

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

MPC Paper No. 5/23

**For Consideration by the
the Metro Planning Committee on 9.6.2023**

**PROPOSED AMENDMENTS TO
THE APPROVED YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/24**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/24 (**Attachment I**) as shown on the draft OZP No. S/K2/24A (**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 OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP.

2. Status of the Current OZP

- 2.1 On 18.10.2022, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently renumbered as S/K2/24. On 28.10.2022, the approved Yau Ma Tei OZP No. S/K2/24 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 7.2.2023, CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 17.2.2023, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

- 3.1 The Yau Ma Tei and Mong Kok areas (the YM Areas) are densely populated with a high proportion of aged buildings within the commercial and residential zonings. To tackle the growing problem of urban decay more comprehensively and optimise redevelopment potential, the Urban Renewal Authority (URA) commenced the District Study for Yau Ma Tei and Mong Kok (YMDS) in May 2017 to map out a blueprint for restructuring and regenerating the YM Areas. YMDS was completed and its Information Booklet was published in February 2022, which is available at URA's website at <https://www.ura.org.hk/f/page/44/13214/Information%20Booklet.pdf>.
- 3.2 According to URA, about 65% of the existing buildings within the YM Areas are aged at least 50 years. Of which, 47% are in dilapidated conditions, and 37% are

“Three-Nil Buildings”¹. By 2047, about 80% of the building stock will be at least 70 years. As at 2017, there are also some 400 buildings among the total 3,350 buildings in the areas exceeding the plot ratio (PR) restrictions of the Yau Ma Tei and Mong Kok OZPs or Building (Planning) Regulations (B(P)R). The redevelopment momentum in the YM Areas has been slow, with some 50 occupation permits (for domestic and composite buildings) issued in the past 20 years.

- 3.3 Some recommendations of YMDS as detailed in paragraphs 3.6 to 3.10 below have already been incorporated into the Mong Kok OZP No. S/K3/35 approved by CE in C on 30.5.2023. Similar amendments are also proposed for the subject Yau Ma Tei OZP.

PR Restrictions for “Commercial” (“C”) and “Residential (Group A)” (“R(A)”) Zones

- 3.4 The PR restrictions stipulated on “R(A)” and “C” zones in the Yau Ma Tei and Mong Kok OZPs were based on the recommendations in the Kowloon Density Study (KDS) in 1993 and the KDS Review in 1999. KDS was commissioned in 1991 to assess the appropriate development intensity for Kowloon in anticipation of relocation of the Kai Tak Airport and the eventual uplifting of the airport height control at that time. Having regard to the then projected infrastructural capacity constraints, the KDS recommended that the PRs for “R(A)” and “C” zones restricted to lower than B(P)R levels², i.e. maximum total PR of 9, of which maximum PR of 7.5 for domestic use in general in “R(A)” zone³ and maximum PR 12 for “C” zone. The PR controls were imposed on the concerned OZPs covering Kowloon area, including Yau Ma Tei and Mong Kok OZPs, in December 1993.

- 3.5 These controls were subsequently reviewed in 1999 to assess whether it would be acceptable to increase the PRs in Kowloon taking account of infrastructural and environmental considerations. The KDS Review confirmed the need to maintain the PRs control for “R(A)” and “C” zones in general⁴. Nevertheless, the KDS Review also concluded that there might be scope for further transfer of PR from non-domestic to domestic use and relaxation of PRs in large-scale urban restructuring schemes subject to infrastructural capacity, in particular on sewerage and transport, and Government, institution and community (GIC) facilities provision. YMDS provided an opportunity to review the PR restrictions for “R(A)” and “C” zones in the Yau Ma Tei and Mong Kok OZPs. Details of the recommendations are summarised in paragraphs 3.6 to 3.10 below.

¹ “Three-Nil Buildings” refer to buildings which do not have owners’ corporations or any form of residents’ organizations, or do not engage property management companies in managing their buildings.

² According to the First Schedule of B(P)R, the maximum permissible PRs for domestic buildings are 8, 9 and 10 for class A, B and C of the site respectively and that for non-domestic buildings is 15 irrespective of the class of the site. Class A site means a site not being a class B site or class C site, that abuts on one specified street not less than 4.5m wide or on more than one such street. Class B means a corner site that abuts on 2 specified streets neither of which is less than 4.5m wide. Class C site means a corner site that abuts on 3 specified streets none of which is less than 4.5m wide.

³ At that time, “R(A)” zone was subject to two-tier system of PR, i.e. (i) maximum PR of 6 for a domestic building or 7.5 for a composite building; and (ii) for a site of not less than 400m², maximum total PR of 9, of which maximum PR of 7.5 for domestic use, provided that a minimum of one car parking space for every four flats and a minimum one loading/unloading bay for every 800 flats will be provided, and there is an available vehicular access to and from the site.

⁴ The two-tier system for PR was deleted from the OZP in 2002 under the draft Yau Ma Tei OZP No. S/K2/14.

YMDS

- 3.6 The study area of YMDS is about 212 ha covering most of the Mong Kok and Yau Ma Tei OZPs as well as a small portion of the South West Kowloon OZP (**Plan 1**). YMDS has developed three scenarios of Master Urban Renewal Concept Plans (MRCPs) with varying development intensity, i.e. “+”, “0” and “-”. YMDS recommends adopting MRCP “+” as a first step to envision growth and livability, focusing on steering economic growth, and to generate an increase in GFA within the limits of infrastructure and planning capacity. The design population is capped at the existing level (i.e. 213,000) in the YM Areas. The implementation of the other MRCPs⁵ would be dependent on resource availability such as new land supply in the future rendering it possible to thin out the population in the YM Areas⁶. The Study also proposed various new planning tools to step up the urban renewal momentum including (i) to allow interchangeability between domestic and non-domestic PRs for residential zone; (ii) to increase development intensity to strengthen the commercial functions along the Nathan Road commercial spine; and (iii) to introduce a new zoning to facilitate well planned mixed-use development in areas with unique identity to meet changing market needs and increase redevelopment potential. According to the evaluation under YMDS, the proposed interchangeability between domestic/non-domestic PRs for “R(A)” (and “Residential (Group E)” only on Mong Kok OZP) zones from 7.5/1.5 to 8.5/0.5 respectively, together with the implementation of some redevelopment projects⁷ by URA by 2047, will result in an increase of domestic GFA from about 3,914,000m² to 4,658,000m² (+19%) for the entire YM Areas. With an assumption of more reasonable average size of living quarters, i.e. GFA of about 55m², after redevelopment, the population would remain as about 213,000 persons.
- 3.7 URA has engaged various professional bodies and relevant stakeholders to seek their views on the restructuring plans and implementation approach of the proposed planning tools. The Board was briefed on the findings and recommendations of YMDS on 7.1.2022 and Members generally considered that YMDS was comprehensive and had provided some good recommendations to tackle urban renewal issues in the YM Areas and incentivise private sector participation in the urban renewal process. Relevant TPB Paper No. 10795 and the minutes of the Board meeting are available at the Board’s website at https://www.info.gov.hk/tpb/en/meetings/TPB/Agenda/1262_tpb_agenda.html and https://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1262tpb_e.pdf respectively.
- 3.8 As a district-wide urban renewal study, YMDS had taken into account the development intensity and infrastructural capacities of the areas comprehensively through various technical assessments, in particular those on traffic and sewerage aspects. The Study also proposed to allow more flexibility in terms of BH to create

⁵ The “-” scenario aspires to create a livable city with major restructuring and population thin-out, requiring higher level of Government initiatives. The “0” scenario lies in the middle ground and seeks to maintain existing permissible level of development under the OZP with improvement in livability. The design population is capped at the existing level of about 213,000 and ranges from about 150,000 to 213,000.

⁶ In general, the “+” MRCP would be implemented first to create the resources needed to kick start effective urban renewal in the district; when land and financial resources were made available from new land supply sources at the New Development Areas, “0” or “-” MRCPs would be implemented to thin out the population and density to realise the Hong Kong 2030+ vision.

⁷ The proposed developments assumed to be completed by 2047 include Nullah Road Urban Waterway, Hamilton Street, Mong Kok Market Revitalization, Saigon Street, Tai Nan Street Street Consolidation Area (SCA) and Arran Street SCA.

an undulating and dynamic skyline comprising low-rise and super high-rise buildings. While some of the development proposals under YMDS are long-term development concepts, it is considered appropriate to take forward some recommendations of YMDS in the first batch of the amendments to the Yau Ma Tei, i.e.:

- (i) to increase the PR for the “C” zones along Nathan Road from 12 to 15⁸;
- (ii) to rezone the “R(A)” sites along the character streets, i.e. Temple Street (southern section) and Woosung Street, to “Other Specified Use” annotated “Mixed Use” (“OU(MU)”); and
- (iii) to enhance interchangeability between domestic and non-domestic PR for the “R(A)” zone.

3.9 The results of technical assessments (**Attachments VIa to VIh**) to support the proposed OZP amendments as conducted by URA have been agreed by relevant government bureaux/departments (B/Ds). It has been demonstrated that with implementation of road and sewer improvement works, no insurmountable technical problem is anticipated. Details of the technical assessments are set out in paragraph 5 below.

3.10 The building height restrictions (BHRs) are also proposed to relax accordingly to accommodate the increase in PR and allow further design flexibility while respecting the local characteristics and preservation of ridgeline of Lion Rock viewed from the strategic viewing points. As recommended under URA’s BH assessments for the current relaxation of PR restriction (**Attachments Va to Vc**), the proposed BHRs should be increased accordingly by 30m for “C” zone, i.e. from 110mPD to 140mPD, and 15m for “R(A)” and “OU(MU)” zone, i.e. from 100mPD to 115mPD, based on the assumptions of floor-to-floor height of 4.2m and 3.15m for typical floor for commercial and residential buildings respectively, as well as incorporated with building design elements of podium garden of 6m⁹, refuge floor of 4m (for commercial building)¹⁰ and transfer plate of 3m (for composite building)¹¹. The requirements under the Sustainable Building Design Guidelines (SBDG), including building setback, building separation and site coverage of greenery, and the setback requirements under the OZP for air ventilation purpose and under the Explanatory Statement for footpath widening at Nathan Road and Parkes Street have also been taken into account. As demonstrated in the Visual Impact Assessment (VIA) and the Air Ventilation Assessment (AVA) conducted by URA (**Attachments VIb and VIc**), the proposed amendments would not have adverse visual and air ventilation impacts. Therefore, the proposed BHRs are

⁸ Before imposition of the current maximum PR restriction of 12 into “C” zones (previously “Commercial/Residential” (“C/R” zone) on the Mong Kok and Yau Ma Tei OZPs in 1993, there was no PR restriction for “C” zones on the OZPs and thus the PR control was subject to B(P)R (i.e. maximum PR of 15 for non-domestic building).

⁹ Podium garden is incorporated as a green feature to promote green and innovative buildings and is qualified for GFA concession. As per the SBDG, a clear height should not be less than 4.5m, thus a floor-to-floor height of 6m is adopted.

¹⁰ In view of increase in PR, the number of storeys of commercial building in the “C” zone may be more than 25 storeys subject to detailed design. According to the Code of Practice for Fire Safety in Building 2011, refuge floor should be provided for commercial building exceeding 25 storeys above the lowest ground storey.

¹¹ To facilitate better use/planning of commercial floor space within the non-domestic podium and to avoid residential tower structures above to inhibit the podium floors, transfer plate is incorporated as an assumption, in particular that more commercial floors are anticipated in “OU(MU)” zone.

considered not unreasonable or unacceptable taking into account the aforementioned planning considerations and relevant technical assessments.

Introduction of “Other Specified Use” annotated “(Mixed Use)” (“OU(MU)”) Zone

- 3.11 Regarding the proposed “OU(MU)” zone, which was introduced to the zoning system in 2002 to facilitate integrated mixed-use development, it allows mixture of compatible uses juxtaposing with one another in developments. The “OU(MU)” is intended primarily for mixed non-industrial land uses. Under this zoning, flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.
- 3.12 According to Town Planning Board Guidelines for Designation of “OU(MU)” Zone and Application for Development within “OU(MU)” Zone Under Section 16 of the Town Planning Ordinance (TPB PG-No. 42), the “OU(MU)” zoning will be more suitable for areas where a mixture of commercial, office, residential and other uses already exists. Taking into account the relevant planning considerations like existing uses of the site and the surrounding area as well as the ownership pattern, rezoning should preferably be on a street-block basis where, through site amalgamation, they would have greater potential for transforming into mixed-use developments. In this vein, the “OU(MU)” zone could be introduced along the character streets in Yau Ma Tei area as mentioned in paragraph 3.8(ii) above to better reflect the current condition of highly mixed-use character and allow higher flexibility to enrich the commercial mix to meet the market demand. The character streets within Mong Kok OZP, i.e. Flower Market Road, Tung Choi Street and Fa Yuen Street, have already been rezoned from “R(A)” to “OU(MU)” to take forward the recommendations of YMDS.

4. Proposed Amendments

4.1 Amendment Item A - Removal of PR Restriction on “C” Zones (Plans 2 to 4 and 5a)

The Sites and Surroundings

- 4.1.1 The “C” zones along Nathan Road are located in the central part of the OZP running in north-south direction. They serve as a commercial spine in the YM Areas. They enjoy high accessibility with easy access to various public transport nodes, such as MTR stations and bus stops. A mix of commercial (including offices, hotels and shopping centres) and residential developments could be found. The “C” zones are subject to a maximum PR of 12 and BHR of 110mPD. To the west of the “C” zones are “R(A)” zones which are predominately residential areas with retail activities on lower floors. To the east are mainly GIC facilities intermixed with open space and some medium-density residential developments.

Proposed Amendments

4.1.2 To take forward the YMDS proposal for the “C” zones as mentioned in paragraph 3.8(i) above, it is proposed to remove the PR restriction on the “C” zones from the Notes of the OZP, and thus, the development within the “C” zones will be subject to the PR control under B(P)R with a maximum PR of 15 for non-domestic building. The maximum BHR is proposed to be increased by 30m to 140mPD as explained in paragraph 3.10 above.

4.2 **Amendment Item B - Rezoning Character Streets from “R(A)” to “OU(MU)” (Plans 2 to 4 and 5b)**

The Sites and Surroundings

4.2.1 The character streets, including Temple Street (southern section) and Woosung Street, are located in the southern part of the Area. The streets are currently zoned “R(A)” and mainly occupied by medium-rise tenement buildings with commercial uses on lower floors and residential use on upper floors. The “R(A)” zones are subject to a maximum PR of 7.5 for a domestic building, or 9.0 for a partly domestic and partly non-domestic building, or 9.0 for a non-domestic building, under no circumstances shall the PR for the domestic part of any building exceed 7.5, and a maximum BHR of 100mPD.

4.2.2 The Temple Street area is a famous night market with various local shops and cooked food stalls. To the east of the character streets is the commercial spine along Nathan Road. To the west is a residential area mainly occupied by medium-rise tenement buildings intermixed with more recent high-rise residential developments with commercial activities on lower floors, GIC facilities and open space.

Proposed Amendments

4.2.3 To take forward YMDS proposal mentioned in paragraph 3.8(ii) above, it is proposed to rezone Item B sites from “R(A)” to “OU(MU)” subject to the same maximum domestic and total PR restrictions of 7.5 and 9 respectively as of the current “R(A)” zone but relaxing the limitation of the commercial uses in general from only the lowest three floors to purpose-designed non-residential portion of a building. While this zone is intended primarily for high-density residential developments, such proposed alteration would allow higher design flexibility to enrich the commercial mix through more commercial floor spaces to be provided above the lowest three floors to better reflect the current condition of highly mixed-use character. Physical segregation has to be provided between the residential and non-residential portions within a new/converted building through the appropriate building design, including provision of separation entrances/lift lobbies/staircases so as to prevent nuisance causing by non-residential uses to the residents uses. The “OU(MU)” zones have been designated on a street-block basis to enable greater potential, through site amalgamation, for transforming into mixed-use developments, which tallies with TPB PG-No. 42 as outlined in paragraph 3.12 above. The BHR is also proposed to be increased by

15m to 115mPD accordingly as explained in paragraph 3.10 above. Taking into account the existing character of the sites and YMDS proposal, a new tailor-made Notes for the “OU(MU)” zone is proposed. A minimum setback of 3m from the lot boundary above 15m measured from mean street level abutting Woosung Street (between Kansu Street and Saigon Street) and Parkes Street as stipulated on the current OZP will be maintained for air ventilation purpose.

4.3 **Amendment Item C - Increase of Maximum Domestic PR Restriction for “R(A)” zones (Plans 2 to 4 and 5c)**

The Sites and Surroundings

4.3.1 The “R(A)” zones are located to the west of Nathan Road. It is intermixed with low to medium-rise tenement buildings and more recent high-rise residential developments. Commercial/retail uses are also commonly found on the lowest three floors of the “R(A)” zone. The “R(A)” zones are subject to a maximum PR of 7.5 for a domestic building, or 9.0 for a partly domestic and partly non-domestic building (under no circumstances shall the PR for the domestic part of any building exceed 7.5), or 9.0 for a non-domestic building; and a maximum BHR of 100mPD.

Proposed Amendments

4.3.2 To take forward YMDS proposal mentioned in paragraph 3.8(iii), while keeping the total PR as 9, it is proposed to increase the maximum domestic PR of the “R(A)” zones from 7.5 to 8.5 to enhance interchangeability and allow more domestic GFA. The maximum BHR is proposed to be increased by 15m to 115mPD as explained in paragraph 3.10 above.

5. **Technical Assessments**

5.1 Various technical assessments on traffic, environmental and infrastructure, as well as visual and air ventilation aspects have been conducted by URA under YMDS. To support the proposed amendment Items A to C, URA has refined the technical assessments to tally with the latest zoning proposals and the latest development schedule of the proposed projects¹². The findings of these assessments revealed that the proposed Amendment Items A to C are technically feasible without insurmountable problems. The technical assessments, which are the same for last round of amendments to the Mong Kok OZP, are attached at **Attachments VIa to VIg** and summarised as follows:

¹² Proposed developments, including Nullah Road Urban Waterway, Mong Kok Market Revitalisation, Hamilton Street Redevelopment Project, Saigon Street Redevelopment Project, Tai Nan Street SCA and Arran Street SCA, are assumed to be completed in 2047 and have been included in the assumptions of the assessments as a conservative approach to examine the possible impacts on the YM Areas.

Traffic Aspect

- 5.2 A Traffic Impact Assessment (TIA) (**Attachment VIa**) has been conducted for design years 2037 and 2047 to assess the traffic impacts arising from the proposed OZP amendments. The results indicate that the critical junctions within Yau Ma Tei area would perform satisfactorily and operate within their capacity at the design years, except the junctions of Nathan Road/Waterloo Road (J15), Nathan Road/Jordan Road (J21), Gascoigne Road/Jordan Road (J22) (**Plan 6a**). With implementation of the proposed traffic improvement measures at the aforementioned junctions (**Plans 6b to 6d**) by relevant government departments or future project proponents of adjoining/nearby redevelopments, all assessed junctions will operate within capacity in the design years.
- 5.3 The TIA also concludes that all assessed road links (**Plan 6a**) are estimated to be within capacity in the design years, except Gascoigne Road Flyover (L5) and West Kowloon Highway (L11). According to the TIA, the “volume to capacity” ratio (V/C ratio) of these two roads will be approaching or exceeding 1.2¹³, even without the proposed amendments. Notwithstanding, with future developments in the Kau Yi Chau Artificial Islands and its associated 4th road harbour crossing as well as the Northern Metropolis, the existing travel patterns across the Victoria Harbour and along the north-south strategic corridor would help relieve the traffic pressure of the aforementioned two road links.
- 5.4 The pedestrian flows in the design years have also been assessed. The results indicate that most of the footpaths within Yau Ma Tei area are estimated to have acceptable Level of Service (LOS), except for the sections of footpath at Waterloo Road (P37), Nanking Street (P44) and Parkes Street (P48). Besides, section of footpath at Saigon Street (P42) and Shanghai Street (P45) with a width below the requirements in the Hong Kong Planning Standards and Guidelines (HKPSG) would reach LOS of C in 2047. To foster a pedestrian-friendly environment and be in line with “Walk in HK” initiative, widening of the aforementioned footpaths is proposed and will be implemented by project proponent of subject redevelopment as detailed planning proceeds (**Plans 5d to 5f and 7**). Besides, with a long term vision to transform the YM Areas to a better walkable district and strengthen Nathan Road as the major commercial spine in the Areas, it is proposed to widen the footpaths with a setback on the ground floor on both sides of Nathan Road where necessary to meet the current requirements of HKPSG and the Transport Planning and Design Manual (TPDM) (i.e. 5.5m including 4.5m for Through Zone and 1m for shopping frontage in Building Frontage Zone). It is also suggested to incorporate the proposed setback along Nathan Road and Parkes Street into the Explanatory Statement of the OZP. With implementation of the proposed footpath widening, either by the relevant government departments or the future project proponents of adjoining/nearby redevelopments, including URA, all assessed footpaths will have an acceptable LOS and meet the relevant requirements of HKPSG and TPDM.
- 5.5 The Commissioner for Transport (C for T) and the Chief Highway Engineer/Kowloon of the Highways Department (CHE/K, HyD) have no in-principle objection to the proposed amendments from traffic engineering and highway maintenance perspectives.

¹³ V/C ratio is an indication of the traffic condition of roads during peak hours. A V/C ratio equals to or less than 1.0 is considered acceptable, that between 1.0 and 1.2 indicates a manageable degree of congestion, and that above 1.2 indicates more serious congestion.

Visual Aspect

- 5.6 According to the findings of the Visual Impact Assessment (VIA) (**Attachment VIb**), the visual impacts resulting from the proposed amendments on the selected viewpoints in the distance (VP1, VP4 and VP5) generally range from “negligible to slightly adverse” to “slightly adverse”. As illustrated in the photomontages (**Plans 8b, 8d and 8e**), from a far viewing distance, the visual impacts are rather minor and negligible. For the strategic viewing point for preservation of Beacon Hill/Lion Rock ridgeline, i.e.VP3 at Central Pier No.7 (**Plan 8c**), the proposed amendments would be partially screened by the planned developments in the West Kowloon Cultural District (WKCD) dominating the city view against the harbourfront while some existing/planned developments have already breached the ridgeline¹⁴. The proposed amendments, together with other existing residential developments, would form a taller urban backdrop complementing the WKCD identity upon full redevelopment, with some portions exceeding the “20% Building Free Zone below ridgeline” as recommended in the Urban Design Guidelines under HKPSG¹⁵. Nevertheless, the amendments would be generally compatible with the surrounding in terms of visual character which are dominated by high-density developments.
- 5.7 As for the selected viewpoints within and surrounding the Areas (VP 12 to VP15), the visual impacts resulting from the proposed amendments generally range from “slightly to moderately adverse” to “moderately adverse” when comparing the OZP Amendment Scheme with the OZP Compliance Scheme. As illustrated in the photomontages (**Plans 8f to 8i**), although the proposed amendments may reduce visual openness, permeability and access to sky view to a certain extent, they would generally be compatible with Yau Ma Tei townscape and their surroundings mainly characterised by compact and mixed high-rise developments. The 15m increase in BH for “R(A)” and “OU(MU)” sites would unlikely induce significant changes to the intended visual character under the current OZP, and the increase in PR and 30m increase in BH for “C” sites along Nathan Road would likely strengthen Nathan Road as the key commercial spine of Kowloon Peninsula, making it a landmark of the district. Variations in lot size and development scale as well as differences in design styles and considerations would contribute to varieties in BH and outlook over the area. The Chief Town Planner/Urban Design and Landscape of Planning Department (CTP/UD&L, PlanD) has no adverse comment on the VIA.

Air Ventilation Aspect

- 5.8 The Expert Evaluation on Air Ventilation Assessment (AVA-EE 2022) (**Attachment VIc**) found that as the proposed amendments would not affect the road network, building setbacks and non-building area currently demarked in the OZP, the general pedestrian wind flow across Yau Ma Tei area would be maintained.
- 5.9 The interchangeability between domestic and non-domestic uses for “R(A)” zone would offer opportunities to substantially reduce the podium bulk which would

¹⁴ The existing/planned developments protruding the ridgeline include the proposed topside development at Guangzhou-Shenzhen-Hong Kong Express Rail Link West Kowloon Station, Langham Place, and the proposed commercial development at Sai Yee Street (Kowloon Inland Lot 11237) (from left to right).

¹⁵ The proposed amendment items as illustrated in the photomontages (**Plan 8c**) have only reflected the resultant BH at main roof level. Rooftop structures have not been illustrated.

improve air flow at lower level. Given that the “R(A)” zone occupies substantial portion in the Yau Ma Tei area, it would increase overall ground level permeability and improve air ventilation in narrow streets. As for the developments within “C” zone, the podium bulk in the OZP Compliance Scheme and OZP Amendment Scheme will be similar resulting in similar pedestrian wind environment in the locality. The podium bulk of developments in “OU(MU)” zone may be increased due to increase in flexibility of non-domestic uses within developments. To further enhanced air ventilation in the Area, especially “C” and “OU(MU)” zones, it is suggested to incorporate permeable design requirements such as smaller/terraced podium, more building setbacks/gaps and open areas at low level into the Explanatory Statement of the OZP to guide the future developments.

- 5.10 Overall, the proposed amendments would unlikely result in significant adverse impact on the pedestrian wind environment. CTP/UD&L, PlanD has no adverse comment on the AVA.

Environmental Aspect

- 5.11 The Air Quality Impact Assessment (AQIA) (**Attachment VI d**) revealed that with incorporation of mitigation measures, including placing air sensitive uses at appropriate locations of a development to mitigate the annual NO₂ exceedance, no insurmountable problem is envisaged from air quality point of view.
- 5.12 The Traffic Noise Impact Assessment (TNIA) (**Attachment VI e**) found that noise level of some parts of the proposed amendment item sites will exceed 70 dB(A) and noise level of some specific locations will exceed 78 dB(A). For the noise sensitive receivers exposing the road traffic noise level less than or equal to 78 dB(A), it is recommended to incorporate mitigation measures including architectural fin, acoustic window or acoustic balcony into future developments. As for the noise sensitive receivers exposing the road traffic noise level more than 78 dB(A), subject to building orientation and separation distance from noise source, additional mitigation measures, such as fixed windows, non-noise sensitive use design/blank wall at some façade, may be required. With proper design of the proposed developments and incorporation of necessary mitigation measures, no adverse road traffic noise impact would be anticipated.
- 5.13 The Director of Environmental Protection (DEP) has no adverse comment on the AQIA and TNIA.

Infrastructural Aspect

- 5.14 According to the Water Supply Impact Assessment (WSIA) (**Attachment VI f**), the increase in demand for freshwater and flushing water would be insignificant with the proposed amendments. The current freshwater and saltwater supply infrastructure would be adequate to cater for the demand arising from the proposed amendments. Therefore, no insurmountable impact is envisaged from the water supply perspective. The Chief Engineer/Construction of Water Supplies Department (CE/C, WSD) advised that given to understand that there would not be any significant change to the planned population of Yau Ma Tei area, he has no objection to the WSIA.
- 5.15 The Drainage Impact Assessment (DIA) (**Attachment VI g**) concluded that no

adverse drainage impact is anticipated. As for sewage aspect, the Sewerage Impact Assessment (SIA) (**Attachment VIh**) found that capacity of Anchor Street Sewage Pumping Station and Sham Shui Po No. 1 and 2 Sewage Screening Plant will be exceeded due to the amendments to Yau Ma Tei and Mong Kok OZPs and upgrading is required. The SIA also revealed that some manholes and their relevant trunk sewers will have insufficient freeboard and thus sewer improvement works are required (**Plan 9**). Concerned departments including DEP and the Chief Engineer/Mainland South of the Drainage Services Department (CE/MS, DSD) have no adverse comments on the DIA and SIA. CE/MS, DSD also commented that sewerage upgrading works may be required as recommended in the SIA for the possible increase in sewerage generation arising from the future developments. The sewerage upgrading works, if required, will be implemented by relevant government departments/project proponents at suitable juncture as detailed planning proceeds.

6. Provision of Major GIC Facilities and Open Spaces

- 6.1 Taking into account the proposed amendments as mentioned above, the planned population of the Yau Ma Tei Planning Area would be about 84,000 persons. As shown in **Attachment VII**, the existing and planned provision of major GIC facilities and open space are generally adequate to meet the demand in accordance with the HKPSG requirements and concerned B/Ds' assessments, except for some facilities stated in paragraphs 6.2 and 6.3 below.

GIC Facilities

- 6.2 According to the population-based planning standards for community facilities incorporated into HKPSG, there will be shortfalls in the provision of child care centres, community care services facilities, residential care homes for elderly, pre-school rehabilitation services and residential care services in the Yau Ma Tei Planning Area. However, the Social Welfare Department adopts a wider spatial context/cluster in the assessment of provision for such facilities. Besides, the aforesaid standards were reinstated in HKPSG in 2018, 2020 and 2022 respectively, and thus they reflect the long-term target towards which the provision of elderly, child care and rehabilitation facilities would be adjusted progressively. Opportunities will be taken to provide appropriate social welfare facilities within the proposed redevelopment projects. The type of facilities will be determined at the detailed stage in consultation with relevant government departments.
- 6.3 Although there will be a slight shortfall of one sports centre in the Yau Ma Tei Planning Area, the provision of sports centre is planned on a district basis, the deficit can be met by the provision in YTM District as a whole.

Open Space

- 6.4 While there will be deficit on the provision of local open space of about 1.65ha in the Yau Ma Tei Planning Area with the proposed amendments to the OZP, there is a surplus of about 3.55ha of district open space in the Yau Ma Tei Planning Area. Besides, there is a surplus of about 41ha district open space and 2.3ha local open space in the YTM district as a whole. The overall provision of open space is generally adequate to meet the demand of the planned population.

7. **Proposed Amendments to the Matters shown on the Plan**

Based on URA's proposals and the supporting technical assessments, the proposed amendments as shown on the draft Yau Ma Tei OZP No. S/K2/24A (**Attachment II**) are as follows:

- (a) **Amendment Item A** – Revision of BHR for “C” zones on the two sides of Nathan Road from 110mPD to 140mPD.
- (b) **Amendment Item B** – Rezoning of the “R(A)” sites in the area bounded by Kansu Street, Shanghai Street, Jordan Road, Parkes Street and Woosung Street from “R(A)” to “OU(MU)” and revision of BHR from 100mPD to 115mPD.
- (c) **Amendment Item C** – Revision of BHR for the “R(A)” zones from 100mPD to 115mPD.

8. **Proposed Amendments to the Notes of the OZP**

8.1 The following proposed amendments have been incorporated in the draft Notes at **Attachment III** with additions in *bold and italics* and deletions in ~~single crossed out~~ for Members' consideration.

“C” Zone

8.2 In relation to Amendment Item A mentioned in paragraph 7(a) above, the Remarks for the “C” zone will be revised to delete the clauses related to maximum PR restriction.

“OU(MU)” Zone

8.3 In relation to Amendment Item B mentioned in paragraph 7(b) above, a new set of Notes for the “OU(MU)” zone will be incorporated.

“R(A)” Zone

8.4 In relation to Amendment Item C mentioned in paragraph 7(c) above, the Remarks for the “R(A)” zone will be revised in relation to the adjustment of the maximum domestic PR from 7.5 to 8.5 and the rezoning of some “R(A)” sites to “OU(MU)”.

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

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

10. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/K2/25.

11. Consultation

Consultation with Yau Tsim Mong District Council (YTMDC)

11.1 URA has consulted YTMDC on 30.11.2021 on the findings of YMDS (see extract of meeting minutes at **Attachment VIII**). While YTMDC in general had no in-principle objection on YMDS, they raised concerns mainly on rehousing and compensation, provision of affordable housing in the YM Areas, implementation details (such as the role of URA and private developers in redevelopment, programme and source of funding for redevelopment etc.), provision of GIC facilities, traffic impact, revitalization of Yau Ma Tei Fruit Market and the implementation mechanism of transfer of PR.

Departmental Consultation

11.2 The proposed amendments to OZP have been circulated to relevant B/Ds for comment. No objection or adverse comments have been received and their comments (if any) have been incorporated into the proposed amendments to the OZP as appropriate. The B/Ds include:

- (a) Secretary for Development;
- (b) Secretary for Transport and Logistics;
- (c) Executive Secretary (Antiquities and Monuments), Development Bureau;
- (d) Secretary for Transport and Logistics;
- (e) District Lands Officer/Kowloon West, Lands Department;
- (f) Chief Building Surveyor/Kowloon, Buildings Department;
- (g) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (h) CTP/UD&L, PlanD;
- (i) C for T;
- (j) CHE/K, HyD;
- (k) Chief Engineer/ Railway Development Division 2-2, Railway Development Office, HyD;
- (l) Commissioner of Police;
- (m) DEP;
- (n) CE/MS, DSD;
- (o) CE/C, WSD;
- (p) Chief Engineer/South(2), Civil Engineering and Development Department;
- (q) Director of Social Welfare;
- (r) Director of Fire Services;
- (s) Director of Electrical and Mechanical Services;
- (t) Director of Leisure and Cultural Services;
- (u) Director of Agriculture, Fisheries and Conservation;
- (v) Director of Food and Environmental Hygiene;
- (w) Director of Health; and

- (x) District Officer (Yau Tsim Mong).

Public Consultation

11.3 If the proposed amendments are agreed by the Committee, the draft OZP incorporating the amendments (to be renumbered to S/K2/25 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 exhibition period. YTMDC will be informed on the proposed amendments during the statutory exhibition period of the draft OZP.

12. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Yau Ma Tei OZP No. S/K2/24 and that the draft Yau Ma Tei OZP No. S/K2/24A (**Attachment II**) (to be renumbered as S/K2/25 upon exhibition) and its Notes (**Attachment III**) are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Yau Ma Tei OZP No. S/K2/24A as an expression of the planning intentions and objectives of the Board for the various land use zonings of the OZP and the revised ES will be published together with the draft OZP.

13. Attachments

Attachment I	Approved Yau Ma Tei OZP No. S/K2/24 (reduced to A3 size)
Attachment II	Draft Yau Ma Tei OZP No. S/K2/24A
Attachment III	Revised Notes of the draft Yau Ma Tei OZP No. S/K2/24A
Attachment IV	Revised ES of the draft Yau Ma Tei OZP No. S/K2/24A
Attachments Va to Vc	Building Height Assessments
Attachments VIa to VIh	Technical Assessments submitted by URA
Attachment VII	Provision of Major Community Facilities and Open Space in the Yau Ma Tei Planning Area
Attachment VIII	Minutes of YTM DC Meeting on 30.11.2021
Plan 1	Plan indicating the Study Area of YMDS on OZPs
Plan 2	Location Plan
Plan 3	Site Plan
Plan 4	Aerial Photo
Plans 5a to 5f	Site Photos
Plans 6a to 6d	Proposed Road Improvement Works
Plan 7	Proposed Footpath Widening
Plans 8a to 8i	Photomontages
Plan 9	Proposed Sewers to be Upgraded