METRO PLANNING COMMITTEE

OF THE TOWN PLANNING BOARD

MPC Paper No. 8/19
For Consideration by
the Metro Planning Committee on 3.5.2019

PROPOSED AMENDMENTS TO
THE APPROVED WANG TAU HOM AND TUNG TAU
OUTLINE ZONING PLAN NO. S/K8/21

PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21

1. Introduction

This paper is to seek Member's agreement that:

- the proposed amendments to the approved Wang Tau Hom and Tung Tau Outline Zoning Plan (OZP) No. S/K8/21 (reduced scale) (**Attachment I**) as shown on the draft OZP No. S/K8/21A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for publication together with the draft OZP and its Notes.

2. Status of the Current OZP

On 4.10.2011, the Chief Executive in Council (CE in C), under section (9)(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as S/K8/21. On 18.1.2019, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Background

In accordance with the principles laid down in the Long Term Housing Strategy (LTHS) and the established policy^[1], the Hong Kong Housing Authority announced in August 2017 the redevelopment plan for Mei Tung House and Mei Po House at Mei Tung Estate (the Site) (about 2.1ha) (**Plans 1b** and **1c**). Mei Tung House (50mPD) and Mei Po House (49mPD) were developed in 1974 and 1983 respectively, and are providing about 700 public housing units. Apart from these two public housing blocks, the Mei Tung Estate (of about 4.95ha) comprises another two high-rise blocks completed in 2010 and 2014^[2] (i.e. Mei Yan House (138mPD) and Mei Tak House (120mPD), with total housing units of about 1,800). The Mei Tung Estate is zoned "Residential (Group A)" ("R(A)") with maximum domestic/total PR of 7.5/9.0^[3]. The Site is subject to

According to the "Refined Policy on Redevelopment of Aged Public Rental Housing Estates", the HA will consider redevelopment of individual estates with reference to four basic principles, viz. structural conditions of buildings, cost-effectiveness of repair works, availability of suitable rehousing resources in the vicinity of the estates to be redeveloped, and build-back potential upon redevelopment. These principles were reaffirmed in the LTHS 2014 and its subsequent annual progress reports.

^[2] The sites occupied by Mei Yan House and Mei Tak House were the former Tung Tau Cottage Areas.

^[3] The existing net site PR for Mei Tung Estate is about 4.25.

BHRs of 60mPD (for eastern portion) and 80mPD (for western portion) whereas the remaining part of the "R(A)" zone is subject to a BHR of 120mPD (**Plans 1a** and **1b**). For better utilisation of valuable land resources, the Housing Department (HD) proposes to redevelop the Site with a higher BH for optimizing the PR permissible under the OZP to help meet the pressing demand for public housing and other community facilities. The BHRs are proposed to be amended to facilitate redevelopment on the Site and reflect as-built condition of Mei Yan House site.

3.2 Opportunity has been taken to amend the OZP to reflect other as-built conditions in the Planning Scheme Area (the Area) (**Items B1** and **B2** on **Plan 2a**), and to revise the Notes to incorporate the latest revision of the Master Schedule of Notes to Statutory Plans (MSN).

4. Item A – Relaxation of Building Height Restrictions (BHRs) at the Site (Plans 1a to 1n)

Redevelopment Proposal for the Site

4.1 The maximum PR of 7.5/9 as currently stipulated for "R(A)" zone covering the Mei Tung Estate has been adopted for redeveloping the Site into four residential blocks. Taken into account the comments of Education Bureau and Social Welfare Department (SWD), and to meet the needs of the locals, government, institution and community (GIC), educational and retail facilities have been included in the redevelopment. The conceptual schemes as prepared by HD are shown at **Plans 1g** and **1h** and the main development parameters for the proposed redevelopment at the Site are summarised below.

Site Area	About 2.1ha.		
Net Site Area	About 1.37 ha. (with slopes and public/internal road excluded)		
No. of Blocks	4 nos.		
PR ^[^]	Domestic and total PR of 7.5 and 9		
BH ^[†]	Eastern portion: 120mPD (about 33 storeys)		
	Western portion: 140mPD (about 40 storeys)		
No. of flats ^[@]	About 2,600		
Design population	About 6,100		
Educational Facility	1 no. 8-classroom kindergarten		
Social Welfare	1 no. 80-place Day Care Centre for Elderly		
Facilities ^{[*][#]}	1 no. Neighbourhood Elderly Centre (NEC)		
	1 no. 150-place Residential Care Home for the Elderly (RCHE)		
	1 no. on-site pre-school rehabilitation services		
Ancillary Parking	Parking and loading/unloading facilities for the proposed		
Facilities	redevelopment will be provided in accordance with the		
	high-end standard as stipulated under the Hong Kong Planning		
	Standards and Guidelines (HKPSG), in consultation with		
	Transport Department.		
Redevelopment	Target clearance date by Q4/2020 and population intake by		
Program	2027/28		

Notes:

- [^] Domestic and non-domestic PRs are the same as currently imposed for the "R(A)" zone covering Mei Tung Estate and calculated based on net site area.
- [†] No. of storeys as indicated include the podium level for non-domestic uses but exclude the basement level.
- There are currently about 700 public housing units at the Site. Upon redevelopment, the total flat number will increase to about 2,600 units (i.e. 1,900 additional flats). Taking into account the existing 1,800 units at Mei Yan House and Mei Tak House, Mei Tung Estate as a whole will provide 4,400 units.
- [*] GIC as required by the Government are exempted from PR calculation.
- [#] Subject to further review by HD and SWD at detailed design stage.
- 4.2 The preliminary scheme may be subject to refinements at detailed design stage. The proposed public housing development will be guided by administrative planning brief prepared by HD in consultation with the relevant bureaux/departments (B/Ds), which would set out planning parameters, design requirements, provision of GIC, retail, local open space/recreational and parking facilities, as well as any further technical assessments to be conducted for the development.
- 4.3 According to HD, the affected households (of about 700 nos.) can all be accommodated in Tung Tau (II) Estate Phase 8 in close proximity (**Plan 1b**) which is under construction and is expected to be ready for intake in mid-2020. According to HD, rehousing allowance would be offered to the affected tenants and a community service team will be set up and stationed on-site to help maintain effective communications with affected tenants, in particular the elderly.
- 4.4 To take forward the redevelopment proposal, the BHR for the Site is proposed to be amended from 60mPD to 120mPD for the eastern portion and from 80mPD to 140mPD for western portion. Opportunity is also taken to amend the BHR of Mei Yan House site from 120mPD to 140mPD to reflect the existing BH of about 138mPD. Also, it is proposed to rezone the Mei Tung Estate from "R(A)" to "R(A)1" for incorporation of a clause for disregarding the floor space for GIC facilities, as required by the Government, in PR calculation, and to allow flexibility for the provision of public vehicle park as always permitted use, if required by the Government (Item A on Plan 1a).

Land Use, Development Intensity and Building Height

4.5 The Site is occupied by two older public housing blocks of Mei Tung Estate and is located within residential neighborhood supported by GIC facilities^[4] and open spaces (namely Kowloon Walled City Park/Carpenter Road Park) (**Plans 1b** and **1c**). Provision of various social welfare facilities at the Site upon redevelopment would serve the local community as a whole. The PR restriction as currently stipulated for the Site (i.e. domestic and total PR restrictions of 7.5 and 9 respectively) remains unchanged, which is the same as all other "R(A)" zones in the Area.

[4] The Hong Kong Buddhist Hospital is found to the further north of the Site across the Hong Kong Chinese Christian Churches Union Cemetery (Kowloon). Various school developments are found in the vicinity, e.g. Bishop Ford Memorial School, Bishop Walsh Primary School, HKICC Lee Shau Kee School of Creativity, Munsang College and Holy Family Canossian School. These GIC facilities are low-to-medium rise with existing BHs in the range of 24-59mPD.

Taking into account the site level at about 22mPD (**Plan 1h**), and the need for podium to accommodate various kindergarten, GIC and retail uses, BHs of 120mPD and 140mPD are proposed for the eastern and western portions of the Site respectively to optimize the permissible PR of 7.5/9 for providing more public housing units and GIC facilities upon redevelopment. The proposed BHs of 120mPD and 140mPD generally align with that of the two adjoining blocks with a stepped BH profile increasing from Mei Tak House (existing BH of 120mPD) in the east to Mei Yan House (existing BH of 138mPD) in the west, and are considered not incompatible with the medium-rise residential developments (namely the Tung Tau Estate, subject to maximum BH of 100mPD) to the east across Tung Tau Tsuen Road (**Plan 1d**).

Technical Assessments for Item A

4.7 To ascertain the technical feasibility of the proposed redevelopment, HD has conducted Visual Assessment (VA), preliminary tree preservation proposal (TPP), Air Ventilation Assessment (Expert Evaluation) (AVA(EE)) and traffic impact assessment (TIA). The assessments have demonstrated that the proposed redevelopment would not cause insurmountable problems on visual, air ventilation, landscape and traffic aspects. The findings were summarized in the following paragraphs. The VA, TPP, AVA(EE), and TIA (extract) are at **Attachments Va**, **Vb**, **Vc**, and **Vd** respectively. The full set of the assessments are deposited at the Secretariat of the Board for Members' reference.

Visual Aspects

4.8 The VA conducted by HD has assessed the possible visual impact of the proposed redevelopment (Attachment Va) and suitable key public view points (VPs) have been selected in long, medium and short ranges which best represent public views to the proposed redevelopment. As illustrated in the photomontages, as compared with the OZP compliance scheme (i.e. BHRs of 60mPD and 80mPD), the proposed BHs are considered not visually excessive and would have moderate/slight visual impact from medium- and long-range VPs (Plans 1j and 1k). Whereas, the visual impacts of the proposed development would be moderate/high when viewed from the short-range VP (Plan 11), with mitigation measures such as building gaps (15m/30m in width) between blocks for improving visual permeability, stepped height profile to blend in with the adjoining blocks of Mei Tung Estate, appropriate colour scheme, setback and greening along Tung Tau Tsuen Road to soften the building mass, the VA concludes that proposed redevelopment scheme is considered to be acceptable in terms of visual impact. The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) has no adverse comment on the proposed redevelopment from urban design and visual impact aspects.

Landscape Aspect

4.9 According to the TPP (**Attachment Vb**), there are about 26 trees identified within the Site and no Registered Old and Valuable Trees or rare/endangered species are recorded, and none of them is with significant community values. They are common trees and most of them are with average to poor form and with low amenity value. While detailed compensatory proposal is yet to be formulated at this early stage, the TPP reveals that most of these trees would have to be felled due to the conflict with future building layout and that some of them are with poor health conditions. All compensatory planting for loss of vegetation will be carried out by HD at detailed

design stage according to "Development Bureau Technical Circular (Works) No. 7/2015 Tree Preservation" and appropriate and adequate landscape treatment to mitigate the loss of landscape resources would be considered at the detailed design stage and provided for the redevelopment. The preliminary landscape plan is at **Plan 1i** and **Attachment Vb**. CTP/UD&L, PlanD has no adverse comment on the proposed amendments and redevelopment project from tree preservation and landscape perspectives.

Air Ventilation Aspect

4.10 An AVA(EE) (**Attachment Vc**) was conducted by HD. According to HD's indicative scheme, to enhance the wind performance of the proposed redevelopment and minimize localized ventilation impact on the surroundings, building separations (with two 15m-wide and one 30m-wide) are provided in order to allow wind penetration across the Site (**Plans 1g** and **1h**). Empty bay is provided at ground floor and/or podium floor in order to enhance overall wind permeability. The AVA(EE) Study concludes that the proposed redevelopment would not induce significant adverse impact to the surrounding area when compared with the existing scenario but recommends that AVA Initial Study should be conducted for assessing the effectiveness of the above recommended mitigation measures at the detailed design stage. CTP/UD&L, PlanD has no adverse comment on the proposed amendments and redevelopment project from air ventilation perspective.

Traffic Aspect

4.11 According to the TIA prepared by HD in **Attachment Vd**, the existing road junctions and pedestrian facilities in the surrounding areas would be operating within capacity except two road junctions at Junction Road/Inverness Road and at Prince Edward Road West/Boundary Street/Grampian Road that would encounter capacity problems even without the proposed redevelopment. Road junction improvement measures including modification to the method of signal control for these two junctions as well as road widening at Junction Road/Inverness Road junction for providing two southbound lanes at Junction Road are therefore recommended in the TIA (**Plans 1m** and **1n**). These improvement works would be implemented to tie in with completion of the proposed redevelopment. With implementation of the proposed road junction improvement works, the Commissioner for Transport (C for T) considers that the proposed redevelopment would not induce insurmountable traffic impact onto the adjacent road network.

Environmental Aspect

4.12 Director of Environmental Protection (DEP) advises that insurmountable environmental (including air quality, noise and sewerage aspects) impacts are not anticipated for the proposed redevelopment. Under the established practice, HD would carry out Environmental Assessment Study at the detailed design stage to address the potential air and noise impacts, inter alia, with respect to the buffer distance requirements under the HKPSG and suitable mitigation measures would be proposed, as appropriate. Sewerage Impact Assessment would also be conducted to address the potential sewerage impact arising from the proposed redevelopment on the local sewerage system and recommend mitigation measures as appropriate. As such, DEP has no in-principle objection to the proposed redevelopment from environmental perspective.

5. <u>Items B1 and B2 – Technical amendments to reflect current use and as-built conditions (Plan 2)</u>

Item B1 – Rehabilitation Works of Kai Tak River (**Plans 2a** to **2d**)

5.1 Kai Tak River (the River) is a major channel in East Kowloon running from the hinterland of Wong Tai Sin through Kai Tak Development to the harbour. upstream and midstream sections of the River pass through the Area. The upstream section from Shatin Pass Road to the bus terminus to the north of Tai Shing Street is zoned "Open Space (1)" ("O(1)") to reflect the previous proposal to deck over the river channel for public open space use as initiated under the Drainage Services Department (DSD)'s Reconstruction, Improvement and Rehabilitation of Kai Tak River (the Project). The midstream section from Tai Shing Street to Prince Edward Road East (PERE) is zoned "Undetermined" ("U") as the design and use of the river channel and its possible integration with the surroundings were recommended to be assessed by DSD under the Project. Upon reviewing the public views gauged during the public engagement exercises completed in 2011, it was decided that these sections of the River should be maintained as open waterway, based on which the rehabilitation works for the upstream and midstream sections of the River have recently been completed. As such, it is proposed to rezone the open green river channel for the upstream and midstream sections from "O(1)" and "U" to areas shown as 'Kai Tak River' to reflect their existing use.

Item B2 – Deletion of Landscaped Elevated Walkway across PERE (**Plans 2a, 2e** and **2f**)

5.2 To reflect previously proposed landscaped elevated walkway connecting from Kai Tak to Tung Tau area, a small portion of the existing Shek Ku Lung Road Playground (SKLR Playground) and a strip of land across PERE were rezoned from "O" and an area shown as 'Road' to "Other Specified Uses" ("OU") annotated "Landscaped Elevated Walkway" on the previous draft OZP No. S/K8/20 exhibited on 17.9.2010. Subsequently, to address the public aspiration for enhancing accessibility, better integration with the heritage theme from the Preservation Corridor for Lung Tsun Stone Bridge remnants and rationalisation of the pedestrian connections in the vicinity, two subways across PERE (including one with a heritage theme extending from the Preservation Corridor for which the infrastructure works was gazetted in 2014 and is currently under construction) instead of the previously planned landscaped elevated walkway were put forward for connecting the Area with Kai Tak area. Against the above background and to reflect the latest circumstance, it is proposed to delete the "OU(Landscaped Elevated Walkway)" zone and revert back to the original zoning as "O" for the portion within SKLR Playground and an area shown as 'Road' for the stripe of land across PERE.

6. Provision of GIC Facilities and Open Space

Taking into account the proposed redevelopment at the Site, the planned population of the Area is estimated to be about 128,800 persons. Based on the requirements in HKPSG and the planned population, as shown in **Attachment VI**, the planned provision for open spaces and various community facilities in the Area is generally sufficient except that there will be shortfall in hospital beds (-254 beds). Hospital

services are planned on a cluster basis and the planned provision of hospital beds in the cluster (i.e. Kowloon Central Cluster covering Yau Tsim Mong, Kowloon City and Wong Tai Sin districts) would generally meet the demand.

6.2 To address the rising demand for elderly facilities in the local community, HD, in consultation with SWD, proposes to include a NEC, a Day Care Centre for Elderly and a RCHE at the proposed redevelopment. According to the population-based planning standards for elderly services and facilities incorporated into the HKPSG in December 2018, even with the provision of the above proposed facilities, there will be shortfalls in centre-based Day Care Centres/Units for the Elderly and RCHE of 164 places and 713 beds in the Area respectively. The HKPSG requirements for these two facilities are long-term goals and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate.

7. Proposed Amendments to Matters shown on the OZP

The proposed amendments as shown on the draft Wang Tau Hom and Tung Tau OZP No. S/K8/21A at **Attachment II** are summarized below:

(a) Amendment Item A (about 4.95ha)

Rezoning of Mei Tung Estate from "R(A)" to "R(A)1" with BHRs amended from 60mPD to 120mPD and from 80mPD to 140mPD for the eastern portion and the western portion of the Site respectively to facilitate the proposed redevelopment, and from 120mPD to 140mPD for the existing Mei Yan House site to reflect the as-built BH.

(b) **Amendment Item B1** (about 1.58ha)

Rezoning of the upstream and midstream sections of the Kai Tak River from "O(1)" and "U" respectively to areas shown as 'Kai Tak River' to reflect the as-built conditions.

(c) Amendment Item B2 (about 0.051ha)

Rezoning of a small piece of land at the southeastern portion of SKLR Playground and a section of PERE from "OU(Landscape Elevated Walkway)" to "O" and an area shown as 'Road' respectively to reflect the existing use.

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

The proposed amendments to the relevant pages of the Notes of the OZP (with addition in *bold and italics* and deletions in 'crossed-out') are at **Attachment III** for Members' consideration.

Item A - "R(A)1" zone

8.1 In relation to Item A, to facilitate the provision of required GIC facilities, a new clause under the Remarks for disregarding the floor space for GIC facilities, as required by the Government, in PR calculation for "R(A)1" sub-area will be incorporated. To allow flexibility for the provision of public vehicle park to meet local parking demand if required by Government, 'Public Vehicle Park (excluding container vehicle) (on land designated "R(A)1" only)' will be added to Column 1 of the "R(A)" zone.

Item B1 – Deletion of "O(1)" and "U" zone

8.2 With the proposed rezoning for reflecting the as-built conditions of Kai Tak River, the paragraph on "U" zone in the Covering Notes and the User Schedule for "O(1)" zone in the Notes are proposed to be deleted.

<u>Item B2 – Deletion of "OU(Landscaped Elevated Walkway)" zone</u>

8.3 The Notes in relation to "OU(Landscaped Elevated Walkway)" is proposed to be deleted.

Technical Amendments

- 8.4 In accordance with the latest amendments to the MSN in relation to the subsuming of 'Market' use under 'Shop and Services' use endorsed by the Board on 28.12.2018, it is proposed to
 - (a) revise 'Shop and Services' to 'Shop and Services (not elsewhere specified)' in Column 2 of "R(A)" zone and "G/IC" zone, and
 - (b) delete 'Market' from Column 1 of 'Commercial' zone.

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

The ES of the OZP has been revised to take into account the proposed amendment 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 relevant pages of the ES of the OZP (with addition in *bold and italics* and deletions in 'erossed-out') are at **Attachment IV** for Members' consideration.

10. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K8/22.

11. Consultation

Consultation with Wong Tai Sin District Council (WTSDC)

11.1 On 24.10.2017, HD consulted the Housing Committee (HC) of WTSDC on the clearance and rehousing rearrangements for the proposed redevelopment at the Site. WTSDC was also informed that the BHRs on the Site is proposed to be relaxed. The WTSDC members had no adverse comment on the proposed redevelopment except some comments on the proposed rehousing arrangement. A copy of the minutes of the HC meeting is at **Attachment VII** for reference.

Departmental Consultation

- 11.2 The proposed amendments to the OZP have been circulated to relevant B/Ds. Comments from relevant B/Ds have been incorporated into the above paragraphs, where appropriate. The following B/Ds have no objection to/no adverse comment on the proposed amendments:
 - (a) Secretary for Education;
 - (b) Antiquities and Monuments Office, Development Bureau;
 - (c) Assistant Director (Structural Engineering), Architectural Services Department;
 - (d) Chief Building Surveyor/Kowloon, Buildings Department;
 - (e) Chief Engineer/Mainland South, Drainage Services Department;
 - (f) Chief Engineer/Construction, Water Supplies Department;
 - (g) Chief Highway Engineer/Kowloon, Highways Department;
 - (h) CTP/UD&L, PlanD;
 - (i) C for T;
 - (j) Commissioner of Police;
 - (k) Director of Agriculture, Fisheries and Conservation;
 - (l) Director of Electrical and Mechanical Services;
 - (m) DEP;
 - (n) Director of Fire Services;
 - (o) Director of Housing;
 - (p) Director of Leisure and Cultural Services;
 - (q) Director of Social Welfare;
 - (r) District Lands Officer/Kowloon East, Lands Department;
 - (s) District Officer (Wong Tai Sin), Home Affairs Department;
 - (t) Project Manager (East), Civil Engineering and Development Department (CEDD);
 - (u) Head of Geotechnical Engineering Office, CEDD; and
 - (v) Government Property Administrator

Public Consultation (After Exhibition of OZP)

11.3 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K8/22 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. The WTSDC will be consulted on the amendments during the exhibition period of the amended OZP.

12. Decision Sought

Members are invited to:

12.1 <u>agree</u> the proposed amendments to the approved Wang Tau Hom and Tung Tau OZP No. S/K8/21 and that the draft Wang Tau Hom and Tung Tau OZP No. S/K8/21A at **Attachment II** (to be renumbered to S/K8/22 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and

12.2 <u>adopt</u> the revised ES at **Attachment IV** for the draft Wang Tau Hom and Tung Tau OZP No. S/K8/22 as an expression of the planning intentions and objectives of the Board for various land uses zonings of the OZP and the revised ES is suitable for public inspection together with the OZP.

13. Attachments

Attachment I Approved Wang Tau Hom and Tung Tau OZP No. S/K8/21

Attachment II Draft Wang Tau Hom and Tung Tau OZP No. S/K8/21A

Attachment III Revised Notes of the Draft Wang Tau Hom and Tung Tau OZP No.

S/K8/21A

Attachment IV Revised Explanatory Statement of the Draft Wang Tau Hom and Tung Tau

OZP No. S/K8/21A

Attachment Va Visual Assessment Report

Attachment Vb Preliminary Tree Preservation Proposal

Attachment Vc Air Ventilation Assessment (Expert Evaluation) Report

Attachment Vd Traffic Impact Assessment Report (Extract)

Attachment VI Provision of Major Community Facilities and Open Space in the Planning

Scheme Area

Attachment VII Minutes of Housing Committee of Wong Tai Sin District Council Meeting

held on 24.10.2017

Amendment Item A

Plan 1a Location Plan

Plan 1b Site Plan

Plan 1c Aerial Photo

Plan 1d Existing Building Height in Vicinity of Mei Tung Estate

Plans 1e – 1f Site Photos

Plans 1g – 1i Conceptual Scheme

Plans 1j - 1l Photomontages

Plans 1m - In Proposed Junction Improvement Measures

Amendment Items B1 and B2

Plan 2a Location Plan

Plan 2b Site Plan – Amendment Item B1

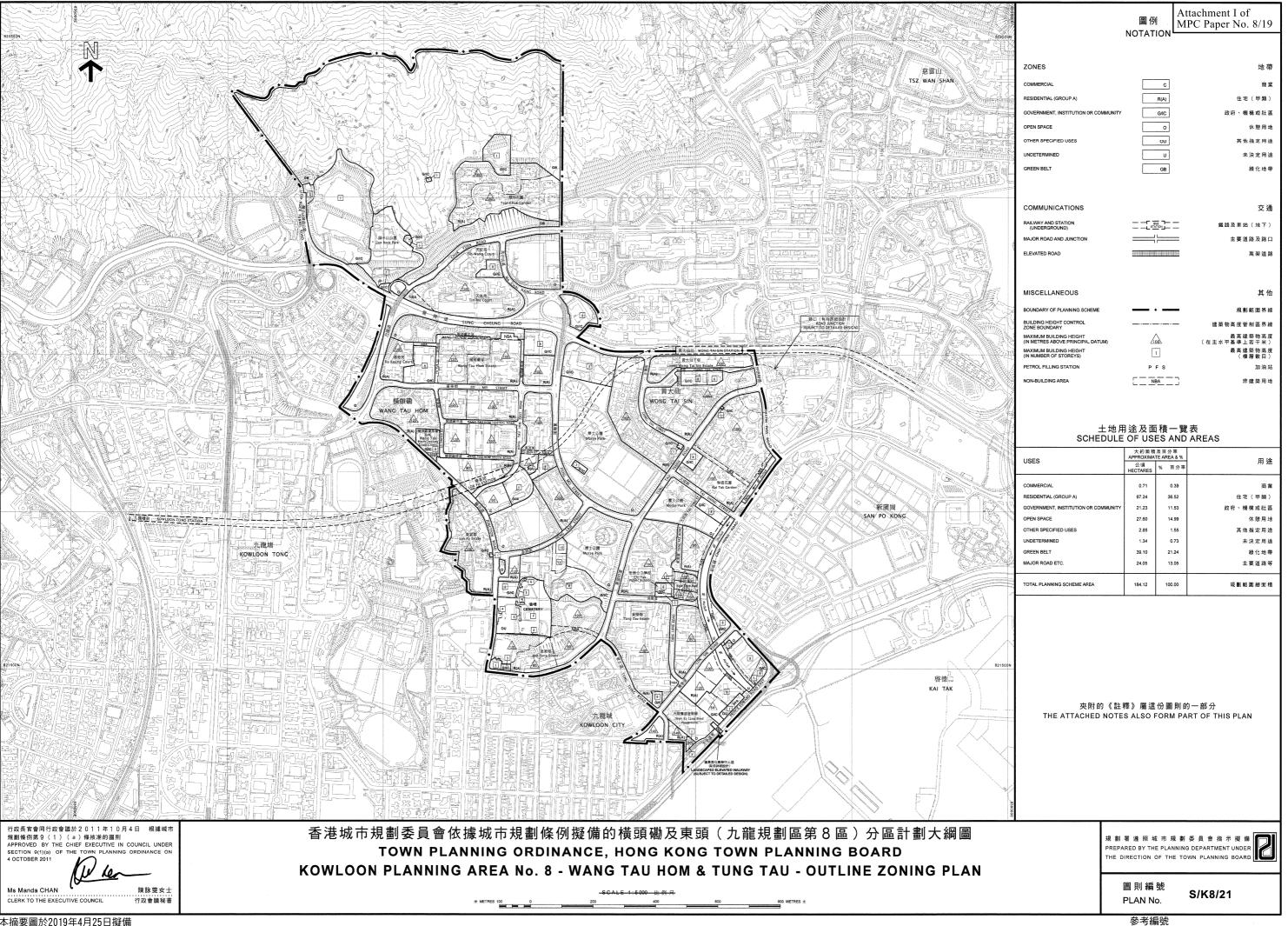
Plan 2c Aerial Photo – Amendment Item B1

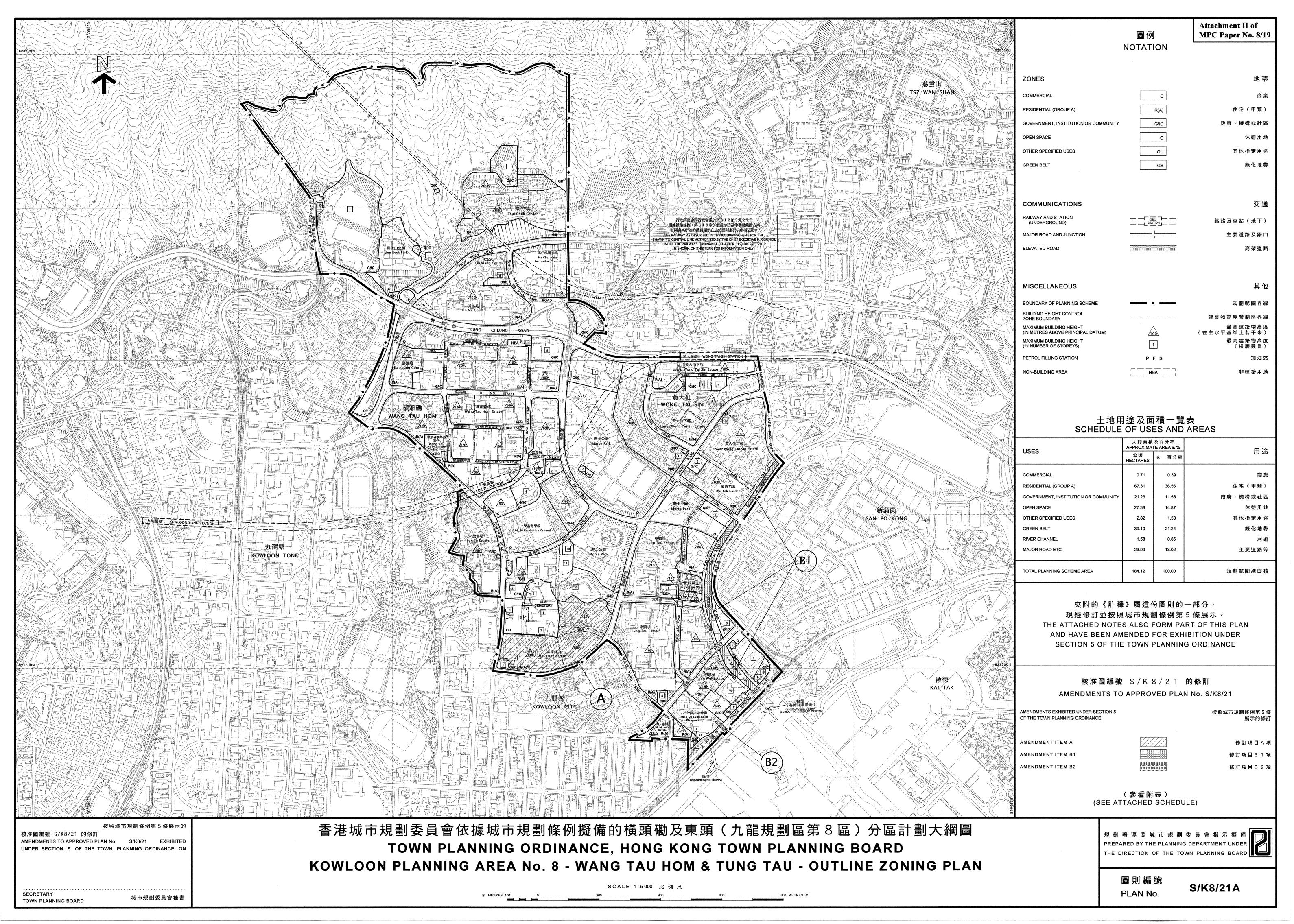
Plan 2d Site Photos – Amendment Item B1

Plans 2e Site Plan – Amendment Item B2

Plan 2f Aerial Photo – Amendment Item B2

PLANNING DEPARTMENT May 2019





DRAFT APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21A

(Being an Approved a draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

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

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

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- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or a change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine:—
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
 - toll plaza, on-street vehicle park and railway track.
- (9) In the "Undetermined" zone, all uses or developments except nullah, drainage works, amenity planting, environmental improvement works and such other public works co-ordinated or implemented by Government require permission from the Town Planning Board.
- (109) 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.

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(4410) 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.

DRAFT APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21A

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COMMERCIAL

Column 1 Uses always permitted

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

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (not elsewhere specified)

Hotel

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

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)

Recyclable Collection Centre

Religious Institution

School

Shop and Services

Social Welfare Facility

Training Centre

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio

Flat

Government Refuse Collection Point

Hospital

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

other than Entrances

Petrol Filling Station

Residential Institution

Planning Intention

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

(Please see next page)

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COMMERCIAL (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 17,725m², and a maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the maximum gross floor area and building 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, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) 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 gross floor area for the building on land to which paragraph (1) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the maximum gross floor area specified in the paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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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)

Public Vehicle Park (excluding container vehicle) (on land designated "R(A)1" only)

Residential Institution

Rural Committee/Village Office

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)(not elsewhere specified)

Religious Institution

School (not elsewhere specified)

Shop and Services (not elsewhere specified)

Training Centre

(Please see next page)

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RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

- (1) On land designated "Residential (Group A)" and "Residential (Group A)1", No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (9) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) On land designated "Residential (Group A)" and "Residential (Group A)1", Ffor a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (8) and/or (9) hereof.

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated "Residential (Group A)" and "Residential (Group A)1", No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building 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.
- (4) For the purpose of paragraph (1), on land designated "Residential (Group A)" and "Residential (Group A)1", Nno 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.
- (5) On land demarcated for a 7m-wide building gap along the eastern side of multi-storey carpark building within Tung Tau Estate 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 17mPD.
- (6) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities (GIC) including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, on land designated "Residential (Group A)1", may also be disregarded.

(Please see next page)

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

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

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GOVERNMENT, INSTITUTION OR COMMUNITY

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)

Firing Range

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 (not elsewhere

specified)

Utility Installation for Private Project

Zoo

Planning Intention

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

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GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated "Government, Institution or Community" ("G/IC"), 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 (mPD), as stipulated on the Plan or the height of the existing building, whichever is the greater.
- (2) On land demarcated for a 7m-wide building gap along the eastern side of Chi Tak Public School 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 17mPD.
- (3) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions as stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area and building gap restrictions as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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Utility Installation for Private Project

OPEN SPACE

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
Aviary	Cable Car Route and Terminal Building
Barbecue Spot	Eating Place
Field Study/Education/Visitor Centre	Government Refuse Collection Point
Park and Garden	Government Use (not elsewhere specified)
Pavilion	Holiday Camp
Pedestrian Area	Mass Transit Railway Vent Shaft and/or
Picnic Area	Other Structure above Ground Level
Playground/Playing Field	other than Entrances
Promenade	Place of Entertainment
Public Convenience	Place of Recreation, Sports or Culture
Sitting Out Area	Private Club
Zoo	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park (excluding container
	vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground

OPEN SPACE (1)

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
· ·	to the Town Planning Board
	_
Park and Garden	Field Study/Education/Visitor Centre
Pavilion Pavilion	Government Use
Pedestrian Area	Refreshment Kiosk
Promenade	
Sitting Out Area	

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.

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OPEN SPACE (Cont'd)

Remarks

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.

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OTHER SPECIFIED USES

Column 1 Uses always permitted

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

For "Cemetery" only

Columbarium
Crematorium
Public Transport Terminus or Station
Public Utility Installation
Government Use (not elsewhere specified)
Grave
Public Convenience
Place of Recreation, Sports or Culture
Public Transport Terminus or Station
Public Utility Installation
Religious Institution
Shop and Services
Utility Installation for Private Project

Refreshment Kiosk

Planning Intention

This zone is intended primarily for the provision of cemetery serving the needs of the general public.

Remarks

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

(Please see next page)

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OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted

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

For "Petrol Filling Station" only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the
Specified Use

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of 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.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions as 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 Tung Tau with Kai Tak.

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GREEN BELT

Column 1 Uses always permitted

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

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

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

Crematorium (within a Religious Institution or extension of existing Crematorium only)

Field Study/Education/Visitor Centre

Flat

Golf Course

Government Refuse Collection Point Government Use (not elsewhere specified)

Helicopter Landing Pad

Holiday Camp

House

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

Petrol Filling Station

Place of Recreation, Sports or Culture

Public Transport Terminus or Station

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

 Z_{00}

Planning Intention

The planning intention of this zone is primary 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.

DRAFT APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21A

EXPLANATORY STATEMENT

DRAFT APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21A

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DRAFT APPROVED WANG TAU HOM AND TUNG TAU OUTLINE ZONING PLAN NO. S/K8/21A

(Being an Approved 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 Plan.

1. <u>INTRODUCTION</u>

This explanatory statement is intended to assist an understanding of the *draft* approved Wang Tau Hom and Tung Tau Outline Zoning Plan (OZP) No. S/K8/21A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 The first statutory Outline Development Plan (ODP) No. LK 11/41B, covering Kowloon Planning Areas No. 8 together with Kowloon Planning Area No. 11, was gazetted on 13 May 1960 under section 5 of the Town Planning Ordinance (the Ordinance). On 6 December 1960, the then Governor-in-Council (G in C), under section 8 of the Ordinance, approved the draft ODP. On 12 July 1963, the then G in C referred the approved ODP No. LK 11/41C to the Board for amendment under section 11 of the Ordinance. The ODP was then amended once and exhibited for public inspection under section 5 of the Ordinance. On 28 January 1964, the then G in C, under section 8 of the Ordinance, approved the draft ODP.
- On 22 August 1969, the then G in C, under section 12(1)(b)(i) of the Ordinance, referred the approved ODP No. LK 11/63 to the Board for replacement by two new plans. On 27 April 1973, the draft Wang Tau Hom and Tung Tau OZP No. LK 8/21, covering the Planning Area No. 8, was gazetted under section 5 of the Ordinance. The OZP was subsequently amended nine times and exhibited for public inspection under section 7 of the Ordinance.
- On 6 September 1988, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as Plan No. S/K8/6. On 6 July 1993, the then G in C referred the approved OZP No. S/K8/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.

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- On 20 October 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as Plan No. S/K8/10. On 19 September 2000, the CE in C referred the approved OZP No. S/K8/10-to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- On 28 May 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as S/K8/13. On 26 November 2002, the CE in C referred the approved OZP No. S/K8/13 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times mainly to reflect the revised Master Schedule of Notes to Statutory Plans (MSN) and incorporate OZP boundary adjustments, and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 12 April 2005, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as S/K8/17.—On 22 April 2005, the approved Wang Tau Hom and Tung Tau OZP No. S/K8/17 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.7 On 6 May 2008, the CE in C referred the approved Wang Tau Hom and Tung Tau OZP No. S/K8/17-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 16 May 2008 under section 12(2) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.8 On 3 October 2008, the draft Wang Tau Hom and Tung Tau OZP No. S/K8/18, incorporating technical amendments to reflect the as built developments and refinements to the Notes of the Plan in accordance with the latest MSN, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, no representation was received.
- 2.97 On 5 May 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently renumbered as S/K8/19.—On 15 May 2009, the approved Wang Tau Hom and Tung Tau OZP No. S/K8/19 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.10 On 12 January 2010, the CE in C referred the approved Wang Tau Hom and Tung Tau OZP No. S/K8/19 to the Board for amendment under Section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in Gazette on 22 January 2010 under section 12(2) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.11 On 17 September 2010, the draft Wang Tau Hom and Tung Tau OZP No. S/K8/20, incorporating mainly amendments to impose new building height

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restrictions for "Commercial" ("C"), "Residential (Group A)" ("R(A)"), "Government, Institution or Community" ("G/IC"), "Other Specified Uses" annotated "Petrol Filling Station" ("OU(PFS)") and "Other Specified Uses" annotated "Cemetery" ("OU(Cemetery)") zones; to designate non-building areas (NBAs) and building gap within various "R(A)", "G/IC" and "Open Space" ("O") zones; to rezone three existing public roads from "R(A)" to areas shown as 'Road'; to rezone two sites from "G/IC" and area shown as 'Road' to "O"; to rezone two sites from "R(A)" to "G/IC"; to rezone a strip of land from "O" and 'Road' to "OU(Landscaped Elevated Walkway)"; to rezone Kai Tak Nullah River (the section from Shatin Pass Road to Prince Edward Road East) from "G/IC" to "O(1)" and "Undetermined" ("U"); as well as other technical amendments, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, five representations and two comments were received. After giving consideration to the representations on 25 March 2011, the Board decided not to uphold the representations.

- 2.128 On 4 October 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Wang Tau Hom and Tung Tau OZP, which was subsequently re-numbered as S/K8/21. On 14 October 2011, the approved Wang Tau Hom and Tung Tau OZP No. S/K8/21 was exhibited for public inspection under section 9(5) of the Ordinance. On 8 January 2019, the CE in C referred the approved Wang Tau Hom and Tung Tau OZP 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 18 January 2019 under section 12(2) of the Ordinance.
- 2.139 On xx.xx.2019, the draft Wang Tau Hom and Tung Tau OZP No. S/K8/21A (the Plan), incorporating mainly amendments to the building height restrictions of Mei Tung Estate was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

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

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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 and without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at http://www.info.gov.hk/tpb.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in Central Kowloon within the Wong Tai Sin District. It is bounded by Junction Road/Chuk Yuen Road and Lion Rock Tunnel Road to the west, Choi Hung Road and Shatin Pass Road to the east, and Tung Tau Tsuen Road/Tung Tsing Road and Prince Edward Road East to the south. To the north, the boundary of the Area extends up to the foothills of the Lion Rock. *The boundary of the Area is shown in a heavy broken line on the Plan.* It covers an area of about 184 hectares.
- 5.2 A large portion of the Area has already been developed. The predominant land use is residential which consists mainly of public rental housing estates, and Home Ownership Scheme (HOS)s and Private Sector Participation Schemes estates.

6. <u>POPULATION</u>

Based on According to the 2006 2016 Population By-census, the population of the Area was estimated by the Planning Department as about 122,900 115,500 persons. If the planned uses on the Plan are developed, It is estimated that the planned population of the Aarea would be about 126,700 128,800 persons. The forecast increase in population is mainly due to the implementation of the proposed public housing developments to the east and west of Mei Tung Estate, Tung Tau Estate Phase 9, as well as the urban renewal scheme at Nga Tsin Wai Village.

7. <u>BUILDING HEIGHT RESTRICTIONS IN THE AREA</u>

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings; to preserve some key urban design

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attributes (e.g. stepped building height and preservation of public view to the ridgelines) and to provide better control building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan.

- 7.2 The high-rise cluster is located in the central and northern part of the Area, *covering* mainly the existing Home Ownership Schemes (HOS) developments including Hong Keung Court, Tak Keung Court, Fu Keung Court and Ka Keung Court in the central part of the Area and Tin Ma Court and Tin Wang Court in the northern part of the Area as well as the existing Private Sector Participation Scheme (PSPS) development of Tsui Chuk Garden at the foothill of the Lion Rock. The proposed height bands gradually descend towards the medium-rise residential developments in the east and south.
- 7.3 The Lion Rock is an important physical feature which provides a continuous green mountain backdrop and unique topographical setting for the Area. identified under Urban Design Guidelines Study the study on "Urban Design Guidelines for Hong Kong", the Area mainly falls within the view fans of two vantage points, one from Quarry Bay Park and the other from Sheung Wan. Three local view corridors towards the Lion Rock are also identified from the vantage points within and outside the Area, namely from the amphitheatre of the Morse Park, Lok Fu Fresh Water Service Reservoir in Kowloon Tong and the proposed open space in Kai Tak. The Morse Park and Lok Fu Fresh Water Service Reservoir view corridors opens up a mountainous vista of the Lion Rock in the far north, via various residential developments, a continuous belt of government, institution or community (GIC), open spaces and green belt uses. The Kai Tak view corridor spans from the developments in Kai Tak through the public housing developments in Tung Tau area gradually leading towards the Lion Rock in the north.
- 7.4 The stepped building height concept adopted for the Area has taken into account the Urban Design Guidelines, the overall natural topography, local area context, local wind environment, the existing building height profile, the need to preserve the views to the Lion Rock as set out in paragraph 7.3 above, as well as the need to maintain visually compatible building masses in the wider setting. There are eight main building height bands 60 metres above Principal Datum (mPD), 80mPD, 100mPD, 120mPD, 140mPD, 150mPD, 160mPD and 180mPD for the "Residential Group A" ("R(A)") and "Commercial" ("C") zones in the Area. The proposed building height bands help achieve a stepped height profile for visual permeability and wind penetration and circulation in the Area.
- 7.5 Building height restrictions are also imposed for the "Government, Institution or Community" ("G/IC"), "Other Specified Uses" ("OU") annotated "Cemetery" ("OU(Cemetery)") and "OU" annotated "Petrol Filling Station" ("OU(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 "OU" sites will broadly be kept to their existing heights to serve as breathing spaces and

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visual relief to the densely built-up environment of the Area.

- 7.6 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, unless such developments fall within visually prominent locations and major breathing spaces where more stringent height controls are warranted. For higher developments, usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.
- 7.7 An Air Ventilation Assessment (AVA) by Expert Evaluation has been undertaken to assess the likely impact of the proposed anticipated building heights of the development sites within the Area on the pedestrian wind environment. The building height bands, non-building areas (NBAs) and building gap as shown on the Plan have taken into account the recommendations of the AVA.
- 7.8 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. 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 improvements;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability;
 - (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, and would not cause adverse landscape and visual impacts provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 7.9 However, for existing buildings where the building height has already exceeded the maximum building height restrictions in terms of mPD or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

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8. NON-BUILDING AREAS AND BUILDING GAP

- 8.1 According to the findings of the AVA, the prevailing wind of the Area comes from the east and northeast. The summer wind is mainly coming from the east, the west and the southerly quarters. For winds coming from the north and northeast over hills, the wind profiles characteristics will be affected by hills. The northerly wind arriving at the Area will be slowed down and weakened by the shielding effects of the hills.
- 8.2 The Area has extensive open green spaces as 'air spaces' both on slopes and flat ground where air ventilation can be relieved. These include the-Lion Rock Park, Ma Chai Hang Playground, Morse Park, Lok Fu Recreation Ground, and Shek Ku Lung Road Playground. Since these open spaces are well distributed as well as linked, they are very useful to the Area. The main east-west roads in the Area, including include-Lung Cheung Road, Fu Mei Street, Wang Tau Hom Central Road, Wang Tau Hom South Road, Tung Tai Lane and Tung Lung Road, are the east-west air paths. Well-distributed and connected greeneries add to the efficacy of air paths. The main north-south air paths in the Area include Fung Mo Street, Tung Tau Tsuen Road, Junction Road, Chuk Yuen Road and Shatin Pass Road. Choi Hung Road and the adjacent Kai Tak Nullah-River together form a major breezeway. There are also southwest-northeast air paths including Lok Sin Road and Heng Lam The southeast-northwest air path is along Ching Tak Street. Most of the existing roads and streets which connect with each others and with the greeneries and open spaces form significant air path network and should remain unobstructed. In general, the AVA concludes that there is no focus area of concerns for the Area.
- 8.3 Taking account of the recommendations of the AVA Study and other relevant factors such as site constraints and impacts on development/redevelopment potential, the following nine NBAs and one building gap are designated on the Plan in order to enhance the wind environment in the Area:

NBAs

- (a) The small western portion in the "R(A)" zone of Tin Ma Court with an area of about 2,100m², which is currently a landscaped area/basketball court, is designated as a NBA to allow better air connection between the "Open Space" ("O") zone of the Lion Rock Service Reservoir in the north-west with Lung Cheung Road and the "O" site in zone to the north of Wang Tau Hom Estate areas.
- (b) Within the "R(A)" zone of Wang Tau Hom Estate, the estate roads of Wang Tau Hom North Road and Fu Yue Street, open car park and a small strip of slope are designated as NBAs to connect the air paths along existing road network.
- (c) A small portion of land at the southern corner of the "G/IC" site of Wang Tau Hom Jockey Club Clinic abutting Fu Keung Street, which is currently not occupied by any structure, is designated as a NBA to extend the air path of Wang Tau Hom South Road westward to Junction Road and Lok Fu Park.

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- (d) Within the "R(A)" zone of Wang Tau Hom Estate, the estate road of Fu Mou Street is designated as a 12m-wide NBA to connect the air path of Wang Tau Hom East Road eastward with Fung Mo Street and Morse Park providing useful east-west air ventilation to the public transport interchange within the estate.
- (e) An existing internal road in the "R(A)" zone of Lower Wong Tai Sin Estate is designated as a 12m-wide NBA to form an extension of air path from Ching Tak Street to Kai Tak Nullah River and Choi Hung Road Playground, providing useful air ventilation connectivity to San Po Kong.
- (f) A 10m-wide NBA, which is mainly occupied by emergency vehicle access, Tung Kwong Road, road pavement, and open space/landscaped area, with a small portion intruded into the boundaries of Kai Tak Garden, Tung Tau Estate, SKH Kei Tak School and Lee Kau Yan Memorial School, is designated along the western side of the Kai Tak Nullah *River* within *the* "R(A)", "O" and "G/IC" zones from Shatin Pass Road in the north to Prince Edward Road East in the south. This is intended to improve the wind environment in the district. Kai Tak Nullah *River*, together with the NBA as well as the whole width of Choi Hung Road, would form a 30m to 50m-wide major breezeway in the Area.
- (g) Likewise, a 10m-wide NBA is designated along the eastern side of the Kai Tak Nullah River within the "O" and "G/IC" zones including Yuk Kwan Street with a small encroachment onto the boundaries of Lok Sin Tong Wong Chung Ming Secondary School and Ng Wah Catholic Primary School so as to improve the wind environment in the district.
- (h) A small patch of area of about 700m² at the junction of Tung Lung Road and Lok Sin Road within *the* "R(A)" zone of Tung Tau Estate is designated as NBA, which is currently occupied by a sitting out area and an electricity sub-station, to connect the air path from Tung Lung Road to Shek Ku Lung Playground.
- (i) A NBA of varying width of 12m to 38m to the southern boundary of *Mei Tak House of Mei* Tung *Estate* Tau Cottage Area East Site within *the* "R(A)" zone, which will be *is* occupied by landscaped deek *area* and retaining slopes, is designated to connect air path from Tung Tsing Road to the cemetery.

Building Gap

- (j) A strip of 7m-wide land along the eastern side of the low-rise multi-storey carpark building within the "R(A)" of Tung Tau Estate and the G/IC" zone of *former* Chi Tak Public School is demarcated as a building gap in a north-south direction and subject to a maximum BH-building height restriction of 17mPD in order to allow the connection of air streams between Tung Fat Road in the north to Tung Lung Road in the south.
- 8.4 The above NBAs and building gap should be taken into account upon future development/redevelopment of the sites. All NBAs so created should be properly greened with tree planting to enhance its usefulness for creating

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quality urban living spaces as far as possible. As the designation of the NBAs is primarily for the purpose of above ground aboveground air ventilation, the NBA requirements will not apply to underground developments. No aboveground structure is allowed within the NBAs except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. To facilitate better connection between different phases of public housing estates, minor structures for footbridge connections on the NBAs may be allowed. Moreover, a minor relaxation clause has been incorporated into the Notes of the relevant zones to allow minor relaxation of the stated NBA and building gap restrictions as shown on the Plan under exceptional circumstances.

8.5 The AVA Study-also recommends the following:

- (a) to create a NBA of 10m *wide* extending *from* Wang Tau Hom Central Road eastward to Morse Park to improve air ventilation potentials of the existing public transport interchange upon redevelopment of Wang Tau Hom Estate in future;
- (b) to create a NBA of 10m *wide* extending *from* Ching Tak Street westward to Morse Park to further improve air ventilation potentials upon redevelopment of Lower Wong Tai Sin Estate in future;
- (c) sufficient gaps between buildings should be maintained to enhance east-west ventilation along Heng Lam Street upon redevelopment of Lok Fu Estate in future; and
- (d) apart from the NBAs designated within the public housing estates, the Housing Department should conduct detailed AVA to further optimize the local air ventilation designs upon redevelopment of the estates.
- 8.6 Upon redevelopment of public housing sites, the above should be taken into consideration in the design, disposition and layout of the housing development.

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

9.1 "Commercial" ("C"): Total Area 0.71 ha

- 9.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.
- 9.1.2 The Lok Fu Shopping Centre Phase II situated between Wang Tau Hom East Road and Junction Road is the only site zoned for this purpose. Phase I of the shopping centre is within the commercial podium of the residential development. The development forms part of the Kowloon Central Estates Redevelopment Scheme implemented by the Hong Kong Housing Authority. The shopping centre has become the focal point and major attraction for the residents of the

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- Area. Developments within this zone are subject to a maximum gross floor area (GFA) of 17,725m² and a maximum building height restriction of 60mPD.
- 9.1.3 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 taking into account its own merits. The criteria set out in paragraphs 7.8 and 7.9 above are relevant for the assessment of minor relaxation of building height restriction.
- 9.2 "Residential (Group A)" ("R(A)"): Total Area 67.24 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 *zoned "R(A)" within the Area* include Lok Fu *Estate*, Wang Tau Hom *Estate*, Lower Wong Tai Sin *Estate*, Tung Tau *Estate*, *Tung Wui Estate* and Mei Tung Estates. They are covered by height bands of 60mPD, 80mPD, 100mPD, and 120mPD and 140mPD. Lok Fu Estate is subject to height bands of 80mPD to 100mPD in order to maintain a stepped height gradation from Lok Fu Shopping Centre at 60mPD. Tung Tau Estate is subject to maximum height bands of 80mPD and 100mPD. Lower Wong Tai Sin *Estate* is subject to a maximum building height band of 100mPD. Wang Tau Hom *Estate and Tung Wui* Estate is are subject to height bands of 100mPD and 120mPD, whereas Mei Tung Estate is subject to height bands of 120 60mPD (eastern portion) and 140 80mPD (western portion) in order to maintain a compatible setting for the adjacent Kowloon Walled City Park in the south.
 - 9.2.3 Two sites to the northeast and northwest of Mei Tung Estate at upper platform fronting Tung Tau Tsuen Road and Junction Road respectively i.e. the proposed public housing redevelopment site at Tung Tau Cottage Area East Site and the recently completed public housing development of Tung Tau Cottage Area West Site (Mei Yan House), are subject to a building height restriction of 120mPD. The site of former Tung Tau Block 23 22 is being redeveloped as Tung Tau Estate Phase 9 8 for public housing development purpose with a community hall and an integrated family service centre subject to building height restrictions of 100mPD and 120mPD.
 - 9.2.4 Within large public housing estates, there are a wide range of low-rise free-standing Government, institution or community (GIC) facilities such as schools, community halls, children and youth centres, elderly centres, other social and welfare eentres facilities as well as ancillary facility buildings such as carparks, shopping centres and markets serving residents of the concerned 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

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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 Brief. 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.

- 9.2.5 Kai Tak Garden, which is a *development of the* Housing Society development—located beside Kai Tak Nullah *River*, is subject to a height band of 100mPD. In the central and northern part of the Area, existing HOS developments are covered by height bands of 100mPD, 120mPD, 140mPD and 150mPD. These include Hong Keung Court, Tak Keung Court, Fu Keung Court and Ka Keung Court in the central part of the Area and Tin Ma Court and Tin Wang Court in the northern part of the Area. The existing Private Section Participation Scheme (PSPS) development of Tsui Chuk Garden at the foothill of the Lion Rock is subject to height bands of 160mPD and 180mPD.
- 9.2.6 There are four private housing sites in the Area. Two sites located to the south-west of Shek Ku Lung Road Playground, which are recently completed and known as Le Billionaire and Billionaire Royale, are subject to a maximum building height restriction of 140mPD to reflect their existing building height. Another site at the junction of Junction Road and Heng Lam Street comprising low-rise old residential blocks is subject to a building height restriction of 120mPD to cater for their redevelopment.
- 9.2.7 The remaining private housing site is the redevelopment of Nga Tsin Wai Village at Choi Hung Road, which is an urban renewal scheme a redevelopment project (Project K1) of the Urban Renewal Authority (URA). The site is subject to specific building height restrictions of 15mPD, 100mPD, 106mPD and 134mPD, which are to preserve the Lion Rock ridgeline from Kai Tak View Corridor. A building height limit of 15mPD is proposed in the central part of the site to preserve the conservation elements in the village including eight houses along the central spine, the existing gatehouse with the embedded stone tablet of "Hing Yau Yu" (慶有餘) and Tin Hau Temple (天后廟), with the development of a proposed conservation park. For the residential development in the remaining portion of the site, a stepped building height profile is adopted in order to preserve the Lion Rock ridgeline from the Kai Tak view corridor, with building height of 134mPD to 100mPD (up to main roof) from west to east for the South Towers, and a building height limit of 106mPD (up to main roof) for the North The ground level design of the proposed redevelopment should reflect the previous character of the walled village by imitating the street pattern or marking the boundary of the walled village. addition, the permeability of the proposed redevelopment at ground level should be improved so as to allow better air ventilation and integration with the design of Kai Tak Nullah River.

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- 9.2.8 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 these developments/redevelopments, the land **GFAs** 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 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 To improve the air ventilation in the Area, seven NBAs and a building gap are designated in areas zoned "R(A)" as stated in paragraphs 8.3 (a), (b), (d), (e), (f), (h), (i) and (j) above and as shown on the Plan.
- 9.2.11 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.
- 9.2.12 To provide design/architectural flexibility, minor relaxation of the maximum plot ratio/building height restrictions mentioned in paragraph 9.2.9 above may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits. Moreover, for development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taking into account its own merit and relevant The criteria set out in paragraphs 7.8 and 7.9 above are relevant for the assessment of minor relaxation of building height restriction.
- 9.2.13 However, for any existing building with plot ratio/building height already exceeding the plot ratio and building height restrictions as stipulated in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.2.1413 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.

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- 9.2.14 In order to facilitate provision of GIC facilities, in determining the maximum plot ratio of the development/ redevelopment in the "R(A)1" sub-area, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.
- 9.2.15 To facilitate the provision of public vehicle parking spaces to meet the local demand in the long run, if required by Government, 'Public Vehicle Park (excluding container vehicle)' use is always permitted within the "R(A)1" sub-area.
- 9.3 "Government, Institution or Community" ("G/IC"): Total Area 21.23ha
 - 9.3.1 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 breathing spaces and visual relief in the densely built-up urban area.
 - 9.3.2 Major existing GIC facilities include Wang Tau Hom Jockey Club Clinic at Junction Road, Robert Black Health Centre at Prince Edward Road East, Wong Tai Sin Community Centre at Ching Tak Street, Hong Kong Buddhist Association Hospital at Heng Lam Street, the swimming pool complex and indoor games hall at of Morse Park, Lion Rock Service Reservoir, Ma Chai Hang Service Reservoir, a water pumping station adjoining Lion Rock Park, and various religious institutions and primary and secondary schools.
 - 9.3.3 Development and redevelopment in the "G/IC" sites are subject to maximum building heights in terms of mPD or number of storeys (excluding basement floor(s)) as stipulated on the Plan. Building height restriction for most of the "G/IC" sites is stipulated in terms of number of storeys while the proposed relocation of the Kowloon City Baptist Church from Argyle Street to Tung Lei Road is subject to a maximum building height of 64mPD to reflect the proposed building height of the committed development.
 - 9.3.4 To provide design/architectural flexibility For development with special design merits, minor relaxation of the building height restrictions as stipulated on the Plan may be considered by the Board on application under section 16 of the Ordinance taken taking into account its own merits and relevant criteria set out in paragraphs 7.8 and 7.9 above.
 - 9.3.5 To improve the air ventilation in the Area, three NBAs and a building gap are designated in areas zoned "G/IC" as stated in paragraphs 8.3(c), (f), (g) and (j) above and as shown on the Plan.
 - 9.3.6 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA and building gap

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restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.4 "Open Space ("O"): Total Area 27.60 ha

- 9.4.1 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.
- 9.4.2 Major existing open spaces include Morse Park, Shek Ku Lung Road Playground at Lok Sin Road, Lok Fu Recreation Ground to the south of Lok Fu Shopping Centre Phase II, Ma Chai Hang Recreation Ground at the junction of Ma Chai Hang Road and Chuk Yuen Road, and Lion Rock Park near Lung Cheung Road. Local open spaces are also provided within public housing estates, Home Ownership Schemes HOS and Private Sector Participation Scheme PSPS developments to serve the local residents.
- 9.4.3 Revitalization of the section of Kai Tak Nullah between Shatin Pass Road and Tai Shing Street under the project of Reconstruction and Improvement of Kai Tak Nullah Choi Hung Road Section is being undertaken by Drainage Services Department (DSD). This nullah section will be decked and is zoned "O(1)" to facilitate implementation of the project. On the decked portion, sitting out area, amenity area, feature sculptures, open plaza with trees, green corridor and sidewalk for leisure purpose will be provided.
- 9.4.34 To improve the air ventilation in the Area, two NBAs are designated in area zoned "O" as stated in paragraphs 8.3 (f) and (g) above and as shown on the Plan.
- 9.4.45 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.

9.5 "Other Specified Uses" ("OU"): Total Area 2.85 ha

- 9.5.1 The planning intention of the zoning-"OU(Cemetery)" zone is primarily for the provision of cemetery serving the needs of the general public. This zoning covers the Hong Kong Chinese Christian Churches Union Cemetery, which is located at Junction Road to the north of Mei Tung Estate. It is subject to building height restrictions of 1 storey, 2—2 storeys, 3 storeys, 4 storeys and 6 storeys to reflect the building height of the existing and planned buildings in the cemetery. For all these sites, basement floor(s) may be disregarded in determining the number of storeys.
- 9.5.2 The planning intention of the zoning-"OU(Petrol Filling Station)" zone is primarily for the provision of petrol filling station(s) serving the needs of the local residents as well as the general public. Three existing petrol filling stations along Prince Edward Road East are also included in this zone. They are all subject to a building height restriction of 1

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- storey to reflect the existing building height on site. For all these sites, basement floor(s) may be disregarded in determining the number of storeys.
- 9.5.3 A strip of land spanning over Prince Edward Road East at Shek Ku
 Lung Road Playground 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
 Tung Tau area with Kai Tak.
- 9.5.43 To provide design/architectural flexibility Under exceptional eircumstances, for developments and or/redevelopments, minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.8 and 7.9 above.
- 9.6 <u>"Green Belt" ("GB")</u>: Total Area 39.10 ha
 - 9.6.1 The planning intention of this zone is primary 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. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the Town Planning Board Guidelines.
 - 9.6.2 This zoning covers mainly the steep hillslopes of Lion Rock contiguous to Lion Rock Country Park which are not suitable for urban type development. However, passive open space and related uses may be possible at certain locations.
- 9.7 "Undetermined ("U"): Total Area 1.34 ha
 - 9.7.1 This zoning is intended to denote areas where further detailed planning study is required to identify the future uses of the land.
 - 9.7.2 This zoning covers the section of Kai Tak Nullah between Tai Shing Street and Prince Edward Road East. The drainage improvement works for this section of nullah are being studied under the project of Reconstruction and Rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East undertaken by DSD. Concurrently, a public engagement exercise is conducted by DSD, Civil Engineering and Development Department (CEDD) and Planning Department for the above rehabilitation and revitalization projects of Kai Tak River with an aim to solicit the public views on the design of the river and the integration with the surrounding developments. The open water section is zoned "U" pending completion of the public engagement exercise and the results of the land use reviews for the future use of the nullah and its adjoining uses. The long term planning intention is to revitalise the nullah to form a major green river corridor with appropriate land uses on both sides such as riverside walkway in Wong

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Tai Sin district as well as to form an integral part of the Kai Tak River in Kai Tak in the south. Opportunity will also be taken to examine the possibility of linking up the heritage/ culture spots including Lung Tsun Stone Bridge Remains in the south, the Kowloon Walled City Park, the historic relies of Nga Tsin Wai Village in Tung Tau as well as Wong Tai Sin Folk Culture Area, ex Tai Hom Village and Nan Lian Garden in the north.

9.7.3 Within this zoning, all uses or developments except nullah, drainage works, amenity planting, environmental improvement works and such other public works co-ordinated or implemented by Government require permission from the Board.

10. <u>COMMUNICATIONS</u>

10.1 Roads

- 10.1.1 Lung Cheung Road, which traverses the northern part of the Area, is a primary distributor an urban trunk road serving North Kowloon, while Prince Edward Road East in the south is another primary distributor connecting East and West Kowloon. The district distributor network comprises Junction Road, Chuk Yuen Road, Tung Tau Tsuen Road, Choi Hung Road and Fung Mo Street.
- 10.1.2 Lion Rock Tunnel, which runs along the north-western boundary of the Area, is an important road link between Kowloon and North East New Territories.

10.2 Railway

The existing Mass Transit Railway (MTR) Kwun Tong Line runs in an east-west direction through the Area. The MTR Lok Fu and Wong Tai Sin Stations are located in Lok Fu Estate and Wong Tai Sin Estate respectively.

10.3 Bus Services

The aArea is well served by buses. and bBus termini which are provided at Tsui Chuk Garden, Lok Fu Shopping Centre, Tung Tau Estate, and Lower Wong Tai Sin Estate.

10.4 <u>Pedestrian Connections with Kai Tak Development</u>

To facilitate pedestrian connections with the-Kai Tak Development, a two proposed curvilinear landscaped elevated walkway subways is are proposed to connect the Shek Ku Lung Road Playground with the future Kai Tak Government Offices and commercial developments in Kai Tak City Centre and the residential development, the Latitude, in San Po Kong area. One subway with heritage theme across Prince Edward Road East to connect the Lung Tsun Stone Bridge Preservation Corridor with Shek Ku Lung Road Playground is under construction and upon completion, it will allow visitors to continue their trip to/from other heritage resources in Tung Tau area and the adjacent Kowloon City. Another subway crossing Prince Edward Road

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East is proposed to connect the sections of Kai Tak River in Wong Tai Sin and Kai Tak and its It aims to provide pedestrians with a convenient, comfortable and animated walking experience. The detailed design of this pedestrian walkway is being examined by the CEDD Civil Engineering and Development Department (CEDD).

11. UTILITY SERVICES

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

12. <u>CULTURAL HERITAGE</u>

- The Hau Wong Temple at the junction of Tung Tau Tsuen Road and Junction Road is a Grade 1 historical building *declared monument*. Prior consultation with the Antiquities and Monuments Office (AMO) should be made if any development or rezoning proposals might affect this building and its immediate environs.
- 12.2 Nga Tsin Wai Village is an old village included in urban renewal the redevelopment project of URA. Three major historical components within the village, comprising the embedded stone tablet of "Hing Yau Yu", the existing gatehouse and Tin Hau Temple, will be preserved in-situ in the URA project to facilitate the development of a conservation park with preserved ruins and historic features of the village. Upon redevelopment, an Archaeological Impact Assessment conducted by a qualified archaeologist is required to ascertain the archaeological value of the site. Appropriate mitigation measures should be designed and implemented by the project proponent. The project proponent has to consult the Antiquities and Monuments Office (AMO) regarding redevelopment of the village at the early planning stage.
- 12.3 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at http://www.aab.gov.hk.
- 12.4 Prior consultation with the AMO should be made if any development, redevelopment or rezoning proposals that might affect the above declared monuments, historic buildings/structures graded by the AAB, new items pending grading assessment by the AAB, Government historic site identified by AMO and their immediate environs.

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13. IMPLEMENTATION

- 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 the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the CEDD in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Wong Tai Sin 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 considering the planning applications, will take into account all relevant planning considerations which may include departmental outline development plan and the guidelines published by the Board. The outline development plan is available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and guidance notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board, and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD OCTOBER 2011 MAY 2019

Visual Assessment for the Mei Tung Estate Redevelopment

1 Introduction

- 1.1 This Visual Assessment ("VA") is prepared in support of the proposed amendment to the Approved Wang Tau Hom and Tung Tau Outline Zoning Plan ("OZP") No. S/K8/21 to uplift the maximum building height ("BH") restrictions for the proposed Mei Tung Estate Redevelopment (the "Proposed Redevelopment") at the redevelopment portion from 60mPD (eastern part) and 80mPD (western part) to 120mPD and 140mPD respectively (**Plan 1** refers).
- 1.2 The Proposed Redevelopment Site ("the Site") comprises the Mei Tung House and Mei Po House. The Site is vested in the Hong Kong Housing Authority under Vesting Order No. 87 and falls within a "Residential (Group A)" ("R(A)") zone on the OZP.
- 1.3 This VA for the Proposed Redevelopment is submitted with reference to the principles as stated on the Town Planning Board Guidelines No.41 Guidelines on submissions of the Visual Impact Assessment for Planning Applications to the Town Planning Board ("TPB PG No. 41"), so as to evaluate the visual compatibility and degree of anticipated visual impacts on Visually Sensitive Receivers ("VSRs") from key public viewing points ("VPs").

Methodology

- 1.4 Based on the assessments, this VA comments on the visual acceptability of the Proposed Redevelopment. The methodology of this VA is summarised as follows:
 - To undertake a baseline study on the existing and future visual character of the Site and its surrounding taking into account the relevant planning and development framework for the area;
 - To identify the potential key public VPs;
 - To evaluate the potential visual impacts when viewing from the selected key public VPs; and
 - To recommend any necessary mitigation measures.

2 Visual Context and Visual Elements

- 2.1 The Site is bounded by Tung Tau Tsuen Road, Kowloon Walled City Park and Carpenter Road Park to the south, Pui Man Street with a redeveloped public housing block named Mei Tak House to the northeast, a redeveloped public housing block named Mei Yan House to the northwest, the Hong Kong Chinese Christian Churches Union Chinese Christian Cemetery (the Cemetery) to the further north, (**Plan 1** refers). Site levels range from about 15mPD at the east to 22mPD at the west.
- 2.2 Key visual elements surrounding the Site is summarised as below, and their height profiles are illustrated in **Plan 1**:
 - To the northeast of the Site is a high-rise public rental housing block named Mei Tak House (about 120mPD) redeveloped in 2014. Tung Tau Estate across Tung Tau Tsuen Road is a medium- to high-rise residential development (about 47mPD to 89mPD). To the north of Mei Tak House are the Bishop Ford Memorial School (about 46mPD) and the Morse Park;
 - To the south of the Site are the existing open space accommodating Kowloon Walled City Park and Carpenter Road Park (Two Parks). Kowloon City Plaza (about 32mPD) is a district shopping centre located to the southwest of the Two Parks along Carpenter Road. Across Carpenter Road is a private residential cluster in Kowloon City, which contains low- to medium-rise buildings (about 22mPD to 39mPD) together with some high-rise residential developments, including Prince Ritz (about 126mPD), Genius Court (about 115mPD), Le Billionnaire (about 145mPD) and Billionnaire Royale (about 170mPD);
 - To the immediate west of the Site are a high-rise public rental housing block named Mei Yan House (about 138mPD) redeveloped in 2010, the Hau Wong Temple with one storey and a low-rise lavatory. Across Junction Road are medium-rise private residential developments, including Parc Inverness (about 35mPD to 57mPD), Manvar House (about 39mPD), and Government, Institution and Community facilities, such as Munsang College (about 39mPD) and the HKICC Lee Shau Kee School of Creativity (about 48mPD). To the further west of the Site across Inverness Road are Kowloon Tsai Park and Lok Fu Park; and

• To the north of the Site across the Cemetery are the Hong Kong Buddhist Hospital (about 51mPD), the Wing Kwong Pentecostal Holiness Church (about 83mPD) and a high-rise residential development named Hong Keung Court (about 136mPD). Lok Fu Estate, a high-rise residential development (about 50mPD to 102mPD), is located to the west of Lok Fu Plaza (52mPD) and Wang Tau Hom Park.

3 The Development Proposal

Statutory Parameters and Requirements

3.1 According to Notes of the OZP, any proposed development within a "R(A)" zone is subject to a plot ratio ("PR") of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic. To optimise the development potential of the Site for public housing development, amendment to the OZP is proposed to uplift the maximum building height ("BH") restrictions for the Proposed Redevelopment at the Site from 60mPD (eastern portion) and 80mPD (western portion) to 120mPD and 140mPD respectively.

The Proposed Redevelopment

Key development parameters of the Proposed Redevelopment are summarised in **Table 1** below:

Table 1 – Key Development Parameters of the Proposed Redevelopment

Current Proposal
Whole Mei Tung Estate
about 4.25 ha. (including 2.05 ha. for Redevelopment Portion,
1.2 ha. for Mei Tak House, and 1 ha. for Mei Yan House)
about 2.52 ha.
(including 1.37 ha. for Redevelopment Portion, 0.71 ha. for Mei
Tak House, and 0.44 ha. for Mei Yan House.)
7.5 for domestic building; 9.0 for building that is partly domestic
and partly non-domestic (of which max. domestic PR is 7.5)
Redevelopment Portion
about 2.05 ha.
about 1.37 ha.
140mPD (western portion) and 120mPD (eastern portion)
4 nos.

Note: The development parameters are still subject to detailed site survey and change in future.

- 3.2 Key design elements of the Proposed Redevelopment are summarised below:
 - Building form and disposition would be arranged to reserve air and visual corridor in the layout;
 - Adopting stepped height profile of the proposed development to integrate with the Mei Yan House and Mei Tak House of Mei Tung Estate; and
 - Adopting appropriate colour scheme for building and provision of greening to soften the building mass.

4 Assessment Area

- 4.1 An Assessment Area is delineated for the VA to cover the area of visual influence within which the Proposed Redevelopment is visible from the identified key public VPs. The assessment boundary is set out with regard to the size of the development, the site context, and the distance and location of the VSRs.
- As per the TPB PG No. 41, the Assessment Area (i.e. visual envelope) should be determined having regard to the size of the Proposed Redevelopment, the distance of the development and its potential visibility from the selected key public VPs, and the actual site and surrounding topographical conditions by ground inspection. As cited in the TPB PG No. 41, when the viewer is at a distance equals to three times of the height of the building, the viewer will tend to see the building as part of a group rather than a single building. Since the maximum BH of the Proposed Redevelopment is about 118m (BH of 140mPD, ground level of 22mPD), a radius of about 354m (i.e. about 118m x 3) from the closest point of the Proposed Redevelopment has been set as a starting point in defining the boundary of the Assessment Area, as illustrated in Plan 2.
- 4.3 Additionally, as per Para. 4.5 of TPB PG No. 41, key kinetic and static VPs, such as popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking and sight-seeing, and prominent travel routes have been taken into consideration when selecting the VPs.

5 Identification and Classification of VPs

As per Para. 4.5 of the TPB PG - No.41, it is not practical to protect private views and it is more important to protect public views, which is the focus of the VA. It is expected that the VSRs in the area are nearby parks/open spaces users and other passers-by in the neighbourhood. In this regard, eleven key public VPs (including 2 long-range, 4 medium-range and 5 short-range VPs) have been selected which best represent public views to the Proposed Redevelopment from the relevant VSRs. **Plan** 2 shows the eleven selected key public VPs.

5.2 Evaluations of the identified VPs are set out below:

Two Long-range VPs

- VP1: Hong Kong Aviation Club adjacent to the Open Space at Kai Tak Development This long-range VP is located at about 1,000m to the south of the Proposed Redevelopment and is located adjacent to the proposed public open space of the Kai Tak Development. This VP shows the visual impact of the Proposed Redevelopment on the mountain ridges of Lion Rock. Considering the long distance between the VP and the Site and the Lion Rock, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered low.
- VP2: Lung Cheung Road Lookout This long-range static VP is located at about 2,140m to the northwest of the Proposed Redevelopment. It is an occasional key public VP which offers a view towards the Kowloon Peninsula. Considering that the urban character of the Kowloon Peninsula and the long distance between the VP and the Site, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered low.

Four Medium-range VPs

• VP3: Kowloon Tsai Sports Ground within Kowloon Tsai Park - This medium-range kinetic VP is located at about 630m to the southwest of the Proposed Redevelopment. The Kowloon Tsai Sports Grounds is a venue of sport activities for the local community, schools and other organisations. Considering the distance between the VP and the Site and the presence of extensive vegetation coverage shielding partly the view of the Proposed

Redevelopment, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered medium.

- VP4: Sitting-out Area of Lok Fu Park This medium-range static VP is located at about 500m to the northwest of the Proposed Redevelopment. It is located at the sitting-out area of Lok Fu Park and is at a relatively high level (85.7mPD). It is a recreation venue with pavilion and sitting furniture for morning walkers, jogging and other exercises for the local community. Given the distance between the VP and the site and the extensive coverage of the vegetation largely shielding the view of the Proposed Redevelopment, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered low.
- VP5: Public Plaza next to the Amphitheatre at Morse Park This medium-range static VP is located at about 390m to the north of the Proposed Redevelopment. Morse Park provides recreational and leisure facilities for the residents in the vicinity. It provides active recreational facilities, such as tennis courts and squash courts, and passive recreational facilities, such as amphitheatre and public plaza. With the presence of active and passive recreational VSRs and the medium-range distance towards the Proposed Development, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered medium.
- VP6: Covered Walkway across Prince Edward Road East next to Kai Tak Community Hall/Trade and Industry Tower This medium-range kinetic VP is located at about 800m to the east of the Proposed Redevelopment. The covered walkway is on a major pedestrian route linking San Po Kong area to/from the Kai Tak Community Hall/Trade and Industry Tower. It also provides connection between the bus lay-by along Prince Edward Road West and the shopping mall, "Mikiki". Given the transient nature of VSRs, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered low.

Five Short-range VPs

• VP7: Carpenter Road Park - This short-range static VP is located at about 220m to the southeast of the Proposed Redevelopment. It is a nodal point which provides recreational and leisure facilities such as soccer pitch, children's playground and elderly fitness station for the surrounding communities. With the presence of active and passive recreational VSRs and

the presence of Lion Rock as viewed from this VP towards the Site, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered high.

- VP8: Junction of Carpenter Road/Hau Wong Road next to Kowloon City Plaza This short-range kinetic VP is located at about 280m to the south of the Proposed Redevelopment. This VP, located next to a district shopping centre with wet market street frontage along Hau Wong Road, is on a key pedestrian route for the residents nearby. In view of the close proximity of this VP to the Site, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered medium/high.
- VP9: Kowloon Walled City Park near West Wall This short-range kinetic VP is located at about 100m to the south of the Proposed Redevelopment, which is utilised as a popular route for morning walkers and joggers in the vicinity. Located near the North-West Gate of the Kowloon Walled City Park, this VP is also situated along a key pedestrian route for the residents nearby. In view of the close proximity of this VP to the Site, the visual/amenity character of the setting and the potential visibility of the Proposed Redevelopment, the VSRs' visual sensitivity is considered high.
- VP10: South Gate of the Kowloon Walled City Park This is a short-range VP located at about 200m to the south of the Proposed Redevelopment. The former Yamen Building is a declared monument and is a famous tourist spot. The south gate is the main entrance to the Kowloon Walled City Park. Taking into account the short distance of the VP within a public setting, the VSRs' visual sensitivity towards the Proposed Redevelopment is considered high, even though the development is partly shielded by the dense trees in the foreground.
- VP11: Junction of Tung Tau Tsuen Road and Tung Tsing Road This is a short-range VP located at about 40m to the southeast of the Proposed Redevelopment. There are existing pedestrian crossing facilities across Tung Tsing Road and Tung Tau Tsuen Road and the VP is next to one of the main entrances of Tung Tau (II) Estate. Considering the short distance of the VP within a public setting, the VSR's visual sensitivity towards the Proposed Redevelopment is high.

6 Assessment of Visual Impacts

- 6.1 This section evaluates the visual impact of the Proposed Redevelopment by comparing it with the existing condition with reference to TPB PG No. 41.
- 6.2 Photomontages on **Plans 3 to 13** illustrate the existing condition and the future situation with the Proposed Redevelopment. Indicative massing of the surrounding planned and committed developments are also illustrated in the photomontages.

VP1: Hong Kong Aviation Club in adjacent to the Open Space at Kai Tak Development

6.3 The southern façades of the Proposed Redevelopment are visible from this VP. Townscape of the Kowloon City area and other high-rise residential developments in vicinity, including Prince Ritz (about 126mPD), Urbana Lofts (about 94mPD), Billionaire Avant (about 100mPD), Billionaire Luxe (about 80mPD), Mei Yan House (138mPD), and Mei Tak House (120mPD) could be seen.

OZP Compliance Scheme

• The lower portion of redevelopment under the OZP Compliance Scheme will be screened off by the existing residential development i.e. Prince Ritz. The building height of 60/80mPD is considerably lower in terms of BH, massing and scale when compared with the surrounding existing developments.

Proposed Scheme

- The Proposed Redevelopment is of appropriate BH, massing and scale in comparison to the surrounding existing developments (i.e. Prince Ritz, Urbana Lofts, Billionaire Avant, Billionaire Luxe, Mei Yan House, and Mei Tak House) with BHs ranged from 80mPD to 138mPD.
- The Proposed Redevelopment will cause a slight visual change to this VP. Nonetheless, the proposed development generally blends in with the panoramic view of the townscape. Prince Ritz, as an existing residential development, screens off certain portion of the Proposed Redevelopment.

- The Proposed Redevelopment will cause further reduction to the view of the mountain backdrop. However, the Lion Rock ridgeline, which is an important visual resource of the district, can still be seen. The sky view will remain largely unobstructed upon the completion of the Proposed Redevelopment.
- 6.4 As a conclusion, although the Proposed Scheme will further cover view of the mountain backdrop, it will not obstruct the Lion Rock and is compatible with the surrounding developments, the visual impact as viewed from VP7 is considered **moderate**.

VP2: Lung Cheung Road Lookout

6.5 The northern and western façades of the Proposed Redevelopment are visible from this VP. The cityscape in Kowloon Peninsula could be seen.

OZP Compliance Scheme

• The OZP Compliance Scheme is fully screened off by the Lok Fu Service Reservoir Garden and the existing vegetation at the Lung Cheung Road Lookout. As compared with the Proposed Scheme which will only lead to minimal visual changes to this VP, the difference of visual impact between two Schemes is not apparent.

Proposed Scheme

- The Proposed Redevelopment will cause minimal visual changes to this VP with only slight obstruction of the sky view. The view towards to the Site is largely blocked by the Lok Fu Service Reservoir Garden and the existing vegetation at the Lung Cheung Road Lookout.
- The massing, BH, scale and form of the Proposed Redevelopment are in line with the existing developments in the surroundings. Existing vegetation in the foreground will screen off the lower portion of the Proposed Development to soften the building mass.
- 6.6 As compared between the OZP Compliance Scheme and the Proposed Scheme, the difference of visual impact is not apparent. As a conclusion, the visual impact of the Proposed Scheme will be slight as viewed from VP2.

VP3: Kowloon Tsai Sports Ground within Kowloon Tsai Park

6.7 The western and southern façades of the Proposed Redevelopment are visible from this VP. Mei Yan House could also be seen.

OZP Compliance Scheme

• The redevelopment under OZP Scheme will be completely shielded by the existing vegetation in the foreground.

Proposed Scheme

- The Proposed Redevelopment is of appropriate BH, massing and scale in comparison to the adjacent existing residential development, i.e. Mei Yan House (138mPD).
- The Proposed Redevelopment will cause a slight visual impact on visual openness. The lower portion of the Proposed Redevelopment will be shielded by the existing vegetation in the foreground.
- The sky view will remain largely unobstructed from this VP. No important view will be blocked by the Proposed Redevelopment.
- 6.8 As a conclusion, the visual impact of the Proposed Scheme as viewed from VP3 is considered **slight**.

VP4: Sitting-out Area of Lok Fu Park

6.9 This VP is located at the sitting-out area at uphill of Lok Fu Park and with site level at about 86mPD. Only a small portion of the northern and western facades for the Proposed Redevelopment is visible from this VP. Part of Mei Yan House could also be seen.

OZP Compliance Scheme

• The redevelopment under OZP Compliance Scheme will be completely screened off by the existing greenery at the Lok Fu Park.

Proposed Scheme

- The Proposed Redevelopment is of appropriate BH, massing and scale in comparison to the adjacent existing residential development, i.e. Mei Yan House (138mPD).
- No important view will be blocked by the Proposed Redevelopment. The Proposed Redevelopment will be largely screened off by the existing greenery at the Lok Fu Park.
- The loss of visual openness will be slight and the Proposed Redevelopment will result in minimal visual change to this VP. The sky view will remain largely unobstructed upon the completion of the Proposed Redevelopment from this VP.
- 6.10 Comparing to the existing scenario and OZP Compliance Scheme, the resulting change from the Proposed Scheme is not readily apparent from this VP. As a conclusion, the visual impact of the Proposed Scheme will be **slight/negligible** from VP4.

VP5: Public plaza next to the amphitheatre at Morse Park (Park No.4)

6.11 The northern façade of the Proposed Redevelopment is visible from this VP. Mei Tak House and Mei Yan House could also be seen.

OZP Compliance Scheme

 The existing dense vegetation in the Morse Park would completely screen off the redevelopment under the OZP Compliance Scheme.

Proposed Scheme

• The massing, BH, disposition, scale and form of the Proposed Redevelopment are compatible with the context with the existing developments in the surroundings. As the existing dense vegetation in the Morse Park will screen off most of the Proposed Redevelopment, only a small portion of the Proposed Redevelopment will be visible from this VP.

- A small portion of the sky view will be covered upon the completion of the Proposed Redevelopment. The Proposed Redevelopment involves no blockage of important visual resources.
- 6.12 Comparing to the existing scenario and OZP Compliance Scheme, the resulting change from the Proposed Scheme is not readily apparent from this VP. As a conclusion, the visual impact of the Proposed Scheme will be **negligible/slight** from VP5.

VP6: Covered Walkway across Prince Edward Road East next to Kai Tak Community Hall/Trade and Industry Tower

6.13 The eastern and southern façades of the Proposed Redevelopment are visible from this VP. Le Billionnaire, Billionnaire Royale, Tung Wui Estate, and Tung Tau Estate, as well as Lee Kau Yan Memorial School and Ng Wah Catholic Secondary School could also be seen.

OZP Compliance Scheme

• The massing of the OZP Compliance Scheme will be fully screened off by the existing developments including Ng Wah Catholic Secondary School, Tung Wui Estate and Tung Tau Estate.

Proposed Scheme

- The massing, BH, disposition, scale and form of the Proposed Redevelopment are compatible with the context comprising existing high rise residential developments in the surroundings.
- The Proposed Redevelopment will only cause a slight reduction of the visual openness. The lower portion of the Proposed Redevelopment will be largely screened off by the existing developments including Ng Wah Catholic Secondary School, Tung Wui Estate and Tung Tau Estate.
- The Proposed Redevelopment will not affect the visual character and quality of the area.
- 6.14 As a conclusion, the visual impact of the Proposed Scheme on viewers at VP6 will be slight.

VP7: Carpenter Road Park

6.15 The southern and eastern facades of the Proposed Redevelopment are visible from this VP. Mei Yan House (about 138mPD) and Mei Tak House (about 120mPD) could also be seen.

OZP Compliance Scheme

• When compared with the existing developments in the surroundings, the OZP Compliance Scheme at 60/80mPD is considerably lower in respect of BH.

Proposed Scheme

- The Proposed Redevelopment is of appropriate BH, massing and scale in comparison to the surrounding existing developments including Mei Yan House and Mei Tak House.
- With building gaps provided to mitigate its perceivable bulk, the Proposed Redevelopment will have a moderate effect on visual openness in relation to VP7 (about 220m from the Site). This VP still offers a fair amount of visual openness, sky view and landscape amenity. The view of Lion Rock which appears in the photomontage just to the right of Mei Tak House will also remain intact.
- 6.16 As a conclusion, the visual impact of the Proposed Scheme will be **moderate/high** as viewed from the short-range VP (about 220m from the Site). However, design mitigation measures will be adopted in order to minimise the visual impact, i.e. adopting appropriate colour scheme for building and provision of greening to soften the building mass.

VP8: Junction of Carpenter Road/Hau Wong Road next to Kowloon City Plaza

6.17 The southern, south-eastern and south-western façades of the Proposed Redevelopment are visible from this VP. Kowloon City Plaza and Mei Tak House could also be seen.

OZP Compliance Scheme

• The building bulk under the OZP Compliance Scheme will be much less conspicuous with a substantial portion screened off by the existing vegetation in the foreground.

Proposed Scheme

- Existing vegetation in the foreground will screen off the lower portion of the Proposed Redevelopment, softening the building mass.
- With the provision of building gaps, the visual openness and sky view as perceived from this short range VP will be moderately obstructed upon completion of the Proposed Redevelopment. Nevertheless, this VP still offers a fair amount of visual openness and landscape amenity.
- 6.18 As a conclusion, the visual impact of the Proposed Scheme will be **moderate/high** as viewed from this short-range VP (about 280m from the Site).

VP9: Kowloon Walled City Park near the West Wall

6.19 The southern, eastern and western facades of the Proposed Redevelopment are visible from this VP. This VP will have a glimpse of Mei Yan House could also be seen.

OZP Compliance Scheme

Compared with the existing development, the redevelopment under the OZP
Compliance Scheme is considered not compatible with the context in terms of
BH.

Proposed Scheme

- The Proposed Redevelopment is of appropriate BH, massing and scale in comparison to the adjacent Mei Yan House (138mPD).
- The Proposed Redevelopment will have moderate impact on visual openness. However, existing vegetation in the foreground will soften the building mass by screening off the lower portion of the Proposed Redevelopment.

- The sky view will be moderately obstructed upon the completion of the Proposed Redevelopment due to the short-range nature of this VP (about 100m from the Site). The building form has already been adjusted with the provision of building gaps to minimise the visual impact. Moreover, it involves no blockage of important visual resources.
- 6.20 As a conclusion, the visual impact of the Proposed Scheme is **moderate/high** from this short-range VP (about 100m from the Site) due to the obstruction of sky view and visual openness. Mitigation measures will be carried out to minimise its visual impact as viewed from VP9.

VP10: South Gate of the Kowloon Walled City Park

6.21 The southern and eastern façades of the Proposed Redevelopment are visible from this VP. Mei Tak House could be seen.

OZP Compliance Scheme

• The existing vegetation of the Kowloon Walled City Park in the foreground will completely screen off the redevelopment under OZP Compliance Scheme.

Proposed Scheme

- The existing vegetation of the Kowloon Walled City Park in the foreground will cover the lower portion of the Proposed Redevelopment, softening the building mass.
- From this short-range VP, the visual openness and sky view will be moderately reduced upon the completion of the Proposed Redevelopment.
- The Proposed Redevelopment will cause a moderate change of visual openness. It should be noted that the building form has already been tailored to minimise its impact on visual openness, with the provision of building gaps to prevent the creation of a continuous building façade.
- 6.22 As a conclusion, the visual impact of the Proposed Scheme will be **moderate** as viewed from this short-range VP (about 200m from the Site).

VP11: Junction of Tung Tau Tsuen Road and Tung Tsing Road

6.23 The southern and eastern façades of the Proposed Redevelopment could be seen from this VP. Part of Mei Tak House (120mPD) is also visible.

OZP Compliance Scheme

• The BH of the redevelopment under the OZP Compliance Scheme is much lower than that of the existing development nearby i.e. Mei Tak House.

Proposed Scheme

- The scheme of the Proposed Redevelopment, though higher than the OZP Compliance Scheme in the BH, is still comparable in height with the existing Mei Tak House.
- Although the visual openness and sky view perceived from the VP is moderately affected, there is a setback of the podium of about 5.5m from the kerb of the Tung Tau Tsuen Road, which represents a slight increase comparing with the current setback of the existing Mei Tung House of about 4.8m. The tower buildings above the podium will be further setback from the Tung Tau Tsuen Road as far as practicable to maintain a pedestrian related scale.
- When compared with existing massing of Mei Tung House along Tung Tau Tsuen Road side, the setback of podium would allow the provision of greenery spaces and tree plantings along Tung Tau Tsuen Road to soften hard urban edges. It alleviates the harshness feeling of the streetscape.
- 6.24 As a conclusion, the visual impact of the Proposed Scheme on viewers will be **moderate/high**. However, mitigation measures such as setback and greening along Tung Tau Tsuen Road (See **Plan 14**) to soften the building mass will be adopted to minimise the visual impacts.

7 Conclusion

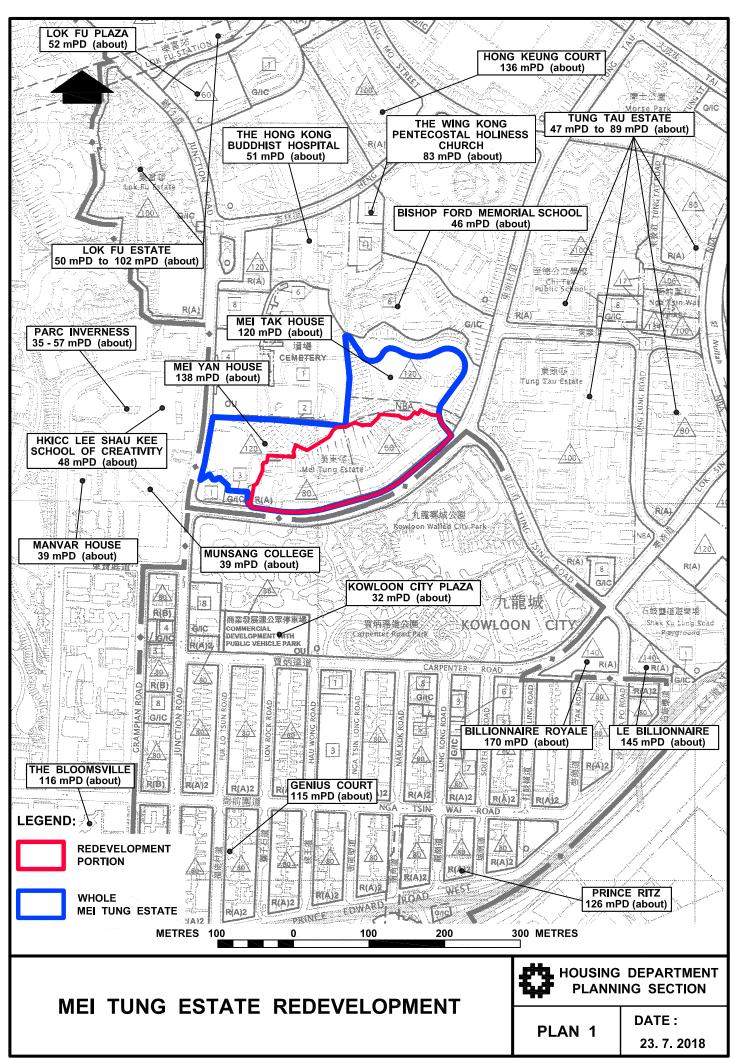
7.1 This VA assesses the visual impact of the Proposed Redevelopment against the existing condition at the selected key public VPs.

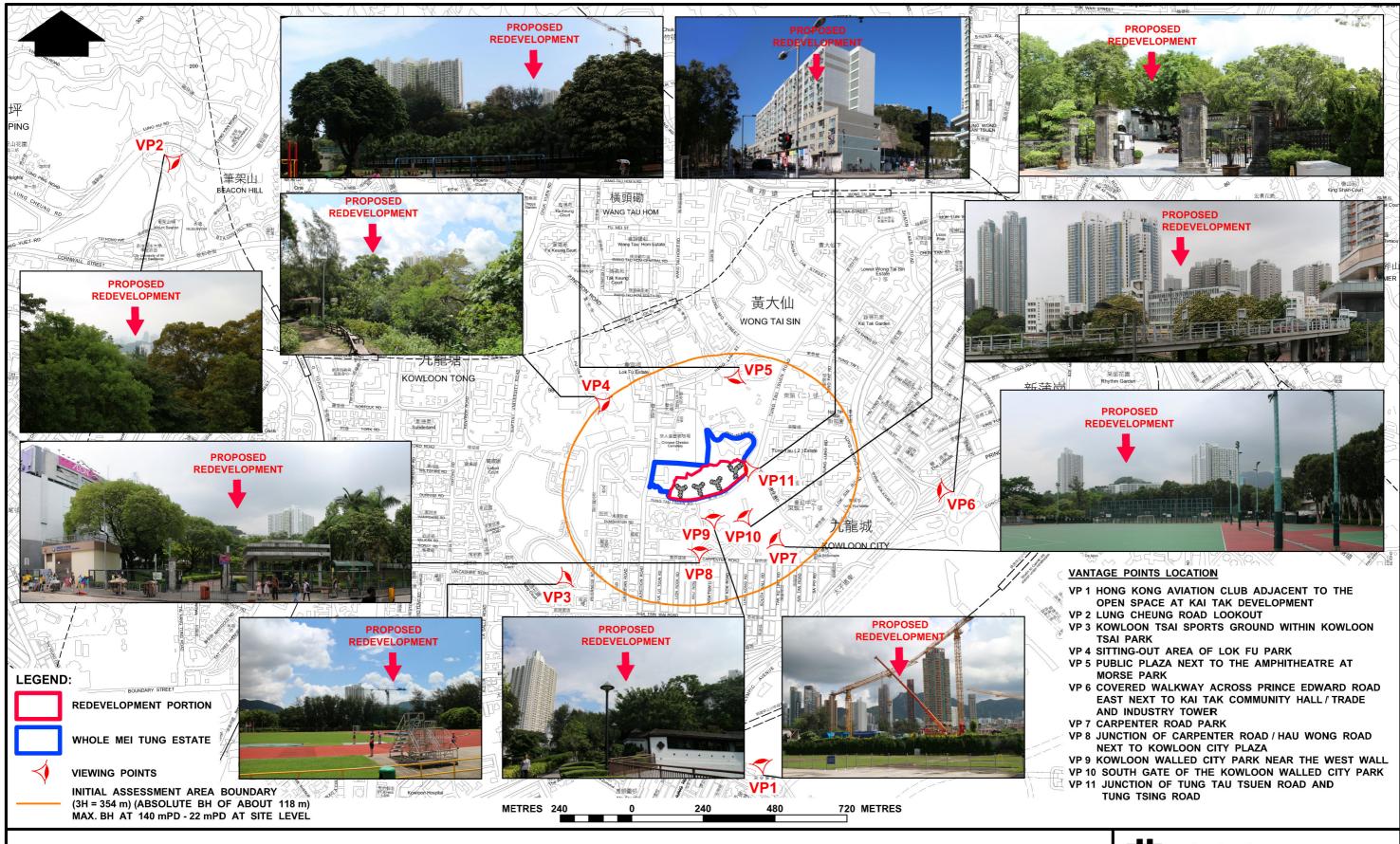
The Hong Kong Housing Authority

Based on the above analysis, the Proposed Scheme is considered to be acceptable in terms of visual impact.

- 7.2 The following mitigation measures of the Proposed Redevelopment will be adopted to minimise the visual impact:
 - Building form and disposition would be arranged to reserve air and visual corridor in the layout;
 - Adopt stepped height profile of the proposed development to integrate with the adjacent Mei Yan House and Mei Tak House;
 - Adopt appropriate colour scheme for building and provision of greening to soften the building mass;
 - Three building gaps (15m / 30m in width) between the proposed Blocks 1 to three, and Block 4 of the residential redevelopment would be provided to prevent the creation of continuous building façade; and
 - Articulate and vary building massing and facades, including the podium edges, to add visual interest and contribute to the pedestrian scale environment.

Housing Department March 2019





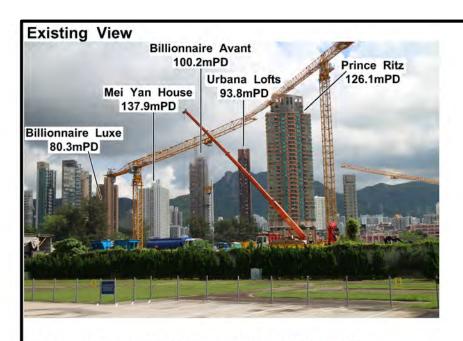
MEI TUNG ESTATE REDEVLOPMENRT

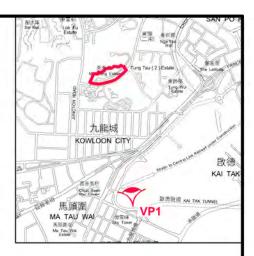


PLAN 2

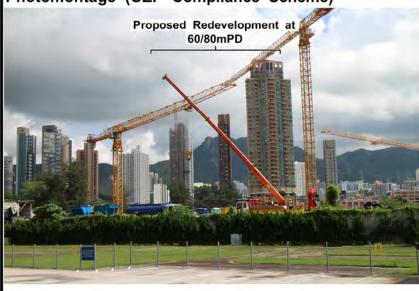
DATE:

19. 2. 2019





Photomontage (OZP Compliance Scheme)





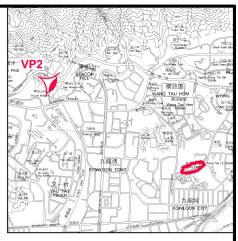
PHOTOMONTAGE AT VIEWPOINT 1
(VIEW FROM HONG KONG AVIATION CLUB
ADJACENT TO THE OPEN SPACE AT
KAI TAK DEVELOPMENT)

HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 3

DATE: 7. 12. 2018

Existing View Lok Fu Service Reservoir Garden

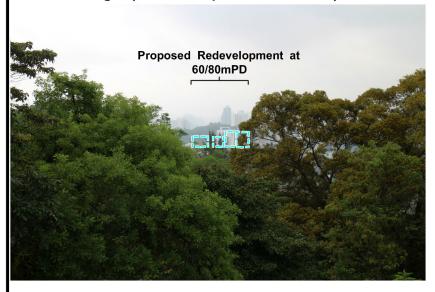


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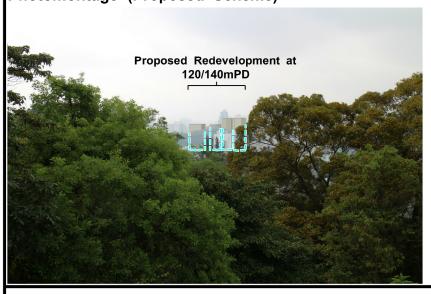


BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 2 (VIEW FROM LUNG CHEUNG ROAD LOOKOUT)

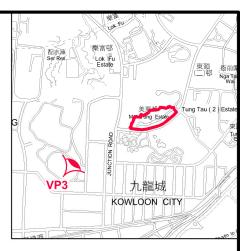


PLAN 4

DATE:

26. 3. 2019

Existing View Mei Yan House 137.9mPD

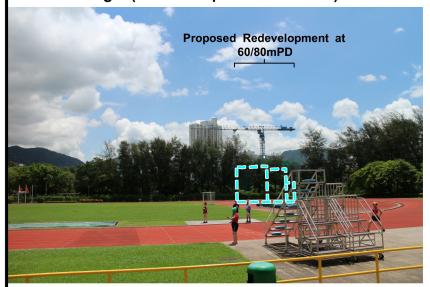


LEGEND:



BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 3 (VIEW FROM KOWLOON TSAI SPORTS GROUND WITHIN KOWLOON TSAI PARK)

HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 5

DATE:

Existing View Mei Yan House 137.9mPD



LEGEND:

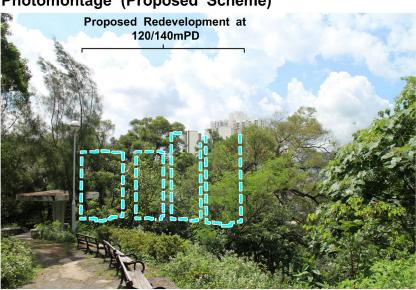


BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 4
(VIEW FROM SITTING-OUT AREA
OF LOK FU PARK)

HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 6

DATE:

Existing View



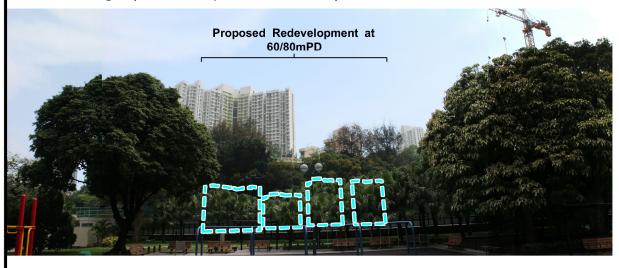


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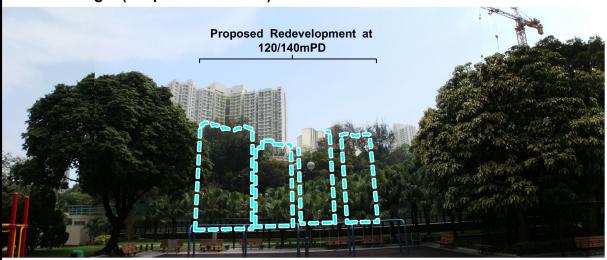


BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



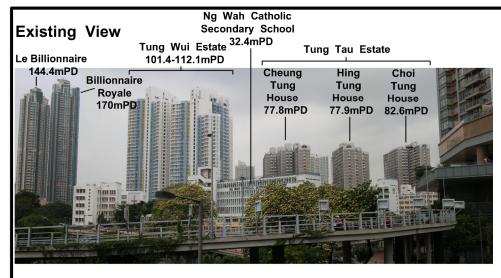
PHOTOMONTAGE AT VIEWPOINT 5
(VIEW FROM PUBLIC PLAZA NEXT TO THE
AMPHITHEATRE AT MORSE PARK (PARK No.4))

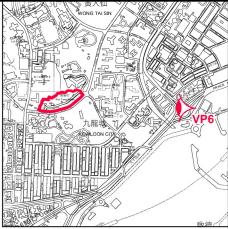


HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 7

DATE:





LEGEND:



BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 6
(VIEW AT COVERED WALKWAY ACROSS PRINCE
EDWARD ROAD EAST NEXT TO KAI TAK
COMMUNITY HALL / TRADE AND INDUSTRY TOWER)



HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 8

DATE:

Mei Yan House 137.9mPD Mei Tak House 120.1mPD



Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 7 (VIEW FROM CARPENTER ROAD PARK)



PLAN 9

DATE: 7. 12. 2018

Existing View





Photomontage (OZP Compliance Scheme)

Proposed Redevelopment at 60/80mPD



Photomontage (Proposed Scheme)



PHOTOMONTAGE AT VIEWPOINT 8
(VIEW FROM JUNCTION OF CARPENTER ROAD
/ HAU WONG ROAD NEXT TO
KOWLOON CITY PLAZA)



PLAN 10

DATE:

7. 12. 2018





Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)

Proposed Redevelopment at 120/140mPD

PHOTOMONTAGE AT VIEWPOINT 9
(VIEW FROM KOWLOON WALLED CITY PARK
NEAR THE WEST WALL)



HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 11

DATE:

7. 12. 2018



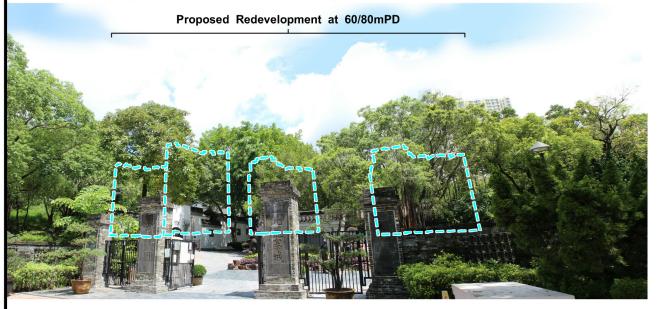


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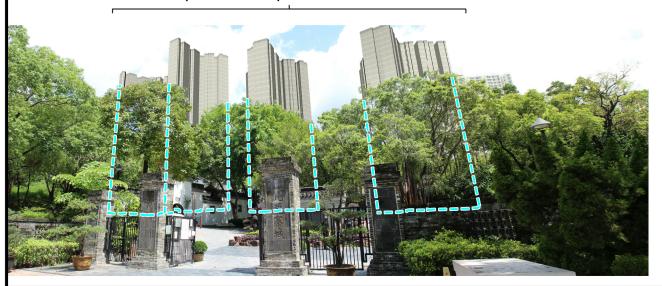
BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES

Photomontage (OZP Compliance Scheme)



Photomontage (Proposed Scheme)

Proposed Redevelopment at 120/140mPD



PHOTOMONTAGE AT VIEWPOINT 10 (VIEW FROM SOUTH GATE OF THE KOWLOON WALLED CITY PARK)



HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 12

DATE:

Existing View Mei Tak House 120.1mPD



Photomontage (OZP Compliance Scheme)
Proposed Redevelopment
at 60/80mPD



Photomontage (Proposed Scheme)
Proposed Redevelopment
at 120/140mPD



PHOTOMONTAGE AT VIEWPOINT 11 (VIEW FROM JUNCTION OF TUNG TAU TSUEN ROAD AND TUNG TSING ROAD)



PLAN 13

DATE:

25. 2. 2019

Plan 14



Redevelopment of Mei Tung Estate at Tung Tau Tsuen Road Preliminary Tree Preservation Proposal (Rev.A)

Proposed Mei Tung Estate Redevelopment -

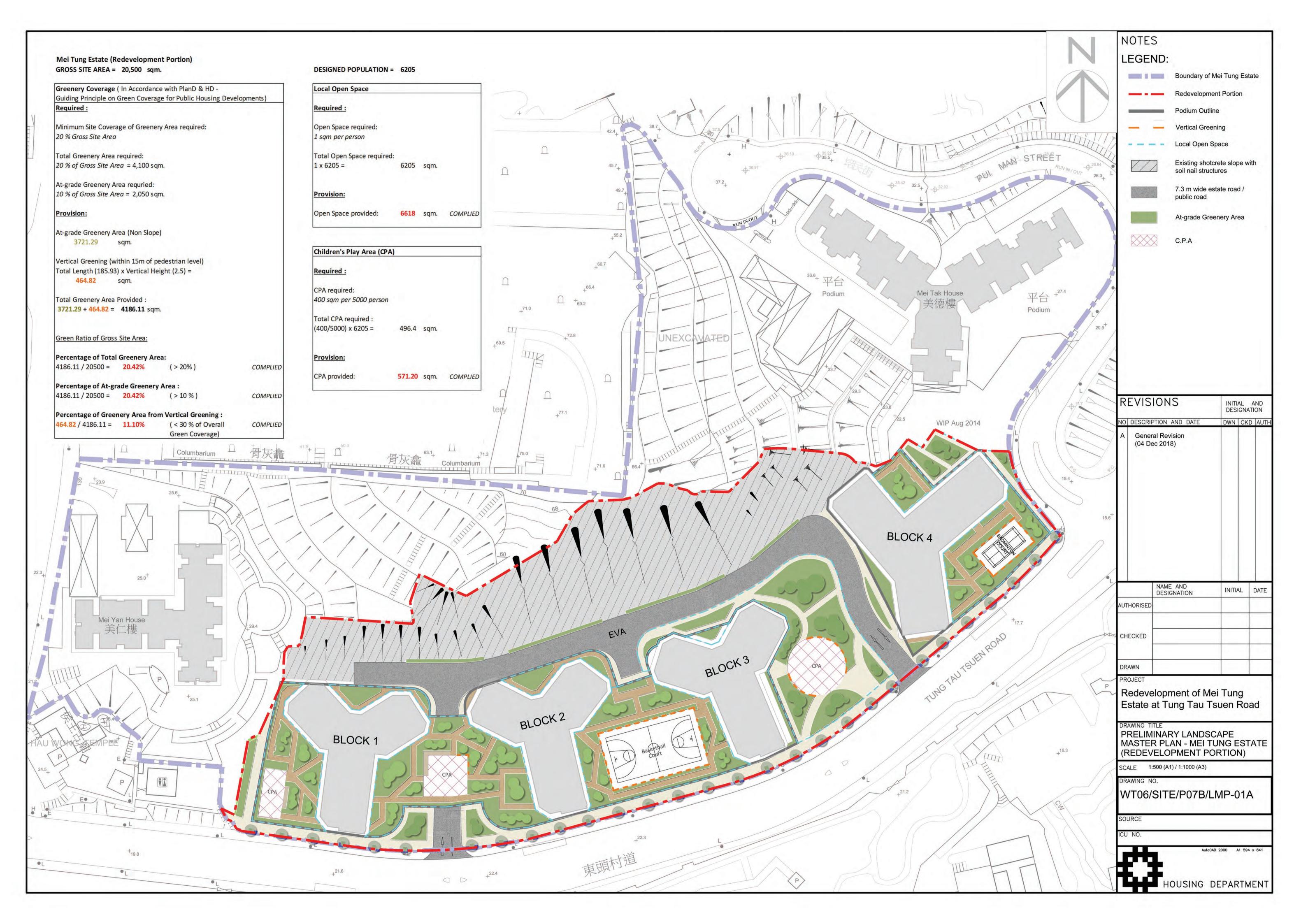
1.0 Preliminary Tree Survey

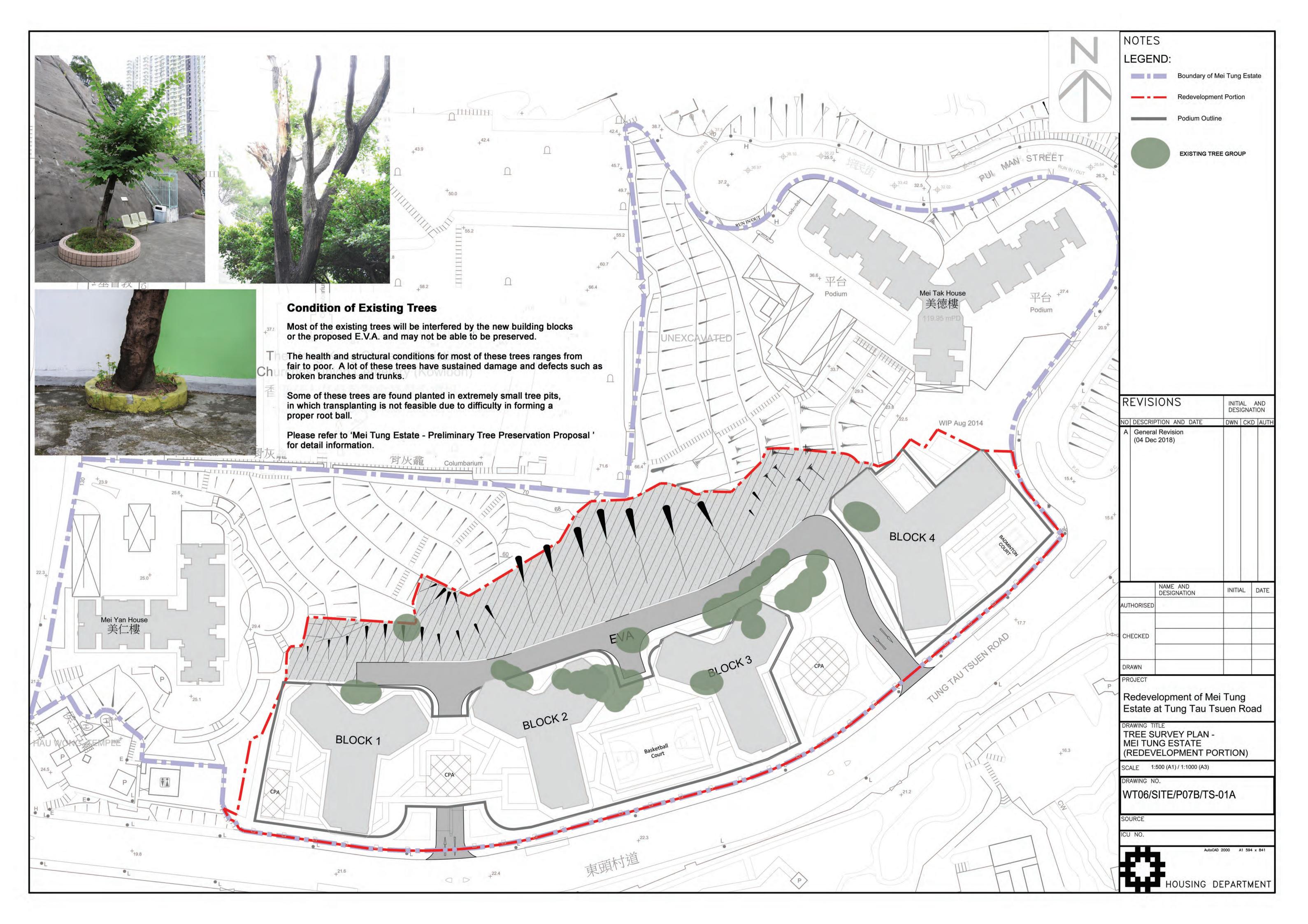
- 1.1 A preliminary tree survey for the captioned project was carried out in early 2017. The preliminary tree survey consist of measurements of the existing trees on their height, crown spread, DBH, as well as assessment on their health, structural conditions, tree form, amenity values and remarks on any noticeable defects on individual trees.
- 1.2 There is no any rare or endangered species found during the preliminary tree survey. The tree species identified are commonly found in Hong Kong, none of the trees are of significant community values, or listed as Registered Old and Valuable Trees (OVT) or potentially registrable in accordance with the criteria as set out in ETWB TCW No. 29/2004 within the proposed site boundary.
- 1.3 There is no recommended treatment of tree (retain/ transplant/ fell) at this early stage as the recommendation is subject to the progression of design development. As a rough estimation, more than 90% of the existing trees are anticipated to be felled due to the conflict with future building layout and health condition. Adequate number of compensatory trees will be replanted to compensate the loss of greenery in according to prevailing requirements. An updated tree survey will be carried out in next stage to provide basis for tree treatment recommendations.
- 1.4 The subject site in Mei Tung Estate is currently planned as public rental housing. As per our preliminary survey, more than 25 trees are identified within the site boundary, in which approximately 7 trees are estimated with girth size over 1000mm. The trees found on site are mainly common ornamental trees species including *Delonix regia* and *Bauhinia variegate*. Most of the existing trees surveyed are in average to poor form with low amenity value. Some existing trees are of poor health including restricted roots and leaning trunks due to limited size of planter and growing conditions

Redevelopment of Mei Tung Estate at Tung Tau Tsuen Road Preliminary Tree Preservation Proposal (Rev.A) (as at 16 November 2018)

1.5 Summary of general tree species and estimated quantities:

	Estimated Nos. of Trees	Major Tree Species
Tree with girth ≥1000mm	7	Aleurites moluccana 石栗, Melia azedarach 苦楝, Ficus microcarpa 細葉榕, Ficus rumphii 假菩提樹
Tree with girth ≥600mm and <1000mm	13	Delonix regia 鳳凰木, Bauhinia variegata 宮粉羊蹄甲, Bauhinia x blakeana 洋紫荊, Livistonia chinensis 蒲葵
Tree with girth ≥300mm and <600mm	6	Delonix regia 鳳凰木, Bauhinia x blakeana 洋紫荊, Ficus subpisocarpa 筆管榕, Pheonix roebelenii 日本葵
Tree with girth <300mm	-	-









Hong Kong Housing Authority

Air Ventilation Assessment of Proposed Public Housing Development of Tung Tau Tsuen Road (Mei Tung Estate Redevelopment)

Expert Evaluation Report

Issue | 16 April 2019

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.

Job number

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



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1 Introduction

1.1 Project Background

Ove Arup & Partners Hong Kong Ltd (Arup) was commissioned by the Hong Kong Housing Authority (HKHA) to carry out an Air Ventilation Assessment (AVA) – Expert Evaluation for the Proposed Public Housing Development of Tung Tau Tsuen Road (Mei Tung Estate Redevelopment) (The Redevelopment) to support the proposed amendment of the Approved Wang Tau Hom and Tung Tau Outline Zoning Plan (OZP) No. S/K8/21 to uplift the maximum building height restriction from 60mPD/ 80mPD to 120mPD/ 140mPD.

1.2 Objective

The objective of this study is to evaluate the wind performance of The Development using the methodology of Air Ventilation Assessment, based on the "Housing Planning and Lands Bureau – Technical Circular No. 1/06, Environment, Transport and Works Bureau – Technical Circular No. 1/06" issued on 19th July 2006 (the Technical Circular) and "Technical Guide for Air Ventilation Assessment for Development in Hong Kong – Annex A" (the Technical Guide). This report presents the findings for the study of Stage 1 – Expert Evaluation.

1.3 Study Tasks

The major task of this study is to carry out an expert evaluation on the characteristics of the site wind availability data of the Project Site and assessment of the wind performance under existing development situation and the proposed building design option in a qualitative way. Through the study at this stage, the following tasks may be achieved.

The purposes of this report are:

- To identify the site wind condition;
- To identify good design features;
- To identify obvious problem areas;
- To propose potential measures to improve the local air ventilation performances; and
- To define methodologies of the Initial Study.

2 Site Characteristics

The Proposed Redevelopment site is located within the existing Mei Tung Estate at Wong Tai Sin District. The gross site area including the proposed Redevelopment Site, the existing Mei Yan and Mei Tak House, is approximately 4.25 hectares. The gross area of the proposed Redevelopment Site is approximately 2.05 hectares. Generally, the topography of the site ranged from about 21mPD to 70mPD.

The surroundings of the Redevelopment generally compose of low-rise to high-rise residential developments. In addition, there are several land lots of green space/open space of Lok Fu Park and Kowloon Walled City Park. To the far east to southeast direction there is the Kai Tak New Development Area. The area involves Kai Tak MTR Station, residential developments and commercial developments. The location of the Development is shown in Figure 1.

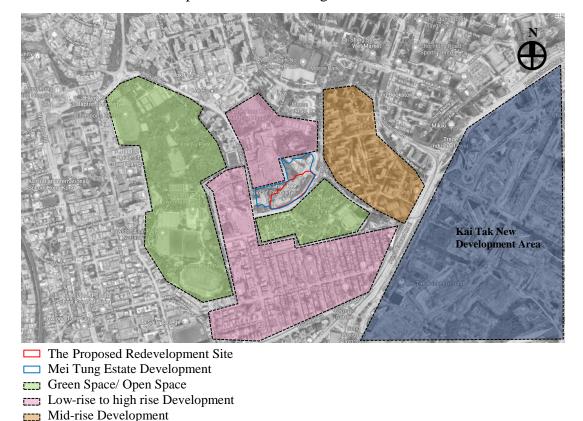


Figure 1 The Proposed Redevelopment and its surrounding areas (Source: Google Map)

The Proposed Redevelopment is located along Tung Tau Tsuen Road as shown in Figure 2. The immediate north of the Redevelopment is an uphill area consisting the Chinese Christian Cemetery. The mountain height is around +71.6mPD next to the Redevelopment site. The mountain goes down with the slope towards northwest direction with around +25mPD at the level of Junction Road. Two residential buildings in existing Mei Tung Estate is located at the east and west of the site. A large mid-rise residential cluster of Tung Tau Estate is situated at the east of the site. Carpenter Road Park/ Kowloon Walled City Park, which is an open space with flat topography, is situated at the south of the site.



☐ The Proposed Redevelopment Site

Figure 2 Surroundings of the Proposed Redevelopment Site (Source: Google Map)

3 Site Wind Availability

To investigate the wind performance of the Redevelopment site, the characteristic of the natural wind availability of the site is essential. Site wind availability data presented in the wind rose could be used to assess the wind characteristics in terms of the magnitude and frequency of approaching wind from different wind directions. There are two available sources of site wind data for the Redevelopment, including simulated RAMS and the nearby Hong Kong Observatory (HKO) Station – Kai Tak weather station.

3.1 RAMS Wind Data

As stipulated in the Technical Guide, the site wind availability would be presented by using appropriate mathematical models (e.g. RAMS simulation). Planning Department (PlanD) has set up a set of wind availability data of the Territory for AVA study, which could be downloaded at Planning Department Website¹.

The location of the Redevelopment site is as indicated in Figure 3. In order to capture the topography effect of the prevailing winds, the wind availability data at 200mPD is selected at the grid location (x:083, y:045) for this Expert Evaluation. The annual and summer wind roses of selected grids are shown in Figure 4.

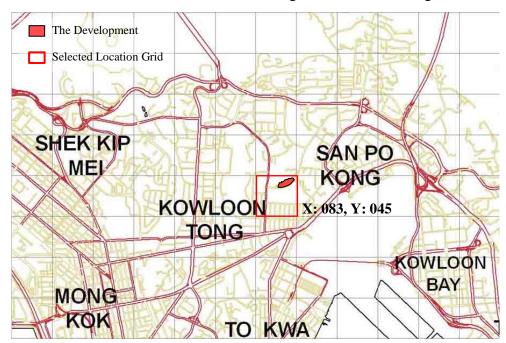


Figure 3 Selected RAMS Grid (x:083, y:045) and Location of Redevelopment Site

http://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

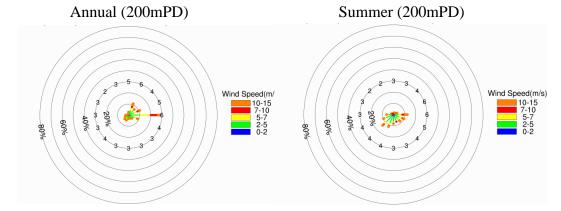


Figure 4 Wind Rose of location grid (x:083, y:045) at 200 mPD from RAMS data

Table 1 Prevailing wind frequency

Prevailing Wind	Annual		Summer			
Wind Direction	NNE	ENE	E	E	SSW	SW
Wind Frequency	11.3%	11.1%	28.3%	12.6%	11.7%	13.7%

According to the RAMS wind data, NNE, ENE and E winds contribute to 11.3%, 11.1% and 28.3% of the annual wind frequency respectively while the E, SSW and SW winds contribute to 12.6%, 11.7% and 13.7% of the summer wind frequency respectively. Hence, NNE, ENE and E winds are identified as the annual prevailing wind directions and E, SSW and SW winds are identified as the summer prevailing wind directions.

3.2 Hong Kong Observatory

On the other hand, the prevailing wind direction measured at the closest weather station – Kai Tak Weather Station from the Hong Kong Observatory² is tabulated in Table 2 for each month in 2016. It can be seen from Table 2 that the ESE wind is the annual prevailing wind direction while the SW and ESE winds are the summer prevailing wind directions.

Table 2 Monthly Wind Direction Recorded at Kowloon City Station (Source: HKO)

Month		Prevailing Wind Direction	
		(°)	
January		110	
February		140	
March		140	
April		150	
May		140	
June	(Summer)	140	
July		220	
August		140	

² Summary of Meteorological and Tidal Observations in Hong Kong 2016

| Issue | 16 April 2019

Month	Prevailing Wind Direction
	(°)
September	140
October	90
November	100
December	100
Annual	140



Figure 5 Location of Kai Tak Weather Station

3.3 Summary of the Site Wind Availability

Two sets of wind data have been studied, including wind data from the nearest weather station and the PlanD RAMS data. The indicated prevailing winds directions are tabulated in Table 3.

Table 3 Prevailing wind directions for the Study Area

Prevailing Wind Direction	Annual	Summer
RAMS	NNE/ENE/E	E/SSW/SW
HKO (Kai Tak)	SE	SE/SW

It could be concluded that the annual prevailing winds come from north-northeast (NNE), east-northeast (ENE), east (E) and southeast (SE), whereas the summer prevailing wind comes from east (E), southeast (SE), south-southwest (SSW) and southwest (SW). The evaluation of site wind performance would consider both site wind availability data and site characteristics.

Prevailing Wind Direction	Annual	Summer
Studied Wind Directions	NNE/ENE/E/SE	E/SE/SSW/SW

4 **Building Development of Existing Condition**

The existing condition of the Redevelopment site consists of two residential buildings, namely Mei Tung House with 11 storeys height (~+49.65mPD) and Mei Po House with 8 storeys height (~+44.6mPD). Mei Tung House is located along the southern site boundary and Mei Po House is located at the west of the site.

In addition, the existing Mei Tung Estate Carpark (~+29.65mPD) is located at the west side of the site. There is a mountain slope located along the northern site boundary. The highest level is about +71.6mPD. An upper platform with height of ~+23.6mPD is located at the centre of the site. Figure 6 shows the existing site layout plan of Mei Tung Estate.

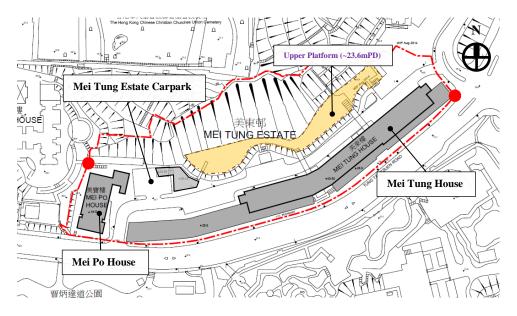


Figure 6 The existing Mei Tung Estate Development



Figure 7 The existing Mei Tung Estate Development (from Google Map)

Qualitative Assessment of Existing Condition

5.1 Preliminary Assessment on Site Wind Performance

The Redevelopment site would be assessed with the consideration of the existing developments surrounding the Redevelopment site which consists of two residential buildings Mei Tung House and Mei Po House of 9-10 storeys height. With the long building frontage of Mei Tung House, the existing prevailing wind would mainly flow along the open space north to the Mei Tung House within the site.

As discussed in the previous section, the annual and summer prevailing winds are from north-northeast (NNE), east-northeast (ENE), east (E), southeast (SE), south-southwest (SSW) and southwest (SW). This section will further discuss the wind performance of the existing site condition under the selected prevailing wind directions.

5.1.1 NNE Prevailing Wind Direction

The NNE prevailing wind mainly enters the Redevelopment site from Tung Tau Tsuen Road. This major road would act as the major air path under NNE wind condition. The upwind location of the road is aligned with the prevailing wind direction. Thus, it is expected that upcoming wind has good wind availability.

The majority of wind would flow along Tung Tau Tsuen Road to the south portion (purple arrow in Figure 8). Thus, the wind environment of east portion of Carpenter Road Park/ Kowloon Walled City Park is satisfactory.

The existing high-rise residential block Mei Tak House is located at the upwind position of the site. The building block would block a large amount of NNE wind towards the site. On the other hand, a small portion of wind would divert from Tung Tau Tsuen Road to the open space of the site (green arrow in Figure 8). Generally, the wind performance of the project site is acceptable.

Mei Tung House has a long building frontage facing Tung Tau Tsuen Road. The impermeable building design obstruct the wind from the site open space to Tung Tau Tsuen Road. An immediate wind shadow would be created at the west portion of the Road. However, due to its low-rise building in nature, the mid-level NNE wind could flow atop Mei Tung House and reattach to the pedestrian level and beneficial to the leeward open space.

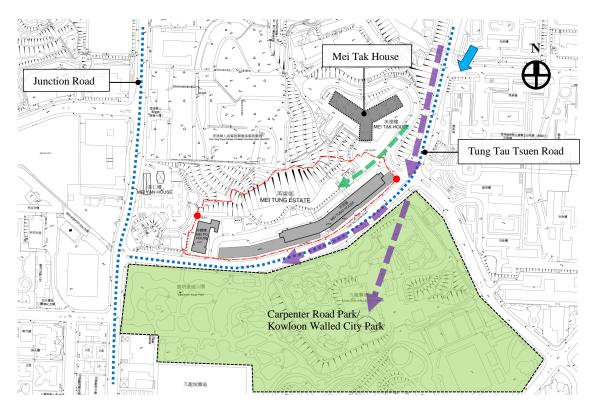


Figure 8 Wind Environment under NNE Wind

5.1.2 ENE Prevailing Wind Direction

Under ENE wind condition, a large mid-rise to high-rise residential cluster of Tung Tau Estate is located at the upwind position. Its specific building disposition would obstruct a major portion of wind approaching towards the site. The remaining wind could flow through the building separations in Tung Tau Estate towards the site across Tung Tau Tsuen Road (green arrow in Figure 9). The incoming wind is expected to be relatively mild.

The building disposition of Mei Tung House is a long wing aligned with the ENE direction. The building frontage facing ENE direction is reduced. Prevailing wind would flow through the two sides of Mei Tung House towards the site open space and Tung Tau Tsuen Road (purple arrow in Figure 9). Thus, the ventilation impact to the surroundings due to Mei Tung House is reduced.

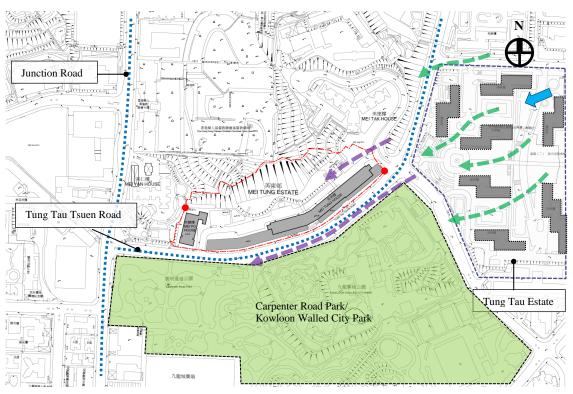


Figure 9 Wind Environment under ENE Wind

5.1.3 E Prevailing Wind Directions

Tung Tau Estate is located at the upwind position under E prevailing wind which block a portion of incoming wind towards the site. Thus, the wind availability of the site is reduced. However, the wider building separation in Tung Tau Estate (~80m) acts as the local air path which help to direct the E prevailing wind towards the western portion. Furthermore, a small portion of wind would flow through the building separation in the Estate towards Carpenter Road park/ Kowloon Walled City Park (purple arrow in Figure 10). Therefore, it is expected that the wind availability is better than ENE wind.

A portion of wind is captured by the large building frontage of Mei Tung Estate facing southeast and downwash to the pedestrian level of Tung Tau Tsuen Road (brown arrow in Figure 10). Together with the wind coming from the building separation of Tung Tau Estate, satisfactory ventilation performance is resulted at the west portion of Tung Tau Tsuen Road (red arrow in Figure 10).

Since the existing buildings within the site would downwash the wind towards Tung Tau Tsuen Road, less wind availability is resulted at its leeward region. In this situation, a small wind shadow is created at the south side of Mei Yan House.

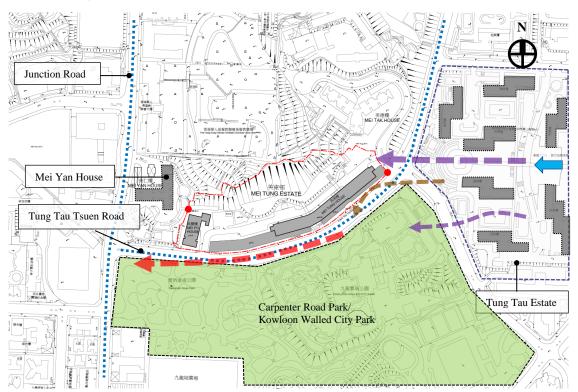


Figure 10 Wind Environment under E Wind

5.1.4 SE Prevailing Wind Direction

Under SE prevailing wind, Carpenter Road Park/ Kowloon Walled City Park is located at the upwind position. As the park is an open space with no obstruction, the Redevelopment site could enjoy satisfactory wind environment (purple arrow in Figure 11). The low-level wind would be captured by Mei Tung House and downwash to the pedestrian level of Tung Tau Tsuen Road. Thus, good wind environment is expected at the Road as well.

The large building frontage of Mei Tung House within the site would block a portion of wind towards the leeward region. The open space within the site would experience certain ventilation impact, especially the open space at the east portion. On the other hand, the existing development would not pose significant ventilation impact to the surrounding Mei Tung Estate development such as Mei Yan House and Mei Tak House.

Chinese Christian Cemetery is located at the leeward side of the site. Since the Cemetery is situated on the mountain, the mid-level wind could freely flow on top of Mei Tung House towards the Cemetery (red arrow in Figure 11). Thus, no significant ventilation impact is experienced.

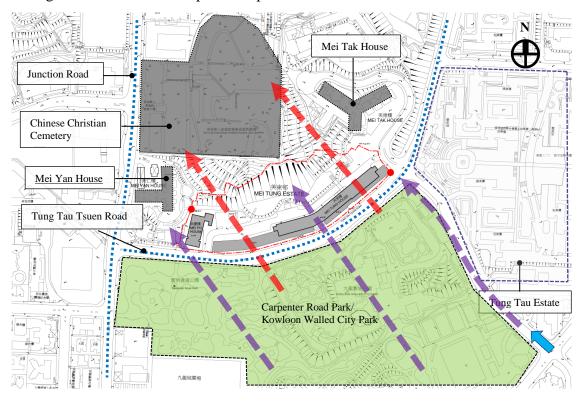


Figure 11 Wind Environment under SE Wind

5.1.5 SSW/ SW Prevailing Wind Direction

Under SSW/ SW wind direction, the upwind position is a cluster of low-rise buildings. Prevailing wind would flow atop the building cluster and reattach to the pedestrian level of Carpenter Road Park/ Kowloon Walled City Park. The large park area acts as a wind buffer zone and allow the prevailing wind to reach the pedestrian level towards the site (purple arrow in Figure 12). Generally, the wind environment around the site is satisfactory.

The mid-level wind would flow through the building separation between Mei Yan House and existing Mei Po House towards Chinese Christian Cemetery. In addition, the wind would flow through the building separation between existing Mei Po House and Mei Tung House towards Mei Tak House (red arrow in Figure 12).

Another portion of wind from the Park would travel along the east portion of Tung Tau Tsuen Road towards north direction (brown arrow in Figure 12).

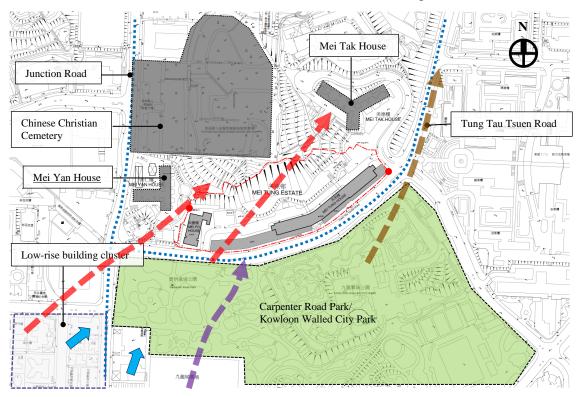


Figure 12 Wind Environment under SSW/SW Wind

6 **Preliminary Plan**

The Redevelopment consists of 4 residential buildings. Block 1 to Block 3 sit on top of the podium provided at 33.1mPD. Block 4 is a standalone residential block sitting on top of a podium block at 30.5mPD. Similar to the existing scheme, the north portion of the site is a mountain slope with the maximum height of +71.6mPD. The building height of each block is shown in the table below.

Table 4 Height of residential buildings

Building Block	Building Height
Block 1	+139.9mPD
Block 2	+139.9mPD
Block 3	+119.9mPD
Block 4	+119.9mPD

In order to facilitate the ventilation within the site and its surrounding environment, there is a building separation of 15m between Block 1-2 and Block 2-3. In addition, the building separation between Block 3 and Block 4 is 30m. a G/F empty bay $(7.3m(W) \times 4.5m(H))$ is located between Block 1 and Block 2 to improve the wind environment at the leeward region of the site. For the podium block of Block 1 to Block 3, the podium has around 3m setback from the south site boundary. This would facilitate the wind stream flowing along Tung Tau Tsuen Road.

The layout plan of the proposed Redevelopment is shown in Figure 13.

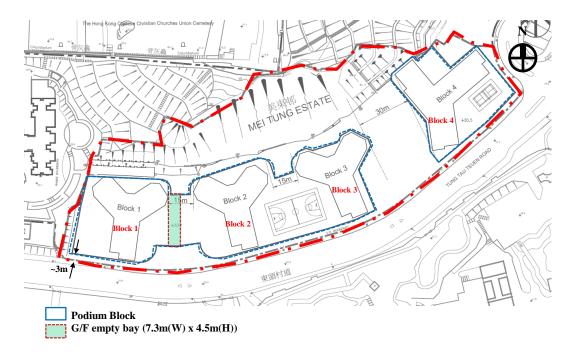


Figure 13 Master Layout Plan of Proposed Redevelopment

7 Ventilation Performance of the Proposed Redevelopment

7.1 Preliminary Assessment on the Proposed Redevelopment

This section explains how the annual and summer prevailing wind access to the Proposed Developments, and the ventilation impact to the surroundings by the Proposed Developments.

7.1.1 NNE Prevailing Wind Direction

The NNE prevailing wind mainly enters the Redevelopment site from Tung Tau Tsuen Road. This major road would act as the major air path under NNE wind condition. The upwind location of the road is aligned with the prevailing direction. Thus, it is expected that upcoming wind has good wind availability.

The majority of wind would flow along Tung Tau Tsuen Road to the south portion (purple arrow in Figure 13). Thus, the wind environment of east portion of Carpenter Road Park/ Kowloon Walled City Park is satisfactory.

High-rise residential block Mei Tak House is located at the upwind position of the site. The building block would block a large amount of direct NNE wind towards the site. On the other hand, the disposition of Block 4 would impede the wind from Tung Tau Tsuen Road towards the west portion of the site (green arrow in Figure 13). It is expected that the wind environment of open spaces around Block 1 to Block 3 would be relatively calm.

The proposed high-rise building Block 1 to Block 3 would capture NNE wind and downwash to the mountain area at the north portion of the site. This would reduce the wind permeability of the site. The provision of 15m building separation between Block 1-2 and Block 2-3 and G/F empty bay between Block 1 and Block 2 help to mitigate certain ventilation impact to the leeward area of Carpenter Road Park/Kowloon Walled City Park (red arrow in Figure 13).

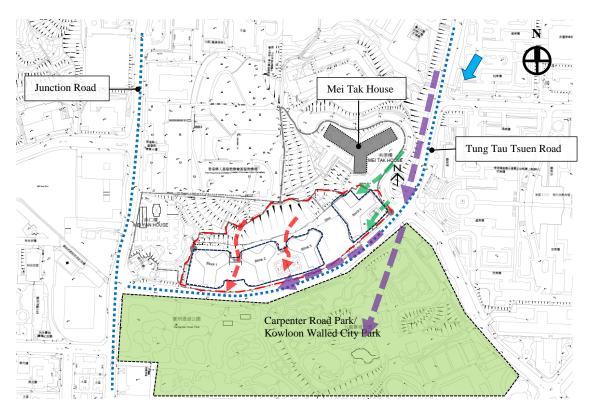


Figure 14 Wind Environment under NNE Wind

7.1.2 ENE Prevailing Wind Direction

Under ENE wind condition, a large mid-rise to high-rise residential cluster of Tung Tau Estate is located at the upwind position. The building disposition would obstruct a major portion of wind approaching towards the project. The remaining wind could flow through the building separations in Tung Tau Estate towards the site across Tung Tau Tsuen Road (green arrow in Figure 15). The incoming wind is expected to be relatively mild.

The wind would flow across Tung Tau Tsuen Road towards the space between Block 4 and Mei Tak House. Due to a sloped mountain north to the site, the low-level wind would be blocked while the mid to high level wind could still flow through the building separation to the west side. Mei Yan House would help to downwash the wind to the lower level thus slightly beneficial to the wind environment there (purple arrow in Figure 15).

The residential blocks and the podium obstruct a large amount of prevailing wind towards the leeward regions such as Hau Wong Temple and west part of Tung Tau Tsuen Road. This results a slightly worse in ventilation performance there. On the other hand, the Carpenter Road Park/ Kowloon Walled City Park would still enjoy moderate wind environment (red arrow in Figure 15).



Figure 15 Wind Environment under ENE Wind

7.1.3 E Prevailing Wind Direction

Tung Tau Estate is located at the upwind position under E prevailing wind which block a portion of incoming wind towards the site. Thus, the wind availability of the site is reduced. However, the wider building separation in Tung Tau Estate (~80m) acts as the local air path which help to direct the E prevailing wind towards the western portion. Furthermore, a small portion of wind would flow through the building separation in the Estate towards Carpenter Road park/ Kowloon Walled City Park (purple arrow in Figure 16). Therefore, it is expected that the wind availability is better than ENE wind.

Small amount of wind would divert towards the open space between Block 3 and Block 4 (green arrow in Figure 16). On the other hand, due to the ~3m podium setback from the Tung Tau Tsuen Road, more wind is able to channel along the Road towards the west portion (red arrow in Figure 16). The ventilation impact of the Road due to the proposed development would be insignificant.

Hau Wong Temple and Mei Yan House is located at the immediate leeward region under E wind. The high-rise residential development within the site would create a wind shadow area which affect the overall wind environment at that region.

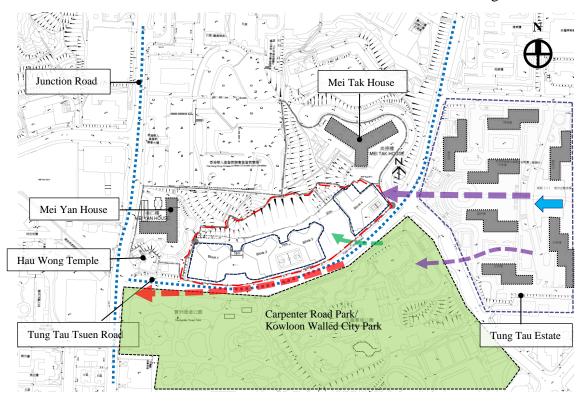


Figure 16 Wind Environment under E Wind

7.1.4 SE Prevailing Wind Direction

The upwind position is Carpenter Road Park/ Kowloon Walled City Park under SE prevailing wind. As the park is an open space with no obstruction, the project site could enjoy satisfactory wind environment (purple arrow in Figure 17). The low-level wind would be captured by the podium block and downwash to the pedestrian level of Tung Tau Tsuen Road. Thus, good wind environment is expected at the Road as well.

The low level is an extensive podium for Block 1 to Block 3. This would create certain ventilation impact to its leeward area as the podium block would block the low-level wind. However, as the leeward area at low level is a mountain, its ventilation impact would not be a major concern.

For the mid to high level, the high-rise building blocks would obstruct most of the wind towards Chinese Christian Cemetery. In order to mitigate the ventilation impact, 15m building separation is incorporated between Block 1-2 and Block 2-3. 30m building separation is incorporated between Block 3-4. Prevailing wind would flow through these building separations and penetrate to further leeward areas (red arrow in Figure 17).

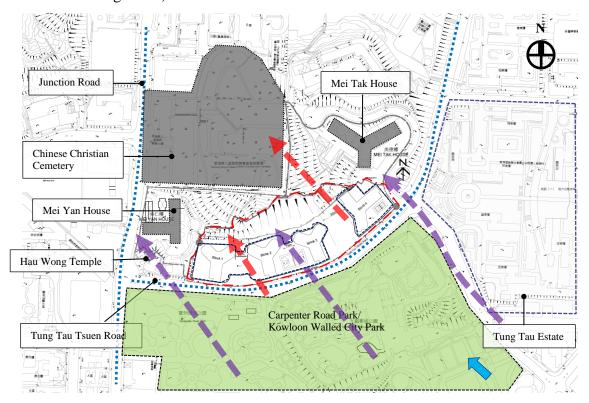


Figure 17 Wind Environment under SE Wind

7.1.5 SSW/SW Prevailing Wind Direction

Under SSW/ SW wind direction, the upwind position is a cluster of low-rise buildings. Prevailing wind would flow atop the building cluster and re-attach to the pedestrian level of Carpenter Road Park/ Kowloon Walled City Park. The large park area acts as a wind buffer zone and allow the prevailing wind can reach the pedestrian level towards the site. Generally, the south portion of Tung Tau Tsuen Road has a satisfactory wind environment.

The mid-level wind would flow through the building separations between Mei Yan House and Block 1 towards Chinese Christian Cemetery (red arrow in Figure 18). On the other hand, the building blocks within the site would obstruct a large amount of wind (purple arrow in Figure 18). Therefore, certain ventilation impact would be expected at its leeward area such as Mei Tak House.

Another portion of wind from the Park would travel along the east portion of Tung Tau Tsuen Road towards north direction (brown arrow in Figure 12).

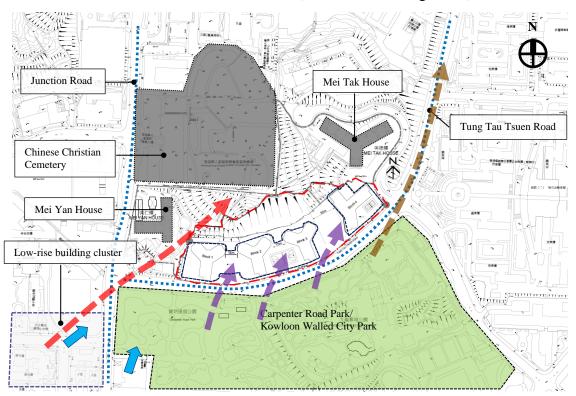


Figure 18 Wind Environment under SSW/SW Wind

8 Wind Enhancement Features and Recommendation

To enhance the wind performance of the Proposed Developments and minimize localized ventilation impact of the surroundings, the following wind enhancement feature are recommended.

Empty Bay on Podium/ Ground Floor

To further enhance the wind environment of Mei Yan House and Hau Wong Temple west of the site, 1 storey podium empty bay is recommended at Block 1 to Block 3. This feature can increase the wind permeability on the podium level under ENE/E wind. The wind can penetrate through the podium empty bays towards the leeward region and reduce the ventilation impact of Mei Yan House and Hau Wong Temple.

In order to improve the wind environment at Mei Tak House northeast to the site, 1 storey ground floor empty bay is recommended at the northwest wing in Block 4. The 30m building separation between Block 3 and Block 4 allow the SSW/SW wind to flow through. The incorporation of 6.5m ground floor empty bay would divert a portion of wind towards the northeast side of the site and improve the wind environment at Mei Tak House.

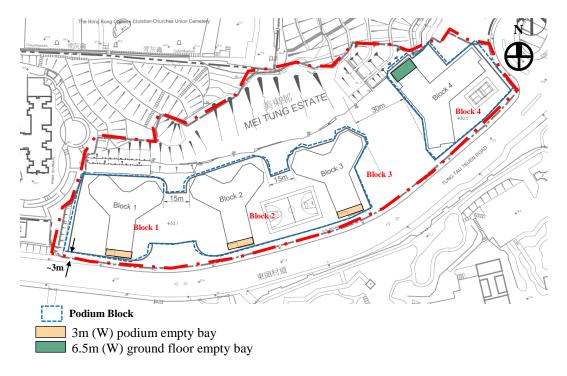


Figure 19 Wind Environment under SSW/SW Wind

9 Further Quantitative Study

Since the ventilation impact of the Developments would subject to the detailed building design of the Developments at SS Site 1, SS Site 2 and PSWR Site, it is recommended to proceed with the AVA Initial Study to investigate the wind performance quantitatively with considerations of the proposed wind enhancement features, which shall follow the guideline given in "HOUSING, PLANNING AND LANDS BUREAU TECHNICAL CIRCULAR NO. 1/06 ENVIRONMENT, TRANSPORT AND WORKS BUREAU TECHNICAL CIRCULAR NO. 1/06, Technical Guide for Air Ventilation Assessment for Developments in Hong Kong". AVA Initial Study shall be conducted in the detail design stage to assess the above recommended mitigation measures in Section 7 and for scheme optimization.

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10 **Conclusion**

Qualitative assessment of the wind environment of the Redevelopment was conducted in this study. The air ventilation impacts of the building design for The Development was studied.

According to the analysis, the annual prevailing wind comes from NNE, ENE, E and SE directions while the summer prevailing wind is from E, SE, SSW and SW directions. The findings of the EE study are summarized in below:

NNE wind

- The wind environment at the east portion of Tung Tau Tsuen Road and Carpenter Road park/ Kowloon Walled City park is satisfactory.
- The 15m building separation between Block1-2 and Block 2-3 allow the NNE wind to flow across thus mitigate the ventilation impact of the west portion of Tung Tau Tsuen Road.

ENE wind

- The wind availability is reduced as mid-rise to high-rise residential developments Tung Tau Estate is located at the upwind side.
- The proposed development would not affect the wind environment of Mei Tak House and Carpenter Road Park/ Kowloon Walled City Park. Thus, a better ventilation performance is expected.
- Hau Wong Temple is located at the leeward area thus negative ventilation impact would occur.

E wind

- Although there is residential cluster at the upwind region, the wind availability is better than ENE wind
- Hau Wong Temple and Mei Yan House would have certain ventilation impact as it is located at the wind shadow region.

SE wind

- The site is relatively open to the SE direction. Good wind environment is expected at Tung Tau Tsuen Road.
- The building separations between the building block within the site help to mitigate the ventilation impact due to the high-rise developments in the site.

SSW/SW wind

- Low-rise development at the upwind position would reattach to the ground upon reach the project site. Tung Tau Tsuen Road and open space at the project site generally has satisfactory wind environment.
- The project development would block the prevailing wind reach Mei Tak House causing certain ventilation impact there.

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To further enhance the wind environment surrounded the Redevelopment site at pedestrian level, it is recommended to provide wind enhancement features to increase the wind permeability. The podium empty bays at Block 1 to Block 3 would mitigate the ventilation impact at ENE/E wind. While ground floor empty bay at Block 4 would mitigate the ventilation impact under SSW/SW wind.

This Expert Evaluation provides qualitative analysis of wind performance of the Developments. AVA Initial Study shall be conducted in the detail design stage to assess the above recommended mitigation measures in Section 7 and for scheme optimization.

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Agreement No. CB20160162 Term Traffic and Environmental Consultancy Services 2016 – 2019 for Kowloon Central and West and Islands Region

Instruction No. K09
Redevelopment of Mei Tung Estate at Tung Tau
Tsuen Road
Traffic Impact Assessment (TIA)

Draft Final Report (Revision 2)

Hong Kong Housing Authority

24 April 2019







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Appendix A Anticipated Development Routings for Planned / Committed Developments Appendix B Signal Calculation Sheets







Executive Summary

- 1. Atkins China Limited has been commissioned by Hong Kong Housing Authority to conduct a Traffic Impact Assessment Study to access the traffic impact induced by the proposed redevelopment at Mei Tung Estate in Kowloon City.
- 2. The proposed redevelopment will be redeveloped into public housing development providing 2,600 flats with some retail and commercial facilities, some social welfare facilities and a kindergarten within the area of existing Mei Tung House and Mei Po House for population intake at year 2027 tentatively.
- 3. The provision of parking and servicing facilities of the proposed redevelopment will be made reference to the Hong Kong Planning Standard and Guideline published by Planning Department.
- 4. The vehicular accesses for the proposed redevelopment will be located at Tung Tau Tsuen Road at similar location as the existing egress of Mei Tung Estate. An egress of Emergency Vehicular Access will also be located at Tung Tsu Tsuen Road. Affected existing transport facilities are proposed to be relocated.
- 5. Vehicular traffic surveys were conducted to establish the current traffic condition in the vicinity of the proposed redevelopment.
- 6. For assessment purpose, some additional buffers on the domestic flat production are allowed. The proposed redevelopment would produce about 195 pcu/hr and 143 pcu/hr vehicular traffic during the morning and evening peak hour periods respectively.
- 7. Junction capacity assessments were undertaken for the critical junctions with respect the traffic generation of the proposed redevelopment. It was found that most of the junctions would operate within capacity except the junctions of Junction Road / Inverness Road and Prince Edward Road West / Boundary Street / Grampian Road. Junctions of Junction Road / Inverness Road and Prince Edward Road West / Boundary Street / Grampian Road would encounter capacity problem even without the proposed redevelopment. Improvement schemes for the two problematic junctions are recommended. With these in place, the two problematic junctions will be operated within capacity.
- 8. Capacity assessments were also undertaken for the footpaths adjacent to the proposed redevelopment. It was found that all the assessed pedestrian facilities would operation with LOS "C" or better even with the proposed redevelopment.







行政摘要

- 1. 香港房屋委員會委託阿特金斯顧問有限公司進行交通影響評估,以評估於九龍城擬 建的美東邨重建對附近道路的影響。
- 2. 項目將會於現在美東樓及美寶樓等用地重建為公共房屋提供 2,600 個住宅單位,一些零售及商業設施、社會福利設施及一間幼稚園,預計最终遷入為 2027 年。
- 3. 重建項目提供的泊車位及上落客貨處將會參考規劃署出版的香港規劃標準與準則。
- 4. 重建項目的行車通道將設於東頭村道,與現時美東邨的車輛出口位置相若。緊急車輛通道亦將設於東頭村道,受影響的現有交通設施將會遷移。
- 5. 本研究進行了交通調查,以查明在重建項目附近現有的交通情況。
- 6. 住宅單位將會加上一定數量以作評估。重建項目於早上及下午繁忙時段將會分別產 生每小時 195 客車架次及 143 客車架次。
- 7. 本研究根據重建項目產生的交通對主要路口進行道路交匯處容量評估。結果顯示,除了聯合道/延文禮士道路口及太子道西/界限街/嘉林邊道路口以外,大多數主要路口將能夠承受增加的交通需求。即使沒有重建項目,聯合道/延文禮士道路口及太子道西/界限街/嘉林邊道路人口亦將會遇到容量問題。本研究建議道路改善措施以提升了這兩個路口的通行能力,有改善措施的兩個路口將能夠承受增加的交通需求。
- 8. 本研究亦對重建項目附近的行人道進行容量評估。結果顯示,即使考慮了重建項目, 附近的行人道均具備可接受的 C 等級別或較佳的服務水平。







Introduction

1.1. Background

- 1.1.1. The Hong Kong Housing Authority (HKHA) proposed to redevelop the existing Mei Po House and Mei Tung House of the Mei Tung Estate in Wong Tai Sin district.
- 1.1.2. Atkins China Limited (Atkins) was commissioned by HKHA to conduct a Traffic Impact Assessment (TIA) Study to assess the traffic impact of the proposed redevelopment in Mei Tung Estate (hereafter the Proposed Redevelopment) to the surrounding road network.
- 1.1.3. This Draft Final Report is to present the assessment results and recommendations of the TIA study.

1.2. Scope

- 1.2.1. The scope of this TIA is outlined as follow:
 - conduct surveys to collect the existing traffic flows in the vicinity;
 - estimate vehicular and pedestrian traffic demand generated by the Proposed Redevelopment;
 - forecast the future vehicular and pedestrian traffic demand in the vicinity at appropriate design years;
 - analyse the vehicular and pedestrian traffic impact of the Proposed Redevelopment to the surrounding road network;
 - recommend improvement measures to the problematic roads and junctions, if considered necessary, due to the Proposed Redevelopment wherever applicable.

1.3. Report Structure

- 1.3.1. Following this introductory chapter, there are 5 further chapters.
 - **Chapter 2** The Proposed Redevelopment, presents the proposed redevelopment schedule and internal transport facilities;
 - **Chapter 3** Traffic Context, describes the road network and transport facilities in the vicinity;
 - Chapter 4 Traffic Forecasts, describes the methodology of traffic forecasting;
 - Chapter 5 Traffic Impact Assessment, presents the results of the TIA at the adopted design years, and recommends any improvement measures to alleviate the foreseeable traffic problem, if considered necessary; and
 - **Chapter 6** Summary and Conclusion, summarizes the findings of the study and presents the conclusion accordingly.







The Proposed Redevelopment

2.1. Site Location

2.1.1. The subject site contains Mei Po House and Mei Tung House of existing Mei Tung Estate. It is bounded by existing Pui Man Street on the east, Tung Tau Tsuen Road on the south, Hau Wong Temple and Mei Yan House on the west and The Hong Kong Chinese Christian Churches Union Cemetery (Kowloon) on the north. The location of the subject site is indicated in **Figure 2.1**.

2.2. Redevelopment Schedule

2.2.1. The subject site currently accommodates Mei Po House and Mei Tung House with 665 flats and non-domestic facilities with 4,623m² GFA. It will be redeveloped into public housing development with some retail and commercial facilities, some social welfare facilities and a kindergarten. The proposed redevelopment schedule is summarized in **Table 2.1**.

Table 2.1 - Proposed Redevelopment Schedule

Components	Parameters
Public Rental Housing	About 2,730 flats, 4 residential blocks
Retail and Commercial (R&C) Facilities	About 4,200 m ² GFA
Day Car Centre for Elderly (DE)	About 506 m ² NOFA
Neighbourhood Elderly Centre (NEC)	About 400 m ² NOFA
Residential Care Home for the Elderly (RCHE)	About 1,913 m ² NOFA
On-site Pre-school Rehabilitation Services (OPRS)	About 231.1 m ² NOFA
Kindergarten	Classroom no. 8

Notes:

The proposed flat production is about 2,600. For the purpose of design, flat production of 2,730 is adopted to retain design flexibility in future.

2.2.2. It is anticipated that population intake of the Proposed Redevelopment to be taken place at year 2027 tentatively.

2.3. Parking and Servicing Facilities Provision

2.3.1. The provision of parking and servicing facilities of the Proposed Redevelopment will be made reference to the Hong Kong Planning Standard and Guideline (HKPSG) published by Planning Department (PlanD).







Table 2.2 – Proposed Parking and Loading / Unloading Facilities Provision

Parking and Loading / Unloading Facilities	HKPSG Standards	Required Provision (nos.)	Proposed Provision (nos.)		
Public Rental Housing	(1)				
Car Parking Spaces	0.23 spaces per 6 - 9 flats excluding one person / two persons flats	55 - 82 (inclusive of 1 accessible parking space)	82 (inclusive of 1 accessible parking space)		
Motorcycle Parking Spaces	1 space per 110 - 250 flats excluding one person / two persons flats	9 - 19	19		
Light Goods Vehicle Parking Spaces	1 space per 200 - 600 flats excluding one person / two persons flats	4 - 11	11		
Loading / Unloading Bays	Min. 1 bay for around each residential block	4	4		
Visitor Car Parking Spaces	0 - 5 spaces per residential block	0 - 20 (inclusive of 1 accessible parking space)	20 (2) (inclusive of 1 accessible parking space)		
Retail and Commercia	l Facilities				
Car Parking Spaces	1 space per 200 - 300 m ² GFA	14 - 21 (inclusive of 1 accessible parking space)	21 (inclusive of 1 accessible parking space)		
Loading / Unloading Bays	1 bay per 800 - 1,200 m ² GFA	4 - 6	6		
Required Provision to	reach high-end HKPSG sta	ndards at Mei Yan a	nd Mei Tak House		
Car Parking Spaces	-	22	22		
Motorcycle Parking Spaces	-	2	1		
Light Goods Vehicle Parking Spaces	-	1	1		
Social Welfare Facilitie	es				
Parking Spaces	No set stands, subject to agreement between Housing Department and Social Welfare Department	-	6 private light bus parking with tail-lift 8m (L) x 3m (w) x 3.3m (headroom)		
Loading / Unloading Bays	No set stands, subject to agreement between Housing Department and Social Welfare Department	-	1 bay for private ligh bus and ambulance to be sharely used with domestic loading / unloading bays		

Remark:

- (1) Number of one person / two persons flats is 588.
- (2) Extra 5-10 nos. provision on top of 20 ancillary car parking spaces would be provided subject to the detailed design in later stage.







2.3.2. As shown in **Table 2.2**, the subject site will provide 145 nos. car parking spaces (inclusive 3 nos. accessible parking spaces), 20 nos. motorcycle, 12 nos. light goods vehicle parking spaces, 10 nos. loading / unloading bays and 6 nos. private light bus parking spaces with tail-lift.

2.4. Vehicular Access Arrangement

- 2.4.1. The vehicular access of the Proposed Redevelopment will be located at Tung Tau Tsuen Road at similar location as the existing egress of Mei Tung Estate. An egress for Emergency Vehicular Access (EVA) will also be located at Tung Tau Tsuen Road near Tung Tsing Road. The locations of the vehicular accesses are shown in **Figure 2.1**.
- 2.4.2. Vehicles can access the Proposed Redevelopment at Tung Tau Tsuen Road via Junction Road, Heng Lam Street, Tung Tsing Road and Lok Sin Road. The vehicular ingress/ egress routes to/ from the Proposed Redevelopment are shown in **Figure 2.1**.

2.5. Internal Road Arrangement

2.5.1. The internal road system within the Proposed Redevelopment is subject to detailed design. The EVA should be of a minimum 6m in width wherever applicable in the internal road system.

2.6. Pedestrian Access Arrangement

2.6.1. The pedestrian access of the Proposed Redevelopment will be located at Tung Tau Tsuen Road as shown in **Figure 2.1**. The existing pedestrian facilities are well-developed in the vicinity of the Proposed Redevelopment. Pedestrians can access the Proposed Redevelopment via the surrounding footpaths and atgrade crossings to / from nearby bus and green minibus (GMB) servicing points.







3. Traffic Impact Assessment

3.1. Road Network

- 3.1.1. The Proposed Redevelopment will be served by the district distributors Tung Tau Tsuen Road, Junction Road and Lok Sin Road, and local distributors Tung Tsing Road, Carpenter Road and Heng Lam Street.
- 3.1.2. Tung Tau Tsuen Road runs in east-west direction providing linkage to Tung Tsing Road on the east and Junction Road on the west. Tung Tsing Road runs in north-south direction providing linkage to Lok Sin Road on the south which connect to the district distributor Choi Hung Road on the east. Junction Road runs in north-south direction providing linkage to primary distributor Waterloo Road on the north and primary distributor Boundary Street on the south. These primary distributors connect to the urban trunk roads leading to other areas in the territory.
- 3.1.3. It is anticipated that the Proposed Redevelopment will be well served by the existing road networks in the vicinity as shown in **Figure 2.1**.

3.2. Public Transport Services

3.2.1. Currently, there are several bus and GMB services with servicing points along Tung Tau Tsuen Road, Junction Road, Heng Lam Street, Carpenter Road, Tung Tsing Road and Nga Tsin Wai Road in the vicinity of the Proposed Redevelopment. The service details of the existing public transport services in the vicinity are given in **Table 3.1**. The existing public transport service points are shown in **Figure 3.1**.

Table 3.1 - Existing Public Transport Services

Rou	te No.	Origin & Destination	Remarks	
	1	Chuk Yuen Estate Bus Terminus ↔ Tsim Sha Tsui (Star Ferry)	Daily	
	2D	2D Tung Tau Estate Bus Terminus ↔ Chak On Estate Bus Terminus		
	7	Daily		
	7B	Daily		
	10	Daily, Circular		
	11D	Lok Fu Bus Terminus ↔ Kwun Tong Ferry Bus Terminus	Daily	
Bus	11K	Chuk Yuen Estate Bus Terminus ↔ Hung Hom Station Bus Terminus	Daily	
_	75X	Kowloon City Ferry Bus Terminus ↔ Fu Shin Estate Bus Terminus	Daily	
	85	Kowloon City Ferry Bus Terminus ↔ Fo Tan (Shan Mei Street) Bus Terminus	Daily	
	85A	Kowloon City Ferry Bus Terminus ↔ Kwong Yuen Bus Terminus	Daily	
	85B	Kowloon City Ferry Bus Terminus ↔ Chun Shek Bus Terminus	Daily	
	113	Choi Hung Bus Terminus \rightarrow Kennedy Town (Belcher Bay) Bus Terminus	Daily	







Rou	te No.	Origin & Destination	Remarks
	891	Shatin Race Course Bus Terminus → Kowloon City Ferry Bus Terminus	Race Days in Shatin Only
	13	Kowloon Tong (Broadcast Drive) ↔ Hung Hom Ferry Concourse	Daily
	25A	Tung Tau Estate (Tung Lung Road) ↔ Kowloon Tong (Suffolk Road) Public Transport Interchange	Daily
	25B	Daily	
В		Tung Tau Estate (Tung Lung Road) ↔ Kowloon Tong (Suffolk Road) Public Transport Interchange	Daily
GMB	25M	Kowloon Tong (Suffolk Road) Public Transport Interchange → La Salle Road	Mon to Fri except Public Holidays and School Holidays
	39M Lok Fu ↔ Tung Tau		Daily, Circular
	66S Hammer Hill Road ↔ Mong Kok		Daily Overnight
	69	Daily	
	88	Kai Ching Estate (Kai Tak) ↔ Wong Tai Sin Station	Daily, Circular

3.2.2. The Proposed Redevelopment will be served by the existing public transport facilities provided in the vicinity.







Traffic Forecasts

4.1. Methodology

- 4.1.1. The Proposed Redevelopment is scheduled to be completed by year 2027. It is anticipated that population intake would be also be taken place at year 2027 tentatively. As such, years 2027 and 2032 (five years after population intake) have been adopted as design years for this TIA study.
- 4.1.2. The background traffic forecasts for the design years 2027 and 2032 were projected by applying a growth factor to the observed traffic flows obtained from traffic surveys taking into account the traffic generations of the adjacent planned / committed developments. The growth factor used was derived by making reference to the past traffic growth trend, traffic model of Kowloon City area and also the population and employment planning data of Kowloon City and Wong Tai Sin areas.
- 4.1.3. Trip generations of the Proposed Redevelopment were estimated by using appropriate trip generation rates. An additional buffer of 10% on the domestic flat production are also allowed for assessment purpose. Traffic generations were then assigned to the surrounding road network and superimposed onto the reference traffic forecasts to create the design year forecasts for assessment at design years.

4.2. Traffic Survey

4.2.1. Manual classified traffic count surveys were conducted to identify the existing traffic flows during the peak hour periods from 07:30 to 09:30 and from 17:00 to 19:00 on typical weekdays in 2018. The locations of the surveyed junctions in the vicinity are listed in **Table 4.1** and shown in **Figure 2.1**.

Table 4.1 - Location of Critical Junctions

Index (1)	Junctions	Junction Type
J1	Junction Road / Heng Lam Street	Priority
J2	Junction Road / Inverness Road	Signal
J3	Junction Road / Tung Tau Tsuen Road	Signal
J4	Junction Road / Dumbarton Road	Signal
J5	Junction Road / Carpenter Road	Signal
J6	Tung Tau Tsuen Road / Tung Tsing Road / Pui Man Street	Signal
J7	Tung Tsing Road / Lok Sin Road / Sa Po Road	Signal
J8	Junction Road / Wang Tau Hom East Road	Signal
J9	Chuk Yuen Road / Junction Road / Broadcast Drive	Signal
J10	Nga Tsin Wai Road / Junction Road	Signal
J11	Prince Edward Road West / Boundary Street / Grampian Road	Signal
J12	Tung Tau Tsuen Road / Fung Mo Street	Signal

Remarks: (1) Refer to Figure 2.1.







4.2.2. The morning and evening peak hours were identified as 07:30 – 08:30 and 17:45 – 18:45 respectively. The observed traffic flows are presented in **Figure 4.1**.

4.3. Growth Rate Determination

4.3.1. Traffic forecasts for the design years were projected by applying an appropriate growth rate to the observed traffic flows. The growth rates were determined with reference to the Annual Traffic Census (ATC) reports and the 2008-based Base District Traffic Models (BDTM) published by Transport Department (TD) and the 2014-based Territory Population and Employment Data Matrices (TPEDM) planning data published by PlanD.

Annual Traffic Census

4.3.2. The historical traffic growth trend of the major roads in the vicinity of the Proposed Redevelopment was reviewed making reference to the ATC reports. The Annual Average Daily Traffic (AADT) data from year 2009 to year 2016 were extracted and the estimated average annual growth rate of +1.08% p.a. are given in **Table 4.2**.

Table 4.2 - Traffic Growth Rate from ATC

Stn	Road Name		AADT								
No.	Rodu Name	2009	2010	2011	2012	2013	2014	2015	2016		
3016	Junction Road	15,990	16,690	16,680	16,800	16,670	17,120	16,900	16,940		
3254	Tung Tau Tsuen Road	5,500	5,670	5,780	5,780	5,470	6,590	6,580	6,480		
3257	Fung Mo Street	11,680	11,790	11,990	12,100	12,620	13,040	13,470	13,290		
3459	Tung Tau Tsuen Road	8,150	9,300	9,460	9,540	9,530	9,470	9,260	9,140		
3489	Lok Sin Road	9,360	9,010	9,180	9,190	9,110	9,300	8,970	8,830		
3491	Heng Lam Street	4,080	3,340	3,400	3,430	3,430	4,550	4,790	4,720		
3494	Tak Ku Ling Road	6,340	7,670	7,810	7,820	7,750	8,040	7,480	7,360		
3658	Junction Road	13,000	14,140	11,970	11,980	11,870	11,650	12,710	13,010		
3659	Tung Tau Tsuen Road	9,010	8,270	8,110	8,180	8,180	7,930	9,440	9,730		
3692	Tung Tsing Road	5,850	6,580	6,630	6,630	6,580	6,460	7,140	8,040		
4052	Lok Sin Road	5,290	5,340	5,430	4,740	4,430	4,300	4,440	4,380		
4613	Grampian Road	3,770	3,540	3,560	3,450	3,400	3,800	3,350	3,760		
	Total	98,020	101,340	100,000	99,640	99,040	102,250	104,530	105,680		
	Growth Rate (p.a.)				+1.0)8%					

Notes:

The italic AADT figures are estimated values based on the ATC Reports. Those estimated figures are excluded in calculating the weighted average annual growth rate.

Based District Traffic Models

4.3.3. The growth rate was determined with reference to the 2008-based BDTM. The AM and PM peak hours traffic flows of the key road links in Kowloon City area from year 2016 to year 2021 and the estimated growth rates of +0.07% p.a. are given in **Table 4.3**.







Table 4.3 – Traffic Growth Rate from 2008-based BDTM

		Traffic Dema	Demand (pcu/hr)			
Road Name	Α	M	PM			
	2016	2021	2016	2021		
Junction Road						
Inverness Road						
Dumbarton Road						
Grampian Road						
Tung Tau Tsuen Road						
Heng Lam Street						
Fung Mo Street						
Tung Fat Road						
Tung Kwong Road						
Tung Lung Road						
Tung Kwong Road						
Fuk Lo Tsun Road						
Lion Rock Road						
Hau Wong Road						
Carpenter Road						
Tak Ku Ling Road						
Tung Tsing Road						
Sa Po Road						
Lok Sin Road						
Total	6,028	4,782	4,377	4,339		
Growth Rate (p.a.)		+0.0)7%			

Territory Population and Employment Data Matrices

4.3.4. With reference to the 2014-based TPEDM from year 2014 to year 2026 in Kowloon City and Wong Tai Sin areas, the average annual growth rates in terms of population and employment planning data was estimated as +0.25% p.a. as shown in **Table 4.4**.

Table 4.4 - Traffic Growth Rate from 2014-based TPEDM

Planning Data		Population		Employment				
District	2014	2021	2026	2014	2021	2026		
Kowloon City	414,750	440,200	432,550	209,100	234,200	237,150		
Wong Tai Sin	428,900	422,750	422,250	102,650	106,250	105,900		
Total	843,650	862,950	854,800	311,750	340,450	343,050		
Growth Rate (p.a.)	+0.25%							







Adopted Growth Rate

In order to present a more conservative scenario, a growth rate of +1.08% per 4.3.5. annum is adopted to produce the years 2027 and 2032 background traffic flows from the observed traffic flows.

4.4. Other Planned Development

4 4 1 There are several planned / committed developments in the vicinity of the Proposed Redevelopment. Development trips generated by the planned / committed developments were estimated making reference to the Transport Planning and Design Manual (TPDM) published by TD. Adopted trip rates and traffic generation of the planned / committed developments are summarized in **Table 4.5**.

Table 4.5 – Traffic Generation of the Planned / Committed Developments

	_ ,	Trip Rates (pcu/hr/flats)				Traffic Demand (pcu/hr)			
Development	Parameters	AM		PM		AM		PM	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Departmental Quarters at Heng Lam Street	112 flats	0.0888	0.0515	0.0356	0.048	10	6	4	5
Seminary at Grampian Road	44 flats	0.2772	0.1769	0.1635	0.2394	12	8	7	11
Tung Tau Estate (Phase 8)	1,033 flats	0.0432	0.0326	0.0237	0.0301	45	34	24	31
Public Housing Development at Junction Road	208 flats	0.0622	0.0426	0.0297	0.0401	13	9	6	8

Notes:

The anticipated development routings are shown in **Appendix A** for the planned / committed developments.

4.4.2. The traffic demand generated / attracted by the planned / committed developments were assigned onto the surrounding road network and superimposed onto the background traffic flows to produce the reference traffic flows. Figures 4.2 and 4.3 show the years 2027 and 2032 reference traffic flows respectively.

4.5. **Development Trip Generation**

- 4.5.1. To estimate the traffic generation of the Proposed Redevelopment, appropriate trip rates should be adopted. Reference has been made to the TPDM published by TD.
- 4.5.2. The adopted trip rates and estimated trip generation/ attraction demand of the Proposed Redevelopment are summarized in Table 4.6. The net flat gain of Proposed Redevelopment were adopted for assessment purpose. An additional buffer of 10% on the domestic flat production are also allowed for assessment purpose. The traffic generation of the Proposed Redevelopment due to the net flat gain and associated facilities were estimated during the morning and evening peak as summarized in **Table 4.6**. The anticipated development routings are shown in Figure 2.1.







Table 4.6 – Traffic Generation of the Proposed Redevelopment

Components	Parameters	Trip Rates (Domestic: pcu/hr/flats; Retail and Commercial Facilities: pcu/hr/100m² GFA)				Traffic Demand (pcu/hr)			
		AM		PM		AM		PM	
		Gen	Att	Gen	Att	Gen	Att	Gen	Att
Public Rental Housing	2,338 flats ⁽¹⁾	0.0432	0.0326	0.0237	0.0301	101	76	55	70
R&C Facilities	-423 m ² GFA ⁽²⁾	0.2296	0.2434	0.3100	0.3563	-1	-1	-1	-2
Social Welfare Facilities (incl. DE, NEC, RCHE and OPRS) and Kindergarten (3)	-	-	-	-	-	10	10	10	10
Sub-Total						110	85	64	79
Grand Total						19	95	14	13

Remarks:

- (1) Number of new flats x (1 + 10%) Existing number of flats to be demolished, i.e. 2,730 flats x (1+10%) 665 flats = 2,338 flats.
- (2) GFA of new retail and commercial facilities Existing GFA of non-domestic facilities to be demolished, i.e. $4,200 \text{ m}^2 4,623 \text{ m}^2 = -423 \text{ m}^2$.
- (3) It is anticipated the Social Welfare Facilities and Kindergarten would be mainly used by the Proposed Redevelopment. The traffic demand is anticipated to be minimal. 10pcu/h one-way is assumed for assessment purpose.
- 4.5.3. As shown in **Table 4.6**, the Proposed Redevelopment would generate about 195 pcu/hr and 143 pcu/hr during the morning and evening peak hour periods respectively.

4.6. Design Traffic Flows

4.6.1. Traffic demand of the Proposed Redevelopment as shown in **Table 4.6** were assigned onto the road network and superimposed onto the reference traffic flows to produce the design traffic flows. Years 2027 and 2032 design traffic flows are shown in **Figures 4.4** and **4.5** respectively.







Traffic and Transport Impact Assessment

5.1. Methodology

- 5.1.1. Junction assessments were carried out for the junctions which are likely to be affected by the Proposed Redevelopment. The critical junction locations are shown in **Figure 2.1**.
- 5.1.2. Junction capacity analysis was carried out in accordance with the procedures outlined in TPDM. It was based on the existing traffic flows and traffic forecasts at the design years under the Reference Scenario (without Proposed Redevelopment) and Design Scenario (with Proposed Redevelopment).

5.2. Junction Assessments

5.2.1. The results of the junction capacity analysis under the Observed Scenario, years 2027 and 2032 Reference and Design Scenarios are summarized in **Table 5.1**. The calculation sheets are attached in **Appendix B**.

Reserve Capacity (RC) or Design Flow / Capacity Ratio (DFC) (2) 2018 Year 2027 Year 2027 Year 2032 Year 2032 Index (1) Reference Observed Design Reference Design AM PM AM PM AM PM AM PM AM PM J1 0.50 0.32 0.58 0.61 0.38 0.62 0.39 0.65 0.37 0.41 19% -7% 2% J2 6% 6% -12% -11% 0% -16% -3% J3 52% 37% 37% 24% 30% 20% 30% 17% 24% 14% J4 47% 81% 32% 63% 27% 55% 25% 54% 20% 47% J5 27% 32% 44% 48% 34% 24% 21% 27% 18% 25% 68% 62% J6 91% 89% 66% 60% 60% 58% 52% 54% J7 46% 42% 29% 28% 24% 26% 22% 22% 18% 19% J8 60% 63% 43% 46% 39% 42% 36% 39% 32% 35% J9 19% 31% 7% 18% 6% 17% 1% 12% 0% 11% 42% J10 132% 65% 110% 50% 110% 50% 99% 42% 99% J11 35% 16% 22% 5% 19% 4% 15% 0% 13% -2% J12 22% 41% 38% 62% 25% 46% 18% 38% 16% 34%

Table 5.1 - Junction Performance

Remark:

- (1) Refer to Figure 2.1.
- (2) Junction performances are expressed in RC for signal junctions and DFC for priority junctions.
- 5.2.2. As shown in **Table 5.1**, most of the junctions would operate within capacity under all scenarios except junctions of Junction Road / Inverness Road (J2) and Prince Edward Road West / Boundary Street / Grampian Road (J11).







- 5.2.3. Both junctions J2 and J11 are anticipated to encounter capacity problem at design years 2027 or 2032 even without the Proposed Redevelopment.
- 5.2.4. Nevertheless, improvement schemes for junctions J2 and J11 are recommended. For junction J2, it is recommended to modify the method of control and widen Junction Road southbound from one traffic lane to two traffic lanes with minimum carriageway width of 6.75m allowing two straight-ahead southbound traffic lanes as shown in **Figure 5.1**. For junction J11, it is recommended to modify the method of control as shown in **Figure 5.2**.
- 5.2.5. Junction performance has been re-assessed based on the recommended improvement schemes under both years 2027 and 2032 Reference and Design Scenarios. The assessment results are summarized in **Table 5.2**. the calculation sheets are attached in **Appendix B**.

Table 5.2 - Junction Performance - With Recommended Improvement Schemes

	Reserve Capacity (RC) (2)								
Index (1)	Year 2027 Reference		Year 2027 Design		Year 2032 Reference		Year 2032 Design		
	AM	PM	AM	PM	AM	PM	AM	PM	
J2	19%	51%	14%	47%	13%	43%	8%	39%	
J11	32%	16%	29%	14%	25%	10%	23%	9%	

Remark:

- (1) Refer to Figure 2.1.
- (2) Junction performances are expressed in RC for signal junctions.
- 5.2.6. Capacity performance of the narrowed Junction Road eastern footpath due to the recommended improvement schemes for junction J2 is also assessed as shown in **Table 5.3**.

Table 5.3 – Performance of Narrowed Junction Road Eastern Footpath

Scenario	Peak 15-min Flow (ped/15min)	Clear Width (m)	Effective Width (m)	Flow Rate (ppm/m)	LOS
Existing (Year 2018)	267 ⁽¹⁾	2.7	1.7	10.5	Α
With Recommended Improvement Schemes (Year 2032)	307 (2)	1.9	0.9	22.7	В

Remark:

- (1) Peak 15-min flow occurred during time period 15:05 15:20 as observed on a normal weekday.
- (2) It is anticipated that the additional pedestrian demand of the Proposed Redevelopment at this location would be minimal it is almost 400m away from the pedestrian access of the Proposed Redevelopment. A growth rate of 1% p.a. is adopted to produce the year 2032 pedestrian flow to account for the background pedestrian growth and the minimal additional pedestrian demand of the Proposed Redevelopment.
- 5.2.7. As shown in **Tables 5.2** and **5.3**, junction J2 would operate within capacity and with LOS "B" while junction J11 would operate within capacity with the implementation of the recommended improvement schemes.







5.3. Pedestrian Assessment

5.3.1. The capacity performance of the footpaths in the vicinity of the Proposed Redevelopment, i.e. Tung Tau Tsuen Road footpaths, was assessed and expressed in terms of Level of Service (LOS). The definition of LOS in accordance with the Highway Capacity Manual (HCM) is given in **Table 5.4**. TPDM states that "LOS C is desirable for most design at streets with dominant 'living' pedestrian activities".

Table 5.4 - Definition of Level of Service (LOS) of Walkway

LOS	Flow Rate (ppm/m)	Definition				
А	≤ 16	Pedestrian freely select walking speed and conflicts between pedestrians are unlikely.				
В	16 – 23	Pedestrians freely select walking speed and bypass other pedestrians in primarily one directional flows. Minor conflicts will occur where reverse direction or crossing movements exist, requiring slightly lowering mean pedestrian speeds and potential volumes.				
С	23 – 33	Pedestrians are restricted in selecting walking speed and bypass other pedestrians. Conflicts are highly likely to occur where reverse direction or crossing movements exits, requiring frequent adjustment of speed and direction.				
D	33 – 49	Most pedestrians would have their normal walking speed restricted and reduced. Multiple conflicts with other pedestrians will occur where pedestrian are involved in reverse-flow and crossing movements.				
E	49 – 75	Virtually all pedestrians would have their normal walking speeds restricted requiring frequent adjustment of gait. At the lower range, forward progress would only be available to bypass slower-moving pedestrians. Extreme difficulties for pedestrian attempting reverse-flow and cross-flow movements.				
F	> 75	All pedestrian walking speeds are extremely restricted and forward progress can only be made by shuffling. Frequent and unavoidable contact with other pedestrian will occur. Reserve or crossing movements would be virtually impossible.				

- 5.3.2. Pedestrian count survey was conducted along Tung Tau Tsuen Road footpaths to identify the existing pedestrian demand. The locations of the surveyed footpaths are indicated in **Figure 2.1**.
- 5.3.3. According to the pedestrian count survey results, peak period was identified in the morning peak. As such, only the morning peak is considered in this TIA study.
- 5.3.4. The observed pedestrian demand and the capacity performance of the surveyed footpaths during the morning peak are summarized in **Table 5.5**.







Table 5.5 - Performance of Surveyed Footpaths - Observed Scenario

Index (1)	Peak 15-min Flow (ped/15min)	Clear Width (m)	Effective Width (m)	Flow Rate (ppm/m)	LOS
F1	86	3.0	2.0	2.9	Α
F2	39	1.9	0.9	2.9	А
F3	66	2.2	1.2	3.7	А
F4	102	2.1	1.1	6.2	А
F5	20	3.0	2.0	0.7	А
F6	53	1.8	0.8	4.4	А
F7	36	1.9	0.9	2.7	А
F8	35	3.6	2.6	0.9	А
F9	36	3.3	2.3	1.0	А

Remark: (1)

1) Refer to Figure 2.1.

- 5.3.5. As shown in **Table 5.5**, Tung Tau Tsuen Road footpaths currently operate with desirable LOS "A" during the morning peak.
- 5.3.6. To estimate the pedestrian demand along Tung Tau Tsuen Road footpaths at design year 2032 upon completion of the Proposed Redevelopment, a growth rate was determined with reference to the 2014-based TPEDM. As shown in **Table 4.4**, the estimated average annual growth rate is +0.25% p.a.. To present a more conservative scenario, a growth rate of +1% p.a. is adopted to produce the year 2032 background pedestrian flows, i.e. without the Proposed Redevelopment.
- 5.3.7. To consider the additional pedestrian demand due to the Proposed Redevelopment, a factor produced based on the population change due to the Proposed Redevelopment is adopted. The development parameters of the existing site and the Proposed Redevelopment, and the corresponding population change due to the Proposed Redevelopment are summarized in **Table 5.6**.

Table 5.6 – Development Parameters and Population Changes

	Existin	ng Site	Proposed Redevelopment		
	Development Parameter	Adopted Population	Development Parameter	Adopted Population	
Population of Domestic Flats	1,663 (1)	1,663	6,203	6,823 (2)	
Non-Domestic / R&C Facilities	4,623 m ² GFA	0 (3)	4,200 m ² GFA	0 (3)	
Social Welfare Facilities (incl. DE, NEC, RCHE and OPRS)	-	0	3,050.1 m ² NOFA	500 (4)	
Kindergarten	-	0	8 nos. classrooms		
Total Population	-	1,663	-	7,323	
Factor w.r.t. to Population Change	4.4 (5)				

Remarks:

(1) Actual population as at 14 March 2018.







- (2) An additional buffer of 10% is allowed on the proposed population, i.e. $6,230 \times (1 + 10\%) = 6,823$.
- (3) As there are reduction in GFA after redevelopment, it is anticipated there would be population drop due to the non-domestic / R&C facilities. As such, zero population are adopted for the estimation of the Factor.
- (4) It is anticipated the Social Welfare Facilities and Kindergarten would be mainly used by the Proposed Redevelopment. The pedestrian demand is anticipated to be minimal. 500 population is assumed for assessment purpose.
- (5) Factor w.r.t. Population Change = Total Population of Existing Site / Total Population of Proposed Redevelopment = 7,323 / 1,663 = 4.4.
- 5.3.8. As shown in **Table 5.6**, a factor of 4.4 is produced based on the population changes. In order to present a more conservative scenario, a higher factor of 4.5 is adopted and applied to the background pedestrian flows as mentioned in **Para. 5.3.6.** to account for the population change due to the Proposed Redevelopment. Capacity performance of the surveyed footpaths under the Design Scenarios upon completion of the Proposed Redevelopment are summarized in **Table 5.7**.

Table 5.7 – Performance of Surveyed Footpaths – Design Scenario

Index (1)	Peak 15-min Flow (ped/15min)	Clear Width (m)	Effective Width (m)	Flow Rate (ppm/m)	LOS
F1	445	3.0	2.0	14.8	Α
F2	202	1.9	0.9	14.9	Α
F3	341	2.2	1.2	19.0	В
F4	528	2.1	1.1	32.0	С
F5	103	3.0	2.0	3.4	Α
F6	274	1.8	0.8	22.8	В
F7	186	1.9	0.9	13.8	Α
F8	181	3.6	2.6	4.6	А
F9	186	3.3	2.3	5.4	А

Remark:

- (1) Refer to Figure 2.1.
- (2) Peak 15-min Flow = Observed Peak 15-min Flow (Refer to **Table 5.5**) x (1 + 1%)¹⁴ x 4.5.
- 5.3.9. As shown in **Table 5.7**, Tung Tau Tsuen Road footpaths would operate with desirable LOS "C" or better during the morning peak under the Design Scenario even with the Proposed Redevelopment.
- 5.3.10. The widths of the existing pedestrian crossings across Tung Tau Tsuen Road section between Junction Road and Tung Tsing Road are ranging from 3.6m to 5m. According to TPDM, the expected pedestrian flows for crossing width of 2.5m is 1,500 3,000 pph both directions. Based on this, the estimated capacity for crossing with width of 3.6m is about 2,160 4,320 pph both directions.







5.3.11. Referring to **Table 5.7**, the maximum peak 15-min flow is 528 ped/15min, hence, the maximum peak hourly pedestrian flows would be about 2,110 pph which is less than the estimated capacity for crossing with width of 3.6m (i.e. 2,160 – 4,320 pph). It is anticipated that the pedestrian demand across the pedestrian crossings across Tung Tau Tsuen Road would be in similar order as the pedestrian demand along Tung Tau Tsuen Road footpaths. As such, it is anticipated the existing pedestrian crossings across Tung Tau Tsuen Road would operate within capacity under the Design Scenario even with the Proposed Redevelopment.

5.4. Proposed Traffic Arrangement at Tung Tau Tsuen Road

5.4.1. The proposed vehicular access of the Proposed Redevelopment will be located at the cautionary crossing across Tung Tau Tsuen Road. It is proposed to relocate the affected cautionary crossing and the bus stop at Tung Tau Tsuen Road westbound as shown in **Figure 5.3**.







6. Summary and Conclusion

6.1. Summary

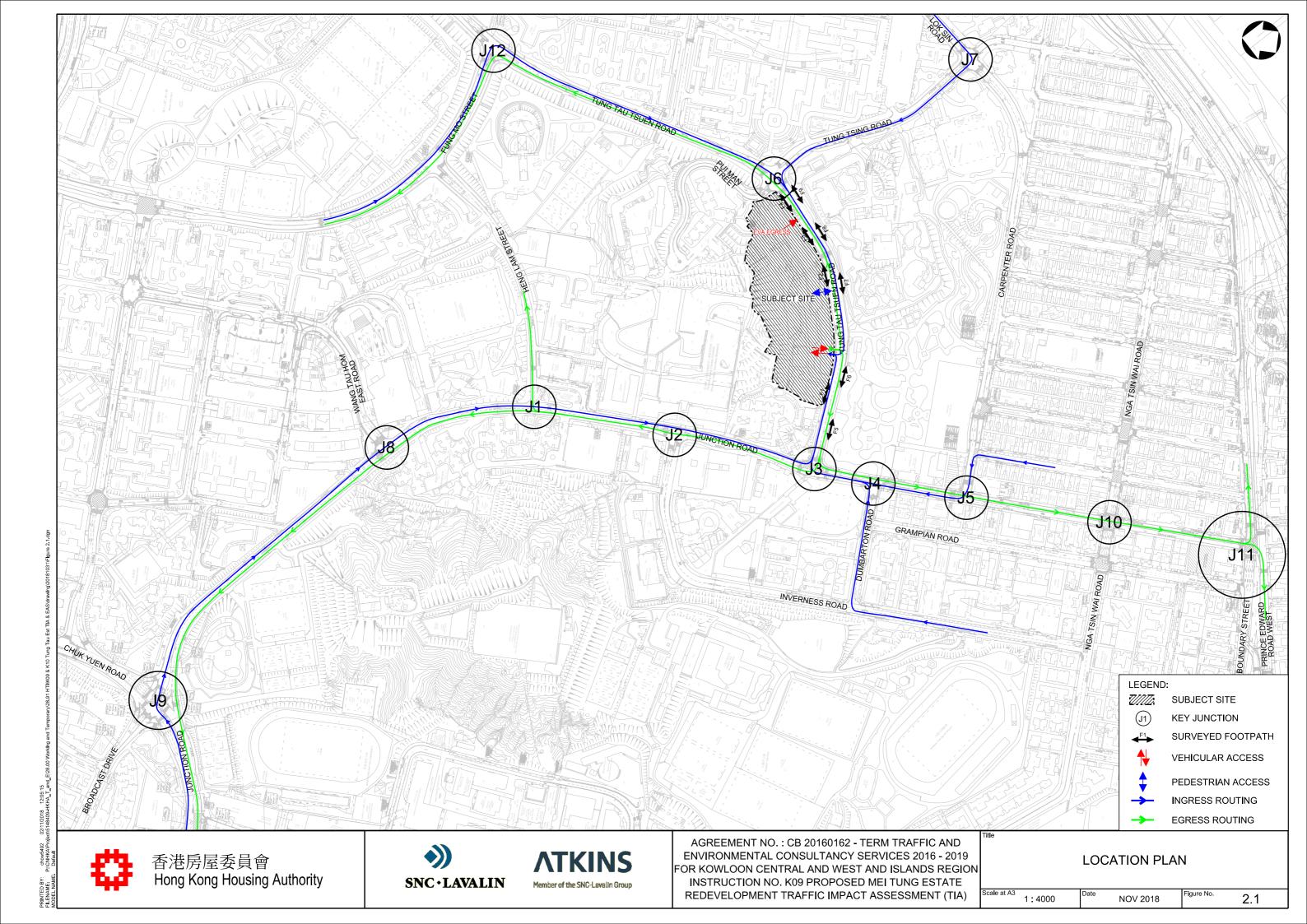
- 6.1.1. Atkins China Limited has been commissioned by Hong Kong Housing Authority (HKHA) to conduct a Traffic Impact Assessment Study to assess the traffic impact induced by the proposed redevelopment at Mei Tung Estate in Kowloon City.
- 6.1.2. The Proposed Redevelopment will be redeveloped into public housing development providing 2,600 flats with some retail and commercial facilities, some social welfare facilities and a kindergarten within the area of existing Mei Tung House and Mei Po House for population intake at year 2027 tentatively.
- 6.1.3. The provision of parking and servicing facilities of the Proposed Redevelopment will be made reference to the Hong Kong Planning Standard and Guideline published by Planning Department.
- 6.1.4. The vehicular access for the Proposed Redevelopment will be located at Tung Tau Tsuen Road at similar location as the existing egress of Mei Tung Estate. An egress of Emergency Vehicular Access will also be located at Tung Tsu Tsuen Road. Affected existing transport facilities are proposed to be relocated.
- 6.1.5. Vehicular traffic surveys were conducted to establish the current traffic condition in the vicinity of the Proposed Redevelopment.
- 6.1.6. For assessment purpose, some additional buffers on the domestic flat production are allowed. The Proposed Redevelopment would produce about 195 pcu/hr and 143 pcu/hr vehicular traffic during the morning and evening peak hour periods respectively.
- 6.1.7. Junction assessments were undertaken for the critical junctions with respect to the traffic generation of the Proposed Redevelopment. It was found that most of the junctions would operate within capacity except the junctions of Junction Road / Inverness Road (J2) and Prince Edward Road West / Boundary Street / Grampian Road (J11). Junctions J2 and J11 would encounter capacity problem even without the Proposed Redevelopment. Nevertheless, improvement schemes for Junctions J2 and J11 are recommended. With these in place, the two problematic junctions will be operate within capacity at years 2027 and 2032.
- 6.1.8. Capacity assessments were also undertaken for the pedestrian facilities adjacent to the Proposed Redevelopment. It was found that all the assessed pedestrian facilities would operation with LOS "C" or better even with the Proposed Redevelopment.

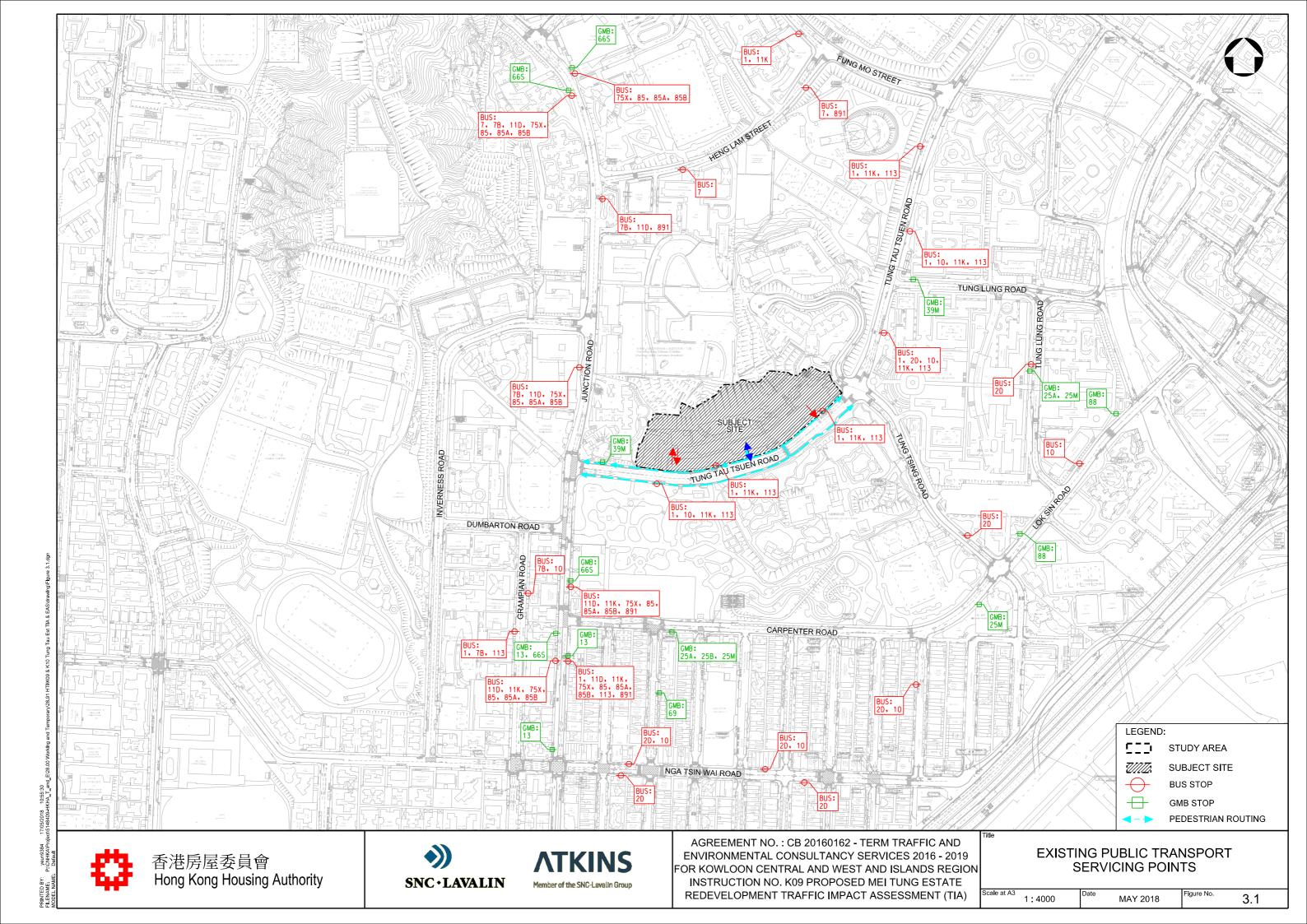
6.2. Conclusion

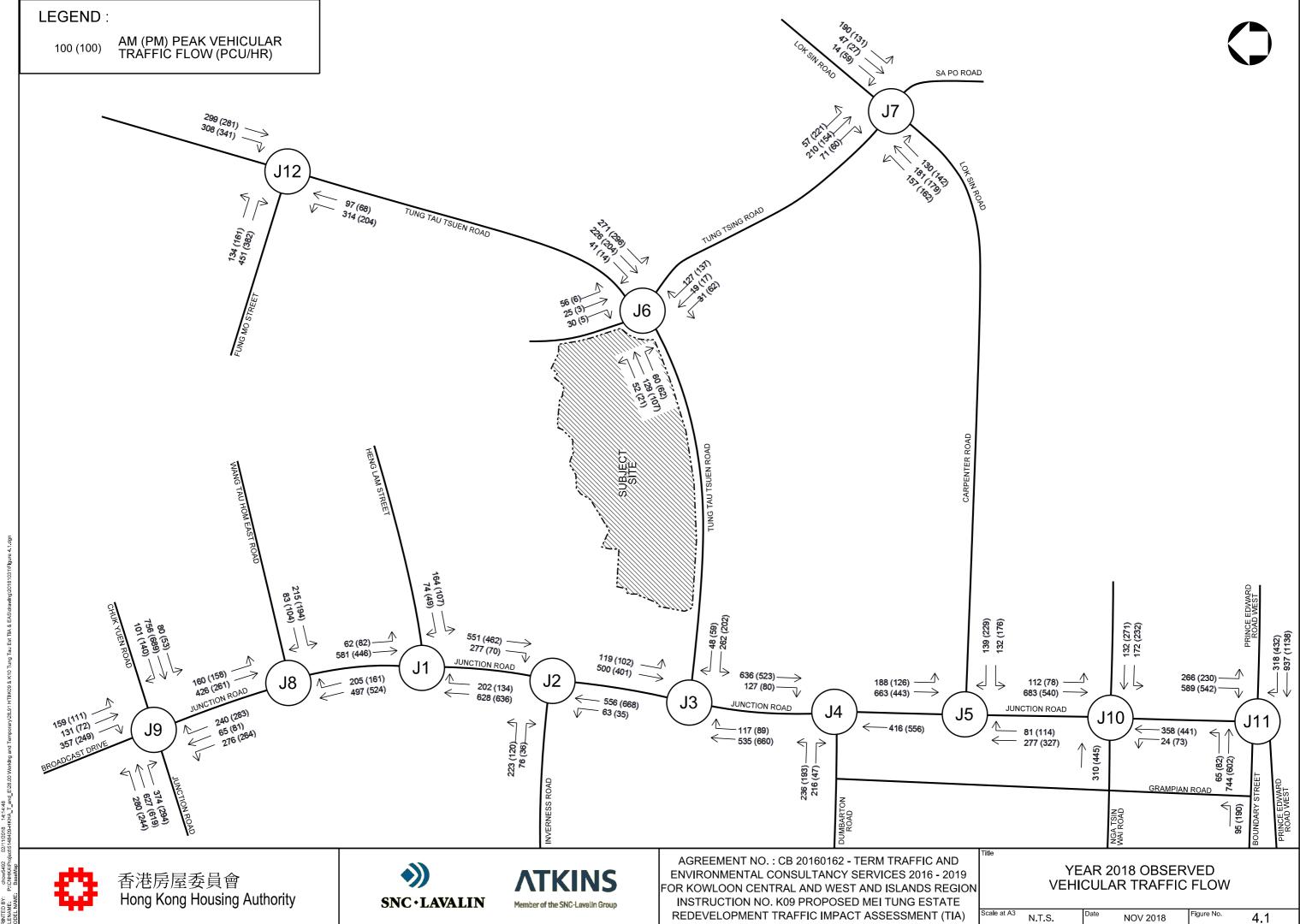
6.2.1. Based on the above discussion, it is concluded that the Proposed Redevelopment at Mei Tung Estate would not induce adverse traffic impact on the surrounding road network upon completion. Therefore, the Proposed Redevelopment is considered acceptable from traffic point of view.

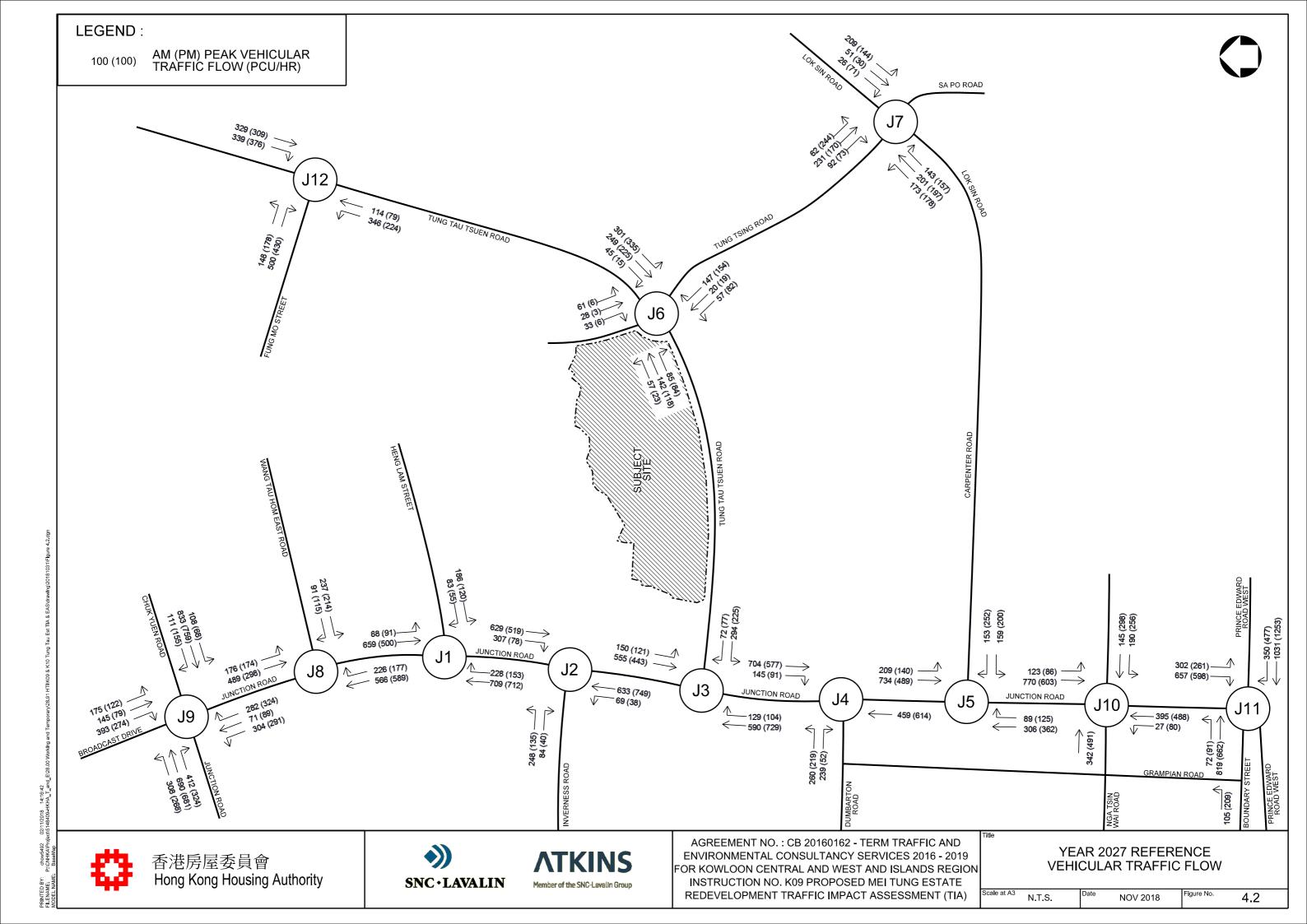
Figures

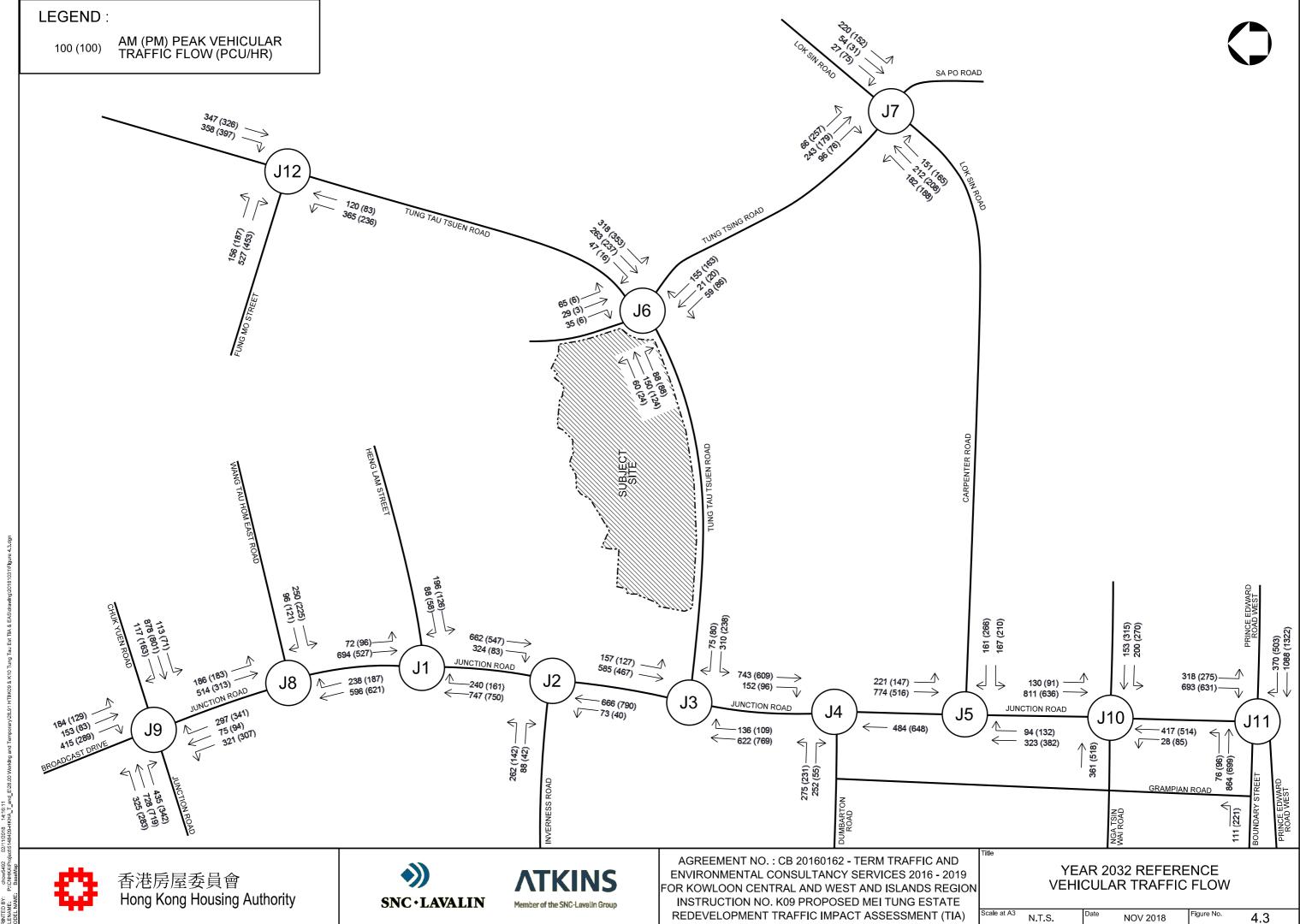


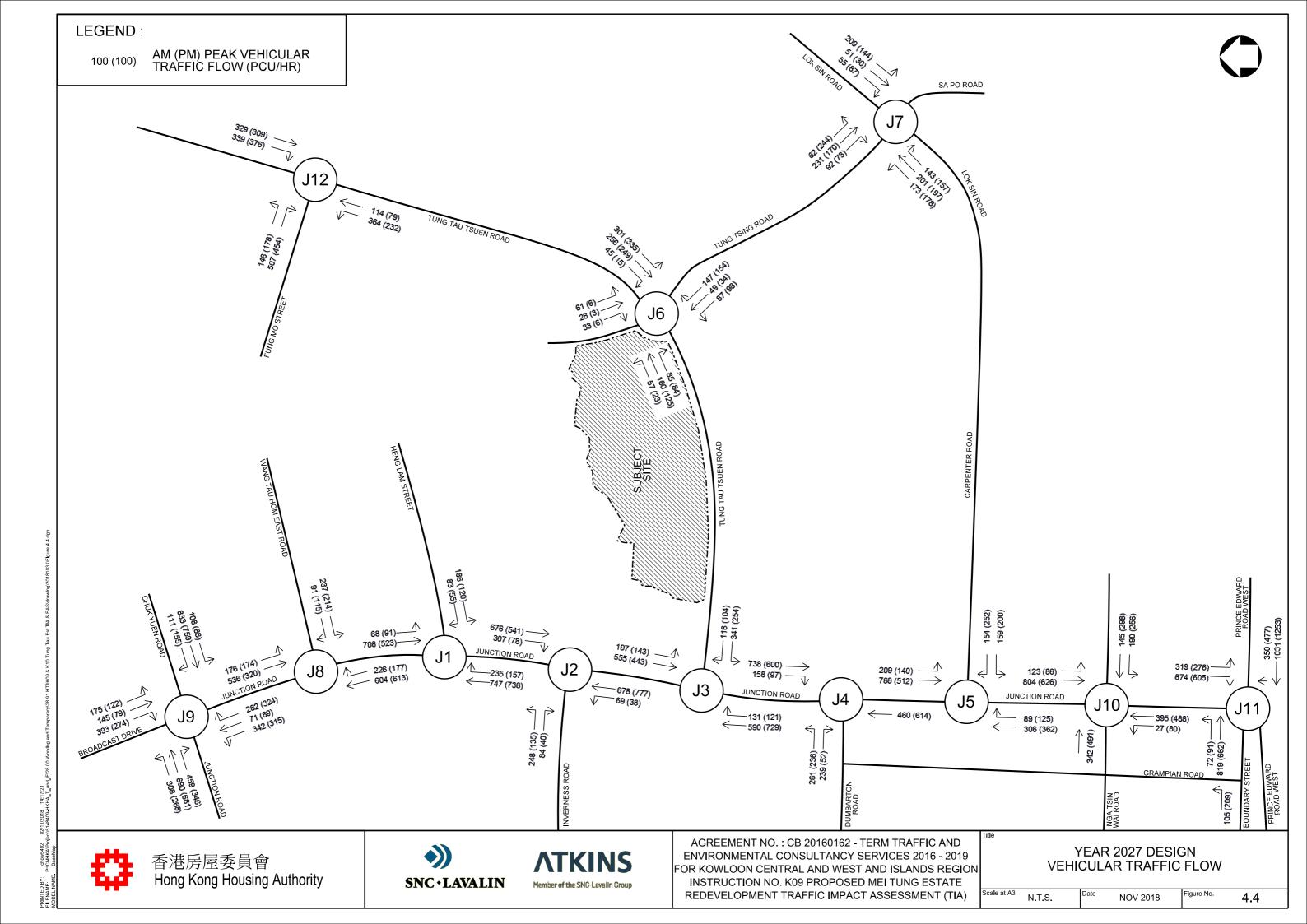


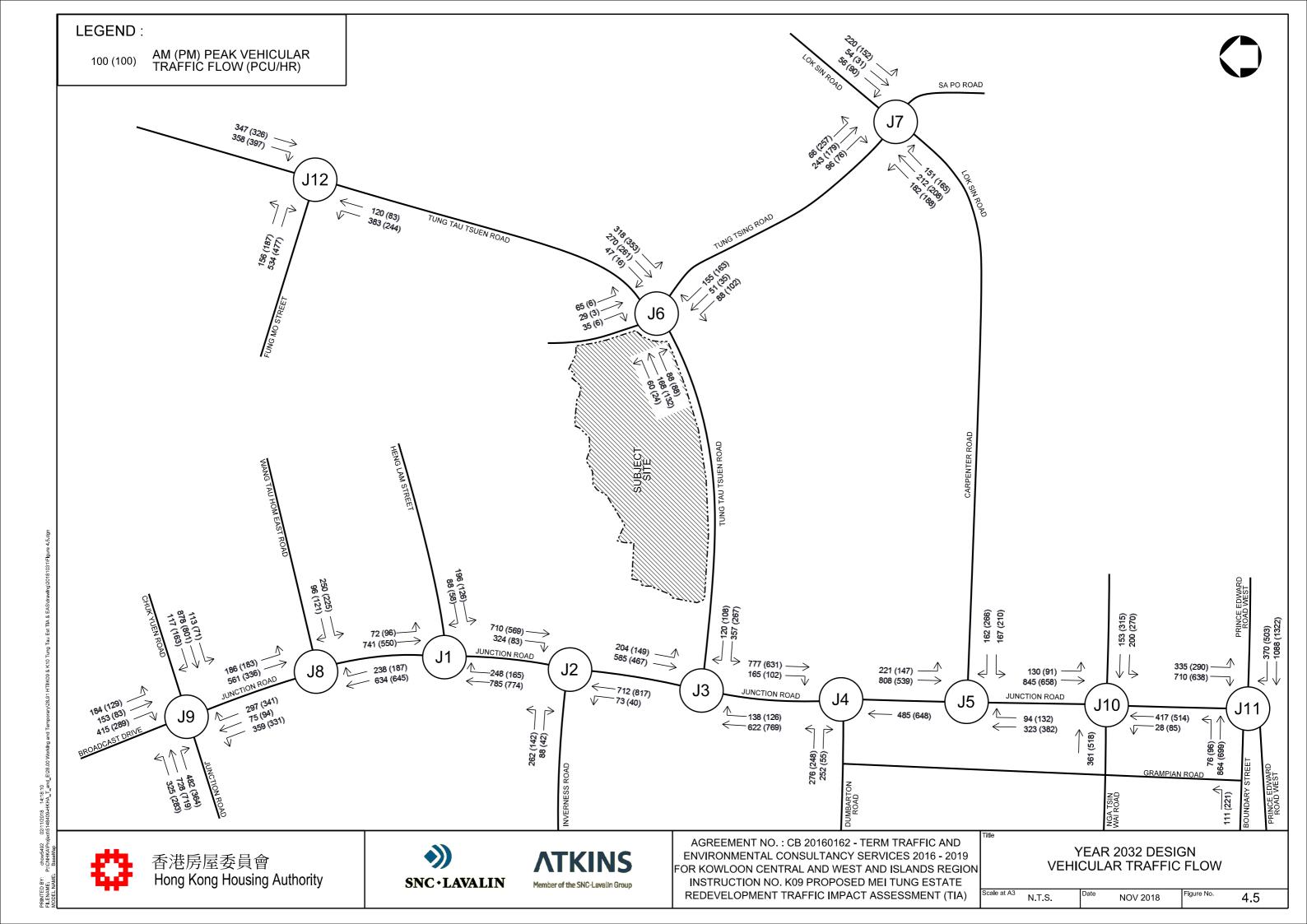


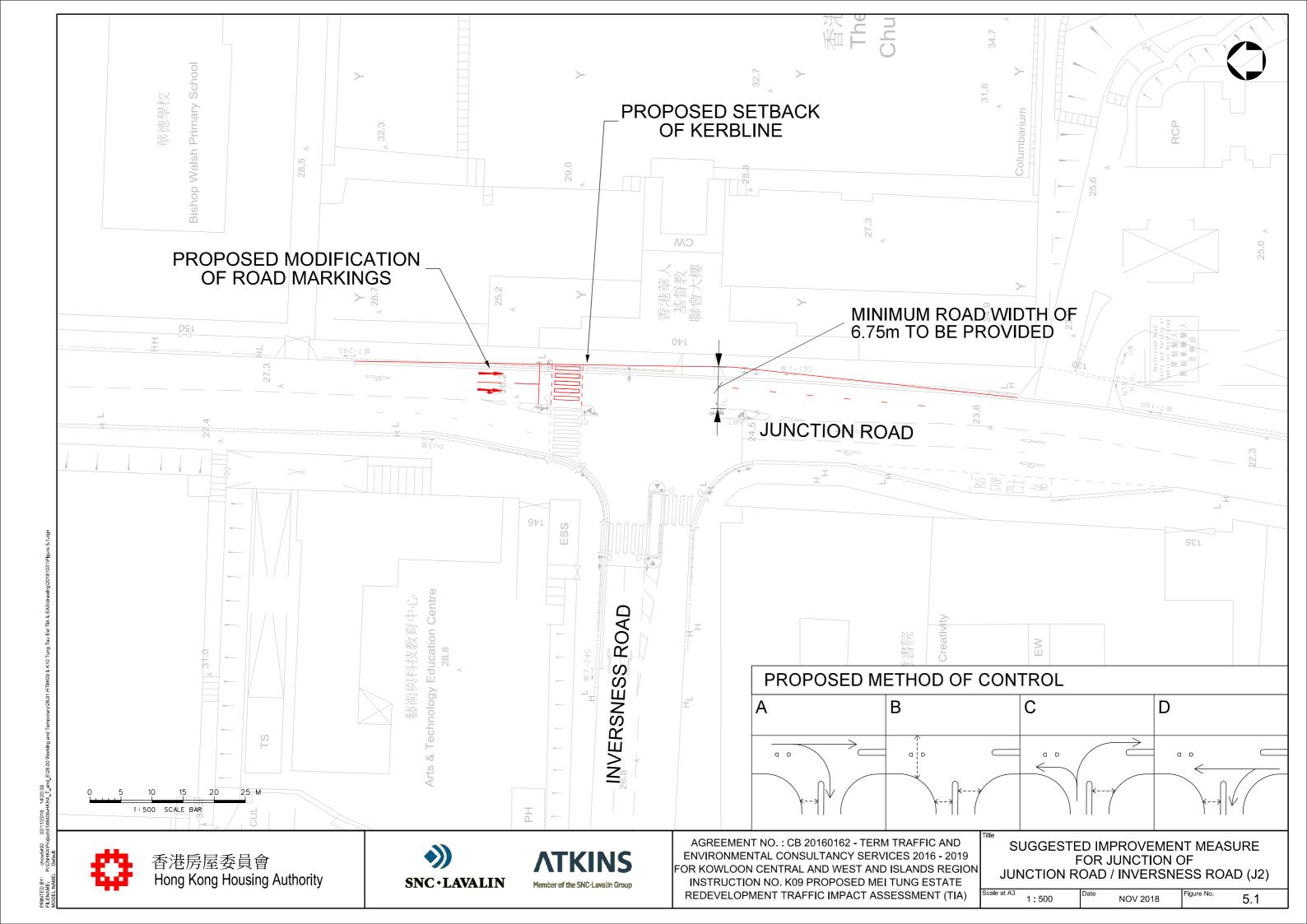


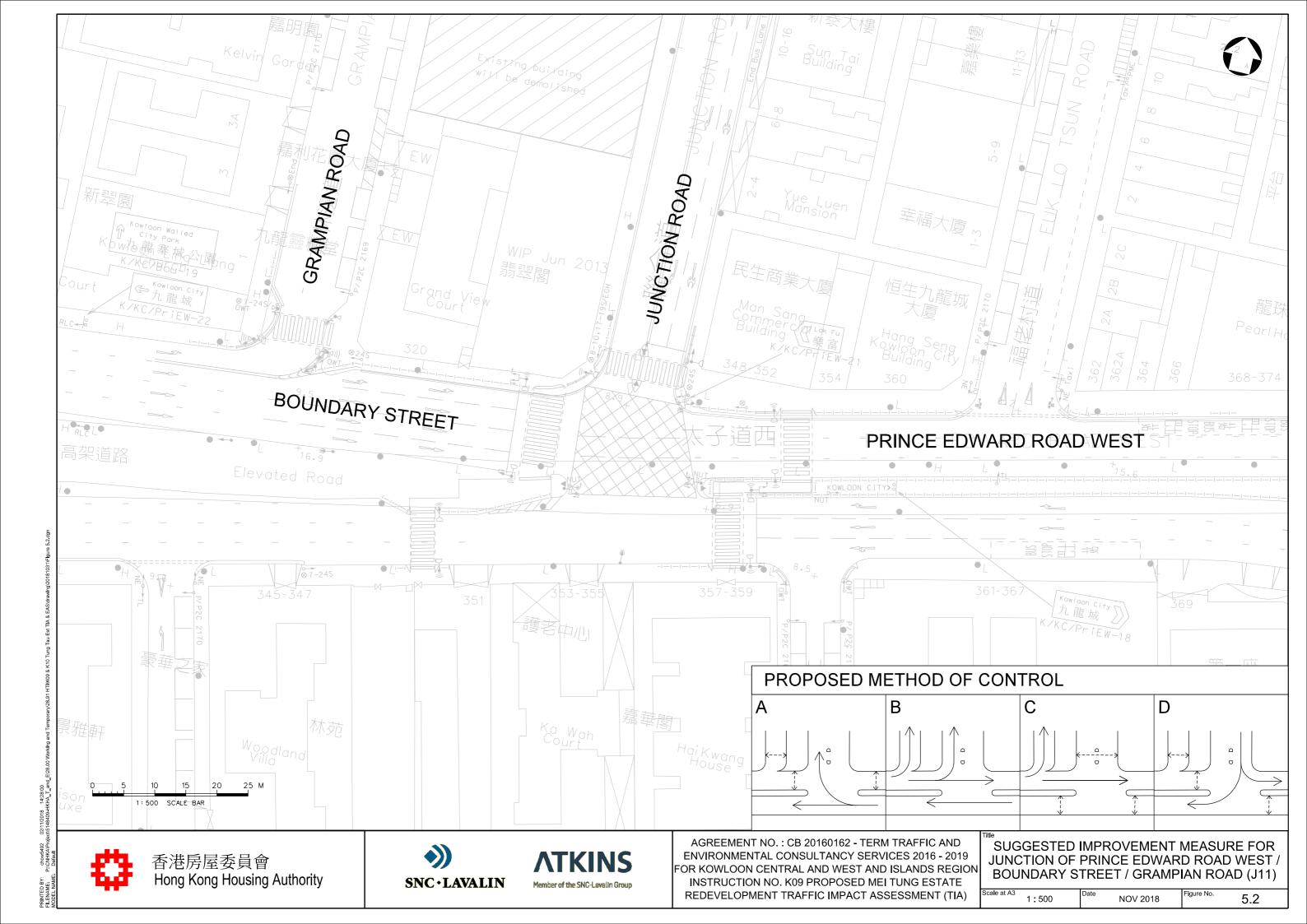


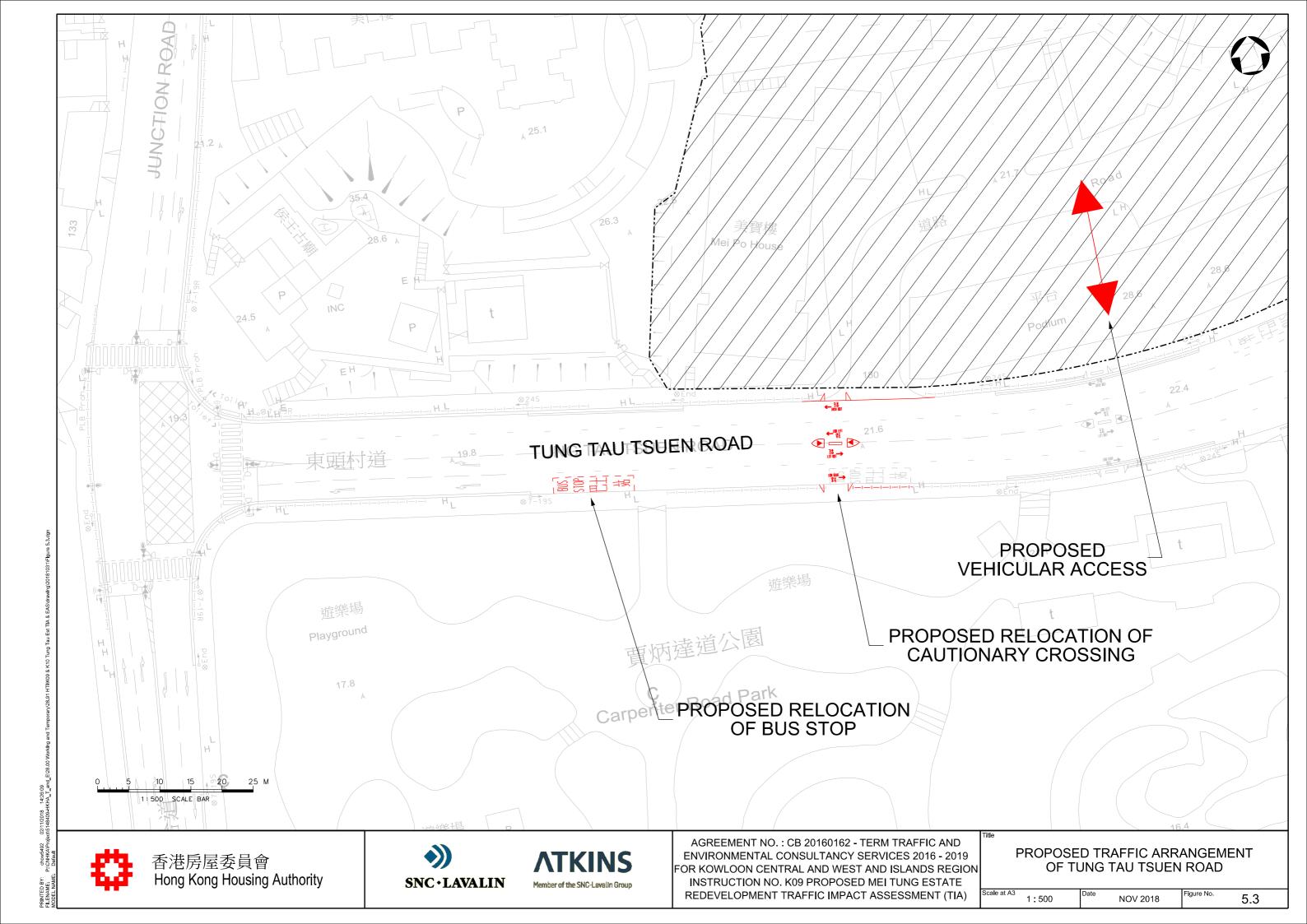












Provision of Major Community Facilities and Open Space in Wang Tau Hom & Tung Tau Area

	HKPSG Requirements		Provision		
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirements (based on Planned Population) [1] (i)	Existing Provision	Planned Provision (including Existing Provision) (ii)	Surplus / Shortfall (against Planned Provision) (ii) – (i)
Secondary School	1 whole-day classroom for 40 persons aged 12 -17	144 classrooms	226 classrooms	226 classrooms	+82 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11	178 classrooms	240 classrooms	240 classrooms	+62 classrooms
Kindergarten	34 classrooms for 1,000 children aged 3 to under 6	61 classrooms	84 classrooms	82 classrooms	+21 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Divisional Fire Station	No set standard	No set standard	0	0	NA
Hospital Beds	5.5 beds per 1,000 persons	708 beds	324 beds	454 beds	-254 beds ^[2]
Specialist Clinic / Polyclinic	1 Specialist Clinic / Polyclinic whenever a regional or district hospital is built	No set standard	1	1	NA
Clinic / Health Centre	1 per 100,000 persons	1	2	2	+1
Post Office	Accessible within 1.2 km in urban area	No set standard	2	2	NA
Market	No set standard	No set standard	4	4	NA
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	1	5	5	+4

	HKPSG Requirements		Provision		
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirements (based on Planned Population) [1] (i)	Existing Provision	Planned Provision (including Existing Provision) (ii)	Surplus / Shortfall (against Planned Provision) (ii) – (i)
District Elderly Community Centres	1 in each NDA with 170,000 persons or above	NA	1	1	NA ^[3]
Neighbourhood Elderly Centres	1 in a cluster of new and redeveloped housing areas	NA	4	5	NA ^[4]
Day Care Centres/Units for the Elderly (centre-base)	17.2 subsidised places per 1000 elderly persons aged $\geq 65^{[5]}$ [6]	303	59	139	-164
Residential Care Home for the Elderly (RCHE)	21.3 subsidised beds	938	75 ^[7]	225	-713
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	0	2	2	+2
Community Hall	No set standard	No set standard	2	2	NA
Library	1 district library for 200,000 persons	0	2	2	+2
Study Rooms	No set standard	No set standard	2	2	NA
Sports Centre	1 per 50,000 to 65,000 persons	1	1	1	0
Swimming Pool Complex- Standard	1 complex per 287,000 persons	0	1	1	+1
Local Open Space	10 hectare per 100,000 persons	12.51 ha ^[8]	25.03 ha	26.64 ha	+14.13 ha
District Open Space	10 hectare per 100,000 persons	12.51 ha ^[8]	22.92 ha	24.72 ha	+12.21 ha

Notes:

- Based on the 2016 Population By-census, the planned population of the Planning Scheme Area (the Area) (including the proposed redevelopment at Mei Tung Estate) to be about 128,800 persons.
- ^[2] There is shortfall in hospital beds in the Area; however, the planning of hospital bed is on a cluster basis and that there will be surplus provision for the Kowloon Central Cluster covering Yau Tsim Mong, Kowloon City and Wong Tai Sin districts.
- Provision of District Elderly Community Centres is only applicable for new development area. The Area is not a new development area.

- Provision of Neighbourhood Elderly Centres is only applicable for clusters of new and redeveloped housing areas with 15,000 to 20,000 persons.
- This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.
- The facilities belong to the centre-based facilities of Community Care Services (CCS). The planning standard of CSS includes both centre-based and home-based facilities. The corresponding figures in the G/IC table cover centre-based facilities only.
- Provided by Social Welfare Department. Figure refers to the number of subsidised RCHE places only.
- [8] The requirement excludes planned population of transients.

第五屆黃大仙區議會轄下 房屋事務委員會 第十一次會議記錄

日期: 二零一七年十月二十四日(星期二)

時間: 下午二時三十分

地點: 九龍黃大仙龍翔道 138 號龍翔辦公大樓 6 樓

黄大仙區議會會議室

出席者:

主席:

陳偉坤先生,MH 黃大仙區議會議員

<u>副主席</u>:

莫健榮先生,MH 黃大仙區議會議員

委員:

李德康先生,BBS,MH,JP 黃大仙區議會主席 黎榮浩先生,MH 黃大仙區議會副主席 陳曼琪女士,MH,JP 黄大仙區議會議員 陳炎光先生 黄大仙區議會議員 陳英先生 黄大仙區議會議員 蔡子健先生 黄大仙區議會議員 何漢文先生,MH 黄大仙區議會議員 黄大仙區議會議員 簡志豪先生,BBS,MH,JP 黄大仙區議會議員 林文輝先生,JP 李東江先生 黄大仙區議會議員 黃大仙區議會議員 雷啟蓮女士

袁國強先生,MH 黃大仙區議會議員

張思驊女士房屋事務委員會增選委員李美蘭女士房屋事務委員會增選委員劉愷民先生房屋事務委員會增選委員溫育新先生房屋事務委員會增選委員

因事缺席者:

許錦成先生 黃大仙區議會議員 丁志威先生 黃大仙區議會議員

蘇忠倫先生 房屋事務委員會增選委員

列席者:

徐卓鋒先生 黄大仙民政事務助理專員 黄大仙民政事務處 傅申女士 高級行政主任(區議會) 黄大仙民政事務處

戴志豪先生 結構工程師/C5-3 屋宇署

葉偉斌先生 高級衞生督察(環境衞生)2 屋宇署/食物環境衞生

署聯合辦事處

王麗雅女士 高級房屋事務經理(黃大仙、 房屋署

青衣及荃灣一)

陳江穎儀女士 高級建築師(16) 房屋署

陳耀強先生 高級房屋事務經理(重建) 房屋署 朱月嫻女士 房屋事務經理(商業樓宇)(5) 房屋署 為議程 三(v) 出席會議

秘書:

黄佩君女士 行政主任(區議會)5 黄大仙民政事務處

主席致歡迎辭

<u>主席</u>歡迎各與會者出席黃大仙區議會轄下房屋事務委員會房屋會)第十一次會議。

通過議程

- 2. 委員對修訂議程沒有意見,議程獲得通過。
- 一 <u>通過黃大仙區議會轄下房屋事務委員會二零一七年八月八日</u> 第十次會議記錄
- 3. 委員對會議記錄沒有意見,會議記錄獲得通過。
- 二 黄大仙區議會轄下房屋事務委員會第十次會議進展報告 黄大仙區議會轄下房屋事務委員會文件第 28/2017 號)
- **煉曼琪議員**報告有關慈愛苑一、二期與房屋署爭議事件的進

- 5. 房屋署<u>王麗雅女士回應,署方正與陳議員及相關持分者商</u> 事件的解決方案,並會適時向房屋會報告進度。
 - 三 討論/報告事項
- 三(i) <u>黃大仙區違例建築物報告</u> (黃大仙區議會轄下房屋事務委員會文件第 29/2017號)
- 6. 委員備悉文件。
- 三(ii) <u>黃大仙區滲水投訴調查報告</u> (黃大仙區議會轄下房屋事務委員會文件第 30/2017 號)
- 7. 委員備悉文件。
- 三(iii) <u>各分區委員會會議所討論的房屋事宜</u> (黃大仙區議會轄下房屋事務委員會文件第 31/2017 號)
- 8. 委員備悉文件。
- 三(iv) 第十九屆黃大仙區優質大廈管理比賽活動進度報告 (黃大仙區議會轄下房屋事務委員會文件第 32/2017 號)
- 9. <u>秘書</u>介紹文件,其中東匯邨為第一次參與比賽的屋苑。秘書 邀請委員參與十一月為期五天的實地評審。
- 10. 委員建議秘書處日後在安排活動日程時,應盡量避免使活動與其他會議的日程重疊或過度密集。
- [會後備註: 經了解後,鑑於其中一個於二零一七年十一月六日進行 實地評審的參賽屋苑,將於十一月中開始大維修,因此 無法調動該次實地評審日期。]
- 三(v) <u>清拆美東邨美東樓和美寶樓的遷置及相關安排</u> (黃大仙區議會轄下房屋事務委員會文件第 33/2017 號)

- 11. 主席歡迎就此議程出席會議的房屋署代表,高級建築師(16) 陳江穎儀女士、高級房屋事務經理(重建)陳耀強先生,及房屋事務經理(商業樓宇)(5)朱月嫻女士。
- 12. 房屋署王麗雅女士介紹文件。
- 13. <u>施德來議員</u>介紹由他及許錦成議員聯合提交,題為「要求改善善美東邨重建計劃的遷置安排」的意見書(附件二)。
- 14. <u>李德康議員</u>代表民建聯黃大仙支部,介紹題為「密切關注清 拆美東邨美東樓和美寶樓的遷置及相關安排 要求房署『以人為本』 積極協助受影響的居民」的意見書(附件三)。
- 房屋署陳耀強先生回應,房屋署會按既定程序處理屋邨清拆 15. 遷置事官。在香港房屋委員會(房委會)通過美東邨清拆計劃後,房屋 署已透過每戶派發的「美東邨美東樓及美寶樓清拆計劃簡介」和召開 居民大會,向受影響居民介紹美東邨清拆計劃及遷置事官的詳情。按 計劃,房屋署會安排受影響居民遷置到坐落於東正道及樂善道交界, 預計於二零二零年中入伙的東頭邨第八期的公屋單位。居民如欲提早 遷出,亦可考慮二零一八年中入伙的觀塘安泰邨的公屋單位。另外, 只要有合適的翻新單位,房屋署會讓受影響居民遷往其選擇的任何地 區的公屋單位。在清拆期內,居民亦可以綠表優先資格購買居屋。此 外,單身人士和二人家庭可選擇領取現金津貼以代替遷置安排。房委 會為了紓緩長者租戶對搬遷的憂慮,將會成立駐邨「社區服務隊」,幫 助長者及有特別需要的居民。另外,陳先生強調房屋署進行居民登記 時,會了解居民選擇遷置資源的初步意願,並非要求居民即時作出遷 置的決定。陳先生亦指當署方有提早搬遷或「自選單位計劃」單位詳 情,當中包括東頭邨第八期或安泰邨的單位座向、面積、間格及其他 細節等資料,便會向居民發放以供他們參考。
- 16. 房屋署<u>陳江穎儀女士</u>補充,若得到城市規劃委員會(城規會)的批准,放寬建築物高度限制,美東邨重建後可提供約 1,900 個公屋單位。署方會根據《香港規劃標準及準則》設計屋邨的配套設施,包括零售商舖、康樂、教育設施及泊車位等。署方會因應計劃中的單位及人口數目,聘請顧問公司進行各項技術評估,包括零售設施的需求。署方亦會與社會福利署商討社福設施的分佈。署方計劃在與相關政府部門協調後,將於二零一八年推展相關的法定規劃程序以修訂高度限制,預計年底可展示經修訂的橫頭墈及東頭分區計劃大綱草圖。
- 17. 委員提出的意見及查詢綜合如下:

- (i) 將來東頭邨第八期及安泰邨的規劃、間格及單位分佈, 會否因為居民調查的結果而作出調整;
- (ii) 過去重建的公共屋邨泊車位不足。是次重建中,署方會 否採取《香港規劃標準及準則》的上限,制定泊車位數 量;
- (iii) 美東邨現時十分缺乏商店,只有美東樓地面有少量雜貨店經營,連便利店也欠奉,居民大多前往樂富購物。委員要求署方增加商店,以迎合增加的人口需要。
- (iv) 安泰邨與東頭邨第八期的入伙日期前後相差兩年。委員 希望署方於公佈安泰邨的資訊前,能及早公佈東頭邨第 八期的資訊,居民可公平比較兩者而作出選擇;
- (v) 居民普遍均希望入住較大的單位,例如二人家庭希望入住 B型單位(二至三人單位)。房屋署會否從善如流,編配較大的單位予居民;及
- (vi) 萬一城規會不通過高度限制,重建後的美東邨將有多少個單位。
- 18. 房屋署<u>陳耀強先生</u>回應,房屋署在進行「自選單位計劃」時,通常會在遷置屋邨預留比實際戶數略為多的單位,給受影響的居民選擇。就編配單位面積方面,房屋署會按既定的編配標準,即每人居住的平均面積不少於七平方米,安排受影響居民入住新單位,房屋署新建的公屋單位一般分為四種(A,B,C及D型),A型單位適合編配一至二人家庭,B型單位適合二至三人家庭,C型單位適合三至四人家庭,D型單位適合四至五人家庭。除非家庭有特殊情況(例如家庭成員中有非短暫性室內依靠輪椅活動的人士),否則房屋署會以上述既定標準編配單位。然而,房屋署會在資源許可下,盡量編配標準上限的單位給受影響居民,惟不可偏離現行政策及現行編配標準。
- 19. 房屋署<u>陳江穎儀女士</u>補充,A型單位面積最少十四平方米,部分單位面積十四點五平方米,B型單位面積為二十一至二十二平方米,C型單位面積為三十至三十一平方米,D型單位面積為三十五至三十六平方米。將來東頭邨第八期亦是沿用以上的標準戶型,1,033個單位中,百分之四十為A型及B型單位,百分之六十為C型及D型單位。規劃大綱中將確定重建後的美東邨停車位數量,署方跨部門的諮詢亦將會考慮當區交通情況等因素。署方同時亦會考慮於重建項目設

置各種社區配套設施。現時美東邨的高度分別為基準上60米及80米,即使城規會不通過放寬高度限制的申請,重建後的單位數量亦會比原本的665個多。

- 20. 主席感謝為此議題出席會議的房屋署代表。
- 三(vi) <u>關注「房屋署」及「食環署」對於居民於屋內之「活鼠及處理</u> <u>鼠屍」支援不足</u> (黃大仙區議會轄下房屋事務委員會文件第 34/2017 號)
- 21. 李東江議員介紹文件。
- 22. 委員提出的意見綜合如下:
 - (i) 房屋署應向屋邨管理公司提供清晰指引,協助居民處理 出現在家中的活鼠及鼠屍。管理公司理應有足夠的清潔 及捕鼠工具,若能協助居民在家中處理活鼠及鼠屍則更 為理想;
 - (ii) 有委員建議,若發現所屬選區的屋邨內鼠患嚴重,例如 老鼠走入屋內等情況,委員可直接邀請食物環境衞生署 (食環署)代表到屋邨舉行簡介會,指導管理公司人員及 居民如何處理活鼠及鼠屍,並檢視花槽斜坡的狀況,會 否容易讓老鼠匿藏;及
 - (iii) 房屋署會否為黃大仙區所有公共屋邨加設鼠擋。
- 23. 房屋署<u>王麗雅女士</u>回應,已提醒黃大仙下(二)邨的物業管理公司加強清潔及放置滅鼠藥,並已責成物業管理公司須協助居民跟進家中發現的活鼠及鼠屍,就居民如何捕捉活鼠提供意見,指導居民放置鼠藥的位置,填補住戶家中有機會予老鼠匿藏的洞,以及於戶外加設鼠擋。王女士亦表示,李東江議員將聯同黃大仙下(二)邨的物業管理公司及領展資產管理有限公司,於二零一七年十一月三日到黃大仙下(二)邨受鼠患影響的位置巡視,並討論協助居民處理鼠屍的方案。
- ≠(vii) <u>有關慈正邨外牆管道安全、保養及維修事宜</u> (黄大仙區議會轄下房屋事務委員會文件第 35/2017 號)

- (iv) 自舊安達臣道礦石場多個大型房屋項目逐漸落成,清水 灣道的交通擠塞情況日漸惡化。運輸署指出如欲改善該 處交通,必須依靠重建彩虹邨的契機以重新規劃彩虹交 匯處。若無法重建彩虹邨,未來九龍東的交通將承受更 大的壓力。
- 29. 房屋署<u>王麗雅女士</u>表示,明白委员的關注,並於會後以書面 回應委員的查詢及意見。

下次會議日期

- 30. 會議於下午四時十分結束。
- 31. 房屋會下次會議將於二零一七年十二月十二日(星期二)下午 時三十分舉行。

黄大仙區議會秘書處 二零一七年十一月

檔案編號: HAD WTSDC 13-15/5/5 Pt.14



黄大仙區議員施德來 許錦成辦事處

地址: 黃大仙東頭邨偉東樓地下 11B 室 電話: 2383 2858 傅真: 2716 6181

本處檔號: STL/2017/15

致: 黃大仙區議會房屋事務委員會主席 陳偉坤先生, MH

要求改善美東邨重建計劃的遷置安排

本文件旨在回應房屋署於向黃大仙區議會房屋事務委員會遞交的文件(房屋事務委員會文件 33/2017 號)的「美東邨美東樓及美寶樓重建清拆計劃」文件。

前言:

房委會於 2017 年 8 月 30 日宣布美東邨重建計劃,這對很多街坊來說,由於滲水、天花剝落等問題,多次維修均無改善,重建是期盼已久的消息。但亦有些居民感到徬徨、不滿,尤其一些新近入住美東邨的居民。可是房屋署宣佈重建至今近兩個月,我們不斷接獲美東邨居民提出的疑慮、意見,現歸納如下,促請房屋署考慮:

(一)提早調遷安排:

房委會除公布 2020 年落成的東頭邨第八期列為接收屋邨外,亦將 2018 年落成的觀塘安泰邨列為提早調遷屋邨。但我們收到居民希望:

- 1) 將同期 2018 年落成的蘇屋邨第二期並列為提早調遷屋邨,讓居民能有較彈性的選擇;
- 2)居民要求調遷往各區不同屋邨,我們促請房署作出配合,盡力預留不同屋邨的單位予美東邨重建戶;
- 3)據我們所知在過去的重建計劃,重建戶在購買房委會推出的居屋項目時,可獲 綠表優先選樓資格,我們促請房署繼續落實此安排在各項政府資助出售房屋計 劃;

(二)住戶搬遷津貼:

住戶人數	現時住戶搬遷津貼額
1人	5,126 元

2至3人	11,714 元
4至5人	15, 438 元
6人及以上	19,649 元

房委會在 2017 年 1 月通過今次重建的住戶搬遷津貼額。我們認為,這津貼額實在太低,面對百物騰貴,居民搬遷的經濟負擔沉重。我們要求房委會按以下 3 點考量以增加搬遷津貼金額:

- 1) 提高搬遷津貼額,以減輕重建戶的經濟負擔;
- 2) 房屋署應按房委會會每年檢討搬遷金額,以住戶實際搬遷年份的津貼額為準;
- 3)近年才新入伙的住戶,在搬遷到美東邨時,已使用大筆開支裝修家居,但房委會突然宣布重建,一再搬遷對此類家庭帶來沉重負擔,我認為房屋署應提供額外搬遷津貼補償

(三)放寬搬遷配屋的編配標準:

房屋署在釐定編配標準時,純以戶籍人數釐定遷置新屋邨的編配標準,我要求 應加入以下因素,放寬重建遷置編配標準:

- 1) 著實改善居民生活。居民面對重建清拆,需要遷置新居所,而房委會卻能透過 此重建計劃帶來數倍的公營房屋數目的增長。作為負責任的房委會及房屋署, 理應為重建戶釐定較寬鬆的編配標準,以改善居民生活;
- 2)引入家庭結構的因素。包括為:多名成年子女的家庭、男女性別差異的家庭、 多個核心家庭的住戶等因素,應要提供較寬鬆的編配標準;
- 3)引入現居寬敞因素。現時美東邨重建戶中,包括一些不同程度的寬敞戶,當中 多為較年長的老住戶,但房屋署在釐定重建編配標準時,純以現居戶籍人數為 標準,令這些老住戶心感擔憂,我們促請房屋署應引入現居寬敞因素,以減低 居民對重建的擔憂;

(四)户籍安排:

現行房屋政策就戶籍安排作出不少規限,限制了居民增加家庭成員的實際需要。而分戶政策不斷收緊,更令居民在日常起居生活存在困難,加劇家庭磨擦,就戶籍安排有以下意見:

1) 彈性處理增加家庭成員。現行房屋政策對加戶申請設下重重關卡,但有些家庭實際有照顧需要,促請房屋署以「實際照顧需要」為考慮點,在重建時按個別家庭處境及照顧理由的接納加戶申請。

2)分戶政策。現時房屋署已不斷收緊分戶政策,促請房屋署應以個別家庭實際相處困難,在分戶作彈性處理,要知道重建屋邨工作,需要居民與房屋署互相配合,製造雙贏局面以增加房屋供應。而重建戶的分拆戶,將來在選擇區域及單位,亦應按實際需要從寬處理。

(五)提供新屋邨的資訊:

公屋重建對居民來說是一件大事,房屋署亦於 9 月份起陸續約見住戶,了解住 戶的戶籍情況及搬遷意向。但居民現時獲得的新屋邨資訊有限,我們促請房署

- 1) 盡快公布東頭邨第八期(即前 22 座)及觀塘安泰邨的平面圖、屋邨配套設施如車 位及商舖類型、各大小類型單位數目、單位座向、單位間隔的尺寸圖則等,以 讓居民有知情權,作出安排。
- 2)工作計劃時間表。現時居民只知東頭邨第八期於 2020 年落成入伙。但何時安排 提早調遷、何時安排揀樓抽籤攪珠、何時揀樓等資訊均無從得知,欠缺透明度。

(六)改善重建屋邨的租户補償機制:

現時重建屋邨商業租戶的現金特惠津貼為租約內所訂明的每月淨租金的 15 倍。因應公屋重建,商戶過去從不同渠道租用美東邨商舖,歷史因素部分以較低的金額承租。房屋署應考慮增加補償金額以彌補商戶結業失去收入或另覓舖位裝修的開支。

(七)美東邨重建地盤的日後發展:

按現時房屋署提供的資料,預計若獲城規會放寬地盤的高度限制,將可提供約 1900個公屋單位。然而房屋署文件並沒有提及將來重建後會否提供零售商舖、社 福機構、車位等設施。我們促請房屋署在未來規劃時應增加相關設施,以配合將來 重建後,美東邨有近 4000 戶人口的生活需要。

懇請各委員支持上述文件內容,並促請房屋署及房委會落實上述建議。

文件遞交:2017年10月24日黃大仙區議會房屋事務委員會

黄大仙區議員 施德來 許錦成

二零一七年十月二十四日





本處檔案:L/WTSDC/HC/20171018/TLF

敬啟者:

密切關注清拆美東邨美東樓和美寶樓的遷置及相關安排 要求房署「以人為本」 積極協助受影響的居民

自本年八月,房委會公佈美東邨美東樓及美寶樓將會進行重建的消息 後,當區受影響的居民均十分關注,我們曾於區內舉行居民大會,有接近二 百名居民出席,雖然當時我們邀得房署的代表出席,但仍未能清晰解答一些 居民關注的細節及疑問。至近日,我們收到一些受影響居民的反映,表示房 署已陸續約見他們,並協助進行基本資料的登記,在過程中,居民向我們反 映了一些問題及憂慮。就此,我們希望向房署了解詳情及反映訴求:

- 第一、 據居民反映,現時房署正在約見受影響的住戶,我們希望了解房署現 階段約見居民的細節及目的,及預計何時會完成此階段的約見;
- 第二、在約見的過程中,有居民反映當向房署職員詢問關於「接收屋邨」(即 黃大仙東頭邨第八期)的相關資料時,例如有哪種類別的單位、單位 面積的大小及單位圖則等,房署的職員未能清晰回答有關查詢,因此, 我們要求房署詳細回覆上述有關資料,並加強培訓前線員工,讓他們 能確切掌握具體資料,加強與居民溝通,以便他們能夠提供積極的協 助,特別是一些獨居或雙獨居長者;
- 第三、雖然房署預計清拆美東樓及美寶樓還有約三年時間,但直接受影響的 住戶已如「熱鍋上的螞蟻」,因此,我們認為房署必須本著「以人為本」 的原則,處理受影響居民的遷置安排,並盡量滿足居民的合理要求及 酌情處理特殊個案,及公佈更多重建的具體詳情,讓居民可以安心下 來,去接受及處理遷置事宜。

黃大仙支部

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Fax: 2351 8014





清拆及重建,是一項重大的民生議題,因此,希望房署本著同理心,去 處理及協助受影響的居民,減輕受影響居民的心理壓力;亦應向區議會定期 **滙報具體安排及相關情況。**

此致

黄大仙區議會轄下房屋事務委員會 陳偉坤主席暨全體委員

民建聯 黄大仙支部

黄大仙區議員

簡志豪 李德康 黎榮浩 何漢文 袁國強 蔡子健 譚美普

社區幹事

黄國恩 李美蘭 越毅強 潘卓斌 連俊傑 江景新

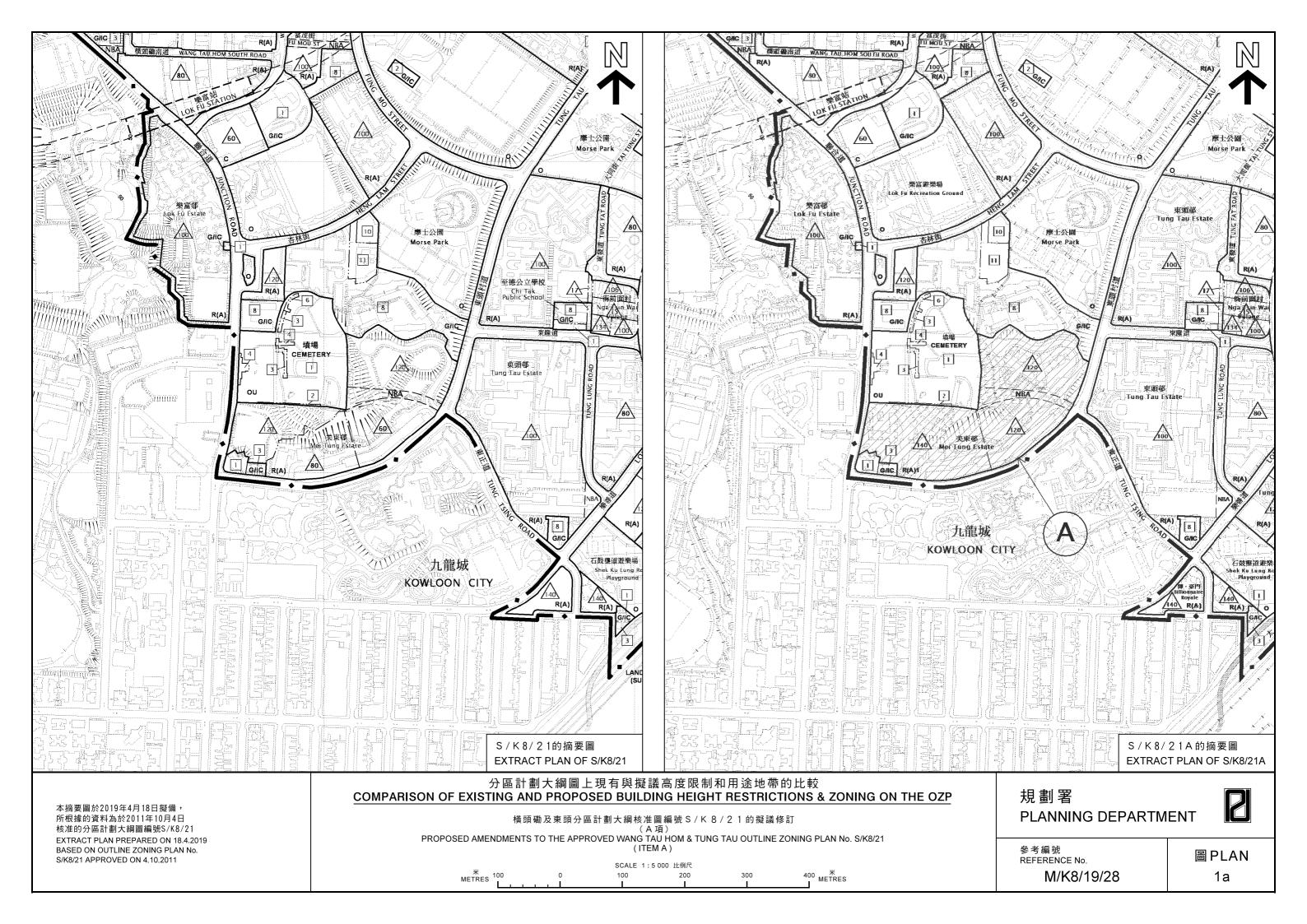
二零一七年十月十八日

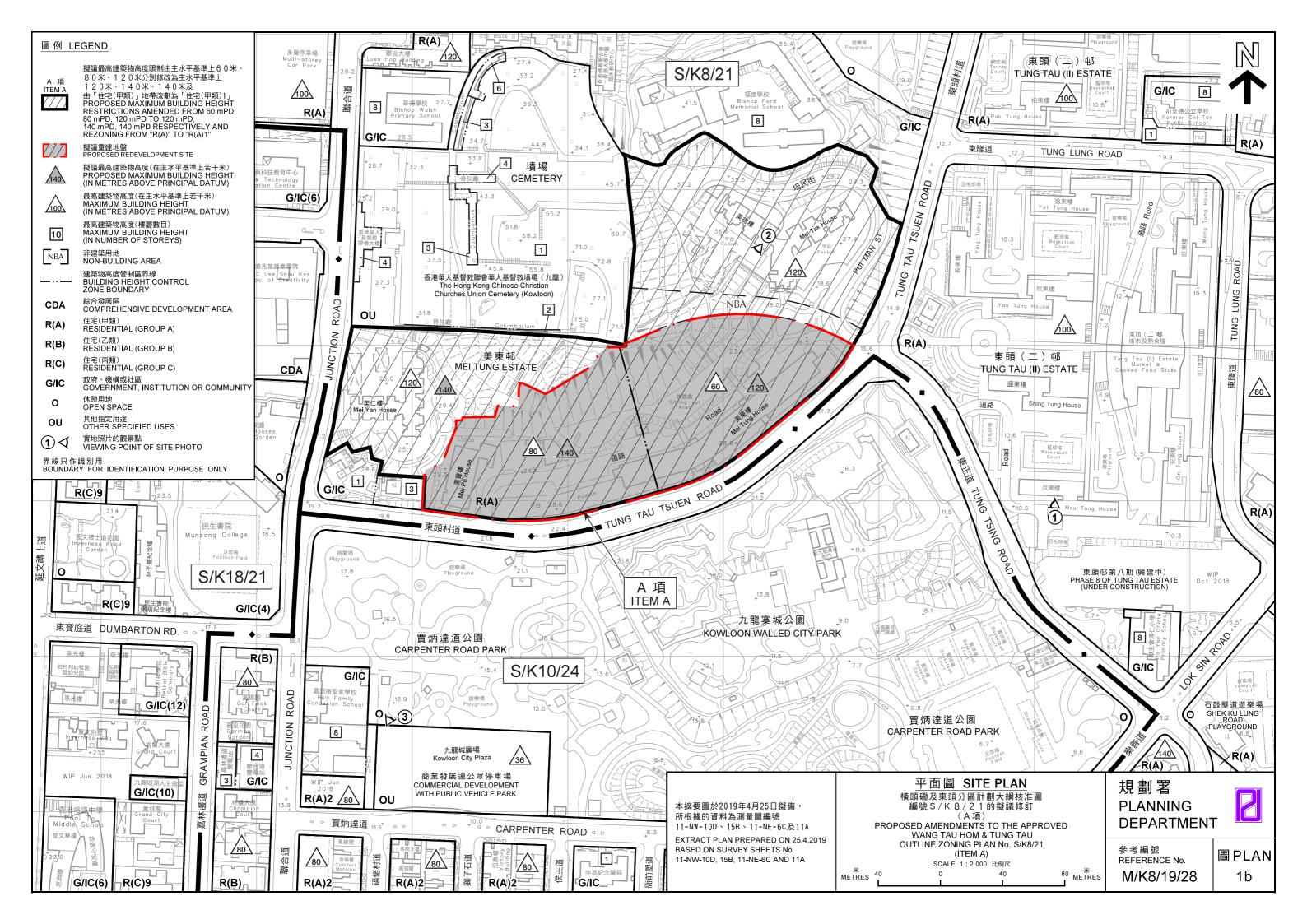
Tel: 2351 4771 Fax: 2351 8014 黃大仙支部 九龍黃大仙雙鳳街50-52號成功樓2字樓 1/F., No 50-52, Sheung Fung Street, Wong Tai Sin, Kowloon

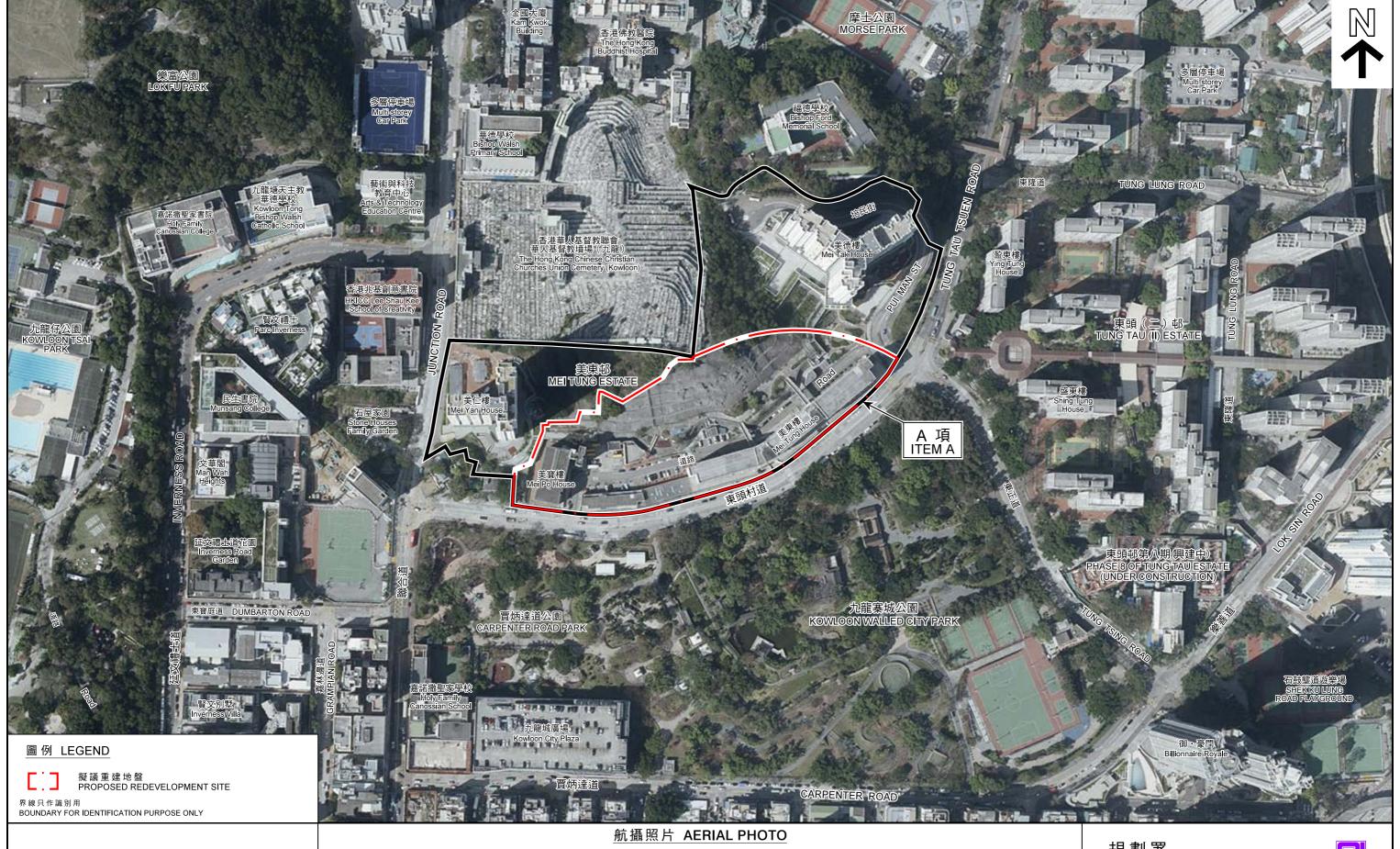
九龍新蒲崗彩虹道60號衍慶大廈1樓C10 Tel: 2321 8111 Fax: 2321 8081 新蒲崗辦事處 C10, 1/F., Yin Hing Bldg., 60 Choi Hung Road, San Po Kong, Kowloon

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其成結卷







本摘要圖於2019年4月25日擬備, 所根據的資料為地政總署於2018年3月10日 拍攝的航攝照片編號E034167C

EXTRACT PLAN PREPARED ON 25.4.2019 BASED ON AERIAL PHOTO No. E034167C TAKEN ON 10.3.2018 BY LANDS DEPARTMENT 横頭磡及東頭分區計劃大綱核准圖編號 S/K 8/2 1 的擬議修訂 (A項)

PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM A)

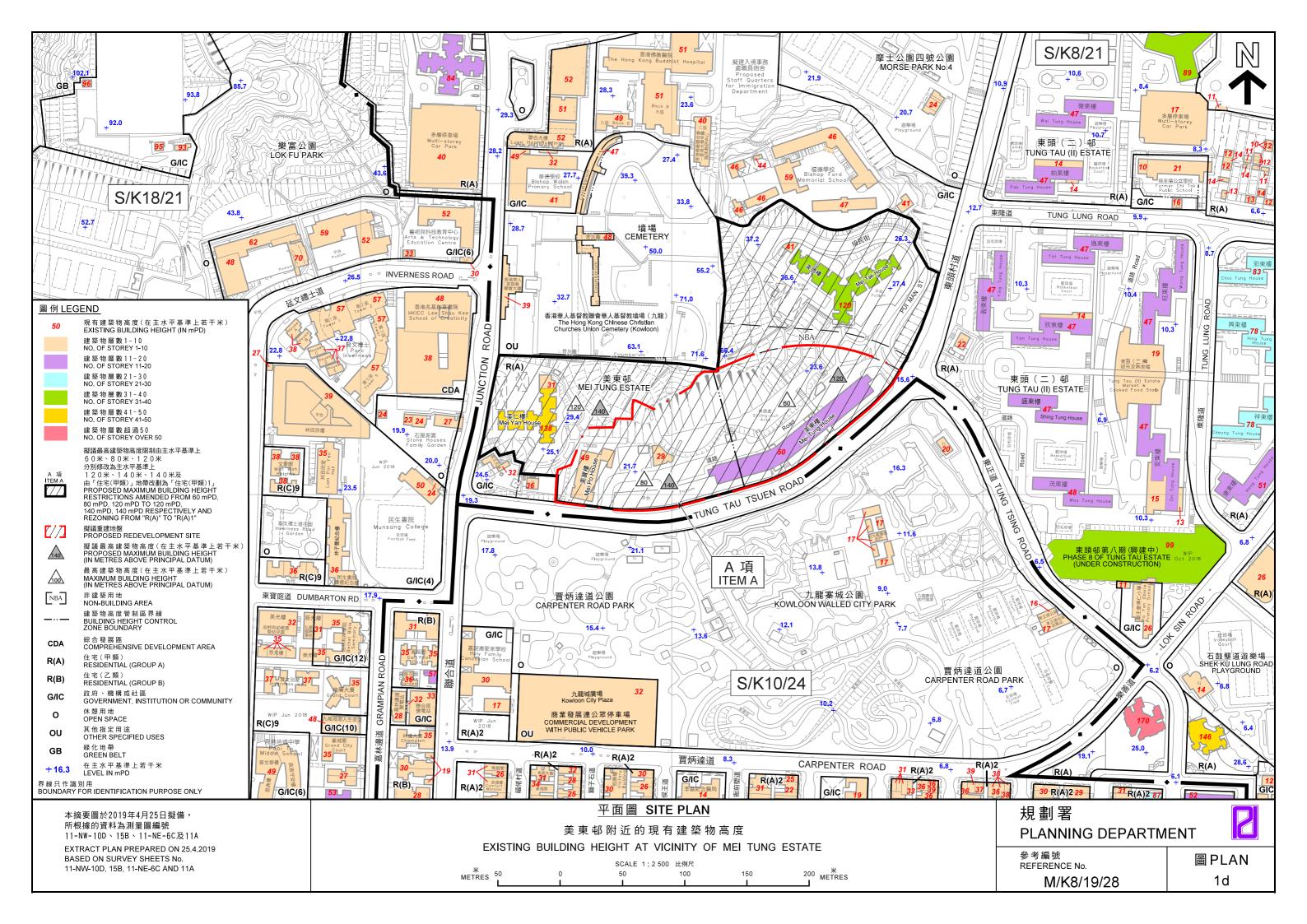
規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖PLAN 1c







界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2019年4月18日擬備,所根據的 資料為攝於2018年8月10日的實地照片 PLAN PREPARED ON 18.4.2019 BASED ON SITE PHOTOS TAKEN ON 10.8.2018

實地照片 SITE PHOTOS

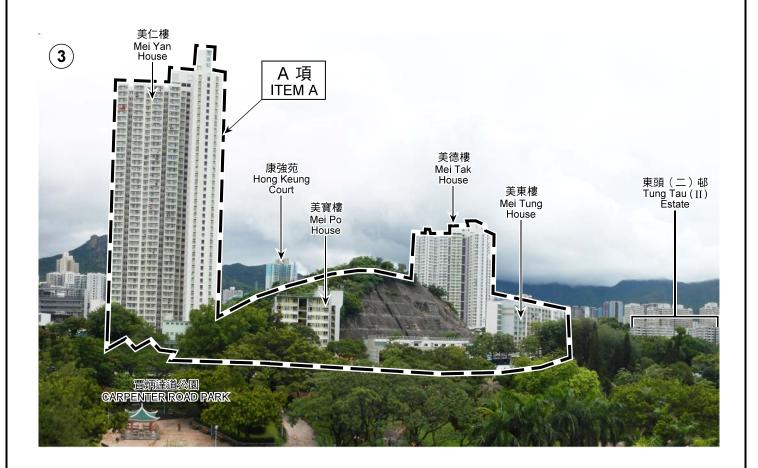
横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂(A項)
PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. **M/K8/19/28**

圖 PLAN 1e



界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2019年4月18日擬備,所根據的 資料為攝於2018年8月10日的實地照片 PLAN PREPARED ON 18.4.2019 BASED ON SITE PHOTO TAKEN ON 10.8.2018

實地照片 SITE PHOTO

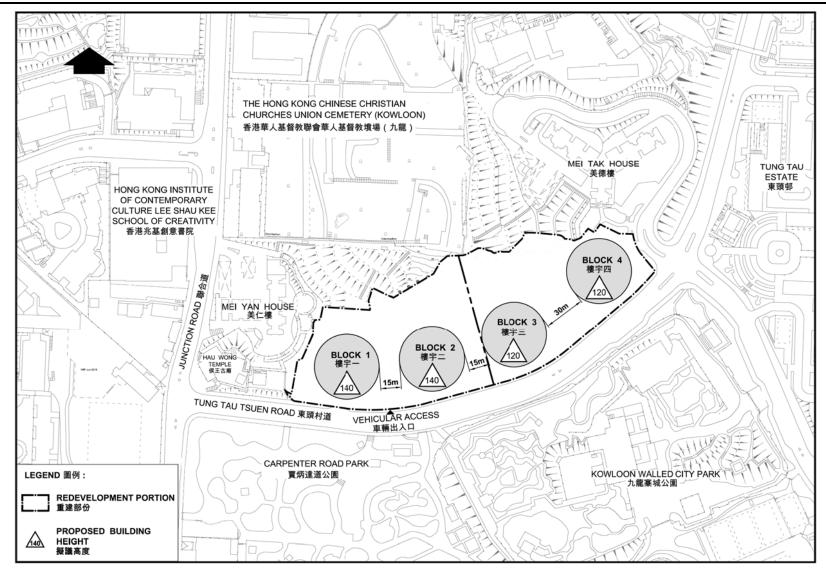
横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂 (A項) PROPOSED AMENDMENT TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM A)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No. M/K8/19/28

圖 PLAN 1f



(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月25日擬備 EXTRACT PLAN PREPARED ON 25.4.2019 横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂 美東邨 (美東樓及美寶樓)重建發展概念設計圖 PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 REDEVELOPMENT CONCEPTUAL PLAN OF MEI TUNG ESTATE (MEI TUNG HOUSE AND MEI PO HOUSE)

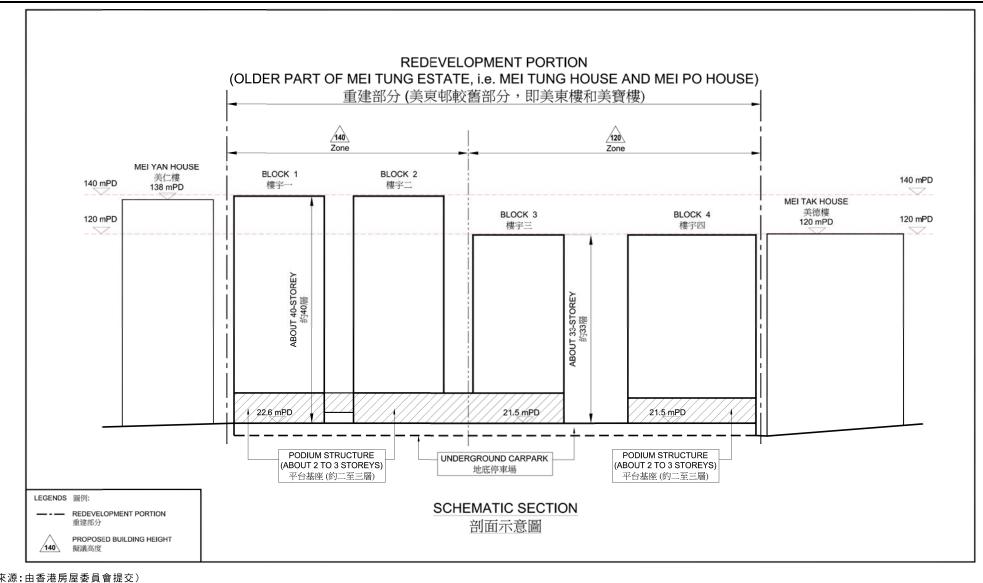
規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖PLAN 1g



(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月25日擬備 EXTRACT PLAN PREPARED ON 25.4.2019

横頭磡及東頭分區計劃大綱核准圖編號 S/K 8/2 1 的擬議修訂 美東邨(美東樓及美寶樓)重建擬議高度輪廓 PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 PROPOSED REDEVELOPMENT BUILDING HEIGHT PROFILE OF MEI TUNG ESTATE (MEI TUNG HOUSE AND MEI PO HOUSE)

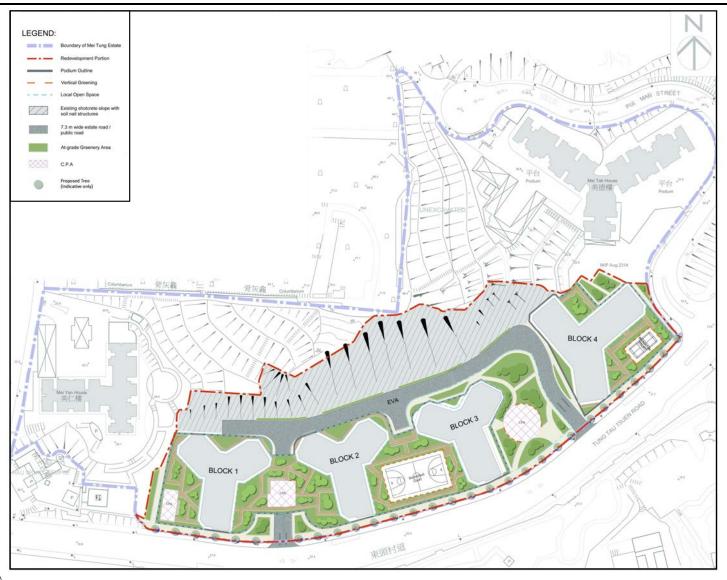
規劃署 **PLANNING DEPARTMENT**



參考編號 REFERENCE No.

M/K8/19/28

圖PLAN 1h



(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月25日擬備 **EXTRACT PLAN PREPARED ON 25.4.2019**

横頭磡及東頭分區計劃大綱核准圖編號 S/K 8/2 1 的擬議修訂 美東邨(美東樓及美寶樓)重建初步園景設計總圖 PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21

REDEVELOPMENT PRELIMINARY LANDSCAPE

MASTER PLAN OF MEI TUNG ESTATE (MEI TUNG HOUSE AND MEI PO HOUSE)

規劃署 **PLANNING DEPARTMENT**



參考編號 REFERENCE No.

圖PLAN M/K8/19/28 1i



合成照片(遵從分區計劃大綱圖的方案) Photomontage (OZP Compliance Scheme)



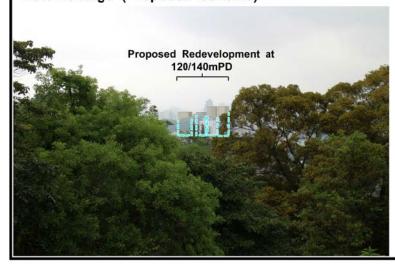
LEGEND:



BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES



合成照片(擬議重建計劃) Photomontage (Proposed Scheme)



(資料來源:由香港房屋委員會提交)

(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月25日擬備 EXTRACT PLAN PREPARED ON 25.4.2019 合成照片 PHOTOMONTAGE

在龍翔道觀景台的觀景點 VIEWING POINT AT LUNG CHEUNG ROAD LOOKOUT 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖 PLAN 1j

現有景觀 Existing View



東京が CON FU Estation

TOP Tau (2) Estate

AND Tau (2) Estate

TOP Tau (3) Estate

TOP Tau (4) Estate

TOP Tau (4) Estate

TOP Tau (5) Estate

TOP Tau (5) Estate

TOP Tau (6) Estate

TOP Tau (6) Estate

TOP Tau (7) Estate

TOP Tau (7) Estate

TOP Tau (8) Estate

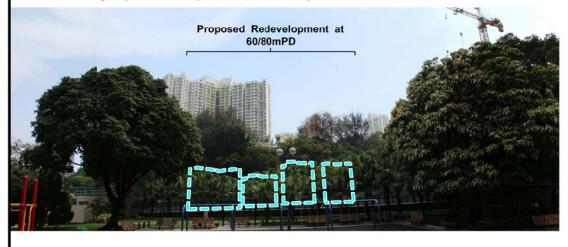
TO

LEGEND:

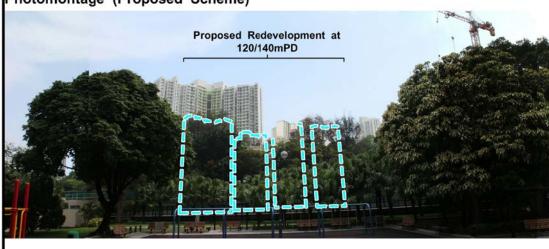
合成照片(遵從分區計劃大綱圖的方案) Photomontage (OZP Compliance Scheme)



BEHIND EXISTING STRUCTURES / TOPOGRAPHIC FEATURES



合成照片(擬議重建計劃) Photomontage (Proposed Scheme)



(資料來源:由香港房屋委員會提交)

(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月23日擬備 EXTRACT PLAN PREPARED ON 23.4.2019 合成照片 PHOTOMONTAGE

在摩士公園(四號公園)露天劇場旁的公共廣場的觀景點 VIEWING POINT AT PUBLIC PLAZA NEXT TO THE AMPHITHEATRE AT MORSE PARK (PARK No.4) 規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖 PLAN 1k





合成照片(遵從分區計劃大綱圖的方案)

Photomontage (OZP Compliance Scheme)

Proposed Redevelopment at 60/80mPD



合成照片(擬議重建計劃) Photomontage (Proposed Scheme)



(資料來源:由香港房屋委員會提交)

(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

合成照片 PHOTOMONTAGE

本摘要圖於2019年4月23日擬備 EXTRACT PLAN PREPARED ON 23.4.2019

在鄰近九龍城廣場的賈炳達道與侯王道路口的觀景點 VIEWING POINT AT JUNCTION OF CARPENTER ROAD AND HAU WONG ROAD NEXT TO KOWLOON CITY PLAZA

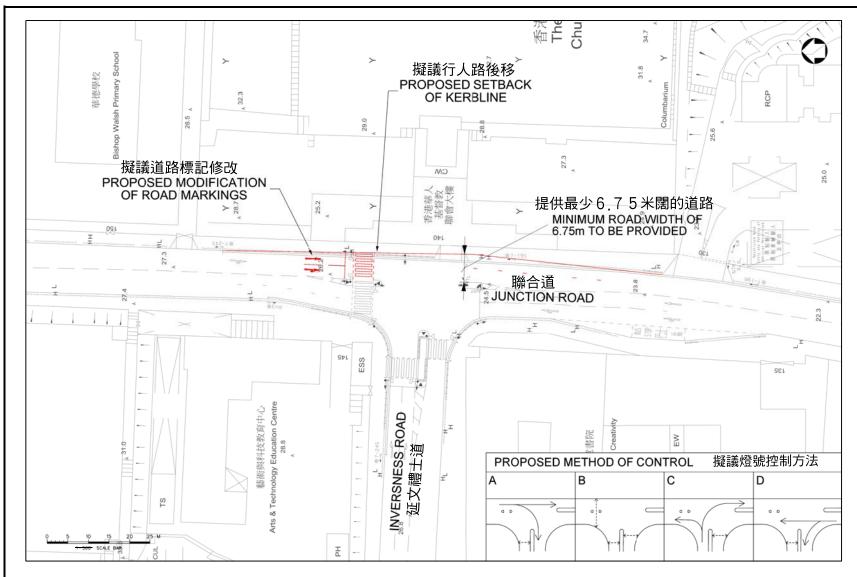
規劃署 **PLANNING** DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖PLAN 11





(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

本摘要圖於2019年4月26日擬備 EXTRACT PLAN PREPARED ON 26.4.2019

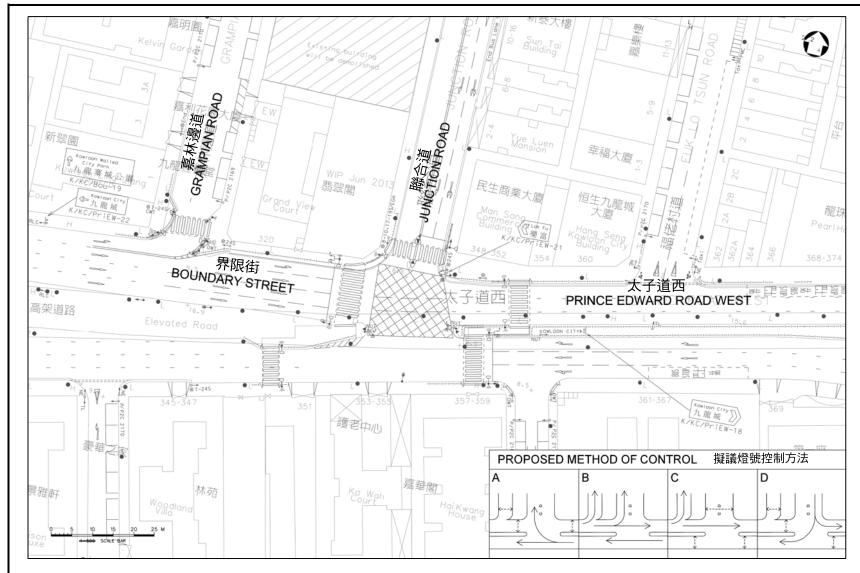
橫頭磡及東頭分區計劃大綱核准圖編號 S/K 8/2 1 的擬議修訂 擬議聯合道與延文禮士道路口的改善措施 PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21
PROPOSED IMPROVEMENT MEASURE FOR JUNCTION OF JUNCTION ROAD / INVERSNESS ROAD

規劃署 **PLANNING** DEPARTMENT



參考編號 REFERENCE No.

圖PLAN M/K8/19/28 1m





位置圖 LOCATION PLAN

(資料來源:由香港房屋委員會提交)

(SOURCE: SUBMITTED BY HONG KONG HOUSING AUTHORITY)

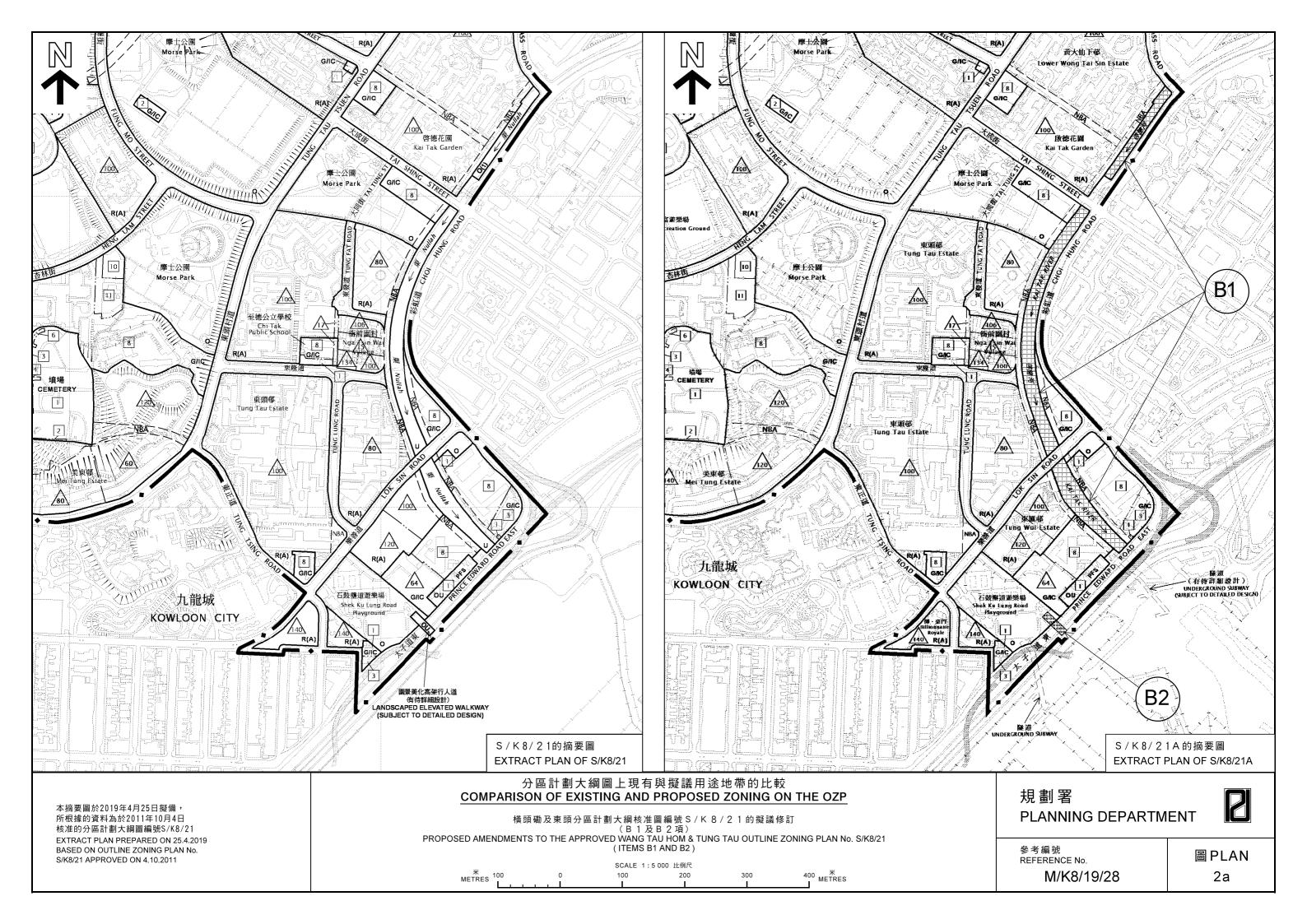
本摘要圖於2019年4月26日擬備 EXTRACT PLAN PREPARED ON 26.4.2019 横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂 擬議太子道西、界限街與嘉林邊道路口的改善措施 PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 PROPOSED IMPROVEMENT MEASURE FOR JUNCTION OF PRINCE EDWARD ROAD WEST / BOUNDARY STREET / GRAMPIAN ROAD

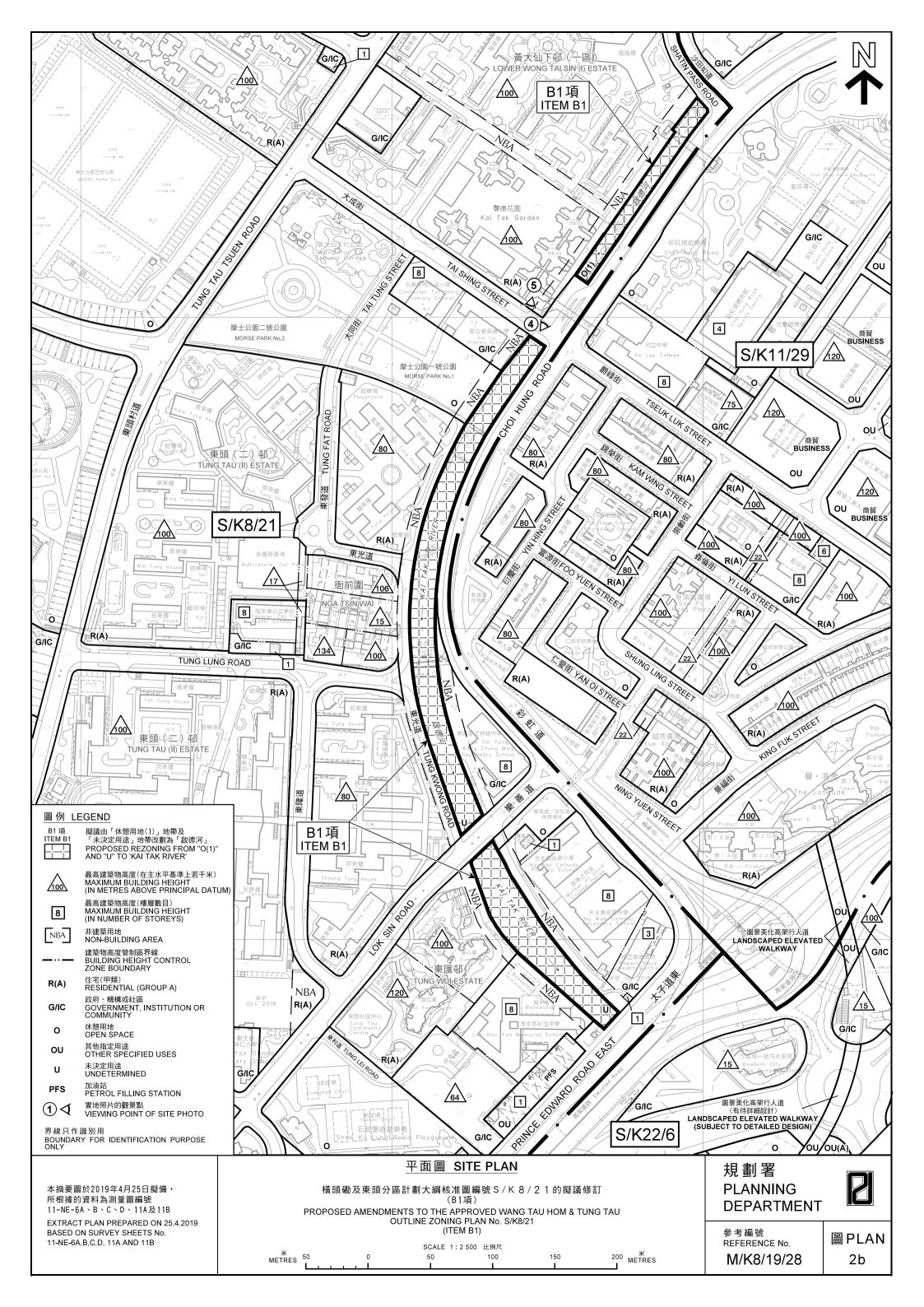
規劃署 PLANNING DEPARTMENT

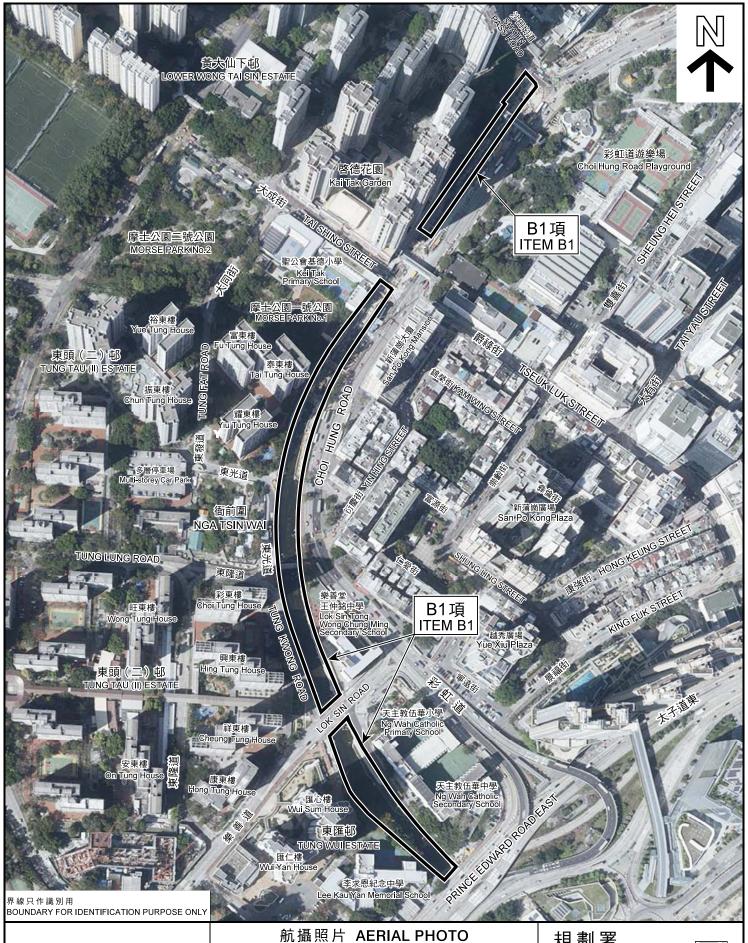


參考編號 REFERENCE No. M/K8/19/28

圖PLAN 1n







本摘要圖於2019年4月25日擬備, 所根據的資料為地政總署 於2018年3月10日拍攝的 航攝照片編號E034169C

EXTRACT PLAN PREPARED ON 25.4.2019 BASED ON AERIAL PHOTO No. E034169C TAKEN ON 10.3.2018 BY LANDS DEPARTMENT 横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂(B1項)

PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM B1)

規劃署 PLANNING DEPARTMENT

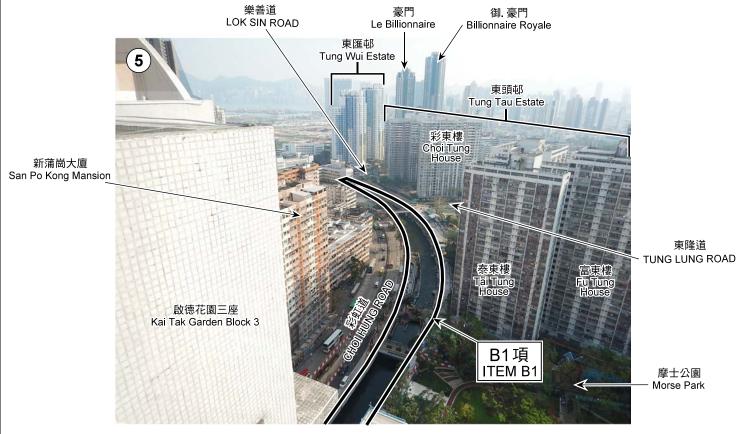


參考編號 REFERENCE No.

M/K8/19/28

圖PLAN 2c





界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2019年4月25日擬備,所根據的 資料為攝於2018年9月20日的實地照片 PLAN PREPARED ON 25.4.2019 BASED ON SITE PHOTOS TAKEN ON 20.9.2018

實地照片 SITE PHOTOS

横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂 (B1項)

PROPOSED AMENDMENT TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM B1)

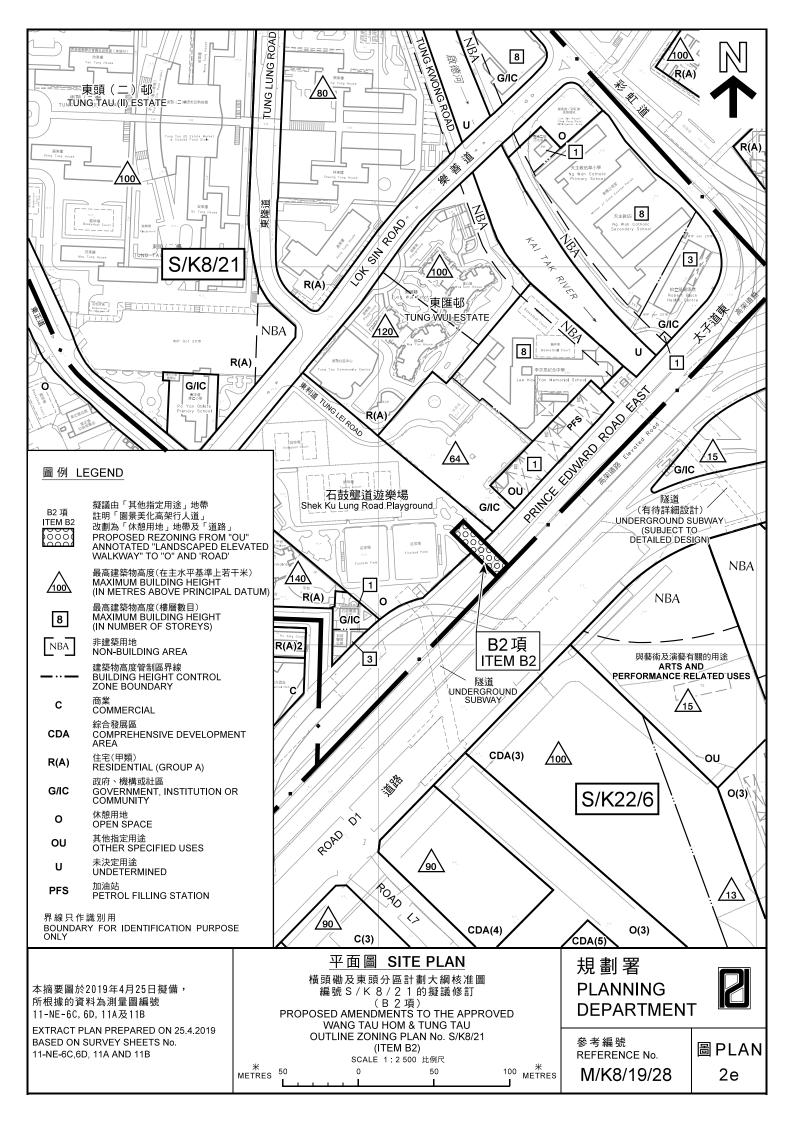
規劃署 PLANNING DEPARTMENT

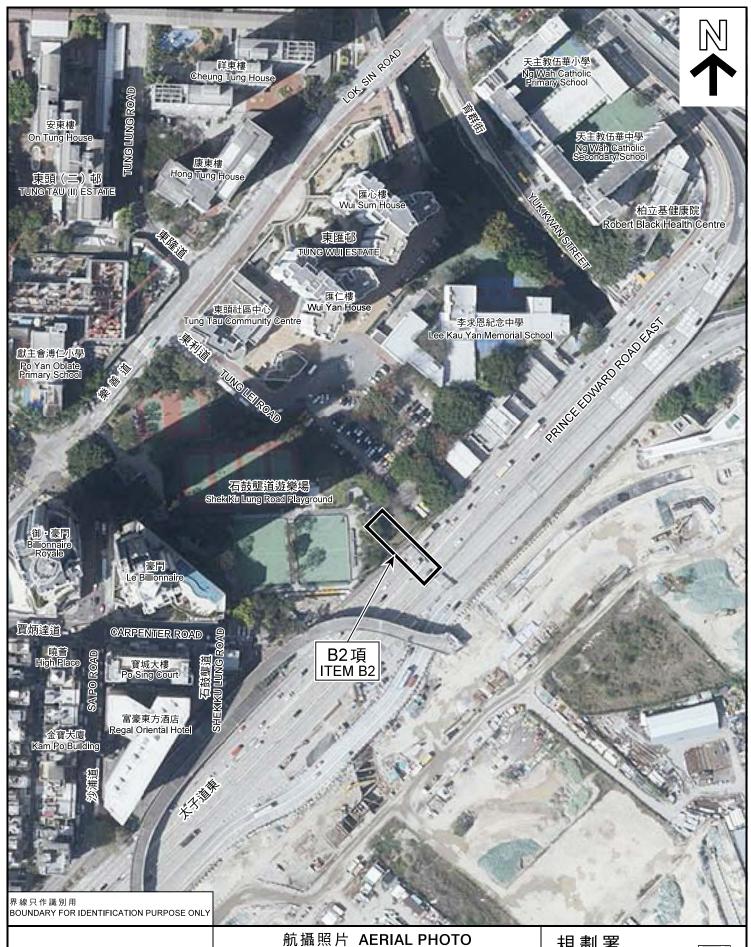


參考編號 REFERENCE No.

M/K8/19/28

圖 PLAN 2d





本摘要圖於2019年4月25日擬備, 所根據的資料為地政總署 於2018年3月10日拍攝的 航攝照片編號E034169C

EXTRACT PLAN PREPARED ON 25.4.2019 BASED ON AERIAL PHOTO No. E034169C TAKEN ON 10.3.2018 BY LANDS DEPARTMENT 横頭磡及東頭分區計劃大綱核准圖編號 S / K 8 / 2 1 的擬議修訂 (B2項)

PROPOSED AMENDMENTS TO THE APPROVED WANG TAU HOM & TUNG TAU OUTLINE ZONING PLAN No. S/K8/21 (ITEM B2)

規劃署 PLANNING DEPARTMENT



參考編號 REFERENCE No.

M/K8/19/28

圖 PLAN 2f