

KOWLOON PLANNING AREA NO. 5

APPROVEDDRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/37A

(Being an Approved<u>a Draft</u> Plan for the Purposes of the Town Planning Ordinance)

NOTES

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

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

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- (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) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

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COMMERCIAL

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

Ambulance Depot

Commercial Bathhouse/Massage

Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (not elsewhere specified)

Hotel

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Religious Institution

School

Shop and Services

Social Welfare Facility

Training Centre

Utility Installation for Private Project

Wholesale Trade

Broadcasting, Television and/or Film Studio

Fla

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 uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a district commercial/shopping centre. The areas under this zoning are major employment nodes.

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COMMERCIAL (Cont'd)

Remarks

(1) On land designated "Commercial (1)" ("C(1)") to "C(6)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio or gross floor area (GFA) specified below, or the plot ratio or GFA of the existing building, whichever is the greater:

Sub-area	Plot Ratio/GFA Restriction
C(1)	maximum GFA of 48 418m²
C(2)	maximum GFA of 77 738m²
C(3)	maximum plot ratio of 12.0
C(4)	maximum plot ratio of 12.0
C(5)	maximum plot ratio of 12.0
C(6)	maximum plot ratio of 12.0

- On land designated "C(1)", the total GFA of 48 418m² shall include a public car/ lorry park.
- (3) On land designated "C(2)", the total GFA of 77 738m² shall include a public transport terminus and a public car/lorry park.
- (4) On land designated "C(3)", the maximum plot ratio of 12.0 shall include a public car/lorry park.
- On land designated "C(4)", the maximum plot ratio of 12.0 shall include a public transport terminus and a public car/lorry park.
- On land designated "C(1)" to "C(6)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (7) On land designated "C(4)", a minimum setback of 3.5m from the lot boundary abutting Cheung Shun Street shall be provided.
- (8) On land designated "C(6)", a total of not less than 85 public car parking spaces and a minimum setback of 4m from the lot boundary abutting Cheung Shun Street shall be provided. For the purposes of plot ratio calculation, any floor space that is constructed or intended for use solely as public car parking spaces shall be included for calculation.

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COMMERCIAL (Cont'd)

- (9) In determining the relevant maximum plot ratio or GFA 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.
- (10) 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 or GFA for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio or GFA specified in paragraph (1) above may thereby be exceeded.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (1) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraphs (7) and (8) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (13) Under exceptional circumstances, for a development or redevelopment proposal, 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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COMPREHENSIVE DEVELOPMENT AREA

	Column 2
Column 1	Uses that may be permitted with or
Uses always permitted	without conditions on application
	to the Town Planning Board
	Flat
	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	House
	Private Club
	Public Utility Installation
	Religious Institution
	School
	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential use. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area (GFA) for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

- (vi) programmes of development in detail;
- (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
- (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
- (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of 3 storeys above the mean level of the portion of Tai Po Road abutting the lot as well as a maximum GFA of 6 717m², a maximum building height of 123.17 metres above Principal Datum and a maximum site coverage of 50%, or the GFA, building height and site coverage of the existing building, whichever is the greater.
- (4) In determining the maximum GFA and site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions stated in paragraph (3) 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	Column 2
Uses always permitted	Uses that may be permitted with or
• •	without conditions on application
	to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage
Eating Place (Cooked Food Centre only)	Establishment
(on land designated "R(A)1" only)	Eating Place (not elsewhere specified)
Flat	Educational Institution
Government Use (not elsewhere specified)	Exhibition or Convention Hall
House	Government Refuse Collection Point
Library	(not elsewhere specified)
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Vehicle Park (excluding container vehicle)	Mass Transit Railway Vent Shaft and/or
(on land designated " $R(A)2$ ", —and " $R(A)10$ "	Other Structure above Ground Level other
<i>and "R(A)11"</i> only)	than Entrances
Public Transport Terminus or Station	Office
(excluding open-air terminus or station)	Petrol Filling Station
Residential Institution	Place of Entertainment
School (in free-standing purpose-designed	Private Club
building only)	Public Convenience
Social Welfare Facility	Public Transport Terminus or Station
Utility Installation for Private Project	(not elsewhere specified)
	Public Utility Installation (not elsewhere specified)
	Public Vehicle Park (excluding container vehicle) (not elsewhere specified)
	Religious Institution (not elsewhere specified)
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre
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RESIDENTIAL (GROUP A) (Cont'd)

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

Eating Place Educational Institution Government Refuse Collection Point (on land designated "R(A)1", "R(A)2" and "R(A)10" only) Institutional Use (not elsewhere specified) Off-course Betting Centre Office Place of Entertainment Private Club **Public Convenience** Public Utility Installation (Electricity Substation only) (on land designated "R(A)4" only) Religious Institution (on land designated "R(A)5" only) Recyclable Collection Centre School **Shop and Services Training Centre**

Planning Intention

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

Remarks

(1) On land designated "Residential (Group A)" ("R(A)"), "R(A)1" to "R(A)8",—and "R(A)10" and "R(A)11", 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 (1619) and/or (1720) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.

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RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) For a non-domestic building to be erected on the site<u>land designated "R(A)", "R(A)1" to "R(A)8", "R(A)10" and "R(A)11", the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (16<u>19</u>) and/or (17<u>20</u>) hereof.</u>
- (3) For the purposes of paragraph (1) above, on land designated "R(A)", "R(A)1" to "R(A)8", and "R(A)10" and "R(A)11", no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable-
 - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in 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.
- (4) On land designated "R(A)1", a maximum gross floor area (GFA) of 19 020m² for Government, *institution* and *or* community uses which include a market, a cooked food centre, a refuse collection point, a library and a games hall shall be provided.
- (5) On land designated "R(A)2", a minimum of 300 public car parking spaces, a minimum GFA of 700m² for social welfare facilities and a minimum GFA of 520m² for a refuse collection point shall be provided.
- (6) On land designated "R(A)3", a minimum GFA of 1 564m² for social welfare facilities shall be provided.
- (7) On land designated "R(A)4", a minimum GFA of 680m² or an electricity sub-station and ancillary customer service centre shall be provided.
- (8) On land designated "R(A)9", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 24 825m² and a maximum non-domestic GFA of 4 965m².
- (9) On land designated "R(A)10", a minimum of 70 public car parking spaces and a refuse collection point shall be provided and included in calculating the non-domestic plot ratio.

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RESIDENTIAL (GROUP A) (Cont'd)

- (10) On land designated "R(A)12", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 24 708m² and a maximum non-domestic GFA of 4 941m². A public open space of not less than 580m² at grade shall be provided.
- (11) On land designated "R(A)13", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 50 025m² and a maximum non-domestic GFA of 7 375m² of which not less than 2 058m² shall be provided for GIC facilities. A public open space of not less than 1 500m² at grade shall be provided.
- (4012) On land designated "R(A)" and "R(A)1" to "R(A)4013", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (44<u>13</u>) On land designated "R(A)6", a maximum building height restriction of 100mPD would be permitted for sites with an area of $400m^2$ or more.
- (12<u>14</u>) On land designated "R(A)3", "R(A)4", "R(A)5", "R(A)7" and "R(A)10", a maximum building height restriction of 110mPD would be permitted for sites with an area of 400m² or more.
- (43<u>15</u>) On land designated "R(A)1", "R(A)2" and "R(A)8", a maximum building height restriction of 120mPD would be permitted for sites with an area of 400m² or more.
- (44<u>16</u>) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (1517) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1), (2), and (8), (10) and (11) 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.

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RESIDENTIAL (GROUP A) (Cont'd)

- (18) In determining the maximum plot ratio for the purpose of paragraph (1) above, on land designated "R(A)11", any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.
- (16<u>19</u>) 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 or GFA for the building on land to which paragraphs (1), (2)₂-or (8), (10) or (11) 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 or GFA specified in paragraphs (1), (2)₂-and-(8), (10) and (11) above may thereby be exceeded.
- (47<u>20</u>) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA/building height restrictions stated in paragraphs (1), (2), (8) and (10) to (43<u>15</u>) above, and any reduction in the total GFA provided for Government, institution or community facilities stated in paragraphs (4) to (7) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (48<u>21</u>) Under exceptional circumstances, for a development or redevelopment proposal, 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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RESIDENTIAL (GROUP C)

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

Planning Intention

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

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RESIDENTIAL (GROUP C) (Cont'd)

Remarks

(1) On land designated "Residential (Group C) 1" ("R(C)1") to "R(C)67", 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 gross floor area (GFA), building height and site coverage specified below, or the GFA, building height and site coverage of the existing building, whichever is the greater:

Sub-area	Maximum GFA	Maximum <u>Building Height</u>	Maximum Site Coverage
R(C)1	9 000m²	105.5 metres above Principal Datum (mPD)	40%
R(C)2	17 649m²	116.1mPD	40%
R(C)3	1 194m²	136mPD	40%
R(C)4	7 173m²	159.5mPD	40%
R(C)5	7 743m²	172.4mPD	40%
R(C)6	13 855m²	160mPD	40%
<u>R(C)7</u>	$6.717m^2$	<u>124mPD</u>	<u>50%</u>

- (2) In determining the relevant maximum GFA and site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development, or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions 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 E)

Column 1 Uses always permitted

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

Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot

Government Use (not elsewhere specified)

Public Transport Terminus or Station

(excluding open-air terminus or station)

Utility Installation for Private Project

Commercial Bathhouse/Massage Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Flat

Government Refuse Collection Point

Hospital Hotel

House

Institutional Use (not elsewhere specified)

Library

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

Entrances

Market

Office

Petrol Filling Station

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station (not

elsewhere specified)

Public Utility Installation (not elsewhere

specified)

Public Vehicle Park (excluding container

vehicle)

Religious Institution

Residential Institution

School

Shop and Services

Social Welfare Facility

Training Centre

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RESIDENTIAL (GROUP E) (Cont'd)

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

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility

Training Centre

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RESIDENTIAL (GROUP E) (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

Schedule II: for existing industrial or industrial-office building[®]

Ambulance Depot

Art Studio (excluding those involving direct provision of services or goods)

Bus Depot

Eating Place (Canteen only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Information Technology and

Telecommunications Industries

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods^{\(^{\text{D}}\)})

Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation

Recyclable Collection Centre

Research, Design and Development Centre

Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)

Utility Installation for Private Project

Warehouse (excluding Dangerous Goods Godown)

Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)

Industrial Use (not elsewhere specified)

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

Off-course Betting Centre

Office (not elsewhere specified)

Petrol Filling Station

Place of Recreation, Sports or Culture (not elsewhere specified)

Private Club

Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom# which may be permitted on any floor)

Vehicle Repair Workshop

Wholesale Trade

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RESIDENTIAL (GROUP E) (Cont'd)

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

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

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

Social Welfare Facility (excluding those involving residential care)

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

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

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RESIDENTIAL (GROUP E) (Cont'd)

Remarks

- (1) On land designated "Residential (Group E)" ("R(E)"), "R(E)1" and "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building(s) 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 non-industrial building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (8) and (9) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (8) and (9) hereof.
- On land designated "R(E)", "R(E)1" and "R(E)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights 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) On land designated "R(E)1", a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m² or more.
- On land designated "R(E)2", a maximum building height restriction of 120mPD would be permitted for sites with an area of 400m² or more.
- (6) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (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.

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RESIDENTIAL (GROUP E) (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) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) to (5) above 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

Schedule I: for "Government, Institution or Community" other than "Government, Institution or Community (1)" to "Government, Institution or Community (3)"

Ambulance Depot

Animal Quarantine Centre (in Government

building only)

Broadcasting, Television and/or Film Studio

Eating Place (Canteen, Cooked Food Centre

only)

Educational Institution

Exhibition or Convention Hall

Field Study/Education/Visitor Centre Government Refuse Collection Point

Government Use (not elsewhere specified)

Hospital

Institutional Use (not elsewhere specified)

Library Market

Place of Recreation, Sports or Culture

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School

Service Reservoir

Social Welfare Facility

Training Centre

Wholesale Trade

Animal Boarding Establishment

Animal Quarantine Centre (not elsewhere

specified)
Columbarium

Correctional Institution

Crematorium Driving School

Eating Place (not elsewhere specified)

Flat

Funeral Facility

Helicopter Fuelling Station Helicopter Landing Pad

Holiday Camp

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

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GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

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

Schedule II: for "Government, Institution or Community (1)" to "Government, Institution or Community (3)"

Eating Place (Canteen only)

Religious Institution

Columbarium (on land designated "G/IC(1)"

only)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Refuse Disposal Installation

Utility Installation for Private Project

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. In particular, the sub-areas "Government, Institution or Community (1)" ("G/IC(1)") to "G/IC(3)" are intended primarily for the provision of religious institutional uses.

Remarks

(1) On land designated "G/IC(1)" to "G/IC(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA), building height and site coverage specified below.

Sub-area	Restriction
G/IC(1)	A maximum GFA of 750m², a maximum building height of 100 metres above Principal Datum (mPD) and a maximum site coverage of 20%
G/IC(2)	A maximum GFA of 950m², a maximum building height of 88.6mPD and a maximum site coverage of 60%
G/IC(3)	A maximum GFA of 120m² and 1 storey at a maximum building height of 70mPD

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GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

- On land designated "G/IC" and "G/IC(4)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storey(s) and/or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- On land designated "G/IC(4)", a minimum setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided.
- (4) In determining the relevant maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height/site coverage restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirement stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OPEN SPACE

s that may be permitted with or
hout conditions on application
to the Town Planning Board

Aviary
Barbecue Spot
Field Study/Education/Visitor Centre
Park and Garden
Pavilion
Pedestrian Area
Picnic Area
Playground/Playing Field
Public Convenience
Sitting Out Area
Zoo

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

Planning Intention

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

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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 "Business" Only

Schedule I: for open-air development or for building other than industrial or industrial-office building[®]

Ambulance Depot Commercial Bathhouse/Massage Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Government Use (Police Reporting Centre,

Post Office only)

Government Refuse Collection Point (on land designated "OU(B)5" only)

Information Technology and

Telecommunications Industries

Institutional Use (not elsewhere specified)

Library

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[△])

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Religious Institution

Research, Design and Development Centre

School (excluding free-standing purpose-

designed building and kindergarten)

Shop and Services

Training Centre

Utility Installation for Private Project

(Please see next page)

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point (not elsewhere specified)

Government Use (not elsewhere specified)

Hotel

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

Non-polluting Industrial Use (not elsewhere specified)

Petrol Filling Station

School (not elsewhere specified)

Social Welfare Facility (excluding those involving residential care)

Warehouse (excluding Dangerous Goods Godown)

Wholesale Trade

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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 "Business" Only (Cont'd)

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

Ambulance Depot

Art Studio (excluding those involving direct provision of services or goods)

Bus Depot

Cargo Handling and Forwarding Facility (not elsewhere specified)

Eating Place (Canteen only)

Government Refuse Collection Point

Government Use (not elsewhere specified)

Information Technology and

Telecommunications Industries

Non-polluting Industrial Use (excluding

industrial undertakings involving the use/storage of Dangerous Goods[△])

Office (excluding those involving direct provision of customer services or goods)

Public Convenience

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container vehicle)

Radar, Telecommunications Electronic
Microwave Repeater, Television and/or

Radio Transmitter Installation

Recyclable Collection Centre

Research, Design and Development Centre

Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)

Utility Installation for Private Project

Warehouse (excluding Dangerous Goods

Godown)

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^{\(\Delta\)}, the following use is always permitted:

Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Industrial Use (not elsewhere specified)

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

Off-course Betting Centre

Office (not elsewhere specified)

Petrol Filling Station

Place of Recreation, Sports or Culture (not elsewhere specified)

Private Club

Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom* which may be permitted on any floor)

Vehicle Repair Workshop

Wholesale Trade

Office

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OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

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

Commercial Bathhouse/Massage Establishment

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

Eating Place
Educational Institution
Exhibition or Convention Hall
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic

Religious Institution

Shop and Services Training Centre

School (excluding kindergarten)

Social Welfare Facility (excluding those involving residential care)

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

Planning Intention

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

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OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

Remarks

- (1) On land designated "Other Specified Uses" annotated "Business" ("OU(B)") and "OU(B)1" to "OU(B)5", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of existing building(s), whichever is the greater.
- (2) On land designated "OU(B)" and "OU(B)1" to "OU(B)5", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land demarcated for a 15m-wide building gap within parts of the sites at 8 and 10 Cheung Yue Street 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 20mPD.
- (4) On land designated "OU(B)1", a minimum setback of 2m from the lot boundary abutting Castle Peak Road shall be provided.
- (5) On land designated "OU(B)2", a minimum setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided.
- (6) On land designated "OU(B)3", a minimum setback of 3.5m from the lot boundary abutting Cheung Shun Street or Cheung Yue Street shall be provided.
- (7) On land designated "OU(B)4", a minimum setback of 5m from the lot boundary abutting Cheung Yee Street or Cheung Yue Street shall be provided.
- (8) On land designated "OU(B)5", a refuse collection point shall be provided and included in calculating the maximum plot ratio.
- (9) In determining the relevant maximum plot ratio for the purpose of paragraph (1), 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.

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OTHER SPECIFIED USES (Cont'd)

For "Business" Only (Cont'd)

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

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

For "Hotel" only

Hotel

Commercial Bathhouse/Massage Establishment
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Public Vehicle Park (excluding container
vehicle)
Religious Institution
Residential Institution

Planning Intention

This zone is intended primarily for hotel development.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as back-of-house facilities as set out in Regulation 23A(3)(b) of the Building (Planning) Regulations shall be included for calculation.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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OTHER SPECIFIED USES (Cont'd)

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

For "Petrol Filling Station" only

Petrol Filling Station

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

Planning Intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) A minimum setback of 3.5m from the northern lot boundary abutting Castle Peak Road and a minimum setback of 2m from the southern lot boundary abutting Castle Peak Road shall be provided.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraph (3) above 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 (Cont'd)

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

For "Cemetery" Only

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

Planning Intention

This zone is intended primarily to provide/reserve land for cemetery use.

Public Convenience

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 heights in terms of number of storey(s) as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storey(s) for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions 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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GREEN BELT

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

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

Animal Boarding Establishment

Broadcasting, Television and/or Film Studio

Burial Ground

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

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

Field Study/Education/Visitor Centre

Flat

Government Refuse Collection Point

Government Use (not elsewhere specified)

Helicopter Landing Pad

Holiday Camp

House

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

other than Entrances

Petrol Filling Station

Place of Recreation, Sports or Culture

Public Transport Terminus or Station

Public Utility Installation

Public Vehicle Park (excluding container

vehicle)

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Religious Institution

Residential Institution

School

Service Reservoir

Social Welfare Facility

Utility Installation for Private Project

Planning Intention

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

<u>KOWLOON PLANNING AREA NO. 5</u> <u>APPROVEDDRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/37A</u>

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 5

APPROVEDDRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/37A

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<u>KOWLOON PLANNING AREA NO. 5</u> APPROVEDDRAFT CHEUNG SHA WAN OUTLINE ZONING PLAN NO. S/K5/37A

(Being an Approveda *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 approved <u>draft</u> Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37<u>A</u>. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. <u>AUTHORITY FOR THE PLAN AND PROCEDURES</u>

- 2.1 On 21 May 1971, the draft Cheung Sha Wan OZP No. LK5/25, being the first statutory plan covering the Cheung Sha Wan area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance).
- 2.2 On 14 November 1972, the then Governor in Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as Plan No. LK5/26. On 23 September 1975, the then G in C referred the approved OZP No. LK5/26 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 25 April 1989, the then G in C referred the draft Cheung Sha Wan OZP No. S/K5/5 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- On 21 October 1997, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/13. On 31 March 1998, the CE in C referred the approved OZP No. S/K5/13 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 5 October 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/16. On 2 May 2000, the CE in C referred the approved OZP No. S/K5/16 to the Board

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- for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended ten times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 14 September 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/27. On 1 February 2005, the CE in C referred the approved OZP No. S/K5/27 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 3 June 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/31. On 6 July 2010, the CE in C referred the approved OZP No. S/K5/31 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 17 September 2010 under section 12(2) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.8 On 8 November 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently re-numbered as S/K5/33. On 17 April 2012, the CE in C referred the approved OZP No. S/K5/33 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 27 April 2012 under section 12(2) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.9 On 17 December 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently renumbered as S/K5/35. On 2 June 2015, the CE in C referred the approved OZP No. S/K5/35 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 12 June 2015 under section 12(2) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.10 On 11 March 2016, the draft Cheung Sha Wan OZP No. S/K5/36 incorporating amendments mainly to rezone a site at the junction of Yu Chau West Street and Wing Hong Street from "Government, Institution or Community" ("G/IC") to "Other Specified Uses" annotated "Business 5" ("OU(B)5"), and a site at Cheung Shun Street near Lai Chi Kok Road from "G/IC" to "C(6)" was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 26 representations were received. On 27 May 2016, the representations were published for public comments. During the first three weeks of the publication, 2 comments were received. After giving consideration to the representations and comments on 23 September 2016, the Board decided not to uphold the representations.
- 2.44<u>10</u> On 6 December 2016, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cheung Sha Wan OZP, which was subsequently renumbered as S/K5/37. On 16 December 2016, the approved Cheung Sha Wan OZP No. S/K5/37 (the Plan) was exhibited for public inspection under section 9(5) of the

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Ordinance. On 7 December 2021, the CE in C referred the approved Cheung Sha Wan OZP No. S/K5/37 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 17 December 2021 under section 12(2) of the Ordinance.

2.11 On XX.XX.2022, the draft Cheung Sha Wan OZP No. S/K5/38 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly involved (i) rezoning of the existing Wang Cheong Factory Estate from "Open Space" to "Residential (Group A)11"; (ii) indicating areas of the OZP replaced by the draft Urban Renewal Authority (URA) Cheung Wah Street/Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/1; (iii) incorporating two areas covered by the approved URA Lai Chi Kok Road/Kweilin Street and Yee Kuk Street DSP No. S/K5/URA1/2 and the approved URA Hai Tan Street/Kweilin Street and Pei Ho Street DSP No. S/K5/URA2/2 into the OZP; (iv) rezoning of a site at Tai Po Road from "Comprehensive Development Area" and "Green Belt" to "Residential (Group C)", and (iv) other amendments to reflect the current uses and as-built conditions.

3. OBJECT OF THE PLAN

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

4. NOTES OF THE PLAN

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

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

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in West Kowloon within the Sham Shui Po Administration District. It is bounded by the hill slopes of Eagle's Nest and Piper's Hill to the north; Tai Po Road and Berwick Street to the east; Boundary Street and Tung Chau Street Park to the south; West Kowloon Corridor and Lai Chi Kok Road to the south-west; and Butterfly Valley Road to the west. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 328 hectares of land.
- 5.2 The Area has mostly been developed. In the central, southern and eastern parts are residential uses including private residential developments and public housing estates, while in the western end is the Cheung Sha Wan Industrial/Business Area where developments are mainly in the form of high-rise industrial and industrial-office (I-O) buildings. To the north of Ching Cheung Road, apart from the sites occupied by a few low-to-medium density private residential developments along Tai Po Road and some waterworks facilities at Caldecott Road, the topography is steep and is unsuitable for development.

6. <u>POPULATION</u>

According to the 20112016 Population <u>By-Ccensus</u>, the population of the Area was <u>estimated by the Planning Department to be</u> about 198 000214 600. It is estimated that the planned population of the Area would be about 277 700255 900.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, a review of the Cheung Sha Wan OZP has been undertaken with a view to incorporating appropriate building height restrictions for various development zones. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. The presence of protruding buildings could create an unpleasant townscape, jeopardize the existing character and may sometimes obstruct air circulation. In order to prevent excessively tall or out-of-context buildings, to preserve the views to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed on various development zones on the Plan.

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- 7.2 The review has taken into account urban design considerations, including preservation of public views from important viewpoints, stepped height concept as recommended in the Urban Design Guidelines Study (with building heights increasing progressively from the area near the waterfront to the more inland areas), compatibility of building masses in the wider setting, local topography and characteristics, as well as the local wind environment and measures suggested for ventilation improvements; and the need to strike a balance between the public interests and private development rights. Owing to the topography of the Area, there are different height bands increasing progressively uphill with a stepped height profile ranging from 80 metres above Principal Datum (mPD) at Nam Cheong Estate in the southern part to about 173mPD along Caldecott Road. The building height bands help preserve views to the ridgelines and achieve a stepped height profile for visual permeability and wind penetration and circulation.
- 7.3 Specific building height restrictions for the "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") zones in terms of mPD or number of storey(s), which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. In general, low-rise developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for government, institution and or community (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 taller 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.
- 7.4 An Expert Evaluation on Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the building heights of the development sites within the Area on the pedestrian wind environment. The building height, building gap and non-building area (NBA) restrictions as well as the setback requirements incorporated into the Plan have taken the findings of the AVA into consideration.
- 7.5 To facilitate better air ventilation in the Area, the AVA has recommended introducing NBA and building setback along major air paths. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of podium, perforated building towers and podium design, wider gap between buildings to create air path for better ventilation and minimizing the blocking of air flow through positioning of building towers/podiums to align with the prevailing wind directions, as appropriate.
- 7.6 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each planning application for minor relaxation of building height restrictions will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

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- (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 a public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air ventilation and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors, such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 7.7 However, for existing buildings where the building heights have already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as shown on the Plan or stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

Non-Building Area

7.8 Taking account of the findings of the AVA, site constraints and impacts on development/redevelopment potential, a 10m-wide strip of land along the eastern boundary of Lai On Estate and Yee Ching Court is designated as a non-building area (NBA). The NBA serves as the entrance of the prevailing south-westerly wind. A 15m-wide NBA is designated at the eastern boundary of the "Commercial (6)" ("C(6)") sub-area at Cheung Shun Street near Lai Chi Kok Road to improve local air ventilation performance. As the designation of the NBAs is primarily for the purpose of above-ground air ventilation, the NBA restrictions will not apply to underground developments. Provision has also been included in the Notes for the "R(A)" and "C" zones to allow minor relaxation of the NBA restriction under exceptional circumstances.

Building Gap / Building Setback

- 7.9 Gaps between buildings play a key role in creating air paths by appropriate design and disposition of building blocks. A 15m-wide building gap above 20mPD at an area covering the footpath between Sham Shui Po Sports Ground and Cheung Yue Street and adjoining parts of 8 and 10 Cheung Yue Street is demarcated on the Plan to create a new air path to facilitate the penetration of south-westerly wind.
- 7.10 Within the Cheung Sha Wan Industrial/Business Area, the AVA also

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recommends setback of buildings along Castle Peak Road, Cheung Shun Street, Cheung Yue Street and Cheung Yee Street to improve the air ventilation of the local area. A minimum of 2m to 5m-wide building setbacks from the lot boundaries are stipulated in the Notes for the "C(4)", "C(6)", "G/IC(4)", "OU(B)1" to "OU(B)4" and "OU(Petrol Filling Station)" zones to improve the air ventilation.

- 7.11 Besides, air paths should be preserved within large sites including the following:
 - (a) northeast-southwest aligned air paths within So Uk Estate to facilitate the penetration of downhill wind from Eagle's Nest;
 - (b) air path(s) in northeast-southwest direction across Lai Kok Estate and Yee Kok Court should be incorporated upon their future redevelopment to facilitate the penetration of wind into the inner Cheung Sha Wan Area; and
 - (c) air paths should be incorporated in the two planned residential sites respectively to the north and south of Lai Chi Kok Road between Fat Tseung Street and Tonkin Street. The two sites are located at the gateway of summer breeze into the Cheung Sha Wan Area.
- 7.12 The above air paths should be taken into account upon future development/redevelopment of the sites. The exact alignment, disposition and width of the air paths across these residential sites should be considered under the detailed AVAs to be prepared for the future development/redevelopment of these sites.
- 7.13 The streets in the Area generally follow a northeast-southwest and northwest-southeast grid pattern. The street orientation is in parallel with the prevailing annual wind coming from the east, northeast and southwest, and prevailing summer wind from the northeast, east and southwest directions. The grid street pattern of the Area serves as an important wind path system and should be preserved as far as possible.

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

- 8.1 Commercial ("C") Total Area 2.78 ha
 - 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as a district commercial/shopping centre. The areas under this zoning are major employment nodes.
 - 8.1.2 Developments in this zone are subject to a maximum plot ratio of 12.0, except for the "C(1)" and "C(2)" sub-areas which are subject to a maximum gross floor area (GFA) of $48418m^2$ and $77738m^2$ respectively. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations (B(P)R), the above specified maximum plot ratio/GFA may be increased by what is permitted to be exceeded

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- under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public use.
- 8.1.3 Trade Square at Cheung Sha Wan Road, Dragon Centre at Yen Chow Street, Lai Sun Commercial Centre at Cheung Sha Wan Road, Cheung Sha Wan Plaza at Cheung Sha Wan Road, 650 China Shipbuilding Tower at Cheung Sha Wan Road and a site at Cheung Shun Street 888 Lai Chi Kok Road at Lai Chi Kok Road are zoned "C(1)" to "C(6)" respectively. Apart from the provision of public car/lorry parks within the existing developments, public transport termini are also provided within Dragon Centre and Cheung Sha Wan Plaza, requirement of Government accommodation for a post office with floor area accountable for plot ratio calculation will has be en included in the proposed commercial development at 650 Cheung Sha Wan Road zoned "C(5)" China Shipbuilding Tower.
- 8.1.4 Within the "C(6)" sub-area at Cheung Shun Street near Lai Chi Kok Road, a public car park with minimum 85 car parking spaces shall has be provided and included in plot ratio calculation. In order to enhance the local air ventilation performance, a 15m-wide strip of land along the eastern boundary of the "C(6)" sub-area is designated as a NBA. In addition, a building setback of 4m from the lot boundary abutting Cheung Shun Street within the "C(6)" sub-area shall has been provided.
- 8.1.5 Taking into account the building height restrictions of the surrounding areas, developments within this zone are subject to maximum building heights of 100mPD or 120mPD.
- 8.1.6 Minor relaxation of the plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.1.7 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.1.8 To facilitate air ventilation, road widening and streetscape improvement of the Cheung Sha Wan Industrial/Business Area, a minimum building setback of 3.5m from the lot boundary abutting Cheung Shun Street shall be provided within the "C(4)" sub-area to improve east-west air/wind path. Under exceptional circumstances, minor relaxation of the setback requirement may be considered by the Board on application under section 16 of the Ordinance.
- 8.1.9 Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.

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8.2 Comprehensive Development Area ("CDA") - Total Area 0.26 ha

- 8.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential use. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 8.2.2 This zoning covers the site at Tai Po Road north of Ching Cheung Road, which is intended for low to medium density residential development. Owing to the special characteristics of the site, a development intensity higher than that of "Residential (Group C)" zone can be achieved without compromising the planning intention of maintaining public view from Tai Po Road by restricting development to not more than 3 storeys above the mean level of the portion of Tai Po Road abutting the lot. This zone is also subject to a maximum GFA of 6 717m², a maximum site coverage of 50% and a maximum building height of 123.17mPD.
- 8.2.3 Pursuant to section 4A(1) of the Ordinance, any development within the "CDA" zone would require the approval of the Board through planning application under section 16 of the Ordinance. Except as otherwise expressly provided that it is not required by the Board, a Master Layout Plan (MLP) should be submitted together with an environmental assessment, a traffic impact assessment and other information as specified in the Notes of the Plan for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP shall be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 8.2.4 To provide flexibility for innovative design adapted to the characteristics of the site, minor relaxation of the GFA/site coverage/ building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.

8.32 Residential (Group A) ("R(A)") - Total Area 86.4188.54 ha

- 8.32.1 This zone is intended primarily for high-density residential developments. Commercial uses such as bank, fast food shop and retail shop are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. The areas under this zoning are intended for private residential and public housing developments.
- 8.32.2 Existing private residential developments within this zoning are mainly located to the east of Yen Chow Street, between Po On Road and Un Chau Street, and along Hing Wah Street and Cheung Wah Street.

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- 8.32.3 Existing public rental housing estates within this zoning include Lei Cheng Uk Estate, Lai Kok Estate, Nam Cheong Estate, Lai On Estate, Fortune Estate, Un Chau Estate—and, Cheung Sha Wan Estate—Redevelopment of <u>and</u> So Uk Estate—and the public rental housing estate at the junction of Lai Chi Kok Road and Tonkin Street are under construction. Existing Home Ownership Schemes include Yee Kok Court, Po Lai Court, Yee Ching Court, Po Hei Court—and, Hang Chun Court <u>and Lai Tsui Court</u>. North West Kowloon Reclamation Site 1 (East) at the junction of Lai Chi Kok Road and Tonkin Street is under construction for public housing. The community hall at Lai Kok Estate is a free-standing community facility.
- 8.32.4 In consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review completed in early 2002, developments or redevelopments within this zoning are subject to specific control on plot ratios except otherwise 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 GFA for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.32.5 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.
- 8.32.6 For public housing developments, in accordance with the established administrative procedure, the future development/redevelopment would be guided by a planning brief. The layout of the public housing developments, including free-standing GIC and ancillary facility building should be comprehensively reviewed. To demonstrate that the development/redevelopment is acceptable, the Housing Department would be required to undertake relevant assessments, including traffic impact assessment, visual impact assessment and AVA, etc., as appropriate. In view of the larger site area of public housing development sites, caution should be exercised to ensure that building blocks do not obstruct the wind flow and air paths should be reserved subject to AVA studies at building design stage. Low-rise free standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free standing GIC and ancillary facility buildings shall result in a total development and/or redevelopment in excess of the height of the existing building.
- 8.32.7 On land designated "R(A)1" to "R(A)4" and "R(A)10", the requirements

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- of GIC facilities are stipulated in the Notes. The stipulation of such requirements in the Notes is to ensure that the reprovisioning of these facilities, currently provided in these sites, is to the satisfaction of the Government upon redevelopment. Any reduction in the total GFA provided for GIC facilities may be considered by the Board on application under section 16 of the Town Planning Ordinance.
- 8.32.8 The site at 500 Tung Chau Street, which has been developed into a residential and commercial development (known as the Sparkle), is zoned "R(A)9" and subject to a maximum domestic and non-domestic GFA of 24 825m² and 4 965m² respectively.
- 8.2.9 The area designated "R(A)11" is intended for redevelopment of Hong Kong Housing Authority's Wang Cheong Factory Estate into public housing development with GIC facilities. The provision of the GIC facilities should be provided to the satisfaction of relevant Government departments. In order to facilitate provision of GIC facilities, in determining the maximum plot ratio of the development/redevelopment in the "R(A)11" zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.
- 8.2.10 In support of the proposed public housing development in the "R(A)11" zone, an Air Ventilation Assessment-Expert Evaluation (AVA-EE) has been carried out which suggested design measures, including building gap, building setback and permeable podium to alleviate the potential air ventilation impacts on the surrounding wind environment. A quantitative AVA shall be carried out at the detailed design stage to recommend the mitigation measures. Such requirements shall be incorporated in the planning brief for implementation as appropriate.
- 8.2.11 The two linked sites at Lai Chi Kok Road and Kweilin Street were previously covered by the approved URA Lai Chi Kok Road/Kweilin Street and Yee Kuk Street DSP No. S/K5/URA1/2. The "R(A)12" zone is to reflect the completed residential and commercial development with public open space, namely Trinity Towers. It is subject to a maximum domestic GFA of 24 708m² and a maximum non-domestic GFA of 4 941m² of which 390m² shall be provided for social enterprise/social capital projects. A public open space of not less than 580m² at grade shall be provided.
- 8.2.12 The three linked sites at Hai Tan Street and Kweilin Street were previously covered by the approved URA Hai Tan Street/Kweilin Street and Pei Ho Street DSP No. S/K5/URA2/2. The "R(A)13" zone is to reflect the completed residential and commercial development with GIC facilities and public open space, namely Seaside Sonata. It is subject to a maximum domestic GFA of 50 025m² and a maximum non-domestic GFA of 7 375m² of which not less than 2 058m² shall be provided for GIC facilities. A public open space of not less than 1 500m² at grade shall be provided.

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- Developments and redevelopments on sites zoned "R(A)" are 8.3.9**2.13** subject to maximum building height restrictions ranging from 80mPD to 120152 mPD. Besides, there are some low-rise older buildings on small sites in the Area. Developments within the "R(A)6" sub-area are subject to a building height restriction of 80mPD; developments within the "R(A)3", "R(A)4", "R(A)5", "R(A)7" and "R(A)10" sub-areas are subject to a building height restriction of 90mPD; developments within the "R(A)1", "R(A)2" and "R(A)8" sub-areas are subject to a building height restriction of 100mPD. To cater for amalgamation of smaller sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites, an additional allowance of 20m will be permitted for residential sites with areas of 400m² or more, except on land zoned "R(A)I" to "R(A)8" and "R(A)910". Developments within the "R(A)12" sub-area are subject to building height restrictions of 100mPD and 120mPD; developments within the "R(A)13" sub-area are subject to building height restrictions of 110mPD and 120mPD; and developments within the "R(A)9" and "R(A)11" sub-areas are subject to a building height restriction of 152mPD
- 8.3.102.14 Minor relaxation of plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.3.112.15 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.
- 8.3.122.16 In order to enhance the local air ventilation performance, a 10m-wide strip of land along the eastern boundary of Lai On Estate and Yee Ching Court is designated as a NBA. Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance.
- 8.2.17 The plot ratio control under "R(A)11" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.
- 8.43 <u>Residential (Group C) ("R(C)")</u> Total Area 2.6796 ha
 - 8.43.1 This zone is intended primarily for low-to-medium density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. This zoning is sub-divided into sixseven sub-areas and the development intensity and building height restrictions are stipulated in the Notes.

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These restrictions are intended to reflect the general character of the residential neighbourhood, and to prevent dense ribbon type development along Tai Po Road as there is a planning intention to secure public view along the road.

- 8.43.2 The sixseven sub-areas comprise fivesix existing residential developments along Tai Po Road, i.e. Monte Carlton, Villa Carlton, Bamboo Villa, Caldecott Hill-and, The Caldecott and Triazza (sub-areas "R(C)1" to "R(C)5" and "R(C)7"), and one residential site along Caldecott Road (sub-area "R(C)6"). The residential site zoned "R(C)6" is an ex-Government quarters. These sites are subject to maximum building height restrictions ranging from 105.5mPD to 172.4mPD.
- 8.43.3 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the GFA/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.43.4 However, for any existing building with GFA/site coverage/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8.54 Residential (Group E) ("R(E)") - Total Area 2.20 ha

- 8.54.1 This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential (I/R) interface problem. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measure, if required, will be implemented to address the potential I/R interface problems.
- 8.54.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses within existing industrial buildings will also require the permission of the Board.
- 8.54.3 Two sites at the junction of Un Chau Street and Wing Lung Street are zoned "R(E)2"; and two sites at the junction of Yee Kuk Street and Fat

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Tseung Street are zoned "R(E)1" with a view to phasing out the obsolete industrial uses. A site at the junction of Tonkin Street and Cheung Sha Wan Road, previously occupied by the Cheung Sha Wan Factory Estate, is also zoned "R(E)" and has been developed into a public rental housing estate, i.e. Un Chau Estate Phase 5. <u>The eastern portion of the "R(E)2" site at Tonkin Street and Un Chau Street is under construction for a private residential development.</u>

- 8.54.4 Developments within this zone are subject to specific control on plot ratios similar to that for the "R(A)" zone as stipulated in the Notes. In calculating the GFA for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.54.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.54.6 Developments and redevelopments within this zone are subject to maximum building height restrictions ranging from 80mPD to 120mPD. To cater for amalgamation of smaller sites for achieving better urban design and local area improvements, on land designated "R(E)1" and "R(E)2", an additional allowance of 20m will be allowed for sites with areas of 400m² or more.
- 8.54.7 Minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.54.8 However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation except under exceptional circumstances.

8.65 Government, Institution or Community ("G/IC") - Total Area 40.6804 ha

- 8.65.1 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.
- 8.65.2 Major existing developments include Sham Shui Po Police Station at the junction of Lai Chi Kok Road and Yen Chow Street, Lei Cheng Uk Han Tomb Museum (a declared monument) at Tonkin Street, *Sham Shui Po*

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<u>District Headquarters and</u> Cheung Sha Wan Police Station at the junction of Lai Chi Kok Road and Cheung Mou Street, a fire station and an ambulance depot at the junction of Cheung Sha Wan Road and Fat Tseung Street, an indoor games hall at Hing Wah Street, Caritas Medical Centre at Wing Hong Street, Haking Wong Technical Institute at Lai Chi Kok Road, Cheung Sha Wan Government Offices at the junction of Cheung Sha Wan Road and Yen Chow Street, and <u>a Government data complex at King Lam Street</u>, a number of <u>recreational facilities</u>, primary and secondary schools, <u>and Christian Alliance International School of Hong Kong at King Lam Street</u>.

- 8.6.3 The area of the former Wai Man Tsuen (Lai Chi Kok Cottage Area) and the former Butterfly Valley New Village are for the Lai Chi Kok Drainage Tunnel and international school development.
- 8.6.45.3 There are three sub-areas, covering three existing religious institutions (i.e. Fuk Tak Buddhist Association ("G/IC(1)"), Wong Tai Sin Yuen Ching Kwok ("G/IC(2)") and Tze Yeung Tung Temple ("G/IC(3)"), under this zoning. The development intensity and building height restrictions are stipulated in the Notes of the Plan. These restrictions are intended to contain the three religious institutions to their existing/approved uses and intensity within the existing premises, and to control the building intensity/land uses of any further development/redevelopment.
- 8.6.55.4 Developments and redevelopments within this zone are subject to building height restrictions in terms of number of storeys (excluding basement floors(s)) or mPD as stipulated on the Plan or in the Notes of the Plan, or the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" sites are stipulated in terms of number of storeys except the relatively high-rise GIC uses, such as Cheung Sha Wan Government Offices, Caritas Medical Centre and Sunrise House, so as to reflect the existing building height and/or to provide a more clear control over the building height profile.
- 8.6.6<u>5.5</u> Minor relaxation of the GFA/site coverage/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.6.75.6 However, for any existing building with GFA/site coverage/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.6.85.7 In order to enhance the local air ventilation performance and to facilitate road widening and streetscape improvement of the Cheung Sha Wan Industrial/Business Area, a minimum building setback of 3.5m from the lot boundary abutting Castle Peak Road shall be provided within the

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"G/IC(4)" sub-area. Under exceptional circumstances, minor relaxation of the setback requirement may be considered by the Board on application under section 16 of the Ordinance.

8.7<u>6</u> Open Space ("O") - Total Area 26.56<u>24.61</u> ha

- 8.7<u>6</u>.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.
- 8.76.2 Existing major open spaces include Tung Chau Street Park to the east of Nam Cheong Estate, Sham Shui Po Park at Lai Chi Kok Road, Sham Shui Po Park Stage 2 to the east of Lai Kok Estate, Cheung Sha Wan Playground at the junction of Cheung Sha Wan Road and Fat Tseung Street, Sham Shui Po Sports Ground at Hing Wah Street, Maple Street Playground at Wong Chuk Street, Po On Road Playground and Hing Wah Street Playground to the west of Un Chau Estate.
- 8.7<u>6</u>.3 Additional sites have been reserved for the development of open spaces.

 The two sites, including two sites at __to the south of Lai Chi Kok Road at _and Hing Wah Street which are currently occupied by Cheung Sha Wan Temporary Wholesale Poultry Market, and a site at Cheung Shun Street will also be redeveloped for open space use.

8.87 Other Specified Uses ("OU") - Total Area 26.2-31 ha

- 8.87.1 This zone is intended primarily to provide/reserve land for specified purposes/uses.
- 8.87.2 The existing Roman Catholic Cemetery to the north of Ching Cheung Road and the petrol filling stations at Un Chau Street, Castle Peak Road, Ching Cheung Road, Tai Po Road and Lai Chi Kok Road are within this zoning.
- The entire Cheung Sha Wan Industrial/Business Area, bounded by Ching Cheung Road to the north, Yu Chau West Street and Wing Ming Street to the east, Lai Chi Kok Road to the south and Kom Tsun Street to the west, is zoned "OU(B)". Developments are restricted to a maximum plot ratio of 12.0. This zone is intended primarily for general business A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or I-O buildings. As it is not possible to phase out existing polluting and hazardous industrial uses all at once, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in the Cheung Sha Wan Industrial/Business area until the area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand is also required. Development within this zone should make reference

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

- 8.8<u>7</u>.4 To enhance air ventilation of the Cheung Sha Wan Industrial/Business Area, Castle Peak Road, Cheung Shun Street, Cheung Yue Street and Cheung Yee Street shall be widened. Since 2002, for street widening and streetscape improvement, building setback requirements of 2 to 5m along these streets have been incorporated in the Cheung Sha Wan and Sham Shui Po Outline Development Plan according to the comments of the Transport Department. To improve east-west air path as well as to facilitate street widening and streetscape improvement, a building setback of 2m from the lot boundary abutting Castle Peak Road within the "OU(B)1" sub-area; a 3.5m setback from the lot boundary abutting Castle Peak Road within the "OU(B)2" sub-area; a 3.5m setback from the lot boundary abutting Cheung Shun Street/Cheung Yue Street within the "OU(B)3" sub-area; and a 5m setback from the lot boundary abutting Cheung Yee Street/Cheung Yue Street within the "OU(B)4" sub-area shall be provided. Within the "OU(Petrol Filling Station)" zone, a minimum setback of 3.5m from the northern lot boundary abutting Castle Peak Road and a minimum setback of 2m from the southern lot boundary abutting Castle Peak Road shall also be provided.
- 8.87.5 Within the "OU(B)" zone, developments and redevelopments to the south of Cheung Sha Wan Road are subject to a maximum building height of 120mPD, whereas those to the north of Cheung Sha Wan Road are subject to a maximum building height of 130mPD.
- 8.8<u>7</u>.6 Within the "OU(B)5" sub-area at the junction of Yu Chau West Street and Wing Hong Street, a Government Refuse Collection Point shall be provided. For the purposes of plot ratio calculation, any floor space that is constructed or intended for use solely as refuse collection point shall be included.
- 8.87.7 Taking into account the recommendations of the AVA, a 15m-wide building gap above 20mPD at an area covering the footpath between Sham Shui Po Sports Ground and Cheung Yue Street and adjoining parts of 8 and 10 Cheung Yue Street is demarcated on the Plan to create a new air path to facilitate the penetration of south-westerly wind.
- 8.87.8 A site at Castle Peak Road is zoned "OU(Hotel)" to facilitate the in-situ conversion of an existing commercial/office building to hotel use. Developments and redevelopments within this zone are subject to a maximum non-domestic plot ratio of 12.0 (including the GFA of back-of-house facilities) and a maximum building height of 84mPD.
- 8.87.9 Minor relaxation of the plot ratio/building height/building gap restrictions may be considered by the Board on application under section

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16 of the Ordinance. The criteria given in paragraphs 7.6 and 7.7 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

- 8.87.10 However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.87.11 Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.98 Green Belt ("GB") - Total Area 50.708 ha

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. This zoning mainly covers the foothills to the north of Ching Cheung Road and Tai Po Road where the steep topography renders development impossible. The foothills are well-wooded slopes providing a green backdrop to the Area. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.

9. <u>URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS</u> - Total Area 1.08<u>91</u> ha

- 9.1 Two <u>An</u> areas hasve been designated as <u>Urban Renewal Authority</u> (URA) Development Scheme Plan (DSP) Areas <u>for redevelopment by the URA</u>. The land use zonings of the areas are depicted on the relevant URA DSPs <u>No. S/K5/URA3/1</u> and they will be implemented by the URA.
- 9.2 The DSP for Lai Chi Kok Road/Kweilin Street and Yee Kuk Street covers an area of 0.33 ha. URA has redeveloped this area for commercial/residential uses with public open space. The draft URA Lai Chi Kok Road/ Kweilin Street and Yee Kuk Street DSP was approved by the CE in C on 20 June 2006 and subsequently renumbered as S/K5/URA1/2.
- 9.3 The DSP for Hai Tan Street/Kweilin Street and Pei Ho Street covers an area of 0.744 ha. URA intends to redevelop this area for commercial/residential/ GIC uses with public open space. The draft URA Hai Tan Street/Kweilin Street and Pei Ho Street DSP was approved by the CE in C on 3 June 2008 and subsequently renumbered as S/K5/URA2/2.
- 9.2 The DSP for Cheung Wah Street/Cheung Sha Wan Road covers an area of 1.91 ha. It comprises two sites, i.e. Sites A and B at the north and south of

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Cheung Sha Wan Road respectively. Site A is intended for a high-density residential development with commercial and GIC uses on the podium floors. Site B is intended for public open space and GIC uses, including a sports complex reprovisioned from Site A.

10. <u>COMMUNICATIONS</u>

10.1 Roads

- 10.1.1 The Area is well served by major roads. Ching Cheung Road and Tai Po Road, which pass through the northern part of the Area, are primary distributors linking the Area with Kwai Chung and East Kowloon. Lai Chi Kok Road and Cheung Sha Wan Road are also primary distributors linking the area with Mei Foo and Mong Kok. West Kowloon Corridor is an urban trunk road that runs along the south-western edge of the Area and provides quick access to Tsuen Wan and Yau Tsim Mong district.
- 10.1.2 Tsing Sha Highway is a trunk road <u>that runs along the western edge of</u> <u>the Area</u> linking Lantau and Sha Tin comprising Sha Tin Height Tunnel, Eagle's Nest Tunnel, Lai Chi Kok Viaduct, Stonecutters Bridge and their connecting roadways.—The section between Cheung Sha Wan and Sha Tin was commissioned in March 2008, while the section between Cheung Sha Wan and Tsing Yi was commissioned in December 2009.

10.2 Parking Facilities

To alleviate the problem of off-street car/lorry parking facilities in the Area, carparking, loading and unloading facilities have been incorporated in several commercial developments. These commercial developments include Trade Square, *Lai Sun Commercial Centre*, *Cheung Sha Wan Plaza and China Shipbuilding Tower* at Cheung Sha Wan Road, Dragon Centre at Yen Chow Street, *Lai Sun Commercial Centre at Cheung Sha Wan Road*, *Cheung Sha Wan Plaza at Cheung Sha Wan Road* and the commercial site at Cheung Shun Streetdevelopment at 888 Lai Chi Kok Road.

10.3 <u>Mass Transit Railway</u>

- 10.3.1 The Mass Transit Railway Tsuen Wan Line runs through the Area beneath Cheung Sha Wan Road with three stations, namely Sham Shui Po Station, Cheung Sha Wan Station and Lai Chi Kok Station.
- 10.3.2 Pursuant to section 13A of the Ordinance, the railway scheme authorized by the CE in C under the Railways Ordinance (Chapter 519) shall be deemed to be approved under the Ordinance. As the Hong Kong section of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) has been authorized by CE in C on 20 October 2009, the alignment of the XRL is shown on the Plan for information only.

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11. <u>UTILITY SERVICES</u>

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

12. <u>CULTURAL HERITAGE</u>

- 12.1 A declared monument (the Lei Cheng Uk Han Tomb) and a number of graded historic buildings, namely the Sam Tai Tsz Temple (Grade 2) and Pak Tai Temple (Grade 3) at Yu Chau Street, Tin Hau Temple (Grade 3) and Sham Shui Po Public Dispensary (Grade 2) at Yee Kuk Street, Mo Tai Temple (Grade 2) near Hai Tan Street, Sham Shui Po Police Station (Grade 2) at Yen Chow Street, Precious Blood Convent (Grade 2) at Un Chau Street, Precious Blood Hospital (Caritas) (Grade 3) and Building of the Garden Company Limited (Sham Shui Po) (Grade 2) at Castle Peak Road as well as the shophouses at 51 Yen Chow Street (Grade 1), 53 Yen Chow Street (Grade 1), 301 and 303 Castle Peak Road (Grade 2), 189 Apliu Street (Grade 2), 96 Apliu Street (Grade 2), 58 Pei Ho Street (Grade 2), 170 Yee Kuk Street (Grade 2), 75 Un Chau Street (Grade 3), 269 Yu Chau Street (Grade 3), 271 Yu Chau Street (Grade 3), 117 Nam Cheong Street (Grade 3), 119 Nam Cheong Street (Grade 3), 121 Nam Cheong Street (Grade 3), 123 Nam Cheong Street (Grade 3), 125 Nam Cheong Street (Grade 3), 130 Ki Lung Street (Grade 3), 132 Ki Lung Street (Grade 3) and 62 Fuk Wing Street (Grade 3) are located within the Area.
- 12.2 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings within the Area have been accorded gradings. The AAB also released a number of new items in addition to the 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.
- 12.3 Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above declared monument, graded historic buildings, new items pending grading assessment and their immediate environs.

13. <u>IMPLEMENTATION</u>

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

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- 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 Civil Engineering and Development Department in conjunction with relevant client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Sham Shui Po District Council would also be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and the guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD DECEMBER 2016 JANUARY 2022

Public Housing Development at the Site of Wang Cheong Factory Estate

Planning Report

December 2021



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1. Purpose

- 1.1 This Planning Report is prepared by the Hong Kong Housing Authority (HA) to support the amendments to the approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 to facilitate a proposal for public housing development at the Site of Wang Cheong Factory Estate.
- 1.2 This report together with the relevant technical assessments are (i) to confirm that the proposed public housing development is technically feasible with no insurmountable problems, and (ii) to support the OZP amendments under the Town Planning Ordinance. The amendments involve the rezoning of a site (about 0.79ha) (**Plan 1**) currently occupied by Wang Cheong Factory Estate from "Open Space" ("O") to "Residential (Group A)" ("R(A)") for high-density residential development with welfare facilities and open space for public enjoyment.

2. Background

- 2.1 In the 2019 Policy Address, the HA was invited to explore the feasibility of redeveloping its factory estates for public housing use. HA then conducted the necessary technical assessments including traffic, sewerage, air quality, noise, air ventilation and visual assessment to ascertain the technical feasibility to redevelop the factory estate sites for public housing.
- 2.2 On 24 May 2021, HA announced the feasibility study results which concluded that four sites (including Wang Cheong Factory Estate) were technically feasible for housing development. The clearance arrangements for the affected tenants were also announced.

3. Site Context and Land Status

3.1 The site at Wang Cheong Factory Estate is a flat land located at the south of Cheung Sha Wan. It is bounded by Tan Lai Street, Lai Chi Kok Road in the north, and Tung Chau Street and elevated West Kowloon Corridor in the south; existing industrial/industrial-office and residential developments on the southeast; and the Wang Cheong Building allocated to the Government Property Agency (GPA)¹ on the northwest (**Plans 1** and **2**).

4. Existing Use

4.1 The Wang Cheong Factory Estate is a factory building completed in 1984 under a vesting order (i.e. V.O.113 managed by HA) with a building height

Wang Cheong Factory Estate and Wang Cheong Building were both built by HA for government flatted factories in 1984. In 1985, the Government Supplies Department became the user of Wang Cheong Building for storage depot purpose on a permanent basis. Since 1996, Wang Cheong Building has been operated as a storage depot under a temporary Government Land Allocation granted to GPA.

- of 11-storey and about 42mPD, a total internal floor area (IFA) for industrial use of about 26,070m² (equivalent to a gross floor area (GFA) of about 34,759m² based on a conversion factor of 1m² IFA to 1.3333m² GFA) and a total of 1,020 factory rental units.
- 4.2 The overall occupancy rate for Wang Cheong Factory Estate is about 80.6% as of November 2021 (by IFA). According to the Reference Trade List in HA Factory Building, there are 12 generic groups to define the light industries which factory units can accommodate. For Wang Cheong Factory Estate, around 67.4% of the tenancies involves manufacturing and repair of equipment, machinery, electrical appliances, lamps/lights, upholstered furniture, fabricated metal products and casting of metals, products of wood, rattan, bamboo, paper, cork, straw, lacquer-wares and plaiting materials.

5. Rezoning History of the Site

- 5.1 The area occupied by Wang Cheong Factory Estate, Wang Cheong Building and part of the Cheung Sha Wan Temporary Wholesale Poultry Market is collectively called the North West Kowloon Reclamation Site 3 (NWKR Site 3) (about 2.9 ha) (**Plan 3**).
- 5.2 In 1998, NWKR Site 3 was rezoned from "Industrial" to "R(A)" for housing development on the consideration that the site should be used for residential development in the long term.
- 5.3 Following Government's short and medium terms measures to expedite the supply of housing units in 2012, an "O" site (about 2.3 ha) to the east of the NWKR Site 3 across Lai Chi Kok Road/ Tonkin Street junction was identified for public housing development. To expedite the rezoning process, Government agreed to rezone that "O" site to "R(A)" and at the same time to rezone NWKR Site 3 from "R(A)" to "O" with a portion for "Government, Institution or Community" ("G/IC") (0.62 ha) reserved for a primary school.
- 5.4 In 2013, the OZP was amended accordingly. The site to the east of NWKR Site 3 was rezoned to "R(A)" and was subsequently developed into a Public Rental Housing and Green Form Subsidised Home Ownership Scheme development named Lai Tsui Court (completed in 2019).

6. Rezoning Proposal of the Public Housing Development

6.1 The site of Wang Cheong Factory Estate is proposed to be rezoned from "O" to "R(A)" to facilitate public housing development with welfare facilities subject to a maximum plot ratio (PR) of 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, and a maximum building height (BH) of 152mPD. Subject to the detailed design, the

- proposed public housing development will have two domestic blocks above a non-domestic podium with podium garden on top, and ancillary car parking facilities (**Plan 4**).
- A local open space for the residents in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. 1m² per person) will be provided in the podium garden. Moreover, in order to meet the local demand for public open space, an open space for use by the general public with an area of about 800m² will be provided at grade within the proposed housing development (**Plan 8**). The open space for public will be developed as part of the project and handed over to the relevant government department for management and maintenance upon completion.
- 6.3 The proposed housing development incorporates design measures including building form and disposition with respect to the adjacent residential development (i.e. the Sparkle) to provide a view corridor; a building gap of about 41m between two domestic blocks to prevent wall effect; an air path of 15m on ground floor and empty bays with high headroom on podium floors with respect to Yee Kuk Street alignment, and covered empty podium floor to maximise the wind penetration through the site; and a building setback of about 7m from the adjoining "G/IC" site to provide wind permeability to the "O" zone to the west of the site (**Plans 4 & 7**).
- 6.4 The proposed maximum BH at 152mPD has taken into account the building disposition to minimise the severe traffic noise from the West Kowloon Corridor, and fixed noise from the nearby buildings including Tins Enterprises Centre, Wang Cheong Building, and IVE (Haking Wong Campus); provision of open space for public enjoyment on the ground floor at the central location; and provision of design measures mentioned in paragraph 6.3 above. In view of the design considerations and site constraints, the area for disposition of the domestic blocks is limited. The proposed BH could accommodate additional domestic storeys and required refuge floor in order to fully utilise the development potential of the site to provide about 1,200 flats.
- 6.5 The major development parameters of the proposed public housing development at Wang Cheong Factory Estate are summarised below:

Site Area ⁽ⁱ⁾	About 0.79 ha	
Maximum PR	9	
- Domestic	7.5	
- Non-Domestic	1.5	
Maximum GFA	about 71,100m ²	
- Domestic	about 59,250m ²	
- Non-Domestic	about 11,850m ²	
Maximum BH	152mPD	
Number of Domestic	2	
Blocks		

Number of Flats ⁽ⁱⁱ⁾	About 1,200
Design Population(ii)	About 3,240
Welfare Facilities (subject to detailed design) ⁽ⁱⁱⁱ⁾	GFA equivalent to not less than 5% of the total attainable domestic GFA will be reserved for the provision of welfare facilities including the following: - Small Group Home - Supported Hostel for Mentally Handicapped Persons - Short-term Food Assistance Service Team - Counselling Centre for Psychotropic Substance Abusers - Day Care Centre for the Elderly - Support Centre for Persons with Autism (subbase) - Parents/Relatives Resource Centre for Ex-Mentally Ill Persons (sub-base) - Care and Support Networking Team
Other Facilities	Retail facilities (subject to HD's retail study)
Provision of Local Open Space	Open Space for Residents - 1m² per person in accordance with the HKPSG Open Space for Public (at grade) - An area of about 800m² within the site open to the public for enjoyment
Parking Facilities	Ancillary car parking spaces and loading /unloading bays to be provided in accordance with the HKPSG
Estimated Completion	2030/2031

Note:

- (i) The site area excludes the public road and mainly follows the existing vesting order boundary of Wang Cheong Factory Estate with rationalisation of the common site boundary with the adjoining GPA's Wang Cheong Building and will be subject to further changes in detailed design stage.
- (ii) Average household size of 2.7 is assumed for the technical assessments purpose.
- (iii) The proposed welfare facilities are exempted from PR calculation under the OZP and have been included for assessment. The location, type and actual provision of welfare facilities will be subject to detailed design by HA in consultation with relevant Government departments.

7. <u>Technical Considerations</u>

7.1 Technical assessments relating to traffic, environmental, sewerage, water works, air ventilation, visual and landscape aspects have been conducted to demonstrate the proposed public housing development is technically

feasible as well as to support the rezoning proposal from existing industrial use/planned open space use to residential use (Annexes 1 to 4).

Traffic Consideration

- 7.2 A Traffic Impact Assessment (TIA) has been carried out and agreed by the Transport Department (**Annex 1**). With the proposed road improvement works, no insurmountable impact is envisaged on road and pedestrian network. HA would implement the following road improvement works as recommended in the TIA:
 - (i) Improvements at junctions of Tonkin Street and Tung Chau Street, Tonkin Street and Lai Chi Kok Road, Tung Chau Street and Hing Wah Street and Lai Chi Kok Road and Hing Wah Street (**Plan 5**); and
 - (ii) Public footpath widening along Tan Lai Street and Lai Chi Kok Road adjacent to the proposed development to 3.5m to improve the overall pedestrian safety and environment (**Plan 6**).

Environmental Consideration

- 7.3 An Environmental Assessment Study (EAS) has been carried out to assess the environmental impacts from noise, air quality, waste management and land contamination aspects and agreed by the Environmental Protection Department (EPD) (Annex 1). Potential noise issues such as road traffic noise from the nearby roads and operational noise of existing fixed noise sources (e.g. chiller plants), potential air quality issues such as vehicular emission and chimney emission and potential land contamination issues were addressed under the EAS.
- 7.4 Mitigation measures would be adopted such as various width of building setbacks from major roads, use of podium, building orientation and disposition, acoustic windows to alleviate noise impact and other proper management practices and regular inspections at detailed design stage. No insurmountable impact is envisaged in environmental aspect.

Sewerage Consideration

7.5 Sewerage Impact Assessment addressing the potential sewerage impact arising from the proposed public housing development as well as social welfare facilities and parking facilities was agreed by EPD and Drainage Services Department (DSD) (Annex 1). With the implementation of local sewerage upgrading works at Yee Kuk Street, no insurmountable impact is envisaged.

Water Works Consideration

7.6 A revised Water Works Impact Assessment addressing the potential impact on the existing water supply network arising from the proposed development was agreed by the Water Supplies Department (Annex 1).

Air Ventilation Consideration

7.7 A revised Air Ventilation Assessment (AVA) report was agreed by the Planning Department (PlanD) (Annex 2). According to the recommendation of the AVA report, HA would adopt mitigation measures such as minimising podium coverage, providing building gap, provision of covered empty podium floor, and provision of building setback to address potential air ventilation impact. No insurmountable impact is envisaged with the adoption mitigation measures.

Visual Consideration

- 7.8 According to the Visual Appraisal agreed by PlanD (**Annex 3**), the proposed public housing development with maximum building height restriction of 152mPD will have "negligible" to "moderately to significantly adverse" visual impact on the viewpoints. The development is however in line with the housing policy to optimise the development potential and to increase the public housing land supply.
- 7.9 Mitigation measures to alleviate the visual impacts, including buffer planting, building gap and aesthetic design of housing development are proposed.

Landscape Consideration

- 7.10 There are 14 existing trees of common species within the site boundary and none of them is registered or potential Old and Valuable Trees. All of the existing trees are proposed to be felled and 14 compensatory trees will be planted at grade.
- 7.11 Proposed landscape treatments including a compensatory planting proposal, tree assessments including photos and description on the tree conditions and proposed treatment, are shown on **Annex 4**.
- 7.12 The Conceptual Landscape Master Plan (**Plan 7**) illustrates the overall landscape design with the estimated number of trees to be planted. Sufficient provisions on green coverage and quality open space have been allowed for the proposed public housing development.
- 7.13 The proposed development is considered not incompatible with the landscape character of the surrounding area, i.e. industrial buildings, residential buildings, and open space.

Drainage Consideration

7.14 DSD advised that Drainage Impact Assessment is not required as no insurmountable drainage impact is envisaged on the existing drainage system.

Risk Consideration related to the adjacent Petrol Filling Station

7.15 A petrol filling station (PFS) is located to the east of the site. Comments from Electrical and Mechanical Services Department (EMSD) and Fire Services Department (FSD) were sought. EMSD advised that the concerned PFS is not equipped with LPG filling facilities and FSD advised that life hazard assessment is not a mandatory requirement.

8. Consultation

HA consulted the Sham Shui Po District Council (SSPDC) on 9 November 2021 regarding the proposed public housing development at the site. The SSPDC generally supported the proposed public housing development with an individual Member raising objection from traffic noise, development intensity and loss of open space perspectives. Other concerns expressed by Members include air ventilation impact, loss of local industries/jobs, plans for the remaining "O" zone and utilisation of floor area for welfare facilities. HA also consulted the Sham Shui Po West Area Committee on 15 November 2021. The committee generally supported the proposed public housing development.

9. Conclusion

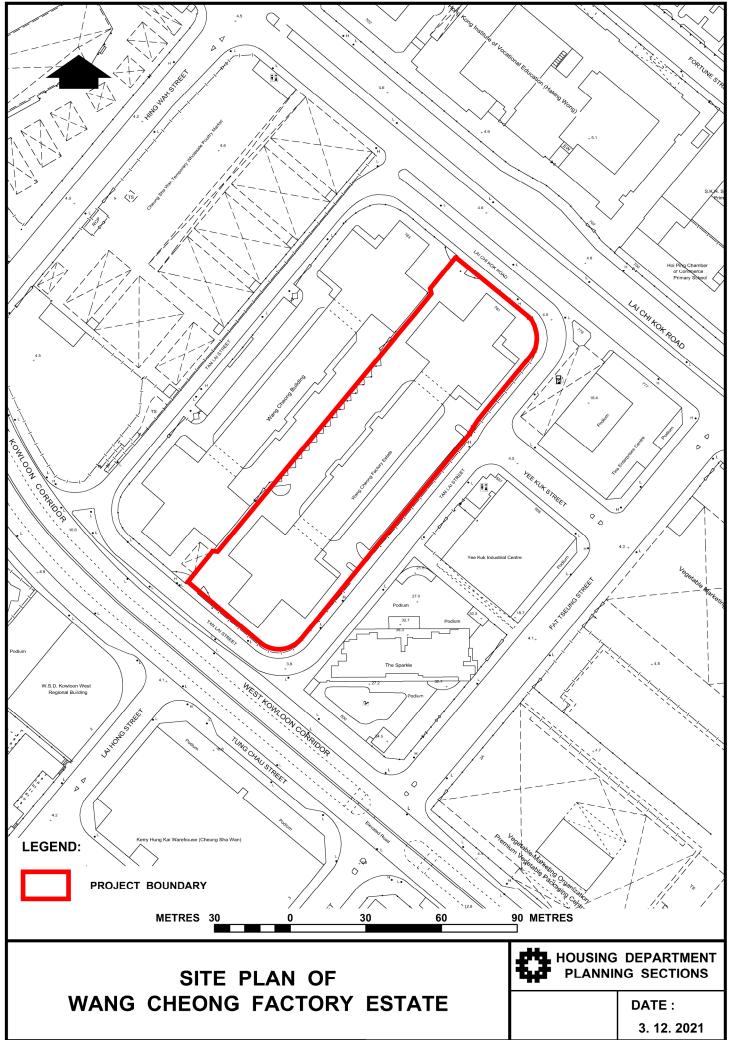
The proposed public housing development at the site of Wang Cheong Factory Estate is technically feasible in terms of traffic, environmental, sewerage, water supply, air ventilation, visual, landscape, drainage and risk aspects. Subject to the implementation of the recommended mitigation measures/improvement works, the proposed housing development will not induce any insurmountable impact on the community, environment and existing infrastructure.

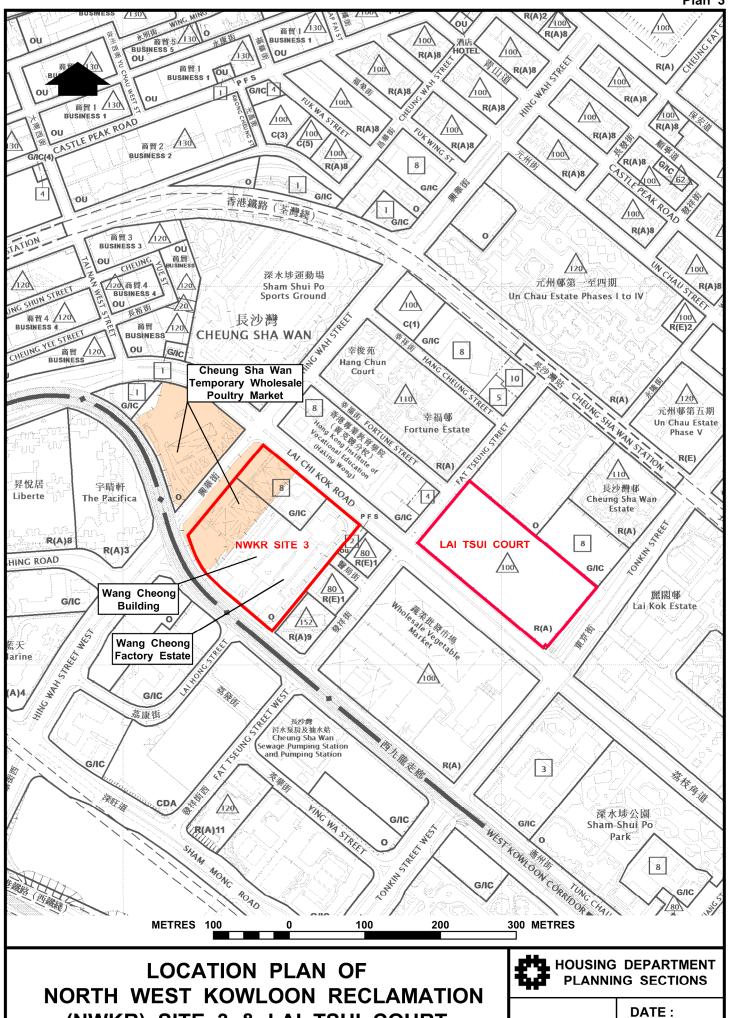
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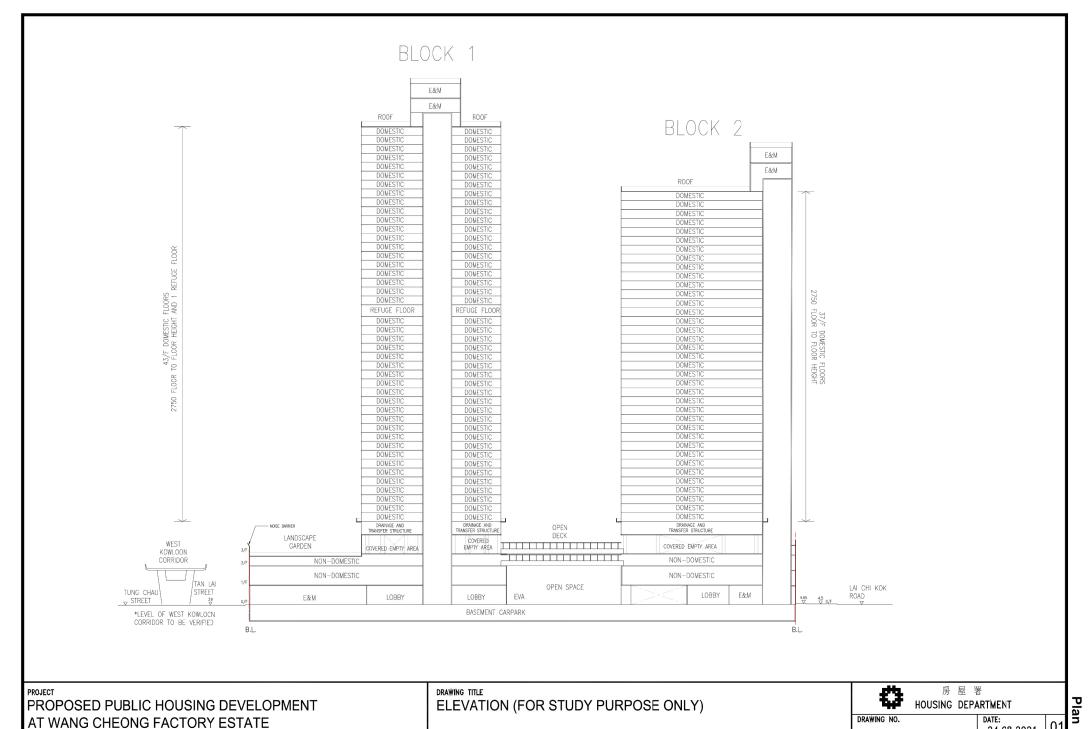
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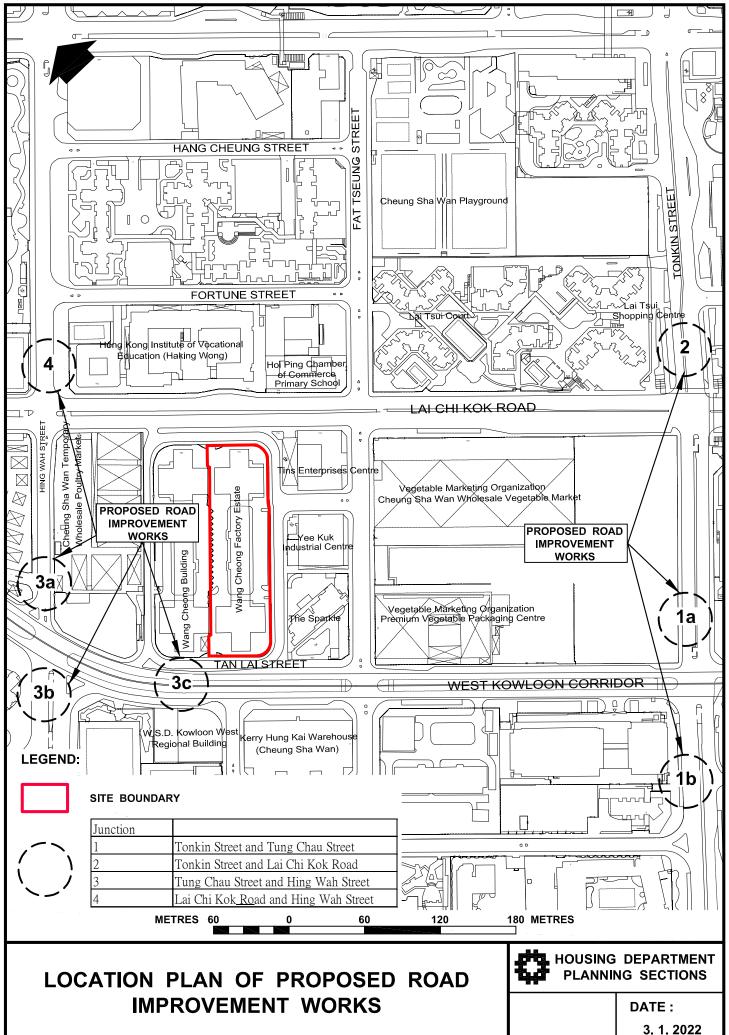
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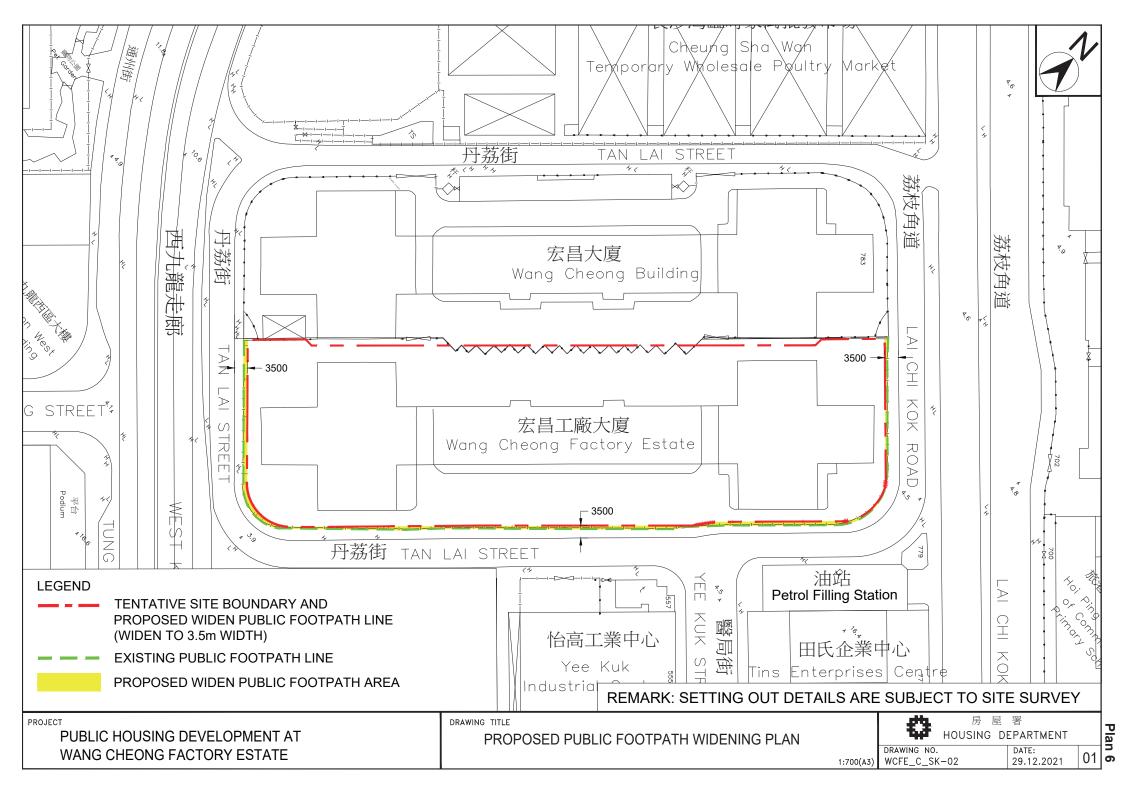
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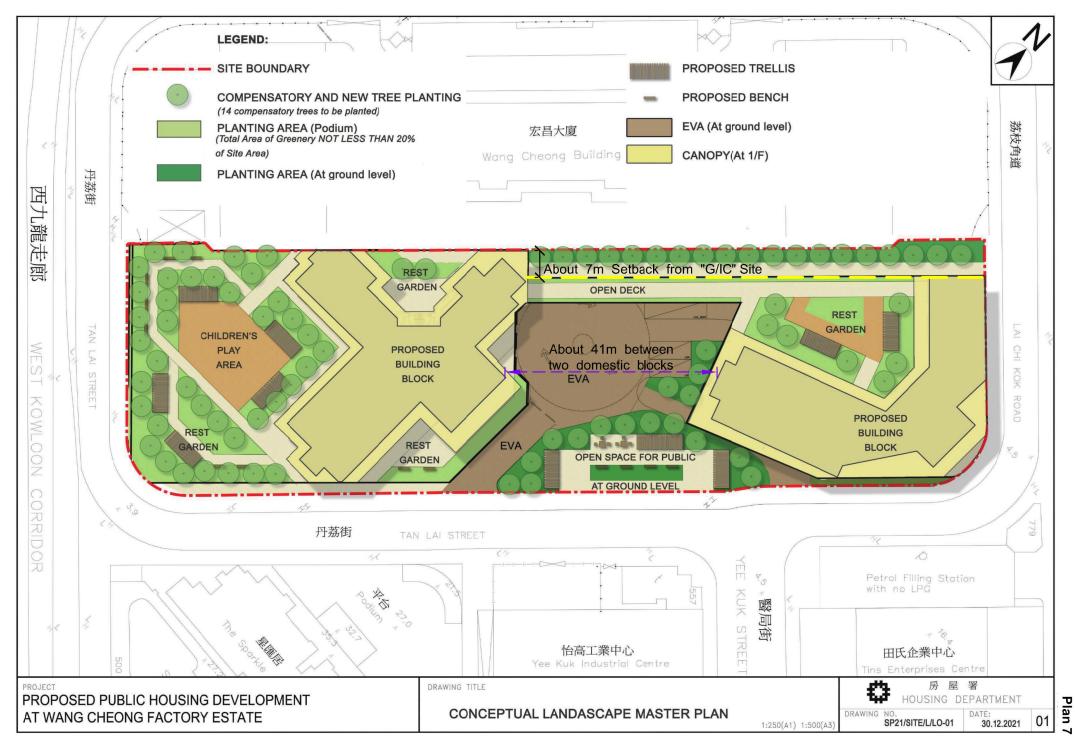


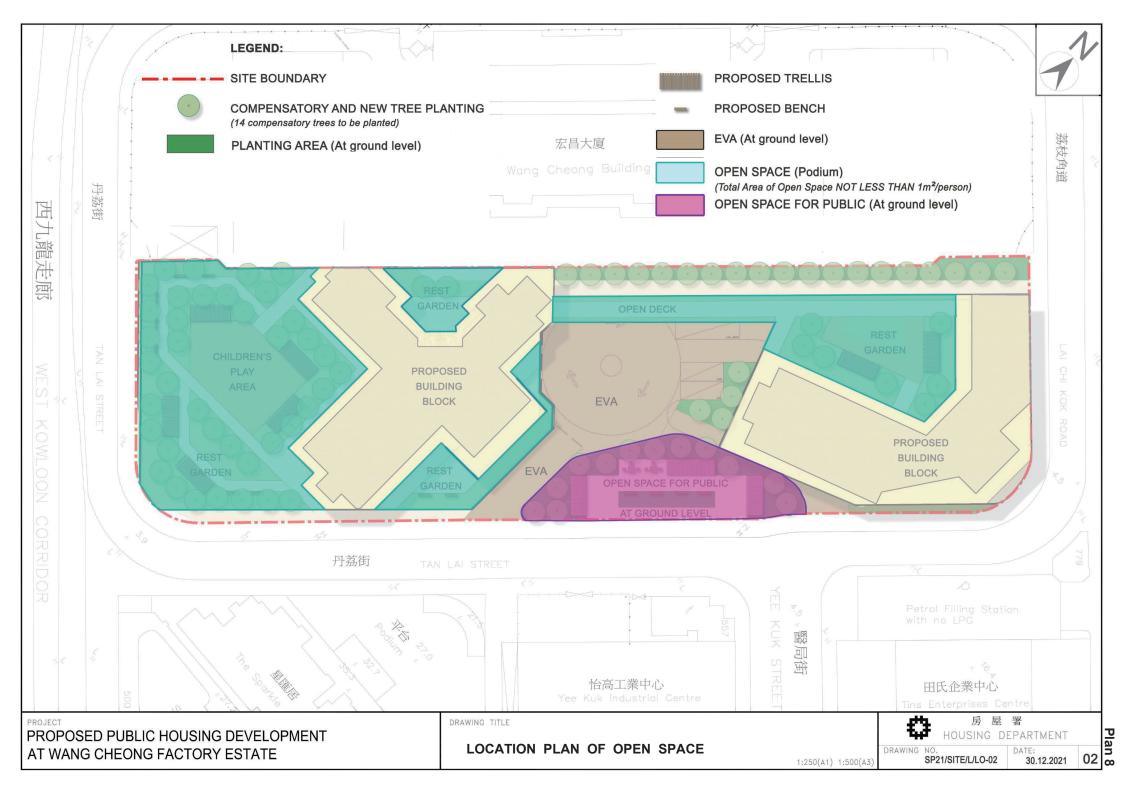
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Hong Kong Housing Authority

Agreement No. CB20180310 HKHA Term Engineering Consultancy Services 2018-2020 For Kowloon Central & West and Islands Region

Rezoning of the Wang Cheong Factory Estate in Sham Shui Po

Summary of Technical Assessments (Traffic Impact Assessment, Sewerage Impact Assessment, Water Works Impact Assessment and Environmental Assessment Study)



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ı	MWS	ST	November 2021



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Introduction

1.1 **Background**

- 1.1.1 To meet the public housing target, the Hong Kong Housing Authority (HKHA) was invited to explore the feasibility of redeveloping its factory estates for public housing use, particularly to increase the supply of PRH units in the Policy Address 2019. The Wang Cheong Factory Estate (hereinafter refer as "the Subject Site") at Tan Lai Street, which is one of the factory estate being explored (hereinafter refer as "the Project").
- 1.1.2 The Subject Site is located in Cheung Sha Wan and is currently zoned as "Open Space" on the approved OZP and occupied as Wang Cheong Factory Estate. It is intended to rezone the Subject Site to "Residential (Group A)" for plot ratio 9.0 for a partly domestic and partly non-domestic building with an estimated flat production of about 1,200 flats with design population of about 3240. The population intake is 2030/2031 tentatively.
- 1.1.3 This paper serves as a summary of technical assessments including Traffic Impact Assessment (TIA), Sewerage Impact Assessment (SIA), Water Works Impact Assessment (WWIA) and Environmental Assessment Study (EAS) prepared for the Project.



2.0 Subject Site and Its Surrounding Context

2.1 Subject Site and Its Surrounding Context

- 2.1.1 The Subject Site is currently occupied as Wang Cheong Factory Estate, bounded by Lai Chi Kok Road and Tan Lai Street. West Kowloon Corridor runs in parallel with Lai Chi Kok Road adjacent to the Subject Site.
- 2.1.2 The proposed development will provide an estimated flat production of about 1,200 with population intake in year 2030/2031. The proposed facilities within the subject site include about 3010 m² GFA for office use, about 347 m² GFA of retail area including preliminary proposed café, convenience store, education and culture centre and about 4250 m² GFA of welfare facilities. The proposed development parameters are summarized in Table 2.1.

Table 2.1: Summary of Proposed Development Parameter

	Proposed Scheme
Planned Year of Completion	2030/2031
Retails & Commercial	347 sqm (about)
Social Welfare Facilities	4250 sqm (about)
Non-domestic Facilities (Office)	3010 sqm (about)

2.2 Statutory Planning Context

2.2. The Subject Site is located in Cheung Sha Wan and is currently zoned as "Open Space" on the approved OZP and occupied as Wang Cheong Factory Estate. It is intended to rezone the Subject Site to "Residential (Group A)" for plot ratio 9.0 for a partly domestic and partly non-domestic building

2.3 Site Accessibility

2.3. The potential development is served by a number of franchised bus and green minibus (GMB) routes which are mainly running along Lai Chi Kok Road, nearby Cheung Sha Wan Road and Sham Mong Road. The nearest railway station is Cheung Sha Wan Station of MTR Tsuen Wan Line, located at about 430m from Subject Site.



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Proposed Development Scheme

3. I Preliminary Development Layout

- 3.1.1 The proposed development will provide an estimated flat production of about 1,200 to accommodate a population of 3240 with population intake in year 2030/2031.
- 3.1.2 The proposed facilities within the subject site include about 3010 m² GFA for office use, about 347 m² GFA of retail area including café, convenience store, education and culture centre and about 4250 m² GFA of welfare facilities including both day care centre type and habitable type, subject to adjustment and revision as per relevant Departments' requirement.
- Junction improvement works have been proposed to the junctions listed below based on the results of the traffic impact assessment for the Subject Site as presented in FIGURE II-I4 in Section 4.
 - Tonkin Street with Tung Chau Street
 - Tonkin Street with Lai Chl Kok Road
 - Tung Chow Street with Hing Wah Street
 - Lai Chi Kok Road with Hing Wah Street

Upgrading works of existing sewerage system have been proposed along Yee Kuk Street and alley of The Sparkle and Yee Kuk Industrial Centre have enough capacity to cater for the additional flow generated by the potential development as shown in Drawing No. Q1021/C003/001 in Section 5.

3.1.4 The results of the technical assessments demonstrated that the proposed development, with the proposed improvement and upgrading works implemented, will not cause adverse impact in Traffic, Sewerage, Drainage and Environmental perspectives. The findings of the technical assessments are presented in Section 4 to Section 7 of this paper.



Traffic Impact Assessment

4. I Introduction

- 4.1.1 The objective of the Traffic Impact Assessment (TIA) study is to identify the potential traffic impact to the surrounding road network due to the potential development. Subsequently proposed mitigation measures would be made to alleviate any adverse traffic impact due to the potential development, if any.
- 4.1.2 The road network in the vicinity of the site, as shown in FIGURE I comprising the following:
 - Lai Chi Kok Road
 - Cheung Sha Wan Road
 - Sham Mong Road
 - Tung Chau Street
 - West Kowloon Corridor
 - Tonkin Street & Tonkin Street West
 - Fat Tseung Street & Fat Tseung Street West
 - Hing Wah Street & Hing Wah Street West
 - Sham Shing Road
 - Ying Wa Street
 - Yee Kuk Street
 - Tan Lai Street
 - Tai Nan West Street
 - Cheung Shun Street
 - Cheung Yee Street
 - Cheung Lai Street
 - Cheung Yue Street
- 4.1.3 The nearest railway station is Cheung Sha Wan Station of MTR Tsuen Wan Line which is located at about 430m from the Subject Site. The next nearest railway station is Lai Chi Kok Station of same Line which is at about 550m distance from the Subject Site. The proposed site is also well served by a number of franchised bus and green minibus (GMB) routes which are mainly operating along Lai Chi Kok Road, Cheung Sha Wan Road and Sham Mong Road.

4.2 Methodology

Junction Performance

4.2.I In order to collect the updated traffic flow information of the concerned road junctions close to the Subject Site, manual classified traffic count surveys were conducted in normal weekday in October 2020 and March 2021 between 7:00-19:00 hours among the critical road junctions. The existing traffic layout plan for the 24 concerned critical junctions is shown in FIGURE I and a list of critical junctions in the vicinity of the site are shown in Table 4.1.



Table 4.1 List of Critical Junctions

Junction	Lassian
No.	Location
JI	Tonkin Street West/ Sham Mong Road (Signal)
J2	Tonkin Street West/ Ying Wa Street (Priority)
J3	Tonkin Street West/ Tung Chau Street/ Tonkin Street (Signal)
J4	Tonkin Street/ Lai Chi Kok Road (Signal)
J5	Fat Tseung Street West/ Tung Chau Street/ Fat Tseung Street (Signal)
J6	Fat Tseung Street/ Yee Kuk Street (Priority)
J7	Fat Tseung Street/ Lai Chi Kok Road (Signal)
J8	Tan Lai Street/ Yee Kuk Street (Priority)
J9	Tan Lai Street/ Tung Chau Street (Priority)
JIO	Tan Lai Street/ Lai Chi Kok Road (Priority)
JH	Hing Wah Street West/ Sham Mong Road (Signal)
JI2	Hing Wah Street West/ Sham Shing Road (Signal)
JI3	Hing Wah Street West/ Tung Chau Street/ Hing Wah Street (Signal)
JI4	Hing Wah Street/ Lai Chi Kok Road (Signal)
JI5	Cheung Lai Street/ Cheung Sha Wan Road (Signal)
JI6	Tai Nam West Street/ Tung Chau Street/ Lai Chi Kok Road (Signal)
JI7	Tai Nam West Street/ Cheung Yue Street/ Cheung Yee Street (Priority)
JI8	Tai Nam West Street/ Cheung Yue Street/ Cheung Shun Street (Priority)
JI9	Tai Nam West Street/ Cheung Sha Wan Road (Signal)
J20	Cheung Lai Street/ West Kowloon Corridor/ Lai Chi Kok Road (Signal)
J21	Cheung Sha Wan Road/ Tonkin Street (Signal)
J22	Cheung Sha Wan Road/ Hing Wah Street (Signal)
J23	Cheung Sha Wan Road/ Cheung Wah Street (Signal)
J24	Lai Chi Kok Road/ Yen Chow Street (Signal)

4.2.2 The existing performance of the critical junctions are presented in Table 4.2.

Table 4.2: Results of junction capacity analysis of concerned junctions in Year 2020

			RC(%)	/ DFC
Junction No.	Location	Junction Type	AM	PM
JI	Tonkin Street West/ Sham Mong Road	Signal	99%	75%
J2	Tonkin Street West/ Ying Wa Street	Priority	0.15	0.18
J3	Tonkin Street West/ Tung Chau Street/ Tonkin Street	Signal	69%	29%
J4	Tonkin Street/ Lai Chi Kok Road	Signal	49%	29%
J5	Fat Tseung Street West/ Tung Chau Street/ Fat Tseung Street	Signal	120%	140%
J6	Fat Tseung Street/ Yee Kuk Street	Priority	0.26	0.31
J7	Fat Tseung Street/ Lai Chi Kok Road	Signal	209%	150%
J8	Tan Lai Street/ Yee Kuk Street	Priority	0.02	0.02
J9	Tan Lai Street/ Tung Chau Street	Priority	0.10	0.11
JIO	Tan Lai Street/ Lai Chi Kok Road	Priority	0.12	0.13
JH	Hing Wah Street West/ Sham Mong Road	Signal	69%	50%



			RC(%)	/ DFC
Junction No.	Location	Junction Type	AM	PM
JI2	Hing Wah Street West/ Sham Shing Road	Signal	176%	136%
JI3	Hing Wah Street West/ Tung Chau Street/ Hing Wah Street	Signal	10%	11%
JI4	Hing Wah Street/ Lai Chi Kok Road	Signal	21%	19%
JI5	Cheung Lai Street/ West Kowloon Corridor/ Lai Chi Kok Road	Signal	133%	107%
JI6	Tai Nam West Street/ Tung Chau Street/ Lai Chi Kok Road	Signal	85%	60%
JI7	Tai Nam West Street/ Cheung Yue Street/ Cheung Yee Street	Priority	0.41	0.47
JI8	Tai Nam West Street/ Cheung Yue Street/ Cheung Shun Street	Priority	0.53	0.62
J19	Tai Nam West Street/ Cheung Sha Wan Road	Signal	43%	33%
J20	Cheung Sha Wan Road/ Tonkin Street (Signal)	Signal	48%	31%
J21	Cheung Sha Wan Road/ Tonkin Street (Signal)	Signal	35%	31%
J22	Cheung Sha Wan Road/ Hing Wah Street (Signal)	Signal	52%	22%
J23	Cheung Sha Wan Road/ Cheung Wah Street (Signal)	Signal	24%	22%
J24	Lai Chi Kok Road/ Yen Chow Street (Signal)	Signal	33%	33%

Trip Generation by Proposed Public Housing Development

The traffic generated by the potential development is estimated by trip generation 4.2.3 reference from Tables I & 2 of Transport Planning and Design Manual (TPDM) Volume I Chapter 3 Appendix Annex D & Table I of Data Record No. 439 'Review of DR431 Traffic Generation Characteristics'. The estimated trips generation and attraction due to the proposed development are presented in Table 4.3.

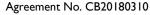
Table 4.3: Estimated Trip Related to the Proposed Development

	AM F	Peak	PM Peak			
Developmen	Generation	Attraction	Generation	Attraction		
			(рсі	u/hr)		
Public Housing (approx. no. of flat)	1320	83 57 40 53				
Retail	347	I		2	2	
Welfare	8140	3		4	5	
Total	87	59	46	60		

^{*}Remark: Allowance of 10% for design flexibility are incorporated. Flat number 1320 and Welfare 8140 is assumed for impact assessment as a conservative approach.

Pedestrian Facilities Performance

4.2.4 In order to assess the condition of footpaths and pedestrian crossings in vicinity, it is essential to collect the latest pedestrian flow information within the study area for assessment. The pedestrian surveys were conducted between hours 07:00 and 19:00 in



October 2020 for the concerned locations in vicinity. The locations of pedestrian surveys are illustrated on FIGURE 7.

- 4.2.5 The level of service (LOS) analysis of the footpath close to the Subject Site are carried out in accordance with Transport Planning and Design Manual (TPDM) Volume 6 Clauses 10.4.2.3, under which LOS of C or above would be considered as the acceptable level.
- 4.2.6 The LOS of the footpath close to the Subject Site under existing condition are shown in Table 4.4 below.

Table 4.4: Summary of LOS of footpath in vicinity of the Subject Site in Year 2020

Footpath	Peak 5 min Pedestrian Flow (no. of ped.)	Clear Width (m)	Effective Width (m)	Flow Rate (ped/m/min)	LOS
I	213	4	2.9	15	Α
2	230	3.6	2.6	18	В
4	378	4.3	3.3	23	В
6	368	3.5	2.5	29	С
7	280	2.9	1.9	29	С
8	385	4.5	3.5	22	В
9	342	5.1	4.1	17	В
10	350	5.9	4.9	14	Α
11	310	3.4	2.4	26	С
12	111	2.8	1.7	13	Α
13	233	3	1.9	25	С
14	75	1.7	0.6	25	С
15	61	2.3	1.2	10	Α
16	129	2.5	1.4	18	В
17	72	1.3	0.6	24	С

Traffic Forecast Methodology

4.2.7 An appropriate growth factor is employed to forecast the vehicular and pedestrian flow in design years. The growth factor is determined based on the open version of the 2016based Territorial Population and Employment Data Matrix (TPEDM) on the website of PlanD the past year records of the Annual Average Daily Traffic (AADT) value retrieved from the Annual Traffic Census (ATC), whichever critical. An annual growth of 0.665% is adopted for this assessment.

4.3 Traffic Impact Assessment

4.3.1 The critical junctions and pedestrian facilities are assessed based on the forecasted traffic in design years 2031 and 2034 in accordance to TPDM. Junctions performance are indicated in Reserve Capacity (RC) for signalised junctions and Design Flow-to-Capacity (DFC) Ratio for priority junctions while performance of pedestrian facilities are indicated in Level of Service (LOS).

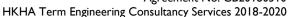
<u>**Iunction Analysis**</u>

4.3.2 The junction performance un design years 2031 and 2034 are assessed and summarised in the Table 4.5 below.



Table 4.5: Summary of junction capacity of concerned junction with the Potential Development (Design Years 2031 & 2034)

			20	31	20	34
				RC(%)	/ DFC	
Junction No.	Location	Junction Type	AM	PM	AM	PM
JI	Tonkin Street West/ Sham Mong Road	Signal	48%	43%	46%	41%
J2	Tonkin Street West/ Ying Wa Street	Priority	0.23	0.25	0.24	0.25
J3	Tonkin Street West/ Tung Chau Street/ Tonkin Street	Signal	28%	9%	26%	7%
J4	Tonkin Street/ Lai Chi Kok Road	Signal	23%	9%	21%	7%
J5	Fat Tseung Street West/ Tung Chau Street/ Fat Tseung Street	Signal	33%	58%	31%	55%
J6	Fat Tseung Street/ Yee Kuk Street	Priority	0.33	0.58	0.31	0.36
J7	Fat Tseung Street/ Lai Chi Kok Road	Signal	87%	83%	84%	80%
J8	Tan Lai Street/ Yee Kuk Street	Priority	0.07	0.07	0.07	0.07
J9	Tan Lai Street/ Tung Chau Street	Priority	0.33	0.24	0.33	0.25
JIO	Tan Lai Street/ Lai Chi Kok Road	Priority	0.26	0.21	0.26	0.22
JH	Hing Wah Street West/ Sham Mong Road	Signal	49%	34%	46%	32%
JI2	Hing Wah Street West/ Sham Shing Road	Signal	146%	112%	141%	108%
JI3	Hing Wah Street West/ Tung Chau Street/ Hing Wah Street	Signal	-5%	-2%	-6%	-4%
JI4	Hing Wah Street/ Lai Chi Kok Road	Signal	3%	5%	1%	3%
J15	Cheung Lai Street/ Cheung Sha Wan Road	Signal	107%	88%	103%	85%
JI6	Tai Nam West Street/ Tung Chau Street/ Lai Chi Kok Road	Signal	59%	41%	56%	39%
J17	Tai Nam West Street/ Cheung Yue Street/ Cheung Yee Street	Priority	0.48	0.54	0.49	0.55
J18	Tai Nam West Street/ Cheung Yue Street/ Cheung Shun Street	Priority	0.60	0.69	0.62	0.71
J19	Tai Nam West Street/ Cheung Sha Wan Road	Signal	19%	16%	17%	15%
J20	Cheung Lai Street/ West Kowloon Corridor/ Lai Chi Kok Road	Signal	28%	17%	26%	15%
J21	Cheung Sha Wan Road/ Tonkin Street (Signal)	Signal	21%	20%	19%	17%
J22	Cheung Sha Wan Road/ Hing Wah Street (Signal)	Signal	39%	11%	36%	9%



			20	31	20	34
				RC(%) / DFC		
Junction No.	Location	Junction Type	AM	PM	AM	PM
J23	Cheung Sha Wan Road/ Cheung Wah Street (Signal)	Signal	13%	12%	10%	9%
J24	Lai Chi Kok Road/ Yen Chow Street (Signal)	Signal	21%	21%	19%	19%

- 4.3.3 The results of the junction capacity analysis with the potential development has shown that all of concerned junctions except [3, [4, [13, [14, [22 & [23 would be operating within capacity during AM and PM peaks in design years of 2031 and 2034.
- 4.3.4 The trip generations of the Potential Development will be imposed to [3, [4] 13 & [14] and junction improvement schemes shall be proposed as mitigation measures. According to the trip assignment of the proposed development as described in Figure 9-1 and Figure 9-2, the main route of the trips generated and attracted by the potential development will not pass through the junction |22 and |23. The potential development will cause insignificant traffic impact to the junctions J22 and J23.

13- Tonkin Street with Tung Chau Street

4.3.5 The junction improvement scheme is proposed for [3] by modification of the traffic movement of second lanes of Tonkin Street. Existing kerbline will have to set back to facilitate the turning movement. The proposed junction improvement scheme is shown in FIGURE 11 of Appendix A and the junction performance of 13 in year 2031 and 2034 with and without the Potential Development is assessed and the result are shown in Table 4.6 below.

Table 4.6: Summary of junction performance of 13

				RC	(%)			
	With Development			With Development				
Junction	ction Without Improv			vement Works		With Improvement Works		
	20	31	20	34	2031		2034	
	AM	PM	AM	PM	AM	PM	AM	PM
J3	23%	22%	21%	19%	20%	20%	18%	18%

4.3.6 The above results show that the RC of the junction will restore to above 15%, which indicates junction will operate in satisfactory condition in year 2031 and 2034 with the Potential Development with the implementation of the improvement scheme.

14- Tonkin Street with Lai Chl Kok Road

The junction improvement scheme is proposed for |4 by modification of the traffic 4.3.7 movement of second slow lane of Tonkin Street southbound. The proposed junction improvement scheme is shown in FIGURE 12 of Appendix A and the junction performance of [4 in year 2031 and 2034 with and without the Potential Development is assessed and the result are shown in Table 4.7 below.



Table 17. Cumana		:		٦.	14
Table 4.7: Summar	y Oi	junction	performance	OI	J 4

				RC	(%)			
Junction	With Development Without Improvement Works				With Development With Improvement Works			
	2031 2034				2031 2034			34
	AM	PM	AM	PM	AM	PM	AM	PM
J4	28%	19%	25%	17%	26%	18%	24%	15%

4.3.8 The above results show that the RC of the junction will restore to above 15%, which indicates junction will operate in satisfactory condition in year 2031 and 2034 with the Potential Development with the implementation of the improvement scheme.

113 - Tung Chau Street with Hing Wah Street

- 4.3.9 The junction improvement scheme is proposed for [13 by modifying the existing Method of Control (MOC) of the signalised junction with the imposition of banning all vehicles on Hing Wah Street southbound from turning right onto Tung Chau Street westbound. Affected vehicles on Hing Wah Street will be advised to travel via Tung Chau Street eastbound and Tung Chau Street westbound.
- 4.3.10 The proposed junction improvement scheme is shown in FIGURE 13 of Appendix A and the junction performance of [13 in year 2031 and 2034 with and without the Potential Development is assessed and the result are shown in Table 4.8 below.

Table 4.8: Summary of junction performance of J13

	RC(%)								
		With Dev	elopment		With Development				
Junction Without Impr			vement Works		With Improvement Works				
	20	2031			20	2031		2034	
	AM	PM	AM	PM	AM	PM	AM	PM	
JI3	30%	45%	27%	42%	21%	39%	19%	36%	

4.3.11 The above results show that the RC of the junction will restore to above 15%, which indicates junction will operate in satisfactory condition in year 2031 and 2034 with the Potential Development with the implementation of the improvement scheme.

114 - Lai Chi Kok Road with Hing Wah Street

- 4.3.12 The junction improvement scheme is proposed for 114 by set back the existing footpath outside Hong Kong Institute of Vocational Education (Haking Wong) for widening Tonkin Street southbound to 10.5m width with three traffic lanes.
- 4.3.13 The proposed junction improvement scheme is shown in FIGURE 14 of Appendix A and the junction performance of [14 in year 2031 and 2034 with and without the Potential Development is assessed and the result are shown in Table 4.9 below.



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Table 4.9: Summary of junction performance of 114

		RC(%)								
	With Development				With Development					
Junction	unction Without Improvemen			ment Works		With Improvement Works				
	2031 2034			2031 2034			34			
	AM	PM	AM	PM	AM	PM	AM	PM		
JI4	20%	22%	17%	20%	17%	20%	15%	18%		

4.3.14 The above results show that the RC of the junction will restore to above 15%, which indicates junction will operate in satisfactory condition in year 2031 and 2034 with the Potential Development with the implementation of the improvement scheme.

Pedestrian Facilities Performance

4.3.15 Based on these forecasted pedestrian flow plus the estimated pedestrian flow generation in design year 2031 with the potential development, the LOS of the footpath nearby and the V/C ratio of the pedestrian crossing are summarized in Tables 4.10 and 4.11.

Table 4.10: Summary of LOS of footpath in vicinity of the Subject Site in Design Year 2031 with Potential Development

Footpath	Peak 5 min Pedestrian	Clear Width	Effective Width	Flow Rate	LOS		
Тоосраси	Flow (no. of ped.)	(m)	(m)	(ped/m/min)	2031	2034	
I	290	4	2.9	20	В	В	
2	249	3.6	2.6	19	В	В	
4	464	4.3	3.3	28	С	С	
6	401	3.5	2.5	32	С	С	
7	303	2.9	1.9	32	С	С	
8	466	4.5	3.5	27	С	С	
9	370	5.1	4.1	18	В	В	
10	378	5.9	4.9	15	Α	Α	
11	335	3.4	2.4	28	С	С	
12	132	2.8	1.7	16	Α	Α	
13	263	3	1.9	28	С	С	
14	93	3.5	2.5	8	Α	Α	
15	78	2.3	1.2	13	В	В	
16	151	3.5	2.5	12	В	В	
17	77	3.5	2.5	7	Α	Α	

Table 4.11: Summary of V/C ratio of concerned signalised pedestrian crossing in vicinity of the Subject Site in Design Year 2031 with Potential Development

	Peak 5 min	Cycle	Pedestrian	Clear	Pedestrian	V/C Ratio		
Pedestrian Crossing	Pedestrian Flow (no. of ped.)	Time (sec)	Green Time (sec)	Width (m)	Capacity (ped/h)	2031	2034	
3	184	128	42	4.3	2681	0.825	0.835	
5	201	75	31	4.4	3455	0.699	0.713	



4.3.16 These LOS analysis may conclude that the additional pedestrian traffic would not exert adverse traffic impact onto the vicinity of study road network in design years 2031 and 2034.

4.4 Summary

- 4.4.I The results of the junction capacity analysis indicate that all of the concerned junctions would be operating at a satisfactory level with additional traffic generated from the potential development in vicinity of the study area after implementation of the proposed junction improvement works
- 4.4.2 Pedestrian traffic impact assessment has also been carried out for the existing traffic condition on year of 2020 and future traffic condition for the design years of 2031 and 2034 under the scenarios with and without the potential development. The LOS and V/C ratio for the concerned footpaths and pedestrian crossings have been carried out to identify any adverse impact due to the potential development.
- 4.4.3 To improve overall pedestrian safety and environment, it is suggested that the public footpath no.14, 16 and 17 adjacent to the proposed redevelopment to be widen to 3.5m. The widened public footpath no.14, 16 and 17 should be handed over and maintained by the relevant government departments (e.g. TD and HyD).
- According to the public transport services operating in the vicinity of the proposed development, the Subject Site is well served by different kind of public transport services including the MTR, franchised bus routes and GMB routes.
- 4.4.5 The public transport demand of the proposed public housing development is expected to have insignificant impact on public transport provision adjacent to the Subject Site.
- The LOS and V/C ratio results indicate that those concerned footpaths and pedestrian crossings can operate at a satisfactory level with the potential development.
- 4.4.7 One run in-out is proposed for the Subject Site. The main run in-out for car park and Emergency Vehicle Access (EVA) of the potential development is located at Tan Lai Street near Tung Chau Street.
- 4.4.8 This Traffic Impact Assessment concludes that the potential public housing development would not inflict adverse traffic impact in both road network and pedestrian facilities in vicinity of the study area.

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Sewerage Impact Assessment

5. I Introduction

5.1.1 The objective of the Sewerage Impact Assessment (SIA) study is to provide sewerage assessment to support the proposed development under consideration and recommend any improvements as necessary.

5.2 **Existing Sewerage System**

5.2.I According to DSD's Drainage Record Plan, the existing sewerage in the vicinity, including 300mm diameter sewers along Tan Lai Street, 825mm diameter sewers along Lai Chi Kok Road, 225mm diameter sewers along the alley between The Sparkle and Yee Kuk Industrial Centre, 300mm diameter sewers along the alley between The Sparkle and Yee Kuk Industrial Centre and 1200mm diameter sewers along the Fat Tseung Street was identified.

5.3 Potential Sewerage Impacts

5.3.I The flow from development would be discharged evenly into the existing manhole FMH4018377 and FMH4010590 through polyethylene pipes. From the assessment result, the flow in the existing sewerage between manhole FMH4010590 and FMH4010591 and between manhole FMH4061182 and FMH4010592 will exceed its capacity with the increased flow from the development.

5.4 **Proposed Upgrading Works**

5.4.I To cater the increased flow after development, the pipe section between manhole FMH4010590 and FMH4010591 is proposed to be upgraded from 225mm diameter vitrified clay pipe to 375mm diameter polyethylene pipes and the existing sewerage sections between manhole FMH4010591 and FMH4010600 are proposed to be upgraded from 300mm diameter vitrified clay pipe to 375mm diameter polyethylene pipes as shown in Drawing No. Q1021/C003/001. After the proposed upgrading works, the sewerage system along Yee Kuk Street and alley of The Sparkle and Yee Kuk Industrial Centre have enough capacity to cater for the additional flow from the proposed development.

5.5 Conclusion

- The flow from development would be discharged evenly into the existing manhole FMH4018377 and FMH4010590 through polyethylene pipes.
- 5.5.2 To cater the increased flow after development, the pipe section between manhole FMH4010590 and FMH4010600 is proposed to be upgraded 375mm diameter polyethylene pipes
- 5.5.3 With the implementation of the proposed upgrading works, the additional population of the proposed development will induce insignificant impact to the existing sewerage system.



Water Works Impact Assessment

6. I Introduction

6. I. I The objective of the Water Works Impact Assessment (WWIA) Study is to assess the water demands and to identify needs for provision of waterworks and ascertain adequacy of waterworks facilities to support the potential development / redevelopment including fresh and flushing water supply, fire hydrants, irrigation water. Affected waterworks facilities will be assessed and modification / diversion works / layout will be proposed if necessary.

6.2 Methodology

- The unit demands of the residential population and the services trade are based on the Water Supplies Department (WSD) Departmental Instruction (DI) No. 1309. The assumptions on flat occupancy were based on Table 9 in Chapter 2 of Hong Kong Planning Standard and Guidelines (HKPSG) published by Planning Department.
- 6.2.2 Assessments are carried out in accordance to with WSD's DI No. 1309 and Manual of Mainlaying Practice 2012.

6.3 **Existing Water Supply System**

Supply Zone

6.3.I The Subject Site was located within the fresh water supply zone served by Shek Kip Mei Fresh Water Service Reservoir with a capacity of 132,137 m3, and the salt water supply zone served by Tai Wo Ping Salt Water Service Reservoir with a capacity of 15,561 m3.

Existing Fresh Water Supply Condition

6.3.2 The existing fresh water connection point was located at northeast side of the Subject Site at Tan Lai Street approximate to the junction with Yee Kuk Street. Fresh water was supplied to the Subject Site by 4 nos. of DNI50 mains, where 3 nos. of them were supplied for fire services.

Existing Flushing Water Supply Condition

6.3.3 The existing flushing water connection point was located at northeast side of the Subject Site at Tan Lai Street approximate to the junction with Yee Kuk Street. Salt water was supplied to the Subject Site by a DN100 main.

Existing Asbestos Cement (AC) or Unknown Mains

6.3.4 According to WSD's record, fresh water mains with AC material were identified. In particular, the 4 nos. of DNI50 mains supplying fresh water to the Subject Site are likely to be of AC material.

6.4 Water Work Impact Assessment

Existing Water Demand



With reference to WSD DI No. 1309, Wang Cheong Factory Estate should be classified as "Industrial Type I(A) - Urban - Kln. West" with a daily Fresh Water Demand of 2,798.04 m3 and Flushing Water Demand of 559.61 m3.

Proposed Water Demand

With reference to DI No. 1309, the fresh and flushing water demand are estimated 694.07 6.4.2 m³/d and 314.72 m³/d respectively.

Checking of Distribution Mains and Service Reservoir

6.4.3 Given that the MDD of both fresh and flushing water in the potential development would be smaller than that of the existing development, no further checking on the distribution mains and the capacity of the service reservoirs would be required.

Fire Fighting Requirement

- 6.4.4 The assessment of water mains under fire fighting scenario is performed based on the requirement stipulated in WSD DI No. 1309, where development with density zoned as RI shall be provided with water supply of 9,900 m3/d for I2 hours.
- 6.4.5 The reduction in MDD of both fresh and flushing water indicated that the potential development has no adverse implications on both fresh and salt water service reservoirs.
- 6.4.6 For both fresh and flushing water supply, it was suggested to retain the existing branches and its corresponding connection points to the Subject Site. No additional connection points or distribution mains would be proposed.

6.5 Summary

- 6.5.I The main objective of this WWIA study is to demonstrate that the potential public housing development would not generate adverse impact onto the existing water supply networks.
- 6.5.2 The mean daily demand (MDD) on fresh water and flushing water for the potential development would be 694.07 m3/d and 314.72 m3/d respectively. In contrast, the MDD on fresh water and flushing water for the existing development were 2,798.04 m3/d and 559.61 m3/d respectively. The MDD of both fresh and flushing water in the potential development would be smaller than that of the existing development.
- 6.5.3 It is proposed to serve the potential development by using the existing connection point of the development. No new fresh and salt distribution mains were proposed.
- 6.5.4 The proposed water supply system is viable for supplying water to the potential development without adverse impact on the existing water supply systems including water service reservoirs, trunk mains and distribution mains.
- 6.5.5 To monitor the water usage and carry out leakage detection, Automatic Meter Reading (AMR) system could be included in the detailed design of the buildings blocks. The standard and requirements shall comply with WSD's standards.



Environmental Assessment Study

7. I General

7.1.1 The objective of the Environmental Assessment Study (EAS) Report is to provide a review on the environmental settings of the proposed development. Assessment and evaluation of the environmental impacts associated with the Proposed Development are reviewed, including Fixed Noise, Road Traffic Noise, Air Quality, Waste Management, and Land Contamination from redeveloping the existing Wang Cheong Factory Estate.

7.2 Noise Impact Assessment

7.2.1 Fixed Noise and Road Traffic Noise have been assessed and presented below.

Fixed Noise Assessment

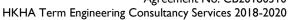
The Representative Noise Sensitive Receivers (NSRs) of the Proposed Development have 7.2.2 been identified, summarized, and listed in Table 7.3.3. The locations of Representative NSRs for the Fixed Noise Assessment are shown in Figure 1.3.1.

Table 7.3.3	Representative N	Joise Sensitive R	Receivers of	the Proposed	Development
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NSR ID	Façade Orientation	Description
BI-01	Block I facing northeast	Shortest distance to Fixed Noise Source IDs A, B, C, E, F, G,H, I, J
B1-05b	Block I facing east	Shortest distance to Fixed Noise Source IDs C, E, G, H, I, J, O, P, R
B1-09a	Block I facing east	Shortest distance to Fixed Noise Source IDs C, E, G, H, I, J, O, P, R
B1-15b	Block I facing south	Shortest distance to Fixed Noise Source IDs H, N, O, P, R, L
B2-01a	Block 2 facing southwest	Shortest distance to Fixed Noise Source ID D, F, K, L, M, N, Q, S, T
B2-10a	Block 2 facing north	Shortest distance to Fixed Noise Source ID B, D, F, K, S
B2-15b	Block 2 facing south	Shortest distance to Fixed Noise Source IDs C, G, H, I, J, L, M, O, P, R
B2-14	Block 2 facing south	Shortest distance to Fixed Noise Source IDs C, G, H, I, J, L, O, N, P, R

The Acceptable Noise Level (ANL) of 70 dB(A) for daytime/evening time and 60 dB(A) for nighttime respectively are adopted for the NSRs of the proposed development with both direct line-of-sight and no line-of-sight to West Kowloon Corridor. The adopted noise criteria are shown in Table 7.3.4.

Table 7.3.4 Noise Criteria for Fixed Noise Impact



Time Period	NSR Description	Noise Criteria, dB(A)
Day time (0700 – 1900)	With direct line-of-sight to West Kowloon Corridor	70
Day time (0700 – 1700)	With no direct line-of- sight to West Kowloon Corridor	70
Evening time (1900 – 2300)	With direct line-of-sight to West Kowloon Corridor	70
Evening time (1700 – 2300)	With no direct line-of- sight to West Kowloon Corridor	70
Night time (2300 – 0700)	With direct line-of-sight to West Kowloon Corridor	60
14ight time (2300 – 0700)	With no direct line-of- sight to West Kowloon Corridor	60

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- 7.2.4 Existing fixed noise sources, including Air-Cooled Chillers, Cooling Towers, Gondolas, Ventilation Shafts, Exhaust Louvers, Petrol Station, and Vehicles (Passing-by, Return, and Loading/Idling) within 300m of the Proposed Development have been identified. On-site noise measurement and desktop review were prepared to assess the noise impact from these identified fixed sources to the Proposed Development. Based on the latest design of the Proposed Development, no proposed fixed noise sources within the development are planned.
- 7.2.5 The overall impact from the identified fixed noise sources at the Representative NSRs for each residential floor during daytime & evening time, and nighttime were quantitatively assessed and summarized in Table 7.3.5 and Table 7.3.6, respectively.

Table 7.3.5 Prediction of Overall Noise Impact from Fixed Noise Sources during Daytime and Evening Time

			Noise Criteria								
			70 dB(A)								
			NSR ID								
		BI-01	BI-	BI-	BI-	B2-	B2-	B2-	B2-14		
Floor	mPD	Б1-01	05b	09a	I5b	01a	10a	I5b	DZ-14		
I/F	31.31	62	61	60		43	60	70	70		
37/F	133.91					47	51	60	62		
43/F	150.41	60	57	57							

Table 7.3.6 Prediction of Overall Noise Impact from Fixed Noise Sources during Nighttime

_		
Floor	mPD	Noise Criteria



			60 dB(A)						
					NSR	ID			
		BI-	BI-	BI-	BI-	B2-	B2-	B2-	B2-
		01	05b	09a	I5b	01a	10a	I5b	14
I/F	31.31		36	28					
37/F	133.91					40	40	41	41
43/F	150.41	53	41	41					

7.2.6 The assessment results reveal that the predicted overall fixed noise levels at the Representative NSRs at all residential floors of Block I and Block 2 complies with the relevant noise criteria in all time periods of the day. As such, it is determined that the proposed development is acceptable under IND-TM in fixed noise aspect.

Road Traffic Noise Assessment

- 7.2.7 The criterion for evaluating noise impact of planning development with respect to traffic noise is based on Chapter 9 of the HKPSG. With reference to the HKPSG, the road traffic noise criterion of 70 dB(A) in terms of L10(1-hour) for all domestic premises relying on opened windows for ventilation shall be adopted for the proposed development. This criterion corresponds to the peak hour traffic noise levels at one metre from the facades of the noise sensitive receivers.
- 7.2.8 A summary of the noise sensitive receivers (NSRs) in domestic premises of the proposed development and the relevant assessment criterion is shown in Table 7.3.7.

Summary of Noise Sensitive Receivers and Relevant Assessment Criterion Table 7.3.7 in Domestic Premises

Noise Develo		Receivers	in	the	Proposed	Noise criterion, L10(1-hr) in dB(A)
Domestic Premises in Block I and Block 2					70	
Social V	Velfare Faci	lities				N/A*

Remarks:

*Day Care Type will be provided with air conditioning and not rely on opened windows for ventilation, the traffic noise planning standard is not applicable.

- 7.2.9 Road traffic noise levels were assessed at 1.2 m above each floor level of the sensitive receivers at I m from the façades of Noise Sensitive Receivers (NSRs). Representative NSRs for the road traffic noise impact assessment of residential Block I and Block 2 are shown in Figure 7.3.1.
- 7.2.10 Quantitative assessment shows that in Block I, 420 out of a total of 645 domestic premises (65% of the total domestic premises for Block 1) and in Block 2, 517 out of a total of 555 (93% of the total domestic premises) are predicted to comply with the HKPSG's noise criterion of 70 dB(A). Overall compliance rate of the base scenario of domestic premises is 78%. The maximum predicted noise level at domestic premises is 74 dB(A).

Location of units with noise exceedance in Block I and Block 2 are given in Figure 1.3.2.



Road Traffic Noise Mitigation Measures

- 7.2.11 Mitigation measures are required as noise exceedance are anticipated in the Road Traffic Noise Assessment.
- 7.2.12 In the proposed residential development, recommended practicable road traffic noise mitigation measures includes building setback, podium structure, building orientation or disposition, noise barrier, acoustic window and architectural fin. A 4m-high noise barrier is recommended to be erected at the podium structure on the side facing West Kowloon Corridor to alleviate the traffic noise impact. Also, it is recommended to provide acoustic window to some of the affected flats in Block I and Block 2 with noise exceedances at the representative NSRs. The corresponding layout is shown in Figure 1.3.3.

Conclusion

7.2.13 With the provision of the proposed mitigation measures, the predicted road traffic noise levels at all domestic premises would comply with HKPSG's noise criterion of 70 dB(A)...

7.3 Air Quality Impact

Industrial Emission Sources

- 7.3.I Chimney information within 500m from the site boundary with SP License have been sought from EPD. According to EPD, there is no site with SP License located within 500m from the project site. Figure 1.4.1 reveals the Subject Site for air quality impact assessment.
- Chimney without SP License within 500m from the site boundary was identified during the site visit conducted in February and October 2020. Table 7.4.2 summarizes the information of the identified chimneys, and their locations are given in Figure 1.4.2. Interview with owner of the identified chimneys has been conducted during site surveys and the identified chimney is no longer in use. Thus, it is assumed that no emission will be generated from these chimneys.

Table 7.4.2 Identified Industrial Emission Sources in the Vicinity of the Subject Site

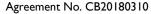
В	uilding ID	Location	Number of Chimney	Type of Operation
	Α	W.S.D. Kowloon West Regional Building	2	Not in Operation

Conclusion

7.3.3 As no potential operative chimney was identified within 500m from the site boundary, it is expected that there is no air quality impact due to industrial emission sources.

Vehicular Emissions

7.3.4 According to Table 3.1 of Chapter 9 of the HKPSG, there are guidelines on the buffer distance for air sensitive usage on vehicular emissions in relation to different types of roads. For trunk roads and primary distributors, a 20m buffer distance is recommended. For district distributors and local distributors, buffer distances of 10m and 5m are recommended, respectively.



7.3.5 The horizontal separation distances from the nearest air sensitive uses of the Proposed Development within the Subject Site to the road kerbs are provided in Table 7.4.3 to Table 7.4.4.

Table 7.4.3 Separation Distances between the Block I of Proposed Residential Development and Nearby Roads

		Separate	HKPSG Buffer	Meets the
Road Name	Road Type*	Distance	Distance	Recommended
		(m)	Requirement	Buffer Distance?
Lai Chi Kok	Primary	106m	20m	Yes
Road	Distributor	100111	20111	
West Kowloon Corridor	Urban Trunk Road	44m	20m	Yes
Tan Lai Street	Local Road	6m	5m	Yes

^{*}Refer to Annual Traffic Census 2019 and/or Traffic Forecast Report approved by Transport Department.

Table 7.4.4 Separation Distances between the Block 2 of Proposed Residential Development and Nearby Roads

Road Name	Road Type*	Separate Distance (m)	HKPSG Buffer Distance Requirement	Meets the Recommended Buffer Distance?
Lai Chi Kok Road	Primary Distributor	26m	20m	Yes
West Kowloon Corridor	Urban Trunk Road	130m	20m	Yes
Tan Lai Street	Local Road	6m	5m	Yes

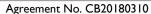
^{*}Refer to Annual Traffic Census 2019 and/or Traffic Forecast Report approved by Transport Department.

Conclusion

It is expected that the air sensitive uses of the proposed development shall comply with the HKPSG standards regarding vehicular emissions from open roads and no adverse impact would be anticipated by vehicular emissions to the air sensitive receivers. The separation distances between air sensitive uses and nearby roads are shown in Figure 1.4.3.

Potential Odour Sources

According to Section 3.3.9 of Chapter 9 of the HKPSG, a buffer distance of at least 200m from the sensitive use is required for small scale community uses which are identified as odour sources.





- 7.3.8 Odour patrols in the vicinity of the area of the Subject Site were carried out on 13 – 14 April 2021 by three observers. Two patrol exercises were conducted in 2 different time periods within the operating hours of the potential odour sources.
- 7.3.9 During the site survey, three major types of flavours were identified including poultry faeces, rotten organics, and sewage. The three types of flavours were mainly origin from Cheung Sha Wan Temporary Wholesale Poultry Market (about 50m away), Cheung Sha Wan Wholesale Vegetable Market (about 80m away), Cheung Sha Wan Sewage Pumping Station (about 120m away), and public trenches. Figure 1.4.4 shows the potential odour source locations.
- 7.3.10 According to the observation during site surveys, unpleasant odour was determined mainly at the perimeter of the Poultry Market. However, the odour impact along the odour patrol routing which was located away from the Poultry Market was found to be insignificant. The likely resulting odour effect from other potential sources is negligible for the proposed development.

7.4 Waste Management

7.4.I During the operation phase of the project, domestic premises, welfare services and E&M facilities are anticipated to generate household waste, general waste, and chemical waste, respectively. The household and general wastes will be properly handled by Housing Department or relevant departments.

7.5 Land Contamination Assessment

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- To identify and evaluate the potential land contamination impacts associated with the Project, the following tasks have been undertaken:
 - Desktop study to review the current and historical land uses; and
 - Site inspection to identify potential contaminated areas activities on site as necessary.
- 7.5.2 The land use in the Subject Site is an industrial building with paved concrete ground. Potential contamination sources include potential storage of fuel at oil tank room and potential chemical storage at factory space.
- 7.5.3 Based on the site inspection and desktop review, the potentially contaminated sites have been identified as fuel storage areas and metal workshops. Land contamination causing insurmountable impacts would not be likely since the potentially contaminated areas in the project boundary are relatively small. Moreover, there are available and commonly remediation methods for the potential contaminants stabilization/solidification for heavy metals and bioremediation, such as bio-pile. It is expected that potential contaminants can be properly treated with proposed remediation technology with local experience.
- As there are areas with contamination potential were identified in the Subject Site, it is recommended that a Contamination Assessment Plan shall be prepared to present the

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findings and strategy of the recommended SI and submitted to EPD for agreement before SI. A Contamination Assessment Report which includes the SI sampling and testing results will be prepared for EPD's agreement upon completion of the site investigation. If contamination was identified, Remediation Action Plan shall be also prepared and submitted to EPD for agreement prior to the commencement of the remediation works. Upon completion of the remediation, a Remediation Report (RR) shall be submitted to EPD for agreement. No construction works of the site should be carried out prior to the agreement of the RR.

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8.0 Conclusion

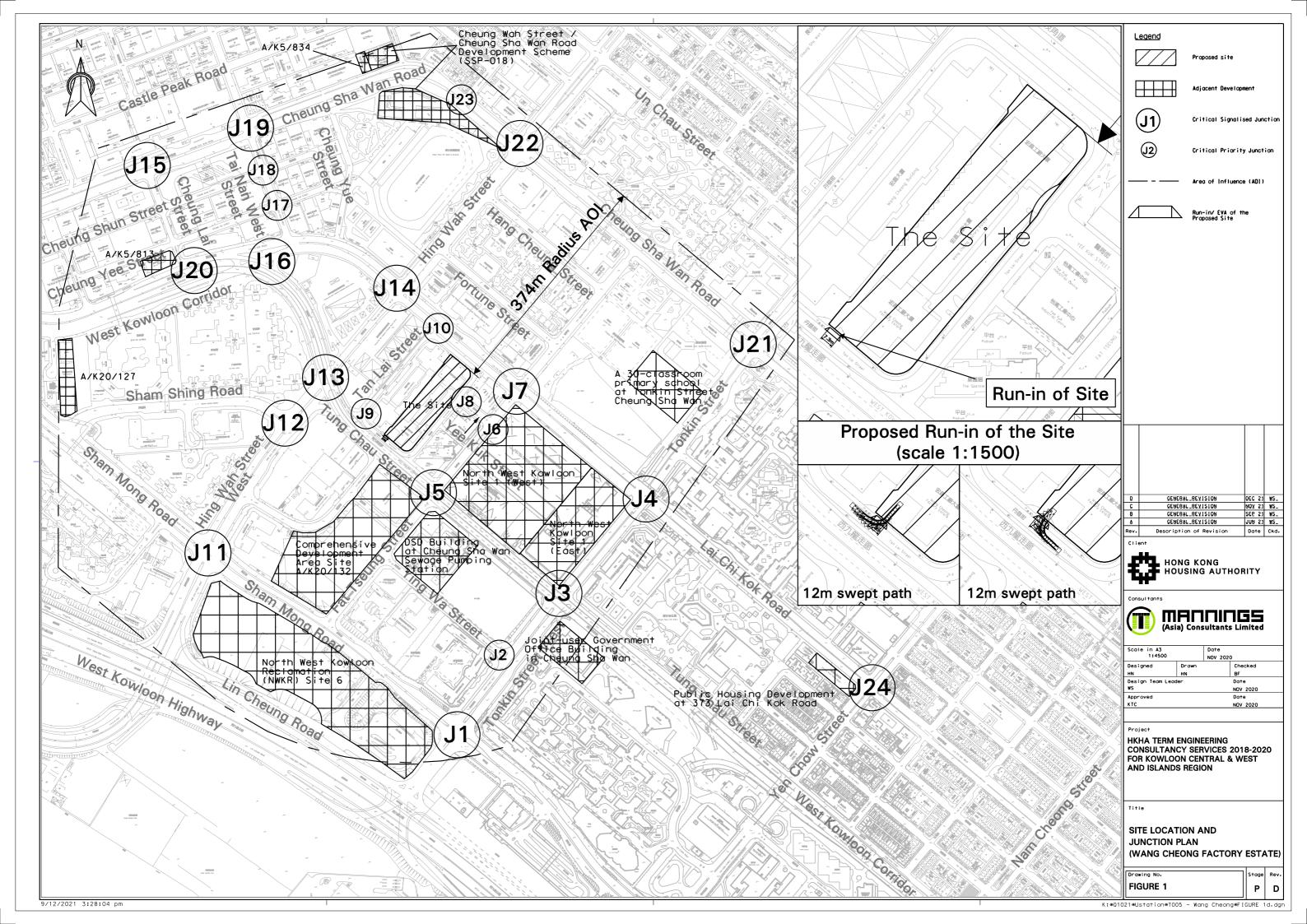
8.1.1 Traffic Impact Assessment, Sewerage Impact Assessment, Water Works Impact Assessment and Environmental Assessment Study have been carried out to demonstrate the feasibility of the proposed development with the proposed improvement/ upgrading works and mitigation measures implemented.

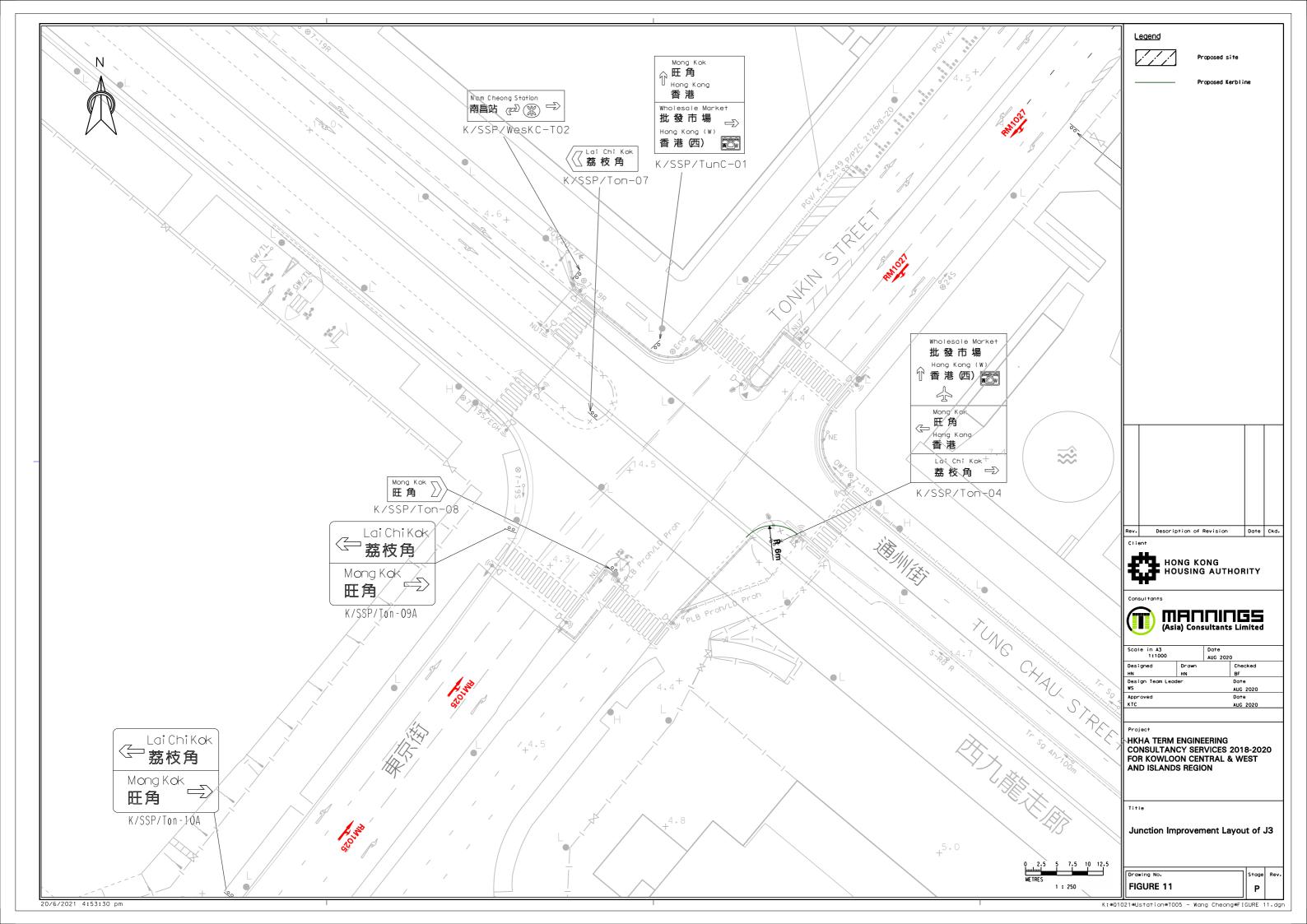


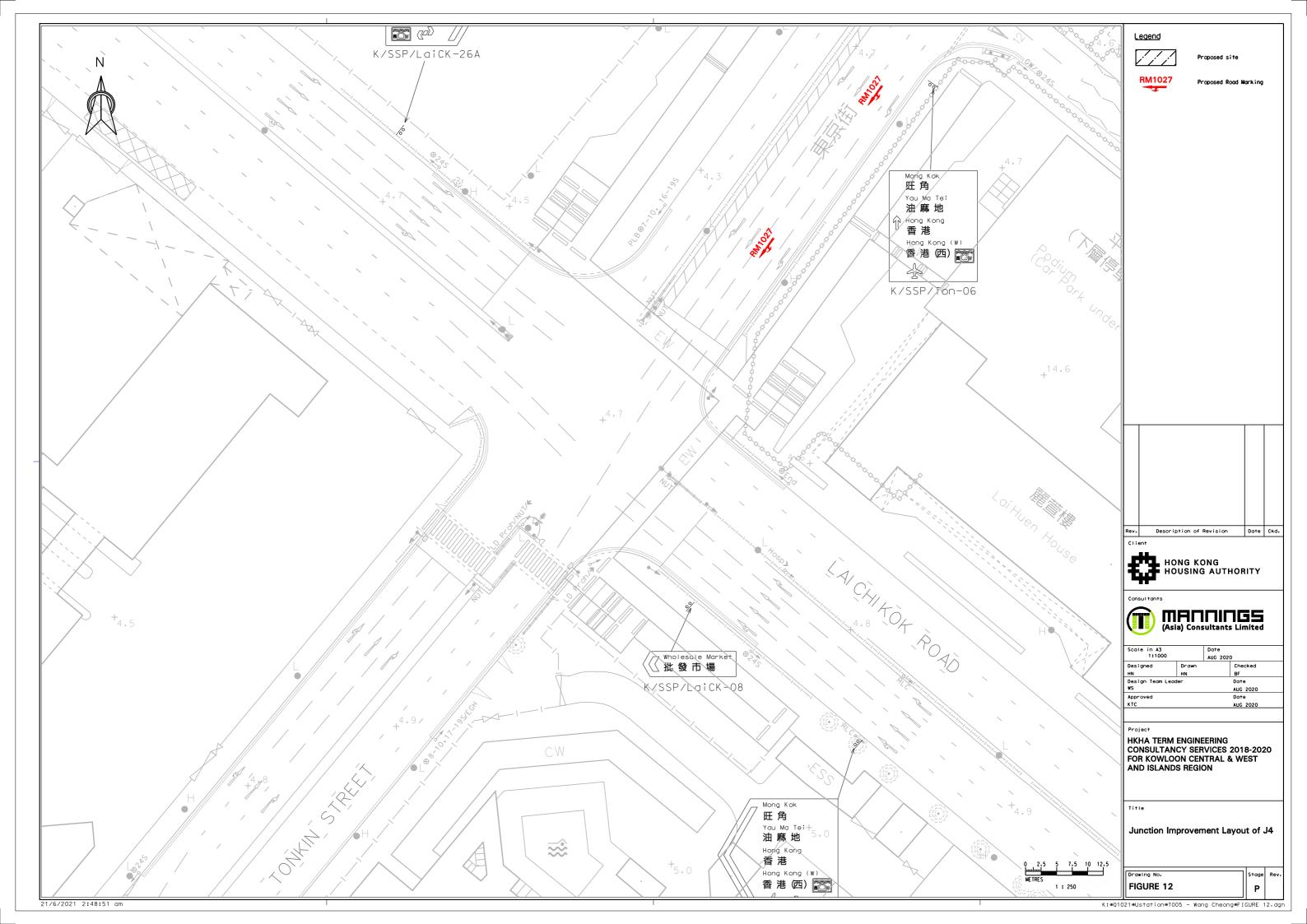
Hong Kong Housing Authority

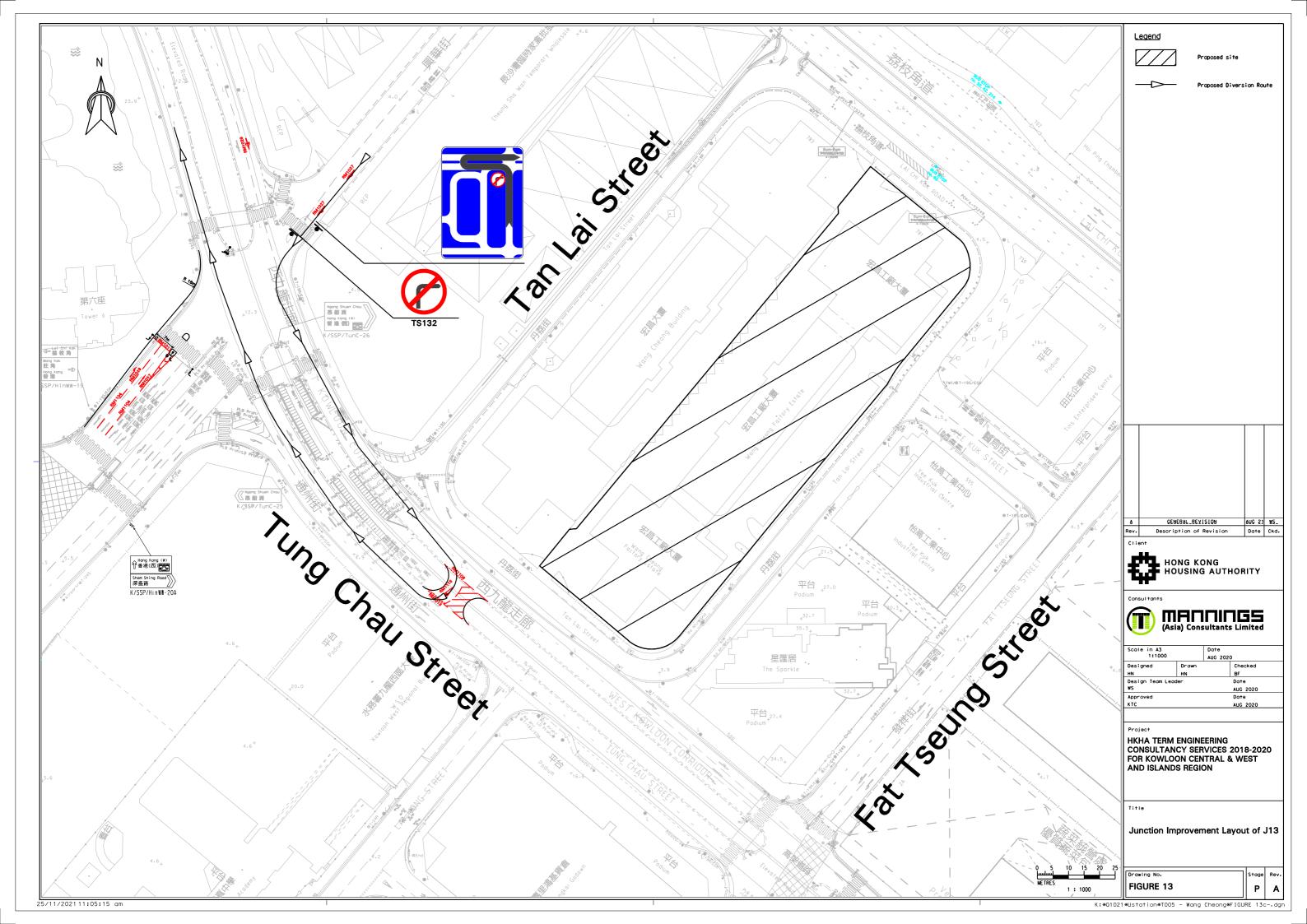
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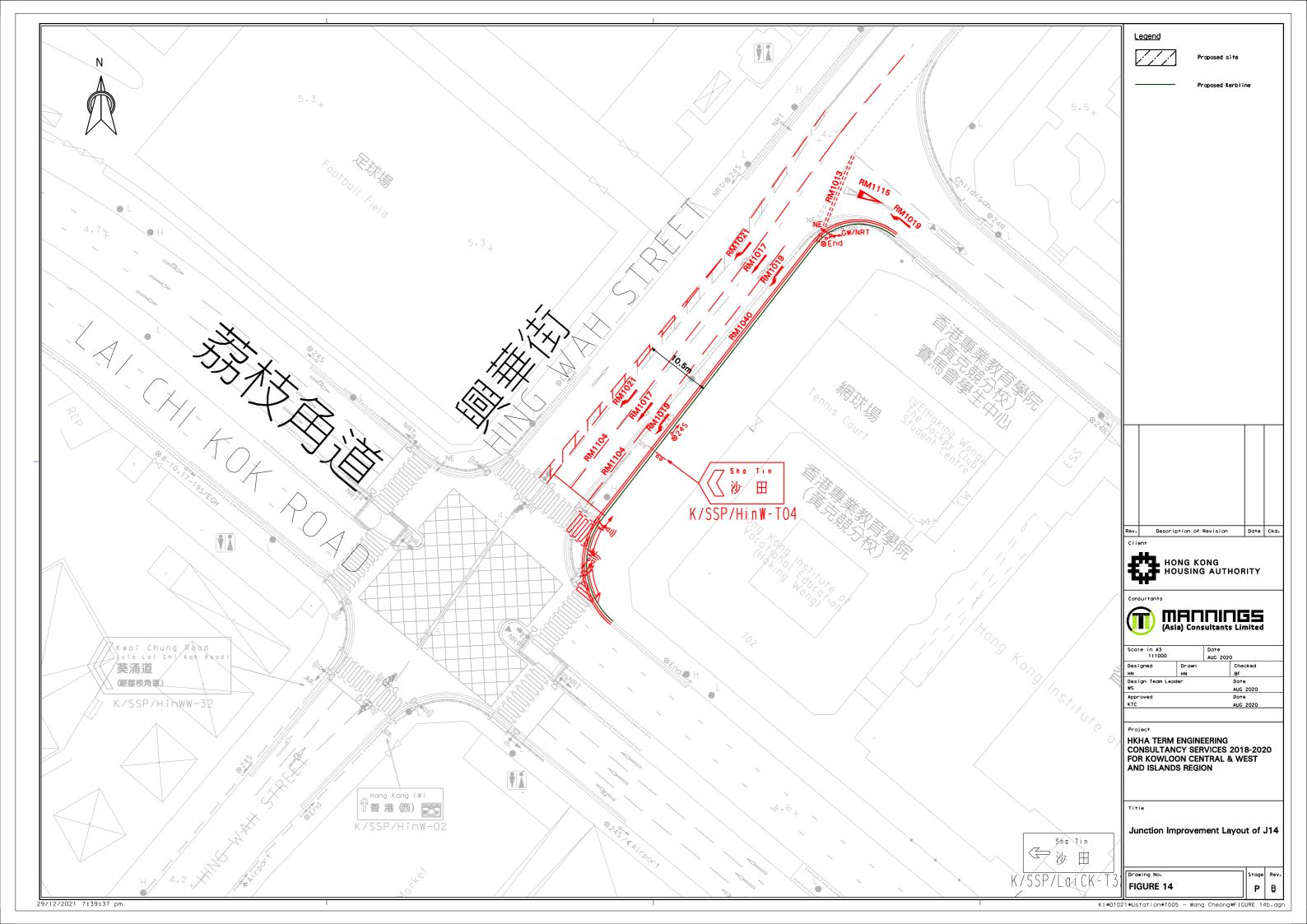
Figures

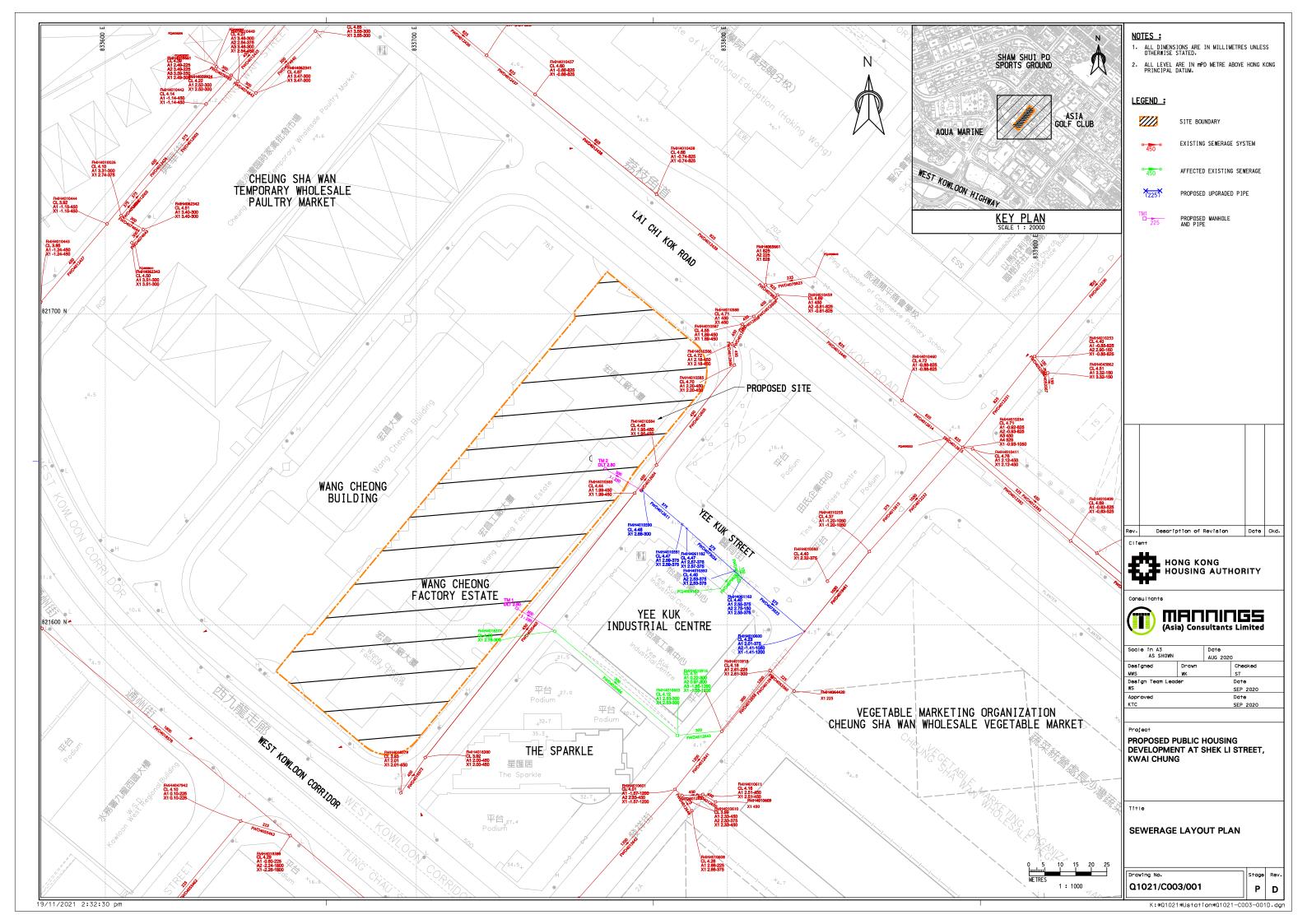


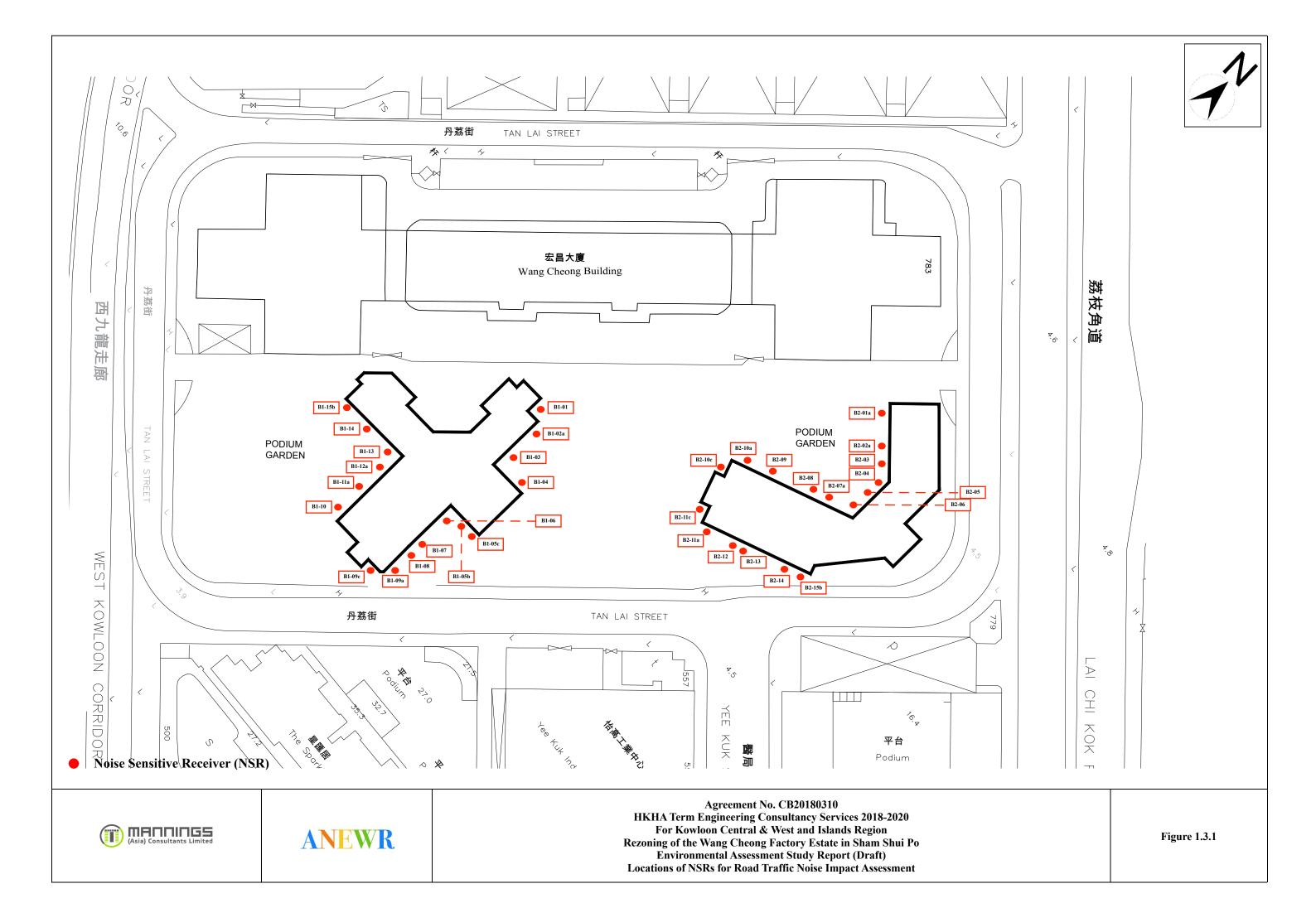


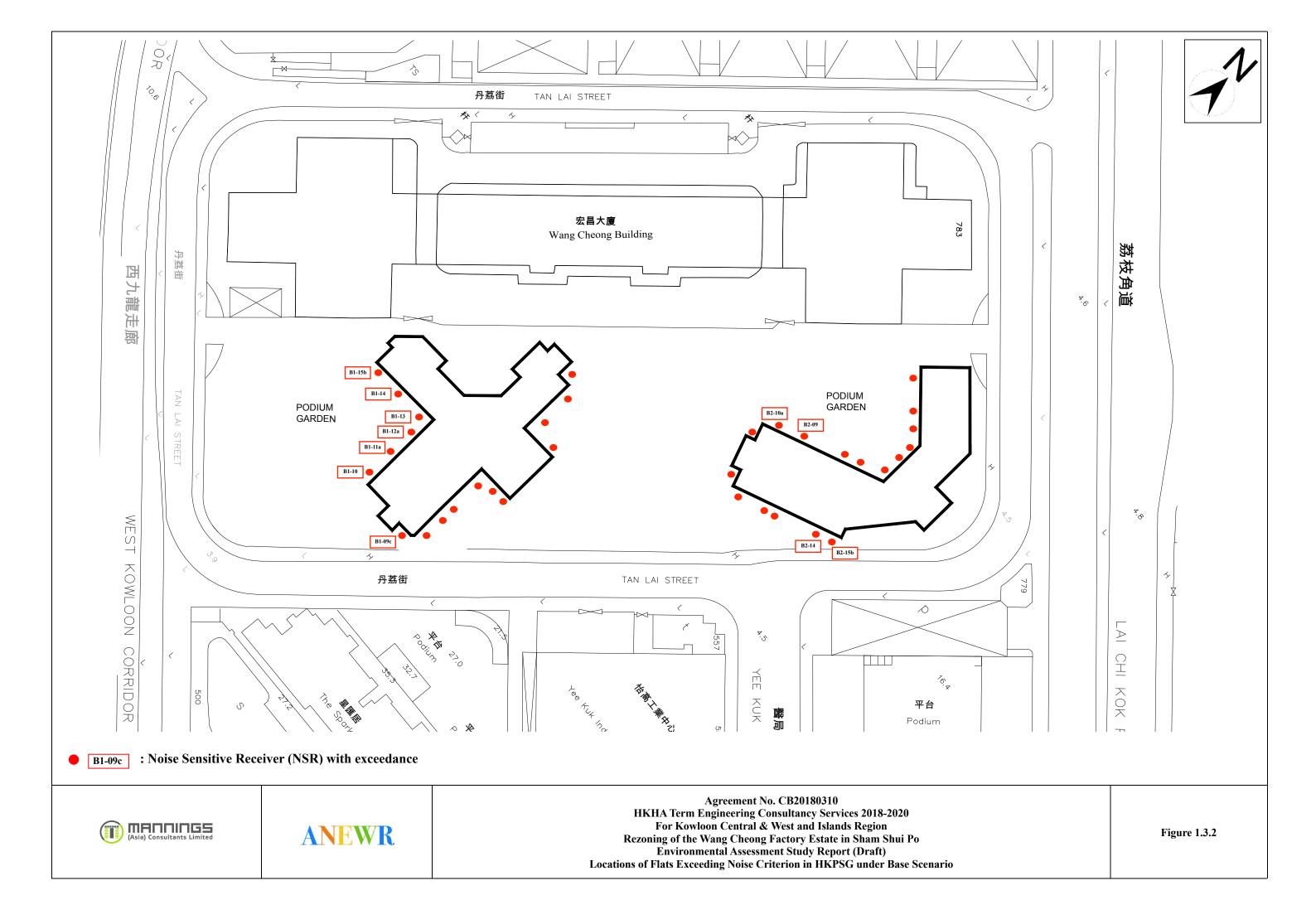


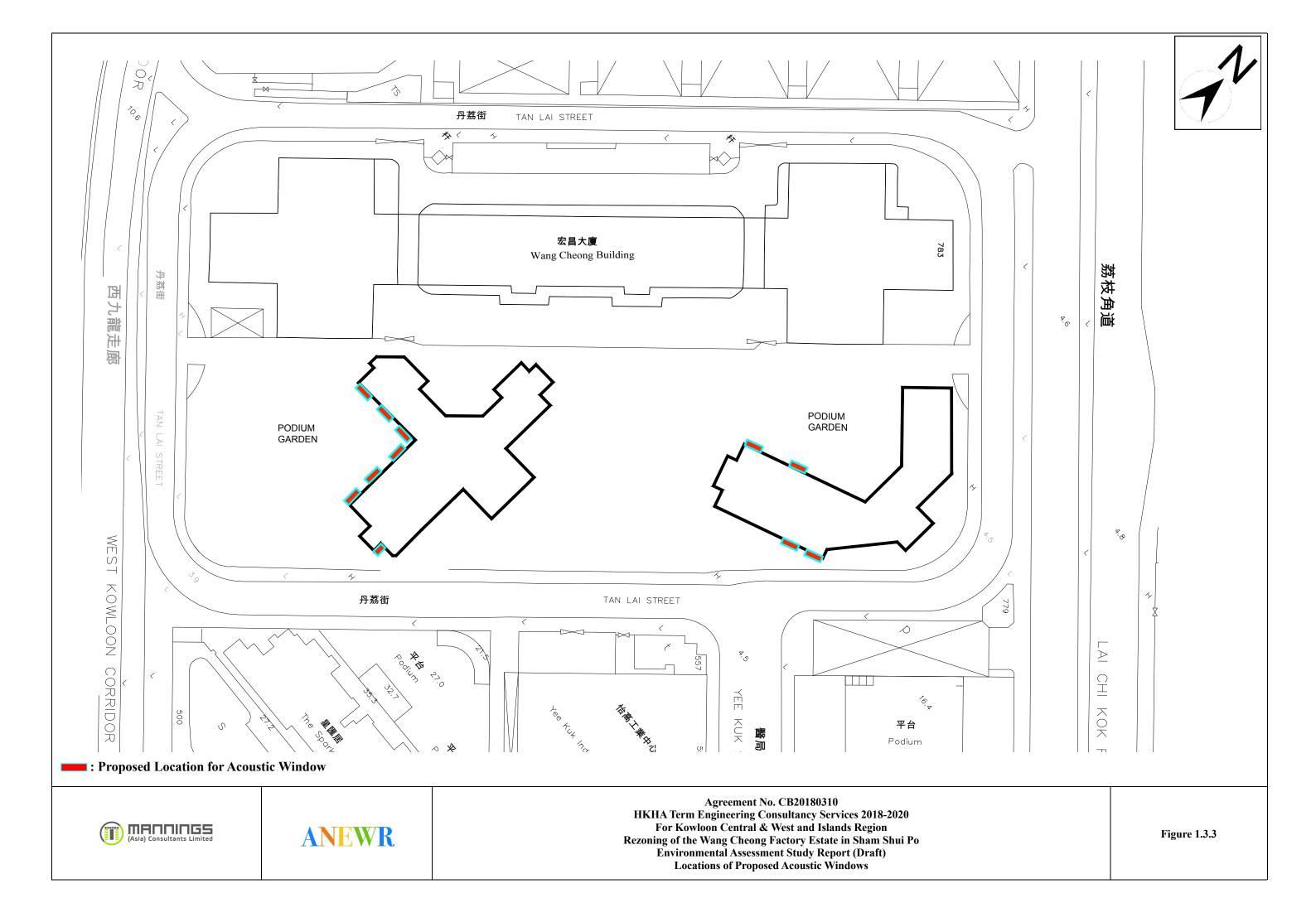


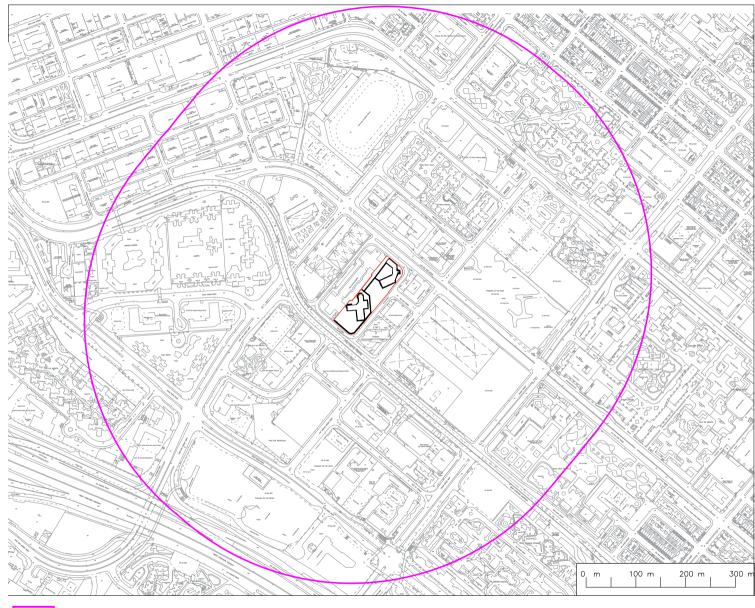


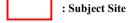














: 500m Study Area





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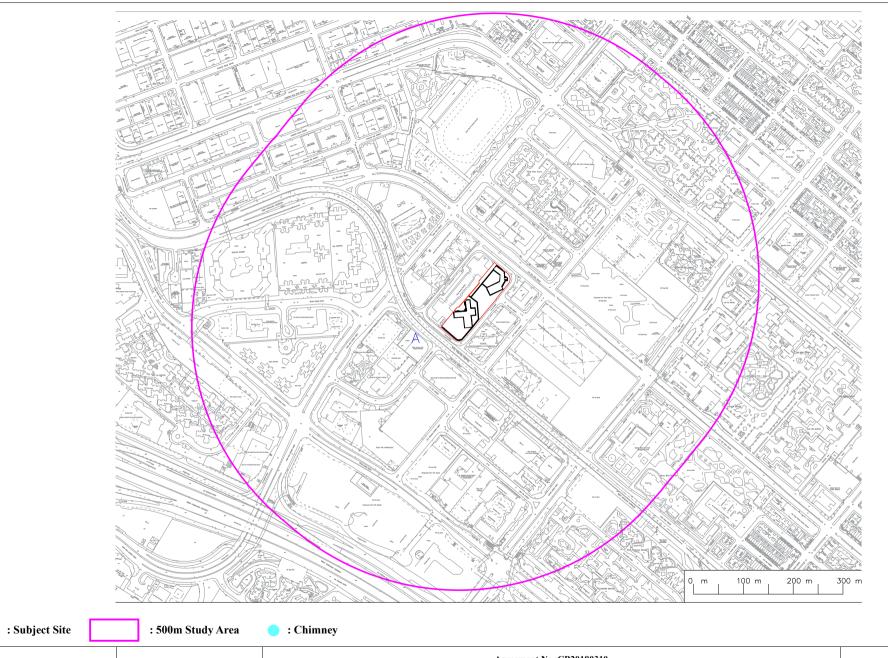
HKHA Term Engineering Consultancy Services 2018-2020

For Kowloon Central & West and Islands Region

Rezoning of the Wang Cheong Factory Estate in Sham Shui Po

Environmental Assessment Study Report (Draft)

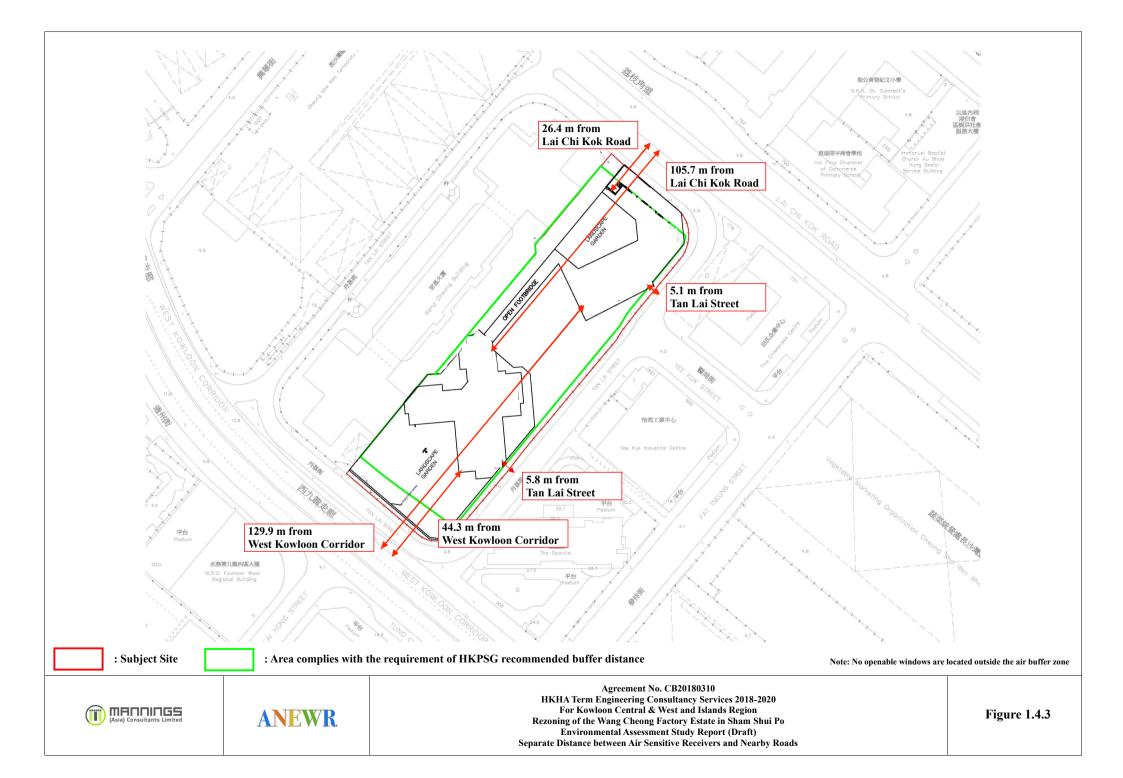
Study Area for Air Quality Impact Assessment

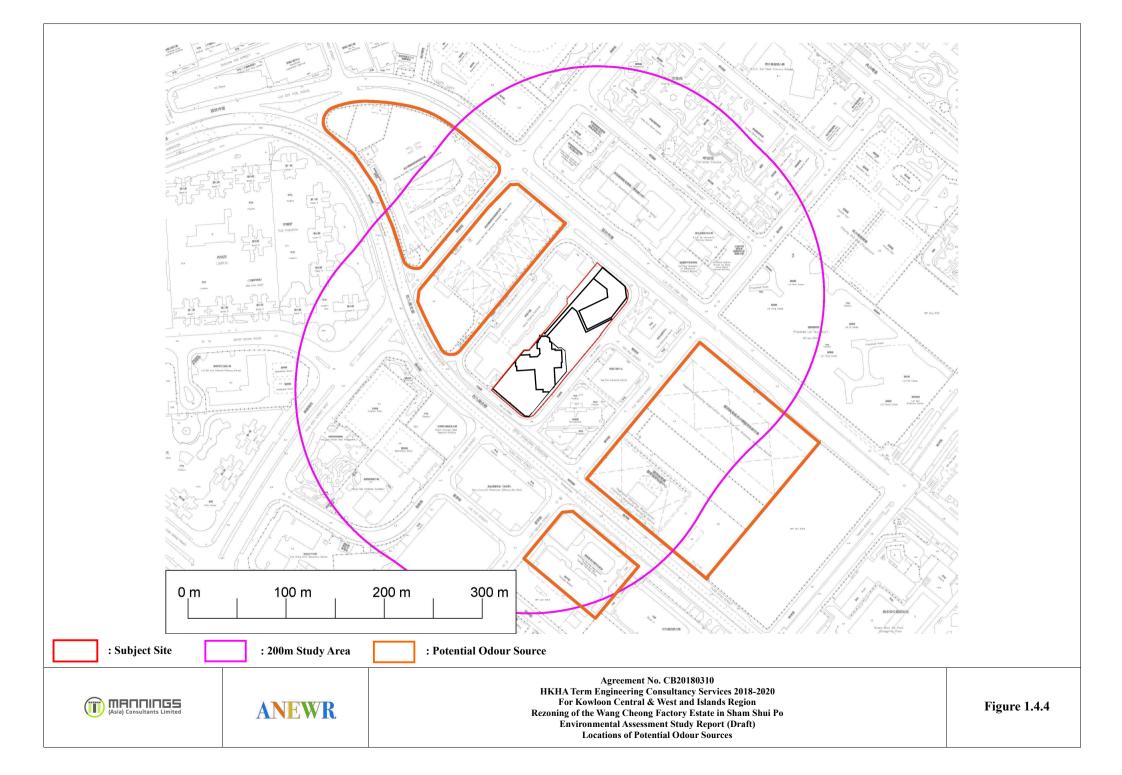






Agreement No. CB20180310
HKHA Term Engineering Consultancy Services 2018-2020
For Kowloon Central & West and Islands Region
Rezoning of the Wang Cheong Factory Estate in Sham Shui Po
Environmental Assessment Study Report (Draft)
Locations of Identified Chimneys





AECOM

Hong Kong Housing Authority

CB20190467

Proposed Public Housing Development at Wang Cheong Factory Estate, Cheung Sha Wan

Air Ventilation Assessment – Expert Evaluation (AVA-EE)

December 2021

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Appendices

Appendix A Wind Probability Table (obtained from Planning Department)

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1 INTRODUCTION

Background

1.1 AECOM Asia Co. Ltd. has been commissioned by the HKHA to undertake an Air Ventilation Assessment (AVA) Study – Expert Evaluation (EE) for the rezoning proposal of the potential Public Housing Development located at Wang Cheong Factory Estate to examine the air ventilation impact of the proposed building design qualitatively and formulate effective and practicable measures enhancing the air ventilation as part of the continuous design improvement process.

Objectives

- 1.2 The AVA Study for the proposed Public Housing Development at Wang Cheong Factory Estate (i.e. the Site) has been conducted in accordance with the methodology outlined in the Technical Guide for AVA for Developments in Hong Kong (the Technical Guide) annexed in HPLB and ETWB TC No. 1/06. The main purposes of this AVA Study, echoing the Technical Guide, are:
- 1.3 The key purposes of the Expert Evaluation are to identify the major wind breezeways, air paths good wind performance areas, locate obvious problematic areas and propose appropriate mitigation measures if necessary. Based on the findings of the Expert Evaluation, it is required to determine whether further study is required.
- 1.4 This Expert Evaluation Report presents the following findings:
 - List the Site Wind Availability information in the Preliminary AVA-EE Report;
 - Examine qualitatively the prima facie impact, merits or demerits of the housing layouts of the
 Housing Sites in the Developments on the pedestrian wind environment of the Assessment
 Area focusing on public areas frequented by pedestrians in the existing and/or planned
 condition, and advise whether the pedestrian wind environment of the Assessment Area and
 the surrounding affected areas could likely be better, similar or worsened due to the
 Developments;
 - Identify major breezeways and air paths due to the housing layout;
 - Identify the rough order of the magnitude of any possible wind problem areas in the Developments;
 - Recommend any improvements that could be made in refining the housing layouts of the Housing Sites;
 - Recommend mitigation and improvement measures with due regard to the relevant statutory
 plans, Building (Planning) Regulations, and Urban Design Guidelines in HKPSG as well as
 the existing constraints. The recommended mitigation and improvement measures should be
 effective and practical; and
 - Determine if further study should be staged into Initial Study and/or Detailed Study.

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2 SITE CHARACTERISTICS

Site and Its Surrounding Area

- 2.1 The Site with a gross area of about 0.81 hectares (ha) is located at eastern portion of Wang Cheong Factory Estate, Cheung Sha Wan. The Site is bounded by the circular Tan Lai Street, Lai Chi Kok Road in the north, Tung Chau Street and the elevated West Kowloon Corridor in the south, Wang Cheong Building (42.1mPD) in the west. It is currently occupied by a 11-storey Wang Cheong Factory Building (42.2mPD).
- 2.2 According to the "Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37", the Site was zoned as "Open Space" ("O") as long-term intention. To the immediate west of the Site is "O" with a mid-rise "G/IC" site at the corner of Lai Chi Kok Road and Hing Wah Street which is occupied by Wang Cheong Building as a government building assigned to Government Property Agent and the Temporary Wholesale Poultry Market. Across Hing Wah Street are Sham Shui Po Sports Ground and Temporary Wholesale Poultry Market in "O", high-rise residential clusters such as The Pacifica (184.8mPD), Liberte (175.4mPD) and Aqua Marine (148.1mPD).
- 2.3 To the north across Lai Chi Kok Road is school sites including IVE (Haking Wong) (23mPD) and SKH Saint Clement's Primary School (31mPD). Further is a residential cluster, Fortune Estate (68 to 119 mPD) bounded by Fortune Street and Hang Cheung Street. To the east is Tins Enterprise Centre (77.3mPD) and Yee Kuk Industrial Centre in "R(E)1" (45.7mPD), a gas station (11.4mPD) and The Sparkle (151.9mPD). To the opposite side of Fat Tseung Street is the Lai Tsui Court (120mPD), North West Kowloon Reclamation (NWKR) Site 1 (West) zoned "R(A)" with BHR of 100mPD which is currently occupied by Temporary Wholesale Vegetable Market and the adjoining NWKR Site 1 (East) (126mPD). To the south across Tung Chau Street / West Kowloon Corridor are mid-rise G/IC sites including Water Services Department (WSD) Cheung Sha Wan Office (68.5mPD), West Kowloon Law Courts Building (78.8mPD) and Drainage Services Department (DSD) Cheung Sha Wan Sewage Pumping Station (CSWSPS) (17.1mPD). There would be a proposed DSD office building with building height of 100mPD within the existing CSWSPS site. The existing Kerry Hung Kai Warehouse (45.8mPD) and Yuen Fat Warehouse (45.8mPD) will be redeveloped as "Comprehensive Development Area" ("CDA") up to 150mPD under approved Planning Application No. A/K20/132.

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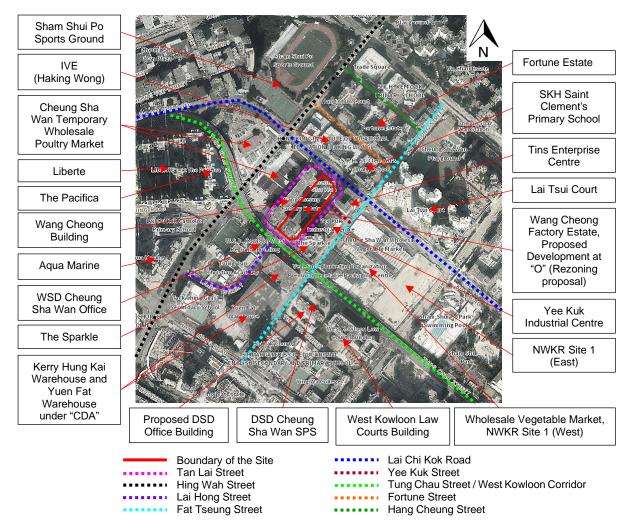


Figure 2.1 Overview of the Site and its Surroundings (Source: GeoInfo Map)

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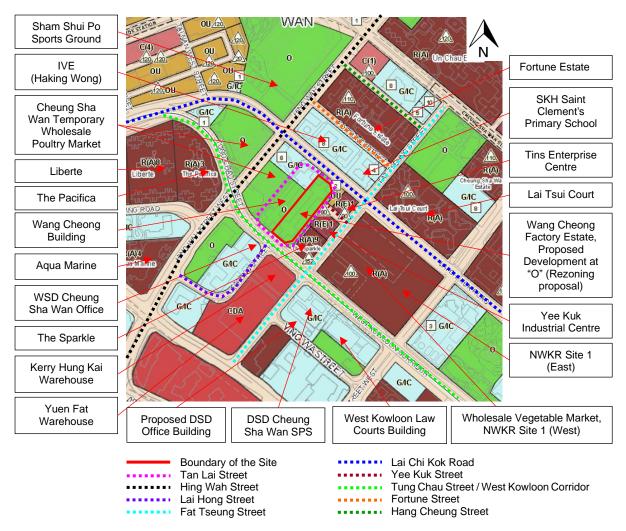


Figure 2.2 Land Use of the Site and its Surroundings in Approved OZP (Source: Statutory Planning Portal 2)

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3 SITE WIND AVAILABILITY

3.1 Natural wind availability is crucial to the investigation of wind ventilation performance. In this section, relevant measured wind data obtained from the Hong Kong Observatory (HKO) weather station and computed wind data from the RAMS model are analysed and compared in order to identify the prevailing wind directions.

Wind Direction Analysis based on HKO Weather Stations' Data

- 3.2 Hong Kong Observatory (HKO) operates automatic weather monitoring stations to provide reliable data on the wind environment in Hong Kong. The wind information and weather data from these stations provide reference to aid a general understanding of the surface wind environment.
- 3.3 The nearest weather station was the Cheung Sha Wan Weather Station as illustrated in **Figure 3.1** which has been terminated on 17 December 2010 and archived by HKO. The relevant windrose information of the Cheung Sha Wan Weather Station is extracted from AVRG55, "Expert Evaluation and Advisory Report Proposed Amendments to Cheung Sha Wan Outline Zoning Plan" as shown in **Figure 3.2** and **Figure 3.3**. It is observed that the annual prevailing winds are mainly from ENE, E, SSW and SW, while summer prevailing winds are from E, SSW and SW.

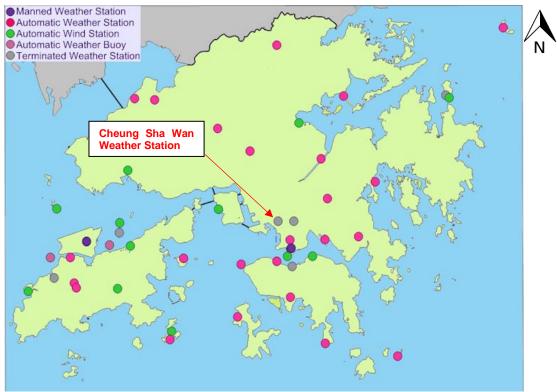


Figure 3.1 Locations of HKO Weather Stations with Wind Anemometer in Hong Kong

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N 1 JAN 1989 - 31 DEC 2009 ANNUAL NO. OF OBSERVATIONS = 171821 NO. OF VARIABLE WINDS= 14 (0.008 %) NO. OF CALM WINDS = 171 (0.100 %) 10 20 30 40 PERCENTAGE FREQUENCY The number in the inner circle is the percentage frequency of occurrence of calm and variable winds E WIND SPEED 034-055 056-078 079-100 101-123 6.953 10.913 18.981 3.782 1.449 3.844 3.160 0.508 0.030 0.029 0.002 0.001 0.000 0.000 0.000 0.000 8.307 1.983 0.026 0.000 0.628 0.061 0.000 0.000 1.270 0.041 0.000 0.000 0.410 0.693 0.017 6.747 1.451 0.000 FREQUENCY TABLE

Wind Rose of CSW, Cheung Sha Wan (Running 60-minute wind)

Figure 3.2 Annual Wind Rose for Cheung Sha Wan (HKO) (Source: AVRG55)

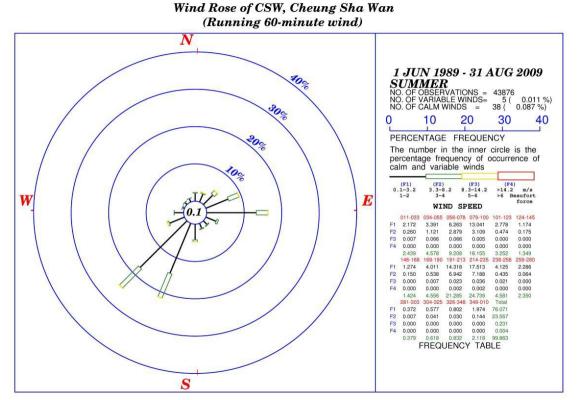


Figure 3.3 Summer Wind Rose for Cheung Sha Wan (HKO) (Source: AVRG55)

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Wind Direction Analysis Based on PlanD RAMS Wind Data

- 3.4 The site wind availability of the Site can be determined based on the wind availability simulation result of Regional Atmospheric Modelling System (RAMS) model published by Planning Department (PlanD from hereafter). **Figure 3.4** shows the location of relevant wind data extraction while the wind roses representing annual and summer winds at the Site of this study are presented in **Figure 3.5** and **Figure 3.6** below.
- 3.5 By referring to the wind roses obtained from PlanD RAMS wind data from Grid (X076, Y046), the annual prevailing winds at the Site, Wang Cheong Factory Estate, Cheung Sha Wan are mainly comprised by NE, ENE, E and ESE winds, while summer winds are comprised by E, ESE, SSW and SW winds.

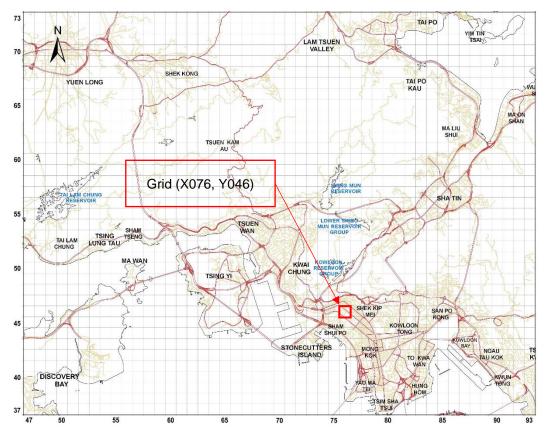


Figure 3.4 Location of Data Extraction in RAMS Model

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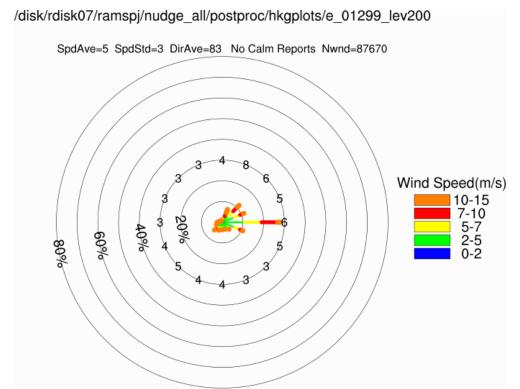


Figure 3.5 Annual Wind Rose at 200m from RAMS, Grid (X076, Y046)

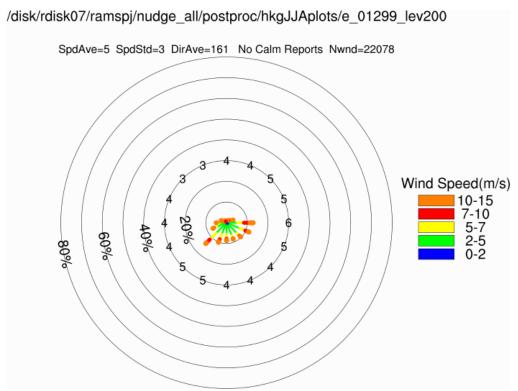


Figure 3.6 Summer Wind Rose at 200m from RAMS, Grid (X076, Y046)

AECOM Asia Co. Ltd. 10 December 2021

Summary and Identification of Prevailing Wind Directions

- 3.6 By reviewing the wind data from Cheung Sha Wan (HKO) Weather Station and PlanD RAMS wind data, it can be concluded that the annual prevailing winds at Wang Cheong Factory Estate, Cheung Sha Wan mainly come from NE, ENE, E, ESE, SSW and SW directions, while summer prevailing winds are E, ESE, SSW and SW winds.
- 3.7 **Table 3.1** summarized the annual and summer prevailing winds from difference sources. It is noticed that the annual prevailing winds at the Site is coming from easterly quadrant (i.e. from NE to ESE) and south-westerly (SSW, SW), meanwhile, the summer winds at this Site is coming from easterly (E, ESE) as well as south-westerly (SSW, SW).

Table 3.1 Summary of Annual and Summer Prevailing Winds from Different Sources

		Annual	Summer			
Cheung Sha War	n (HKO) Weather Station	ENE, E, SSW, SW	E, SSW, SW			
Wang Cheong Factory Estate	RAMS wind data	NE, ENE, E, ESE	E, ESE, SSW, SW			
	Prevailing winds	NE, ENE, E, ESE, SSW, SW	E, ESE, SSW, SW			

4 EXISTING AND PLANNED SCENARIO

Topography and Building Height Profile

- 4.1 The topography of Cheung Sha Wan is generally flat (3.6mPD to 13.6mPD) except for hilly regions in the north such as the Piper's Hill (230mPD) and Eagle's Nest (305mPD).
- 4.2 Cheung Sha Wan has mostly been developed. The current heights of older buildings are generally below 60mPD, due to the former Kai Tak Airport Height restrictions. It benefits from abundant open spaces including Sham Shui Po Sports Ground, Cheung Sha Wan Playground, Sham Shui Po Park, originally planned open spaces at the Wang Cheong Factory Estate and the Temporary Wholesale Poultry Market, as well as current low-rise G/IC buildings about 20mPD to 40mPD in height, which are essential air paths to the inland of Cheung Sha Wan. In the central, southern and eastern parts are residential uses including private residential developments and public housing estates, while in the western end is the Cheung Sha Wan Industrial/Business Area where developments are mainly in the form of high-rise industrial and industrial-office (I-O) buildings. To the north of Ching Cheung Road, apart from the sites occupied by a few low-to-medium density private residential developments along Tai Po Road and some waterworks facilities at Caldecott Road, the topography is steep and is unsuitable for development.
- 4.3 According to Cheung Sha Wan OZP, appropriate building height restrictions for various development zones has been incorporated to prevent excessively tall or out-of-context buildings. Stepped height concept with building heights increasing progressively from the area near the waterfront in the south to the more inland areas to preserve the views to the ridgelines and to minimize negative impacts on the visual quality and air ventilation.

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Wind Corridors near the Site

- 4.4 By understanding the prevailing wind directions, the local topography and building morphology, the major air paths near the Site are identified as illustrated in **Figure 4.1**.
- 4.5 Cheung Sha Wan has mostly rectilinear street grids. The streets are usually through-streets and are mostly aligned with the prevailing winds except for the easterlies and southerlies. Cheung Sha Wan Road, Lai Chi Kok Road, Tung Chau Street / West Kowloon Corridor and Sham Mong Road are the main roads which act as effective wind corridors for ESE winds. Air paths connecting open spaces in the Area are along Hang Cheung Street, Yee Kuk Street, air path above podium/low-rise along Sham Shing Road, Sai Chuen Road and Cheong San Lane.
- 4.6 North West Kowloon Reclamation (NWKR) sites at the waterfront are wind entrance of summer prevailing winds. Non-Building Areas (NBA) are reserved in these sites to allow southwest quadrant winds to penetrate through the sites into Hing Wah Street West and Tonkin Street. About 22m air path within Hoi Tat Estate (AVRG117) is incorporated to facilitate wind to flow though the site into Fat Tseung Street. A 15m-wide building separation is incorporated in the scheme of NWKR Site 1 (East) PRH (AVRG136), which aligns with the identified Yee Kuk Street air path and the notional air path that would pass through the Site and the nearby context when the adjoining area currently zoned "O" is redeveloped into an open space.

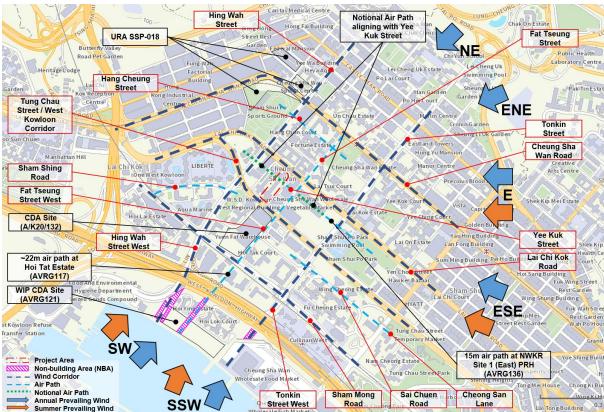


Figure 4.1 Prevailing Wind and Major Air Paths in the Area under Existing and Planned Scenario

AECOM Asia Co. Ltd. 12 December 2021

5 EXPERT EVALULATION ON THE PROPOSED SCENARIO

Baseline Scheme

5.1 The rezoning boundary is located in "Open Space" ("O") zone according to the Approved OZP "S/K5/37". Therefore, open space should be adopted as the Baseline Scheme for analysis.

Proposed Development

The Proposed Development comprises of Block 1 (152mPD) and Block 2 (131.9 mPD) on about 15-metre height podia (20mPD) separately and the centre of Site will be maintained low-rise nature and building gap above as shown in **Figure 5.1** to **Figure 5.5**. The key development parameters of are summarised in **Table 5.1**. The proposed good design measures including the about 6m high empty bays at-grade to first floor, about 4m high empty bay on second floor, about 6m high empty podium floor, low-rise nature and building gap at the centre of Site and about 7m building setback from the adjacent G/IC site.

Table 5.1 Development Parameters

Public Housing Development at Wang Cheong Factory Estate					
Zoning in Approved OZP	Open Space "O"				
Site Area	About 7,850m ²				
Podium Coverage	About 75.5%				
No. of Blocks	2 nos. of non-standard domestic blocks				
No. of Storeys	Block 1: 43 domestic storeys				
	Block 2: 37 domestic storeys				
	On 3-storey podium and single storey podium garden				
No. of Flats	1,200				
Podium	~15m high podia under Block 1 and Block 2 respectively				
	with office and social welfare facilities				
Facility	Single storey basement carpark, retail, social welfare and				
	office				
Maximum Building Height	152mPD				

^{*} The above development parameters are for reference only. The actual development proposal will be amended as necessary.

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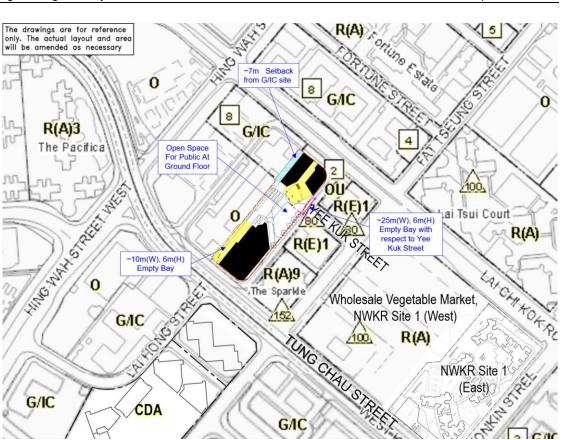


Figure 5.1 Proposed Scheme – Ground Floor Layout (Podium Block)

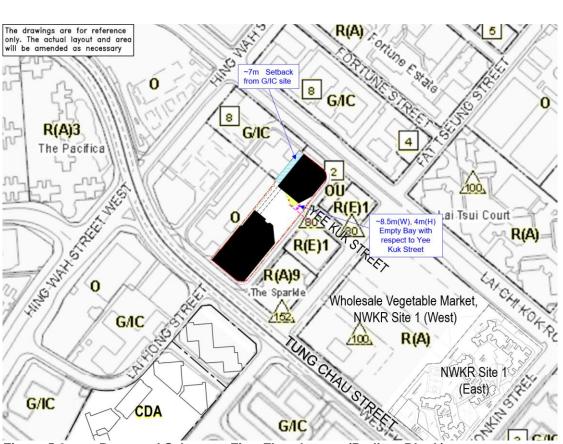


Figure 5.2 Proposed Scheme – First Floor Layout (Podium Block)

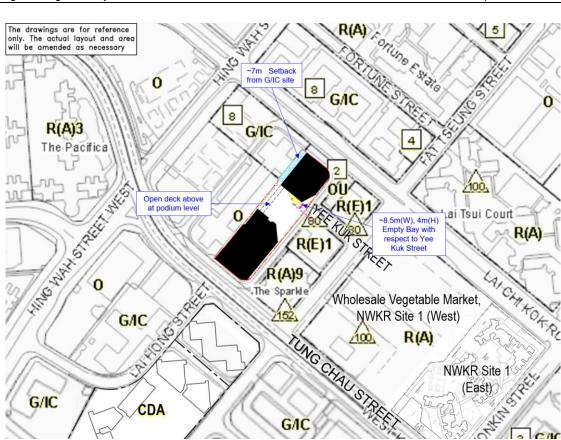


Figure 5.3 Proposed Scheme – Second Floor Layout (Podium Block)

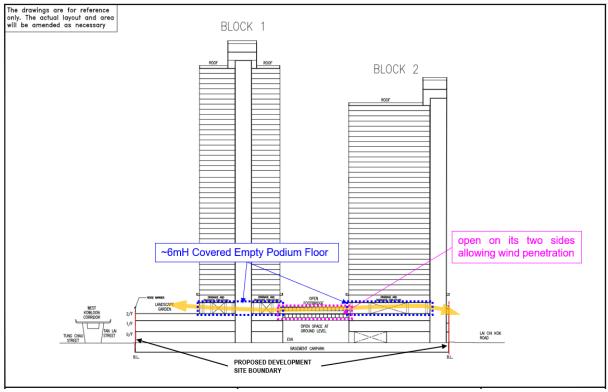


Figure 5.4 Proposed Scheme – Section

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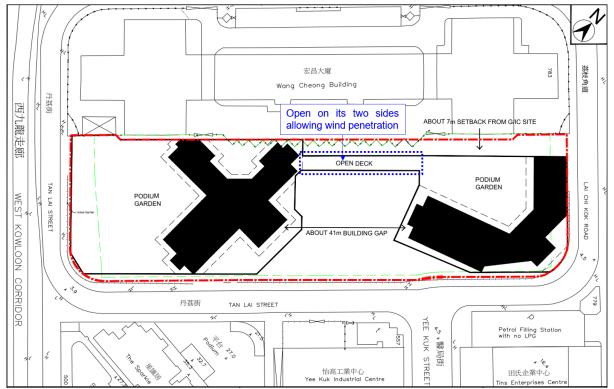


Figure 5.5 Proposed Scheme – Master Layout

Good Design Features

- 5.3 Good design features for improving air ventilation performance of the Proposed Scheme include:
 - · Minimized podium coverage and bulkiness by adopting basement
 - Building gap of about 41m and low-rise nature at the centre of Site which minimizes the impediment effect of the podium on easterly prevailing wind from Yee Kuk Street
 - Empty bays at-grade, first floor and second floor with clear width of about 25m, 15m and 8.5m with respect to Yee Kuk Street alignment in order to maximize the penetration of easterly prevailing wind from Yee Kuk Street through the Site to the "O" Zone downstream
 - Covered empty podium floor under Block 1 and Block 2 maximizes the penetration of various prevailing wind near ground
 - Provision of setback of about 7m between Block 2 and the "G/IC" zone with building height restriction of 8-storey

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Wind Influencing Zone under NE/ENE Prevailing Winds

- NE/ENE annual prevailing winds would be modulated by the street alignment and flow along Tonkin Street and Hing Wah Street / Hing Wah Street West (blue arrows) as the major air paths.
- Under NE/ENE annual prevailing winds, the Site is at the downstream of a cluster of residential developments (Fortune Estate and Lai Tsui Court with existing building height ranging from 68 to 119mPD), which would weaken the incoming winds reaching the Site. Under the baseline scenario, the Site is an open area zoned "Open Space" ("O"). The weakened incoming NE/ENE winds could penetrate without obstruction through the elongated Site which is generally in parallel with these winds, and reach its downstream areas at Tung Chau Street and Lai Hong Street (green dotted arrow).
- As compared to the baseline scenario, the proposed scenario consists two high-rise residential towers (132 to 152mPD) atop podium. The incoming NE/ENE will be blocked and weakened by the proposed development, and wind availability of the downstream areas would be affected, hence some adverse effects on the pedestrian wind environment would be expected under NE/ENE winds. Notwithstanding, the proposed development has incorporated an empty podium floor of about 6m in height, which would facilitate penetration of NE/ENE winds at the building's low zone and help reduce the wake area in the immediate downstream. About 7m setback between Block 2 and the "G/IC" zone with building height restriction of 8-storey provides air permeable space for NE/ENE wind penetration from Lai Chi Kok Road to the "O" zone near Site (pink arrow).

AECOM Asia Co. Ltd. 17 December 2021

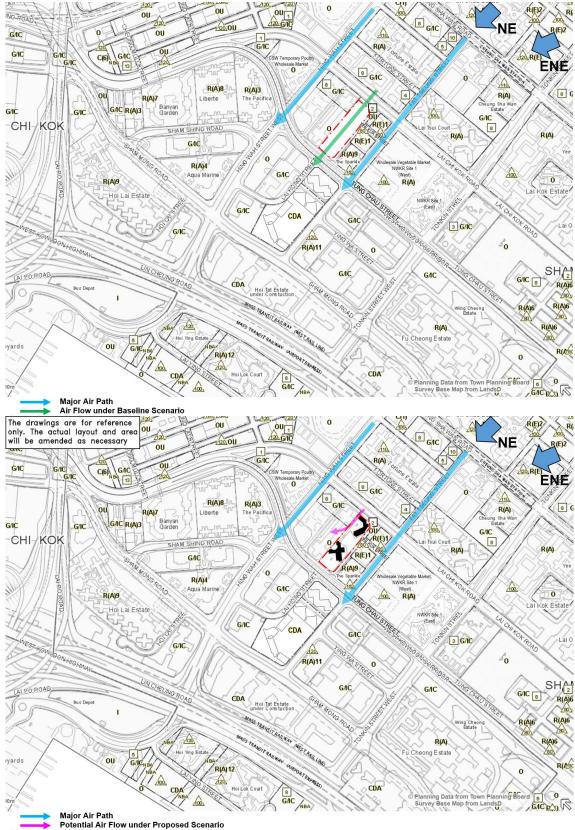


Figure 5.6 Wind Environment of the Site under NE/ENE Winds (Source: Statutory Planning Portal 2, A/K20/132 & AVRG136)

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Wind Influencing Zone under E/ESE Prevailing Winds

- 5.7 E wind would be weakened by the morphology of Cheung Sha Wan as it is diagonal to air paths at upwind of the Site. Eventually, a portion of wind would enter Lai Chi Kok Road and Tung Chau Street / West Kowloon Corridor (blue arrows) as the major air paths.
- Under E/ESE annual and summer prevailing winds, the Site is at the downstream of a cluster of developments at NWKR Site 1 (East) (126mPD) and "R(E)1" and "R(A)" zones which would weaken the incoming winds reaching the Site. The NWKR Site 1 (West) in "R(A)" zone with BHR of 100mPD is currently occupied by the low-rise Wholesale Vegetable Market that would unlikely significantly block incoming winds. Under the baseline scenario, the Site is an open area zoned "Open Space" ("O"). The weakened incoming E/ESE winds could penetrate without obstruction through the elongated Site which is generally perpendicularly with these winds, and reach its downstream. It is expected that a portion of wind would adopt the air path entering Yee Kuk Street, through the Site to the "O" zone at its downstream (green dotted arrow). As the abovementioned "O" zone is currently occupied by Wang Cheong Factory Estate of with BH 42mPD, the winds would be blocked and there would be a wake area at the immediate downstream of the Factory Estate, and the reattachment of winds at pedestrian level would likely occur at the further downstream of the subject Site, such as Hing Wah Street and Cheung Sha Wan Temporary Poultry Wholesale Market zoned "O".
- In the proposed scenario, although the incoming winds may be weakened and blocked by Tins Enterprise Centre (77.3mPD), Yee Kuk Industrial Centre (45.7mPD) and The Sparkle (151.9mPD) to the immediate southeast of the Site, the two high-rise residential towers (132 to 152mPD) atop podium would introduce a much taller and denser built form at the Site as compared to the baseline scenario. The incoming E/ESE will be further blocked and weakened by the proposed development, and the winds would likely have to travel a longer distance before reattaching to pedestrian level in the downstream, hence resulting in a larger wake area. Notwithstanding, the proposed development has incorporated about 41-metre wide building gap between residential towers and empty bays in the podium aligning with Yee Kuk Street (pink arrow), which would facilitate penetration of E/ESE winds at the building's low zone and help reduce the wake area in the immediate downstream, which is currently occupied by Wang Cheong Factory Estate, yet is zoned "O" and may be developed into open space in the future.

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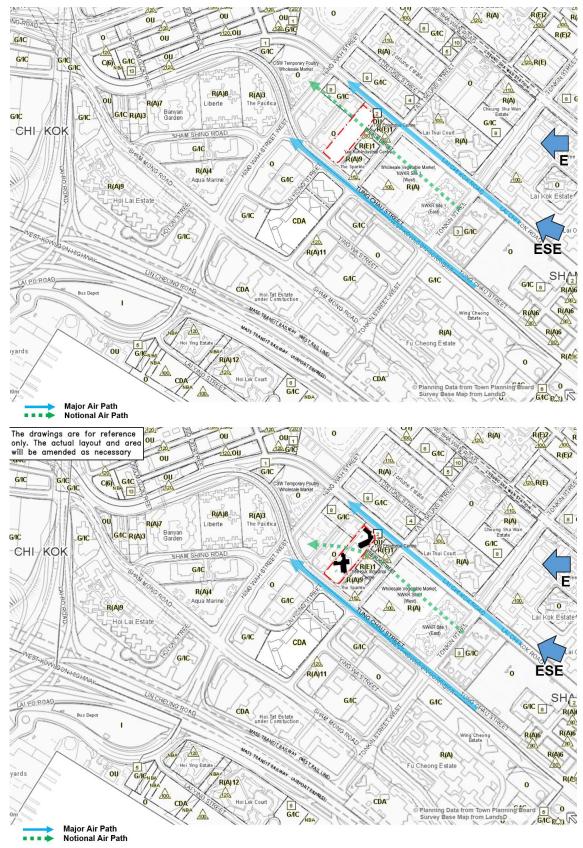


Figure 5.7 Wind Environment of the Site under E/ESE Winds (Source: Statutory Planning Portal 2, A/K20/132 & AVRG136)

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Wind Influencing Zone under SSW/SW Prevailing Winds

- 5.10 It is expected that sea breeze from SSW/SW direction under annual and summer condition could penetrate the waterfront sites with NBAs and air path reserved in Hoi Tat Estate (AVRG117) to enter Hing Wah Street West and Fat Tsueng Street (blue arrows) as the major air paths.
- 5.11 Under SSW prevailing wind, the Site is at the downstream of the proposed "CDA" site (ranging from 140.5 to 150mPD) in the southwest, which would weaken the incoming winds reaching the Site, while SW prevailing wind may skim above the relatively low-rise "G/IC" site currently occupied by Tack Ching Girls' Secondary School and reach Lai Hong Street, which would then flow along the street and reach the Site without obstruction. Under the baseline scenario, the Site is an open area zoned "Open Space" ("O"). The weakened SSW wind and incoming SW wind flowing along Lai Hong Street could penetrate without obstruction through the elongated Site which is generally in parallel with these winds, and reach its downstream areas at Lai Chi Kok Road and G/IC sites (green dotted arrow).
- 5.12 In the proposed scenario, although the incoming SSW wind may be weakened and blocked by the proposed "CDA" site to the southwest of the Site while SW wind would be partially shielded by the low-rise "G/IC" site and then move along Lai Hong Street, the two high-rise residential towers (132 to 152mPD) atop podium would introduce a much taller and denser built form at the Site as compared to the baseline scenario. The incoming SSW/SW will be further blocked and weakened by the proposed development, and wind availability of the downstream areas would be affected, hence some adverse effects on the pedestrian wind environment would be expected under SSW/SW winds. Notwithstanding, the proposed development has incorporated an empty podium floor of about 6m in height, which would facilitate penetration of SSW/SW winds at the building's low zone and help reduce the wake area in the immediate downstream.

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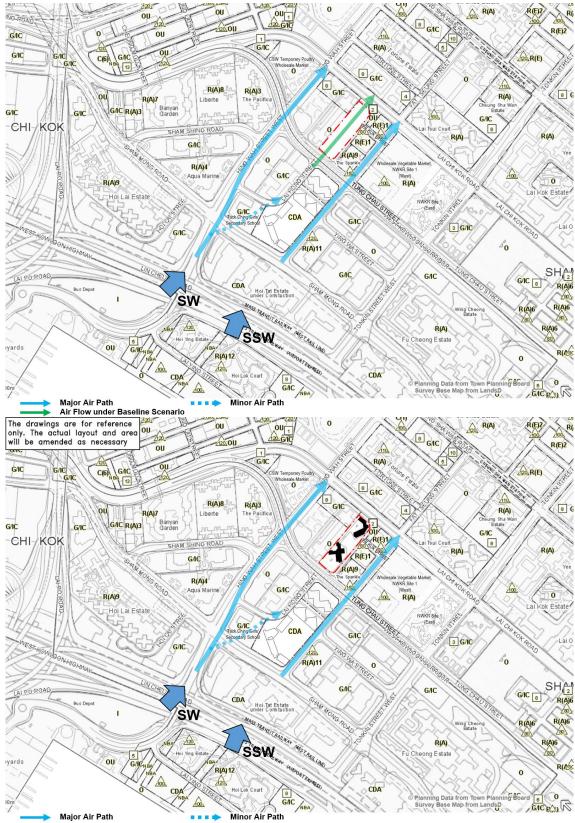


Figure 5.8 Wind Environment of the Site under SSW/SW Winds (Source: Statutory Planning Portal 2, A/K20/132 & AVRG136)

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Recommendation

- 5.13 In view of the drawbacks identified, apart from the good design features incorporated in the Proposed Scheme detailed in paragraph 5.3, the followings are some further recommendations that would be adopted as far as practical in the detailed design stage of the Proposed Development to facilitate wind penetration:
 - Minimization of podium height: the proposed 3-storey podium is about 15mH in height;
 - Minimization of podium bulk and ground coverage: the proposed podium reserves low-rise nature at the centre of Site at grade with the podium coverage of about 75.5%;
 - Building Permeability (refer to P in the PNAP APP-152 Sustainable Building Design Guideline):
 building gap of more than 15m is proposed to avoid long continuous projected facade;
 - Greening coverage and building setback with reference to PNAP APP-152;
 - Reference could also be made to recommendations of design measures in the Hong Kong Planning Standards and Guidelines.

6 FURTHER STUDY

- 6.1 This study only provides an overview of the existing wind environment, baseline scenario, proposed scenario and recommends broad measures to minimize negative impacts and where appropriate, improvement to the baseline scenario. For specific sites where large-scale redevelopment may be possible with a significant increase in maximum building height or located at wind sensitive zones, caution should be taken with the building disposition. Further AVA studies are recommended for these large development/redevelopment sites. The current AVA Expert Evaluation is considered sufficient for the rezoning exercise.
- 6.2 From the above findings, the proposed high-rise development with podium at the Site zoned "O" would likely have localized impacts on the downstream pedestrian wind environment. The Proposed Development does not impact the effectiveness of major air paths in the Area and the Proposed Scheme has adopted a range of good design features in consideration with the wind environment. It is considered that a quantitative AVA will be required for scheme optimization at the detailed design stage to review and assess the effectiveness of the proposed mitigation measures.

7 CONCLUSION

- 7.1 This Air Ventilation Assessment (AVA) Study Expert Evaluation (EE) aims at assessing the characteristics of the wind availability of the Site, providing a general pattern, identify the major wind breezeways, air paths good wind performance areas, locate obvious problematic areas and propose appropriate mitigation measures.
- 7.2 To mitigate the potential air ventilation impact on site perimeter by the Proposed Development several good design features have been adopted. Namely minimizing podium coverage, providing building gap, provision of covered empty podium floor, and provision of building setback to allow the penetration of prevailing wind. It is anticipated that these measures could facilitate prevailing wind penetration through the Site so as to minimize impact to the wind environment in the surrounding area around the Site.
- 7.3 The proposed high-rise development with podium at the Site would likely to have localized air ventilation impacts on the downstream pedestrian areas. It is considered that a quantitative AVA will be required for scheme optimization at the detailed design stage to review and assess the effectiveness of the proposed mitigation measures.

AECOM Asia Co. Ltd. 23 December 2021

Appendix A

Wind Probability Table

$\frac{Tabulated \ Results - Percentage \ Occurrence \ of \ Directional \ Winds}{\underline{Annual - 200m}}$

e_01299	Wind direction	N	NNE	NE	ENE	Е	ESE	SE	SSE	s	ssw	SW	wsw	w	wnw	NW	NNW
V infinity (m/s)	Sum	0.012	0.068	0.115	0.114	0.282	0.108	0.047	0.037	0.037	0.042	0.053	0.030	0.025	0.015	0.009	0.007
00_to_01	0.035	0.001	0.002	0.002	0.003	0.005	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.002	0.001	0.00
01_to_02	0.090	0.002	0.002	0.005	0.009	0.014	0.011	0.009	0.007	0.005	0.006	0.006	0.004	0.004	0.003	0.002	0.002
02_to_03	0.120	0.001	0.003	0.008	0.012	0.021	0.015	0.012	0.009	0.007	0.007	0.007	0.007	0.005	0.003	0.002	0.001
03_to_04	0.135	0.001	0.004	0.012	0.018	0.029	0.017	0.010	0.008	0.006	0.006	0.008	0.006	0.005	0.003	0.001	0.001
04_to_05	0.143	0.001	0.005	0.016	0.020	0.037	0.019	0.006	0.005	0.006	0.007	0.008	0.005	0.004	0.002	0.001	0.00
05_to_06	0.133	0.001	0.006	0.017	0.017	0.042	0.017	0.003	0.003	0.004	0.006	0.008	0.003	0.002	0.001	0.001	0.00
06_to_07	0.113	0.001	0.008	0.015	0.014	0.042	0.012	0.003	0.002	0.003	0.003	0.006	0.002	0.001	0.001	0.000	0.000
07_to_08	0.084	0.001	0.007	0.013	0.009	0.036	0.007	0.001	0.001	0.001	0.002	0.004	0.001	0.000	0.000	0.000	0.000
08_to_09	0.056	0.000	0.006	0.009	0.005	0.026	0.004	0.001	0.000	0.001	0.001	0.002	0.000	0.000	0.000	0.000	0.000
09_to_10	0.036	0.000	0.006	0.007	0.003	0.014	0.002	0.000	0.000	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000
10_to_11	0.022	0.000	0.006	0.005	0.002	0.007	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
11_to_12	0.013	0.000	0.004	0.003	0.001	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
12_to_13	0.009	0.000	0.004	0.002	0.001	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
13_to_14	0.005	0.000	0.002	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
14_to_15	0.002	0.000	0.001	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
15_to_16	0.001	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
16_to_17	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
17_to_18	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
18_to_19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
19_to_20	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20_to_21	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
21_to_22	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
22_to_23	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
23_to_24	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

$\frac{Tabulated \ Results - Percentage \ Occurrence \ of \ Directional \ Winds}{Summer - 200m}$

						_				_							
e_01299	Wind direction	N	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	wsw	W	WNW	NW	NNW
V infinity (m/s)	Sum	0.007	0.011	0.017	0.036	0.130	0.118	0.097	0.085	0.086	0.103	0.143	0.071	0.050	0.028	0.014	0.007
00_to_01	0.044	0.001	0.002	0.002	0.003	0.006	0.004	0.003	0.004	0.003	0.003	0.003	0.002	0.004	0.002	0.002	0.001
01_to_02	0.125	0.002	0.002	0.003	0.007	0.013	0.015	0.016	0.012	0.010	0.012	0.011	0.007	0.008	0.004	0.003	0.002
02_to_03	0.150	0.001	0.001	0.002	0.003	0.011	0.016	0.021	0.018	0.014	0.015	0.016	0.013	0.010	0.005	0.003	0.001
03_to_04	0.151	0.000	0.001	0.001	0.002	0.011	0.019	0.019	0.018	0.013	0.015	0.019	0.015	0.011	0.005	0.002	0.001
04_to_05	0.147	0.001	0.001	0.001	0.003	0.013	0.017	0.013	0.015	0.015	0.016	0.023	0.014	0.008	0.004	0.001	0.001
05_to_06	0.126	0.000	0.001	0.001	0.004	0.015	0.017	0.009	0.010	0.011	0.015	0.023	0.009	0.005	0.003	0.001	0.000
06_to_07	0.095	0.001	0.001	0.002	0.002	0.016	0.012	0.008	0.005	0.010	0.010	0.018	0.005	0.002	0.002	0.001	0.000
07_to_08	0.061	0.000	0.001	0.002	0.003	0.013	0.008	0.004	0.002	0.004	0.006	0.012	0.002	0.001	0.001	0.001	0.000
08_to_09	0.036	0.000	0.001	0.001	0.002	0.010	0.005	0.002	0.001	0.002	0.004	0.007	0.001	0.001	0.000	0.000	0.000
09_to_10	0.023	0.000	0.000	0.001	0.002	0.007	0.002	0.001	0.000	0.001	0.003	0.004	0.001	0.001	0.000	0.000	0.000
10_to_11	0.015	0.000	0.000	0.000	0.001	0.005	0.001	0.001	0.000	0.001	0.002	0.002	0.000	0.000	0.000	0.000	0.000
11_to_12	0.008	0.000	0.000	0.000	0.001	0.004	0.001	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
12_to_13	0.007	0.000	0.000	0.000	0.001	0.003	0.001	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000
13_to_14	0.004	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000
14_to_15	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
15_to_16	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
16_to_17	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
17_to_18	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
18_to_19	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
19_to_20	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20_to_21	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
21_to_22	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
22_to_23	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
23_to_24	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

<u>Visual Appraisal for the Proposed Public Housing Development</u> <u>at Wang Cheong Factory Estate, Cheung Sha Wan</u>

1. Introduction

- 1.1 This Visual Appraisal (VA) aims to assess the possible visual effect of the proposed public housing development at the Wang Cheong Factory Estate (Subject Site) in support of the proposed amendment to the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 to rezone the Subject Site from "Open Space" ("O") to "Residential (Group A)" ("R(A)").
- 1.2 The Subject Site is vested in the Hong Kong Housing Authority under Vesting Order No.113 and falls within a "O" zone on the OZP. It is currently occupied by the Wang Cheong Factory Estate (one factory block).
- 1.3 This VA for the proposed public housing development is prepared with reference to the principles laid down in the Town Planning Board Guidelines No.41 Guideline 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 Receiver (VSRs) from key public viewing points (VPs).

Methodology

- 1.4 Based on the assessments, this VA evaluates on the visual acceptability of the proposed public housing development. The methodology adopted is summarised as follows.
 - To identify the existing and future visual context and visual elements of the Subject 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 effects when viewing from the selected key public VPs; and
 - To recommend mitigation measures where appropriate.

2. Visual Context and Visual Elements

- 2.1 The Subject Site (**Plan 1**) is a flat land located at the south of Lai Chi Kok Road, bounded by a local road named Tan Lai Street.
- 2.2 Key visual elements surrounding the Subject Site is summarised as below, and their height profiles are illustrated in **Plan 2**:
 - To the northeast of the Subject Site are education/community institutions (i.e. Hong Kong Institute of Vocational Education (Haking Wong), Hoi Ping Chamber of Commerce Primary School, SKH Saint Clement's Primary School and Immanuel Baptist Church Au Shue Hung Social Service Building) ranging from about 13mPD to 31mPD.
 - To the northwest of the Subject Site is the Wang Cheong Building of about 43mPD.
 - To the southeast of the Subject Site is a cluster of planned residential zone with building height restriction ranging from 80mPD to 152mPD, of which the residential building (i.e. The Sparkle) of 152mPD stands next to the Subject Site.
 - To the southwest of the Subject Site across Tung Chau Street/ West Kowloon corridor is an approved Comprehensive Development Area (CDA) development (Planning Application No. A/K20/132) of 150mPD and Water Supplies Department Kowloon West Regional Building of about 70mPD.

3. The Development Proposal

The Proposed Public Housing Development (Plan 3)

3.1 The Subject Site is proposed to be rezoned as "R(A)" with 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, a maximum building height restrictions at 152mPD is proposed.

3.2 The key development parameters of the proposed public housing development are summarised in **Table 1** below:

Table 1 – Key Development Parameters of the Proposed Public Housing Development

Parameters	Proposed Scheme
Development Site Area	About 7,900m ²
Maximum Plot Ratio	Domestic: 7.5
	Non-domestic:1.5
Maximum Building Height (to main roof)	152mPD
(Plan 4 refers)	
No. of Block	2
Flat Production	About 1,200

Note: The development parameters are subject to detailed site survey and design.

- 3.3 Key design elements of the proposed public housing development are summarised below:
 - Arranging building form and disposition with a building gap to promote building permeability in the layout;
 - Adopting appropriate colour scheme / façade treatment for the building and providing greening and landscaping to soften the building mass;
 - Providing building gap of about 41m between the two blocks to prevent the wall effect; and
 - An open space for public enjoyment is incorporated at the ground level within the about 41m wide building gap.

4. Assessment Area

- 4.1 An Assessment Area is delineated for the VA to cover the area of visual influence within which the proposed public housing development 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.
- 4.2 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 public housing development, 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 building height of the proposed public housing development is about 148m (BHR of 152mPD with mean ground level of about 4mPD), a radius of about 444m (i.e. about 148m x 3) from the closest point of the proposed public housing development 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 the 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

5.1 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 Visual Sensitive Receivers (VSRs) in the area are nearby parks/open spaces users and other passers-by in the neighbourhood. In this regard, six key public VPs (including 5 medium-range and 1 short-range) have been selected which best represent public views to the proposed public housing development from relevant VSRs. **Plan 2** shows the six selected key public VPs.

Five Medium-range VPs

- (a) **VP1:** Cheung Sha Wan Playground This VP is located at about 420m to the northeast to the Subject Site. The playground consists of different ball courts including basketball, football and volleyball.
- (b) VP2: Elevated walkway across Lai Chi Kok Road and Tonkin Street This VP is situated at about 400 m to the east of the Subject Site. It provides connection to Sham Shui Po Park Swimming Pool, Lai Kok Estate and Lai Tsui Court which is frequently used by locals.

- (c) **VP3: Sham Shui Po Park** This VP is located at about 570m to the southeast of the Subject Site. The park consists of amenity area, children play area and area with fitness / exercise equipment.
- (d) VP4: Elevated walkway across Sham Mong Road and Tonkin Street This VP is situated at about 600m to the south of the Subject Site. It provides connection to the V Walk Shopping Mall/ Nam Cheong Station, Fu Cheong Estate, Ying Wa College and Hoi Tat Estate which is frequently accessed by locals.
- (e) **VP5: Sham Shui Po Sports Ground** This VP is located at about 420m to the north of the Subject Site. It is a district sports ground in the Sham Shui Po with a standard football pitch and running tracks.

One Short-range VP

(f) VP6: Hing Wah Street West Playground – This VP is situated at about 200m to the southwest of the Subject Site. It consists of a football pitch and a landscape garden.

6. Assessment of Visual Impacts

- 6.1 This section evaluates the visual impact of the proposed public housing development by comparing it with the existing condition with reference to TPB PG- No.41.
- 6.2 Photomontages on **Plans 5 to 10** illustrate the existing condition and the future situation with the proposed public housing development. Indicative massing of the surrounding planned and committed developments are also illustrated in the photomontages.

VP1: Cheung Sha Wan Playground (Plan 5)

Visual Composition, Obstruction and Permeability

Situating among the existing and planned high-rise and high-density residential developments, the proposed public housing development would add on to form an impermeable wall of buildings. However, the existing view at this VP

towards the Subject Site has already been largely obstructed by Fortune Estate, Lai Tsui Court, Tins Enterprise Centre and the mature trees in the playground. The proposed public housing development will have certain impact on visual composition and permeability at this VP. It would obstruct a portion of open sky view and diminish the width of an existing visual corridor between Tins Enterprises Centre and Fortune Estate Fook Ming House, hence reducing visual permeability. However, the proposed public housing development is generally compatible with the surrounding built-up development and would not create discordant visual effect.

Effect on Visual Resources and Public Viewers

The VSRs at this VP are mainly members of public who engage in various sports activities with short duration of sights. Their visual sensitivity is low. Moreover, the existing visual quality at this VP is not high since Lai Tsui Court and Fortune Estate have already dominated most of the views of the VSRs at the pedestrian eye-level. The magnitude of visual change on public views induced by the proposed public housing is moderate.

In view of the above, the resultant overall visual impact of this VP would be moderately adverse.

VP2: Elevated walkway across Lai Chi Kok Road and Tonkin Street (Plan 6)

Visual Composition, Obstruction and Permeability

The view towards the Subject Site from this VP is dominated and blocked by existing and planned high-rise and high-density residential development (i.e. the planned public housing development at Northwest Kowloon Reclamation Site 1 (East), Yee Kuk Industrial Centre and Tins Enterprises Centre) and the traffic along Lai Chi Kok Road. The proposed public housing development will induce some visual obstruction but is compatible with the surrounding urban contexts. With the about 41m building gap incorporated to maintain the visual permeability, the change in visual composition at this VP induced by the proposed public housing development is considered slight.

Effect on Visual Resources and Public Viewers

The proposed public housing residential development would slightly reduce the visual openness to the sky view but it blends in well with the surrounding high-rise and high-density residential developments without affecting other visual

resources. The VSRs at this VP are mainly the users of the elevated walkway and are transient in nature only, and their visual sensitivity is low. The magnitude of visual change on public views induced by the proposed public housing is slight.

In view of the above, the resultant overall visual impact of this VP would be slightly adverse.

VP3: Sham Shui Po Park (Plan 7)

Visual Composition, Obstruction and Permeability

The visual composition of this VP is dominated by high-rise and high-density development including The Sparkle, West Kowloon Law Courts Building and the planned public housing development at Northwest Kowloon Reclamation Site 1 (East) and the approved CDA development (Planning Application No. A/K20/132). The view towards the proposed public housing development has been mainly obstructed and screened off by the existing and planned development. The proposed development would slightly obstruct the open sky view and diminished the visual corridor between the blocks at Public Housing at Northwest Kowloon Reclamation Site 1 (East), hence slightly reduce visual permeability.

Effect on Visual Resources and Public Viewers

The major visual resources at this VP are the sky view and trees / vegetation in the park, together with the existing and planned high-rise development in the background. The VSRs at this VP are mainly members of the public who engage in various leisure activities in the park with short duration of sights, in which the visual sensitivity is medium. With existing and planned high-rise and high-density development dominating the views in the background, the proposed public housing development will cause no substantial reduction in the sky view and the visual change will be slight.

In view of the above, the resultant overall visual impact of this VP would be slightly adverse.

VP4: Elevated walkway across Sham Mong Road and Tonkin Street (Plan 8)

Visual Composition, Obstruction and Permeability

This VP is dominated by existing school building as well as the surrounding highrise and high-density residential development, including Hoi Tak Court, West Kowloon Law Courts Building and the approved CDA development (Planning Application No. A/K20/132). The proposed public housing development is screened off by the surrounding development and there will have no significant change to the visual composition and permeability at this VP.

Effect on Visual Resources and Public Viewers

The VSRs at this VP are mainly the users of the elevated walkway and are transient in nature only. Their visual sensitivity is low. The proposed public housing residential development blends in well with the surrounding high-rise and high-density residential developments without causing any adverse effect on the visual element. The public's perception of visual change induced by the proposed public housing development is therefore negligible.

In view of the above, the resultant overall visual impact of this VP would be negligible.

VP5: Sham Shui Po Sports Ground (Plan 9)

Visual Composition, Obstruction and Permeability

The visual context of this VP is largely dominated by the existing and planned developments, including the Sparkle, the Pacifica, Tins Enterprises Centre, the approved CDA development (Planning Application No. A/K20/132) and the planned public housing development at Northwest Kowloon Reclamation Site 1 (East). Against the urban built-up background, the proposed public housing development would reduce the visual openness and visual access to open sky view, resulting some visual obstruction. An about 41m width building gap is incorporated in the proposed public housing development as visual mitigation to maintain the visual permeability. It is in general visually compatible with the urban built environment.

Effect on Visual Resources and Public Viewers

The VSRs at this VP are mainly members of the public who engage in various sports with short duration of sights activities, while some of them will likely be engaged in more passive leisure activities, e.g. spectating or strolling. The VSRs will have a rather direct view towards the proposed public housing development and their visual sensitivity is medium/high. The major visual resources at this VP are the sky view available between the high-rise and high-density residential developments. The proposed public housing development

would obstruct a portion of open sky view and reduce visual permeability experienced at this VP. The magnitude of change experienced by the public viewer is moderate/substantial.

In view of the above, the resultant overall visual impact of this VP would be moderately to significantly adverse.

VP6: Hing Wah Street West Playground (Plan 10)

Visual Composition, Obstruction and Permeability

The visual composition of this VP is largely dominated by the Water Services Department (WSD) Kowloon West Regional Building and the Drainage Service Department's facilities. The approved CDA development (Planning Application No. A/K20/132) added to the visual context in the form of a continuous building bulk. The proposed public housing development would reduce certain degree of visual openness but it is in general visually compatible with the urban built environment.

Effect on Visual Resources and Public Viewers

The major VSRs at this VP are the members of public who engage in different recreational activities with short duration of sights. Their visual sensitivity is considered to be medium. Due to its close proximity to the proposed public housing development, certain degree of the open sky view will be blocked by the building mass and the effect of visual change bought about is considered to be moderate/substantial. Visual enhancement measures to soften the building mass, such as façade treatment and landscaping will be explored at the detailed design stage.

In view of the above, the resultant overall visual impact of this VP would be moderately to significantly adverse.

7. Conclusion

7.1 This VA assesses the visual impacts of the proposed public housing development against the existing condition at the selected key public VPs. The visual impact of all VPs are summarised in **Table 2** below:

 Table 2 – Summary of the Overall Visual Impacts

VPs	Magnitude of	Visual	Resultant Overall		
	Visual	Sensitivity of	Visual Impact		
	Change	VSRs	(Negligible,		
	(Negligible,	(Low, Medium,	Slightly Adverse,		
	Slight, Moderate,	High)	Moderately Adverse,		
	Substantial)		Significantly Adverse)		
VP1	Moderate	Low	Moderately Adverse		
Cheung Sha Wan					
Playground					
VP2	Slight	Low	Slightly Adverse		
Elevated walkway					
across Lai Chi Kok					
Road and Tonkin Street					
VP3	Slight	Medium	Slightly Adverse		
Sham Shui Po Park					
VP4	Negligible	Low	Negligible		
Elevated walkway					
across Sham Mong					
Road and Tonkin Street					
VP5	Moderate/	Medium/High	Moderately to		
Sham Shui Po Sports	Substantial		Significantly		
Ground			Adverse		
VP6	Moderate/	Medium	Moderately to		
Hing Wah Street West	Substantial		Significantly		
Playground			Adverse		

- 7.2 Based on the above analysis, the proposed public housing development with maximum building height restriction of 152mPD will have "negligible" to "moderately to significantly" adverse visual impact on the VPs. The development is however in line with the housing policy to optimise the development potential and to increase the public housing land supply.
- 7.3 The following mitigation measures of the proposed public housing development is recommended to minimise the visual impact when appropriate:
 - To arrange building form and disposition with a building gap to promote building permeability in the layout;

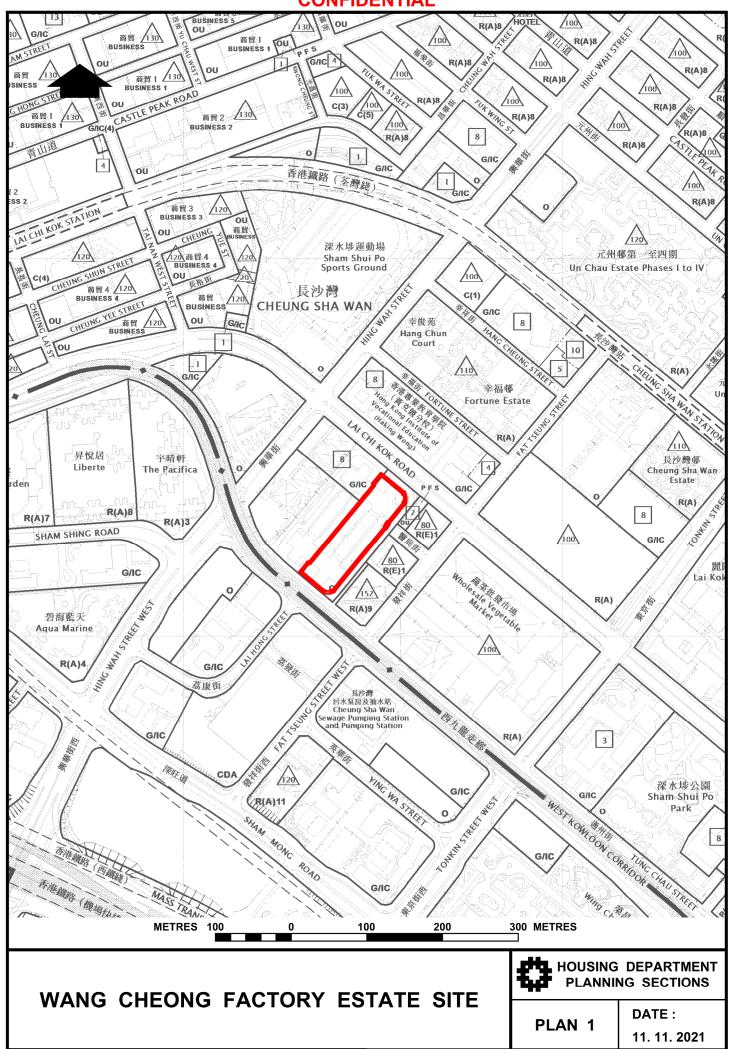
- To adopt appropriate colour scheme for the building and provision of greening and landscaping to soften the building mass;
- To provide a building gap between the proposed blocks to prevent the wall effect;
- To articulate and vary building massing and facades, including the podium edges to add visual interest and contribute to the pedestrian scale environment; and

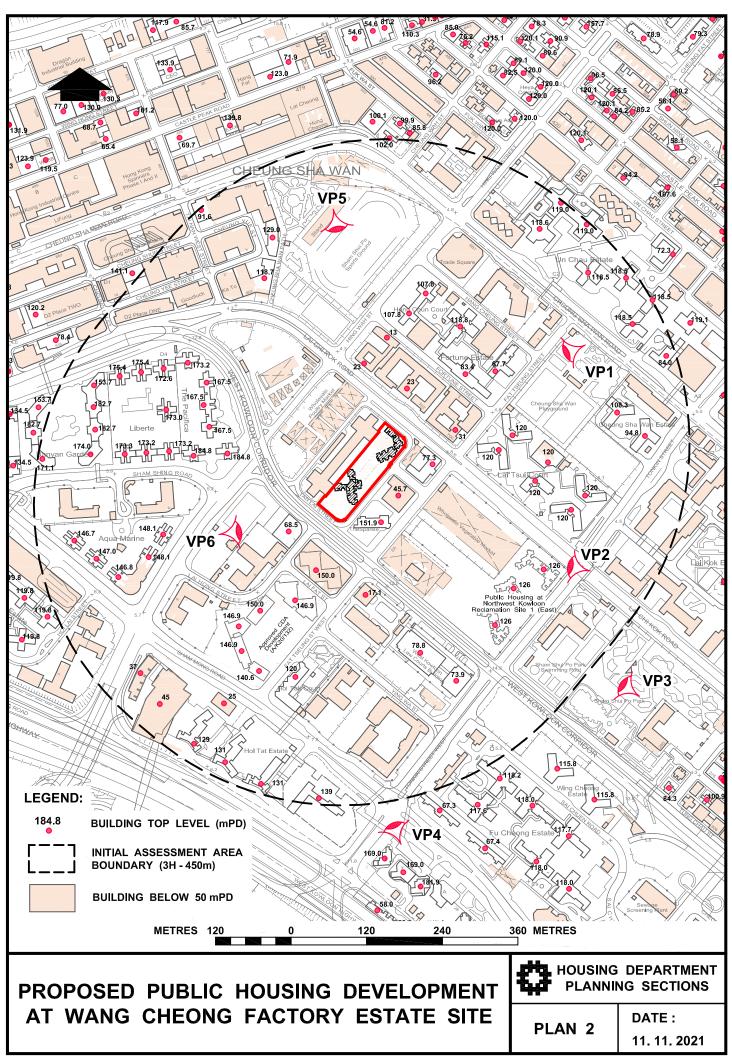
HOUSING DEPARTMENT September 2021

Attachments

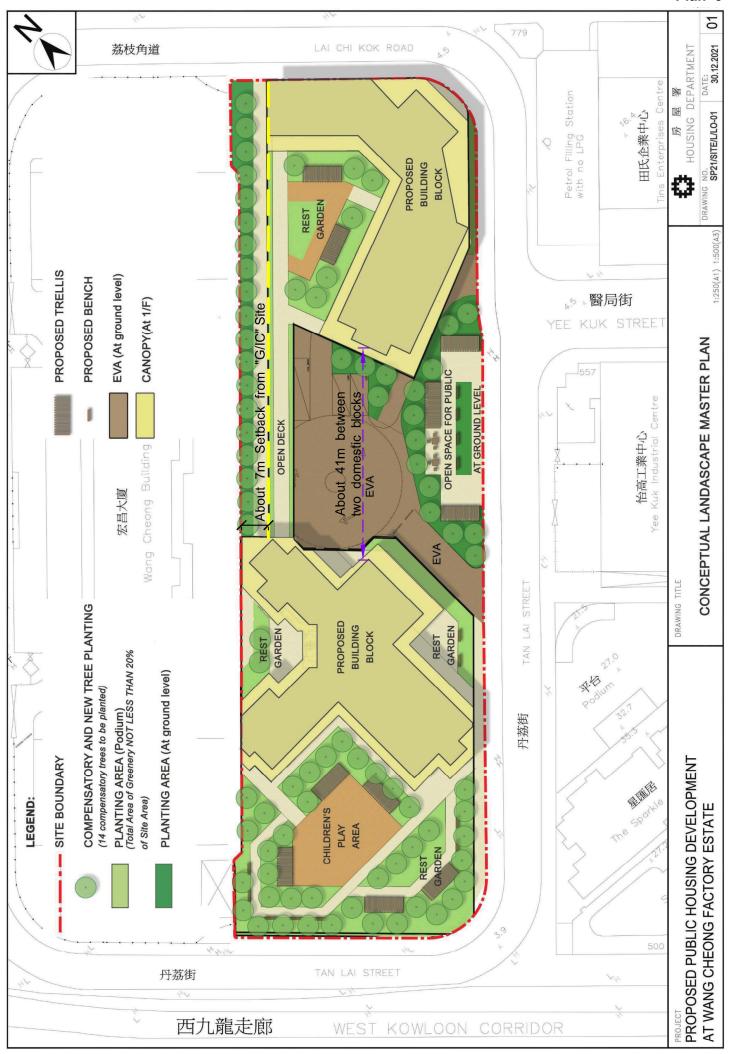
Plan 1	Location Plan
Plan 2	Location of Viewing Points 1 to 6
Plan 3	Indicative Master Layout Plan
Plan 4	Indicative Elevation
Plan 5	Viewing Point 1 - Cheung Sha Wan Playground
Plan 6	Viewing Point 2 - Elevated walkway across Lai Chi Kok Road and Tonkin
	Street
Plan 7	Viewing Point 3 - Sham Shui Po Park
Plan 8	Viewing Point 4 - Elevated walkway across Sham Mong Road and Tonkin
	Street
Plan 9	Viewing Point 5 - Sham Shui Po Sports Ground
Plan 10	Viewing Point 6 - Hing Wah Street West Playground

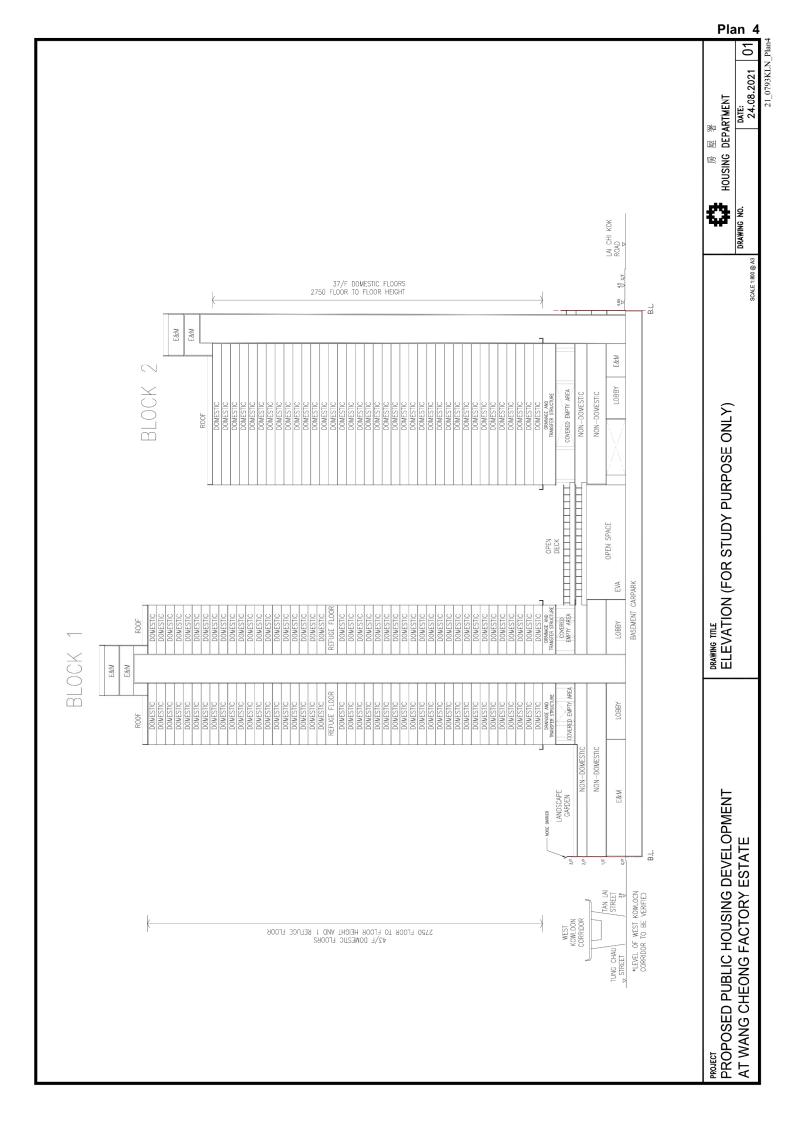
CONFIDENTIAL





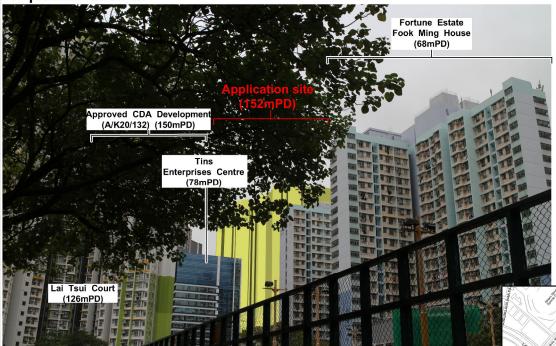
22_0002KLN_Plan 7







Proposed Scheme

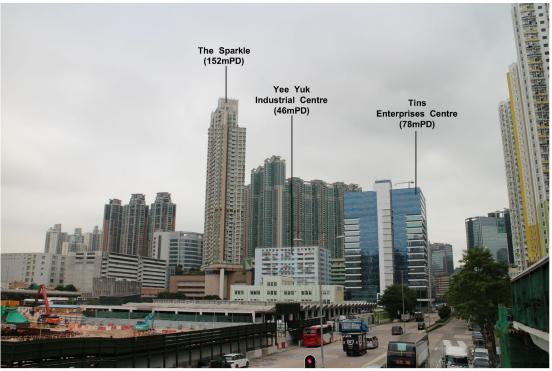


PHOTOMONTAGE AT VIEWPOINT 1 (VIEW FROM CHEUNG SHA WAN PLAYGROUND) HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 5

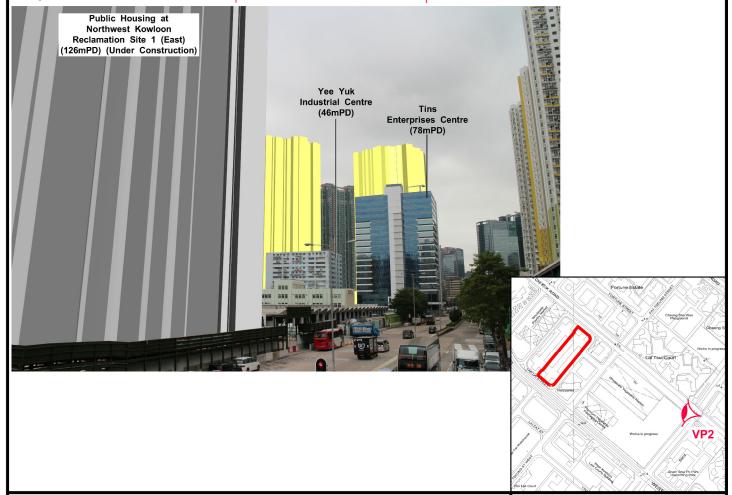
DATE:

11. 11. 2021



Application site (152mPD)

Proposed Scheme



PHOTOMONTAGE AT VIEWPOINT 2 (VIEW FROM THE ELEVATED WALKWAY ACROSS LAI CHI KOK ROAD AND TONKIN STREET)

HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 6

DATE : 11. 11. 2021



Proposed Scheme

Approved CDA Development (A/K20/132) (150mPD)

Application site (152mPD)

Public Housing at

Northwest Kowloon Reclamation Site 1 (East) (126mPD)

(Under Construction)

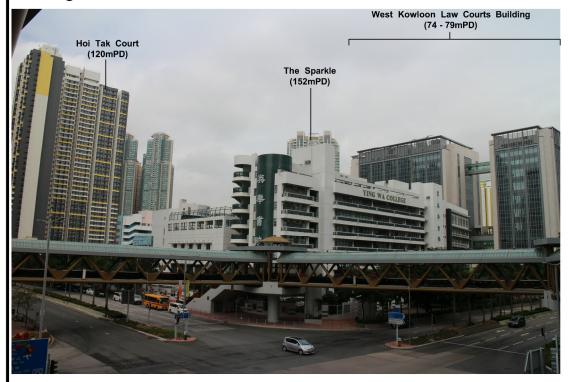


PHOTOMONTAGE AT VIEWPOINT 3 (VIEW FROM SHAM SHUI PO PARK)

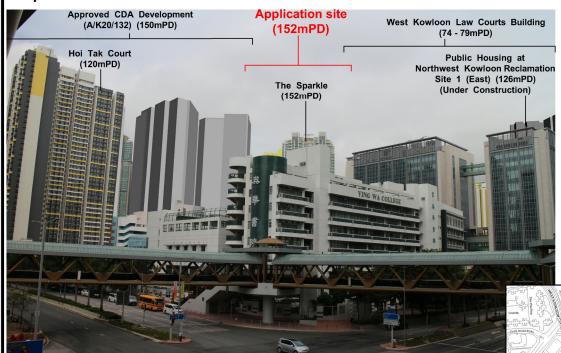


PLAN 7

DATE: 11. 11. 2021



Proposed Scheme

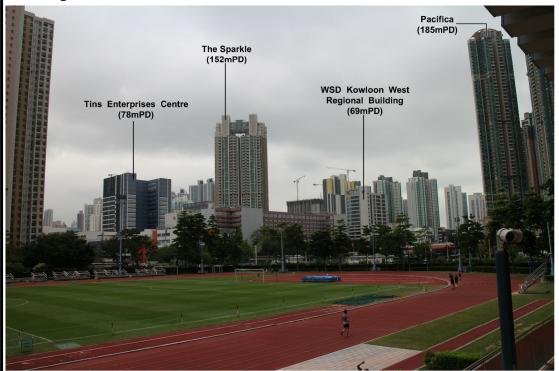


PHOTOMONTAGE AT VIEWPOINT 4
(VIEW FROM THE ELEVATED WALKWAY
ACROSS SHAM MONG ROAD AND
TONKIN STREET)

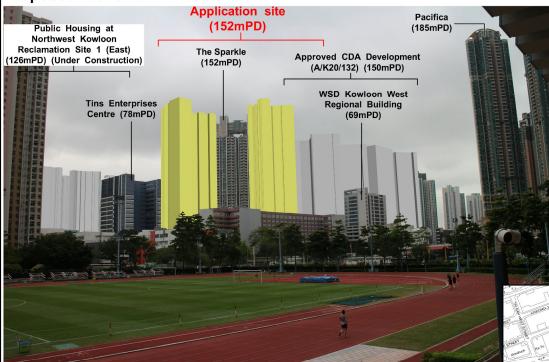
HOUSING DEPARTMENT PLANNING SECTIONS

PLAN 8

DATE: 11. 11. 2021



Proposed Scheme



PHOTOMONTAGE AT VIEWPOINT 5 (VIEW FROM THE SHAM SHUI PO SPORTS GROUND) HOUSING DEPARTMENT
PLANNING SECTIONS

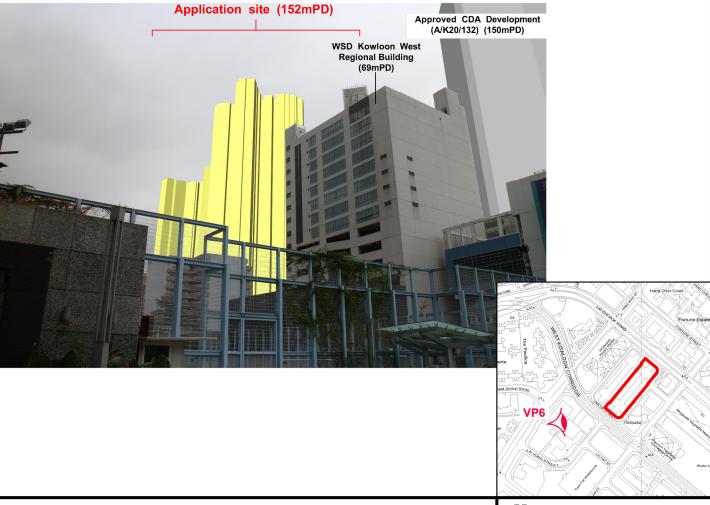
PLAN 9

DATE:

11. 11. 2021



Proposed Scheme



PHOTOMONTAGE AT VIEWPOINT 6 (VIEW FROM THE HING WAH STREET WEST **PLAYGROUND**)



PLAN 10

DATE:

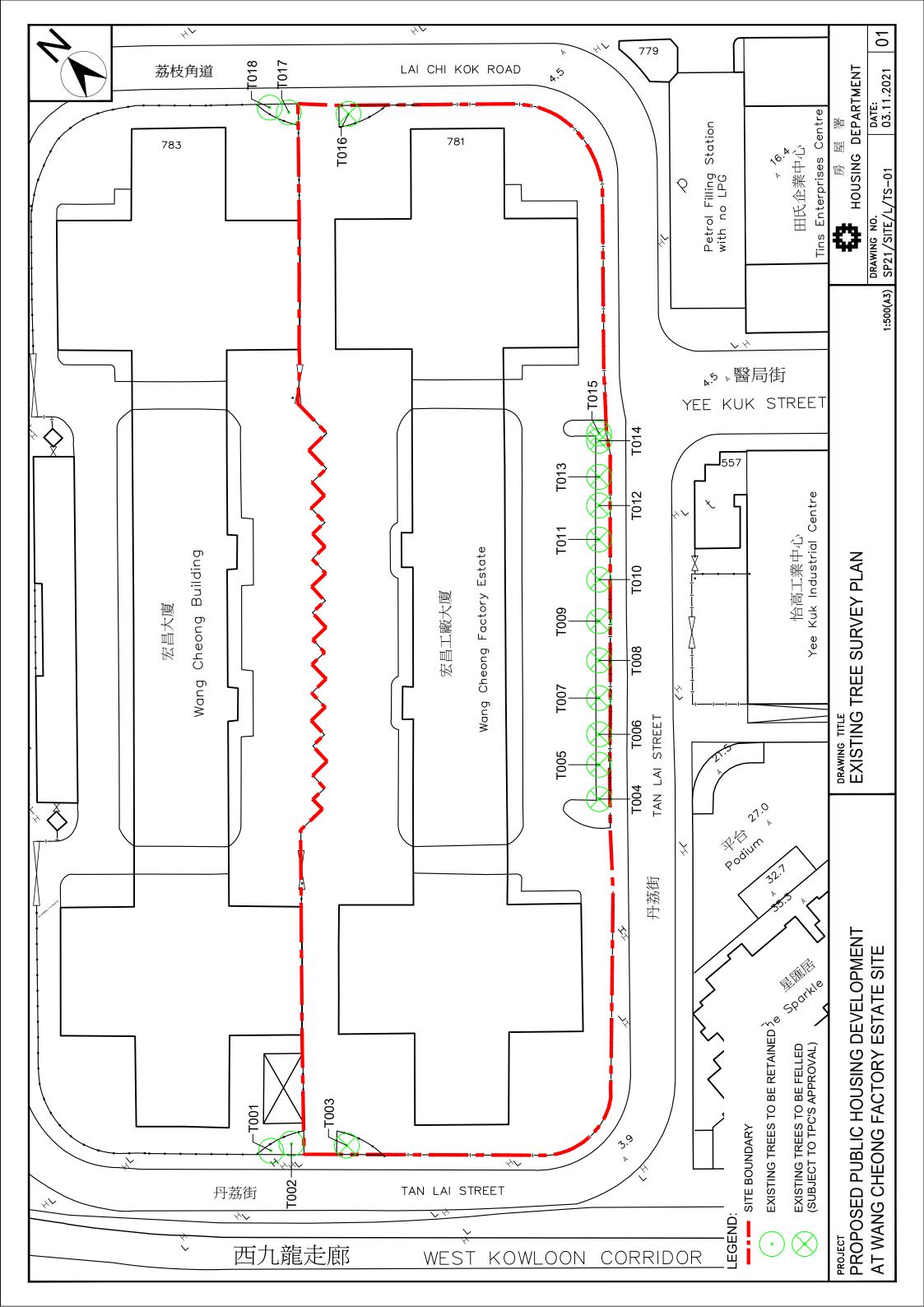
11. 11. 2021

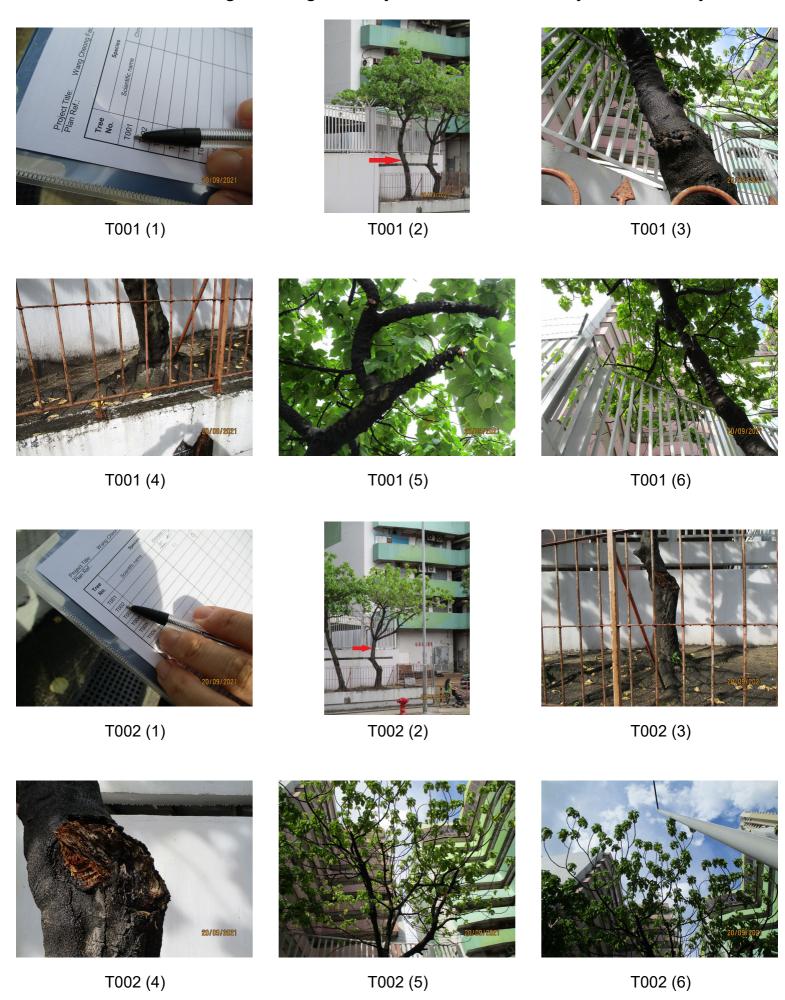
Tree Assessment Schedule - Wang Cheong Factory Estate

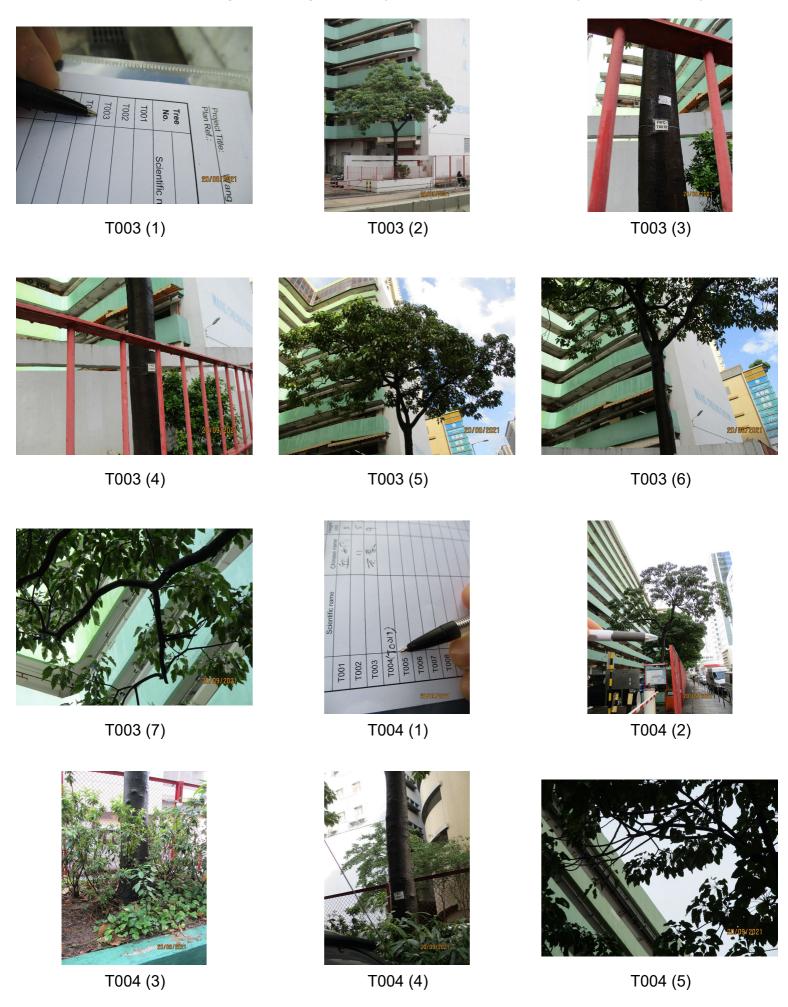
Sheet 1 of 1

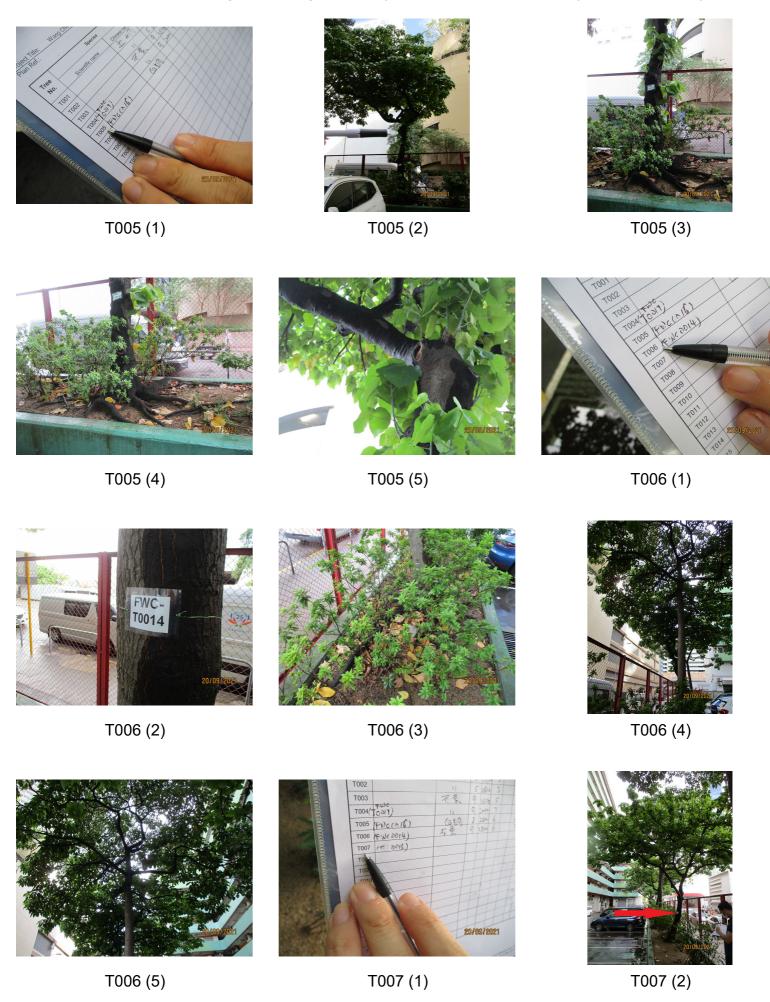
2021/9/20 Date of Survey: Wang Cheong Factory Estate SP21/SITE/L/TS-01 Project Title: Plan Ref.:

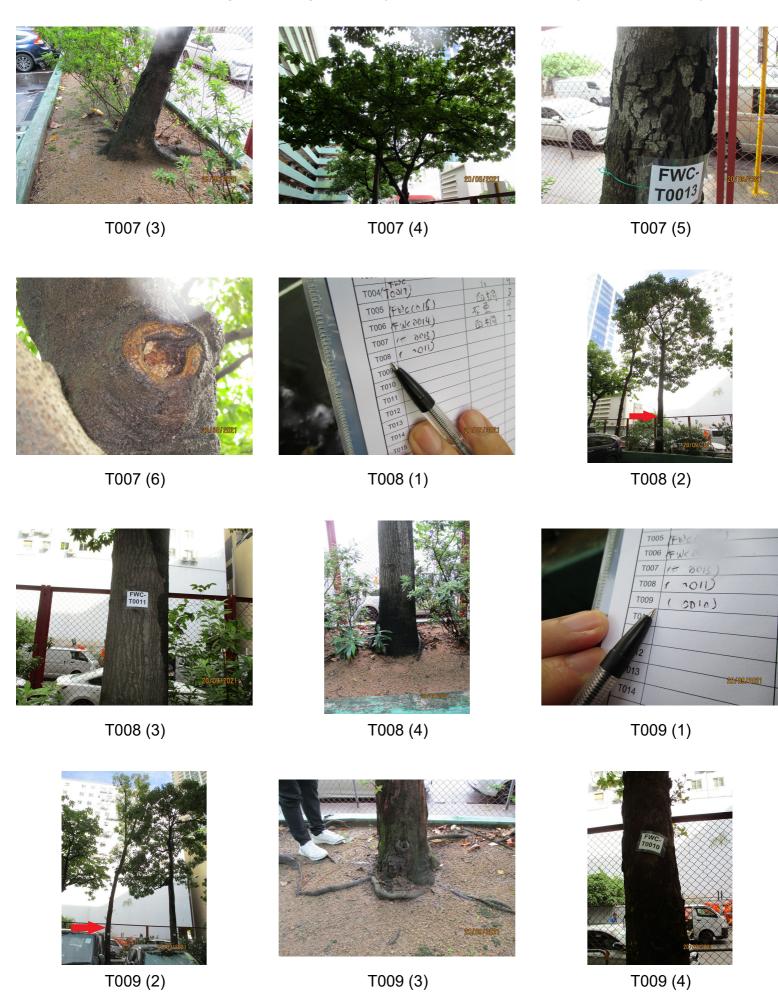
Raised planter, broken bark and banch, cavity Leaning, cavity, die back, raised planter Raised planter, girdling root, leaning Cavity, die back, raised planter Raised planter, broken branch Raised planter, leaning, cavity Raised planter, girdling root Raised planter, girdling root Raised planter, girdling root Raised planter Remarks Recommendation Retain(R)/ Transplant(T)/ Fell(F) ď <u>~</u> ш ш ш ш ш ш ш ш ш ட ш ш ш ш α ď Transplanting High(H)/Medium(M)/Low(L)) (Survival Rate after Suitability for transplanting \neg \neg _ \neg _ \Box \Box _ \Box \mathbf{L} \neg Structural condition Fair (Good / Fair / Poor) condition Poor Poor Fair Fair Fair Poor Poor Fair Poor Fair Fair Fair Fair Fair Fair Fair Fair Fair Form Fair Poor Poor Poor Poor Poor Fair Amenity value Poor Poor Poor Poor Poor Fair Girth (mm) 1193 1256 1476 1130 1068 722 785 942 879 879 691 722 848 879 911 298 754 691 Measurements Spread Crown Œ က က က 2 _ 9 9 7 7 9 9 2 0 9 _ _ 4 က DBH (mm) 360 230 400 230 270 240 470 340 290 250 380 300 280 280 220 280 95 220 Height (m) 9 Ξ 12 10 2 6 _ 9 ω က 9 2 6 ω 6 ω 4 Chinese name 番石榴 大葉桉 大葉桉 血桐 血桐 血桐 血桐 血桐 血桐 血桐 胀 胀 朴樹 朴樹 胀 胀 胀 胀 H H H H H H Eucalyptus robusta Sm. Eucalyptus robusta Sm. Species Macaranga tanarius Aleurites moluccana Aleurites moluccana Aleurites moluccana Aleurites moluccana Aleurites moluccana Aleurites moluccana Celtis sinensis Pers. Celtis sinensis Pers. Psidium guajava L. Scientific name T006 (FWC-T0014) (FWC-T0011) T009 (FWC-T0010) (FWC-T0013) (FWC-T0018) (FWC-T0017) (FWC-T0015) (FWC-T0009) (FWC-T0006) (FWC-T0005) (FWC-T0004) (FWC-T0003) (FWC-T0007) T018 (WCB T-2) (WCB T-3) T016 T014 Tree T002 T013 T017 T001 T007 T011 Š

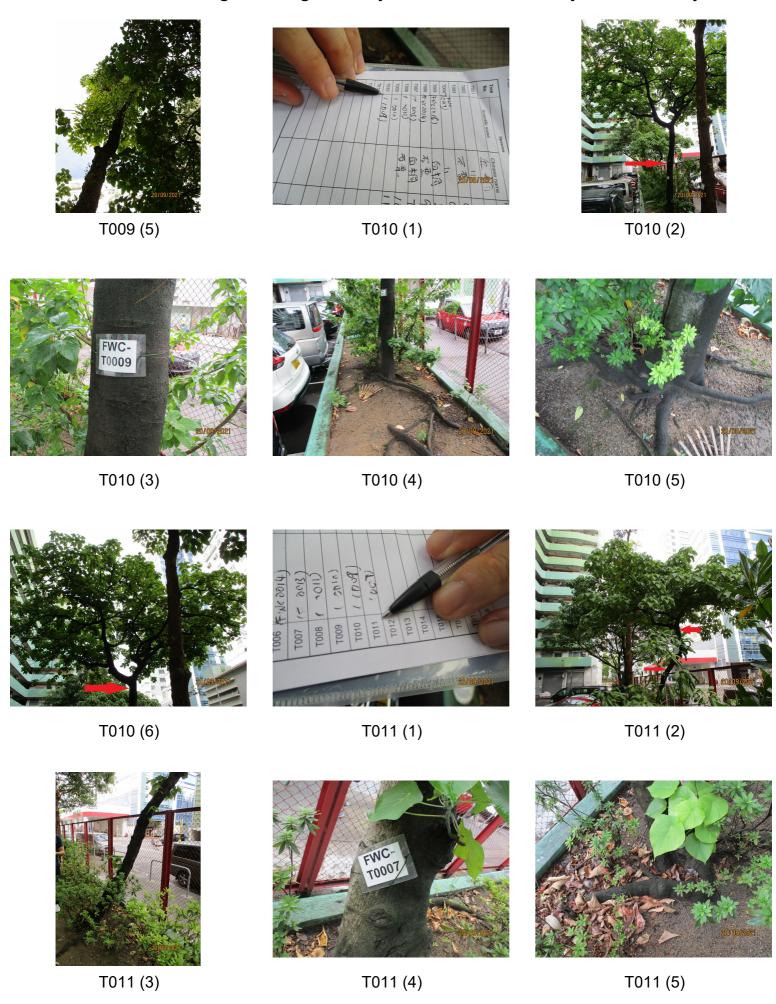




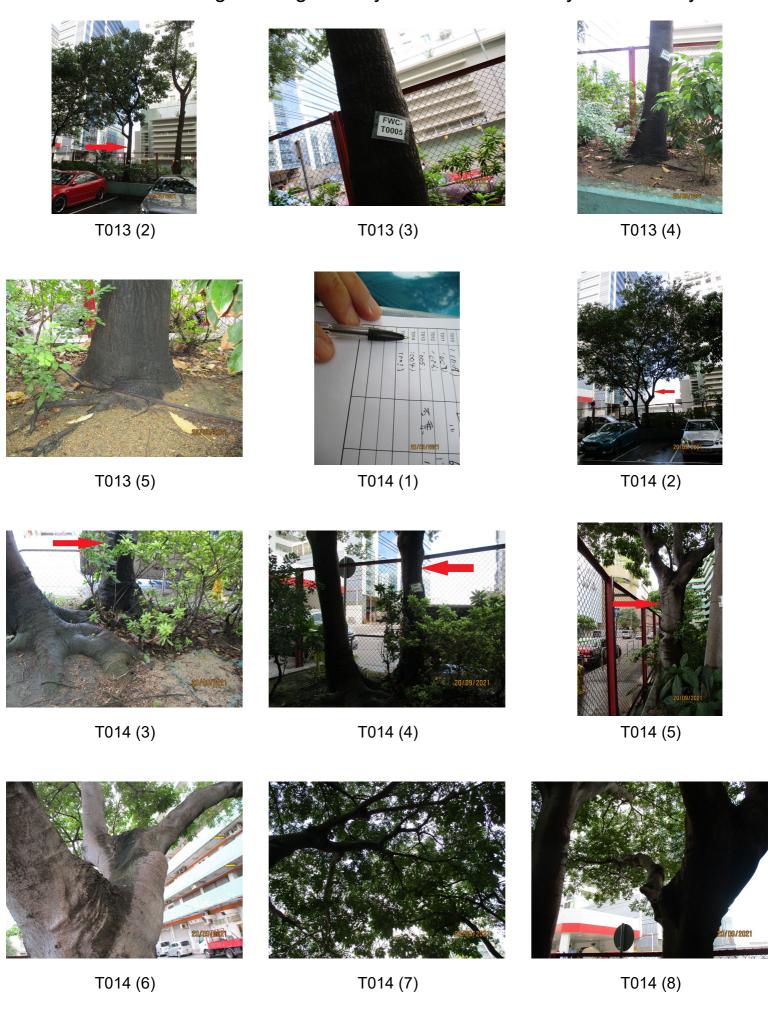


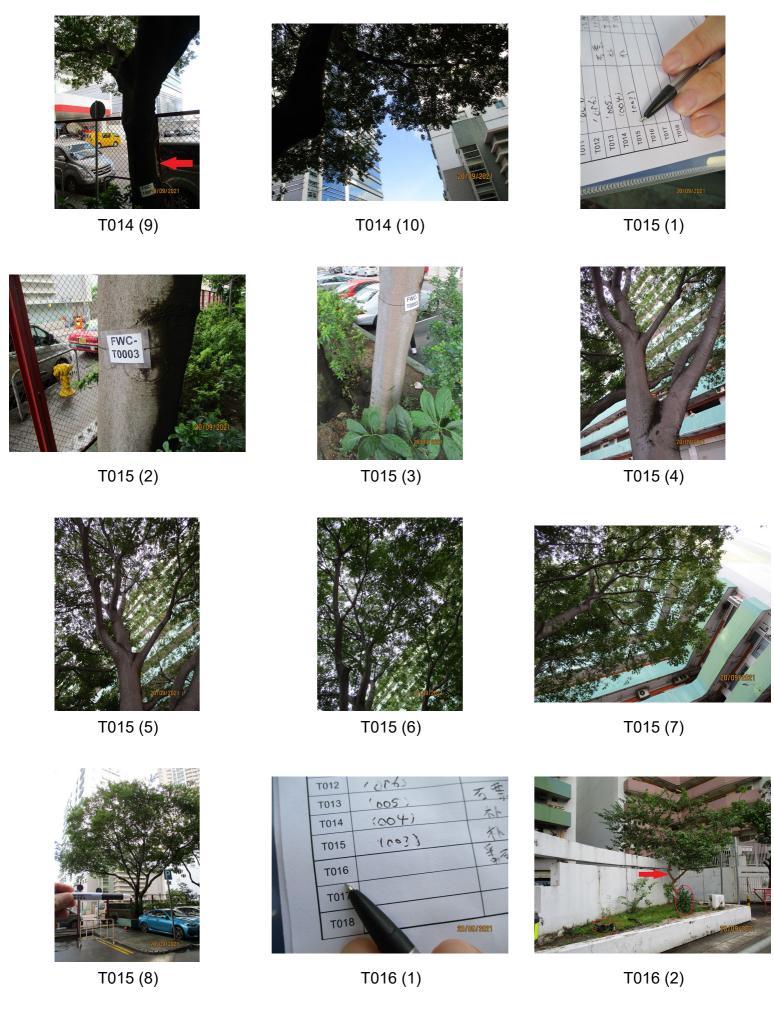


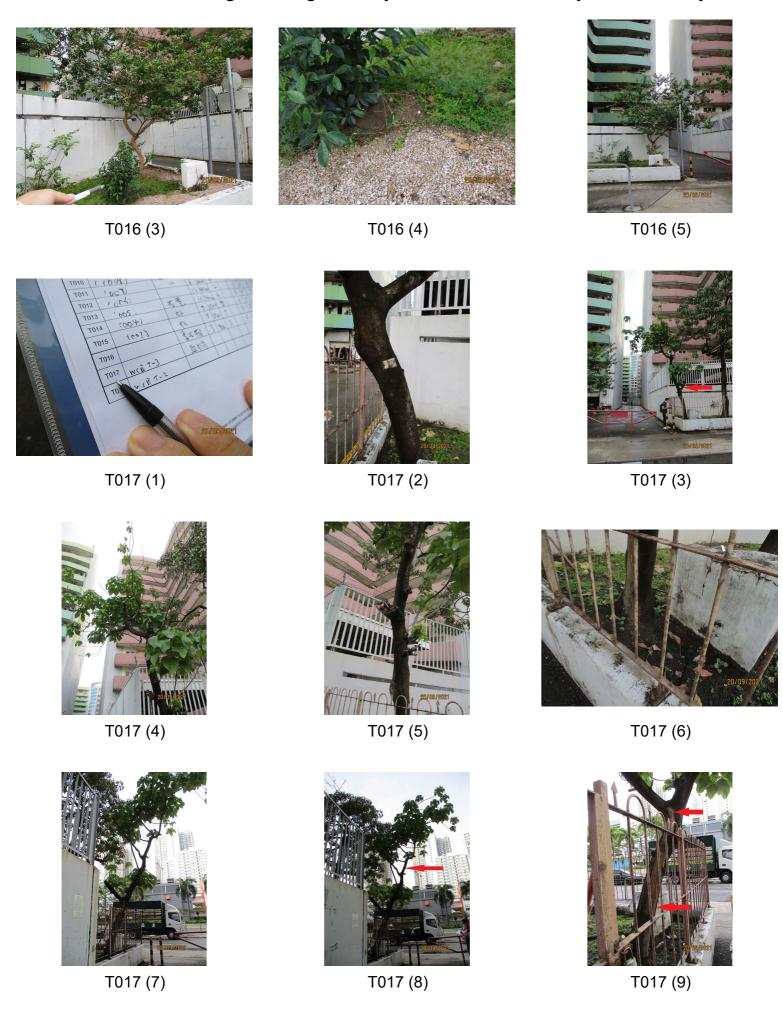


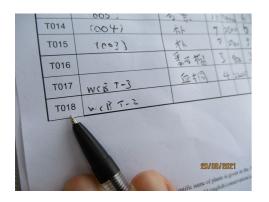
















T018 (1)

T018 (2)

T018 (3)







T018 (4)

T018 (5)

T018 (6)

Provision of Major Community Facilities and Open Space in Sham Shui Po District

			Prov			
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall (against planned provision)	
District Open Space	10 ha per 100,000 persons#	49.33 ha	52.13	61.81	+12.48	
Local Open Space	10 ha per 100,000 persons#	49.33 ha	60.9	69.37	+20.04	
Secondary School	1 whole-day classroom for 40 persons aged 12-17	639 classrooms	756	756	+117	
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	844 classrooms	792	900	+56	
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	274 classrooms	320	356	+82	
District Police Station	1 per 200,000 to 500,000 persons	1	1	1	0	
Divisional Police Station	1 per 100,000 to 200,000 persons	2	2	3	+1	
Hospital	5.5 beds per 1,000 persons^	2,835 beds	1,320	1,820	-1,015	
Clinic/Health Centre	1 per 100,000 persons	5	5	6	+1	
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	1	1	+1	
Child Care Centre	100 aided places per 25,000 persons ^{#@}	1,973 places	361	661	-1,312	
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24#	6	7	8	+2	
Integrated Family Services Centre	1 for 100,000 to 150,000 persons#	3	5	5	+2	

			Prov		
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall (against planned provision)
District Elderly Community Centres	One in each new development area with a population of around 170,000 or	N.A.	3	3	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing#	N.A.	13	15	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above#*@	2,489 places	1,137	1,481	-1,008
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	3,083 beds	1,618	1,818	-1,265
Library	1 district library for every 200,000 persons ^π	2	4	5	+3
Sports Centre	1 per 50,000 to 65,000 persons#	7	6	8	+1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons#	1	1	2	+1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	1	3	3	+2

Note:

Facilities and open space figures of all OZPs (S/K4/30, S/K5/37A, S/K16/16, S/K20/30 (Part) and S/SC/10 (Part)) within Sham Shui Po DC district are included.

The planned resident population in Sham Shui Po DC district is about 493,340. If including transients, the overall planned population is about 515,600. All population figures have been adjusted to the nearest hundred.

- [#] The requirements exclude planned population of transients.
- ^ The provision of hospital beds is to be assessed by Hospital Authority on a regional basis.
- * Consisting 40% centre-based CCS and 60% home-based CCS.
- [®] 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.
- $^{\pi}$ Small libraries are counted towards meeting the HKPSG requirement.

Provision of Major Community Facilities and Open Space in Cheung Sha Wan Planning Area

		HKPSG	Pro	Cumpling/		
Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement (based on planned population)	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall (against planned provision)	
District Open Space	10 ha per 100,000 persons#	24.33 ha	9.64	13.18	-11.15	
Local Open Space	10 ha per 100,000 persons#	24.33 ha	27.49	28.01	+3.68	
Secondary School	1 whole-day classroom for 40 persons aged 12-17	330 classrooms	185	185	-145	
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	396 classrooms	430	490	+94	
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	129 classrooms	151	163	+34	
District Police Station	1 per 200,000 to 500,000 persons	0	1	1	+1	
Divisional Police Station	1 per 100,000 to 200,000 persons	1	2	2	+1	
Hospital	5.5 beds per 1,000 persons^	1,407 beds	1,320	1,820	+413	
Clinic/Health Centre	1 per 100,000 persons	2	3	3	+1	
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0	
Child Care Centre	100 aided places per 25,000 persons ^{#@}	973 places	188	288	-685	
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24#	3	3	3	0	
Integrated Family	1 for 100,000 to	1	3	3	+2	

	HVDCC	Pro	Gl		
Hong Kong Planning Standards and Guidelines (HKPSG)	Requirement (based on planned population)	Existing Provision	Planned Provision (including Existing Provision)	Surplus/ Shortfall (against planned provision)	
150,000 persons#					
One in each new development area with a population of around 170,000 or above#	N.A.	1	1	N.A.	
One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing#	N.A.	7	7	N.A.	
17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	1,246 places	519	590	-656	
21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	1,543 beds	968	1,028	-515	
1 district library for every 200,000 persons ^π	1	2	2	+1	
1 per 50,000 to 65,000 persons#	3	3	3	0	
1 per 200,000 to 250,000 persons#	0	1	1	+1	
1 complex per 287,000 persons [#]	0	2	2	+2	
	Standards and Guidelines (HKPSG) 150,000 persons# One in each new development area with a population of around 170,000 or above# One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing# 17.2 subsidised places per 1,000 elderly persons aged 65 or above#* 21.3 subsidised beds per 1,000 elderly persons aged 65 or above#* 1 district library for every 200,000 persons aged 65 or above aged 65	Standards and Guidelines (HKPSG) 150,000 persons# One in each new development area with a population of around 170,000 or above# One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing# 17.2 subsidised places per 1,000 elderly persons aged 65 or above#* 21.3 subsidised beds per 1,000 elderly persons aged 65 or above#* 1 district library for every 200,000 persons* 1 per 50,000 to 65,000 persons# 1 per 200,000 to 250,000 persons# 1 complex per 0	Hong Kong Planning Standards and Guidelines (HKPSG) 150,000 persons#	Hong Kong Planning Standards and Guidelines (HKPSG) Standards and Guidelines (HKPSG) Check of planned population	

Note:

Facilities and open space figures of S/K5/37A are included.

The planned resident population in K5 district is about 243,400. If including transients, the overall planned population is about 255,900. All population figures have been adjusted to the nearest hundred.

- # The requirements exclude planned population of transients.
- ^ The provision of hospital beds is to be assessed by Hospital Authority on a regional basis.
- * Consisting 40% centre-based CCS and 60% home-based CCS.
- @ 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.
- π Small libraries are counted towards meeting the HKPSG requirement.

擬稿

香港特別行政區 第6屆深水埗區議會 第12次會議記錄初稿

日期:2021年11月9日(星期二)

時間:上午9時30分

地點:深水埗區議會會議室

出席者

主席

覃德誠議員

議員

何坤洲議員 (上午9時32分出席,下午3時27分離席)

劉佩玉議員,MH (下午 3 時 27 分離席)

李庭豐議員

麥偉明議員 (上午9時40分出席,下午1時45分離席)

吳 美議員 (上午9時38分出席,下午1時45分離席)

伍月蘭議員

袁海文議員

列席者

黄昕然先生,JP 深水埗民政事務專員

謝爾霖女士 深水埗民政事務助理專員 1

錢惠嫦女士 深水埗民政事務處高級聯絡主任 1 陳小萍女士 深水埗民政事務處高級聯絡主任 2 劉詩雅女士 深水埗民政事務處高級聯絡主任 3 譚建輝先生 深水埗民政事務處高級聯絡主任 4

凌菊儀女士 房屋署物業管理總經理(西九龍及西貢)

鄭葉秀芳女士 房屋署高級房屋事務經理(西九龍及西貢一)

余偉業先生 社會福利署深水埗區福利專員

謝于毅先生香港警務處深水埗區警民關係主任

關仲偉先生 康樂及文化事務署總康樂事務經理(香港東) 成麗金女士 康樂及文化事務署深水埗區康樂事務經理

曾 婕女士 康樂及文化事務署深水埗區副康樂事務經理(分區支援)

許志平先生食物環境衞生署深水埗區環境衞生總監呂世達先生食物環境衞生署深水埗區衞生總督察 3楊創德先生土木工程拓展署總工程師/南 1

謝剛偉先生 運輸署總運輸主任/九龍1

關以輝先生 市區重建局規劃及設計總經理 賴美瑜女士 市區重建局規劃及設計高級經理 張愛弟女士 市區重建局收購及遷置高級經理

 余彩雯女士
 市區重建局收購及遷置經理

 梁靄玲女士
 市區重建局社區發展經理

 陳成焜先生
 房屋署高級建築師(13)

 高逸芙女士
 房屋署建築師(101)

劉麗琪女士 房屋署高級規劃師(5) 謝日佳先生 房屋署規劃師(19)

李文光先生 房屋署高級土木工程師(3) 伍雋立先生 房屋署土木工程師(36)

李淑芬女士 房屋署高級房屋事務經理(東九龍)(2) 謝佩強先生 規劃署署理荃灣及西九龍規劃專員

何婉貞女士 規劃署高級城市規劃師/深水埗李穎琛女士 規劃署城市規劃師/深水埗 1 何俊傑先生 香港社會服務聯會計劃總監 郭鈞悅女士 香港社會服務聯會項目經理 羅秀英女士 東華三院計劃經理(服務發展)

蔡世傑先生 東華三院助理策劃主任(服務發展)

秘書

何錦萍女士 深水埗民政事務處高級行政主任(區議會)

議程第2項:討論事項

- (b) <u>重建長沙灣宏昌工廠大廈作公營房屋發展計劃(深水埗區議</u>會文件120/21)
- 1. 陳成焜先生以投影片輔助,介紹文件 120/21。
- 2. <u>袁海文議員</u>表示,他對「重建長沙灣宏昌工廠大廈作公營房屋發展計劃」(「重建計劃」)有保留,認為選址不當。他指出,西九龍走廊的交通噪音問題不利發展公營房屋(公屋),而「重建計劃」及鄰近的住宅項目亦會令發展密度過高,擔憂附近居民會反對。同時,亦嚴重影響原有租戶的生計。他續查詢,政府會否承諾僅利用宏昌工廠大廈作公屋發展,並保留宏昌大廈和長沙灣臨時家禽批發市場作休憩用地用途。
- 3. <u>李文光先生</u>回應表示,香港房屋委員會(房委會)已就「重建計劃」進行環境影響評估,結果顯示大廈在配合減音措施後會減低西九龍走廊所帶來的交通噪音影響。措施包括於住宅大廈和西九龍走廊之間預留緩衝區,並會為個別單位安裝隔音窗和隔音鰭片,預期噪音水平符合標準。房委會亦將按交通影響評估報告的建議,於「重建計劃」附近進行道路改善工程。
- 4. <u>劉麗琪女士</u>補充表示,因應 2019 年施政報告的建議,房委會就重建轄下工廠大廈為公屋進行可行性研究(「可行性研究」),結果顯示宏昌工廠大廈在技術上可作公屋發展。而「重建計劃」亦加設公共休憩區空間,積極回應區內居民訴求。
- 5. <u>陳成焜先生</u>回應表示,因應地盤的限制及《香港規劃標準與準則》(《標準與準則》)的規定,房屋署將於擬建大廈與西九龍走廊之間預留緩衝區,確保擬建大廈不受鄰近商住大廈及交通噪音的影響。此外,兩幢擬建住宅大廈之間會預留一條約 15 米闊的通風走廊,加上兩棟大廈之間的休憩空間,對地區的通風亦有幫助。

- 6. <u>袁海文議員</u>要求部門提供海達邨和海盈邨與西九龍走廊緩衝區的實際距離及其噪音水平的數據,以作比較。他續查詢,宏昌大廈有否被納入「可行性研究」的範圍,以及兩所分別位於「重建計劃」和鄰近重建項目(潤發貨倉及嘉里鴻基(長沙灣)貨倉)內的自閉症人士支援中心(支援中心)及其分處,其服務內容是否重疊。
- 7. <u>麥</u>偉明議員查詢,「重建計劃」可提供的泊車位數量及 出租安排。
- 8. <u>覃德誠主席</u>表示,宏昌工廠大廈早年因發展公屋而被改 劃為休憩用地,現再改劃為住宅用途,查詢區內休憩用地的供 應是否符合標準。他表示宏昌大廈屬政府自置物業,遷置成本 較低,為何署方不選擇重建該大廈。他擔憂日後政府若發展宏 昌大廈,會影響「重建計劃」的住戶。
- 9. <u>李庭豐議員</u>表示,政府積極推動再工業化,惟現時把原屬工業用地的宏昌工廠大廈發展為公屋,會影響區內的工業發展。他續查詢部門會否協助受重建影響的租戶。
- 10. <u>劉麗琪女士</u>綜合回應表示,房委會會參照《標準與準則》的指引提供泊車位數量,並會與有關部門商討細節及出租安排。署方亦會與社會福利署(社署)探討有關支援中心及其分處的選址事官,期望能優化項目內所提供的社福設施。
- 11. <u>李文光先生</u>綜合回應表示,目前未能就議員要求提供海達邨和海盈邨的數據。房委會在進行環境影響評估時,會透過電腦模擬分析擬建大廈落成後的噪音水平而建議相應措施,並計劃預留約20米作擬建大廈與西九龍走廊的緩衝區。
- 12. <u>劉麗琪女士</u>補充回應表示,「可行性研究」只針對房委會轄下的工廠大廈,而宏昌大廈並不屬於房委會物業,所以不屬此列。

- 13. 謝佩強先生綜合回應表示,長沙灣工業/商貿區主要集 中於青山道、永康街及長順街一帶,上述用地劃作「其他指定 用途」註明「商貿」地帶,亦可作非污染工業用途。「重建計 劃 _ 旁邊是宏昌大廈和部分長沙灣臨時家禽批發市場,這些地 方部分劃為「政府、機構或社區」地帶,預留作小學發展,而 部分則劃為「休憩用地」地帶,長遠規劃作休憩用地用途。整 體 而 言 , 目 前 深 水 埗 區 的 休 憩 用 地 均 沒 有 短 缺 情 況 , 「 鄰 舍 休 憩用地 」 及「 地區 休憩 用地 」 分別 比標準 多出 20 公頃和 12.5 公頃。由於在已發展的地區較難規劃面積較大的「地區休憩用 地 」 ,因此長沙灣分區計劃大綱圖的「地區休憩用地」比標準 欠缺 11 公頃,而「鄰舍休憩用地」則比標準多出 3.4 公頃。規 劃署亦致力於區內其他地方的新發展項目規劃更多休憩用地, 例如於長沙灣海旁的海濱長廊,預計於 2024 年落成;而海達邨 和維港匯均設有公共休憩用地。在「重建計劃」附近亦有長沙 灣遊樂場和深水埗運動場等大型設施供居民使用。
- 14. <u>袁海文議員</u>要求房屋署於會後提供區內樓宇與西九龍走廊緩衝區的距離,以便與「重建計劃」的設計作比較。他對部門未有採取其他方式評估噪音水平,以及政府日後或會發展宏昌大廈表示擔憂。他再次向社署查詢支援中心及其分處的選址事宜。
- 15. <u>余偉業先生</u>回應表示,為配合支援中心新增的服務內容,社署會於「重建計劃」預留地方作上述中心的分處,以提供更完善的服務。
- 16. <u>袁海文議員</u>建議合併支援中心及其分處,以方便有需要人士和妥善運用土地資源。
- 17. <u>余偉業先生</u>表示,備悉議員意見。社署會研究合併的可行性,如未能找到合適選址,則須維持現行方案。
- 18. 覃德誠主席查詢,20米的緩衝區是否足以減低交通噪音。

- 19. <u>陳成焜先生</u>綜合回應表示,房屋署會與社署商討研究支援中心分處的事宜。由於是次「重建計劃」的住宅大廈直接面向西九龍走廊的立面比較小,較多是面向內園的單位,加上住宅大廈和西九龍走廊之間又會預留緩衝區,相信可減少受西九龍走廊交通噪音的影響。
- 20. <u>覃德誠主席</u>總結表示,備悉文件內容,而在席議員並無強烈反對計劃,亦理解政府的做法是為了滿足市民的住屋需求;惟對當中的社福設施安排、交通噪音問題,以及日後長沙灣土地用途規劃感到憂慮,並期望部門能妥善處理受影響租戶的要求,以平衡地區上不同行業的發展。
- 21. <u>袁海文議員</u>表示,由於尚有技術問題仍未解決,並會為鄰近居民帶來影響,因此他反對計劃。
- 22. <u>覃德誠主席</u>表示,備悉議員意見並會記錄在案,期望部門能妥善處理議員的關注,並補充總結表示,大部分在席議員並不反對「重建計劃」。
- 23. <u>謝佩強先生</u>和何<u>婉貞女士</u>以投影片輔助,介紹文件 121/21。
- 24. <u>袁海文議員</u>建議部門可參考麗翠苑換地補償的做法,將宏昌工廠大廈旁,以及西九龍走廊與荔枝角道交界的兩幅「政府、機構或社區」用地改劃為「休憩用途」地帶,以補償因「重建計劃」中而被改劃用途的休憩用地,並責成部門應盡量規劃較大面積的休憩空間。他續查詢「重建計劃」對長沙灣分區休憩用地供應的影響。
- 25. <u>覃德誠主席</u>表示,區內存在土地實際用途與規劃不符的情況,查詢部門會否就改善區內的土地用途發展訂立時間表。

- 26. 吳美議員查詢,項目 E 是否屬於長沙灣分區。
- 27. <u>袁海文議員</u>查詢,修訂項目 C、D 和 E 在完成相關發展項目後才改劃土地用途的原因。
- 謝佩強先生綜合回應表示,項目 E 的地點位於大埔道近 28. 呈祥道一段,在長沙灣分區計劃大綱圖內。而修訂項目 C、D 和E的用地均在分區計劃大綱圖上劃作「綜合發展區」地帶, 進 行 發 展 前 須 獲 城 市 規 劃 委 員 會 批 給 規 劃 許 可 。 規 劃 署 一 般 會 於有關發展計劃完成後,建議把「綜合發展區」用地改劃作其 他適合的用途地帶,以反映有關用地發展完成後的狀況。據悉, 十.木工程拓展署預計於明年中完成有關搬遷現有批發市場,包 括長沙灣臨時家禽批發市場和長沙灣蔬菜批發市場的可行性技 術 研 究 , 相 關 政 府 部 門 會 視 平 研 究 結 果 , 再 考 慮 上 述 批 發 市 場 的搬遷安排,而有關用地分別已劃為「休憩用途」和「政府、 機構或社區」地帶,以及「住宅(甲類)」地帶。至於西九龍走 廊與荔枝角道交界的「政府、機構或社區」用地,已預留給中 華電力有限公司興建電力支站以維持區內日後的電力供應需 求,因此署方不擬改劃該用地的土地用途。他續表示,目前長 沙灣分區計劃大綱圖內的地區休憩用地有所欠缺,惟深水埗區 整體的地區休憩用地及鄰舍休憩用地的規劃均足夠區內人口所 需。現時區內較新發展的休憩用地較集中在新發展區,包括海 達 邨 的 公 共 休 憩 用 地 (約 一 公 頃)、 愛 海 頌 的 地 面 休 憩 用 地 (約 1500平方米)和將落成的維港匯公共休憩用地(不少於3600平 方米)和長沙灣海濱長廊(約0.99公頃),以供區內居民使用。
- 29. <u>袁海文議員</u>查詢,為何宏昌工廠大廈毗鄰的「政府、機構或社區」用地不能改劃為「休憩用地」,以及「重建計劃」沒有採用與麗翠苑相同的換地補償休憩用地的原因。
- 30. <u>覃德誠主席</u>查詢,把上述用地預留發展小學是否已正式納入長遠規劃,以及現時有否規定在改劃土地用途時須於區內 覓地補償。

- 31. 謝佩強先生綜合回應表示,因應教育局的要求,該「政府、機構或社區」用地須預留作興建一所 30 個課室的小學。此外,麗翠苑相關的改劃安排是因應當時情況而作出。如先前提及,近年有不少新發展的休憩用地,深水埗區內已規劃的休憩用地已足夠區內人口所需。規劃署亦會致力於區內物色其他合適的休憩用地。再者,宏昌工廠大廈附近已提供大型休憩設施。
- 32. <u>袁海文議員</u>表示,「四小龍」一帶密度較高,擔憂私人項目提供的休憩用地未能滿足居民需要。此外,除了興建新校舍,該用地也可用作遷置區內的「火柴盒校舍」,建議教育局就實際需求評估資源分配。他續向規劃署查詢可否只限把該用地作發展學校或休憩用途。
- 33. <u>伍月蘭議員</u>表示,區內不少舊式校舍出現結構問題,期 望能妥善規劃區內的土地資源,以便進行遷置。
- 34. <u>覃德誠主席</u>總結表示,備悉議員意見,大會同意擬議修 訂項目 B 至 E,並擬就項目 A 向教育局查詢重置校舍及興建新 校舍的可行性。有關改劃「政府、機構或社區」用地為休憩用 地的建議,可留待適當時候再作討論。