

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

MPC Paper No. 6/14

**For Consideration by
the Metro Planning Committee on 21.3.2014**

**PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/27**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/27 as shown on the draft OZP No. S/K13/27A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 7 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 19.11.2010, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26 was exhibited for public inspection under section 5 of the Ordinance. After hearing of the representations and comment on 27.5.2011 and 1.6.2011, the Board decided to propose amendments to the draft OZP to partially meet some representations. On 3.2.2012, after considering the further representations received, the Board decided to amend the OZP by the proposed amendments under section 6F(8) of the Ordinance and the amendments are shown on the Amendment Plan No. R/S/K13/26-A2 (**Attachment Ib**).
- 2.2 On 14.10.2011, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27 (**Attachment Ia**) was exhibited for public inspection under section 7 of the Ordinance. After hearing of the representations and comment on 25.5.2012, the Board decided to propose amendment to the draft OZP to partially meet some representations. No further representation was received. On 13.7.2012, the Board agreed that the OZP should be amended by the proposed amendment under section 6G of the Ordinance and the amendment is shown on the Amendment Plan No. R/S/K13/27-A2 (**Attachment Ic**).
- 2.3 The Real Estate Developers Association of Hong Kong (REDA) filed one and Oriental Generation Limited (OGL) filed three judicial review (JR) applications in respect of the above two draft OZPs. The Court has granted an order of stay

of the submission of the OZP to the Chief Executive in Council (CE in C) for approval. The JR lodged by the REDA was heard in the Court of First Instance (CFI) from 18.2.2013 to 21.2.2013 and the judgment is being awaited.

- 2.4 The other three JRs lodged by OGL related to the Kai Tak Mansion site were heard together in the CFI on 3.5.2012 and the judgment was delivered on 11.5.2012. The three restrictions as found in draft OZPs No. S/K13/26 and S/K13/27 and the Board's refusal to consider raising the building height (BH) restriction (BHR) beyond 130mPD are quashed. The question of whether any restrictions should be imposed on the Kai Tak Mansion site is to be remitted to the Board for re-consideration in accordance with the judgment. Both the Board and OGL lodged appeals against the judgment. The appeal was heard by the Court of Appeal from 18.3.2014 to 20.3.2014 and the judgment is being awaited. Since the Court has granted a stay of execution of the CFI's judgment, the three restrictions quashed by the CFI will still be shown on the upcoming OZP.

3. Proposed Residential Developments in Jordan Valley (Amendment Items A1, A2, B1, B2 and C)

Background

- 3.1 As stated in 2014 Policy Address, the Government has to ensure that there will be adequate supply of land to achieve the target to provide a total of 470,000 units in coming ten years, with public housing accounting for 60%. The Government will continue to step up its efforts to boost land supply in the short, medium and long terms. To meet the pressing need for housing land supply, three sites in Jordan Valley at Choi Hing Road, Choi Hing Lane and Choi Wing Road (**Plan 1**) have been identified for housing developments.
- 3.2 The Choi Hing Road site is one of the 36 Government sites identified for housing development announced in August 2012. It has been zoned "Government, Institution or Community" ("G/IC") since the first draft OZP gazetted on 22.8.1986 for a secondary school but without definite development programme. With a replacement site identified at the Anderson Road Quarry, the Education Bureau (EDB) has no objection to release the site for other purposes. The Housing Department (HD) proposes to develop the site as a Home Ownership Scheme (HOS) development with two towers. During the consultation with Kwun Tong District Council (KTDC) on 8.1.2013, members gave in-principle support but requested the transport and community facilities in the area be improved, in particular, to develop transport and community facilities at the Choi Wing Road site while some suggested increasing the development intensity.
- 3.3 To the immediate east of the Choi Hing Road site is the Choi Hing Lane site located at the fringe of Jordan Valley residential area, which is reserved for an indoor recreation centre (IRC). While there is a shortfall in the existing provision of IRC in the planning area, there is no definite development programme for developing the IRC on the site. Taking into account some

KTDC members' suggestion for more community facilities in the Choi Wing Road site and in view of its central location in Jordan Valley with good pedestrian connection, it is proposed to relocate the IRC to the Choi Wing Road site (see paragraph 3.4 below) and integrate the Choi Hing Lane site with the adjoining Choi Hing Road site for HOS development to meet the housing demand.

- 3.4 The Choi Wing Road site is another reserved site for secondary school since 1999. EDB was consulted and has no objection to release the site for other use. EDB also agreed that the original proposed secondary school at the site, which has more immediate development programme, will be first developed in another reserved secondary school site at Anderson Road while a site near Richland Gardens in Kowloon Bay is identified for the reprovisioning of the affected school site at Anderson Road. Taking into account some KTDC members' suggestion, the Choi Wing Road site is proposed for public rental housing (PRH) development with an IRC. To ensure earlier completion of the IRC, the IRC will be developed together with the PRH as a housing related project and handed over to the Leisure and Cultural Services Department for management and maintenance upon completion.

The Sites and Their Surroundings

- 3.5 The Choi Hing Road (about 8,808m²) and Choi Hing Lane sites (about 3,466m²), are bisected by a road leading from Choi Hing Road to Ping Shek Playground. Both sites are largely zoned "G/IC" on the OZP while the western end of the Choi Hing Lane site and minor portions of the Choi Hing Road site are zoned "Green Belt" ("GB") and shown as 'Road' respectively (**Plans 2 and 3A**). The two "G/IC" zones are subject to a maximum BH of 8 and 4 storeys respectively. These two pieces of Government land are mainly formed and occupied by temporary fee-paying public vehicle parks and works area while the "GB" portion of the Choi Hing Lane site is partly hard-paved and partly covered with amenity planting (Site photos at **Plans 4A and 4B**).
- 3.6 The Choi Wing Road site (about 6,733m²) is zoned "G/IC" on the OZP subject to a maximum BH of 8 storeys (**Plans 2 and 3B**). This formed Government land is also used as a temporary fee-paying public vehicle park (Site photos at **Plan 4C**).
- 3.7 To the immediate west and east of the Choi Hing Road and Choi Hing Lane sites are Ping Shek Playground and a belt of low-rise G/IC sites comprising two secondary schools, service reservoirs and sites reserved for schools, electricity substation, social welfare facility and service reservoir extension. To the north across New Clear Water Bay Road is Choi Wan (I) Estate while Choi Tak Estate is located at another platform to the south. The Choi Wing Road site is located in the middle of Choi Fook Estate and Choi Tak Estate. To the immediate west is Choi Hei Road Park while two primary schools and Choi Ying Estate are situated at a lower platform to the further west.

The Rezoning Proposals

- 3.8 Taking into account the stepped BH profile of the planning area, site constraints, land use setting in the surrounding area and the need to maintain a building gap within the Choi Hing Road site for air ventilation (see paragraph 3.14 below), HD has prepared different conceptual layouts to test out the suitable development parameters for the HOS development. According to the latest scheme submitted by HD (**Plan 5A**), three residential towers with a maximum BH of 150mPD and a domestic and non-domestic PR of 6.0 and 1.0 respectively will be developed at the Choi Hing Road and Choi Hing Lane sites. The proposed BH of 150mPD is able to maintain the stepped BH profile, such that the BH will be progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline. Moreover, the proposed PR is considered acceptable since the sites are surrounded by public housing estates zoned “Residential (Group A)” (“R(A)”) with a permitted domestic PR of 7.5.
- 3.9 To take forward the above scheme, the Choi Hing Road and Choi Hing Lane sites are proposed to be rezoned to “R(A)1” subject to a maximum domestic and non-domestic PR of 6.0 and 1.0 respectively and a maximum BH of 150mPD (Amendment Items A1 and B1 on **Plan 2**). The pavements outside the two sites are proposed to be rezoned to areas shown as ‘Road’ to reflect the existing road alignment (Amendment Items A2 and B2 on **Plan 2**). The HOS project is estimated to provide about 1,300 flats.
- 3.10 Located in the middle of public housing estates zoned “R(A)” with permitted domestic PR of 7.5 and total PR of 9.0 for composite development, the Choi Wing Road site is considered suitable to be rezoned for residential use with same PR. Given the IRC will be provided within the site, it is proposed to rezone the site to “R(A)2” sub-zone with same PR restriction of normal “R(A)” zone but incorporate a requirement to provide a IRC in the OZP. (Amendment Item C on **Plan 2**). Same BHR of 170mPD of adjoining Choi Fook Estate is imposed on the proposed “R(A)2” zone. A conceptual layout for the PRH and IRC has been prepared by HD (**Plan 5B**) and it is estimated that the proposed PRH development will provide about 600 flats. While Director of Leisure and Cultural Services (DLCS) and Chief Project Manager 303, Architectural Services Department (CPM/303, ArchSD) have raised some technical concerns on the design of the proposed IRC, the location, size and design of the IRC are subject to review and agreement by concerned Government departments, which will be confirmed at the detailed design stage.

Visual Aspect

- 3.11 Located within a high-rise residential neighbourhood, the proposed BHR of 150mPD and 170mPD for the “R(A)1” and “R(A)2” zones are broadly in line with the existing visual context while maintaining the stepped BH profile of the planning area. To assess the possible impact, visual appraisals (VAs) have been carried out by HD and the report is at **Attachment Va**.

- 3.12 Seven viewpoints¹ located at public open spaces and major pedestrian nodes accessible by the public in different directions and distances have been selected in the appraisals to illustrate possible visual effect of the proposed developments. As indicated in the report, the proposed HOS and PRH developments are considered not visually incompatible with the surrounding developments and will not impose significant visual impacts on the surrounding area. In addition, more design measures including stepped height design within the HOS development for further variation in building profile and harmony building design through greening, colour and façade design will be explored by HD at the detailed design stage.

Air Ventilation Aspect

- 3.13 With reference to the Air Ventilation Assessment (AVA) by Expert Evaluation (EE) for the planning area conducted in 2010, Choi Hing Road and New Clear Water Bay Road to the north and south of the proposed HOS development are major breezeways for the annual and summer prevailing winds (Figure 3 at **Attachment Vb**). The Choi Wing Road site is not on the major air path but the annual and summer prevailing winds descending from hill slope and the low-rise G/IC sites, open space and major roads would facilitate the air flow in the downstream area (Figure 3 at **Attachment Vc**). HD has undertaken air ventilation appraisals to assess the possible impact and the reports are at **Attachments Vb and Vc**.
- 3.14 According to the assessments, Choi Hing Road and New Clear Water Bay Road have sufficient clear width to facilitate the wind flow along the breezeways. To facilitate penetration of summer prevailing wind, a 15m-wide building gap in north-south or northeast-southwest direction will be reserved between the two blocks at the Choi Hing Road site (Figure 4 at **Attachment Vb**). While no non-building area (NBA) is recommended in HD's appraisals, a NBA is considered necessary at the northern part of the Choi Hing Lane site to further widen the air path along New Clear Water Bay Road as identified in the EE for the planning area.
- 3.15 For the Choi Wing Road site, there is a gap between southern boundary and adjoining Choi Fook Estate while an air path in northeast-southwest direction to the north of the site (currently occupied by road, park and cut slope) can still be maintained with the PRH and IRC developments such that there is appropriate circulation space aligning with the prevailing wind direction from downhill towards the downstream area (Figure 4 at **Attachment Vc**). Based on the above, it is anticipated that the developments will not impose adverse air ventilation impact. HD will conduct further AVA studies for both developments at detailed design stage. Under the established administrative procedure, the HOS and PRH developments will be guided by administrative planning briefs to be prepared by HD. The requirements for provision of the NBA, building gap

¹ The four viewpoints selected in the VA for the HOS development are: (1) Choi Hei Road Park, (2) footbridge near Choi Ying Place, (3) footbridge near the junction of Clear Water Bay Road and Fung Shing Street and (4) footbridge at the junction of New Clear Water Bay Road and Clear Water Bay Road. The three viewpoints selected in the VA for the PRH development are: (1) Kowloon Bay Sports Ground, (2) Choi Hei Road Park and (3) pavement at the junction of New Clear Water Bay Road and Choi Hing Lane.

and other measures recommended in the future AVA studies will be stipulated in the relevant planning briefs where appropriate.

Traffic, Environmental and Infrastructural Aspects

- 3.16 The sites are in a well-developed residential neighbourhood served by public transport while there is a covered pedestrian linkage connecting the area with MTR Kowloon Bay Station. As indicated in HD's assessments at **Attachment Vd**, there should be no insurmountable traffic problem against the proposed developments. To cater for future traffic and public transport demands, road improvement works will be implemented at Choi Hing Lane and Choi Hing Road while sufficient public transport lay-bys will be provided outside Ping Shek Playground and along Choi Wing Road. Detailed arrangements will be submitted to the Transport Department for agreement at the detailed design stage.
- 3.17 Concerned Government departments were consulted and have no objection to/adverse comment on the rezoning proposals from traffic, environmental and infrastructural perspectives. Some Government departments may require the project proponent to undertake/update technical assessments at later stage and the requirements will be stipulated in the planning briefs accordingly.

4. Proposed Commercial Development at the ex-Kowloon Bay Factory Estate (KBFE) site (Amendment Items D1 and D2)

Background

- 4.1 In 2011-2012 Policy Address, the Government announced the adoption of a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East into an attractive, alternative Central Business District (CBD2) to support Hong Kong's economic development. The ex-KBFE site (**Plan 1**) is situated within the CBD2.
- 4.2 The KBFE was a flatted factory estate with two 7-storey blocks managed by the Hong Kong Housing Authority (HKHA). Due to increasing obsolescence of its design in comparison with current needs and the increasing costs of maintenance with age, the HKHA approved its clearance in 2007. The two blocks were subsequently demolished and the site has been returned to the Government (**Plan 7**). It is proposed to dispose the site through land sale for commercial development to provide more commercial floor space in the CBD2.
- 4.3 An elongated strip of land sandwiched between the areas previously covered by the two factory blocks is shown as 'Road' on the OZP. It was formerly used as restricted vehicular access serving the blocks but has already been closed. To optimize the land utilization and allow more design flexibility for better layout, it is proposed to rezone the strip of land to "Other Specified Uses" annotated "Business" ("OU(B)") to amalgamate with the adjoining two "OU(B)" zones for comprehensive development. After rezoning of the 'Road' area, the achievable gross floor area of the entire ex-KBFE site will be increased from about

73,700m² to 97,800 m² (about 33% increase).

The Site and Its Surroundings

- 4.4 The ex-KBFE site is mainly zoned “OU(B)” and partly shown as ‘Road’ (about 2,031m²) on the OZP (**Plans 6 and 7**). Bounded by Wai Yip Street, Shun Yip Street and Hoi Bun Road, the site is located at the southern tip of Kowloon Bay Business Area and currently used as temporary fee-paying public vehicle park (Site photo at **Plan 8**). To its south-east is the Kwun Tong Business Area mainly occupied by industrial and industrial-office buildings with some commercial developments while to the north are “G/IC” zones occupied by motor vehicle examination centres and waste recycling centre. To the further north-west is the high-rise commercial node of Kowloon Bay Business Area.

The Rezoning Proposal

- 4.5 The strip of land is proposed to be rezoned to “OU(B)” with a maximum PR of 12.0 and a maximum BH of 100mPD to tally with the zoning and restrictions of other portions of the ex-KBFE site (Amendment Item D1 on **Plan 6**). The “OU(B)” zones across Wai Yip Street and Shun Yip Street falling within the Kwun Tong (South) OZP are also subject to the same restrictions. To enhance the wind performance at pedestrian level, a strip of land along Shun Yip Street is proposed to be designated as NBA (Amendment Items D1 and D2 on **Plan 6**). The NBA, together with the pavement will provide a 7.5m-wide setback measuring from the existing kerb line.

Visual Aspect

- 4.6 While the adjoining street blocks are mainly occupied by old medium-rise buildings, the heights of the sites are expected to be increased to its maximum permitted BH of 100mPD upon redevelopment. High-rise new commercial developments can also be found in the vicinity. It is considered that the proposed BH of 100mPD of the development at the site will not be incompatible with its surrounding visual context. To assess the possible visual impact of the proposed development, a VA has been carried out and the report is at **Attachment VIa**.
- 4.7 Three viewpoints² located at public open spaces and major pedestrian nodes accessible by the public in different directions and distances have been selected in the appraisals to illustrate possible visual effect of the proposed developments. The VA concluded that the proposed development is not visually incompatible with the surrounding areas, taken into account the existing high-rise developments nearby while it will also be largely screened off by the adjoining commercial development under construction at a closer view from the open spaces nearby.

² The three viewpoints selected in the VA are: (1) ex-Kai Tak Airport Runway near the planned open space at Shing Fung Road, (2) footbridge at the junction of Wai Yip Street and Sheung Yee Road and (3) Hoi Bun Road abutting Hoi Bun Road Park and Kwun Tong Promenade (Stage 2) under construction.

Air Ventilation Aspect

- 4.8 With reference to the AVA by EE for the planning area, the ex-KBFE site does not fall within any identified air paths in the area. However, as the amalgamated “OU(B)” site is located at the southern tip of the Kowloon Bay Business Area, it would inevitably be critical for penetration of prevailing winds to the inland. Therefore, a site-specific AVA by Computational Fluid Dynamics was further carried out in 2013 to assess the air ventilation impact of the rezoning proposal.
- 4.9 In the site-specific AVA, air ventilation performance of three indicative schemes have been tested, including the baseline scheme with the assumption that the middle strip of land of the ex-KBFE site will be kept as ‘Road’ area and two alternative schemes³ with development on the amalgamated “OU(B)” site. The AVA concluded that the overall ventilation performances of the three schemes under both annual and summer wind conditions are similar and the proposed development would not induce significantly adverse air ventilation impacts on the surrounding area as compared with the baseline scheme. To further enhance the ventilation performance, the report recommended incorporating building setback along Shun Yip Street and the proposed NBA as discussed in paragraph 4.5 will meet this recommendation. An Executive Summary of the AVA Report is at **Attachment VIb** while a full copy of the AVA Report is deposited at the Secretariat of the Board for Members’ inspection.

Traffic, Environmental and Infrastructural Aspects

- 4.10 A traffic impact assessment (TIA) has been carried out to ascertain possible traffic impact from the proposed development and the report is at **Attachment VIc**. According to the TIA, most of the key junctions in the area would operate with ample capacity even with the proposed development. It can be concluded that the proposed development, with a larger site area and hence an increase in gross floor area is considered acceptable in traffic terms. Nevertheless, junction improvement works are recommended for two junctions to alleviate the traffic impacts by the proposed development. The improvement works will be worked out and implemented by concerned parties at detailed design stage.
- 4.11 Concerned Government departments were consulted and have no objection to/adverse comment on the rezoning proposal from traffic, environmental and infrastructural perspectives.

5. Provision of Open Space and G/IC Facilities

- 5.1 After the completion of the residential developments at Jordan Valley, the population and number of flats are estimated to be increased by about 5,100 and 1,900 respectively. However, the increased population would not create adverse impact on the G/IC facilities and open space provision in the planning

³ One scheme has two towers sitting on a nearly full site coverage podium and another one has one tower sitting on a reduced podium and another tower is free of podium.

area. The district and local open space and a range of community and social welfare facilities have been sufficiently provided although there is a shortfall of the planned provision of primary school classrooms and post office. The provision of major community facilities in the planning areas is detailed at **Attachment VII**.

- 5.2 For the shortfall in primary school classrooms, the provision is assessed by EDB and they have no objection to the rezoning of the sites. The Government will continue to monitor if the shortfall could be addressed by the provision at other sites in the concerned district. There is surplus of secondary school classrooms in the planning area while the proposed rezoning of the two planned secondary school sites at Choi Hing Road and Choi Wing Road for housing development will not affect the planned provision since reprovisioning sites have been identified in Kwun Tong District as mentioned in paragraph 3.4 above. For the shortfall in post office, it can be accommodated in premises within commercial development, Government building or non-domestic portion of residential development that separate site reservation is therefore not required.
- 5.3 The planned IRC will be implemented as housing related project to facilitate an earlier completion, which can meet the community's aspiration for more community facility. The new IRC site at Choi Wing Road is a better location as discussed in paragraph 3.3 above.
- 5.4 Given there are demands for social welfare facilities, the Director of Social Welfare (DSW) requests to incorporate some welfare facilities⁴ in the future developments in Jordan Valley. As social welfare facilities are mainly premises-based and the sites are proposed to be rezoned to "R(A)1" or "R(A)2" where social welfare facility is always permitted, the proposed rezoning would allow the provision of such facilities within the developments, and this can be further considered by HD at the planning brief preparation stage.

6. Proposed Amendments to Matters shown on the Plan

- 6.1 The proposed amendment as shown on the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A (**Attachment II**) is as follows:

Amendment Item A1 (about 8,808m²) (Plans 2 and 3A)

Rezoning of the Choi Hing Road site from "G/IC" and an area shown as 'Road' to "R(A)1" with stipulation of a BHR of 150mPD in accordance with section 3 above.

⁴ The social welfare facilities suggested by DSW includes residential care home for the elderly, care and attention home for severely disabled persons, hostel for severely physically handicapped persons, integrated vocational rehabilitation services centre, hostel for moderately mentally handicapped persons, small group homes, day care centre for the elderly, urban hostel for single persons, supported hostel for mentally/physically handicapped persons, neighbourhood elderly centre, early education and training centre, counselling centre for psychotropic substance abusers and subvented urban hostel for single persons.

Amendment Item A2 (about 274m²) (Plans 2 and 3A)

Rezoning of a strip of land to the north of the Choi Hing Road site from “G/IC” to an area shown as ‘Road’ in accordance with section 3 above.

Amendment Item B1 (about 3,466m²) (Plans 2 and 3A)

Rezoning of the Choi Hing Lane site from “G/IC” and “GB” to “R(A)1” with stipulation of a BHR of 150mPD in accordance with section 3 above.

Amendment Item B2 (about 37m²) (Plans 2 and 3A)

Rezoning of a small strip of land to the north of the Choi Hing Lane site from “G/IC” and “GB” to an area shown as ‘Road’ in accordance with section 3 above.

Amendment Item C (about 6,733m²) (Plans 2 and 3B)

Rezoning of the Choi Wing Road site from “G/IC” to “R(A)2” with stipulation of a BHR of 170mPD in accordance with section 3 above.

Amendment Item D1 (about 2,017m²) (Plans 6 and 7)

Rezoning a piece of land in the ex-KBFE site bounded by Shun Yip Street and Hung Yip Street from an area shown as ‘Road’ to “OU(B)” with stipulation of a BHR of 100mPD and designation of a small strip of land along Shun Yip Street as NBA in accordance with section 4 above.

Amendment Item D2 (about 183m²) (Plans 6 and 7)

Designation of two strips of land along Shun Yip Street in the ex-KBFE site as NBA in accordance with section 4 above.

6.2 Minor boundary adjustments are also made to the following zoning boundaries:

- (a) The proposed “R(A)1” zone along the east, south and west boundaries of the Choi Hing Lane sites to follow the existing road alignment; and
- (b) The “O” and “GB” zones to the west of the Choi Hing Road site to follow the existing road alignment.

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

7.1 Amendments to the Notes of the OZP are proposed as follows:

- (a) incorporation of the proposed “R(A)1” sub-zone under the “R(A)” zone with stipulation of domestic and non-domestic PR restrictions of 6.0 and 1.0 respectively;

- (b) incorporation of the proposed “R(A)2” sub-zone under the “R(A)” zone with stipulation of the IRC requirement;
- (c) revision to the term of ‘historical building’ as ‘historic building’ in the Remarks of the “G/IC(2)” zone; and
- (d) updating of the Remarks in the Notes for the “Residential (Group B)” and “G/IC” zones to tally with the Master Schedule of Notes to the Statutory Plans.

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 ES of the OZP (Attachment IV)**

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

9. **Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K13/28.

10. **Consultation**

Departmental Consultation

10.1 The proposed amendments have been circulated to the relevant Government bureaux/departments. The following concerned bureaux/departments have no objection to/no adverse comment on the proposed amendments. Their comments have been incorporated in above paragraphs, where appropriate.

- (a) Secretary for Development;
- (b) Head of Energizing Kowloon East Office, Development Bureau;
- (c) Chief Architect/Central Management Division 2, Architectural Services Department;
- (d) Chief Building Surveyor/Kowloon, Buildings Department;
- (e) Chief Engineer/Development(2), Water Supplies Department;
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Chief Highway Engineer/Kowloon, Highways Department;
- (h) Chief Town Planner/Urban Design and Landscape, Planning Department;
- (i) Commissioner for Transport;
- (j) Commissioner of Police;

- (k) Director of Environmental Protection;
- (l) Director of Fire Services;
- (m) Director of Food and Environmental Hygiene;
- (n) Director of Housing;
- (o) DSW;
- (p) District Lands Officer/Kowloon West, Lands Department;
- (q) District Officer (Kwun Tong), Home Affairs Department;
- (r) Government Property Administrator;
- (s) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD); and
- (t) Project Manager (Kowloon), CEDD.

10.2 DLCS and CPM/303, ArchSD have some technical concerns on the design of the proposed IRC at the Choi Wing Road site. As explained in paragraph 3.10 above, they can be confirmed at the detailed design stage.

Consultation with Kwun Tong District Council

- 10.3 On 8.1.2013, KTDC was consulted on the rezoning of the Choi Hing Road site and other sites for residential development. Members gave in-principle support but requested the community facilities and accessibility of the area be improved. Relevant extract of the minutes of the meeting is at **Attachment VIII**. Three written submissions (**Attachments IXa to IXc**) with similar comments and suggestions were also received at the meeting.
- 10.4 Besides, three letters from the members of Legislative Council and KTDC (**Attachments Xa to Xc**) were received in April and August 2013. While they repeated their supports to the rezoning and reiterated their requests to improve the transportation and community facilities, a KTDC member further suggested enlarging the Choi Hing Road site for one additional tower, to develop the Choi Wing Road site as mixed community and public housing development and better utilize undeveloped G/IC sites and vacant school premises nearby.
- 10.5 Relevant Government departments were consulted on the above requests/suggestions and their responses are set out in **Attachment XI**.

Public Consultation

- 10.6 KTDC will be consulted on the proposed amendments before or during the exhibition period of the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A (to be renumbered to S/K13/28 upon exhibition) for public inspection under section 7 of the Ordinance.

11. **Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the draft Ngau Tau Kok and Kowloon Bay OZP and that the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A at **Appendix II** (to be renumbered to S/K13/28 upon exhibition) and its Notes at **Appendix III** are suitable for exhibition under section 7 of the Ordinance; and
- (b) adopt the revised ES at **Appendix IV** for the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

12. **Attachments**

Attachment Ia	Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27 (reduced to A3 size)
Attachment Ib	Amendment to Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/26 (Amendment Plan No. R/S/K13/26-A2)
Attachment Ic	Amendment to Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27 (Amendment Plan No. R/S/K13/27-A2)
Attachment II	Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A
Attachment III	Revised Notes of Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A
Attachment IV	Revised ES of Draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27A
Attachment Va	VA Report for the Sites in Jordan Valley
Attachment Vb	Air Ventilation Appraisal Report for the Choi Hing Road and Choi Hing Lane Sites
Attachment Vc	Air Ventilation Appraisal Report for the Choi Wing Road Site
Attachment Vd	Traffic Impact Appraisal Report for the Sites in Jordan Valley
Attachment VIa	VA Report for the ex-KBFE site
Attachment VIb	Executive Summary of AVA Report for the ex-KBFE site
Attachment Vlc	TIA Report for the ex-KBFE site
Attachment VII	Provision of Major Community Facilities in Ngau Tau Kok and Kowloon Bay Planning Areas
Attachment VIII	Relevant Extract of the Minutes of the Meeting of KTDC on 8.1.2013
Attachment IXa to IXc	Written Submissions received at KTDC Meeting
Attachment Xa to Xc	Letter from Members of Legislative Council, KTDC and Public
Attachment XI	Departmental Responses to Comments received at KTDC Meeting, Written Submissions and Letters Received
Plan 1	Overview of Proposed Amendment Items
Plan 2	Location Plan for the Sites in Jordan Valley
Plans 3A and 3B	Site Plans for the Sites in Jordan Valley

Plans 4A to 4C	Site Photos for the Sites in Jordan Valley
Plans 5A and 5B	Proposed Conceptual Layout Plans for Choi Hing Road HOS and Choi Wing Road PRH and IRC Developments
Plan 6	Location Plan for the ex-KBFE site
Plan 7	Site Plan for the ex-KBFE site
Plan 8	Site Photos for the ex-KBFE site

PLANNING DEPARTMENT
MARCH 2014

圖例
NOTATION

ZONES		地帶
COMMERCIAL	[Symbol]	商業
RESIDENTIAL (GROUP A)	[Symbol]	住宅 (甲類)
RESIDENTIAL (GROUP B)	[Symbol]	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	[Symbol]	政府、機構或社區
OPEN SPACE	[Symbol]	休憩用地
OTHER SPECIFIED USES	[Symbol]	其他指定用途
GREEN BELT	[Symbol]	綠化地帶
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	[Symbol]	鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]	建築物高度控制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築物高度 (在主水平基準上零呎)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	[Symbol]	最高建築物層數 (層數數目)
PETROL FILLING STATION	[Symbol]	加油站
NON-BUILDING AREA	[Symbol]	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大綱圖則及分區 APPROXIMATE AREA 5 % 公頃 HECTARES	百分比	用途
COMMERCIAL	2.42	0.71	商業
RESIDENTIAL (GROUP A)	62.22	18.23	住宅 (甲類)
RESIDENTIAL (GROUP B)	4.74	1.36	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	50.85	14.60	政府、機構或社區
OPEN SPACE	52.26	15.32	休憩用地
OTHER SPECIFIED USES	44.06	12.62	其他指定用途
GREEN BELT	52.64	15.43	綠化地帶
MAJOR ROAD ETC.	22.02	6.31	主要道路等
TOTAL PLANNING SCHEME AREA	341.25	100.00	規劃範圍面積

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7條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/K13/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K13/26

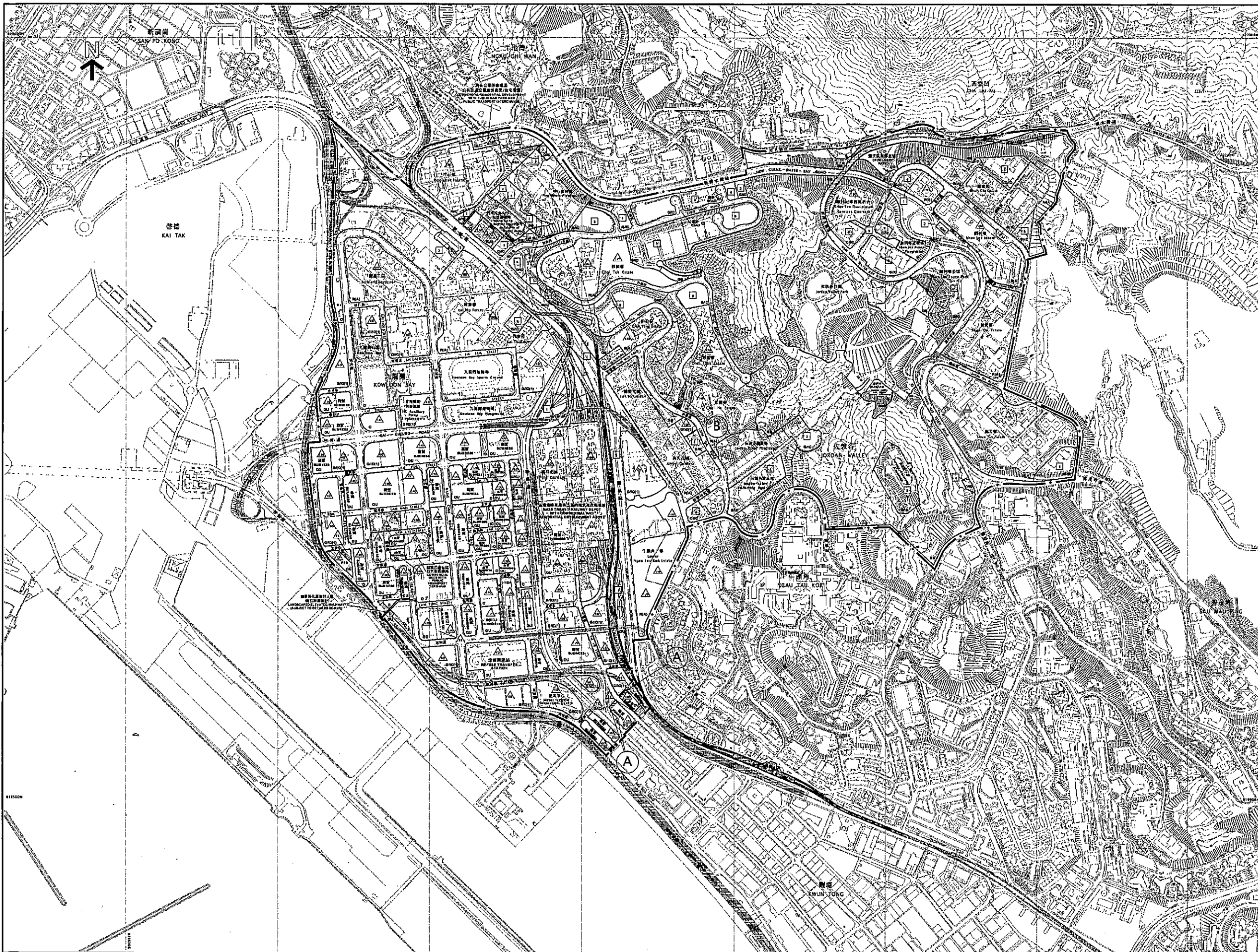
AMENDMENTS EXHIBITED UNDER SECTION 7
OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEM A	[Symbol]	修訂項目 A
AMENDMENT ITEM B	[Symbol]	修訂項目 B

(參看附表)
(SEE ATTACHED SCHEDULE)

規劃署城市規劃委員會展示圖則
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

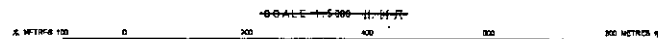
圖則編號
PLAN No. S/K13/27

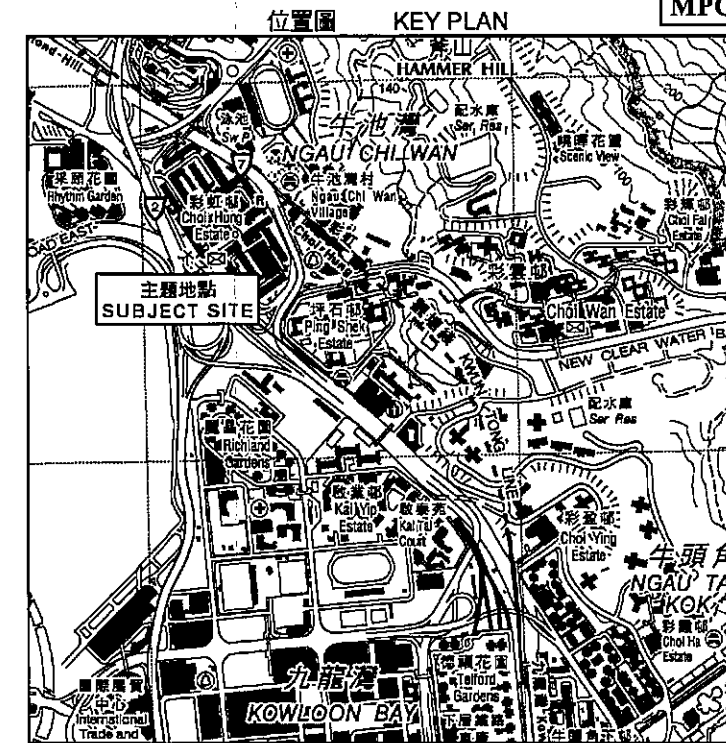
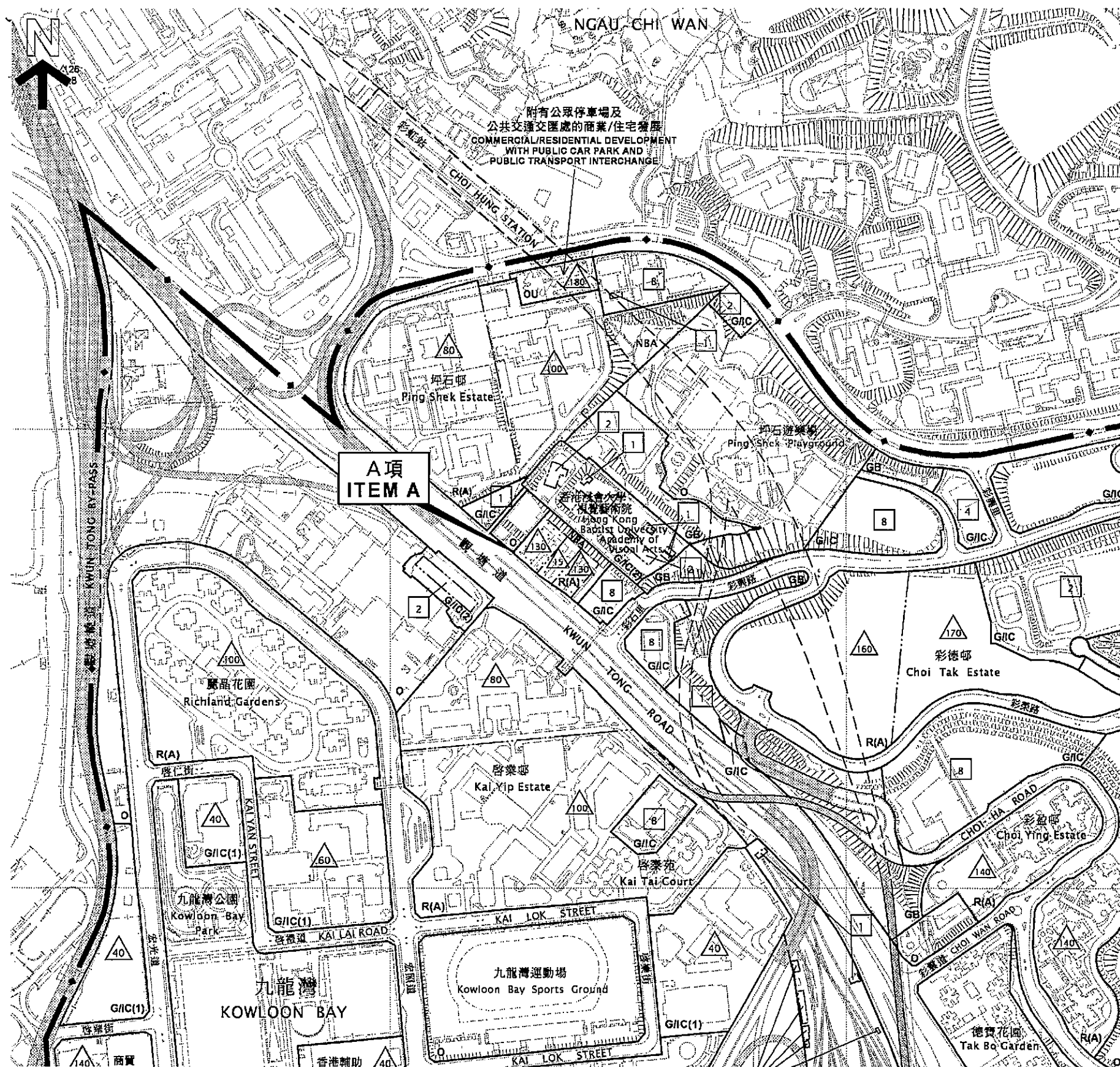


2011年10月14日 按照城市規劃條例第7條展示的
草圖編號 S/K13/26 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K13/26 EXHIBITED
UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON
14 OCTOBER 2011

Signed Ophelia Y. S. WONG 黃碧雲 簽署
SECRETARY 秘書
TOWN PLANNING BOARD 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的牛頭角及九龍灣 (九龍規劃區第13及17區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN





SCALE 1:20 000 比例尺

草圖編號 S/K 13/26 的修訂
AMENDMENT TO DRAFT PLAN No. S/K13/26

根據城市規劃條例第6F(8)條作出的修訂
AMENDMENT MADE UNDER SECTION 6F(8) OF THE TOWN PLANNING ORDINANCE

A項 ITEM A

將最高建築物高度限制由主水平基準上110米修訂為主水平基準上130米
REVISION OF MAXIMUM BUILDING HEIGHT RESTRICTION FROM 110mPD TO 130mPD

(參看附表)
(SEE ATTACHED SCHEDULE)

2012年2月3日根據城市規劃條例第6F(8)條對
草圖編號 S/K 13/26 作出的修訂
AMENDMENT TO DRAFT PLAN No. S/K13/26 MADE UNDER
SECTION 6F(8) OF THE TOWN PLANNING ORDINANCE ON
3 FEBRUARY 2012

Signed Ophelia Y. S. WONG 黃婉嫻 簽署
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

牛頭角及九龍灣分區計劃大綱草圖編號 S/K 13/26 的修訂
AMENDMENT TO DRAFT NGAU TAU KOK & KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/26

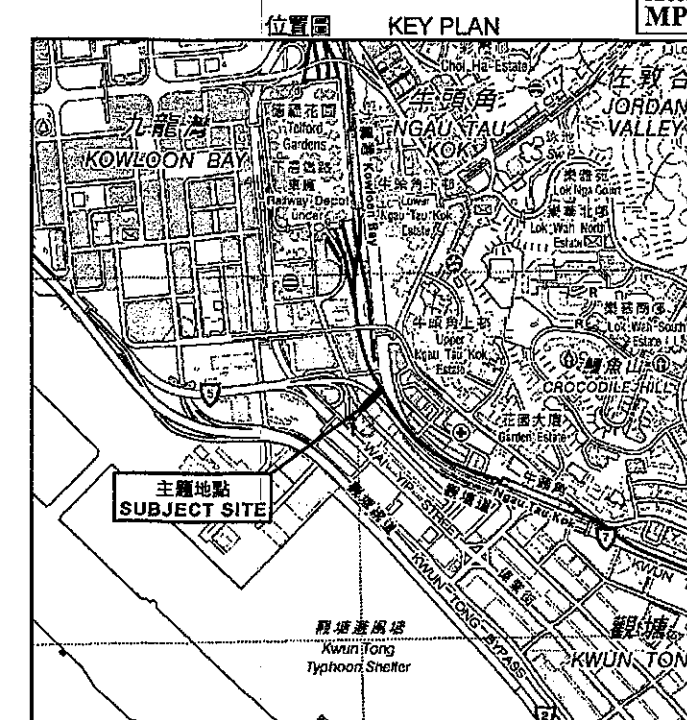
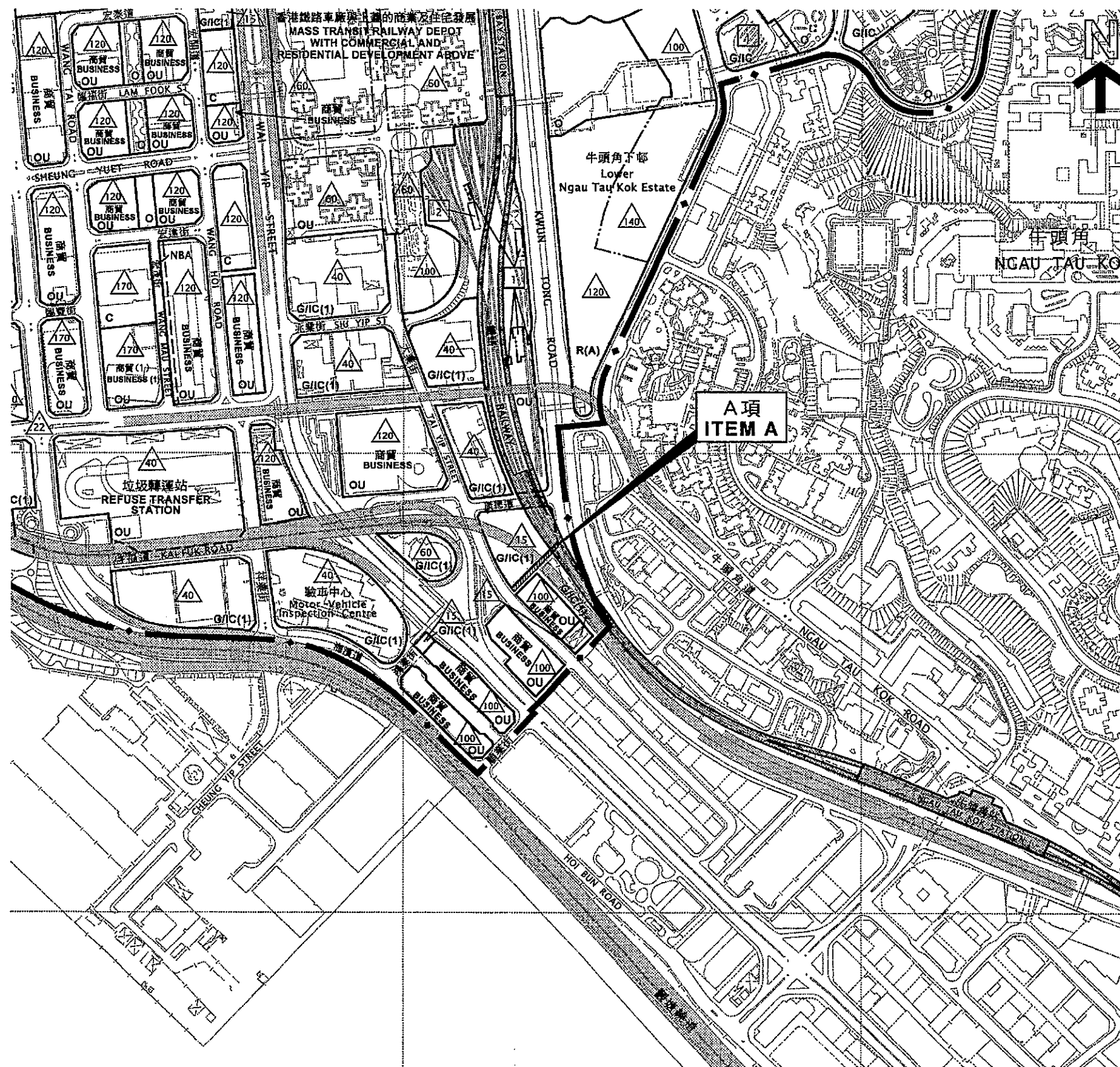
SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 300 400 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. R/S/K13/26 - A2



SCALE 1:20 000 比例尺

草圖編號 S/K 13/27 的修訂
AMENDMENT TO DRAFT PLAN No. S/K13/27

根據城市規劃條例第66條作出的修訂
AMENDMENT MADE UNDER SECTION 66 OF THE TOWN PLANNING ORDINANCE

A項 ITEM A



由「政府、機構或社區(1)」地帶改劃為顯示為「道路」的地方

REZONING FROM "GOVERNMENT, INSTITUTION OR COMMUNITY(1)" TO AN AREA SHOWN AS 'ROAD'

(參看附表)
(SEE ATTACHED SCHEDULE)

2012年7月13日根據城市規劃條例第66條對草圖
編號 S/K 13/27 作出的修訂
AMENDMENT TO DRAFT PLAN No. S/K13/27 MADE UNDER
SECTION 66 OF THE TOWN PLANNING ORDINANCE ON
13 JULY 2012

Ophelia Y. S. WONG *Ophelia Wong* 黃婉嫻
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

牛頭角及九龍灣分區計劃大綱草圖編號 S/K 13/27 的修訂
AMENDMENT TO DRAFT NGAU TAU KOK & KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27

SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 300 400 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. R/S/K13/27 - A2

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	RA(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	RB(B)	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	G/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶

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

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 (樓層數目)
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	2.42	0.71	商業
RESIDENTIAL (GROUP A)	64.12	18.79	住宅 (甲類)
RESIDENTIAL (GROUP B)	4.74	1.39	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	48.94	14.34	政府、機構或社區
OPEN SPACE	52.28	15.32	休憩用地
OTHER SPECIFIED USES	44.28	12.98	其他指定用途
GREEN BELT	52.63	15.42	綠化地帶
MAJOR ROAD ETC.	71.85	21.05	主要道路等
TOTAL PLANNING SCHEME AREA	341.26	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 7 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/K 13/27 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K13/27

AMENDMENTS EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 7 條 展示的修訂
AMENDMENT ITEM A1	修訂項目 A 1 項
AMENDMENT ITEM A2	修訂項目 A 2 項
AMENDMENT ITEM B1	修訂項目 B 1 項
AMENDMENT ITEM B2	修訂項目 B 2 項
AMENDMENT ITEM C	修訂項目 C 項
AMENDMENT ITEM D1	修訂項目 D 1 項
AMENDMENT ITEM D2	修訂項目 D 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牛頭角及九龍灣（九龍規劃區第 13 及 17 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺
* METRES 100 0 200 400 600 800 METRES *

圖則編號
PLAN No. S/K13/27A

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

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/274**

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

NOTES

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

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

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

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/274**

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
RESIDENTIAL (GROUP A)	3
RESIDENTIAL (GROUP B)	6 8
GOVERNMENT, INSTITUTION OR COMMUNITY	8 10
OPEN SPACE	10 12
OTHER SPECIFIED USES	11 13
GREEN BELT	26 28

COMMERCIAL

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

Planning Intention

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

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

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

RESIDENTIAL (GROUP A)

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

- (1) ***On land designated “Residential (Group A)” (“R(A)”) and “R(A)2”, no*** new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (810) and/or (911) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on ***land designated “R(A)” and “R(A)2”***the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (810) and/or (911) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (5) ~~No addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable—~~
- (i) ~~the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or~~
- (ii) ~~the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.~~
- (68) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) ~~and (2) to (3)~~, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (79) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) ~~and (2) to (3)~~, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (810) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) ~~or, (2) or (3)~~ applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) ~~and (2) to (3)~~ above may thereby be exceeded.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- | (~~9~~**11**) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stated in paragraphs (1) to (3) **and (6)** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- | (~~10~~**12**) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and the building gap restriction as stated in paragraph (~~4~~**7**) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Planning Intention

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

Remarks

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

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

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

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.

Remarks

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

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
<u>For “Business” only</u>	
Schedule I: for open-air development or for building other than industrial or industrial-office building [@]	
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (Police Reporting Centre, Post Office only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△]) Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School (excluding free-standing purpose- designed building and kindergarten) Shop and Services Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Non-polluting Industrial Use (not elsewhere specified) Petrol Filling Station School (not elsewhere specified) Social Welfare Facility (excluding those involving residential care) Vehicle Repair Workshop (on land designated “OU(Business)1” only) Warehouse (excluding Dangerous Goods Godown) Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Business” only (Cont'd)

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

Ambulance Depot	Broadcasting, Television and/or Film Studio
Bus Depot	Cargo Handling and Forwarding Facility
Cargo Handling and Forwarding Facility (not elsewhere specified)	(Container Freight Station, free-standing purpose-designed Logistics Centre only)
Eating Place (Canteen only)	Educational Institution (ground floor only)
Government Refuse Collection Point	Industrial Use (not elsewhere specified)
Government Use (not elsewhere specified)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Off-course Betting Centre
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△])	Office (not elsewhere specified)
Office (excluding those involving direct provision of customer services or goods)	Petrol Filling Station
Public Convenience	Place of Entertainment (ground floor only)
Public Transport Terminus or Station	Place of Recreation, Sports or Culture
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Religious Institution (ground floor only)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor)
Recyclable Collection Centre	Training Centre
Research, Design and Development Centre	Vehicle Repair Workshop (not elsewhere specified)
Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)	Wholesale Trade
Utility Installation for Private Project	
Vehicle Repair Workshop (on land designated “OU(Business)1” only)	
Warehouse (excluding Dangerous Goods Godown)	

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods [△], the following use is always permitted :

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” only (Cont'd)

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

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

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

Social Welfare Facility (excluding those involving residential care)

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” only (Cont'd)

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” only (Cont'd)

Remarks (Cont'd)

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

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Railway” only</u>	
Railway Mass Transit Railway Station	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Mass Transit Railway Depot with Commercial and Residential Development Above” only</u>	
<p>Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution (in free-standing purpose-designed building, in a commercial building or in the non-domestic part of a commercial/ residential building only) Exhibition or Convention Hall Flat Government Use (not elsewhere specified) Library Market Mass Transit Railway Depot Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution School (in free-standing purpose-designed school building, in a commercial building or in the non-domestic part of a commercial/residential building only) Shop and Services (not elsewhere specified) Social Welfare Facility Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Educational Institution (not elsewhere specified) Government Refuse Collection Point Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Recyclable Collection Centre School (not elsewhere specified) Shop and Services (Motor-vehicle Showroom only)</p>

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Commercial Uses with Public Transport Terminus” only</u>	
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Hospital Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Wholesale Trade

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

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

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Refuse Transfer Station” only</u>	
Refuse Transfer Station	Eating Place (Canteen only) Industrial Use Government Use (not elsewhere specified) Utility Installation not Ancillary to the Specified Use Warehouse (excluding Dangerous Goods Godown)

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Petrol Filling Station” only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the Specified Use

Planning Intention

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

Remarks

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

For “Landscaped Elevated Walkway” only

Landscaped Elevated Walkway
Government Use

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Open Lorry Park” only

Open Public Vehicle Park (lorry only)	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

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

Remarks

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

GREEN BELT

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

Planning Intention

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

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/274**

EXPLANATORY STATEMENT

KOWLOON PLANNING AREAS NO. 13 & 17

**DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/274**

<u>Contents</u>	<u>Page</u>
1. INTRODUCTION	1
2. AUTHORITY FOR THE PLAN AND PROCEDURES	1
3. OBJECT OF THE PLAN	3
4. NOTES OF THE PLAN	3
5. THE PLANNING SCHEME AREA	34
6. POPULATION	4
7. BUILDING HEIGHT RESTRICTIONS IN THE AREA	4
8. NON-BUILDING AREAS AND BUILDING GAPS	78
9. LAND USE ZONINGS	1011
9.1 Commercial	1011
9.2 Residential (Group A)	1112
9.3 Residential (Group B)	1314
9.4 Government, Institution or Community	1415
9.5 Open Space	1617
9.6 Other Specified Uses	1718
9.7 Green Belt	2022
10. COMMUNICATIONS	2122
11. UTILITY SERVICES	2123
12. CULTURAL HERITAGE	2123
13. IMPLEMENTATION	2224

KOWLOON PLANNING AREAS NO. 13 & 17

DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/274

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/274. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

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

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

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

- 2.10 On _____, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/28 (the Plan), mainly incorporating the amendments to rezone a site at Choi Hing Road from “G/IC” and an area shown as ‘Road’ to “R(A)1”; a site at the junction of Choi Hing Lane and Choi Hing Road from “G/IC” and “Green Belt” (“GB”) to “R(A)1”; a site at Choi Wing Road from “G/IC” to “R(A)2”; and a piece of land bounded by Shun Yip Street and Hung Yip Street from an area shown as ‘Road’ to “OU(Business)” was exhibited for public inspection under section 7 of the Ordinance.

3. **OBJECT OF THE PLAN**

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

4. **NOTES OF THE PLAN**

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

website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

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

6. POPULATION

According to the ~~2006~~ **2011** Population *Census* ~~By Census~~, the population of the Area was about ~~158,100~~ **149,404** persons. If the planned uses on the Plan are developed, the planned population of the area would be about ~~188,900~~ **183,362** persons. ~~The forecast increase in population is mainly due to the implementation of the proposed public housing developments including Lower Ngau Tau Kok Estate Redevelopment, Choi Tak Estate, Choi Fook Estate and Choi Ying Estate.~~

7 BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In taking forward the Study of Urban Design Guidelines for Hong Kong (2003), proposals for building height restrictions for the Kowloon Bay and Kwun Tong Business Areas have been prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment. In February 2005, subsequent to the study of “Building Height Restrictions for Kwun Tong and Kowloon Bay Business Areas”, building height restrictions for various zones in the Kowloon Bay Business Area (KBBA), i.e. the area mainly bounded by major roads of Kwun Tong By-pass, Kwun Tong Road, Kai Cheung Road and Shun Yip Street, were incorporated in the draft OZP No. S/K13/22.
- 7.2 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public aspirations for greater certainty and transparency in the statutory planning system and to meet the growing community aspirations for a better living environment, the Kowloon OZPs are subject to revisions to incorporate appropriate building height restrictions to guide future development/ redevelopment. In the absence of building height control, excessively tall buildings may proliferate at random

locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes such as the public view to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for all development zones (outside KBBA) on the Plan.

- 7.3 The Area falls within the view fan of Quarry Bay Park vantage point and partly within the view fan of Hong Kong Convention and Exhibition Centre (HKCEC) New Wing vantage point. In main, the building height restrictions are to preserve the views to the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak, taking into account the Urban Design Guidelines, natural topography, local area context and characteristics, local wind environment, the existing building height profile, the building height of the developments in the adjoining planning areas as well as visual compatibility of building masses in the wider setting. There are ~~eleven~~**twelve** building height bands including 15 metres above Principal Datum (mPD), 40mPD, 60mPD, 80mPD, 100mPD, 120mPD, 130mPD, 140mPD, **150mPD**, 160mPD, 170mPD and 180mPD adopted for the “C”, “R(A)”, **“R(A)1”**, **“R(A)2”**, “R(B)”, “G/IC(1)”, “G/IC(3)” and “OU” zones.
- 7.4 The four height bands of 100mPD, 120mPD, 140mPD and 170mPD for the “C”, “OU(Business)” and “OU(Commercial Uses with Public Transport Terminus)” zones in KBBA are to preserve a minimum of 20% building-free zone of Kowloon Ridgelines from Quarry Bay Park vantage point but allowing punctuation effect at the saddle of Sha Tin Pass and to preserve the distinguished backdrop of Kowloon Peak from HKCEC New Wing vantage point. These height limits would also help to create a discernible townscape, to accentuate a high-rise business node in the southern part of KBBA, to reinforce the business image of the area flanking along Kwun Tong By-pass and ~~the future Kai Tak Development~~, and to avoid extreme height contrast with the adjacent Telford Gardens while allowing greater visual penetration to the Victoria Harbour from the inland area of Ngau Tau Kok. For the southern part of KBBA, a height limit of 100mPD is imposed to conform to the height profile of the Kwun Tong Business Area. The high-rise business cluster of 170mPD in KBBA steps down gradually to the medium-rise residential developments at its fringes including Kai Yip Estate, Richland Gardens and Telford Gardens, which are subject to varying height bands of 60mPD, 80mPD and 100mPD.
- 7.5 There is one local view corridor towards the Lion Rock in the Area from the view point at the pedestrian footbridge at Kwun Tong Road near Choi Ying Place. This view corridor opens up a mountainous vista of the Lion Rock in the far northwest via a belt of various “R(A)”, “G/IC” and ~~“Open Space”~~**“(O)”** uses on both sides of Kwun Tong Road. In order to preserve the local view corridor, medium-rise developments/redevelopments are intended along both sides of the section of Kwun Tong Road from Ping Shek Estate to Choi Wan Road including Kai Yip Estate (maximum height bands of 80mPD and 100mPD), Kai Tai Court (a maximum height band of 100mPD) and Ping Shek Estate (maximum height bands of 80mPD and 100mPD).
- 7.6 The high-rise cluster of residential developments includes ~~the proposed~~ Lower

Ngau Tau Kok Estate ~~Redevelopment~~ which is subject to maximum height bands of 100mPD, 120mPD and 140mPD, and the private housing developments along Ngau Tau Kok Road which are subject to a maximum building height of 120mPD. The **area to the north of former** Lower Ngau Tau Kok Estate, which is in close proximity to the Mass Transit Railway (MTR) Kowloon Bay Station, will be redeveloped for ~~a high-rise development with a~~ Cross District ~~Cultural~~ Community **Cultural** Centre (CDCCC) and district open space. The proposed **CDCCC, the district open space redevelopment**, together with ~~the~~ **Lower Ngau Tau Kok Estate** and Upper Ngau Tau Kok Estate (which falls within Kwun Tong (South) OZP), will form a high-rise residential cum civic node in the area and optimise the development potential by capitalising the good accessibility of the MTR Kowloon Bay Station.

- 7.7 Another high-rise cluster of residential developments can be found on the western platform of Jordan Valley, which is covered by “Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley” conducted by the ~~then~~ Civil Engineering and Development Department in 1997 to examine the development potential of the area for residential and GIC purposes. The study recommended preservation of the visual amenity of the Jordan Valley ridgeline and development of high-rise residential buildings (40-storey) on the western platforms at 20mPD, 40mPD and 60mPD, forming a 3-tier height profile against the natural backdrop of the ridgeline. The **completed** residential developments on the western platform of Jordan Valley ~~include~~ **including Choi Ha Estate, Choi Ying Estate, Choi Tak Estate and Choi Fook Estate, and a site reserved for residential development at Choi Wing Road** ~~the completed Choi Ying and Choi Ha Estates, and the proposed Choi Tak and Choi Fook Estates, which~~ are subject to maximum height bands of 140mPD, 160mPD and 170mPD. **Two sites reserved for residential development at Choi Hing Road are subject to a maximum building height of 150mPD.** The building height bands generally follow the gradually slope-up terrain of the cluster.
- 7.8 The eastern platform of Jordan Valley near the foothill of Kowloon Peak is currently occupied by Shun Lee Estate, Shun On Estate, Shun Tin Estate, Shun Chi Court and Shun Lee Disciplined Services Quarters. This area should be kept as medium-rise developments with height limits at the level of New Clear Water Bay Road so as to maintain an open vista along the southern side of ~~the~~ **New** Clear Water Bay Road, and preserve the public view and amenity of the area as far as possible.
- 7.9 Building height restrictions are also imposed for the “G/IC” and its sub-zones, “OU (Refuse Transfer Station (RTS))” and “OU (Petrol Filling Station (PFS))” zones in terms of mPD or number of storeys, which mainly reflect the existing building heights of the developments. Due regard has also been given to the nature of the existing facilities/uses on the sites, the existing development intensity and their respective as-built conditions, and the need to cater for the wide variety of their operational requirements and uses. Unless there are committed proposals for known developments or a need to meet the minimum height requirement, the existing “G/IC” and its sub-zones, “OU(RTS)” and “OU(PFS)” sites will broadly be kept to their existing heights to serve as spatial and visual relief to the densely built-up area.

- 7.10 In general, low-rise GIC developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for GIC facilities with specific functional requirements. However, for GIC developments falling within KBBA and other visually prominent locations and major breathing spaces where more stringent height controls are warranted, and higher developments usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.
- 7.11 Within the KBBA, building height restrictions of 15mPD, 40mPD and 60mPD are imposed on sites zoned “G/IC(1)”, so as to provide visual relief within a high-rise and high-density environment, to provide diversity of building heights, to avoid significant adverse visual impact to the adjoining residential developments, and for “G/IC(1)” sites in the south-eastern part of KBBA, to maintain visual access to the harbour from the inland area.
- 7.12 An Expert Evaluation (EE) on air ventilation assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.
- 7.13 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvement;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability;
 - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
 - (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

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

8. **NON-BUILDING AREAS AND BUILDING GAPS**

- 8.1 According to the findings of the AVA, the prevailing wind of the Area comes from the north-easterlies, easterlies and south-easterlies, while the summer winds are mainly easterlies, south-easterlies, southerlies and south-westerlies. The KBBA includes some open spaces and “G/IC” sites whilst the Ngau Tau Kok Valley comprises vast open spaces and green belts, all serve as air ventilation pockets. The Ngau Tau Kok area is adjacent to Kowloon Peak in the north and Tan Shan to the east thus enjoys downhill valley wind towards the lowland adjoining the Victoria Harbour.
- 8.2 For KBBA, Kai Cheung Road is a main east-west breezeway in the area. Wang Tai Road/Lam Wah Street and Sheung Yuet Road leading from Telford Gardens also form major breezeways bringing wind from the east to the west. The main north-south breezeways in the area include Wang Kwong Road, Wang Chiu Road, Wang Tai Road, Wang Hoi Road, Wai Yip Street, the linear “O” zone extending from Kai Cheung Road in the north to Wang Yuen Street in the south. For Ngau Tau Kok ~~area~~/Jordan Valley area, the main east-west breezeways are New Clear Water Bay Road and Sau Mau Ping Road whereas the main north-south breezeways are Kwun Tong Road and Ngau Tau Kok Road. There are also southwest-northeast breezeways which include the Jordan Valley, Ngau Tau Kok Road, Lee On Road, Shun Chi Street and Shun Lee Tsuen Road. Southeast-northwest breezeways include Ngau Tau Kok Road, Choi Ha Road and Shun On Road.
- 8.3 The existing open areas in the form of green belts, open space, patches of green slopes and low-rise GIC developments, which are important ventilation pockets in the Area, should be maintained to allow wind penetration. As KBBA is the gateway to sea breeze, it is essential that the “G/IC” and “OU” sites at the waterfront should be maintained as low-rise, i.e. 40mPD or below, to allow permeability of sea breeze to KBBA.
- 8.4 KBBA is currently occupied by low-rise to medium-rise industrial and industrial-office buildings with narrow roads. The business area is planned for ~~middle~~**medium**-rise to high-rise commercial and industrial buildings (120mPD to 170mPD). Given the maximum building height and the width of the blocks, the negative impact on air ventilation cannot be mitigated unless effective road spacing (measured from building facade-to-facade) is increased from 10m-25m to 30m or beyond. The AVA Study recommends that the urban linear parks and open space should be maintained as well as practical setbacks from the roads and building gaps should be introduced within KBBA, which can improve the permeability of sea breeze towards Kowloon Bay and the overall air ventilation in KBBA.
- 8.5 As for large-scale medium-rise/high-rise residential developments at the fringes

of KBBA and within Ngau Tau Kok/Jordan Valley area, which is a hilly area, there are no significant negative air ventilation impacts due to the abundant provision of open space, green belt and/or low-rise GIC developments in the vicinity. Nevertheless, the layout and disposition of building blocks of the existing/proposed residential developments on certain sites may have some negative impacts on the local air ventilation.

- 8.6 Taking into account the findings of the AVA Study *and other site-specific AVA*, the following mitigation measures including ~~non-building areas (NBAs)~~ and building gaps have been incorporated into the Plan:

NBAs and building gaps in areas within KBBA

- (a) A 5m-wide NBA is designated from the lot boundary of the “OU(Business)” zone abutting the eastern side of Wang Mau Street, i.e. Yip On Factory Estate (~~which is an old Government factory building~~) so as to extend the breezeway of the linear open space from Kai Cheung Road southward to Sheung Yee Road upon redevelopment of the lot. This NBA helps to improve the air ventilation in KBBA.
- (b) A minimum of 3m-wide NBA is designated from the lot boundaries within the “G/IC(1)”, “O”, “OU(Business)” and “OU(RTS)” zones abutting both sides of Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road). These NBAs, upon development/redevelopment of the lots, could help improve the effectiveness of the two roads functioning as major breezeways as well as create a pleasant pedestrian environment by allowing street planting on wider pavement in KBBA.
- (c) A 15m-wide strip of NBA is designated at the southern boundary of the “G/IC(1)” site for ~~a proposed International~~ **the Hongkong Post Central Mail Centre** at Wang Chin Street. ~~The site is currently a vacant Government land and the~~ NBA will serve as an extension of Lam Wah Street to funnel easterlies and sea breeze in KBBA.
- (d) ***A strip of land along Shun Yip Street at the south-eastern periphery of the “OU(Business)” zone at the junction of Wai Yip Street and Shun Yip Street is designated as a NBA to enhance the wind performance at pedestrian level.***
- (e)
- (d) Three strips of land within the “C”, “OU(Business)” and “OU(Commercial Uses with Public Transport Terminus)” zones from Lam Hing Street to Sheung Yuet Road with widths of 15m and 16m, taking into account the variation of lot boundaries, are demarcated as building gaps where no building shall exceed a maximum building height of 22mPD (the height of the existing bus depot). This building gap, upon development/redevelopment of the lots, helps to extend the breezeway of Sheung Yee Road and improve wind permeability in KBBA.
- (f)
- (e) A 15m-wide strip of land within the “OU(Business)2” sub-zone from Lam Fung Street to Sheung Yee Road is demarcated as a building gap where no building shall exceed a maximum building height of 22mPD (which tallies

with the building height of other building gaps in KBBA). This building gap, upon redevelopment of the lot, would help to open up the wind corridor for the incoming sea breeze in the south, which permeates to other parts of KBBA.

NBAs and building gaps in areas outside KBBA

(g)

(+/-) The existing north-eastern vegetated slopes within the “R(A)” zone of Ping Shek Estate is designated as a NBA in order to maintain the existing vegetated slopes, together with the adjacent “~~Green Belt~~” (“GB”) zone and Ping Shek Playground, as a green and air ventilation pocket in the area.

(h)

(+/-) The existing slopes at the eastern periphery of the “R(B)” zone of Shun Chi Court is designated as a NBA to preserve the vegetated slopes as an extension of the “GB” zone and as an air ventilation pocket.

(i)

(+/-) Two 10m-wide NBAs are designated along the north-eastern and south-eastern lot boundaries of the “R(A)” zone of Kai Tak Mansion, which are currently occupied by retaining wall and vehicular access. A 20m-wide strip of land is also demarcated in the middle part of the site as a building gap where no building shall exceed a maximum building height of 15mPD. These NBAs and building gap help to encourage downdraft to reach the ground level and improve permeability of prevailing winds in the Area upon future redevelopment of the site.

(j)

(+/-) Three strips of lands are demarcated as building gaps within “OU(Mass Transit Railway Depot with Commercial and Residential Development Above)” zone of Telford Gardens. Two 22m-wide building gaps, running in east-west direction where no building shall exceed a maximum building height of 22mPD, could serve as wind corridors connecting air paths of Wang Tai Road and Sheung Yuet Road to Kwun Tong Road. Another 15m-wide building gap runs in north-south direction from Kai Cheung Road to Tai Yip Street where no building shall exceed a maximum building height of 22mPD. The building height of 22mPD is the height of the existing MTR depot. These building gaps are to be provided upon future redevelopment of Telford Gardens.

8.7 The above NBAs and building gaps should be incorporated upon development and redevelopment of the sites. As the designation of NBAs is primarily for the purpose of above ground air ventilation, the NBA requirements will not apply to underground developments. Moreover, minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the NBA and building gap restrictions as shown on the Plan or stipulated in the Notes of the Plan under exceptional circumstances.

8.8 In general, future developments/redevelopments where podia are allowed are encouraged to provide setback from site boundary, recess the lower floors from key wind corridors, delineate NBAs, and adopt suitable building design measures to minimize any possible adverse impacts, which include small-scale and permeable podium, wider building gaps, and aligning podium edge to the building edge in order to create downwash to reach pedestrian level.

- 8.9 In addition, the AVA Study recommends layouts for building disposition in major private and public housing and commercial developments of KBBA in the Area for future redevelopment of the sites. The general principles for the building disposition are to reduce obstruction to prevailing winds and maximize open courtyard within the estates as well as open up the wind corridors in KBBA in order to improve air ventilation and permeability in the Area. Reference should be made to the layouts for the building disposition of specific sites recommended in the AVA Study.
- 8.10 For specific sites including the public housing developments of Ping Shek Estate, Choi Tak Estate and Lower Ngau Tau Kok Estate, where large-scale development or redevelopment may be possible, detailed AVAs on a site-by-site basis should be undertaken and addressed in the planning briefs upon redevelopment of these estates.

9. LAND USE ZONINGS

9.1 “Commercial” (“C”) - Total Area 2.42 ha

- 9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place.
- 9.1.2 A number of sites at suitable locations in Kowloon Bay have been zoned for this purpose. Within the developments, a range of commercial facilities such as banks, offices, restaurants, fast food shops and retail shops can be provided. Some developments will also incorporate multi-storey car parks for vehicles visiting the Kowloon Bay area.
- 9.1.3 A maximum plot ratio of 12.0 is imposed on the commercial sites so as not to aggravate the existing traffic problems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.1.4 Developments and redevelopments within the “C” zone are subject to maximum building heights from 120mPD to 170mPD as stipulated on the Plan. A 16m-wide building gap, where no building shall exceed a maximum building height of 22mPD, taking into account the lot boundary, is designated on the western boundary of the “C” site to the east of Lam Wah Street Playground to improve air ventilation of the Area.
- 9.1.5 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

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

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

9.2 “Residential (Group A)” (“R(A)”) - Total Area ~~62.22~~ 64.12 ha

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

9.2.2 Existing public rental housing estates including Kai Yip Estate, Ping Shek Estate, Shun Lee Estate, Shun On Estate, Shun Tin Estate, Choi Ha Estate ~~and, Choi Fook Estate, Choi Ying Estate and Choi Tak Estate~~ are within this zone. They are covered by six height bands of 80mPD, 100mPD, 140mPD, 160mPD, 170mPD and 180mPD. For Ping Shek Estate, a maximum building height of 80mPD is imposed for the western part of the estate, stepping up to 100mPD in the eastern part of the estate *while the green slopes at the north-eastern portion of Ping Shek Estate are designated as NBA to maintain air ventilation in the area.* Kai Yip Estate is subject to height bands of 80mPD in the north and 100mPD in the south ~~whereas~~. Choi Ha Estate *and Choi Ying Estate are* subject to a height band of 140mPD. *Western part of Choi Tak Estate is subject to a building height restriction of 160mPD while Choi Fook Estate and eastern part of Choi Tak Estate are subject to a maximum building height of 170mPD. Lower Ngau Tau Kok Estate is subject to three height bands of 100mPD, 120mPD and 140mPD.* For the housing estates at the foothill of the Kowloon Peak near New Clear Water Bay Road, Shun Lee Estate is subject to height limits of 170mPD and 180mPD, whereas Shun Tin Estate is 160mPD and 170mPD and Shun On Estate is 180mPD. ~~The green slopes at the north-eastern portion of Ping Shek Estate are designated as NBA to maintain air ventilation in the area.~~

9.2.3 *Two sites at Choi Hing Road are zoned “R(A)1” and subject to a maximum domestic and non-domestic plot ratio of 6.0 and 1.0 respectively. A building height restriction of 150mPD is imposed to create a stepped building height profile progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline. To enhance the air ventilation of the locality, building gap in north-south or northeast-southwest direction shall be provided in the central part of the western “R(A)1” zone. A NBA shall be also provided at the northern part of the eastern “R(A)1” zone to widen the air path along New Clear Water Bay Road.*

9.2.4 A site at Choi Wing Road is zoned “R(A)2” and subject to the same height band of the adjoining Choi Fook Estate, i.e. 170mPD. An indoor recreation centre shall be provided within this sub-zone.

~~9.2.3 There are three proposed public housing developments in Ngau Tau Kok area. Two sites along the platforms leading from Choi Wan Road, i.e. Choi Tak and Choi Fook Estates, are under construction. Choi Tak Estate is subject to building height limits of 160mPD and 170mPD whereas Choi Fook Estate is 170mPD. Another site is Lower Ngau Tau Kok Estate Redevelopment subject to three height bands of 100mPD, 120mPD and 140mPD.~~

9.2.5

~~9.2.4~~ Within large housing developments, there is a wide range of low-rise free-standing GIC facilities including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car park, shopping centres and markets serving the residents of the estates. Such low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings shall result in a total development and/or redevelopment in excess of the height of the existing building. All public housing estates are governed by planning briefs. The layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects upon future redevelopment of the estates.

9.2.6

~~9.2.5~~ Existing Private Sector Participation Scheme development of Richland Gardens and Home Ownership Scheme (HOS) development of Kai Tai Court are subject to a height band of 100mPD. As for existing private residential developments abutting Ngau Tau Kok Road including Amoy Gardens, Tak Bo Garden as well as those in their vicinity, a height band of 120mPD is imposed.

9.2.7

~~9.2.6~~ In regard to the existing low-rise residential development of Kai Tak Mansion, a maximum building height of 130mPD is imposed for the site. Two 10m-wide NBAs along the north-eastern and south-eastern lot boundaries are designated and a 20m-wide strip of land in the middle of the lot is also demarcated as a building gap where no building shall exceed a maximum building height of 15mPD. These measures are to encourage the prevailing winds to permeate, to minimize adverse air ventilation impact on the surrounding low-rise buildings, to reduce possible wall effect on its neighbourhood in particular the ~~two~~ **Grade 1 historical-historic buildings within the site of ex-Royal Air Force (RAF) Station (Kai Tak) Officers’ Quarters Compound, namely RAF Officers Mess and Annex Block No. 2** and the nearby school as well as to partially open up the view of the ~~Grade 1 historical-graded historic~~ **buildings** at its back to the public at street level.

9.2.8

~~9.2.7~~ In the consideration of the overall transport, environmental and

infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the ~~gross floor areas~~ (GFAs) for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.

9.2.9

~~9.2.8~~ In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

9.2.10

~~9.2.9~~ For large housing development sites, it is necessary to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and improve the air ventilation at street level.

9.2.11

~~9.2.10~~ To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.

9.2.12

~~9.2.11~~ However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

9.2.13

~~9.2.12~~ Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.3 “Residential (Group B)” (“R(B)”) - Total Area 4.74 ha

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

9.3.2 Shun Chi Court, a HOS, is the only site zoned for this purpose. This zone is intended for medium-density residential development. Under this zoning, commercial uses are prohibited unless otherwise approved by the Board under the planning permission system. Developments

within this zone are subject to a maximum GFA of 89,800m². It is also subject to a maximum building height of 170mPD so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenities of the area.

- 9.3.3 The existing green slopes along the eastern boundary of Shun Chi Court are designated as NBA to maintain air ventilation in the area.
- 9.3.4 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.
- 9.3.5 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restriction may be considered by the Board on application under section 16 of the Ordinance.

9.4 “Government, Institution or Community” (“G/IC”) - Total Area ~~50.83~~**48.94** ha

- 9.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. These low-rise and low-density GIC developments should serve as spatial and visual relief within the high-rise densely built-up urban area.
- 9.4.2 Major existing developments in this zone, which are mainly located in Ngau Tau Kok/Jordan Valley area, are subject to maximum building height in terms of number of storeys varying from one storey to nine storeys (excluding basement floor(s)). They include a number of primary and secondary schools, a special school, Jordan Valley **Swimming Pool** ~~Leisure Pool Complex~~, Shun Lee Tsuen Sports Centre cum Shun Lee Tsuen Park, a fire station, service reservoirs, electricity substations (ESS), and a MTR vent shaft to the northeast of Ping Shek Estate. Sam Shan Kwok Wong Temple to the south of Ping Shek Estate, which is a ~~one-storey~~ Grade 3 ~~historical~~ **historic** building, is also zoned “G/IC” **and subject to a maximum building height of 1 storey.**
- 9.4.3 ~~In addition,~~ **For major planned GIC developments in Ngau Tau Kok/Jordan Valley area,** sites are reserved along ~~Choi Wan Road/Choi Hing Road and Jordan Valley~~ for the provision of a ~~number of primary and secondary schools,~~ and a special school to meet educational need of the district, as well as a ~~service reservoir~~ **extension**, a ~~salt water pumping station,~~ an ESS **and** a social welfare facility ~~and an indoor recreation centre~~ to serve both the new developments and the wider district.

9.4.4

9.4.3 “G/IC(1)” sites are mainly located within KBBA subject to three height bands of 15mPD, 40mPD and 60mPD. The existing and planned utility facilities include ESS, ~~PFS,~~ **and** a proposed latrine and refuse collection point at Wang Chin Street are subject to a building height band of 15mPD.

9.4.5 Major existing “G/IC(1)” developments, which are subject to a building height band of 40mPD, include educational facilities of four primary schools, one secondary school, one pre-vocational school near Kai Yip Estate and Richland Gardens and three training centres for construction and clothing industries at Tai Yip Street; Government facilities of Hong Kong Auxiliary Police Force Headquarters at the junction of Wang Chiu Road and Kai Cheung Road, Kowloon Bay Fire Station at Kai Cheung Road, **Kowloon East Police Operational Base**, Ngau Tau Kok Sub-divisional Police Station and **Ngau Tau Kok** Ambulance Depot located along Siu Yip Street, the ~~Motor Vehicle Inspection Centres~~ **motor vehicle examination centres** at the junction of Cheung Yip Street and Hoi Bun Road; ~~and~~ utility facilities of an ESS cum pump house along Wang Kwong Road, ~~and~~ a telephone exchange at Siu Yip Street **as well as the Hongkong Post Central Mail Centre at the junction of Wang Chin Street and Lam Hing Street; and the international school at the junction of Wang Kwong Road and Kai Cheung Road. A 15m-wide NBA is designated at the southern boundary of the Hongkong Post Central Mail Centre so as to funnel easterlies and sea breeze to the KBBA.**

9.4.6

9.4.4 Existing developments of Kowloon Bay Health Centre and **Alice Ho Miu Ling Nethersole Nursing Home and nearby schools** at Kai Yan Road, Hong Kong University Space Community College ~~HKU School of Professional and Continuing Education Kowloon East Campus~~ at Wang Hoi Road and Water Supplies Department Kowloon Bay ~~Regional Building Office~~ at Wai Yip Street, are also zoned “G/IC(1)” subject to a height band **maximum building height** of 60mPD.

9.4.7

9.4.5 Major planned developments zoned “G/IC(1)” with a building height of 40mPD **within KBBA** include the ~~proposed international school at the junction of Wang Kwong Road and Kai Cheung Road,~~ a proposed police vehicle pound at the junction of Wang Chiu Road and Sheung Yee Road, ~~the proposed International Mail Centre at Wang Kee Street,~~ ~~the~~ **and a** proposed religious institution at the junction of Wang Kwong Road and Kai Wah Street, ~~and the proposed Cross District Community Cultural Centre at the northern part of the former Lower Ngau Tau Kok Estatesite.~~ A 15m-wide NBA is designated at the southern boundary of ~~the proposed International Mail Centre so as to funnel easterlies sea breeze to the KBBA.~~

9.4.8

9.4.6 A minimum of 3m-wide NBA(s) from the lot boundaries zoned “G/IC(1)” abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road to Kai Fuk Road) shall be provided.

9.4.9 *The site to the north of Lower Ngau Tau Kok Estate reserved for the proposed CDCCC is also zoned “G/IC(1)” and subject to a maximum building height of 40mPD.*

9.4.10

~~9.4.7~~ Two sites *at Kwun Tong Road near Ping Shek Estate* are zoned “G/IC(2)”. One of the sites is ~~ex-Royal Air Force (RAF)~~ *ex-RAF Station (Kai Tak)* Officers’ Quarters Compound located at the southeast of Ping Shek Estate, within which there are two Grade 1 ~~historical~~ *historic* buildings, namely RAF Officers Mess and ~~an~~ Annex Block No. 2. The site is currently occupied by the Academy of Visual Arts of Hong Kong Baptist University and is subject to *a maximum building height limits* of 1 to 2 storeys. Another site is located to the north of Kai Yip Estate along Kwun Tong Road, in which the Grade 1 Headquarters Building of ex-RAF *Station (Kai Tak)* is located within the site. The site is now being occupied by the Caritas Family Crisis Support Centre and is subject to a *maximum building height limit* of 2 storeys. In order to preserve the ~~historical~~ *historic* buildings in-situ, any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing ~~historical~~ *historic* buildings requires planning permission from the Board. No demolition or redevelopment of the existing ~~historical~~ *historic* buildings is allowed.

9.4.11

~~9.4.8~~ Cheerful Court, which is a senior citizen residence located at Choi Ha Road, is zoned “G/IC(3)”. Development/redevelopment within this zone is subject to a maximum GFA of 16,500m² for domestic use and 4,125m² for non-domestic use, and a maximum building height of 100mPD to reflect the completed development.

9.4.12

~~9.4.9~~ This zoning also covers some of the existing schools, adjacent ball courts, local open space and refuse collection point within public housing estates, which are common facilities shared by the schools and residents of the estates.

9.4.13

~~9.4.10~~ Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.

9.4.14

~~9.4.11~~ Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.5 “Open Space” (“O”) - Total Area 52.28 ha

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

9.5.2 Major existing open space include Ping Shek ***Playground*** Recreation Ground, Kowloon Bay ***Playground, Kowloon Bay Park***, Recreation Ground, ~~Kowloon Bay Sports Ground~~, Jordan Valley ***Playground*** Recreation Ground, Jordan Valley Park, ***Shun Lee Tsuen Playground*** and various parks and sitting-out areas in Ngau Tak Kok Area and KBBA. ***The open space bounded by Wang Chiu Road, Lam Fung Street, Sheung Yee Road and Sheung Yuet Road with the Construction Industry Council Zero Carbon Building was completed. In relation to the housing developments at Choi Fook Estate and Choi Ying Estate, two sites to the north and west of Choi Ha Estate and a site at the junction of Kwun Tong Road and Choi Wan Road have been developed as Choi Wing Road Park, Choi Hei Road Park and Choi Wan Road Sitting-out Area respectively.***

9.5.3 There are a number of sites reserved ~~in KBBA~~ for open spaces. In particular, a large site has been reserved for the development of the proposed Kai Tak Recreation Ground, which is a district open space, at Wang Chiu Road to the north of Richland Gardens. Several sites including ~~two near the junction of~~ ***one bounded by Kai Fuk Road, Sheung Yee Road and Wang Tung Street*** ~~Lam Fung Street~~, one to the north of Wang Tai Road, and one to the north of Wang Mau Street have also been reserved for local open spaces. ~~In relation to the proposed housing developments near Choi Wan Road and Jordan Valley, two sites to the east and the west of Choi Ha Estate have been developed for open space of the Choi Wing Road Park and Choi Hei Road Park respectively while a site at the junction of Choi Wan Road and Kwun Tong Road is reserved for open space purpose. A site to the north of Lower Ngau Tau Kok Estate Redevelopment~~ ***to the south of Fuk To Street adjacent to Lower Ngau Tau Kok Estate*** is also reserved for district open space.

9.5.4 Local open spaces are provided within the public housing estates, HOS developments, private comprehensive residential developments and Kowloon Bay area to serve the residents and working population in the Area.

9.5.5 A minimum of 3m-wide NBA(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

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

9.6 “Other Specified Uses” (“OU”) - Total Area 44.0844.28 ha

9.6.1 This zoning covers land allocated for specific uses which include Business, Railway, Mass Transit Railway Depot with Commercial and Residential Development Above, Commercial Uses with Public Transport Terminus, Commercial/Residential Development with Public

Car Park and Public Transport Interchange, Refuse Transfer Station, Petrol Filling Station, Landscaped Elevated Walkway and Open Lorry Park.

- 9.6.2 About 22.24 ha of land is zoned “OU(Business)”. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office (I-O) buildings. To allow provision of vehicle repair workshop at a site at Sheung Yee Road and Wang Tai Road, the site is zoned “OU(Business)1”, with ‘Vehicle Repair Workshop’ as a use always permitted for industrial or industrial-office building, and as a use that requires planning permission for open-air development or for building other than industrial or industrial-office building.
- 9.6.3 As it is not possible to phase out existing polluting and hazardous industrial uses all at once on lands zoned “OU(Business)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in the Kowloon Bay area until the whole area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand may also be required. Development within the “OU(Business)”, “OU(Business)1” and “OU(Business)2” zones are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 170mPD. Reference should also be made to the relevant Town Planning Board Guidelines. To improve air ventilation of KBBA, a minimum of 3m-wide NBA(s) from the lot boundaries of the “OU(Business)” zones abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided. A 5m-wide NBA from the lot boundary of the “OU(Business)” zone abutting the eastern side of Wang Mau Street is designated. ***Moreover, a strip of land along the south-eastern boundary of the “OU(Business)” zone at the junction of Wai Yip Street and Shun Yip Street is designated as NBA to enhance the wind performance at pedestrian level.*** In addition, a 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) is demarcated within the “OU(Business)” zone from Lam Hing Street to Lam Wah Street. Another 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) within the “OU(Business)2” zone from Lam Fung Street to Sheung Yee Road is demarcated.
- 9.6.4 The “OU(Business)2” site, ***occupied by Enterprise Square Five***, is ~~currently~~ situated on the waterfront and the existing development presents an obstacle to the air permeability to KBBA. As such, a 15m-wide strip of land from Lam Fung Street to Sheung Yee Road is demarcated as a building gap where no building shall exceed the maximum building height of 22mPD in order to open up the wind

corridor for the oncoming sea breeze in the south, which permeates to other parts of KBBA upon redevelopment of the site. Alternatively, an applicant shall submit an application to the Board supported by an AVA together with a layout plan for approval under section 16 of the Ordinance. The application shall be supported by the findings and recommendations of the AVA which demonstrates that the alternative measures provide comparable or better wind performance to the Area than the 15m-wide building gap.

- 9.6.5 A site at the junction of Sheung Yuet Road and Wang Kwun Road is zoned “OU(Commercial Uses with Public Transport Terminus)”, ***known as Enterprise Square***. The site has been developed as a public transport terminus with commercial uses above. In order to restrain traffic growth which will otherwise overload the existing and planned transport network, developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 140mPD. A public transport terminus comprising three bus bays and one green minibus bay shall be provided within the zone. A 15m-wide building gap, where no building shall exceed the maximum building height of 22mPD, is demarcated on the western boundary of the zone from Lam Lok Street to Sheung Yuet Road to improve air ventilation of the Area.
- 9.6.6 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 9.6.7 A site bounded by Wang Chiu Road, Sheung Yee Road, Cheung Yip Street and Kai Fuk Road Flyover is zoned “OU(RTS)”. This zone is intended primarily to provide land for the development of a refuse transfer station to facilitate transfer of refuse to the landfill sites in the New Territories, as there is a shortage of landfill sites in the main urban area. The site is subject to a maximum building height of 40mPD and a minimum of 3m-wide NBA from the lot boundary abutting Wang Chiu Road shall be provided.
- 9.6.8 Two sites zoned “OU(PFS)” at Kai Fuk Road are intended primarily for the provision of petrol filling stations serving the needs of the local residents as well as the general public. Both sites are subject to a maximum building height of 15mPD.
- 9.6.9 The open-air railway, MTR Kowloon Bay Station and associated facilities are zoned “OU(Railway)”. Within this zone, a building height restriction of 3 storeys is imposed for the ***MTR*** Kowloon Bay ~~MTR~~ Station along Kwun Tong Road, and 1 to 2 storeys as shown on the Plan for the associated facilities such as warehouses, a control tower and a pumping house. No new development except one-storey structure ancillary to the railway and the MTR Station shall be permitted.
- 9.6.10 The comprehensive development at the Kowloon Bay MTR Depot is

zoned “OU(Mass Transit Railway Depot with Commercial and Residential Development Above)”. This zone is intended primarily for the provision of land for MTR depot together with commercial and residential development above. The development comprises the MTR depot, ~~the two commercial towers including~~ **MTR Headquarters Building** ~~administration offices~~ and a large commercial/residential development known as Telford Gardens **and Telford Plaza**. Apart from office and shopping facilities, a wide range of community facilities including a recreational club and a cinema are provided to cater for the needs of the residents. The Telford Annex of the **Community College of City University of Hong Kong** is also accommodated within the development. Developments and redevelopments within this zone are subject to a maximum GFA of 278,703m² for domestic use and 177,031m² for non-domestic use, and maximum building heights of 60mPD and 100mPD. A public transport terminus shall be provided within this zone. Three building gaps shall be provided within the zone upon redevelopment in order to improve air ventilation in the area. Two 22m-wide building gaps run parallel to Wang Tai Road and Sheung Yuet Road in east-west direction, and one 15m-wide building gap runs parallel to Tai Yip Street in north-south direction are demarcated, on which no building shall exceed a maximum building height of 22mPD.

- 9.6.11 A site located to the northeast of Ping Shek Estate along New Clear Water Bay Road is zoned “OU(Commercial/Residential Development with Public Car Park and Public Transport Interchange)”. The site is occupied by a residential development with commercial uses **known as 8 Clear Water Bay Road**, public transport interchange and ‘park-and-ride’ facility in the podium serving the wider district. It is subject to a maximum GFA of 19,138m² for domestic use and 13,366m² for non-domestic use, and a maximum building height of 180mPD. A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided within the zone. Minor relaxation of the number of parking spaces may be considered by the Board on application under section 16 of the Ordinance.
- 9.6.12 A strip of land spanning over Sheung Yee Road and Kai Fuk Road is zoned “OU(Landscaped Elevated Walkway)”. This zone is primarily intended for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting the pedestrian walkway system in KBBA with Kai Tak area.
- 9.6.13 The open lorry park at Lee On Road is zoned “OU(Open Lorry Park)”, intended primarily to provide land for the development of an open-air lorry park. No building structure except one-storey structure ancillary to the open-air lorry park shall be erected within the site.
- 9.6.14 Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.13 and 7.14 above would be relevant for the assessment of minor relaxation of building height restrictions. Each

application will be considered on its own merits.

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

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

9.7 “Green Belt” (“GB”) - Total Area 52.6452.63 ha

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

9.7.2 This zoning covers mainly steep hill slopes at the eastern periphery, the slopes created in connection with the formation of development platforms for the ~~proposed~~ housing developments ***at Choi Tak Estate, Choi Ying Estate and Choi Fook Estate*** ~~near Choi Wan Road and Jordan Valley~~ as well as the hill slopes in the eastern part of Jordan Valley. It includes strips of land near Tak Bo Garden and Ping Shek Playground and they are densely vegetated. Hill slopes near Choi Wing Road are also within this zone. These slopes are not suitable for urban type development and will be retained in their natural state. Passive recreational uses may however be possible at certain locations. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

10. COMMUNICATIONS

10.1 Roads

10.1.1 The Area is linked with other districts mainly by Kwun Tong Road, which is a primary distributor road connecting the Area with Kwun Tong and Cha Kwo Ling to the south and Wong Tai Sin to the north. New Clear Water Bay Road and Clear Water Bay Road run along the northern boundary, connecting the Area with Sai Kung to the east and other parts of Kowloon to the west.

10.1.2 Kwun Tong By-pass runs along the Kowloon Bay area connecting to the Tate’s Cairn Tunnel in Diamond Hill, the Eastern Harbour Crossing in Cha Kwo Ling and Tseung Kwan O Tunnel near Lam Tin.

10.1.3 The district distributor road network in the Area consists of Lee On

Road, Ngau Tau Kok Road, Wai Yip Street, Wang Chiu Road and Wang Kwong Road. There are many local roads within the Kowloon Bay area. In connection with the ~~proposed development near Choi Wan Road and Jordan Valley, both the existing Choi Wan Road and Choi Shek Lane are required to be extended~~ ***newly completed Choi Tak Estate, Choi Ying Estate and Choi Fook Estate, a new road network comprising Choi Wing Road, Choi Hing Road and the extended Choi Ha Road was built*** to serve the new development while the elevated portion of Choi Ha Road linking the new development to the northbound of Kwun Tong Road provides an alternative link to the existing primary distributor.

10.2 Mass Transit Railway

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

10.3 Public Transport

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

11. UTILITY SERVICES

The Area is well served with water supply, drainage, and sewerage systems as well as electricity, gas and telephone services. ~~New water supply facilities namely the Choi Wan Road Fresh Water Service Reservoir and Salt Water Service Reservoir are being implemented to serve the proposed development near Choi Wan Road and Jordan Valley.~~ Some sewerage ***and drainage*** upgrading works are required in the Area in order to cope with the future development.

12. CULTURAL HERITAGE

12.1 The Grade 1 ~~historical~~ ***historic*** buildings of ex-RAF ***Station (Kai Tak)*** Headquarters Building to the north of Kai Yip Estate, and the ex-RAF ***Station (Kai Tak)*** Officers' Quarters Compound to the southeast of Ping Shek Estate, which are zoned "G/IC(2)", should be preserved in-situ. Moreover, the Grade 3 ~~historical~~ ***historic*** building of Sam Shan Kwok Wong Temple adjoining Ping Shek Estate, is also worthwhile to be preserved. ***On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the Antiquities Advisory Board at <http://www.aab.gov.hk>.***

- 12.2** Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department is required for any development, redevelopment or rezoning proposals which may affect ~~these historical buildings~~ ***the above graded historic buildings/structures, new items pending grading assessment*** and their ~~surrounding~~ ***immediate*** environs.

13. IMPLEMENTATION

- 13.1** Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2** The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.
- 13.3** Planning applications to the Board will be assessed on individual merits. In general, the Board, in consideration of the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Visual Appraisal for the Proposed HOS Development at Choi Hing Road

1. Site Particulars and Proposed Development

- 1.1 The subject site is zoned GIC and bounded by Choi Hing Lane to the east, Choi Hing Road to the south and Ping Shek Playground to the west. It comprises two parcels of land bisected by an access road which connects Choi Hing Road to Ping Shek Playground, with 0.88ha for Site A on the west and 0.35 ha for Site B on the east.
- 1.2 As agreed by Planning Department, the site will be rezoned to Residential (Group A) or its sub-group and be subject to a domestic plot ratio (PR) of 6.0, non-domestic PR 1.0 and building height restriction (BHR) of maximum 150mPD. Under these planning controls, three domestic blocks could be built for production of some 1,300 flats.
- 1.3 Sitting on two platforms at +50.3mPD and +47.7mPD, the site is surrounded by high rise public housing developments including the Choi Wan (I) Estate (106 to 127mPD) across the New Clear Water Bay Road in the north and Choi Tak Estate (136 to 174mPD) across Choi Hing Road in the south. The area to the east is occupied by secondary schools and to the south-east are GIC sites reserved for service reservoir and schools.

2. Viewpoints

- 2.1 As agreed with Planning Department, the following four viewpoints from different directions and distances were selected (**Plan 1**). These viewpoints represent the views of pedestrian nodes which are accessible by the public and/or from key public open spaces:

Viewpoint A : the Choi Hei Road Park near the Choi Wing Road entrance. The Park is a major pedestrian walkway and open space in the three-Choi Area comprising the Choi Ying, Choi Tak and Choi Fook Estates;

Viewpoint B : the covered walkway near the Choi Wan Road sitting out area which is a major pedestrian walkway from the Kowloon Bay Station to the three-Choi Area;

Viewpoint C : the footbridge near the junction of Clear Water Bay Road and Fung Shing Street; and

Viewpoint D : the footbridge at the junction of New Clear Water Bay Road and Clear Water Bay Road.

3. Visual Appraisal

- 3.1 Four photomontages (**Plans 2 to 5**) were prepared to illustrate the visual effect of the proposed development at the above viewpoints.
- 3.2 For the view from **viewpoint A** (looking NW to the site at a distance of 354m), the proposed development does not cause any visual impact since the three HOS blocks

are completely screened off by the existing Choi Tak Estate of 136 to 174mPD (**Plan 2**).

- 3.3 For the view from **viewpoint B** (looking N to the site at a distance of 436m), the visual impact is minimal due to the blocking of two HOS blocks by the existing Choi King House (174mPD) and Choi Shing House (136mPD) of Choi Tak Estate. The remaining block can only be seen partially and is not visually intrusive taking into account the existing blocks of Choi Tak Estate of 136mPD to 174mPD (**Plan 3**).
- 3.4 For the view from **viewpoint C** (looking SW to the site at a distance of 318m), the proposed development is not visually incompatible with the surroundings. Two of the three HOS blocks are screened off by the existing buildings at Choi Wan (I) Estate. The remaining block blends in well with the existing building profile of Choi Wan (I) Estate in the front and does not adversely affect the quality and character of the view (**Plan 4**).
- 3.5 For the view from **viewpoint D** (looking SE to the site at a distance of 192m), the proposed development will stand in front of the Choi Tak Estate (136 to 174mPD) & Choi Fook Estates (167 to 174mPD). The development is located next to the New Clear Water Bay Road. When viewed from such a close distance, the building mass would inevitably block some of the sky views but it remains acceptable when compared with the Choi Wan (I) Estate in the foreground.
- 3.6 Based on the above appraisal, it is concluded that the proposed development will not induce insurmountable visual impact to the environment. We have taken measures to reduce the building bulk as far as practicable. These, together with possible design measures to further improve the visual outlook, are summarized below:
- The building height of the proposed development is in accordance with the restriction of 150mPD imposed by PlanD, and blends in well with the surrounding residential neighbourhood of maximum 174mPD (Choi Tak Estate). Furthermore, we will adopt stepped height to create a varying building profile.
 - The blocks will be positioned to facilitate the 15m building separation requirement for ventilation consideration. It also results in visual relief by reducing the building mass and bulkiness of the blocks.
 - The color scheme of the domestic blocks will be carefully worked out, together with appropriate facade design and treatments such as the provision of greening features, planter boxes and coloured patterns etc. which will help add visual interest to the development.

- We will endeavor to maximize the green coverage through planting and landscaping. Moreover, the local open space on top of the semi-basement carpark on Site A and podium on Site B will be designed to achieve a better integration with the surrounding context.

4. Conclusion

- 4.1 Based on the above, it is concluded that the proposed HOS development will not cause visual impact or adversely affect the visual amenity of the assessment area. We will explore design measures to enhance the visual interest at the detailed design stage.

Visual Appraisal for the Proposed Public Rental Housing (PRH) at Choi Wing Road

5. Site Particulars and Proposed Development

- 5.1 The subject site is zoned GIC and is bounded by Choi Wing Road on its north and east, Choi Fook Estate on its south and Choi Hei Road Park on its west. As agreed by Planning Department, it will be rezoned to Residential (Group A) or its sub-group for PRH and indoor recreation centre (IRC) development with maximum PR of 9.0 (including PR of 7.5 for domestic use) and maximum building height of 170mPD. The latest proposal is to divide the site into two parts : the western portion for development of one PRH block, and the eastern portion for a low-rise IRC. The actual flat production, layout and height of both the PRH and IRC are subject to design but for illustration purpose, the visual appraisal as outlined below has assumed a cruciform PRH block of 170mPD.
- 5.2 Sitting on a platform of about +60mPD, the site is located at the centre of the three-Choi Area which comprises Choi Tak Estate (136 to 174mPD) on its north-west, Choi Fook Estate (167mPD to 174mPD) on its south and Choi Ying Estate (133 to 135mPD) on its south-west. Across Choi Wing Road to the north and east of the site is an extensive hill slope; and GIC sites reserved for service reservoir and schools are located to the further north of the site.

6. Viewpoints

- 6.1 As agreed with Planning Department, the following three viewpoints from different directions and distances were selected (**Plan 1**). These viewpoints represent the views of pedestrian nodes accessible by the public and/or from key public open spaces:

Viewpoint E : the running track in the Kowloon Bay Sports Ground;

Viewpoint F : the Choi Hei Road Park near the Choi Ha Road entrance; and

Viewpoint G : Choi Hing Lane.

7. Visual Appraisal

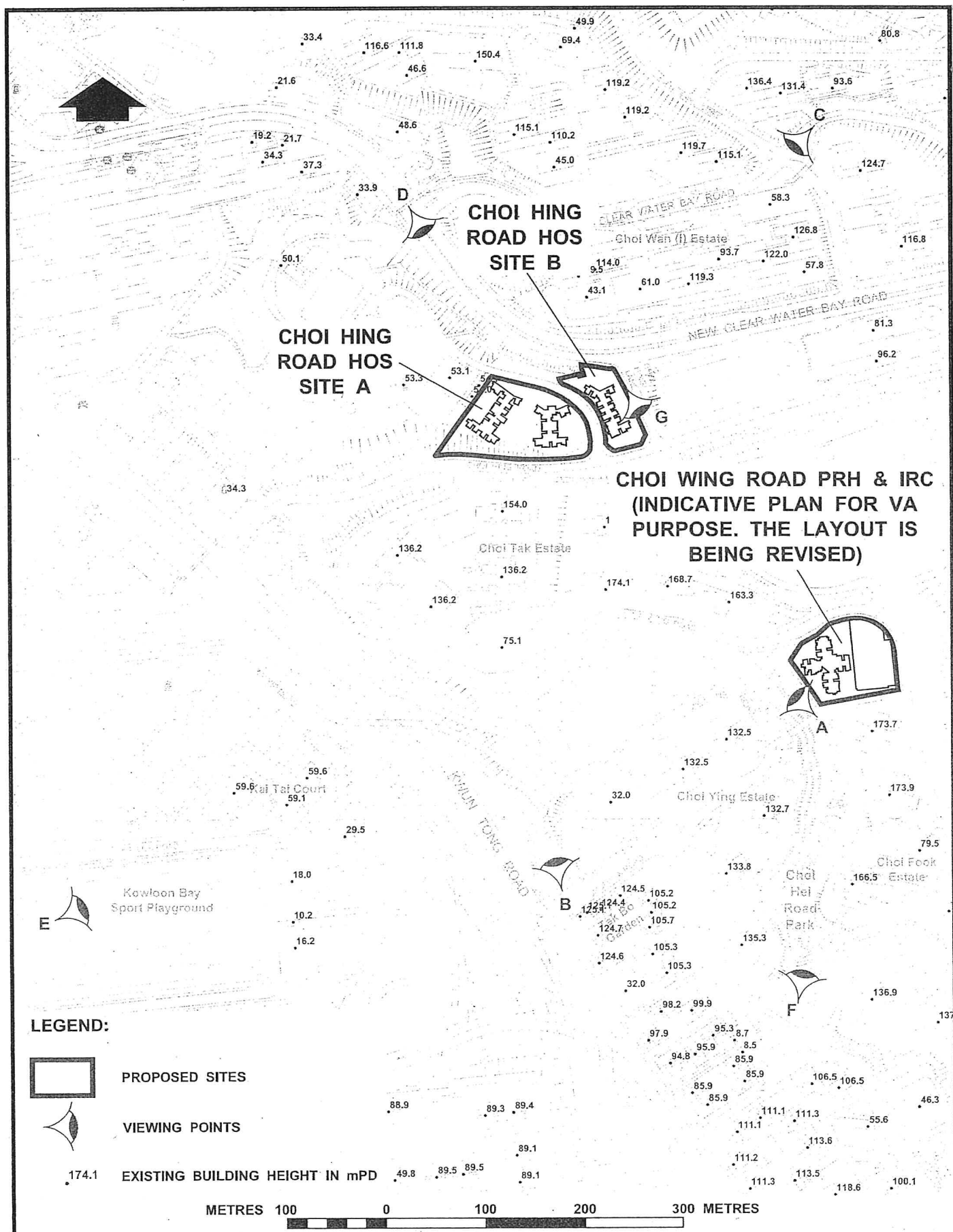
- 7.1 Three photomontages (**Plans 6 to 8**) were prepared to illustrate the possible visual effect of the proposed development of the site at the selected viewpoints.
- 7.2 For the view from **viewpoint E** (looking NE to the site at a distance of 788m), the proposed development is not visually incompatible with the surroundings taking into account the adjacent Choi Ying (133 to 135mPD), Choi Fook Estate (167 to 174mPD), Choi Tak Estates (136 to 174mPD), Kai Tai Court (59mPD) and Tak Po Garden (105mPD to 125mPD). Indeed, the proposed development could be viewed as an extension of the existing built-up area (**Plan 6**).
- 7.3 For the view from **viewpoint F** (looking N to the site at a distance of 306m), the proposed development occupies part of the sky view but is not visually intrusive given the massive and high rise form of Choi Fook Estate (167 to 174mPD) and Choi Ying Estate (133 to 135mPD) located close to the viewpoint (**Plan 7**).

- 7.4 For the view from **viewpoint G** (looking SE to the site at a distance of 316m), the proposed development will stand in front of the Choi Fook Estate (167 to 174mPD). It is not visually incompatible with the Choi Yin House (163mPD) and Choi Leung House (169mPD) of Choi Tak Estate and the Sing Yin Secondary School in the foreground (**Plan 8**).
- 7.5 The project is still at very preliminary stage and an overall design comprising both the PRH block and IRC are yet to be worked out and agreed among concerned departments. Nevertheless, in future design of the PRH, reference will be made to the heights and color schemes of the existing buildings in the vicinity. Through color scheme, façade design and features etc., we will endeavor to create a block layout and design in harmony and visually associated with the existing buildings in the neighbourhood. For the local open space and greening provision, we will explore ways to integrate with the adjoining IRC and the existing Choi Fook Estate as far as practicable.

8. Conclusion

- 8.1 Based on the above, it is concluded that the proposed PRH development at 170mPD is not incompatible with the surroundings and can be viewed as an extension of the existing built-up area. We will explore design measures to enhance the visual interest at the detailed design stage.

Housing Department
March 2014



LOCATION PLAN AND VIEWPOINTS



HOUSING DEPARTMENT
PLANNING SECTION

PLAN 1

DATE:

4. 3. 2014

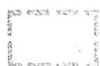


Existing
View

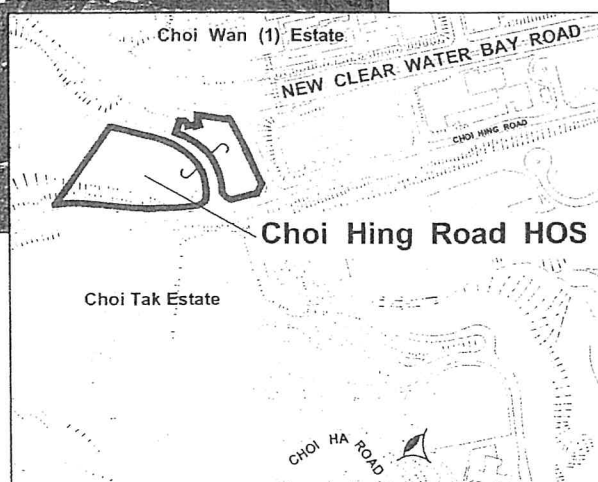


With
Proposed
Development

LEGEND:



Behind Existing Building



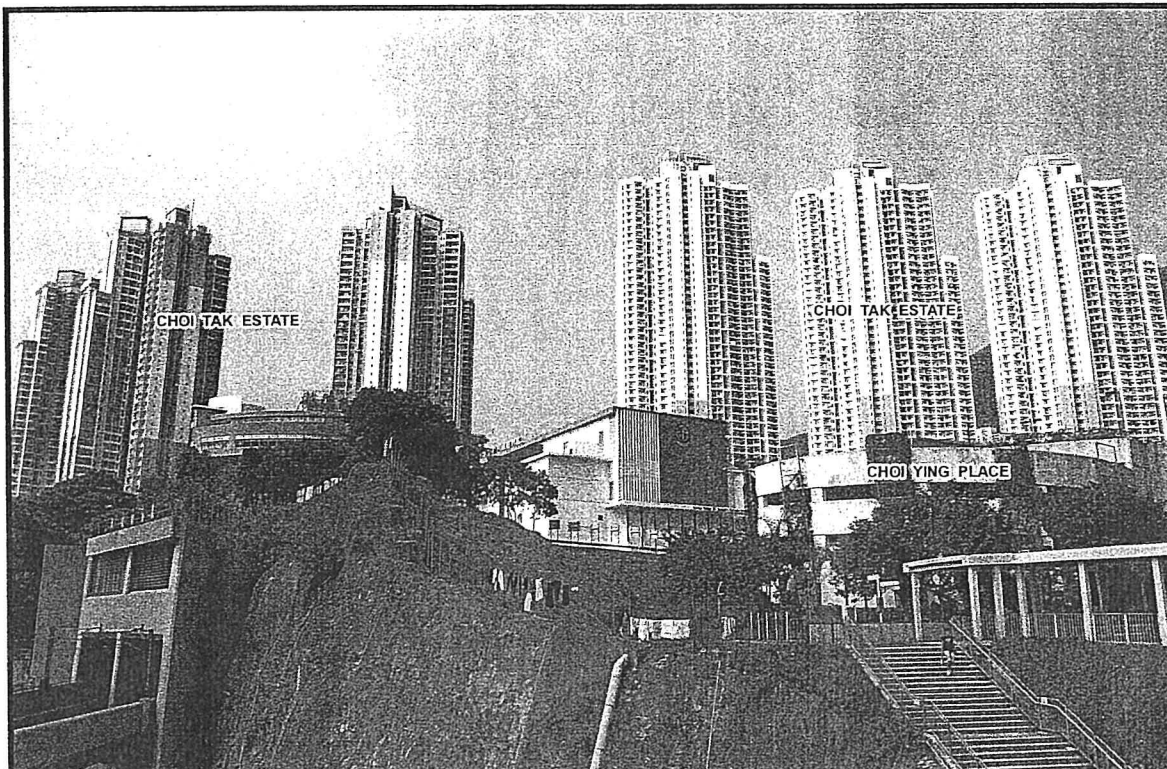
**PHOTOMONTAGE AT VIEWING POINT A
(VIEW FROM THE SITTING AREA
IN THE CHOI HEI ROAD PARK)**



HOUSING DEPARTMENT
PLANNING SECTION

PLAN 2

DATE:
18. 2. 2014



Existing
View

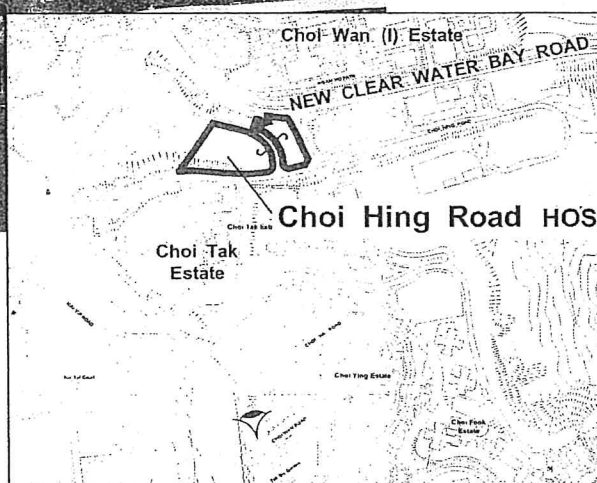


With
Proposed
Development

LEGEND:



Behind Existing Building



PHOTOMONTAGE AT VIEWING POINT B
(VIEW FROM THE COVERED WALKWAY
NEAR THE CHOI WAN ROAD SITTING OUT AREA)



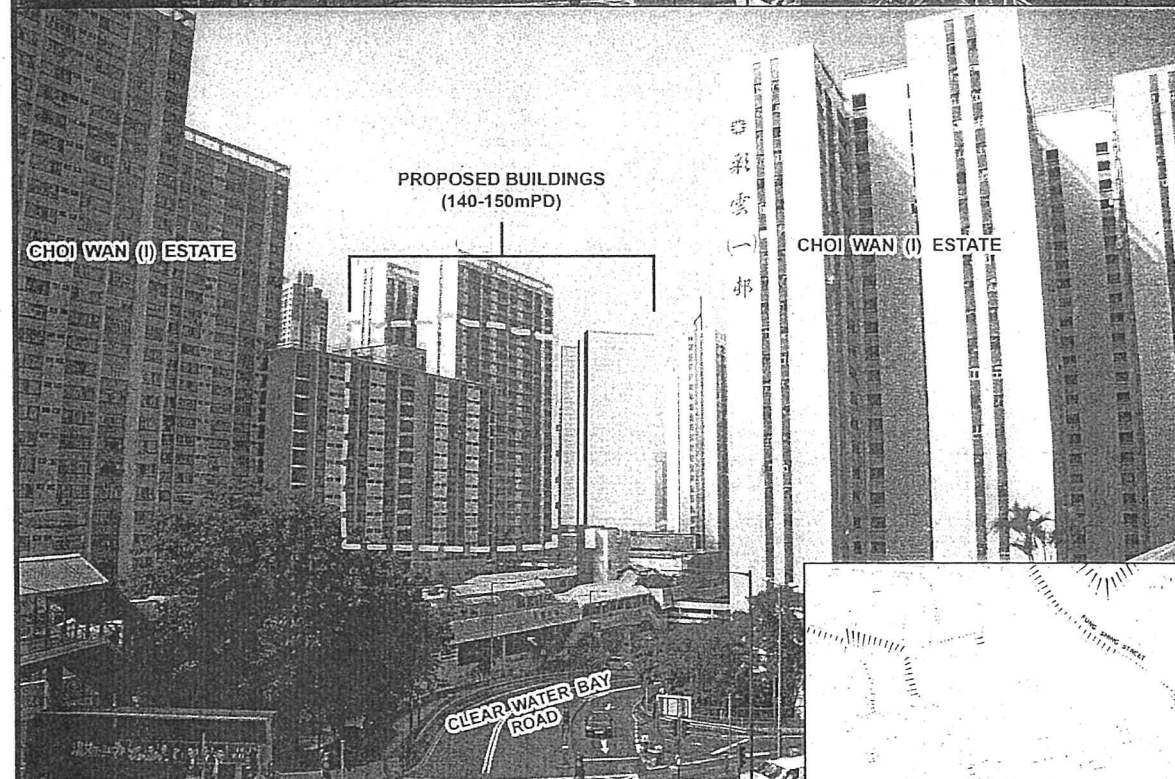
**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 3

DATE :
18.2.2014



Existing View

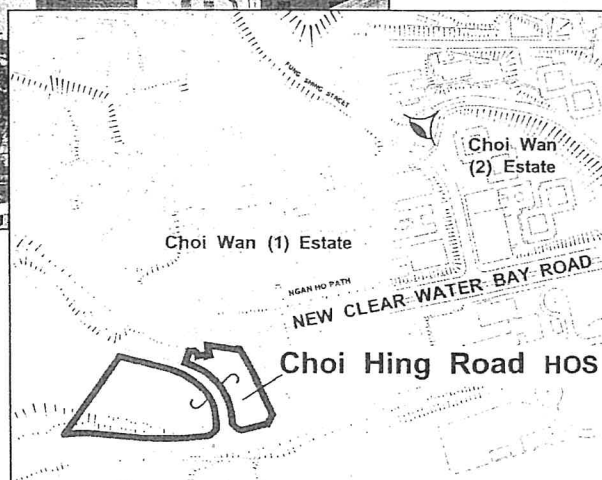


With Proposed Development

LEGEND:



Behind Existing Building



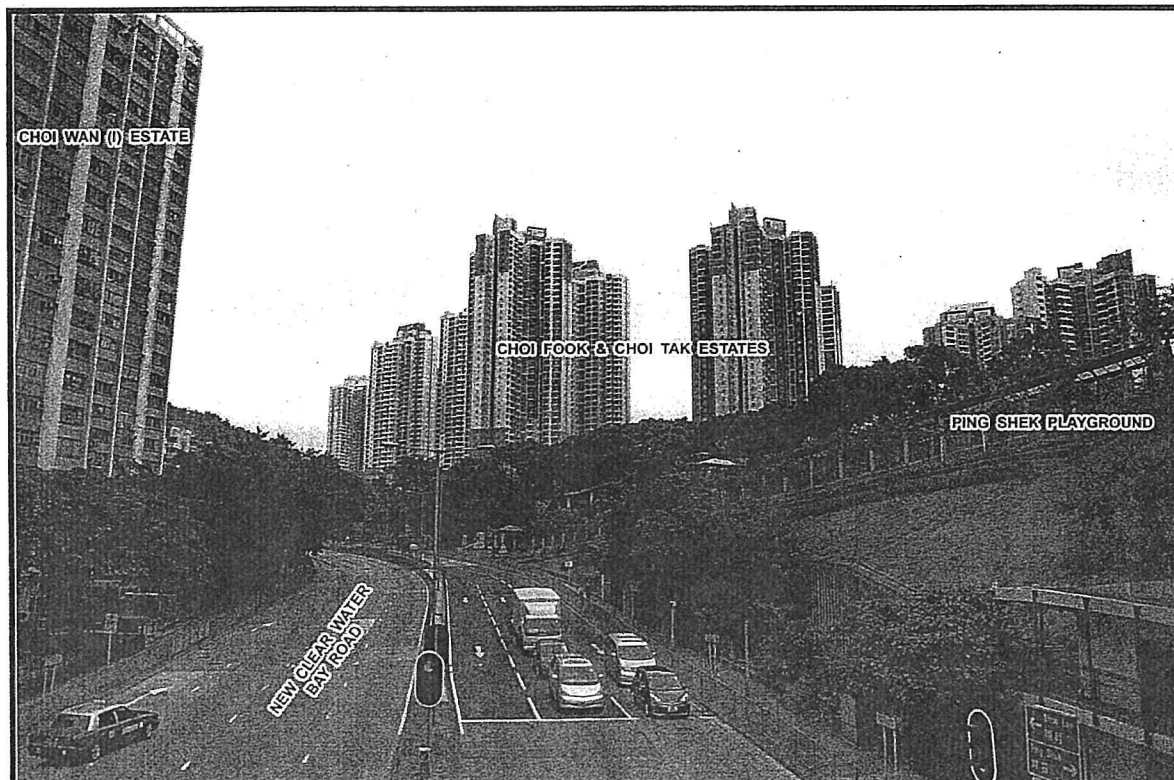
PHOTOMONTAGE AT VIEWING POINT C
(VIEW FROM THE FOOTBRIDGE NEAR THE JUNCTION OF
CLEAR WATER BAY ROAD AND FUNG SHING STREET)



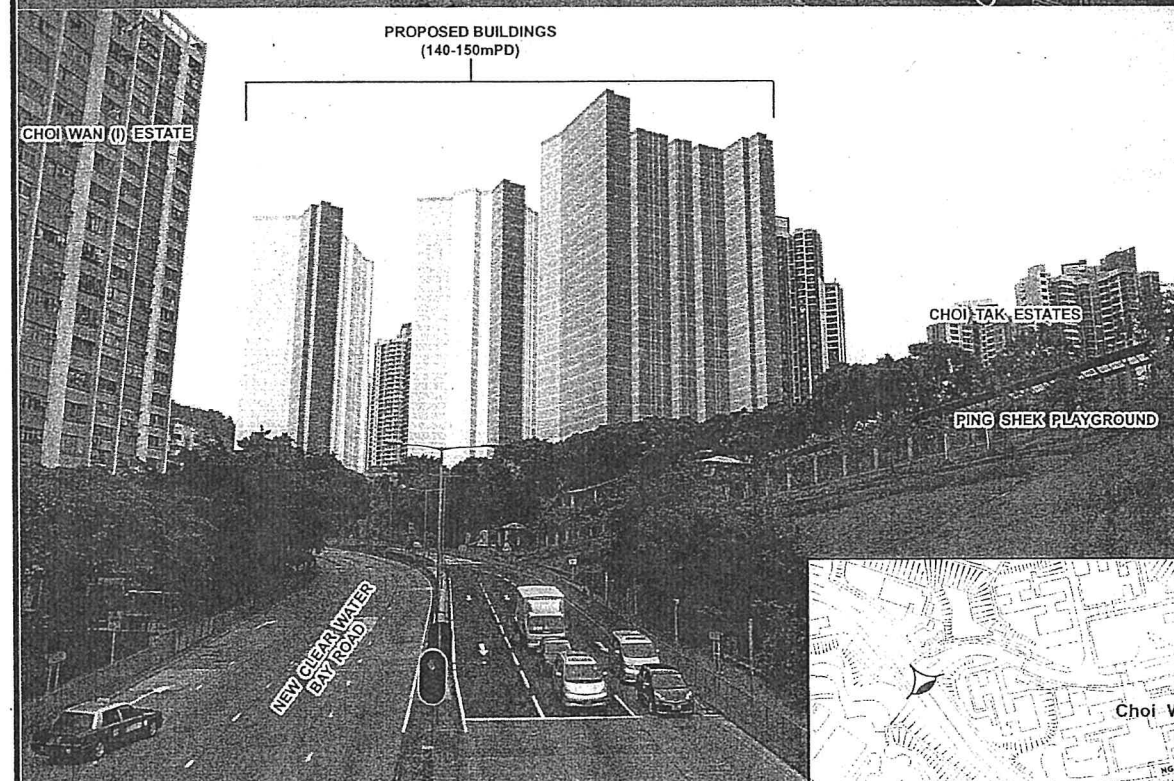
HOUSING DEPARTMENT
PLANNING SECTION

PLAN 4

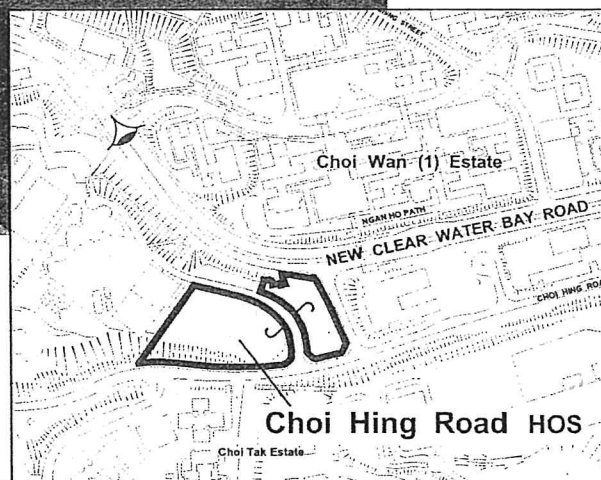
DATE :
18. 2. 2014



Existing
View



With
Proposed
Development



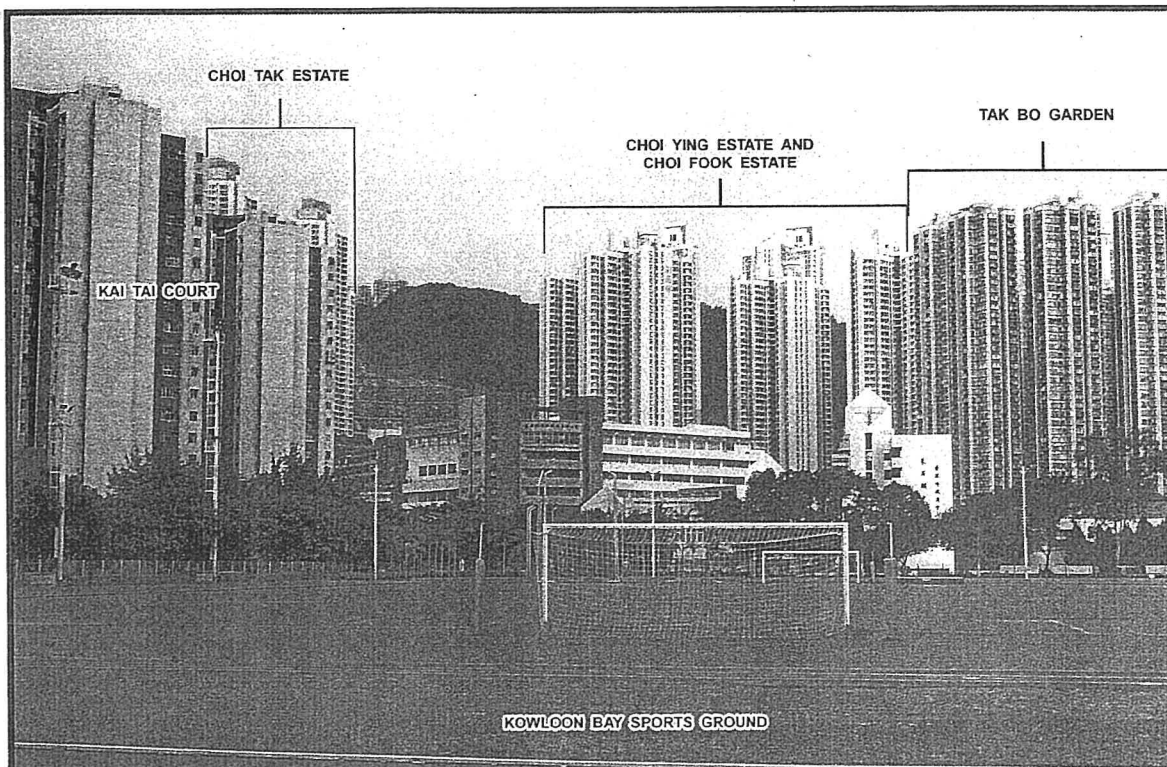
PHOTOMONTAGE AT VIEWING POINT D
(VIEW FROM THE FOOTBRIDGE AT THE JUNCTION OF
NEW CLEAR WATER BAY ROAD AND CLEAR WATER
BAY ROAD LOOKING SOUTHEAST)



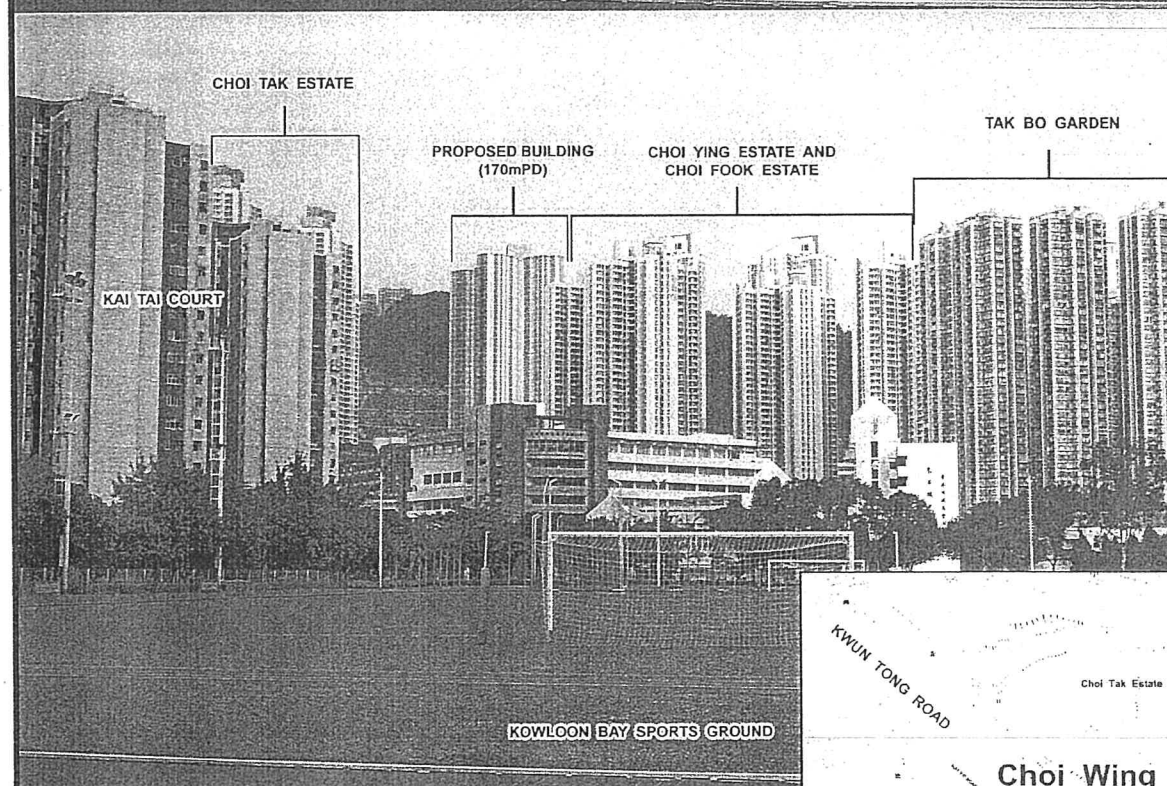
HOUSING DEPARTMENT
PLANNING SECTION

PLAN 5

DATE :
21. 2. 2014



Existing
View



With
Proposed
Development



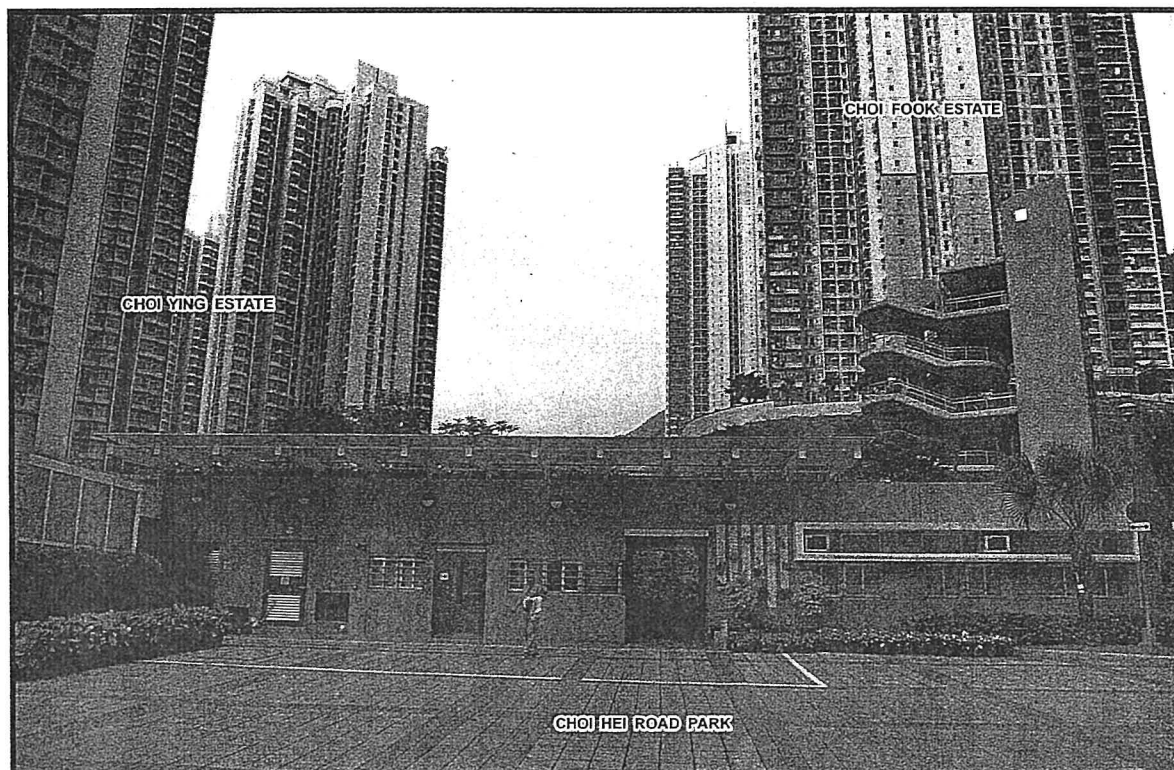
**PHOTOMONTAGE AT VIEWING POINT E
(VIEW FROM THE RUNNING TRACK
IN KOWLOON BAY SPORTS GROUND)**



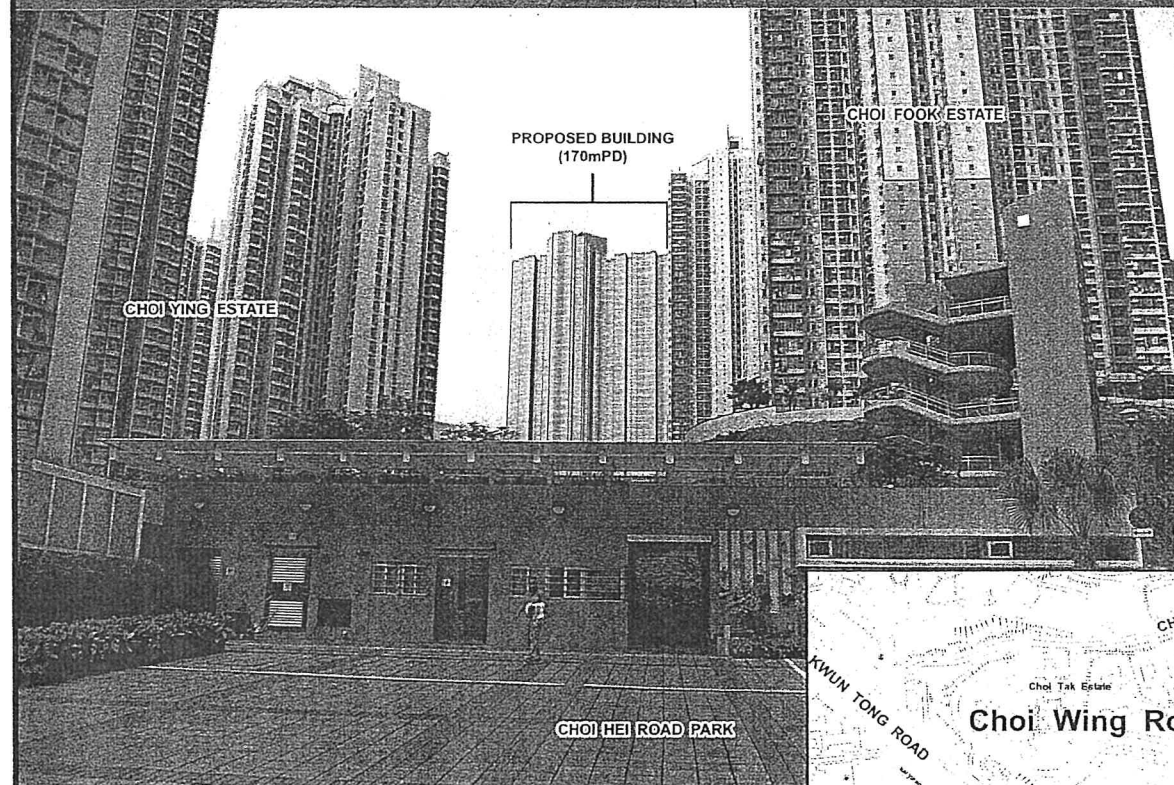
**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 6

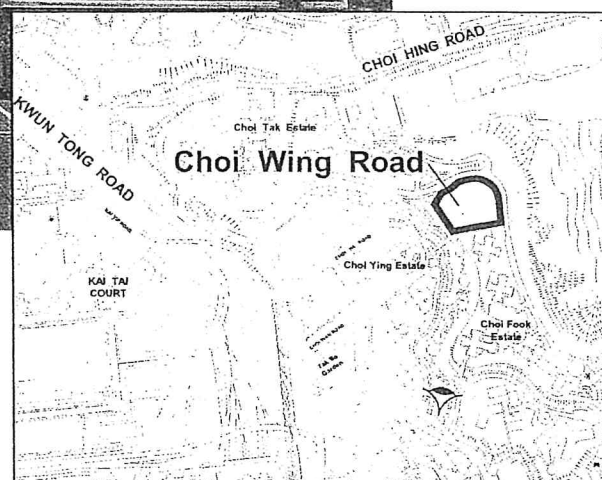
**DATE :
21. 2. 2014**



Existing
View



With
Proposed
Development



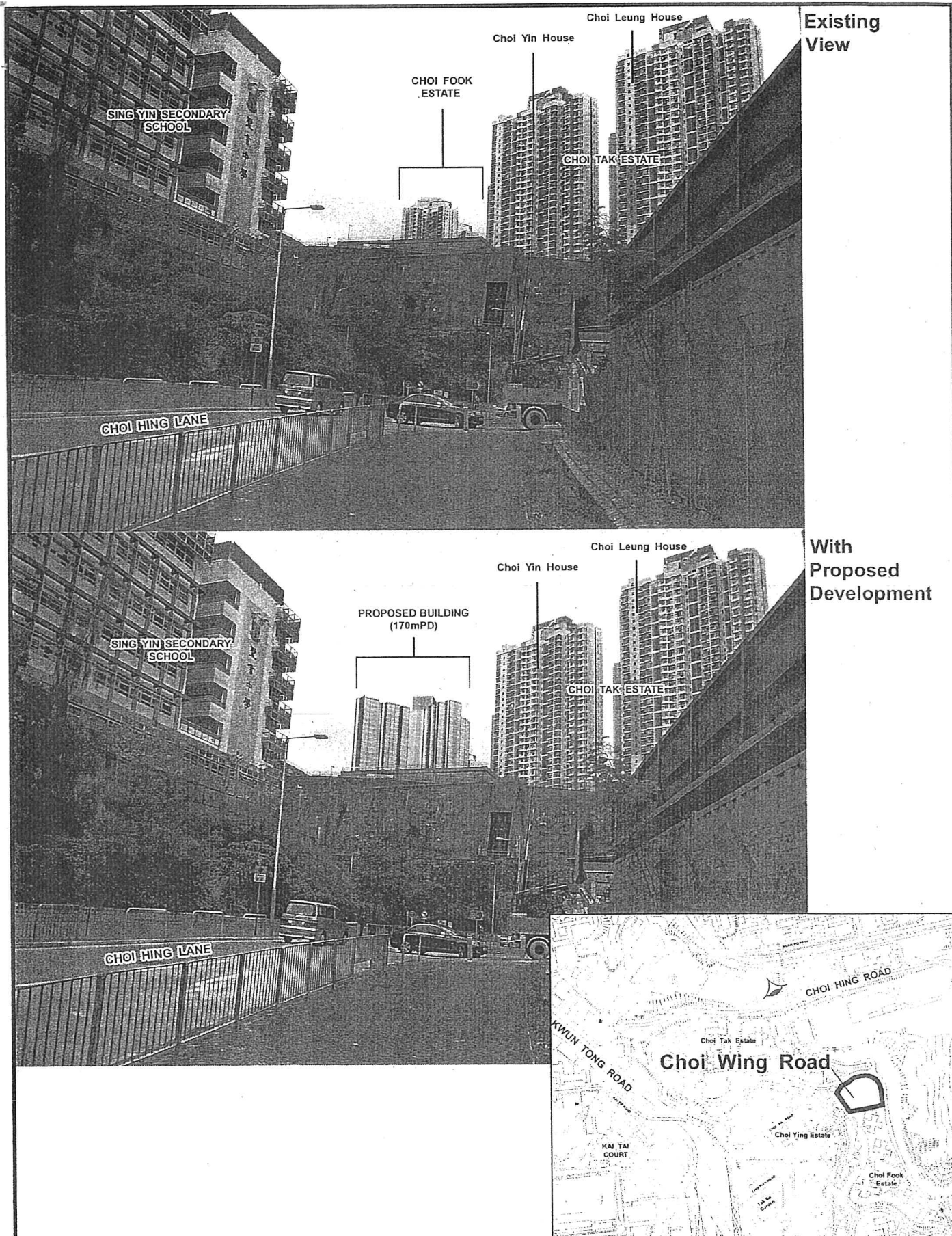
PHOTOMONTAGE AT VIEWING POINT F
(VIEW FROM THE CHOI HA ROAD ENTRANCE
OF THE CHOI HEI ROAD PARK)



HOUSING DEPARTMENT
PLANNING SECTION

PLAN 7

DATE :
21. 2. 2014



**PHOTOMONTAGE AT VIEWING POINT G
(VIEW FROM THE CHOI HING LANE)**



**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 8

**DATE :
21. 2. 2014**

Proposed Public Housing at Choi Hing Road - Air Ventilation Aspect

1 Introduction

- 1.1 The subject site is zoned “Government, Institution or Community” (“G/IC”) and bounded by Choi Hing Lane to the east, Choi Hing Road to the south and Ping Shek Playground to the west. Located to its north is a piece of land zoned “Green Belt”, a slope and the New Clear Water Bay Road. The site comprises two parcels of land bisected by an access road which connects Choi Hing Road to Ping Shek Playground, with 0.88 hectare for Site A on the west and 0.35 hectare for Site B on the east (**Figure 1**).
- 1.2 The site will be rezoned to “Residential (Group A)” or its sub-group by Planning Department. It will be subject to development restrictions of domestic plot ratio (PR) 6.0, non-domestic PR 1.0 and building height restriction (BHR) of maximum 150mPD. Under these planning controls, three domestic blocks could be built for production of some 1,300 flats.
- 1.3 Sitting on two platforms of +50.3mPD and +47.7mPD, the site is surrounded by high rise public housing developments including the Choi Wan Estate and Choi Fung Court (106 to 150mPD) across the New Clear Water Bay Road to the north and Choi Tak Estate (136 to 174mPD) across Choi Hing Road to the south. The area to the east is occupied by secondary schools and to the south-east are “G/IC” sites reserved for service reservoir and schools.

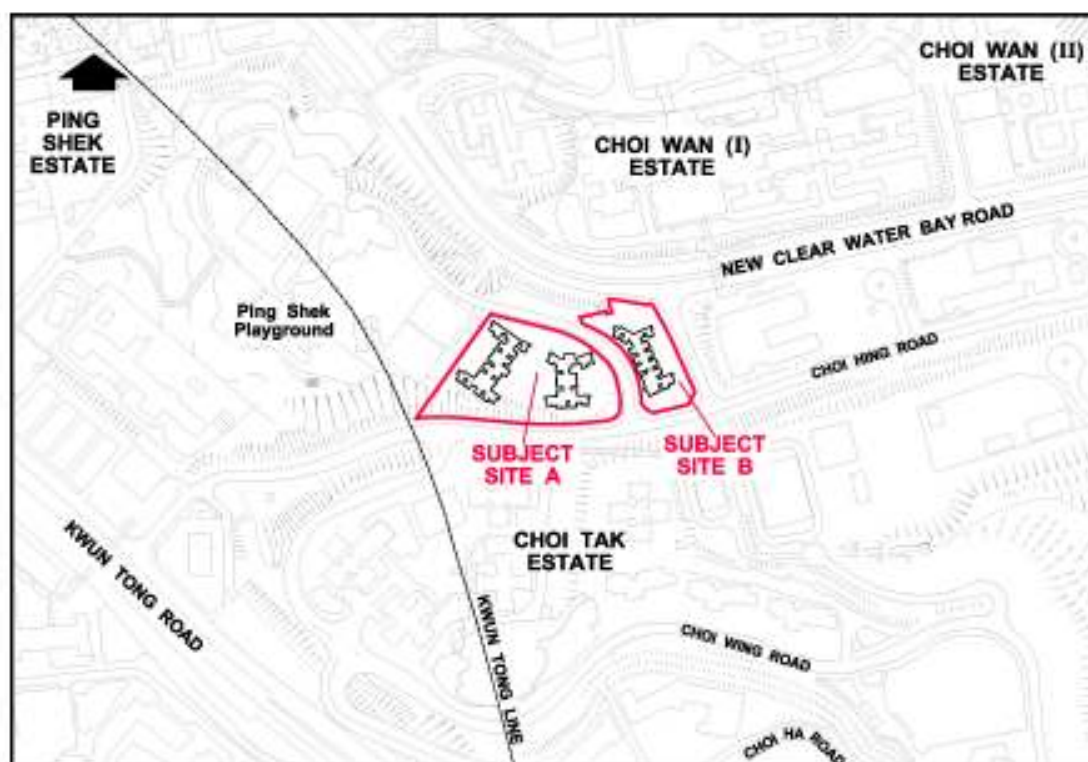


Figure 1 Proposed Public Housing at Choi Hing Road

2 Wind Environment

- 2.1 According to the Expert Evaluation Report for Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (Nov 2010)¹ (EE Report) commissioned by Planning Department, the annual prevailing wind directions are NE, E and SE while the summer prevailing wind directions are E, SE, S and SW (**Figure 2**).

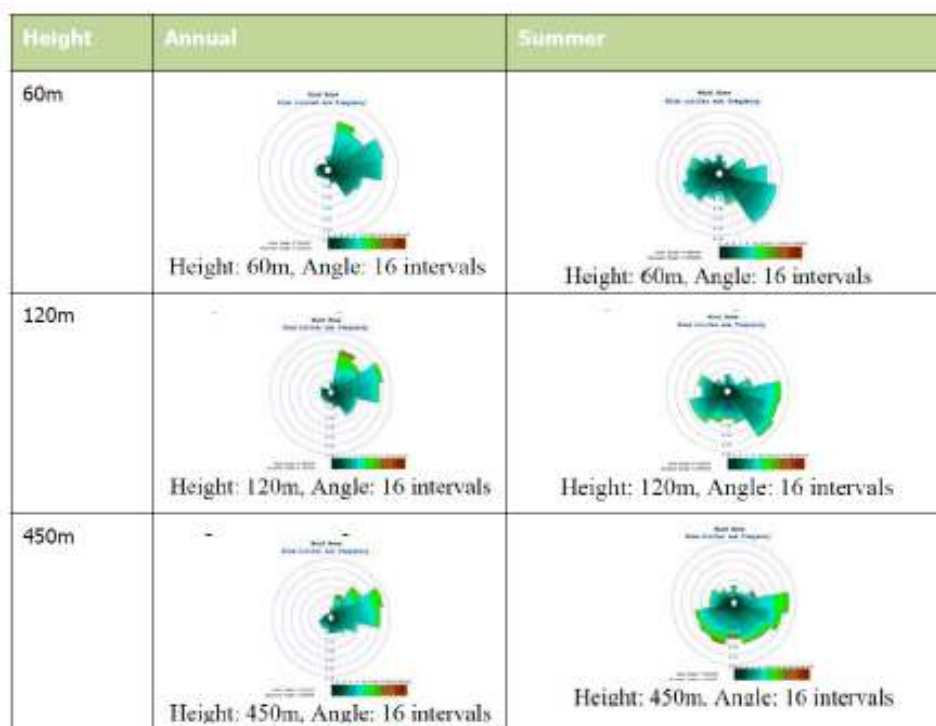


Figure 2 Annual and Summer Wind Roses for Ngau Tau Kok and Kowloon Bay Areas

- 2.2 The EE report indicated that the major breezeways in the vicinity of the Subject Site are Choi Hing Road and Clear Water Bay Road/New Clear Water Bay Road. The proposed development is located in-between these two major breezeways (**Figure 3**).

¹ CO₂nsulting Sustainable Design consultants, *Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay Outline Zoning Plan* (Nov 2010)

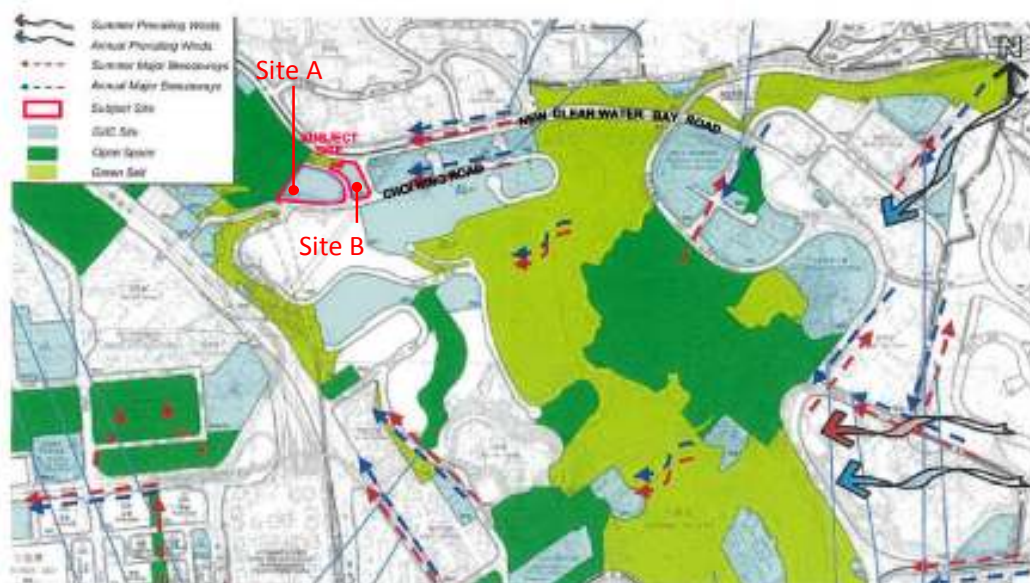


Figure 3 Major Breezeways for Annual and Summer Prevailing Winds (Extracted from the EE Report)

- 2.3 It was also identified in the EE Report that the low-rise G/IC developments, open space and green belt areas are important ventilation pockets to the area.

3 Air Ventilation Performance of the Proposed Development

- 3.1 Annual prevailing winds are coming from the NE quadrant.

- 3.2 Based on the findings of the EE report, Housing Department held the following views:

- (a) The proposed development would not block the breezeway along Choi Hing Road. The Road, running in the E and W direction, has a clear-width of 46m between the proposed buildings and the nearest existing building line of Choi Yee House at Choi Tak Estate in the south (**Figure 4**). This should be wide enough to facilitate free wind flow from the NE and E quadrant. Moreover, the area in the vicinity in particular the low rise schools in the east, the slopes along both sides of Choi Hing and Choi Wing Roads as well as the G/IC sites in the SE are relatively open. These open settings would facilitate free penetration of the annual and summer prevailing wind from the NE, E and SE directions. The SE summer prevailing wind could also travel along the access road leading to the Ping Shek Playground and the green belt zone.
- (b) The proposed development would not block the breezeway along the New Clear Water Bay Road because the clear-width between the proposed building at Site B and the existing building edge at Choi Wan Shopping Centre Phase II (Choi Wan (I) Estate) amounts to 81m (**Figure 4**). This must be of sufficient width to facilitate free air flow.

Wind from the E and NE quadrant will continue to travel through the green belt zone adjoining Site B and the Ping Shek Playground. Hence, no non-building area is considered necessary at the subject site.

- (c) The summer S and SW wind can travel across the subject site through the building separation at Site A as well as the access road.
- (d) The proposed development is located in-between the two major breezeways and because of (a) to (c) above, it would unlikely cause insurmountable problem to the wind environment. The actual effect will be tested upon more detailed study at later stage.

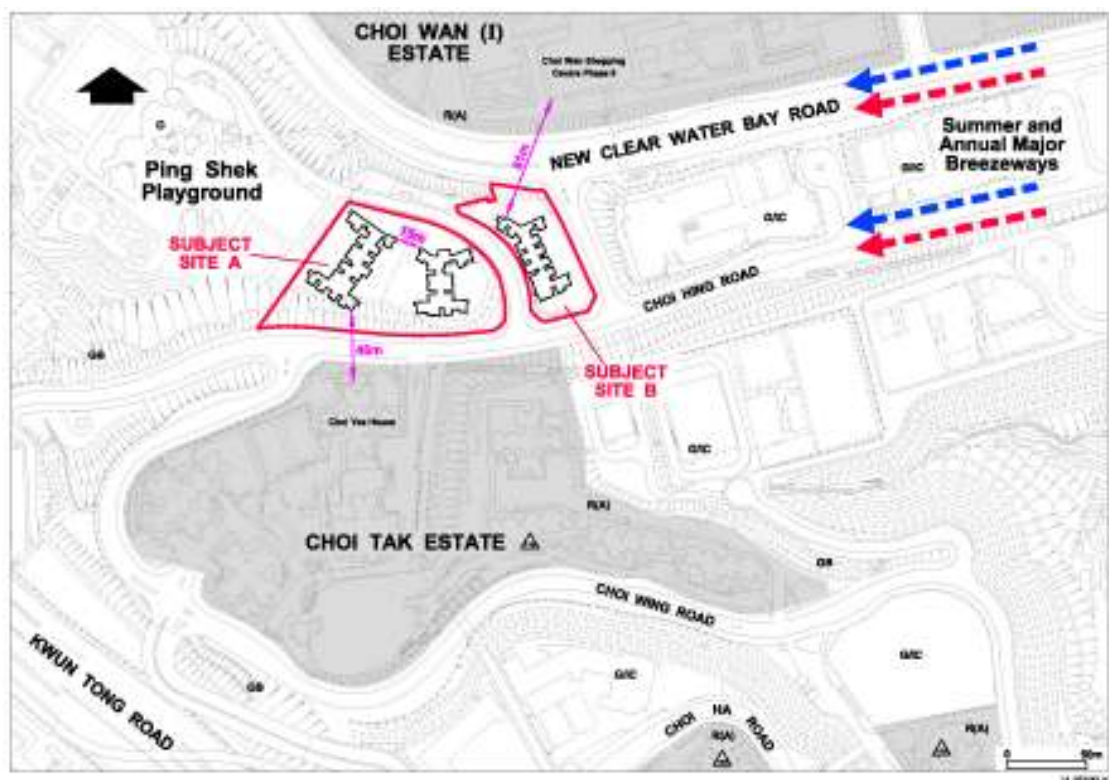


Figure 4 Distances of proposed blocks and for the surrounding existing buildings

4 Proposed Wind Enhancement Measures

- 4.1 While a minimum building gap of 15m will be retained between the two blocks at Site A, the western block will be oriented such that the separation towards the southern side of the buildings can be maximised to further improve the wind penetration in the S and SW directions.

5 Conclusion

- 5.1 It is considered that the proposed public housing development will not impose significant adverse impact on the air ventilation within the site and to the land uses in the vicinity. Further AVA Initial Study will be conducted at later stage once the design details are worked out.

Housing Department
March 2014

Proposed Public Housing and Indoor Recreation Centre (IRC) Development at Choi Wing Road - Air Ventilation Aspect

Air Ventilation Aspect

1 Introduction

- 1.1 The subject site is zoned “Government, Institution or Community” (“G/IC”) and located near the northern end of Choi Hei Road Park. It is bounded by Choi Wing Road on its north and east, Choi Fook Estate on its south and Choi Hei Road Park on its south and west (**Figure 1**).
- 1.2 The site is surrounded by high rise public housing estates which are collectively known as the three-Choi Area comprising the Choi Tak Estate (136 to 174mPD) on its north-west, Choi Ying Estate (133 to 135mPD) on its south-west and Choi Fook Estate (167mPD to 174mPD) on its south. Across Choi Wing Road to the north and east of the site is an extensive hill slope. “G/IC” sites reserved for service reservoir and schools are located to the further north of the site.
- 1.3 The subject site will be rezoned to “Residential (Group A)” or its sub-group for public housing and IRC development by Planning Department. It will be subject to development restrictions of maximum PR of 9.0 (including PR of 7.5 for domestic use) and maximum building height of 170mPD. Subject to agreement by concerned departments, Housing Department’s latest proposal is to divide the site into two parts : the western portion for development of one public housing block and the eastern portion for IRC. The actual flat production, layout and height are subject to further design.

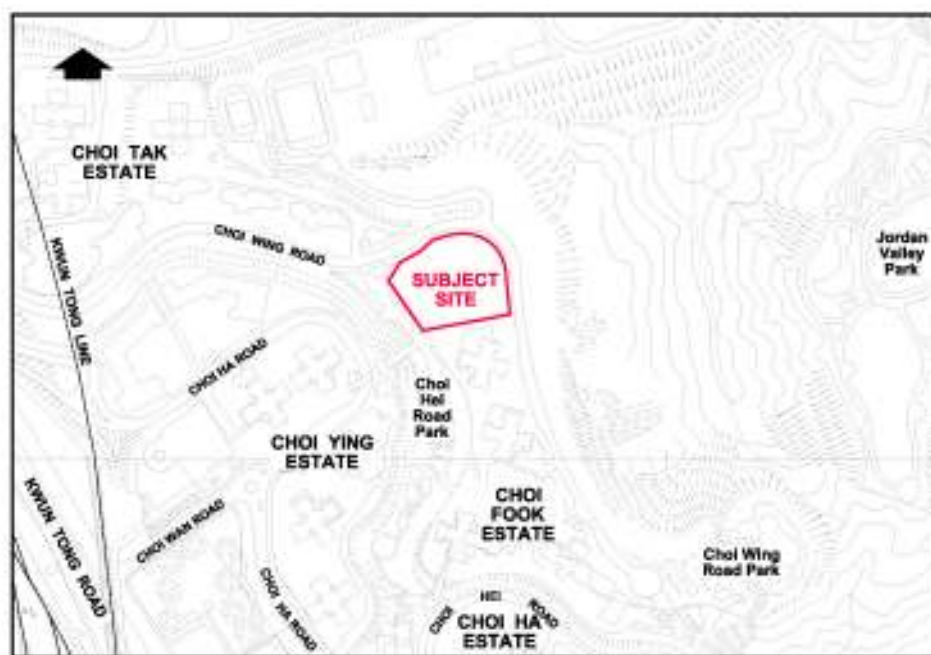


Figure 1 Location Plan of the Proposed Public Housing and IRC Development at Choi Wing Road

2 Wind Environment

- 2.1 According to the Expert Evaluation Report for Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (Nov 2010)¹ (EE Report) commissioned by Planning Department, the annual prevailing wind directions are NE, E and SE while the summer prevailing wind directions are E, SE, S and SW (**Figure 2**).

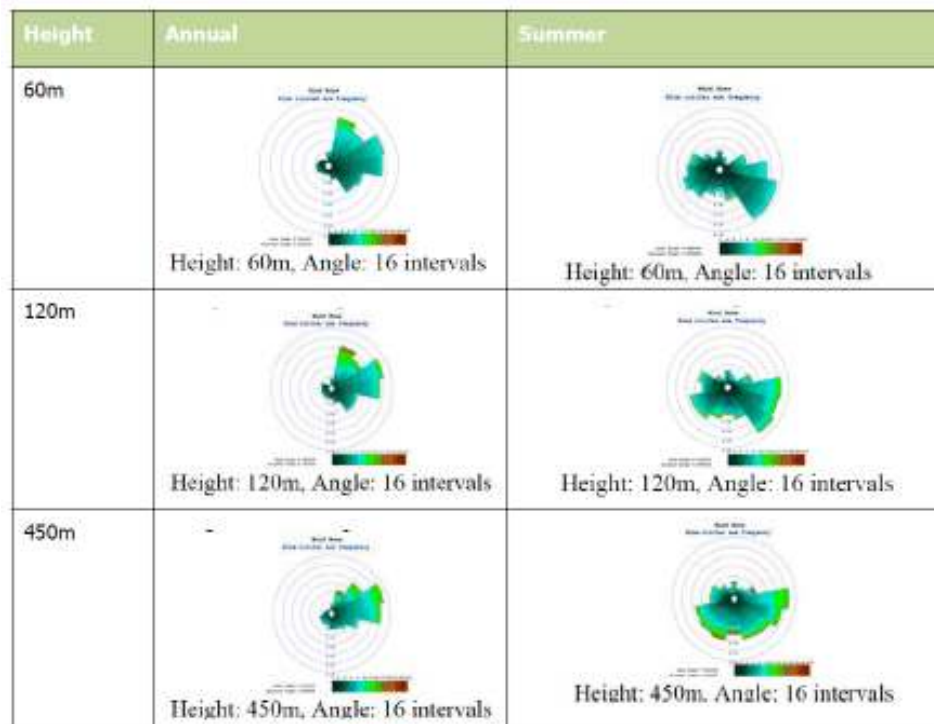


Figure 2 Annual and Summer Wind Roses for Ngau Tau Kok and Kowloon Bay Areas

- 2.2 The EE report indicated that the Subject Site is not situated on the major air path. Instead, annual and summer prevailing winds from the NE descending from hill slope and the low-rise “G/IC” sites, open space and major roads to the SW of the slope would facilitate the air flow in the downstream area (**Figure 3**).

¹ CO₂nnsulting Sustainable Design consultants, *Expert Evaluation and Advisory Report for Proposed Amendments to Ngau Tau Kok and Kowloon Bay Outline Zoning Plan* (Nov 2010)



Figure 3 Major Breezeways for Annual and Summer Prevailing Winds
(Extracted from the EE Report)

3 Air Ventilation Performance of the Proposed Public Housing Development

- 3.1 Annual prevailing winds are coming from the NE quadrant.
- 3.2 According to the EE Report, the major annual and summer breezeways facilitate prevailing winds from the NE to move down from the hill slope. The open space, the "Green Belt" land, the low-rise "G/IC" sites and major roads to the SW of the slope would facilitate the air flow in the downstream area.
- 3.3 Based on the findings of the EE report, Housing Department held the following views:
 - (a) The proposed public housing block will occupy roughly half of the site, adjoining to it will be a low-rise IRC building. The width between the southern boundary of the site and the nearest Choi Lok House of Choi Fook Estate is about 17m (**Figure 4**). Both NE quarterly and downhill wind would be spilt by the proposed development and connect to Choi Ha Road and Choi Wan Road for further wind penetration in the downstream areas. The E annual and summer prevailing wind could also pass through the 17m separation and travel along the Choi Wing Road and Choi Wing lane toward the west.
 - (b) The surrounding area is generally open. In particular, the extensive and elongated Choi Hei Road Park and its adjoining slopes serve as an effective ventilation pocket which will likely direct the S and SW summer prevailing wind to travel through the Park and along the slopes. Meanwhile, SE annual

and summer prevailing wind can travel along the Choi Wing Road and its adjoining extensive slope, through the green belt land and Choi Wing Lane, and towards the G/IC cluster. As such, it was envisaged that the proposed development will not impose adverse impact on the ventilation performance of the site and to the local area in the vicinity. The actual effect will be tested upon more detailed study at later stage.

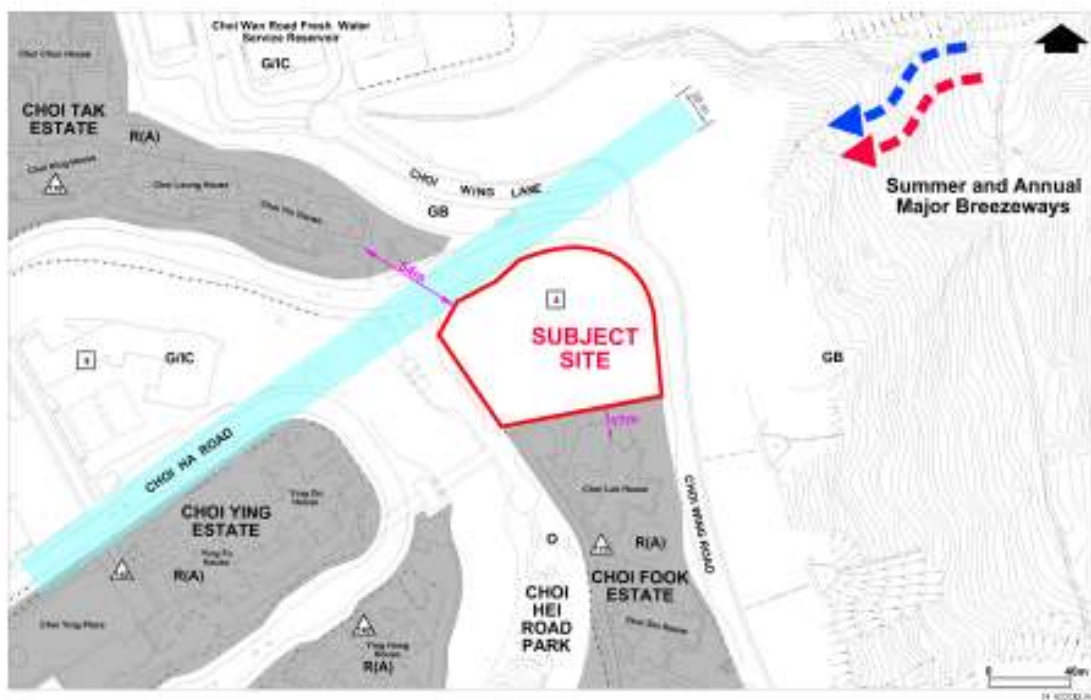


Figure 4 The proposed air path as well as the distances between the subject site boundary and the nearest building lines

4 Proposed Wind Enhancement Measures

- 4.1 It was important to facilitate the NE and downhill wind movement towards the downstream area. In this regard, it is preferable to allow appropriate circulation space in alignment with the prevailing wind direction even with the presence of the proposed public housing and IRC development on the subject site. However, it is of equal importance to take into account the small area of the subject site with only about 0.7 hectare. Block layout will be greatly restricted should air path be imposed on the site.
- 4.2 To strike a balance between optimising site potential and layout on one hand while facilitating good ventilation performance on the other, it is recommended to reserve an air path of not less than 20m in the NE-SW direction aligning with Choi Ha Road

nearing the Conservative Baptist Lui Ming Choi Primary School and Choi Wing Road. The actual clear-width between the northern site boundary and the nearest building edge of Choi Tak Estate is indeed 54m. The indicative air path is shown in **Figure 4** above.

5 Conclusion

- 5.1 Based on the above, it is considered that the proposed public housing and IRC development will not impose significant adverse impact on the air ventilation in the vicinity. Further AVA Initial Study will be conducted at later stage once the design details are worked out.

Housing Department
March 2014

Traffic Impact Assessment (TIA) for the Proposed HOS at Choi Hing Road

The subject site is accessible from the access road leading to the Ping Shek Playground.

TIA for the proposed public housing development was undertaken in June 2013 to assess the potential traffic implications arising from this development. The assessment found that the proposed development would not generate adverse traffic impact on the surrounding road network.

On traffic engineering aspects, junction capacity analysis was conducted for critical road junctions in the vicinity of the proposed site. Junction of Choi Hing Lane and Choi Hing Road was identified to operate near capacity. Road improvement works at Choi Hing Lane and Choi Hing Road would be implemented to enhance the performance of this road junction.

On public transport provision aspects, there are currently a number of franchised bus routes and green mini bus routes serving the vicinity of the site. The proposed development is considered well served by existing public transport facilities network.

Furthermore, TD requested that a lay-by providing sufficient space for Green Mini Bus and taxi pick-up/drop-off activities be provided outside Ping Shek Playground in order to cater for the additional public transport demand arising from the proposed development.

The proposed development is located within walking distance to existing public transport facilities. Pedestrians can access the site via Choi Hing Road, Choi Hing Lane and New Clear Water Bay Road. Pedestrian facilities in the vicinity are considered adequate with pleasant walking environment.

Based on the above, it is envisaged that there should be no insurmountable traffic problem against the proposed rezoning and HOS development. The TIA will be revised to incorporate the latest development parameters of the development and submit to C for T for agreement.

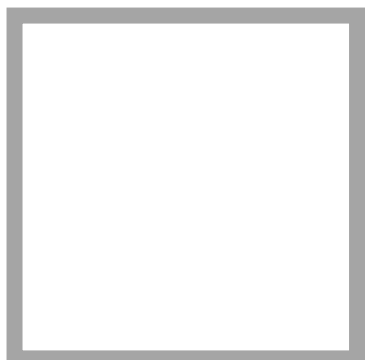
Traffic Impact of the Proposed Public Rental Housing (PRH) and Indoor Recreation Centre (IRC) Development at Choi Wing Road

The TIA for the proposed PRH and IRC development at Choi Wing Road is yet to be conducted. Nevertheless, on transport provision aspects, the site is currently served by franchised bus and a green minibus route. These existing public transport facilities are within walking distance from the proposed development. C for T did not raise adverse comment against the proposed rezoning and development but suggested some public transport facilities at Choi Wing Road and at least 25 nos. of visitor car parking spaces be provided for the IRC development. Subject to the findings of the TIA to be conducted later, lay-bys with sufficient space for Green Mini Bus and taxi pick-up/drop-off activities along Choi Wing Road outside the proposed PRH site will be explored, together with the parking provision for the development.

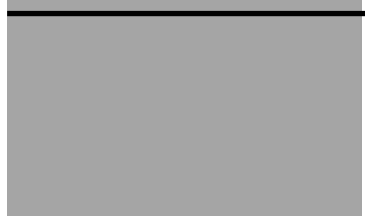
Based on the above, it is envisaged that there should be no insurmountable traffic problem against the proposed rezoning and the PRH/IRC development. A TIA will be conducted at later stage for agreement by C for T.

Housing Department

February 2014



VISUAL APPRAISAL FOR EX-KOWLOON BAY FACTORY ESTATE SITE



**PLANNING DEPARTMENT
DECEMBER 2013**

Purpose

1. The ex-Kowloon Bay Factory Estate (KBFE) site (the Site) is zoned “Other Specified Uses” annotated “Business” (“OU(B)”) and shown as ‘Road’ on the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/27. The area shown as ‘Road’ is an elongated strip of land sandwiched between the areas previously covered by the two factory blocks. It is proposed to rezone this strip of land to “OU(B)” to amalgamate with the adjoining two “OU(B)” zones for commercial development at the entire ex-KBFE site.
2. This visual appraisal (VA) is to examine the possible visual impact of the proposed development at the amalgamated “OU(B)” site after the rezoning.

The Proposed Development

3. The elongated strip of land is proposed to be rezoned from ‘Road’ to “OU(B)” with the same development restrictions of the other portions of the Site, i.e. a maximum plot ratio (PR) of 12.0 and a maximum building height (BH) of 100mPD. The “OU(B)” zones across Wai Yip Street and Shun Yip Street, which fall within the approved Kwun Tong (South) OZP No. S/K14S/18, are also subject to the same PR and BH restrictions.
4. Most of the adjoining street blocks to the south-east of the ex-KBFE site are still occupied by low or medium-rise industrial and industrial-office buildings built in 1960s and 1970s with BH ranging from about 30mPD to 50mPD. The nearest high-rise developments include Octa Tower and C-Bons International Centre have a BH of about 137mPD and 100mPD respectively. The BH of the commercial development at 83 Hoi Bun Road under construction to the immediate south-east across Shun Yip Street is also 100mPD. Upon redevelopment, the heights of the sites nearby are expected to be increased to the statutory maximum BH of 100mPD. Therefore, the proposed BHR of 100mPD for the Site will be in keeping with the planned building height profile for the area. In terms of building design, the amalgamated “OU(B)” site with a larger site area and better configuration could allow more design flexibility for achieving a better site layout

Visual Appraisal

5. The following three viewpoints from different directions and distances are selected, which can represent the views of pedestrian node that area accessible by the public and from key public open spaces:
 - (i) ex-Kai Tak Airport Runway near the planned open space at Shing Fung Road;
 - (ii) the footbridge at the junction of Wai Yip Street and Sheung Yee Road; and
 - (iii) Hoi Bun Road abutting Hoi Bun Road Park and Kwun Tong Promenade (Stage 2) under construction.

6. Three photomontages (**Plans 1, 2 and 3**) are prepared to illustrate the possible visual impact of the proposed development of the Site at the selected viewpoints
7. For the view from the south at the ex-Kai Tak Airport Runway (**Plan 1**), the proposed development is not visually incompatible with the surrounding areas given the district has already been occupied by residential and commercial developments resulted in a typical urban townscape. In addition, the height of the proposed development is considered acceptable taking into account the high-rise commercial buildings in Kowloon Bay Business Area including Enterprise Square Three (164mPD), Enterprise Square Five (170mPD) and Manhattan Place (173mPD) to the north-west, Octa Tower (137mPD) to the south-west and Upper Ngau Tau Kok Estate (ranging from 123mPD to 143mPD) to the north.
8. For the view from north-west at the footbridge at the junction of Wai Yip Street and Sheung Yee Road (**Plan 2**), the proposed development is not visually incompatible with the surrounding areas. As shown on the photomontage, the building mass is considered not excessive compared with the massive industrial buildings and cargo centres nearby such as Sunshine Kowloon Bay Cargo Centre and Pacific Trade Centre on the left and right sides when looking at the viewpoint. Moreover, there are high-rise commercial buildings in Kwun Tong Business Area at the back of the Site including C-Bons International Centre (100mPD).
9. For the closer view from Hoi Bun Road abutting Hoi Bun Road Park and Kwun Tong Promenade (Stage 2) under construction (**Plan 3**), the proposed development will be mostly screened off by the adjoining commercial development at 83 Hoi Bun Road (100mPD) under construction. While the existing street trees on the pavement of Hoi Bun Road provides some visible greenery, they have also screened off the low portion of the proposed development, which can alleviate the visual impact at pedestrian level. High-rise commercial buildings in Kowloon Bay Business Area such as Enterprise Square Three (164mPD) and Enterprise Square Five (170mPD) can be found at the back of the proposed development on the photomontage while the existing Hoi Bun Road Park in front of the Site will continue to serve as a visual breath in the locality. The visual impact created by the proposed development is therefore considered minimal at this viewpoint. It is expected that greening within the proposed development to be provided by future developer as required under the relevant ordinances/lease may further mitigate the visual impact at pedestrian level.

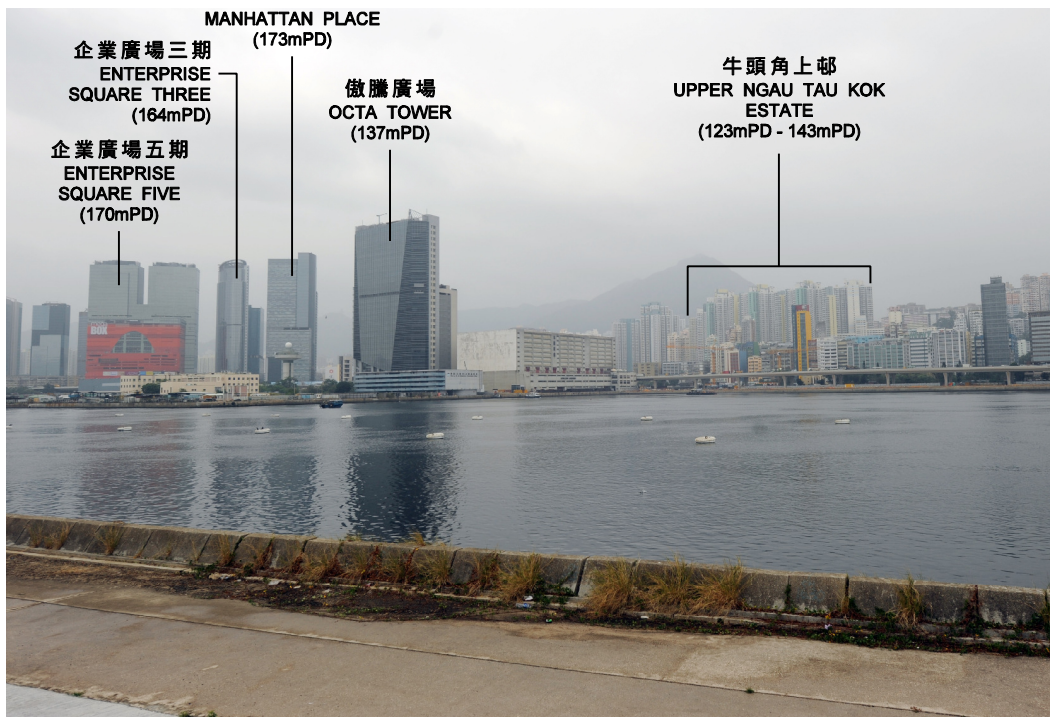
Conclusion

10. Based on the above, the proposed development at the ex-KBFE site is considered not visually incompatible with the surrounding area.

Attachments

- | | |
|---------------|--|
| Plan 1 | Photomontage at ex-Kai Tak Airport Runway |
| Plan 2 | Photomontage at the footbridge at the junction of Wai Yip Street and Sheung Yee Road |
| Plan 3 | Photomontage at Hoi Bun Road |

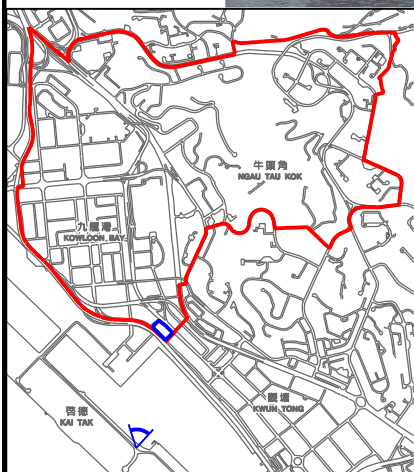
**PLANNING DEPARTMENT
DECEMBER 2013**



現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE



從前啟德機場跑道向北眺望九龍灣區
VIEW OF KOWLOON BAY AREA FROM
EX-KAI TAK AIRPORT RUNWAY LOOKING NORTH

本圖於2013年12月31日擬備
PLAN PREPARED ON 31.12.2013

合成照片 PHOTOMONTAGE
前九龍灣工廠大廈地盤景觀評估
VISUAL APPRAISAL FOR
EX-KOWLOON BAY FACTORY ESTATE SITE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/87

圖 PLAN

1

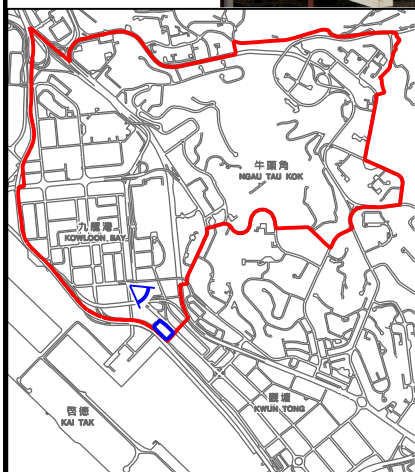


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

從九龍灣偉業街及常怡道交界行人天橋向東南眺望觀塘區
VIEW OF KWUN TONG AREA FROM FOOTBRIDGE
AT THE JUNCTION OF WAI YIP STREET AND SHEUNG YEE ROAD,
KOWLOON BAY LOOKING SOUTHEAST



本圖於2013年12月31日擬備
PLAN PREPARED ON 31.12.2013

合成照片 PHOTOMONTAGE
前九龍灣工廠大廈地盤景觀評估
VISUAL APPRAISAL FOR
EX-KOWLOON BAY FACTORY ESTATE SITE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/87

圖 PLAN

2

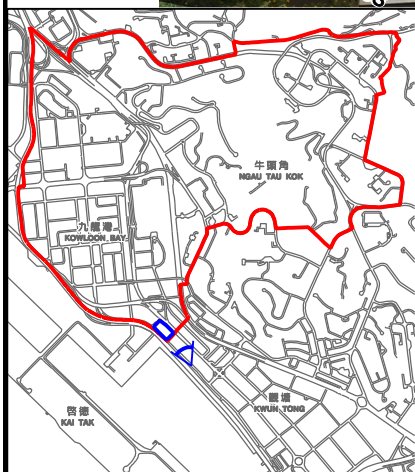


現有景觀 EXISTING VIEW



合成照片 PHOTOMONTAGE

從觀塘海濱道近海濱道公園向西北眺望九龍灣區
VIEW OF KOWLOON BAY AREA FROM
HOI BUN ROAD NEAR HOI BUN ROAD PARK, KWUN TONG
LOOKING NORTHWEST



本圖於2014年1月13日擬備
PLAN PREPARED ON 13.1.2014

合成照片 PHOTOMONTAGE

前九龍灣工廠大廈地盤景觀評估
VISUAL APPRAISAL FOR
EX-KOWLOON BAY FACTORY ESTATE SITE

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/87

圖 PLAN

3

Planning Department
**Term Consultancies for Air
Ventilation Assessment Services**
Executive Summary Ex-Kowloon
Bay Flatted Factory Sites

230589-00

Issue | 31 October 2013

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

The information and examples included herein are for demonstration purposes only and are not intended to be exhaustive or all-inclusive. ARUP assumes no liability or responsibility whatsoever for any direct or indirect damages or inaccuracies of any type or nature that could be deemed to have resulted from the use of this report.



Job number 230589-00

Ove Arup & Partners Hong Kong Ltd
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon Tong
Kowloon
Hong Kong
www.arup.com

ARUP

Document Verification

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Executive Summary

Ove Arup & Partners Hong Kong Ltd. (Arup) was commissioned by Planning Department (PlanD) to carry out an Air Ventilation Assessment (AVA) for Ex-Kowloon Flatted Factory Sites (ex-KBFF sites). The ex-KBFF sites are situated near Victoria Harbour in Kowloon Bay (the South East Kowloon Region of Hong Kong). Hoi Bun Road and Wai Yip Street abut the two longitudinal sides of the Project Site and the elevated Kwun Tong By-Pass is running right above Hoi Bun Road.

There are two vacant sites previously occupied by the ex-KBFF sites. The two ex-KBFF sites with a total site area of about 6,139m² are zoned “Other Specified Uses” annotated “Business” (“OU(B)”) on the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/27, subject to a maximum plot ratio (PR) of 12.0 and a building height (BH) restriction of 100mPD.

To optimize the development opportunity and to allow for more design flexibility, it is proposed to rezone a strip of area shown as “Road” in between the ex-KBFF sites to “OU(B)”, so as to, together with the ex-KBFF sites, form a larger and amalgamated development site with an area of about 8,150m² (i.e. the Project Site). The amalgamated “OU(B)” zone would be subject to the same PR and BH restrictions as mentioned above.

To support the rezoning proposal to be submitted for the Town Planning Board (TPB)’s consideration, a site-specific quantitative assessment on the possible air ventilation impacts is required. In this study, a qualitative assessment of the existing wind condition has been conducted, which form the basis for defining the focus of the quantitative assessment at the later stage. Then, a series of CFD simulation using realizable k- ϵ turbulence model are performed based on the AVA methodology for the Initial Study as stipulated in the HPLB/ ETWB Technical Circular No. 1/06 on Air Ventilation Assessment and the Technical Guide.

Previous AVA(s) Conducted near the Project Site

The AVA for Ngau Tau Kok and Kowloon Bay OZP, Lower Ngau Tau Kok Phase 1 and Phase 2 and Establishment of Centre of Excellence in Paediatrics in Kai Tak Development, adopted the MM5 data in the Initial Studies, while Kai Tak’s Planning Review and Kai Tak’s Study were conducted using wind tunnel data.

Site Wind Availability

The wind availability of the Project Site made reference to the “Air Ventilation Study for Kai Tak Development” (the Kai Tak’s Study). Based on the location of Project Site, the site wind availability data at height 150m of Area A in Kai Tak’s Study is utilised in this study. The wind tunnel data shows that the annual and summer wind conditions are dominated by E & ESE and SE & WSW winds respectively.

Under annual condition, prevailing winds are mainly the northerly (3.5%), north-easterly (5.0%), east-north-easterly (3.5%), easterly (17.5%), east-south-easterly (19.2%), south-easterly (13.9%), south-south-easterly (9.6%) and west-south-westerly (4.6%) winds.

Under summer condition, prevailing winds are mainly the easterly (8.3%), east-south-easterly (11.4%), south-easterly (19.0%), south-south-easterly (8.9%), south-south-westerly (7.6%), south-westerly (7.2%), west-south-westerly (12.7%) and westerly (8.4%) winds.

Qualitative Assessment of the Existing Wind Condition

In general, the Project Site would experience relatively calm wind speed under both annual and summer conditions, given that the existing and planned high-rise developments in the surrounding area would shield some of the prevailing winds from reaching the Site.

Under Annual Wind Condition – E and ESE Wind

- The prevailing winds are mainly Easterly (E) and East-South-Easterly (ESE) directions.
- Incoming wind would be partially blocked by the existing medium-rise industrial/office buildings to the East of Project Site.
- Kwun Tong Road would form a potential wind corridor under annual prevailing wind.
- The annual wind is unlikely to ventilate the Project Site and relatively calm wind environment would be expected under annual prevailing wind condition.

Under Summer Wind Condition – WSW Wind

- Developments located in the upwind area, including the future Hospital Development in Kai Tak, Pacific Trade Centre, Octa Tower and the future high-rise development at the Godowns, would partially block the incoming wind.
- Kai Hing Road may form an air path for the Project Site, but is not expected to be effective.
- The WSW summer wind is unlikely to ventilate the Project Site and relatively calm wind environment would be expected.

Under Summer Wind Condition – SE Wind

- Wai Yip Street and Hoi Bun Road would form a potential wind corridor.
- The Commercial Building under Construction to the southeast of the Project Site would block some of the incoming winds.

- Relatively calm wind environment is expected at the SE site boundary and the core of the site.

Three indicative schemes, namely Baseline Scheme, Proposed Scheme A and Proposed Scheme B, have been derived for assessment purpose.

Baseline Scheme

The Baseline Scheme is derived based on the two ex-KBFF sites with a total site area of 6,139m². The strip of road area between the two sites remains intact. The proposed commercial/office development is subject to a plot ratio of 12 and a building height restriction of 100mPD. In the Baseline Scheme, there are four building blocks, namely Tower 1, 2, 3 and 4, sitting on two separate elongated podiums at a height of 15m.

Proposed Scheme A

Proposed Scheme A is derived based on the amalgamated site (the two ex-KBFF sites and the road area in-between) with a total site area of 8,150m². The proposed commercial/office development is subject to a plot ratio of 12 and a building height restriction of 100mPD. In Proposed Scheme A, there are two building blocks, namely Tower 5 and Tower 6, sitting on a conventionally-designed podium of nearly full site coverage at a height of 15m.

Proposed Scheme B

Proposed Scheme B is derived based on the same amalgamated site area and development parameters as per Proposed Scheme A. In Proposed Scheme B, there are two building blocks, namely Tower 7 which sits on a podium of reduced coverage at a height of 15m and Tower 8 which is podium-free.

SVR and LVR

The Velocity Ratio (VR) as proposed by the Technical Circular was employed to assess the ventilation performances of the Proposed Development and surrounding environment. The Site spatial average velocity ratio (SVR) represents the average VR of all perimeter test points at the site boundary. The Local spatial average velocity ratio (LVR) represents the average VR of all points, i.e. perimeter and overall test points.

	Annual Wind Condition			Summer Wind Condition		
	Baseline Scheme	Proposed Scheme A	Proposed Scheme B	Baseline Scheme	Proposed Scheme A	Proposed Scheme B
SVR	0.27	0.28	0.26	0.31	0.32	0.28
LVR	0.24	0.24	0.24	0.26	0.26	0.25

In general, the overall ventilation performance under both annual and summer wind condition of the three indicative schemes, as indicated by the SVR and LVR values, are similar. However, Proposed Scheme A achieves the highest SVR value while Proposed Scheme B achieves the lowest under both annual and summer conditions. This indicates that the ventilation condition in the immediate surrounding of the Project Site under Proposed Scheme A is relatively better as compared with the other schemes.

For LVR, three studied schemes achieved the same value under annual condition, while both Baseline Scheme and Proposed Scheme A are slightly higher than Proposed Scheme B. The results indicating that their ventilation performances at local areas surrounding the Project Site are very similar under the annual condition. For summer condition, the ventilation conditions at local areas surrounding the Project Site are similar under Baseline Scheme and Proposed Scheme A, both of which perform slightly better than Proposed Scheme B.

Focus Area

A total of 14 Focus Areas with frequent pedestrian access and/or within major activity zone are identified for further analysis.

Study Zones	Annual Wind Condition			Summer Wind Condition		
	Baseline Scheme	Proposed Scheme A	Proposed Scheme B	Baseline Scheme	Proposed Scheme A	Proposed Scheme B
Part of Hoi Bun Road Park	0.25	0.23	0.23	0.24	0.24	0.24
Tai Yip Street Sitting-Out Area	0.23	0.23	0.23	0.21	0.21	0.22
Ting On Street	0.30	0.31	0.31	0.25	0.26	0.25
Kwun Tong Road	0.39	0.42	0.42	0.31	0.32	0.32
Tai Yip Street	0.18	0.21	0.20	0.19	0.19	0.18
Wai Yip Street	0.27	0.28	0.26	0.27	0.30	0.25
Hoi Bun Road	0.25	0.25	0.25	0.33	0.31	0.32
Kai Hing Road	0.22	0.21	0.24	0.31	0.31	0.32
Cheung Yip Road	0.19	0.16	0.18	0.22	0.21	0.22
Hung Yip Street	0.16	0.18	0.15	0.16	0.16	0.13
Shun Yip Street	0.33	0.33	0.31	0.35	0.34	0.32
Planned Godown Redevelopment	0.21	0.23	0.23	0.29	0.29	0.29
Future Waterfront Promenade at Kai Tak South Apron	0.15	0.13	0.13	0.18	0.17	0.17
Future Kwun Tong Promenade	0.20	0.21	0.22	0.21	0.21	0.22

Annual Wind Situation

The results show that Proposed Scheme A achieves higher VR values in Wai Yip Street and Hung Yip Street. Proposed scheme B achieves higher VR values in Kai Hing Road and Future Kwun Tong Promenade.

Baseline Scheme achieved slightly higher VR values for some of the Focus Areas. Nevertheless, differences in the VR values observed are insignificant. These areas includes, Part of Hoi Bun Road Park, Cheung Yip Street, Shun Yip Street and Future Waterfront Promenade at Kai Tak South Apron

In general, the three indicative schemes achieve similar VR values for most of the Focus Areas under the annual wind condition. The Proposed Development, either Scheme A or Scheme B, with closure of road area would not induce significant adverse air ventilation impacts on the surrounding areas under annual wind condition as compared with the Baseline Scheme.

Summer Wind Situation

The results show that Proposed Scheme A achieves higher VR values in Wai Yip Street and Hung Yip Street.

Proposed Scheme B achieves slightly higher VR values in Kai Hing Road and Future Kwun Tong Promenade. Baseline Scheme also achieves slightly higher VR values for some of the Focus Areas. These areas includes, Tai Yip Street and Cheung Yip Street which are located relatively further away from the Project Site, and Hoi Bun Road, Shun Yip Street, Hung Yip Street and Future Waterfront Promenade at Kai Tak South Apron which are closer to the Site. In general, differences in the VR values observed in the aforementioned focus areas are very similar, the ventilation performances in all three schemes are considered comparable.

Similar to the annual wind condition, the three indicative schemes achieve similar VR values for most of the Focus Areas under the summer wind condition. The Proposed Development, either Scheme A or Scheme B, with closure of road area would not induce significant adverse ventilation impacts on the surrounding areas under summer wind condition as compared with the Baseline Scenario.

Special Test Points

	Annual Wind Condition			Summer Wind Condition		
	Baseline Scheme	Proposed Scheme A	Proposed Scheme B	Baseline Scheme	Proposed Scheme A	Proposed Scheme B
Pedestrian Level	0.17	-	0.15	0.15	-	0.18
Podium Level	0.14	0.24	0.28	0.11	0.20	0.30

Special test points have been placed on the podium and pedestrian level at all three schemes to provide additional information for the assessors in terms of the ventilation performance within the building separations. The results show that the Proposed Scheme B would generally achieve a better ventilation performance

within the building gap as compared to the Baseline Scheme and Proposed Scheme A.

Conclusion

The major findings of this study could be summarized as follows:

- Under annual wind condition, the SVR is 0.27, 0.28 and 0.26 for Baseline Scheme, Proposed Scheme A and Proposed Scheme B, respectively. LVR is 0.24 for all three schemes;
- Under summer wind condition, the SVR is 0.31, 0.32 and 0.28 for Baseline Scheme, Proposed Scheme A and Proposed Scheme B, respectively. LVR are 0.26 for both Baseline Scheme and Proposed Scheme A, whereas 0.25 for Proposed Scheme B;
- Proposed Scheme A shows a relatively better ventilation performance as compared with the other schemes;
- The three indicative schemes achieve similar LVR and SVR values, indicating that their ventilation performances are similar and the Proposed Development, either Scheme A or Scheme B, with closure of existing road area, would not induce significantly adverse air ventilation impacts as compared with the Baseline scenario under which the strip of road area remains intact;
- Proposed Scheme A shows a comparatively better ventilation performance due to the continuous podium and chamfered design of podium corners which facilitate the downwash and deflection of prevailing winds to the surrounding pedestrian environment; and
- Proposed Scheme B shows a better ventilation performance at building separation/setback for both pedestrian and podium levels with the Site.

Recommendations

To further enhance the ventilation performance, it is recommended to adopt the following wind enhancement features:

- Further building setback along Shun Yip Street to enlarge the wind entrance for SE prevailing wind which accounts for 13.9% and 19% of the annual and summer winds respectively.
- Chamfer the building corners to reduce wind obstruction.

Agreement No. WQ/063/12

Traffic Impact Assessment for Proposed Traffic Modification Works in Kwun Tong Business Area



Development Bureau



Development Bureau- Energizing Kowloon East Office

**Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works in
Kwun Tong Business Area**

**Technical Note No. 2 (Final):
Traffic Impacts Assessment of Rezoning of NKIL No. 6512**

Prepared:



23 October 2013

Simon Lee

Reviewed:



23 October 2013

Stephen Ching

Approved for
Issue:



23 October 2013

Charles So

AECOM ASIA COMPANY LIMITED

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Energizing Kowloon East Office, DEVB

Agreement No. WQ/063/12

**Traffic Impact Assessment for Proposed Traffic Modification Works in
Kwun Tong Business Area**

**Technical Note No. 2 (Final)
for
Traffic Impacts Assessment
of Rezoning of NKIL No. 6512**

October 2013

AECOM

TABLE OF CONTENTS

	Page
1 INTRODUCTION.....	1
1.1 BACKGROUND.....	1
1.2 OBJECTIVES OF THIS TECHNICAL NOTE.....	2
1.3 STRUCTURE OF TECHNICAL NOTE.....	2
2 PROPOSED DEVELOPMENT	3
2.1 LOCATION OF NKIL No. 6512.....	3
2.2 DEVELOPMENT SCHEDULE	3
3 EXISTING TRAFFIC CONDITIONS AND TRANSPORT FACILITIES.....	4
3.1 LOCAL ROAD NETWORK	4
3.2 LOCAL ROADS	4
3.3 EXISTING KEY JUNCTIONS.....	4
3.4 TRAFFIC COUNT SURVEY	5
3.5 EXISTING JUNCTION PERFORMANCE	5
4 TRAFFIC FORECASTING	7
4.1 INGRESS AND EGRESS.....	7
4.2 TRAFFIC FORECASTING	7
4.3 ADDITIONAL DEVELOPMENT TRAFFIC TRIPS.....	7
5 TRAFFIC IMPACT ASSESSMENT	10
5.1 OPERATIONAL ASSESSMENT.....	10
6 SUMMARY.....	14
6.1 FINDINGS AND RECOMMENDATIONS	14
6.2 CONCLUSION	15

LIST OF TABLES

Table 3.1	Existing Junction Performance For 2013
Table 4.1	Trip Generation and Attraction Rate (Retail/Shopping Complex Use)
Table 4.2	Proposed GFA of NKIL No. 6512
Table 5.1	Key Junction Operational Performance – AM and PM Peak
Table 5.2	Proposed Improvement Measures for J3
Table 5.3	2021 Junction Performance for Design Scenarios under the Proposed Improvement Measures

LIST OF FIGURES

Figure 2.1A	Site Location of NKIL No. 6512
Figure 2.2	Proposed Site Boundary of NKIL No. 6512 (Before Rezoning)
Figure 2.3	Proposed Site Boundary of NKIL No. 6512 (After Rezoning)
Figure 3.1	Key Junctions for Assessment
Figure 3.2	Year 2013 Observed Traffic Flows
Figure 4.1	Ingress and Egress Routes
Figure 4.2	Year 2021 Reference Traffic Flows
Figure 4.3	Year 2021 Design Traffic Flows (Before Rezoning)
Figure 4.4	Year 2021 Design Traffic Flows (After Rezoning) (without CKR & T2)
Figure 4.5	Year 2021 Design Traffic Flows (After Rezoning) (with CKR & T2)
Figure 5.1	Proposed Junction Improvement Scheme For J3
Figure 5.2	Proposed Junction Improvement Scheme For J4

APPENDICES

Appendix A	Junction Layout
Appendix B	Junction Calculation Sheets (To TD Only)
Appendix C	Responses to comments on Technical Note No. 2 (Draft)

1 INTRODUCTION

1.1 Background

- 1.1.1 The area of Kwun Tong (KT) was long recognized as one of the many traditional manufacturing bases in Hong Kong. Over the years, however, the focus of economic activities in the area had begun to shift from industrial/ manufacturing based to more services-based. Thus, the urban fabric should be transformed from priority for vehicular to pedestrian priority over vehicular traffic. In this regards, pedestrian environment in Kowloon East (KE) has to be improved to enhance connectivity among transport nodes, business nodes and public spaces, so as to provide a pedestrian environment and an urban fabric at large which is commensurate and compatible to an attractive premier Central Business District. To undertake these important initiatives, a new multi-disciplinary Energizing Kowloon East Office (EKEO) was set up in the Development Bureau (DevB) on 7 June 2012 to steer, supervise, oversee and monitor the transformation of KE with a view to optimising the land use of these former industrial hubs and transforming it into another key Central Business District (CBD).
- 1.1.2 It is anticipated that the pedestrian flow in KE will increase tremendously and it is public aspirations for the area becoming a more pedestrian-friendly area. It is the Government's vision to create a pedestrian environment in KE which is "walkable", "stayable" and "sittable". The walking environment should be safe, comfortable, inviting, interesting, convenient and healthy for people to enjoy the walking experience. For the KT area, EKEO is planning to improve the pedestrian connectivity and walkability between Ngau Tau Kok MTR Station and the Kwun Tong Promenade with minimal traffic impacts.
- 1.1.3 Currently, two sides of the Hoi Bun Road are mostly utilized by loading and unloading activities, pedestrian accessibility to the waterfront is highly unpleasant. To improve the pedestrian connectivity and walkability between Ngau Tau Kok MTR Station and the Kwun Tong Promenade, EKEO would like to investigate any possible traffic modification works for Hoi Bun Road and Shun Yip Street to enhance the pedestrian walking environment.
- 1.1.4 Also, to cope with the transformation of KE, two vacant sites namely "New Kowloon Inland Lot (NKIL) No. 6512" and "Kwun Tong Inland Lot (KTIL) No. 761" were proposed to be developed for commercial and/or office uses. They are going to be included in the government land sale programme soon. To accommodate future traffic demand for captioned sites, and also to suit the aforesaid potential traffic modifications on Hoi Bun Road, it is essential to investigate carefully the best options of the future ingress/egress arrangements for these sites as well as the associated traffic modification works around the sites.
- 1.1.5 In the light of this, EKEO have initiated a study: **Agreement No. WQ/063/12 Traffic Impact Assessment for Proposed Traffic Modification Works in Kwun Tong Business Area** (the Main Study) to conduct the Traffic Impact Assessment (TIA) to holistically review and ascertain the feasibility of some EKEO's initial options (as illustrated in the Study Brief) or other feasible alternatives. After tendering process, the Study was awarded to AECOM Asia company Limited (AECOM) on 5th April 2013.

1.1.6 The Study Objectives are to carry out a comprehensive TIA to appraise the traffic impact with and without Environmentally Friendly Linkage System (EFLS) or Central Kowloon Route (CKR) & Trunk Road T2 (T2) under design years of 2021 and 2030 under different design scenarios covering all possible combinations of traffic impact generated from the followings *sources*:

- a) Traffic impact due to traffic and public transport demand generated from the development of the site NKIL No. 6512;
- b) Traffic impact due to traffic and public transport demand generated from the development of the site KTIL No.761; and
- c) Traffic impact due to the traffic modification works for Hoi Bun Road and Shun Yip Street.

1.2 Objectives of this Technical Note

1.2.1 This Technical Note No. 2 (TN2) - Traffic Impact Assessment of Rezoning of NKIL No. 6512 is separated from the Deliverables as stipulated in the Study Brief of the Main Study. The purpose of TN2 is to identify the traffic impact of rezoning of the NKIL No. 6512 from a site area of 6,139 m² (Before Rezoning) increasing to 8,150 m² (After Rezoning) and to recommend the necessary traffic arrangement and improvement measures (if any) to mitigate the traffic impact.

1.2.2 The main objectives of this Technical Note are summarised as follows:

- Estimate the traffic generation and attraction of NKIL No. 6512 for both “Before Rezoning” and “After Rezoning” site areas;
- Assess the traffic impact of NKIL No. 6512 for both “Before Rezoning” and “After Rezoning” site areas on the adjacent road network; and
- Recommend possible traffic improvement schemes to mitigate any impact as necessary.

1.3 Structure of Technical Note

1.3.1 This Technical Note contains the following Chapters in addition to this introduction:

- **Chapter 2 – Proposed Development**, presents the development details;
- **Chapter 3 – Existing Traffic Condition** – to discuss the existing traffic condition of NKIL No. 6512 and the details and findings of surveys carried out;
- **Chapter 4 – Traffic Forecasting** – to estimate the traffic volume for reference and design scenarios;
- **Chapter 5 – Traffic Impact Assessment** – to assess the traffic impact due to the proposed development for both “Before Rezoning” and “After Rezoning” site areas;
- **Chapter 6 – Summary** – to summarize the findings and recommendations of the study.

2 PROPOSED DEVELOPMENT

2.1 Location of NKIL No. 6512

- 2.1.1 The subject site (the Site) is located at NKIL No. 6512. The northern and southern parts of the site are zoned “Other Specified Uses” annotated “Business” (“OU(B)”) and subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD on the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/27 while the elongated strip of land in the middle is shown as ‘Road’ on the OZP. It is proposed to rezone the middle strip of land to “OU(B)” and integrated with the northern and southern parts of the sites for commercial development.
- 2.1.2 The Site is abutting Shun Yip Street at its east, Hoi Bun Road at its south, Hung Yip Street at its west and Wai Yip at its north. The site location of NKIL No. 6512 is shown in **Figure 2.1A**.
- 2.1.3 The Site is the former Kowloon Bay Factory Estate managed by Housing Department. Currently, the Factory Estate was demolished and the Site is occupied by a Short Term Tenancy (STT) fee-paying public car park.

2.2 Development Schedule

- 2.2.1 According to the information received from EKEO, the Site was divided into 2 Lots, i.e. Lot A and Lot B with site area of 3,051 m² and 3,088 m² (in total of 6,139 m²) respectively. There is a local access road between these 2 lots as shown in **Figure 2.2**.
- 2.2.2 In order to include the local access road into the site area for land sale, rezoning exercise should be executed. After rezoning, the site area will be increased to 8,150 m² and the site boundary is shown in **Figure 2.3**.
- 2.2.3 As stipulated in the Land Sale Programme, the estimated earliest site available date is in Mar 2014. The application and construction of the proposed development would take approximately 4 years (1 and 3 years respectively) and its tentative operation year is in early 2018.

3 EXISTING TRAFFIC CONDITIONS AND TRANSPORT FACILITIES

3.1 Local Road Network

- 3.1.1 The principal road network in vicinity of the Site comprises Wai Yip Street which is the main primary arterial routes into and through the area.
- 3.1.2 Wai Yip Street is an east-west corridor in this area. The section between Kai Fuk Road Flyover and Lai Yip Street is a east-west primary distributor and is a dual 3-lane carriageway. There are many loading/unloading activities to be observed during office hours and it will reduce the travelling speed along Wai Yip Street.

3.2 Local Roads

- 3.2.1 In addition to the above primary road, a network of local roads provide access to the buildings in vicinity and connect to the above primary distributor.
- 3.2.2 Shun Yip Street is one of north-south road link between Wai Yip Street and Hoi Bun Road.. Shun Yip Street is a District Distributor Road with single 3-lane northbound carriageway configuration.
- 3.2.3 Hoi Bun Road is an east-west road link connecting Kwun Tong and Kowloon Bay Business Areas. It is a District Distributor Road with single 2-lane and 2-way carriageway configuration.
- 3.2.4 Hung Yip Street is local access road adjacent to the Site and forms a cul-de-sac at its northern end near Wai Yip Street.

3.3 Existing Key Junctions

- 3.3.1 Seven junctions in the vicinity of the Site were identified to be key junctions (each with additional flows >100 pcu per hour due to the Site) which may probably affected by the induced traffic from the future development in NKIL No. 6512. The identified key junctions are summarized as followings and presented in **Figure 3.1:-**
- i) Junction of Wang Chiu Road / Cheung Yip Street / Hoi Bun Road (J2)
 - ii) Junction of Wai Yip Street / Shun Yip Street (J3);
 - iii) Junction of Hoi Bun Road / Shun Yip Street (J4);
 - iv) Junction of Lai Yip Street / Kwun Tong Road (J7);
 - v) Junction of Lai Yip Street / Hung To Road (J8);
 - vi) Junction of Lai Yip Street / Wai Yip Street (J9); and
 - vii) Junction of Hoi Bun Road / Lai Yip Street (J10).
- 3.3.2 The junction layouts of those key junctions are presented in **Appendix A**.

3.4 Traffic Count Survey

- 3.4.1 In order to appraise the existing traffic conditions and to provide data for traffic forecast and analysis, comprehensive traffic count survey for the identified key junctions (together with other key junctions for the Main Study) was conducted during AM and PM peak period on a typical weekday in April 2013. The existing traffic flows of these seven key junctions are shown in **Figure 3.2**.

3.5 Existing Junction Performance

- 3.5.1 The existing operational performances of these seven key junctions are assessed by means of the Reserve Capacity (RC) for signalised junctions and the Design Flow to Capacity (DFC) for priority junctions. Junction capacity analysis was carried out for the major junctions identified above to appraise the existing traffic condition based on the 2013 observed peak hour traffic flows. The capacity analysis was undertaken in accordance with the methods stated in the *Transport Planning and Design Manual (TPDM)* published by Transport Department (TD).
- 3.5.2 To reflect the occurrence of on-street loading / unloading / parking activities which would possibly affect the effective capacities of the assessed junctions, data of the kerbside loading / unloading surveys and on site observations were referred to and adjustments were made to reduce the capacity of the affected traffic movements of the junctions before the assessments were carried out (for details please refer to WP3).

Table 3.1 Existing Junction Performance For 2013

Road Junction		Junction Type	Peak	Junction Capacity in Year 2013
J2	Wang Chiu Road / Cheung Yip Street / Hoi Bun Road	Signal [@]	AM PM	58% 45%
J3	Wai Yip Street / Shun Yip Street	Signal	AM PM	68% 60%
J4	Hoi Bun Road / Shun Yip Street [^]	Signal [@]	AM PM	89% 89%
J7	Lai Yip Street / Kwun Tong Road	Signal	AM PM	41% 21%

Road Junction		Junction Type	Peak	Junction Capacity in Year 2013
J8	Lai Yip Street / Hung To Road	Signal ^{*#}	AM	36%
			PM	51%
J9	Lai Yip Street / Wai Yip Street	Signal ^{*#}	AM	13%
			PM	19%
J10	Hoi Bun Road / Lai Yip Street	Signal	AM	91%
			PM	81%

- Notes:
1. Reserve Capacity in % for signalized junction
 2. Design Flow/Capacity Ratio (DFC) for priority junction/roundabout
 3. * Number of lane to be adjusted due to kerbside activities for junction assessment;
 4. # Lane capacity to be adjusted due to kerbside activities for junction assessment.
 5. @Road marking to be re-configured due to kerbside activities for junction assessment.
 6. ^New junction layout was proposed by TD.

3.5.3 **Table 3.1** indicates that all key junctions are currently operating with ample capacity under existing traffic condition.

4 TRAFFIC FORECASTING

4.1 Ingress and Egress

- 4.1.1 The Site is bounded by Shun Yip Street, Hoi Bun Road, Hung Yip Street and Wai Yip Street. Currently, all vehicles can access to the Site from Hung Yip Street.
- 4.1.2 According to the WP3 of this Assignment, the proposed vehicular accesses is located on Hoi Bun Road in order to facilitate the future modification works in vicinity of the Site. The major ingress/egress routings of the future development are presented in **Figure 4.1**.

4.2 Traffic Forecasting

- 4.2.1 The tentative occupation of the proposed development would be around year 2018. In order to assess the traffic impact on the adjacent road network upon development, year 2021 (3 years after the tentative occupation) is adopted as the design year.
- 4.2.2 Based on the latest road networks and development assumptions as mentioned in WP1, the traffic model was developed to forecast the future traffic demands for different design scenarios as summarized in **Chapter 2** of WP3.
- 4.2.3 According to the latest Land Sale Programme, the site KTIL No. 761 will be sold in end of 2013. As both sites of NKIL No. 6512 and KTIL No. 761 will be developed concurrently, the site of KTIL No. 761 will be included in the reference case in design year of 2021.
- 4.2.4 For reference scenario in design years 2021, two scenarios have been considered in the Main Study, i.e. with and without CKR and T2. According to findings in WP3, the overall traffic flows in this area, e.g. on Kwun Tong Road, will be reduced after opening of CKR and T2. For conservative purpose, the scenario of “without CKR and T2” in 2021 and the scenario of “with the site of KTIL No. 761” will be adopted as the reference case in design year of 2021 in this TN2.
- 4.2.5 By adopting the Reference case for Design Year 2021 as presented in WP3 as a base and superimposing the development traffic of the site KTIL No. 761 (with 70,800 m² GFA which is based on the latest information from EKEO), the anticipated 2021 reference traffic flows have been derived and are presented in **Figure 4.2**.

4.3 Additional Development Traffic Trips

- 4.3.1 To estimate the development traffic for the Site, the mean range of the trip rates for “Retail / Shopping Complex (Office + Retail)” as stated in TPDM Vol.1 are adopted. The adopted trip generation and attraction rates are summarised in **Table 4.1**.

Table 4.1 Trip Generation and Attraction Rate (Retail/Shopping Complex Use)

Retail/Shopping Complex Use	AM Peak		PM Peak	
	Generation	Attraction	Generation	Attraction
As per TPDM Vol. 1 (mean value)	0.2296	0.2434	0.3100	0.3563

Note : Units are pcu/hr/100m² GFA.

- 4.3.2 The Gross Floor Area (GFA) of the Site for the two scenarios, i.e. “Before Rezoning” and “After Rezoning” is summarised in **Table 4.2**.

Table 4.2 Proposed GFA of NKIL No. 6512

Scenario	Site Area (m ²)	Plot Ratio	GFA (m ²)
“Before Rezoning”	6,139	12	73,668
“After Rezoning”	8,150	12	97,800

- 4.3.3 For the Rezoning exercise, by applying the trip rates as shown in **Table 4.1** to the proposed development schedules in the two scenarios, the development traffic flows were worked out and are summarised in **Table 4.3**.

Table 4.3 Development Traffic Flows To/From NKIL No. 6512

Scenario	GFA (m ²)	AM Peak		PM Peak	
		Generation	Attraction	Generation	Attraction
“Before Rezoning”	73,668	170	180	230	260
“After Rezoning”	97,800	225	240	300	350

Note : Units are pcu/hr.

- 4.3.4 The estimated additional development traffic flows have been superimposed onto the anticipated year 2021 reference traffic flows and assigned to the local road network according to the future traffic circulation pattern to produce the anticipated year 2021 design traffic flows for the two scenarios during the weekday AM and PM peak hours as presented in **Figure 4.3** (for “Before Rezoning”) and **Figure 4.4** (for “After Rezoning”).
- 4.3.5 As per Transport Department (TD), the scenario of “with CKR and T2” was assessed for “After Rezoning” case and the weekday AM and PM peak hour forecast flows in 2021 were presented in **Figure 4.5**.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Operational Assessment

5.1.1 To investigate the traffic impact of the proposed development of the Site on the adjacent local road network, the operational performance of the seven key junctions has been conducted for the reference and design scenarios (for the two scenarios) in year 2021. The assessments conducted are based on the existing road characteristics and junction layouts, and the assessment results are summarised in **Table 5.1** below for the AM and PM peak hours.

Table 5.1 Key Junction Operational Performance – AM and PM Peak

Road Junction		Junction Type	Peak	2021 Junction Capacity for			
				Reference Scenario	Design “Before Rezoning” Scenario	Design “After Rezoning” Scenario (without CKR & T2)	Design “After Rezoning” Scenario (with CKR & T2)
J2	Cheung Yip Street / Hoi Bun Road	Signal [@]	AM	17%	5%	1%	9%
			PM	26%	10%	5%	10%
J3	Wai Yip Street / Shun Yip Street	Signal	AM	10%	2%	0%	2%
			PM	9%	0%	-3%	0%
J4	Hoi Bun Road / Shun Yip Street [^]	Signal [@]	AM	35%	10%	2%	5%
			PM	30%	6%	-1%	2%
J7	Lai Yip Street / Kwun Tong Road	Signal	AM	9%	9%	9%	12%
			PM	1%	0%	0%	0%
J8	Lai Yip Street / Hung To Road	Signal ^{*#}	AM	86%	79%	76%	77%
			PM	94%	92%	91%	91%

Road Junction		Junction Type	Peak	2021 Junction Capacity for			
				Reference Scenario	Design “Before Rezoning” Scenario	Design “After Rezoning” Scenario (without CKR & T2)	Design “After Rezoning” Scenario (with CKR & T2)
J9	Lai Yip Street / Wai Yip Street	Signal ^{*#}	AM	7%	5%	4%	5%
			PM	16%	15%	15%	16%
J10	Hoi Bun Road / Lai Yip Street	Signal	AM	40%	35%	33%	34%
			PM	38%	34%	31%	32%

- Notes:
1. Reserve Capacity in % for signalized junction
 2. Design Flow/Capacity Ratio (DFC) for priority junction/roundabout
 3. * Number of lane to be adjusted due to kerbside activities for junction assessment;
 4. # Lane capacity to be adjusted due to kerbside activities for junction assessment.
 5. @Road marking to be re-configured due to kerbside activities for junction assessment.
 6. ^New junction layout was proposed by TD.

5.1.2 Similar to the existing situation, most of the seven key junctions would operate with ample capacity even with the proposed development for the two scenarios. The most critical cases would be the AM & PM peak situation of J3 and PM peak situation of J4 and J7, they would be operating with critical capacities (i.e. between -3% and 0%).

5.1.3 As shown in Table 5.1, the junction capacities of these 7 key junctions for the “with CKR & T2” case are better than that for the “without CKR & T2” case. The discussion in paragraph 4.2.4 could explain these results.

- 5.1.4 According to the Section 5.1 in WP3, there is a proposed junction improvement measure for J3. The details are summarised in **Table 5.2**.

Table 5.2 Proposed Improvement Measures for J3

Road Junction	Proposed Improvement Measures	Figure No.
Wai Yip Street / Shun Yip Street	<p>Modification of Method of Control of signalized junction from 3 stages to 2 stages with following modification works:-</p> <ol style="list-style-type: none"> 1) Construct new pedestrian island at captioned junction; 2) Relocation of pedestrian crossing at Wai Yip Street and Shun Yip Street; and 3) Set back the kerb at Shun Yip Street to provide adequate spaces for left turn movement from Shun Yip Street to Wai Yip Street westbound. 	Figure 5.1

- 5.1.5 The junction layout of J4 has been revised by TD after this study was commenced. The junction improvement scheme is to convert the road marking on far side lane of Hoi Bun Road eastbound from “straight ahead” arrow to “straight and turning left” arrow. This junction improvement scheme was presented in **Figure 5.2**.
- 5.1.6 Based on above-mentioned junction improvement measures, the junction performances of the problematic junctions in design years 2021 will have improvement and are summarized in **Table 5.3**. The junction calculation sheets for improvement scheme are shown in **Appendix B**.

Table 5.3 2021 Junction Performance for Design Scenarios under the Proposed Improvement Measures

Road Junction		Junction Type	Peak	2021 Junction Capacity for			
				Design “After Rezoning” Scenario (without CKR & T2)	Design “After Rezoning” Scenario (without CKR & T2) With Improvement Scheme	Design “After Rezoning” Scenario (with CKR & T2)	Design “After Rezoning” Scenario (with CKR & T2) With Improvement Scheme
J3	Wai Yip Street / Shun Yip Street	Signal	AM	0%	27%	2%	30%
			PM	-3%	24%	0%	27%
J4	Hoi Bun Road / Shun Yip Street [^]	Signal [@]	AM	2%	24%	5%	27%
			PM	-1%	20%	2%	22%

Notes: 1. @Road marking to be re-configured due to kerbside activities for junction assessment.

- 5.1.7 As demonstrated in **Table 5.3**, the proposed junction improvement schemes for J3 and J4 could effectively alleviate the negative impacts due to the Site for both scenarios.
- 5.1.8 The junction capacity issue for J7 is mainly due to the traffic growth of the district wide new developments but not by the proposed development of the Site of NKIL No. 6512. It can be seen from the minor difference in junction capacity between the Reference Scenario and Design Scenarios as shown in **Table 5.1**.
- 5.1.9 As a result, the proposed development for both “Before Rezoning” and “After Rezoning” scenarios, will not have significant adverse traffic impact on the adjacent road network, except on J3 and J4, and should be acceptable from traffic point of view. In addition, the junction improvement schemes for J3 – Junction of Wai Yip Street/Shun Yip Street and J4 – Junction of Hoi Bun Road/Shun Yip Street will be required to alleviate the traffic impacts imposed by the Site for both “Before Rezoning” and “After Rezoning” scenarios.

6 SUMMARY

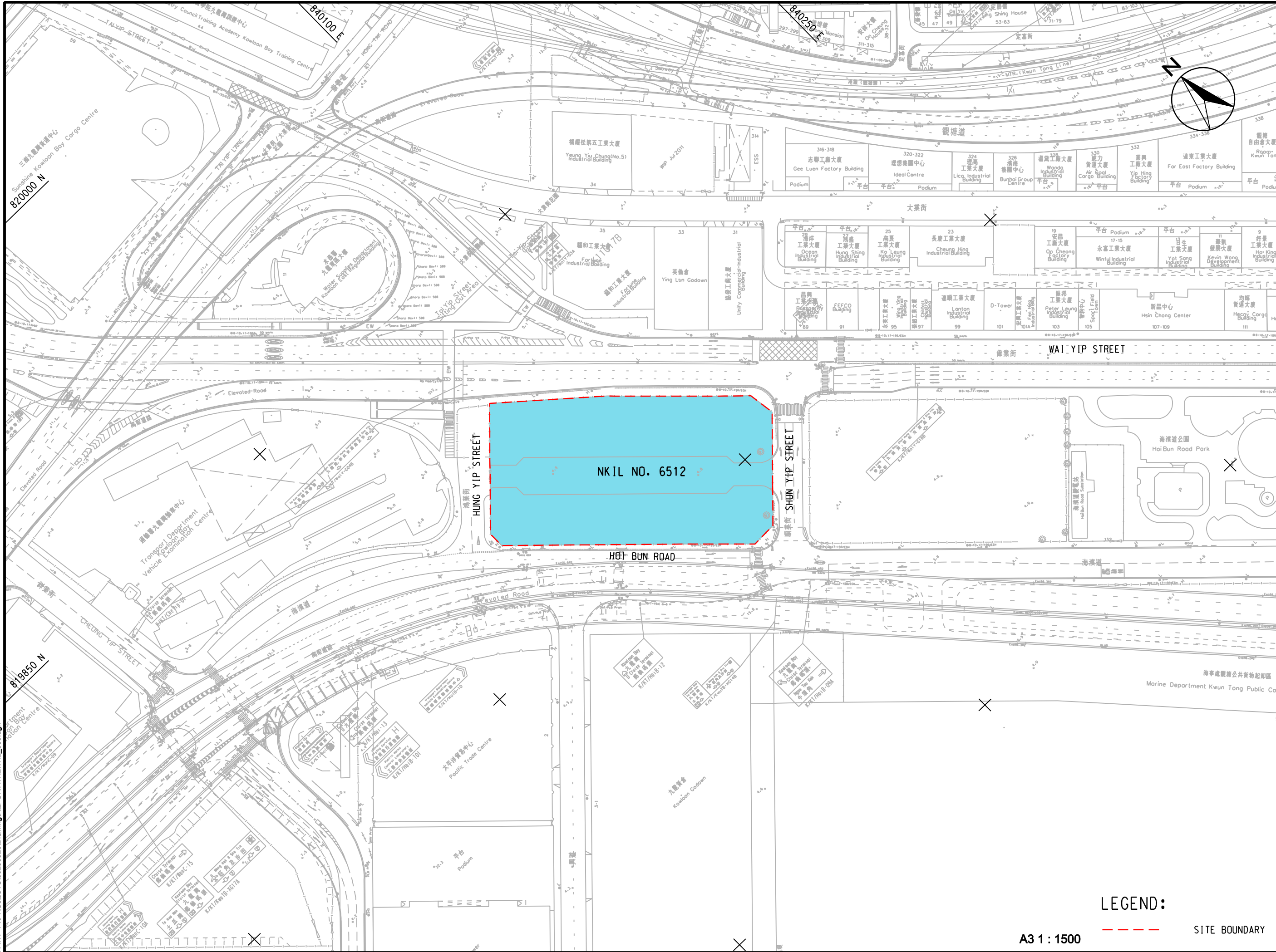
6.1 Findings and Recommendations

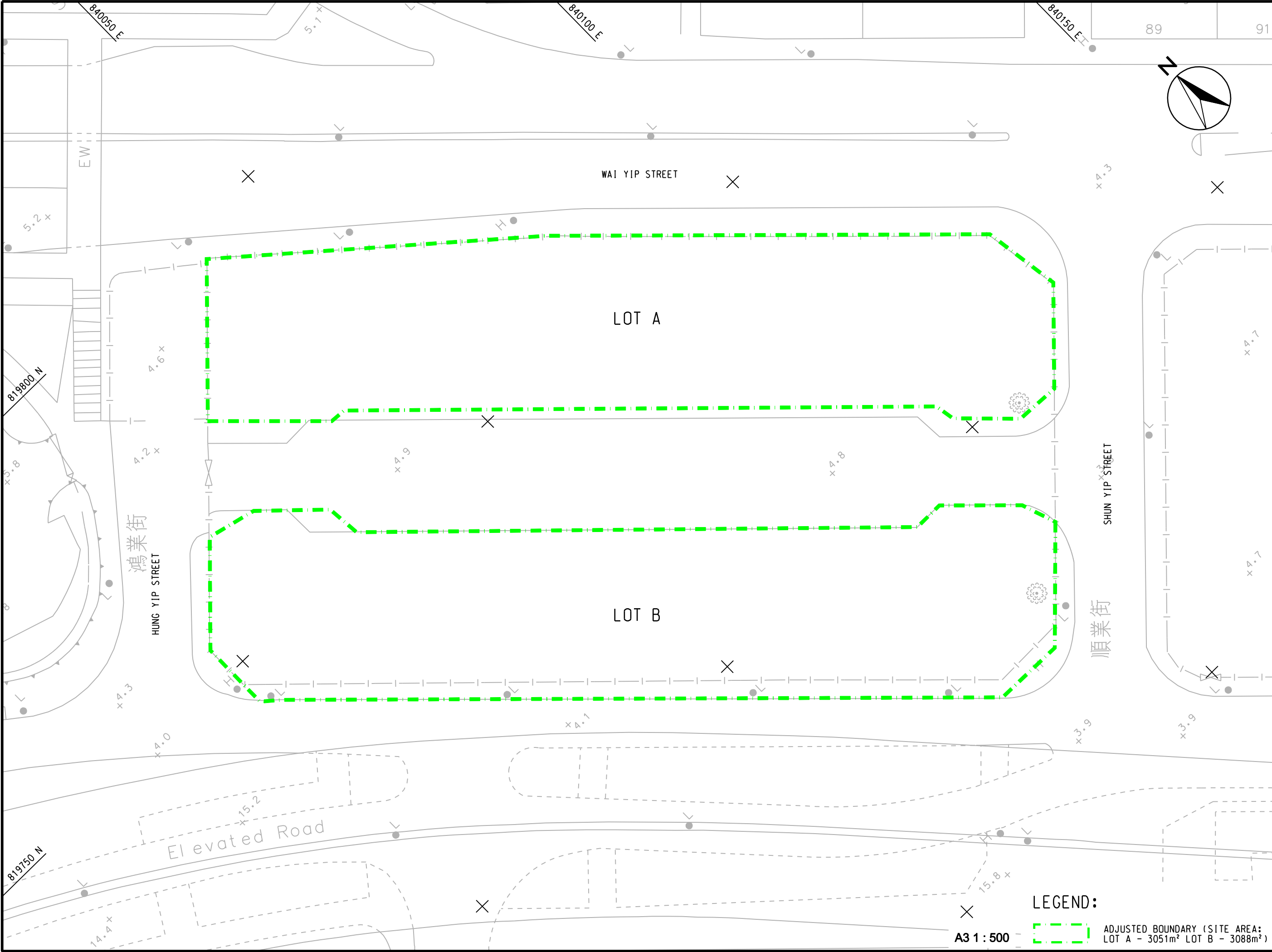
- 6.1.1 This Technical Note No. 2 (TN2) – TIA of Rezoning of NKIL No. 6512 is separated from the Deliverables as stipulated in the Study Brief of the Main Study. The purpose of TN2 is to identify the traffic impact of rezoning of the NKIL No. 6512 (solely) due to the increasing in site area and hence to recommend the necessary traffic arrangement and improvement measures (if any) to be included in the leases.
- 6.1.2 According to the information received from EKEO, the Site was divided into 2 Lots, i.e. Lot A and Lot B with site area of 3,051 m² and 3,088 m² (in total of 6,139 m²) respectively. In order to include the local access road into the site area for land sale, rezoning exercise should be executed. After rezoning, the site area will be increased to 8,150 m².
- 6.1.3 Year 2021 (3 years after the tentative occupation year 2018) has been adopted as the design year for assessment. The anticipated year 2021 reference traffic flows were extracted from the traffic model which was developed for this Assignment as a base and then superimpose the development traffic of the site KTIL No. 761 for a conservative purpose.
- 6.1.4 Traffic generations and attractions of the proposed development have been assessed. It is estimated that the proposed development will generate and attract 170 pcu/hr and 180 pcu/hr in the AM peak hour and generate and attract about 230 pcu/hr and 260 pcu/hr in the PM peak for “Before Rezoning” scenario.
- 6.1.5 For “After Rezoning” scenario, the proposed development will generate and attract 225 pcu/hr and 240 pcu/hr in the AM peak hour and generate and attract about 300 pcu/hr and 350 pcu/hr in the PM peak.
- 6.1.6 In order to gauge the traffic impact of the proposed development for the both scenarios, the estimated additional traffic trips have been superimposed onto the anticipated year 2021 reference traffic flows to produce the anticipated year 2021 peak hour traffic flows for design case.
- 6.1.7 According to the 2021 traffic assessment, most of the seven key junctions would operate with ample capacity even with the proposed development for both scenarios. The most critical case would be the PM peak situation of J3, J4 and J7, they would be operating with critical capacities (i.e. between -3% and 0%). The junction capacity issue for:
- J3 is mainly due to the development traffic from NKIL No. 6512 and junction improvement schemes are required;
 - J4 is mainly due to the development traffic from NKIL No. 6512 and junction improvement schemes are required;
 - J7 is mainly due to the traffic growth of the district wide new developments but not by the proposed development of the Site of NKIL No. 6512. It can be seen from the minor difference in junction capacity between the Reference Scenario and Design Scenarios.

6.2 Conclusion

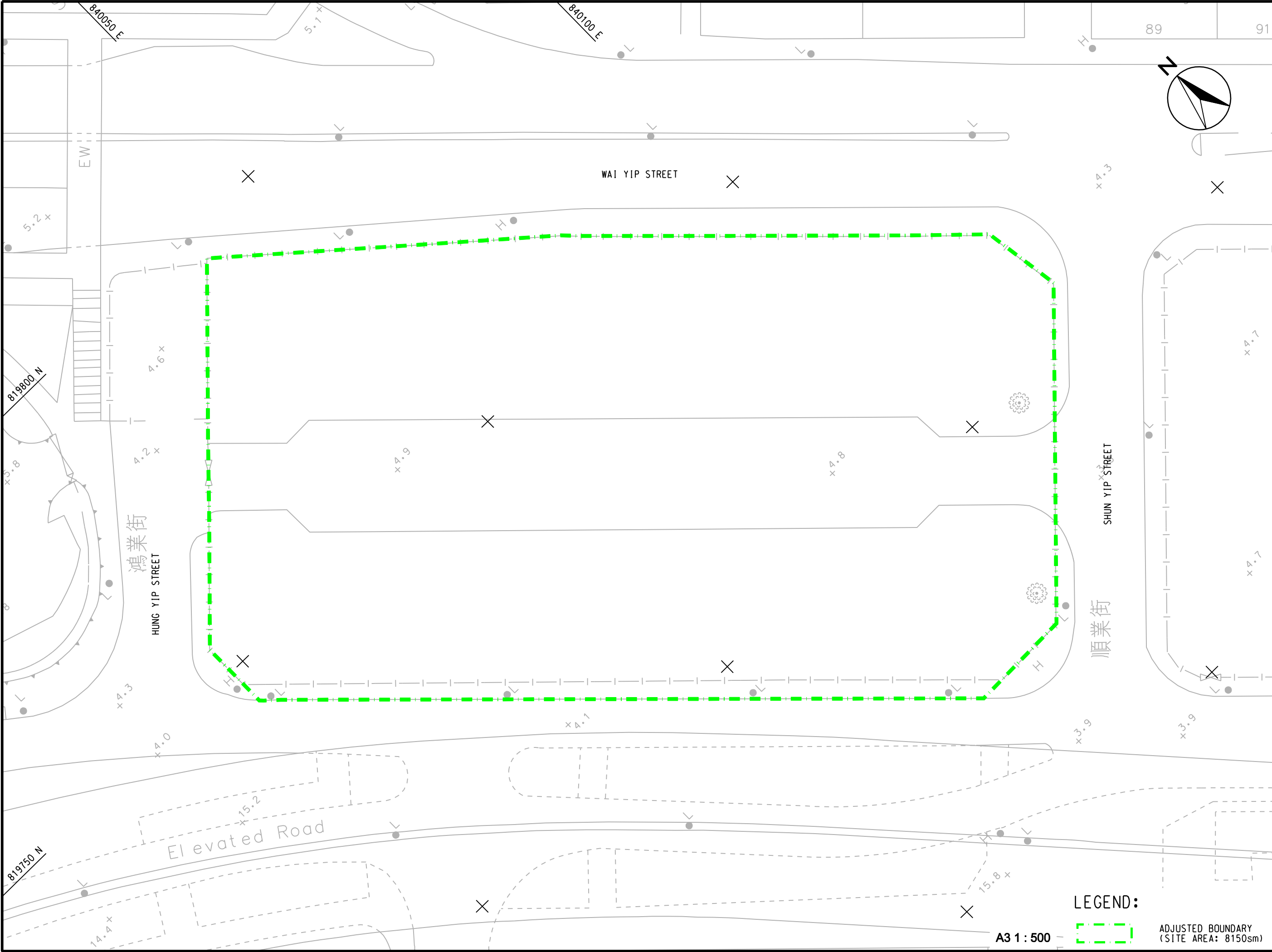
- 6.2.1 Based on the above discussions, it is concluded that the proposed development to be built at NKIL No. 6512 with a increasing site area from 6,139 m² (“Before Rezoning” scenario) to 8,150 m² (“After Rezoning” scenario) is considered acceptable in traffic terms.
- 6.2.2 In addition, junction improvement schemes for J3 and J4 are required to alleviate the traffic impacts imposed by the Site for both “Before Rezoning” and “After Rezoning” scenarios.

FIGURES





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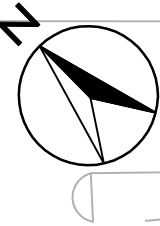


A3 1 : 500

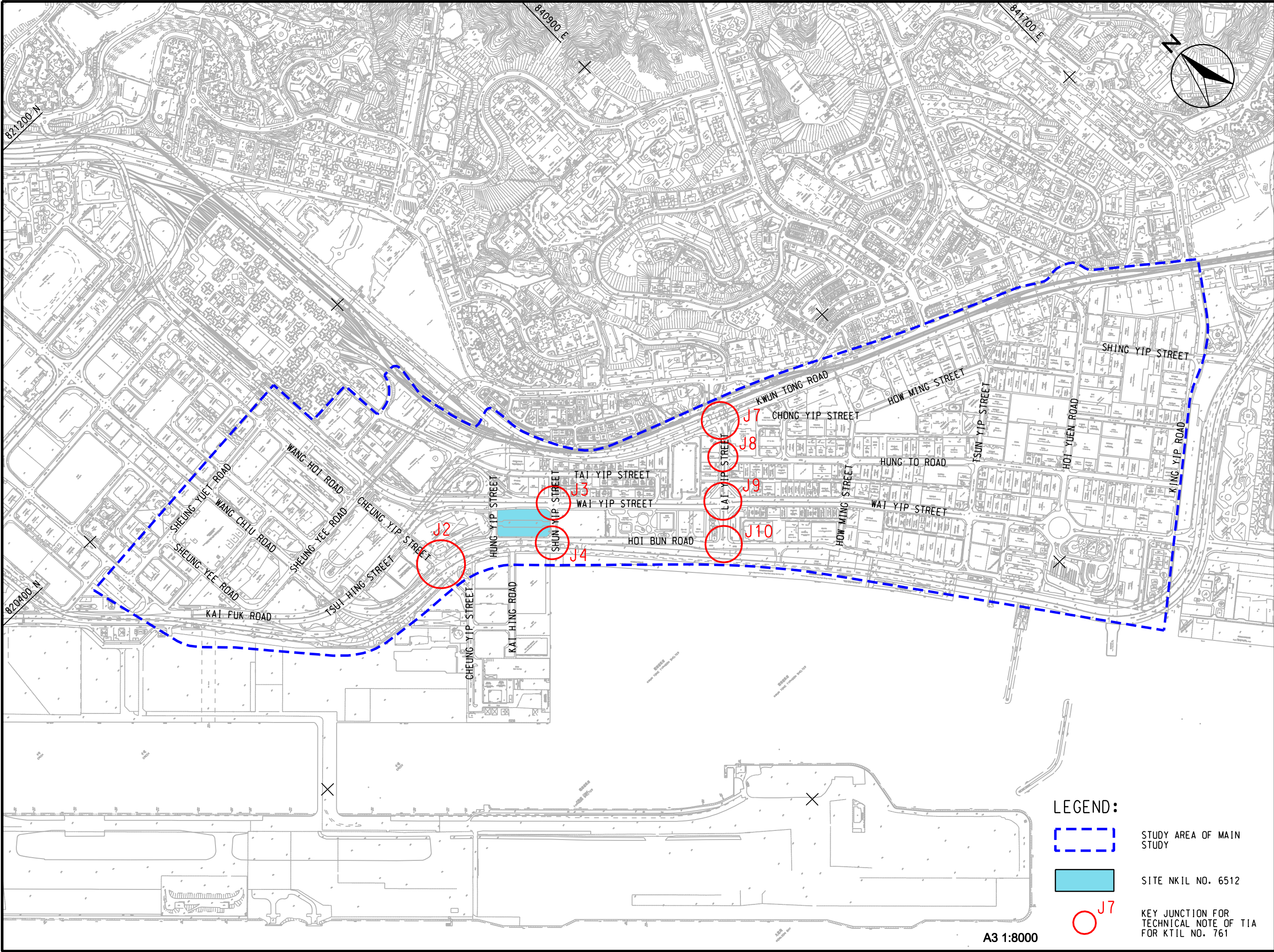
LEGEND:



ADJUSTED BOUNDARY
(SITE AREA: 8150sm)



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A3 1:8000

LEGEND:



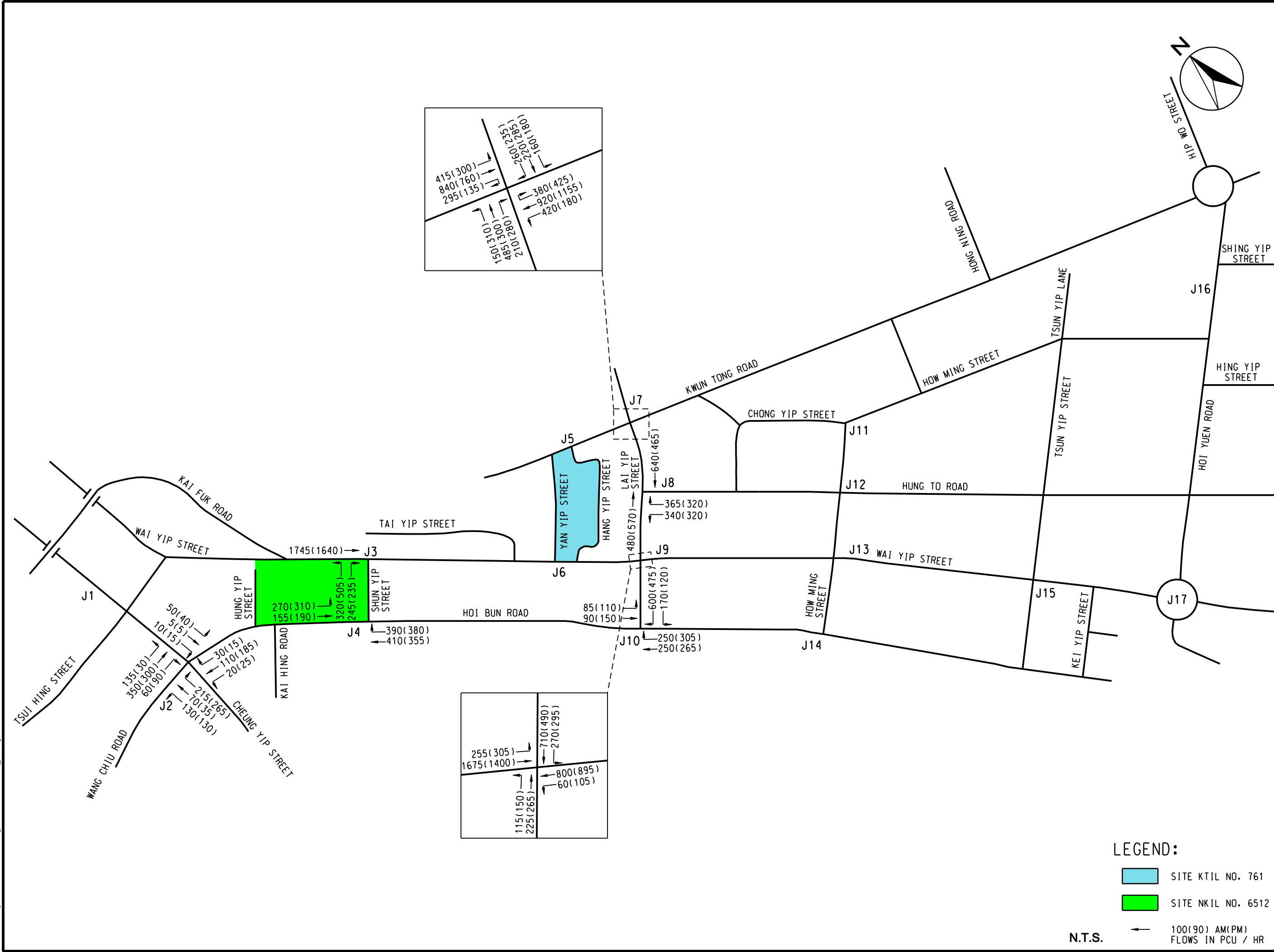
STUDY AREA OF MAIN STUDY



SITE NKIL NO. 6512



KEY JUNCTION FOR TECHNICAL NOTE OF TIA FOR KTL NO. 761

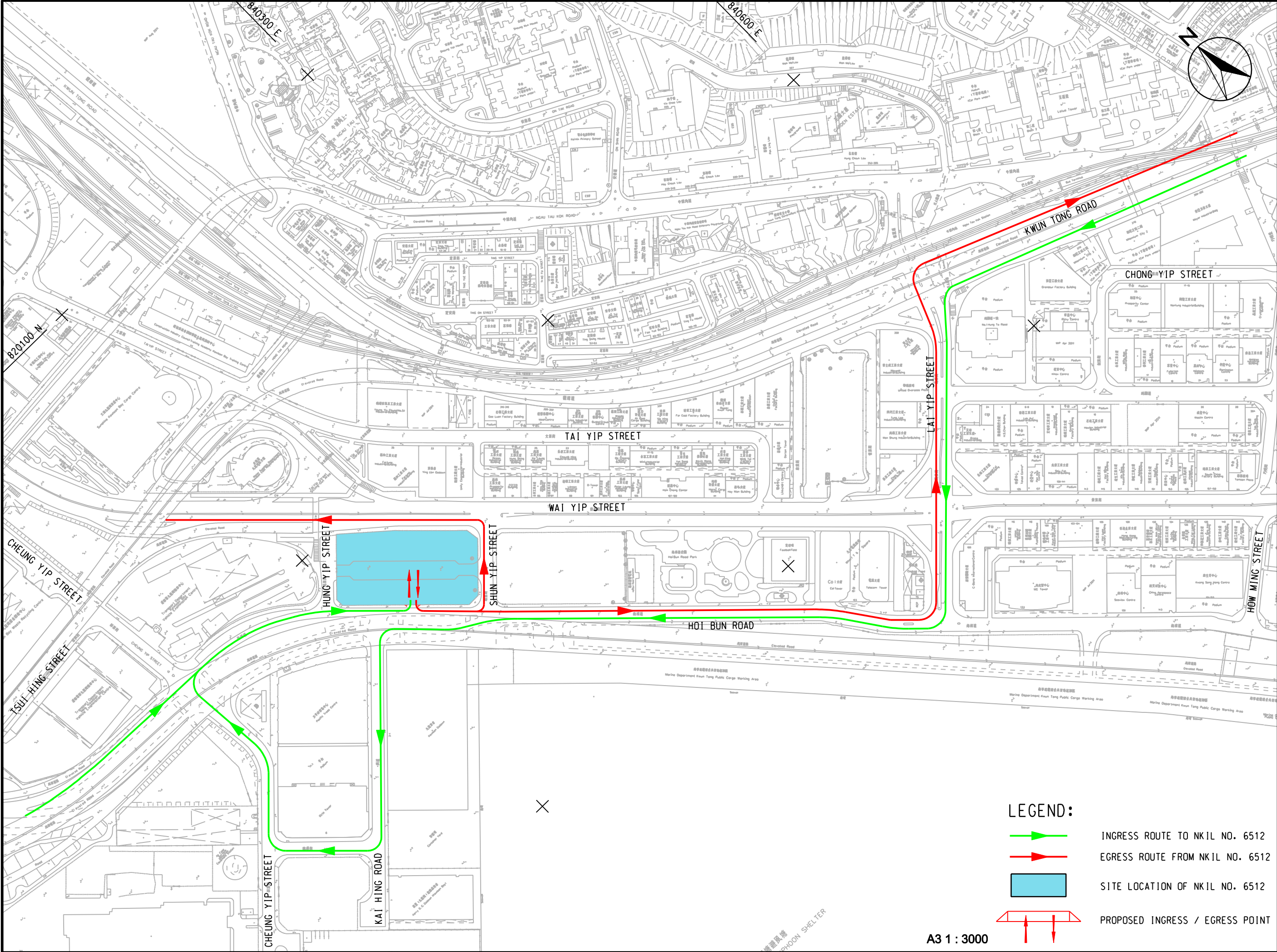


LEGEND:

- SITE KTIL NO. 761
- SITE NKIL NO. 6512
- 100(90) AM(PM)
FLOWS IN PCU / HR

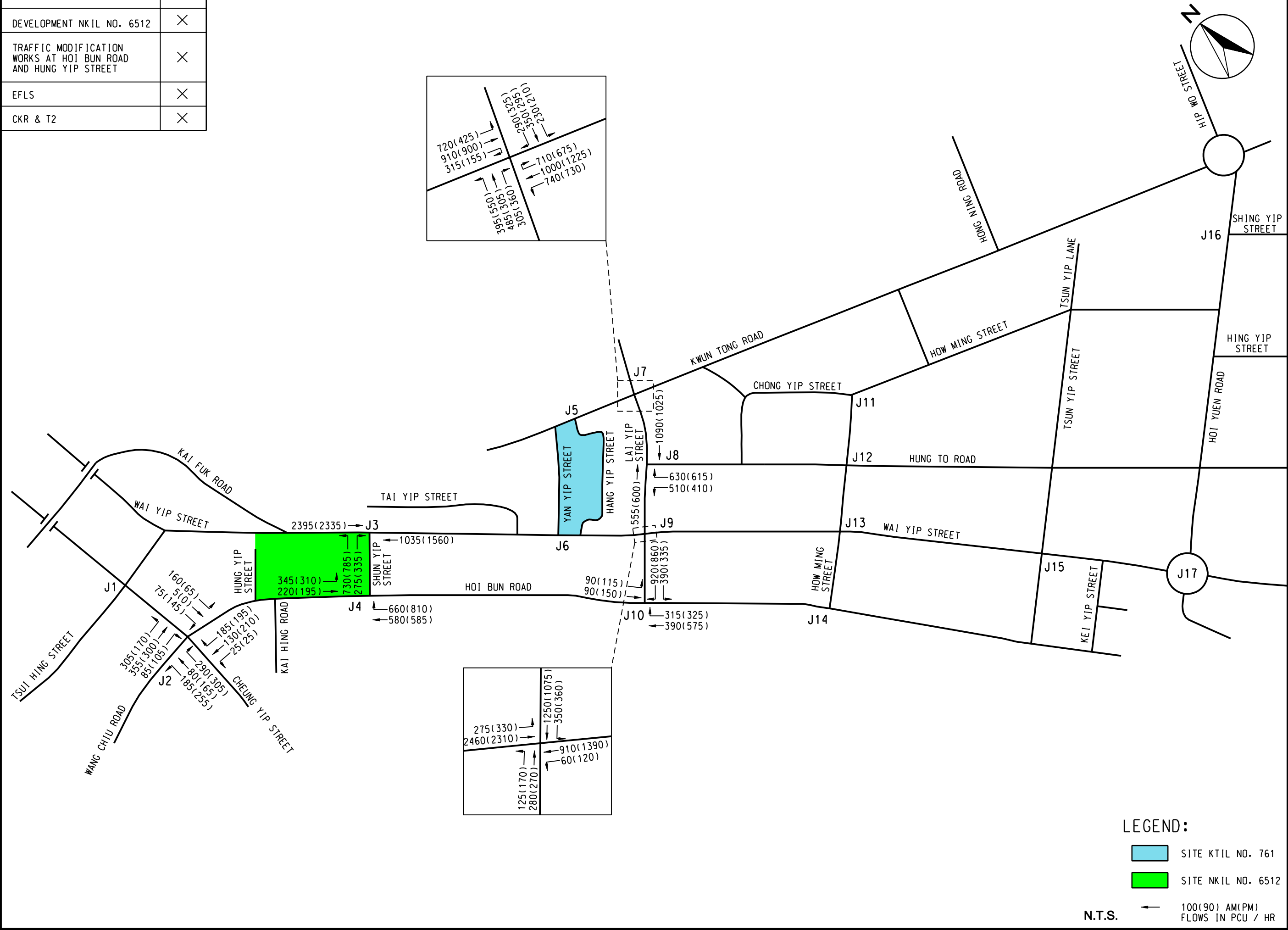
N.T.S.

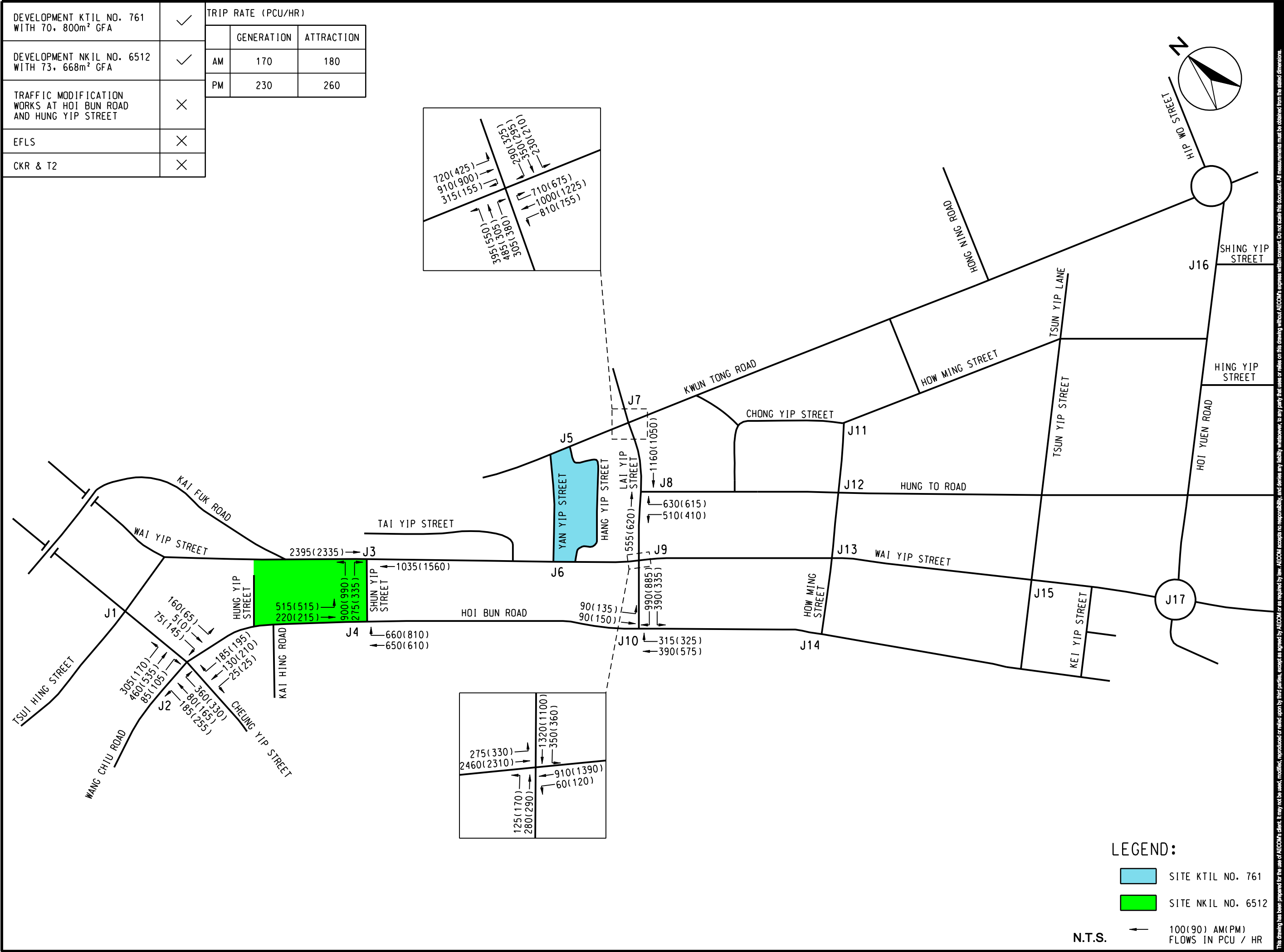
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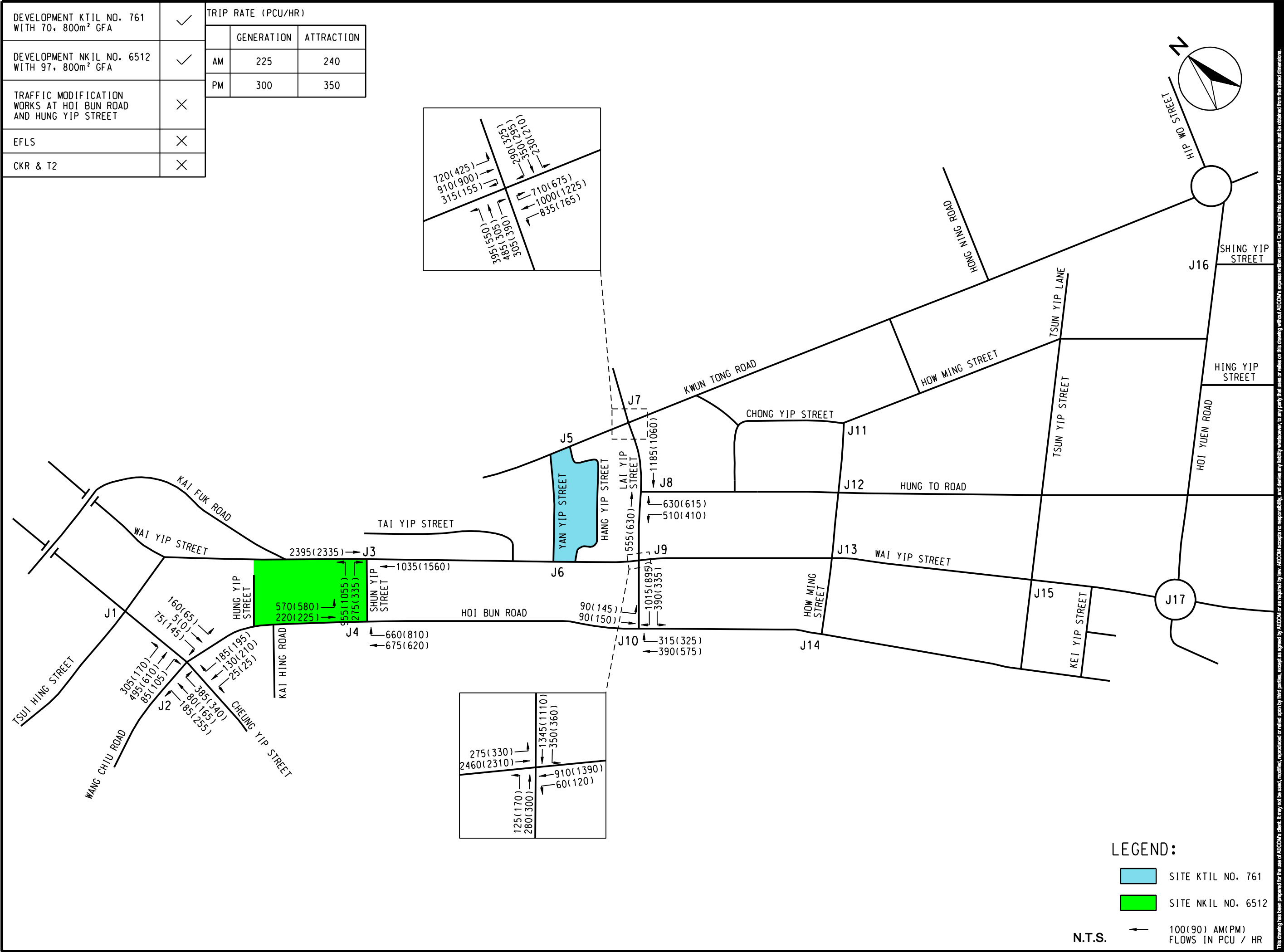


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DEVELOPMENT KTIL NO. 761 WITH 70, 800m ² GFA	✓
DEVELOPMENT NKIL NO. 6512	✗
TRAFFIC MODIFICATION WORKS AT HOI BUN ROAD AND HUNG YIP STREET	✗
EFLS	✗
CKR & T2	✗

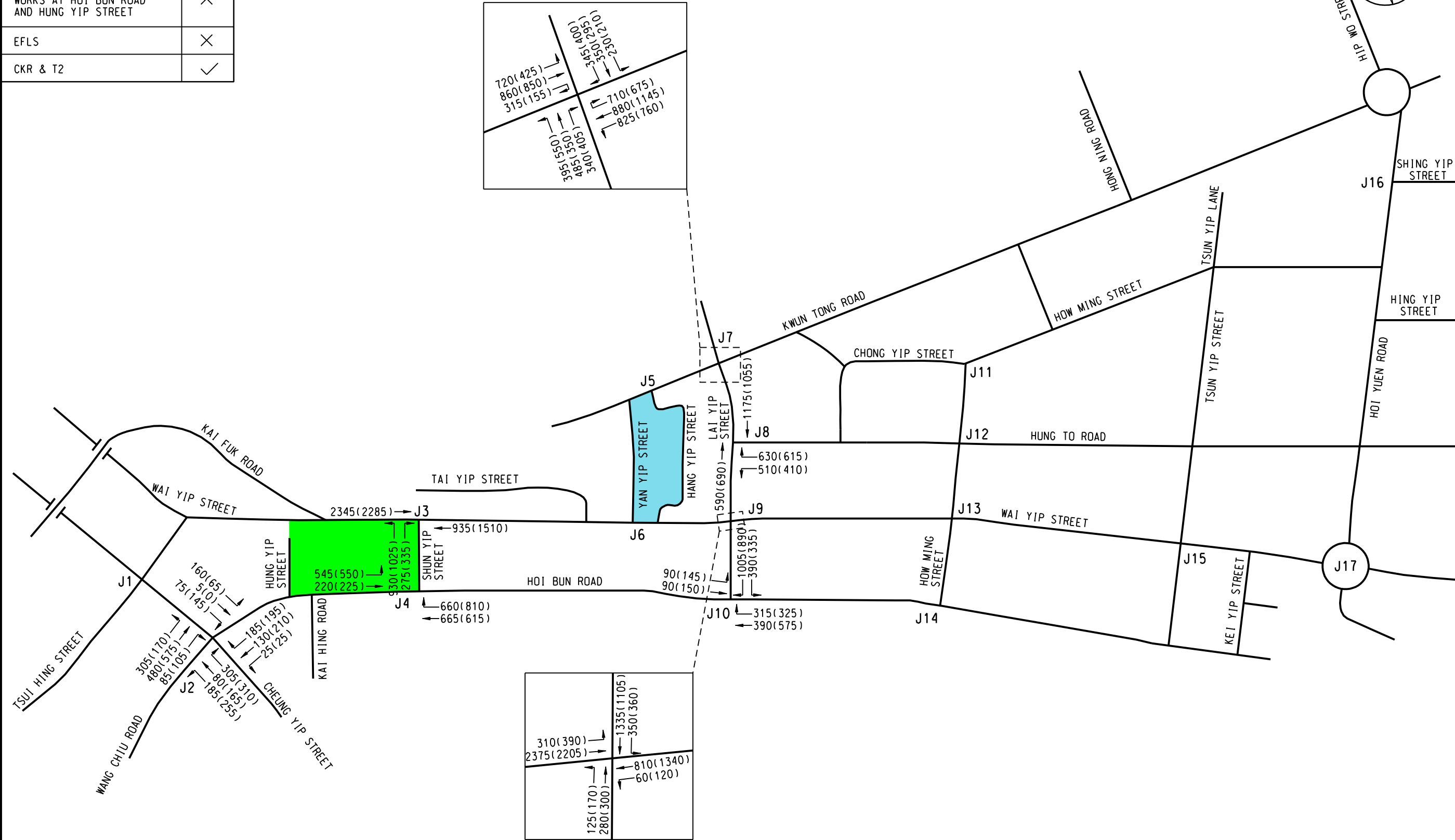




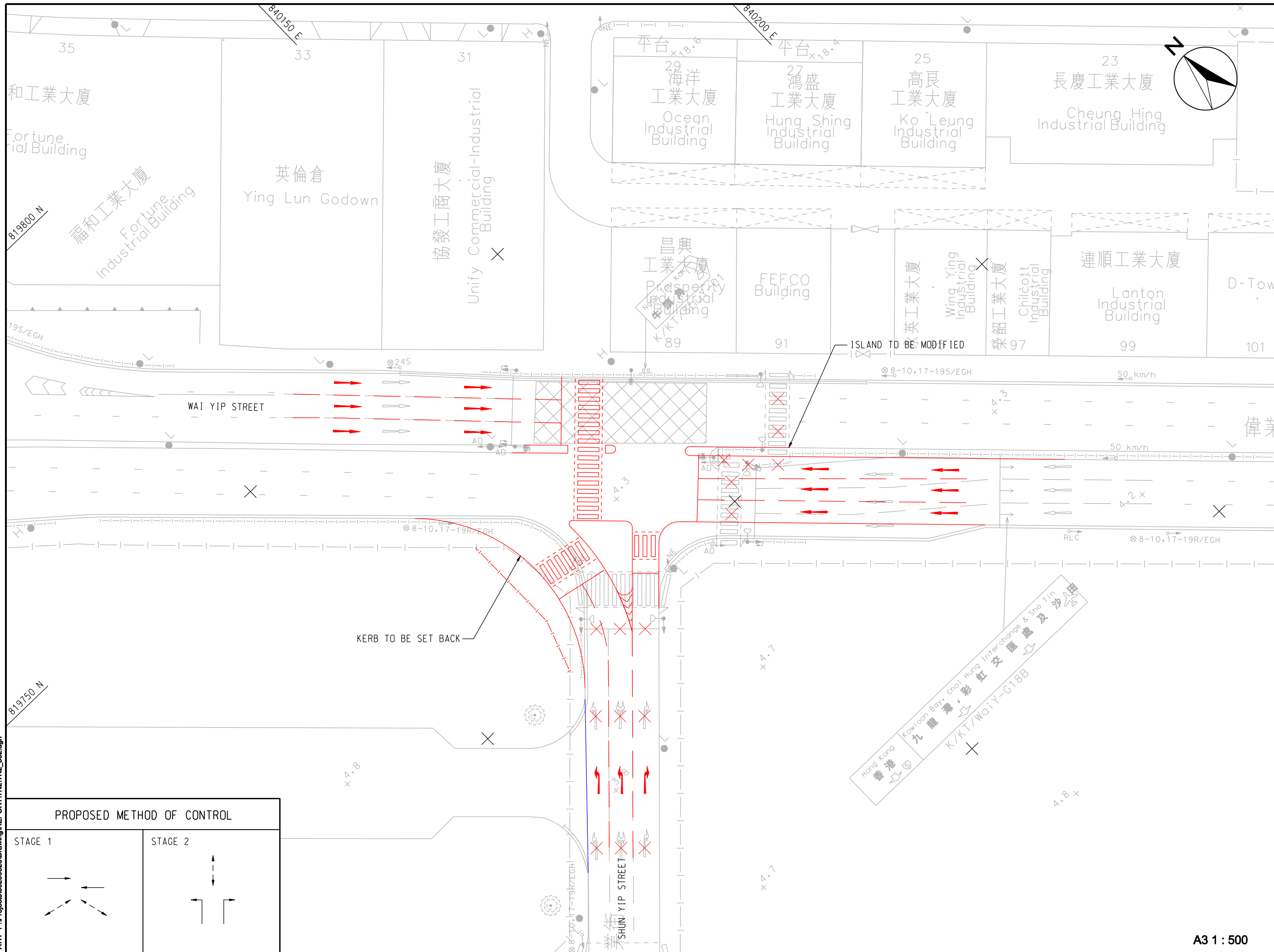


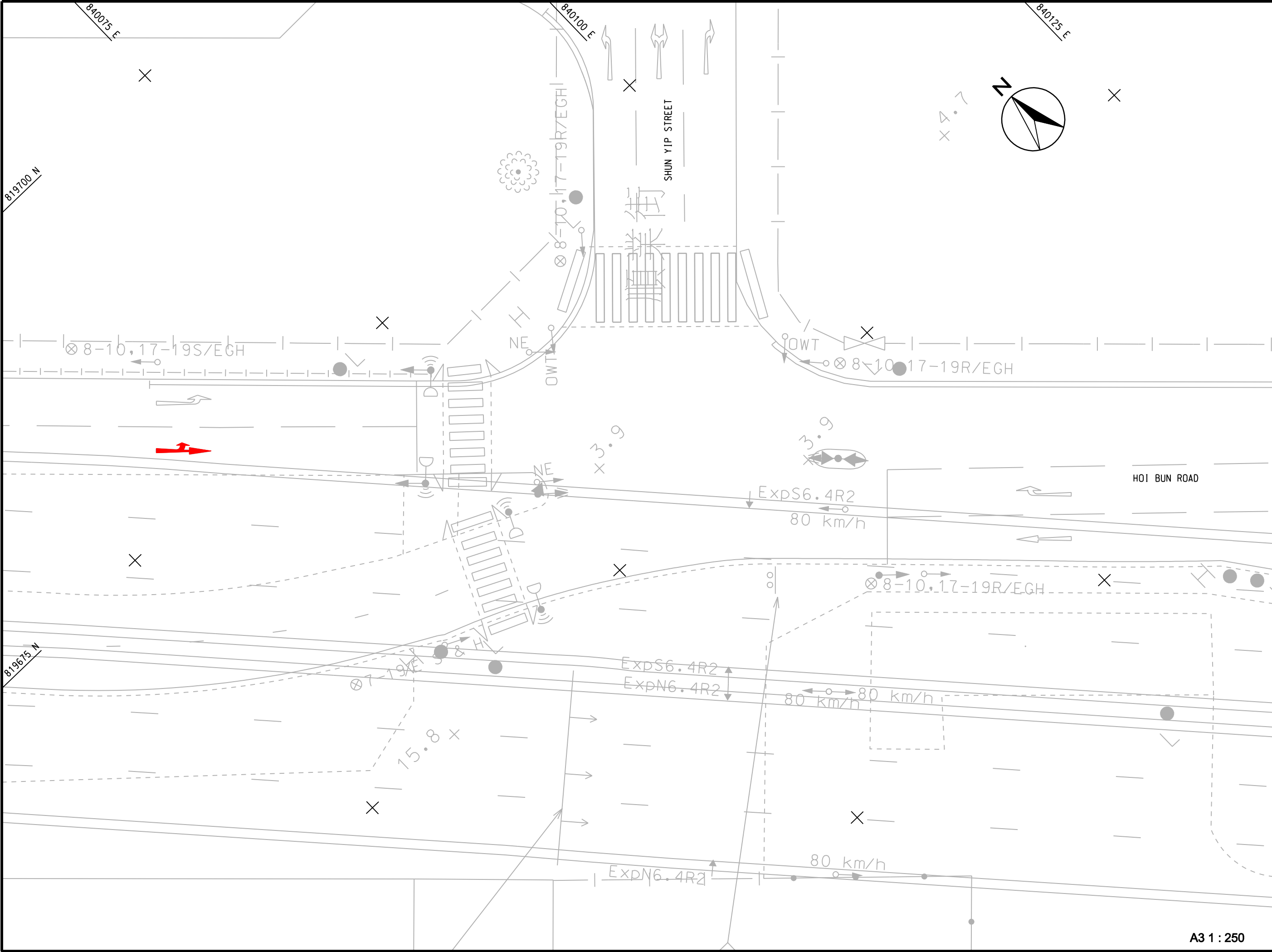
DEVELOPMENT KTIL NO. 761 WITH 70, 800m ² GFA	✓
DEVELOPMENT NKIL NO. 6512 WITH 97, 800m ² GFA	✓
TRAFFIC MODIFICATION WORKS AT HOI BUN ROAD AND HUNG YIP STREET	✗
EFLS	✗
CKR & T2	✓

TRIP RATE (PCU/HR)		
	GENERATION	ATTRACTION
AM	225	240
PM	300	350



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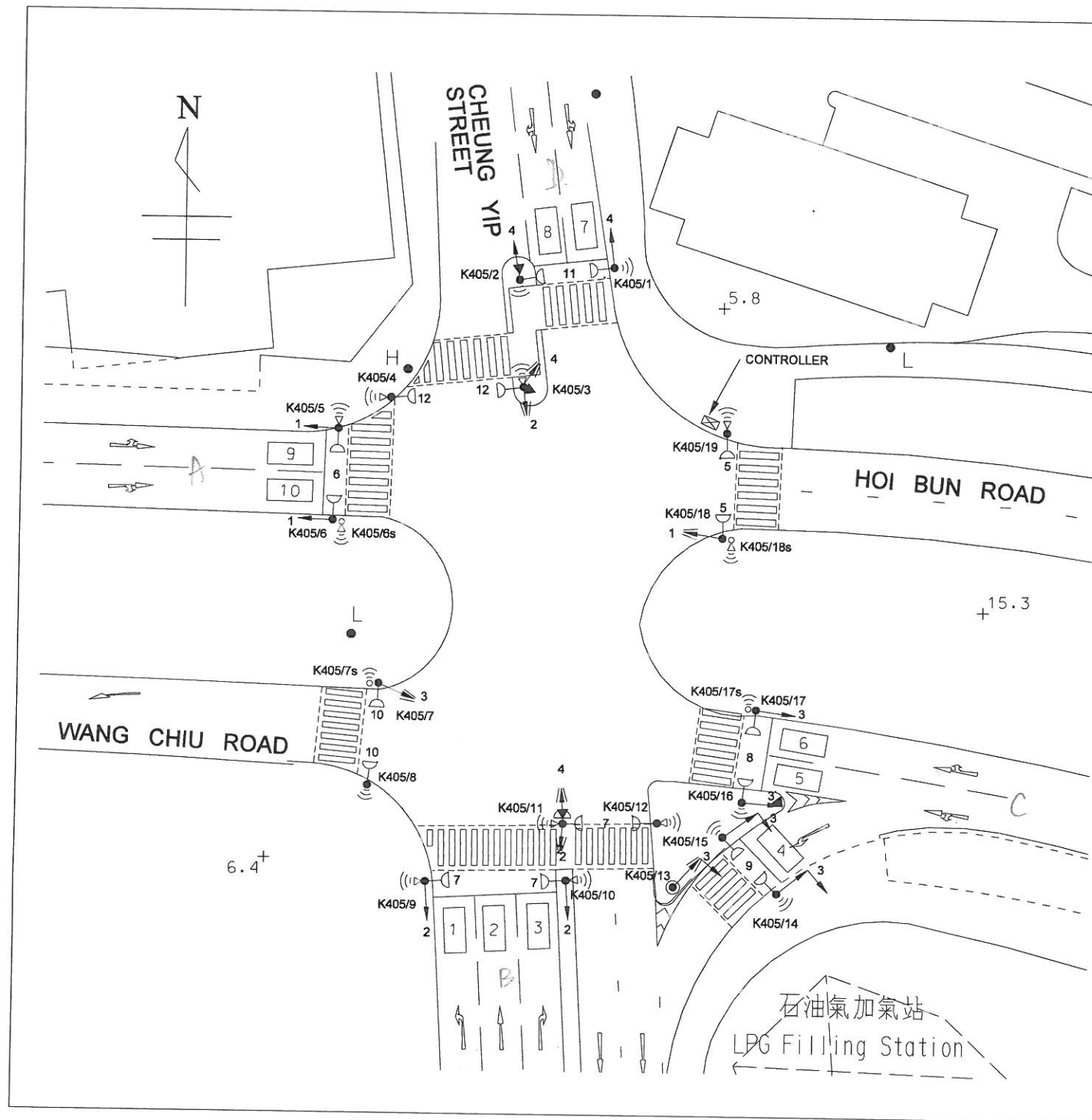




A3 1 : 250

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Appendix A



NOTES :

E	Revised road marking in Hoi Bun Road (EB)	16.3.12	
D	CONTRACT TD4/2008 & MOC REVISED FOR TAC	22.11.11	SIGNED
C	LAYOUT UPDATED & PART OF PUSH BUTTONS REMOVED	23.8.07	SIGNED
B	LAYOUT UPDATED	25.4.03	SIGNED
A	MOC. REVISED (TEK WRF K/94/500)	15.5.95	SIGNED

no.	description	date	initial
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REVISION

DETECTOR	TAC	10
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PED. PUSH BUTTON	10
DATA TRANSMISSION	PCCW
CONTROLLER TYPE	PCS MKIII
AUDIBLE ALARM	18

	name	date
drawn by	S.M. CHU	20.5.03
checked on site	M.Y.KU	25.4.03
approved by	SIGNED	7.9.04

JUNCTION LAYOUT OF WANG CHIU ROAD / CHEUNG YIP STREET / HOI BUN ROAD

DATA SHEET NO.
KATC / 6122 / 1^E

Scale
1:500

Traffic Control Division



運輸署

Transport Department

NOTES :

1. THIS DRAWING IS RE-DRAWN ON 19.5.2003

C	AUDIBLE SIGNAL UPDATED	24.9.07	SIGNED
B	LAYOUT UPDATED	25.4.03	SIGNED
no.	description	date	initial

REVISION

DETECTOR		
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PED. PUSH BUTTON	
DATA TRANSMISSION	PCCW
CONTROLLER TYPE	DELTA 4
AUDIBLE ALARM	6

	name	date
drawn by	S.M. CHU	19.5.03
checked on site	M.Y. KU	25.4.03
approved by	SIGNED	26.6.03

JUNCTION LAYOUT OF WAI YIP STREET / SHUN YIP STREET

DATA SHEET NO.

KATC / 6120 / 1^C

Scale

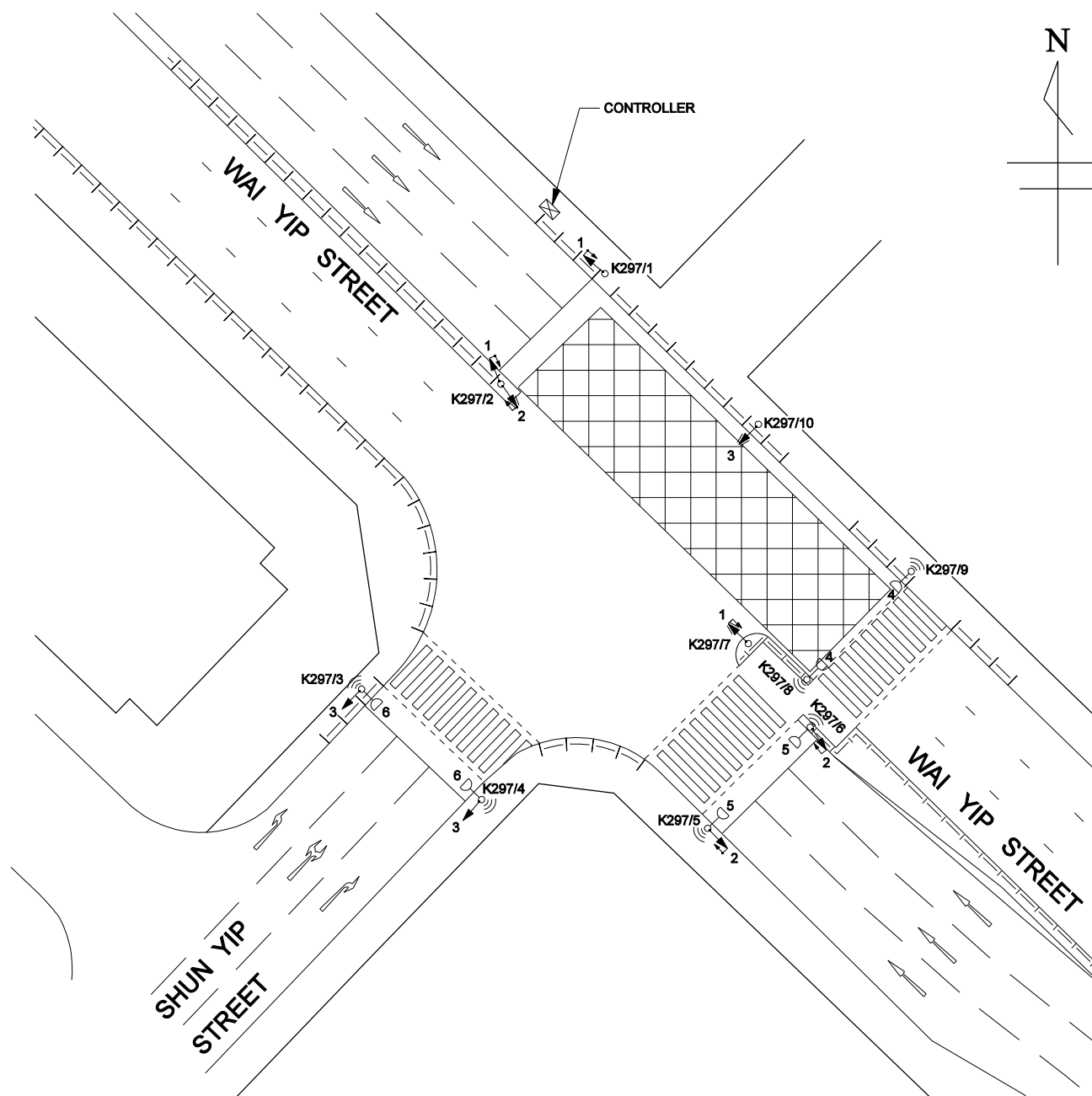
1:500

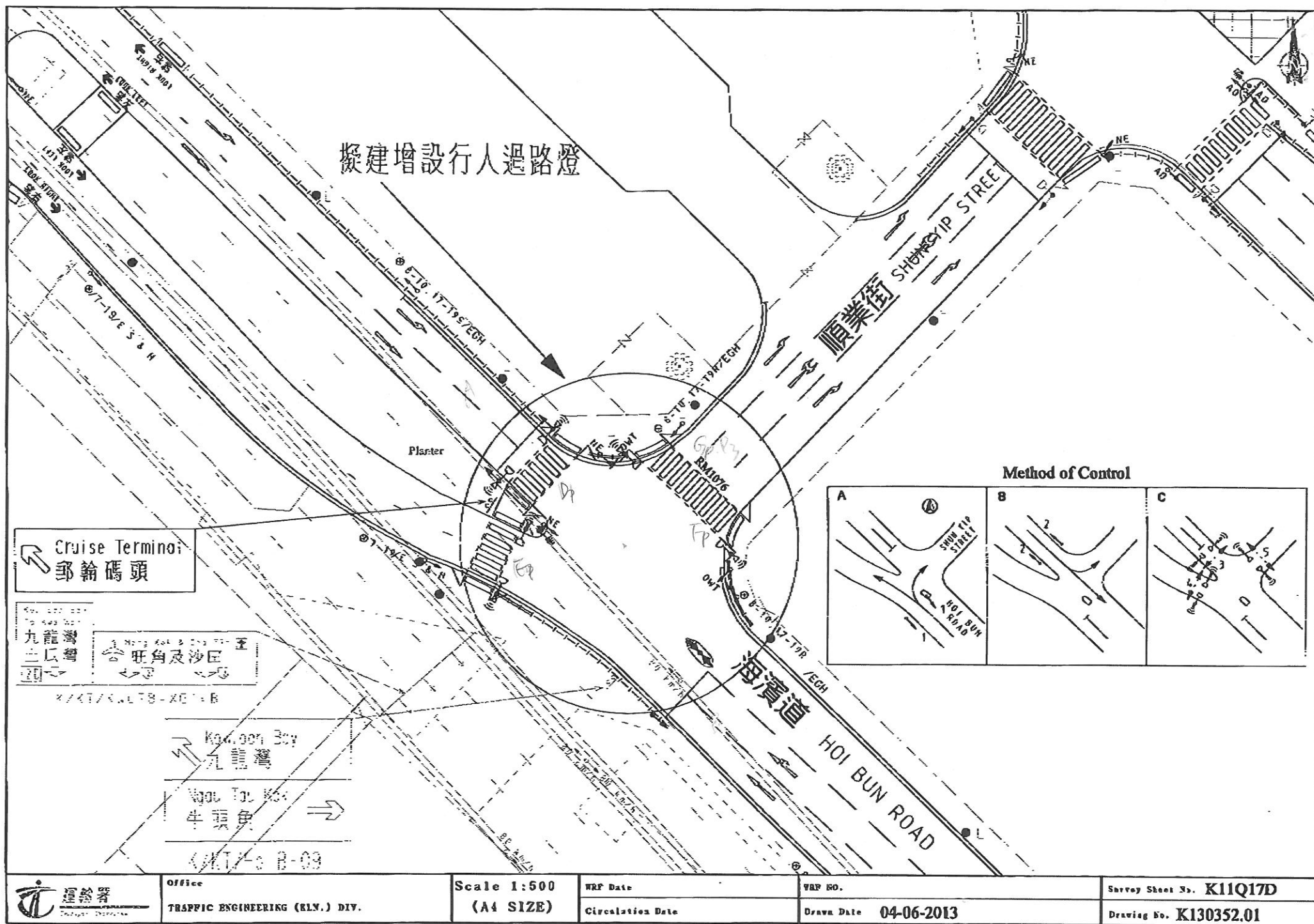
Traffic Control Division

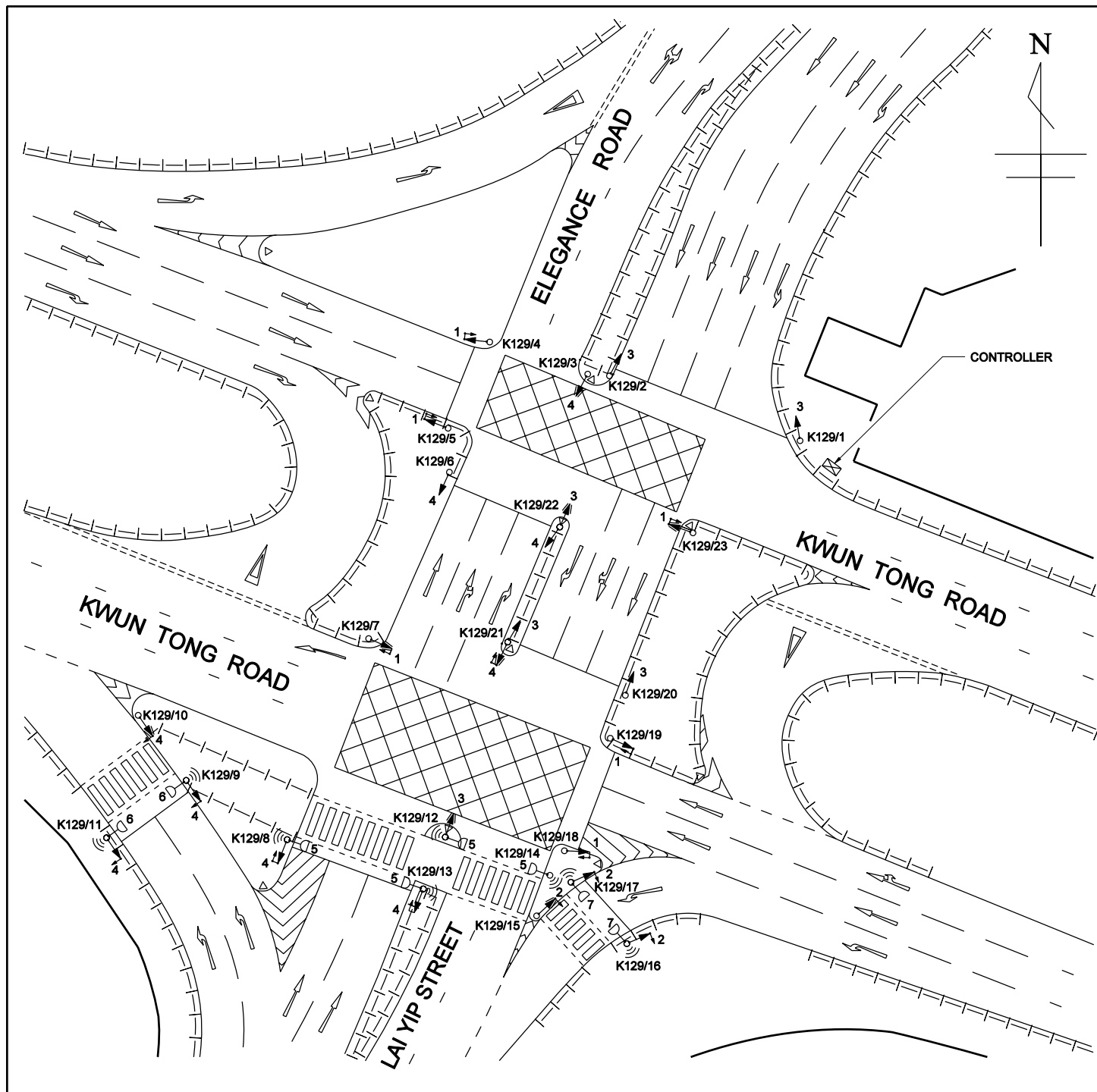


運輸署

Transport Department







NOTES :

1. THIS DRAWING IS RE-DRAWN ON 10.7.2003.

C	E - ATS UPDATED	23.3.10	SIGNED
B	LAYOUT UPDATED	12.12.08	SIGNED
A	LAYOUT UPDATED	10.9.03	SIGNED
no.	description	date	initial

REVISION

DETECTOR		

<i>PED. PUSH BUTTON</i>		
<i>DATA TRANSMISSION</i>	GOVT.COM.LINE	
<i>CONTROLLER TYPE</i>	DELTA 4	
<i>AUDIBLE ALARM</i>	8	
	name	date
drawn by	C. M. LAM	3.5.10
checked on site	P. K. LAM	10.9.03
approved by	SIGNED	1.7.94

JUNCTION LAYOUT OF KWUN TONG ROAD/ LAI YIP STREET

DATA SHEET NO.

KATC / 6300 / 1^C

Scale

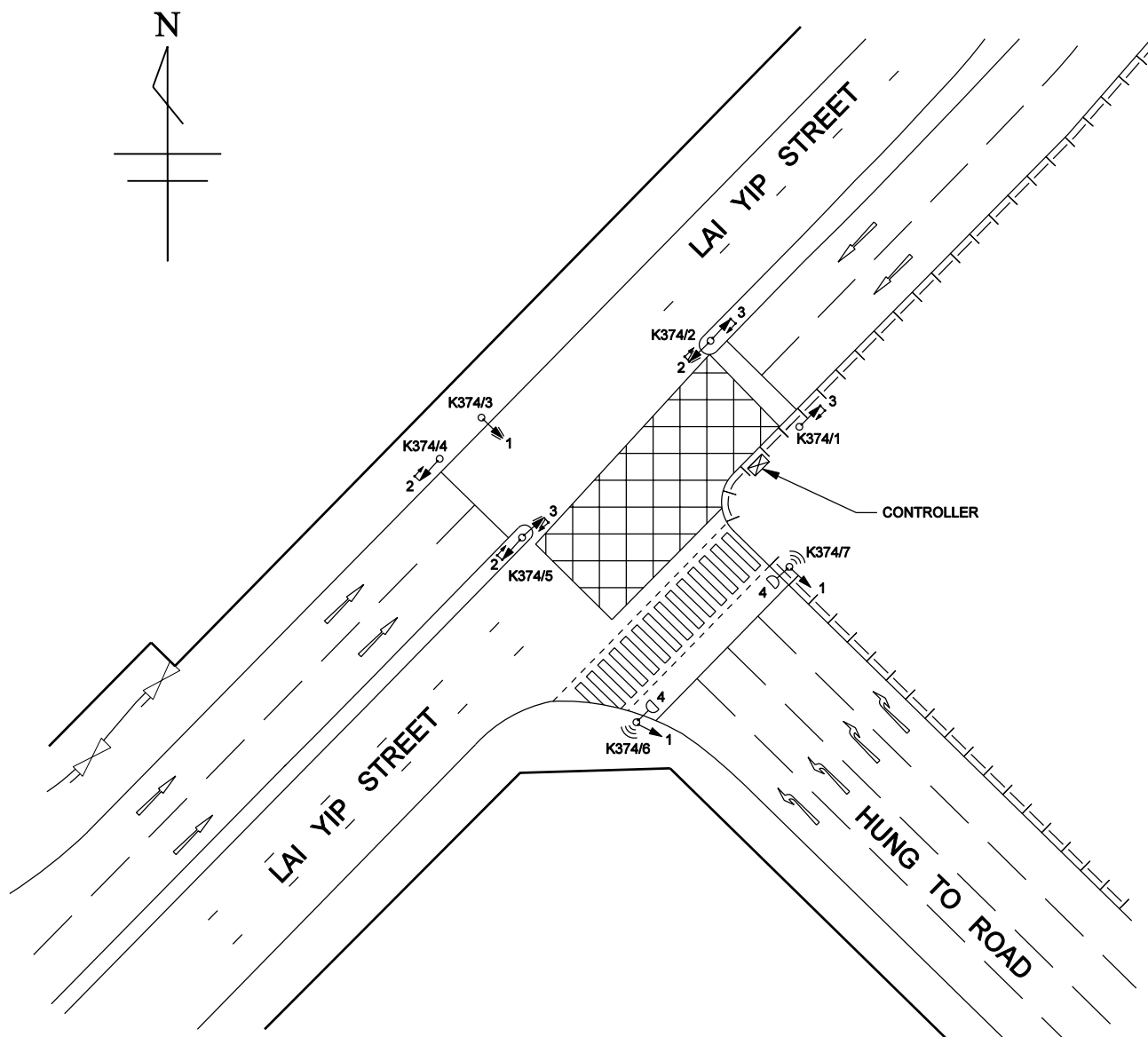
1:500

Traffic Control Division



運輸署

Transport Department



NOTES :

1. THIS DRAWING IS RE-DRAWN ON 23.5.2003

C	AUDIBLE ALARM UPDATED	25.3.10	SIGNED
B	SIGNAL POLE NOS. UPDATED	28.4.09	SIGNED
A	LAYOUT UPDATED	25.4.03	SIGNED
no.	description	date	initial

REVISION

DETECTOR		
----------	--	--

PED. PUSH BUTTON	
DATA TRANSMISSION	PCCW
CONTROLLER TYPE	DELTA 4
AUDIBLE ALARM	2

	name	date
drawn by	C.M. LAM	31.3.10
checked on site	M.Y. KU	25.4.03
approved by	SIGNED	26.6.03

JUNCTION LAYOUT OF HUNG TO ROAD / LAI YIP STREET

DATA SHEET NO.

KATC / 6321 / 1^C

Scale

1:500

Traffic Control Division

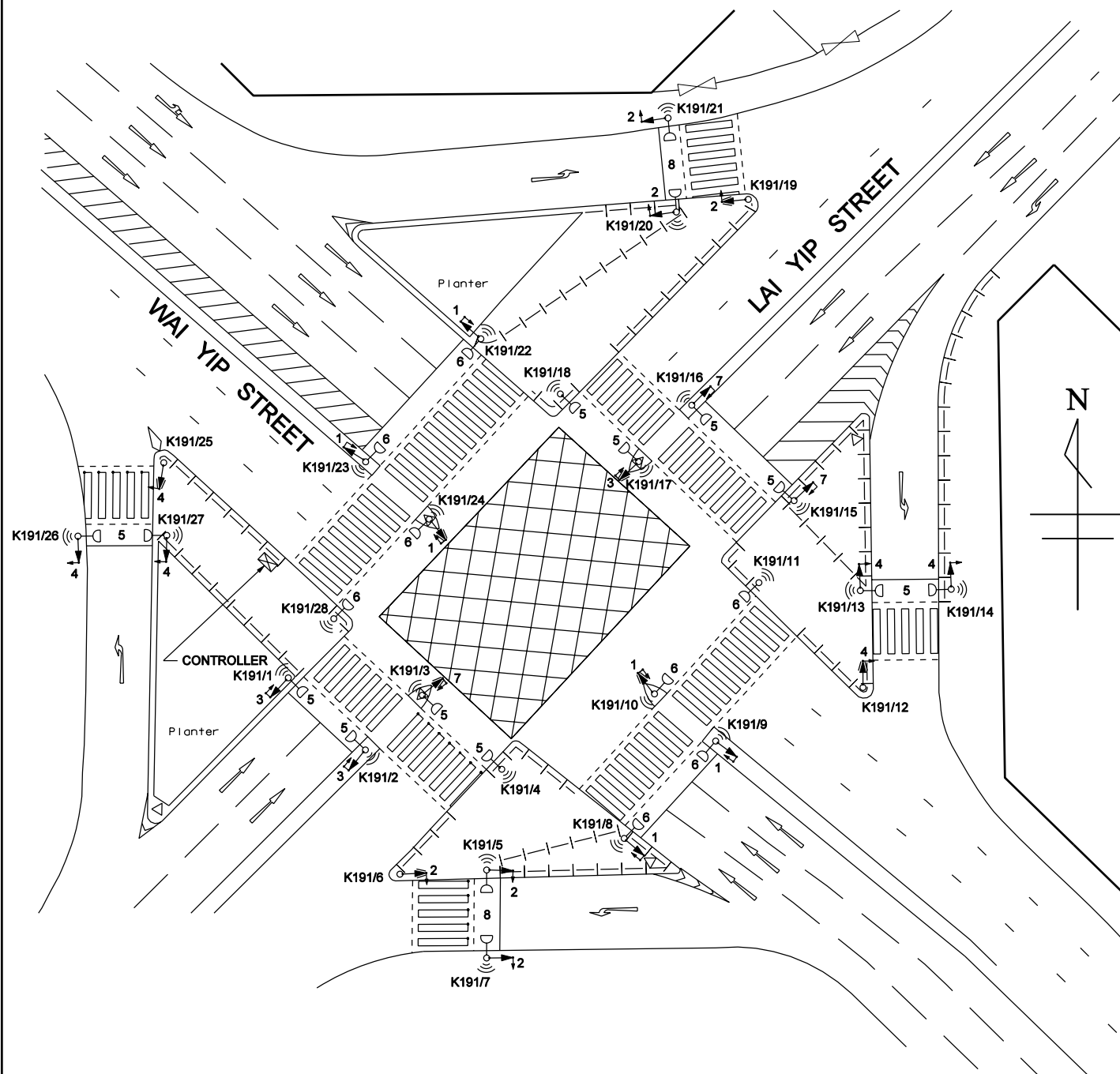


運輸署

Transport Department

NOTES :

1. THIS DRAWING IS RE-DRAWN ON 23.5.2003



C	E - ATS UPDATED	23.3.10	SIGNED
B	LAYOUT UPDATED	25.4.03	SIGNED
no.	description	date	initial

REVISION

DETECTOR		
----------	--	--

PED. PUSH BUTTON	
DATA TRANSMISSION	PCCW
CONTROLLER TYPE	DELTA 4
AUDIBLE ALARM	24

	name	date
drawn by	C.M. LAM	4.5.10
checked on site	P.K. LAM	25.4.03
approved by	SIGNED	26.6.03

JUNCTION LAYOUT OF WAI YIP STREET / LAI YIP STREET

DATA SHEET NO.

KATC / 6320 / 1^C

Scale

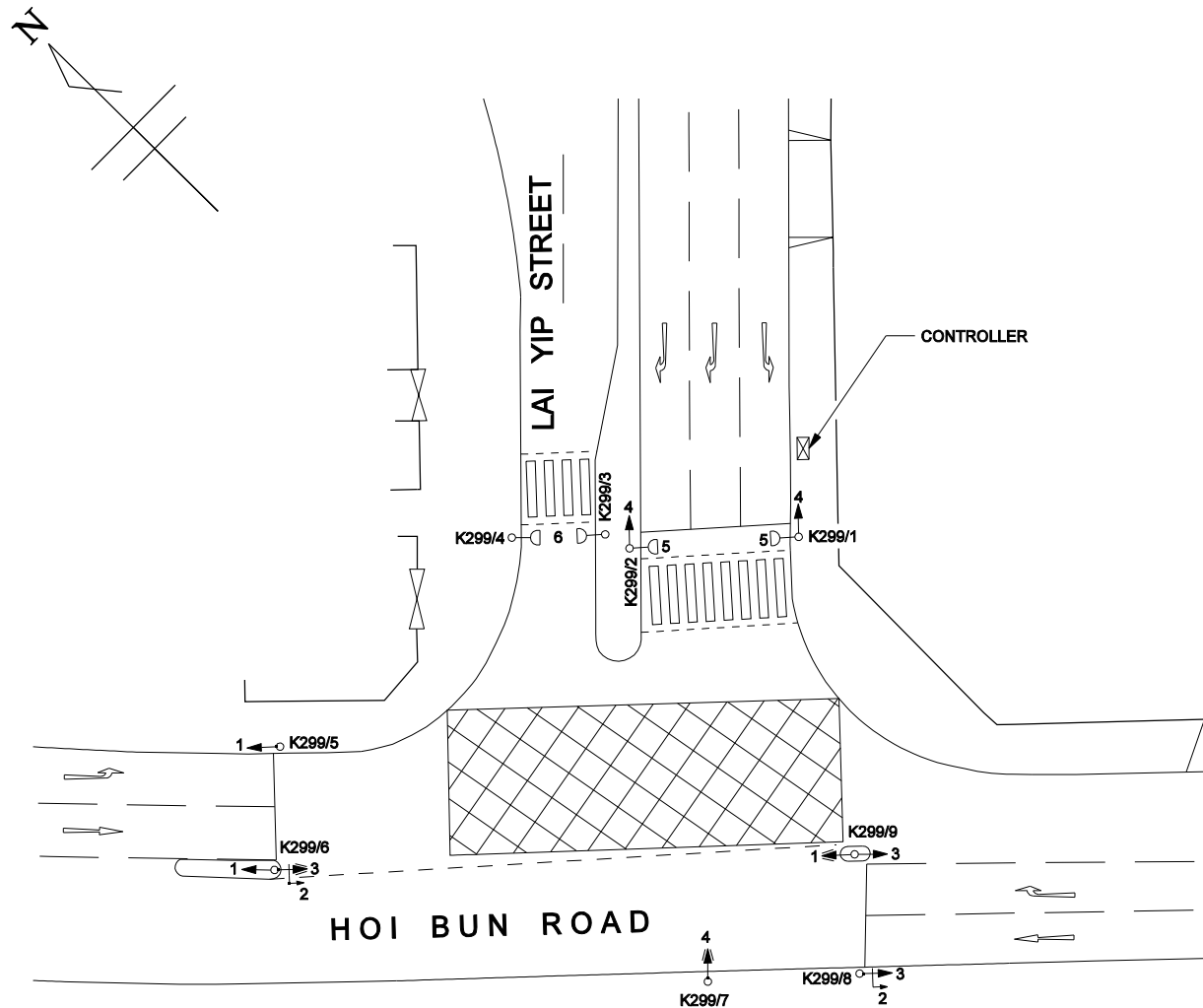
1:500

Traffic Control Division



運輸署

Transport Department



NOTES :

1. THIS DRAWING IS RE-DRAWN ON 21.10.2002

B	LAYOUT UPDATED	08.10.02	SIGNED
no.	description	date	initial

REVISION

DETECTOR		
----------	--	--

PED. PUSH BUTTON	
DATA TRANSMISSION	PW742440
CONTROLLER TYPE	DELTA 4
AUDIBLE ALARM	

	name	date
drawn by	S.M. CHU	21.10.02
checked on site	P.K. LAM	08.10.02
approved by	SIGNED	6.11.02

JUNCTION LAYOUT OF HOI BUN ROAD / LAI YIP ROAD

DATA SHEET NO.

KATC / 6322 / 1^B

Scale

1:500

Traffic Control Division



運輸署

Transport Department

Appendix C

Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works
In Kwun Tong Business Area

Technical Note No.2 (Draft) -Traffic Impact Assessment of Rezoning of NKIL No. 6512

Job No.60290926

ITEM NO.	NAME OF REVIEWER	COMMENTS	RESPONSES
1	Water Supplies Department – Mr. C M Tong	<p>Water Supplies Department, letter ref.: (12) in WSD 3066/180/12 Pt.1 dated 27 September 2013.</p> <p>I refer to your letter ref. CCFS:SLTK:ttsy:60290926/05.05-0052 (2013021287T) dated 25 September 2013 and have no comment on the captioned report from water supplies planning point of view.</p>	Noted.
2	Planning Department – Mr. Walter W. N. Kwong	<p>Planning Department, letter ref.: () in K-R/OTH/203C dated 2 October 2013.</p> <p>I refer to your above-referenced letter enclosing the Technical Note No. 2 (TN2). We have the following comments on the TN2:</p> <p><u>Paragraph 2.1.1</u></p> <p>The middle strip of land between Lots A and B in NKIL 6512 is currently shown as 'Road' on the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/27. The paragraph should be amended as follows: <i>"The subject site (the Site) is located at NKIL No. 6512. The northern and southern parts of the site are zoned "Other Specified Uses" annotated "Business" ("OU(B))" and subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD on the draft Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/27 while the elongated strip of land in the middle is shown as 'Road' on the OZP. It is proposed to rezone the middle strip of land to "OU(B)" and integrated with the northern and southern parts of the sites fro commercial development."</i></p>	Paragraph 2.1.1 has been amended accordingly.

Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works
In Kwun Tong Business Area

Technical Note No.2 (Draft) -Traffic Impact Assessment of Rezoning of NKIL No. 6512

ITEM NO.	NAME OF REVIEWER	COMMENTS	RESPONSES
3	Transport Department – Mr. Y. W. Wong	<p><u>Figure 2.1</u></p> <p>The figure shows a wrong boundary of NKIL 6512. Please amend it accordingly.</p> <p><u>Paragraph 6.1.1</u></p> <p>Junction improvement is required for Junction J3 at Wai Yip Street / Shun Yip Street to cater for increased traffic from NKIL 6512. Presumably, the junction improvement work requirement will be included in the lease of NKIL 6512 for implementation. Please liaise with Lands Department to see whether it is acceptable to their department.</p> <p>Transport Department, letter ref.: KR 171/200-207 dated 7 October 2013.</p> <p>I refer to your letter of 25 September 2013 and have the following comments:</p> <p><u>Table 3.1</u></p> <p>The MOC for J/O Hoi Bun Road / Lai Yip Street is different from the conventional ones. Please get a copy of the DS2 from TCD and reassess the RC.</p> <p><u>Paragraph 4.1.2</u></p> <p>The proposed run-in on Hoi Bun Road was based on the assumption that a section of Hoi Bun Road outside the Hoi Bun Road Park can be closed permanently and a new road linking the Wai Yip Street W/B and the Hoi Bun Road W/B is to be formed for the affected traffic. In case, the subject of Hoi Bun Road cannot be closed, it is advisable to keep the run-in / out on Hung Yip Street.</p>	<p>Figure 2.1 has been revised accordingly.</p> <p>The issues regarding this junction improvement scheme will be sorted out separately.</p> <p>The junction performance analysis of J/O Hoi Bun Road/Lai Yip Street has been revised accordingly.</p> <p>The further assessment of the closure of Hoi Bun Road will be carried out and presented in the subsequent Final WP3 of this study. For the purpose of rezoning of NKIL No. 6512, the proposed run-in/out will be placed on Hoi Bun Road. We agreed that, in case of no closure of Hoi Bun Road, it is advisable to keep the run-in/out on Hung Yip Street.</p>

Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works
In Kwun Tong Business Area

Technical Note No.2 (Draft) -Traffic Impact Assessment of Rezoning of NKIL No. 6512

ITEM NO.	NAME OF REVIEWER	COMMENTS	RESPONSES
4	Architectural Services Department – Mr. Raymond W. M. Tang	<p><u>Paragraph 4.2.4</u></p> <p>Please also include the case with CKR and T2 in place in 2021 in your analysis. The analysis results should be included in Table 5.1.</p> <p><u>Table 5.1</u></p> <p>TD intends to modify the MOC of J/O Hoi Bun Road / Shun Yip Street as per the attached proposal no. K130352.01. Please review the RC of the subject junction accordingly.</p> <p><u>Paragraph 6.2</u></p> <p>Is it required to modify the site boundary of NKIL No. 6512 to allow for the proposed junction improvement at J/O Wai Yip Street / Shun Yip Street?</p> <p>Architectural Services Department, letter ref.: ASD303/7912/RA/LCSD/080 dated 7 October 2013.</p> <p>I refer to your letter dated 25 September 2013 on the captioned Technical Note No. 2 (Draft) TIA undertaken for EKEO DevB for the purpose of land sale.</p> <p>As far as the LCSD / ArchSD's project of Kwun Tong Promenade (Stage 2) is concerned, which is along Hoi Bun Road Kwun Tong, I have no adverse comments on the captioned Technical Note No. 2 (Draft).</p>	<p>The scenario of "With CKR and T2" for "After Rezoning" will be assessed and the results of assessment will be added in Table 5.1.</p> <p>Noted. The junction performance analysis of J/O Hoi Bun Road/Shun Yip Street has been revised accordingly. This junction will be over capacity in 2021 based on TD's proposed junction layout and a junction improvement scheme (revise road markings only) has been proposed as shown in Figure 5.2.</p> <p>Yes, the site boundary of NKIL No. 6512 will be set back to facilitate the junction improvement at J/O Wai Yip Street/ Shun Yip Street.</p> <p>Noted.</p>

Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works
In Kwun Tong Business Area

Technical Note No.2 (Draft) -Traffic Impact Assessment of Rezoning of NKIL No. 6512

ITEM NO.	NAME OF REVIEWER	COMMENTS	RESPONSES
5	District Lands Office / Kowloon East, Lands Department – Ms. Juliet Chan	<p>District Lands Office / Kowloon East, Lands Department, letter ref.: (30) in DLOKE 326/KPA/KE(C) dated 8 October 2013.</p> <p>I refer to your letter of 25 September 2013 in respect of the above.</p> <p>It is noted that site boundary of the lot as shown in Figure 2.1 is inconsistent with the other Figures in the report. Please clarify the proposed site boundary. Moreover, the proposed junction improvement schemes for J3 will eat up portion of the site area and hence reduce the development potential of the lot. From revenue point of view, the proposed traffic modification works should avoid affecting the site area as far as practicable in order to minimise premium implication. Please also ensure the proposed works will not involve gazette under Roads (Works, Use and Compensation) Ordinance (Cap. 370).</p>	<p>Figure 2.1 has been revised accordingly.</p> <p>The site boundary of NKIL No. 6512 will be set back to facilitate the junction improvement at J/O Wai Yip Street/ Shun Yip Street. The proposed setting back is minimized in order to maximize the site area of NKIL No. 6512.</p> <p>Gazette requirement will be avoided.</p>
6	Urban Region (Kowloon), HyD – Mr. K. H. Ng	<p>Urban Region (Kowloon), Highways Department, letter ref.: (KKUUZ) HyD UK/10-10/2/50 (DKB)</p> <p>We refer to your above letter dated 25 September 2013 received on 27 September 2013 regarding rezoning of lot no. NKIL6512 bounded by Hoi Bun Road/Shun Yip Street/Hung Yip Street at Kwun Tong. We have the following comments.</p>	

Agreement No. WQ/063/12
Traffic Impact Assessment for Proposed Traffic Modification Works
In Kwun Tong Business Area

Technical Note No.2 (Draft) -Traffic Impact Assessment of Rezoning of NKIL No. 6512

ITEM NO.	NAME OF REVIEWER	COMMENTS	RESPONSES
		<p>(i) It appears that the proposed Environmentally Friendly Linkage System and a proposed footbridge connection (across Hoi Bun Road) under the Trunk Road T2 project would fall within Hung Yip Street. Relevant sketches are enclosed for your reference. Please consider to consult relevant project offices and review whether there is a need to reduce the site area of NKIL 6512 abutting Hung Yip Street in this early stage to allow sufficient space for the above projects.</p> <p>(ii) In determining the site area of NKIL 6512, presumably you have taken into consideration the land required for any planned traffic modification works. Please confirm.</p>	<p>(i) This report is to serve the rezoning purpose for NKIL 6512, which will not affect the alignment of EFLS and the proposed footbridge connection under the Trunk Road T2 project. For the provision of final site area of NKIL 6512, it will be examined in the Final WP3 of this study.</p> <p>(ii) Yes, the site boundary of NKIL No. 6512 will be set back to facilitate the junction improvement at J/O Wai Yip Street/ Shun Yip Street.</p>

**Provision of Major Community Facilities in
Ngau Tau Kok and Kowloon Bay Planning Area**

<u>Type of Facilities</u>	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population (i)</u>	<u>Provision</u>		<u>Surplus / Shortfall (Against Planned Provision) (ii)-(i)</u>
			<u>Existing</u>	<u>Planned (ii)</u>	
Local open space	10 ha per 100,000 persons	17ha	33ha	37ha	+20ha
District open space	10 ha per 100,000 persons	17ha	29ha	45ha	+28ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	221 classroom	270 classroom	330 classroom	+109 classroom
Primary school	1 whole day classroom for 25.5 persons aged 6-11	340 classroom	258 classroom	258 classroom	-82 classroom
Kindergarten/nursery	26 classrooms for 1,000 persons aged 3 to under 6	85 classroom	108 classroom	126 classroom	+41 classroom
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	1	1	1	0
Clinic/health centre	1 per 100,000 persons	1	2	2	+1
Post office	1 per 30,000 persons	5	2	3	-2
Magistracy	1 per 660,000 persons	0	0	0	0
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	2	5	5	+3

Type of Facilities	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population</u> (i)	<u>Provision</u>		<u>Surplus / Shortfall (Against Planned Provision)</u> (ii)-(i)
			<u>Existing</u>	<u>Planned</u> (ii)	
Integrated family services centre	1 for 100,000 to 150,000 persons	1	3	3	+2
Library	1 district library for 200,000 persons	0	1	1	+1
Sports centre	1 per 50,000 to 65,000 persons	3	2	3	0
Sports ground/sport complex	1 per 200,000 to 250,000 persons	0	1	1	+1
Swimming pool – standard	1 complex per 287,000 persons	0	0	0	0
Swimming pool – leisure	1 per district	1	1	1	0

Notes:

1. The population of the planning area in 2011 was about 158,100.
2. The planned population of the planning area, including the current rezoning proposals would be about 172,000 (usual residents and mobile residents). If transient population (e.g. tourist) is included, the figure would be about 188,900.
3. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school and sports ground.

~~映議員的建議，以減少東隧各方面對附近居民的影響。~~

20.5 噪音評估：署方解釋有關評估是以區內未來隧道通車後的15年(即2036年)整個觀塘區人口作出預計得出的數字。

20.6 藍田山走線：署方解釋主隧道走線所在是離廣靖樓地面最少70米的石層，故不會影響廣靖樓的樓宇結構。署方補充時指出，現時的走線建議已盡量減少工程對現有基建及樓宇結構等方面的影響。

20.7 綠化地區的使用：署方在往後進入詳細規劃階段時會與相關部門及康文署商討居民使用該些綠化地段的可行性。

21. 主席總結區議會已就有關工程計劃討論超過12年，期望署方可以因應觀塘未來人口的增長及交通配套加快規劃進度，令「將軍澳－藍田隧道」盡快完工。概而言之，區議會大體上支持署方的建議方案。主席建議署方於下一階段就工程計劃進行諮詢時，可直接交由區議會屬下交通及運輸委員會作詳細討論，以加快有關工程推行的進度。

~~(劉定安議員於下午6時正離開會場。)~~

議項 V－擬議修訂三幅在觀塘區內的「政府、機構或社區」用地作住宅用途
(觀塘區議會文件第68/2012號)

22. 主席歡迎規劃署九龍規劃專員龍小玉女士、高級城市規劃師王鳳兒女士與城市規劃師李美芬女士，以及運輸署市區分區辦事處九龍東組高級工程師姚百明先生與工程師岑蕙琳女士參加討論。

23. 規劃署九龍規劃專員龍小玉女士及高級城市規劃師王鳳兒女士介紹文件。

24. 議員提出的查詢及意見如下：

24.1 呂東孩議員強烈要求在油塘鯉魚門徑的地盤用地(下稱“鯉魚門徑用地”)建設一個可提供500個車位的多層停車場，以舒緩區內車位不足的問題，滿足居民的需要。至於是否在停車場上蓋興建住宅單位，他個人持開放態度，但堅持有關方面

必須顧及環境、通風、交通、社區設施配套等問題。

- 24.2 張琪騰議員一直支持政府增加房屋供應，無論是公居或居屋，以滿足市民住屋的需求。現時市民對住屋的需求較為迫切，政府應優先處理。關於油塘碧雲道/高超道交界處的地盤用地(下稱“油塘碧雲道用地”)，他指出該處原劃作分科門診所用途，假如採用署方的建議，把診所重置於碧雲道配水庫足球場以北，地點對油塘居民稍嫌偏遠。他查詢該幅用地的面積，以及油塘區內有否其他適合作重置用途的土地；他建議署方再作研究。至於鯉魚門徑用地，他指出用地附近嶺南新村公廁旁的一幅荒置土地可考慮闢作休憩用地，為市民加添一些社區設施。
- 24.3 陳百里議員支持署方就牛頭角彩興路的地盤用地(下稱“彩興路用地”)所作建議，並促請署方藉此契機制定長遠策略，一併解決彩虹道交通交匯處一帶交通及人流擠塞的問題。他認為有關方面可考慮在彩榮路興建巴士總站及綜合大樓，或在彩德邨興建輦塔等分流設施；此外，亦可考慮為三彩居民提供 83A 及 83M 兩條小巴線以外的交通選擇。
- 24.4 林峰議員認為目前的樓價與市民的負擔能力脫節，政府在市區覓地增加住宅供應已是刻不容緩的事；因此，對署方更改三幅土地用途的建議，表示支持。他指出上述三幅土地並不涉及私人收地問題，省卻不少程序，故能加快進度；不過，他提醒署方務必關注有關環境及交通配套等問題。
- 24.5 潘進源議員表示，環顧全球，香港的樓價委實高昂，影響民生；故支持政府加快步伐，增加土地供應。此外，又建議署方在公私營房屋的比例上作出適當平衡。關於鯉魚門徑用地，他認同該區泊車位不足，尤以晚上及假日時段的情況最為惡劣。至於其餘兩幅用地，他建議署方加強與有關居民的溝通，詳細諮詢居民的意見。同時，亦建議署方考慮提高有關地積比率，藉此增加建屋量。
- 24.6 柯創盛議員支持政府優先解決住屋問題，盡量做到地盡其用。他建議署方考慮在發展三幅擬改變用途土地之餘，同時研究如何令周邊地區持份者也能有所裨益——即在優化環境的同時亦為毗鄰地區帶來協同效益，達致雙贏的局面。他呼

籲署方多些聆聽區議會屬下各相關委員會及居民的意見，特別是他們在交通配套、社區設施及醫療服務方面的訴求和建議，以完善有關工程計劃。

- 24.7 陳華裕議員建議署方在相關用地所在地區舉行諮詢會，藉以聽取附近居民及持份者的意見。關於彩興路用地，他建議署方就其他用途提高相關的地積比率，認為此舉有助促進地區發展，締造和諧。此外，亦可考慮設計高架行人路及行人電梯或輦塔連接彩石里，以疏導人流流向。另外，又促請署方早作規劃，確保在重建之後，啓德大廈能與山上公共設施互相連接。就鯉魚門徑用地而言，他建議署方善用周邊的土地，一併發展，並增加車位的數目，促進當地旅遊業的發展。
- 24.8 顏汶羽議員對政府增撥土地興建房屋的方向，表示支持；並促請署方在交通和社區設施方面的規劃加大力度。此外，又建議有關方面在彩榮路空置用地興建巴士總站、小巴總站、濕貨市場、室內體育館、圖書館、社區會堂綜合大樓等等。
- 24.9 黃帆風議員指出目前全港約有二十多萬市民的居住環境十分惡劣，當中不少正在輪候公屋，故對署方擬更改三幅土地用途來興建房屋的建議，表示支持。就鯉魚門徑用地而言，他建議將公共停車位數目增至 200 個、增設旅遊巴士上落客區，以及加入興建“限尺樓”等一類有助提高建屋量的條款。
- 24.10 符碧珍議員關心彩興路用地會增加新清水灣道的交通流量，建議署方早日聯同相關政府部門完成與山上四順一帶地區連接的行人輦塔、有蓋行人通道，以及扶手電梯，藉以減輕路面交通流量的負荷。
- 24.11 洪錦鉉議員一向支持政府興建更多資助房屋，但部門亦須關注有關環境、交通配套及社區設施等問題，並建議署方在推出更改土地用途建議之前，與相關區議員詳細溝通，以了解社區的不同需求。
- 24.12 謝淑珍議員就油塘碧雲道用地建議署方考慮一併改善高超道一帶的車輛噪音問題，並請署方考慮興建一條連接港鐵站和廣田邨/康柏苑/康雅苑區域的行人路，方便居民前往油塘

港鐵站。此外，她也認為擬議取代分科診所用地的位置偏遠，建議有關方面考慮在油塘碧雲道用地預留地下單位作分科診所用途和青少年中心等一類社福設施。至於鯉魚門徑用地，她建議署方考慮預留一些旅遊車車位。

- 24.13 譚肇卓議員表示明白市民對公營房屋的需求，支持政府增建資助房屋。他建議署方就三彩地區公共交通的規劃盡快推出長遠解決方案，例如增加全日公共巴士路線。主席呼籲運輸署代表在交通運輸委員會跟進譚議員的關注。此外，又建議把署方的提案轉交房屋事務委員會繼續跟進。
- 24.14 黃啟明議員就署方的三幅土地更改用途表示支持。關於彩興路用地，他建議署方考慮在三彩區內興建不同社區設施，使居民無需跨區接受服務。
- 24.15 張順華議員指出城規會訂下的土地用途是政府就不同設施向市民所作承諾，例如診所、學校及停車場等。他指出政府不應只在各區找尋面積細小的「政府、機構或社區」用地建屋，以致政府向居民作出的承諾因而無法兌現，他建議署方考慮在佔地較廣的土地上大規模興建住宅。最後，他對署方就三幅土地改變用途的建議，表示反對。
- 24.16 葉興國議員對新任政府積極地在市區找尋合適土地興建房屋，表示支持及欣慰。他建議署方考慮增加相關用地的地積比率。就鯉魚門徑用地而言，他建議署方增加停車位的數目及旅遊車上落地點。
- 24.17 蘇冠聰議員對署方三幅土地更改用途整體上表示支持。此外，又建議署方考慮就相關用地的交通配套早日作出長遠規劃。
- 24.18 黎樹濠議員認為彩興路用地的建議可行。此外，亦建議署方考慮放寬三幅土地的地積比率，並規劃完善行人連接系統直達公共交通網絡。關於油塘碧雲道用地，他建議署方考慮在興建樓宇時預留單位作分科診所用途，如此一來，便無須把診所重置至藍田配水庫用地。至於鯉魚門徑用地，他指出若該地興建公營房屋的話，可在多層停車場以上興建房屋，並交由房屋署負責管理多層停車場。

- 24.19 何啟明議員贊成署方更改三幅土地的用途，興建房屋，認為可以為市場提供更多資助房屋。至於把鯉魚門徑用地撥作私人住宅用地，他憂心會出現“牙簽式”豪宅的情況。他建議署方考慮把該幅用地改為興建資助房屋。關於油塘碧雲道用地，他建議署方可在建屋時一併解決附近社區設施不足的問題，例如興建中型及大型車輛停車場。另一方面，他認為建議重置診所用地位置陡峭，並不適合長者前往。
- 24.20 潘任惠珍議員建議署方考慮把：(i)油塘碧雲道用地的樓宇地下樓層預留作分科診所；(ii)鯉魚門徑用地樓宇低層劃作可容納 200 至 250 個車位的停車場；以及(iii)彩興路用地的交通配套提交有關方面作深入研究。
- 24.21 陳耀雄議員歡迎和支持署方更改三幅土地用途的建議，認為有助解決市民對房屋供應的強烈訴求。他建議署方多些聽取地區人士就擬議土地用途所發表的意見，特別是在鯉魚門徑用地附近物色合適土地興建大型停車場的建議。
- 24.22 鄧咏駿議員認為署方在地積比率方面的建議確能做到因地制宜。他呼籲署方在各相關地區舉行諮詢會，直接聽取附近居民的意見。此外，亦促請他們在興建新樓宇的同時，須致力改善相關地區的配套設施。
- 24.23 麥富寧議員就安達臣道房屋計劃促請署方作妥善規劃，就交通及社區設施制定長遠的配套安排。
- 24.24 馬軼超議員支持政府盡快覓地興建公屋，以舒緩基層居民申請公屋長期輪候的壓力。
- 24.25 姚柏良議員欣賞政府積極覓地興建樓宇的態度，並查詢署方：(i)就鯉魚門徑用地對停車場及旅遊巴士集散地點的重置方法；以及(ii)是否使用“插針式”的方法尋找區內能興建房屋的用地，以及政府有否要求署方提供在 18 區找到所需的興建房屋用地的最少數目。
- 24.26 蔡澤鴻議員指出署方就地積比率所作建議不但實事求是，且能因地制宜。他促請政府在興建房屋解決市民需要的同時，務必兼顧社區設施的配套安排。

25. 署方就議員的查詢及意見回應如下：

- 25.1 諮詢程序：署方表示，呈交諮詢文件只是諮詢工作的第一步，稍後可安排與持份者舉行會議和居民大會，聽取議員和居民的意見。
- 25.2 替代地點：署方表示在建議更改相關土地用途時，會在區內尋找替代地點作相同用途的發展，例如油塘碧雲道用地診所的替代用地是在碧雲道配水庫以北，佔地約為 2 200 平方米；彩興路學校用地的替代地點是在安達臣道石礦場的未來發展內；至於鯉魚門徑的停車場用地，署方會就議員的建議與運輸署磋商公眾私家車泊車位的數目。
- 25.3 交通設施和行人連接：署方表示會與相關部門聯繫，就提供合適交通和行人設施探討可行的建議。
- 25.4 地積比率：署方將綜合考慮議員的意見，檢討建議的地積比率。
- 25.5 實地視察：署方指出在作出相關建議之前已進行實地視察，且樂意與議員就各幅用地的規劃事宜繼續保持聯繫。

26. 經討論後，主席總結區議會絕大部分議員均支持政府在區內改變 3 幅下述的「政府、機構或社區」用地作住宅用途的建議，他們同時關注並要求相關政府部門跟進有關社區的配套設施，主要意見概述如下：

- (i) 彩興路用地:須盡快提出解決三彩交通及暢達性問題的配套方案；
- (ii) 油塘碧雲道用地:須預留合適替代用地設立分科診所並盡快施工；以及
- (iii) 鯉魚門徑用地:日後發展項目內的最低車位數目須不能少於現有臨時停車場內的數目。

主席促請相關政府部門在房屋事務委員會及交通運輸委員會繼續跟進議員的建議。

(馮錦源議員於下午 7 時 15 分離開會場，謝淑珍議員於下午 7 時 20 分離開會場，林亨利議員於下午 7 時 30 分離開會場。)

議項 VI – 檢討區議會撥款準則及各相關事宜
(觀塘區議會文件第 69/2012 號)

- 27. 秘書介紹文件。
- 28. 大會通過有關文件。

議項 VII – 2012-13 年度觀塘區議會財政報告
(觀塘區議會文件第 70/2012 號)

- 29. 秘書介紹文件。
- 30. 大會通過有關文件。

(陳汶堅議員於下午 4 時 55 分離開會場。)

議項 VIII – 地區小型工程事宜
(觀塘區議會文件第 71/2012 號)

- 31. 秘書介紹文件。
- 32. 大會通過有關文件。

議項 IX – 通過上次會議記錄

- 33. 大會通過上次會議記錄。

議項 X – 上次會議續議事項

- 34. 秘書報告，並無續議事項。

(Translation)

Item V Proposed Rezoning of Three “Government, Institution or Community”
 (“G/IC”) Sites in Kwun Tong to “Residential” Use
(Kwun Tong District Council Paper No. 68/2012)

22. The Chairman welcomed Ms. Fiona Lung Siu Yuk, District Planning Officer/Kowloon, Ms .Karen Wong Fung Yee, Senior Town Planner, and Ms. Rowena Lee Mei Fun, Town Planner, from the Planning Department, and Mr. David Yao Pe Min, Senior Engineer, and Ms. Sum Wai Lam, Engineer, of Kowloon District East, Urban Regional Office from the Transport Department to the meeting.
23. Ms. Fiona Lung Siu Yuk, District Planning Officer / Kowloon and Ms. Karen Wong Fung Yee, Senior Town Planner, introduced the Paper.
24. Members’ enquiries and opinions as follows:
- 24.1 Mr. Lui Tung Hai strongly requested for the provision of a multi-storey car park with 500 parking spaces at Lei Yue Mun Path site in Yau Tong (“Lei Yue Mun Path site”) to alleviate the shortage of parking spaces in the area and to meet the residents parking need. As regards whether flats should be provided above the car park, he took an open mind. Yet he insisted that the concerned parties should take the environmental, air ventilation, traffic and community facilities matters into consideration.
- 24.2 Mr. Cheung Ki Tang all along had supported the Government to increase the housing supply, be public housing or Home Ownership Scheme flats, so as to satisfy the housing needs. Government should give priority to address the present urgent housing demand from the community. For the site at the junction of Pik Wan Road/Ko Chiu Road in Yau Tong (“Pik Wan Road site”), he indicated that the site was originally designated for clinic use. If the reserved clinic site was relocated to the soccer pitch north of the service reservoir at Pik Wan Road, it would be rather remote for the residents of Yau Tong. He inquired about the area of the site and whether there was other suitable site in Yau Tong District for replacement. He suggested to take further study on the proposal. As for Lei Yue Mun Path site, he advised to make use of a vacant land next to Ling Nam San Tsuen Public Toilet in the vicinity of the site as open space to provide more community facilities for the residents.
- 24.3 Dr. Bernard Chan Pak Li supported the proposal for the site at Choi Hing Road in Ngau Tau Kok (“Choi Hing Road site”) and urged the departments taking this opportunity to formulate a long-term strategy to resolve the traffic and pedestrian congestion problems at the Choi Hung Road Interchange area. He suggested to consider the provision of bus terminus and community complex at Choi Wing Road or lift tower and other diversion facilities at Choi Tak Estate. Consideration could also be given to

provide options other than minibus route numbers 83A and 83M to the “Three Choi” residents.

- 24.4 Mr. Lam Fung opined that the current property price was far departed from public affordability. The Government’s effort of searching sites to increase housing supply in urban area was an imminent task. Hence he supported the rezoning proposal for the three housing sites. He indicated that as no land resumption would be involved in these three pieces of land and the relative government procedures could be saved, the development could be accelerated. However, he reminded the departments to pay close attention to the issues like environment and supporting transport facilities.
- 24.5 Mr. Poon Chun Yuen pointed out that Hong Kong’s property price was really high when making reference to other places around the world and affected the livelihood of society. He therefore supported the Government to quicken its pace and to increase the land supply. Furthermore, he suggested that the departments should strike a balance between the provision of public housing and private housing. For Lei Yue Mun Path site, he agreed that parking spaces in that area was insufficient, particularly at night and during the holidays. For the remaining two sites, he suggested that the departments should strengthen the communication with residents and consult them in detailed. He also suggested the departments to consider increasing the plot ratio so as to step up flat production.
- 24.6 Mr. Wilson Or Chong Shing supported the Government in giving priority to addressing housing issue and fully utilizing the land as far as possible. He suggested that the departments should study how to at the same time benefit the stakeholders of the three proposed rezoning sites, i.e. to enhance the environment, and to create a synergistic effect for the surrounding areas, so as to achieve a win-win situation. He urged the departments to listen to views of the District Council’s committees and local residents, especially for their demands and suggestions on transport network, community facilities and medical services in order to improve the development project.
- 24.7 Mr. Nelson Chan Wah Yu suggested the departments to hold public forum at the local communities of the proposed housing sites to collect the views from local residents and stakeholders. For Choi Hing Road site, he proposed to increase the plot ratio for other uses in order to foster local development and promote social harmony. Consideration could also be given to provide elevated walkway and escalator / lift tower to link up the areas with Choi Shek Lane to improve pedestrian circulation. He also urged the department to have early planning to ensure Kai Tak Mansion could be inter-connected with the community facilities on the hill after redevelopment. For Lei Yue Mun Path site, he proposed the Government to integrate the surrounding area into the development and also to increase the number of parking spaces so as to facilitate the development of local tourism.
- 24.8 Mr. Ngan Man Yu was in support of the Government’s approach to allocate more land for housing production. He also urged the departments to put in extra effort on the planning of traffic and community facilities. He also

suggested that bus terminus, light bus terminus, wet market, indoor stadium, library, community hall complex, etc. should be provided at the vacant site at Choi Wing Road.

- 24.9 Mr. Jackson Wong Fan Fong indicated that the living condition of more than 200,000 Hong Kong people was now very poor. Many of them were waiting for Public Rental Housing (PRH). Hence, he supported the rezoning proposal of the three sites for housing development. For Lei Yue Mun Path site, he suggested to increase the number of public parking spaces to 200, to provide coach pick-up/drop-off bay and to add condition such as “flats with limited floor areas” to increase housing flats supply.
- 24.10 Ms Fu Pik Chun concerned that Choi Hing Road site would lead to an increase in traffic flow at New Clear Water Bay Road. She suggested that departments should work together earlier to reduce road traffic by constructing pedestrian lift tower, covered pedestrian walkway and escalator linking with the areas around “Four Shun” area on hill.
- 24.11 All along Mr. Kin Hung Kam In had supported the provision of more subsidized housings by Government. However, departments should take note of the issues related to environment and inadequate provision of transport and community facilities. He also proposed that the departments should well communicate with the concerned District Councillors to understand the community needs before submitting the rezoning proposals.
- 24.12 For Pik Wan Road site, Ms. Tse Suk Chun suggested that the departments should also consider abating the traffic noise around Ko Chiu Road and requested the departments to consider providing a footpath linking the MTR station with Kwong Tin Estate / Hong Pak Court / Hong Nga Court areas to facilitate the residents’ access to MTR Yau Tong Station. Further, she also advised that the proposed replacement site for clinic was rather remote. She suggested that the ground floor of the development at Pik Wan Road site should be reserved for clinic use and social welfare use like youth centre. For Lei Yue Mun Path site, she suggested to consider reserve some spaces for coach parking.
- 24.13 Mr. Tam Siu Cheuk understood the demand of the society for public housing and supported the Government to increase the subsidized housing production. He suggested to put forward long-term solution for the public transport planning of “Three Choi” areas as soon as possible, such as introduction of full-day public bus route. The Chairman requested the TD representative to follow-up Mr. Tam’s concern in the Traffic and Transport Committee. He also suggested that the departments’ proposal should be referred to the Housing Committee for follow-up action.
- 24.14 Mr. Wong Kai Ming supported the rezoning proposal for the three sites. Concerning Choi Hing Road site, he suggested to consider the provision of various community facilities in “Three Choi” areas so that the residents would not need to travel across districts for the services.

- 24.15 Mr. Cheung Shun Wah indicated that the land use stipulated by the Town Planning Board was a promise of Government to society on the provision of various facilities, such as clinic, school and car park. He considered that Government should not only identify small “G/IC” sites in various districts so that the committed “G/IC” use could not be realized. He suggested the departments to consider large-scale development at larger sites. To this end, he opposed to the rezoning proposal for the three sites.
- 24.16 Mr. Yip Hing Kwok supported the new Government in actively looking for suitable land in the urban area for flat production. He suggested the departments to increase the plot ratios for subject sites. For Lei Yue Mun Path site, he suggested to increase the number of parking spaces and identify coach pick-up / drop-off points.
- 24.17 Mr. Kevin So Koon Chung supported the rezoning proposal for the three sites. He also suggested to consider the long-term planning for the transport facilities of the sites as soon as possible.
- 24.18 Mr. Patrick Lai Shu Ho considered that the proposal at Choi Hing Road site was feasible. He also suggested to relax the plot ratio restrictions for the three sites and provide adequate pedestrian system with direct access to the public transport network. For Pik Wan Road site, he suggested to reserve units in the future development for clinic use. As such, it was unnecessary to relocate the clinic to the service reservoir site in Lam Tin area. For Lei Yue Mun Path site, he suggested that if the site was for public housing development, the residential units would be built on top of the multi-storey car park, and the car park would be managed by the Housing Department.
- 24.19 Mr. Jonathan Ho Kai Ming supported the three rezoning proposals for housing development in order to provide more subsidized housing in the market. He was worried that the use of the Lei Yue Mun Path site for private housing would bring about “toothpick type” luxury flats. He suggested to reserve the site for subsidized housing instead. For Pik Wan Road site, he suggested to tackle the issues of inadequate provision of community facilities at the same time, such as constructing medium and large-size vehicle parks. He also considered that the proposed replacement site for clinic was at a steep uphill location which would not be easily accessible to the elderly.
- 24.20 Mrs. Winnie Poon Yam Wai Chun suggested departments to consider: (i) reserving the ground floor of the residential building at Pik Wan Road site for clinic use; (ii) designating the lower floors of the building on Lei Yue Mun Path site as car park with 200-250 parking spaces; and (iii) referring the issue of transport facilities at Choi Hing Road site to the concerned departments for further study.
- 24.21 Mr. Jimmy Chan Yiu Hung welcomed and supported the rezoning proposal for the three sites, which could meet the pressing demand for housing supply of the public. He suggested the departments to listen to more local views on the proposed land uses, particularly for the proposal on searching

suitable land for large car park near Lei Yue Mun Path site.

- 24.22 Mr. Tang Wing Chun opined that departments had already taken into account the local condition in formulating the proposed plot ratios. He urged the departments for holding public forum in the concerned areas to gather the views of local residents directly. He also advised departments to improve the supporting facilities in the areas at the same time of providing more housing units.
- 24.23 Mr. Mak Fu Ling urged the departments to have proper planning, making long-term arrangement for the transport and community facilities regarding to the Anderson Road Housing Programme.
- 24.24 Mr. Marco Ma Yat Chiu supported the Government for identifying public housing sites quickly as possible so as to ease the long waiting time of grass root sector for public housing.
- 24.25 Mr. Perry Yiu Pak Leung appreciated the Government's active attitude in searching sites for housing development. He enquired the departments on (i) relocation of car park and coach pick up/drop off area at Lei Yue Mun Path site; and (ii) whether the approach of "sticking in a pin" was adopted to for searching housing site in the district, and whether the Government had requested the departments to provide the minimum amount of available housing land in 18 districts.
- 24.26 Mr. Choy Chak Hung pointed out that the proposal on plot ratios proposed by departments were practical and taken into account the local condition. He urged the Government to consider the provision of community facilities while addressing the public housing need.
25. Departments' response to Members' enquiries and comments were as follows:
- 25.1 Consultation procedure: Submission of consultation paper was only the first step of the consultation exercise. Arrangement would be made to have meetings with the stakeholders/residents in due course so as to seek the views of the Members/residents.
- 25.2 Replacement site: In formulating the rezoning proposals, departments have conducted site search in the vicinity of the sites for the same GIC uses. For example, a replacement site with an area of about 2,200m² was identified to locate to the north of the Pik Wan Road Service Reservoir for the original reserved clinic site at Pik Wan Road; and a replacement site was identified in the future development at Anderson Road Quarry for the original reserved site at Choi Hing Road. As for the car park at Lei Yue Mun Path, departments would discuss and follow up the provision of parking spaces based on the Member's advice.
- 25.3 Transport facilities and pedestrian linkage: Close liaison would be maintained with the concerned departments on feasibility of providing appropriate transport and pedestrian facilities.

- 25.4 Plot ratio: Departments would review the proposed plot ratios to take into account of the Members' views.
- 25.5 Site inspection: Departments have carried out site inspection before formulating the rezoning proposal and standing ready to maintain liaison with Members on the planning of the sites.
26. After discussion, the Chairman concluded that vast majority of the District Councillors were in support of the Government's rezoning proposal of the three "G/IC" sites in Kwun Tong for residential use. They urged the concerned Government departments to take note of their concerns and to follow up the provision of community facilities. The main views were outlined as follows:
- (i) Choi Hing Road site: to propose measures on resolving transport and accessibility problems of "Three Choi" area as early as possible;
 - (ii) Pik Wan Road site: to reserve suitable replacement site for clinic use and commence the clinic development as early as possible;
 - (iii) Lei Yue Mun Path site: the provision of parking spaces in future development should not less than the provision at the existing temporary car parks.

The Chairman advised departments to follow up the Councillors' views and suggestions in the Housing Committee and the Traffic and Transport Committee meetings.



胡志偉 立法會議員

Office of Legislative Councillor Wu Chi Wai

Personal Copy

香港渣華道 333 號北角政府合署 17 樓
規劃署署長
凌嘉勤先生,JP

凌署長:

就三幅觀塘區內的「政府、機構或社區」用地改作住宅和資助房屋用地的意見

我們歡迎 貴署最近提出建議，將三幅「政府、機構或社區」用地改作住宅用地，以增加房屋供應，解決市民住房難問題。惟我們認為，貴署的建議會增加區內人口，從而帶動市民對社區服務的需求，因此我們認為 貴署作出建議時同時提出社區補償或其他相應配套規劃。針對上述項目，我們有以下初步建議：

牛頭角彩興路地盤

鄰近該地盤的彩德邨、彩福邨及彩盈邨近年入伙，區內人口超過三萬人。我們認同政府將該地盤改為住宅用途，惟 貴署應考慮區內社區配套不足，貴署在增加房屋土地供應時實應考慮整體社區規劃，改善居民生活。據我們了解，現時彩福邨彩樂樓附近已預留土地發展中學。既然現時教育局並不反對 貴署將彩興路地盤改為房屋發展，我們相信 貴署亦應將彩樂樓旁土地改變用途，發展市政大廈、圖書館或街市用途，以滿足區內人口需要。

油塘碧雲道與高超道交界處地盤

油塘人口不斷上升，已經接近 10 萬，居民對門診服務有急切需求。考慮到油塘未來發展，區內人口將遠超 10 萬，達到「香港規劃標準與準則」訂下興建診所的指引。因此，我們 貴署應在此幅土地提供「社區設施」作補償。我們建議 貴署預留用地作診所用途，令區內居民得到基層醫療服務。

油塘鯉魚門徑地盤

油塘鯉魚門為熱門旅遊景點，區內停車場設施卻不足。我們建議該項目應預留足夠停車位置供旅遊巴士使用。同時，因應油塘灣發展，私人樓宇數量不斷增加，我們認為 貴署應與運輸署及相關部門，商討改善該區一帶道路規劃。

立法會議員 胡志偉

觀塘區議員 陳汶堅 黃啟明 謝淑珍

社區主任 莫建成 韓家銘 林偉基

謹啟

2013 年 1 月 7 日

地址：九龍黃大仙蒲崗村道 61-87 號富佑商場 12-14 號地舖
Rm.12-14/G/F, Fu Yau Building, 61-87 Po Kong Village Road, Wong Tai Sin, KLN.
郵址：chiwaioffice@gmail.com 網址：www.chiwai.net
電話：2761 3106 傳真：2761 3021



規劃署
九龍規劃專員
龍小玉女士：

牛頭角彩興路地盤擬議修訂住宅用途事宜

貴署向觀塘區議會呈交文件，建議將牛頭角彩興路地盤的「政府、機構或社區」用地更改為住宅用地，以增加土地供應，從而增加房屋供應。

從香港整體樓市發展的角度出發，增撥土地、增加樓宇供應是正確的，但從實際地區上，及交通及社區設施的配套角度，政府要更進一步、多付心思去解決配套的問題，以配合新增人口及鄰近住宅的實際需要。

現時牛頭角彩興路地盤周邊有彩德邨、彩福邨及彩盈邨，人口已高達3萬5千人。可是，到現時為止，仍沒有一條全日制的巴士線服務該區。現時，居於這個位於九龍灣半山的公屋居民單靠專線小巴出入，已經苦不堪言。在這個人口密集的社區內，要增加資助房屋的發展，如何解決交通及社區配套是整個計劃的成敗關鍵。

就彩興路地盤行人連接方面，民建聯要求 貴署在批地條款中，加入如何將彩興路地盤連接往彩德商場及經彩石里往返觀塘道。由於彩石里是彩興路及彩德邨居民，最直接通往觀塘道一帶的巴士站及小巴站的行人通道。完善的連接行人安排，是解決位於山上居民往返住宅的必要條件。

就交通及社區配套方面，民建聯要求於彩榮路(彩福邨彩樂樓旁)空地興建巴士及小巴總站、濕街市、室內體育館、圖書館及社區會堂，以解區內配套嚴重不足的問題。民建聯重申這些交通及社區設施的訴求是自彩盈邨、彩德邨及彩福邨入伙以來，長期就規劃錯誤而引致的基本訴求。彩榮路(彩福邨彩樂樓旁)的空地是位於彩福邨、彩盈邨、彩德邨及彩興路地盤擬建住宅的中央點，規劃作交通及社區設施是善用空地及修正過往規劃錯誤的做法。民建聯希望 貴署今次在彩興路興建住宅同時，一併處理整區交通及社區設施極度不足的問題。

有見及此，我們請 貴署積極跟進上述情況，從居民及社區的角度出發，盡快落實行人連接安排及於彩榮路(彩福邨彩樂樓旁)興建巴士及小巴總站、濕街市、室內體育館、圖書館及社區會堂，以確保市民得到應有的公共設施。



如有任何查詢，請致電 6600 2511 與顏汶羽議員聯絡。

陳鑑林	李慧琼	顏汶羽	譚肇卓	陳百里
陳國華	柯創盛	潘進源	洪錦鉉	施能熊
	郭必錚	林亨利	麥富寧	張琪騰
				謹上

2013 年 1 月 8 日

副本：規劃署署長凌嘉勤
運輸署署長楊何蓓茵
康樂及文化事務署署長馮程淑儀
食物及環境衛生署署長梁卓文
房屋署署長栢志高
民政事務總署署長陳甘美華

環保觸覺的意見書

有關三幅 GIC 地改為住宅用途

油塘碧雲道/高超道地盤不應興建住宅 被樹林覆蓋 屬斜坡 周邊已高樓臨立

環保觸覺認為，政府、機構及社區用地 (GIC) 具其規劃功能，可以在高密度樓宇的區域，產生緩衝的作用，使區內整體密度得到舒減。

所以，若將政府、機構及社區用地改變用途，必需審慎評估，以免對周邊環境產生負面影響。

本會評估了政府三幅的用地，發覺兩幅的改劃可以接受，包括牛頭角彩興路地盤及油塘鯉魚門徑地盤，因兩幅地附近的樓宇密度不算太高。

可是，位於油塘碧雲道/高超道地盤的改劃建議，本會非常反對。該位置現為樹林，加上地皮內有斜坡，施工有一定難度。最重要的是，該地皮附近共有 33 座超過 40 層樓宇，可謂被高樓包圍，所以若維持政府、機構及社區用地，或轉為綠化地帶，較能發揮緩衝作用。

所以，本會認為油塘碧雲道/高超道地盤改為住宅並不適合，以免進一步增加該區域的密度。

本會希望政府在尋找土地時，需注意當區環境。希望規劃署等專業部門，不要為迎合上意「交數」，而作出不專業的判斷。

環保觸覺

二零一二年一月八日



發展局局長

陳茂波 先生：

有關九龍東規劃

民建聯一直與居民緊密聯繫，積極參與地區規劃，推動九龍東的發展。我們欣喜，政府將九龍東的轉型，列為未來最重要的發展計劃。有關轉型，將推動九龍東商貿、旅遊的發展，為九龍東帶來新的機遇，增加區內就業職位。但如今九龍東的發展，步伐緩慢、令人失望。最近，為爭取更多土地興建房屋，解決市民的住屋需求，當局又對九龍東的規劃作出了調整。民建聯特藉此機會，向閣下反映居民意見，並提出如下建議。

1. 盡快開展「起動九龍東」計劃

自從 2011 年底公佈「起動九龍東」計劃以來，我們舉辦了多場展覽、研討會和居民大會，九龍東的居民都殷切期盼計劃的落實、九龍東的轉型，希望計劃的美好願景可以盡快實現。

啓德碼頭即將啓用，本來「起動九龍東」，應該和啓德碼頭發展相配合。但到現在，政府只就單軌列車進行了兩個階段的諮詢，未有諮詢報告，亦未定是否有下一輪諮詢或動工日程。11 公里的海濱長廊和跨海大橋，仍未有具體方案，亦未排上日程。為此，民建聯敦促政府：

- a) 盡快完成各項諮詢，全面開展「起動九龍東」計劃，包括興建單軌列車，及連接觀塘碼頭和舊跑道尾的跨海大橋；
- b) 興建一條貫通鯉魚門至深水埗的“九龍新海濱長廊”，在觀塘避風塘興建遊艇停泊區及增加水上休閒活動設施，以完善啓德的規劃；
- c) 檢討並改善九龍東的道路交通網絡，以應付九龍東未來發展，對現有道路網交通負荷的影響。

2. 關注觀塘三幅 GIC 用地改作住宅用途

政府早前提出，將兩幅分別位於油塘及牛頭角的 GIC 用地改作興建居屋，另外鯉魚門徑的政府地則改為私人住宅，推算可提供約 1500 個 600 呎單位。民建聯理解政府發展房屋的需求，支持政府將有關用地改作住宅發展，但亦期望政府可平衡市民的住屋需求和社區發展的需要，興建房屋的同時，一併處理社區設施不足問題，做到發展房屋及社區建設兩不誤。具體建議如下：

- a) 加強諮詢工作，積極與地區溝通，及時了解區議員及當區居民的意見；
- b) 善用土地資源，考慮混合式發展，即同一地段內，同時發展住屋及公共設施；
- c) 興建升降機及天橋，連接彩德邨及未來新屋苑，至彩石里，方便居民出行；
- d) 檢討九龍灣（彩德邨、彩盈邨、彩福邨周邊）空置土地的用途，補充發展交通交匯處、社區會堂、圖書館、街市等公共設施；
- e) 於油塘區另覓地段設立分區診所，以滿足當區十幾萬居民的醫療需求，及油塘區的長遠發展；
- f) 增加鯉魚門徑地盤的私家車泊車位至 200 個，予公眾使用，配合社區的需要

3. 落實牛頭角跨區社區文化中心

觀塘區人口已超過六十萬人，隨著「起動九龍東」計劃的開展，及多個新型屋邨落成，觀塘發展一日千里，區內的工作人口及居住人口更正不斷增長，但現時社區設施卻未能與時並進，跟上社區發展的速度。

政府早於 2006 年就公佈，將於牛頭角興建跨區社區文化中心，九龍東市民一直翹首盼望，跨區文化中心落成後，區內可有更多大型文娛活動。但公佈至今已 7 年時間，有關項目都是只聞樓梯響，仍停留在概念設計階段，既未有撥款，亦未



有時間表。最近，更有傳，政府可能重新檢討有關地段的用途，將其改作住宅用地。跨區社區文化中心，動工遙遙無期，項目更隨時可能被取消。

就此，民建聯要求當局，回應九龍東居民對社區設施的需求，盡快撥款，興建文化中心，讓市民受惠。

立法會議員： 陳鑑林

區議員：

洪錦鉉 顏汶羽 譚肇卓 柯創盛 張琪騰

潘進源 施能熊 林亨利 麥富寧

社區幹事：張培剛 潘卓斌 陳俊傑

謹上

二零一三年四月九日



發展局

陳茂波局長 MH,JP :

牛頭角彩興路地盤擬議修訂作住宅用途事宜

規劃署向觀塘區議會呈交文件，建議將牛頭角彩興路地盤的「政府、機構或社區」用地更改為住宅用地，以增加土地供應，從而增加房屋供應。

從香港整體樓市發展的角度出發，增撥土地、增加樓宇供應是正確的，但從實際地區上，及交通及社區設施的配套角度，政府要更進一步、多付心思去解決配套的問題，以配合新增人口及鄰近住宅的實際需要。

就交通及社區配套方面，民建聯要求於彩榮路(彩福邨彩樂樓旁)空地興建巴士及小巴總站、濕街市、室內體育館、圖書館及社區會堂，以解區內配套嚴重不足的問題。民建聯重申這些交通及社區設施的訴求是自彩盈邨、彩德邨及彩福邨入伙以來，長期就規劃錯誤而引致的基本訴求。彩榮路(彩福邨彩樂樓旁)的空地是位於彩福邨、彩盈邨、彩德邨及彩興路地盤擬建住宅的中央點，規劃作交通及社區設施是善用空地及修正過往規劃錯誤的做法。民建聯希望 貴署今次在彩興路興建住宅同時，一併處理整區交通及社區設施極度不足的問題。

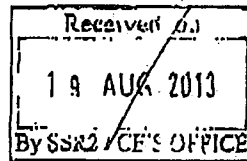
有見及此，我們請 貴署積極跟進上述情況，從居民及社區的角度出發，盡快於彩榮路(彩福邨彩樂樓旁)興建巴士及小巴總站、濕街市、室內體育館、圖書館及社區會堂，以確保市民得到應有的公共設施。

如有任何查詢，請致電 6600 2511 與本人聯絡。

觀塘區議員

顏汶羽
謹上

2013 年 4 月 9 日



香港特別行政區政府
行政長官
梁振英先生：

GIC用地及社區設施雙贏建議書

政府向觀塘區議會呈交文件，建議將牛頭角彩興路地盤的「政府、機構或社區」用地更改為住宅用地，以增加土地供應，從而增加房屋供應。民建聯明白及贊同增撥土地、增加樓宇供應是正確的方向，故此我們贊成上述的建議。

不過，我們多次就社區配套及規劃向各部門反映，包括規劃署、房屋署、運輸署、康文署、教育署等；反映我們就如何發展上述地盤及改善週邊配套的建議時，卻得不到正面的回覆，我們深表失望。

三彩，即彩盈邨彩德邨彩福邨已有近三萬八千的人口，但嚴重缺乏社區設施的情況下，市民向我們清楚反映社區配套嚴重不足。如果再在社區增加建屋，人口將會超過四萬人！面對密集的人口，但未能解決社區配套問題的話，難以繼續贊成政府在三彩地區增加人口及建屋。

我們提出以下建議以配合社區及建屋發展，希望閣下能帶領政府各部門正視問題：

- 1) 興建升降機，為彩德邨及新發展住屋提供無障礙連接
- 2) 擴大 GIC 用地改建面積，由二座居屋增建成三座
- 3) 在三彩中心的空地(即彩福邨旁)提供社區設施及公屋發展，以混合模式增建多兩座公屋。
- 4) 善用三彩社區內七塊的空置用地及一間空置校舍

有見及此，我們請行政長官能積極跟進上述情況，從居民及社區的角度出發，以確保市民得到應有的公共設施及解決市民居住房屋的問題。

如有任何查詢，請致電 9320 3939 與譚肇卓議員聯絡。

觀塘區議員 譚肇卓

譚上

2013 年 8 月 18 日

九龍牛頭角彩德邨彩福邨地下1號 電話：2366 6071 Fax：2366 6052

**Departmental Responses to Comments Received at
Kwun Tong District Council (KTDC) Meeting on 8.1.2013,
Written Submission and Letters Received from the
Members of Legislative Councils, KTDC and Public**

1. Comments from the KTDC Meeting on 8.1.2013 (Minutes at Attachment VIII)

<u>Comments</u>	<u>Departmental Responses</u>
(a) Support the rezoning proposals of the 3 Government, Institution or Community (G/IC) sites as they could increase the housing supply to resolve the housing problem.	Noted.
(b) To improve the community facilities nearby to create synergy effect of the proposed development.	<ul style="list-style-type: none">– The proposed developments would not have adverse impact on the G/IC facilities and open space provision. In a wider context, the local open space, community and social welfare facilities have been largely sufficiently provided in the area. Moreover, the relevant Government departments will also periodically review the community's needs of the facilities.– It is proposed to develop the Choi Wing Road site as public rental housing (PRH) and indoor recreation centre (IRC) development to meet the community's aspiration for more community and recreation facilities.
(c) The "G/IC" zones are reserved for community facilities for local residents and rezoning of these "G/IC" zones will depart from Government's commitment to provide such G/IC facilities.	Replacement sites have been identified for all affected G/IC facilities. Moreover, the proposed developments would not have adverse impact on the G/IC facilities and open space provision.

<u>Comments</u>	<u>Departmental Responses</u>
(d) To consider large-scale housing development sites instead of identify small “G/IC” sites in various districts.	<p>– Government will continue to adopt a multi-pronged approach and step up its efforts to meet housing and other needs. For this purpose, the Government will increase the supply of land in the short, medium and long terms through optimal use of developed land and identifying new land for development at the same time.</p> <p>– Apart from the proposed rezoning at the sites, large-scale housing developments at Cha Kwo Ling ex-Kaolin Mine Site and Anderson Road Quarry are being studied.</p>
(e) To strike a balance of provision of public/private residential development.	In view of the Choi Hing Road site is in the proximity of public housing estates, developing the site as Home Ownership Scheme (HOS) is considered compatible to the surrounding.
(f) To maximize the development intensity to provide more flat production.	To maximize the development potential to meet the housing, the proposed domestic and non-domestic plot ratio (PR) of the Choi Hing Road site has been increased to 6.0 and 1.0 respectively.
(g) To consult local residents/representatives/stakeholders on the proposal.	The KTDC will be consulted before or during the exhibition period of new Outline Zoning Plan. Consultation with concerned stakeholders may also be arranged, if necessary.
(h) To provide bus and minibuses terminus at the Choi Wing Road site.	The existing transport policy is to use the railway as the backbone of public passenger transport, with other public transport modes providing feeder services, thereby facilitating the effective use of public transport resources and reducing road traffic congestion and air pollution. The local residents may use the local walkway system going to MTR Station or take green minibus routes. Therefore, a public transport interchange at the site is not supported.

<u>Comments</u>	<u>Departmental Responses</u>
(i) To provide more transportation for the residents, including full-day bus route.	<ul style="list-style-type: none"> – Transport Department (TD) will continue to monitor the public transport needs in the area. Based on the residents' transport needs after the flat in-take, they will closely liaise with the franchised bus and minibus operators to improve the services, if necessary. – On 28.3.2013, a new full-day bus route, 28B from Choi Fook Estate to Kai Yip Estate via Kowloon Bay, Ngau Tau Kok and Kwun Tong Town Centre has been introduced by Kowloon Motor Bus to serve the residents of the area. – TD will continue to monitor the public transport service of the area and will liaise with the franchised bus and minibus operators to improve public transport, if necessary.
(j) To provide covered pedestrian linkage, escalator and lift tower to connect Choi Tak Estate or Choi Shek Lane.	TD noted the suggestion and advised that they are now focusing on the feasibility study of the hillside escalator links and elevator systems ranked top 10 in the assessment undertaken in 2010. They will consider other proposals, including this one at next stage.

<u>Comments</u>	<u>Departmental Responses</u>
<p>(k) To provide a wet market, an IRC, a library and a community hall complex at the Choi Wing Road site.</p>	<p>– It is proposed to develop the Choi Wing Road site as PRH and IRC development to meet the community's aspiration for more community and recreation facilities.</p> <p>– Having regarded the existing provision of market facilities in the surrounding area and other relevant factors, Food and Environmental Hygiene Department advised that there is no planning for construction of market at the site.</p> <p>– Having considered the present provision of library services with reference to the Hong Kong Planning Standards and Guidelines, Leisure and Cultural Services Department advised that they do not have plan to set up new library facilities at the Choi Wing Road site. However, they will assess the public demands of the area and its proximity for public library services and shall seek views from policy angle in light to further enhance the provision of public library services in the concerned regions. They are also most willing to work in collaboration with any interest non-profit making organization(s) in setting up new community libraries in the area and provide them with professional support.</p> <p>– In addition, Education Bureau (EDB) has expressed its support to the provision of a study room and HD will further check with EDB on the design requirements and funding arrangement before committing to the provision.</p>

2. Written Submission from Hon Wu Chi Wai, KTDC members and other members of Democratic Party (Attachment IXa)

<u>Comments</u>	<u>Departmental Responses</u>
(a) Welcome the rezoning proposals of the 3 “G/IC” sites as they could increase the housing supply to resolve the housing problem.	Noted.
(b) Since the proposal will increase the population in the area, the provision of the community facilities should be improved to cater for the increased population.	The proposed developments would not have adverse impact on the G/IC facilities and open space provision. In a wider context, the local open space and community and social welfare facilities have been largely sufficiently provided in the area. Moreover, the relevant Government departments will also periodically review the community’s needs of the facilities.
(c) Propose to build municipal complex, library or market at the Choi Wing Road site.	Please refer to paragraph 1(k) above.

3. Written Submission from Hon Chan Kam Lam, Hon Lee Wai King, Starry, KTDC members and other members of Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) (Attachment IXb)

<u>Comments</u>	<u>Departmental Responses</u>
(a) Support to increase the land supply and flat production	Noted.
(b) To cope with the needs of the future population and the existing community, the supporting community facilities should be enhanced.	Please refer to paragraph 2(b) above.
(c) To include the requirement of provision of pedestrian linkage to connect the Choi Hing Road site with Choi Shek Lane and Kwun Tong Road in the land grant of the Choi Hing Road site.	Please refer to paragraph 1(j) above.

<u>Comments</u>	<u>Departmental Responses</u>
(d) To develop bus and minibus terminus, wet market, IRC, library and community hall at the Choi Wing Road site.	Please refer to paragraphs 1(h), 1(i) and 1(k) above.

4. Written Submission from Green Sense (Attachment IXc)

<u>Comments</u>	<u>Departmental Responses</u>
(a) Rezoning of any “G/IC” site should be critically assessed to avoid negative impact to the surrounding environment.	Noted.
(b) Since the development intensity of the proposed residential development at the Choi Hing Road site was not too high, they considered that the proposed rezoning was acceptable.	Noted.

5. Letter dated 9.4.2013 from Hon Chan Kam Lam, KTDC members and other members of DAB (Attachment Xa)

<u>Comments</u>	<u>Departmental Responses</u>
(a) To consult local residents/representatives/stakeholders on the proposal.	Please refer to paragraph 1(g) above.
(b) To adopt mixed-use development with housing and G/IC facilities to better utilize the land.	It is proposed to develop the Choi Wing Road site as PRH and IRC development to meet the community’s aspiration for more community and recreation facilities.
(c) To provide elevator and footbridge to connect Choi Tak Estate and the Choi Hing Road site with Choi Shek Lane.	Please refer to paragraph 1(i) above.

<u>Comments</u>	<u>Departmental Responses</u>
(d) To review the vacant land in the vicinity to provide G/IC facilities such as public transport interchange, community hall, library and wet market.	Please refer to paragraphs 1(k) and 1(l) above.

6. Letter dated 9.4.2013 from KTDC Member Mr. Ngan Man Yu (Attachment Xb)

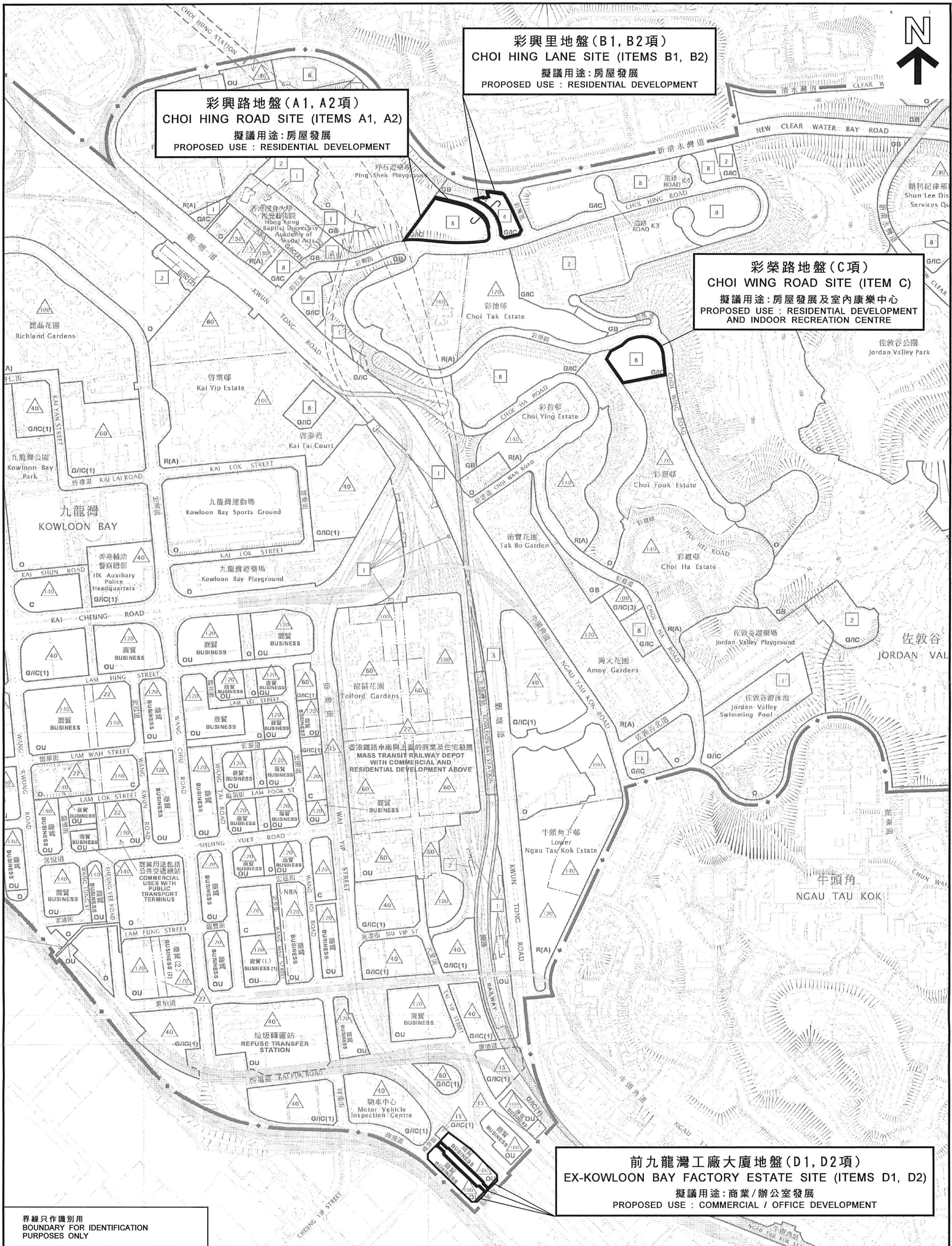
<u>Comments</u>	<u>Departmental Responses</u>
(a) Support to increase the land supply and provide more flats.	Noted.
(b) To improve the transportation and community facilities in the area by providing bus and minibuss terminus, wet market, IRC, library and community hall at the Choi Wing Road site.	Please refer to paragraph 1(i) above.

7. Letter dated 18.8.2013 from KTDC Member Mr. Tam Siu Cheuk (Attachment Xc)

<u>Comments</u>	<u>Departmental Responses</u>
(a) He understands there is a need to increase the land supply and provide more flats. Therefore, he supports the rezoning proposal.	Noted.
(b) To build elevator connecting the Choi Hing Road site with Choi Tak Estate.	Please refer to paragraph 1(j) above.
(c) To enlarge the Choi Hing Road site to provide one additional tower for the HOS development.	Since the Choi Wing Road site will be used for PRH and IRC development, the Choi Hing Lane site originally reserved for IRC was released and HD proposes to integrate the site onto Choi Hing Road HOS development to provide one additional tower.

<u>Comments</u>	<u>Departmental Responses</u>
(d) To develop the Choi Wing Road site as mixed-use development of community facility with two public housing towers.	It is proposed to develop the Choi Wing Road site as PRH and IRC development to meet the community's aspiration for more community and recreation facilities.
(e) To better utilize the undeveloped "G/IC" sites and vacant school premise nearby.	<ul style="list-style-type: none">– The undeveloped "G/IC" sites along Choi Hing Road are reserved for planned G/IC facilities including two schools, electricity substation, social welfare facility and service reservoir extension.– For the vacant school premises at the junction of Kwun Tong Road and Choi Shek Lane, Education Bureau has reserved the premises for education purpose to meet the long-term demand.

**PLANNING DEPARTMENT
MARCH 2014**



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BOUNDARY FOR IDENTIFICATION
PURPOSES ONLY

本摘要圖於2014年2月28日編備，所根據的資料為
於2011年10月14日展示的分區計劃大綱圖編號 S/K13/27，
被城市規劃委員會於2012年2月3日根據城市規劃條例
第6F(8)條確立的修訂圖編號 R/S/K13/26-A2及
被城市規劃委員會於2012年7月13日根據城市規劃條例
第6G條確立的修訂圖編號 R/S/K13/27-A2
EXTRACT PLAN PREPARED ON 28.2.2014 BASED ON
OUTLINE ZONING PLAN No. S/K13/27 EXHIBITED ON 14.10.2011,
AMENDMENT PLAN No. R/S/K13/26-A2 CONFIRMED BY THE BOARD
UNDER SECTION 6F(8) ON 3.2.2012 AND
AMENDMENT PLAN No. R/S/K13/27-A2 CONFIRMED BY THE BOARD
UNDER SECTION 6G ON 13.7.2012

擬議修訂項目總覽
OVERVIEW OF PROPOSED AMENDMENT ITEMS

規劃署
PLANNING
DEPARTMENT

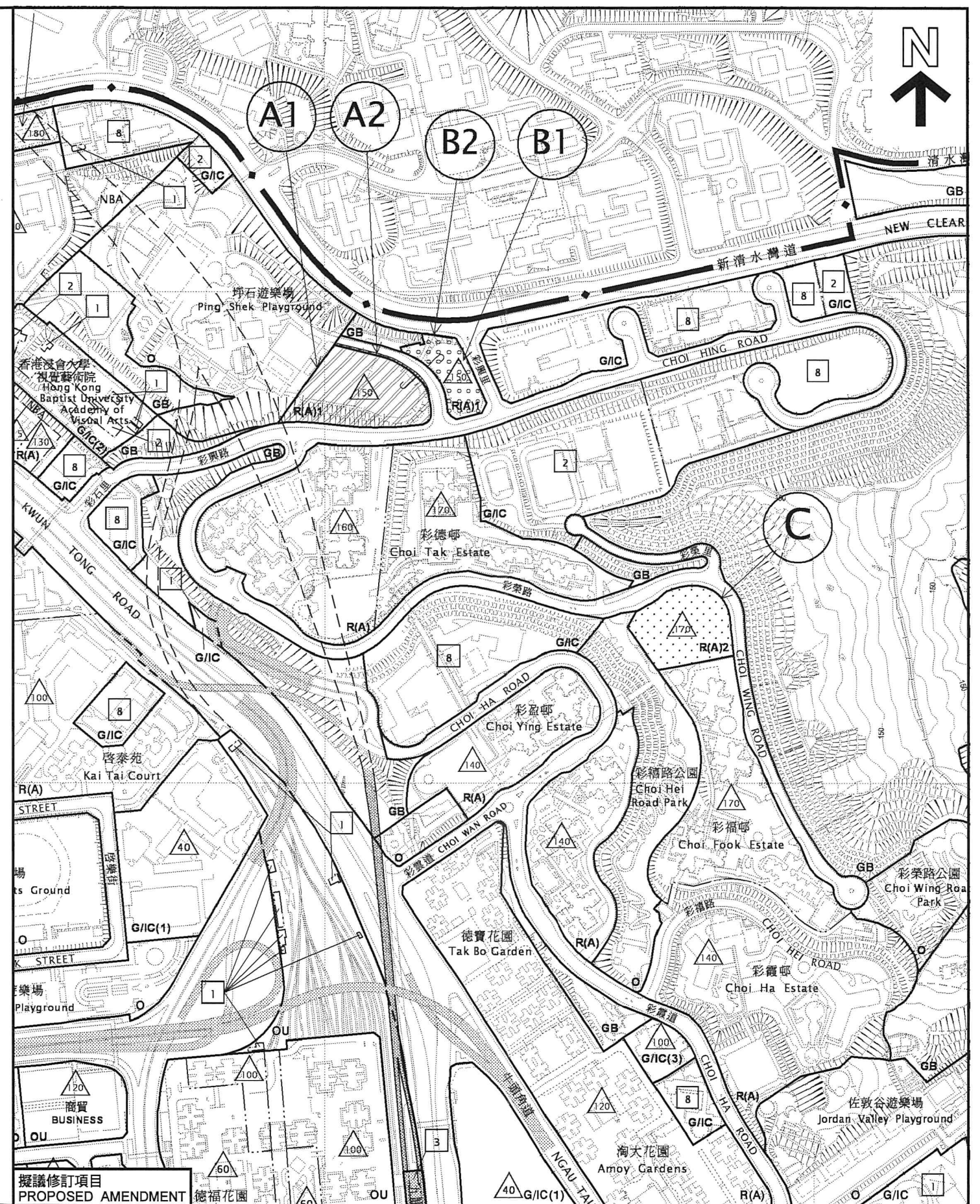
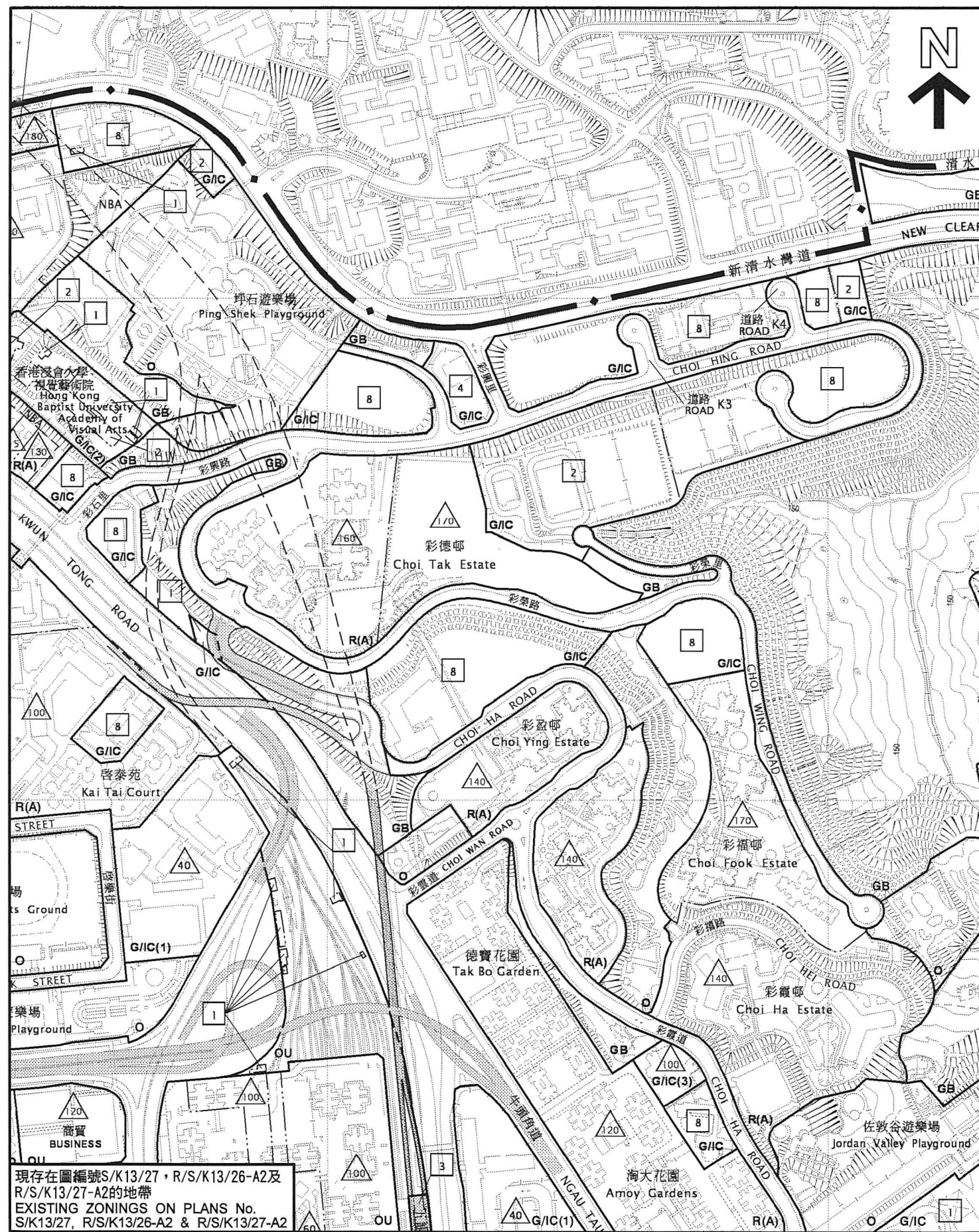


參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN

1



位置圖 LOCATION PLAN

牛頭角及九龍灣分區計劃大綱圖編號 S/K13/27 的擬議修訂
(A1, A2, B1, B2及C項)

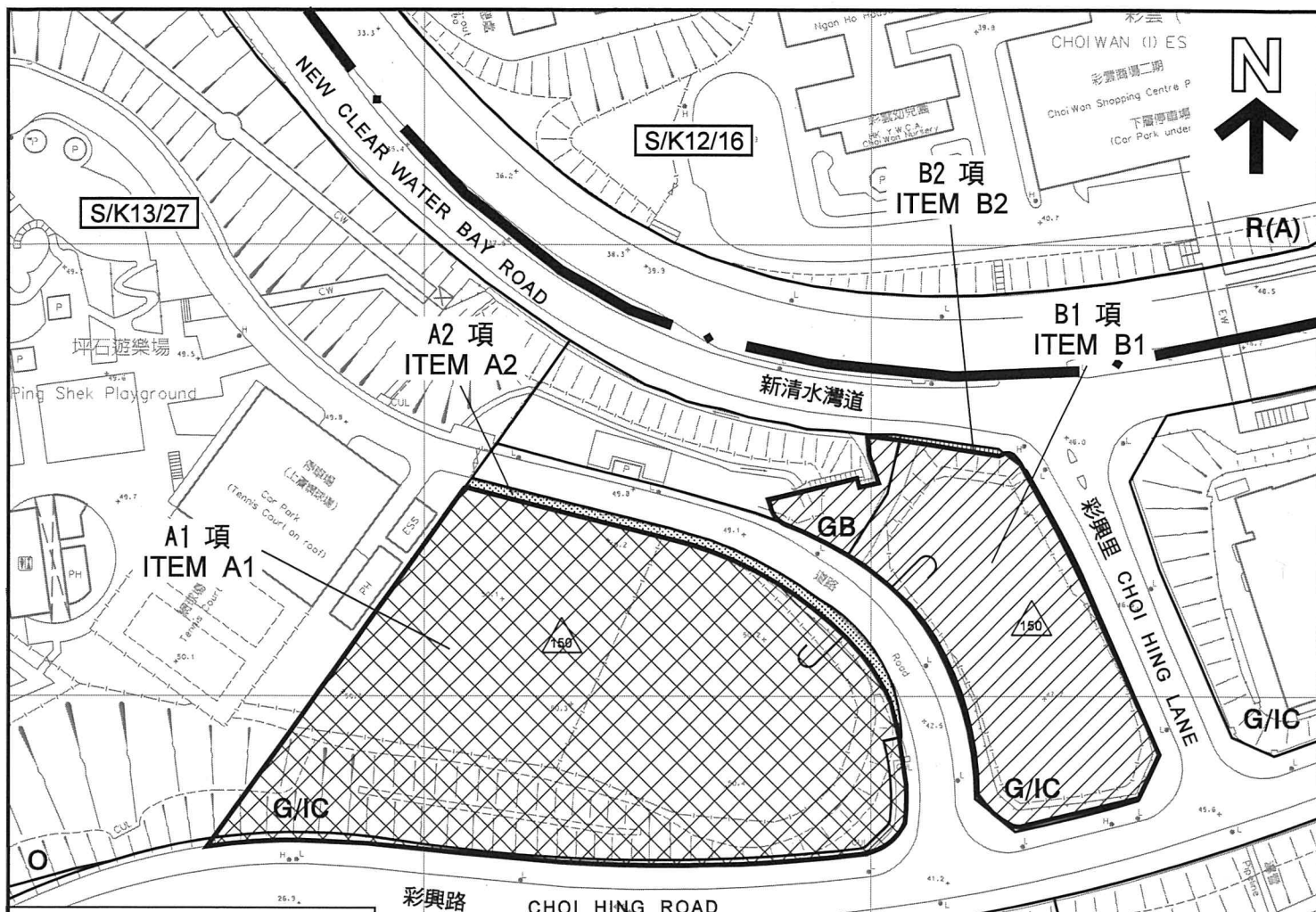
PROPOSED AMENDMENTS TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/27
(ITEMS A1, A2, B1, B2 & C)

SCALE 1:5 000 比例尺
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參考編號
REFERENCE No.
M/K13/13/97

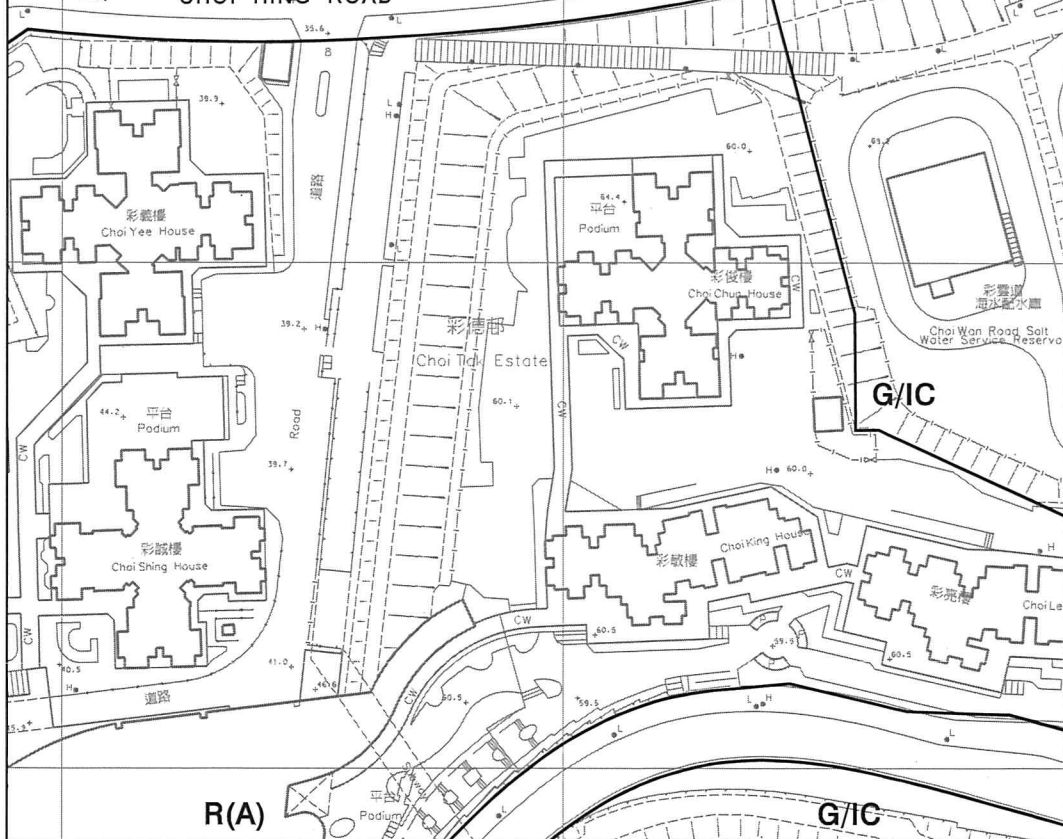
圖 PLAN
2



圖例 LEGEND

-  擬議由「政府、機構或社區」地帶及「道路」改劃為「住宅(甲類)1」地帶
PROPOSED REZONING FROM "G/IC" AND "ROAD" TO "R(A)1"
-  擬議由「政府、機構或社區」地帶改劃為「道路」
PROPOSED REZONING FROM "G/IC" TO "ROAD"
-  擬議由「政府、機構或社區」地帶及「綠化地帶」改劃為「住宅(甲類)1」地帶
PROPOSED REZONING FROM "G/IC" AND "GB" TO "R(A)1"
-  擬議由「政府、機構或社區」地帶及「綠化地帶」改劃為「道路」
PROPOSED REZONING FROM "G/IC" AND "GB" TO "ROAD"
-  擬議建築物高度限制(主水平基準以上(米))
PROPOSED BUILDING HEIGHT RESTRICTION (mPD)
- R(A)** 住宅(甲類)
RESIDENTIAL (GROUP A)
- G/IC** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地
OPEN SPACE

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PURPOSE ONLY



平面圖 SITE PLAN

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(A1, A2, B1, B2項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS A1, A2, B1, B2)

SCALE 1:1 500 比例尺
METRES 25 0 25 50 METRES

規劃署
PLANNING
DEPARTMENT

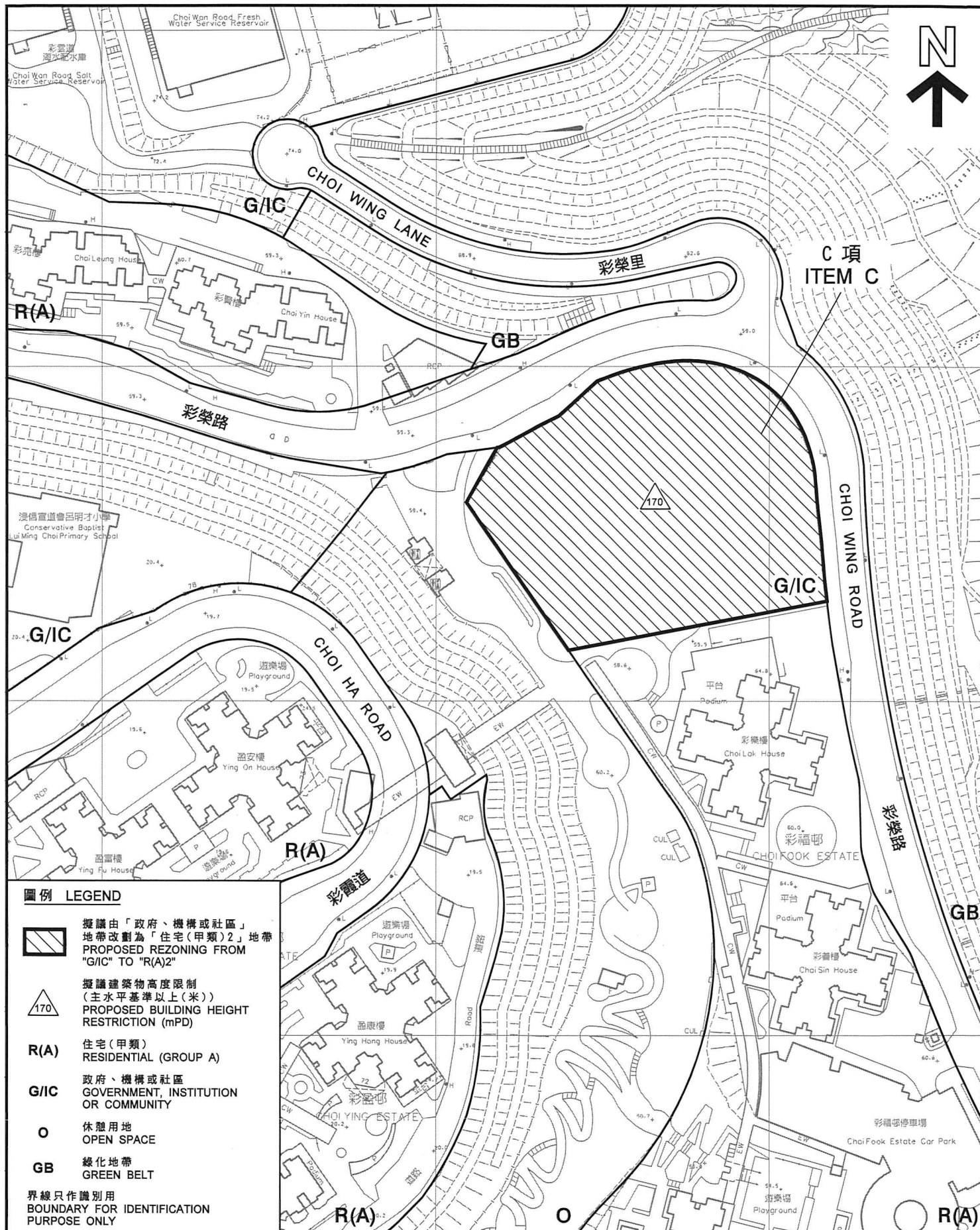


參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
3A

本摘要圖於2014年3月18日擬備，
所根據的資料為測量圖編號11-NE-12B
EXTRACT PLAN PREPARED ON 18.3.2014
BASED ON SURVEY SHEET No.11-NE-12B



圖例 LEGEND



擬議由「政府、機構或社區」
地帶改劃為「住宅(甲類)2」地帶
PROPOSED REZONING FROM
"G/IC" TO "R(A)2"



擬議建築物高度限制
(主水平基準以上(米))
PROPOSED BUILDING HEIGHT
RESTRICTION (mPD)

R(A)
住宅(甲類)
RESIDENTIAL (GROUP A)

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

O
休憩用地
OPEN SPACE

GB
綠化地帶
GREEN BELT

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

平面圖 SITE PLAN

牛頭角及九龍灣

分區計劃大綱圖編號S/K13/27的擬議修訂
(C項)

PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEM C)

SCALE 1:1 500 比例尺

米 METRES 25 0 25 50 METRES

規劃署
PLANNING
DEPARTMENT



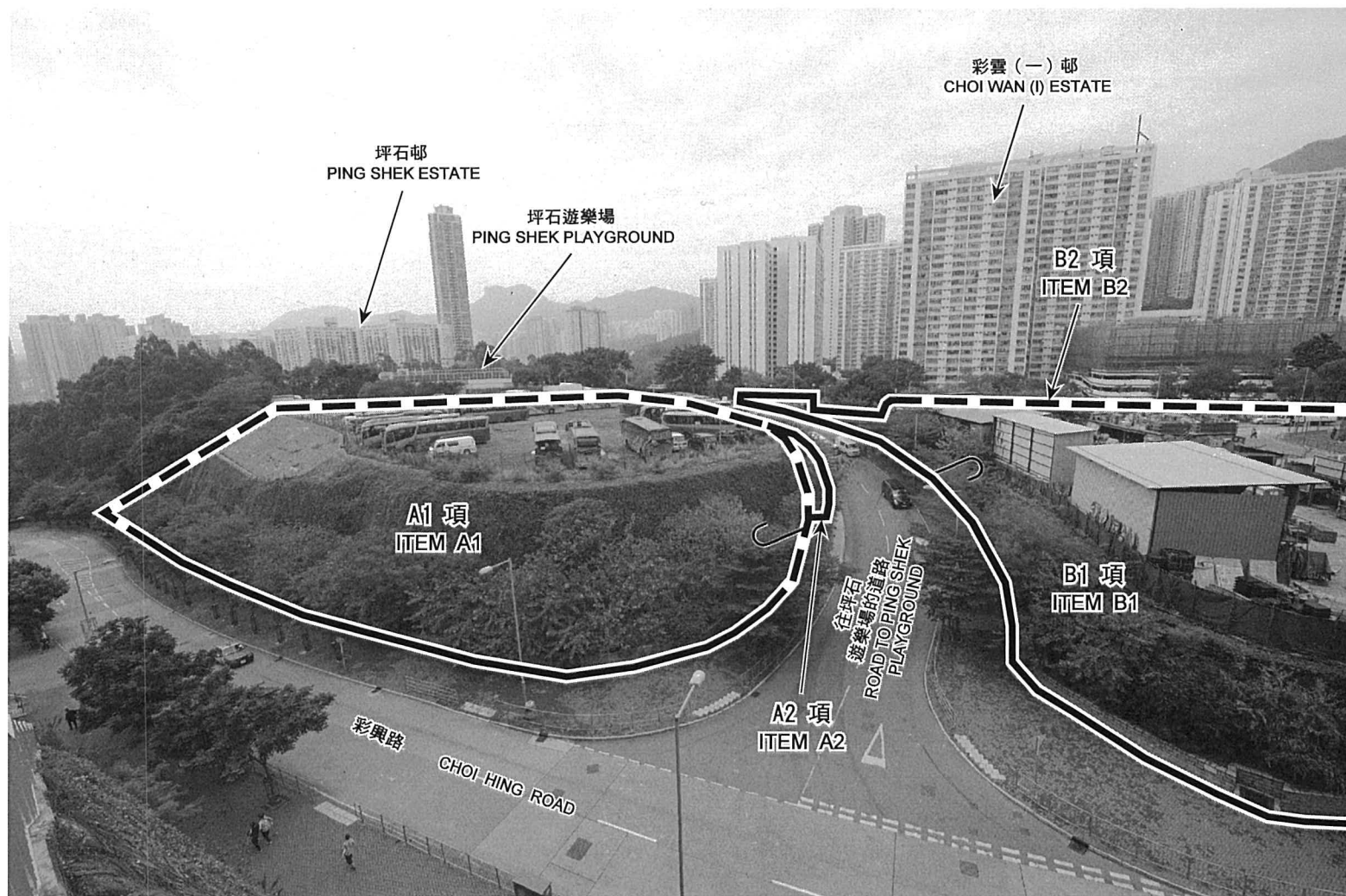
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REFERENCE No.

M/K13/13/97

圖 PLAN

3B

本摘要圖於2014年3月6日擬備，
所根據的資料為測量圖編號
11-NE-12B 和 D
EXTRACT PLAN PREPARED ON 6.3.2014
BASED ON SURVEY SHEETS No.
11-NE-12B & D



照片1 - A1, A2項
PHOTO 1 - ITEMS A1, A2

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本圖於2014年3月19日擬備，
所根據的資料為攝於
2013年11月4日的實地照片
PLAN PREPARED ON 19.3.2014
BASED ON SITE PHOTO
TAKEN ON 4.11.2013

實地照片 SITE PHOTO
牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(A1, A2項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS A1, A2)

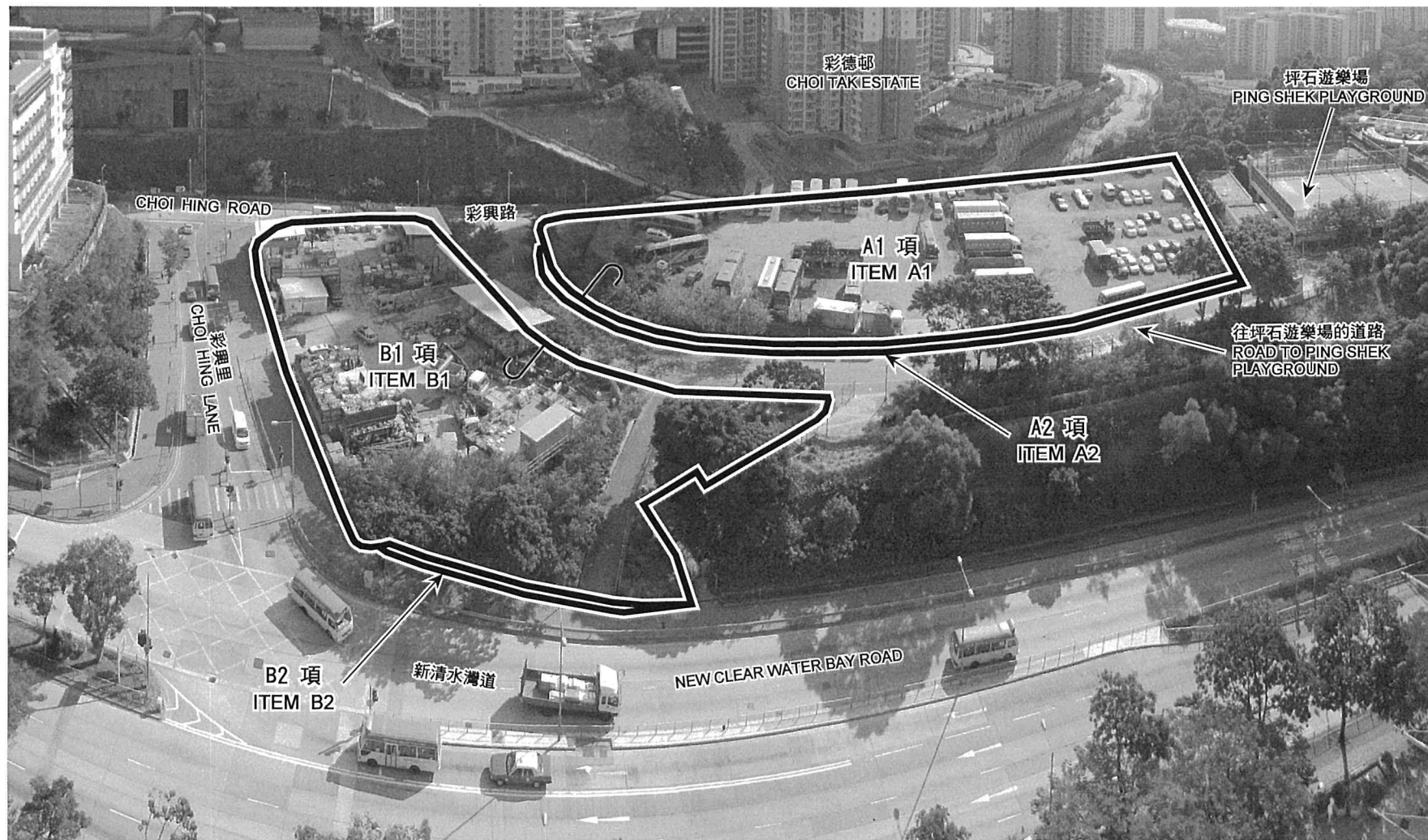
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
4A



照片1 - B1, B2項
PHOTO 1 - ITEMS B1, B2

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本圖於2014年3月19日擬備，
所根據的資料為攝於
2013年11月1日的實地照片
PLAN PREPARED ON 19.3.2014
BASED ON SITE PHOTO
TAKEN ON 1.11.2013

實地照片 SITE PHOTO

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(B1, B2項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS B1, B2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
4B



照片1 - C項
PHOTO 1 - ITEM C

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PURPOSE ONLY

本圖於2014年2月28日擬備，
所根據的資料為攝於
2013年11月1日的實地照片
PLAN PREPARED ON 28.2.2014
BASED ON SITE PHOTO
TAKEN ON 1.11.2013

實地照片 SITE PHOTO

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(C項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEM C)

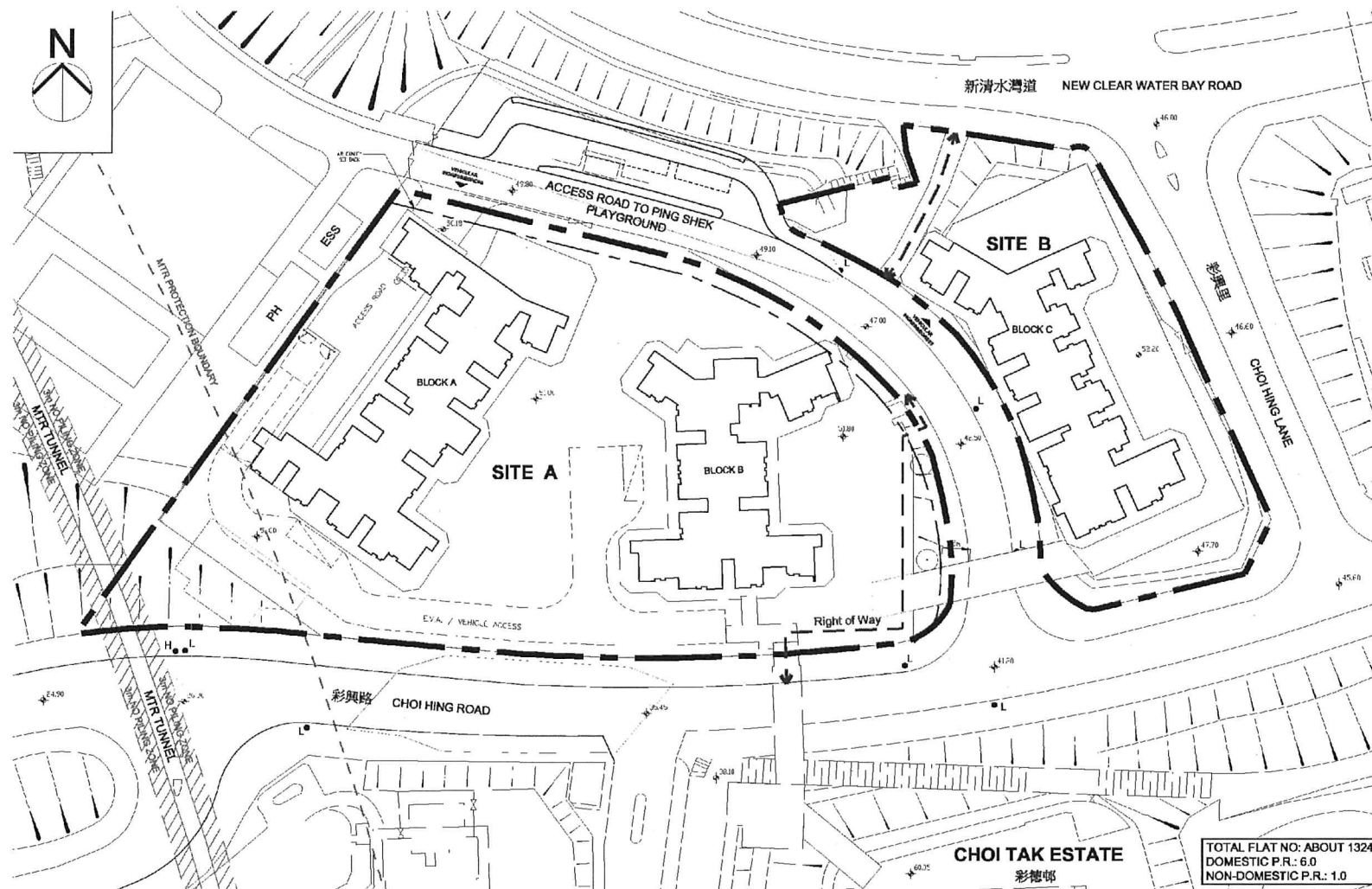
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
4C



彩興路房屋計劃擬議概念設計圖
PROPOSED CONCEPTUAL LAYOUT PLAN OF HOUSING DEVELOPMENT AT CHOI HING ROAD

(資料來源：繪圖由房屋署提交)

(Source: Drawing submitted by Housing Department)

本圖於2014年2月28日擬備
PLAN PREPARED ON 28.2.2014

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(A1, B1項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS A1, B1)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
5A



彩榮路房屋計劃擬議概念設計圖
PROPOSED CONCEPTUAL LAYOUT PLAN OF HOUSING DEVELOPMENT AT CHOI WING ROAD

(資料來源：繪圖由房屋署提交)
(Source: Drawing submitted by Housing Department)

(SUBJECT TO REVIEW AND AGREEMENT
BY CONCERNED DEPARTMENTS)

本圖於2014年3月11日擬備
PLAN PREPARED ON 11.3.2014

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(C項)
PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEM C)

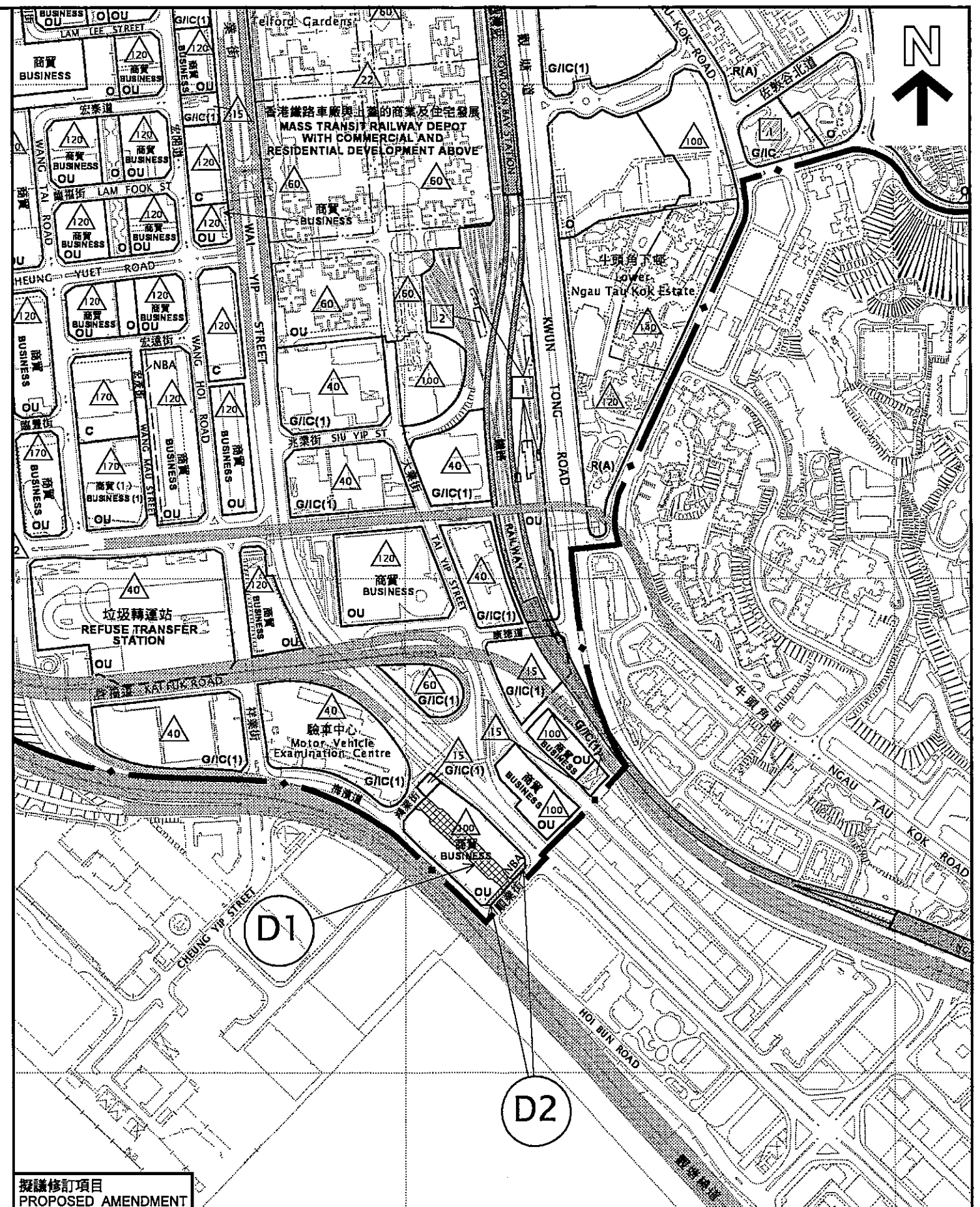
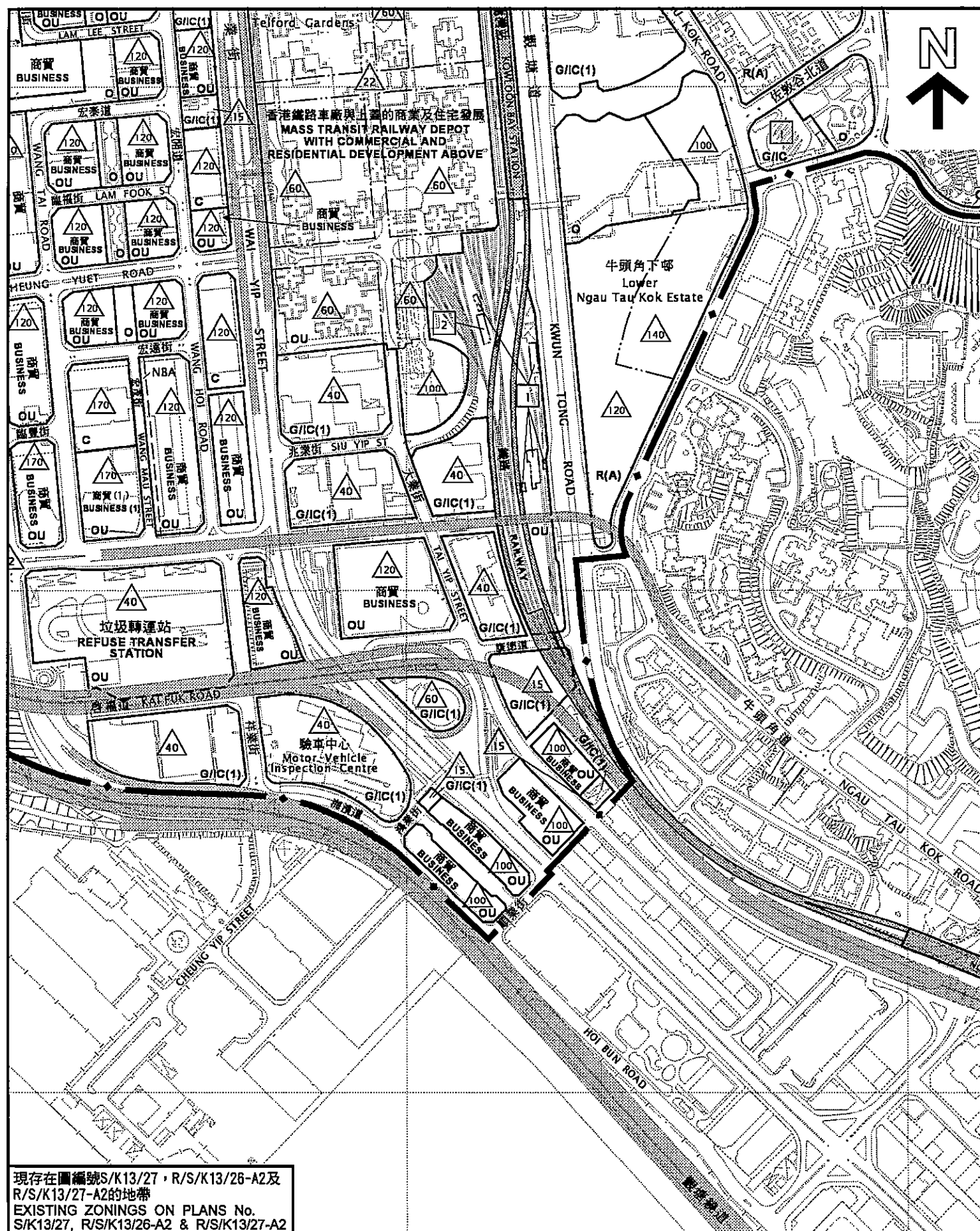
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN
5B



本摘要圖於2014年3月19日製備，所根據的資料為：
2011年10月14日展示的分區計劃大綱圖編號 S/K13/27，
被城市規劃委員會於2012年2月3日根據城市規劃條例
第6F(8)條確認的修訂圖編號 R/S/K13/26-A2，以及
被城市規劃委員會於2012年7月13日根據城市規劃條例
第6G條確認的修訂圖編號 R/S/K13/27-A2
EXTRACT PLAN PREPARED ON 19.3.2014 BASED ON
OUTLINE ZONING PLAN No. S/K13/27 EXHIBITED ON 14.10.2011,
AMENDMENT PLAN No. R/S/K13/26-A2 CONFIRMED BY THE BOARD
UNDER SECTION 6F(8) ON 3.2.2012 &
AMENDMENT PLAN No. R/S/K13/27-A2 CONFIRMED BY THE BOARD
UNDER SECTION 6G ON 13.7.2012

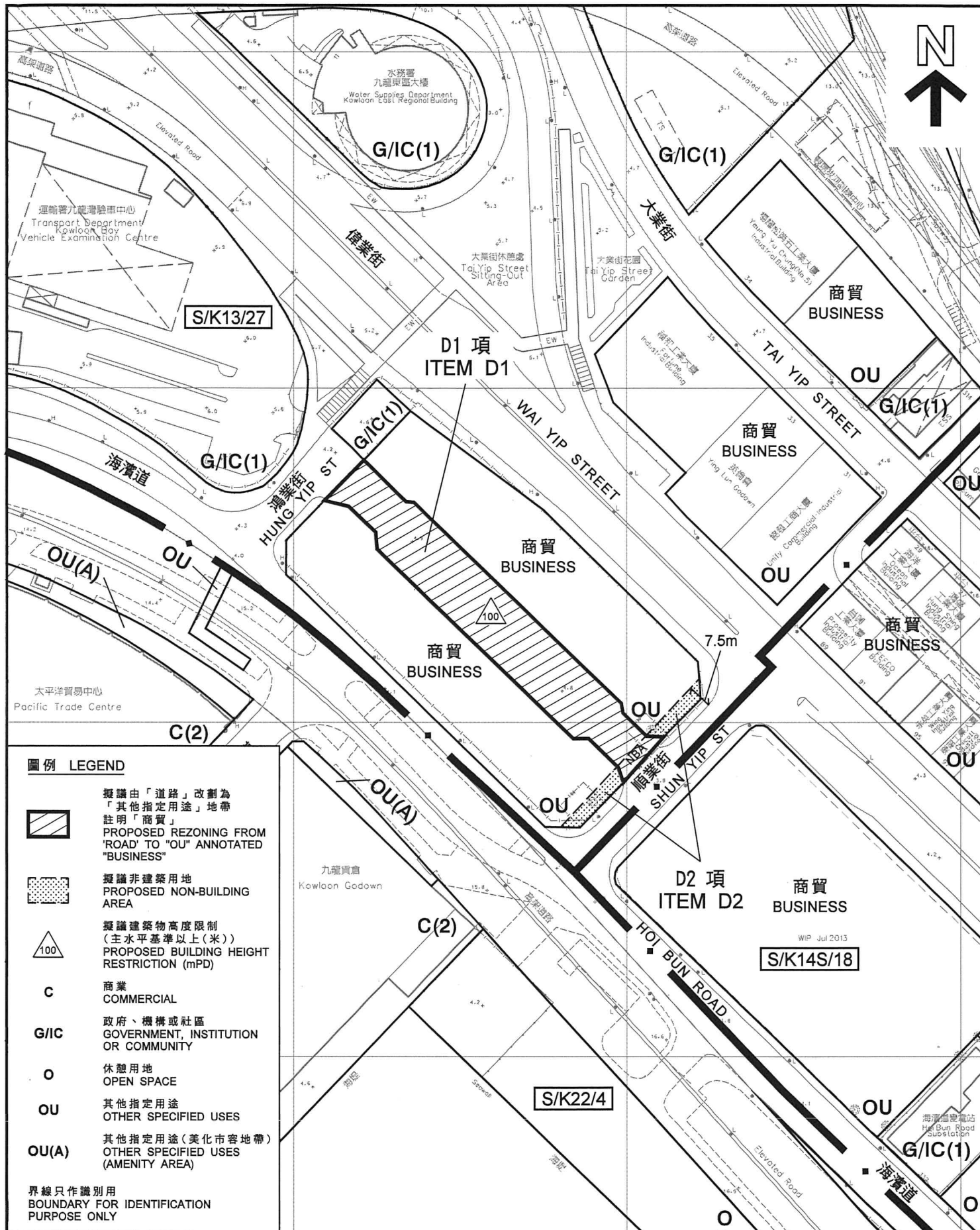
位置圖 LOCATION PLAN
牛頭角及九龍灣分區計劃大綱圖編號 S/K13/27 的擬議修訂
(D1, D2項)
PROPOSED AMENDMENT TO THE DRAFT NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN No. S/K13/27
(ITEMS D1 & D2)

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

規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K13/13/97

圖 PLAN
6



平面圖 SITE PLAN

牛頭角及九龍灣

分區計劃大綱圖編號S/K13/27的擬議修訂
(D1, D2項)

PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS D1, D2)

SCALE 1 : 1 500 比例尺

METRES 25 0 25 50 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN

7

本摘要圖於2014年3月6日擬備，
所根據的資料為測量圖編號

11-NE-17B 和 D
EXTRACT PLAN PREPARED ON 6.3.2014
BASED ON SURVEY SHEETS No.
11-NE-17B & D



照片1 - D1, D2項
PHOTO 1 - ITEMS D1, D2

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年2月28日擬備，
所根據的資料為攝於
2013年11月1日的實地照片
PLAN PREPARED ON 28.2.2014
BASED ON SITE PHOTO
TAKEN ON 1.11.2013

實地照片 SITE PHOTO

牛頭角及九龍灣
分區計劃大綱圖編號S/K13/27的擬議修訂
(D1, D2項)

PROPOSED AMENDMENTS TO THE
DRAFT NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN No. S/K13/27
(ITEMS D1, D2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K13/13/97

圖 PLAN

8