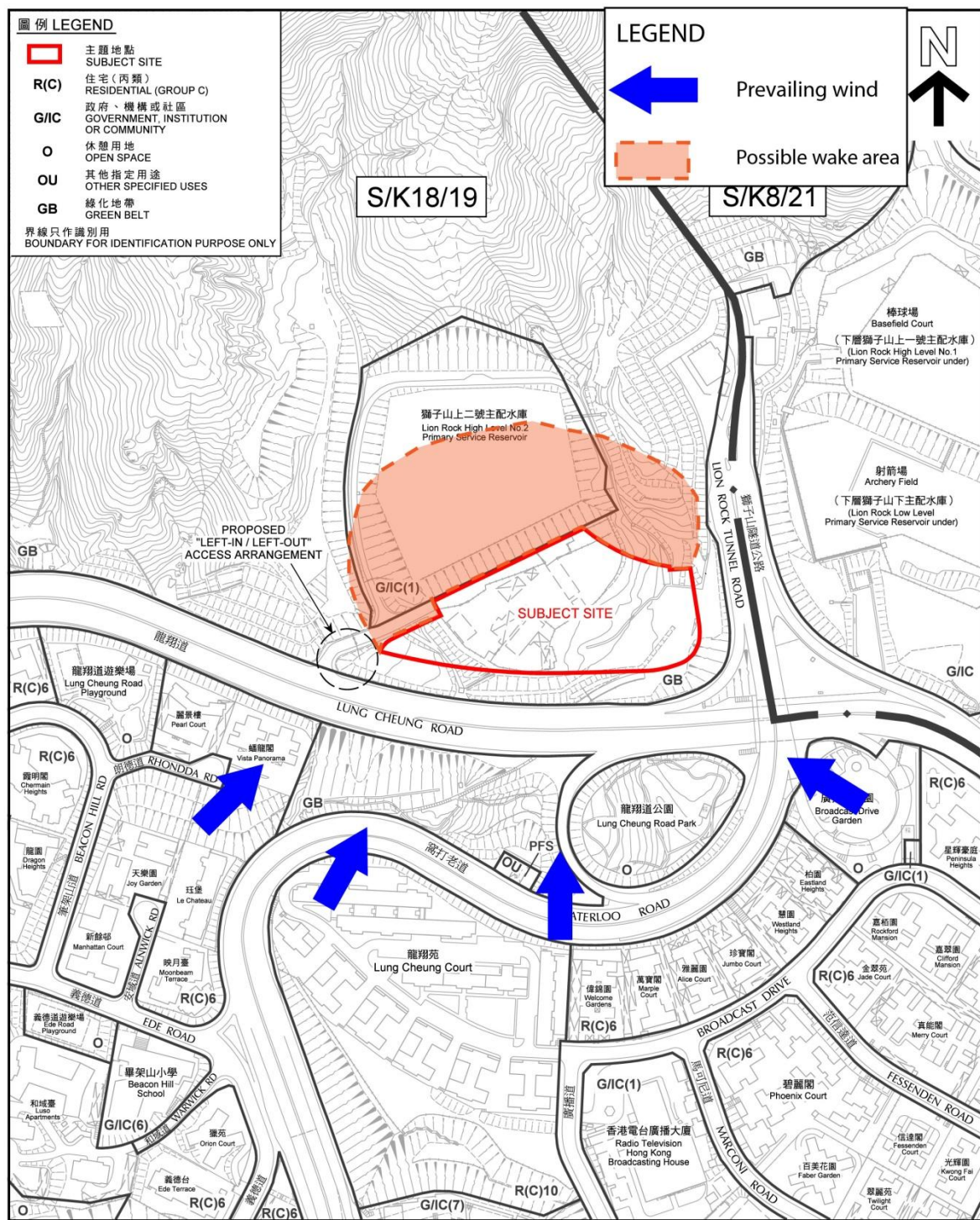
Figure 7.1 Site plan of the subject site.





**Figure 7.2** Possible wake areas caused by the developments in the subject site under prevailing wind from the E.

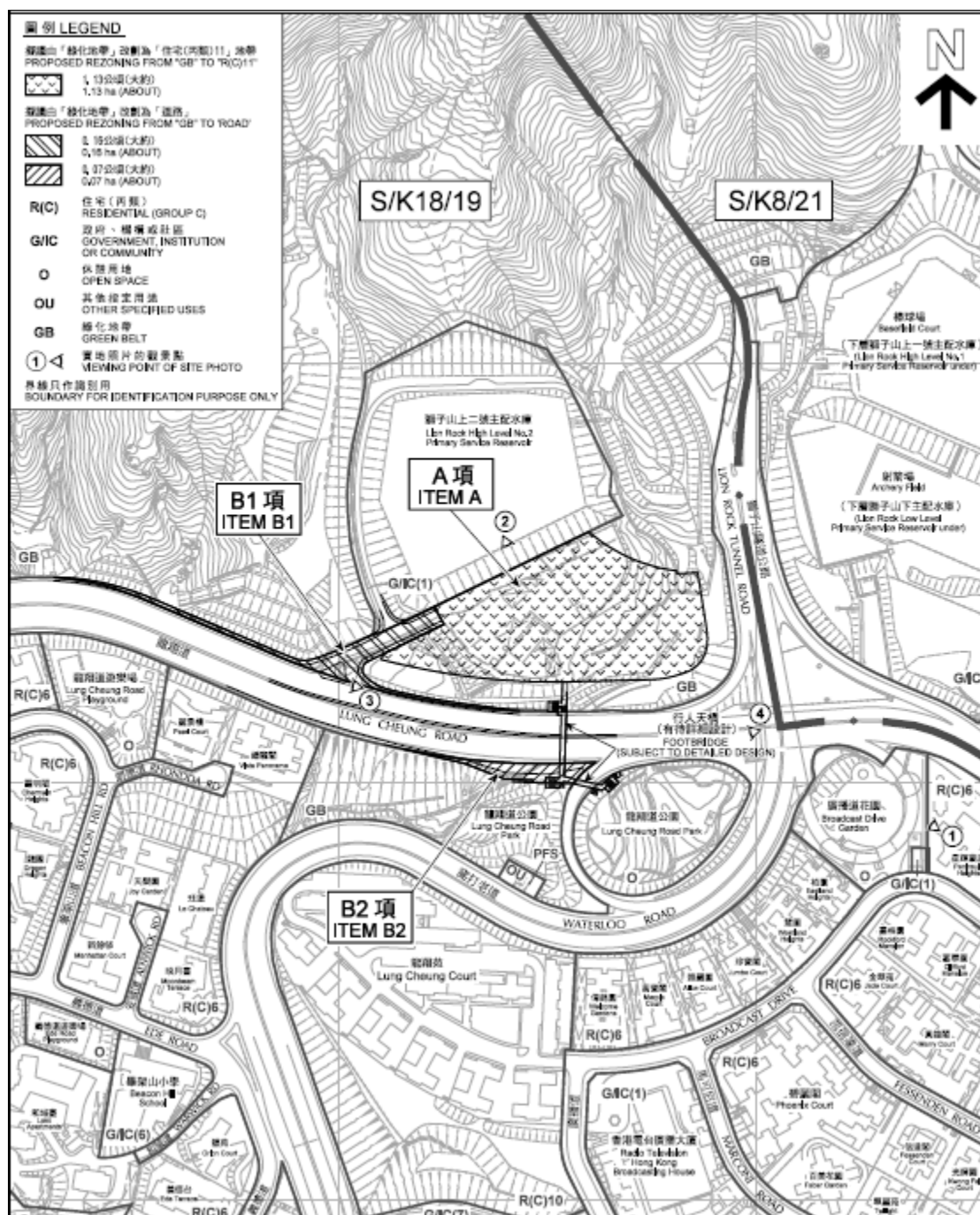




**Figure 7.3** Possible wake areas caused by the developments in the subject site under prevailing winds from the ESE, S, SSW and SW.



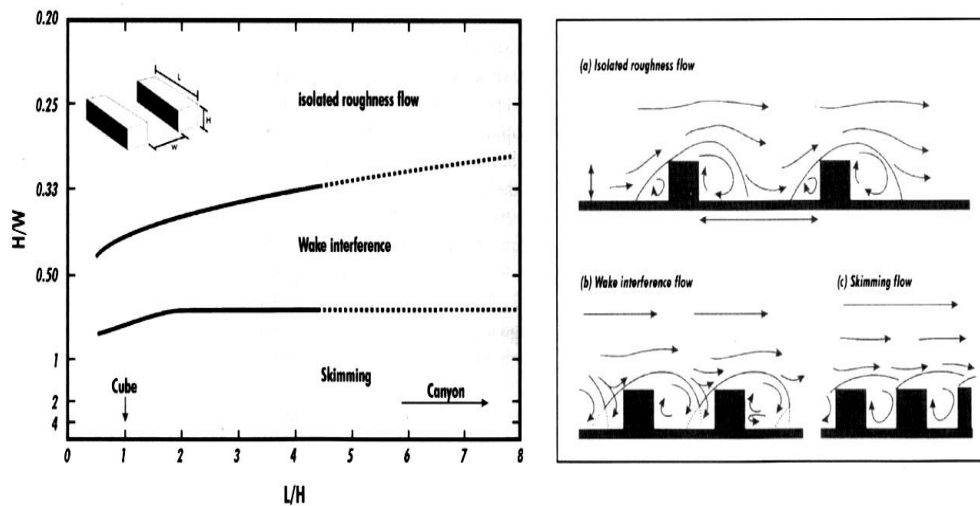




## **8.0 Further Work**

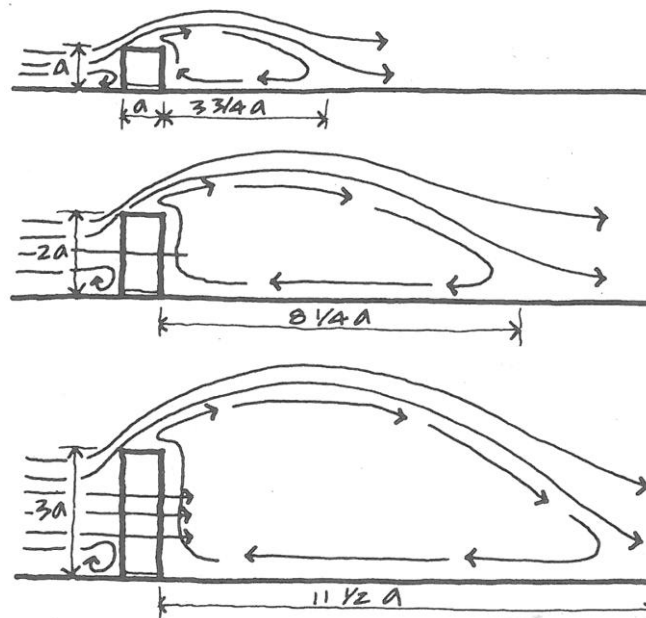
8.1 Given the building separation requirements under the Sustainable Building Design Guidelines as set out in Section 7 would be fulfilled as recommended in the building design of future development, the proposal at the subject site would have no major air ventilation issues. If the requirements of building separations cannot be met, further quantitative assessments should be conducted to demonstrate that the performance of any future development would be no worse off than the scenario with these measures.

## Appendix

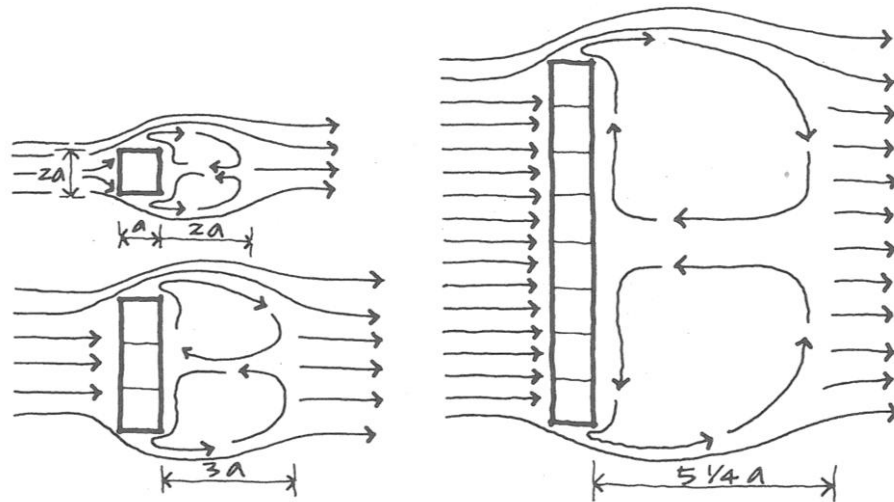


**Figure A-1** The relationship between building height and street width ratio and the possible flow regimes.

[Reference: Oke, T. R. (1987). *Boundary layer climates*. Routledge.]



(a) Impact of building height



(b) Impact of building width

**Figure A-2** Wind flows around buildings.

Note: Arrows represent wind flow patterns, with closer lines indicating increased wind speed. Circular arrows indicate eddies. The low-pressure eddy zones will have markedly decrease wind speeds and are sometimes termed areas of “wind shadow” (wind wake).

[Reference: Brown, G. Z., & Sun, D. M. (2001). Wind, and Light: Architectural Design Strategies. US: Wiley.]

Prepared by



Date: 15 December 2016

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Dr. Justin Ho

Endorsed by



Date: 15 December 2016

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Professor Edward Ng

On behalf of technical experts in the term consultant term

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Architect, Urban Climatologist

**VISUAL APPRAISAL IN RELATION TO  
PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**PLANNING DEPARTMENT  
DECEMBER 2016**



**VISUAL APPRAISAL IN RELATION TO  
PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**1. Purpose**

- 1.1 Amendments are proposed to be made to the approved Kowloon Tong Outline Zoning Plan (OZP) No. S/K18/19 to rezone a site near the junction of Lung Cheung Road and Lion Rock Tunnel Road (the Site) from “Green Belt” (“GB”) to residential use in order to meet the pressing need for housing.
- 1.2 Further development inducing more development scale, form and massing would inevitably lead to visual changes in the overall townscape. The visual appraisal aims to facilitate the Metro Planning Committee of the Town Planning Board to consider the visual impact of the proposed development on the Site.

**2. Methodology**

The visual impact of the proposed housing site will be assessed by adopting the following methodology:

- (a) identification of the overall visual context and character within the wider contexts of the areas in Kowloon Tong;
- (b) identification and selection of vantage points is fundamental for undertaking the assessment on the possible visual impact arising from the development proposal on the respective housing site. The vantage points should be easily accessible and popular to the public and/or tourists and be able to demonstrate the visual impact of the proposed development on the Site on the overall townscape or adjacent neighbourhood area. Important views to special landmarks, valued landscape features, water body, ridgelines, etc. should be assessed where possible; and
- (c) using computer-generated photomontages to illustrate the visual impact of the proposed housing site and their significance from the selected vantage points. The visual appraisal will evaluate the overall visual impact of the proposed housing development. The cumulative impact with any known planned developments as permitted under the OZP would be taken into account. Any design features or mitigation measures that would help moderate the visual impact of the developments shall be discussed.

**3. The Proposed Development**

- 3.1 The Site, currently zoned “GB”, is proposed to be rezoned to “Residential (Group C)11”(“R(C)11”). The proposed development parameters are as follows:

Zoning Area : 1.13ha

Maximum Plot Ratio (PR)	:	3.6
Maximum Building Height (BH)	:	160mPD
Estimated No. of flats	:	about 680

- 3.2 Areas along Lung Cheung Road and Waterloo Road covered by the Kowloon Tong OZP have been developed as a low to medium-rise, low-density residential neighbourhood. Residential sites located to the south of Lung Cheung Road are all zoned “R(C)” on the OZP with PR restriction ranging from 0.6 (in the southern portion) to 3.0 (in the northern portion), and BH restrictions ranging from 3 storeys to 13 storeys.
- 3.3 The immediate visual context of the Site is the northern part of Kowloon Tong, covering the area between Lung Cheung Road and Cornwall Street/Junction Road. The residential sites within this area are currently zoned “R(C)” under the OZP and generally subject to PR restriction of 3<sup>1</sup>. The area is within the Residential Density Zone 3 area, and in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), a maximum PR of 3.6 is adopted for the Site. The “R(C)” sites within this northern part of Kowloon Tong are subject to BH restrictions under the OZP ranging from 10 to 13 storeys and the One Beacon Hill site is subject to BH restriction of 12 storeys or 120mPD. The actual BHs of these developments ranged from 50mPD in the south (closer to Cornwall Street) and 181mPD in the north (closer to Lung Cheung Road). Making reference to the existing BH of the surrounding developments and the development intensity of the Site, a BH restriction of 160mPD is proposed for the Site.
- 3.4 The Site is situated on an elevated platform at 90mPD to 105mPD. It is fringed by roadside slopes along Lung Cheung Road and Lion Rock Tunnel Road. The southern and eastern portion of the Site is covered by wooded areas, while the northern portion is paved and currently occupied as temporary works area and storage compound of the Water Supplies Department.

#### **4. Visual Appraisal**

- 4.1 Five local vantage points have been selected for assessing the visual impact of the proposed housing development. Photomontages to illustrate the visual changes and the resultant spatial relationship with the townscape are shown on **Plans 5a to 5e**.

(a) **VP1 – View from Footbridge at Waterloo Road near Rutland Quadrant (Plan 5a)**

This vantage point is selected as the Waterloo Road is a major view corridor in Kowloon Tong. The current townscape along the Waterloo Road generally follows the natural topography, with lower buildings on the flat area (i.e. developments to the south of Junction Road and Cornwall Street) and taller

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<sup>1</sup> Three sites abutting Cornwall Street under “R(C)5” zone was subject to PR restriction of 2.1, the Green Garden site at the western fringe of the OZP boundary under “R(C)7” zone is subject to PR restriction of 1.65, and the One Beacon Hill site under “R(C)8” zone is subject to a maximum GFA restriction.

buildings in the northern hillside area (i.e. Broadcast Drive and Beacon Hill areas). When viewed from the footbridge towards the Lion Rock direction, the proposed development is generally comparable in development scale and BH with the existing building profile. The impact on the overall mountain backdrop is considered insignificant and acceptable.

(b) VP2 – View from Junction Road Park (Plan 5b)

Junction Road Park, located to the southeast of the Site, is selected as a vantage point as it is a major public open space in Kowloon Tong. The park is easily accessible and is popular to both local residents and visitors. Existing developments located to the southeast of the Site, including various developments at Broadcast Drive are generally with a maximum BH of 13 storeys, except for one development namely The Palace which has a BH of 37 storeys. When viewed from the park, the lower floors of the proposed development will be screened off by existing developments in the Broadcast Drive area and the upper floors will be visible but will be modest in scale compared to Fu Keung Court and the Palace in the foreground.

(c) VP3 – View from Footbridge at Lung Cheung Road near Tin Ma Court (Plan 5c)

The footbridge at Lung Cheung Road near Tin Ma Court is selected as it is a major transport corridor close to the Site. When viewed from the footbridge, the proposed development is compatible to the scale of the development in the Broadcast Drive area, particularly Peninsula Heights that is visible in this view. The distant mountain view will be slightly reduced but the visual impact is considered acceptable.

(d) VP4 – View from Kowloon Tsai Park (Plan 5d)

Vantage point at Kowloon Tsai Park is selected as it is a major public open space in Kowloon Tong. The park is easily accessible and is popular to both local residents and visitors. When viewed from the park, most of the proposed development at the Site will be screened off by existing developments in the Broadcast Drive area and the landscape features within the park. The proposed development is barely visible.

(e) VP5 – View from Basefield Court at Lion Rock Park (Plan 5e)

This vantage point at the Basefield Court located to the east of Lion Rock Tunnel Road and above the Lion Rock High Level No. 1 Primary Service Reservoir is selected as it is a major space for recreation near Kowloon Tong. When viewed from this vantage point, the proposed development at the Site is visible and some sky views will be blocked. However, the overall impact is tolerable as there are extensive open views in the setting. In addition, the

provision of building separation in accordance with the Sustainable Building Design (SBD) Guidelines as recommended by the Air Ventilation Assessment (AVA) will ensure building permeability and reduce its visual bulk. As such, significant visual impact is not anticipated.

## **5. Conclusion**

- 5.1 Based on the visual appraisal, the proposed housing development at the Site will generally be compatible in scale and height in the overall visual context of Kowloon Tong and the immediate visual context in the northern part of Kowloon Tong. Whilst the view to the mountain backdrop or some sky views may be reduced, the impact is not significant and is considered acceptable.
- 5.2 As the Site is the only residential site on the Kowloon Tong OZP north of Lung Cheung Road, the character of the overall townscape north of Lung Cheung Road would be transformed by rezoning the Site. Notwithstanding the transformation, the proposed low to medium-rise, low density residential development would be visually compatible with the surrounding. The provision of building separation in accordance with SBD Guidelines as recommended in the AVA will ensure building permeability and will reduce its visual bulk. As such, significant visual impact due to the proposed rezoning is not anticipated.

**PLANNING DEPARTMENT**

**DECEMBER 2016**

觀景點  
VIEWING POINT

1

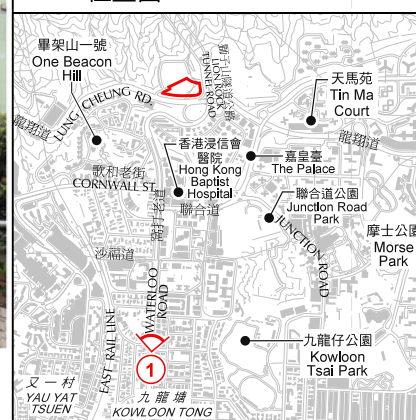
現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由窩打老道近律倫街行人天橋眺望  
VIEW FROM FOOTBRIDGE  
AT WATERLOO ROAD NEAR RUTLAND QUADRANT

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

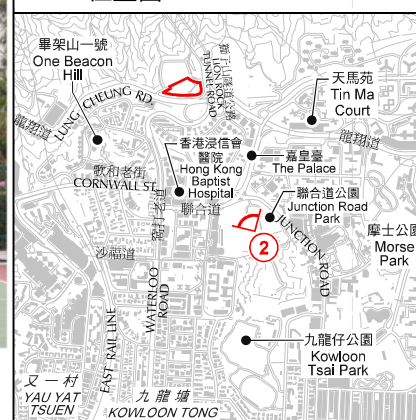
圖 PLAN  
5a

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016





位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由聯合道公園眺望  
VIEW FROM JUNCTION ROAD PARK

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
5b

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016



觀景點  
VIEWING POINT

3



現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由龍翔道行人天橋眺望  
VIEW FROM FOOTBRIDGE AT LUNG CHEUNG ROAD

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
5c



觀景點  
VIEWING POINT

4



現有景觀  
EXISTING VIEW

獅子山  
Lion Rock

九龍仔公園  
Kowloon Tsai Park



合成照片  
PHOTOMONTAGE

擬議建築物  
PROPOSED  
BUILDING

獅子山  
Lion Rock

九龍仔公園  
Kowloon Tsai Park

位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由九龍仔公園眺望  
VIEW FROM KOWLOON TSAI PARK

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

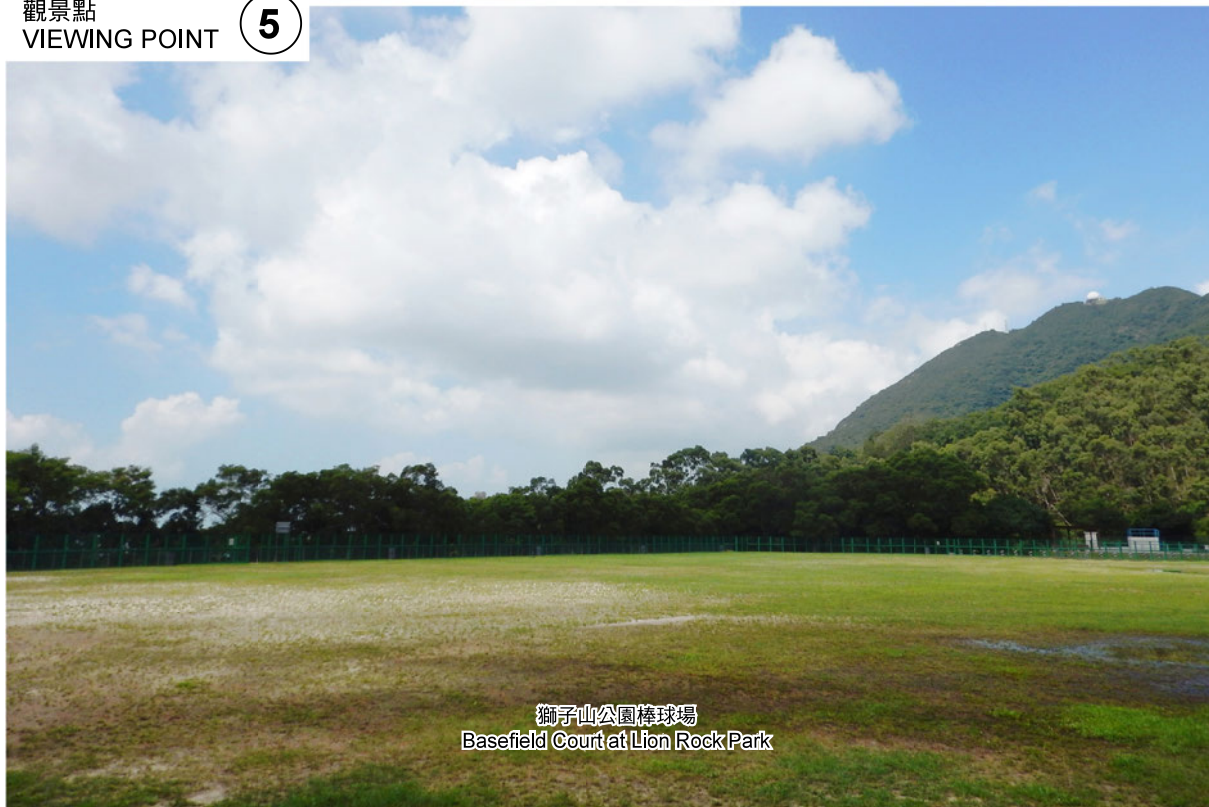
圖 PLAN  
5d



觀景點  
VIEWING POINT

5

現有景觀  
EXISTING VIEW



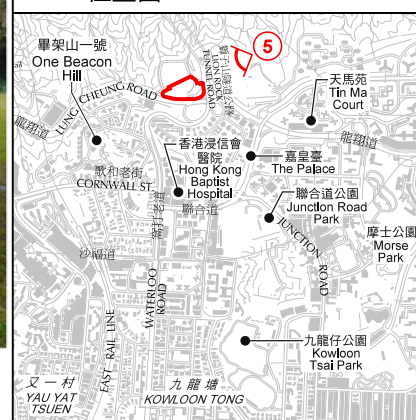
獅子山公園棒球場  
Basefield Court at Lion Rock Park

合成照片  
PHOTOMONTAGE



獅子山公園棒球場  
Basefield Court at Lion Rock Park

位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由獅子山公園棒球場眺望  
VIEW FROM BASEFIELD COURT AT LION ROCK PARK

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
5e

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年8月22日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 22.8.2016

**LANDSCAPE ASSESSMENT IN RELATION TO  
PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**PLANNING DEPARTMENT  
DECEMBER 2016**

**LANDSCAPE ASSESSMENT IN RELATION TO  
PROPOSED AMENDMENTS TO  
THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN NO. S/K18/19**

**1. Introduction**

The proposed housing site (the Site), located at the northwest junction of Lung Cheung Road and Lion Rock Tunnel Road, falls within an area zoned “Green Belt” (“GB”). The Site is approximately 1.13 ha and is situated in an area dominated by wooded green belt, heavy trafficked highway, service reservoirs, low to medium-rise residential developments and open space. It is proposed to rezone the Site from “GB” for low density residential use.

**2. Landscape Baselines**

The Site is situated on a platform and fringed by roadside slopes along Lung Cheung Road and Lion Rock Tunnel Road. The southern and eastern portion of the Site is covered by wooded area, while the northern portion is paved and occupied by Water Supplies Department (WSD) as temporary works area and storage compound. Besides, a culvert is found within the boundary of the Site.

**2.1 Landscape Resources**

Based on desktop study and observations during site visit, the following landscape resources are identified in the Site.

**2.1.1 Woodland**

The woodland covers the slopes along Lung Cheung Road and Lion Rock Tunnel Road, sloping from around +100mPD at the west to +95mPD at the east. With reference to the Tree Surveys conducted by Lands Department (LandsD) and Highways Department (HyD), about 410 trees of common species are identified within the Site and 350 trees are within the adjoining road side slope areas. Approximately another 55 trees are within the areas to be occupied by the proposed bus stop lay-bys and deceleration lane along the eastbound of Lung Cheung Road; approximately 70 trees within the areas to be occupied by the acceleration taper, proposed bus stop lay-bys and associated structures of the footbridge along the westbound carriageway of Lung Cheung Road; and approximately 25 trees are within an area to be occupied by associated structures of the footbridge section across the slip road. Most of the trees are growing on slope area and in fair condition. No rare species or Registered Old and Valuable Trees are found within the Site.

The most dominant species is *Acacia confusa* (台灣相思) (approx. 500 nos.), while the other dominant species including *Sterculia lanceolata* (假蘋婆), *Leucaena leucocephala*

(銀合歡), are identified in the Site. Most of the trees are generally of DBH (Diameter at Breast Height) of 100mm-300mm. Yet, there are several large mature trees with DBH ranging from 420mm to 630mm and one tree at DBH of 1200mm (T672). All of them are *Acacia confusa*, which is a common exotic species in Hong Kong, commonly used for afforestation planting. It has a fast growing habit and prone to a relative short lifespan.

Although the trees in the woodland are common species and the general condition of these trees are fair, the wooded area provides valuable landscape buffer to the highway and the vicinity.

### **2.1.2 Formed Platform**

A formed platform at level of +105mPD is found at the northern portion of the Site. The platform is generally flat and hard paved. Currently, it is used as a temporary works area and storage compound by WSD. Temporary structures and construction materials are found on the platform. Due to the nature of platform and the current use, the landscape quality of this formed platform is considered to be low.

### **2.1.3 Culvert**

The culvert is located within the boundary of the Site. It is an artificial concrete nullah. No vegetation or riparian zone is observed.

## **2.2 Landscape Character**

The Site is located at the foot of Lion Rock and situated in an area of urban fringe landscape character. The woodland at the north, west and east of the Site is the continuous wooded hill slopes from Lion Rock. A service reservoir is found at +115.6m to the immediate north of the Site. The Site is surrounded by heavy trafficked roads to the south and the east.

Heavily wooded hillside lines the periphery of Lung Cheung Road and both sides of Lion Rock Tunnel Road. The Site currently forms part of this contiguous green buffer along the roads. With reference to the Landscape Value Mapping of Hong Kong, this area is categorised as an area of high landscape value, with dense scrubs and woodland.

Medium rise residential developments with small patches of open space and wooded green belt are found to south of the Site across Lung Cheung Road. In this connection, the proposed rezoning of the Site for low to medium-rise, low-density residential development is not totally incompatible with the landscape character of the surrounding area.

### **3. Assessment on Landscape Impact**

#### **3.1 Proposed Development Parameters**

The Site of about 1.13ha is proposed to be rezoned from “GB” to “Residential (Group C)11” (“R(C)11”), with a maximum domestic plot ratio (PR) of 3.6 and a building height restriction of 160mPD. It is estimated that the Site will provide about 680 flats. An access road connecting to Lung Cheung Road eastbound, two bus stop lay-bys on both sides of Lung Cheung Road, and a footbridge across Lung Cheung Road and its associated slip road (leading to Lion Rock Tunnel Road) are proposed to serve the future development on the Site.

#### **3.2 Potential Landscape Impacts incurred by the proposed rezoning**

##### **3.2.1 Source of landscape impact**

Judging from the proposed development parameters, it is anticipated that extensive site formation works, e.g. slope cutting, land excavation/ filling etc., would be required within the Site to maximize the buildable platform for the proposed development. The proposed road works would likely involve slope cutting and construction of retaining structures or supports at the connection point with the site boundary.

##### **3.2.2 Potential landscape impact on existing landscape resources**

###### **a) Modification of existing topography**

Due to the extensive site formation works, the proposed road works and footbridge, the existing platform and its adjoining slope would be substantially modified to accommodate a development of such scale. The impact on existing topography is considered large.

###### **b) Removal of woodland**

It is anticipated that majority of the existing trees within and adjacent to the Site would be affected due to the site formation works, and construction of access road and footbridge. Significant adverse impact on existing woodland is anticipated.

###### **c) Modification of existing culvert**

It is anticipated that the existing culvert will be realigned or modified to suit the layout of the proposed residential development. As there is no vegetation or riparian zone observed in the culvert, the landscape impact is considered low.

### **3.2.2 Potential landscape impact on existing landscape characters**

Although the proposed residential development is not incompatible with the medium rise residential development to the south of Lung Cheung Road, the heavily wooded hillside landscape character along the periphery of Lung Cheung Road and both sides of Lion Rock Tunnel Road would likely be altered by the proposed development.

## **4. Proposed Landscape Mitigation Measures**

### **a) Provision of landscape buffer along site boundary**

It is noted that there is a 20m buffer area between the site, Lung Chung Road and Lion Rock Tunnel Road along the eastern and southern boundaries of the site. It is recommended that all existing trees within the buffer zone should be retained as far as possible to serve as a landscape buffer for the proposed development.

### **b) Preservation of existing trees and Compensatory Tree Planting**

To minimise the likely tree felling within the site and buffer zone, tree preservation clause should be included in the land sale conditions. Any proposed tree removal shall be adequately compensated in accordance with the prevailing Practice Note promulgated by LandsD.

### **c) Landscape treatment for the site boundary**

Due to the site formation works, it is anticipated that retaining structures would be constructed along the boundary of the proposed development. Proper landscape treatment should be provided along the boundary of the site.

### **d) Green Coverage**

In general, the provision of green coverage should be in accordance with PNAP APP 152 “Sustainable Building Design Guidelines”. With reference to PNAP APP 152, for site area between 1000m<sup>2</sup> to 20,000m<sup>2</sup>, a minimum 20% greenery area should be provided over the site area; whereas for site area larger than 20,000m<sup>2</sup>, a minimum 30% greenery area should be provided. Given that the area of the site is approximately 1.13ha and its location at the fringe of the wooded green belt, to maximise greening opportunity and enhance green provision of the site, a higher green coverage of 30% is recommended for the site for inclusion in the land sale conditions. Planting of trees, shrubs, annuals, groundcovers, climbers, grasses and other types of living plants should be considered to enhance the quality of greenery area.

**e) Open Space Provision**

With reference to the development parameters, it is estimated that the Site will provide 680 flats accommodating a population of about 1,840. A minimum of 1m<sup>2</sup> per person open space should be provided in the Site in accordance with the HKPSG.

**5. Conclusion**

The proposed rezoning for residential development would necessitate removal of existing woodland, modification of the existing topography and modification of an existing culvert due to extensive site formation works and road works. The heavily wooded hillside landscape character along the periphery of Lung Cheung Road and Lion Rock Tunnel Road would also be altered. It is recommended that mitigation measures including provision of landscape buffer along site boundaries abutting the major roads, preservation of trees within the landscape buffer as far as possible, proper tree preservation and compensation and higher green coverage should be provided to minimise the landscape impacts to be incurred by the proposed rezoning and residential development. Sufficient and quality designed open space shall also be provided for the landscape enhancement of the development. Such requirements should be stipulated in the land sale conditions for implementation by future developers.

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*Notes:*

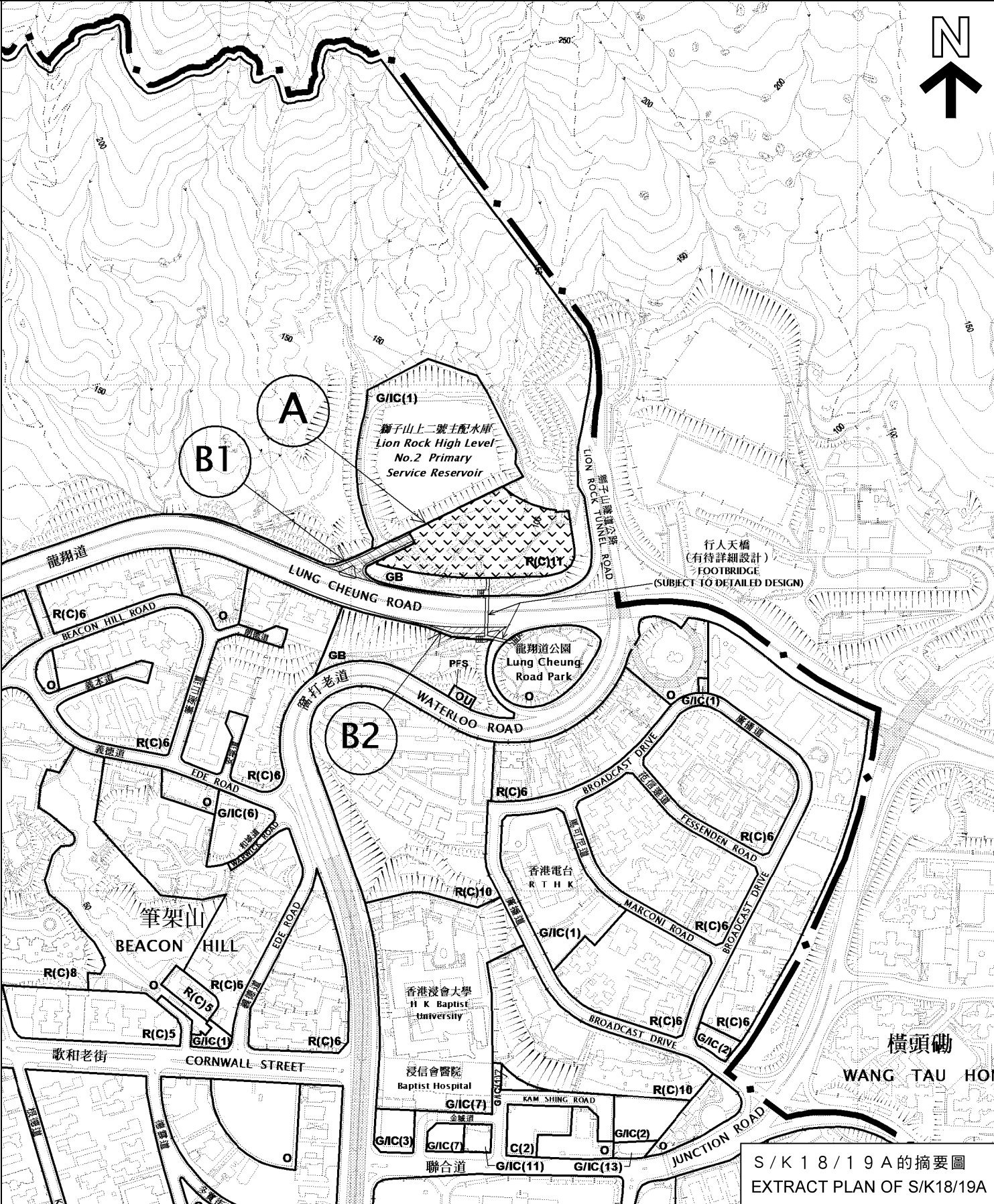
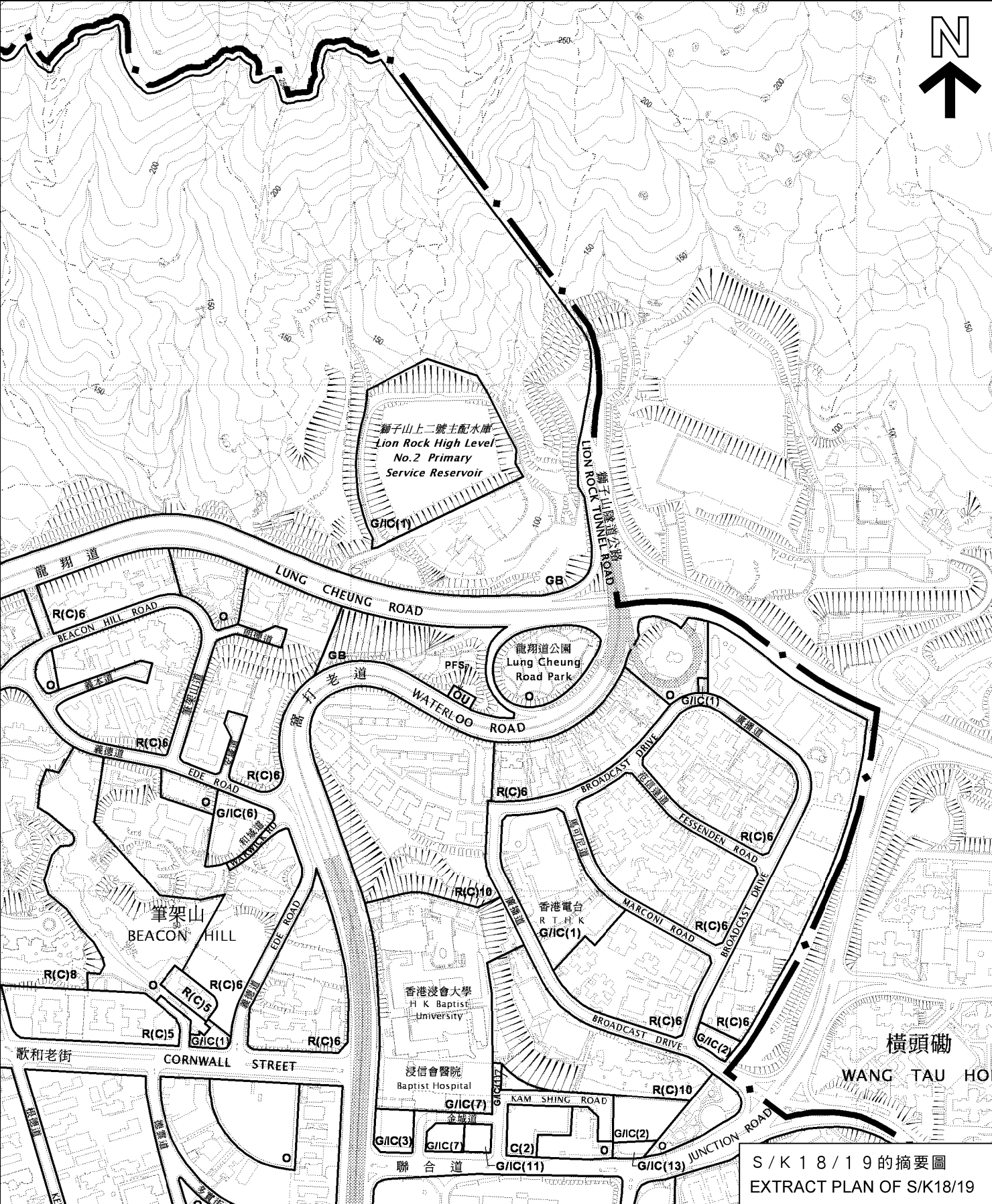
- 1. Tree surveys were conducted by LandsD and HyD April 2016 and December 2016 respectively.*
- 2. This assessment is conducted based on desktop study, e.g. aerial photo, OZP, maps etc.*

**Provision of Major Community Facilities and Open Space in  
Kowloon Tong Outline Zoning Plan No. S/K18/19 Planning Area**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against (b))
			(a) Existing Provision	(b) Existing and Planned Provision	
District Open Space	10 ha per 100,000 persons	3.01ha	19.57ha	19.57ha	+16.56ha
Local Open Space	10 ha per 100,000 persons	3.01ha	6.62ha	8.72ha	+5.71ha
Sports Centre	1 per 50,000 to 65,000 persons	0	0	0	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	0	1	1	+1
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	1	1	+1
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	0	0	0	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0	0	0	0
Library	1 district library for every 200,000 persons	0	0	0	0
Specialist Clinic/ Polyclinic	1 whenever a regional or district hospital is built	Not Applicable (NA)	1	1	NA
Clinic/Health Centre	1 per 100,000 persons	0	1	1	+1

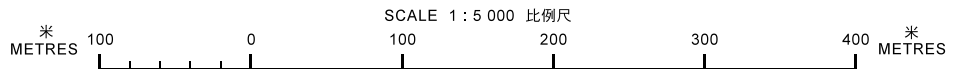


Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against (b))
			(a) Existing Provision	(b) Existing and Planned Provision	
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Post Office	1 per 30,000 persons	NA	0	0	0
Secondary School	1 whole-day classroom for 40 persons aged 12 -17	33 classrooms	439	445	+412 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11	45 classrooms	469	469	+424 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	14 classrooms	353	353	+339 classrooms



分區計劃大綱圖的比較 OUTLINE ZONING PLAN COMPARISON

九龍塘分區計劃大綱核准圖編號 S / K 1 8 / 1 9 的擬議修訂  
PROPOSED AMENDMENTS TO THE APPROVED KOWLOON TONG OUTLINE ZONING PLAN No. S/K18/19



本摘要圖於2016年12月8日擬備，  
所根據的資料為於2015年1月6日  
核准的分區計劃大綱圖編號S/K18/19  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON OUTLINE ZONING PLAN No.  
S/K18/19 APPROVED ON 6.1.2015

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
1

# 圖例 LEGEND

擬議由「綠化地帶」改制為「住宅(丙類)11」地帶  
PROPOSED REZONING FROM "GB" TO "R(C)11"

1. 13公頃(大約)  
1.13 ha (ABOUT)

擬議由「綠化地帶」改制為「道路」  
PROPOSED REZONING FROM "GB" TO "ROAD"

0. 16公頃(大約)  
0.16 ha (ABOUT)

0. 07公頃(大約)  
0.07 ha (ABOUT)

R(C) 住宅(丙類)  
RESIDENTIAL (GROUP C)

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

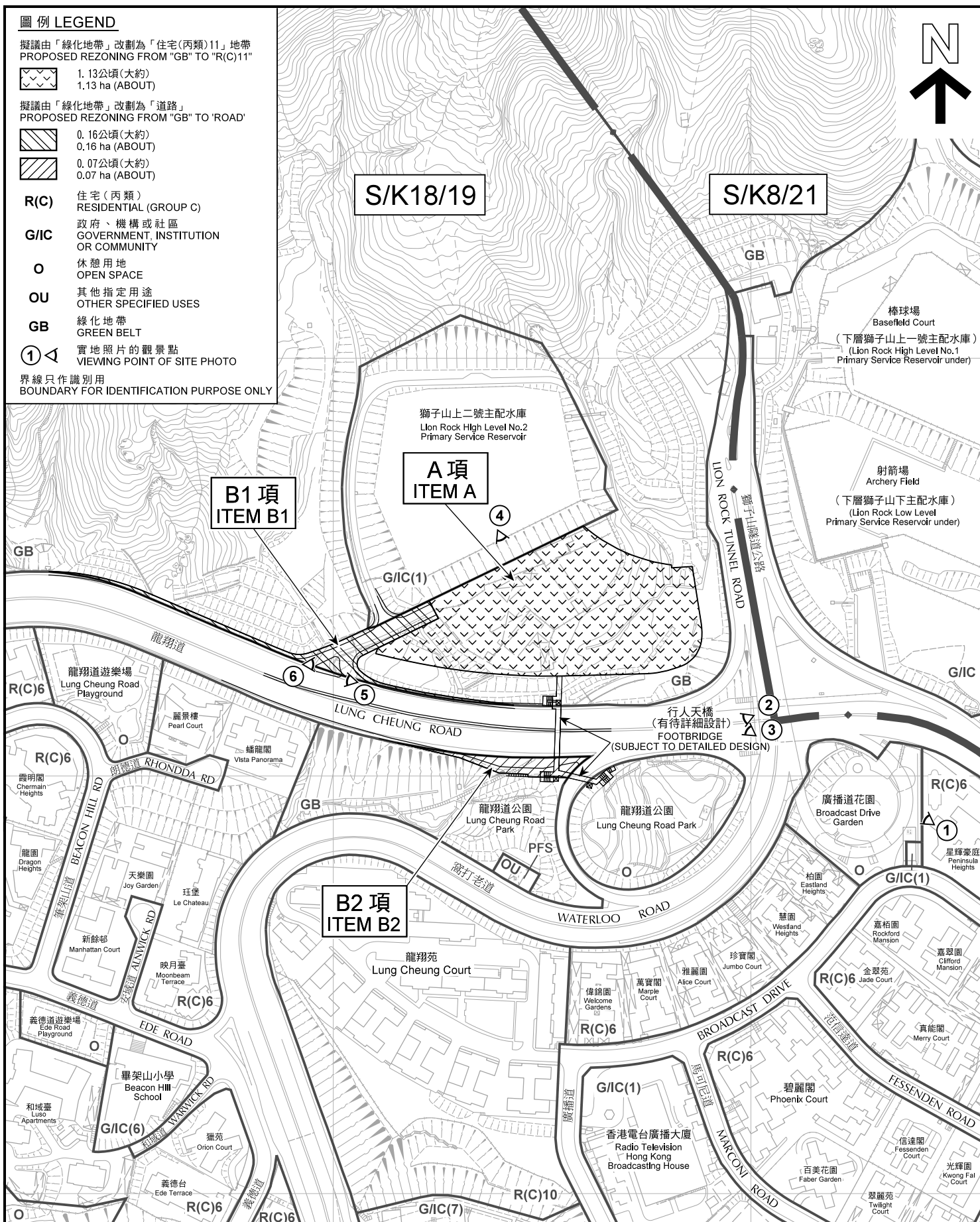
O 休憩用地  
OPEN SPACE

OU 其他指定用途  
OTHER SPECIFIED USES

GB 綠化地帶  
GREEN BELT

① 實地照片的觀景點  
VIEWING POINT OF SITE PHOTO

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



## 平面圖 SITE PLAN

九龍塘分區計劃大綱核准圖編號 S / K 1 8 / 1 9 的擬議修訂  
(A、B1及B2項)

PROPOSED AMENDMENTS TO THE APPROVED  
KOWLOON TONG OUTLINE ZONING PLAN No. S/K18/19  
(ITEMS A, B1 AND B2)

SCALE 1:3 000 比例尺  
米 50 0 50 100 米  
METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

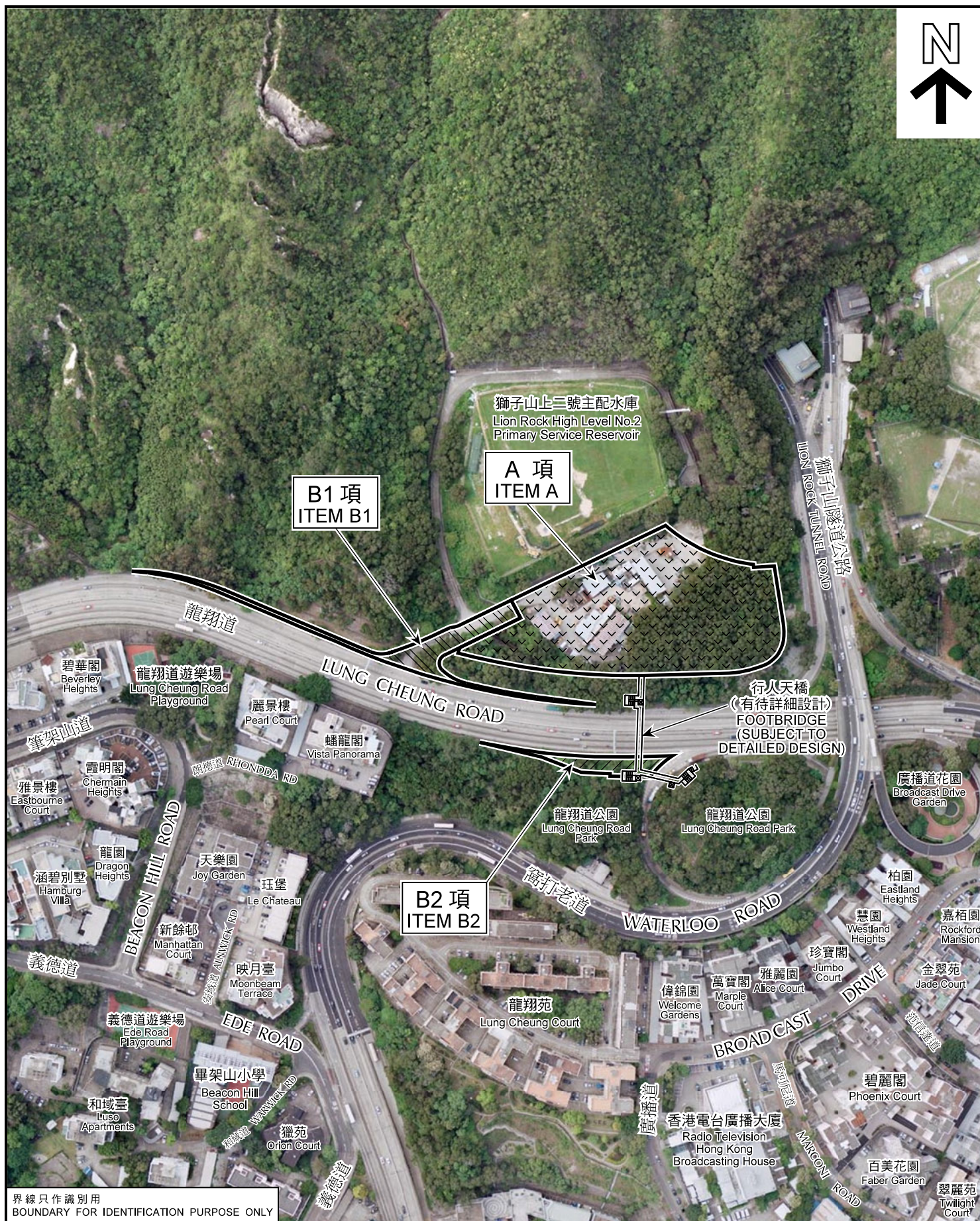
M/K18/16/119

圖 PLAN

2

本摘要圖於2016年12月15日擬備，  
所根據的資料為測量圖編號  
11-NW-5C和D及11-NW-10A和B  
EXTRACT PLAN PREPARED ON 15.12.2016  
BASED ON SURVEY SHEETS No.  
11-NW-5C & D AND 11-NW-10A & B

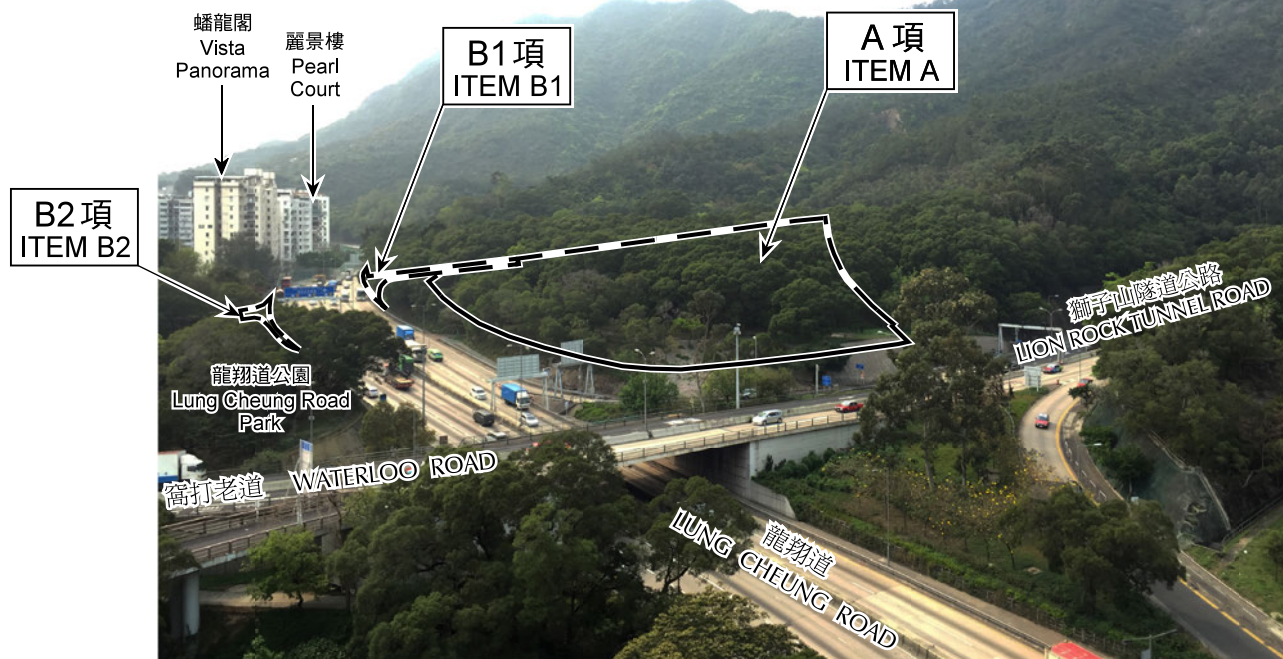




PLAN  
3

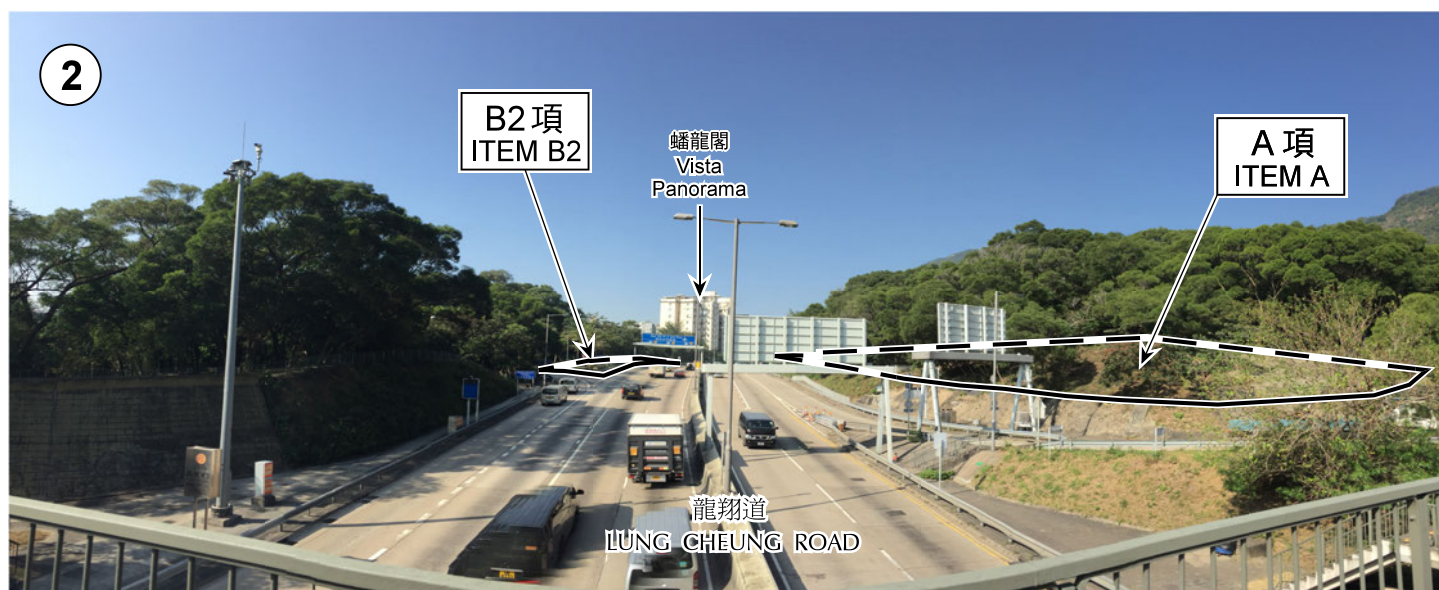


1



由星輝豪庭眺望  
VIEW FROM PENINSULA HEIGHTS

2



由獅子山隧道公路天橋眺望  
VIEW FROM FOOTBRIDGE AT LION ROCK TUNNEL ROAD

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

九龍塘分區計劃大綱核准圖編號 S / K 1 8 / 1 9 的擬議修訂  
(A、B1及B2項)  
PROPOSED AMENDMENTS TO THE APPROVED  
KOWLOON TONG OUTLINE ZONING PLAN No. S/K18/19  
(ITEMS A, B1 AND B2)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
4a

本圖於2016年12月16日擬備，所根據的  
資料為攝於2016年4月1日及  
2016年12月8日的實地照片  
PLAN PREPARED ON 16.12.2016  
BASED ON SITE PHOTOS  
TAKEN ON 1.4.2016 AND 8.12.2016



3



由獅子山隧道公路天橋眺望  
VIEW FROM FOOTBRIDGE AT LION ROCK TUNNEL ROAD

4



由獅子山上二號主配水庫眺望  
VIEW FROM LION ROCK HIGH LEVEL No. 2 PRIMARY SERVICE RESERVOIR

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

九龍塘分區計劃大綱核准圖編號 S / K 1 8 / 1 9 的擬議修訂  
(A 項)  
PROPOSED AMENDMENTS TO THE APPROVED  
KOWLOON TONG OUTLINE ZONING PLAN No. S/K18/19  
(ITEM A)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
4b

本圖於2016年12月16日擬備，所根據的資料為攝於2016年12月8日及2016年3月21日的實地照片  
PLAN PREPARED ON 16.12.2016  
BASED ON SITE PHOTOS  
TAKEN ON 8.12.2016 AND 21.3.2016



5



由龍翔道東行線的現有車路入口眺望  
VIEW FROM THE EXISTING ROAD ACCESS AT LUNG CHEUNG ROAD EASTBOUND

6



由龍翔道東行線的現有車路入口眺望  
VIEW FROM THE EXISTING ROAD ACCESS AT LUNG CHEUNG ROAD EASTBOUND

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

### 實地照片 SITE PHOTOS

九龍塘分區計劃大綱核准圖編號 S / K 1 8 / 1 9 的擬議修訂  
( B 1 項 )  
PROPOSED AMENDMENTS TO THE APPROVED  
KOWLOON TONG OUTLINE ZONING PLAN No. S/K18/19  
(ITEMS B1)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
4c

本圖於2016年12月16日擬備，所根據的  
資料為攝於2016年12月8日的實地照片  
PLAN PREPARED ON 16.12.2016  
BASED ON SITE PHOTOS  
TAKEN ON 8.12.2016



觀景點  
VIEWING POINT

1

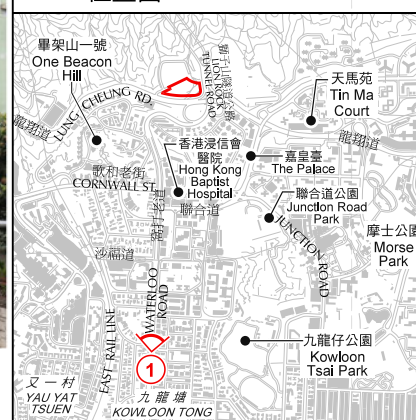
現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由窩打老道近律倫街行人天橋眺望  
VIEW FROM FOOTBRIDGE  
AT WATERLOO ROAD NEAR RUTLAND QUADRANT

規劃署  
PLANNING  
DEPARTMENT



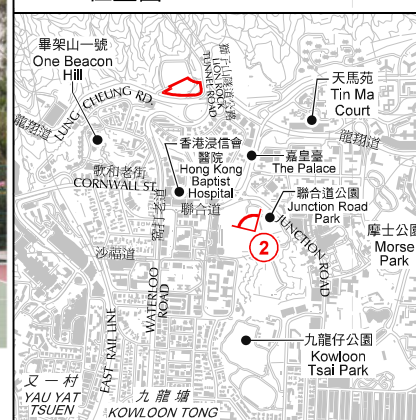
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REFERENCE No.  
M/K18/16/119

圖 PLAN  
5a

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016



位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由聯合道公園眺望  
VIEW FROM JUNCTION ROAD PARK

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
5b



觀景點  
VIEWING POINT

3



現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE

位置圖 LOCATION PLAN



合成照片 PHOTOMONTAGE

由龍翔道行人天橋眺望  
VIEW FROM FOOTBRIDGE AT LUNG CHEUNG ROAD

本摘要圖於2016年12月8日擬備，  
所根據的資料為攝於2016年4月8日  
的實地照片  
EXTRACT PLAN PREPARED ON 8.12.2016  
BASED ON SITE PHOTO TAKEN ON 8.4.2016

規劃署  
PLANNING  
DEPARTMENT



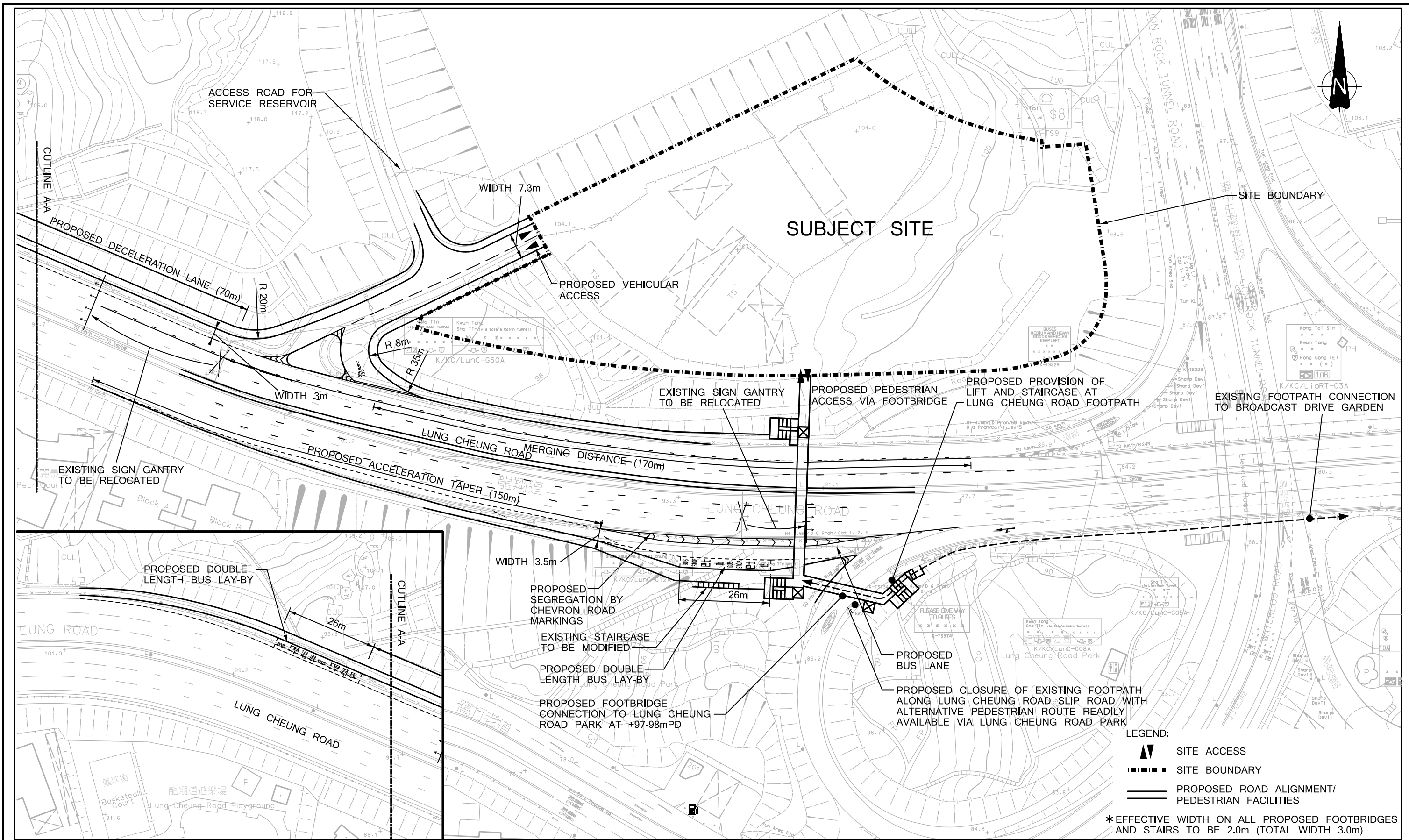
參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
5c





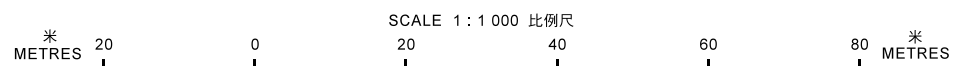




平面圖 SITE PLAN

擬議運輸設施  
PROPOSED TRANSPORT RELATED PROVISIONS

本摘要圖於2016年12月8日擬備  
EXTRACT PLAN PREPARED ON 8.12.2016



規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K18/16/119

圖 PLAN  
7