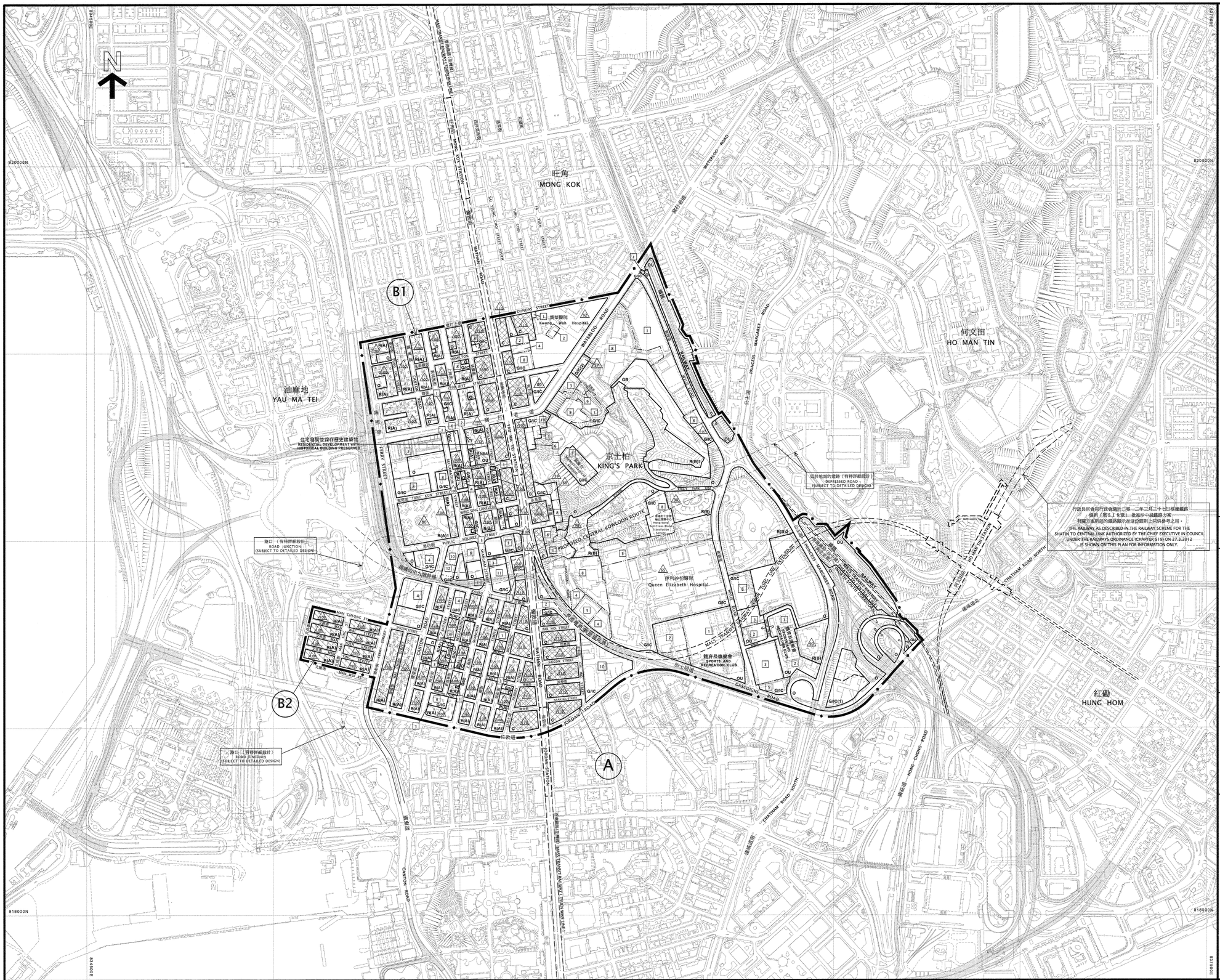
Annex A1 of
TPB Paper No. 10773



圖例
NOTATION

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

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

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	▬ ◆ ▬	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	—··—··—	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	△100	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	1	最高建築物高度（樓層數目）
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	6.77	5.53	商業
RESIDENTIAL (GROUP A)	13.72	11.20	住宅（甲類）
RESIDENTIAL (GROUP B)	7.41	6.05	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	31.39	25.63	政府、機構或社區
OPEN SPACE	18.73	15.30	休憩用地
OTHER SPECIFIED USES	8.87	7.24	其他指定用途
GREEN BELT	2.16	1.76	綠化地帶
MAJOR ROAD ETC.	33.40	27.29	主要道路等
TOTAL PLANNING SCHEME AREA	122.45	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 7 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/K2/22 的修訂
AMENDMENTS TO DRAFT PLAN No. S/K2/22

AMENDMENTS EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE		按照城市規劃條例第 7 條展示的修訂
AMENDMENT ITEM A	▩	修訂項目 A 項
AMENDMENT ITEM B1	◇	修訂項目 B 1 項
AMENDMENT ITEM B2	▨	修訂項目 B 2 項

（參看附表）
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的油麻地（九龍規劃區第２區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 2 - YAU MA TEI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

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

圖則編號
PLAN No. **S/K2/22A**

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22*A*

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

NOTES

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

(1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.

(2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.

(3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

(b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.

(c) For the purposes of subparagraph (a) above, "existing use of any land or building" means –

(i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),

- a use in existence before the publication of the first plan which has continued since it came into existence; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

(5) Road junctions, 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.

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22*A*

Schedule of Uses

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 Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library ~~Market~~ Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

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

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(3) A minimum setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street and Parkes Street shall be provided.

(4) A minimum setback of 6m from the lot boundary above 15m measured from the mean street level abutting the northern curb of Kansu Street shall be provided.

(5) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

(1) On land designated "Residential (Group A)" ("R(A)") ~~and "R(A)2"~~, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (~~10~~***9***) and/or (~~11~~***10***) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(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 (~~10~~***9***) and/or (~~11~~***10***) hereof.

(3) On land designated "R(A)"~~ and "R(A)2"~~, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above, or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable-

(i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

(4) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 87 600m² and a maximum non-domestic GFA of 6 418m² of which not less than 2 088m² shall be provided for Government, institution or community (GIC) facilities. A public open space of not less than 5 850m² at ground level shall be provided.

(5) On land designated "R(A)"~~,~~***and*** "R(A)1"~~ and "R(A)2"~~, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan, or the height of the existing building, whichever is the greater.

~~(6) On land designated "R(A)", a maximum building height restriction of 100mPD would be permitted for sites with an area of 400m² or more.~~

(~~7~~***6***) On land designated "R(A)", a minimum setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street shall be provided.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(~~8~~***7***) 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 GIC facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(~~9~~***8***) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1) , (2) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, 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.

(~~10~~***9***) 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/GFA for the building on land to which paragraph (1), (2) or (4) 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/GFA specified in paragraphs (1), (2) and (4) above may thereby be exceeded.

(~~11~~***10***) 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) and (4) to (~~6~~***5***) above, and any reduction in the total GFA provided for GIC facilities stated in paragraph (4) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(~~12~~***11***) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraph (~~7~~***6***) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

(1) On land designated "Residential (Group B)" ("R(B)"), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.

(2) On land designated "R(B)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 22 400m² and a maximum building height of 85 metres above Principal Datum (mPD).

(3) On land designated "R(B)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 84 000m² and a maximum building height of 130mPD. A mini-bus lay-by shall be provided.

(4) On land designated "R(B)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(5) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1) to (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.

(6) 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) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal 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) Correctional Institution Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services ***(not elsewhere specified)*** Utility Installation for Private Project

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

(1) On land designated "Government, Institution or Community" ("G/IC") and "G/IC(2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

(3) A minimum setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street shall be provided.

~~(4) On land designated "G/IC(2)", a minimum setback of 3m from the lot boundary abutting Waterloo Road shall be provided.~~

(~~5~~*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.

(~~6~~*5*) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the setback requirements stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY (1)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Eating Place (Canteen only) Educational Institution Research, Design and Development Centre Training Centre	Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Use (not elsewhere specified) Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended primarily to provide land for higher educational facilities and railway facilities.

Remarks

(1) Any new development, except alteration and/or modification to an existing building, requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 36 608m² and a maximum building height of 30 metres above Principal Datum (mPD) and 60mPD in the area to the north and south of the pecked line respectively as shown on the Plan. A public open space of not less than 6 080m² shall be provided.

(3) In determining the relevant maximum GFA for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office and railway facilities may be disregarded.

(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Public Convenience Sitting Out Area	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 Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

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

For "Residential Development with Historical Building Preserved" Only

Schedule I : for residential development other than the historical building

Flat
Government Use (Police Reporting Centre only)
House
Library
Residential Institution
Utility Installation for Private Project

Educational Institution
Eating Place
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
~~Market~~
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
School
Shop and Services
Social Welfare Facility
Training Centre

Schedule II : for the historical building

Eating Place
Educational Institution
Field Study/Education/Visitor Centre
Government Use
Institutional Use (not elsewhere specified)
Library
Place of Recreation, Sports or Culture
School
Shop and Services
Training Centre

Religious Institution
Social Welfare Facility

(please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Residential Development with Historical Building Preserved" Only (Cont'd)

Planning Intention

This zone is intended primarily for residential development with the provision of public open space and in-situ preservation of the historical building of the former Pumping Station of Water Supplies Department for community/cultural uses.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building, other than the historical building, shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 29 017m² and a maximum building height in terms of metres above Principal Datum as stipulated on the Plan. A public open space of not less than 1 650m² at ground level shall be provided.

(2) Any addition, alteration and/or modification to the existing historical building requires permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(3) No addition, alteration and/or modification to the existing historical building shall result in a total development in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(4) A minimum setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street shall be provided.

(5) In determining the relevant maximum 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, 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.

(6) In determining the relevant maximum number of storeys for the purposes of paragraph (3) above, any basement floor(s) may be disregarded.

(7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/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.

(please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Residential Development with Historical Building Preserved" Only (Cont'd)

Remarks (Cont'd)

(8) Based on the individual merits of a development proposal, minor relaxation of the building height restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as shown on the Plan and the setback requirement stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Sports and Recreation Club" Only

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

Planning Intention

This zone is primarily to provide land intended for the sports and recreational facilities development at Gascoigne Road and Wylie Road.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.

(3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Railway" Only	
As Specified on the Plan	Government Use Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily to provide land for the Mass Transit Railway.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Government Use (not elsewhere specified) 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 and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22*A*

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22*A*

Contents

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22*A*

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/22***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 The first statutory plans covering the Yau Ma Tei area, included Plan No. LK 2/18 (for Yau Ma Tei) and Plan No. S/K6/1 (for Mong Kok and Yau Ma Tei (East)), were gazetted on 11 November 1955 and 17 May 1985 respectively under the Town Planning Ordinance (the Ordinance). Subsequently, opportunity was taken to recast the planning area boundaries to conform with those of the relevant District Boards and one single OZP was prepared for the entire Yau Ma Tei district. Accordingly, the draft Yau Ma Tei OZP No. S/K2/1 was exhibited on 26 September 1986 for public inspection under section 5 of the Ordinance. Since then, the OZP had been amended several times and exhibited for public inspection under section 7 of the Ordinance.

2.2 On 26 October 1993, the then G in C referred the Yau Ma Tei OZP No. S/K2/5 to the Board for amendment under section 9(1)(c) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.3 On 29 September 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/9. On 10 October 2000, the CE in C referred the approved OZP No. S/K2/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance.

2.4 On 1 April 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/15. On 8 July 2003, the CE in C referred the approved OZP No. S/K2/15 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.

2.5 On 2 November 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/17. On 9 May 2006, the CE in C referred the approved OZP No. S/K2/17 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.

2.6 On 6 May 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/20. On 21 October 2008, the CE in C referred the approved OZP No. S/K2/20 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 31 October 2008 under section 12(2) of the Ordinance.

2.7 On 29 October 2010, the draft Yau Ma Tei OZP No. S/K2/21, incorporating amendments mainly to impose building height restrictions for various zones as well as to rezone a completed residential development previously covered by Land Development Corporation Development Scheme Plan and a number of sites to appropriate zonings to reflect their existing uses, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, nine representations were received. In the first three weeks of the public inspection period of the representations, a total of 702 comments were received. Upon consideration of the representations and comments on 13 May 2011, the Board decided to partially meet one representation and not to uphold the remaining representations. The proposed amendment to the OZP was published under section 6C(2) of the Ordinance on 3 June 2011. As no further representation was received, the Board on 29 July 2011 agreed that the plan should be amended by the proposed amendment.

2.8 On 16 May 2014, the draft Yau Ma Tei OZP No. S/K2/22 (the Plan), incorporating amendments to rezone a site at No. 54 Waterloo Road from "G/IC" to "G/IC(2)" with revision to the building height restriction and stipulation of setback requirement was exhibited for public inspection under section 7 of the Ordinance.

2.9 The Board's decisions on some representations were the subjects of two judicial review (JR) applications. According to the Court's ruling on one of the JR applications, the Board's decision made on 13.5.2011 in respect of the representation related to the JR application has to be remitted to the Board for consideration. A review of the development restrictions on the draft Yau Ma Tei OZP was therefore conducted.

2.10 On xx.xx.2021, the draft Yau Ma Tei OZP No. S/K2/23 (the Plan), incorporating mainly amendments to the building height restrictions, was exhibited for public inspection under section 7 of the Ordinance.

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that developments and redevelopments 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. 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 cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio 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 Yau Ma Tei 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 better control of development to meet changing needs.

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

5. THE PLANNING SCHEME AREA

5.1 The Area is located in West Kowloon and forms the central part of the Yau Tsim Mong Administration District. It is bounded by Jordan Road and Gascoigne Road to the south, the Mass Transit Railway (MTR) East Rail Line to the east, Dundas Street to the north, and West Kowloon Reclamation to the west. The boundary of the Area is delineated in a heavy broken line on the Plan. It covers about 122 hectares of land.

5.2 The Area comprises two distinct parts. The area to the west of Nathan Road is one of the older parts of the urban area with predominantly residential use. Whereas the sites along Nathan Road are dominated by commercial or commercial/residential buildings.

5.3 To the east of Nathan Road, flat land gives way to undulating ground. Developments are more dispersed and of more recent origin. Queen Elizabeth Hospital, a number of low-density residential developments, grass pitches and recreation clubs are found in this part of the Area.

6. POPULATION

~~According to the 2011 Population Census, the population of the Area was about 65,300.~~ ***Based on the 2016 Population By-census, the population of the Area was estimated by the Planning Department as about 76 750.*** It is estimated that the planned population of the Area would be about 8~~0, 6~~ ***4 0***00.

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, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. Some of the high-rise redevelopments erected in the Area in recent years following the relocation of the airport in Kai Tak and the removal of the airport height restrictions are considered undesirable from the urban design perspective as they are visually incompatible and out-of-context with the local built environment. In order to prevent excessively tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, building height restrictions are imposed for various zones on the Plan ***in 2010***.

7.2 The ~~proposed building height restrictions have~~ ***review in 2010 has*** taken into account the existing topography and site levels, the foothill setting, the local character, existing townscape and building height profile, the local wind environment and measures suggested for ventilation improvements, areas of local attractions, the building height restriction under the lease and the Urban Design Guidelines. ~~Except for the existing high-rise towers up to 132 metres above Principal Datum (mPD) bounded by Waterloo Road, Portland Street, Man Ming Lane and Shanghai Street, the proposed building height bands of 80mPD to 100mPD in the Area for the "Commercial" ("C"), "R(A)" and "R(B)" zones decrease progressively from Nathan Road. The proposed 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 ***To comply with the Court's ruling on a JR application on the draft OZP No. S/K2/21, a review of the building height restrictions taking into account the implications of Sustainable Building Design Guidelines (SBDG) and permissible development intensity was conducted in 2018. To provide flexibility for future development to comply with SBDG, a building height restrictions of 100mPD and 110mPD are stipulated for the "Residential (Group A)" ("R(A)") and "Commercial" ("C") zones respectively, except for the "R(A)1" zone***.

7.~~3~~*4* Moreover, specific building height restrictions for the "G/IC" and "OU" zones in terms of mPD and/or number of storeys, 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 storeys (excluding basement floor(s)) so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall within visually more prominent locations and/or major breathing spaces. 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~~*5* An air ventilation assessment (AVA) by expert evaluation ~~has been~~ ***was*** undertaken ***in 2010*** to assess the likely impact of the ~~proposed~~ building heights of the development sites within the Area on the pedestrian wind environment. ~~The building height restrictions shown on the Plan have taken into account the findings of the AVA.~~

7.6 ***An updated AVA was conducted in 2018 to assess the impact of relaxing the building height restrictions for the "C" and "R(A)" sites and to review the non-building area and setback requirements on the draft OZP based on the assumption that redevelopments would follow SBDG. It is recognised that the adoption of SBDG's design measures within the Area in future would enhance the bulding permeability, in particular at the pedestrian level. However, relying on SBDG alone would not be sufficient to ensure good ventilation, and other air ventilation measures, such as non-building area and setback requirements at different locations across the Area could increase urban permeability for air movements within the existing street canyons and facilitate wind flow into the Area and are considered essential and should be maintained as detailed in paragraphs 7.9 and 7.10. To avoid further deterioration of the existing air ventilation performance of the Area, the design principles as set out in the Hong Kong Planning Standards and Guidelines should also be followed by future developments/ redevelopments.***

7.~~5~~*7* ~~A~~ ***In general, a*** minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan for various zones in

order to provide incentive for developments/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvements,

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air ventilation and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and

(f) other factors such as site constraints, 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.~~6~~*8* However, for existing buildings where the building heights have already exceeded the maximum building height restrictions in terms of mPD 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.

7.~~7~~*9* Building Setbacks

Setback of buildings from streets play a key role in creating/widening air paths to improve air ventilation of the local area.

(a) To enhance the north-south air flow in the inner part of the Kowloon Peninsula, a building setback of 3m from the lot boundary above 15m measured from the mean street level for the sites on both sides of Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street is imposed.

(b) The east-west air path at Kansu Street will be widened by imposing a 6m setback of building from the lot boundary above 15m measured from the mean street level for the "C" zone abutting the northern curb of Kansu Street to improve air penetration and visual permeability upon redevelopment.

7.8***10*** Non-Building Area

The existing public open space to the south of the residential development of '8 Waterloo' together with Yunnan Lane is situated at a location where the southerly wind changes its course from Temple Street to Portland Street. To preserve this air path, the public open space together with Yunnan Lane is designated as a non-building area (NBA). The intention for the designation of the NBA is for air ventilation above ground and such a restriction will not apply to underground developments.

7.9***11*** The above building setbacks and non-building area should be taken into account upon future redevelopment of the sites. A minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the stated building setback requirements and NBA restrictions under exceptional circumstances.

~~7.10 Building Gaps~~

~~The AVA suggested designating a number of building gaps on the Plan to enhance the air flow at various locations. However, as these proposed building gaps would traverse individual small lots, consideration would be given to implementing the proposed building gaps should there be amalgamation of small lots into a larger site upon redevelopment, which could accommodate the imposition of the building gaps. Each case will be considered on its own merits. The intention of imposing building gaps is specified in the Explanatory Statement of the Plan for long-term implementation.~~

~~(a) To extend the Man Ming Lane air path eastwards, an east-west air path will be created by demarcating a strip of 15m-wide land above podium level across the buildings at 502-512 Nathan Road.~~

~~(b) To extend the Hamilton Street air path westwards, an east-west air path will be created by demarcating 2 strips of 15m-wide land above podium level across the two "R(A)" zones bounded by Canton Road, Pitt Street, Ferry Street and Dundas Street.~~

~~(c) To welcome the wind from the harbour to the inner area, an east-west air path to align with Wing Sing Lane is created by proposing a strip of 16m-wide land above podium level traversing the residential block to the east of Prosperous Garden.~~

~~(d) To facilitate the summer easterlies and westerlies, two east-west air paths will be created by demarcating 4 strips of 10m-wide land above podium level across the two "R(A)" zones bounded by Canton Road, Jordan Road, Ferry Street and Saigon Street.~~

7.~~11~~*12* The streets in the Area generally follow a north-south and east-west grid pattern. The street orientation is in parallel with the annual prevailing wind coming from the northeast, east and west, and summer prevailing wind from the southeast 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. LAND USE ZONINGS

8.1 Commercial ("C") : Total Area 6.77 ha

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

8.1.2 Sites zoned "C" are mainly found on both sides of Nathan Road, which is the main commercial spine within the Yau Ma Tei district. Many of these sites have been developed for commercial purposes including shops, department stores, cinemas, hotels, restaurants and offices. The commercial developments along Nathan Road have been fulfilling the need for commercial expansion in the main urban area. Commercial uses such as retail shops, offices and restaurants are permitted as of right on any floor of a building within this zone.

8.1.3 Developments within this zone are subject to a maximum plot ratio of 12.0 to restrain traffic growth which will otherwise overload the existing and planned transport networks and sewerage system capacities.

8.1.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio of 12.0 may be increased by what is permitted to be exceeded under Regulation 22.

8.1.5 Developments within the "C" zone are subject to a maximum building height restriction of ~~100~~*110*mPD.

8.1.6 Minor relaxation of plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 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/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 In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (see paragraph 7.7(a) above), and a minimum building setback of 6m from the lot boundary above 15m measured from the mean street level abutting the northern curb of Kansu Street (see paragraph 7.7(b) above) shall be provided. Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.2 Residential (Group A) ("R(A)") : Total Area 13.72 ha

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

8.2.2 Existing buildings within this zone range from four-storey tenements completed immediately after the World War II to recently developed multi-storey buildings. The ground and first floors of these buildings are mostly occupied by shops and service trades. This land use zoning is designed to allow this pattern of land use to continue, but in a controlled manner.

8.2.3 In consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities as 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 gross floor area (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.

8.2.4 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.

8.2.5 For new developments/redevelopments within the "R(A)" zone that are adjacent to major roads, measures to mitigate the traffic noise impacts should be taken into account. Effort should also be made to reduce the noise level at source, such as provision of noise reducing friction course on road surface.

8.2.6 A site at 855-865 Canton Road, which is occupied by an existing commercial/GIC/residential development (known as Winfield Building) with shops on G/F, residential care home for the elderly on 1/F and 2/F and other GIC facilities on 3/F to 5/F, has been rezoned from "G/IC" to "R(A)" to reflect the predominantly residential nature of the existing development at the site.

8.2.7 Developments and redevelopments within this zone are subject to a maximum building height of ~~80~~***100***mPD***, except on land designated "R(A)1"***. ~~Nonetheless, to cater for amalgamation of sites and inclusion of on-site parking and loading/ unloading and other supporting facilities for larger sites, a maximum building height of 100mPD will be permitted for sites with an area of 400m² or more, except on land designated "R(A)1" and "R(A)2".~~

8.2.8 The site bounded by Public Square Street and Tung Kun Street was developed for residential and commercial uses with community facilities and public open space (known as Prosperous Garden) by the Hong Kong Housing Society in 1995. The site is zoned "R(A)1" subject to maximum domestic and non-domestic GFA of 87 600m² and 6 418m² respectively, of which not less than 2 088m² for GIC facilities shall be provided. A public open space of not less than 5 850m² at ground level shall be provided.

~~8.2.9 The sites to the west of Ferry Street were developed as a private residential development (known as Man Wah Sun Chuen) in the 1960's. Since the sites are located in a windward direction near the seafront, they are zoned "R(A)2" subject to a building height restriction of 80mPD without the 20m allowance of building height as mentioned in paragraph 8.2.7 above.~~

8.2.~~10~~***9*** 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 paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.2.~~11~~***10*** 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.

8.2.~~12~~*11* In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (as detailed in paragraph 7.7(a) above) shall be provided. Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.3 Residential (Group B) ("R(B)") : Total Area 7.41 ha

8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The zone covers residential development mainly in the King's Park area. Very few uses other than residential use are permitted as of right in this zone, although provision is made for certain commercial uses to be considered upon application to the Board.

8.3.2 Developments within this zone are subject to a maximum plot ratio or GFA control in order to restrain traffic growth which will otherwise overload the existing and planned transport networks.

8.3.3 The ex-Government Quarters site at King's Park Rise has been redeveloped and is now known as King's Park Hill. The site is zoned "R(B)1" subject to a maximum GFA of 22 400m² and a maximum building height of 85mPD.

8.3.4 Part of the ex-British Military Hospital site at the junction of Princess Margaret Road and Wylie Road has been redeveloped and is now known as Parc Palais. The site is zoned "R(B)2" subject to a maximum GFA of 84 000m² and a maximum building height of 130mPD. A mini-bus layby is provided within this site.

8.3.5 Developments and redevelopments within the "R(B)" zone are subject to a maximum building height restriction of 90mPD, or the height of the existing building, whichever is the greater.

8.3.6 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 paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.3.7 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.

8.4 Government, Institution or Community ("G/IC") : Total Area 30.43 ha

8.4.1 Land zoned for this purpose is intended to provide for major Government uses and other community facilities to serve the needs of the residents in the Area and, where appropriate, those in the adjoining districts. 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.

8.4.2 Major existing GIC uses include Queen Elizabeth Hospital, Kwong Wah Hospital, King's Park Hockey Ground, Yau Ma Tei Fruit Market, Kowloon Government Offices, Yau Ma Tei Police Station, Hong Kong Red Cross Blood Transfusion Centre and several schools. The ex-military staff quarters fronting Wylie Road is reserved for primary school use. ***A site at No. 54 Waterloo Road is zoned "G/IC(2)" which is for the provision of religious and social welfare facilities.***

8.4.3 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 the height of the existing building, whichever is the greater. Building height restrictions for most of the "G/IC" zones are stipulated in terms of number of storeys except the relatively high-rise GIC uses, such as Kwong Wah Hospital (excluding Tung Wah Group of Hospitals Museum) and Queen Elizabeth Hospital, so as to reflect their new development proposals and/or to provide a more clear control over the building height profile.

8.4.4 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.4.5 However, for any existing building with building height already exceeding the relevant restriction 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.

8.4.6 In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street,

Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (as detailed in paragraph 7.7(a) above) shall be provided.

~~8.4.7 A site at No. 54 Waterloo Road is zoned "G/IC(2)" which is for the provision of religious and social welfare facilities. To facilitate streetscape improvement and at-grade greening/tree planting and enhance air ventilation, a minimum setback of 3m from the lot boundary abutting Waterloo Road shall be provided.~~

8.4.~~8~~*7* Under exceptional circumstances, minor relaxation of setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.5 Government, Institution or Community (1) ("G/IC(1)") : Total Area 0.96 ha

8.5.1 A site at the junction of Chatham Road South and Princess Margaret Road is zoned "G/IC(1)" which is intended primarily to provide land for higher educational facilities and railway facilities together with the provision of a public open space. In order to address the concerns of the Board on the proposed development for higher educational facilities, any new development, except alteration and/or modification to an existing building, requires permission from the Board under section 16 of the Ordinance. In submitting the section 16 planning application, the following information should also be provided:

(i) the accessibility of the public open space within the development to the public;

(ii) the pedestrian circulation arrangement of the development;

(iii) landscape and urban design proposals within the development, including a tree preservation proposal;

(iv) the details and proposed area to be reserved for the incorporation of railway-related facilities;

(v) the access arrangement to the MTR Ho Man Tin Substation; and

(vi) such other information as may be required by the Board.

8.5.2 Minor relaxation of GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

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

8.6 Open Space ("O") : Total Area 18.73 ha

8.6.1 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.

8.6.2 The existing open spaces in the western part of the Area comprise mainly the open ground on top of the Yau Ma Tei Service Reservoir, children's playgrounds and small rest gardens. In the east, the open space at King's Park includes a children's playground, basketball and tennis courts, a rest garden, walking trails and sitting-out areas. The existing grass pitches within the ex-British Military Hospital site, i.e. King's Park Sports Ground, are retained for open space purposes.

8.7 Other Specified Uses ("OU") : Total Area 8.87 ha

8.7.1 This zone is intended primarily to provide/reserve land for specified purposes/uses.

8.7.2 The site previously covered by the approved Land Development Corporation Waterloo Road/Yunnan Lane Development Scheme Plan No. S/K2/LDC1/4 has been developed as a residential development (known as 8 Waterloo) with the in-situ preservation of the former pumping station of the Water Supplies Department (also known as Red Brick Building) and the provision of a public open space. The site is zoned "OU (Residential Development with Historical Building Preserved)", intended primarily for residential development, and subject to a maximum GFA of 29 017m² and a maximum building height of 132mPD for the residential portion and a maximum building height of 2 storeys (excluding basement floors(s)) for the historical building. A public open space of area not less than 1 650m² shall be provided at ground level. The Red Brick Building has been renovated and converted by the Leisure and Cultural Services Department into a training venue for the Xiqu Activity Centre at the former Yaumatei Theatre (Grade 2 historical building). In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street shall be provided. The public open space together with Yunnan Lane is at a location where the southerly wind changes its course from Temple Street to Portland Street and is designated as an NBA. This NBA is required for air ventilation

purpose and such a restriction will not apply to underground developments. Under exceptional circumstances, minor relaxation of the setback requirement and the NBA restriction may be considered by the Board under section 16 of the Ordinance.

8.7.3 The sports and recreation clubs, which are located mainly at Gascoigne Road and Wylie Road in the eastern part of the Area, are zoned "OU (Sports and Recreation Club)". In order to ensure that the building height will be in keeping with the character of the surrounding areas, developments/redevelopments within this "OU" zone are restricted to a maximum building height of 1 storey for Club de Recreio; 2 storeys for India Club, YMCA King's Park Centenary Centre, Hong Kong Chinese Civil Servants' Association, Municipal Services Staff Recreation Club and Pakistan Club; and 3 storeys for The Filipino Club and South China Athletic Association Tennis Centre. For all these sites, basement floor(s) may be disregarded in determining the number of storeys.

8.7.4 Minor relaxation of GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

8.7.5 However, for any existing building with 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.

8.7.6 In submitting a planning application to the Board for Red Brick Building, the applicant should make reference to the conservation principles as stated in the Conservation Guidelines drawn up by the Antiquities and Monuments Office (AMO).

8.8 Green Belt ("GB") : Total Area 2.16 ha

8.8.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

8.8.2 This zoning mainly covers steep hill slopes which are unsuitable for urban development. 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.

8.8.3 The vegetated hill slopes near the residential development of King's Park Hill is within this zone.

9. COMMUNICATIONS

9.1 Roads

9.1.1 Nathan Road, Jordan Road, Waterloo Road, Gascoigne Road and Princess Margaret Road are part of the primary distributor road network in the north-south and east-west directions.

9.1.2 Other major roads in the Area include Hung Hom By-pass, Princess Margaret Road Link and the proposed Central Kowloon Route.

9.2 ~~Mass Transit~~ Railway

9.2.1 The Area is served by the MTR Tsuen Wan Line running beneath Nathan Road. There are two stations, namely Yau Ma Tei Station and Jordan Station with entrances distributed at convenient locations. ~~The proposed MTR extension from Yau Ma Tei to Hung Hom is under active planning.~~

9.2.2 The CE in C on 30 November 2010 authroised the MTR Kwun Tong Line Extension (KTE) under the Railways Ordinance (Cap. 519). Pursuant to section 13A of the Ordinance, the authorised railway scheme shall be deemed to be approved under the Ordinance. The KTE is an extension of the existing Kwun Tong Line from Yau Ma Tei Station to Whampoa, with two new stations at Ho Man Tin and Whampoa. It will provide convenient and reliable means of public transport between Yau Ma Tei and Whampoa, and will enable residents in Ho Man Tin, Hung Hom and Whampoa to have direct access to MTR service, saving time for interchange from road transport to the railway network. The KTE commenced operation in October 2016.

9.3 Pedestrian Circulation

9.3.1 A number of pedestrian subways are provided/proposed along Nathan Road to enhance pedestrian and vehicular traffic. To link up West Kowloon Reclamation area and the hinterland in Yau Ma Tei, a number of footbridges/subways are provided at the junctions of Waterloo Road/Ferry Street, Jordan Road/Ferry Street, and across Ferry Street near Prosperous Garden.

9.3.2 To improve the pedestrian environment, pedestrian schemes have been implemented in the crowded parts of Jordan area. These include a full-time pedestrian scheme at Nanking Street (between

Parkes Street and Shanghai Street) and a part-time pedestrian scheme at Temple Street (between Jordan Road and Kansu Street). Other traffic improvement schemes along sections of Nanking Street, Pilkem Street, Shanghai Street, Bowring Street, Saigon Street, Parkes Street, Woosung Street, Ning Po Street and Pak Hoi Street are implemented or under detailed planning.

10. UTILITY SERVICES

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

11. CULTURAL HERITAGE

~~The Old South Kowloon District Court, Club de Recreio and India Club at Gascoigne Road; Tin Hau Temple at Temple Street; Tung Wah Group of Hospitals Museum within the compound of Kwong Wah Hospital; Yau Ma Tei Police Station at Canton Road; Yau Ma Tei Theatre and Yau Ma Tei Wholesale Fruit Market at Waterloo Road; The Former Pumping Station of Water Supplies Department at Shanghai Street; and Municipal Services Staff Recreation Club at Wylie Path are graded historical buildings located within the Area. Prior consultation with the AMO of Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above historical buildings and their immediate environs.~~

11.1 There are two Declared Monuments within the Area, they are Tung Wah Museum at Waterloo Road, and Tin Hau Temple and the adjoining buildings at Temple Street. A number of graded historic buildings are located within the Area, namely, Former South Kowloon District Court (Grade 1), Kowloon Methodist Church (Grade 3), Club de Recreio (Grade 3) and India Club (Grade 3) at Gascoigne Road; Yau Ma Tei Police Station (Grade 2) at Canton Road; Yau Ma Tei Theatre (Grade 2) at Waterloo Road; Yau Ma Tei Wholesale Fruit Market (Grade 2) at Shek Lung Street; The Former Pumping Station of Water Supplies Department (Grade 1) at Shanghai Street, Ex-Yaumati Service Reservoir (Grade 1) at King's Park, No. 578 Canton Road (Grade 3) and Municipal Services Staff Recreation Club (Grade 3) at Wylie Path.

11.2 ***On 19 March 2009, the Antiquities Advisory Board ('AAB') released the list of 1,444 historic buildings, in which some buildings have been accorded grading. AAB also released a list of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by ABB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of ABB at http://www.aab.gov.hk.***

11.3 ***Besides, if there are any buildings/ structures both at grade level and underground which were built on or before 1969, AMO should be alerted in an early stage or once identified. Prior consultation with the Antiquities Monuments Office should be made if any development, redevelopment or rezoning proposals that may affect those declared monument, historic buildings, new items pending grading assessment and their immediate environs as well as any other historic buildings/ structures identified.***

12. IMPLEMENTATION

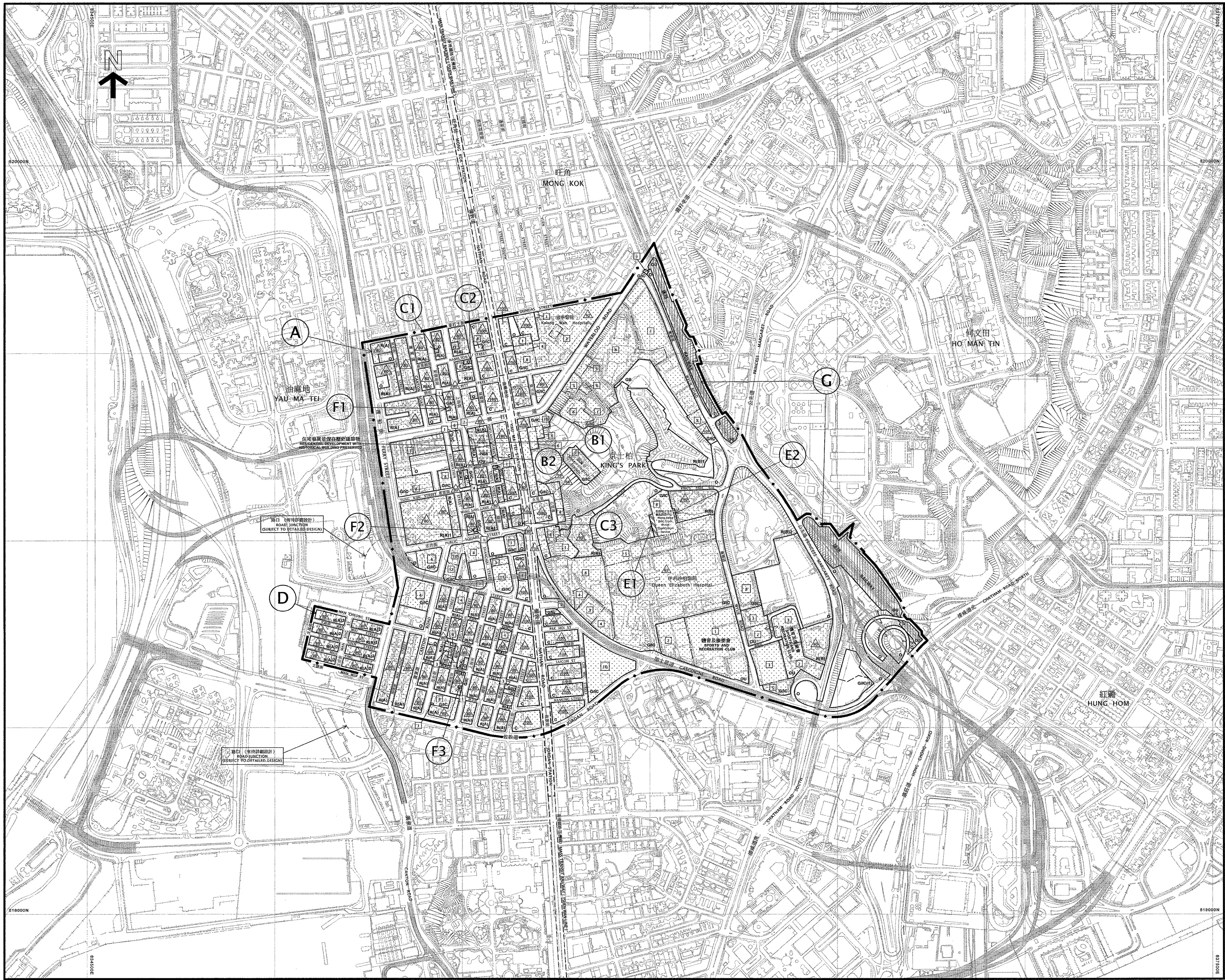
12.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published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

12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site 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 Yau Tsim Mong District Council would also be consulted as appropriate.

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

TOWN PLANNING BOARD
~~**MAY 2014**~~ ***SEPTEMBER 2021***

Annex B1a of TPB Paper No. 10773



圖例
NOTATION

ZONES 地帶

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

COMMUNICATIONS 交通

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

MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	80	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	1	最高建築物高度（樓層數目）
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	6.77	5.53	商業
RESIDENTIAL (GROUP A)	13.72	11.20	住宅（甲類）
RESIDENTIAL (GROUP B)	7.41	6.05	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	31.39	25.63	政府、機構或社區
OPEN SPACE	18.73	15.30	休憩用地
OTHER SPECIFIED USES	8.87	7.24	其他指定用途
GREEN BELT	2.16	1.76	綠化地帶
MAJOR ROAD ETC.	33.40	27.29	主要道路等
TOTAL PLANNING SCHEME AREA	122.45	100.00	規劃範圍總面積

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

核准圖編號 S/K2/20 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K2/20

按照城市規劃條例第5條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目A項
AMENDMENT ITEM A

修訂項目B1,B2項
AMENDMENT ITEMS B1,B2

修訂項目C1,C2,C3項
AMENDMENT ITEMS C1,C2,C3

修訂項目D項
AMENDMENT ITEM D

修訂項目E1項
AMENDMENT ITEM E1

修訂項目E2項
AMENDMENT ITEM E2

修訂項目F1,F2,F3項
AMENDMENT ITEMS F1,F2,F3

修訂項目G項
AMENDMENT ITEM G

（參看附表）
(SEE ATTACHED SCHEDULE)

2010年10月29日 按照城市規劃條例第5條展示的核准圖編號 S/K2/20 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K2/20 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 29 OCTOBER 2010

Ophelia Y. S. WONG 黃婉霜
SECRETARY
TOWN PLANNING BOARD
城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的油麻地（九龍規劃區第2區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 2 - YAU MA TEI - OUTLINE ZONING PLAN

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

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

圖則編號
PLAN No. S/K2/21

SCHEDULE OF AMENDMENTS TO THE APPROVED YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/20 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendments to Matters shown on the Plan

Item A – Stipulation of building height restrictions for areas zoned "Commercial" ("C"), "Residential (Group A)" ("R(A)"), "R(A)1", "Residential (Group B)" ("R(B)"), "Government, Institution or Community" ("G/IC") and "Other Specified Uses" ("OU") annotated "Sports and Recreation Club".

Item B1 – Rezoning of a site generally bounded by Waterloo Road, Shanghai Street, Man Ming Lane and Portland Street from "Comprehensive Development Area" ("CDA") as shown on the approved Land Development Corporation Waterloo Road/Yunnan Lane Development Scheme Plan No. S/K2/LDC1/4 to "OU" annotated "Residential Development with Historical Building Preserved" and stipulating with building height restrictions.

Item B2 – Designation of a piece of land at the southern portion of the "OU" annotated "Residential Development with Historical Building Preserved" zone as 'non-building area'.

Item C1 – Rezoning of a site at Reclamation Street near its junction with Hamilton Street from "G/IC" to "Open Space" ("O").

Item C2 – Rezoning of a site at the junction of Hamilton Street and Portland Street from "G/IC" to "O".

Item C3 – Rezoning of a site at the junction of Arthur Street and Public Square Street from "G/IC" to "O".

Item D – Rezoning of various sites bounded by Man Cheong Street, Ferry Street and Man Wui Street from "R(A)" to "R(A)2" and stipulating with building height restrictions.

Item E1 – Rezoning of a strip of land to the west of Hong Kong Red Cross Blood Transfusion Service from "O" to "G/IC" and stipulating with building height restrictions.

Item E2 – Rezoning of a strip of land to the east of Hong Kong Red Cross Blood Transfusion Service from "R(B)" to "G/IC" and stipulating with building height restrictions.

Item F1 – Rezoning of a site at 234-236 Reclamation Street from "R(A)" to "G/IC" and stipulating with building height restrictions.

Item F2 – Rezoning of a site at 265-267 Shanghai Street from "R(A)" to "G/IC" and stipulating with building height restrictions.

Item F3 – Rezoning of a site at 129 Shanghai Street from "R(A)" to "G/IC" and

stipulating with building height restrictions.

Item G – Revision to the annotation of the "OU" zone for Mass Transit Railway from "Kowloon-Canton Railway" to "Railway".

II. Amendments to the Notes of the Plan

(a) Incorporation of a new set of Notes for the "OU" annotated "Residential Development with Historical Building Preserved" zone.

(b) Incorporation of building height restrictions for the "C", "R(A)", "R(A)1", "R(A)2", "R(B)", "G/IC" and "OU" annotated "Sports and Recreation Club" zones, and a minor relaxation clause for such restrictions in the Remarks of the Notes for the "C", "R(A)", "R(B)", "G/IC" and "OU" zones.

(c) Incorporation of a minor relaxation clause for plot ratio and/or gross floor area restrictions in the Remarks of the Notes for the "C", "R(A)" and "R(B)" zones.

(d) Incorporation of building setback requirements and a minor relaxation clause for such requirements in the Remarks of the Notes for the "C", "R(A)" and "G/IC" zones.

(e) Incorporation of a clause in the Remarks of the Notes for the "R(A)" zone to clarify the application of plot ratio(s) of the existing building.

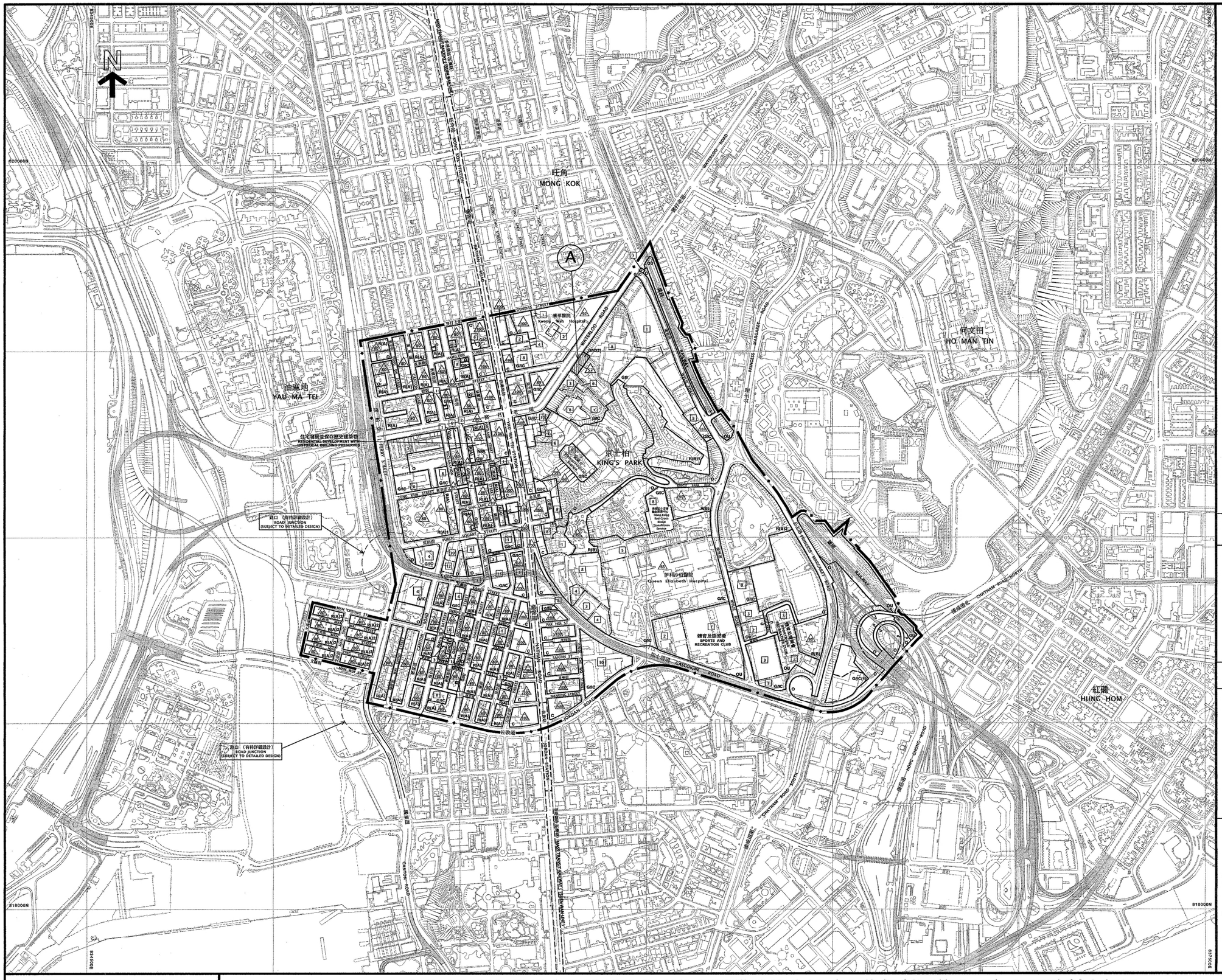
(f) Revision to the plot ratio/gross floor area exemption clause to clarify the provision related to caretaker's quarters and recreational facilities in the Remarks of the Notes for the "R(A)" and "R(B)" zones.

(g) Incorporation of a clause in the Remarks of the Notes for the "G/IC" and "OU (Sports and Recreation Club)" zones to allow exemption of basement floor(s) in determining the maximum building height in terms of number of storeys.

(h) Revision to the annotation of the "OU" zone for Mass Transit Railway from "For All Other Specified Uses Not Listed Above" to "Railway" and refining the planning intention for this zone.

Town Planning Board

29 October 2010



圖例 NOTATION

ZONES 地帶

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

COMMUNICATIONS 交通

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

MISCELLANEOUS 其他

BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) 80	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) 8	最高建築物高度（樓層數目）
NON-BUILDING AREA NBA	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
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夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第7條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE

草圖編號 S/K2/21 的修訂
AMENDMENT TO DRAFT PLAN No. S/K2/21

AMENDMENT EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE 按照城市規劃條例第7條展示的修訂

AMENDMENT ITEM A 修訂項目A項

（參看附表）
(SEE ATTACHED SCHEDULE)

2014年5月16日 按照城市規劃條例第7條展示的草圖編號 S/K2/21 的修訂
AMENDMENT TO DRAFT PLAN No. S/K2/21 EXHIBITED UNDER SECTION 7 OF THE TOWN PLANNING ORDINANCE ON 16 MAY 2014

Ophelia Y. S. WONG 黃婉霜
SECRETARY 城市規劃委員會秘書
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的油麻地（九龍規劃區第2區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 2 - YAU MA TEI - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

※ METRES 100 0 200 400 600 800 METRES ※

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

圖則編號 PLAN No. S/K2/22

SCHEDULE OF AMENDMENTS TO THE DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/21 MADE BY THE TOWN PLANNING BOARD UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. Amendment to Matters shown on the Plan

Item A – Rezoning of a site at No. 54 Waterloo Road from "Government, Institution or Community" ("G/IC") to "G/IC(2)" and amending the building height restriction from 5 storeys to 57mPD.

II. Amendment to the Notes of the Plan

(a) Incorporation of a new Remark in the Notes for the "G/IC" zone to stipulate a setback requirement for the new "G/IC(2)" sub-zone.

(b) Revision to Remark (6) of the Notes for the "G/IC" zone to state that the minor relaxation clause is applicable for the setback requirement stipulated for the new "G/IC(2)" sub-zone.

Town Planning Board

16 May 2014

Buildings Department	Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers	APP-151

Building Design to Foster a Quality and Sustainable Built Environment

There has been rising public concern over the quality and sustainability of the built environment, including issues regarding building bulk and height, air ventilation, greening and energy efficiency in buildings. In 2009, the Council for Sustainable Development launched a public engagement process entitled "Building Design to Foster a Quality and Sustainable Built Environment" in collaboration with the Government. The exercise has pointed to a need for putting in place a package of new measures to foster a quality and sustainable built environment. This practice note sets out a package of measures, covering the following major elements, to promote a quality and sustainable built environment:

(a) sustainable building design guidelines (SBD Guidelines) on building separation, building set back and site coverage of greenery,

(b) gross floor area (GFA) concessions, and

(c) energy efficiency of buildings.

Sustainable Building Design Guidelines

2. The Buildings Department (BD) has commissioned a consultancy study on "Building Design that Supports Sustainable Urban Living Space in Hong Kong". Based on the study, a set of SBD Guidelines has been developed to promote building separation, building set back and site coverage of greenery as promulgated in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152.

3. To enhance the quality and sustainability of the built environment, the Building Authority (BA) will take account of the compliance with the SBD Guidelines as promulgated in the PNAP APP-152, where applicable, as a pre-requisite in exempting or disregarding green / amenity features and non-mandatory / non-essential plant rooms and services from GFA and/or site coverage calculations (GFA concessions) in new building developments. Such green / amenity features and non-mandatory / non-essential plant rooms and services and the relevant practice notes promulgating the criteria and requirements for granting GFA concessions are summarised in Appendix A.

/Overall .....

Overall Cap on GFA Concessions

4. To contain the effect on the building bulk while allowing flexibility in the design for incorporating desirable green / amenity features and non-mandatory / non-essential plant rooms and services, an overall cap will be imposed on the total amount of GFA concessions for these features, except those features described in paragraph 5 below. This cap is set at 10 % of the total GFA of the development. If a development comprises both domestic and non-domestic buildings or in the case of a composite building, GFA concessions for features serving the domestic part or the non-domestic part of the development will be calculated separately such that GFA concessions for each part will be capped at 10%, based on the total GFA of the respective part of the development. Features that are subject to this overall cap of GFA concessions are listed in the table at Appendix A.

5. GFA concessions for the following features, which may have to satisfy their own individual acceptance criteria, will not be subject to the overall cap:

(a) Mandatory features and essential plant rooms such as refuse storage chamber, telecommunications and broadcasting rooms;

(b) Communal podium gardens and sky gardens that improve permeability of a development to its neighbourhood;

(c) Floor space used solely for parking motor vehicles and loading and unloading of motor vehicles which is separately controlled given its significant impact on building bulk and height and the relevant transport, planning and environmental policies;

(d) Voids in front of cinemas or in shopping arcades, etc. with operational needs in non-domestic developments;

(e) Bonus GFA and / or GFA exemptions relating to dedication for public passage or surrender for road widening and building set back in accordance with the SBD Guidelines; and

(f) Hotel concessions granted under regulation 23A of the Building (Planning) Regulations.

Pre-requisites for Granting GFA Concessions

6. To promote sustainable building designs and energy efficient features in new developments, compliance with the following requirements will be pre-requisites for the granting of GFA concessions for all green / amenity features and non-mandatory / non-essential plant rooms and services provided in a proposed development as described in Appendix A:

/(a) .....

(a) Compliance with the SBD Guidelines on building separation, building set back and site coverage of greenery in PNAP APP-152, where applicable;

(b) For domestic or composite development, compliance with the requirements of PNAP APP-156 on Design and Construction Requirements for Energy Efficiency of Residential Buildings, where applicable;

(c) Submission of the official letter issued by the Hong Kong Green Building Council (HKGBC) acknowledging the satisfactory completion of project registration application for BEAM Plus certification;

(d) Submission of a letter by the developer or owner undertaking to submit to the BD the following documents:

(i) Result of the Provisional Assessment under the BEAM Plus certification conferred / issued by the HKGBC to be submitted prior to the application for consent to commence the building works shown on the approved plans (consent);

(ii) Information on the estimated energy performance / consumption for the common parts (for domestic developments) or for the entire building (for non-domestic developments including hotels) to be submitted in the standard form (Appendix B) prior to the consent application;

(iii) Information specified in item (ii) above to be updated and submitted at the time of submitting application for occupation permit (OP);

(iv) Result of the Final Assessment under the BEAM Plus certification conferred / issued by the HKGBC, within 18 months of the date of issuance of the OP by the BA;

(v) Provisional energy efficiency report prior to the consent application in accordance with PNAP APP-156, where applicable; and

(vi) Final energy efficiency report upon application for an OP in accordance with PNAP APP-156, where applicable ;

(e) Compliance with the overall cap on GFA concessions as described in paragraph 4 above, where applicable; and

/ (f) .....

(f) Compliance with the relevant acceptance criteria for the individual green and amenity features.

Conditions for Granting GFA Concessions

7. In addition to the acceptance criteria and conditions that may be imposed for granting GFA concessions as detailed in the relevant practice notes for the green / amenity features and non-mandatory / non-essential plant rooms and services described in paragraph 6 above, the following conditions may be imposed:

(a) The modification is given in recognition of the undertaking submitted by the developer or owner as described in paragraph 6(d) above;

(b) Information described in paragraph 6(d)(i), (ii) and (v) above shall be submitted to the BD prior to the consent application;

(c) Information described in paragraph 6(d)(iii) and (vi) above shall be submitted to the BD at the time of submitting application for OP;

(d) Information described in paragraph 6(d)(iv) above shall be submitted to the BD within 18 months of the date of the OP; and

(e) The modification will be revoked if the consent application is submitted prior to the submission of information specified in item (b) above.

8. Authorized persons should consult a registered professional engineer under the Engineers Registration Ordinance of the relevant discipline in assessing the energy efficiency of the building and in completing the standard form at Appendix B;

Disclosure for Public Information

9. To increase the transparency of information to the public, the following information will be uploaded onto the BD website after the issuance of the occupation permit:

(a) The estimated energy performance / consumption information as described in paragraph 6(d)(iii) above;

(b) The results of the Provisional Assessment under the BEAM Plus certification as described in paragraph 6(d)(i) above, which will be replaced by the results of the Final Assessment described in paragraph 6(d)(iv) above, upon receipt; and

/(c) .....

(c) The finalised RTTV and OTTV for RRF as recorded in the final energy efficiency report.

(HUI Siu-wai)
Building Authority

Ref. : BD GP/BREG/P/49

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Appendix A
(PNAP APP- 151)

List of GFA Concessions

		Practice Notes	Features subject to compliance with the pre-requisites in para. 6 & 7 of PNAP APP-151	Features Subject to the Overall Cap of 10% in para.4 of PNAP APP-151
Disregarded GFA under Regulation 23(3)(b) of the Building (Planning) Regulations (B(P)R)				
1.	Carpark and loading/unloading area excluding public transport terminus	PNAP APP-2 and APP-111		
2.	**Plant rooms and similar services**			
2.1	Mandatory feature or essential plant room, area of which is limited by respective PNAP or regulation, such as lift machine room,TBE room, refuse storage chamber, etc. [1]	PNAP APP-35 & APP-84		
2.2	Mandatory feature or essential plant room, areas of which is NOT limited by any PNAP or regulation, such as room occupied solely by FSI and equipment, meter room, transformer room, potable and flushing water tank, etc. [2]	PNAP APP-2 and APP-42		
2.3	Non-mandatory or non-essential plant room, such as A/C plant room, AHU room, etc. [3]	PNAP APP-2 and APP-42	✓	✓
Disregarded GFA under Regulation 23A(3) of the B(P)R				
3.	Area for picking up and setting down persons departing from or arriving at the hotel by vehicle	PNAP APP-40		
4.	Supporting facilities for a hotel	PNAP APP-40		
Green Features under Joint Practice Notes (JPNs)				
5.	Balcony for residential buildings	JPN1	✓	✓
6.	Wider common corridor and lift lobby	JPN1	✓	✓
7.	Communal sky garden	JPN1 & 2 PNAP APP-122	✓	
8.	Communal podium garden for non-residential buildings	JPN1	✓	
9.	Acoustic fin	JPN1	✓	
10.	Wing wall, wind catcher and funnel	JPN1	✓	
11.	Non-structural prefabricated external wall	JPN2	✓	✓
12.	Utility platform	JPN2	✓	✓
13.	Noise barrier	JPN2	✓	
Amenity Features				
14.	Counter, office, store, guard room and lavatory for watchman and management staff, Owners' Corporation Office	PNAP APP-42	✓	✓
15.	Residential recreational facilities including void, plant room, swimming pool filtration plant room, covered walkway etc serving solely the recreational facilities	PNAP APP-2, APP-42 and APP-104	✓	✓
16.	Covered landscaped and play area	PNAP APP-42	✓	

17.	Horizontal screen/covered walkway, trellis	PNAP APP-42	✓	✓[9]
18.	Larger lift shaft	PNAP APP-89	✓	✓
19.	Chimney shaft	PNAP APP-2	✓	✓
20.	Other non-mandatory or non-essential plant room, such as boiler room, SMATV room [4]	PNAP APP-2	✓	✓
21.	Pipe duct, air duct for mandatory feature or essential plant room[5]	PNAP APP-2 & APP-93		
22.	Pipe duct, air duct for non-mandatory or non-essential plant room[6]	PNAP APP-2	✓	✓
23.	Plant room, pipe duct, air duct for environmentally friendly system and feature[7]	PNAP APP-2	✓	
24.	High headroom and void in front of cinema, shopping arcade etc. in non-domestic development[8]	PNAP APP-2	✓	
25.	Void over main common entrance (prestige entrance) in non-domestic development	PNAP APP-2 & APP-42	✓	✓
26.	Void in duplex domestic flat and house	PNAP APP-2	✓	✓
27.	Sunshade and reflector	PNAP APP-19, APP-67 & APP-156		
28.	Minor projection such as AC box, window cill, projecting window	PNAP APP-19 & APP-42		
29.	Other projection such as air-conditioning box and platform with a projection of more than 750mm from the external wall	PNAP APP-19	✓	✓
Other Items				
30.	Refuge floor including refuge floor cum sky garden	PNAP APP-2 & APP-122		
31.	Covered area under large projecting/overhanging feature	PNAP APP-19		
32.	Public transport terminus (PTT)	PNAP APP-2		
33.	Party structure and common staircase	PNAP ADM-2		
34.	Horizontal area of staircase, lift shaft and vertical duct solely serving floor accepted as not being accountable for GFA	PNAP APP-2		
35.	Public passage	PNAP APP-108		
36.	Covered set back area	PNAP APP-152		
Bonus GFA				
37.	Bonus GFA	PNAP APP-108		

Notes:

1 Mandatory feature or essential plant room, area of which is limited by respective PNAP or regulation, include duct for basement smoke extraction system, lift machine room, telecommunications and broadcasting room, refuse storage chamber, refuse storage and material recovery chamber, material recovery chamber, refuse storage and material recovery room, or similar feature / plant room, and pipe and air ducts which are part of the distribution network for such mandatory feature or essential plant and contained within such room.

2 Mandatory feature or essential plant room, area of which is NOT limited by any PNAP or regulation*, include electrical switch room, meter room, transformer room, generator room, potable and flushing water tank and pump room, sewage treatment plant room, refuse chute, refuse hopper room, room occupied solely by fire service installations and equipment such as fire service / sprinkler water tank and pump room, fire control centre, CO2 room, fan for smoke extraction system / staircase pressurization system, hose reel closet, sump pump room/ pump room for rainwater, soil and waste disposal, or similar feature / plant room and pipe and air ducts which are part of the distribution network for such mandatory feature or essential plant and contained within such room.

3 Non-mandatory feature or non-essential plant room, area of which may be disregarded under regulation 23(3)(b) of the B(P)R, include plant room occupied solely by machinery or equipment for air-conditioning or heating system such as AC plant room, air handling unit room, or similar plant room, and pipe and air ducts which are part of the distribution network for such feature or plant and contained within such room.

4 Other non-mandatory feature or non-essential plant room, area of which may be exempted under regulation 23(3)(a) of the B(P)R, include hot water boiler room, filtration plant room for swimming pool in a hotel or for a water feature in a communal garden/landscape area, SMATV room, or similar plant room, and pipe and air ducts which are part of the distribution network for such feature or plant and contained within such room.

5 Pipe duct, air duct for mandatory feature or essential plant room, include pipe duct for rainwater, soil and waste disposal and individual pipe and air ducts which are part of the distribution network for such mandatory feature or essential plant as described in notes 1 and 2 above, and located outside such plant room.

6 Pipe duct, air duct for non-mandatory feature or non-essential plant room, include individual pipe and air ducts which are part of the distribution network for such non-mandatory feature or non-essential plant as described in notes 3 and 4 above and located outside such plant room.

7 Plant room for environmentally friendly system and feature, area of which may be exempted under regulation23(3)(a) of the B(P)R, include plant room for rainwater harvesting / grey water recycling system, battery room for solar panels, or similar system / feature, and pipe and air ducts which are part of the distribution network for such system and feature.

8 High headroom and void in front of cinema, shopping arcade etc. in non-domestic development include void in front of cinema, theatre balcony, banking hall, shopping arcade, cockloft floor for storage within the ground storey in single-staircase building, auditoriuim, sporting hall, school hall and religious institution that have operational justifications.

9 Horizontal screen / covered walkway / trellis may be excluded from the overall cap on GFA concessions subject to provision of greenery to BA's satisfaction as stipulated under PNAP APP-42.

* Although the feature or plant room, area of which is not limited by any PNAP or regulation, only the minimum amount of GFA necessary for accommodating and maintaining the services and commensurate with the the development would be allowed to be disregarded as stated in PNAP APP-2.

(9/2014)

Appendix B
附錄B
(PNAP APP- 151)
(《認可人士、註冊結構工程師及註冊岩土工程師作業備考-151》)

Declaration on Annual Energy Use of a Building Development
樓宇發展項目每年能源消耗量聲明

Part I: Building Particulars
第一部分: 樓宇詳情

(a) Building name 樓宇名稱 (if known 如知悉): (English)_____ (中文)_____

(b) Address of site 地盤地址: (English)_____

(中文)_____

(c) Lot number 地段編號: _____

(d) Type of building 樓宇類型:
* Domestic Building 住宅樓宇 / Non –domestic Building 非住宅樓宇/Composite Building 綜合用途樓宇

(e) Provision of Central Air Conditioning 提供中央空調 *YES 是 / NO 否

(f) Provision of Energy Efficient Features 提供具能源效益的設施 *YES 是 / NO 否

(g) Please list the * proposed / installed Energy Efficient Features (add separate sheet if necessary)
請列出 * 擬安裝 / 已安裝的具能源效益的設施 (如有需要，請另頁說明)

	English	中文
1.		
2.		
3.		

Part II: Predicted Annual Energy Use① of * Proposed / Completed * Building / Part of Building
第二部分: * 擬興建 / 已竣工 * 樓宇 / 部分樓宇預計每年能源消耗量①

Type of Development 發展項目類型	Location 位置	Internal Floor Area Served (m^2) 使用有關裝置的內部樓面面積 (平方米)	Annual Energy Use of Baseline Building② (m^2/annum) 基線樓宇②每年能源消耗量 (平方米/年)		Annual Energy Use of Proposed/Completed Building (m^2/annum) 擬 * 興建/已竣工樓宇每年能源消耗量 (平方米/年)	
			Electricity 電力 kWh 千瓦小時	Town Gas / LPG 煤氣 / 石油氣 unit 用量單位	Electricity 電力 kWh 千瓦小時	Town Gas/ LPG 煤氣 / 石油氣 unit 用量單位
Domestic Development (excluding Hotel) 住用發展項目 (不包括酒店)	Central building services installation③ 中央屋宇裝備裝置③					
Non-domestic Development④ (including Hotel) 非住用發展項目④	Podium(s) (central building services installation) 平台 (中央屋宇裝備裝置)					
	Podium(s) (non - central building services installation) 平台 (非中央屋宇裝備裝置)					
(包括酒店)	Tower(s) (central building services installation) 塔樓 (中央屋宇裝備裝置)					
	Tower(s) (non - central building services installation) 塔樓 (非中央屋宇裝備裝置)					

Note: In general, the lower the estimated "Annual Energy Use" of the building, the more efficient the building in terms of energy use. For example, if the estimated "annual energy use of proposed building" is less than the estimated "annual energy use of baseline building", it means the predicted use of energy is more efficient in the proposed building than in the baseline building. The larger the reduction, the greater the efficiency.
註：一般來說，樓宇的預計每年每平方米能源消耗量愈低，樓宇的能源消耗愈有效。例如，如果擬興建樓宇的預計每年能源消耗量少於基線樓宇預計的每年能源消耗量，則表示擬興建樓宇的預計能源使用較基線樓宇有效。減少愈多，效能愈大。

Part III
第三部分

The following installation(s) * is / are * designed / completed in accordance with the relevant Codes of Practice published by the Electrical and Mechanical Services Department:-
以下裝置乃按機電工程署公布的相關實務守則 設計 / 完成：-

Type of Installations 裝置類型	YES 是	NO 否	N/A 不適用
Lighting Installations 照明裝置			
Air Conditioning Installations 空調裝置			
Electrical Installations 電力裝置			
Lift & Escalator Installations 升降機及自動梯的裝置			
Performance-based Approach 以總能源爲本的方法			

Please (✓) where appropriate 請在適當方格內填上(✓)號

_____
Signature 簽署#
(Registered Professional Engineer註冊專業工程師/ Registered Energy Assessor 註冊能源效益評核人)

_____
Certificate of Registration No. 註冊證書編號#

_____
Date of expiry of registration 註冊到期日#

_____
Signature簽署#
(Authorized Person 認可人士)

_____
Certificate of Registration No. 註冊證書編號#

_____
Date of expiry of registration 註冊到期日#

_____
Company Chop公司印章/ Signature of applicant申請人簽署

_____
Date日期

In accordance with the registration record 根據註冊記錄

* Delete whichever is inapplicable 請刪去不適用者

① The predicted annual energy use per m^2 per annum, in terms of electricity consumption (kWh) and town gas/LPG consumption (unit) of the development by the internal floor area served, where:-
預計每年每平方米能源消耗量〔以耗電量（千瓦小時）及煤氣/石油氣消耗量用量單位）計算)，指將發展項目的每年能源消耗總量除以使用有關裝置的內部樓面面積所得出的商，其中：

(a) "total annual energy use" has the same meaning of "annual energy use" under Section 4 and Appendix 8 of the BEAM Plus for New Building (current version); and
每年能源消耗量"與新建樓宇BEAM Plus標準（現行版本）第4節及附錄8中的「年能源消耗」具有相同涵義；及

(b) "internal floor area", in relation to a building, a space or a unit means the floor area of all enclosed space measured to the internal faces of enclosing external and/or party walls.
樓宇、空間或單位的"內部樓面面積"，指外牆及/或共用牆的內壁之內表面起量度出來的樓面面積。

② "Baseline Building" has the same meaning as "Baseline Building Model (zero-credit benchmark)" under Section 4 and Appendix 8 of the BEAM Plus for New Building (current version).
"基線樓宇"與新建樓宇BEAM Plus標準（現行版本）第4節及附錄8中的"基準建築物模型（零分標準）"具有相同涵義。

③ 'Central Building Services Installation' has the same meaning as that in the Code of Practice for Energy Efficiency of Building Services Installation issued by the electrical and Mechanical Services Department.
"中央屋宇裝備裝置"與機電工程署發出的《屋宇裝備裝置能源效益實務守則》中的涵義相同。

④ Podium(s) normally means the lowest part of the development (usually the lowest 15m of the development and its basement, if any) carrying different use(s) from that of the tower(s) above. For development without clear demarcation between podium(s) and tower(s), the development, as a whole, should be considered as tower(s).
平台一般指發展項目的最低部分（通常爲發展項目最低15米部分及其地庫(如適用)），並與其上的塔樓具有不同用途。對於並無明確劃分平台與塔樓的發展項目，應視整個發展項目爲塔樓。

Sustainable Building Design Guidelines

This practice note promulgates guidelines on building design which will enhance the quality and sustainability of the built environment in Hong Kong. These guidelines are the Sustainable Building Design Guidelines (SBD Guidelines) referred to in Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-151, the compliance with which the Building Authority (BA) will take into account, where applicable, as a pre-requisite in exempting or disregarding green and amenity features and non-mandatory / non-essential plant rooms and services from gross floor area and/or site coverage calculations (GFA concessions) for new building developments. Terminology used in the SBD Guidelines is listed in Appendix A.

Objectives

2. The SBD Guidelines establish 3 key building design elements to enhance the environmental sustainability of our living space. They are building separation, building setback and site coverage of greenery. The objectives are to achieve better air ventilation, enhance the environmental quality of our living space, provide more greenery, particularly at pedestrian level; and mitigate the heat island effect.

Building Separation

3. In order to improve air ventilation, enhance the environmental quality at pedestrian level and mitigate heat island effects arising from the undesirable screening effect of long buildings at different levels, building sites of the following categories should comply with the building separation requirements:

(a) sites that are 20,000m^2 or above; or

(b) sites that are less than 20,000m^2 and proposed with building or group of buildings having a *continuous projected façade length (Lp)* of 60m or above.

4. Building separation requirements for each *assessment zone*:

(a) Design Requirement (1) – *Lp*

The *Lp* of a building or group of buildings along a *street* should not exceed the maximum permissible[1] which is calculated based on 5 times the *mean width of street canyon (U)*; and

/(b) .....

[1] See Appendix B for computation of maximum permissible *Lp*

(b) Design Requirement (2) – *Separating Distance (S)* and *Permeability (P)*

(i) The *P*, comprising a minimum of 2/3 *Intervening Space (IS)* and a maximum of 1/3 *Permeable Element (PE)*, assessed on two vertical projection planes for the two categories of sites should not be less than those as shown in Table 1.

(ii) Along the chosen projection planes, the *S* for the *IS* between the projected façade of the building and the site boundaries or the centreline of adjoining *streets* / lanes should not be less than 7.5m wide; and

(iii) If such *IS* are not sufficient to meet 2/3 of the *P*, additional *IS* with *S* not less than 15m wide can be provided between 2 projected building façades for making up.

Table 1

Height (H) of the tallest building	Minimum P of buildings in each *assessment zone* on two projection planes		
	Site area < 20,000m^2 and with Lp ≥ 60m	Site area ≥ 20,000m^2	
	Each Plane	Plane 1	Plane 2
H ≤ 60m	20%	20%	25%
H > 60m	20%	20%	33.3%

5. Detailed requirements and method of measurement on *Lp, S* and *P* are given in Appendix B.

6. Standalone residential building blocks of height not exceeding 15m can be exempted from the building separation requirements and disregarded in the assessment of such for other buildings.

Building Setback

7. In order to improve air ventilation, enhance the environmental quality at pedestrian level and mitigate street canyon effect, buildings fronting a *street* less than 15m wide should be set back to comply with one of the following requirements:

(a) For maintaining a ventilation corridor with minimum section of 15m x 15m, no part of the building up to a level of 15m above the *street* level should be within 7.5m from the centreline of the *street* as shown in Figures C1 and C2 of Appendix C. Where level of a *street* varies, the minimum sectional area should be kept along the full frontage following the profile of the *street*.

/(b).....

(b) Where a cross-ventilated communal podium garden with a clear height of not less than 4.5m is provided, no part of the building up to a level of 15m above the *street* level, should protrude above the 45° inclined plane, the base of which is placed at *street* level at the site boundary line on the opposite side of the *street* as shown in Figures C3 and C4 of Appendix C.

Typical examples on the application of building setback requirements are given in Figures C5 to C9 of Appendix C.

8. In determining the compliance with the setback requirement, the BA may take into account the following factors:

(a) Structures higher than 15m above the *street* level may be allowed to build over the setback area[2]. If the setback area is uncovered, a canopy that complied with regulation 10 of the B(P)R may be permitted;

(b) Minor projecting features and signboards projecting not more than 600mm from the external walls and at a clear height of not less than 2.5m above the *street* level; and single-storey footbridges across the setback area may also be permitted;

(c) Columns supporting the building above may be permitted within the setback areas subject to requirements as shown in Figure C2 of Appendix C; and

(d) The setback area should be properly landscaped and paved, and be open without any permanent building structures other than landscaped features, perforated balustrades, perforated boundary walls and structural columns.

9. Buildings may be exempted from whole or parts of the building setback requirement with reference to a *street* where its height[3] is less than 2 times the mean width of the *street*.

Site Coverage of Greenery

10. In order to improve the environmental quality of the urban space, particularly at the pedestrian level and to mitigate the heat island effect, sites with areas of 1,000m^2 or more should be provided with *greenery areas* in accordance with Table 2. Detail guidelines are provided in Appendix D.

/Table....

[2] The setback area at ground level under the footprint of such structures or the covered areas under the canopy may be exempted from GFA calculation if it is designated as common parts accessible by occupants of the building and without any commercial activities.

[3] Height of the building in this context is measured from the mean level of the *street* on which the building abuts to the mean height of the roof over the highest usable floor space in the building.

Table 2

Site Area	Minimum Site Coverage of Greenery	
	Primary zone	Overall
1,000 m^2 – 20,000 m^2	10%	20%
≥ 20,000 m^2	15%	30%

11. This requirement is not applicable to sites with a single family house only.

Special Considerations

12. There are special circumstances in which genuine difficulties in complying with the SBD Guidelines may be encountered. Examples include new buildings serving special functions such as ferry piers, railway terminals, stadia; and conversion of existing buildings to new buildings especially the adaptive reuse of historic buildings where building façades or even layout are character defining elements. In recognition of such genuine constraints in meeting the prescriptive requirements, the BA takes a flexible and pragmatic stance when considering applicants' proposals holistically to achieve the objectives of the SBD Guidelines. Alternative approaches are provided in Appendix E.

Conditions for Approval

13. PNAP APP-151 specifies the compliance with the SBD guidelines as one of the pre-requisites for granting GFA concessions. When granting such modifications under section 42 of the Buildings Ordinance, the BA may impose relevant conditions for assuring the sustainability of the approved building design.

Information to be Submitted

14. To demonstrate compliance with the building separation, building setback and site coverage of greenery requirements, information as detailed in Appendix F should be submitted.

15. To increase the transparency of information to the public, plans and details showing the site coverage of greenery as described in Appendix F will be uploaded to the BD's website after the occupation permit is issued.

(HUI Siu-wai)
Building Authority

Ref. : BD GR/1-55/187/1
BD GP/BREG/P/49

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Appendix A
(PNAP APP-152)

Terminology

Air Ventilation Assessment (AVA)	*Air ventilation assessment (AVA)* is a protocol to objectively assess the effects of planning and development proposals on external air movement for achieving a better pedestrian wind environment. An advisory framework for the methodology to undertake *AVA* has been outlined in the Technical Guideline for Air Ventilation Assessment available in the Planning Department's website under the Hong Kong Planning Standard and Guidelines.
Assessment Zones	*Assessment zones* demarcate the vertical spatial division for assessing fulfilment of the building separation requirement. The zonal division consists of low zone (within 20m from level zero), middle zone (20-60m from Level Zero) and high zone (higher than 60m from Level Zero). [Building Separation]
Computational Fluid Dynamics (CFD)	*CFD* is a branch of fluid mechanics using numerical methods and algorithms to solve and analyze problems that involve fluid flows. Computers are used to perform the millions of calculations required to simulate the interaction of fluids and gases with the complex surfaces used in engineering.
Continuous projected facade length (Lp)	The total projected length of facade of a building or a group of buildings if separation between them is less than 15m. (see Figures B2 & B3 of Appendix B) [Building Separation]
Grass paving	Paving having not less than 50% of floor designed for the growth of grass or groundcovers. [Site Coverage of Greenery]
Greenery area	Area with live plants and soil or similar base. Such area may include other greening features as per Appendix D. [Site Coverage of Greenery]
Intervening Space (IS)	Space that is open to above or have a clear height of not less than 2/3 of the height of the respective assessment zone. [Building Separation]
Level Zero	The mean *street* level on which the site abuts or where the site abuts *streets* having different levels, the mean level of the lower or lowest *street*. [Building Separation]
Mean Width of Street Canyon (U)	The mean distance between (i) an external wall of the subject building which is within 30m perpendicular from the centre line of a *street* and (ii) the boundary of the other site on the opposite side of the *street*, as shown in Figures B4 to B7 of Appendix B. It forms the basis for assessing the maximum permissible Lp of the building in the assessment zone, which is 5x*U*. [Building Separation]
Primary Zone	The 15m vertical zone of a site along the abutting street level. The greenery in this zone is for providing visual contacts or access from a street through common parts of the building for enhancing the walkability of urban space to the public, visitors or occupiers. The top level of soil or similar base for planting should be taken as the reference level for inclusion in the Primary Zone. [Site Coverage of Greenery].
Permeability (P)	A percentage indicating how permeable a building or group of buildings in that assessment zone is. It is obtained by dividing the sum of the areas recognized as *intervening space* or *permeable elements* by the area of the assessment zone as shown in Figure B9 of Appendix B. [Building Separation].
Permeable Element (PE)	Space provided within, above, below or between buildings within the same site with a minimum clear width and clear height of 3m as projected onto the chosen projection plan, e.g. refuge floors, communal sky gardens etc. [Building Separation]
Separating Distance (S)	This is the minimum width of an *IS* in the following scenarios:- (i) between end of the projected building façade and the site boundary; (ii) between end of the projected building façade and the centerline of adjoining *street*/lane where the site abuts; or (iii) between 2 projected building facades. Where such distance varies for an *IS*, the method of arriving at the mean of such distance is shown in Figure B12 of Appendix B. [Building Separation]
Site Coverage of Greenery	The percentage of total live *greenery area* divided by the area of the site.
Street	A *street* of width not less than 4.5m vested in the Government and maintained by the Highways Department or a private street on land held under the same Government lease as the site and under the terms of the lease, the lessee has to surrender (when required to do so) the land on which the street is situated to the Government, as described under B(P)R18A(3)(a)(i) & (ii). [Building Separation and Building Setback]
Vertical greening	Greenery that grows within the primary zone on a vertical surface abutting a street or public pedestrian way/public open space accessible from a street, and the top level of the soil or similar base including the frame for greenery is within the primary zone. [Site Coverage of Greenery]

(Rev 1/2016)

Appendix B
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Building Separation Requirements

1. Assessment and Method of Measurement

1.1 The design of building(s) above *Level Zero* of the site shall comply with the Design Requirements (1) and (2) below. They shall be assessed separately for each of the three *assessment zones* i.e. the low, middle and high zones.

1.2 In general, all measurements for building separation are taken from the external walls of the building. Minor building features that will not materially affect air ventilation around buildings, including single-storey footbridges across buildings (not shadowed vertically by other footbridges), signboards, minor projecting features as described in paragraph 3 of PNAP APP-19, open sided features such as balconies, utility platforms, covered walkways, trellises and other highly permeable features such as railing and perforated fence walls (with free area $\geq$ 2/3 or equivalent) may be disregarded in the building separation assessment. Minor noise barriers that are not extensive in height and designed to permit air flow through or over the barriers may also be disregarded subject to the provision of appropriate building features or permeable elements such as communal podium gardens to compensate for the barrier's obstruction to free air flow to the satisfaction of the BA.

1.3 Effect on air ventilation around buildings due to topographical features in a site including any slope features and retaining walls may be disregarded. Any parts of a building that are below the original site topography may therefore be disregarded from the *assessment zone* (see Figure B1).

2. Design Requirement (1) - *Lp* of building(s) abutting a *street*

2.1 Design Requirement (1) controls the maximum *Lp* of a building or a group of buildings if any part of the building is within 30m from the centreline of the *street* on which the building(s) abuts.

2.2 The *Lp* of a building or a group of buildings along its long side shall not exceed the maximum permissible *Lp* which is obtained by multiplying 5 and the *U* on which the building(s) abuts. The *U* of such a street canyon in the *assessment zone* is measured perpendicular to the centreline of the *street* from the external wall of the building that is within 30m from the centreline of the *street*, to the site boundary of the other site on the opposite side of the *street* (see Figures B2 to B6). If the building or group of buildings abuts two or more *streets* having different *U*, the least *U* shall be adopted.

2.3 If the width of a street canyon varies (on plan), *U* is the width obtained by dividing the area of such a street canyon by its length as measured along the centreline of the *street*. If only a part of the building is within 30m from the centreline of the *street*, *U* is the mean width of the street canyon that abuts such part of the building. If there is more than one such street canyon along the same *street*, *U* is the width obtained by dividing the sum of the areas of such street canyons by the sum of the lengths, as measured along the centreline of the *street*, of such street canyons (see Figure B7).

2.4 For the purpose of measuring *Lp* of a building or a group of buildings along its long side, the part of the building(s) that is within the low zone and of a height of not more than 6.67m (i.e. 1/3 of 20m which is the height of the low zone) may be disregarded.

2.5 Maximum permissible *Lp* is not applicable for Design Requirement (1) in the following circumstances:

(a) The subject site does not abut a *street;*

(b) There is no building or no parts of building in the *assessment zone* within 30m from the centreline of any *streets* on which the site abuts.

3. Design Requirement (2) - *S* & *P* of Buildings (Projection Planes for Assessment)

3.1 Assessment on compliance with Design Requirement (2) shall be made through a pair of vertical projection planes (x, y) at an orthogonal relationship to each other (see Figure B8). At least one of the projection planes for the low zone shall be set parallel to a *street* on which the site abuts. For a site that abuts on a curvilinear *street*, the projection plane for the low zone shall be set along any tangent of the *street*. For the middle/high zones, such pair of projection planes may be set to suit the building disposition or the site wind environment.

3.2 To allow more flexibility in building design, the angle between each pair of projection planes may vary from 75 to 105 degrees.

3.3 For a site that is less than 20,000 m^2 and the total width of all projected building facades exceeds 60m along one projection plane only, assessment on compliance with Design Requirement (2) is only required for that projection plane.

4. Assessment of *S* and *P*

4.1 Elevation of all buildings within the site shall be projected onto the chosen projection planes. On each projection plane, the required *P* of buildings as stipulated in Table 1 of this PNAP shall be achieved (see Figure B9).

4.2 Not less than 2/3 of the required *P* shall be provided by *IS* between the ends of the projected building facades and the adjacent site boundaries or, where the site abuts a street or a lane, the centreline of adjoining *street* or lane[1]. Save for the part of building disregarded in paragraph 2.4 above, such *IS* shall provide a *S* of not less than 7.5m wide. For *S* involving site boundary or adjoining street/lane, if it varies on plan, the mean of *S* shall not be less than 7.5m and no part of the building shall be within 3m from the boundary line. If such *IS* cannot meet 2/3 of the required *P*, additional *IS* can be provided between buildings. Such additional *IS* shall have an *S* of not less than 15m (see Figures B10 to B12).

[1] The *street*/lane of width less than 4.5m may also be included in the assessment of *S* and *P*. Open space outside the site boundary is not accountable for *P*. However, where an area is zoned as open space on the Outline Zoning Plan / Development Permission Area Plan and provided such area is a nullah or designated as promenade or non-building area on the aforesaid plan and / or in the explanatory notes of the aforesaid plan, such area may be treated as a lane for the purpose of assessing *S* and *P*.

4.3 Not more than 1/3 of the required *P* may be provided by *PE*. (see Figures B10 & B11)

4.4 To allow more design flexibility, the projection line of the *IS* within an *assessment zone* may follow the path of a notional air corridor that starts at 90° from the projection plane (on plan). The air corridor may flow between buildings and may change direction without changing its width, when it meets the boundary line or anywhere within the site, by not more than 15° provided the direction of the air corridor after the change of course is always within 15° from its original path before it enters the site. The minimum width of the air corridor along its path between buildings shall not be less than 15m (see Figures B13 to B16).

4.5 When the site is large and / or of irregular shape, the site may be subdivided into two or more notional sites provided that the line of the sub-division is located along the centreline of a notional wind path that complies with the following requirements:

(a) the wind path is open to above from the lowest level of the subject *assessment zone* (disregarding the minor projecting features and permeable features mentioned in paragraph 1.2 above);

(b) it is of a width of not less than 15m;

(c) it is continuous across the site in one direction or it may change in direction by not more than 15 degrees provided its direction after the change of course is always within 15 degrees from its original path[2];

(d) where it meets the site boundaries, there is a street or lane with a mean width of not less than 7.5m.

4.6 After subdividing the site, the *P* may be assessed separately for each subdivided site using the same or a different pair of orthogonal projection planes (see Figures B17 & B18).

4.7 A sample case on assessment of building separation provisions is given in Figures B19 to B21.

[2] The wind path should preferably align with the summer prevailing wind direction or existing street pattern.

Site Topography & Sunken Buildings

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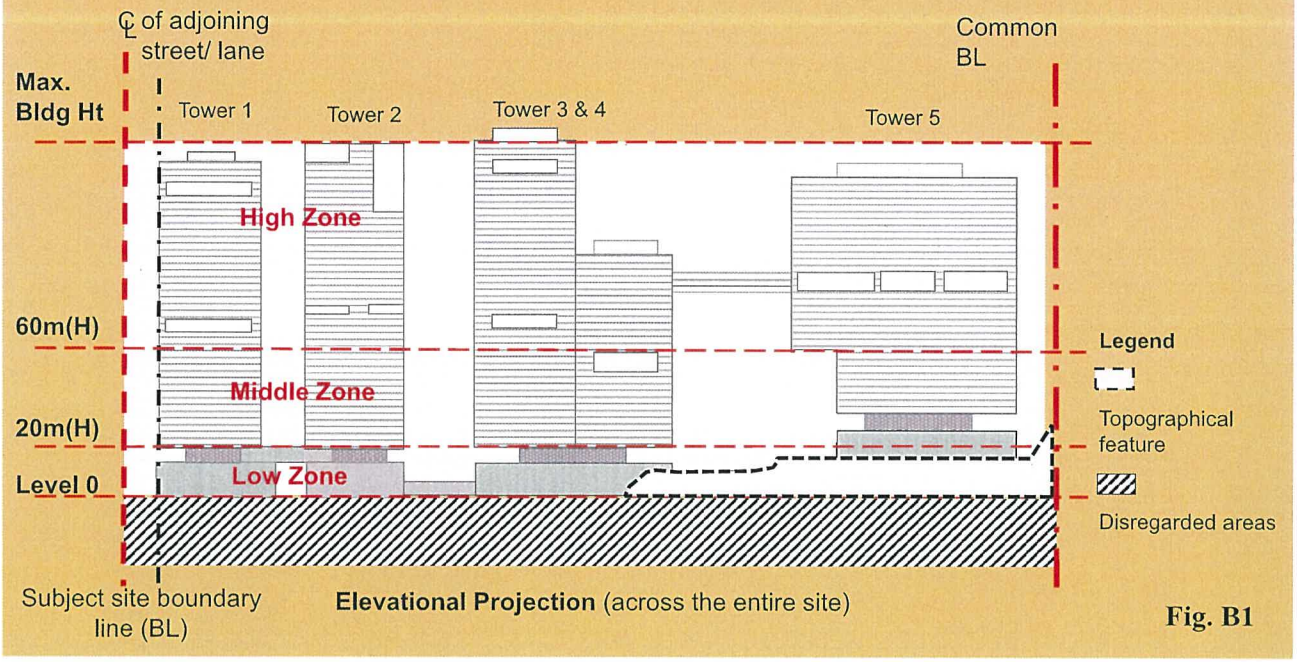
- "Level Zero" is the mean level of the lower or lowest street(s).
- The height of a building shall be measured from Level Zero to the mean height of the roof over the highest usable floor space.
- The effect on air ventilation around buildings due to topographical features or sunken part of a building below Level Zero shall be disregarded. (See Fig.B9-Fig.B11)



Elevational Projection (across the entire site)

Fig. B1

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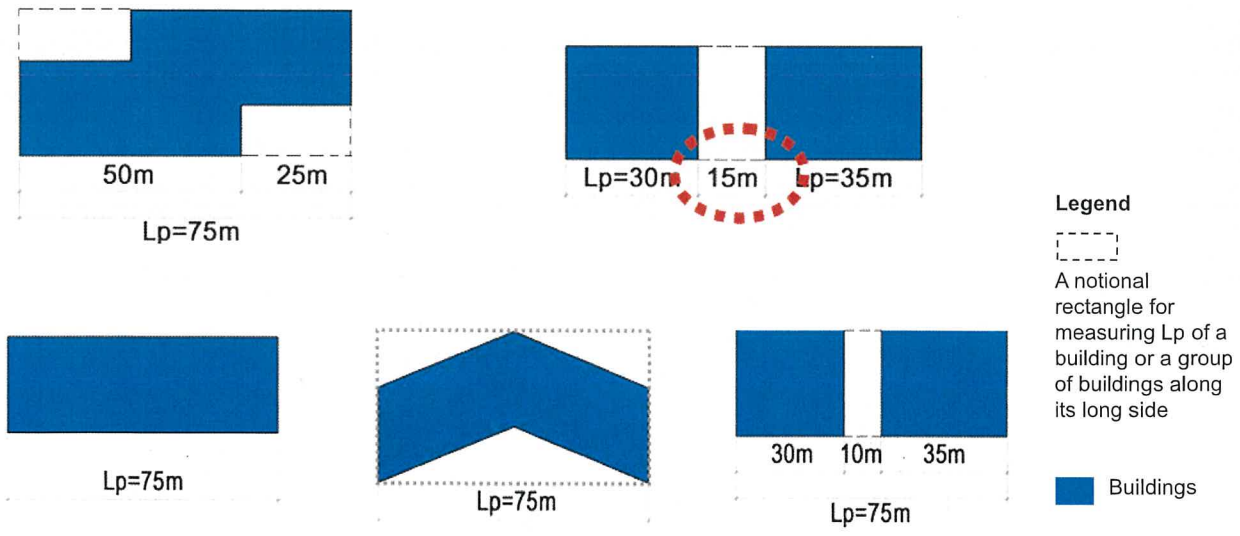
Lp Examples of determining Lp

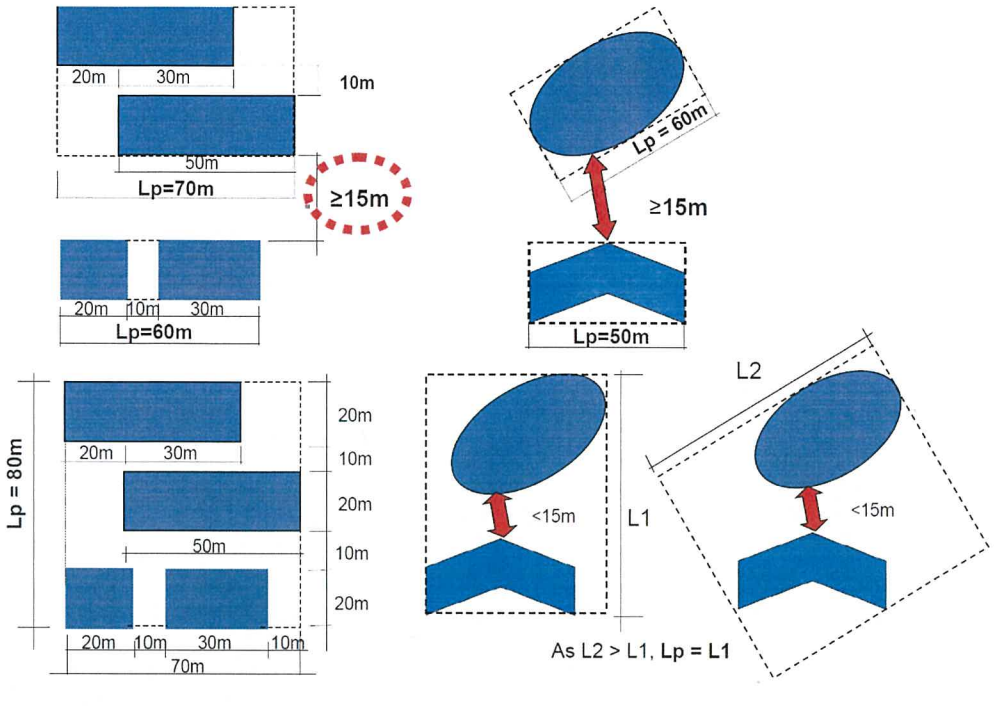
- Building portions at low zone of height ≤6.67m (1/3H of low zone) are disregarded in Lp measurement



Diagrammatic Plans of Buildings

Fig. B2

Lp Examples of Lp of a building or group of buildings along its long side

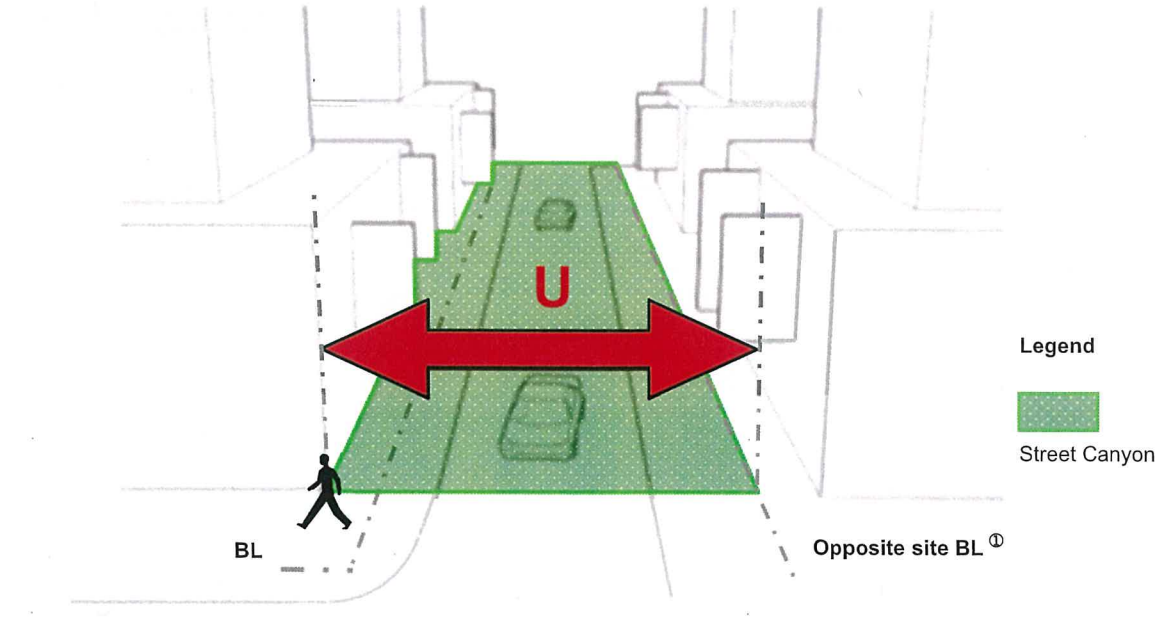


Diagrammatic Plans of Buildings

Fig. B3

Showing U

- Street canyon shall be vertically unobstructed. Minor projecting features, such as signboard, a covered footbridge and open sided features (balconies, utility platforms, covered walkways, trellises, etc.) may be disregarded.



① Opposite side of the street if no opposite site

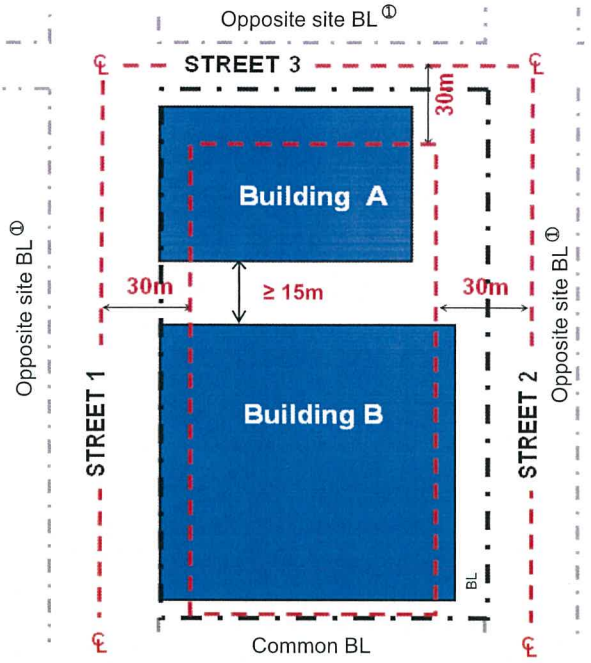
Perspective Showing Width of Street Canyon

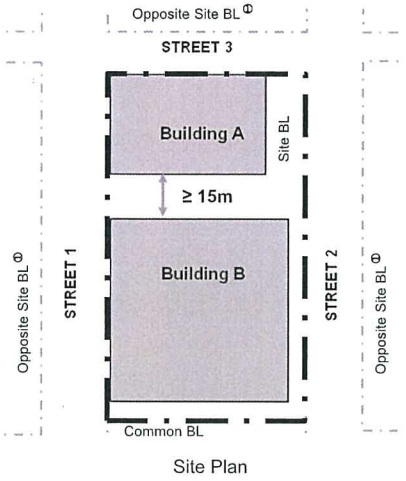
Fig. B4

Adjoining Street Canyons

Buildings subject to control on Lp

- Buildings/groups of buildings wholly or partly **within 30m** from the centreline of an adjoining street.



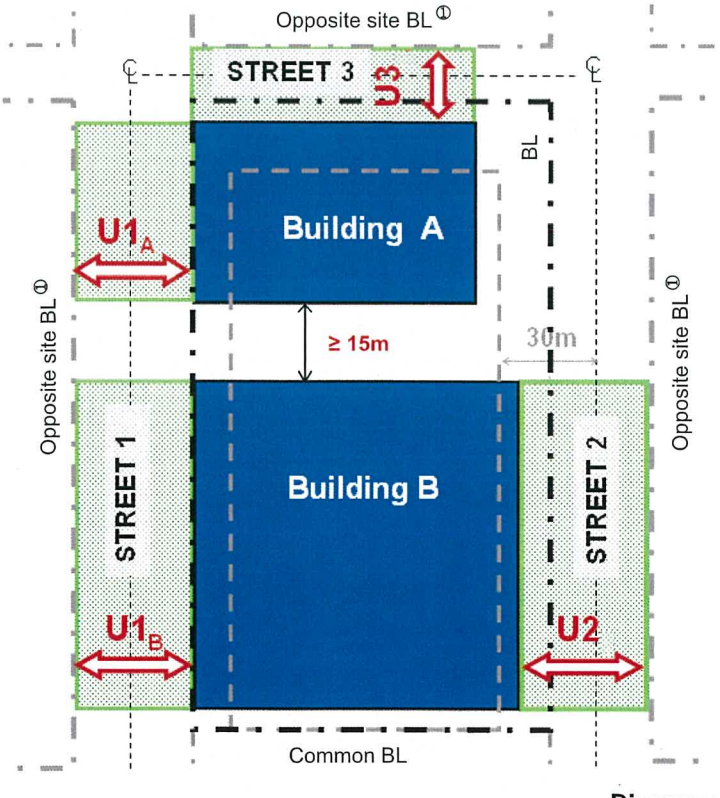


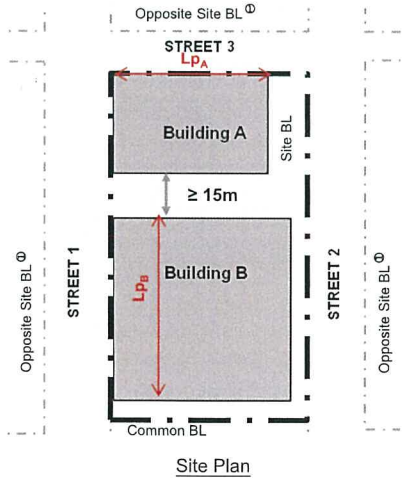
Diagrammatic Plans

① Opposite side of the street if no opposite site.

Fig. B5

U & Max. Permissible Lp





Max. Lp = 5 x U

- If a building abuts two or more streets, use the least U.
- **Building A**

  When $U3 < U1_A$, max. $Lp_A = 5 \times U3$
- **Building B**

  When $U1_B < U2$, max $Lp_B = 5 \times U1_B$

Diagrammatic Plans

① Opposite side of the street if no opposite site.

Fig. B6

U & Max. Permissible Lp

Building A

- When width of the adjoining street canyon varies, Lp is determined by the smallest U.
- When $U_{A1} < U_{A2}$, max. $Lp_A = 5 \times U_{A1}$

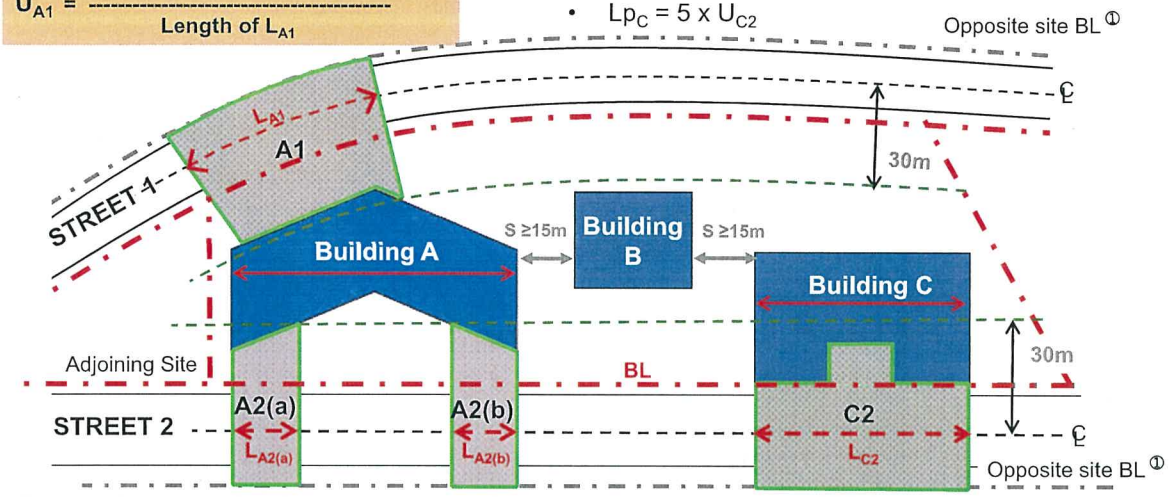
$$U_{A1} = \frac{\text{A1 (area of street canyon)}}{\text{Length of } L_{A1}}$$

Building B

- No part of the building is closer than 30m to the street centrelines. Building B is not subject to Design Requirement (1).

Building C

- Lp is determined by the U at Street 2:
- $Lp_C = 5 \times U_{C2}$



$$U_{A2} = \frac{\text{A2(a) + A2(b) (total areas of street canyon)}}{\text{Length of } L_{A2(a)} \text{ \& } L_{A2(b)}}$$

$$U_{C2} = \frac{\text{C2 (area of street canyon)}}{\text{Length of } L_{C2}}$$

① Opposite side of the street if no opposite site.

Diagrammatic Plan Fig. B7

Pair of Projection Planes for Assessment of P

Low Zone (Plan)

Middle/Upper Zone (Plan)

Low Zone

- One of the planes ① parallel to an adjoining street

Middle/High Zone

- Any pair of chosen planes ① to suit the building disposition or environmental context e.g. prevailing wind direction

P assessment on one plane only if:

- Site < 2ha and Lp > 60m on <u>one</u> projection plane only.

① The angle between each pair of projection planes is **75-105°**.

Fig. B8

Assessment of P

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$$P = \frac{\text{Sum of areas of IS and PE}}{\text{Area of the assessment zone}} \times 100\%$$

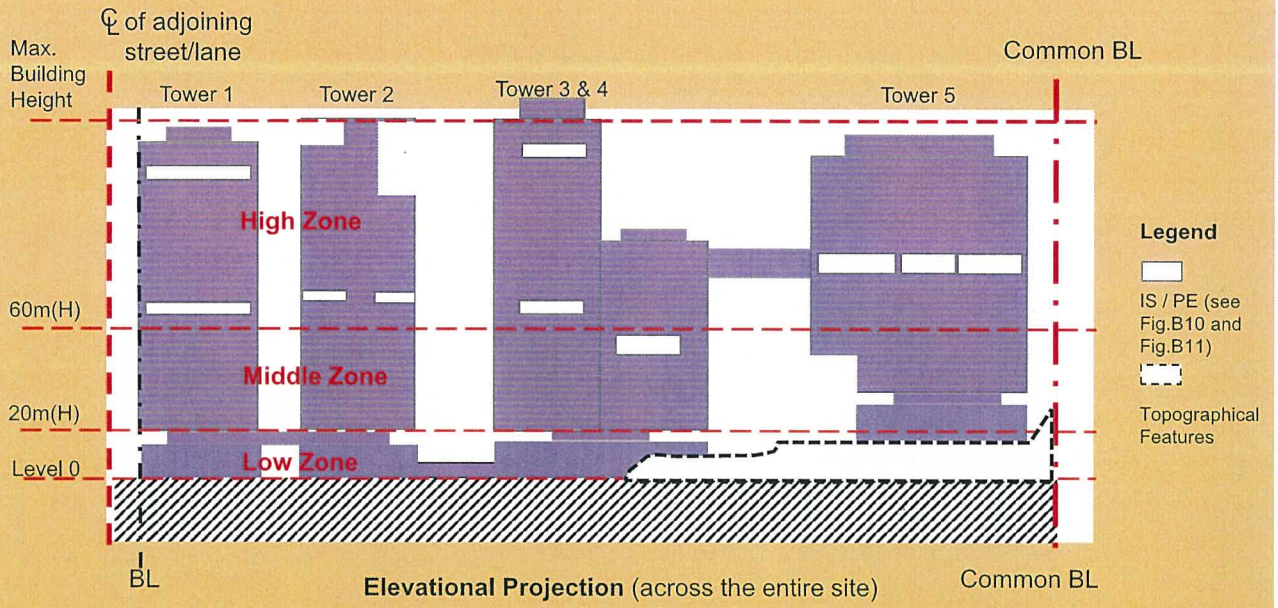

Fig. B9

IS & PE

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IS shall account for min. 2/3 of the required P

$$\frac{\text{Sum of areas of IS}}{\text{Area of the assessment zone}} \times 100\% \geq 2/3\ P$$

PE may contribute to maximum 1/3 of the required P

$$\frac{\text{Sum of areas of PE}}{\text{Area of the assessment zone}} \times 100\% \leq 1/3\ P$$

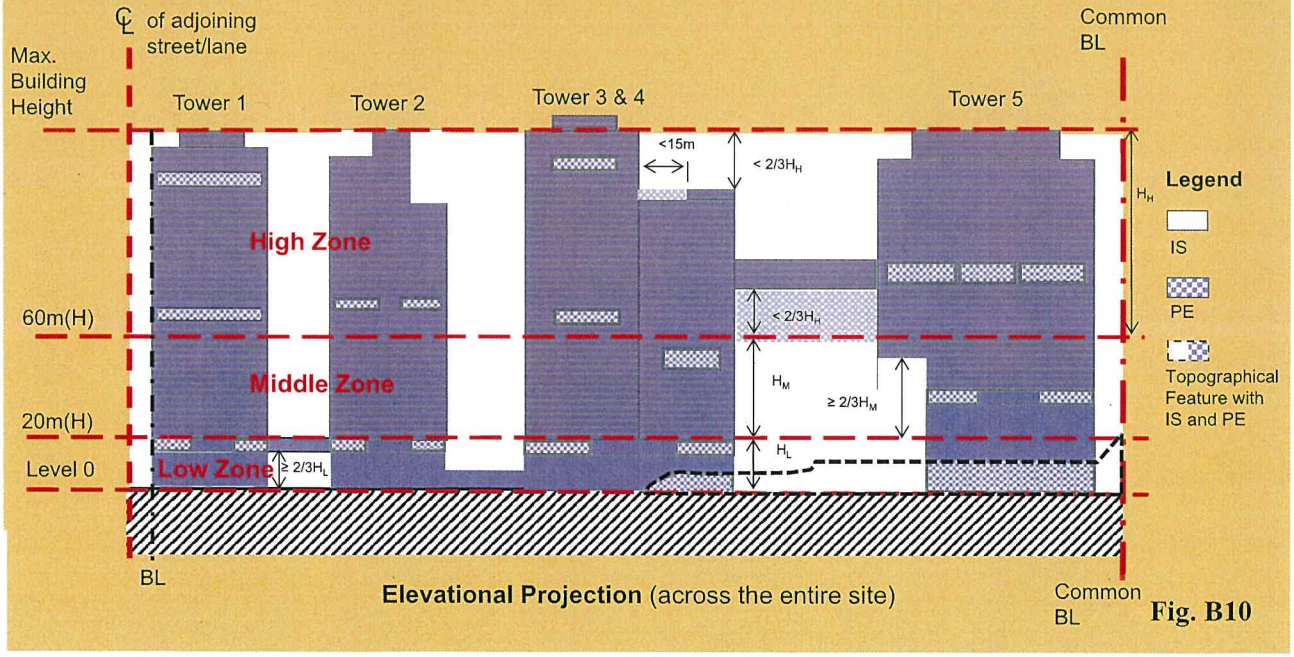
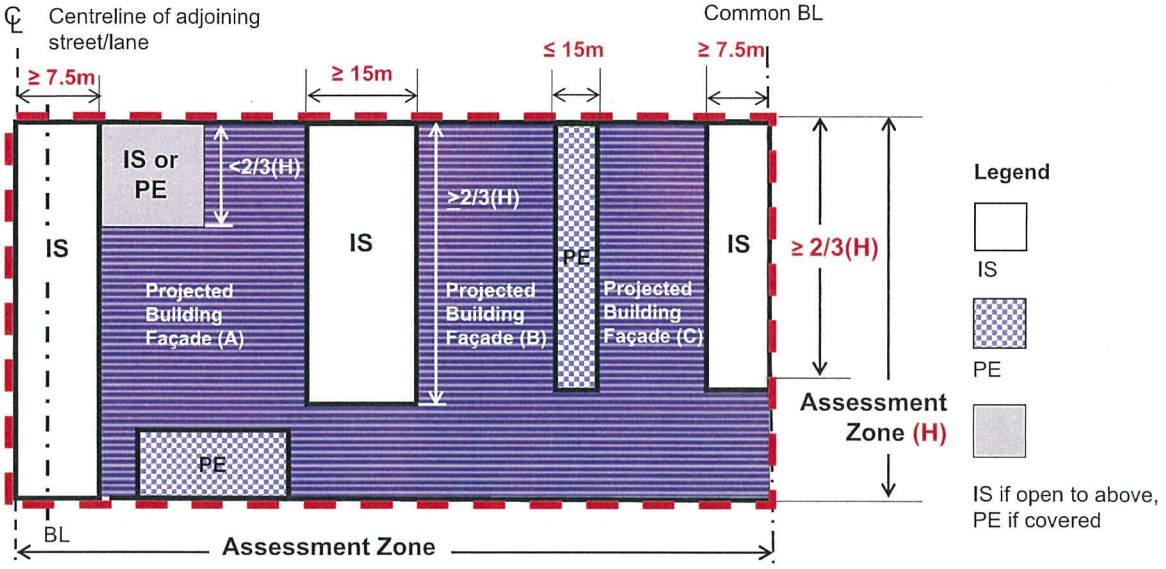


Fig. B10

IS and PE

- IS shall be provided between end of a projected façade and adjacent common BL / centreline of adjoining street/lane and has a width or mean width ≥ 7.5m (see Fig.B12, Fig.B14, Fig.B15 and Fig.B16).
- Additional IS between end of projected façades shall be ≥ 15m.
- Height of IS shall be ≥ 2/3H of the Assessment Zone or open to above.
- PE shall have clear width and clear height ≥ 3m.



Elevational Projection (across the entire site)

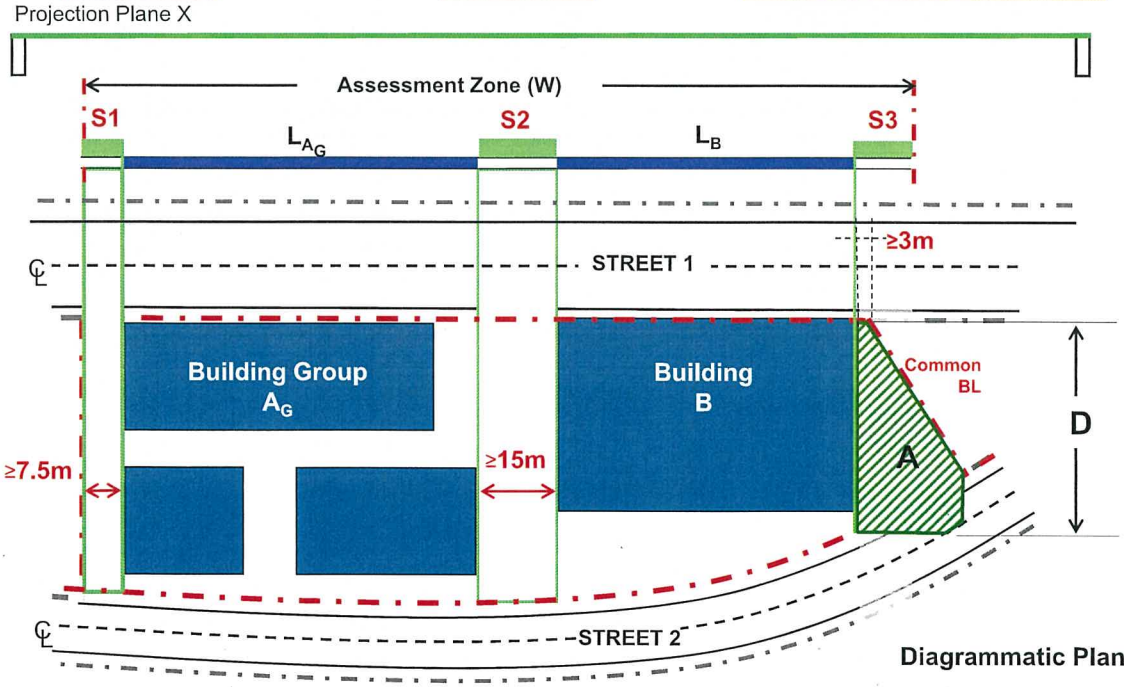
Fig. B11

Assessment of S

S1 ≥ 7.5m

S2 ≥ 15m

$S3^{①}$ = Area (A) / Depth (D) (≥ 7.5m)



Diagrammatic Plan

① No part of the building within 3m from the BL.

Fig. B12

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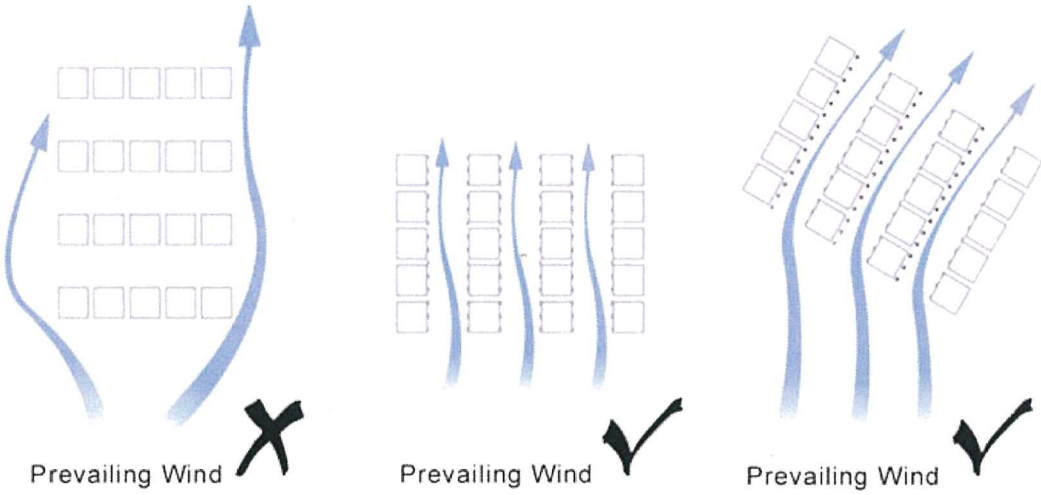
Notional Air Corridor

Provided that the minimum required width of the IS / notional air corridor is maintained,

- Change in direction is permissible **≤ 15°** when it meets the BL or anywhere within the site, and
- Overall direction deviate **≤ 15°** from the original path



Diagrammatic Plan

Fig. B13

Notional Air Corridor S between buildings & at façade ends

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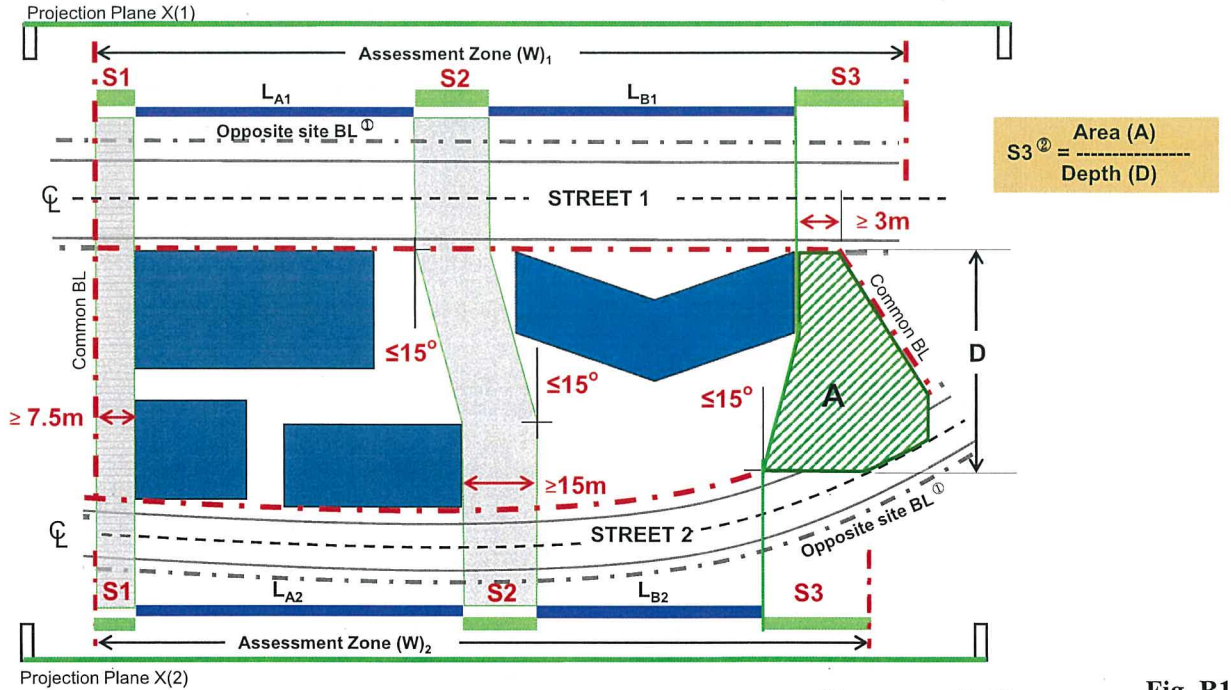
- When projection plane X is placed on either side of the site, length of a building façade so projected on the planes may vary.
- Assessment of P may be based on the projection on either Plane X(1) or X(2).
- S1 & S3 ② **≥7.5m.**
- S2 **≥15m**



Diagrammatic Plan

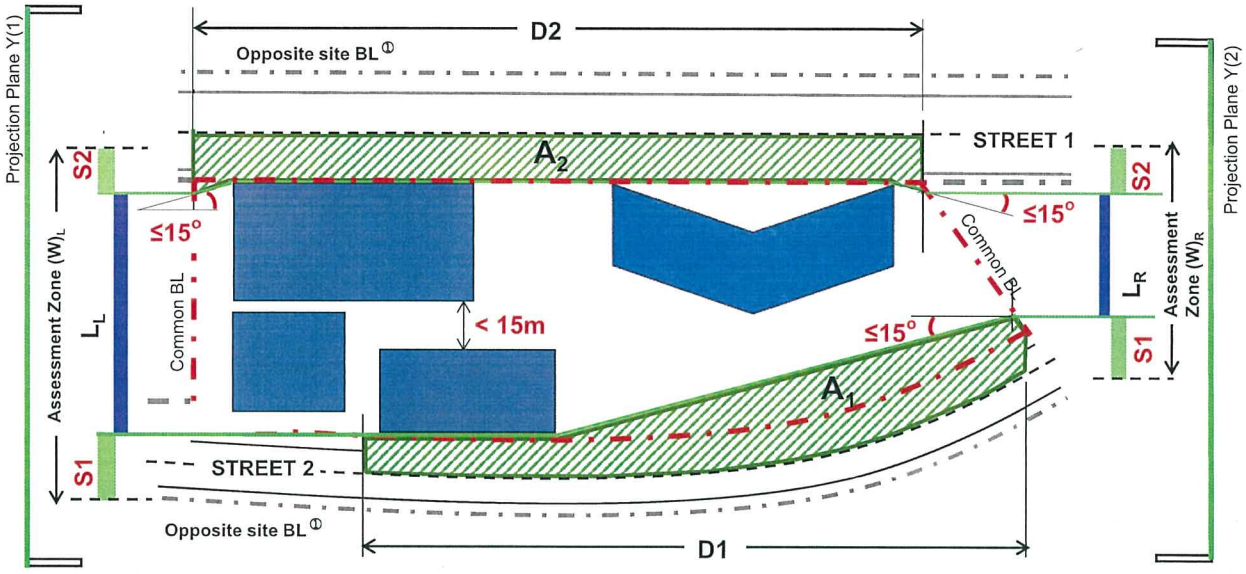
Fig. B14

① Opposite side of the street if no opposite site.
② No part of the building within 3m from the BL.

Notional Air Corridor S at façade ends

- When projection plane Y is placed on either side of the site, length of a building façade so projected on the planes may vary.
- Assessment of P may be based on the projection on either Y(1) or Y(2) as chosen.
- S1 & S2 between adjoining street/lane ≥7.5m

$$S = \frac{\text{Area (A)}}{\text{Depth (D)}} \quad (\geq 7.5\text{m})$$



① Opposite side of the street if no opposite site.

Diagrammatic Plan **Fig. B15**

Notional Air Corridor S at façade ends

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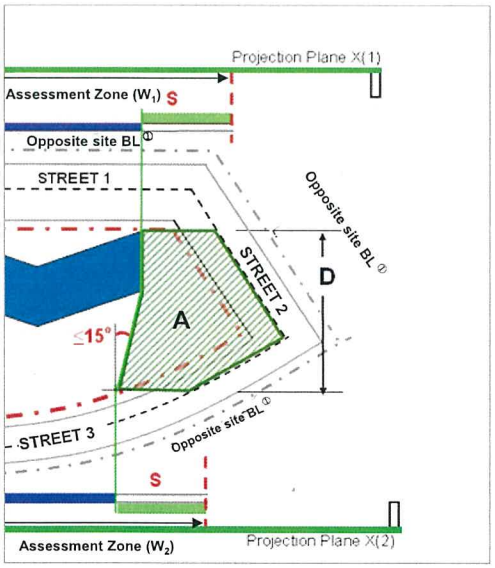
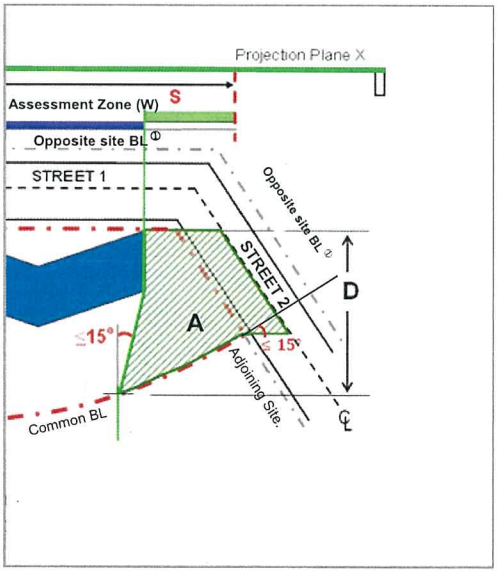
$$S^{②} = \frac{\text{Area (A)}}{\text{Depth (D)}} \quad (\geq 7.5\text{m})$$



- When the site abuts three adjoining streets



- When the site abuts two adjoining streets

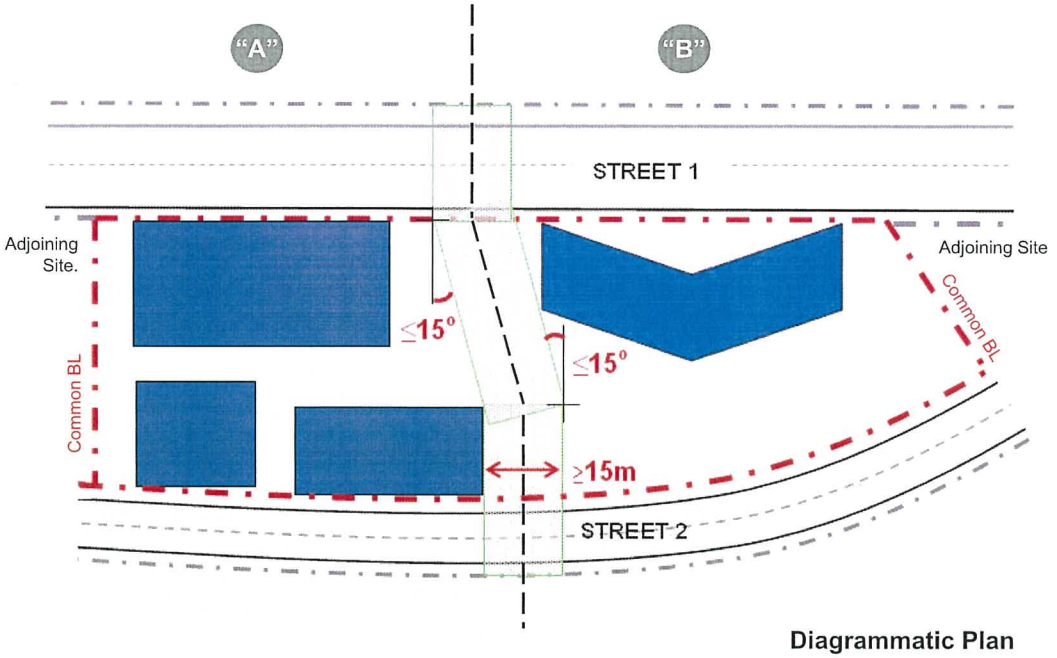
① Opposite side of the street if no opposite site.
② No part of the building within 3m from the BL.

Diagrammatic Plans **Fig. B16**

Wind Path passing through the site

Dividing the site into TWO or more notional sites for assessment of P

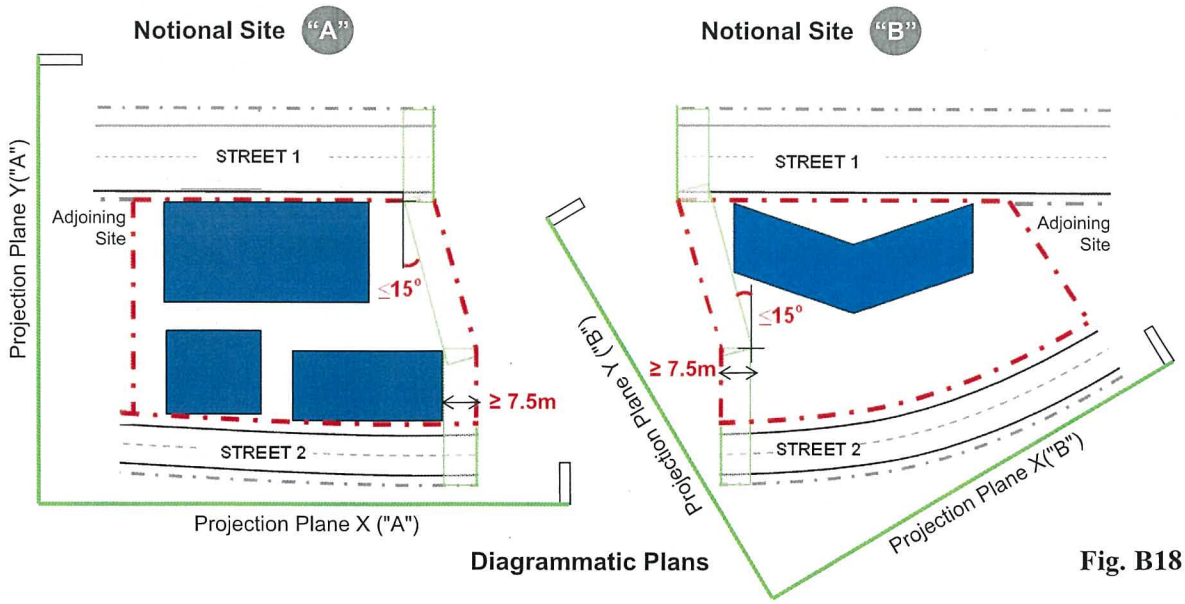
- vertically uncovered and unobstructed above the lowest level of the assessment zone
- width **≥ 15m**
- leading to a street or lane of mean width **≥ 7.5m** at both ends



Diagrammatic Plan **Fig. B17**

Sub-divided Notional Sites for Assessment of P

- S at the projected facade end shall be measured to the notional BL at centreline of the wind path.
- Individual pair of projection planes may be chosen for each of the TWO sub-divided sites for P assessment.
- "Level Zero" of the original undivided site shall be used for all notional sites.

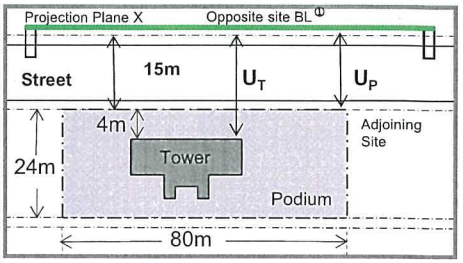


Diagrammatic Plans **Fig. B18**

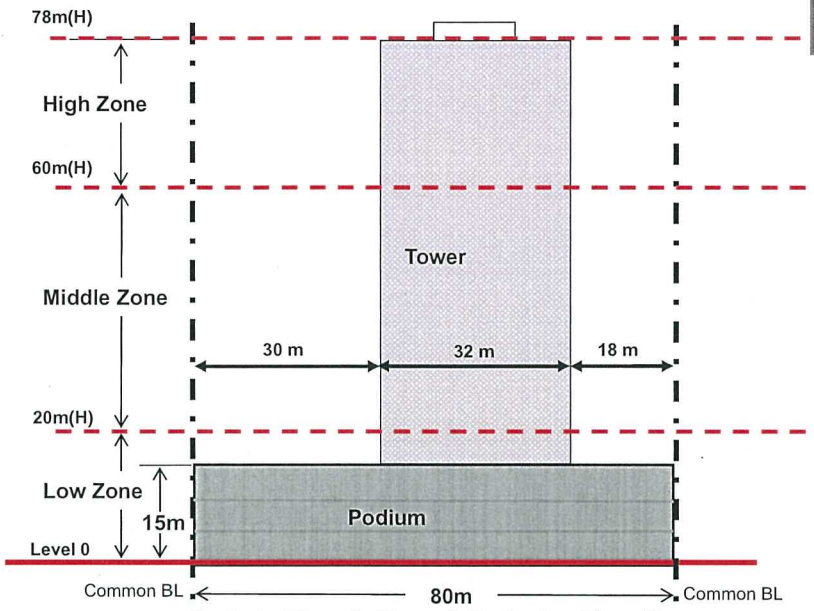
Building Separation Assessment

Sample Case

- Site area =1,920m² (< 20,000 m²)
- Proposed building: one tower above a podium of 15m(H)
- Max. building height = 78m (> 60m)
- The site abuts a street of 15m wide
- Lp of podium with full site coverage = 80m(>60m, *assessment required*)



Plan



Projected Facade Through Projection Plane X — Elevational Projection

Design Requirement (1)
Max. Lp = 5 x U

Building at Low Zone
- U_P = 15m, max. $L_P = U_P \times 5$ = 75m
- Lp of proposed podium = 80 m (> 75m) (*i.e. NOT OK*)

Building at Middle Zone
- U_T = 19m, max. $L_T = U_T \times 5$ = 95m
- Lp of proposed tower = 32m (< 95m) (*i.e. OK*)

Building at High Zone
- U_T = 19m, max. $L_T = U_T \times 5$ = 95m
- Lp of proposed tower = 32m (< 95m) (*i.e. OK*)

① Opposite side of the street if no opposite site

Fig. B19

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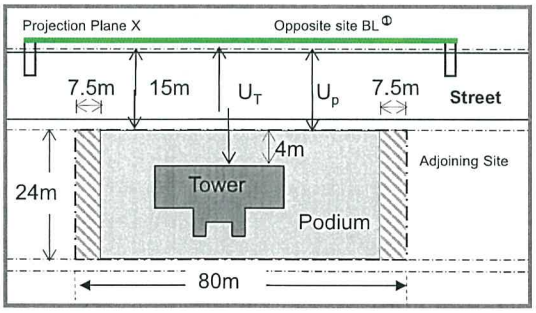
Building Separation Assessment

Design Requirement (1) - Low Zone

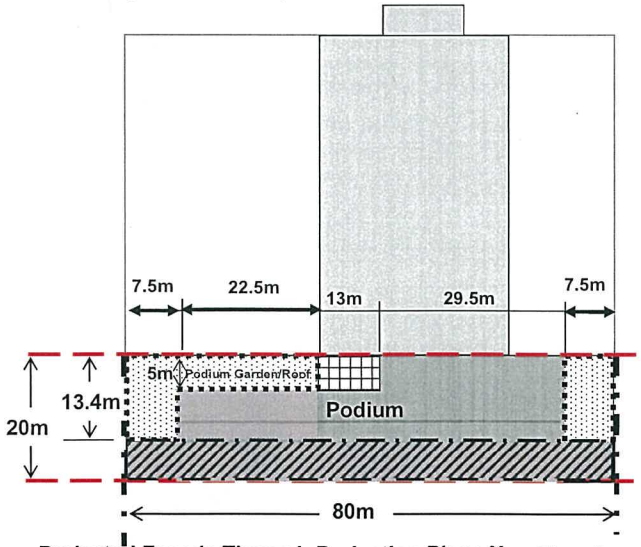
- U_P = 15m, max. $L_P = U_P \times 5$ = 75m
- Lp = 80m – 7.5m x 2 = 65m < 75m

Design Requirement (2) - Low Zone

- Minimum P = 20% (from Table 2)
- Set Projection Plane X parallel to a Street



Plan



Projected Facade Through Projection Plane X — Elevational Projection

IS & S
- min. 7.5m to common B.L.
- height ≥ 2/3 of the Assessment Zone **or** open to above

Total facade area of the IS
= (7.5x13.4)m² + (7.5x13.4 + 22.5x5)m² = 313.5m²

P achieved by the IS
= 313.5m² / (20x80)m² x 100%
= 19% (< 20%, but not less than (2/3) x 20% = 13.33%)

Facade area of the PE
= 13m x 5m = 65m²

P achieved by the PE
= 65m² / (20x80)m² x 100%
= 4% (< (1/3) x 20% = 6.66%, *i.e. all accountable*)

Overall P achieved at low zone
= 19% +4% = 23% (> 20%, *i.e. OK*)

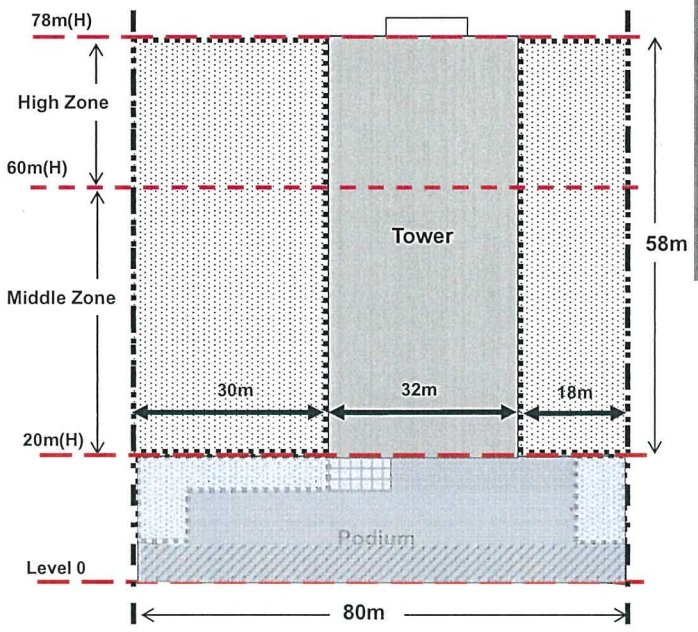
IS PE Low zone portion ≤1/3H are disregarded in Lp measurement

① Opposite side of the street if no opposite site

Fig. B20

Building Separation Assessment

Design Requirement (2) - Middle and High Zone

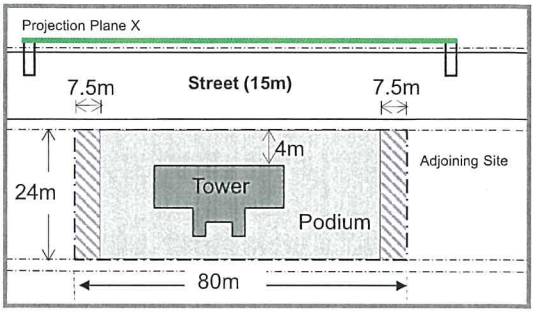


Projected Facade Through Projection Plane X

Elevational Projection

IS

(Rev. 1/2016)



Plan

IS & S for middle & high zone

- min. 7.5m to common BL
- height ≥ 2/3 of the Assessment Zone **or** open to above

Middle zone:

Total facade area of the IS

= (18x40)m^2 + (30x40)m^2 = 1920m^2

P achieved by IS

= 1920m^2 / (80x40)m^2 x 100%

= 60% (> 20%, *i.e. OK*)

High zone:

Total facade area of the IS

= (18x18)m^2 + (30x18)m^2 = 864m^2

P achieved by IS

= 864m^2 / (80x18)m^2 x 100%

= 60% (> 20%, *i.e. OK*)

Fig. B21

Building Setback Requirements

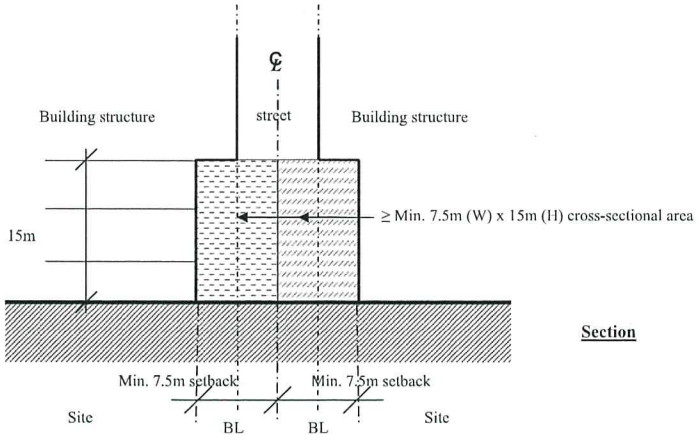


Fig. C1 Building setback as detailed in paragraph 7(a) of this PNAP

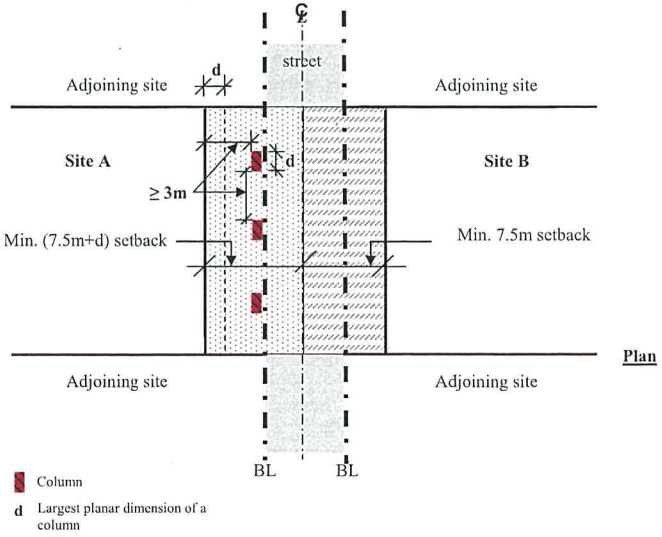


Fig. C2 Building setback as detailed in paragraphs 7(a) and 8(c)

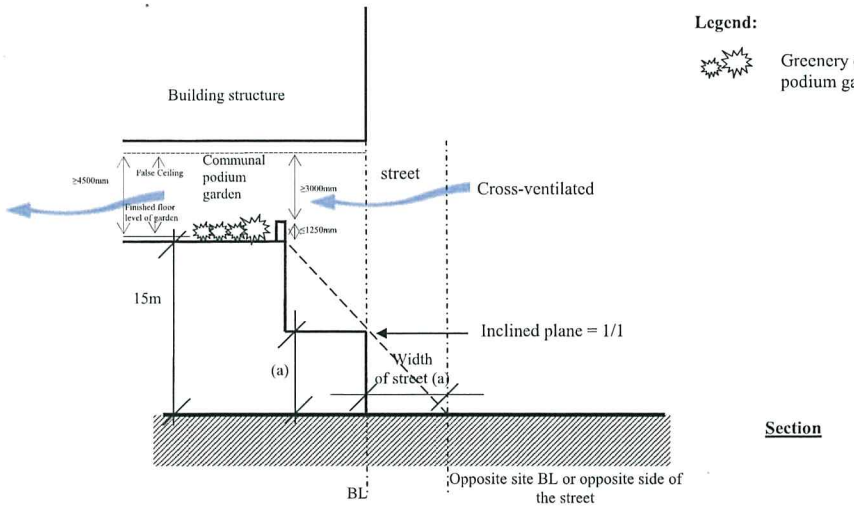


Fig. C3 Stepped building profile with communal podium garden as detailed in paragraph 7(b)

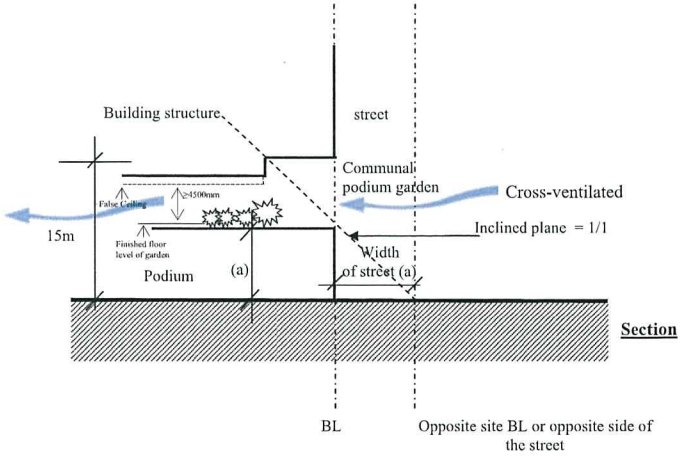
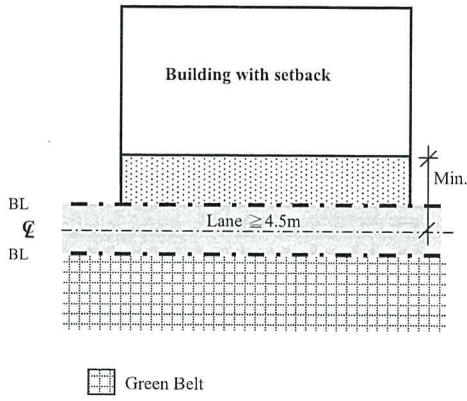
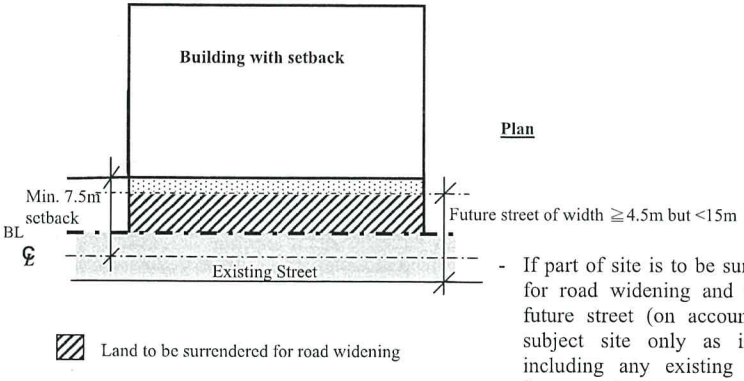


Fig. C4 Stepped building profile with communal podium garden as detailed in paragraph 7(b)



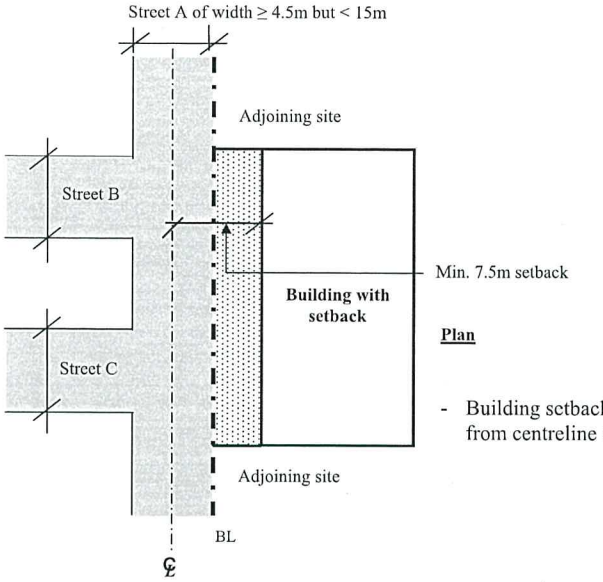
Notes:
- Check if lane falls under the definition of "street" in Appendix A
- Likelihood of future development within Green Belt cannot be precluded. Hence, Green Belt should not be regarded as lane
- If width of the lane is ≧4.5m but <15m, building setback is required

Fig. C5 Example (1) of Building Setback - Site abutting narrow lane with Green Belt beyond



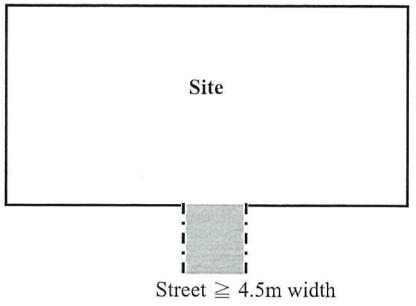
- If part of site is to be surrendered for road widening and width of future street (on account of the subject site only as indicated) including any existing street is ≧4.5m but <15m, building setback is required from the centreline of the existing street.

Fig. C6 Example (2) of Building Setback – Portion of Site will be surrendered to form a future street



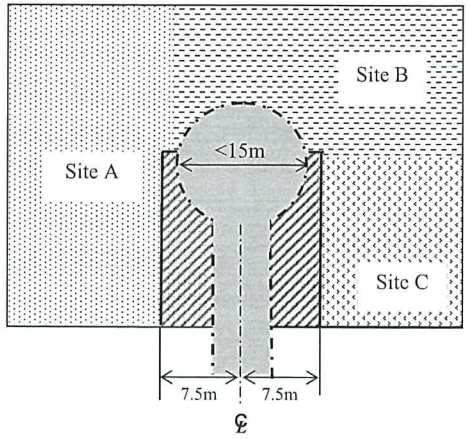
- Building setback is measured from centreline of street A.

Fig. C7 Example (3) of Building Setback - Site abutting streets at intersections



- If the site is at the end of the street/cul-de-sac with width ≧4.5m, building setback is not required.

Fig. C8 Example (4) of Building Setback – Site at the end of the street/ cul-de-sac



Street ≧ 4.5m width

Plan

- For Site B abutting the cul-de-sac, building setback is not required.
- For Site A & C abutting the street with width ≧4.5m but <15m, building setback (hatched area) is applicable.

Fig. C9 Example (5) of Building Setback – Site abutting cul-de-sac

(Rev 1/2016)

Site Coverage of Greenery

1. All *greenery areas* should be measured horizontally based on the uncovered soil[1] areas as shown on the plan except for the following scenarios in the *primary zone* :-

   (i) greenery areas in the form of projecting planters (see Figure D1) may be shadowed vertically by other projecting features, provided that the clear height of the projecting features above the covered area is not less than 8 times the horizontal width of the covered area and fronting or visible to the public from a street/a public pedestrian way/ public open space; or

   (ii) greenery areas may be shadowed vertically by buildings (including overhangs), provided that when measured from the 45° projected line taken from the edge of the building, they should fall within the area and be accessible to the public, visitors or occupiers from the adjoining open areas (see Figure D2).

2. The summation of following greening features may be accepted to contribute not more than 30% of the total required *greenery areas* of the overall provision as specified in Table 2 of this PNAP subject to its location and application of a reduction factor where applicable.

Greening Features	**Location**	**Reduction Factor in Computing the *Greenery Areas***
Covered greenery areas[2] accessible to public, occupiers or visitors from adjoining open space	*Primary zone* (measured from 45° projected line taken from the edge of building)	50%
Water features[3]	*Primary zone* or uncovered communal roof	50%
Grass paving	Except carparking spaces or loading / unloading areas	50%
Planters along the perimeter of an inaccessible roof[4]	Primary zone	50%
Vertical greening[5]	Primary zone	Nil
Landscape-treated Greening on slopes / retaining structures[6] with gradient steeper than 45°	No restriction	Nil

---

1 For reference, the recommended minimum soil depths for trees, shrubs, grass/ground covers are 1.2m, 0.6m and 0.3m respectively.

2 In planting design and species selection for covered greenery, reference should be made to "Proper Planting Practice – Provide Sufficient Growing Space between Trees and Adjacent Buildings / Structures" issued by Greening, Landscape & Tree Management Section of DEVB (www.greening.gov.hk).

3 Water features should be measured by the horizontal water surface area. Swimming pool and jacuzzi are not considered as water features. Filtration plant room for water feature may be exempted from

GFA but subject to compliance with the pre-requisites and the overall GFA cap on GFA concessions stipulated in PNAP APP-151.

3. Irrigation points and drainage provision should be provided at *greenery areas* to facilitate future maintenance. In addition, where greenery is provided on the roof, the roof should be of impervious construction and the design and calculation of the minimum imposed load on the roof should also take into account the anticipated loads of the soil, plants, trees, etc.

4. Greenery in removable pots/planters that are not permanently fixed or built into the development; and covered greenery above the *primary zone* such as in covered communal podium garden or sky garden cannot be counted as *greenery area*.

5. All *greenery areas* for the purpose of this PNAP should be designated as common part of the building. As for the perimeter planters on the inaccessible flat roofs, communal access paths should still be provided from the common areas for maintenance of the planters.

6. When granting modifications under section 42 of the Building Ordinance for GFA concessions applied under PNAP APP-151, the Building Authority (BA) may impose, but not limited to, the following conditions: -

   (a) The *greenery areas* should not be used for any other purposes without the prior consent of the BA.

   (b) The restriction on the use as stated in item (a) above and the *greenery areas* to be designated as common parts should be incorporated into the Deed of Mutual Covenant (DMC) with details of their size (in area), locations and the common access thereto clearly indicated on a plan(s). Where no DMC is to be in force, such restriction and designation should be incorporated into the Sales and Purchase Agreement, Assignment or Tenancy Agreement.

   (c) The letter of undertaking for complying with the requirements as stated in items (a) and (b) above, submitted by the developer or owner in support of the application for GFA concessions should be registered in the Land Registry before applying for the occupation permit.

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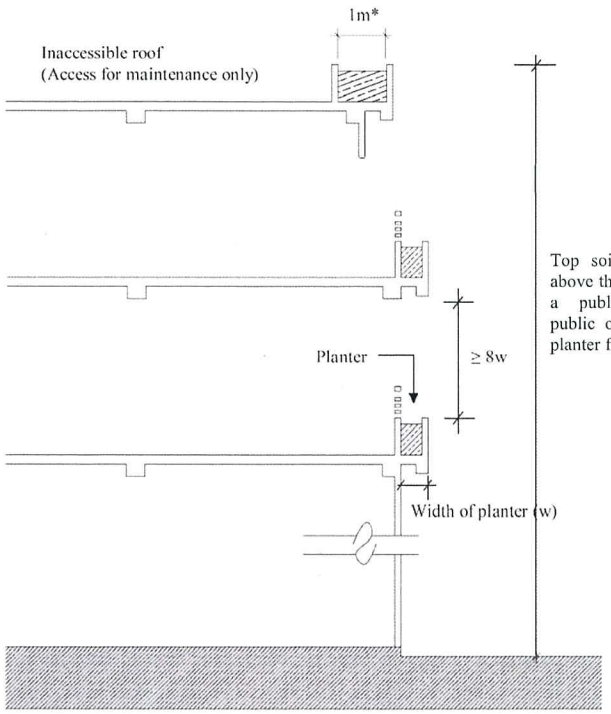
[4] Irrespective of the size of planters, only the soil areas within 1m from the perimeter of the roof are accountable.

[5] *Vertical greening* should be measured by the elevational area of the vegetated panel/modular planter or panel, and the vertical frame (for climbing and/or weeping plants) where the greenery will grow. For *greenery areas* provided by climbing or weeping plants, vertical frames with a height more than 7.5m are not accountable. The horizontal area of soil in planters under the vertical frame/modular planter/panel already counted for vertical greening as aforesaid should be excluded from the *greenery area* calculation. Self-clinging climbing plants on hard surfaced walls should be measured horizontally based on the soil areas as shown on the plan (not counted as vertical greening and therefore not subject to the restriction in the table).

[6] Greening on slopes/retaining structures should be measured by the projected elevational area of the soil where the greenery will grow. Greening on slopes/retaining structures with gradient equal or less than 45^{o} will be measured horizontally based on the soil area as shown on the plan.

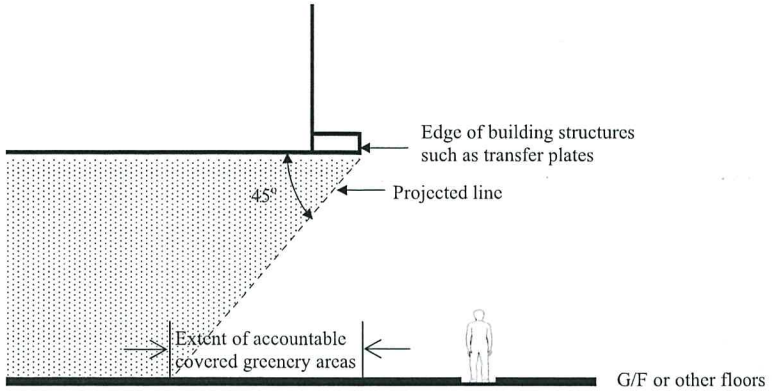
Greenery Area at Primary Zone



Typical Section (not to scale)

* Irrespective of the size of planters, only maximum 1m wide soil areas of planters along the perimeter of an inaccessible flat roof in the *primary zone* can be accountable.

Fig. D1 Greenery in *primary zone* as per paragraph 1(i) of this Appendix



Typical Section (not to scale)

Fig. D2 Covered greenery in *primary zone* as per paragraph 1(ii)

(Rev 1/2016)

Appendix E
(PNAP APP-152)

Alternative Approaches

Principles

Pursuant to paragraph 12 of this PNAP, in recognition of the genuine constraints in compliance with the SBD Guidelines under the special circumstances of individual cases, the BA takes a flexible and pragmatic stance in accepting:

(a) performance-based approach in justifying alternative designs that can achieve equivalent standards, or

(b) inadequate provisions of a particular key design element when mitigated by other effective compensatory measures such as enhancement in the provision of other key elements or by the consideration of the unique context of the site e.g. sites with unobstructed surrounds, such as piers.

2. Alternative design proposals and applications for exemption or modification of the building separation, building setback and site coverage of greenery requirements should be supported by justifications. Where necessary, such proposals and applications may be examined by the Building Committee or the Expanded Building Committee (collectively as BC) composing of external experts in the relevant fields. The BA may take into account recommendations from the BC and other relevant considerations in determining acceptance of the proposal.

Building Separation

Alternative Design for Waiving Low Zone Assessment

3. The building separation requirement at the low zone may be waived for buildings with:

(a) less dominating building bulk – the site coverage for the building including any podium does not exceed 65% of the site; and

(b) adequate setback along *street* frontage – the full height of the building is set back[1] from a site boundary abutting any *street* such that the total frontage of such setback is not less than 50% of the length of that boundary and not less than 10m long or the full frontage for site with frontage less than 10m; and the total setback area is not less than 15% of the site area.

Performance-based Design Alternative

[1] Reference is made to the design criteria on the setback approach under PNAP APP-132

4. To allow for flexibility in building design where the prescriptive requirements specified in Design Requirements (1) and (2) as mentioned in paragraph 4 of this PNAP cannot be fully met, the adoption of performance-based design alternative on the provision of building separation may be accepted on the conditions that:-

(a) Provision of the minimum P as specified in Table 1 for each assessment zone; and

(b) Satisfactory demonstration by *air ventilation assessment* (*AVA*) that the buildings' potential impact on the local wind environment has been duly considered and that by comparing with a baseline case which complies with the above Design Requirements (1) and (2), the proposed design is equivalent or better in external air ventilation terms.

5. The *AVA* shall be done by referring to the latest methodology and requirements of Technical Guide for Air Ventilation Assessments[2] using wind tunnel modelling or digital representation of the physical and wind environment using *Computational Fluid Dynamics (CFD)* simulations.

6. For projects adopting a performance-based design alternative, the following information with full justifications for deviation from the prescribed requirements should be submitted preferably in two stages to avoid abortive work:

Stage 1 Submission

(a) An expert evaluation on whether the tools and methodologies for *AVA* employed are fit for the purpose and are suitably verified and scientifically validated with practical merits shall be carried out. In this connection, submission for prior acceptance of all information listed below covering factors like site configuration, local topography, wind characteristic and sensitive receivers in the surrounding areas, relevant urban climatic considerations, etc. is required:
   (i) a baseline case that fully complies with all the prescriptive Design Requirements (1) and (2);
   (ii) details of scientific bases to assess performance;
   (iii) analysis tools and/or design procedures;
   (iv) modeling input, settings and parameters for the analysis and/or design;
   (v) limitation and applicability of the proposal in context;
   (vi) interpretation of results;
   (vii) method of verification;
   (viii) similar established standard and implementation in other places; and
   (ix) documented references of the scientific bases.

[2] The Technical Guide is issued by the Planning Department and is available from the website at (http://www.pland.gov.hk/pland_en/p_study/comp_s/avas/avas_eng/avas_mtguide_p01.html)

Stage 2 Submission

(b) A study report on whether the proposed scheme will be in line with urban climatic considerations and such similar requirements as imposed through the town planning approval process or in Government lease; and

(c) An *AVA* report on whether the proposed scheme will perform better in external air ventilation terms, demonstrated by the simulation results of the proposed scheme as compared to the simulation results of the baseline case.

7. Upon approval of the proposal, additional three hard copies and an electronic copy in Acrobat format for each *AVA* report shall be submitted together with a copy of the completed *AVA* register[3] for inclusion in the register kept by the Planning Department.

Special Considerations for Buildings with Unique Functional Requirements or Heritage Value

8. For alteration and addition of an existing building resulting in a new building involving the adaptive reuse of historic building or for certain new buildings with special functional requirements in building length and/or bulk e.g. infrastructural facilities, transport terminus, sports and civic facilities, the BA may exempt such historic buildings or special facilities from the building separation Design Requirements (1) & (2) if the equivalent performance is proven and compensatory measures are provided as follows:

(a) An *AVA* by wind tunnel or *CFD* has been conducted to demonstrate that the design for the proposed new building has outperformed another viable notional scheme[4] in accordance with the methodology and requirements stipulated under the category of Microclimate Around Buildings (S_A8) of the BEAM Plus[5] certification; and either one of the following three requirements under the aforesaid category has been complied with; and the results of which are considered acceptable by the BA:

(i) wind amplification – no pedestrian areas will be subject to excessive wind speeds;

(ii) elevated temperatures – providing shade; or

(iii) elevated temperatures – providing suitable roofing material or vegetation roof.

[3] AP is requested to seek consent from the owners to release the information contained in the *AVA* proforma (https://www.devb.gov.hk/filemanager/en/content_679/hplb-etwb-tc-01-06.pdf) and / or the *AVA* reports for public inspection. For projects which cannot be disclosed to the public due to confidentiality or consent from owners has not been given, the information would be kept solely for the government's internal reference.

[4] Viable notional scheme is a practically viable scheme complying with relevant statutory and allied requirements but excluding those on building separation for demonstrating the improvements to be achieved by the proposed design.

[5] BEAM Plus for New Buildings. (http://www.hkgbc.org.hk/eng/beamplus-main.aspx)

(b) Building features such as additional building setback, stepped profile of the podium from the adjoining streets and communal podium garden to separate the podium from the tower above and to promote air flow at pedestrian level, etc. have been considered in the assessment described in item (a) above and incorporated in the design, where appropriate; and

(c) Building separation requirement is fully complied with for other buildings on the same site or other parts of the building that are located above such special facilities or historic buildings, where applicable.

Proposal involving both new and existing buildings in a site

9. In principle, provided that new buildings will not increase the *Lp* of the existing building, the BA may exempt the existing building from the building separation requirement by disregarding them from the assessment zone.

Building Setback

10. Where the setback of a building will result in a setback area of more than 15% of the area of the site, requirement for building setback may be relaxed if the following compensatory measures are provided:

(a) Full height and full frontage setback of the building from the site boundaries abutting any narrow streets from the respective site boundaries with a total setback area which is not less than 15% of the area of the site provided that such area will contribute to improving the street environment; and

(b) For small sites not exceeding 1,000 m^2, greenery should be provided at the Primary Zone such that the greenery area is not less than 50% of the setback area. All greenery areas shall comply with the requirements in Appendix D where applicable.

Site Coverage of Greenery

11. For sites with genuine difficulties in providing greenery along the street frontage or in the primary zone but with abundance of sustainable natural landscape at the back, the BA may favourably consider the provision of welcoming "green" path to the street pedestrian for viewing such natural landscape as an alternative.

12. For sites with development in phases, while the level of provision of greenery should base on the area of the whole site, notional site area may be applicable to a certain phase of the development for the greenery area to be provided for that particular phase.

(1/2016)

Appendix F
(PNAP APP-152)

Information and Documents to be Submitted

To demonstrate compliance with the building separation, building setback and site coverage of greenery requirements, the following information should be provided for consideration: -

Building Separation

(a) 1:500 layout plans each showing the site in relation to its adjoining *streets* and surrounding buildings and features. The footprint (external walls) of the proposed buildings within the site, the provided *IS*, *PE*, the selected orthogonal projection planes, air corridors and air paths are to be clearly shown to demonstrate compliance with the building separation requirements for each low, middle and high zones.

(b) Plans, elevations and sections at a legible ratio (preferably not less than 1:300) with supporting calculations showing the *U*, the maximum *Lp* of buildings and groups of buildings in comparison to the permissible *Lp*; *S* provided in comparison to the required *S*; and *P* of buildings achieved at each low, middle and high zone, in comparison to the minimum *P*.

Building Setback

(c) A block plan showing the location of the subject site and the width of all adjoining *streets*;

(d) Where the width of any *street* is less than 15m, further details such as level(s) of the *street* for computing the amount of required setback.

(e) 1:100 plan(s) and section(s) with calculations demonstrating compliance with the building setback requirements.

(f) Information showing the compliance of *greenery areas* requirement under paragraph 10(b) of Appendix E (as detailed in items (g) and (h) below).

Site Coverage of Greenery

(g)* Plans at a legible ratio (preferably not less than 1:300) showing the locations of the proposed *greenery areas*, the common access thereto and details of relevant street, public pedestrian way, public open space for compliance with the requirement of *greenery areas* at *Primary Zone*(s).

(h)* A schedule with calculations and illustrated diagrams showing the area of proposed greenery at each location for compliance with the minimum site coverage of greenery requirements.

Note

* Information to be updated and soft copy to be submitted at the time of submitting application for occupation permit. The soft copy should be in PDF format with 200 dpi resolution.

Implications of Sustainable Building Design Guidelines

1. Sustainable Building Design Guidelines

1.1 In October 2010, the Government promulgated that a series of measures would be put in place to enhance the design standard of new buildings to foster a quality and sustainable built environment as well as to address local concerns on excessive building bulk and height. The new requirements were subsequently imposed through administrative means by way of new practice notes for building professionals (i.e. PNAP APP-151 "Building Design to Foster a Quality and Sustainable Built Environment" **(Annex C1)** and APP-152 "Sustainable Building Design Guidelines" (SBDG) **(Annex C2)**) first issued by the Buildings Department in January 2011.

1.2 SBDG establishes 3 key building design elements, i.e. building separation, building setback and site coverage of greenery, with the objectives to achieve better air ventilation, enhance the environmental quality of living space, provide more greenery particularly at pedestrian level, and mitigate heat island effect **(Annex C2)**.

(a) *Building Separation* – Building sites that are 20,000m^2 or above, or sites that are less than 20,000m^2 but proposed with a continuous building façade length of 60m or above are subject to maximum façade length control and the requirement to provide 20%, 25% or 33.3% permeability, depending on the site area, façade length and building height (BH), in the three assessment zones (i.e. 0-20m (Low Zone), 20-60m (Middle Zone) and above 60m (High Zone)).

(b) *Building Setback* – Buildings fronting a street less than 15m wide should be set back so that no part of the building up to a level of 15m above the street level is within 7.5m from the street centreline; or alternatively a cross-ventilated communal podium garden as specified and with a clear height of not less than 4.5m is to be provided.

(c) *Site Coverage (SC) of Greenery* – For sites not less than 1,000m^2, greenery areas of 20% or 30% of the site area should be provided depending on the size of site; and not less than half of greenery areas should be within a 15m vertical zone along the abutting street level (i.e. the Primary Zone).

1.3 Since there are special circumstances in which genuine difficulties in complying with the prescriptive requirements of SBDG may be encountered, a flexible and pragmatic stance has been taken by the Building Authority (BA) when considering proposals holistically to achieve the objectives of SBDG. Alternative approaches (e.g. performance-based design alternatives, mitigation by effective compensatory measures, or consideration of the unique context of the site) are provided in SBDG (**Appendix E** of APP-152 in **Annex C2**).

1.4 Compliance with SBDG is one of the pre-requisites for granting gross floor area (GFA) concessions for green/amenity features and non-mandatory/ non-essential plant rooms and services by the BA (**Annex C1**). Such requirements would also be included in the lease conditions of new land sale sites or lease modifications/land exchanges.

2. Implications on Building Profile

2.1 Since the specific and relevant building design requirements under SBDG can only be determined at detailed building design stage and there are different options or alternative approaches to meet the requirements, it would be difficult to ascertain at the early planning stage precisely the implications on individual development such as its eventual built form, block layout and BH. As such, the extent of implications of SBDG on building profile can only be estimated in general terms by adopting typical assumptions.

Building Setback

2.2 For building setback, to maintain a building line of 7.5m from the street centreline up to 15m from the street level, the likely implication would be a reduction of SC of the podium/lower floors. The extent of building setback, however, depends on the width of the existing street.

2.3 In the situation where a significant portion of the site may be required to be set back resulting in development constraints particularly in cases of small sites or sites having a long street frontage, SBDG has made provision that the maximum land area to be set back could be capped at 15% of the site area if compensatory measures including full height/frontage setback and prescribed greenery areas are provided.

2.4 In this connection, the maximum reduction in SC in podium/lower floors to meet the building setback requirement would be 15% of the site area and the GFA incurred would depend on the number of podium storeys affected. In Mong Kok, a composite development would generally involve residential tower(s) over a two-storey or three-storey podium[1]. To accommodate the floor space so displaced, an additional storey may be required[2] (**Annex D1a**). The impact of the option of providing a cross-ventilated communal podium garden, if adopted, would be an additional storey with a BH of about 5m.

Building Separation

2.5 In devising building separation, there would be more variations in design options for the Low Zone (i.e. 0-20m) which is usually occupied by continuous podium floors having long façade length and 100% SC. Some of the floor space would need to be redistributed from lower to upper floors to allow for the prescribed building separations. For the tower block at the assessment zones above, the maximum façade length and the 20% to 33% permeability requirements could usually be met without much difficulty given that the size of tower block is already capped by the maximum permissible SC (i.e. 60% to 65% for non-domestic buildings and 33.33% to 40% for domestic buildings) under Building (Planning) Regulations (B(P)R).

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[1] The maximum PR for the "R(A)" sites in Mong Kok is stipulated on the OZP (i.e. domestic PR 7.5 and total PR 9). A three-storey podium of 100% SC for commercial use for composite development is not so common unless the non-domestic PR is to be maximized.

[2] The estimate is based on the assumption that the maximum domestic GFA will be adopted for a composite development. If non-domestic GFA is to be maximised instead, another additional storey may be required depending on site classification.

2.6 To cater for possible difficulties in meeting the building separation requirement in the Low Zone, SBDG has allowed flexibility to waive such requirement if less dominating building bulk and adequate setback along street frontage are provided. The maximum SC allowed in this alternative design is set at 65%. The impact on BH for a composite development would be equivalent to about two storeys (**Annex D1b**). It should be noted that the above reduction in SC and setback could also be counted towards the building setback requirement mentioned in paragraphs 2.2 to 2.4 above. Hence, the cumulative impact of building setback and building separation on BH would be about two storeys[3] or about 6m (depending on building types and floor-to-floor height (FTFH)).

Site Coverage of Greenery

2.7 Since greenery can usually be provided within the building setback area, at podium floors or in form of vertical greening etc., the requirement would unlikely have any significant implication on BH and building massing.

3. Assumptions for Assessment of Building Height

3.1 To estimate the implications of SBDG on BH, a conservative approach is adopted. It is assumed that the maximum achievable SC for the podium/lower floors to meet the building setback requirement is 85%, and that for meeting the building separation requirement is 65%. BH will then be derived based on the types of building (domestic, non-domestic or composite building), site classification and corresponding permissible PR and SC under B(P)R, possible GFA concessions, podium height up to 15m, FTFH, provision of carpark at basement level and refuge floor requirement.

3.2 With the assumptions set out in **Annexes E1, E2a and E2b**, where building setback and/or building separation requirements of SBDG are implemented, the BH of a typical commercial building at PR of 12 will be ranging from 91m to 103m and that of a composite building within a "R(A)" zone (with the podium floors for non-domestic use and upper portion for domestic use) [4] will be ranging from 78m to 88m.[5]

3.3 However, it should be noted that the assessment is only generic one where site-specific constraints have not been factored. For sites with odd shape and constraints, for example, sites with narrow and elongated site configuration abutting narrow streets may constrain future redevelopment in achieving the building separation requirements under SBDG, notional schemes may need to be drawn up for assessing the possible building profiles and BH.

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[3] The estimate is based on the assumption that the maximum domestic GFA will be adopted for a composite development. If non-domestic GFA is to be maximised instead, another additional storey may be required depending on site classification.

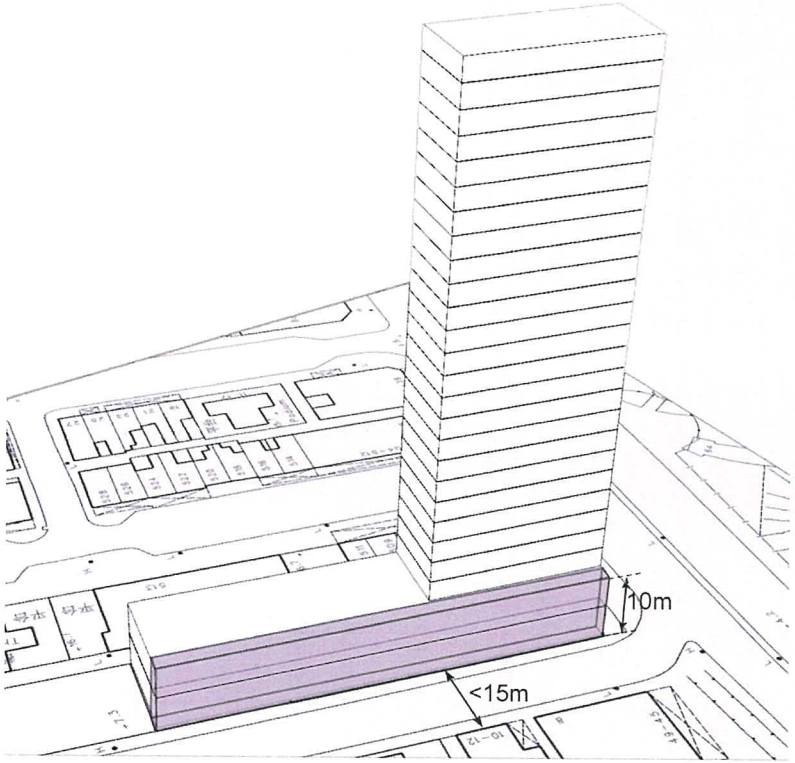
[4] In actuality the podium also contains domestic use, for example entrance lobby and club house.

[5] Estimates based on maximising the domestic PR (i.e. 7.5) of a composite development under "R(A)" zone.

Sustainable Building Design Guidelines

Implication of Building Setback Requirement

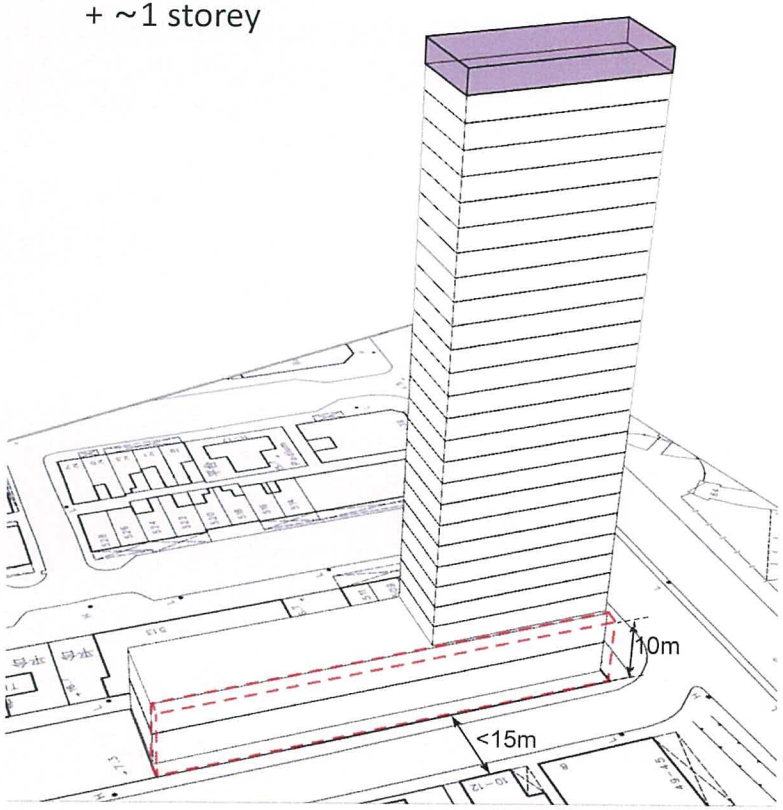
- Full height and full frontage setback from **narrow street(s)**
- Setback can be from **one or more** narrow street(s)
- Total setback area not less than **15%** of the site area
- Provides at least half of the setback area with greenery



Podium: 100 % SC

Additional Building Height

+ ~1 storey



Setback by 15% of Site Area

Illustration of a composite development

Sustainable Building Design Guidelines

Implication of Building Separation Requirement

- Site coverage ≤ **65%**
- Setback area from street(s) ≥ **15%**
  (≥ **10m** and ≥ **50%** of the site boundary length abutting street(s))

→ Building separation requirement **at low zone may be waived**

Podium: 100 % SC

Additional Building Height

+ ~2 storeys

Podium: 65 % SC

Illustration of a composite development

Assessment of Building Height -
"Commercial" Sites in Yau Ma Tei (Building Height Restriction to be Relaxed to 110mPD)

	Basic Building Profile				**SBDG Building Setback + Basic Building Profile**				**SBDG Building Setback cum Separation + Basic Building Profile**		
Site Class	A	B	C		A	B	C		A	B	C
Building Height (mPD)	**100**	**96**	**92**		**104**	**100**	**96**		**108**	**104**	**100**
Average Street Level (mPD)	5	5	5		5	5	5		5	5	5
Absolute Building Height (m)	95	91	87		99	95	91		103	99	95
GFA Concession [a]	25%	25%	25%		25%	25%	25%		25%	25%	25%
Basement - No. of Storeys [b]	0	0	0		0	0	0		0	0	0
Permissible Maximum Non-domestic Plot Ratio under OZP	12	12	12		12	12	12		12	12	12
Plot Ratio at Podium Portion	2.4	2.4	2.4		2.04	2.04	2.04		1.56	1.56	1.56
Plot Ratio at Tower Portion	9.6	9.6	9.6		9.96	9.96	9.96		10.44	10.44	10.44
Podium - Site Coverage	100%	100%	100%		85%	85%	85%		65%	65%	65%
Podium - Floor Height (m)	5	5	5		5	5	5		5	5	5
Podium - No. of Storeys	3	3	3		3	3	3		3	3	3
Typical Floor - Site Coverage above 15m	60%	62.5%	65%		60%	62.5%	65%		60%	62.5%	65%
Typical Floor - Floor-to-Floor Height (m)	4	4	4		4	4	4		4	4	4
Typical Floor - No. of Storeys	20	19	18		21	20	19		22	21	20
No. of Refuge Floor (3m) [c]	0	0	0		0	0	0		0	0	0
Total No. of Storeys above Ground [d]	23	22	21		24	23	22		25	24	23

General Notes:

[a] The assumption takes into account (i) the average 'disregarded GFA (e.g. plant rooms, etc. other than carparks)' for non-domestic buildings of 15% under the 'Sample Study on GFA concessions Granted to Buildings' conducted by a Government inter-departmental working group led by the Buildings Department in 2006; and (ii) the overall cap of 10% for the total amount of GFA concession for green/amenity features and non-mandatory/non-essential plan rooms and services under APP-151.

[b] This referes to the number of basement levels required in addition to underground carpark. Underground carpark is assumed in all scenarios.

[c] According to B18.1 & B18.2 of the Code of Fire Safety in Buildings 2011 (the Code 2011), one refuge floor is required for buildings exceeding 25 storeys in height above the lowest ground storey, but the number of storeys may exclude storeys which contains solely mechanical plants. The refuge floor should have a clear headroom of 2.3m. A domestic building or composite building exceeding 25 storeys but not exceeding 40 storeys in height above the lowest ground storey is not required to comply with B18.1 and B18.2 if its main roof is designed as a refuge floor complying with the design requirements under B18.3 and B18.4 of the Code 2011.

[d] In general, roof-top structues accommodating GFA exempted facilities and occupying not more than 50% of the area of the floor below will not be counted as a storey.

Assessment of Building Height - "Residential (Group A)" Sites in Yau Ma Tei (with Three Storeys of Non-domestic Podium)

	Basic Building Profile				**SBDG Building Setback + Basic Building Profile**				**SBDG Building Setback cum Separation + Basic Building Profile**		
Site Class	A	B	C		A	B	C		A	B	C
Building Height (mPD)	**89**	**83**	**80**		**95**	**86**	**83**		**98**	**92**	**86**
Average Street Level (mPD)	5	5	5		5	5	5		5	5	5
Absolute Building Height (m)	84	78	75		90	81	78		93	87	81
GFA Concession [a]	20%	20%	20%		20%	20%	20%		20%	20%	20%
Basement - No. of Storeys [b]	0	0	0		0	0	0		0	0	0
Podium - Site Coverage	100%	100%	100%		85%	85%	85%		65%	65%	65%
Podium - Floor Height (m)	5	5	5		5	5	5		5	5	5
Podium - No. of Storeys	3	3	3		3	3	3		3	3	3
Maximum Permissible Overall Plot Ratio under OZP	9	9	9		9	9	9		9	9	9
Maximum Permissible Domestic Plot Ratio under OZP	7.5	7.5	7.5		7.5	7.5	7.5		7.5	7.5	7.5
Proposed Non-domestic Plot Ratio	2.50	2.50	2.50		2.124	2.125	2.125		1.625	1.625	1.625
Proposed Domestic Plot Ratio	6.50	6.50	6.50		6.867	6.875	6.875		7.134	7.375	7.375
Typical Floor - Site Coverage above 15m	33.3%	37.5%	40.0%		33.3%	37.5%	40.0%		33.3%	37.5%	40.0%
Typical Floor - Floor-to-Floor Height (m)	3	3	3		3	3	3		3	3	3
Typical Floor - No. of Storeys [e]	23	21	20		25	22	21		26	24	22
No. of Refuge Floor (3m) [c]	0	0	0		0	0	0		0	0	0
Total No. of Storeys above Ground [d] [e]	26	24	23		28	25	24		29	27	25

General Notes:

[a] The assumption takes into account (i) the average 'disregarded GFA (e.g. plant rooms, etc. other than carparks)' for domestic/composite buildings in Residential Zones 1, 2 and 3 of 9%, 10% and 11% respectively under the 'Sample Study on GFA concessions Granted to Buildings' conducted by a Government inter-departmental working group led by the Buildings Department in 2006; and (ii) the overall cap of 10% for the total amount of GFA concession for green/amenity features and non-mandatory/non-essential plan rooms and services under APP-151.

[b] This referes to the number of basement levels required in addition to underground carpark. Underground carpark is assumed in all scenarios.

[c] According to B18.1 & B18.2 of the Code of Fire Safety in Buildings 2011 (the Code 2011), one refuge floor is required for buildings exceeding 25 storeys in height above the lowest ground storey, but the number of storeys may exclude storeys which contains solely mechanical plants. The refuge floor should have a clear headroom of 2.3m. A domestic building or composite building exceeding 25 storeys but not exceeding 40 storeys in height above the lowest ground storey is not required to comply with B18.1 and B18.2 if its main roof is designed as a refuge floor complying with the design requirements under B18.3 and B18.4 of the Code 2011.

[d] In general, roof-top structues accommodating GFA exempted facilities and occupying not more than 50% of the area of the floor below will not be counted as a storey.

[e] The co-location of domestic GFA and non-domestic GFA is assumed in some floors.

Assessment of Building Height - "Residential (Group A)" Sites in Yau Ma Tei
(with Maximum Domestic Plot Ratio in Accordance with the OZP Restrictions Adopted)

	Basic Building Profile				**SBDG Building Setback + Basic Building Profile**				**SBDG Building Setback cum Separation + Basic Building Profile**		
Site Class	A	B	C		A	B	C		A	B	C
Building Height (mPD)	**87**	**84**	**81**		**90**	**86**	**83**		**93**	**92**	**86**
Average Street Level (mPD)	5	5	5		5	5	5		5	5	5
Absolute Building Height (m)	82	79	76		85	81	78		88	87	81
GFA Concession [a]	20%	20%	20%		20%	20%	20%		20%	20%	20%
Basement - No. of Storeys [b]	0	0	0		0	0	0		0	0	0
Podium - Site Coverage	100%	100%	100%		85%	85%	85%		65%	65%	65%
Podium - Floor Height (m)	5	5	5		5	5	5		5	5	5
Podium - No. of Storeys	2	2	2		2	3	3		2	3	3
Maximum Permissible Overall Plot Ratio under OZP	9	9	9		9	9	9		9	9	9
Maximum Permissible Domestic Plot Ratio under OZP	7.5	7.5	7.5		7.5	7.5	7.5		7.5	7.5	7.5
Proposed Non-domestic Plot Ratio	0.94	1.50	1.50		0.94	1.50	1.50		0.94	1.50	1.50
Proposed Domestic Plot Ratio	7.50	7.50	7.50		7.50	7.50	7.50		7.50	7.50	7.50
Typical Floor - Site Coverage above 15m	33.3%	37.5%	40.0%		33.3%	37.5%	40.0%		33.3%	37.5%	40.0%
Typical Floor - Floor-to-Floor Height (m)	3	3	3		3	3	3		3	3	3
Typical Floor - No. of Storeys [e]	24	23	22		25	22	21		26	24	22
No. of Refuge Floor (3m) [c]	0	0	0		0	0	0		0	0	0
Total No. of Storeys above Ground [d] [e]	26	25	24		27	25	24		28	27	25

General Notes:

[a] The assumption takes into account (i) the average 'disregarded GFA (e.g. plant rooms, etc. other than carparks)' for domestic/composite buildings in Residential Zones 1, 2 and 3 of 9%, 10% and 11% respectively under the 'Sample Study on GFA concessions Granted to Buildings' conducted by a Government inter-departmental working group led by the Buildings Department in 2006; and (ii) the overall cap of 10% for the total amount of GFA concession for green/amenity features and non-mandatory/non-essential plan rooms and services under APP-151.

[b] This referes to the number of basement levels required in addition to underground carpark. Underground carpark is assumed in all scenarios.

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[d] In general, roof-top structues accommodating GFA exempted facilities and occupying not more than 50% of the area of the floor below will not be counted as a storey.

[e] The co-location of domestic GFA and non-domestic GFA is assumed in some floors.

CONSULTANCY STUDY FOR AIR VENTILATION ASSESSMENT SERVICES

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

Final Report

For the Initial Scenario for Yau Ma Tei Planning Area

September 2020

INSTITUTE OF Future Cities

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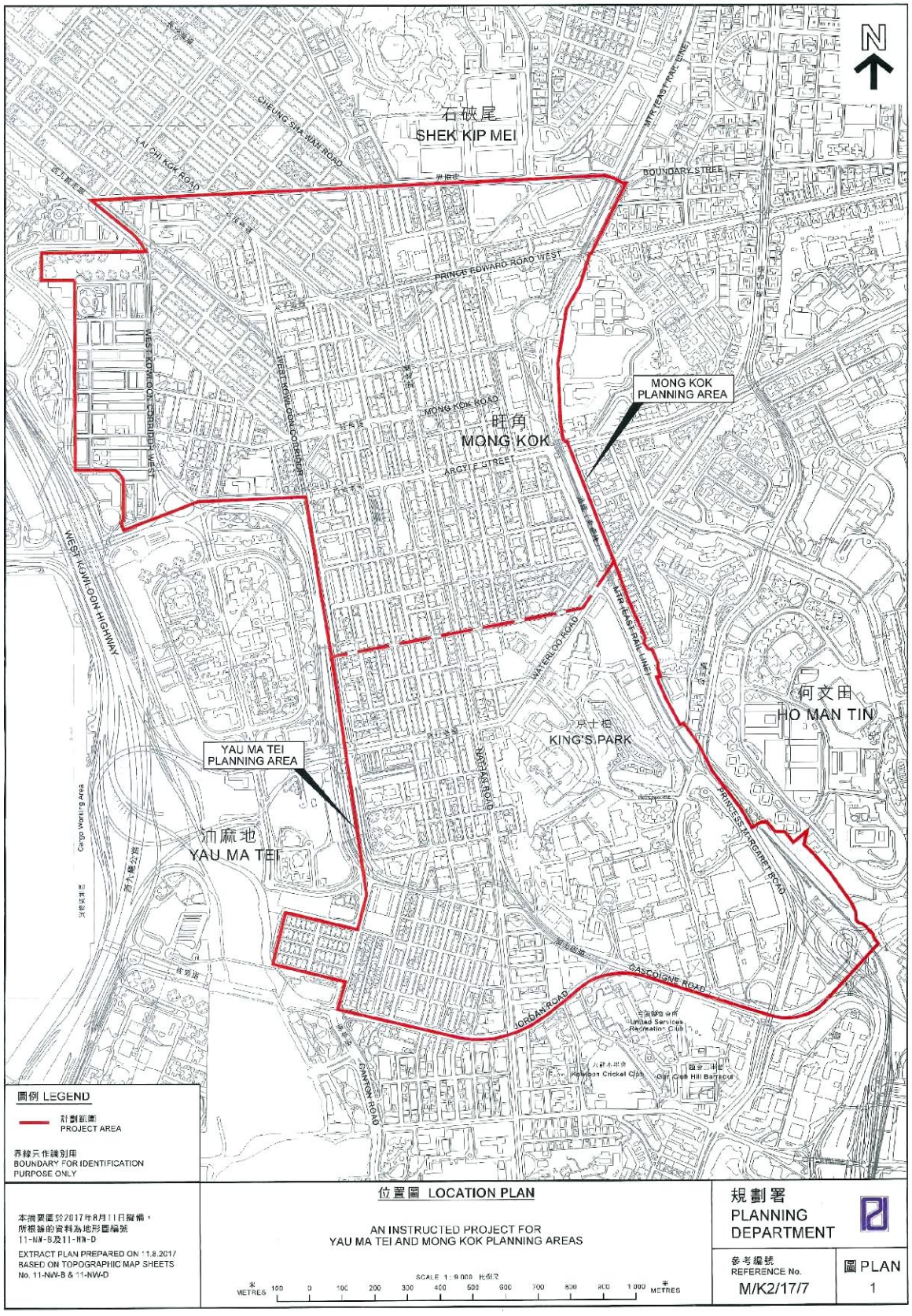
The Study Area (Mong Kok and Yau Ma Tei Planning Areas)



Expert Evaluation Report

for the Initial Scenario for Yau Ma Tei Planning Area

Executive summary

0.1 This Expert Evaluation (EE) on Air Ventilation Assessment (AVA) is conducted to review the development restrictions for the Yau Ma Tei Planning Area (YMT Area) with reference to the relevant court judgments on the judicial review application in respect of the draft Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/21.

0.2 Regarding the wind environment, annual winds of YMT Area mainly come from the east (E), east-northeast (ENE), and west (W), while summer winds mainly come from the southwest (SW) and east (E). Based on all available wind information and an understanding of the topography and land-sea breezes, it can be concluded that the major axes for pedestrian level wind in YMT Area are W, NE, and SE.

0.3 YMT Area can be divided into two parts: the eastern half mainly consists of large open spaces and "G/IC" sites on higher grounds, while dense urban building clusters concentrate on the western half. The latter is currently dominated by N-S oriented rectangular blocks of small residential sites, with commercial developments mainly along Nathan Road. Major roads/streets parallel or within 30 degrees from the important wind directions serve as effective air paths.

0.4 The Baseline Scenario refers to the scenario under the draft Yau Ma Tei OZP No. S/K2/22 with building height restrictions (BHRs), non-building areas (NBAs), building gaps (BGs), and building setbacks (SBs) requirements as imposed on the then draft Yau Ma Tei OZP No. S/K2/21. In the Initial Scenario, changes in BHRs for "C" and "R(A)" sites have been proposed to increase the design flexibility and allow for the implementation of the Sustainable Building Design Guidelines (SBDG). The air ventilation performance of the Initial Scenario is expertly assessed against that of the Baseline Scenario.

0.5 An analysis on building frontage (BF) is used to evaluate the potential impacts on air ventilation in YMT Area caused by the general increase of BH in the Initial Scenario. As a majority of sites in YMT Area have a two-tier BHR (based on site area), assumptions are made for the proportion of sites with areas larger than 400m^2 according to government information. The average increase in BF for the whole YMT Area in the Initial Scenario compared to the Baseline Scenario is found to be at most 10.8%. This is unlikely to cause any statistically significant difference in air ventilation impacts.

0.6 In the northern sub-area of YMT Area, when wind comes from the W and WSW, the penetration of sea breeze into YMT Area is allowed by the two strips of BGs aligned with Hamilton Street and the BG aligned with Wing Sing Lane. When wind comes from the easterly quarters (NE, E, and SE), wind flow and urban permeability are enhanced by the BG aligned with Man Ming Lane as well as the NBA to the south of 8 Waterloo Road. The SB of 6m for the commercial block abutting the northern curb of Kansu Street widens the bottleneck between Kansu

Street and Gascoigne Road and facilitates NW-SE air movement along the two main roads. The SBs of 3m on each side of Portland Street and Arthur Street reduce both the canyon height-to-width (H/W) and length-to-width (L/W) ratios. As a result, both downwash effects and lateral flow induced by corner eddies may be enhanced to improve the wind environment at pedestrian level.

0.7 The southern sub-area of YMT Area is a relatively stagnant area with narrow streets that are not perfectly aligned on the two sides of Nathan Road. When wind comes from the WSW and W, the four strips of BGs aligned with Ning Po Street and Nanking Street are particularly important for the penetration of westerlies into YMT Area. Similar to the SBs along Portland Street and Arthur Street, the SBs of 3m on each side of Parkes Street and Woosung Sung Street help improve the pedestrian level wind environment by enhancing downwash effects and lateral flow induced by corner eddies.

0.8 Therefore, the NBA, BGs, and SB requirements are all good features of district significance for air ventilation in YMT Area and should therefore be maintained as far as practically possible.

0.9 The potential for implementation of the SB and building separation requirements in the SBDG are also evaluated for YMT Area. The potential improvement on air ventilation caused by sites adopting SB can be quite significant for those streets which are currently less than 15m wide. However, only 14 individual building lots (assuming no site amalgamation upon redevelopment) are required to comply with the building separation requirement and the potential benefits on air ventilation are expected to be minor and localised. Therefore, site amalgamation should be encouraged to increase the implementation potential of the building separation requirements in the SBDG.

0.10 In summary, the Initial Scenario is unlikely to cause any statistically significant difference in air ventilation impacts for the whole YMT Area when compared to the Baseline Scenario. It is also noted that in compact high-rise building areas, the increase in BH may cease to be the key factor affecting air ventilation at pedestrian level when the H/W ratio of street canyons exceed a certain point. Nevertheless, it should be acknowledged that YMT Area, especially the western half, is now characterised by high average H/W ratios and is already suffering from a poor environment quality with severe urban heat island effects, and any future developments would inevitably worsen the existing conditions, thus good building design measures are important.

0.11 As a general principle, for better urban ventilation, it is important to consider breezeways/ air paths/ building permeability at different scales. Breezeways and air paths should be incorporated strategically into the urban district and planning level. Planners should make reference to Chapter 11 of the Hong Kong Planning Standard and Guidelines (HKPSG) for their design and disposition. Building porosity and permeability should be introduced at the building design level. In this regard, key building design elements are set out in the SBDG.

0.12 Besides incorporating air paths at different planning levels, future developments must be carefully planned and should follow other design principles set out in the HKPSG, especially those listed below:

- Introduce variations in BH across the area;
- Avoid long and continuous façades;
- Reduce site coverage at grade and minimise ground coverage of podia;
- Maintain “O” and “G/IC” sites as air spaces and connect breezeways; and
- Maximise planting of greenery in open spaces, preferably at grade.

0.13 The Government should also give more balanced considerations to S16 applications for building developments which require BH relaxation in order to incorporate more design features to improve air ventilation at pedestrian level. It is highly recommended that project proponents should conduct further assessments to demonstrate that the air ventilation performance of any future developments in YMT Area would be no worse off than the evaluated scenarios.

旺角規劃區初步方案的空氣流通專家評估報告

行政摘要

0.1 本空氣流通專家評估報告(報告)旨在檢討油麻地規劃區(油麻地區)的發展限制以跟進油麻地分區計劃大綱草圖圖則編號 S/K2/21 相關的司法覆核的法院判決。

0.2 就風環境而言，油麻地區的全年盛行風主要來自東面、東北偏東和西面，而夏季的盛行風則主要來自西南和東面。根據所有可用的風環境資料以及對地形和海陸風的了解，可以總結出油麻地區的行人水平風向主軸為西、東北和東南。

0.3 油麻地區可以分為兩個部分：東半部主要由位於較高地勢的大型休憩用地和政府、機構或社區用地組成，而密集的城市建築群則集中在西半部。後者現時主要為南北向的長方形小型住宅用地，以及沿彌敦道的商業發展。與重要的風向平行或在 30 度以內的主要道路/街道是有效的風道。

0.4 基準情況所指的是油麻地分區計劃大綱草圖圖則編號 S/K2/22 上的所有要求，包括在圖則編號 S/K2/21 上所規定的建築物高度限制、非建築用地、樓宇間距和樓宇後移要求。為增加設計彈性並落實可持續建築設計指引，初步方案建議改變「商業」和「住宅(甲類)」用地的建築物高度限制。本報告就初步方案及基準情況兩者的空氣流通表現作出專業評估。

0.5 本報告分析整體油麻地區建築物的臨街面以評估在初步方案中建築物高度的整體上升對油麻地區的空氣流通所造成的潛在影響。由於油麻地區的大部分用地採用兩級建築物高度限制(根據地盤面積)，評估時按照政府資料中地盤面積大於 400 平方米的用地的比例作出相應假設。在初步方案中，整個油麻地區的臨街面比起基準情況的平均增幅最高為 10.8%。這在統計角度上不大可能對空氣流通影響造成明顯差異。

0.6 在油麻地區的北部分區，當風來自西面和西南偏西，與咸美頓街並排的兩道建築物間距，以及與永星里並排的建築物間距，能讓海風進入和滲透油麻地區。當風來自東面(東北、東面和東南)，與文明里並排的建築物間距，還有窩打老道 8 號以南的非建築用地，都會加強風的流動和城市通透度。甘肅街北側路邊的商業街區的 6 米建築物後移，可擴闊甘肅街和加士居道之間的瓶頸路段，並有利於沿兩條主要道路的西

北—東南的空氣流通。砵蘭街和鴉打街兩側各 3 米的樓宇後移，能減少街峽的高寬比和長寬比，有可能因此促進氣流下洗效應和增強由角隅渦流引起的橫向氣流流動，以改善行人水平的風環境。

0.7 油麻地區的南部分區是比較空氣不流通的區域，彌敦道兩側的窄街並非完全對齊。當風來自西南偏西和西面，寧波街和南京街並排的四道樓宇間距對於西風吹進油麻地區尤其重要。與砵蘭街和鴉打街的樓宇後移相似，白加士街和吳松街兩側各 3 米的樓宇後移，促進氣流下洗效應和增強由角隅渦流引起的橫向氣流流動，有助改善行人水平的風環境。

0.8 因此，非建築用地、樓宇間距和樓宇後移等要求全都是對於油麻地區的空氣流通有地區性重要意義的良好元素，並應予以保留。

0.9 本報告同時就在油麻地區實施可持續建築指引所列的樓宇後移和樓宇間隔要求的可能性進行評估。在闊度少於 15 米的窄街，樓宇後移對空氣流通改善可以相當顯著。然而，現時只有 14 個地段(假設重建時沒有合併用地)須遵守建築物間隔要求，所以預期只會輕微及局部地改善空氣流通。因此，政府應鼓勵建議合併用地以增加落實可持續建築設計指引內有關樓宇間距要求的可行性。

0.10 總結而言，與基準方案比較，初步方案從統計角度上不大可能對整個油麻地區造成任何明顯的空氣流通影響。需要指出的是，在緊密的高層建築區域，當街峽的高寬比率超過某一水平，建築物高度的增加可能不再是影響行人水平的空氣流通的主要因素。然而，必須承認油麻地區，尤其是西半部，現時的平均高寬比偏高，環境質素已經很差而且城市熱島效應嚴重，因此任何未來發展都無可避免地會使現時情況惡化，而良好的建築物設計措施更顯得重要。

0.11 作為一般原則，為了改善空氣流通，必須考慮不同規模的通風廊/風道/建築物通透度。應該在市區和規劃層面策略性地納入通風廊和風道。規劃師應參考「香港規劃標準與準則」的第十一章來設計和規劃通風廊和風道。另外，應在建築設計層面引入建築物透風度和通透度。就這方面，可持續建築設計指引已列出主要的建築設計元素。

0.12 除了在不同規劃層面納入風道以外，未來發展亦必須謹慎規劃，並應遵從「香港規劃標準與準則」所羅列的其他設計指引，尤其是以下幾點：

- 在整個地區引入建築物高度的變化；
- 避免連續/過長的外牆；
- 減少地面的上蓋面積，將平台的地面覆蓋減至最少；
- 維持「休憩用地」和「政府、機構及社區用地」作為空氣流通的空間並連接通風廊；以及
- 盡量在休憩用地種植綠化植物，以地面為佳。

0.13 如未來油麻地區的個別建築項目，因為引入更多設計元素來改善行人水平的空氣流通而需要根據《城市規劃條例》第 16 條提出規劃許可申請以進一步放寬建築物高度限制，政府應更平衡考慮該申請的理據。項目倡議者亦應提供進一步評估，以證明該發展不會使油麻地區的空氣流通表現變得比評估方案更差。

Expert Evaluation Report

for the Initial Scenario for Yau Ma Tei Planning Area

1.0 The Assignment

1.1 The development restrictions for the Yau Ma Tei Planning Area (YMT Area) are being reviewed to take account of the relevant court judgements on the judicial review (JR) application including that of the draft Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/21. It is considered necessary to conduct an expert evaluation (EE) to assess the preliminary air ventilation impacts of the latest proposed development restrictions.

1.2 A JR application was filed by The Real Estate Developers Association of Hong Kong (REDA) (JR case HCAL No. 58 of 2011) against the Town Planning Board's (the Board) decisions on its representation in respect of the draft Yau Ma Tei OZP, in particular on the imposition of the building height restrictions (BHRs) and designation of non-building area (NBA), building gap (BG) and building setback (SB) requirements for various development zones. In the judgement of JR case HCAL No. 58 of 2011, the Court of First Instance ruled that the Board's decisions are quashed and have to be remitted to the Board for reconsideration. A review of the development restrictions on the draft Yau Ma Tei OZP is therefore conducted.

1.3 This expert evaluation report is based on previous AVA studies, court judgement of the JR case concerned, and other materials provided by Planning Department (PlanD) including:

Site Plan of Project Area
Wind information from Hong Kong Observatory and PlanD
Baseline analysis (including existing building heights, street widths, land use, planning restrictions) of YMT Area
Draft Yau Ma Tei OZP No. S/K2/21 and S/K2/22 (Plan, Notes and Explanatory Statements)
Digital map (2D) of YMT Area
Aerial photos of YMT Area
Initial Scenario (with reviewed building heights) of YMT Area
EE on AVA for Yau Ma Tei Area (October 2010)
HCAL No. 58 of 2011 – The Real Estate Developers Association of Hong Kong v. Town Planning Board
MPC Paper No. 24/10 dated 15.10.2010

TPB Paper No. 8810 dated 13.5.2011

1.4 Other reference materials include:

Hong Kong Buildings Department. (2016). Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers: Sustainable Building Design Guidelines (APP-152)
Hong Kong Planning Department. (2011). Hong Kong Planning Standards and Guidelines (HKPSG)
Hong Kong Town Planning Board. Application for Permission under Section 16 of the Town Planning Ordinance (CAP. 131) Guidance Notes
Ng, E., Yuan, C., Chen, L., Ren, C., Fung J.C.H. "Improving the wind environment in high-density cities by understanding urban morphology and surface roughness: a study in Hong Kong." Landscape and Urban Planning 101.1 (2011): 59-74
Theurer, W. Typical building arrangements for urban air pollution modelling. Atmospheric Environment 33.24-25 (1999): 4057-4066
Yuan, C. and Ng, E. "Building porosity for better urban ventilation in high-density cities–A computational parametric study." Building and Environment 50 (2012): 176-189
Simpson, J.E. (1994). Sea breeze and local wind. Cambridge University Press
Oke, T. R. (1987). Boundary layer climates. Routledge
A. Kovar-Panskus, P. Louka, J.-F. Sini, E. Savory, M. Czech, A. Abdelqari, P. G. Mestayer and N. Toy, “Influence of geometry on the mean flow within urban street canyons – A comparison of wind tunnel experiments and numerical simulations”, Water, Air, and Soil Pollution: Focus 2: 365–380 (2002), Kluwer Academic Publishers
Yazid, A. W. M., Sidik, N. A. C., Salim, S. M., & Saqr, K. M. A review on the flow structure and pollutant dispersion in urban street canyons for urban planning strategies. Simulation 90.8 (2014): 892-916
Hong Kong Green Building Council Limited. (2018). HKGBC Guidebook on Urban Microclimate Study

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

2.0 Background

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

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

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

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

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

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

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

Based on the analyses of site context and topography:

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

Based on the analyses of the existing urban conditions:

(h) Evaluate the strategic role of the study area in air ventilation term.
(i) Identify problematic areas which warrant attention.

(j) Identify existing “good features” that needs to be kept or strengthened.

Based on an understanding of the existing urban conditions:

(k) Compare the prima facie impact, merits or demerits of the different development restrictions as proposed by PlanD on air ventilation.

(l) Highlight problem areas, if any. Recommend improvements and mitigation measures if possible.

(m) Identify focus areas or issues that may need further studies. Recommend appropriate technical methodologies for the study if needed.

2.6 In this particular AVA EE, the focus is put to assess the air ventilation performance of the proposed Initial Scenario against that of the Baseline Scenario, which refers to the scenario under draft Yau Ma Tei OZP No. S/K2/22 with BHRs, NBA, BGs, and SB as imposed on the then draft Yau Ma Tei OZP No. S/K2/21.

3.0 The Wind Environment

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

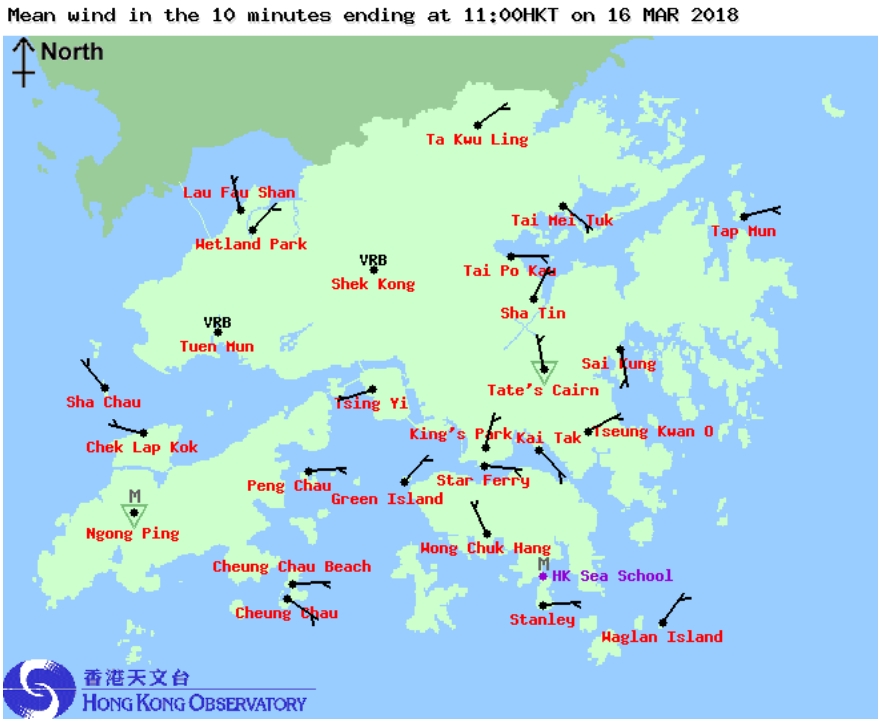


Figure 3.1 Some of the HKO stations in Hong Kong. This is a screen capture at 11:00 on 16 Mar 2018 from the HKO website. The arrows show the wind directions and speeds at the given time.

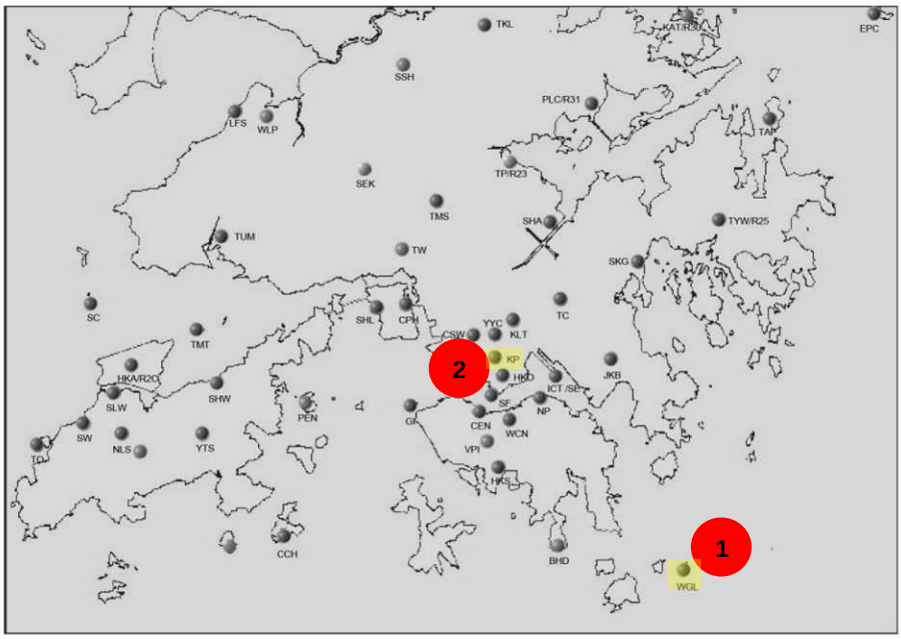


Figure 3.2 The HKO stations at 1: Waglan Island (WGL), 2: King's Park (KP).

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

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

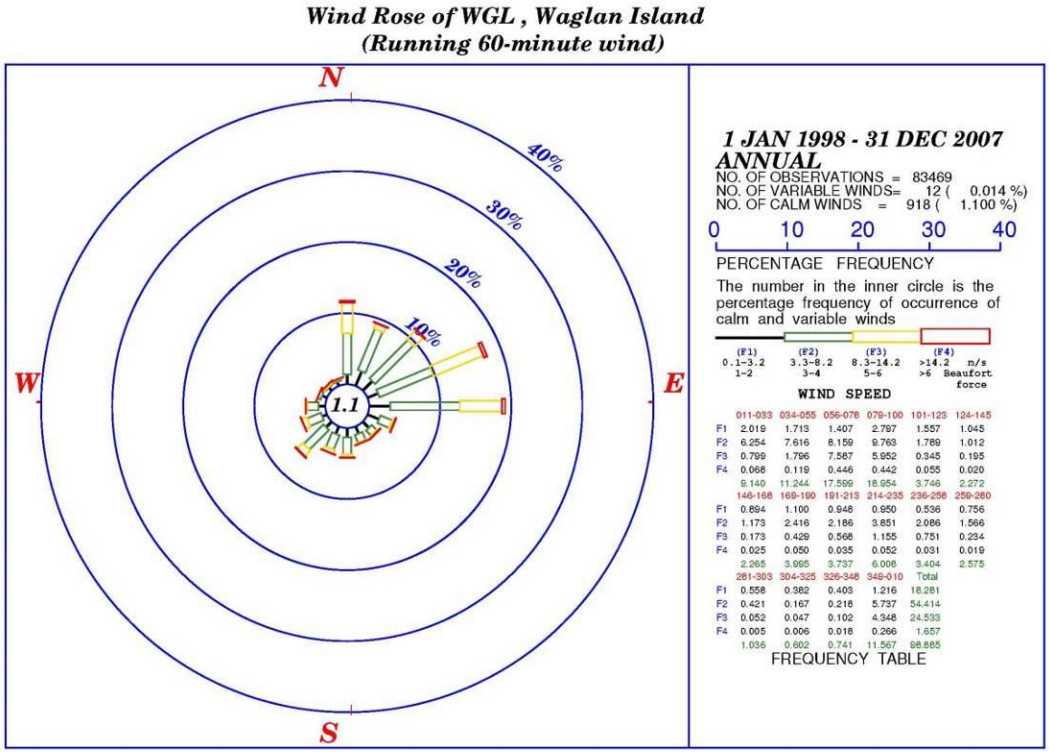


Figure 3.3 Wind rose of WGL from 1998 to 2007[1] (annual).

3.4 For the AVA study, seasonal or monthly wind environment should be understood (Figures 3.4 and 3.5). During winter, the prevailing wind comes from the northeast, whereas during summer, it comes from the southwest. As far as AVA is concerned, in Hong Kong, the summer wind is very important and beneficial for thermal comfort. Hence, based on WGL data, it is very important to plan our city, on the one hand, to capture the annual wind characteristics, and on the other hand, to maximize the penetration of the summer winds (mainly from the southwest) into the urban fabric.

[1] Wind data from 1998 to 2007 are the latest available 10-year data from HKO to the consultant.

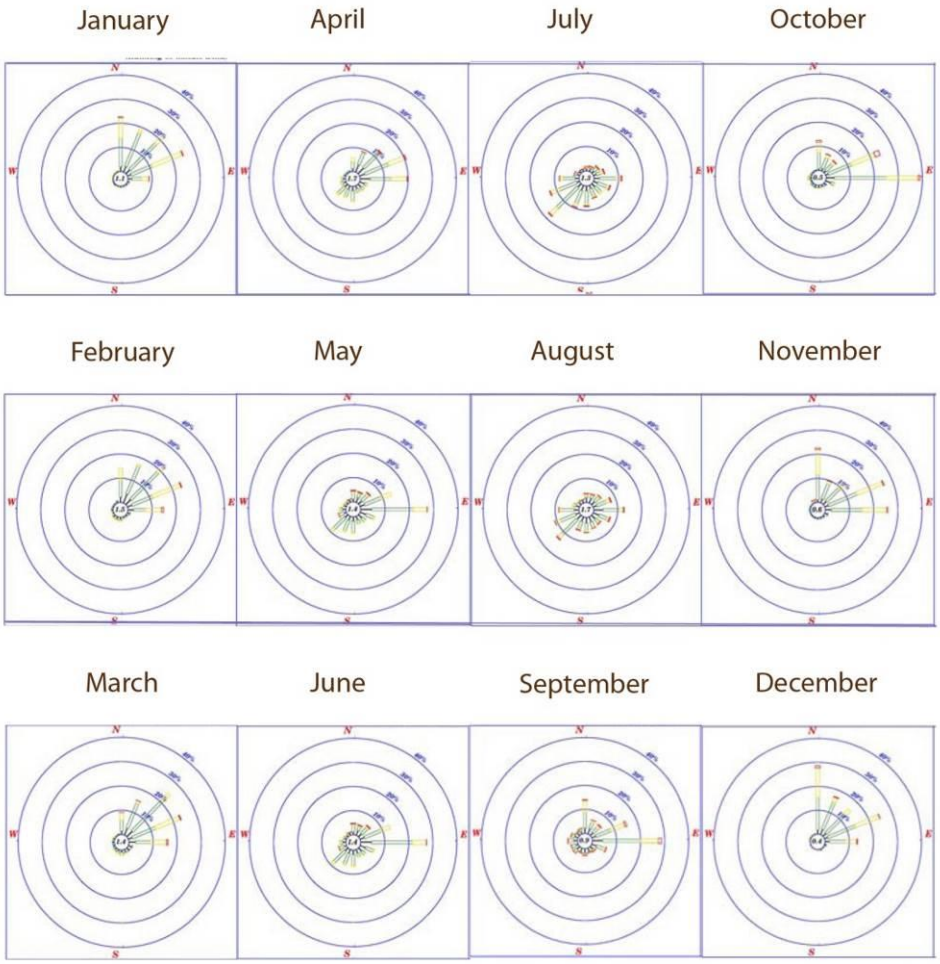


Figure 3.4 Monthly wind roses of WGL from 1998 to 2007.

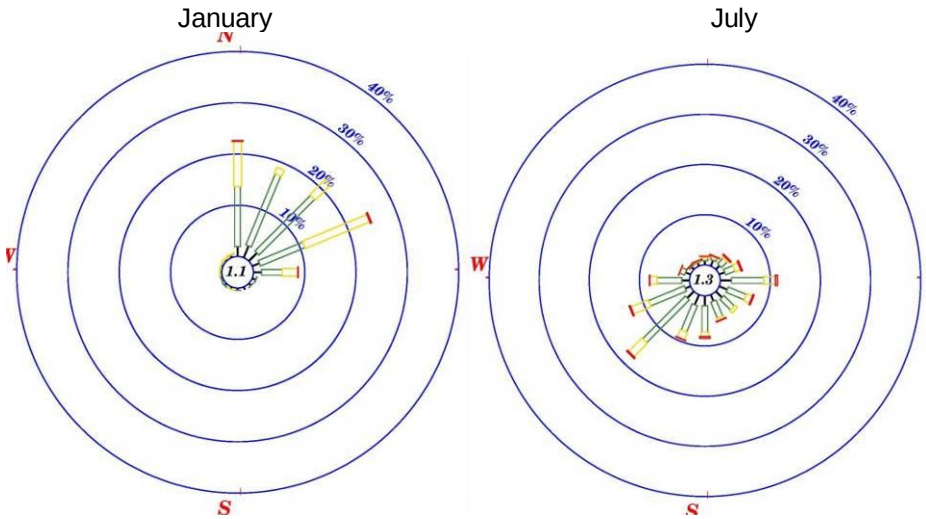


Figure 3.5 Wind roses of WGL from 1998 to 2007 (Jan and July).

3.5 Apart from WGL, the wind data of King's Park have also been extracted from HKO for reference (Figure 3.6 to Figure 3.9) as it is located within YMT Area and measures the wind environment for YMT Area. The measurement data at King's Park (with ground elevation of 65mPD) is affected by both building landscape and topography as it is situated within the building canopy and also lower than the higher ground elevation of Ho Man Tin district (up to around 100mPD) to the east. It can be observed that the annual prevailing winds are mainly from the east and east-southeast, with also significant wind components from the north and west. The summer prevailing winds are mainly from the east, west, and southerly quarters.

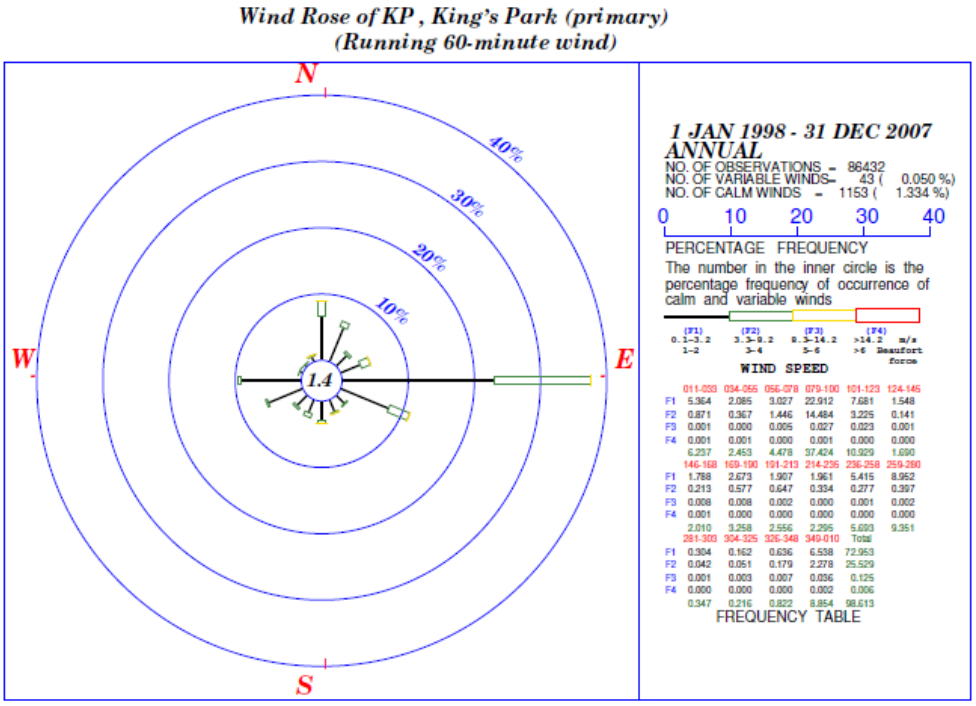


Figure 3.6 Wind rose of King's Park from 1998 to 2007 (annual).

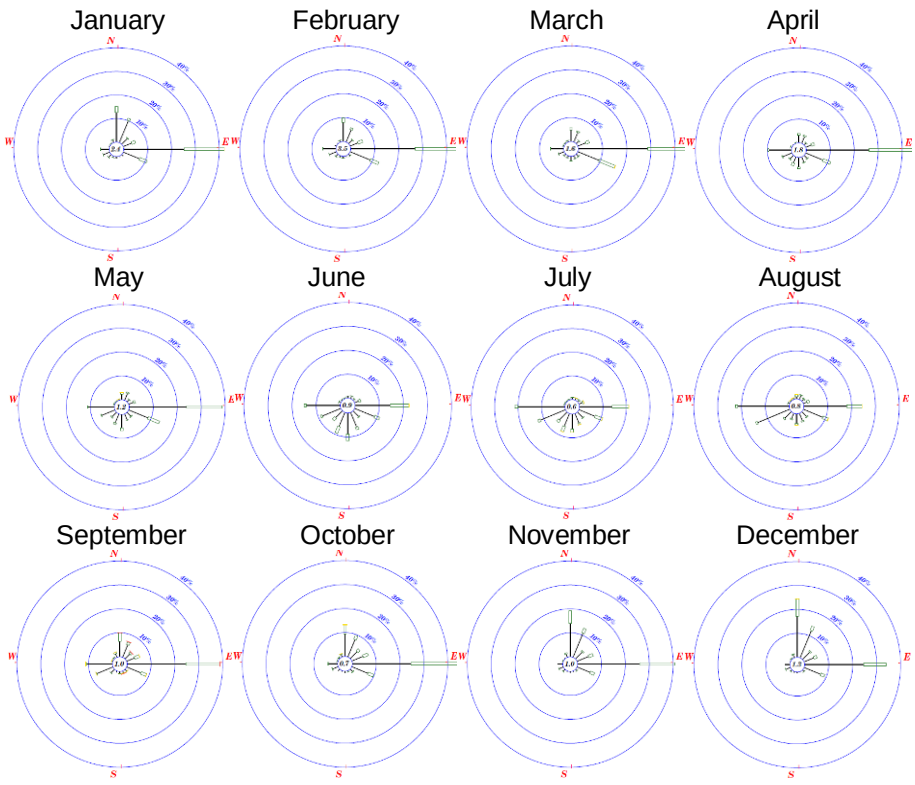


Figure 3.7 Monthly wind roses of King's Park from 1998 to 2007.

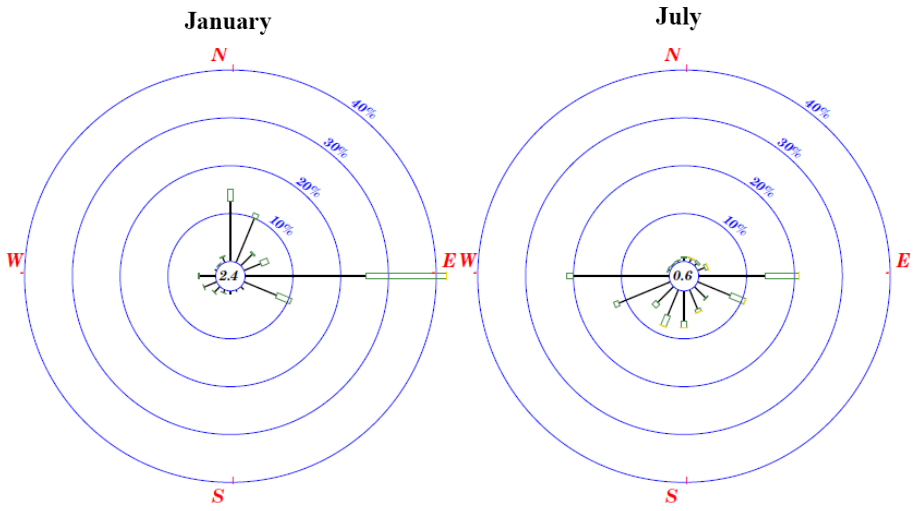


Figure 3.8 Wind roses of King's Park from 1998 to 2007 (Jan and July).

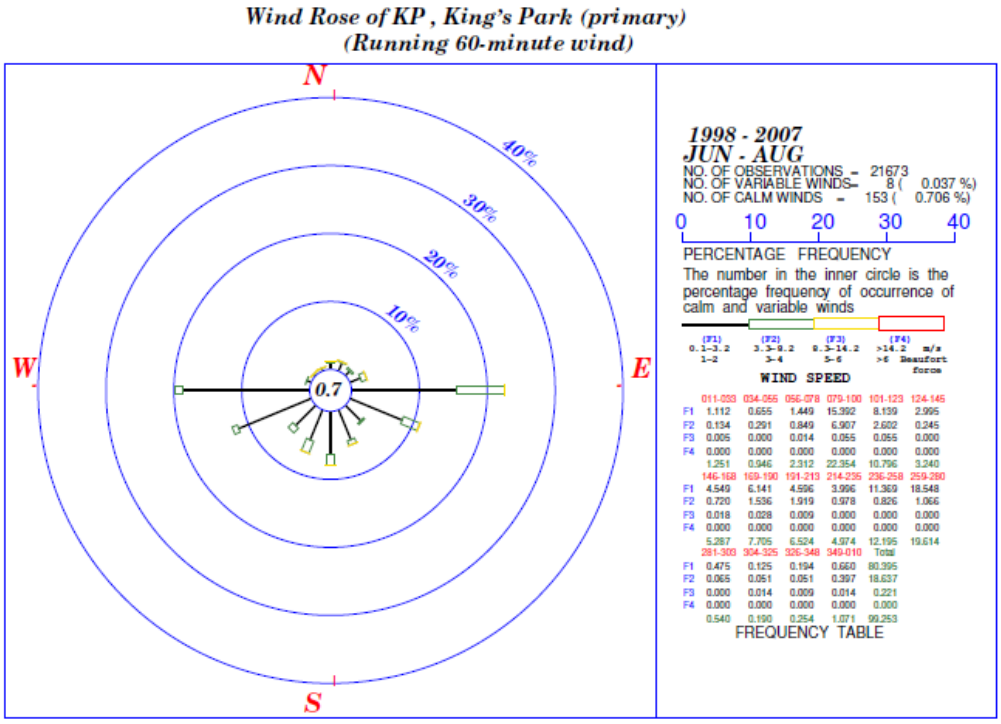


Figure 3.9 Wind rose of King's Park from 1998 to 2007 (Jun to Aug, summer).

3.6 Noting the limitation of the data of Waglan Island mentioned in para. 3.2, wind characteristics from the web-based database system provided by PlanD has also been referenced[1]. Data from five locations (x:079 y:041, x:080 y:041, x:079 y:040, x:80 y:040, x:079 y:039), which covers the YMT Area, were simulated at 200m, 300m and 500m above the ground (Figures 3.10 to 3.14). These locations, according to the application of Regional Atmospheric Modeling System (RAMS), were selected to reflect the general wind patterns within the YMT Area induced by topography. All five locations show similar wind availability. Annual and summer prevailing wind directions are summarised in Table 1. In general, the RAMS wind data from PlanD's website are consistent with that measured by HKO stations, but the RAMS data is limited to reflect the wind availability at higher elevations at or above 200m.

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

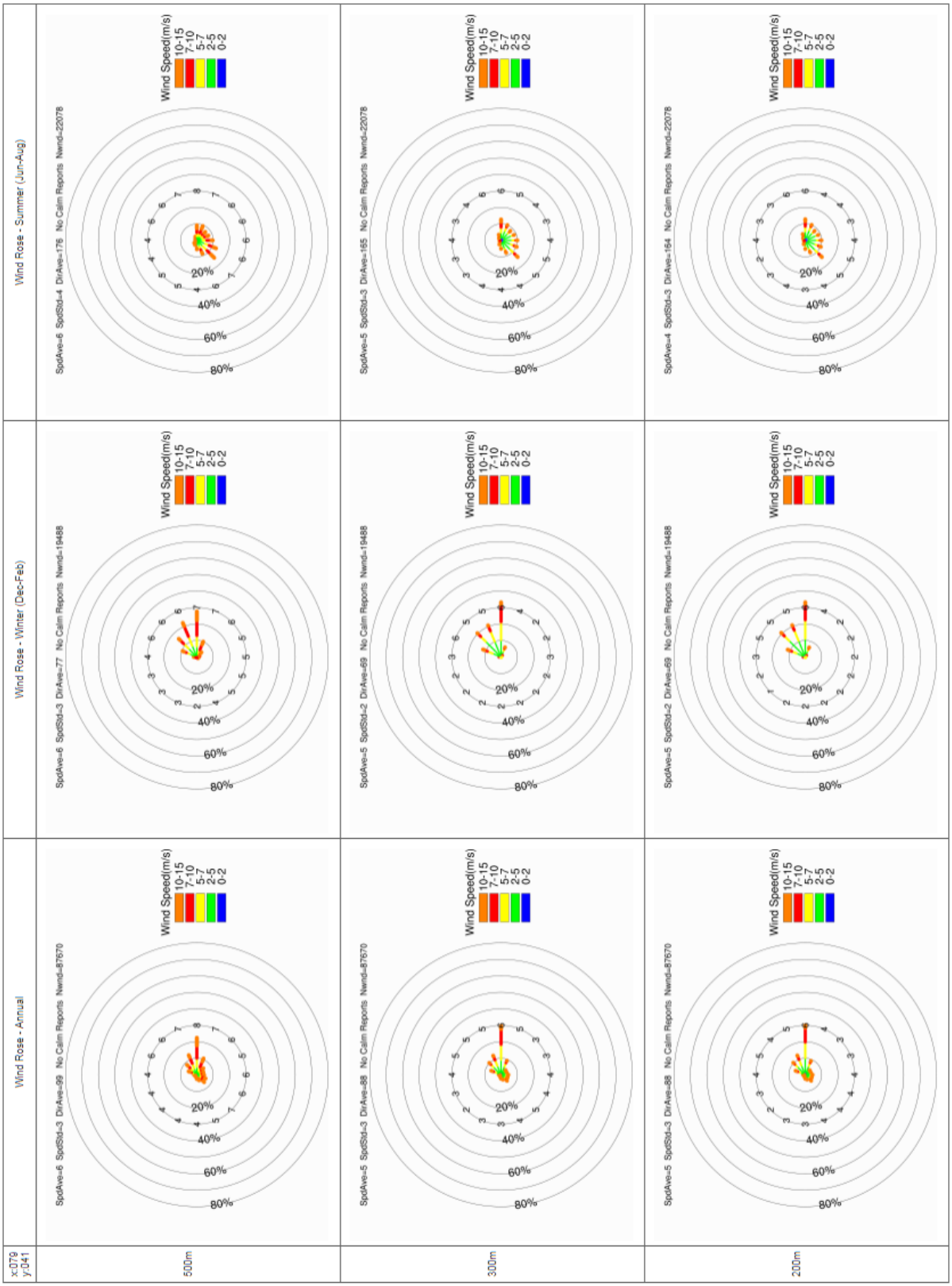


Figure 3.10 The wind data provided by PlanD for the YMT Area (x:079 y:041).

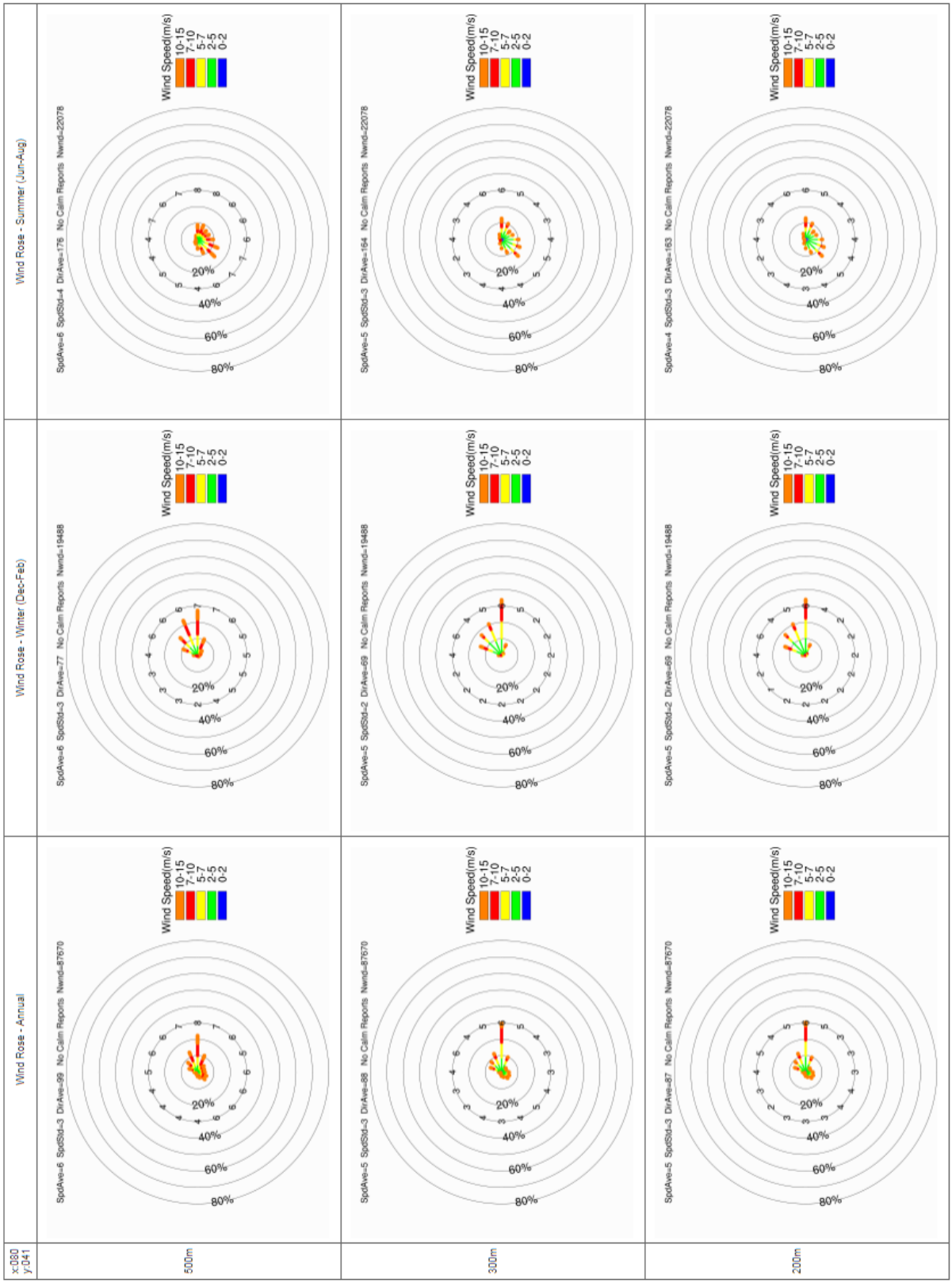


Figure 3.11 The wind data provided by PlanD for the YMT Area (x:080 y:041).

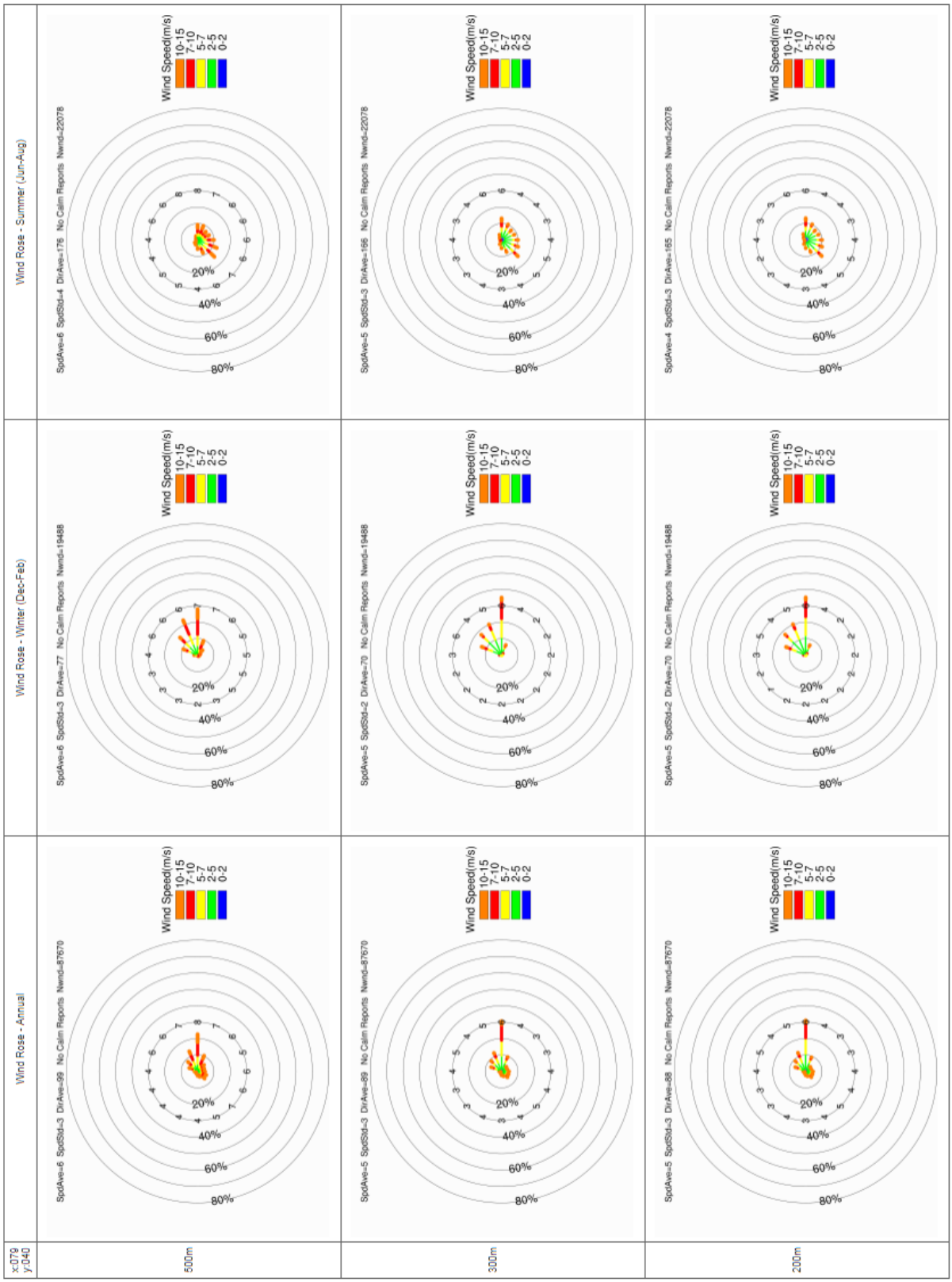


Figure 3.12 The wind data provided by PlanD for the YMT Area (x:079 y:040).

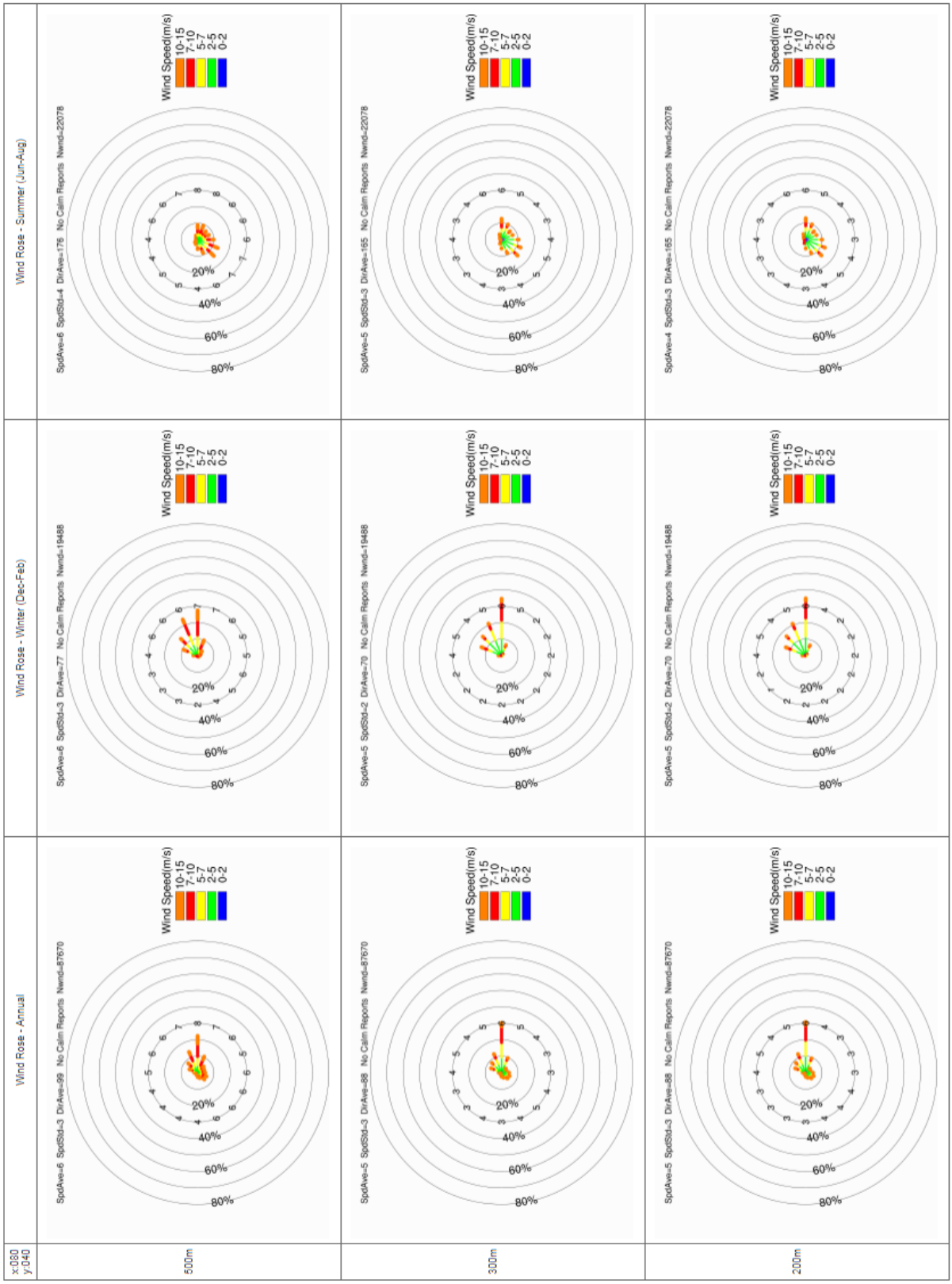


Figure 3.13 The wind data provided by PlanD for the YMT Area (x:080 y:040).

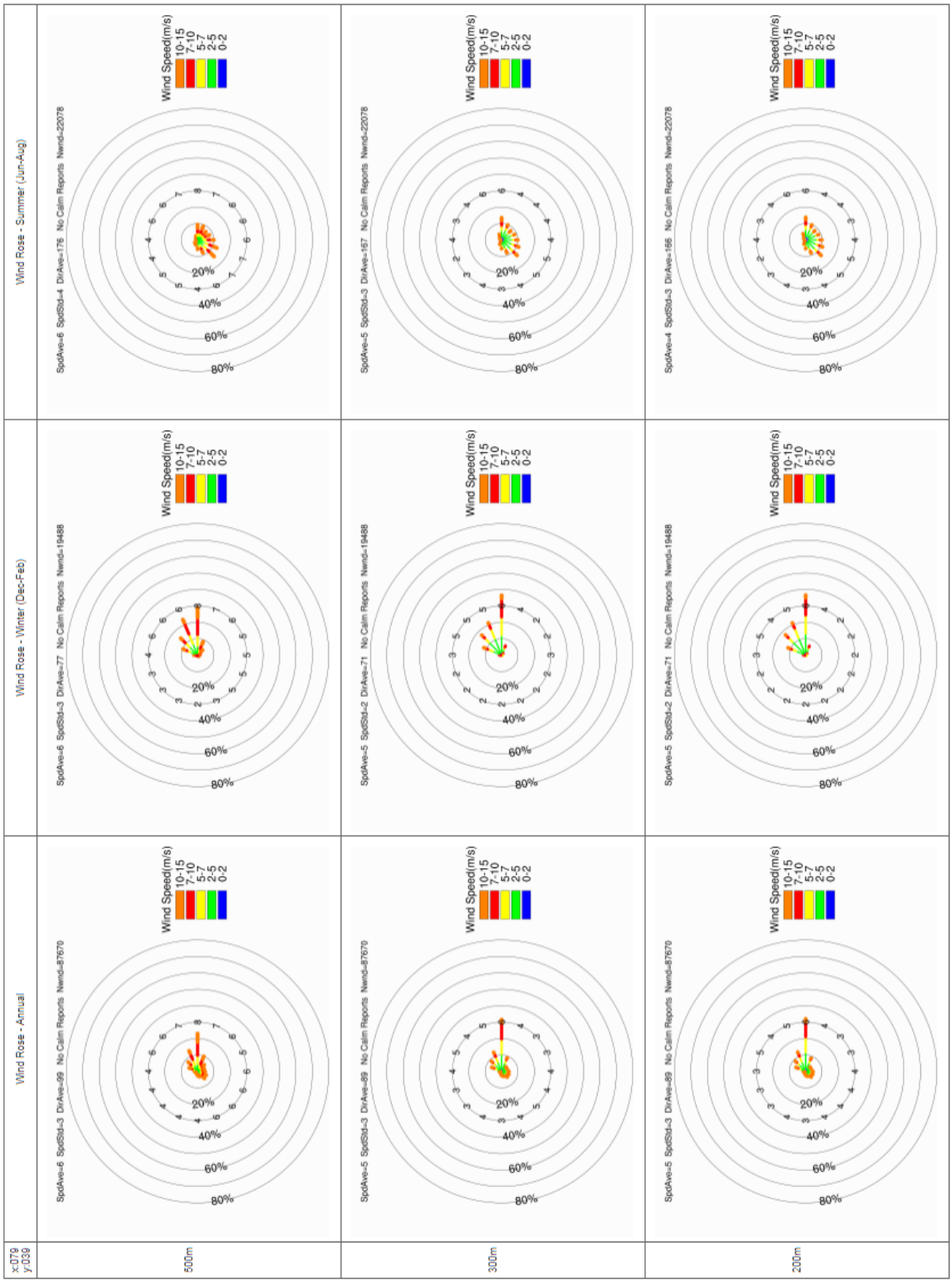


Figure 3.14 The wind data provided by PlanD for the YMT Area (x:079 y:039).

3.7 With reference to the previous AVA study for YMT area in October 2010[1], wind availability data were also obtained from MM5 simulation performed by HKUST. Based on simulated wind availability data, annual prevailing winds are identified from the northeast and east, while summer prevailing winds are identified from the east, southwest, southeast and the southerly quarters (Figure 3.15 and 3.16).

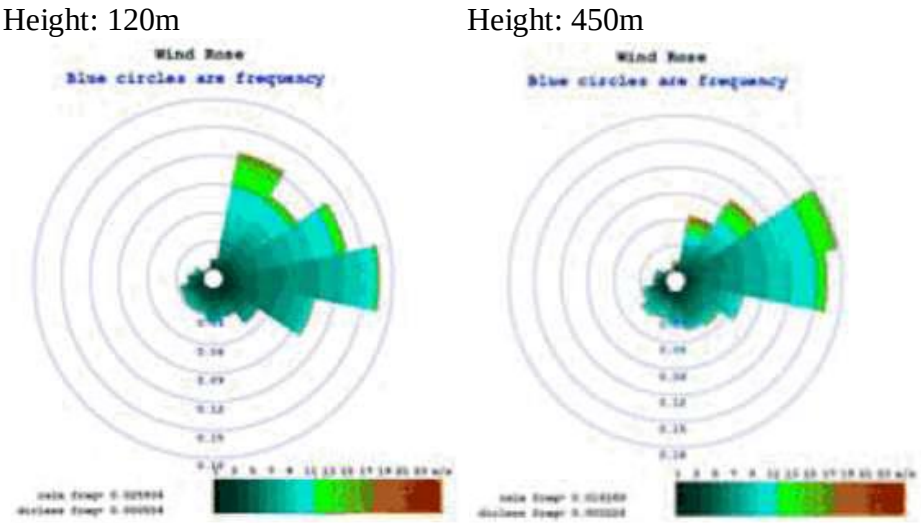


Figure 3.15 Annual wind rose based on MM5 simulation (taken from AVA EE 2010).

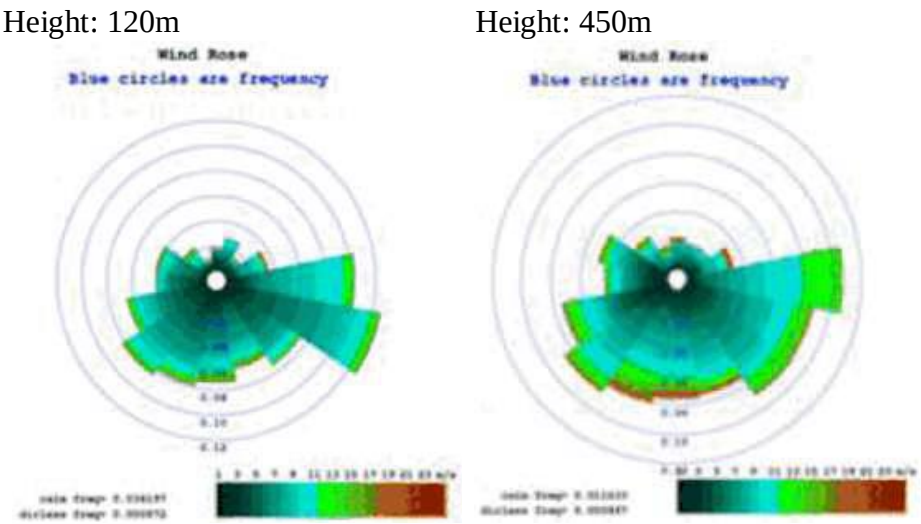


Figure 3.16 Summer wind rose based on MM5 simulation (taken from AVA EE 2010).

[1] https://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG56_AVA_FinalReport.pdf

3.8 In summary, based on all available wind data (Table 1), it can be concluded that the prevailing annual winds mainly come from the E, ENE, and W[1]. Prevailing summer winds mainly come from the SW, E, and W[1], with some wind components from the southerly quarters (Figure 3.19).

Table 1 Summary of Prevailing Wind Directions (the three most frequent directions, listed in the order of prevalence).

Data	Location	Height (m)	Annual wind	Summer wind
HKO station	King's Park (KP)	90	E, ESE, W	E, W, WSW
RAMS (from PlanD)	x:079 y:041	200	E, ENE, NE	SW, E, S
		300	E, ENE, NE	SW, E, S
		500	E, ENE, ESE	SW, SSW, ESE
	x:080 y:041	200	E, ENE, NE	SW, E, SSW
		300	E, ENE, ESE	SW, E, SSW
		500	E, ENE, ESE	SW, SSW, ESE
	x:079 y:040	200	E, ENE, NE	SW, E, S
		300	E, ENE, NE	SW, E, S
		500	E, ENE, ESE	SW, SSW, S
	x:080 y:040	200	E, ENE, ESE	SW, E, SSW
		300	E, ENE, ESE	SW, E, SSW
		500	E, ENE, ESE	SW, SSW, S
	x:079 y:039	200	E, ENE, NE	E, SW, SSW
		300	E, ENE, ESE	E, SW, SSW
		500	E, ENE, ESE	SW, SSW, S
MM5 simulation (from AVA EE 2010)		120	E, ENE, NNE	ESE, E, SW
		450	ENE, E, NE	E, SE, SW

[1] Though W wind is only detected at the King's Park HKO station, it is given more consideration as the station is within the study area and is nearest to the pedestrian level among all available wind data sources. W wind is also one of the land-sea breeze components.

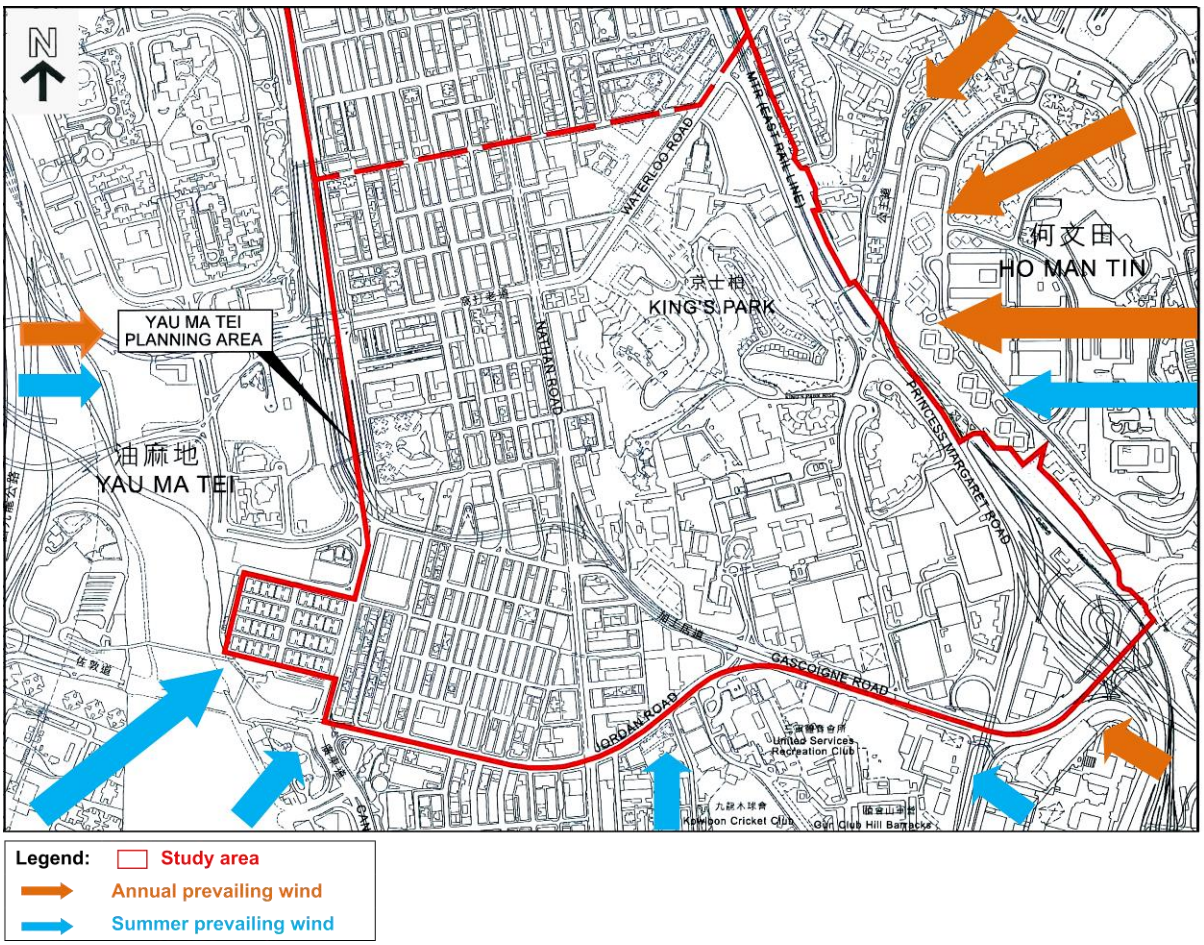


Figure 3.19 A summary of the prevailing winds for YMT Area (arrow sizes indicate the probabilities of corresponding wind directions).

4.0 Topography, Land-Sea Breezes and the Wind Environment

4.1 YMT Area is located in the central part of Kowloon Peninsula, between the Mong Kok (to the north) and Tsim Sha Tsui (to the south) OZPs. The western half of YMT Area has a flat topography (elevation up to 10m), while the eastern half of YMT Area is generally on higher grounds, with an elevation of around 65m at the King's Park meteorological station. To the east of YMT Area, there is a small hill in Ho Man Tin with an elevation of around 100m. The New YMT Typhoon Shelter and the western Victoria Harbour are around 600m to the west and southwest of YMT Area, respectively (Figure 4.1).

4.2 YMT Area is generally unaffected by katabatic (downhill) air movements from neighbouring topography. The summer prevailing wind mainly from the SW and southerly quarters can reach YMT Area unobstructed by topography. However, the small hill in Ho Man Tin may block easterly winds and create some turbulence on its leeward side. Annual and summer prevailing wind from the E needs to flow around Ho Man Tin, increasing the wind flow reaching YMT Area from the ENE and ESE directions (Figure 4.1), especially for wind at pedestrian level.

4.3 The YMT Area is subjected to thermally-induced weak air movements caused by the land-sea component at the coastline to the west and southwest of the YMT Area. Coupled MM5/CALMET simulations of the Hong Kong wind field show convergence over the Kowloon Peninsula (Figure 4.2). Observed winds also confirm wind flow from the SW and W into the western Kowloon Peninsula. These sea breezes may penetrate further inland via the east-west streets in YMT Area. With reference to the land-sea breeze formation mechanism (see Figure A-1 in Appendix A), the influence of sea breezes is expected to be more significant in the afternoon, especially under weak wind conditions.

4.4 Based on all available wind information and taking into account of the topography and land-sea breezes, it can be concluded that the major axes for pedestrian level wind in YMT Area are W, NE, and SE. This is not in contradiction with the wind directions identified in the previous EE on AVA for YMT Area[1].

[1] https://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG56_AVA_FinalReport.pdf

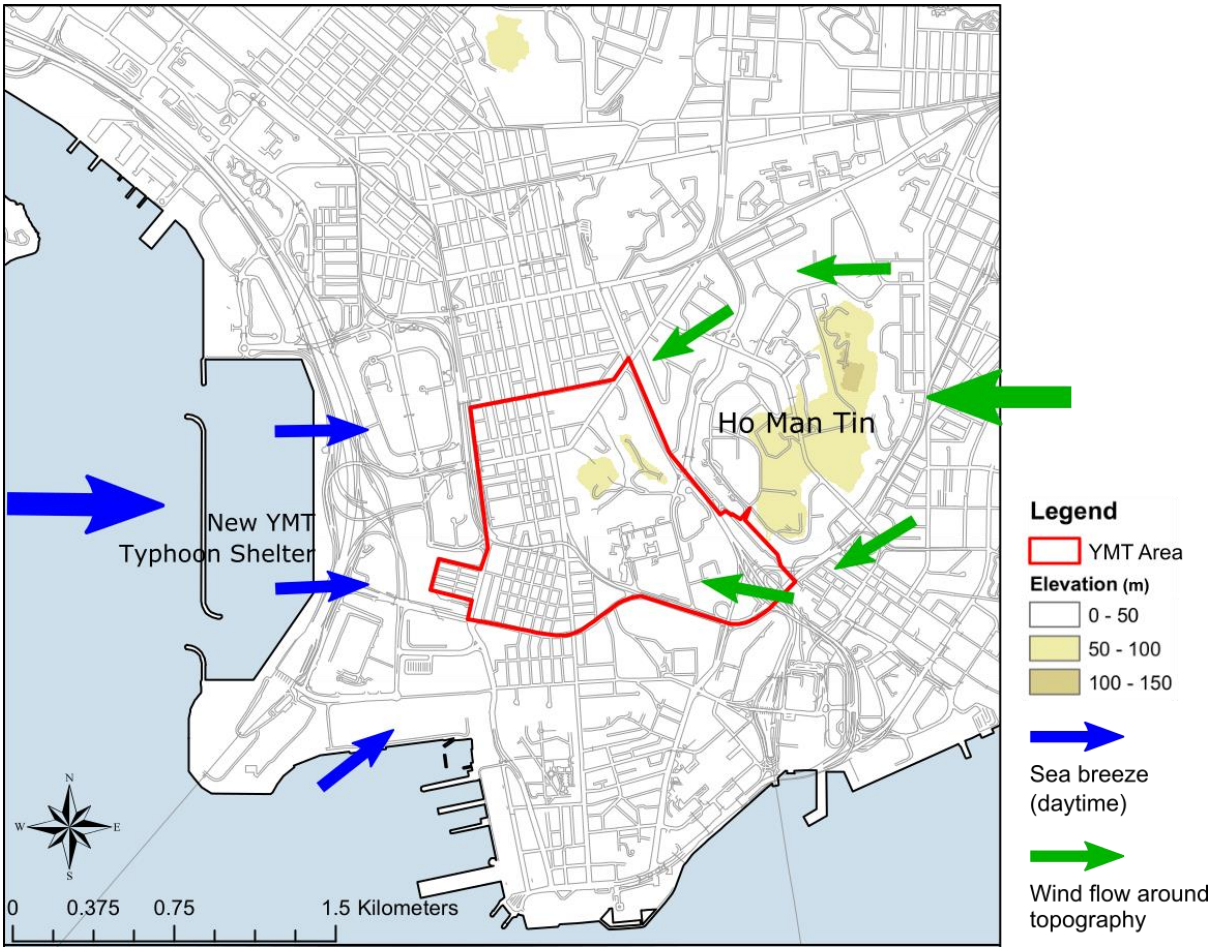


Figure 4.1 Wind flow affected by surrounding topography and sea breeze from the west for YMT Area.

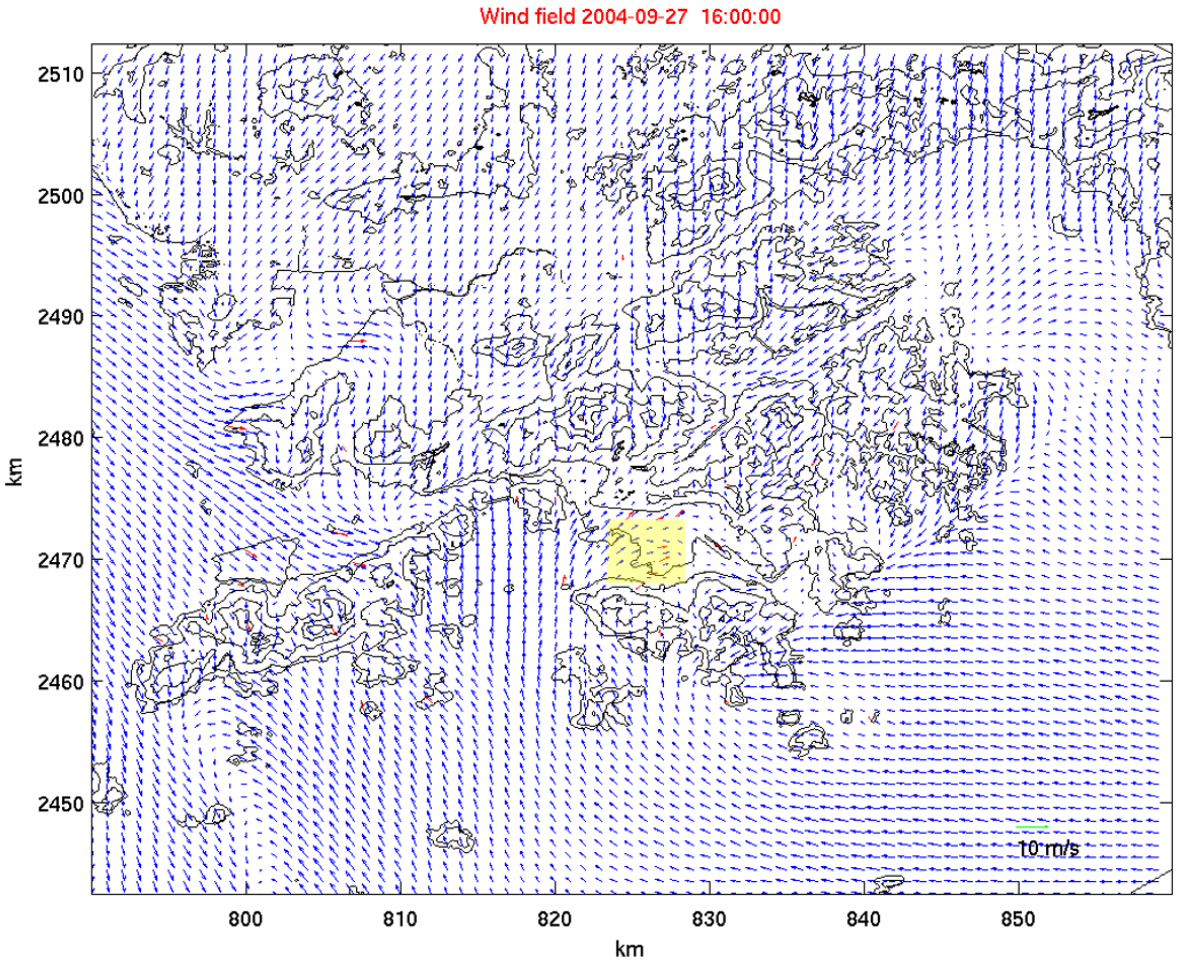


Figure 4.2 Observed winds (red arrows) vs. coupled MM5/CALMET simulated winds with 100m x 100m resolution at 10m above ground, following the contours (area of interest highlighted in yellow).

Urban Morphology and Major Ventilation Pathways

4.5 YMT Area can be divided into two parts with distinct characteristics: the eastern half (bounded by Waterloo Road, Nathan Road, Gascoigne Road, and Wylie Road/Princess Margaret Road) mainly consists of "Open Space" ("O") and "Government, Institution or Community" ("G/IC") sites on higher grounds, while dense urban building clusters concentrate on the western half which is relatively flat.

4.6 Large areas of open spaces in the eastern half of YMT Area is made up of King's Park (including a "Green Belt" ("GB") site), and various sports and recreation clubs. Built-up sites include Queen Elizabeth Hospital, Wah Yan College Kowloon, Methodist College, research offices of Hong Kong Polytechnic University, and scattered residential developments ("Residential (Group B)" ("R(B)") sites including King's Park Hill, King's Park Villa, Parc Palais, Wylie Court) (Figure 4.4).

4.7 The western half of YMT Area is densely built with narrow streets and rectangular blocks aligned roughly N-S, most of which are ageing tenement buildings. These building sites are mainly zoned as "Residential (Group A)" ("R(A)"), "R(A)1" (Prosperous Garden), and "R(A)2" (the Man's Building Area in the southwest corner of YMT Area), with commercial developments mainly along Nathan Road. The majority of building lots are small (site areas smaller than 400m^2).

4.8 Urban area relies on major roads, open space and low-rise building areas (provided by "O" and "G/IC" sites) to form breezeways and air paths. Roads connecting open spaces and low-rise building areas are important to facilitate air movement within the urban environment. Roads/streets parallel or within 30 degrees from the prevailing wind directions also form effective air paths. With consideration of the immediate surrounding built environment of YMT Area and the important wind directions (W, NE, and SE), the major breezeways and air paths are identified and shown in Figure 4.3.

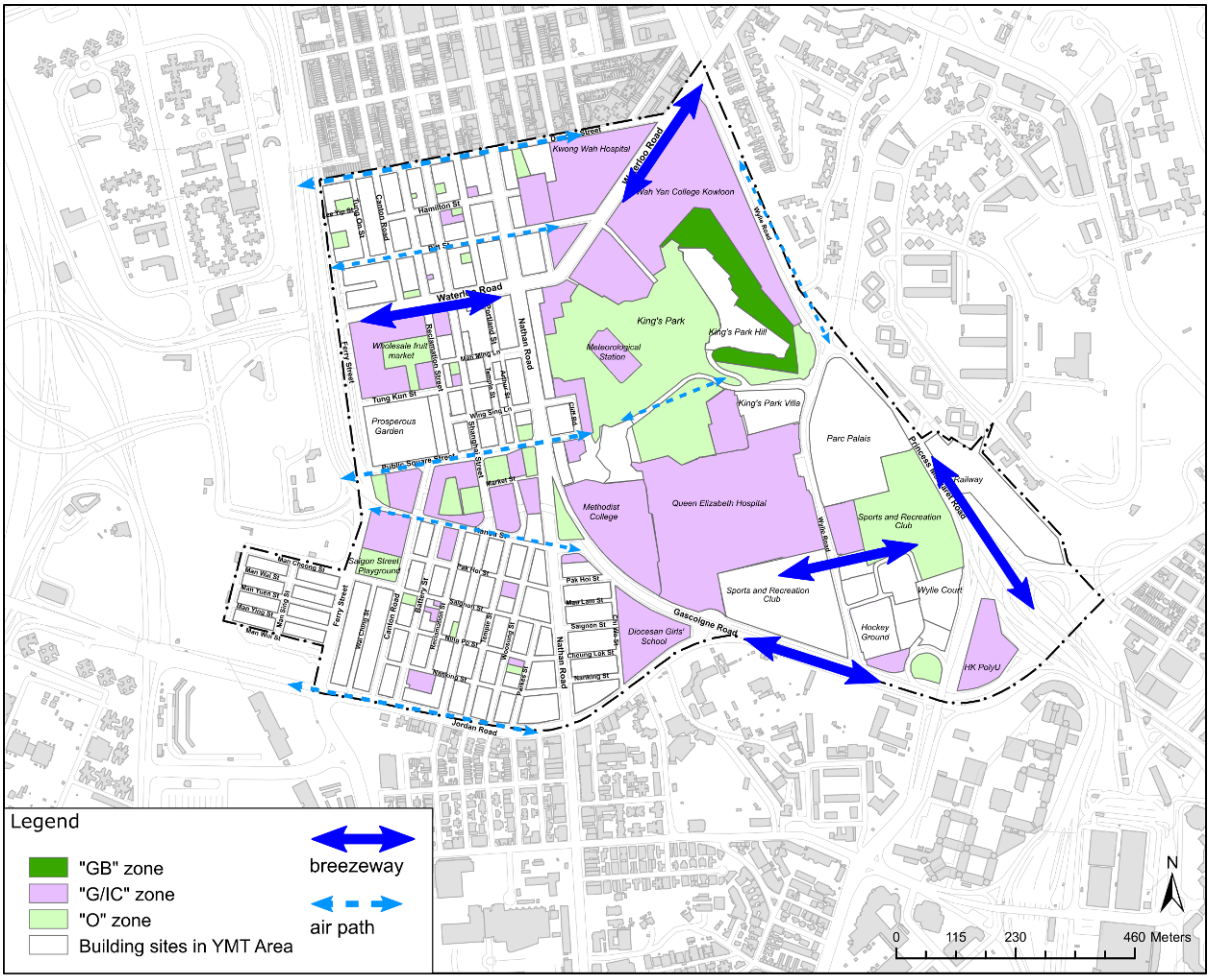


Figure 4.3 Major ventilation pathways identified in YMT Area.

4.9 When wind comes from the W and WSW (Figure 4.4), major roads such as Waterloo Road, Public Square Street, and Jordan Road act as air paths to allow wind penetration into YMT Area. Other streets (e.g. Pitt Street) with a roughly E-W orientation can facilitate air movements through YMT Area. Westerlies can also enter through the group of “O” and “G/IC” sites near the Yau Ma Tei Wholesale Fruit Market and those on the two sides of Kansu Street. However, it is more difficult for wind to flow into the narrow streets (e.g. Saigon Street, Man Wai Street, Man Yuen Street, Man Ying Street) in the southwestern part of YMT Area. Wind flow is also blocked by two long building clusters along Ferry Street and Canton Road.

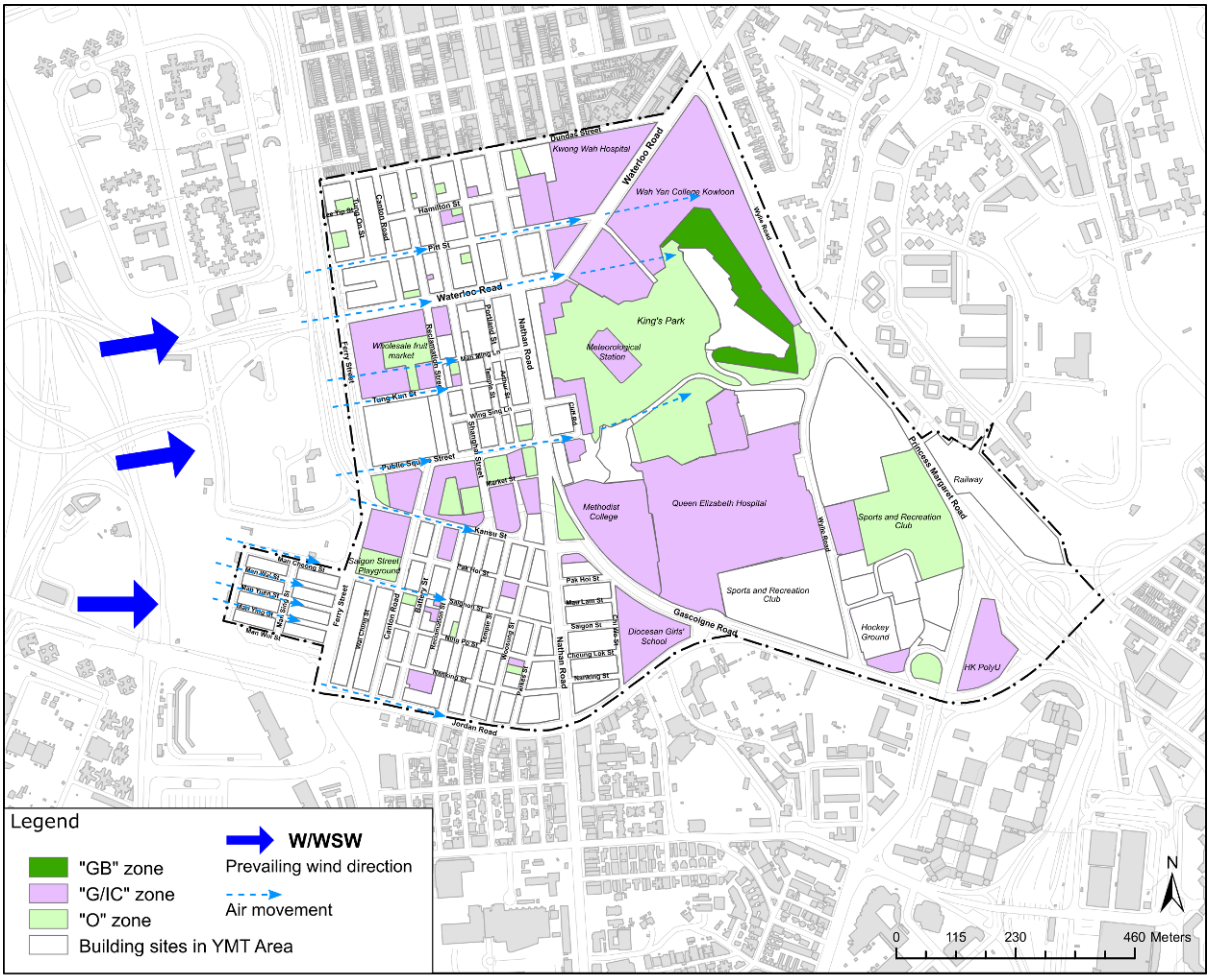


Figure 4.4 Air movement in YMT Area when wind comes from the W and WSW.

4.10 When wind comes from the NE (Figure 4.5), it flows through the northern part of YMT Area via air paths formed by Waterloo Road and Dundas Street, and open spaces at King's Park connected with Public Square Street. Wind can also flow freely through open spaces provided by the sports and recreation clubs in the southeastern part of YMT Area to reach Jordan Road. Some northerly wind can enter Wylie Road after flowing along Princess Margaret Road. However, the long commercial building cluster east of Nathan Road obstructs the flow of contour-following wind down the slopes of King's Park and prevents easterlies from reaching the western part of YMT Area.

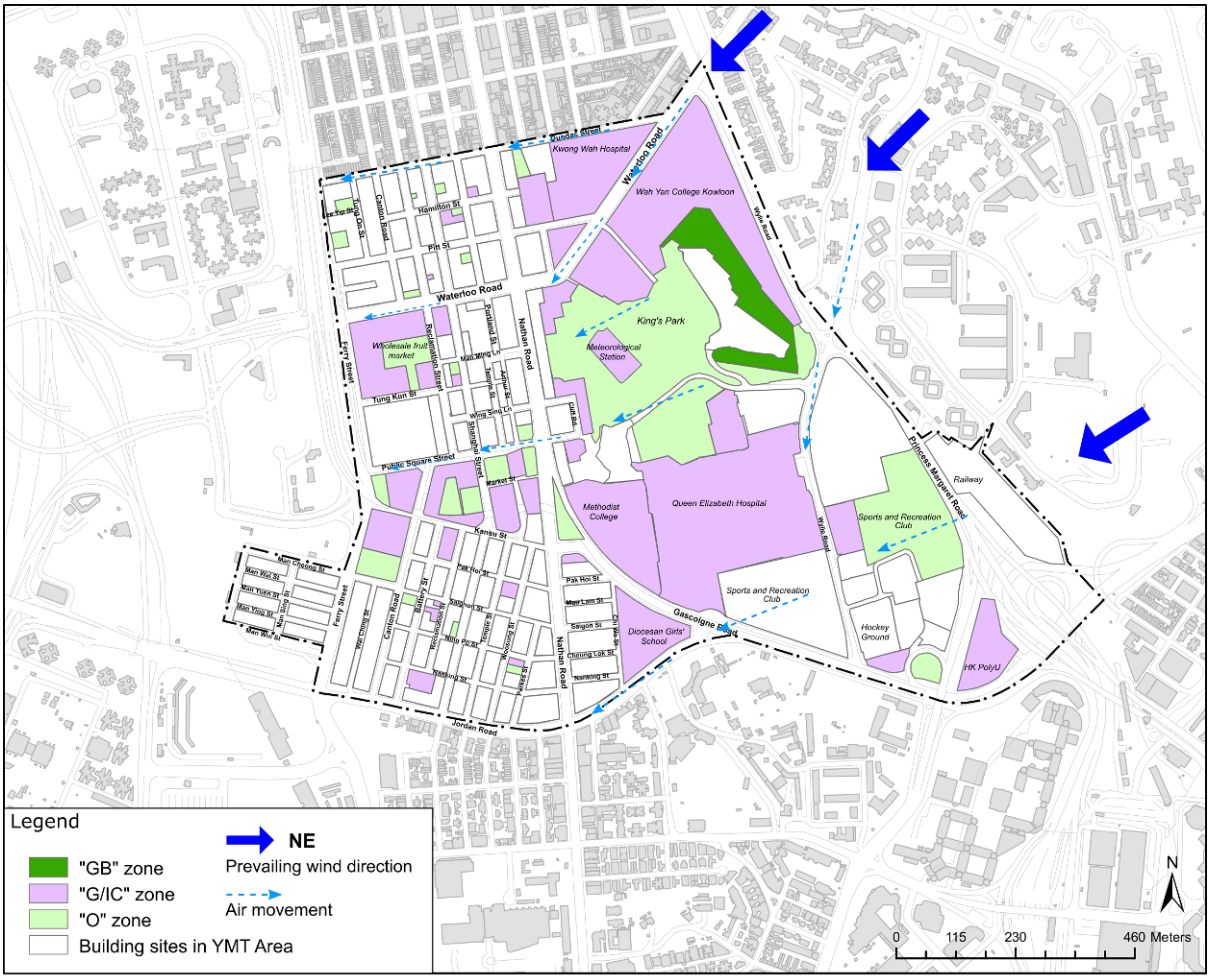


Figure 4.5 Air movement in YMT Area when wind comes from the NE.

4.11 When wind comes from the E (Figure 4.6), it passes through King's Park and the relatively open and low-rise building areas of Wah Yan College Kowloon and True Light Girls' College to reach Pitt Street, Waterloo Road, and Public Square Road, which are roughly oriented E-W. Wind can also flow freely through open spaces provided by the sports and recreation clubs in the southeastern part of YMT Area to reach Jordan Road. However, the easterlies are, again, blocked by the long commercial building cluster east of Nathan Road to reach the area in between Waterloo Road and Public Square Road.

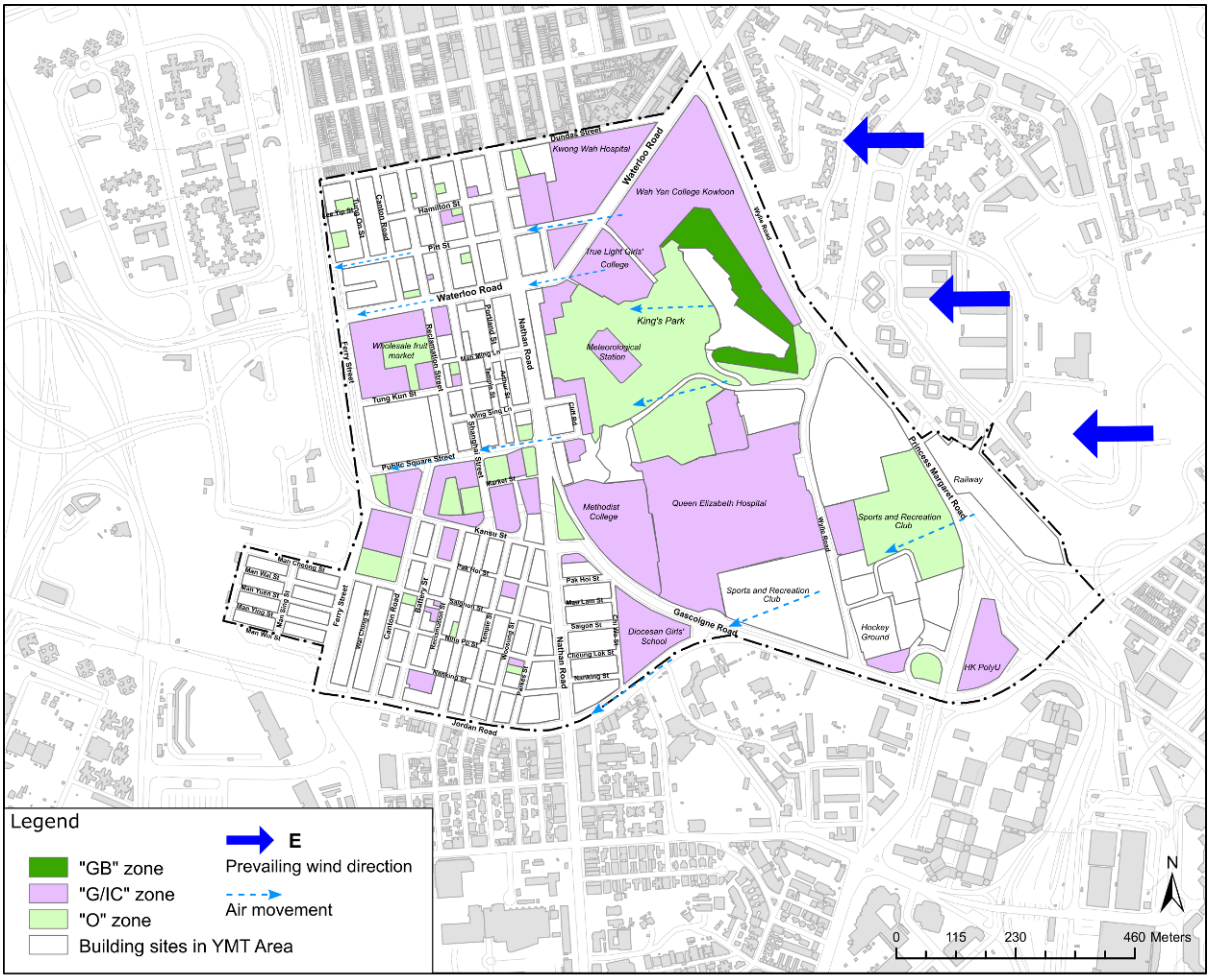


Figure 4.6 Air movement in YMT Area when wind comes from the E.

4.12 When wind comes from the SE (Figure 4.7), it flows along Gascoigne Road but air movement may be hindered at bottleneck along Kansu Street near Nathan Road and thus limiting wind penetration through YMT Area. Wind can also flow along Jordan Road at the southernmost part of YMT Area. Another major air path is formed by Princess Margaret Road and the connecting section of Wylie Road along the eastern border of YMT Area.

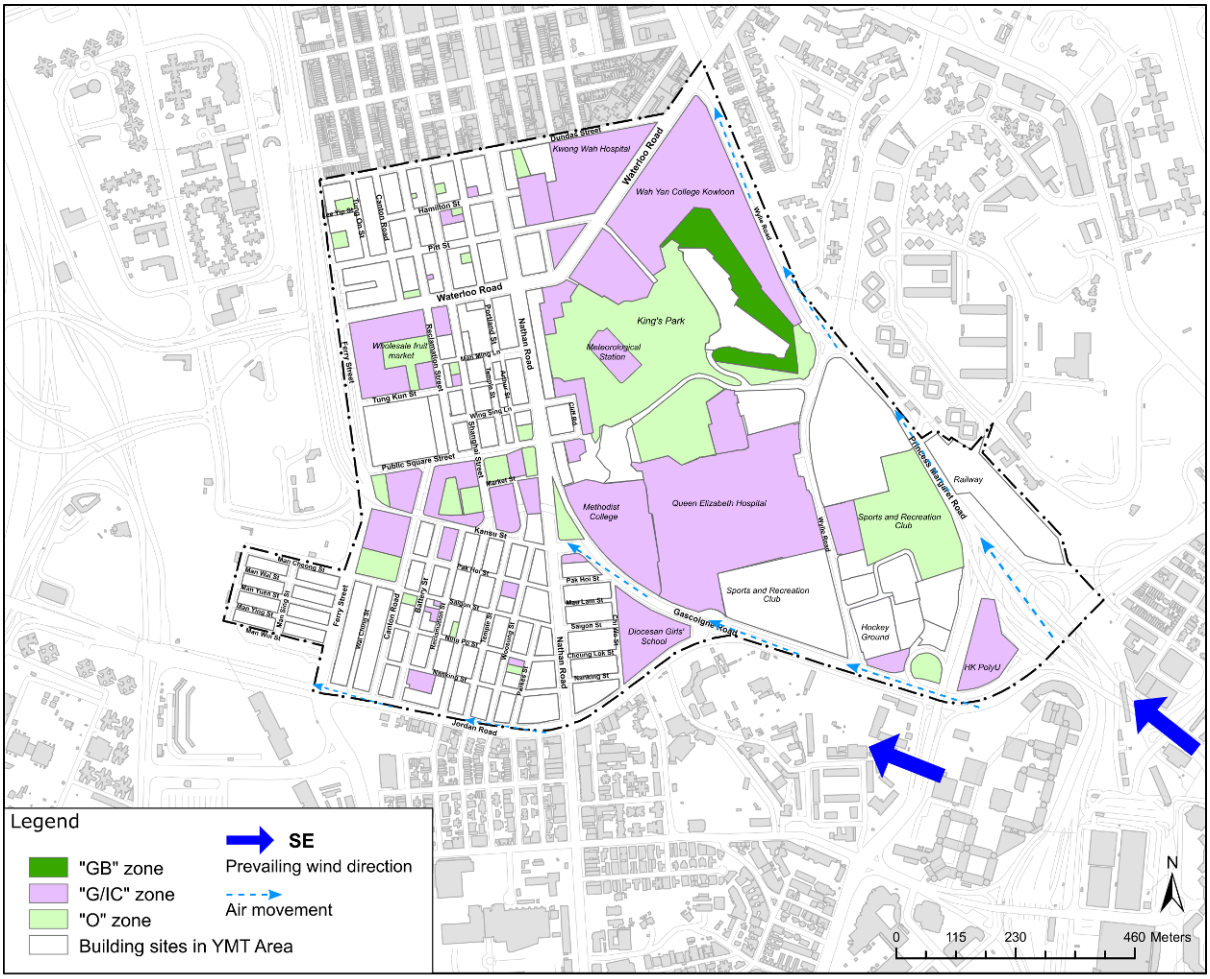


Figure 4.7 Air movement in YMT Area when wind comes from the SE.

4.13 Available wind data also show some wind components from the S for YMT Area. Although the wind flow reaching YMT Area from the S is greatly reduced by the rather dense and tall built-up areas in Tsim Sha Tsui upwind of YMT Area, major roads/streets along the N-S orientation, especially Nathan Road, provide permeability for air movements by diffusion within YMT Area. It is also possible to have some air movements along Ferry Street, Wylie Road, and other narrower streets (Figure 4.8).

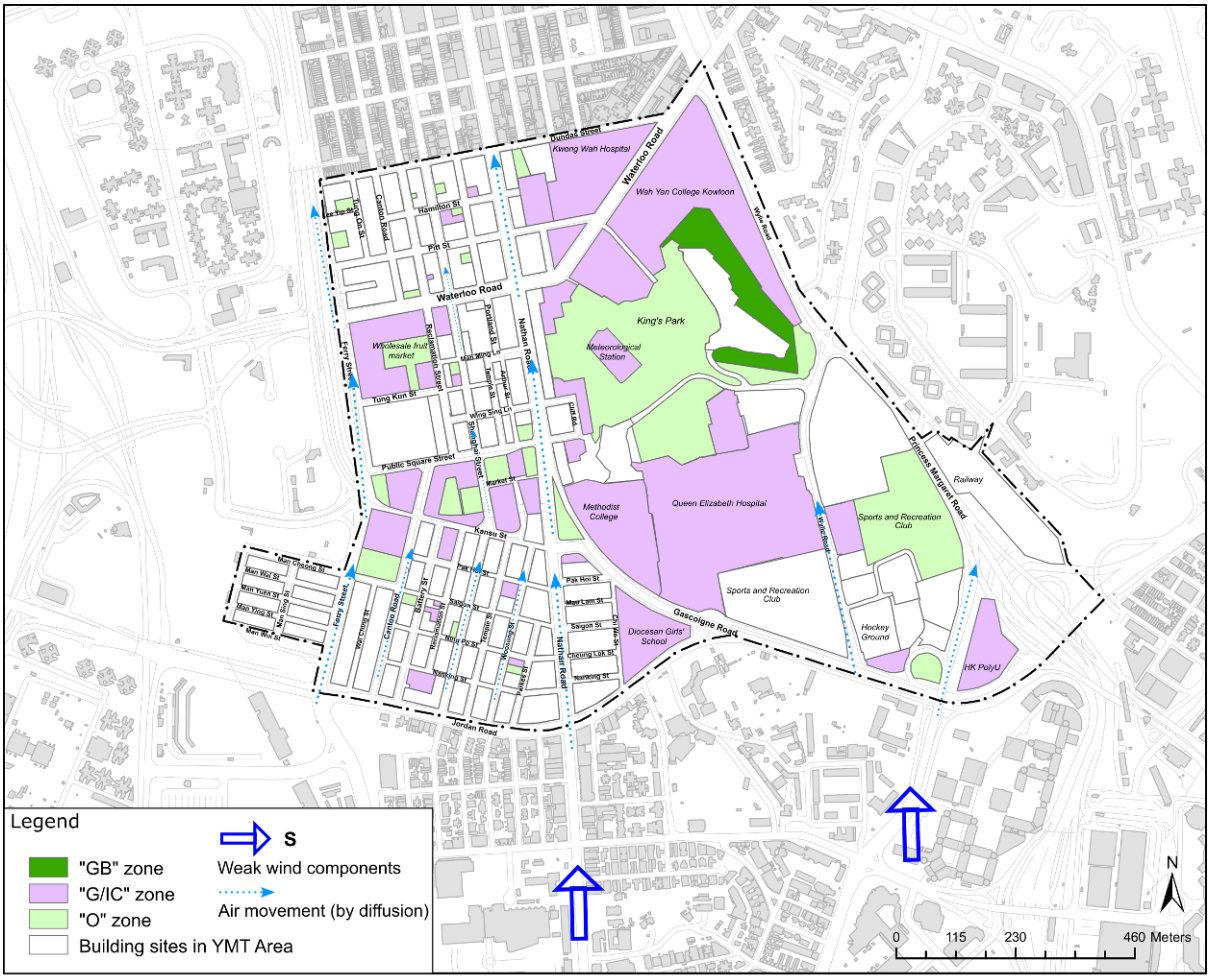


Figure 4.8 Air movement in YMT Area when weak wind comes from the S.

5.0 Baseline Scenario

5.1 The Baseline Scenario refers to the scenario under draft Yau Ma Tei OZP No. S/K2/22 with BHRs, NBA, BG, and SB requirements as imposed on the then draft Yau Ma Tei OZP No. S/K2/21.

General characteristics of YMT Area

5.2 YMT Area is located in the central part of Kowloon Peninsula with higher grounds in its eastern part. It is subjected to thermally-induced weak air movements caused by the land-sea component at the coastline to the west of the area. Annual prevailing winds come from the ENE and E, while summer prevailing winds mainly come from the SW. Important wind directions for pedestrian level wind in YMT Area are WSW, NE, and SE. The wind environment of YMT Area is detailed in Sections 3 and 4.

5.3 The eastern half of YMT Area consists of King's Park (including a "GB" site) and other large open spaces, as well as schools and hospitals with relatively lower BHs. It is bounded by Nathan Road on the east, Wylie Road and Princess Margaret Road on the west, and two diagonal main roads, namely Waterloo Road and Gascoigne Road.

5.4 The western half of YMT Area is made up of mostly residential sites with areas smaller than 400m^2. It has a largely regular street grid with major roads/streets oriented roughly north-south (e.g. Nathan Road, Portland Street, Woosung Street, Battery Street, Reclamation Street, Canton Road, Ferry Street) and east-west (e.g. Dundas Street, Pitt Street, Waterloo Road, Tung Kun Street, Public Square Street, Kansu Street, Saigon Street, Nanking Street, Jordan Road). The streets to the south of Kansu Street are generally narrow, with widths less than 15m. There are two main clusters of "O" and "G/IC" sites near the Yau Ma Tei Wholesale Fruit Market and in between Public Square Street and Kansu Street.

5.5 When wind comes from the WSW and W, it flows into YMT Area through roads/streets parallel or within 30 degrees from these directions in the western half of YMT Area. When wind comes from the easterly quarters, it is welcomed by the open spaces and main roads in the eastern half of YMT Area. When wind comes from the S, the wind flow reaching YMT Area is greatly reduced by the built-up areas in Tsim Sha Tsui to the immediate south of YMT Area.

5.6 In recent years, based on the available information provided by the Government, at least half of the newly approved building plans in the past 5 years have site areas larger than 400m^2.

Building Height Restrictions

5.7 Existing BHRs are as shown in Figure 5.1. According to the information provided by PlanD, although the development restrictions including BHRs for all "C", "R(A)", "R(B)", "G/IC" and "Other Specified Uses" ("OU") zones on the OZP have

been reviewed, revised BHRs are only proposed for the "C", "R(A)", and "R(A)2" zones in YMT Area.

5.8 For "OU" and "G/IC" zones, upon completion of the review of development restriction, it is recommended that their BHs will remain unchanged. In addition, areas zoned "O" and "GB", which aim to provide spatial and visual relief amidst the densely built urban environment and to conserve existing natural environments, are not the subject of the current review of development restrictions.

5.9 All "C" sites in YMT Area have a BHR of 100mPD in the Baseline Scenario.

5.10 "R(A)" sites in YMT Area generally have a two tier BHR of 80/100mPD (100mPD is allowed for site with an area larger than 400m^2), except for the "R(A)1" site at Prosperous Garden and the eight "R(A)2" sites at the Man's Building Area in the southwest corner of YMT Area, which have a BHR of 80mPD.

Non-building areas, Building Gaps, and Building Setbacks

5.11 NBAs, BGs, and SB requirements specified in the Baseline Scenario of YMT Area are summarised in Figure 5.2.

5.12 A NBA, as shown on the Plan of the YMT OZP, with an area of around 1800m^2, is designated at the "OU" annotated "Residential Development with Historical Building Preserved" zone at the junction of Portland Street and Man Ming Lane. It is currently a public open space managed by the Leisure and Cultural Services Department. No structure is allowed from ground level.

5.13 SB requirements are stipulated in the Notes of the YMT OZP. A minimum SB of 6m from the lot boundary above 15m measured from mean street level is required for the "C" site abutting the northern curb of Kansu Street. Besides, SB requirements are also imposed for buildings along Parkes Street, Woosung Street (to the north of Saigon Street), Arthur Street, and Portland Street. A minimum SB of 3m from the lot boundary above 15m measured from mean street level is required for tower developments at these sites.

5.14 Apart from the statutory requirements as stated in paragraphs 5.12 and 5.13 above, BGs, as indicated in the Explanatory Statement (ES) of the YMT OZP, are defined at four locations: 1) a 15m-wide BG above podium level aligned with Man Ming Lane across the buildings at 502-512 Nathan Road, 2) two 15m-wide BGs above podium level aligned with Hamilton Road across the two "R(A)" zones bounded by Canton Road, Pitt Street, Ferry Street, and Dundas Street, 3) a 16m-wide BG above podium level aligned with Wing Sing Lane traversing the residential block to the east of Prosperous Garden, 4) four strips of 10m-wide BGs above podium level aligned with Ning Po Street and Nanking Street across the two "R(A)" zones bounded by Canton Road, Jordan Road, Ferry Street, and Saigon Street.

5.15 The potential impacts on air ventilation of the above BHRs, NGAs and SBs requirements as stated in the Notes of the OZP, as well as the BGs requirement as indicated in the ES of the OZP, have been evaluated in the previous EE on AVA for YMT Area[1]. This forms the Baseline Scenario of the current AVA EE. In subsequent sections, the Initial Scenario will be compared and evaluated against this Baseline Scenario.

[1] https://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG56_AVA_FinalReport.pdf

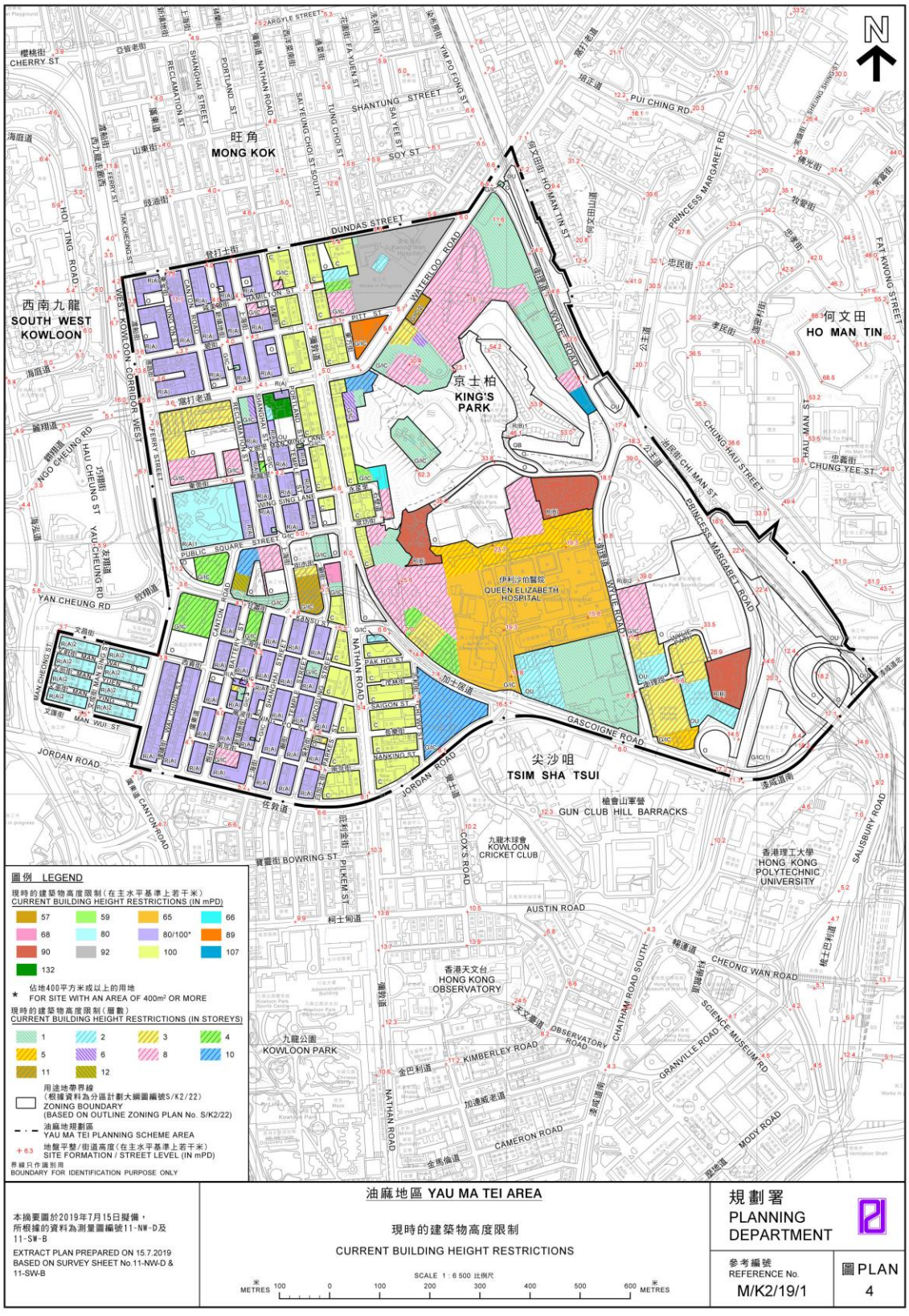


Figure 5.1 Current BHRs of the Baseline Scenario for YMT Area.

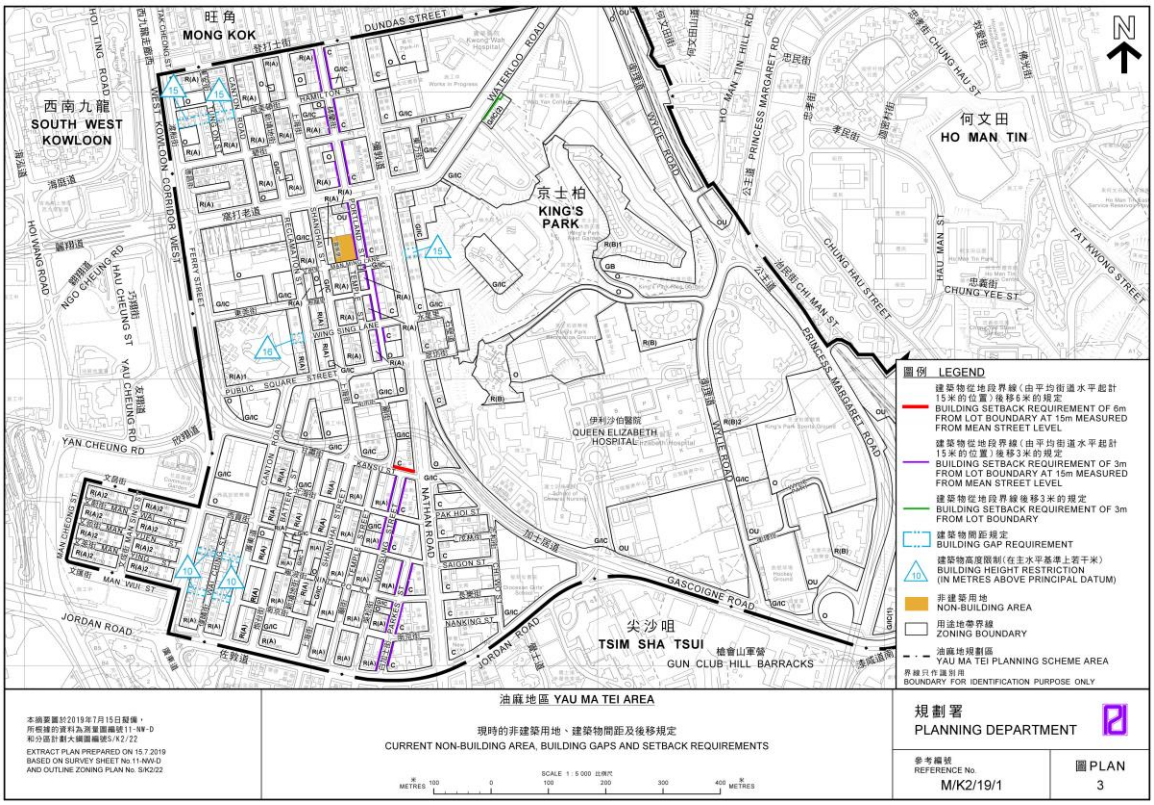


Figure 5.2 NBA, BGs, and SB requirements of the Baseline Scenario for YMT Area.

6.0 Expert Evaluation of the Initial Scenario

6.1 To follow up on the court judgements, PlanD has reviewed the development restrictions (including relevant BHRs and other ventilation measures such as NBAs and BGs) on the current OZP and come up with the Initial Scenario.

6.2 Compared to the Baseline Scenario (described in Section 5), the following aspects of the Initial Scenario are expertly assessed in this AVA EE:

- Changes in BHRs for different zonings to increase the design flexibility in building developments;
- The requirements on NBA, BGs and SBs;
- The potential for the implementation of key building design elements (in particular, building separation and SB) set out in the Sustainable Building Design Guidelines (SBDG)[1].

Key Characteristics of the Initial Scenario

6.3 For residential sites ("R(A)" and "R(A)2" zones), the BHR is proposed to be increased to 100mPD for all sites, based on the modern building design standard for composite development (which assumes 20% GFA concession, 4m podium floor height and 3m typical floor height), and to allow for the implementation of the SBDG.

6.4 For "C" sites, the BHR is proposed to be increased to 110mPD, based on the modern building design standard for commercial development (which assumes 25% GFA concession, 5m podium floor height and 4m typical floor height), the requirement for the provision of refugee floor, and to allow for the implementation of the SBDG.

6.5 Figure 6.1 shows the BHRs in the Initial Scenario. Figure 6.2 shows the proposed increases in BHRs for the sites involved compared to the Baseline Scenario.

6.6 The Initial Scenario maintains the NBAs, BGs and SB requirements (see Figure 5.1) defined in the Baseline Scenario.

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

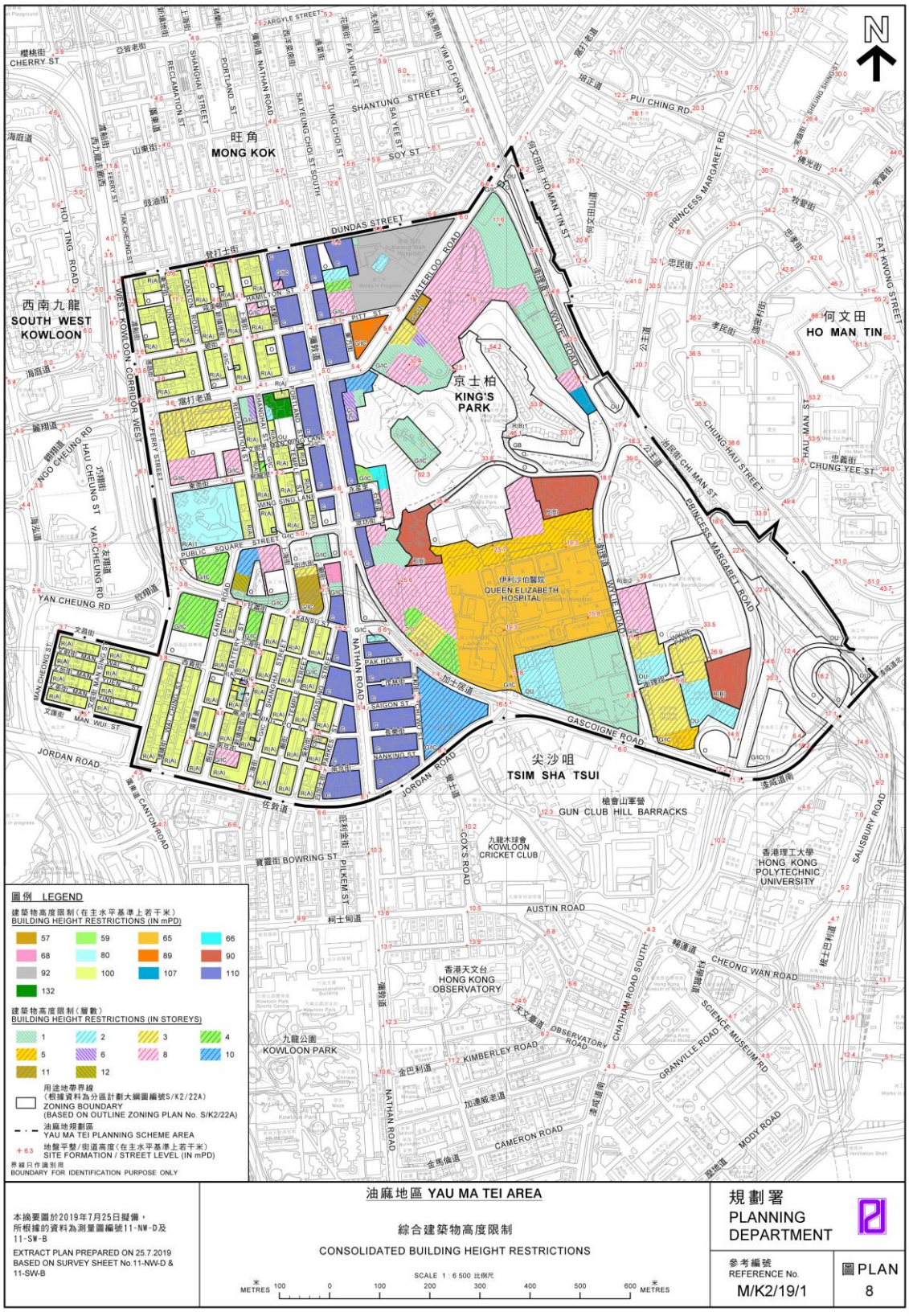


Figure 6.1 BHRs of the Initial Scenario for YMT Area.

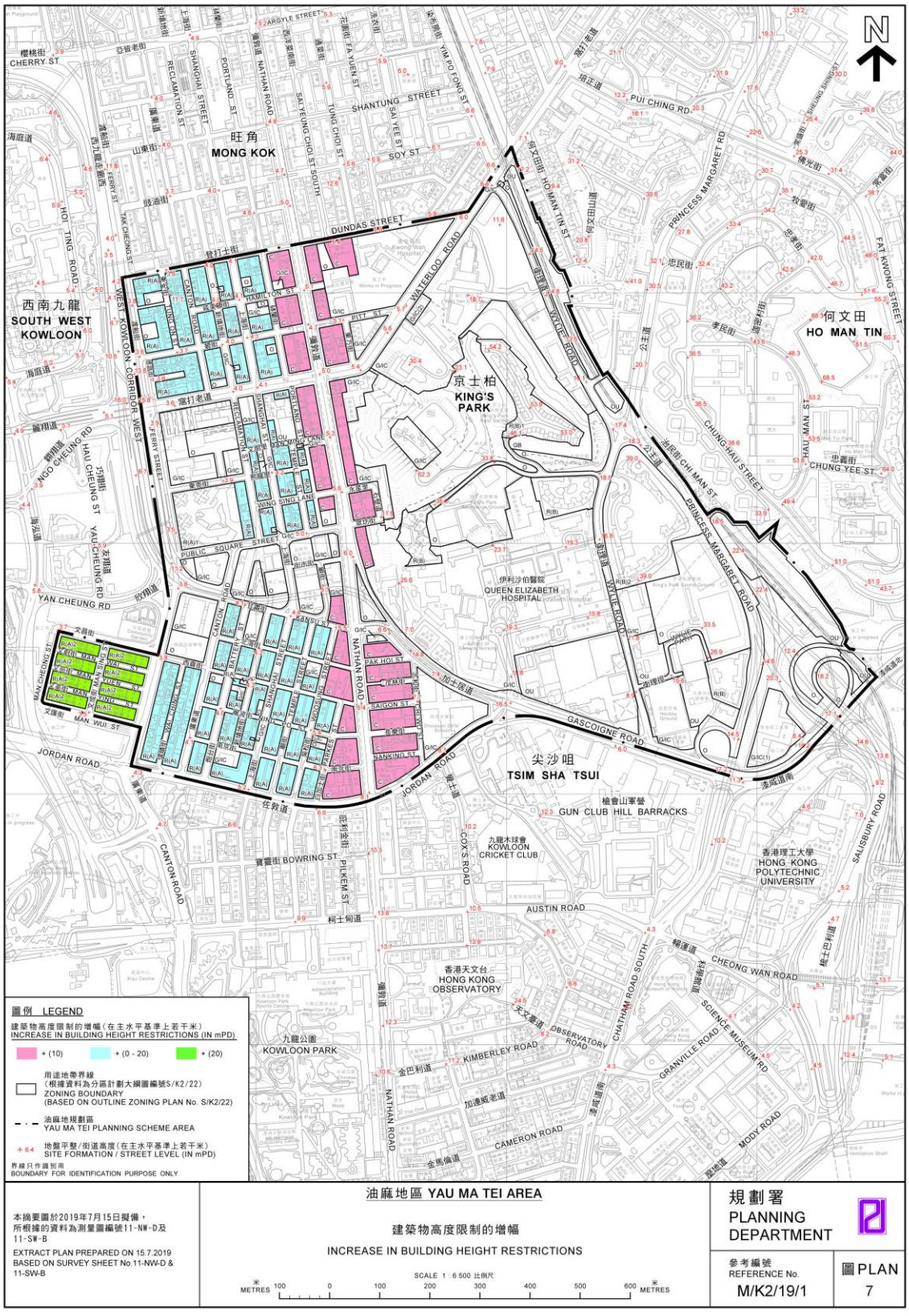


Figure 6.2 Proposed increases in BHRs of the Initial Scenario for YMT Area as compared to the Baseline Scenario.

Analysis of Building Frontage

6.7 On the whole, the proposed BHRs in the Initial Scenario of YMT Area are taller than the heights of the existing majority of buildings as well as the baseline BHRs. The proposed BHs for "C" sites are increased by 10m, while the proposed BHs for residential sites are increased by 0-20m. In general, taller buildings increase surface roughness, and thus reduce wind flow over the urban canopy. A scientific understanding of building heights for city planning can be found in Appendix B.

6.8 To facilitate the evaluation of the difference in potential impact on air ventilation between the Baseline and Initial Scenarios, the concept of building frontage (BF) needs to be introduced.

6.9 BF can be understood as the vertical surface area of a building façade as a percentage of the maximum possible surface area of that building façade (i.e. full façade length fronting a street x tallest BHR). It is dependent on the height, ground coverage, and permeability of a building façade. A graphical description of BF can be found in Appendix C (Figure C-1). Reducing BF effectively reduces the bulkiness of buildings and improves wind penetration within the city. It is a simplified representation of the frontal area density, which is widely used by researchers in urban canopy communities to help quantify drag effect caused by the built environment[1]. Therefore, the difference in BF between the Baseline and Initial Scenarios can serve as a good estimation of the difference in their potential impacts on air ventilation within YMT Area.

6.10 The change in BF between the Baseline and Initial Scenarios is calculated for the major façade (i.e. the longest side fronting a street) of each OZP zone in YMT Area. Detailed results can be found in Appendix C (Table C-1). Note that building SBs and permeability introduced by the potential implementation of the SBDG have not been accounted for in the BF analysis and will be separately discussed in Paragraphs 6.34 to 6.42.

6.11 As "R(A)" sites have a two-tier BHR (80/100mPD based on site area) in the Baseline Scenario, assumptions are made for the proportion of sites with areas larger than 400m^2. According to Government information, at least half (in terms of number of sites) of the newly approved building plans in the past 5 years have site areas larger than 400m^2. Based on this information, it can be assumed that the proportion of sites with areas larger than 400m^2 is likely greater than 50% in terms of site area. Therefore, the analysis on BF has been carried out for three cases, where 50%, 75%, and 100% (in terms of area) of the "R(A)" and "R(A)2" sites are assumed to have site areas larger than 400m^2, and thus are allowed the taller of the two BHRs.

[1] Ng, E., Yuan, C., Chen, L., Ren, C., Fung J.C.H. "Improving the wind environment in high-density cities by understanding urban morphology and surface roughness: a study in Hong Kong." Landscape and Urban Planning 101.1 (2011): 59-74.

6.12 There is generally an increase in BF in the Initial Scenario compared to the Baseline Scenario. The average increase in BF for the whole YMT Area is shown in Table 2.

Table 2 Average increase in building frontage (BF) in the Initial Scenario compared to the Baseline Scenario for the three cases, where 50% (Case 1), 75% (Case 2), and 100% (Case 3) (in terms of area) of the "R(A)" sites are assumed to have site areas larger than 400m^2.

Case 1 (50% large sites)	Case 2 (75% large sites)	Case 3 (100% large sites)
10.8%	7.7%	4.6%

6.13 Note that Case 1 (50% large sites, in terms of area) is a very conservative assumption regarding the proportion of sites with areas larger than 400m^2 upon redevelopment of YMT Area. Therefore, the average increase in BF in the Initial Scenario compared to the Baseline Scenario for the whole YMT Area is very likely to be less than 10.8%.

6.14 The slight average increase in BF for the whole YMT Area (between 4.6% and 10.8%) in the Initial Scenario is unlikely to have any statistically significant difference[1] in air ventilation impacts when compared to the Baseline Scenario.

Review of Non-building Areas, Building Gaps, and Building Setbacks

6.15 NBA and SB requirements as stipulated on the Notes of the OZP, as well as BG requirements as indicated in the ES of the OZP, have been defined in the Baseline Scenario (see Figure 5.1). They are reviewed with respect to the prevailing wind directions to evaluate their roles under the Initial Scenario.

6.16 The wind environment for YMT Area have been discussed in Sections 3 and 4. Annual prevailing winds come from the E, ENE, and W, while summer prevailing winds mainly come from the SW, E, and W. Important wind directions for pedestrian level wind in YMT Area are W, NE, and SE. Little wind can reach YMT Area from the S as the wind flow has been greatly reduced by the built-up areas in Tsim Sha Tsui. Major ventilation pathways in YMT Area have also been identified in Sections 4.5 to 4.12.

6.17 For the purpose of discussion, the western half of YMT Area is divided into the northern and southern sub-areas (SAN and SAS) based on the different orientations of street grids and building blocks (Figure 6.3).

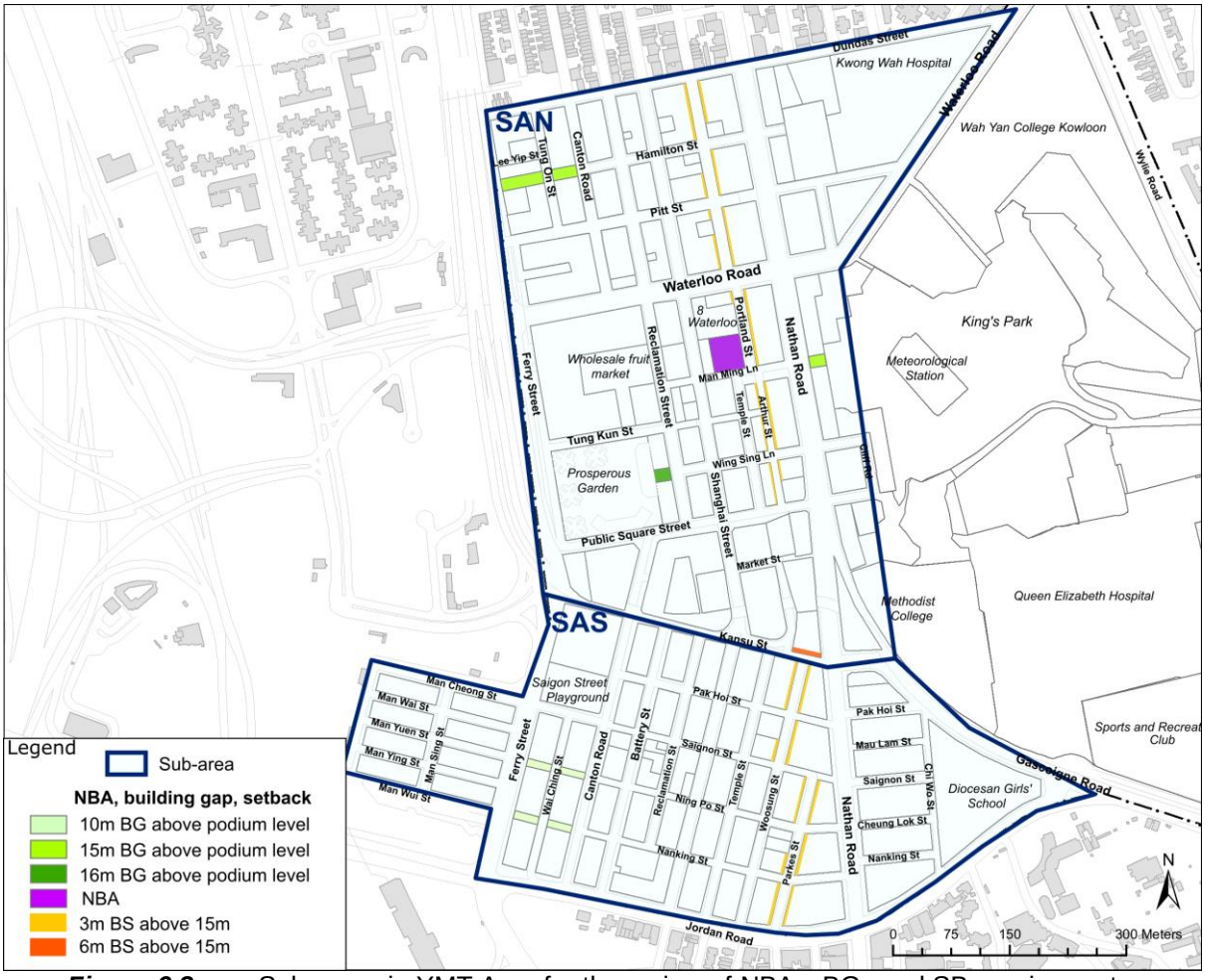


Figure 6.3 Sub-areas in YMT Area for the review of NBAs, BGs and SB requirements.

Northern Sub-area (SAN)

6.18 When wind comes from the W and WSW, it is important to allow the entry and ensure the penetration of sea breeze into YMT Area. Unobstructed streets (with widths of 15m or above) parallel to or within 30 degrees from the prevailing wind directions are effective in facilitating momentum-driven air movements through YMT Area. Hamilton Street and Wing Sing Lane are previously blocked by long building clusters to the west from receiving westerlies. With the two strips of BGs aligned with Hamilton Street and the BG aligned with Wing Sing Lane, sea breeze from the W and WSW can flow further into YMT Area (Figure 6.4). Furthermore, these BGs help provide permeability for diffusive air movements and break down excessively long continuous projected façade lengths (L_p as defined in the SBDG[1]) which are around 90-150m long originally.

6.19 Kansu Street is another major ventilation pathway for the penetration of westerly wind from the relatively unobstructed upwind areas through YMT Area. However, there is a bottleneck of less than 13m wide between two commercial

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

blocks at the junction with Nathan Road. The SB of 6m for the commercial block abutting the northern curb of Kansu Street widens the street canyon above podium level to 19m and allows less constrained air flow to the connecting Gascoigne Road (Figure 6.4).

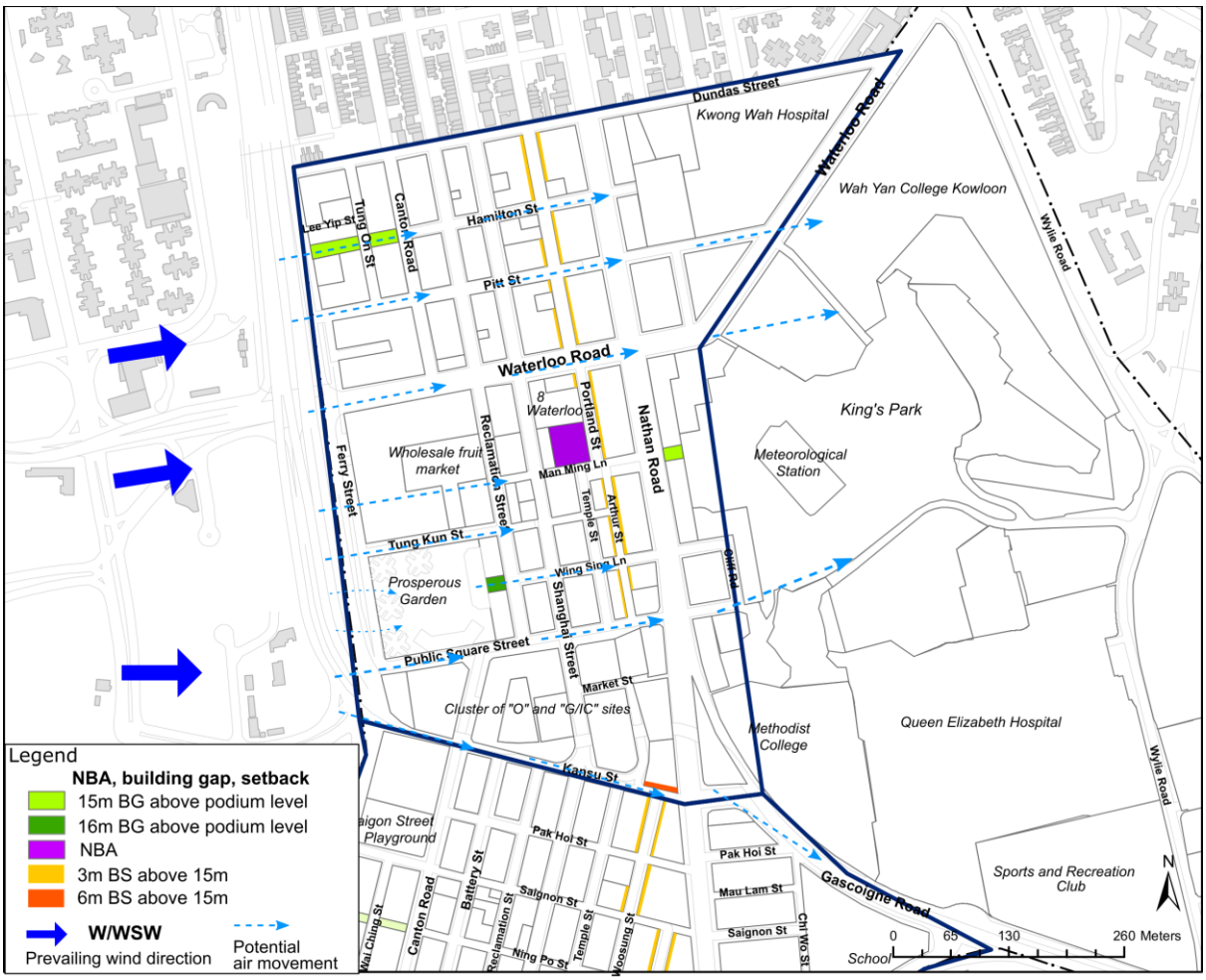


Figure 6.4 Potential air movement in the northern sub-area of YMT Area under the Initial Scenario when wind comes from the W and WSW.

6.20 When wind comes from the NE, E and SE (easterly quarters), it flows relatively unobstructed through the open areas (e.g. King's Park, Sports and Recreation Clubs, schools and other "G/IC" sites) in the eastern half of YMT Area. The two major roads oriented diagonally, namely Waterloo Road and Gascoigne Road, also serve as effective air paths to welcome the easterlies into YMT Area. The BG aligned with Man Ming Lane separates the excessively long L_p of 210m formed by the cluster of commercial buildings at 502-512 Nathan Road and allows easterly air flow from King's Park to benefit the street canyons in the SAN of YMT Area (Figure 6.5).

6.21 This air flow entering the SAN of YMT Area is further enhanced by the open space provided by the NBA at the northwestern corner of the junction of Portland Street and Man Ming Lane (Figure 6.5). The NBA is also important for providing

permeability at pedestrian level to compensate the negative effects on air ventilation due to the massive structure at 8 Waterloo Road (with a height of 137mPD).

6.22 When wind comes from the SE, it enters YMT Area along Gascoigne Road. The SB of 6m for the commercial block abutting the norther curb of Kansu Street widens the road and facilitates air movement to flow further into the western half of YMT Area (Figure 6.5).

6.23 Westerly and easterly winds flow perpendicular to the roughly N-S street canyons in the SAN of YMT Area. Deep street canyons create skimming flows over the top of buildings and cause stagnant conditions at pedestrian level (see Figure A-2 in Appendix A). With a slight height difference of 10m between commercial and residential buildings on the two sides of Portland Street and Arthur Street (Figure 6.1), there could be weak downwashes when winds flow from the W (see Figure A-3 in Appendix A). SBs of 3m on each side of Portland Street and Arthur Street reduce the height-to-width (H/W) ratios from 6.5:1 to 5:1 and 11:1 to 6.5:1, respectively. Although this is still far from the ideal H/W ratio of 2:1 for pedestrian level wind environment, this may help to improve the ventilation along Portland Street and Arthur Street. The effect could be particularly noticeable for the latter since it only has a narrow width of 9m prior to the SB requirement.

6.24 The SBs of 3m on each side of Portland Street and Arthur Street can also aid the lateral flow induced by corner eddies (see Figure A-4 in Appendix A) to enter into the street canyon above 15m. For long street canyons, air ventilation effects by corner vortices fade with increasing length-to-width (L/W) ratios of streets[1]. Due to the tall height of buildings along Portland Street and Arthur Street, the downwashes, if any, mentioned in Section 6.23 are likely to be weak. Therefore, lateral flow induced by horizontal vortices at lower levels become important for the penetration of air movement into the N-S street canyons.

[1] Theurer, W. Typical building arrangements for urban air pollution modelling. Atmospheric Environment 33.24-25 (1999): 4057-4066.

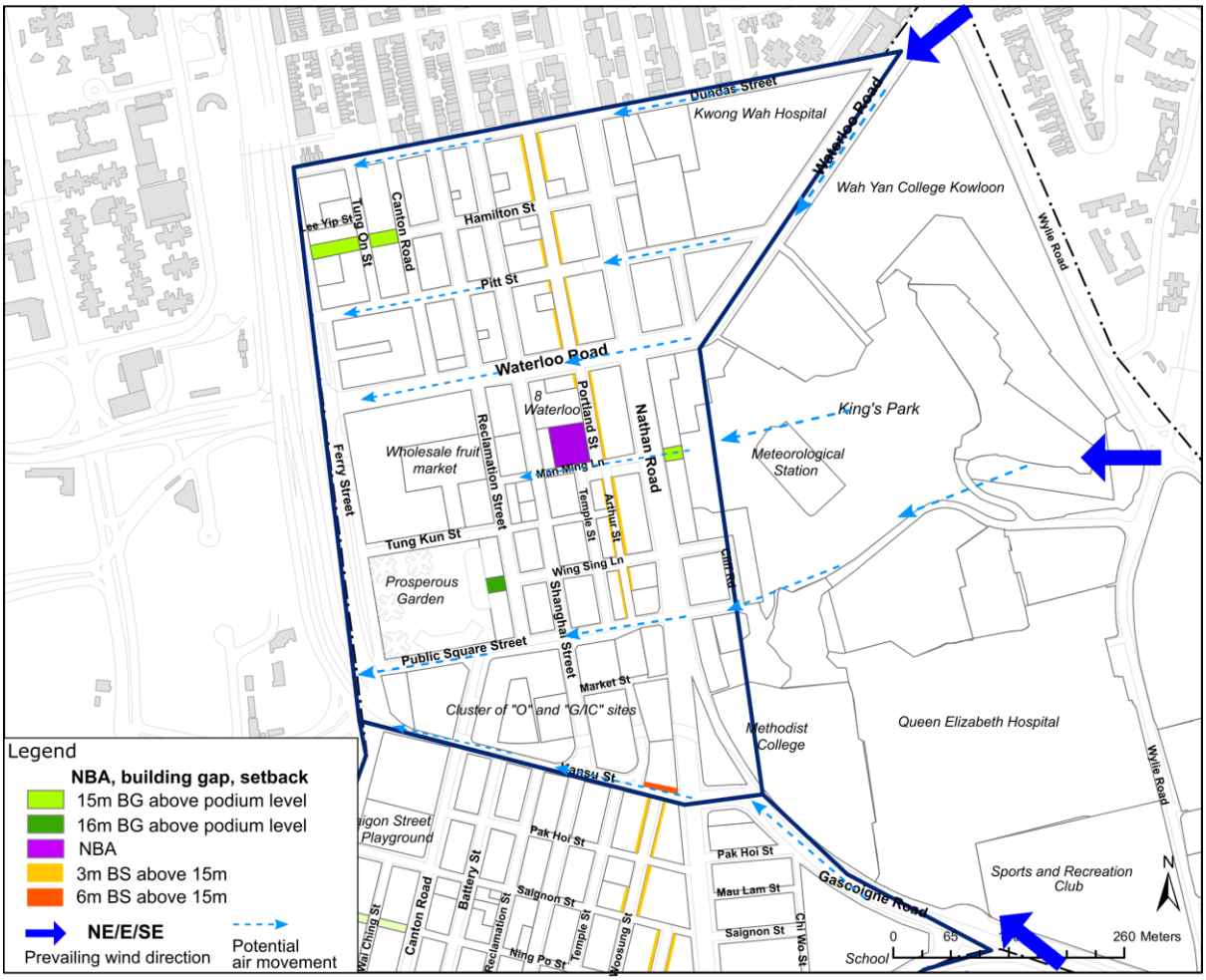


Figure 6.5 Potential air movement in the northern sub-area of YMT Area under the Initial Scenario when wind comes from the NE, E and SE.

6.25 Available wind data also show some wind components from the S for YMT Area. Although the wind flow reaching the SAN of YMT Area from the S is greatly reduced the upwind built-up areas in Tsim Sha Tsui and the SAS of YMT Area, major roads/streets along the N-S orientation provide permeability for air movements by diffusion within YMT Area. The 3m SB requirements along Portland Street and Arthur Street further increases urban permeability for air movements within the street canyons of YMT Area (Figure 6.6).

6.26 Besides, the NBA at the northwestern corner of the junction of Portland Street and Man Ming Lane helps connect Temple Street, Arthur Street, and Portland Street to allow penetration of N-S air movements to ameliorate the impacts on pedestrian level air ventilation due to the massive structure at 8 Waterloo Road.

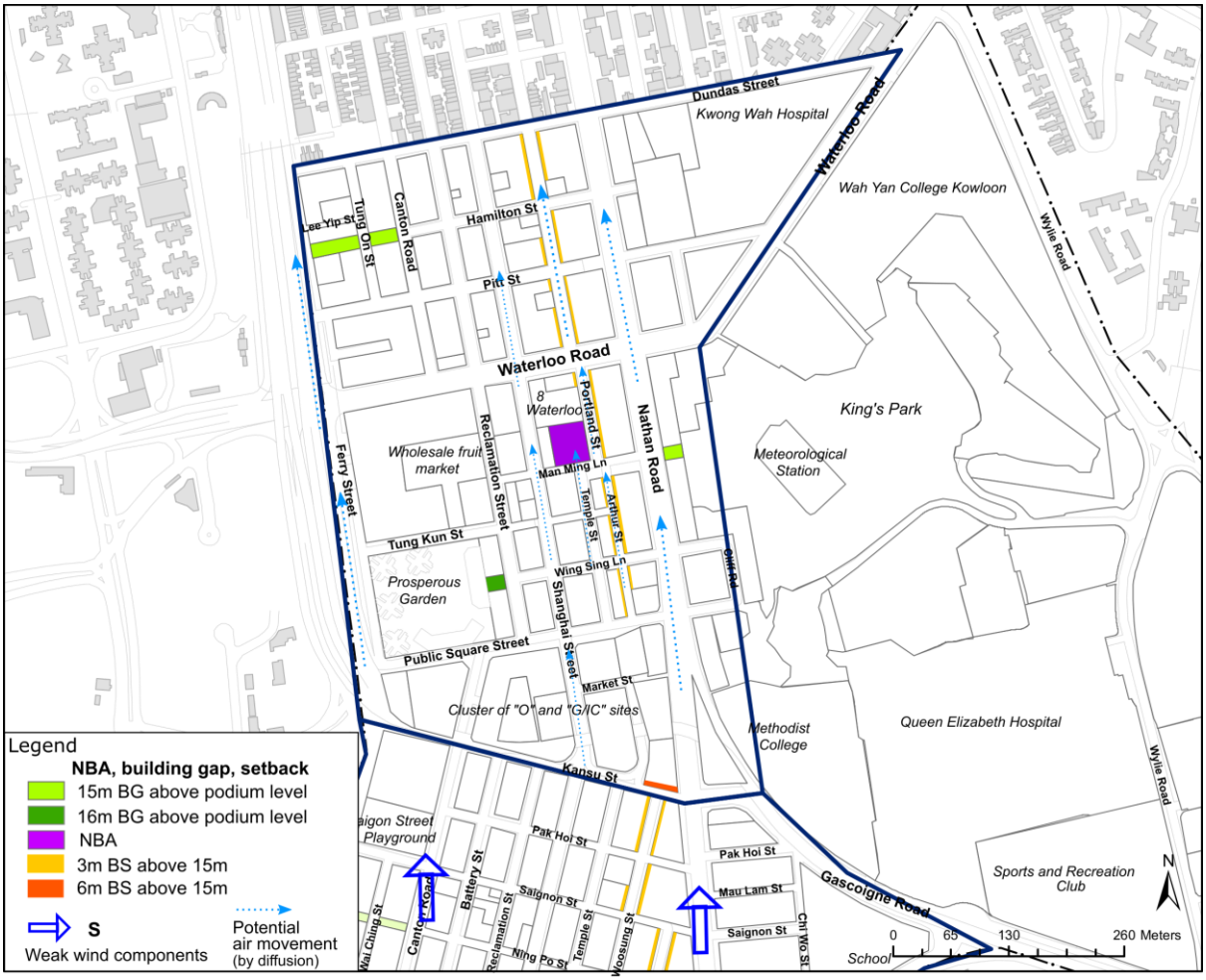


Figure 6.6 Potential air movement in the northern sub-area of YMT Area under the Initial Scenario when weak wind comes from the S.

Southern Sub-area (SAS)

6.27 The SAS of YMT Area is a relatively stagnant area with generally narrower streets when compared to the SAN. The misalignment and tilted orientation of the street grid west of Nathan Road makes it more difficult for wind from the easterly quarters to penetrate through the SAS. This area therefore mainly depends on the westerlies entering through the narrow streets in the southwestern corner of YMT Area for pedestrian level air ventilation.

6.28 When wind comes from the W and WSW, it flows from the relatively unobstructed upwind areas until the Man's Building Area. The four strips of BGs aligned with Ning Po Street and Nanking Street are important because they allow the penetration of westerlies through the SAS of YMT Area to facilitate momentum-driven air movements within the otherwise stagnant areas (Figure 6.7).

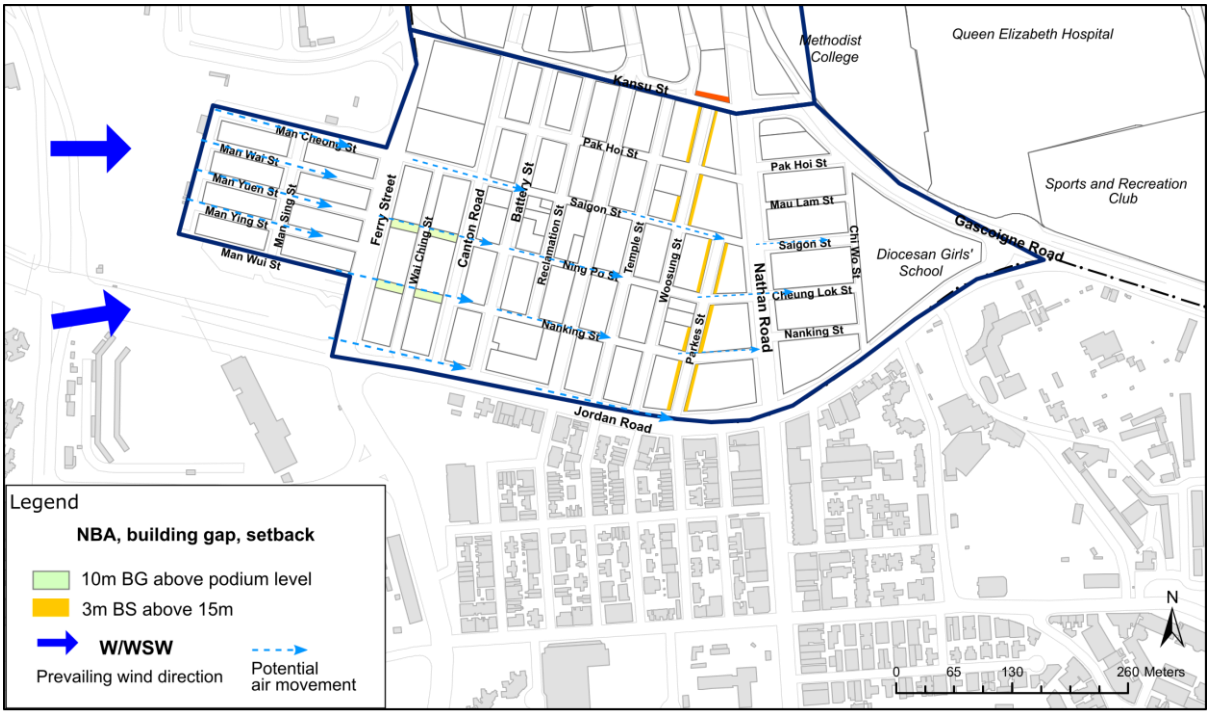


Figure 6.7 Potential air movement in the southern sub-area of YMT Area under the Initial Scenario when wind comes from the WSW and W.

6.29 When wind comes from the NE, E and SE (easterly quarters), it can flow along the two main roads bounding the SAS of YMT Area, namely Gascoigne Road and Jordan Road, after flowing through the relatively open areas and "G/IC" sites to the E and NE. The SB of 6m at Kansu Street facilitates air movement further into the YMT Area as discussed in Section 6.22. However, it is more difficult for easterly winds to reach the inner street grid of SAS of YMT Area due to the misalignment of streets on the two sides of Nathan Road (Figure 6.8).

6.30 Westerly and easterly winds flow perpendicular to the roughly N-S street canyons in the SAS of YMT Area. Similar to the discussion in Section 6.23, the slight height difference of 10m between commercial and residential buildings on the two sides of Parkes Street and Woosung Street (to the north of Saigon Street) could help create weak downwashes when winds flow from the W (see Figure A-3 in Appendix A). SBs of 3m on each side of Parkes Street and Woosung Street reduces the H/W ratios from 6.5:1 to 5:1. Although this is still far from the ideal H/W ratio of 2:1 for pedestrian level wind environment, this may slightly improve the ventilation along Parkes Street and Woosung Street.

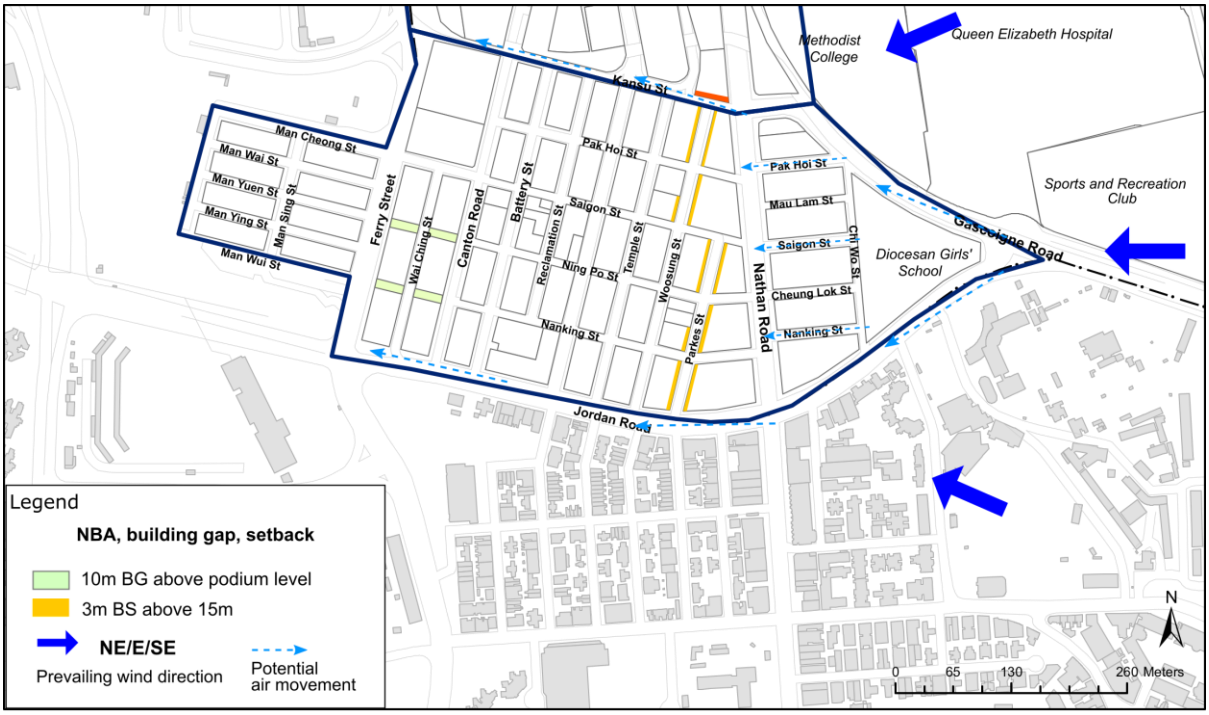


Figure 6.8 Potential air movement in the southern sub-area of YMT Area under the Initial Scenario when wind comes from the NE, E and SE.

6.31 Similar to the discussion in Section 6.24, the SBs of 3m on each side of Parkes Street and Woosung Street (to the north of Saigon Street) can also aid the lateral flow induced by corner eddies (see Figure A-4 in Appendix A) to enter into the street canyon above 15m. Due to the tall height of buildings along Parkes Street and Woosung Street, the downwashes, if any, mentioned in Section 6.29 are likely to be weak. Therefore, lateral flow induced by horizontal vortices at lower levels become important for the penetration of air movement into the N-S street canyons.

6.32 Available wind data also show some wind components from the S for YMT Area. Although the wind flow reaching the SAS of YMT Area from the S is greatly reduced the upwind built-up areas in Tsim Sha Tsui, major roads/streets along the N-S orientation provide permeability for air movements by diffusion within YMT Area. The 3m SB requirements along Parkes Street and Woosung Street (to the north of Saigon Street) further increases urban permeability for air movements within the street canyons of YMT Area (Figure 6.9).

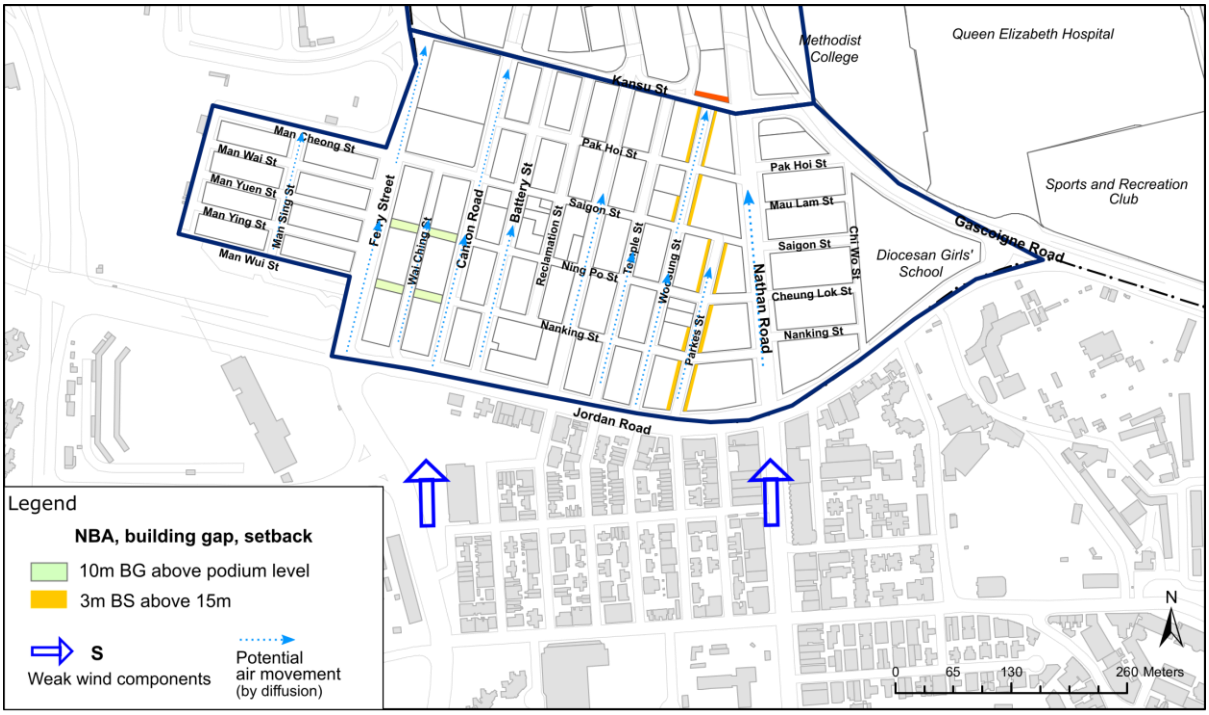


Figure 6.9 Potential air movement in the southern sub-area of YMT Area under the Initial Scenario when weak wind comes from the S.

6.33 In summary, the NBA and SB requirements are all good features of district significance for air ventilation in YMT Area because they align with the overall street grid to form connected air paths that benefit a large extent of area. Therefore, they should be maintained in the Initial Scenario. Regarding the similar measures (building separation and SB) set out in the SBDG (to be discussed in Paragraphs 6.34 to 6.43), their effects on urban ventilation are expected to be minor and localised due to the size of sites, as well as the lack of control on the desirable orientations/positions of the measures. Rather than momentum-driven air movements, their effects are likely limited to enhancing diffusive air movements at a smaller scale. Urban ventilation measures need to be applied at different scales in order to achieve complementary effects (refer to the general principles explained in Appendix D).

6.34 For the BGs, they are also considered beneficial to urban air ventilation as they can provide breezeways/ air paths/ building permeability at different scales and breakdown long and continuous projected façade. It would be more desirable if they can be maintained to enhance the air movements in the area. If they are difficult to be realised due to other practical concerns and thus are not proposed to be retained, in addition to the adoption of SBDG requirements, any future developments are also recommended to follow the design principles set out in the Hong Kong Planning Standards and Guidelines at the detailed design stage as the prevailing effort for the improvement in urban climate.

Implementation of the Sustainable Building Design Guidelines

6.35 The SBDG [1] aims to enhance the quality and sustainability of the built environment in Hong Kong by granting GFA concessions for new building developments that comply with the SBDG. It establishes three key building design elements, namely building separation, SB, and site coverage of greenery, to achieve better air ventilation, mitigate the heat island effect, and enhance the environmental quality of our living space.

6.36 The proposed changes in BHRs in the Initial Scenario increase design flexibility in building developments and allow for the implementation of the SBDG (in particular, the building separation and SB requirements) to improve air ventilation at pedestrian level.

6.37 SB benefits the pedestrian wind environment by widening streets to prevent the development of deep street canyons (see Figure A-5 in Appendix A). According to the SBDG, buildings fronting a street less than 15m wide should be set back so that no part of the building up to a level of 15m above the street level should be within 7.5m from the centreline of the street. Building lots that need to comply with the SB requirement are marked in Figure 6.10. The potential improvement on air ventilation caused by sites adopting SB can be quite significant for those streets which are currently less than 15m wide.

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

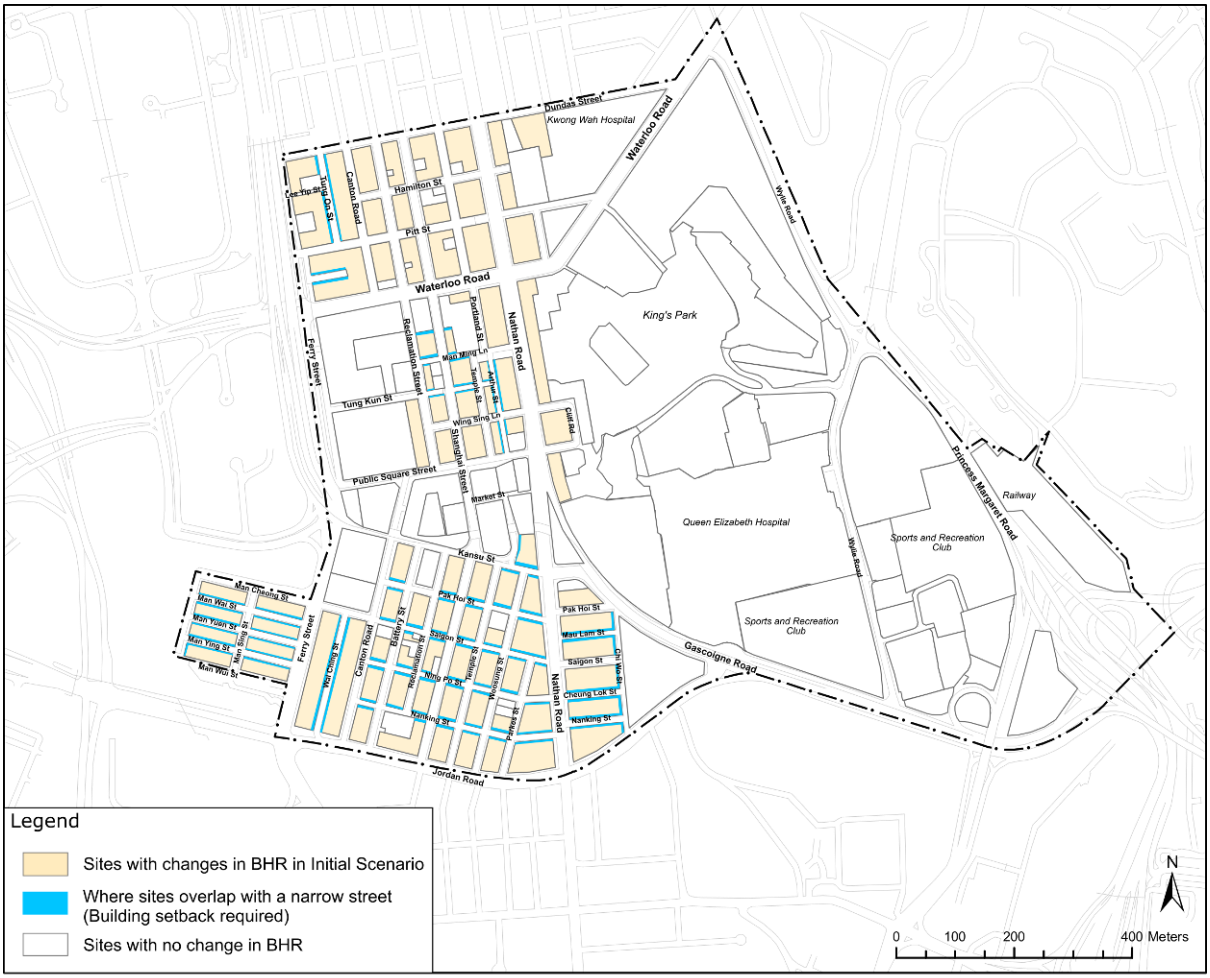


Figure 6.10 Building sites fronting narrow streets < 15m wide which should adopt SB as required by the SBDG in YMT Area.

6.38 Building separation increases permeability within the urban built environment to mitigate heat island effects arising from the undesirable screening effect of long buildings. Incorporating building porosity into building design promotes air movements amongst developments and enhances the diffusion and mixing of air (see Figure A-6 in Appendix A). Permeability in the low zone is particularly important for improving air ventilation at pedestrian level[1].

6.39 According to the SBDG, building sites that are (a) 20,000m^2 or above, or (b) less than 20,000m^2 and proposed with buildings having a continuous projected façade length (L_p) of 60m or above, should comply with the building separation requirements (see Figure A-7 in Appendix A). The maximum permissible L_p for such building sites should not exceed five times the mean width of street canyon (U) (see Figure A-8 in Appendix A). A minimum permeability (P) of 20% is required for each plane in each assessment zone (see Figure A-9 in Appendix A).

[1] Yuan, C. and Ng, E. "Building porosity for better urban ventilation in high-density cities–A computational parametric study." Building and Environment 50 (2012): 176-189.

6.40 As discussed in Section 5.4, most existing building sites in the western half of YMT Area are smaller than 400m^2. There are currently no building lots amongst the sites evaluated in YMT Area exceeding 20,000m^2. For sites less than 20,000m^2, only 14 individual building lots have Lp of 60m or above. Assuming there is to be no site amalgamation upon redevelopment of YMT Area, Figure 6.11 shows the building lots that are required to comply with the building separation requirement of the SBDG.

6.41 When there is no site amalgamation, the sites that are required to comply with the building separation requirement of the SBDG are mainly concentrated in the Man's Building Area with few other isolated sites. The potential benefits on air ventilation are thus expected to be very minor and localised.

6.42 As discussed in Section 5.6, at least half of the newly approved building plans in the past 5 years have site areas larger than 400m^2.

6.43 There is an increasing potential for the implementation of building separation of the SBDG when sites amalgamate. If all sites in YMT Area amalgamate within the same street block, a majority of amalgamated building sites (except some groups of smaller sites on the southern side of Hamilton Street, around Wing Sing Land and Man Ming Lane, along Saigon Street, and along Parkes Street) are required to comply with the building separation requirement of the SBDG. In this case, although the proposed BHRs in the Initial Scenario are taller, the pedestrian level wind environment may be improved by the potential benefits brought by building permeability, especially at the low zone.

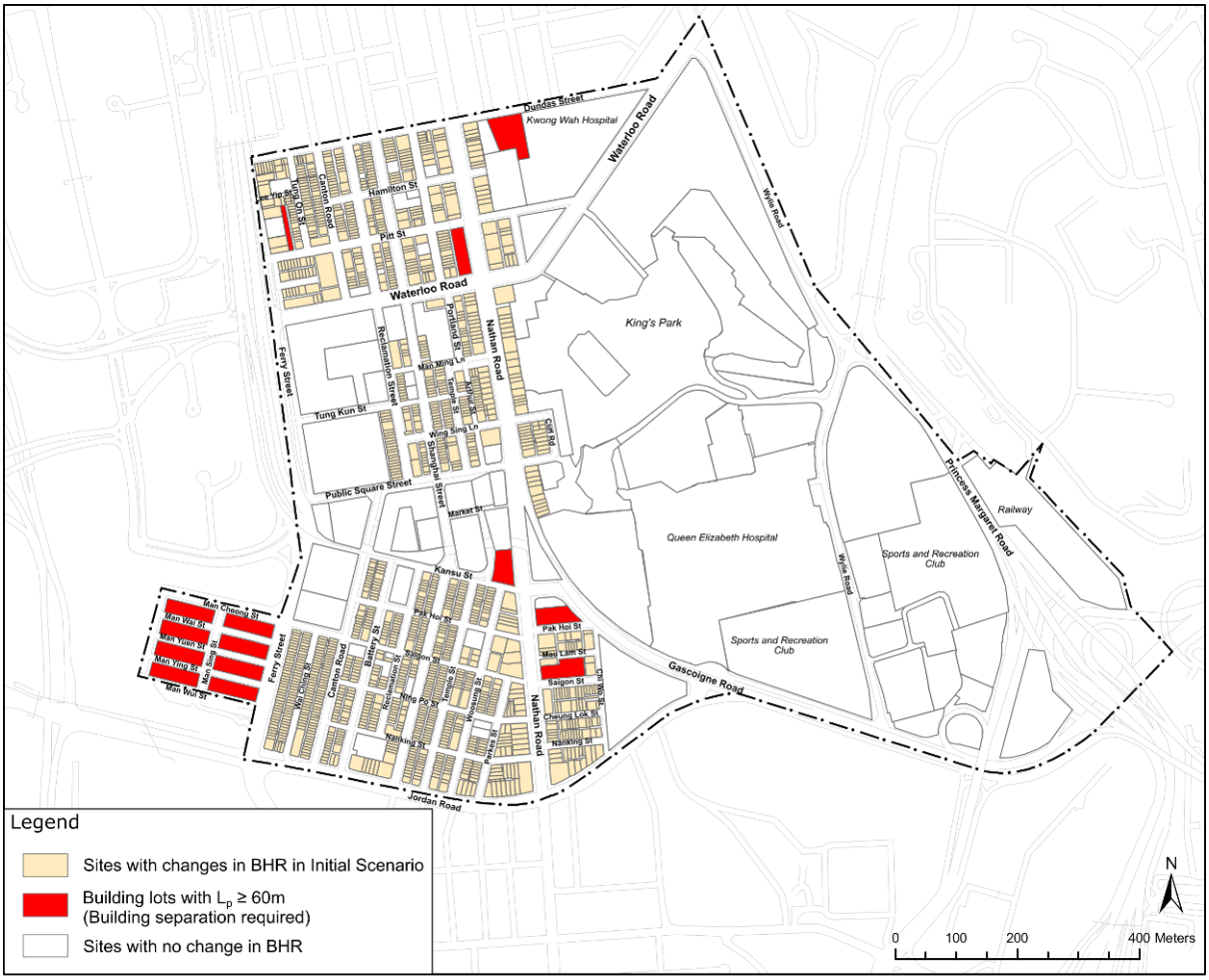


Figure 6.11 Existing building lots with Lp ≥ 60m which should adopt building separation as required by the SBDG in YMT Area.

7.0 Recommendations and Further Work

7.1 The Initial Scenario has been expertly evaluated in Section 6. The proposed changes in BHR cause a general increase in BH within YMT Area, but the slight average increase in BF for the whole YMT Area in the Initial Scenario is unlikely to have any statistically significant difference in air ventilation impacts when compared to the Baseline Scenario.

7.2 It should be noted that in compact high-rise building areas, skimming flow regime is often found over the top of buildings (see Figure A-2 in Appendix A), causing stagnant conditions at pedestrian level. When the H/W ratio of street canyons exceed a certain point, the increase in BH ceases to be the key factor affecting air ventilation at pedestrian level. Instead, focus should be put on district-wide measures such as NBAs, BGs, and SB requirements, as well as enhancing air movements amongst developments by improving building design.

7.3 For better urban air ventilation, it is important to consider breezeways/ air paths/ building permeability at different scales (refer to the general principles explained in Appendix D). From the district point of view, the NBAs, BGs, and SB requirements are all important features for air ventilation in YMT Area and should be maintained.

7.4 From the building design point of view, the SBDG establish key building design elements to increase urban permeability and improve the wind environment at pedestrian level. Site amalgamation should be encouraged to increase the potential of the implementation of the SBDG (in particular, the building separation requirements).

7.5 Nevertheless, with reference to the expert witness statement[1] of the judicial review case HCAL No. 58 of 2011, YMT Area, especially the western half, is now characterised by high average H/W ratio, high FAD, and is one of Hong Kong's most severe urban heat islands due to intensive developments in the narrow streets of the core areas in Yau Ma Tei in the past years. As a result, YMT Area is suffering from its poor environmental quality.

7.6 Any future developments/redevelopments would inevitably add stress to the already poor existing conditions in YMT Area. Therefore, developments must be carefully planned and should follow the design principles set out in the Hong Kong Planning Standard and Guidelines (HKPSG)[2] at the detailed design stage as the prevailing effort for improvement in urban climate. The five most important design principles are highlighted below (Paragraphs 7.7 to 7.11).

Further Design Principles

[1] NG Yan Yung. Witness Statement – REDA HCAL 58/2011. for Town Planning Board & Department of Justice HKSAR. 28 pgs. Hong Kong, 2011.11. <P118673> (see extract in Appendix E)
[2] Hong Kong Planning Department. (2011). Hong Kong Planning Standards and Guidelines (HKPSG).

7.7 Variations in BH should be introduced across YMT Area to help instigate wind flow throughout the district by encouraging downwashes and mixing of air due to pressure differences (see Figure A-10 in Appendix A). Low-rise buildings and open spaces should be located in the windward direction to allow the entry and penetration of prevailing winds. Tall buildings of uniform heights forming deep urban canyons should be avoided as they create skimming flows over the top of buildings and stagnant conditions at pedestrian level (see Figures A-2 and A-3 in Appendix A).

7.8 Long and continuous façades should be avoided, especially perpendicular to the prevailing wind direction and at street level. Suitable building disposition could help effective air flows around building in desirable directions (see Figure A-11 in Appendix A). Ground coverage for buildings, including any podium structures, should be minimized to no more than 65% of the site.

7.9 To increase the permeability of the urban fabric at street level, site coverage of the podia should be reduced to allow more open space at grade (see Figure A-12 in Appendix A). A terraced podium design should be adopted to direct downward airflow to the pedestrian level (see Figure A-13 in Appendix A).

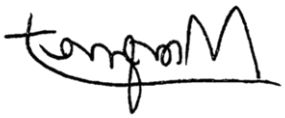
7.10 Existing “O” and “G/IC” sites should be maintained as “air spaces” where air ventilation can be relieved within the dense urban morphology. Open spaces, amenity areas, NBAs, SBs, and low-rise building corridors are important in providing urban permeability, moderating the city climate, and connecting breezeways and air paths (see Figures A-14 and A-15 in Appendix A).

7.11 Planting in open spaces should be maximized. Greenery (preferably tree planting) should cover no less than 30% for sites larger than 1 ha and 20% for sites below 1 ha at lower levels, preferably at grade.

7.12 When considering planning applications involving minor relaxation of BHR, the Government should also give more balanced considerations to S16[1] applications for building developments which require BH relaxation in order to incorporate more design features (such as those recommended in the HKPSG[2]) to improve air ventilation at pedestrian level. For such cases, it is highly recommended that project proponents should conduct further assessments to evaluate the potential air ventilation impacts on YMT Area and demonstrate that the performance of any future developments would be no worse off than the evaluated scenarios.

[1] Hong Kong Town Planning Board. Application for Permission under Section 16 of the Town Planning Ordinance (CAP. 131) Guidance Notes.
[2] Hong Kong Planning Department. (2011). Hong Kong Planning Standards and Guidelines (HKPSG).

Prepared by



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Date: 8 September 2020

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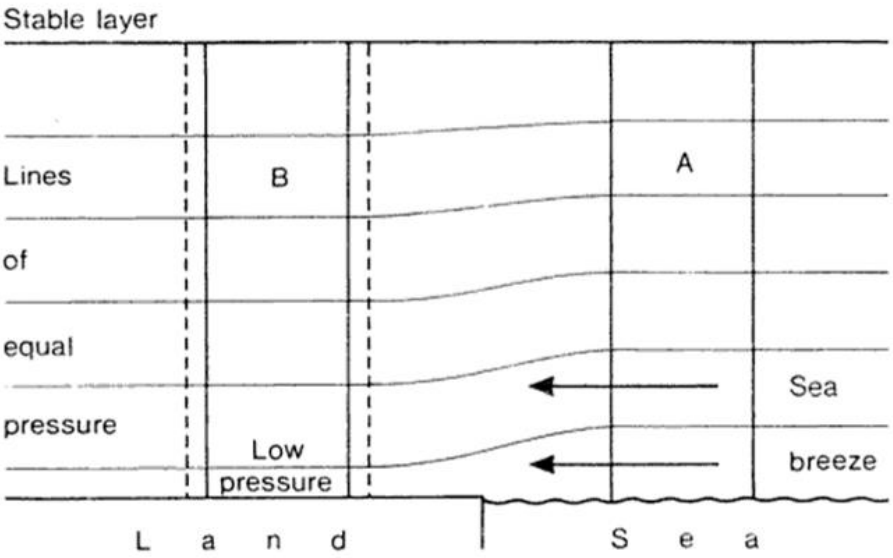
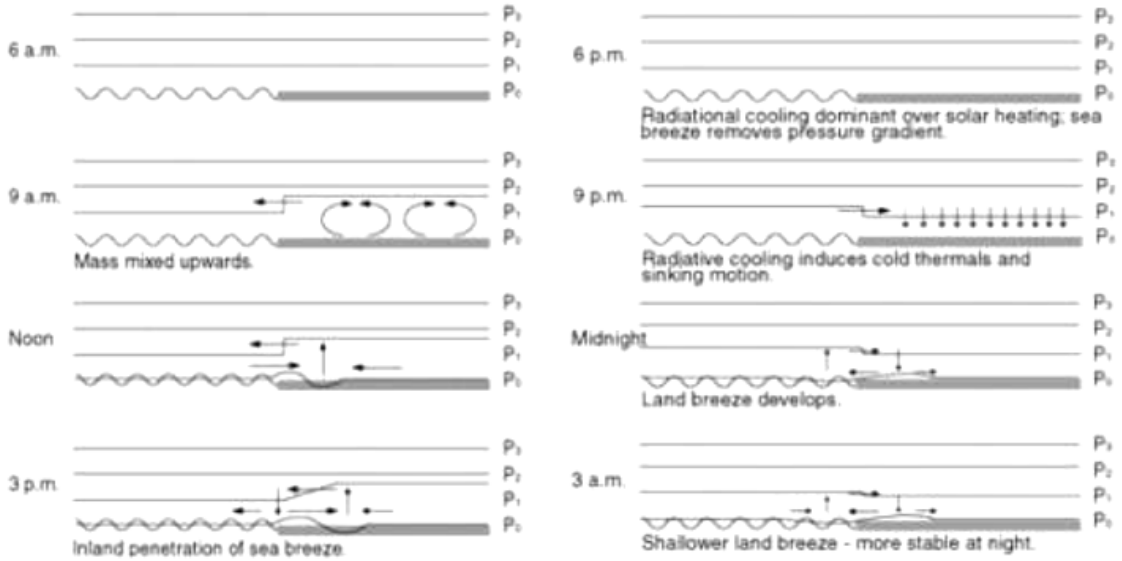
Appendix A



(a) Formation of sea breezes.

Note: A column of air above the land (B) is heated by the sun and expands sideways, while a column of air above the sea (A) is unaltered. This causes a pressure difference at low levels which gives rise to sea breeze.



(b) The daily mechanism of land and sea breezes.

Figure A-1 Land and sea breezes.

[Reference: Simpson, J.E. 1994. Sea breeze and local wind. Cambridge University Press.]

Appendix A (Cont'd)

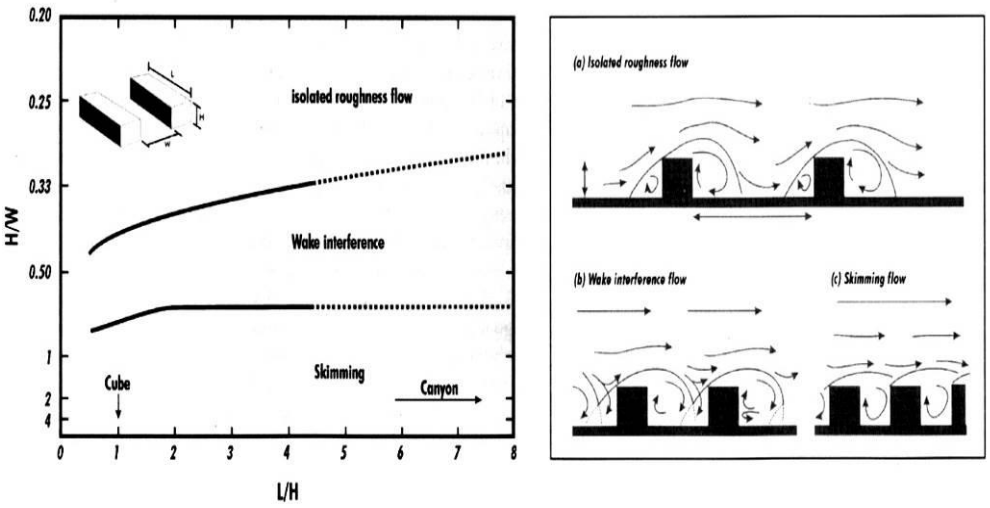


Figure A-2 The relationship between building height and street width ratio and the possible flow regimes.

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

Appendix A (Cont'd)

With wind from directions perpendicular to the canyons, downwashes due to the differentials in building heights is occasionally likely when building heights are very different. Otherwise, with smaller building height differences, this is unlikely. It is known that for long and deep canyons with an H/W ratio of 2 and above, a double vortex phenomenon will be observed. However, beyond a H/W ratio of 2:1, the ground level of canyons, even with the so call downwash effects, will have very weak eddies and air ventilation.

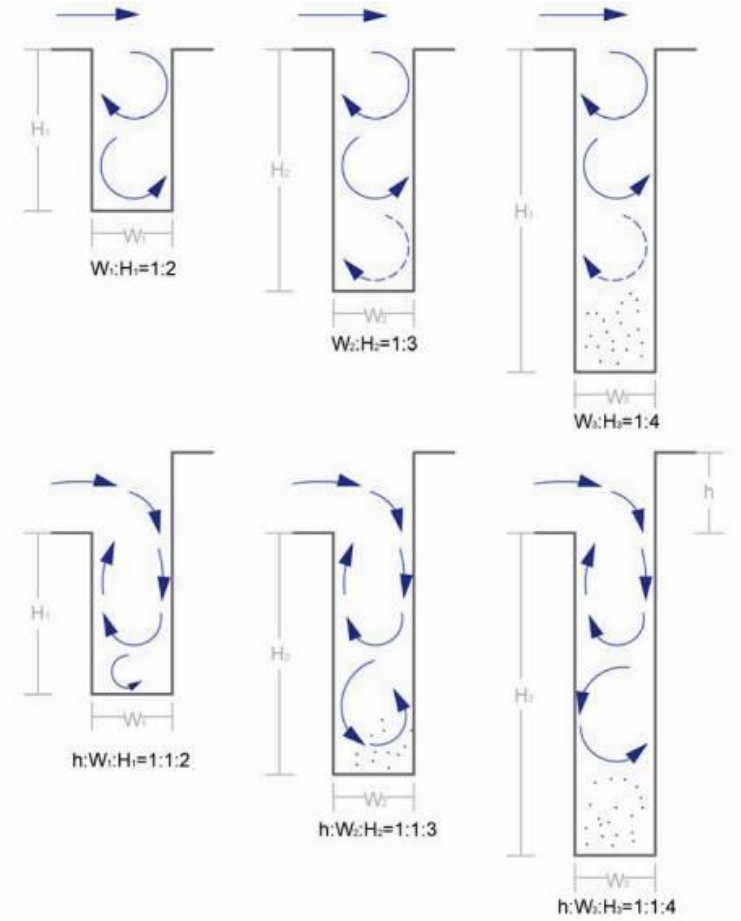


Figure A-3 The figure shows a generic understanding of the wind regimes in canyons, and canyons with downwashes.

[Reference: A. Kovar-Panskus, P. Louka, J.-F. Sini, E. Savory, M. Czech, A. Abdelqari, P. G. Mestayer and N. Toy, Influence of geometry on the mean flow within urban street canyons – A comparison of wind tunnel experiments and numerical simulations, Water, Air, and Soil Pollution: Focus 2: 365–380, 2002, Kluwer Academic Publishers.]

Appendix A (Cont'd)

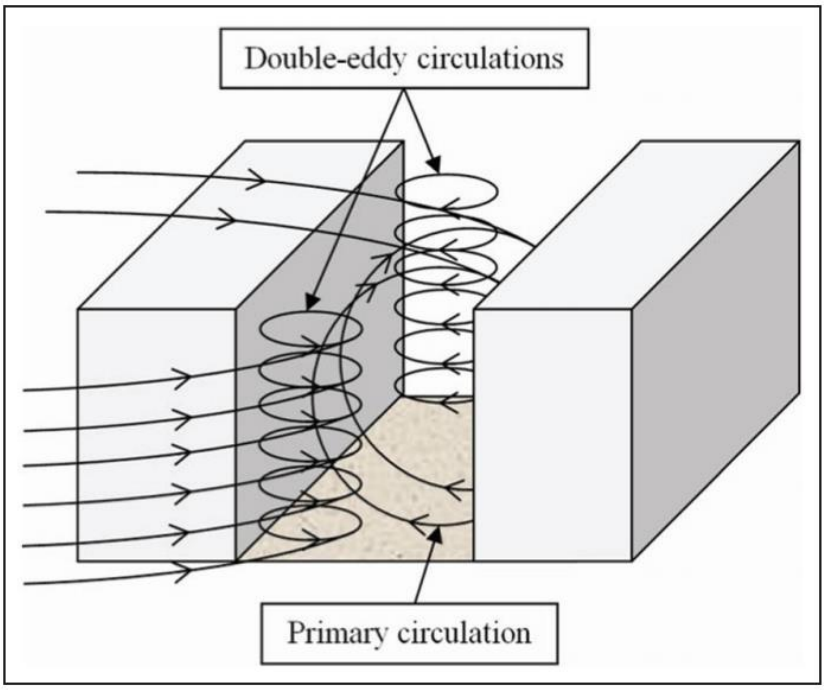
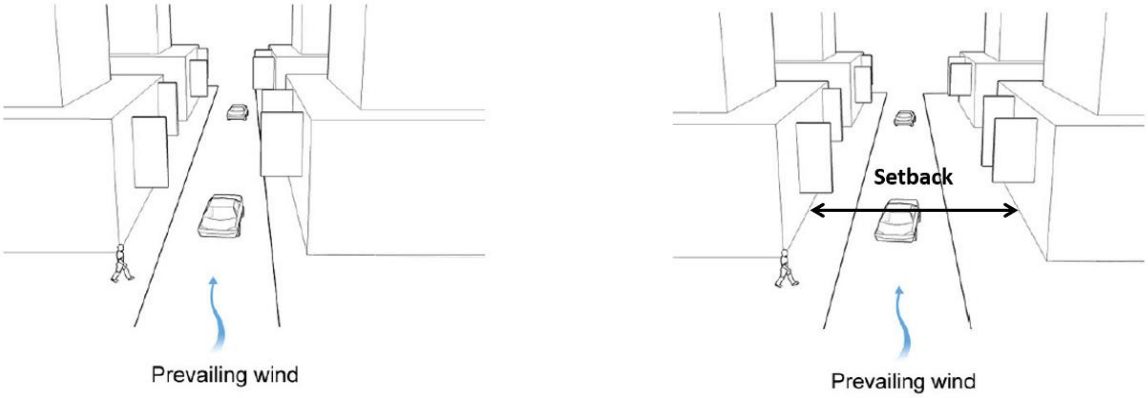


Figure A-4 Flow structures in an isolated street canyon with perpendicular air flow.

[Reference: Yazid, A. W. M., Sidik, N. A. C., Salim, S. M., & Saqr, K. M. A review on the flow structure and pollutant dispersion in urban street canyons for urban planning strategies. Simulation 90.8 (2014): 892-916.]

Appendix A (Cont'd)



To improve the air ventilation in the urban areas, the widening of streets along the prevailing wind direction is considered of high effectiveness. Especially for large sites facing narrow urban canyon as typically found in old urban district like Mong Kok, the building setback on each side of the street should be provided upon redevelopment or urban renewal.

Figure A-5. Street widening/ Building setback.

[Reference: Hong Kong Planning Standard and Guidelines]

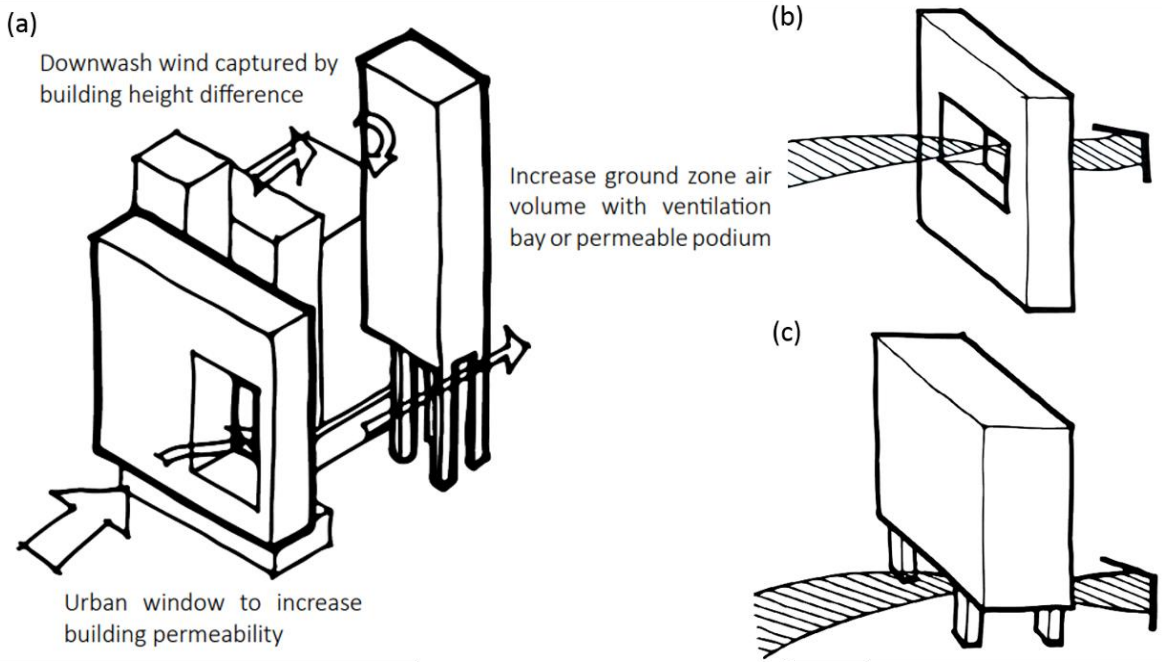


Figure A-6 (a) Increase ventilation with building design, (b) increase building permeability, and (c) increase ground zone air volume by permeable podium.

[Reference: HKGBC Guidebook on Urban Microclimate Study]

Appendix A (Cont'd)

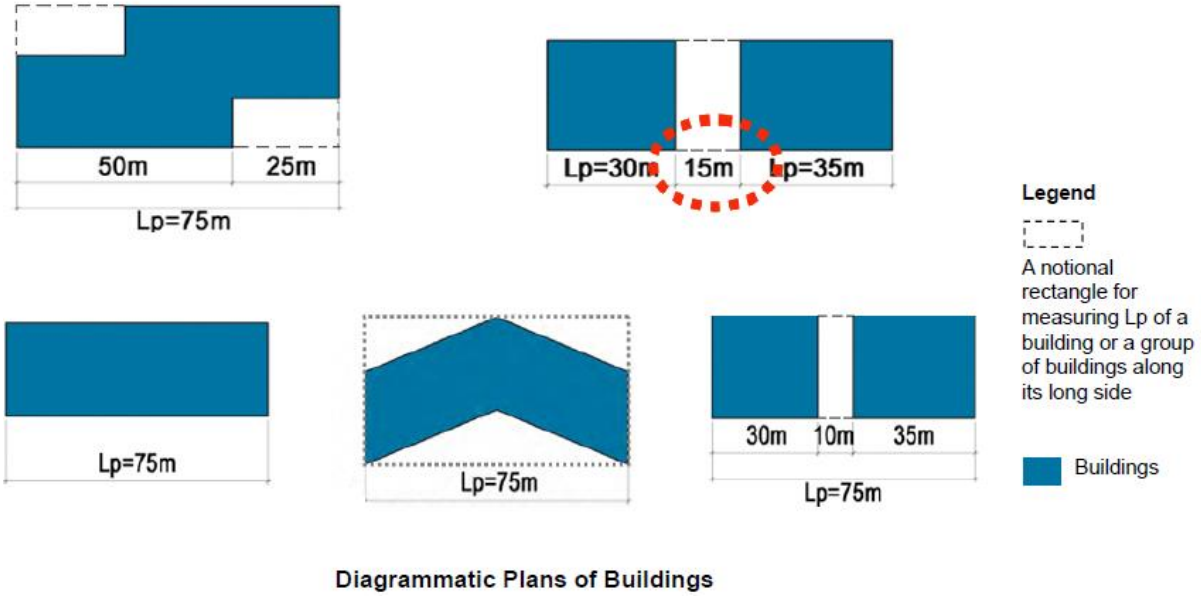


Figure A-7 Determining L_p, i.e. the total projected length of façade of a building or a group of buildings if separation between them is less than 15m. Building portions at low zone of height ≤6.67m are disregarded in L_p.

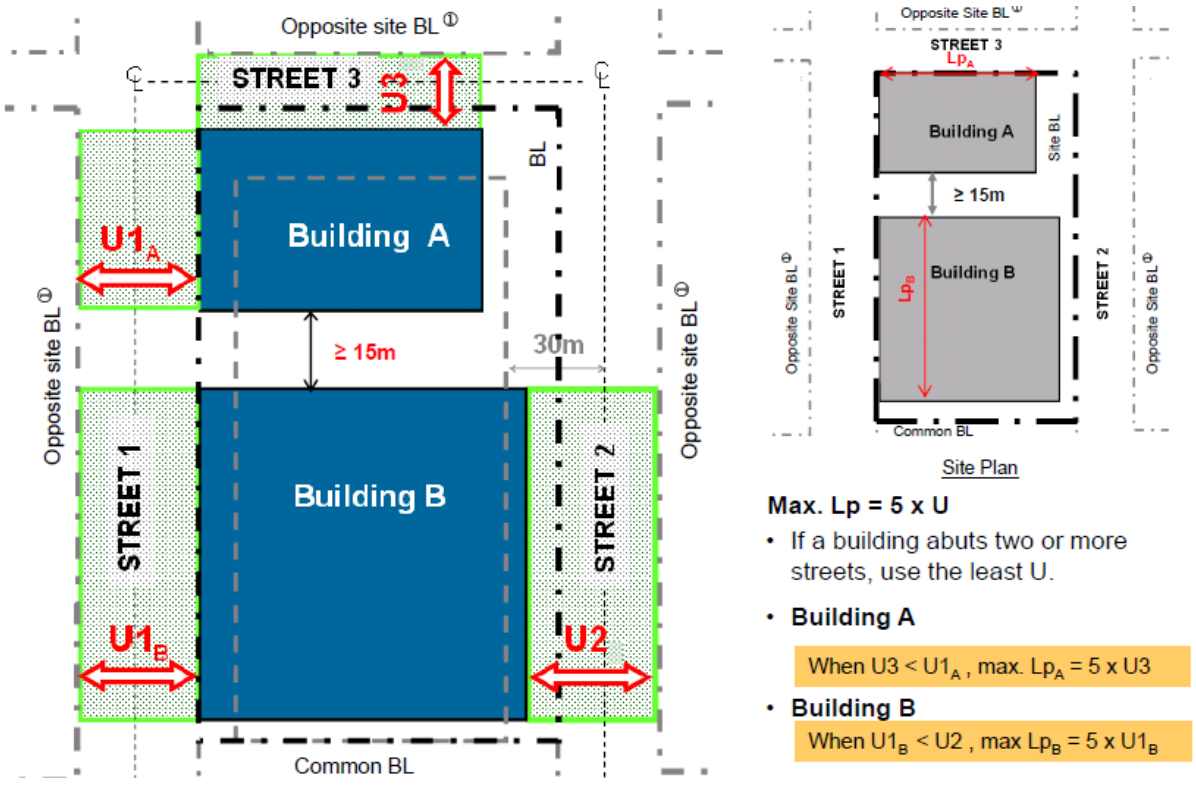


Figure A-8 Defining the mean width of street canyon (U) and the maximum permissible continuous projected façade length (L_p).

Appendix A (Cont'd)

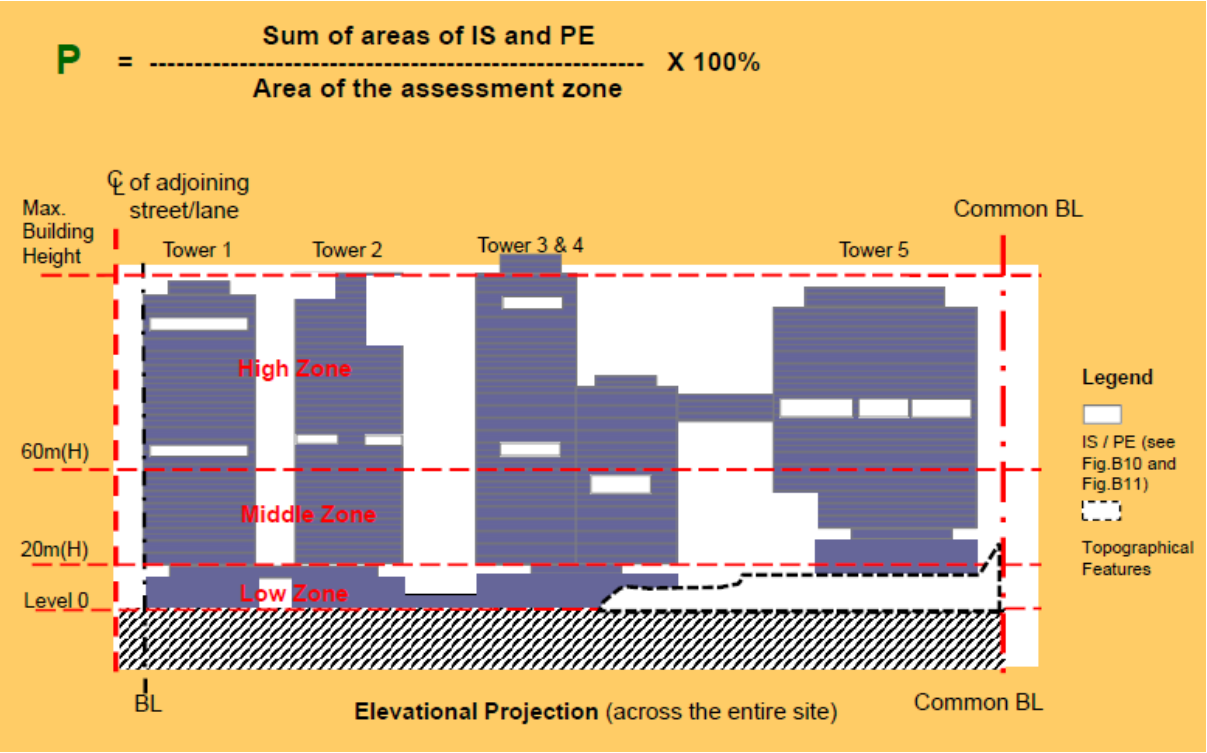
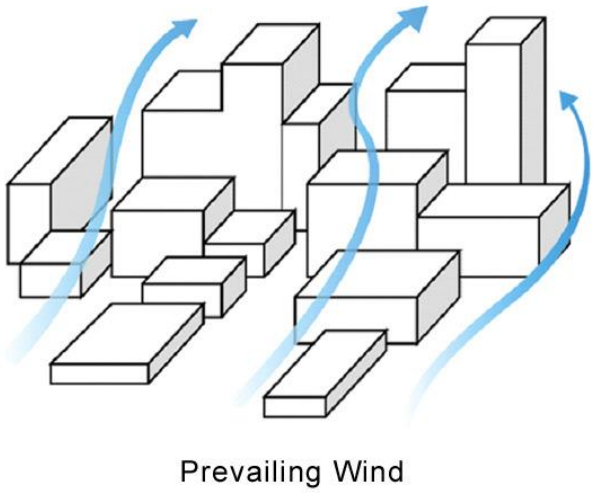


Figure A-9 Assessment of Permeability (P).

[Reference: Sustainable Building Design Guidelines (PNAP APP-152)]

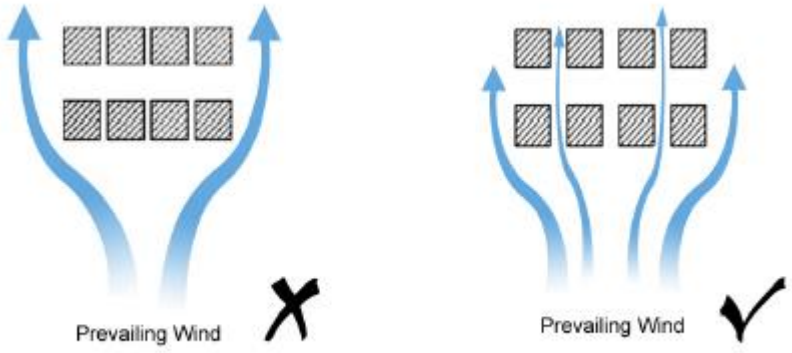


In general, gradation of building heights would help wind deflection and avoid air stagnation. Where appropriate, height variation across the district with decreasing heights towards the direction where the prevailing wind comes from should be adopted to promote air movements.

Figure A-10 Varying height profile to promote air movements.

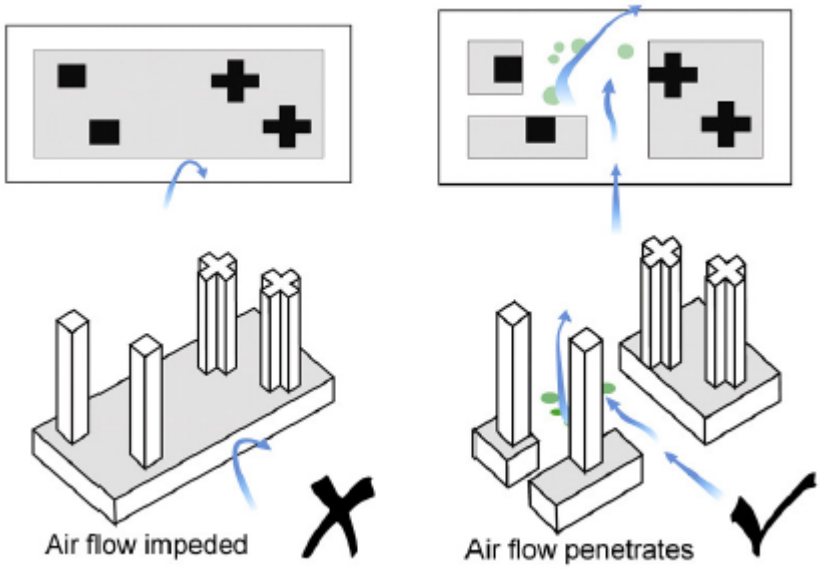
[Reference: Hong Kong Planning Standard and Guidelines]

Appendix A (Cont'd)



Where practicable, adequately wide gaps should be provided between building blocks to maximize the air permeability of development and minimize its impact on wind capturing potential of adjacent developments. The gaps for enhancing air permeability should be at a face perpendicular to the prevailing wind.

Figure A-11 Gaps between Building Blocks to Enhance Air Permeability.

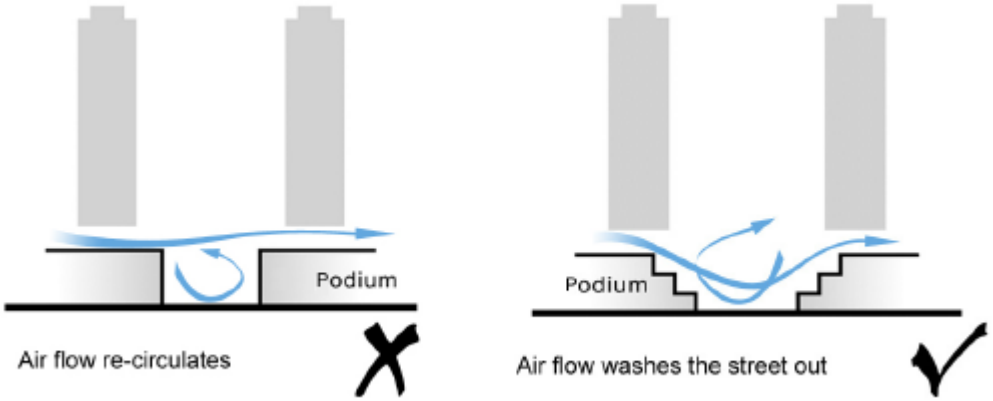


Compact integrated developments and podium structures with full or large ground coverage on extensive sites typically found in Hong Kong are particularly impeding air movement and should be avoided where practicable.

Figure A-12 Reducing Site Coverage of the Podia to Allow More Open Space at Grade.

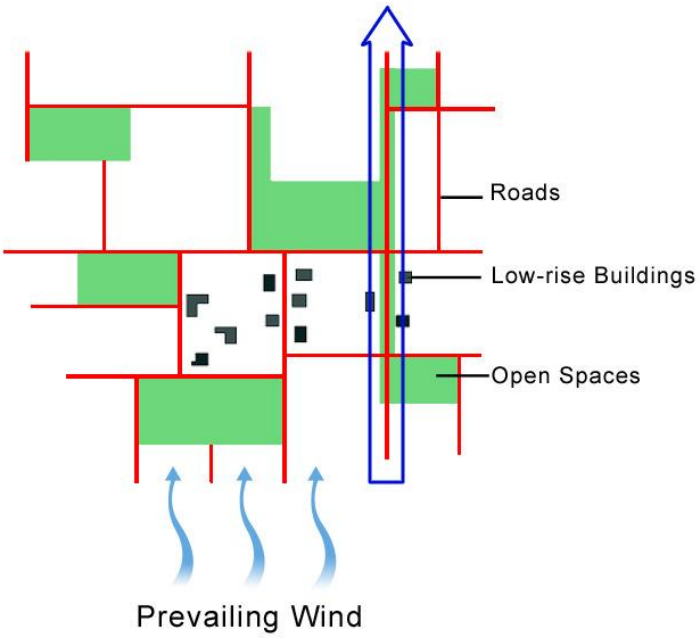
[Reference: Hong Kong Planning Standard and Guidelines]

Appendix A (Cont'd)



Where appropriate, a terraced podium design should be adopted to direct downward airflow to the pedestrian level.

Figure A-13 Terraced Podium Design.



Breezeways should be created in forms of major open ways, such as principal roads, inter-linked open spaces, amenity areas, non-building areas, building setbacks and low-rise building corridors, through the high-density/high-rise urban form. They should be aligned primarily along the prevailing wind direction routes, and as far as possible, to also preserve and funnel other natural air flows including sea and land breezes and valley winds, to the developed area.

Figure A-14 Linkage of Roads, Open Spaces and Low-rise Buildings to Form Breezeways.

[Reference: Hong Kong Planning Standard and Guidelines]

Appendix A (Cont'd)

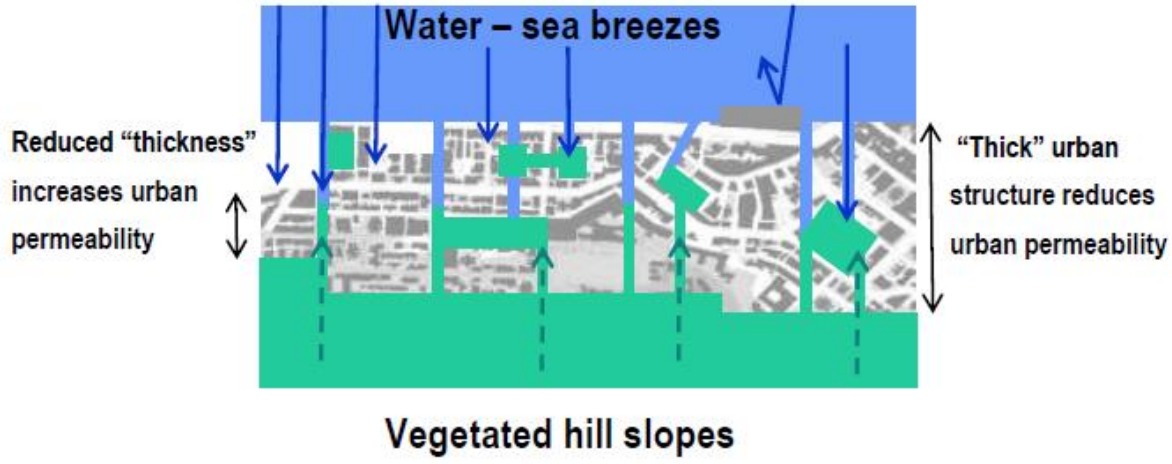


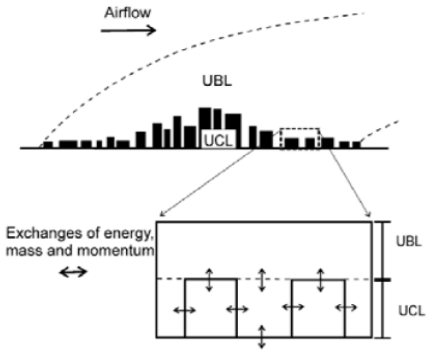
Figure A-15 Ways to create breezeways and air paths in the urban fabric to facilitate air ventilation connectivity.

[Reference: Hong Kong Planning Department. (2012). "Urban Climatic Map and Standards for Wind Environment - Feasibility Study" Final Report.]

Appendix B

A scientific understanding of building heights for City Planning

The air mass exchange of an urban area can be understood based on the Urban Boundary Layer (UBL) and the Urban Canopy Layer (UCL) interaction.



To optimize air ventilation of the UCL, which is the layer of human occupation including pedestrian at ground level, it is useful to maximize the energy, mass and momentum exchange between UBL and UCL. The vertical exchange is denoted by U_E and can be expressed with the following equations:

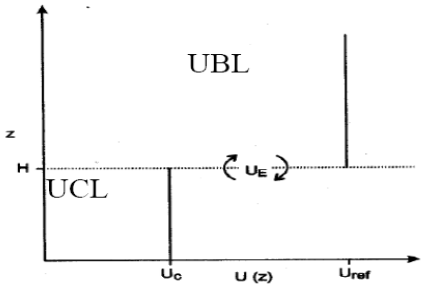
$$\frac{U_E}{u^*} = \left[\frac{1}{k}\ln\left(\frac{z_{ref}-d}{z_o}\right) - \frac{U_C}{u^*}\right]^{-1}$$

where

$$\frac{U_C}{u^*} = \left[\frac{\lambda_f}{2}\right]^{-0.5} \quad \text{for } \lambda_f > 0.2$$

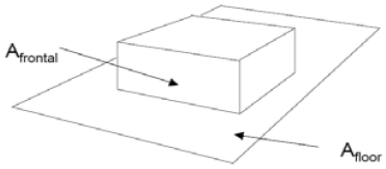
$$\frac{U_C}{u^*} = \left[\frac{z_o}{2H}\right]^{-0.5} \quad \text{for } \lambda_f < 0.2$$

Uc	the average flow within the canopy
U*	friction velocity
Zo	roughness length
d	displacement height
λf	frontal area density
H	average building height
K	von Karman constant = 0.4



λf frontal area density :-

$$\lambda_f = \left(\frac{\sum_{obstacles} A_{frontal}}{A_{floor}}\right)$$



Hence, to increase U_E , it is important to lower the displacement height (which is normally taken as 0.7*UCL, and UCL is commonly taken as 1.2*H). It is also important to increase the roughness length (Zo) by optimizing λf to around 0.1 to 0.3.

All else being equal, this means a collection of tall buildings in an urban area resulting in high UCL and high λf, and therefore higher displacement height, can lead to lower U_E. Lowering building heights can be a solution.

Furthermore, this also means that closely packed buildings of uniform building height (or small building height variation) can result in lower Zo and can lead to lower U_E. Creating large building height variations can be a solution. Having a building height to street width (H/W) ratio of less than 1.5 to 2 in order to avoid a skimming flow regime developing can also be a solution.

Professor Edward Ng, CUHK, 2009.

Appendix C

Details on the Analysis of Building Frontage

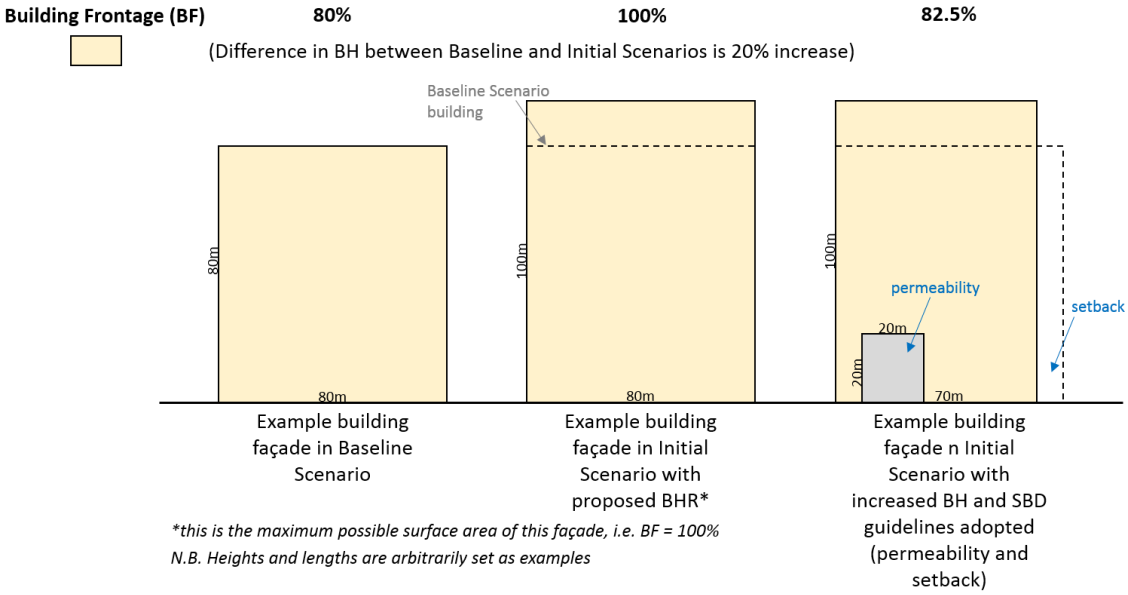


Figure C-1 Graphical description of building frontage.

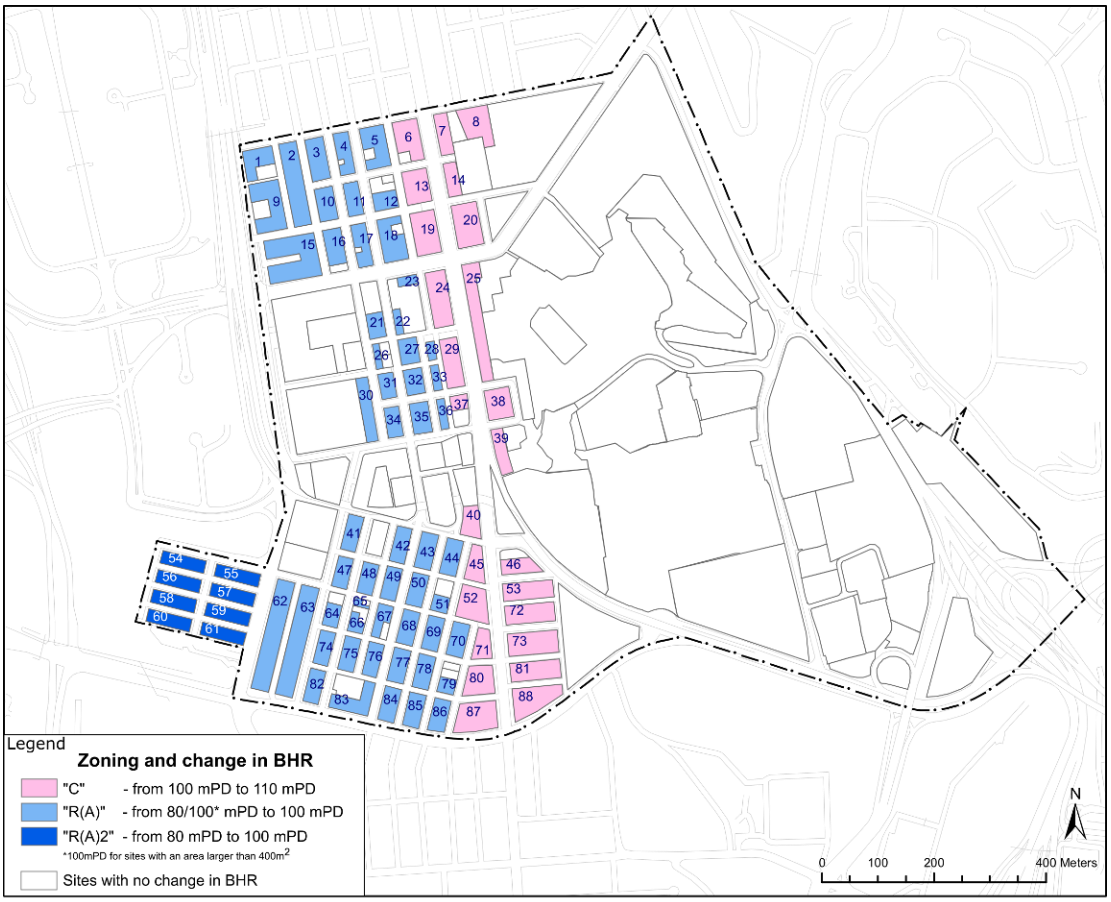


Figure C-2 Numbered OZP zones for the analysis of building frontage shown in Table C-1.

Appendix C (Cont'd)

Table C-1 Difference in building frontage between the Baseline and Initial Scenarios for each OZP zone (numbered as in Figure C-2). Analysis has been carried out for three cases, where 50% (Case 1), 75% (Case 2), and 100% (Case 3) (in terms of area) of the "R(A)" sites are assumed to have site areas larger than 400m^2 (except for zone number 65, which has an area of around 300m^2 only).

Zone no.	Difference in building frontage		
	Case 1 (50% large sites)	Case 2 (75% large sites)	Case 3 (100% large sites)
1	10%	5%	0%
2	10%	5%	0%
3	10%	5%	0%
4	10%	5%	0%
5	10%	5%	0%
6	9%	9%	9%
7	9%	9%	9%
8	9%	9%	9%
9	10%	5%	0%
10	10%	5%	0%
11	10%	5%	0%
12	10%	5%	0%
13	9%	9%	9%
14	9%	9%	9%
15	10%	5%	0%
16	10%	5%	0%
17	10%	5%	0%
18	10%	5%	0%
19	9%	9%	9%
20	9%	9%	9%
21	10%	5%	0%
22	10%	5%	0%
23	10%	5%	0%
24	9%	9%	9%
25	9%	9%	9%
26	10%	5%	0%
27	10%	5%	0%
28	10%	5%	0%
29	9%	9%	9%
30	10%	5%	0%
31	10%	5%	0%
32	10%	5%	0%
33	10%	5%	0%
34	10%	5%	0%
35	10%	5%	0%

Appendix C (Cont'd)

Table C-1 (cont'd)

36	10%	5%	0%
37	9%	9%	9%
38	9%	9%	9%
39	9%	9%	9%
40	9%	9%	9%
41	10%	5%	0%
42	10%	5%	0%
43	10%	5%	0%
44	10%	5%	0%
45	9%	9%	9%
46	9%	9%	9%
47	10%	5%	0%
48	10%	5%	0%
49	10%	5%	0%
50	10%	5%	0%
51	10%	5%	0%
52	9%	9%	9%
53	9%	9%	9%
54	20%	20%	20%
55	20%	20%	20%
56	20%	20%	20%
57	20%	20%	20%
58	20%	20%	20%
59	20%	20%	20%
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61	20%	20%	20%
62	10%	5%	0%
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65	20%	20%	20%
66	10%	5%	0%
67	10%	5%	0%
68	10%	5%	0%
69	10%	5%	0%
70	10%	5%	0%
71	9%	9%	9%
72	9%	9%	9%
73	9%	9%	9%
74	10%	5%	0%
75	10%	5%	0%

Appendix C (Cont'd)

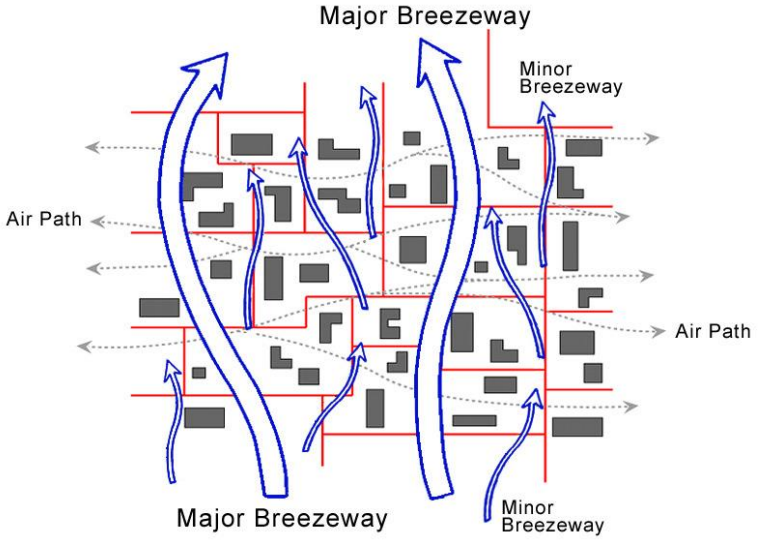
Table C-1 (cont'd)

76	10%	5%	0%
77	10%	5%	0%
78	10%	5%	0%
79	10%	5%	0%
80	9%	9%	9%
81	9%	9%	9%
82	10%	5%	0%
83	10%	5%	0%
84	10%	5%	0%
85	10%	5%	0%
86	10%	5%	0%
87	9%	9%	9%
88	9%	9%	9%
average	**10.8%**	**7.7%**	**4.6%**

Appendix D

General principles for providing urban ventilation at different scales

For better urban air ventilation, it is important to consider air paths at different scales.



[Figure reference: Hong Kong Planning Standard and Guidelines]

The major breezeways allow the incoming winds to penetrate deep into and through the urban areas directly. Breezeways are major primary arteries of urban air movement. They should be wide and preferably provided with vegetation. Their widths can range from a few hundred metres to 50-70 metres.

The air brought in by the breezeways are then filtered into the urban areas by a network of interconnected air paths. They should be evenly distributed in the urban areas and their widths can range from 20 to 50 metres. They help distribute air flow evenly throughout the urban areas so that more extensive areas may benefit from momentum-driven air movements.

Air movements are further enhanced at the next level by building porosity and permeability. They allow air mass exchanges (by turbulent diffusion) and air mixture, and are much needed in densely built-up areas.

Breezeways/ Air paths/ Building permeability at these three scales must work together for the provision of a quality and comfortable urban environment. Breezeways and air paths should be incorporated strategically into the urban district and planning level. Planners should make reference to Chapter 11 Urban Design Guidelines of the Hong Kong Planning Standard and Guidelines for their design and disposition. Building porosity and permeability should be introduced at the building design level. In this regard, key building design elements are set out in the Sustainable Building Design Guidelines.

Professor Edward Ng, CUHK, 2018.

Appendix E

Extract from Witness Statement of Ng Yan Yung
– REDA HCAL 58/2011. for Town Planning Board & Department of Justice HKSAR.

4.4 I have read the Applicant's representation submitted to the Board on 18 November 2010 **[LL-1:A6/12]**, and consider the arguments it contains invalid. The Applicant quoted the recommendations of the EE report out of context and in a piecemeal manner. It advocated taller buildings by increasing the height bands "…*by, say 10m to 20m to permit buildings of around 40 storeys, would provide for better urban design …*' (§3.1.4) and asked for deletion of all the NBAs and setbacks (§4.6 to 4.7), which were much needed to improve urban air ventilation of the area. The major justifications against the NBAs and setbacks are mainly related to whether such designation is permissible under the Ordinance, i.e. the spot restriction issue, and whether the Draft OZP is the most appropriate means to achieve the purpose. There is little substance on air ventilation aspect to justify its proposal.

4.5 In a nutshell, the Applicant's representation wished that neither the BH nor how the building sits on the site should be controlled hoping that *"good development design that benefits the public*" (§5.1) might come about if, and only if, "*incentive*" are given. However, in the absence of proper planning control, there is no guarantee that measures to improve air ventilation would be voluntarily incorporated in the private developments. The allowance for design flexibility, encouragement or incentive would simply turn into a quest for maximization of BH for better view and high profitability. The need to improve air ventilation for the public good will not be safeguarded.

4.6 In the EE report **[LL-1:A3/9(11)/493; §7.3]** the following is stated in this regard: "*All in all, given practical constraints and the need to respect 'development rights' of the land owner, the proposed mitigation measures have noted and responded to some of the major concerns we expressed on the Initial Planned Scenario. However, the overall need to reduce the Ground Coverage, Building Volume Density and building height has not been addressed. Besides, more non-building areas and greeneries are still highly encouraged to include. We regard this represents a small but important step towards creating a quality urban environment for the general public of Hong Kong.*"

Appendix E (Cont'd)

Yau Ma Tei and its urban air ventilation environment

4.8 When the narrow streets of Yau Ma Tei were laid out by Sir Patrick Abercrombie[1] during the postwar years, it was never meant for the kind of tall buildings we are seeing nowadays. A H/W ratio in the order of 1:1 was the norm in those days. Today, like Wan Chai area, the area has high average H/W ratio, high FAD, and one of Hong Kong's more severe UHII. The wind condition in the core area of Yau Ma Tei is weak. The relentless pursuit of maximising development intensity without due consideration of our built environment in the area in the past many years is one of the main causes of the poor-environment that we are now suffering from.

4.9 Again, like Wan Chai area, apart from human thermal consideration, the lack of urban air ventilation in Yau Ma Tei also means that anthropogenic wastes may not be properly and rapidly dissipated. I verily believe that it is important that we review the urban planning and building design of the area to improve, among other environmental factors, the air ventilation performance of the area.

4.10 The background of the review of the Yau Ma Tei OZP and consideration of the Applicant's representation by the Board are set out in the Affirmation of Chan Wai Shun. To recap, PlanD commissioned ENVIRON Hong Kong Limited to conduct an AVA by EE for the area. Taking into account the recommendations of the EE report **[LL-1:C2/7(3)]** as well as other planning considerations, PlanD proposed amendments to the Yau Ma Tei OZP to impose BHRs, NBA and setbacks, and the amendments were adopted by the Board and exhibited for public inspection under the Ordinance on 29 October 2010. The Applicant submitted a representation to the Board against most of the amendments to the OZP on 28 December 2010. After consideration of the representations on 13 May 2011, the Board decided not to uphold the Applicant's representation.

4.11 I have read the Applicant's representation submitted to the Board on 28 December 2010 **[LL-1:C4/10]**, which is quite similar to the one for Wan Chai, and consider the arguments it contains invalid. In principle, my view in Section 4.4 to 4.6 above applies to this present situation. In the absence of proper planning control for the area, the need to improve air ventilation for the public good will not be safeguarded. Thus, I consider the Board's decision not to uphold the Applicant's representation reasonable.

[1] Sir Patrick Abercrombie was an English architect and town planner. He is best known for the post-Second World War replanning of London. During the postwar years, he was commissioned by the British government to redesign Hong Kong. The Hong Kong Preliminary Planning Report 1948 prepared by him contains the first strategic plan for the territory, leaving great influence on the urban form and planning of Hong Kong.

Appendix E (Cont'd)

In summary

4.23 In sum, due to dense and tall urban developments and narrow streets, the built-up areas covered by these four OZPs are generally subject to poor air ventilation. Taking into account my views of the four OZP areas as outlined above, I verily believe that, all in all, the reviews of these OZPs for imposition of appropriate BHRs, NBAs, setbacks and building gaps are positives step towards the direction of providing a more livable built environment for the community.

4.24 I have read the Final Reports of the EE ("the EE Reports") prepared by myself [LL-1:A3/9(11)], CO2nnsulting Limited [LL-1:D2/7(4)] and ENVIRON Hong Kong Limited [LL-1:B3/9(3) & C2/7(3)]. The EEs were all conducted in accordance with the requirements of the Technical Guide. The EE Study process was iterative in its nature. They all started with an evaluation of the topography, urban morphology and local wind environment in the concerned areas with a view to identifying areas of air ventilation concern. With this in mind, the consultants then assessed the air ventilation impact of an initial planned scenario prepared by PlanD with the BHRs imposed. Various recommendations, e.g. adjustments to BHRs, provision of NBAs, setbacks and building gaps, were made by the consultants in order to improve the air ventilation performance of the areas, and there was discussion between PlanD and AVA consultants. In making the recommendations, apart from their expertise/experience and understanding of the local wind environment and urban morphology in the area, the consultants made reference to the established guidelines and quantitative indicators. Some examples are quoted below:

(b) in the Yau Ma Tei EE, the consultant has recommended the imposition of building setbacks on podium level along Portland Street, Woosung Street (between Kansu Street and Saigon Street), Parkes Street and Arthur Street to reduce the H/W ratio along these streets (§4.3.3);

4.25 Upon the recommendations of the consultants, PlanD incorporated various air paths, NBAs, building setbacks and/or BHRs (for the purpose of creating air paths). A couple of dimensions for the NBAs, setbacks and building gaps had been worked out based on the professional advice of the consultants with due regard to the practicality of the proposal (e.g. site constraint, and the impact on the development potential of the site as assessed by PlanD). The consultants then re-examined and confirmed whether the measures would improve air ventilation performance in the Area as compared with the initial scenario.

4.26 All in all, I consider that the EE Reports have provided a reasonable and sound basis to assist planners with their planning decisions. My reservation is that the recommendations that PlanD has incorporated into these Draft OZPs can only be considered as efforts to "slow down" the worsening air ventilation problem of the areas knowing that even with the BHRs, a lot of taller-and-bulkier buildings, compared to the existing buildings, will eventually be constructed. In my opinion, even more can and should be done.

VISUAL APPRAISAL IN RELATION TO PROPOSED AMENDMENT TO DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22

1. BACKGROUND

1.1 On 29.10.2010, the draft Yau Ma Tei Outling Zoning Plan (OZP) No. S/K2/21, incorporating mainly amendments to impose building height restrictions (BHRs) for various zones as well as rezone a completed residential development previously covered by Land Development Corporation Development Scheme Plan and a number of sites to appropriate zonings to reflect their existing uses, was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). Since then, there was a further amendment made to the OZP under the draft Yau Ma Tei OZP No. S/K2/22 exhibited for public inspection under section 7 of the Ordinance on 16.5.2014.

1.2 The development restrictions on the draft OZP No. S/K2/21 were the subject of judicial reviews (JRs). To follow up on the court's ruling on the JR application, a review of the development restrictions in particular the implications of the Sustainable Building Design Guidelines (SBDG) has been conducted. It is proposed to relax the BHRs for the "Commercial" ("C"), "Residential (Group A)" ("R(A)"), and "R(A)2" sites. In this connection, a Visual Appraisal on the impact of the relaxed BHR is prepared.

2. GENERAL CONTEXT OF THE YAU MA TEI AREA

2.1 The Yau Ma Tei area is located in the western part of the Kowloon Peninsula covering about 122 hectares of land. It is landlocked and sandwiched by Tsim Sha Tsui to its south, Hung Hom and Ho Man Tin to its east, West Kowloon to its west and Mong Kok to its north. Yau Ma Tei is also separated from the Victoria Harbour by the West Kowloon and Tsim Sha Tsui area where the predominant built form is characterized by compact medium to high-rise

developments. In addition, Mong Kok area to its north is also a high density residential and commercial area.

2.2 Yau Ma Tei is one of the oldest urban areas in Hong Kong with residential as the predominant land use. Residential buildings used to be of lower in building height (BH) and were built in the immediate post-war period. Intermixed with these buildings are more recent high-rise developments mainly for composite, i.e. commercial/residential uses. In addition, high rise commercial developments are found on both sides of Nathan Road.

3. BUILING HEIGHT CONCEPT ON DRAFT YAU MA TEI OZP

3.1 The current BHRs which have been imposed since the draft Yau Ma Tei OZP No. S/K2/21 were formulated based on the overall BH concept and other relevant considerations with a view to balancing between public aspirations for a better living environment and private development right. Considerations including existing topography, site formation levels, local character, surrounding townscape, BH profile, air ventilation, permissible development intensity under the OZP, and the urban design guidelines set out in Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG).

3.2 One fundamental principle in establishing the current BHRs for the Yau Ma Tei OZP is to preserve the view to the ridgelines and mountain backdrops at Beacon Hill and Lion Rock from the strategic vantage points at the Viewing Deck of Pier 7 in Central and Sun Yat Sen Memorial Park in Sai Ying Pun.

3.3 A stepped height concept is generally adopted with BH profiles of 100mPD and 80mPD achieving a gradation of height descending from Nathan Road towards the eastern and western parts of the planning area. It is intended that these BH bands would assist in promoting good urban design while being able to accommodate the permissible development intensity under the OZP.

3.4 In general, height bands which commensurate with the planning intention of the various land use zones as well as reflecting the majority of the existing buildings/committed development were adopted in establishing the BHRs. The BHRs on the current OZP are shown on **Figure 1** and summarised below:

For "C" sites:

(a) BHR of **100mPD** is stipulated for the "C" sites on the two sides of Nathan Road.

For "R(A)" and "R(B)" sites:

(b) BHR of **80mPD** is stipulated for "R(A)", "R(A)1" and "R(A)2" sites in the Yau Ma Tei Area. A two-tier BH system is adopted in which an additional 20m is allowed for sites with an area of 400m^2 or more;

(c) BHR of **90mPD** is stipulated for "R(B) sites in the Yau Ma Tei Area;

(d) BHR of **85mPD** is imposed for the "R(B)1" site to reflect the BHs of the existing residential development of King's Park Hill; and

(e) BHR of **130mPD** is imposed for the "R(B)2" site to reflect the BHs of the existing residential development of Parc Palais.

For "Government, Institution or Community" sites and other "OU" sites:

(f) The BHRs for "G/IC" and other "OU" sites mainly reflect their existing BHs.

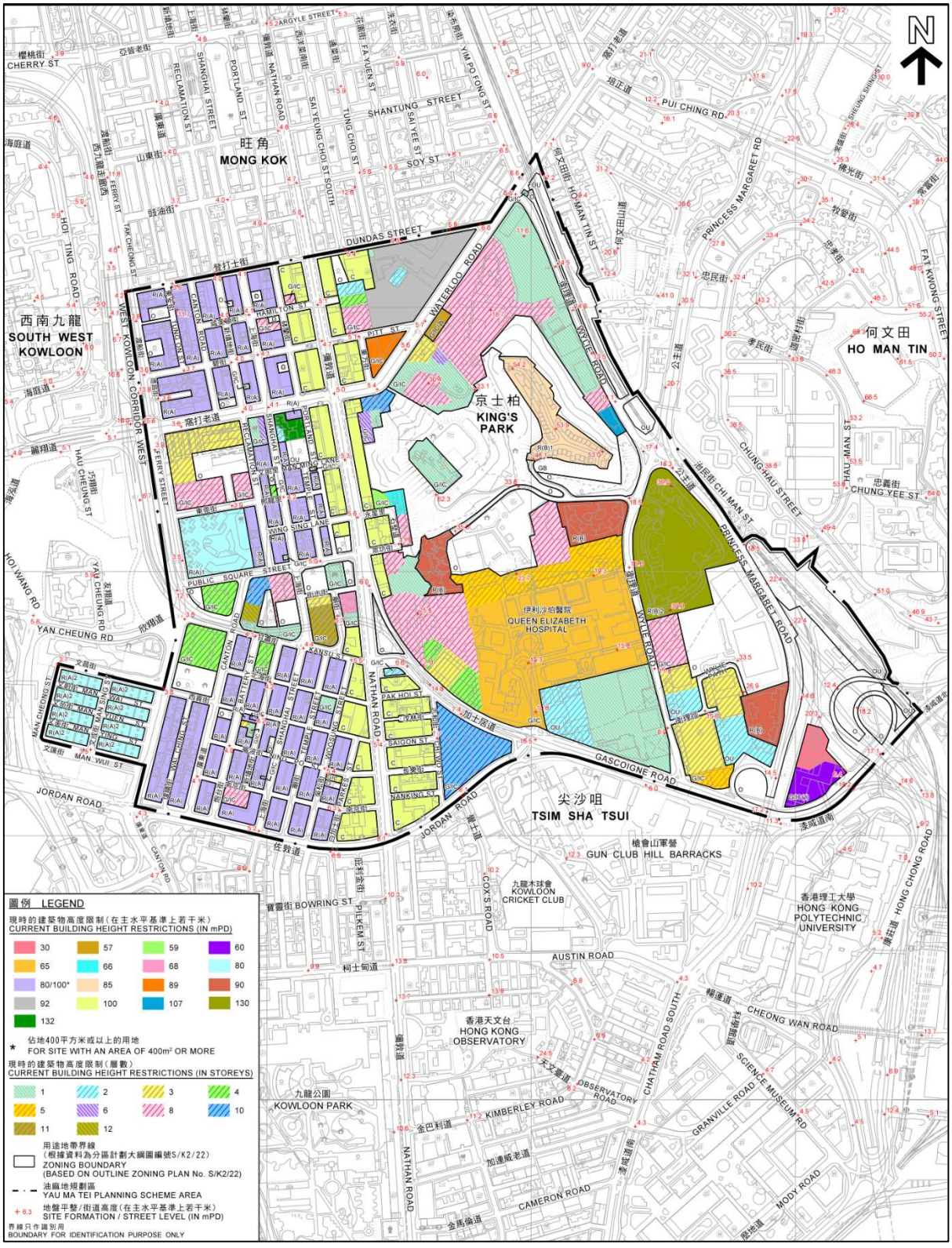


Figure 1
Building Height Restrictions on the current draft Yau Ma Tei OZP No. S/K2/22

4. PROPOSED BUIDLING HEIGHT RESTRICTIONS

4.1 To provide flexibility for future redevelopments in complying with SBDG, it is proposed to relax the BHRs of the following zones on the OZP **(Figure 2A)**:

*(a) to relax the BHR for the "C" zone edged green from 100mPD to **110mPD**; and*

(b) to relax the *BHR for the "R(A)" and "R(A)2" zones edged purple from 80mPD and 100mPD under two-tier height control to **100mPD**.*

4.2 No change is proposed for the BHRs of the other development sites, including "R(A)1", "R(B)", "R(B)1", "R(B)2", "G/IC" and other "OU" zones.

4.3 The consolidated BHRs of the draft Yau Ma Tei OZP, including the relaxed BHRs for "C", "R(A)" and "R(A)2", as well as the BHRs for other zones that will be retained, are at **Figure 2B** for undertaking visual appraisal.

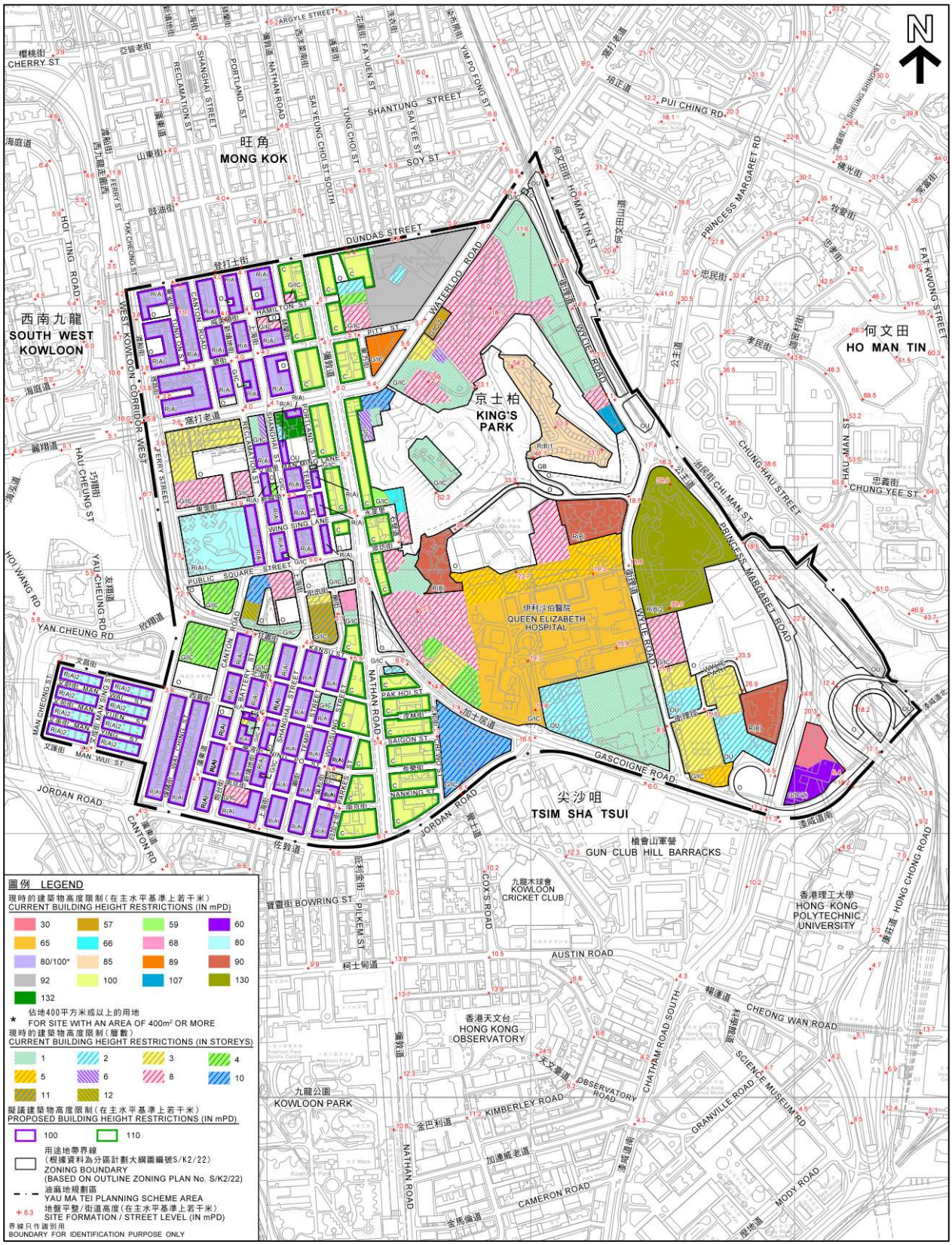


Figure 2A
Proposed Building Height Restrictions

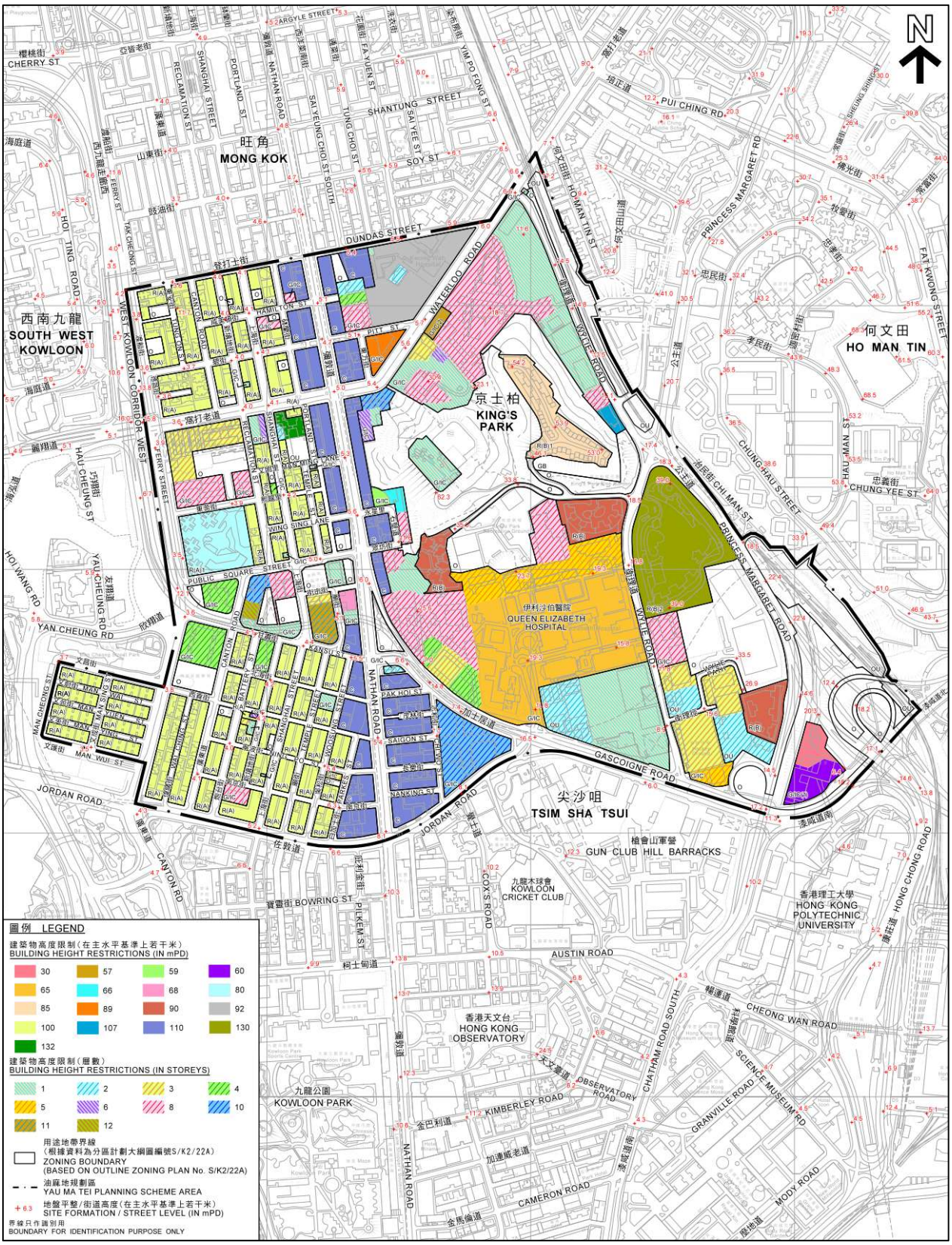


Figure 2B
Consolidated Building Height Restrictions

5. VISUAL APPRAISAL (SELECTION OF VIEWING POINTS)

5.1 The following viewing points (VPs) are selected to assess the visual impact of the relaxed BHRs (**Figure 3**):

- VP A – Sun-Yat-Sen Memorial Park (looking north-eastwards)
- VP B – Viewing Deck of Central Pier No. 7 (looking northwards)
- VP C – Cherry Street Park (looking south-eastwards)
- VP D – Jordan Road footbridge near Sorrento (looking north-eastwards)
- VP E – Hong Kong Rugby Football Union and the King's Park Sports (looking south-westwards)
- VP F – King's Park Rest Garden (looking westwards)

Views as perceived from these VPs may provide a general idea on the extent of increase in massing as experienced by the users of relevant public spaces as well as pedestrians/by-passers.

5.2 The selected VPs are easily accessible and frequented by the public for leisure and recreation. VPs A and B are major open spaces/waterfront promenade and tourist destinations for sight-seeing and appreciation of the city's skyline with harbour view and mountain backdrop from the Hong Kong Island side across the Victoria Harbour. They are also two of the eight strategic VPs specified in the Urban Design Guidelines under the HKPSG. VPs C, D, E and F are major open spaces/focal points providing relatively short range and/or middle range views to the Yau Ma Tei area.

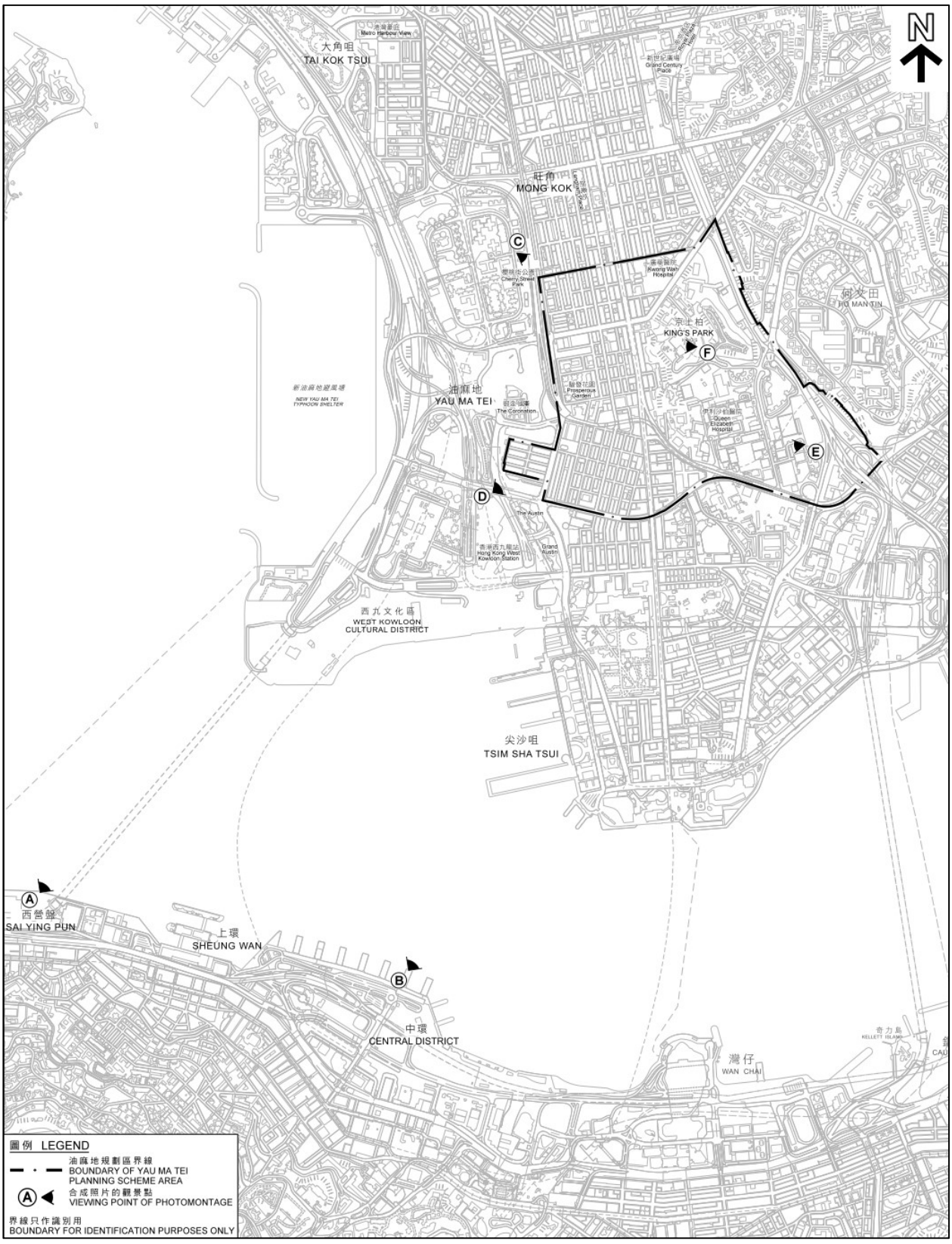


Figure 3 Viewing Points

6. BUILDING HEIGHT PROFILE

6.1 In the long term, the BH profile of the Yau Ma Tei area will mainly follow the BHRs on the OZP, except for those existing and committed developments (such as approved building plans) already exceed the respective BHRs. However, for the purpose of presenting the proposed BH profile more realistically in the medium term, sites which have high development propensity are assumed to be redeveloped up to the relaxed BHRs in preparing the photomontages of the selected VPs. In this regard, it is assumed that existing developments with fewer storeys and smaller number of units would more likely undergo ownership assembly and that older buildings would have greater opportunity for redevelopments (especially for sites that have not been fully developed to the maximum development potential), only developments with a building age of 30 years or over and with a building height of 15 storeys or below are assumed to have high redevelopment propensity (**Figure 4**).

6.2 Committed developments, including sites with planning permission or approved building plans (**Figure 4**), are also included in the photomontages.

6.3 The BH profile under the current BHRs in Section 4 above and the proposed BHRs in Section 5 above are illustrated in the photomontages on **Figures 5A to 5F**.

Figure 4 Redevelopment Propensity of Yau Ma Tei Area

7. VISUAL APPRAISAL

7.1 VP A – Sun Yat-Sen Memorial Park (Figure 5A)

7.1.1 VP A is a strategic VP located on the opposite side of the harbour. It offers a panoramic view of the western coast of the Kowloon Peninsula. The Yau Ma Tei area (with its developments delineated with orange broken lines) is located inland behind the existing high-rise buildings cluster and future West Kowloon Cultural District (WKCD) developments along the coastal area. The sensitivity of public viewers at this long range VP is relatively low.

7.1.2 ***Key visual elements and resources*** – Victoria Harbour and the compact high-rise built-forms set against the mountain backdrop and open sky together constitute the urban skyline as viewed from this VP. Amongst the existing developments, the International Commercial Centre (ICC) and other Kowloon Station developments, no development in the Yau Ma Tei area stands out above the ridgelines/mountain backdrop.

Visual Changes

7.1.3 ***Visual composition –*** Since the high-rise developments in Kowloon station and Tsim Sha Tsui area stand out sharply and almost screened off the developments with relatively lower development intensity and BH in the Yau Ma Tei area, the redevelopments under the relaxed BHRs proposed will largely not be noticeable from this VP as the buildings if visible will merge with the overall built form of the townscape.

7.1.4 ***Visual obstruction and effect of visual resources*** – Even with redevelopments built up to the proposed BHRs, visual obstruction would not

readily be noticeable amongst the clusters of buildings of various heights from this VP.

7.1.5 ***Effect on the public viewers*** **–** Based on the above appraisal, the perception of the public viewers on the panoramic townscape from this VP will unlikely be affected.

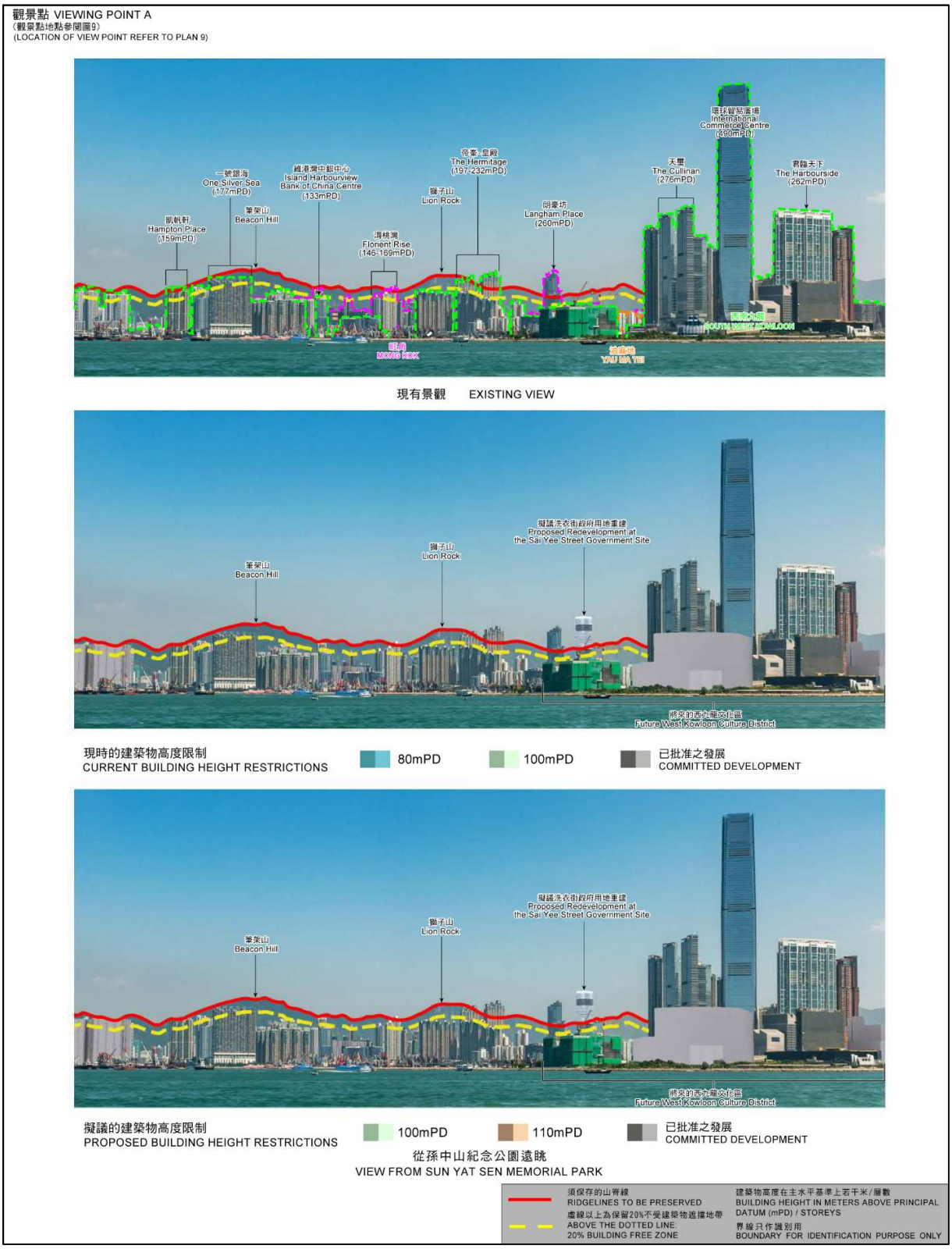


Figure 5A VP A – Sun Yat Sen Memorial Park

7.2 VP B – Viewing Deck of Central Pier No. 7 (Figure 5B)

7.2.1 Located on the other side of the harbour, this strategic VP offers a panoramic view of the south-western coast of the Kowloon Peninsula. The Yau Ma Tei area (with its developments delineated with broken orange lines) is located inland behind and partly shielded by the clusters of existing high-rise buildings and future WKCD developments along the coastal area. The sensitivity of the public viewers at this long range VP is low.

7.2.2 ***Key visual elements and resources*** – The Victoria Harbour and the compact high-rise built forms set against the mountain backdrop and open sky together constitute the urban skyline as viewed from this VP. Amongst the existing developments, ICC and other Kowloon developments, the Langham Place and the Victoria Towers stand out above the ridgelines/ mountain backdrop.

Visual Changes

7.2.3 ***Visual composition –*** The redevelopments under the relaxed BHRs will not be visible from this VP.

7.2.4 ***Visual obstruction and effect of visual resources –*** Under the relaxed BHRs, the resulting buildings would be shielded from view at this VP.

7.2.5 ***Effect on the public viewers –*** Based on the above appraisal, the perception of the public viewers on the panoramic townscape from this VP will unlikely be affected.

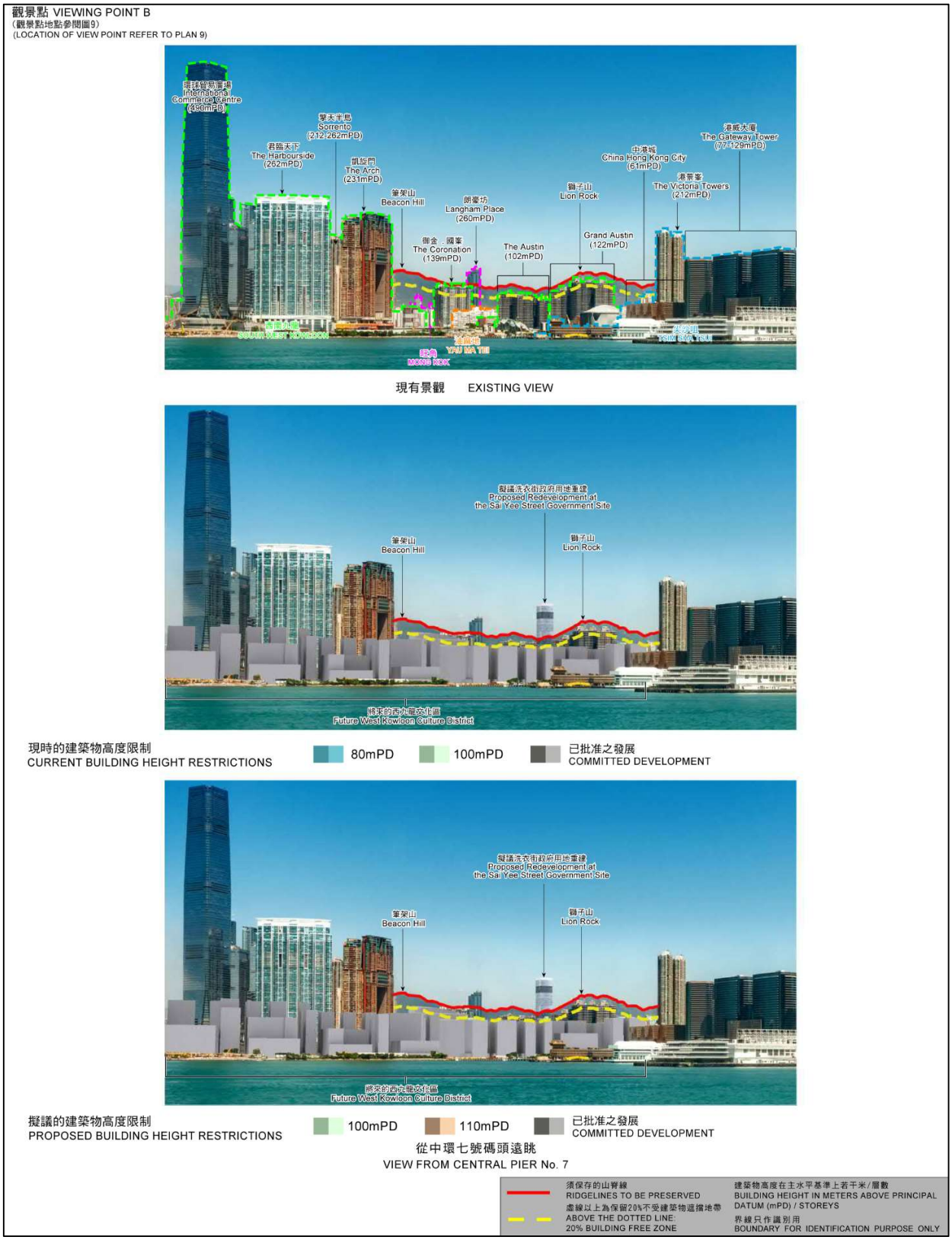


Figure 5B VP B – Viewing Deck of Central Pier No. 7

7.3 VP C – Cherry Street Park (Figure 5C)

7.3.1 This VP in Mong Kok is located to the north-west fringe of Yau Ma Tei area. It captures the view of the developments along Ferry Street in Mong Kok and Yau Ma Tei areas. The sensitivity of the public viewers at this close range VP is high.

7.3.2 ***Key visual elements and resources*** – The compact urban townscape of Mong Kok and Yau Ma Tei areas formed by a cluster of high-rise buildings, including Holiday Inn Express Hong Kong Mongkok, Prosperous Garden and the Victoria Towers in the middle ground set against a wide open sky. The trees/ vegetation of the Cherry Street Park predominate the view of the ground plane in the foreground.

Visual Changes

7.3.3 ***Visual composition –*** The change in visual composition is very limited in extent and scale as compared between the two redevelopment scenarios respectively under the current BHRs and the proposed BHRs.

7.3.4 ***Visual obstruction and effect of visual resources –*** The reduction in visual openness caused by the relaxed BHRs is marginal and not readily noticeable. The landscape amenity and sky view as visual resources remain intact.

7.3.5 ***Effect on the public viewers –*** Based on the above appraisal, the effect on public viewers resulting from the relaxed BHR will be slight.

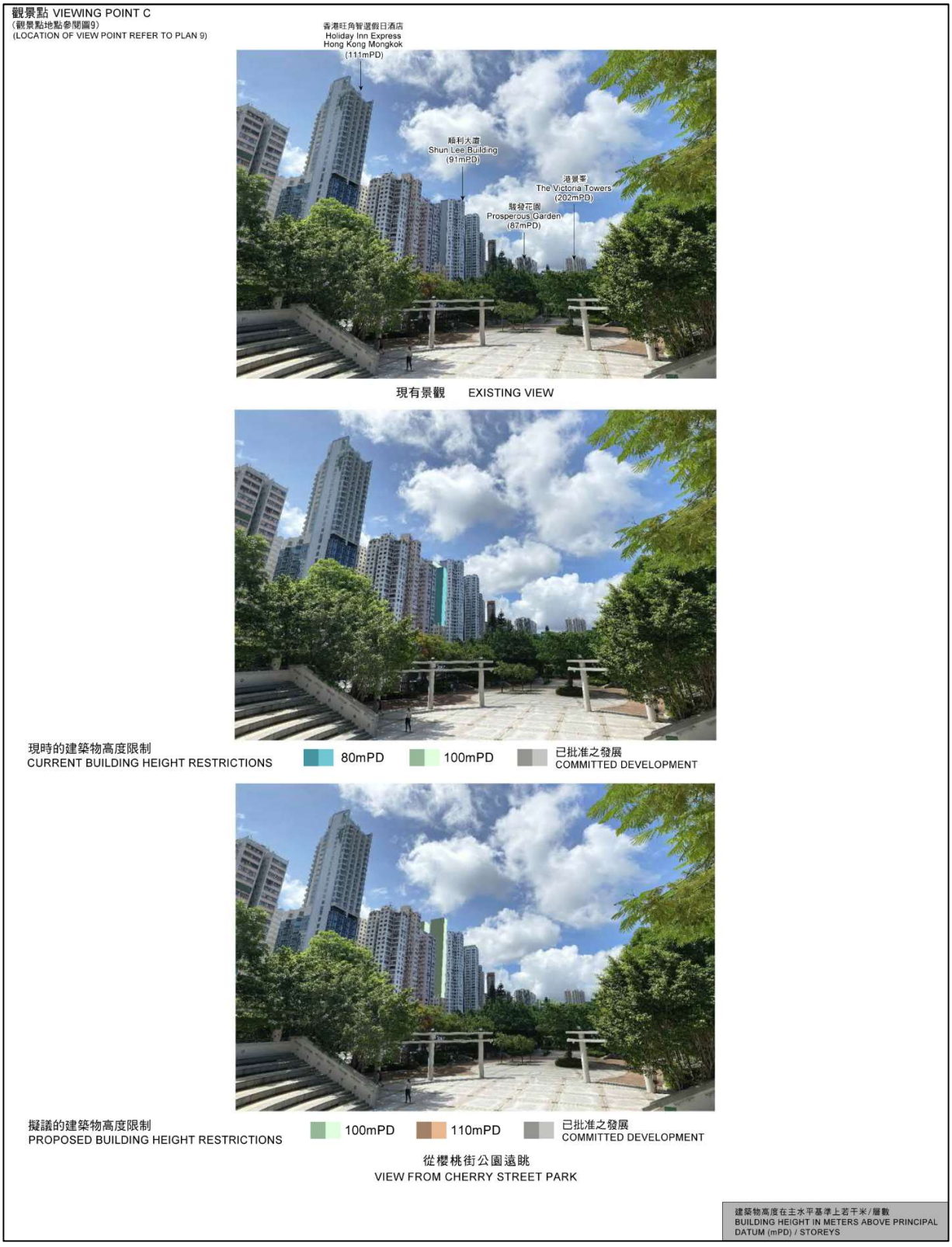


Figure 5C VP C – Cherry Street Park

7.4 VP D – Jordan Road footbridge near Sorrento (Figure 5D)

7.4.1 This VP is located at the footbridge across Jordon Road connecting to Austin Station in South West Kowloon. It captures the townscape of the southwestern parts of Yau Ma Tei area. The sensitivity of the public viewers at this close range VP is medium.

7.4.2 ***Key visual elements and resources*** – The view is framed by a cluster of high-rise residential developments, including Man King Building, The Coronation and The Austin in the middle ground set against a relatively open sky. Jordon Road footbridge is in the foreground.

Visual Changes

7.4.3 ***Visual composition –*** The relaxed BHR will cause an increase in the massing of some of the future buildings, reducing the visual openness of this VP as compared to the redevelopment scenario under the current BHRs. The development bulk in the middle ground would stand out in the view.

7.4.4 ***Visual obstruction and effect of visual resources –*** Under the relaxed BHRs scenario, there will be noticeable reduction of the sky view and visual permeability. In comparing with the development scenario under the current BHRs, the overall townscape character would remain similar, though the development bulk in the middle ground would stand out.

7.4.5 ***Effect on the public viewers –*** Based on the above appraisal, the effect on public viewers resulting from the relaxed BHR will be moderate.

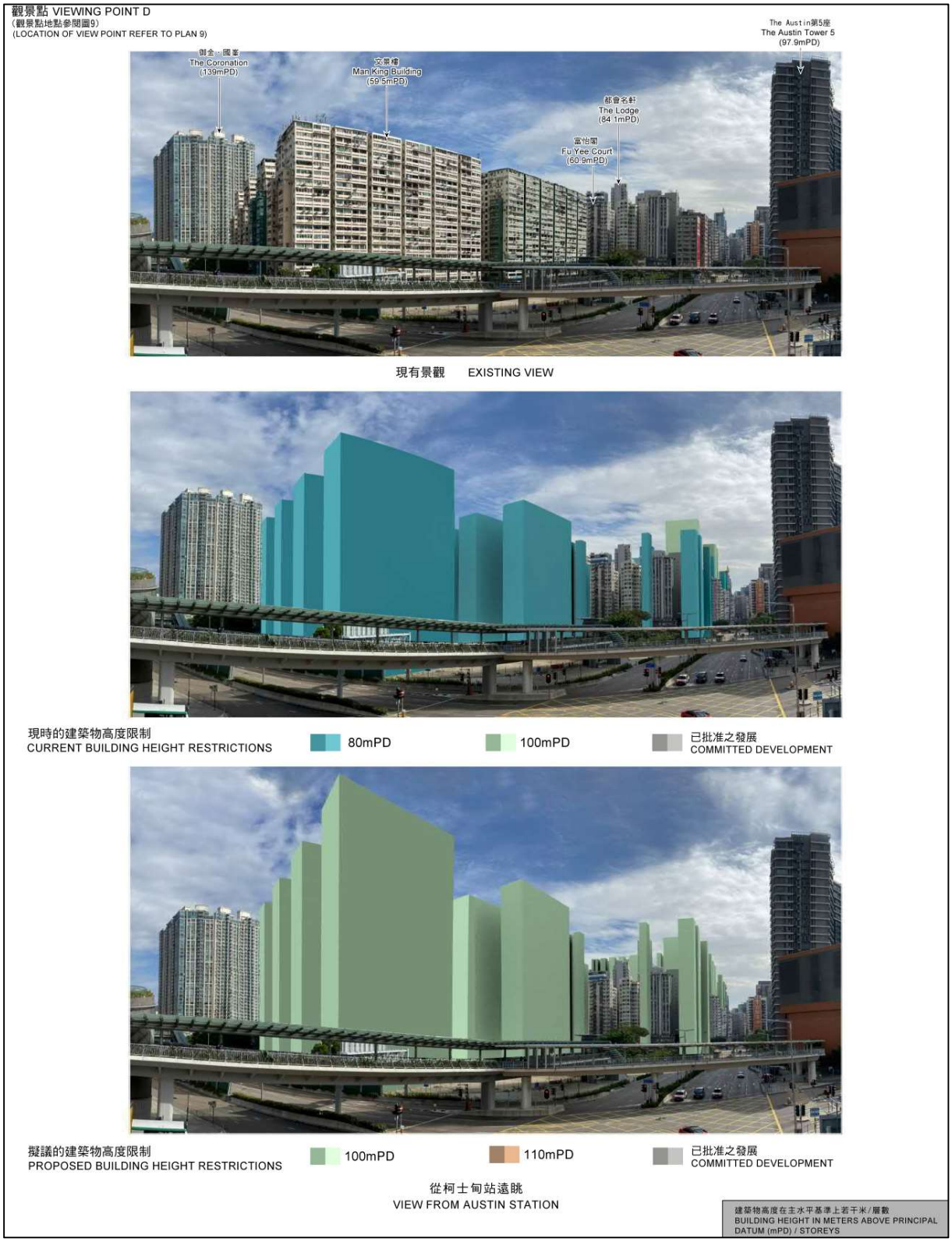


Figure 5D VP D – Jordan Road footbridge near Sorrento

7.5 VP E – Hong Kong Rugby Football Union and the King's Park Sports (Figure 5E)

7.5.1 This VP is located in the southeastern part of Yau Ma Tei area. It captures the medium and high-rise developments in Yau Ma Tei, Tsim Sha Tsui and West Kowloon. The sensitivity of the public viewers at this medium range VP is high.

7.5.2 ***Key visual elements and resources*** – The tennis courts of South China Athletic Association with some trees and vegetation in the foreground. In the middle ground are the compact medium and high-rise built forms, including Queen Elizabeth Hospital, The Victoria Towers, The One and The Masterpiece with ICC stands out in the center set against a relatively wide open sky.

Visual Changes

7.5.3 ***Visual composition –*** The change in visual composition is very limited in extent and scale as compared between the two redevelopment scenarios respectively under the current BHRs and the proposed BHRs.

7.5.4 ***Visual obstruction and effect of visual resources –*** The cluster of development with relaxed BHRs would appear slightly denser, yet the reduction in visual openness is not readily noticeable. The landscape amenity and sky view as visual resources remain largely intact.

7.5.5 ***Effect on the public viewers –*** Based on the above appraisal, the effect on public viewers resulting from the relaxed BHR will be slight.

Figure 5E VP E – Jordon Road footbridge connecting to Austin Station

7.6 VP F – King's Park Rest Garden (Figure 5F)

7.6.1 This VP is located in Yau Ma Tei area at the sports ground within King's Park Rest Garden. The VP captures the townscape of the central part of Yau Ma Tei area, Mong Kok and West Kowloon. The sensitivity of the public viewers at this close range VP is high.

7.6.2 ***Key visual elements and resources*** – The view from this VP is framed by the sports ground of King's Park Rest Garden at the bottom. The high-rise developments including 8 Waterloo, The Hermitage, Langham Place and ICC and some trees/ vegetation appears in the middle ground against a wide open sky.

Visual Changes

7.6.3 ***Visual composition –*** The relaxed BHRs will cause an increase in the massing of some of the future developments, and reduce the visual openness. However, as compared to the development scenario under the current BHRs, the extent of change is not significant and the overall townscape character would remain similar.

7.6.4 ***Visual obstruction and effect of visual resources –*** The relaxed BHRs will lead to some blockage of the open sky view and reduction of the overall visual permeability from this VP. The landscape amenity and sky view as visual resources would however remain largely intact.

7.6.5 ***Effect on the public viewers –*** Based on the above appraisal, the effect on public viewers resulting from the relaxed BHR will be slight to moderate.

Figure 5F VP F – King's Park Rest Garden

8. CONCLUSION

8.1 As demonstrated in the visual appraisal, with the proposed relaxation of BHRs, the resultant BH profile would not affect the ridgelines and mountain backdrops of Beacon Hill and Lion Rock. Although the increase in BH of the future redevelopments may reduce visual openness to a certain extent, in particular sky view, it is unlikely that the resulting changes will be incompatible with the Yau Ma Tei townscape and its surroundings comprising mainly compact and mixed high-rise developments of varying BHs and forms as illustrated in the photomontages. Moreover, the relaxed BHRs would allow design flexibility for future developments in meeting SBDG which is intended to improve building permeability and visual amenity for a better pedestrian environment. The proposed BHRs relaxation would be a matter of trade-off amongst urban design considerations in the dense urban core like Yau Ma Tei. Variations in lot size and development scale as well as differences in design styles and consideration would also contribute to varieties in BH and outlook over the area. In general, the relaxed BHRs will not result in unacceptable visual impact.

28-DEC-2010 12:16 FROM REDA HK TO 28770245

香港地產建設商會 城規會文件第 8810 號
附件 II-7

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28 December 2010 TPB/R/S/K2/21-8 By fax and mail

The Secretary
Town Planning Board
15 Floor North Point Government Offices
333 Java Road
North Point

Dear Sirs

Representations in Relation to the
Amendments to the Yau Ma Tei Outline Zoning Plan
(Amendments shown on Plan Number S/K2/21)

We refer to the proposed amendments to the Yau Ma Tei Outline Zoning Plan which have been shown on the Draft Outline Zoning Plan No. S/K2/21 gazetted on the 29 October 2010.

We hereby submit Representations to the Amendments under Section 6(1) of the Town Planning Ordinance. The reasons for the Representations are included in the paper attached to this letter.

The submissions are made in relation to matters of principle as they apply to the Yau Ma Tei Outline Zoning Plan, and are generally asking for a relaxation of restrictions and opportunities for innovative development. They are not intended to be used as a basis for the deferment of planning applications for development which comply with the restrictions on the Outline Zoning Plan.

We retain the right to provide additional information in support of this Representation and to raise additional points, if necessary.

Yours sincerely

Louis Loong
Secretary General

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Representations in Relation to the Amendments shown on the Yau Ma Tei Outline Zoning Plan, Plan No. S/K2/21 – The Real Estate Developers Association of Hong Kong ("REDA")

1. Representor

1.1 This Representation is lodged by The Real Estate Developers Association of Hong Kong (REDA). It addresses the principles which have been applied in relation to the building height restrictions (BHRs) for various development zones, designation of Non-building Area (NBA) and building setback requirements, and other associated matters included as amendments in the Draft Yau Ma Tei Outline Zoning Plan, Plan No. S/K2/21 (the OZP).

2. Representation in Opposition

2.1 This Representation relates to general matters applicable to a wide range of issues which arise because of the inclusion of the BHRs, NBA and other restrictions in the amendments shown on the OZP. In other words, this representation objects to Items A, B1, B2, D, E1, E2 and F1 to F3 shown on the Plan. The representation also objects to (a), (b) and (d) of the Amendments to the Notes of the Plan.

2.2 This submission is made in the broad interests of Hong Kong as a whole and in the interests of maintaining an efficient, fair and sustainable urban development system.

3. No Public Consultation

3.1 The BHRs, NBA as well as building setback requirements, have been imposed on the OZP without any prior public consultation. There has been no opportunity for the public, including the development industry, to be informed as to the justification for the need of the restrictions. There has also been no explanation given to the public as to the reasons why the particular BHRs, NBA and setback requirements imposed have been adopted. There has been no visual impact analysis made available to the public prior to the gazette of the new OZP which indicates what the vision is for the long term development of the Planning Area.

3.2 It is strongly suggested that the Planning Department should carry out a detailed planning study for the Yau Ma Tei Planning Area including the historical and planning context of the district, the existing and projected

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population of the district, the livelihood and working environment of the residents and workers, the connectivity and linkages with the adjacent Planning Areas, the commuting/traveling pattern of residents, workers and visitors, the characteristics and potential of the local economy, as well as the pros and cons of impositions of BHRs, NBA and building setbacks, and what the impacts are, etc., instead of focusing mainly on the building height and air ventilation considerations.

3.3 As a matter of principle, in relation to preparing significant changes to any OZP the Department should present to the public through consultation a more comprehensive study and necessary information, in order that owners, stakeholders and the public, can be informed of the implications of the height restrictions and other amendments prior to the gazette of the new plan. The public could then submit their comments during the plan preparation stage. This should be done before the formal statutory processes are commenced, and before the restrictions are given legal effect.

3.4 In this particular case, consultation with the Yau Tsim Mong District Council and the public after the amendments have been gazetted is not a genuine consultation and is not an effective means of informing the concerned public as to the reasons for the proposed amendments.

3.5 Such consultation should present alternatives in relation to achieving objectives. It is clear that no alternatives have been presented to the Metro Planning Committee when approving the amendments to the OZP. For example, in terms of the BHRs, the only option presented where the proposed BHRs and a situation with no BHRs. No analysis of an alternative system of BHRs has been prepared for consultation with the public, nor for consideration by MPC Members

4. Land Use Review Should be Undertaken

4.1 The Yau Ma Tei Planning Area is located between two major commercial/retail nodes, Mong Kok and Tsim Sha Tsui. The OZP mainly comprises of "Residential Group (A)" and "Commercial" zones with a mixture of commercial/residential uses and activities with large number of visitors / shoppers, especially along Nathan Road. The pedestrian environment is most of the time congested.

4.2 Even though the provision of open space within the Planning Area appears quite abundant, its distribution is a problem. Most of the land zoned open

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space is located to the east of Nathan Road, making the western part of the Planning Area quite fully built. Opportunity should be sought to increase the open space serving the needs of local residents and the general public. Taller buildings with smaller footprints would allow for more ground level space and better air ventilation at lower levels. Contrary to the urban renewal efforts of improving the local environment and increasing open space, the BHRs imposed are too low to improve air penetration and visual permeability upon redevelopment. The BHRs will bring unnecessary constraints to the Planning Area, a major portion of which is, however, in urgent need of redevelopment and urban renewal.

4.3 In the land use review, opportunity should be taken to integrate and enhance the accessibility between Yau Ma Tei's old hinterland area and West Kowloon new development area/the waterfront with an aim to enhance people's accessibility to the waterfront, the two regions which are currently separated by transport infrastructure such as West Kowloon Corridor and West Kowloon Highway. In addition, more direct visual and physical linkages should also be explored to facilitate people living in the western part of the Planning Area to use the open spaces located in the eastern part of the Area.

5. Basis for this Representation

The reasons for this Representation are provided in the following paragraphs.

5.1 Building Height Restrictions Set Too Low

Height Limits set too Low Threaten Improvement through Redevelopment

5.1.1 Yau Ma Tei is one of the oldest urban areas in the Kowloon with predominately low to medium-rise residential buildings, many of which were built in the immediate post-war period. The Ground Floor and some lower level units have been mixed with retail uses. Mong Kok and Tsim Sha Tsui are two vibrant commercial/retail nodes which lie adjacent to Yau Ma Tei. The spill-over effect from shoppers and visitors from these two nodes has also made Yau Ma Tei a vibrant and congested area filled with various kinds of retail activities.

5.1.2 Yau Ma Tei is well served by public transport, with two MTR stations (Yau Ma Tei and Jordan) and with numerous bus routes serving along Nathan Road and Shanghai Street. The good accessibility as well as the large amount of old low-rise tenement buildings provides great redevelopment incentives thereby

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enhancing the physical built environment of the Planning Area. However, such incentives are under threat due to the proposed amendments made to the OZP.

5.1.3 While the importance of the commercial spine of Nathan Road has been recognized in the OZP, the setting of the BHRs at only 100mPD is considered extremely low for the function it has to perform and the type of commercial buildings to be built within the "C" zone. As a result of setting this highest BHR of the flat portion of the Planning Area too low, the stepping-down approach across the whole area results in an unnecessarily restrictive BHR pattern across the whole area, mainly at 80mPD.

Lack of Flexibility for Innovative and Quality Design

5.1.4 REDA as a general principle oppose the setting of BHRs at levels which are so low as to unnecessarily constrain the provision of good quality building development for the people of Hong Kong. This objective can only be achieved by providing flexibility for the design of developments which provide good internal space for people to live in and work in, with sufficient internal headroom. There also needs to be flexibility for changing requirements over time and scope to meet changing market expectations.

5.1.5 There are numerous successful examples of tall development providing abundant quality low level public spaces in the territory, such as The Center, Times Square, Three Pacific Place, 8 Waterloo Road and Langham Place, etc. The adoption of building height restrictions of only 80mPD and 100mPD over most of the area is considered very restrictive and will eliminate any chance of innovative building design. This will also adversely affect the redevelopment and urban renewal process being undertaken by the private sector.

5.1.6 It is considered that there is no clearly expressed concept, or statement of the objectives that are trying to be achieved through the establishment of the BHRs, and no discussion of alternative measures which may achieve the objectives. There is also no indication as to what assumptions have been made in relation to the internal floor-to-floor heights for commercial and residential buildings, and these should be stated, as they determine the quality of the buildings to be built. This is an important factor and should not be ignored, but clearly stated and accepted by the industry and the public.

5.1.7 Overall, the BHRs are generally set too low and limit nearly all buildings to about 20 - 25 storeys. Limiting building heights in this manner will impact

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negatively on the urban environment. A general increase in the height bands by, say 20m to 40m to permit buildings of around 40 storeys, would provide for better urban design, allow more space around buildings, allow for more permeable buildings at the lower levels, and achieve the height restriction objective of not allowing "excessively tall and out of context buildings".

Air Ventilation Considerations

5.1.8 The Air Ventilation Assessment (AVA) Report attached to MPC Paper No. 24/10[1] has clearly pointed out some urban design and air ventilation problems:

> *"The building height limit along the entire Nathan Road is 100mPD and may form a monotonously high and apparently continuous wall structure obstructing easterly and westerly wind" (Para 4.2.1 of the AVA).*

Also in paragraph 4.3.2 of the "Recommendations" in the AVA report is stated that:-

> *"According to the HKPSG, gradation of building heights would help wind deflection and avoid air stagnation. Some variation of BH limits along Nathan Road (up to 120mPD) has been recommended to create or amplify down wash effect in Mong Kok OZP. ..... It is considered not essential to provide further building height relaxation as it does in the Mong Kok OZP."*

5.1.9 While it may not have been essential, the possible benefits in AVA terms of a 120mPD BHR, at least, along Nathan Road have not been considered, and they should have been. A consistent approach to building heights along Nathan Road should have been considered not only in AVA terms but also in urban design terms and development rights.

5.1.10 A BHR of at least 120mPD should be applied to the "C" zone along Nathan Road to address the problems identified in the AVA. Provision should also been made to allow for taller development to be considered by the Town Planning Board on application under Section 16 of the Town Planning Ordinance. Favourable considerations could be given to development with

[1] MPC Paper No. 24/10 discusses the Proposed Amendments to the Approved Yau Ma Tei Outline Zoning Plan No. S/K2/20.

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desirable urban design and air ventilation/sustainable elements such as perforated features.

5.1.11 The AVA Report also reflects that taller buildings provide the opportunity for open areas which is good for air ventilation:

> *"The highest development 8 Waterloo Road comprising 2 towers with building height to 132.1mPD. ... Temple Street to the south stops at this development. However, as there exists an open area to the south of the towers which connect Temple Street and Portland Street, southerly wind along Temple Street is expected to flow along Portland Street to further downwind area then." (Para 3.4.7 of the AVA).*

5.1.12 It is clear that if the development was built to 80mPD, the open area would not be available and the air path along Temple Street would be blocked by the development.

5.1.13 Furthermore, the BHRs which are set too low will tend to result in all new developments built to the maximum allowable height resulting in a flat profile making downwashes insignificant. The BHRs will result in larger and bulkier buildings in the areas where air ventilation improvement is considered desirable.

Need for Reasonable Building Height

5.1.14 In short, there is a need to ensure that buildings are not restricted to unreasonably low heights as these will result in bulky buildings forming walls of development which block air flows, light and views. Buildings which are taller and more slender provide these features by allowing the creation of space around the buildings near ground level and in the air. The approach taken in establishing the BHRs should allow various urban and built forms to be further consolidated along the designated maximum permissible building heights. The approach taken to set the height restrictions at such low levels is considered unnecessary if a reasonable approach to urban design had been adopted.

5.2 Non-Building Areas

5.2.1 A NBA is introduced to the OZP for air ventilation purposes, under the proposed amendments. Sections 3 and 4 of the Town Planning Ordinance provide that:

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(a) the Town Planning Board (TPB), in the exercise of its duty to prepare draft plans for the "future lay-out" of such existing and potential urban areas as the Chief Executive may direct, may make provision only by way of those matters specifically mentioned in section 4(1); and

(b) the TPB may also prepare plans "for the types of building suitable for erection therein" pursuant to section 3(1).

5.2.2 NBAs do not appear to fall into either category. They are not included as the "lay-out" of an area in section 4(1). Nor can they fall into the "types of building" category in section 3(1) since by definition what is being provided for in NBAs is no building at all. It is therefore difficult to see what statutory basis there is for them.

5.2.3 The objective of ensuring "gaps" between buildings in appropriate places can be achieved within the existing framework of section 4(1) pursuant to which the TPB may make provision for (inter alia) open spaces, parks, and streets. It therefore appears to be no justification for an additional category of NBA.

5.2.4 Further, it is arguable that the term "NBA" is liable to cause uncertainty and confusion:

(a) as the same term is used with very specific meaning in the context of lease provisions; and

(b) the implication of "NBA" under the Buildings Ordinance, in particular on site coverage and plot ratio calculations, is unclear.

5.2.5 It is considered that the land presently designated as NBA can be more appropriately zoned "Open Space" to reflect its actual use and to avoid the uncertainty and confusion as mentioned above.

5.3 Spot Zoning Approach Inconsistent with the Town Planning Ordinance

5.3.1 The Explanatory Statement in paragraph 3.2 indicates that *"The Plan is to illustrate the broad principles of development"*. The principle of establishing broad statutory zones with similar characteristics has been largely abandoned in relation to the OZP. The approach has been to be unnecessarily restrictive, and to impose BHRs and setback requirements to the existing development in a very restrictive manner. This can be seen in Amendment Items A, B1, and

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(d) etc. The designation of NBA as indicated in Item B2 also violates the broad principles of planning. Also the approach taken to the rezoning and BHR and NBAs on 8 Waterloo Road is an example of 'spot' BHRs.

5.3.2 The approach is inconsistent with good town planning practice and could be considered inconsistent with the Town Planning Ordinance in relation to the content and application of statutory plans. In fact, the combined effect of the very low BHRs, NBAs and set-back requirements impose undue constraints to building design. REDA request that all NBAs be removed from the OZP.

5.4 Two Tier Approach to BHRs in R(A) Zone

5.4.1 The provision in the amendments for different building height restrictions to apply to different sites in the same zone could also be considered a form of "spot zoning". In the R(A) zone a greater height is permitted for sites with an area of 400 square metres or more, while a lower height is permitted on smaller sites. In terms of the reasons given for having building height restrictions, this differentiation is both unnecessary and inequitable. Should the general area justify a certain building height restriction of say 100mPD, then a lower height restriction should not apply to smaller sites.

5.4.2 The purpose of the two-tiered approach is also questionable, as it seems to arise mainly from the perception that on-site parking is more important than other aspects. There are no intrinsically negative features of "pencil-like" buildings that should deprive the property owners of the same building height which is permitted on slightly bigger sites. There is also scope for developers of different sizes to develop small sites while adding to the choice of housing types available to residents.

5.4.3 The small lots and "pencil buildings" are actually part of the character of the Yau Ma Tei area, and the encouragement of more parking in an area which is well served by public transport seems unnecessary. Also amalgamation does take place naturally if the BHRs are set at a consistently encouraging height rather than a restrictive and repressive BHR such as the 80mPD which is applied to the R(A) zone.

5.4.4 This approach to the provision of parking is also in conflict with the new draft Practice Notes issued in relation to sustainable building matters. REDA have been urging the government to refrain from imposing car parking requirements in areas where it is not appropriate. The approach adopted towards the two-tier BHR is ultimately working against a quality urban environment by

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encouraging car ownership in Yau Ma Tei and this will significantly increase traffic problems and negatively affect the character of the area.

5.5 Not Respecting Property Rights

5.5.1 The Town Planning Board has indicated that the building height restrictions have been set at a height to respect existing development rights. However, under the Notes to the Outline Zoning Plan the approach taken is that, for commercial development as an example, the maximum development is restricted to a plot ratio of 12 or the existing plot ratio, whichever is the greater.

5.5.2 There are many buildings within the Yau Ma Tei area where the existing plot ratio is greater than 12. It would appear as if the building height restrictions have been set so low that they would not allow for the existing GFA to be achieved in a new building complying with the Buildings Ordinance. By taking this approach the new building height restrictions are effectively acting as a "down-zoning" and are depriving existing land owners of their redevelopment potential. The R(A)2 zone (Man Wah Sun Chuen) with a BHR of 80mPD is an example.

5.5.3 This is a matter of serious concern and the building height restrictions must be raised to ensure that existing development rights can be achieved under the Building Ordinance controls.

5.6 Set-backs

5.6.1 REDA are opposed to the provision of requirements for set-backs on the Outline Zoning Plans as this is not appropriate for the scale and generality of what are intended to be broad brush plans determining types of buildings and permitted uses. REDA consider that the use of the Outline Zoning Plan for this purpose is going way beyond the intention of town planning. The use of the Outline Zoning Plan for these purposes is considered wrong and may be subject to legal challenge.

5.6.2 Furthermore, the Outline Zoning Plan does not justify the set backs and building gaps in terms of providing public passage, but in terms of providing "air paths" through these roads" (Explanatory Statement paragraph 7.7). There is no legal recognition of the provision of set-backs for "air paths" as being a public purpose for which private land could be taken or constrained. It is therefore considered inappropriate to provide Building Gaps and Set-Backs on the OZP and this may be subject to legal challenge.

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5.6.3 The combined effect of these set-back requirements is compromising the use of private land without compensation and without adequate justification as being for a recognized public purpose. In these circumstances REDA request that all set-back requirements be removed from the Outline Zoning Plan.

6. Proposals to Meet the Representation

Forward Planning Approach

6.1 There are numerous successful examples of redevelopment serving to bring in new economic/commercial activities into old urban area. A few higher buildings would not be visually incompatible and out of context instead they will become focal point and add visual interest to the cityscape. Planning should adopt new ideas to facilitate innovative and attractive developments that trigger off local economic improvements and improve the image of the district rather than creating a monotonous and dull cityscape. A comprehensive land use review with a forward looking approach is thus necessary.

Building Height Restrictions

6.2 The BHRs should be reviewed to encourage more innovative and more sustainable building design. A modest increase of the building heights by 20 to 40 metres would provide a significant degree of design flexibility while achieving the general objectives of stepped building heights and protection of important views. Height restrictions set at these levels will also result in developments of varied heights which may facilitate better air ventilation and downwashes.

6.3 More relaxed height limits should be considered, for example, for sites at or near transport nodes to free up more ground level space for pedestrians. A more generous BHR of between 120mPD to 180mPD would encourage innovative design and built form, while ensuring no "out of context buildings" would arise. Many developments would not reach these maximum building heights, resulting in variety and interest.

6.4 It would appear that the building height restrictions have been set too low to allow for the existing development rights to be achieved on redevelopment. All building height restrictions should be increased to ensure that existing development rights of plot ratio 15 or greater can be achieved.

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Relaxation Scheme

6.5 A relaxation or incentive scheme should be introduced to encourage amalgamation of small sites for development/redevelopment of quality and well-designed commercial/office buildings at suitable locations so as to improve visual and air permeability, streetscape and pedestrian environment. A relaxation clause in respect of the building height restrictions should be incorporated into the Notes for the Commercial zones so that relaxation of building height restrictions may be considered by the Town Planning Board on application under Section 16 of the Town Planning Ordinance for sites with an area not less than 1,500 square metres on individual merits. The Relaxation Scheme adopted by the Board in relation to the Tsim Sha Tsui Outline Zoning Plan should also be applicable to the "C" zone, so as to provide an incentive for innovative design and improvement to the general urban environment.

Deletion of Non Building Area

6.6 The legal basis for the imposition of the NBA is questionable. It is proposed that the requirement for NBA be replaced by "Open Space" to reflect the actual use of the land. The words "exceptional circumstances" should be removed from the relevant Notes to the "OU" zones should it be decided to retain the NBA. The conflict with the new Practice Note System must be resolved through changes to the Outline Zoning Plan.

Deletion of Set Backs

6.7 All set-back requirements should be deleted from the Outline Zoning Plan. The conflict with the new Practice Note System must be resolved through changes to the Outline Zoning Plan.

The wording of the Minor Relaxation Clause should be Amended

6.8 Minor relaxation of all restrictions or requirements should be considered based on "individual merits" instead of "under exceptional circumstances". The wording should be amended accordingly.

Introduction of "OU (Mixed Use) Zone"

6.9 It is suggested that a new "Other Specified Uses" annotated "Mixed Use" (OU(MU)) zone be introduced to the Planning Area. The OU(MU) zone,

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though imposing more controls that the C/R zone, is supported in principle by REDA as it retains some of the objectives of the C/R zone. This zone could be introduced in the R(A) zones one to two blocks from Nathan Road and those along Jordan Road, in particular those close to the MTR stations. This would encourage the extension of a mixed use/commercial spine in the area and form an important part of the character of Yau Ma Tei.

Different Building Height Restrictions for Different Sized Sites Should be Deleted

6.10 The provisions for lower heights for smaller sites in the R(A) zone should be deleted and all sites allowed the greater height.

7. Conclusion

7.1 The building height restrictions imposed on the OZP go much further than is necessary to achieve the stated objectives in the Explanatory Statement. Incentive should be provided to encourage good development design that benefits the public. They should also respect property rights and property value.

7.2 The proposed amendments to the Yau Ma Tei Outline Zoning Plan are considered an unreasonable restriction on the use and development of private land and should be seriously reconsidered. The proposed controls will not result in a long term, better form of urban development for the Planning Area.

Summary of Representations and the Planning Department (PlanD)'s Responses in respect of the Draft Yau Ma Tei Outline Zoning Plan No. S/K2/21

Representation No. R8 –Real Estate Developers' Association of Hong Kong

Subject of Representation	Representer's Proposals
General	
• Oppose the imposition of building height restrictions (BHRs) on "Commercial" ("C"), "Residential (Group A)", "R(A)1", "R(A)2" "Residential (Group B)" ("R(B)"), "Government, Institution or Community" ("G/IC"), "Other Specified Uses" annotated "Sports and Recreation Club" ("OU (Sports and Recreation Club)", and "OU(Residential Development with Historical Building Preserved)" [under **Amendment Items A, B1, D, E1, E2, F1 to F3** to the Plan] and the related minor relaxation clauses for BHRs (under **Amendment Items a and b** to the Notes of the Plan); • Oppose the designation of non-building area (NBA) [under **Amendment Item B2** to the Plan] and building setbacks (SB) [under **Amendment Items a and d** to the Notes of the Plan] and the minor relaxation clauses for NBA and SB requirements [under **Amendment Items a and d** to the Notes of the Plan]	(a) **Forward Planning Approach** – to undertake a detailed planning study and a comprehensive land use review with a forward-looking approach, including ideas to facilitate innovative development that trigger improvement on local economic and image local. More direct visual and physical linkages should be explored to facilitate the use of open spaces in the eastern part of the Area by residents in the western part. Opportunity should also be taken to enhance accessibility to the waterfront and connectivity between the hinterland areas in Yau Ma Tei and West Kowloon; (b) **Relaxation of BHRs** – to review the BHRs to ensure that the existing development right of PR 15 or greater can be achieved. A modest increase of the BH by 20m to 40m, and a more generous BHRs of up to 120mPD for "C" sites along Nathan Road, and to have more relaxed height limits for sites at or near transport nodes for more pedestrian space. A more generous BHR between 120mPD to 180mPD would encourage innovative design and built form;

Annex I of TPB Paper No. 10773

	(c) **Relaxation Scheme** – to incorporate a relaxation clause on BHR for "C" zone for sites with an area not less than 1,500m^2 similar to the one adopted in Tsim Sha Tsui OZP; (d) **Deletion of NBA** - To replace the requirement of NBA by "Open Space" or to delete the words 'under exceptional circumstances' from the Notes of the "OU (Residential Development with Historical Building Preserved)" zone; (e) **Deletion of Building Setbacks** – All the SB requirements should be deleted from the OZP; (f) **Amendments to the Wording of Minor Relaxation Clause** - To consider minor relaxation of all restrictions or requirements based on individual merits instead of 'exceptional circumstances; (g) **Introduction of "OU(Mixed Use)" zone** – to introduce "OU(Mixed Use)" zone at the "R(A)" zone one to two blocks from Nathan Road and those along Jordan Road, in particular those close to the MTR stations, to encourage the extension of a mixed use/commercial spine and form an important part of the character of Yau Ma Tei; (h) **Deletion of two-tier BHR** – to delete the lower height band of the two-tier BHR in the "R(A)" zone and to allow the higher height band for all sites.

Grounds of Representation	PlanD's Responses
A. Building Height Restrictions	
(a) Urban design and air ventilation considerations	
• The low BHRs of 80mPD and 100mPD will constrain innovative and good quality building design. The BHRs will result in bulky buildings forming walls of development which block air flow, light and views, and cannot improve air penetration and visual permeability upon redevelopment. On the other hand, relaxing the BHRs for taller buildings on smaller footprints would allow good urban design and more space around buildings at lower levels for better air ventilation;	(i) BHR is an important means to prevent excessively tall and out-of-context developments. In formulating the BHRs, the overall BH concept and other relevant considerations with a view to striking a balance between public aspirations for a better living environment and private development right, including existing topography, site formation levels, local character, surrounding townscape, existing and intended BH profile, air ventilation, permissible development intensity under the OZP and the broad urban design principles set out in Chapter 11 of the Hong Kong Planning Standards and Guidelines (HKPSG) have been taken into account.
• While a BHR up to 120mPD along Nathan Road is provided in Mong Kok Outline Zoning Plan (OZP) to amplify downwash effect, such proposal has not been considered in Yau Ma Tei OZP. Setting the BHR too low will result in a flat profile, making downwashes insignificant; and	(ii) To follow up on the Court's ruling, a review of the BHRs taking into account the implications of Sustainable Building Design Guidelines (SBDG) has been conducted. It is proposed to relax the BHRs in "C" zones along two sides of Nathan Road from 100mPD to 110mPD; and R(A)" zone from 80/100mPD two-tiers BHRs (depending on the site area) to 100mPD; and the "R(A)2" from 80mPD to 100mPD. The above relaxed BHRs will make allowance for future redevelopment to comply with
• There is no clearly expressed objective of the BHR and no discussion of alternative measures to achieve the BHR objectives. Also, there is no information on the floor-to-floor height of commercial and residential development adopted in formulating BHRs, which determines the quality of buildings.	

Grounds of Representation	PlanD's Responses
	SBDG. In general, the proposed BHRs have taken into account the permissible development intensity under the OZP with a Floor-to-Floor Height (FTFH) of 4m (typical floor)/ 5m (podium) for commercial buildings in "C" zone and a FTFH of 3m (typical floor)/ 5m (podium) for composite buildings in "R(A)" zone. Relevant BH assessments are in **Annexes E1, E2a and E2b**. (iii) The BHRs have been set at a level which can cater for development/ redevelopments with the PR as stipulated in the OZP, permit a reasonable form of development and allow flexibility in building design. Moreover, whether a building is considered bulky or massive depends on many factors other than BH alone, such as the design of the podia, whether car parking facilities are provided in basement or above ground and the storey height proposed. The proposed BHRs could accommodate SBDG measures including building separation and SB. Both may lead to a reduction in site coverage of medium/ lower floors of a building. The SBDG could help achieve better air ventilation and enhance the environmental quality of living space. (iv) The "C" sites are subject to a maximum PR of 12.0. The BHR review proposes to relax the BHR of the "C" sites on two sides of Nathan Road to 110mPD. According to AVA 2018, the

Grounds of Representation	PlanD's Responses
	height difference of 10m between commercial and residential buildings on the two sides of Portland Street, Arthur Street, Parkes Street and Woosung Street (to the north of Saigon Street) could help create weak downwashes when winds flow from the west.
(b) Development rights and redevelopment potential • There are many buildings within Yau Ma Tei area where the existing plot ratio is greater than 12. It would appear as if the building height restrictions have been set so low that they would not allow for the existing GFA to be achieved in a new building complying the Buildings Ordinance. By taking this approach the new building height restrictions are effectively acting as a 'down-zoning' and are depriving existing and land owners of their redevelopment potential.	(v) The formulation of the revised BHRs have taken into account relevant considerations including the development intensity permissible under the OZP, without precluding the possibility for incorporating building design measures to achieve good quality developments. As the imposition of BHRs would not result in a decrease in development/ redevelopment intensity permitted under the OZP, there should generally be no adverse impact on the economic value of properties and land owners' development right. The revised BHRs would not jeopardise the incentive for private development.
(c) Two-tier approach to BHR • The purpose of the two-tier approach seems to arise mainly from the perception that on-site parking is more important than other aspects. However, encouraging more parking in an area which is well served by public transport seems unnecessary. Also, small	(vi) Response items (i) and (ii) above are relevant.

Grounds of Representation	PlanD's Responses
lots and pencil-like buildings are part of the characters of the Area; they also provide scope for different housing types. Site amalgamation will take place naturally if the BHRs are set at an encouraging height rather than a repressive BHR at 80mPD of "Residential (Group A)" ("R(A)") zone. The two-tier approach to BHR is in conflict with the new draft Practice Notes on sustainable building matters. It is also working against a quality urban environment by encouraging car ownership, and this will significantly increase traffic problems and negatively affect the character of the Area.	
(d) Spot zoning • The 'spot zoning' approach is unnecessarily restrictive. It is inconsistent with the broad land use zone and broad principles of development stipulated in paragraphs 3.1 and 3.2 of the Explanatory Statement (ES) of the OZP. It is also inconsistent with the Town Planning Ordinance (the Ordinance) in relation to the content and application of statutory plans. The approach taken to the rezoning and BHR and NBA on 8 Waterloo is an example of "spot' BHRs.	(vii) Court of Appeal has held that 'spot zoning' is not ultra vires and falls within the Board's statutory power under the Ordinance. (viii) Given the wide coverage of the Area that comprises areas with varying characteristics, including different topography and that there are different planning intentions/ objectives to achieve, different restrictions for different sites under the same broad zones are necessary. (ix) Imposition of BHR on the 8 Waterloo site is to reflect the existing building height of the development. As for the NBA, responses (x) to (xii) below are relevant.

Grounds of Representation	PlanD's Responses
B. NBA and SB	
(a) The designation of NBA violates the broad principle of planning. It is difficult to see the statutory basis and justifications for the incorporation of NBA requirement which do not fall into either 'lay-out' or 'types of building' category under section 4(1) or section 3(1) of the Ordinance. The objective of ensuring 'gaps' between buildings can also be achieved within the existing framework of section 4(1) of the Ordinance, under which the Board could make provision of open space, parks, streets, etc. Furthermore, the terms 'NBA' is liable to cause uncertainty and confusion as the same term is issued with special meaning in lease, and the implications of NBA under the Buildings Ordinance (BO) (in particular on site coverage and PR calculations) are unclear.	(x) Response item (v) is relevant. Besides, the NBA and SB requirements imposed on the OZP are mainly based on the recommendations of the AVA 2010 which was presented to the Metro Planning Committee for their consideration of the amendments made to the Yau Ma Tei OZP in 2010. Introduction of NBA and SB requirements for creating air paths would be an effective measures in improving the local air ventilation and visual permeability as stated in the ES.
(b) The SB requirement is not appropriate for the scale and generality of which are intended to be broad brush plans determining types of buildings and permitted use. This has gone beyond the intention of town planning as provisions for road widening are covered by other ordinance such as BO and Road (Works Use and Compensation) Ordinance which provide means for compensating private land owners for the loss of their land for a public purpose.	(xi) The imposition of the NBA and SB requirements do not involve any compulsory acquisition of the properties by the Government or governmental authority for public purpose. Also, the development potential and intensity of the concerned sites would not be affected.
(c) There is no legal recognition of the provision of setback for 'air	(xii) The AVA 2018 concludes that the NBA and SB requirements are all good features for air ventilation and beneficial the wind environment in the context of the Area. However, public aspirations for a better living environment have to be balanced against the undue constraints imposed on the design flexibility of future development. The recommendations on these setback and NBA requirements are summarised as follows (**Plan 6B**):

Grounds of Representation	PlanD's Responses
paths' as being a public purpose for which private land could be taken. There is also no statement in the Notes or ES indicating that the private land taken or constrained. The combined effect of these setback requirements is compromising the use of private land without compensation and without adequate justification as being for a recognized public purpose.	• to retain the setback of 6m at 15m above mean street level on the northern side of the section of Kansu Street between Temple Street and Nathan Road; • to retain the setback of 3m at 15m above mean street level on the two sides of Parkes Street; the section of Woosung Street between Kansu Street and Saigon Street; and on the two sides of Portland Street and Arthur Street; • to delete the setback of "G/IC(2)" site; and • to retain NBA to the south of 8 Waterloo.
C. Public Consultation (a) There is no public consultation on the amendments to the OZP prior to gazettal of the plan. There is no opportunity for the public to be informed of the justification for the need of the restrictions and of the explanation of particular BHRs, NBA and SB requirements. There is also no visual impact analysis to indicate the vision for the long-term development of the Area; and (b) Planning Department should consult the public with a more comprehensive study and necessary information to facilitate understanding of the implication of height restriction and other	(xiii) It is an established practice that the proposed amendments involving BHRs should not be released to public prior to gazetting. The reason is that premature release of such information before exhibition of the amendments might prompt an acceleration of submission of building plans by developers to establish "fait accompil" pre-empting and defeating the purpose of imposing BHRs and other development restrictions. (xiv) Amendments to the OZP were exhibited for public inspection for a period of 2 months in accordance with the provisions of the

Grounds of Representation	PlanD's Responses
amendments prior to gazettal of the OZP, who can then submit their comments during the plan preparation stage. Consultation with Yau Tsim Mong District Council and the public after gazettal of the plan is not an effective means of informing the public the reason for the amendments. Also, no alternative proposal was prepared for public consultation or for consideration by the Metro Planning Committee of the Town Planning Board.	Town Planning Ordinance (the Ordinance). The exhibition process itself is a public consultation to seek representations and comments on the draft OZP. During the exhibition period, PlanD also provided briefings on the OZP amendments to Yau Tsim Mong District Council and local residents in a local consultation forum. (xv) Subject to the agreement of the proposed development restrictions by the Board for gazetting the amended draft OZP under section 7 of the Ordinance, YTMDC will be consulted during the two-month statutory plan exhibition period. Members of the general public including REDA can submit representation on the OZP amendments under the same period.

創建
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28 January 2011

The Secretary
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong.
Fax: 2877 0245
Email: tpbpd@pland.gov.hk

Dear Sir,

RE: Draft Plans Currently Inviting Comments on Representations
Yau Ma Tei S/K2/21

Please find out details of comments below:

Representation No.	Details of Comments
TPB/R/S/K2/21-1	We OBECT the proposed amendments.
TPB/R/S/K2/21-2	We SUPPORT all its proposed amendments.
TPB/R/S/K2/21-3	We SUPPORT all its proposed amendments.
TPB/R/S/K2/21-5	We OBECT the proposed amendments.
TPB/R/S/K2/21-6	We OBECT the proposed amendments.
TPB/R/S/K2/21-7	We OBECT the proposed amendments.
TPB/R/S/K2/21-8	We OBECT the proposed amendments.
TPB/R/S/K2/21-9	We OBECT the proposed amendments.
TPB/R/S/K2/21-10	We OBECT the proposed amendments.

Herewith we so submit for your consideration.

Yours faithfully,

Eva Tam

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Project Manager
Designing Hong Kong Limited
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香港基督教 TPB/R/S/K2/21-9 **Paper No. 8808**

循道衛理聯合教會
THE METHODIST CHURCH, HONG KONG

城規會文件第 8808 號
附件 II-2

總議會辦事處：香港灣仔軒尼詩道 36 號循道衛理大廈 9 樓
Conference Office: 9/F Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong.
Tel: (852) 2528 0186 Fax: (852) 2866 1879 Website: www.methodist.org.hk E-mail: mchk@methodist.org.hk

Your Ref
Our Ref GOV/TPB

28th December 2010

The Secretary
Town Planning Board
15th Floor, North Point Government Offices
333 Java Road
North Point
HONG KONG

RECEIVED
29 DEC 2010 A 11:40

By Hand

Dear Sir

Representation under Section 6(1) of Town Planning Ordinance
Draft Yau Ma Tei Outline Zoning Plan No S/K2/21

We enclose, by way of submission, our representation (in Form No.S6 with enclosures) relating to the above draft Outline Zoning Plan pursuant to section 6(1) of the Town Planning Ordinance.

Yours faithfully
For and on behalf of
The Methodist Church, Hong Kong

THE METHODIST CHURCH 香港基督教 循道衛理聯合教會 總議會

Katherine Ng
Executive Secretary

/afk

Form No. S6
表格第S6號

REPRESENTATION RELATING TO DRAFT PLAN UNDER SECTION 6(1) OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據《城市規劃條例》（第131章）第6(1)條就草圖作出申述

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	29 DEC 2010

1. The representation should be made to the Town Planning Board (the Board) before the expiry of the specified plan exhibition period. The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board, 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申述必須於指定的圖則展示期限屆滿前向城市規劃委員會（下稱「委員會」）提出，填妥的表格及支持有關申述的文件（倘有），必須送交香港北角渣華道333號北角政府合署15樓城市規劃委員會秘書收。

2. Please read the "Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations" before you fill in this form. The Guidelines can be obtained from the Secretariat of the Board (15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong - Tel.: 2231 4810 or 2231 4835) and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F., Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories), or downloaded from the Board's website at http://www.info.gov.hk/tpb/.
填寫此表格之前，請先細閱有關「根據城市規劃條例提交及公布申述、對申述的意見及進一步申述」的城市規劃委員會規劃指引。這份指引可向委員會秘書處（香港北角渣華道333號北角政府合署15樓 - 電話：2231 4810或2231 4835）及規劃署的規劃資料查詢處（熱線：2231 5000）（香港北角渣華道333號北角政府合署17樓及新界沙田上禾輋路1號沙田政府合署14樓）索取，亦可從委員會的網頁下載（網址：http://www.info.gov.hk/tpb/）。

3. This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters, preferably in both English and Chinese. The representation may be treated as not having been made if the required information is not provided.
此表格可從委員會的網頁下載，亦可向委員會秘書處及規劃署的規劃資料查詢處索取。提出申述的人士須以打印方式或以正楷填寫表格，填寫的資料宜中英文兼備。倘若未能提供所需資料，則委員會可把有關申述視爲不曾提出論。

1. Person Making This Representation (known as "Representer" hereafter)
提出此宗申述的人士（下稱「申述人」）

Name 姓名/名稱 (~~Mr./Mrs./Miss/Ms./Company~~/Organization* 先生/夫人/小姐/女士/公司/機構*)

The Methodist Church, Hong Kong

2. Authorized Agent (if applicable) 獲授權代理人 (如適用)

Name 姓名/名稱 (~~Mr./Mrs./Miss/Ms./Company/Organization~~* 先生/夫人/小姐/女士/公司/機構*)

Katherine Ng

3. Details of the Representation
申述詳情

Draft plan to which the representation relates 與申述相關的草圖	Draft Yau Ma Tei Outline Zoning Plan No S/K2/21

* Delete as appropriate
Please fill "NA" for inapplicable item

* 請刪去不適用者
請在不適用的項目填寫「不適用」

3. Details of the Representation (Continued) (use separate sheet if necessary)
申述詳情（續）（如有需要，請另頁說明）

Nature of and reasons for the representation 申述的性質及理由

Subject matters@ 有關事項@	Are you supporting or opposing the subject matter? 你支持還是反對有關事項？	Reasons 理由
Imposition of building height restrictions on the Government, Institutions and Communities (GIC) sites of The Methodist Church, Hong Kong at (1) the Ward Memorial Methodist Church and the Yang Memorial Methodist Social Service Centre, at No. 54 Waterloo Road; (2) the Chinese Methodist Church (Kowloon), at No. 40 Gascoigne Road; (3) the Chinese Methodist School, at No. 40 Gascoigne Road; and (4) the Methodist College, at No. 50 Gascoigne Road.	☐ support 支持 ☑ oppose 反對	See Attached
	☐ support 支持 ☐ oppose 反對	
	☐ support 支持 ☐ oppose 反對	

Any proposed amendments to the draft plan? If yes, please specify the details.
對草圖是否有任何擬議修訂？如有的話，請註明詳情。

See Attached

@ Please describe the particular matter in the plan to which the representation relates. Where the representation relates to an amendment to a plan, please specify the amendment item number provided in the Schedule of Amendments.
請形容圖則內與申述相關的指定事項。如申述與圖則的修訂有關，請註明在修訂項目附表內的修訂項目編號。

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
「✓」at the appropriate box 請在適當的方格內加上「✓」號

4. Plans, Drawings and Documents 圖則、繪圖及文件

Please list location plans, sites plans, other relevant plans, drawings and other documents submitted with the representation. For coloured drawings/plans or plans/drawings larger than A3 size, 90 copies each should be provided. For other supplementary documents, e.g. reports on impact assessment, 90 copies each should be submitted.

請列明連同申述一併遞交的位置圖、地盤平面圖、其他相關圖則、繪圖及其他文件。倘有圖則/繪圖爲彩圖或超過A3大小，須一式90份。至於其他補充文件（例如：影響評估報告），則須一式90份。

See Attached

5. Signature 簽署

For and on behalf of
The Methodist Church, HOng Kong

Signature 簽署 .....

"Representer" ~~/Authorized Agent~~* 「申述人」/獲授權代理人*

Katherine Ng

Name in Block Letters 姓名（以正楷填寫）

Executive Secretary

Position (if applicable) 職位（如適用）

Professional Qualification(s) 專業資格

Member 會員 / Fellow 資深會員 * of
☐ HKIP ☐ HKIA ☐ HKIS ☐ HKIE ☐ HKILA

Others 其他 N/A

on behalf of 代表 N/A

Company/Organization Name and Chop (if applicable)
公司/機構名稱及蓋章（如適用）

Date 日期 28th December 2010

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this representation will be used by the Secretary of the Board and Government departments for the following purposes:

   (a) the processing of this representation which includes making available the name of the "representer" for public inspection when making available this representation for public inspection; and

   (b) facilitating communication between the "representer" and the Secretary of the Board/Government departments

   in accordance with the provisions of the Town Planning Ordinance and the relevant Town Planning Board Guidelines.

   委員會就這宗申述所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

   (a) 處理這宗申述，包括公布這宗申述供公眾查閱，同時公布「申述人」的姓名供公眾查閱；以及

   (b) 方便「申述人」與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the "representer" in this representation may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

   「申述人」就這宗申述提供的個人資料，或亦會向其他人士披露，以作上述第1段提及的用途。

3. A "representer" has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F., North Point Government Offices, 333 Java Road, North Point, Hong Kong.

   根據《個人資料（私隱）條例》（第486章）的規定，「申述人」有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址爲香港北角渣華道333號北角政府合署15樓。

* Delete as appropriate * 請刪去不適用者

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

「✓」at the appropriate box 請在適當的方格內加上「✓」號

Annex II-2 of TPB
Paper No. 8808

城規會文件第 8808 號
附件 II-2

Representation

In relation to the Yau Ma Tei Outline Zoning Plan Number S/K2/21 Under Section 6 of the Town Planning Ordinance

Submitted By

The Methodist Church, Hong Kong

28th December 2010

Representation in relation to the Yau Ma Tei Outline Zoning Plan Number S/K2/21 Under Section 6 of the Town Planning Ordinance

The Methodist Church, Hong Kong

1. Introduction

1.1 On 29 October 2010, the Town Planning Board ("the **TPB**") gazetted amendments to the Approved Yau Ma Tei Outline Zoning Plan S/K2/20 ("the **Approved Plan**") under section 12(1)(b)(ii) of the *Town Planning Ordinance* ("the **TPO**"). These amendments have been exhibited on the Draft Yau Ma Tei Outline Zoning Plan, Number S/K2/21 ("the **Draft Plan**").

1.2 The proposed amendments introduce changes to the zonings on the Draft Plan and also introduce Building Height Restrictions ("**BHR**"s) and other matters. These amendments affect four sites owned by the Representer, all of which are zoned "Government, Institution and Community" ("**G/IC**"), details of which are:

(a) the Ward Memorial Methodist Church and the Yang Memorial Methodist Social Service Centre, at No. 54 Waterloo Road, Yau Ma Tei, Kowloon, Hong Kong ("**the Ward Church Site**");

(b) the Chinese Methodist Church (Kowloon), at No. 40 Gascoigne Road, Yau Ma Tei, Hong Kong ("**the Kowloon Church Site**");

(c) the Chinese Methodist School, at No. 40 Gascoigne Road, Yau Ma Tei, Hong Kong ("**the School Site**"); and

(d) the Methodist College, at No. 50 Gascoigne Road, Yau Ma Tei, Hong Kong ("**The College Site**")

(collectively referred to as "**the Church Sites**").

1.3 The Representer considers that such amendments adversely affect the private land ownership rights of the Representer in an unnecessary and disproportionate manner, and fall outside the range of matters which may be included in a draft plan under the TPO. In addition, such amendments are considered not to be in the best public interest and are fundamentally flawed from a planning perspective. This Representation raises a number of fundamental objections in relation to the amendments introduced to the Draft Plan.

2. The Representer

2.1 This Representation is lodged by The Methodist Church, Hong Kong ("the **Church**").

2.2 The Church was incorporated and functions under *The Methodist Church, Hong Kong, Incorporation Ordinance* (Cap. 1133). It was established in Hong Kong in 1884 as a non-profit making organisation. It is recognised as an approved charitable institution and trust of a public character under section 88 of the *Inland Revenue Ordinance* (Cap. 112).

2.3 The Church has been providing religious, education and community services at :-

(a) the Ward Church Site since 1967;
(b) the Kowloon Church Site since 1951;
(c) the School Site also since 1951; and
(d) the College Site since 1956.

2.4 In addition to providing religious services in 23 local churches and 2 chapels, the Church operates:

- 12 kindergartens and nurseries;
- 11 primary schools and 8 secondary schools/colleges;
- 7 social service agencies (including 2 dental clinics), offering services to children, youth, the elderly and the physically and mentally handicapped, and clinical psychology, and dental services, and pre-natal care,

and other charitable causes throughout Hong Kong. Details of the various church, social and community services provided by the Church throughout Hong Kong are listed in **Attachments A1 to A3**.

3. The Ward Church Site

3.1 Item C10 of Attachment IV to the MPC Paper No. 24/10 ("the **MPC Paper**") states that the Yang Memorial Methodist Social Service & The Ward Memorial Methodist Church is a building of 1-5 storeys, with building heights at main roof of 11.4 to 29.5 mPD. The proposed BHR is 5 storeys. The existing use of the premises is described as "*Community Uses*". Photographs of the existing old building are included as **Attachment B.**

3.2 The services provided at the Ward Church Site are:

(a) church for worship
(b) licensed place for wedding
(c) venue for community purpose
(d) pre-school service provided by Yaumatei Yang Memorial Methodist Pre-School
(e) elders ministry and support centre
(f) Yau Mong Home Care Centre
(g) Bradbury Day Activity Centre (integrated service for community support)
(h) service for ethnic minority
(i) Methodist Study Trust
(j) employees retraining programme
(k) administration unit

4. The Kowloon Church Site

4.1 The Kowloon Church Site comprises the Chinese Methodist Church (Kowloon) ("the **Kowloon Methodist Church**"). Item C12 of Attachment IV to the MPC Paper states

that the Kowloon Methodist Church is a building of 4 storeys, with a building height at main roof of 35.6 mPD . The proposed BHR is 4 storeys. The existing use of the premises is described as "*Community Uses*". It is noted in the "Remarks" column that:

(a) the Kowloon Methodist Church is a proposed Grade 3 historic building and redevelopment of historic building is not encouraged; and

(b) the proposed BHR of 4 storeys is to reflect the existing height of the historic building.

4.2 Photographs of the existing Kowloon Methodist Church are included as **Attachment C.**

4.3 In addition to religious services, the social services currently provided at the Kowloon Methodist Church are :

(a) licensed place for wedding
(b) public seminars and concerts
(c) ministries for young and elderly people living in the neighbourhood community

5. The School Site

5.1 Item E16 of Attachment IV to the MPC Paper states that the Chinese Methodist School is a building of 4-6 storeys, with a building height at main roof of 32.9 - 43.72mPD. The existing use of the premises is described as "*schools*". It is noted under the "Remarks" column that:

(a) the proposed BHR for the Chinese Methodist School is 8 storeys, which is stated to be in line with the general requirement for standard school development; and

(b) the Chinese Methodist School is to be re-provisioned and relocated to a proposed 24-classroom primary school site at Wylie Road. The BHR for the new school site is 8 storeys, which is stated to be in line with the general requirement for standard school development.

5.2 Photographs of the existing Chinese Methodist School are included as **Attachment D.**

5.3 In addition to education services, the social services currently provided at the Chinese Methodist School include provision of seminars, training, concerts and sharing sessions that are open to public and to other schools.

6. The College Site

6.1 Item E15 of Attachment IV to the MPC Paper states that the Methodist College is a building of 3-7 storeys, with a building height at main roof of 17.2 - 36.5 mPD. The proposed BHR is 8 storeys.. The existing use of the premises is described as "*schools*".

6.2 In addition to education services, the social services currently provided at the College Site include provision of venue for religious functions and for programs of the Education Bureau and various non-government organisations.

6.3 Photographs of the existing school building erected at the College Site are included as **Attachment E**.

7. The Representation

7.1 This Representation is made in opposition to the proposed amendments. The Representation raises a number of fundamental objections in relation to the amendments introduced to the Draft Plan generally, and in particular those which affect the Church Sites.

7.2 The Representer is of the view that the contents of many of the amendments, and the effect of the amendments, are fundamentally flawed from a planning perspective and are contrary to the best interests of the Church, the community and Hong Kong.

7.3 The Representer is also of the view that some or all of the amendments have been made in a manner which is contrary to or outside the provisions of the TPO. In this respect, the TPB has exceeded, or has not acted in accordance with its statutory powers under the TPO.

8. The Matters to which this Representation Relates

8.1 This amendment relates to the following matters gazetted by the TPB on 29 October 2010:-

(a) the matters included on the Draft Plan as stipulated in Amendment Item A;

(b) amendments to the Notes to the Draft Plan for the "GI/C" zone, denoted (b); and

(c) amendments made to the Explanatory Statement.

9. Nature and Reasons for the Representation

9.1 The following paragraphs outline the nature and reasons for the Representation which apply generally to the Church Sites.

9.2 The nature and Reasons for the Representation which apply to each of the individual sites are dealt with in sections 11 and 12 below.

10.1 No Prior Public Consultation

10.1.1 The BHRs and other amendments have been imposed without any public consultation prior to the restrictions being imposed by gazettal of the Draft Plan, contrary to the TPB's duties of consultation under s.3(2) of the TPO. Prior to commencement of the present strict statutory process of submitting Representations under s.6 of the TPO,

there has been no opportunity for the Representer, or the general public, to be informed as to:-

(a) the justifications for the need to impose BHRs;

(b) the reasons why the particular BHRs imposed on the Draft Plan have been adopted, and whether any alternative BHRs have been considered, particularly in relation to sites which are zoned "GI/C"; and

(c) any visual impact analysis which indicates the impact of the proposed BHRs and how they relate to the existing development or the amount of development which would have been achievable under the Approved Plan, particularly in relation to sites which are zoned "GI/C".

10.1.2 Without provision of such information, the public cannot reasonably comment on the need for the restrictions that have been included in the proposed amendments shown on the Draft Plan, or on whether the restrictions proposed in the Draft Plan are reasonable. At present, the only source of information potentially available to the public regarding these matters is in the MPC Paper, which was presented to the TPB's Metro Planning Committee ("**MPC**") as the basis for its decision to gazette the Draft Plan. As will be elaborated in this Representation, the information presented in the MPC Paper, particularly insofar as it relates to the Church Sites, is inconsistent and incomplete, and proceeds on the basis of a number of flawed assumptions.

10.1.3 The Representer owns the Church Sites within the area covered by the Draft Plan.

(a) Had an opportunity been provided for discussions to take place prior to the publication of the draft amendments being agreed by the TPB, then a more practical arrangement for appropriate planning controls applicable to the various sites owned by the Representer could have been achieved.

(b) Similarly, prior consultation should have been undertaken with the Yau Tsim Mong District Council so as to obtain the views of the elected representatives of people in the area of the Draft Plan before the amendments were confirmed by the MPC as being suitable for gazettal. Contrary to this preferred practice, the District Council will only be consulted on the proposed amendments after they have been gazetted, as stated in paragraph 9.3 of the MPC Paper.

10.1.4 In paragraph 11 of the Minutes of the MPC's 428th Meeting, held on 15 October 2010 ("**the Minutes**"), it is recorded that:

(a) a member of the MPC asked the Chairperson whether "*the Government would commission a study to examine how the local character of old urban areas could be maintained/enhanced in the planning process, taking into account the social complexity of the area.*"; and

(b) another member "*strongly agreed with the above suggestion so that the Committee could have more information/assessments in the planning of old urban areas*".

10.1.5 Paragraph 12 of the Minutes records the Chairperson discouraging the suggestion of the further study, by stating, amongst other things, that the amendments were made in the context of the progressive review of OZPs to stipulate BH restrictions, that the Members' concern was related to a much wider issue of preservation versus development and public interests versus private development rights, that what

constituted the local character of an area that was worth preserving would involve the "*social values of the community*", that the ways to maintain/enhance such character might also require new policy initiatives, and it was therefore a highly complex issue which needed to be thoroughly examined and discussed in the community, and that the undertaking of such study would also take time to complete.

10.1.6 Further, the reason given in paragraph 9.2 of the MPC Paper that prior public consultation should not be carried out in advance of the proposed gazetting because "*...pre-mature release of the development control information may lead to a surge of building plan submissions before the control under OZP will be gazetted*", is not a valid reason for ignoring the TPB's statutory duty under section 3(2) of the TPO and failing to carry out any public consultation until after the amendments had the force of law as a draft plan.

(a) BHRs have been systematically imposed in neighbouring and other urban planning areas since 2007, and land owners in the Yau Ma Tei area have therefore known for quite some time that similar BHRs were likely to be imposed on the Approved Plan.

(b) Any increase in submission of GBP would have occurred some time ago. Indeed, paragraph 3.2.2 of the MPC Paper records that in the 12 months preceding the MPC Paper, there were 15 sets of building plans involving 5 sites for hotel development and 2 sites for commercial/residential developments in the Area.

(c) There is, accordingly, no longer any public benefit in deliberately avoiding public consolation prior to introduction of planning restrictions such as those included in the Draft Plan.

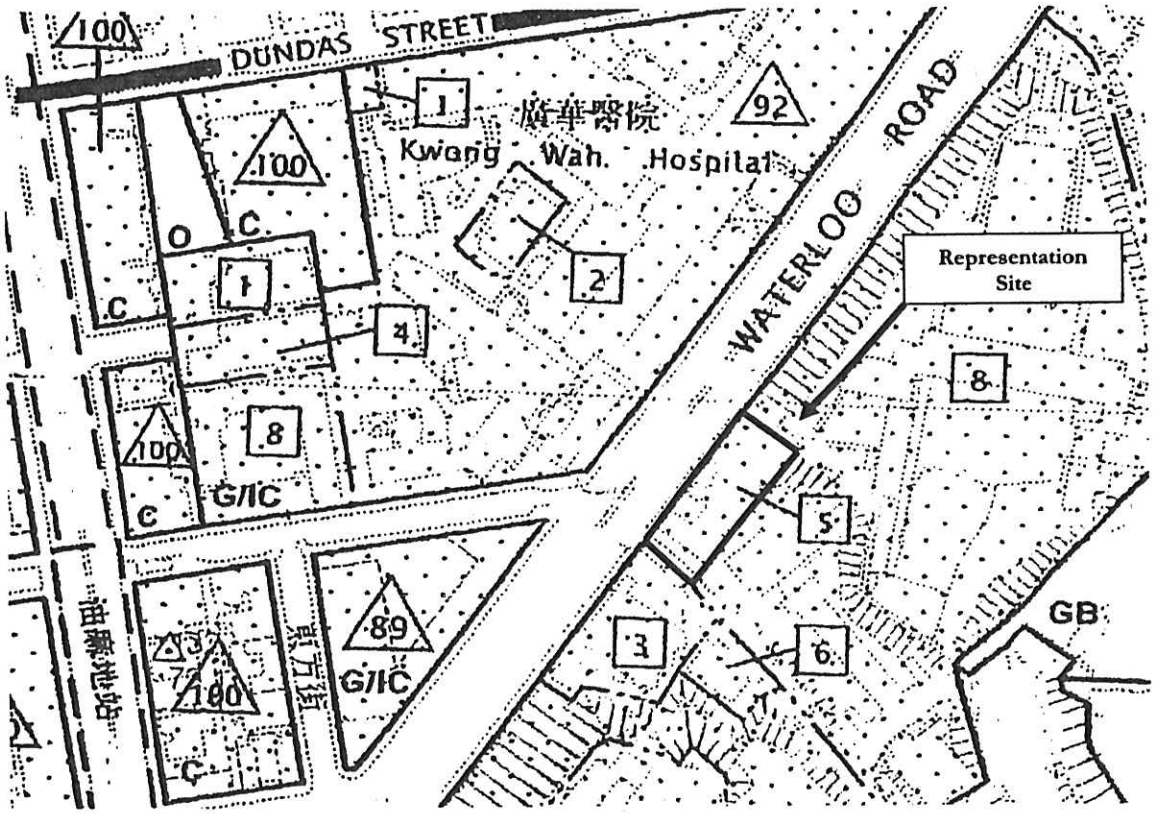
10.2 Building Height Restrictions

BHR imposed on the Ward Church Site

10.2.1 As shown in Item C10 of Attachment IV to the MPC Paper, a "spot" BHR of 5 storeys is imposed on the Ward Church Site under the Draft Plan, for which the "justification" is to reflect the current building height of the existing building of 5 storeys.

10.2.2 The 5 storey "spot" BHR is to be contrasted with the commercial building BHRs of 100 mPD and "G/IC" building BHRs, namely, Kwong Wah Hospital, of 89 and 92 mPD, which are located opposite to the Ward Church Site along Waterloo Road. The 5 storey "spot" BHR and the surrounding BHRs can be seen in the extract from the Draft Plan which is **Figure 1** below.

Figure 1 - Extract from OZP : Ward Church Site and Surrounding BHRs

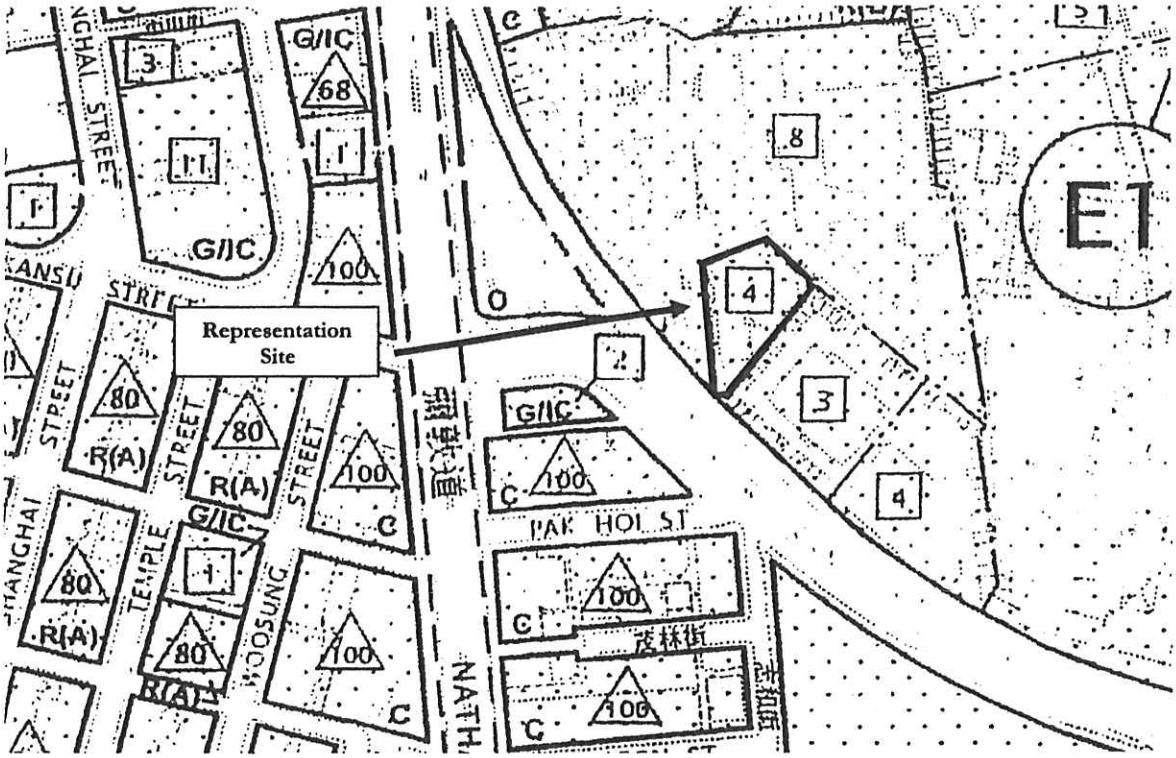


BHR imposed on the Kowloon Church Site

10.2.3 As shown in Item C12 of Attachment IV of the MPC Paper, a "spot" BHR of 4 storeys is imposed on the Kowloon Methodist Church under the Draft Plan, for which the "justification" is that the Kowloon Methodist church is a proposed Grade 3 historic building where redevelopment is not encouraged. The "spot" BHR of 4 storeys is to reflect the existing building height. See also paragraphs 4.2.5 of the MPC Paper.

10.2.4 This "spot" BHR of 4 storeys is to be contrasted with the BHRs imposed on the commercial buildings situated opposite to the Kowloon Church Site, which are 100mPD, and the "G/IC" buildings situated on the other side of Waterloo Road, which include BHRs of 68mPD and 11 storeys. The 4 storeys "spot" BHR and the surrounding BHRs can be seen in the extract from the Draft Plan which is **Figure 2** below.

Figure 2 - Extract from OZP : Kowloon Church Site and Surrounding BHRs



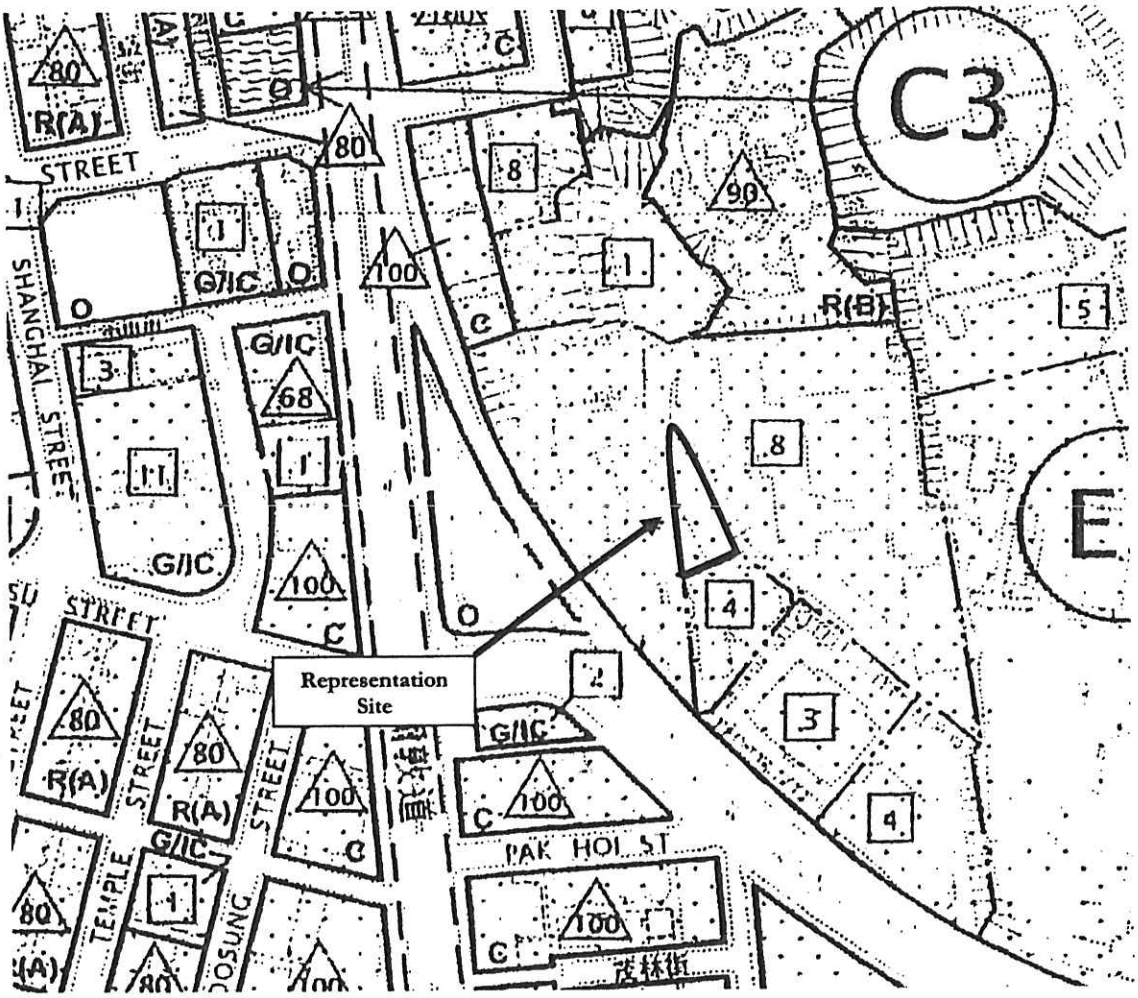
BHRs imposed on The School Site

10.2.5 As shown in Item E16 of Attachment IV to the MPC Paper, a "spot" BHR of 8 storeys is imposed on the School Site under the Draft Plan, for which the "justification" is to reflect and to be in line with general requirement for standard school development.

10.2.6 In the "Remarks" section of Item E16, it is stated that the Chinese Methodist School is to be relocated to Site E18. Site E18 will be used for the re-provisioning of the Chinese Methodist School and provide a proposed 24 classrooms primary school at Wylie Road. This new school has a "spot" BHR of 8 storeys, for which the "justification" is to be in line with general requirement for standard school development.

10.2.7 This "spot" BHR of 8 storeys is to be contrasted with the BHRs imposed on the "G/IC" and commercial buildings situated opposite to the School Site which are 68 mPD and 100 mPD. The 8 storey "spot" BHR and the surrounding BHRs can be seen in the extract from the Draft Plan which is **Figure 3**.

Figure 3 - Extract from OZP : The School Site and Surrounding BHRs

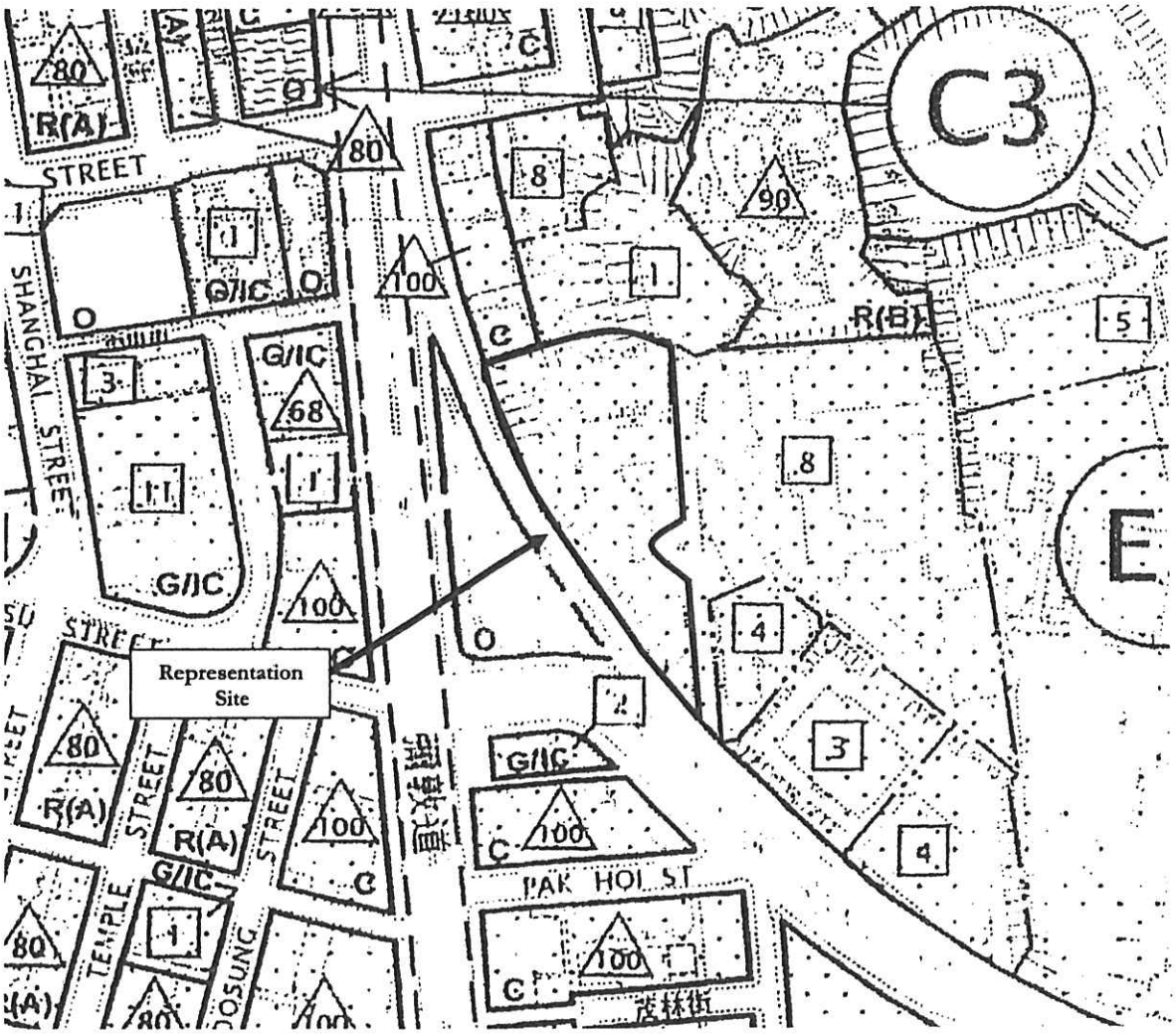


BHRs imposed on The College Site

10.2.8 As shown in Item E15 of Attachment IV to the MPC Paper, a "spot" BHR of 8 storeys is imposed on the College Site under the Draft Plan, for which the "justification" is to reflect and to be in line with general requirement for standard school development.

10.2.9 This "spot" BHR of 8 storeys is to be contrasted with the BHRs imposed on the "G/IC" and commercial buildings situated opposite to and in the vicinity of the College Site which are 68 mPD and 100 mPD. The 8 storey "spot" BHR and the surrounding BHRs can be seen in the extract from the Draft Plan which is **Figure 4**.

Figure 4 - Extract from OZP : The College Site and Surrounding BHRs



Grounds of General Objection to "Spot" BHRs

10.2.10 The BHRs introduced in the Draft Plan on the Church Sites largely restrict all future development to the existing heights, by way of "spot" BHRs reflecting the existing height of individual buildings. These restrictions are part of a wider moratorium imposed by a series of OZPs which permanently freeze development of all "G/IC" sites covered by those OZPs (subject to certain exceptions which are referred to in section 10.6 below).

10.2.11 The Representer opposes the "spot" BHRs imposed on the Church Sites on the ground that they prevent any creativity or innovative architectural design and make it difficult to respond to the needs of the community. They effectively, and unreasonably, limit the form of the building to the existing situation forever. Further, such "spot" BHRs are not permitted under the TPO, for the reasons stated below.

10.2.12 The imposition of specific BHRs on individual sites constitutes a form of "spot zoning", which is not permitted by sections 3 and 4 of the TPO. The TPO requires

a "broad brush" approach, as is emphasised by the title "Outline Zoning Plan". Sections 3 and 4 of the TPO provide that:

(a) the TPB, in the exercise of its duty to prepare draft plans for the "*future lay-out*" of such existing and potential urban areas as the Chief Executive may direct, may make provision only by way of those matters specifically mentioned in section 4(1); and

(b) the TPB may also prepare plans "*for the types of building suitable for erection therein*" pursuant to section 3(1).

10.2.13 The TPO permits the prescription of "the types of building" in a "broad brush" manner, but not by way of rigid, site-specific restrictions, which necessarily do not provide "for the types of building suitable for erection therein". While a "broad-brush" approach has been applied through the imposition of broad height bands in some parts of the Draft Plan, this approach has not been followed in relation to the Church Sites. Such "spot" BHRs are therefore inappropriate and unlawful, and should be withdrawn.

10.2.14 The fact that "Spot zoning" has been adopted in the imposition of BHR on the Church Sites is particularly obvious with regard to the Kowloon Church Site and the School Site. As is evident from Items E16 and C12 of Attachment IV to the MPC Paper, the Kowloon Church Site and the School Site are held under one single Government lease (KIL 6090) and are situated within the same site. Yet, instead of a uniform BHR within the whole site, a BHR of 8 storeys is proposed for the School Site, whereas a BHR of only 4 storeys is proposed for the Kowloon Church Site.

10.2.15 In paragraph 3.1 of the Explanatory Statement, the traditional and established function and purpose of every Outline Zoning Plan ("**OZP**") is clearly mentioned as "*the object of the Plan is to indicate the broad land use zonings and major transport networks*". This is also confirmed by the statement in paragraph 3.2 that "*the Plan is to illustrate the broad principles of development*". Site-specific BHRs are matters of detail which should not be shown on the Draft Plan, but incorporated in other forms of control such as the lease conditions or under the *Buildings Ordinance*.

10.2.16 The Representer is of the view that the BHRs have been set too low and they should be increased to allow for greater flexibility for good building design. Additionally, where appropriate in the public interest, sites could lawfully be covered by a broad height band restriction rather than with "spot" BHRs.

10.3 Fundamentally Flawed Premise - "G/IC" Sites are to Serve as "Breathing Space" and to Provide Visual and Spatial Relief

10.3.1 The MPC Paper proceeds on the mistaken premise that the broad urban design principles set out in the Urban Design Guidelines, Chapter 11 of the Hong Kong Planning Standards & Guidelines ("**HKPSG**") should be taken into consideration (Paragraph 4.4.1 of the MPC Paper). In relation to the Yau Ma Tei area, the MPC Paper states that:

(a) "*Some of the "G/IC" and "OU" sites in the Area have been developed as relatively low rise developments. The existing building height of these developments should be kept to function as spatial and visual relief as well as a breathing space.*" (Paragraph 4.4.1(c));

(b) "*The "G/IC" sites, apart from providing GIC facilities to the community, with their relatively low rise nature, they also serve as a visual and spatial relief and breathing space for improving permeability in the midst of congested high-rise developments.*" (Paragraph 4.6.5); and

(c) "*...the "G/IC" and "OU" sites, apart from providing facilities to serve the community or for specific purposes, also serve as breathing space and visual relief to the Area.*" (Paragraph 4.7.7).

10.3.2 This premise is fundamentally flawed, for reasons including the following:

(a) the Planning Intention for the "G/IC" zone in the Approved Plan , which is not amended by the Draft Plan, states that the "G/IC" zone is intended primarily for the provision of "G/IC" facilities serving the needs of local residents etc. and organizations providing social services to meet community needs, and other institutional establishments. There is no mention of breathing space, visual or spatial relief.

(b) Paragraph 6.2.11 and Figure 7 of Chapter 11 of the HKPSG (an extract of which is included as **Attachment G**), provides that "*Lower buildings such as community hall, schools, etc should be used as interface and as visual and spatial relief in the urban core*", only in the context of "Guidelines for New Towns". No such provision is made under "(b) Guidelines for Kowloon"

(c) The Representer suggests that in this respect, the situation in developed urban areas of Hong Kong Island and Kowloon is opposite to that of "New Towns". In developed areas such as Yau Ma Tei, where very scarce land resources are available for the provision of community and social services, there is no justification for disproportionately singling out and penalising "G/IC" sites in order to provide breathing space, visual or spatial relief.

10.4 Air Ventilation Assessment (AVA)

10.4.1 Air ventilation has been a major component of the re-assessment of the Approved Plan, and has resulted in significant negative impacts on private rights of land ownership through the imposition of BHRs which the Planning Department claims to have formulated based on the recommendation of an AVA study, being the Expert Evaluation Report for Yau Ma Tei Area, dated October 2010, attached as Attachment V to the MPC Paper (the "**EE**").

10.4.2 The MPC Paper makes a number of generalised references to the EE in seeking to justify the decision to impose BHRs which seek to impose a permanent moratorium on development for all "G/IC" sites by "freezing" existing building heights (subject to certain exceptions which are referred to in section 10.6 below).

10.4.3 The analysis included in the EE is superficial and generalized. There is little data provided and the assessment is subjective and devoid of any analysis as to how effective, if at all, the proposed measures would be in improving air flows.

10.4.4 In particular, the EE is devoid of any justification for the imposition of the proposed moratorium to freeze all "G/IC" sites to their existing height. In particular, the proposed BHR on the Church Sites are not discussed in the EE at all, and there is nothing in the EE which supports the proposal to freeze the height of the buildings on the Church Sites to their existing heights.

10.4.5 No attempt has been made by the Planning Department or its AVA consultant to compare the BHRs they have formulated to any other alternative scheme of BHRs, or to analyse the effectiveness of the proposed BHRs against other possible controls in order to achieve better air ventilation.

10.4.6 The Representer is informed that AVA is a new and rapidly developing science. Different AVA experts can hold very different views on the same issues, due to the wide divergence in modelling techniques. Accordingly, it is inappropriate to place too much reliance on the EE in justifying the appropriate planning controls for the area.

10.4.7 The rather arbitrary findings of the EE, are manifestly inadequate and unreliable, and do not provide a justifiable basis for the imposition of the BHRs imposed by the Draft Plan upon the Church Sites. Reliance on such an unreliable AVA study means that private ownership rights, and in the case of the Church the ability to provide essential community and social services, are being taken away without compensation, without any attempt being made to assess, let alone balance, the proportion which such deprivation bears to the perceived public benefits of having such planning controls in place.

10.5 Balancing the Health, Safety Convenience and General Welfare of the Community

10.5.1 Section 3(1) of the TPO provides that the Board's systematic preparation of draft plans is to be undertaken *"with a view to the promotion of the health, safety, convenience and general welfare of the community"* (emphasis added).

10.5.2 As noted in paragraphs 10.1.4 and 10.1.5 above, at the MPC Meeting, Members of the MPC requested the commissioning of a study to examine how the local character of old urban areas could be maintained/enhanced in the planning process, taking in to account the "*social complexity*" of the area (paragraph 11 of the Minutes).

10.5.3 In discouraging the Members suggestion for a further study, the Chairperson gave a number of reasons (recorded in paragraph 12 of the Minutes), which are clearly unsatisfactory, particularly when considering the role of "G/IC" facilities in the context of the "*social complexity*" of a planning area.

10.5.4 Amongst other things, the Chairperson mentioned that "*A general principle in formulating the BH restrictions was to ensure that the maximum plot ratio/GFA permissible under the OZP could*

be accommodated under the proposed BH restrictions. It was against this background that amendments to the approved Yau Ma Tei OZP to incorporate BH restrictions were proposed."

10.5.5 The Chairperson failed to emphasise, in answer to the Members' suggestion, that according to paragraph 4.6.4 of th MPC Paper (see paragraph 10.5.4. below), the principle of preserving maximum plot ratio/GFA has deliberately been excluded in formulating the BHR for "G/IC" or "OU" sites. The obvious implication is that the plot ratio/GFA achievable for "G/IC" or "OU" sites will in fact be diminished as a result of the proposed BHR, and this will clearly have an impact on the "*social complexity*" of the Yau Ma Tei area.

10.5.6 In making decisions concerning the Draft Plan, the MPC was, and the TPB remains, under a statutory duty to take into consideration the factors referred to in s. 3(1) of the TPO. This would include:

(a) a full and proper assessment of the community's needs for community facilities and social services, and the impact on those needs of the various BHRs which the Draft Plan proposes to apply to the "G/IC" Sites;

(b) a proper balancing of the factors mentioned at (a) above against other planning needs relevant to the health, safety, convenience and general welfare of the community, including the various urban design factors mentioned in the MPC Paper; and

(c) a duty to make inquiries and ascertain the information relevant to the above considerations and balancing exercise.

10.5.7 Given the impact of the proposed BHRs upon the Church's long term operations, the Representer suggests that the proper approach to be taken by the TPB/MPC in deciding specifically whether to include the proposed BHRs on the Church Site in the Draft Plan, or to remove them, is to balance:

(a) any adverse urban design effects of relaxing the proposed BHRs on the Church Sites, or removing those proposed BHRs altogether; against

(b) the adverse effect on the community's needs which would result from the proposed BHRs on the Church Sites.

10.5.8 The MPC Paper included a number of generalised references to the various competing interests which need to be taken into account and balanced, as follows:

(a) Paragraph 4.6.4 states that, in formulating the BHRs it is necessary to ensure that private development sites (except for "G/IC" and "OU" sites) would be able to accommodate the maximum plot ratio/GFA permissible under the OZP, taking into account the development restrictions under the lease;

(b) Paragraph 4.6.5 states that, "*the "GIC" and "OU" sites in various parts of the Area have largely been developed.*", and that they will broadly be kept to their existing building heights to serve as breathing spaces and visual/spatial relief in the Area;

(c) Paragraph 4.6.5 provides for the BHRs for low-rise "G/IC" sites to be expressed in terms of number of storeys "*...to allow more design flexibility, in particular for "G/IC" and "OU" facilities with specific functional requirements, unless such developments fall within visually prominent locations and major breathing spaces where more stringent height controls are warranted, or there are committed proposals for known developments or the need to meet the minimum height requirement (e.g. standard requirement of eight storeys for school development)*"; and

(d) Paragraph 4.7.7 provides: "*In this plan, the "G/IC" and "OU" sites, apart from providing facilities to serve the community or for specific purposes, also serve as breathing space and visual relief to the Area. As such, it is considered appropriate to impose building height restrictions or all the "G/IC" and "OU" zones to limit their vertical profile and/or reflect their existing building heights. Imposition of building height restriction would also provide clarity on the building height profile and to ensure compatibility of future development/redevelopment with the surrounding developments.*".

10.5.9 Contrary to the suggestion in paragraph 4.7.9 that the proposed BHRs have been formulated in accordance with the principle "*to accommodate the nature of the existing/planned facilities/uses on the sites*", the reality is that the MPC Paper presents an entirely one-sided approach, which arbitrarily seeks to justify the wider moratorium which permanently freezes development of all "G/IC" sites, by reference to the misconceived notion that the function of "G/IC" sites is to serve as breathing space and visual/spatial relief (see section 10.3 above).

10.5.10 Paragraph 4.6.8 of the MPC Paper states that minor relaxation of the BHRs through the planning system could be considered on individual merits. This illustrates the arbitrary nature of the "moratorium" approach adopted, which is contrary to the TPB's duties under section 3 of the TPO.

10.5.11 No attempt whatsoever has been made by the Planning Department, in formulating the BHRs, commissioning the EE, and in preparing the MPC Paper, to make inquiries or to carry out the kind of balancing exercise suggested in paragraphs 10.5.2 and 10.5.3 above. Neither was any such attempt made at the meeting at which the MPC Paper was considered.

10.5.12 The Church requests the TPB to make the necessary inquiries and carry out the requisite balancing exercise in a fully open and transparent manner, as part of the consideration of this Representation, and that the TPB undertake a study to examine how the local character of old urban areas could be maintained/enhanced in the planning process, taking in to account the "*social complexity*" of the area, as suggested by Members in paragraph 11 of the Minutes.

10.6 Lack of Consistency

10.6.1 As noted in paragraphs 10.2.2, 10.2.4, 10.2.7 and 10.2.9 above, there are significant differences between the BHRs imposed on each of the Church Sites and the BHRs imposed on the commercial buildings and/or "G/IC" buildings situated in their immediate vicinity. For the reasons set out above, there is no justification for

disproportionately singling out and penalising "G/IC" sites in order to provide breathing space, visual or spatial relief.

10.6.2 Additionally, there is a lack of consistency even within the category of "G/IC" sites. As noted above, paragraph 4.6.5 of the MPC Paper states that an exception to the principle of maintaining existing building heights will be made where there is "*...a need to meet the minimum height requirement (e.g. standard requirement of eight storeys for school development)*". The application of this exception can be seen at Items E of Attachment V to the MPC Paper, where all or most of the school sites are given an 8 storey BHR, despite the existing building heights being lower than 8 storeys. Contrary to the statement in paragraph 4.6.5 of the MPC Paper, the 8 storey height for schools is not a "*minimum height requirement*", but reflects the maximum permissible height for a school building of 24 metres, which is prescribed by Regulation 7 of the *Education Regulations* (Cap. 279A). It is noted that Regulation 7 provides that such "maximum" permissible height may be exceeded upon notice from the Permanent Secretary, with the advice of the Director of Fire Services, and such an exception is not reflected in the proposed BHRs for school sites.

10.6.3 As noted above, Paragraph 9.3 of the MPC Paper states that one of the principles applicable to the formulation of the BHR, for commercial sites, but not for "G/IC" and "OU" sites, is to ensure that the maximum plot ratio/GFA can be accommodated. There is however no information in the MPC Paper which seeks to explain the rationale or justification for this discriminatory approach to private property rights of the "G/IC" sites.

10.6.4 The Representer objects to this, on the basis that owners of "G/IC" sites, such as the Church, which is a charitable body operating various social services for the benefit of the community, should not be discriminated against and afforded lesser protection of their property rights than other private owners of commercial sites. This necessarily results in great injustice and will eventually deprive the community of the ability to benefit from the much needed social services provided by the Church.

10.6.5 The Church aims to serve the long-term needs of the community. The Church would need to ensure it would be able to realise the full development potential of the Church Sites to provide the necessary accommodation to serve the expanding needs of the community. The Church has a legitimate expectation that it would be put on at least an equal footing with the adjoining commercial buildings.

11. Nature and Reasons for the Representation - The Kowloon Church Site

11.1 Irrelevant consideration - Proposed Grading of Historic Building

11.1.1 Item C12 of Attachment IV to the MPC Paper states, in the column headed "Remarks/Justifications", in support of the proposed BHR of 4 storeys, reflecting the building's existing height, that the Kowloon Church is a "proposed" Grade III historic building and redevelopment of historic building is not encouraged.

11.1.2 The reliance on the proposed grading of the building as historic in support of the proposed BHR is flawed. Even if the proposed Grade III historic grading of the

Kowloon Church is confirmed by the Antiquities Authority / Antiquities Advisory Board, there would not be any legally effective prohibition under the Antiquities and Monuments Ordinance (Cap. 53) (the **"AMO"**), or any other relevant law, which would prevent the demolition and redevelopment of the Kowloon Church. The proper legislative avenue to take action for the preservation of historic buildings is under the AMO. This is not a matter which is provided for under sections 3 and 4 of the TPO.

11.1.3 It is therefore entirely irrelevant, in considering the proposed BHR for the Kowloon Church Site, to take into account the proposed Grade III historic grading. The Church will be entitled, as the land owner, to demolish and redevelop the Kowloon Church Site regardless of any actual or proposed Grade III historic grading, and the imposition of the proposed 4 storey BHR will not offer any additional heritage protection.

12. Nature and Reasons for the Representation - The School Site

12.1 Reprovisioning of the School

12.1.1 Item E16 states that the School is to be relocated and re-provisioned to a new site at Wylie Road.

12.1.2 Ownership of the School Site will remains with the Church after the re-provisioning of the School.

12.1.3 The Church would wish to have the right to redevelop the School Site for the provision of educational and social services to the community. The School Site should therefore be allowed to be developed to its full potential and should not be subjected to a BHR limiting development to the height of the existing building.

13. Proposed Amendments to the Draft Plan to Meet the Representation

The following proposals are made to meet the Representation:-

(a) remove all BHRs in the Draft Plan affecting the Church Sites;

(b) alternatively, should the TPB not be willing to remove the BHRs affecting the Church Sites altogether, and without prejudice to the contentions set out at paragraphs 10.2.10 to 10.2.16 and Section 10.3 to 10.6 above, the BHRs be amended as follows:

(i) BHR of 100 mPD or above for the **Ward Church Site**, to reflect the broader height bands of the nearby buildings, or at least 92 mPD which is the BHR of Kwong Wah Hospital opposite to the Ward Church Site;

(ii) BHR of 100mPD or above for the **Kowloon Church Site** to reflect the broader height bands applicable to nearby buildings, or at least 8 storeys which is the BHR proposed to be imposed on the School Site

next to the Kowloon Church Site, or preferably 10 storeys to match the BHR of Diocesan Girls' School in the neighbourhood;

(iii) BHR of 100mPD or above for the **School Site** to reflect the broader height bands applicable to nearby buildings, or alternatively at least 10 storeys to match the BHR of Diocesan Girls School in the neighbourhood; and

(iv) BHR of 100mPD or above for the **College Site** to reflect the broader height bands applicable to nearby buildings, or alternatively at least 10 storeys to match the BHR of Diocesan Girls School in the neighbourhood.

14. Conclusion

14.1 The amendments proposed on the Draft Plan go much further than is necessary to achieve the objectives stated in the Explanatory Statement. In particular, the BHRs imposed have not been clearly considered in relation to the wider needs and long term requirements for the provision of community and social services in Hong Kong. The Representer is of the view that the TPB does not have statutory power to impose "spot" BHRs, and the procedures which have been adopted for the imposition of these planning controls are not in accordance with the requirements and provisions of the TPO.

14.2 It is fundamentally wrong for the TPB to discriminate against the Church by:-

(a) taking pains to ensure that the BHR will not in any way affect the development potential of private development sites by effectively reducing the maximum permissible plot ratio/GFA;

(b) but, at the same time, deliberately reducing the development potential of the Church Sites by restricting the Church Sites to their existing height (and in the case of the School Site and College Site 8 storeys), even though the Church is a charitable body offering a wide range of educational and social services much needed by the community.

14.3 Having regard to the MPC Paper and the EE, there is no information to support the suggestion that any of the Church Sites materially serve the supposed purpose of providing breathing space and visual relief in the Yau Ma Tei area. There is no logical reason to impose a different BHR on the Church Sites, which is lower than the BHR of the sites in the immediate neighbourhood. The discrimination is not only unreasonable and unfair but also contrary to the spirit of Article 141 of the Basic Law which provides that the property rights and interests of religious organisations shall be maintained and protected.

香港基督教
循道衛理聯合教會
THE METHODIST CHURCH, HONG KONG
總議會辦事處：香港灣仔軒尼詩道 36 號循道衛理大廈 9 樓　Conference Office: 9/F Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong
電話 Tel：2528 0186　圖文傳真 Fax：2866 1879 / 2861 1722

禮拜堂 CHURCHES

堂名 NAME	地址 ADDRESS
國際禮拜堂 Methodist International Church, Hong Kong	香港灣仔皇后大道東 271 號 271 Queen's Road East, Wan Chai, Hong Kong
鴨脷洲堂 Ap Lei Chau Methodist Church	香港鴨脷洲邨利澤樓地下 22-25 號 G/F, 22-25 Lei Chak House, Ap Lei Chau Estate, Hong Kong
愛華村堂 Epworth Village Methodist Church	香港柴灣柴灣道 100 號三樓 3/F, 100 Chai Wan Road, Chai Wan, Hong Kong
香港堂 Chinese Methodist Church, Wan Chai, Hong Kong	香港灣仔軒尼詩道 36 號 36 Hennessy Road, Wan Chai, Hong Kong
禧恩堂 Jubilant Grace Methodist Church	香港柴灣小西灣道 33 號衛理中學轉 c/o Wesley College, 33 Siu Sai Wan Road, Chai Wan, Hong Kong 服務坊 香港柴灣小西灣邨瑞滿樓地下 11 號 G/F, Unit 11, Sui Moon House, Siu Sai Wan Estate, Chai Wan, Hong Kong
北角堂 Chinese Methodist Church, North Point	香港北角百福道 15 號 15 Pak Fuk Road, North Point, Hong Kong
北角衛理堂 North Point Methodist Church	香港北角長康街 11 號 11 Cheung Hong Street, North Point, Hong Kong
救主堂 Church of the Saviour (Methodist)	香港石塘咀皇后大道西 427 號二樓 1/F, 427 Queen's Road West, West Point, Hong Kong
筲箕灣堂 Shau Kei Wan Methodist Church	香港筲箕灣愛東邨愛旭樓地下 G/F, Oi Yuk House, Oi Tung Estate, Shau Kei Wan, Hong Kong
神愛堂 Agape Methodist Church	九龍觀塘翠屏邨翠榕樓地下 G/F, Tsui Yung House, Tsui Ping Estate, Kwun Tong, Kowloon
亞斯理堂 Asbury Methodist Church	新界葵青大窩口上角街 1 號 1 Sheung Kok Street, Tai Wo Hau, Kwai Tsing, NT

Attachment A1

信望堂 Faith Methodist Church	崇拜地點：新界葵涌荔景邨第二校舍亞斯理衛理小學 Worship Location: Asbury Methodist Primary School , Estate School No. 2, Lai King Estate, Kwai Chung, NT 通訊地址：九龍長沙灣青山道 290 號二樓 Mailing Address: 1/F, 290 Castle Peak Road, Cheung Sha Wan, Kowloon
主恩堂 Grace Methodist Church	九龍馬仔坑第三期天宏苑停車場大廈三樓 2/F, Carpark Building, Tin Wang Court, Ma Chai Hang Phase III, Kowloon
九龍堂 Kowloon Methodist Church	九龍油麻地加士居道 40 號 40 Gascoigne Road, Yau Ma Tei, Kowloon
觀塘堂 Kwun Tong Methodist Church	九龍觀塘牛頭角道 251 號百靈樓地下 G/F, Pak Ling Lau, 251 Ngau Tau Kok Road, Kwun Tong, Kowloon Methodist City Space 九龍觀塘觀塘道 410 號觀點中心 15 樓 1503-1506 室 Unit 1503 & 1506, 15/F, Kwun Tong View, 410 Kwun Tong Road, Kwun Tong, Kowloon
藍田堂 Lam Tin Methodist Church	九龍藍田平田邨安田街 2 號校舍藍田循道衛理小學轉 c/o Lam Tin Methodist Primary School, School No 2, On Tin Street, Ping Tin Estate, Lam Tin, Kowloon
麗瑤堂 Lai Yiu Methodist Church	新界葵涌麗瑤邨葵涌循道中學轉 c/o Kwai Chung Methodist College, Lai Yiu Estate, Kwai Chung, NT
馬鞍山堂 Ma On Shan Methodist Church	新界馬鞍山恆明街 11 號馬鞍山循道衛理小學轉 c/o Ma On Shan Methodist Primary School, 11 Hang Ming Street, Ma On Shan, NT
沙田堂 Sha Tin Methodist Church	新界沙田新田圍邨欣圍樓地下 G/F, Yan Wai House, Sun Tin Wai Estate, Sha Tin, NT
將軍澳堂 Tseung Kwan O Methodist Church	新界將軍澳 65 區唐俊街 15 號將軍澳循道衛理小學轉 c/o Tseung Kwan O Methodist Primary School, 15 Tong Chun Street, Area 65, Tseung Kwan O, NT
大埔堂 Tai Po Methodist Church	崇拜地點：新界大埔第九區棟樑路 10 號（大埔循道衛理小學內） Worship Location: Tai Po Methodist School, 10 Tung Leung Road, Area 9, Tai Po, NT 辦公室及通訊地址：新界大埔富亨邨亨翠樓地下 Office & Mailing Address: G/F, Heng Tsui House, Fu Heng Estate, Tai Po, NT
天水圍堂 Tin Shui Wai Methodist Church	崇拜地點：新界天水圍天頌苑天水圍循道衛理小學 Worship Location: Tin Shui Wai Methodist Primary School, Tin Chung Court, Tin Shui Wai, NT 通訊地址：新界天水圍天富苑天水圍循道衛理中學轉 Mailing Address: c/o Tin Shui Wai Methodist College, Tin Fu Court, Tin Shui Wai, NT
安素堂 Ward Memorial Methodist Church	九龍油麻地窩打老道 54 號 54 Waterloo Road, Yau Ma Tei, Kowloon

佈道所 CHAPELS

堂名 NAME	地址 ADDRESS
廣源佈道所 Kwong Yuen Methodist Chapel	新界沙田廣源邨第三期 53A 區沙田循道衛理小學轉 c/o Sha Tin Methodist Primary School, Area 53A, Kwong Yuen Estate, Phase III, Sha Tin, NT
鯉魚門佈道所 Lei Yue Mun Methodist Chapel	九龍觀塘鯉魚門邨第一期三座鯉興樓地下 G/F, Blk 3, Lei Hing House, Lei Yue Mun Estate, Kwun Tong, Kowloon

宣教事工 MISSION PROGRAMMES

	地址 ADDRESS
澳門循道衛理聯合教會 The Methodist Church, Macau	澳門堂 Macau Methodist Church 澳門黑沙環建華大廈八座地下 A 舖 Av Do Almt, Mag Correia, Block 8, G/F, Flat A Edf Kin Wa, Macau 澳門循道衛理聯合教會社會服務處 The Social Service of the Methodist Church, Macau 總辦事處：建華家庭服務中心 澳門黑沙環海邊馬路建華大廈十四座地下 C 舖 Est Marginal Da Areia Preta, S/N R/C-C Edf Kin Wa Blk 14, Macau 建華家庭服務中心 澳門黑沙環海邊馬路建華大廈十四座地下 C 舖 Centro De Apoio à Família "Kin Wa" Est Marginal Da Areia Preta, S/N R/C-C Edf Kin Wa Blk 14, Macau 氹仔家庭成長軒 澳門氹仔成都街 183 號至尊花城地下及一樓 AC Centro de Educacao e Apoio a Familia na Ilha da Taipa Rua de Seng Tou, 183 N Supreme Flower City, R/C & 1-Andar-AC, Taipa, Macau
循道衛理佈道團 Methodist Evangelistic Ministry	c/o 循道衛理聯合教會信望堂 九龍長沙灣青山道 290 號 2 樓 c/o Faith Methodist Church, 1/F, 290 Castle Peak Road, Cheung Sha Wan, Kowloon 或 OR 九龍觀塘觀塘道 410 號觀點中心 15 樓 1503 及 1506 室 c/o Methodist City Space, Units 1503 & 1506, 15/F, Kwun Tong View, 410 Kwun Tong Road, Kwun tong, Kowloon

退修營地 RETREAT CAMPS

衛理園 Methodist Retreat Centre 衛斯理小屋 Wesley Lodge 大東山 8 號營地 Cabin No 8 on Tai Tung Shan	衛理園：新界大嶼山銀礦灣東灣頭路 27 號 Methodist Retreat Centre: 27 Tung Wan Tau Road, Silver Mine Bay, Lantau Island, NT 衛斯理小屋：新界長洲山頂道 24 號 Wesley Lodge: 24, Cheung Chau Peak Road, Cheung Chau, NT 大東山 8 號營地：大嶼山大東山 8 號小屋 Cabin No 8 on Tai Tung Shan: No. 8, Tai Tung Shan, Lantau Island, NT

中學 SECONDARY SCHOOLS

校名 NAME	地址 ADDRESS
炮台山循道衛理中學 Fortress Hill Methodist Secondary School	香港北角炮台山道 19 號 19 Fortress Hill Road, North Point, Hong Kong
葵涌循道中學 Kwai Chung Methodist College	新界葵涌麗瑤邨 Lai Yiu Estate, Kwai Chung, NT
李惠利中學 The Methodist Lee Wai Lee College	新界葵涌葵盛圍葵葉街 2-4 號 2-4 Kwai Yip Street, Kwai Shing Circuit, Kwai Chung, NT
循道中學 Methodist College	九龍油麻地加士居道 50 號 50 Gascoigne Road, Yau Ma Tei, Kowloon
沙田循道衛理中學 Sha Tin Methodist College	新界沙田新田圍邨 Sun Tin Wai Estate, Sha Tin, NT
天水圍循道衛理中學 Tin Shui Wai Methodist College	新界天水圍 102 區第四期（天富苑） Area 102, Phase 4, Tin Fu Court, Tin Shui Wai, NT
衛理中學 The Methodist Church Hong Kong Wesley College	香港柴灣小西灣道 33 號 33 Siu Sai Wan Road, Chai Wan, Hong Kong
華英中學 Wa Ying College	九龍何文田常和街 8 號 8 Sheung Wo Street, Ho Man Tin, Kowloon

小學 PRIMARY SCHOOLS

校名 NAME	地址 ADDRESS
亞斯理衛理小學 Asbury Methodist Primary School	新界葵涌荔景邨第二校舍 Estate School No. 2, Lai King Estate, Kwai Chung, NT
循道學校 Methodist School	九龍油麻地加士居道 40 號 40 Gascoigne Road, Yau Ma Tei, Kowloon
藍田循道衛理小學 Lam Tin Methodist Primary School	九龍觀塘藍田平田邨安田街 On Tin Street, Ping Tin Estate, Lam Tin, Kwun Tong, Kowloon
馬鞍山循道衛理小學 Ma On Shan Methodist Primary School	新界馬鞍山恆明街 11 號 11 Hang Ming Street, Ma On Shan, NT
北角循道學校 Chinese Methodist School (North Point)	香港北角百福道 15 號 15 Pak Fuk Road, North Point, Hong Kong
北角衛理小學 North Point Methodist Primary School	香港北角長康街 19 號 19 Cheung Hong Street, North Point, Hong Kong
沙田循道衛理小學 Sha Tin Methodist Primary School	新界沙田廣源邨第三期 53A 區 Area 53A, Kwong Yuen Estate, Phase III, Sha Tin, NT
丹拿山循道學校 Chinese Methodist School, Tanner Hill	香港北角百福道 4 號 4 Pak Fuk Road, North Point, Hong Kong

Attachment A2

將軍澳循道衛理小學 Tseung Kwan O Methodist Primary School	新界將軍澳 65 區唐俊街 15 號 15 Tong Chun Street, Area 65, Tseung Kwan O, NT
大埔循道衛理小學 Tai Po Methodist School	新界大埔第九區棟樑路 10 號 10 Tung Leung Road, Area 9, Tai Po, NT
天水圍循道衛理小學 Tin Shui Wai Methodist Primary School	新界天水圍第三十一區第一期（天頌苑） Area 31, Phase I, Tin Shui Wai, NT

幼稚園幼兒園 KINDERGARTENS & DAY NURSERIES

校名 NAME	地址 ADDRESS
觀塘循道幼稚園 Kwun Tong Methodist Kindergarten	九龍觀塘牛頭角道 297 號花園大廈玉蓮台第三座 2-071 室 Flat 2-071, Lotus Tower 3, Kwun Tong Garden Estate, 297 Ngau Tau Kok Road, Kowloon
鯉魚門循道衛理幼稚園 Lei Yue Mun Methodist Kindergarten	九龍觀塘鯉魚門邨第一期三座鯉興樓地下 G/F, Block 3, Lei Hing House, Lei Yue Mun Estate, Kwun Tong, Kowloon
筲箕灣循道衛理幼稚園 Shau Kei Wan Methodist Kindergarten	香港筲箕灣愛東邨愛旭樓地下 G/F, Oi Yuk House, Oi Tung Estate, Shau Kei Wan, Hong Kong
將軍澳循道衛理幼稚園 Tseung Kwan O Methodist Kindergarten	新界將軍澳尚德邨尚禮樓四樓平台 A、B、C 翼 4/F, Podium, Wing A, B & C, Sheung Lai House, Sheung Tak Estate, Tseung Kwan O, NT
大埔循道衛理幼稚園 Tai Po Methodist Kindergarten	新界大埔富亨邨亨翠樓地下 G/F, Heng Tsui House, Fu Heng Estate, Tai Po, NT
亞斯理幼稚園幼兒園 Asbury Methodist Kindergarten & Day Nursery	新界葵青大窩口上角街 1 號 1 Sheung Kok Street, Tai Wo Hau, Kwai Tsing, NT
愛華村堂幼稚園幼兒園 Epworth Village Methodist Church Kindergarten & Day Nursery	香港柴灣柴灣道 100 號一樓 1/F, 100 Chai Wan Road, Chai Wan, Hong Kong
主恩堂幼稚園幼兒園 Grace Methodist Church Kindergarten & Day Nursery	九龍黃大仙馬仔坑第三期天宏苑停車場大廈三樓 2/F, Carpark Building, Tin Wang Court, Ma Chai Hang Phase III, Kowloon
何文田循道衛理楊震幼兒學校 Homantin Yang Memorial Methodist Pre-school	九龍何文田邨靜文樓地下 G/F, Ching Man House, Ho Man Tin Estate, Kowloon
北角衛理堂幼稚園幼兒園 North Point Methodist Church Kindergarten & Day Nursery	香港北角長康街 11 號 11 Cheung Hong Street, North Point, Hong Kong
循道衛理田灣幼稚園幼兒園 Tin Wan Methodist Kindergarten & Day Nursery	香港香港仔田灣邨田康樓地下 1-10 號 Unit 1-10, G/F, Tin Hong House, Tin Wan Estate, Aberdeen, Hong Kong
油麻地循道衛理楊震幼兒學校 Yaumatei Yang Memorial Methodist Pre-school	九龍油麻地窩打老道 54 號三樓 3/F, 54 Waterloo Road, Ya Ma Tei, Kowloon

社會服務機構 SOCIAL SERVICES AGENCIES

名稱 NAME	地址 ADDRESS
循道衛理亞斯理社會服務處 Asbury Methodist Social Service	總部：新界葵青大窩口上角街 1 號 Headquarters: 1 Sheung Kok Street, Tai Wo Hau, Kwai Tsing, NT 中央行政：總部二樓 Central Administration: 2/F, Headquarters 中心服務：總部一樓 Centre Service: 1/F, Headquarters ● 青少年綜合服務中心 Integrated Children and Youth Service Centre 展外服務 - 共創成長路 P.A.T.H.S - 中學校本服務 School-based Service for Secondary Schools - 中學支援工作計劃 Secondary-school Support Service - 全方位小學輔導服務 Students Guidance Service in Primary School 社區發展 Community Development - 義工發展 Volunteer Training - 睦鄰計劃 Harmonious Neighborhood Scheme - 社區支援服 Community Support Service 兒童及青少年服務 Children and Youth Services - 課餘託管服務 After School Care Service - 小學校本服務 School-based Service for Primary Schools ● 老人中心 Social Centre Service for the Elderly - 長者學苑 Elder Academy - 基督女少年軍第 73 分隊 73th The Girl's Brigade Hong Kong - 老人保健計劃 Health Scheme for the Elderly - 耆艦店 Self-help Store by the Elderly - 「由齒喜」牙齒保健計劃 Concession Scheme for Dental Service 拓展服務：新界葵涌葵涌邨逸葵樓地下 1 號 B、C 翼 Service Exploration and Expansion Division: Wing B & C, G/F, Yat Kwai House, Kwai Chung Estate, Kwai Chung, NT ● 逸葵綜合發展中心 Yat Kwai Integrated Service Centre - 「溢出幼苗」幼稚園社會工作員計劃 Kindergarten Social Worker - 多元幼兒服務 Multi Services and Trainings for Children - 職業培訓服務 Vocational Training Service ● 家庭成長及資源中心 Family Growth and Resource Centre - 家庭成長及資源發展服務 Family Growth and Resource Development Service ● 「玩具王國」計劃 "Toy Kingdom" Playroom Service ● 「多元學習無障礙」計劃 The SEN Project 學校社會工作服務：新界葵盛西邨一座 610-611 室 School Social Work Service: Rm 610-611, Block 1, Kwai Shing West Estate, NT

循道愛華村服務中心社會福利部 Methodist Epworth Village Community Centre, Social Welfare	中央行政：香港柴灣柴灣道 100 號 502 室（中心本部） Central Administration: Rm 502, 100 Chai Wan Road, Chai Wan, Hong Kong (Headquarters) 學校社會工作：中心本部 505 室 School Social Work Service: Rm 505, Headquarters 美滿家庭中心：中心本部四樓 Family Enhancement Centre: 4/F., Headquarters 愛華青少年綜合服務隊 — 愛華服務處：中心本部四樓 Epworth Integrated Youth Team-Epworth Base: 4/F, Headquarters 社區工作部：中心本部四樓 Community Work Unit: 4/F, Headquarters 學童課餘託管服務：中心本部舊廈四樓 After School Care Service: 4/F, Back Block, Headquarters 愛華青少年綜合服務隊 — 耀東服務處：筲箕灣耀東邨耀華樓地下 B 翼、C 翼及一樓 B 翼 Epworth Integrated Youth Team-Yiu Tung Base: Wing B and C,G/F & Wing B,1/F, Yiu Wah House, Yiu Tung Estate, Shaukeiwan, Hong Kong 愛華綜合家居照顧服務（小西灣中心）：香港柴灣小西灣邨瑞福樓及瑞滿樓 5-8 室地下 Epworth Integrated Home Care Service (Siu Sai Wan Centre): G/F, Unit 5-8, Sui Fuk House & Sui Moon House, Siu Sai Wan Estate, Chai Wan, Hong Kong 愛華綜合家居照顧服務（筲箕灣中心）：香港筲箕灣海晏街 38 號雁亭 1-5 號地下 Epworth Integrated Home Care Service (Shaukeiwan Centre): G/F, Shop 1-5, Metro Hermitage, 38 Hoi An Street, Shaukeiwan, Hong Kong 小西灣老人日間護理中心：香港柴灣小西灣道 9 號富欣花園停車場大樓地下 Siu Sai Wan Day Care Centre for the Elderly: G/F, Carpark Building, Harmony Garden, 9 Siu Sai Wan Road, Chai Wan, Hong Kong 愛華耆樂中心：中心本部 513 室 Epworth Neighbourhood Elderly Centre: Rm 513, Headquarters 興華耆樂中心：香港柴灣興華（二）邨樂興樓 215-218 室 Hing Wah Neighbourhood Elderly Centre: Rm 215-218, Lok Hing House, Hing Wah (II) Estate, Chai Wan, Hong Kong
循道衛理觀塘社會服務處 Kwun Tong Methodist Social Service	總辦事處：九龍觀塘牛頭角道 251 號百靈樓地下 HEADQUARTERS: G/F, Pak Ling Lau, 251 Ngau Tau Kok Road, Kwun Tong, Kowloon **特別服務 SPECIAL SERVICE** 臨床心理服務 Clinical Psychological Service 融合教育發展服務 Inclusive Education Development Service 生命同行 — 基督教輔導服務 Life Companion Christian Counseling Service Methodist City Space: Joyful Journey Training & Development Service 九龍觀塘道 410 號觀點中心 15 樓 1505-06 室 Unit 1505-06, 15/F, Kwun Tong View, 410 Kwun Tong Road, Kwun Tong, Kowloon **學校服務（小學）SCHOOL SOCIAL WORK SERVICE (PRIMARY)** 學生輔導服務 Students Guidance Service 學校支援工作計劃 School Support Project

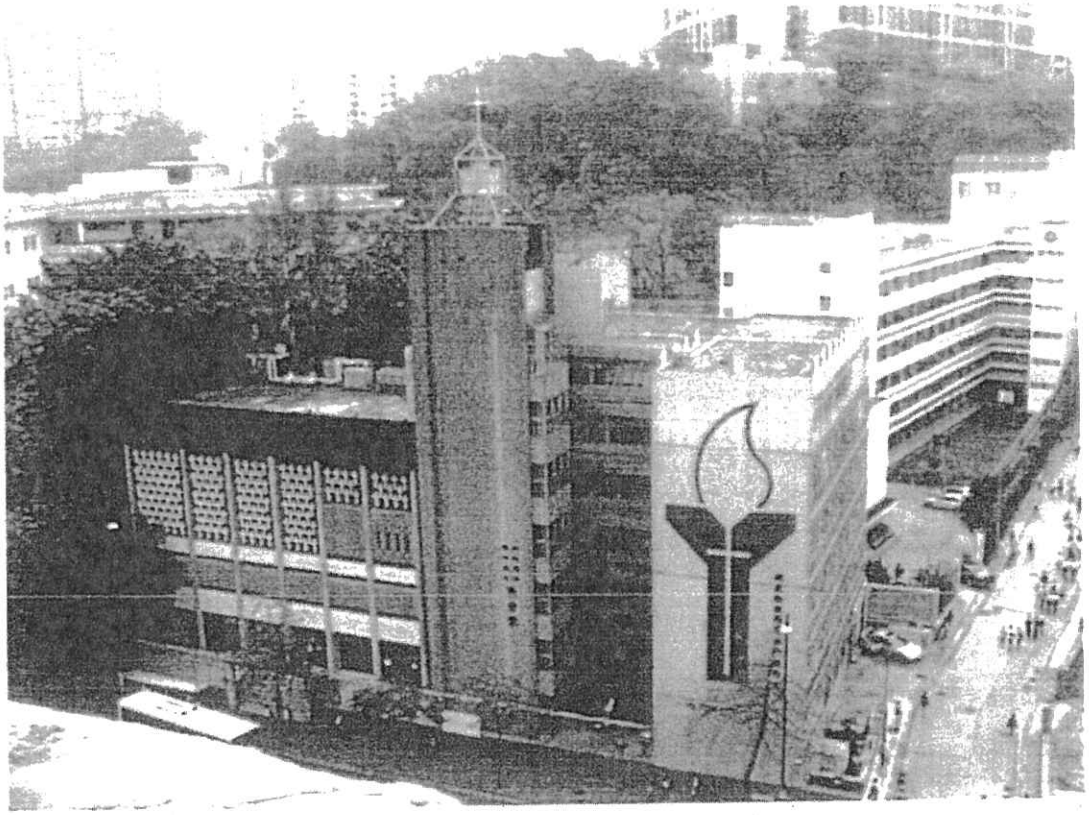
	社區服務 I COMMUNITY SERVICE I 基層家庭服務支援站 Grassroots Family Support Station 基層家庭宣教服務 Grassroots Family Missionary Service **家庭及青少年服務 FAMILY AND YOUTH SERVICE** 牛頭角青少年綜合服務中心:九龍觀塘牛頭角道 189 號牛頭角上邨中央廣場 Ngau Tau Kok Youth Integrated Service Centre:189 Ngau Tau Kok Road, The Central Plaza, Upper Ngau Tau Kok Estate, Kwun Tong, Kowloon 青年就業服務 Youth Employment Service 課餘託管服務 After School Care Service 成長的天空計劃（小學）Understanding Adolescents Project (Primary) 共創成長路(PATHS) 和諧家庭培育中心 Harmonic Centre for the Families 家庭生活教育 Family Life Education 基督徒家庭支援服務 Christian Family Supportive Service 幼稚園全方位支援計劃 Comprehensive Support Project for Kindergarten **社區服務 II COMMUNITY SERVICE II** 神愛關懷中心：九龍觀塘翠屏邨翠榕樓地下 1-10 號 Agape Community Care Centre : 1-10, G/F, Tsui Yung House, Tsui Ping Estate, Kwun Tong, Kowloon 基層在職人士服務 Grassroots Occupational Service 就業支援服務 Employment Support Service 關懷邊緣工友計劃 Concern Marginal Workers Project 社會企業計劃 Social Enterprise Project 母嬰康逸社 Healthy Mothers-to-be Club 幼兒康逸社 Healthy Parents-to-be Club 扶貧服務 Poverty Alleviation Service 拾落穗者 － 社區食物銀行 Gleaners Community Foodbank 天糧網 － 短期食物援助服務 Daily Meal Network－Short Term Food Assistance Service 社區互助店 Second Hand Shop 基層宣教事工 Grassroots Missionary Service **長者服務 ELDERLY SERVICE** 藍田樂齡中心：九龍藍田平田邨平仁樓地下 5 號 Lam Tin Elderly Centre: Unit 5, G/F, Ping Yan House, Ping Tin Estate, Lam Tin, Kowloon 樂齡飯堂 Elderly Canteen 長者宣教事工 Elderly Missionary Service 關懷長者中心：九龍觀塘牛頭角道 297 號玉蓮台第一座 G003 室 Elderly Concern Centre: Flat G003, G/F, Lotus Tower 1, 297 Ngau Tau Kok Road, Kwun Tong Garden Estate, Kowloon 生前顧後計劃 Well Prepared for the Death Project 長者宣教事工 Elderly Missionary Service

循道衛理中心 Methodist Centre	總辦事處：香港灣仔軒尼詩道 22 號 Head Office: 22 Hennessy Road, Wan Chai, Hong Kong 中央行政部：香港灣仔軒尼詩道 22 號地庫 Central Administration：B1, 22 Hennessy Road, Wan Chai, Hong Kong 租借中心（關聘儀女士）Venue Booking Service (Ms KWAN Ping-yee, Cindy) 循道衛理書室：香港灣仔軒尼詩道 22 號地庫 Methodist Bookroom：B1, 22 Hennessy Road, Wan Chai, Hong Kong 青苗設計（社會企業）：香港灣仔軒尼詩道 22 號地庫 Green Design (Social Enterprise)：B1, 22 Hennessy Road, Wan Chai, Hong Kong 課餘託管服務：香港灣仔軒尼詩道 22 號二樓 After School Care Service：2/F, 22 Hennessy Road, Wan Chai, Hong Kong 循道衛理鴨脷洲家庭資源中心：香港鴨脷洲西邨利澤樓 22-25 號地下 Methodist Ap Lei Chau Family Resources Centre：G/F, 22-25 Lei Chak House, Ap Lei Chau Estate, Hong Kong 延伸教育服務: 香港灣仔軒尼詩道 22 號三樓 Continuing Education Service：3/F, 22 Hennessy Road, Wan Chai, Hong Kong 循道衛理灣仔長者服務中心：香港灣仔莊士敦道 211 號地下 D 舖及一至二樓 Wan Chai Methodist Centre for the Seniors：G/F, Shop D and 1/F-2/F, 211 Johnston Road, Wan Chai, Hong Kong 循道衛理長者體適能中心：香港灣仔譚臣道 114 號廣亞大廈七字樓 Methodist Fitness and Health Centre for the Seniors：7/F, Kwong Ah Building, 114 Thomson Road, Wanchai, Hong Kong 循道衛理修頓老人中心：香港灣仔軒尼詩道 130 號修頓中心五樓 501 室 Methodist Southorn Centre for the Elderly：Rm501, 5/F, Southorn Centre, 130 Hennessy Road, Wan Chai, Hong Kong 循道衛理健樂軒：香港筲箕灣愛東邨愛善樓地下 G03A 室 Methodist Kin Lok Centre：Unit G03A, G/F, Oi Sin House, Oi Tung Estate, Shau Kei Wan, Hong Kong 改善家居及社區照顧長者服務(港島區)：香港灣仔軒尼詩道 22 號四樓 408 室 Enhanced Home Community Care Services(HK Cluster)：Room 408, 4/F, 22 Hennessy Road, Wan Chai, Hong Kong 輔導及就業綜合服務:香港灣仔駱克道 41 號及 7 樓全層及 8 樓 801-804 室 Counseling & Integrated Employment Service：7/F & 8/F, 801-804, 41 Lockhart Road, Wan Chai, Hong Kong 愛秩序灣綜合青少年服務: 香港筲箕灣愛秩序灣道 15 號愛秩序灣綜合服務大樓一樓 Aldrich Bay Integrated Children and Youth Services: 1/F., Aldrich Bay Integrated Services Building, 15 Aldrich Bay Road, Shau Kei Wan, Hong Kong 火鳳凰社區支援服務計劃：香港筲箕灣愛秩序灣道 15 號愛秩序灣綜合服務大樓一樓 Project Phoenix-Community Support Service Scheme: 1/F., Aldrich Bay Integrated Services Building, 15 Aldrich Bay Road, Shau Kei Wan, Hong Kong 黎明計劃、太陽計劃：香港鴨脷洲西邨利福樓高座地下 27-31 號 Project Dawn & Project Solar: G/F, 27-31, High Block, Lei Fook House, Ap Lei Chau Estate, Hong Kong 駐屋宇署支援服務隊 1：九龍觀塘巧明街 100 號城東誌二期 11 樓 1104-1106 室 Social Service Team in Buildings Department: Rm1104-1106, 11/F., Two Landmark East, 100 How Ming Street, Kwun Tong, Kowloon 駐屋宇署支援服務隊 2： 九龍旺角彌敦道 750 號始創中心 12 樓 Social Service Team in Buildings Department: 12/F., Pioneer Centre, 750 Nathan Road, Mong Kok, Kowloon
循道衛理楊震社會服務處 Yang Memorial Methodist Social Service	總辦事處：九龍油麻地窩打老道 54 號 Main Office: 54 Waterloo Road, Yau Ma Tei, Kowloon 專責服務 Specialized Service - 樂融雅敘：九龍塘歌和老街公園壁球及乒乓球中心地下（餐廳） Cornwall Café: G/F (Portion), Squash & Table Tennis Centre, Cornwall Street Park, Kowloon Tong, Kowloon

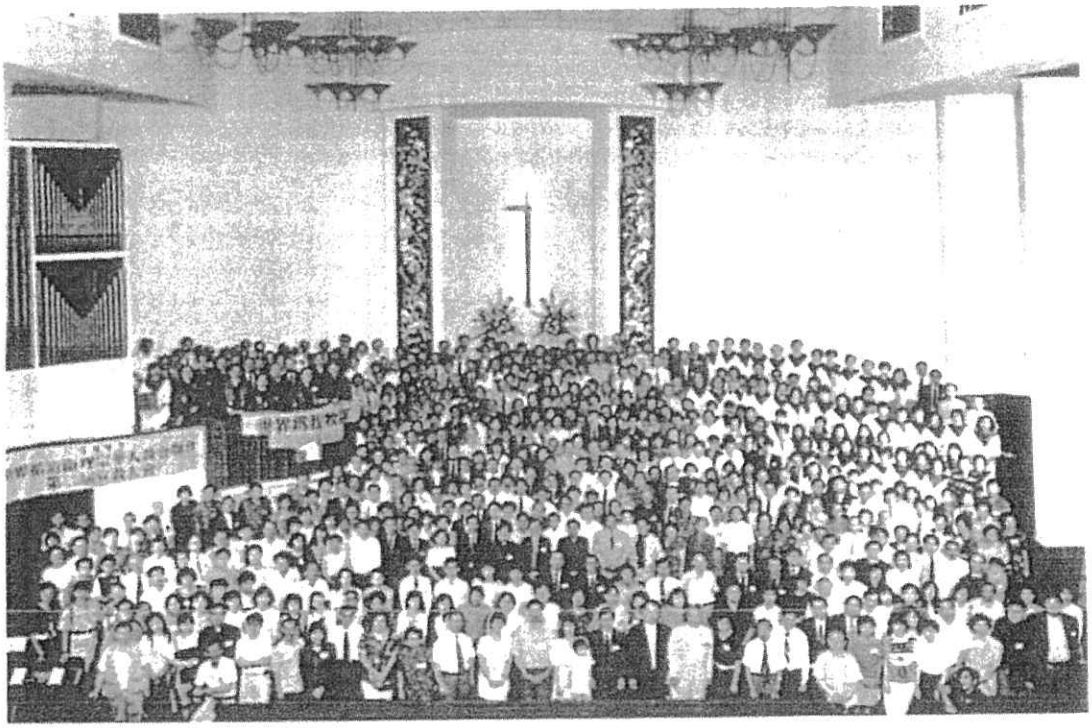
	- 天水圍社會服務中心：1) 新界天水圍天悅邨悅貴樓 C 翼地下　2) 新界天水圍天華邨華逸樓 B 翼地下 Tin Shui Wai Social Service Centre: 1) G/F, Wing C, Yuet Kwai House, Tin Yuet Estate, Tin Shui Wai, NT　2) G/F, Wing B, Wah Yat House, Tin Wah Estate, Tin Shui Wai, NT - 天水圍家庭成長軒：新界天水圍天澤邨服務設施大樓 6 樓 604 室 Tin Shui Wai Family Education & Support Centre: Rm 604, 6/F, Ancillary Facilities Block, Tin Chuk Estate, Tin Shui Wai, NT - 沙田家庭成長軒：新界沙田新田圍邨欣圍樓地下 Shatin Family Education & Support Centre: G/F, Yan Wai House, Sun Tin Wai Estate, Shatin, NT - 家庭健康教育及輔導中心：九龍油麻地彌敦道 466-472 號恩佳大廈二樓 Family Health Education & Counseling Centre: 2/F, Yun Kai Building, 466-472 Nathan Road, Yau Ma Tei, Kowloon - 學習支援及成長中心：九龍油麻地彌敦道 466-472 號恩佳大廈二樓 Learning Support and Development Centre: 2/F, Yun Kai Building, 466-472 Nathan Road, Yau Ma Tei, Kowloon - 長者關顧牧養中心：九龍窩打老道 54 號一樓 Elders Ministry & Support Center : 1/F, 54 Waterloo Road, Kowloon - 循道教會助學基金成長軒：九龍黃大仙下邨龍達樓地下 109-110 室 Methodist Study Trust Wong Tai Sin Education Centre: Rm 109-110, G/F, Lung Tat House, Lower Wong Tai Sin Estate, Kowloon - 循道教會助學基金 Methodist Study Trust - 駐屋宇署支援服務隊（天台組）：九龍觀塘道 410 號商業大廈 10 樓 1001-1003 室 Social Service Team in Building Department: Rm 1001-1003, 10/F, 410 Kwun Tong Road, Kwun Tong, Kowloon - 駐屋宇署支援服務隊（B 組）：九龍旺角彌敦道 750 號始創中心 12 樓 Social Service Team in Building Department : 12/F, Pioneer Centre, 750 Nathan Road, Mongkok, Kowloon - 油尖旺家庭成長軒：九龍油麻地上海街 396 號 5 樓 Yau Tsim Mong Family Education and Support Centre: 5/F, 396 Shanghai Street, Kowloon - 南亞裔服務 Service for Ethnic Minorities - 僱員再培訓課程　Employee Retraining Program - 「愛自己・活得起」預防青少年援交計劃 C.A.R.E Project - 中國及澳門事工 China and Macau Project 服務策劃及發展部：九龍油麻地窩打老道 54 號二樓 Service Planning and Development Division: 2/F, 54 Waterloo Road, Yau Ma Tei, Kowloon - 籌募經費 Fund-raising - 策劃及研究 Planning and Research - 資訊及出版 Information and Publication 專業訓練及顧問服務 Professional Training & Consultancy Service 豐盛員工計劃 Employee Enrichment Program 行政部：九龍油麻地窩打老道 54 號 2 樓 Administration Department: 2/F, 54 Waterloo Road, Yau Ma Tei, Kowloon 深水埗區晉晴支援服務中心：九龍深水埗南山邨南泰樓地下 29-32 號 Shan Shui Po District Support Centre: Units 29-32, G/F, Nam Tai House, Nam Shan Estate, Kowloon 晉業中心：九龍慈雲山慈正邨正怡樓地下 Vocational Advancement Centre: G/F Ching Yi House, Tsz Ching Estate, Tsz Wan Shan, Kowloon - 庇護工場 Sheltered Workshop - 輔助就業 Supported Employment - 社交及康樂 Y-Club

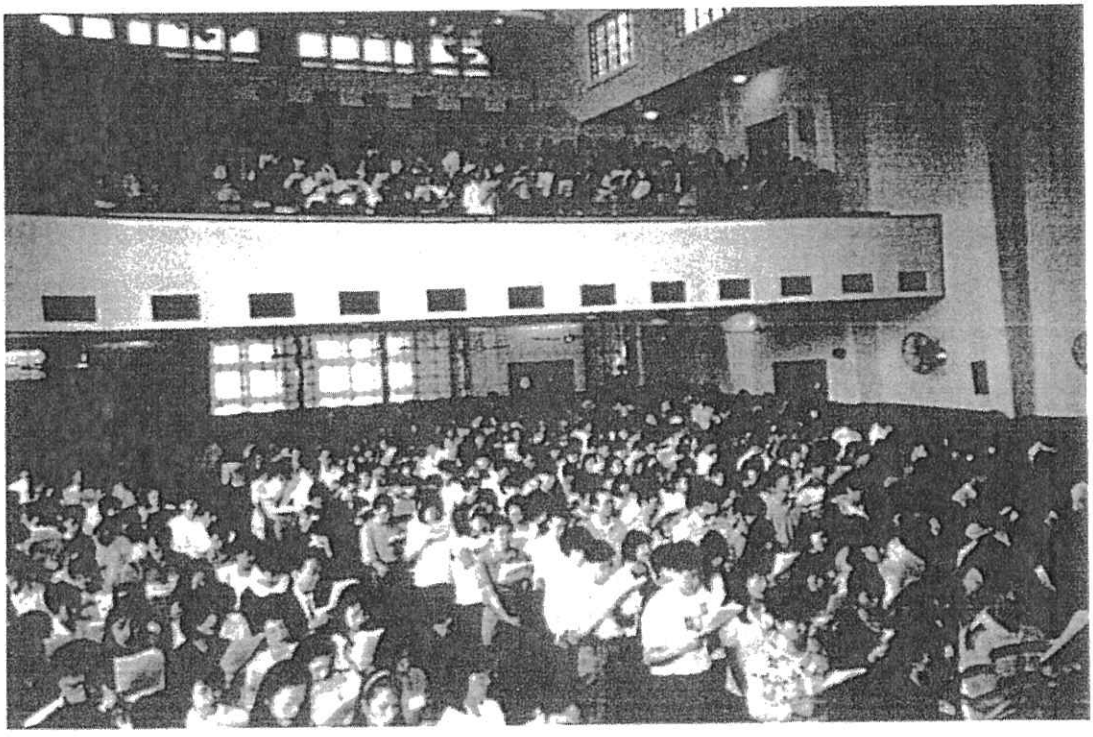
	白普理日間訓練中心：九龍油麻地窩打老道 54 號 5 樓 Bradbury Day Activity Centre: 5/F, 54 Waterloo Road, Kowloon 獨立生活計劃：新界沙田禾輋邨康和樓 127-131 室 Independent Living Project: Unit 127-131, G/F, Hong Wo House, Wo Che Estate, Shatin, NT 鯉魚門晉朗綜合復康服務中心：九龍觀塘鯉魚門邨鯉隆樓地下低層 Lei Yue Mun Integrated Rehabilitation Services Centre: Lower G/F, Lei Lung House, Lei Yue Mun Estate, Kwun Tong, Kowloon 南山晉逸居：九龍深水埗南山邨南逸樓地下 33-48 號 Nam Shan Supported Hostel : Units 33-48, G/F, Nam Yat House, Nam Shan Estate, Sham Shui Po, Kowloon 彩虹長者綜合服務中心：九龍彩虹邨金漢樓地下 106-115 室 Choi Hung Community Centre for Senior Citizens: Rm106-115, G/F, Kam Hong House, Choi Hung Estate, Kowloon 彩虹長者日間護理服務：九龍彩虹邨金漢樓地下 172-178 室 Choi Hung Day Care Service for Senior Citizens: Rm172-178, G/F, Kam Hon House, Choi Hung Estate, Kowloon 愛民長者鄰舍中心：九龍愛民邨嘉民樓 401-403 室 Oi Man Neighborhood Elderly Centre: Rm 401-403, Kar Man House, Oi Man Estate, Kowloon 油尖長者鄰舍中心：九龍柯士甸道西 1 號 1 樓 103 室 Yau Tsim Neighborhood Elderly Centre: Rm 103, 1/F, 1 Austin Road West, Kowloon 油旺家居護理服務：九龍油麻地窩打老道 54 號一樓 Yau/Mong Home Care Service: 1/F, 54 Waterloo Road, Yau Ma Tei, Kowloon 旺角綜合家庭服務中心：九龍旺角彌敦道 736 號中匯商業大廈地下 Mong Kok Integrated Family Service Centre: G/F, Central Commercial Tower, 736 Nathan Road, Mong Kok, Kowloon - 臨床心理服務 Clinical Psychology Service - 家庭服務 Family Service 沙田青少年綜合發展中心：新界沙田愉翠苑服務設施大樓二樓 Shatin Integrated Centre for Youth Development: 2/F, Ancillary Facility Block, Yu Chui Court, Shatin, NT 沙田青少年深宵外展隊（深星計劃） Shatin Young Night Drifters Service (Night Yangees) 油尖旺青少年綜合發展中心：九龍旺角西海泓道海富苑海欣閣二樓 Yau Tsim Mong Integrated Centre for Youth Development: 2/F, Hoi Yan House, Hoi Fu Court, Hoi Wang Road, Mong Kok West, Kowloon 何文田青少年綜合發展中心：九龍何文田邨恬文樓地下 Homantin Integrated Centre for Youth Development: G/F, Tim Man House, Homantin Estate, Kowloon 學校社會工作服務 School Social Work Service 九龍城區青少年外展社會服務中心：九龍愛民邨嘉民樓 501-508 室 Kowloon City District Youth Outreaching Social Service Centre: Rm 501-508, Kar Man House, Oi Man Estate, Kowloon 九龍城深宵青少年工作隊（深星計劃） Kowloon City Young Night Drifters Service (Night Yangees)
楊震牙科診所 Yang Dental Clinic	楊震牙科診所（油麻地）：九龍油麻地窩打老道 54 號地下 Yang Dental Clinic (Yau Ma Tei): G/F, 54 Waterloo Road, Yau Ma Tei, Kowloon 楊震牙科診所（太子）：九龍太子道西 148 號偉興大廈五樓 Yang Dental Clinic (Prince Edward): 5/F, Wai Hing Building, 148 Prince Edward Road West, Kowloon 楊震牙科診所（旺角）：九龍彌敦道 699-701 號番發大廈 7 樓 Yang Dental Clinic (Mong Kok) : 7/F, Punfat Building, 699-701 Nathan Road, Kowloon 楊震牙科診所（亞斯理）：新界葵青大窩口上角街 1 號地下 Yang Dental Clinic (Asbury): G/F, 1 Sheung Kok Street, Tai Wo Hau, Kwai Tsing, NT

Attachment B



Attachment C





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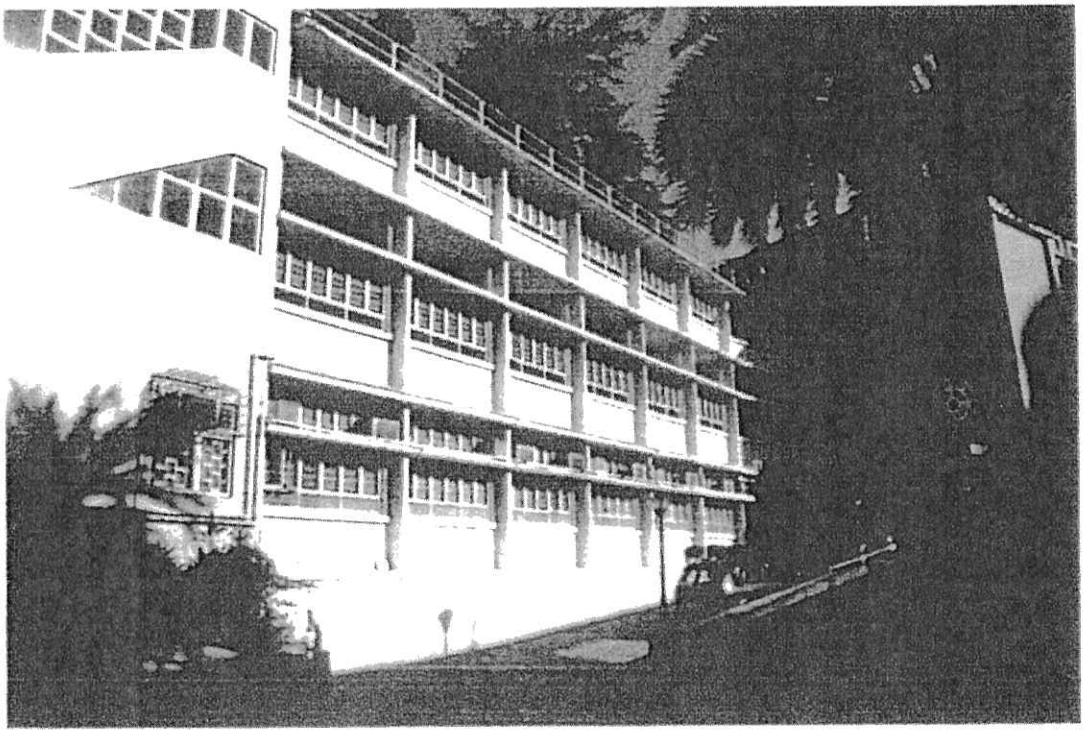

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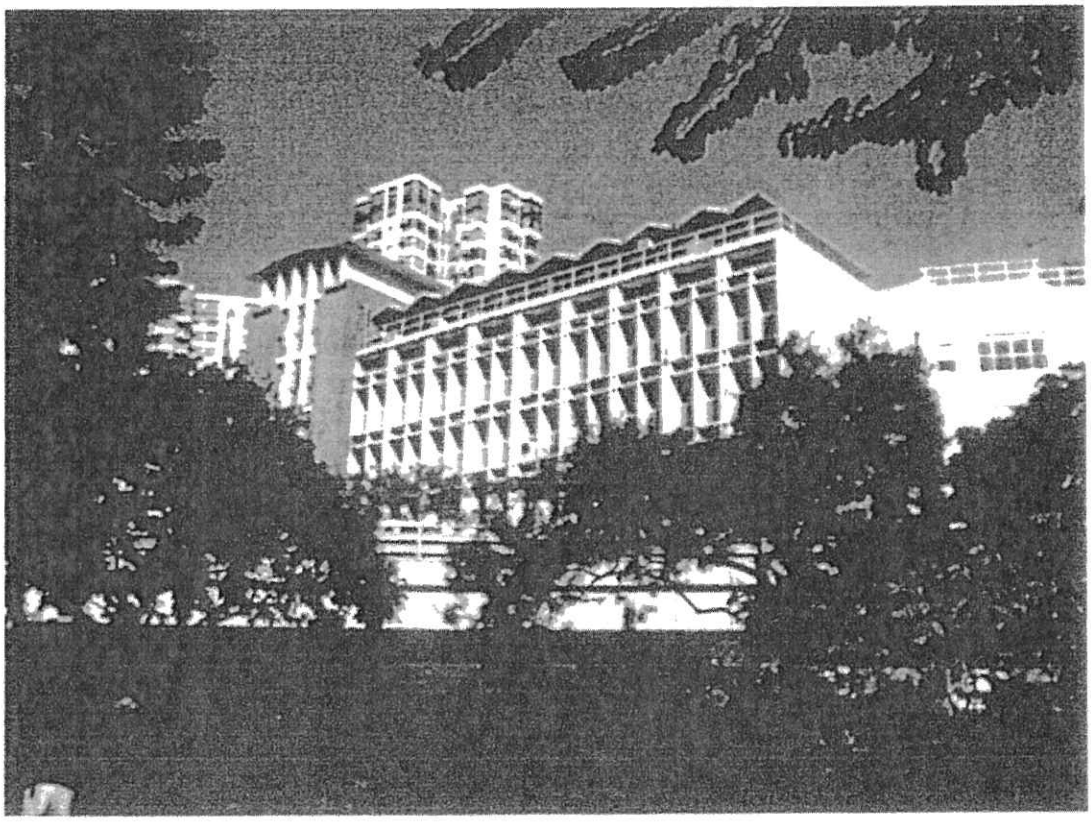

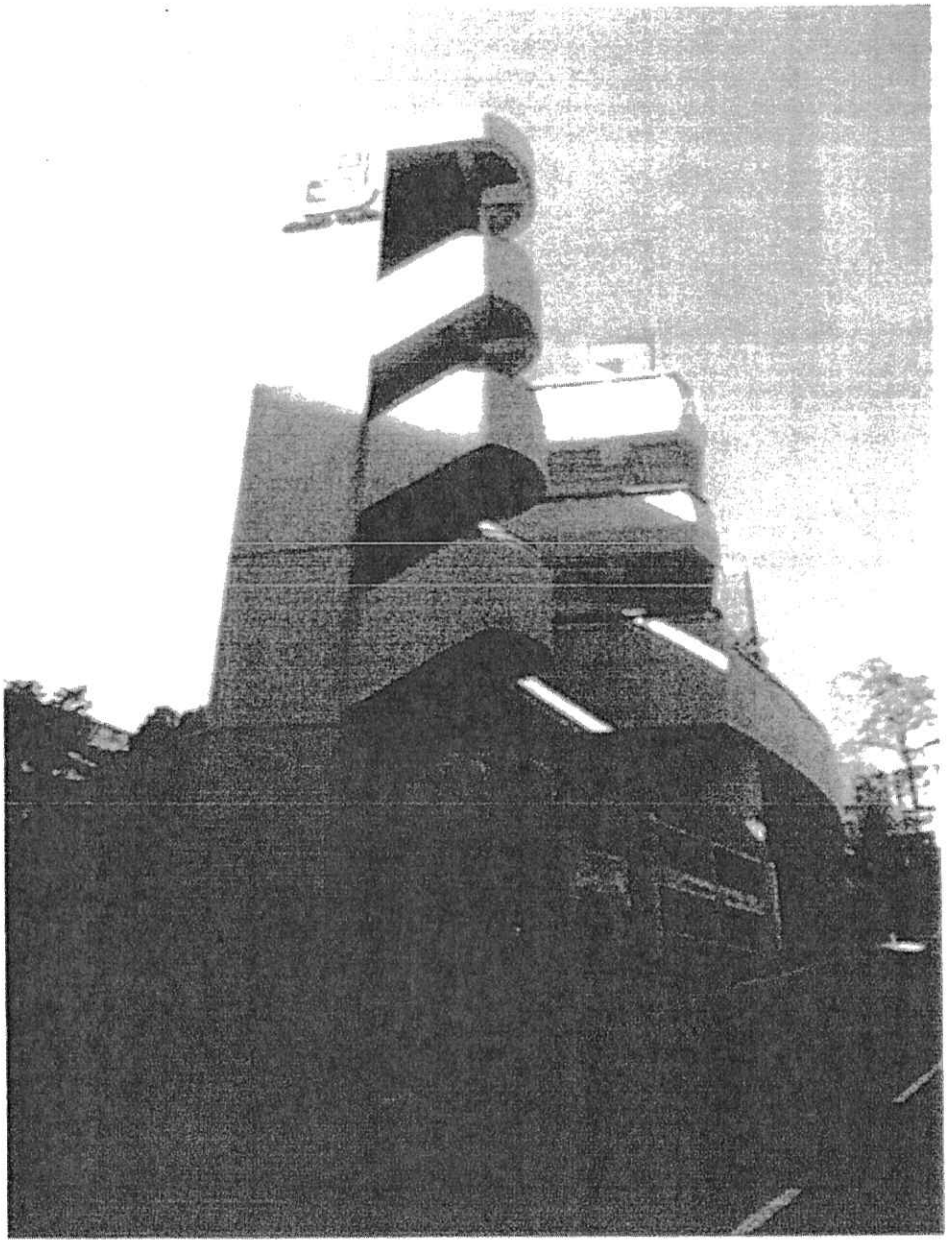

Attachment F

CHAPTER 11 URBAN DESIGN GUIDELINES

CONTENTS

Figures

URBAN DESIGN GUIDELINES

1. Introduction

1.1 To promote Hong Kong's image as a world-class city and to enhance the quality of our built environment, the Planning Department completed a study on the "Urban Design Guidelines for Hong Kong" (the UDG Study) in 2003 and the "Feasibility Study for Establishment of Air Ventilation Assessment System" (the AVA Study) in 2005.

1.2 Formulated on the basis of the findings and recommendations of the above two Studies, the urban design guidelines in this chapter cover both the major general urban design issues and air ventilation to shape a better physical environment in aesthetic and functional terms and at macro and micro levels.

URBAN DESIGN

2. Background

2.1 Urban design in short is an art of designing places for people and is one of the important elements in urban planning, especially for a compact and dynamic city like Hong Kong. It concerns about the total visual effect of building masses, connections with people and places, creation of spaces for movements, urban amenities and public realm, and the process for improving the overall townscape. Urban design sets the framework for the physical and spatial arrangement and composition of built-forms and their three-dimensional relationship with the spaces around them and the surrounding settings for achievement of aesthetic and socio-cultural qualities.

2.2 To create a high quality, sustainable built environment in Hong Kong, due considerations should be given to urban design concepts and principles in the planning and development process.

2.3 The Planning Department completed a study on the "Urban Design Guidelines for Hong Kong" (the UDG Study) in 2003. The UDG Study's overall objective is to prepare a set of urban design guidelines to promote public awareness on design considerations and provide a broad framework for urban design assessment. The urban design guidelines in the following sections are advisory and formulated on the basis of the findings and recommendations of the UDG Study.

3. Physical Design Context

3.1 Hong Kong comprises very mountainous terrain, many coastlines and a good natural harbour. This physical context has some significant implications on the urban form:

(a) it has given rise to the elevation of our city around both sides of Victoria Harbour against a dramatic mountain backdrop;

(b) the steep topography has channelled other urbanisation in various parts of Hong Kong onto flat and reclaimed land with the mountain ranges providing the natural landscape background to the urban settlements; and

(c) the mountain ranges give Hong Kong a number of distinct viewsheds. Each viewshed develops in different form or density without necessarily affecting visual environment in the adjacent viewsheds.

4. Basics and Attributes of Urban Design

4.1 Urban design should focus on the basics of urban design which recognise the positive attributes of Hong Kong. The direction and concepts would be to preserve and enhance the positive attributes while improving aspects of the built environment that are less than satisfactory.

4.2 Urban design attributes of Hong Kong include:

Macro Level: Image of the City

- Natural setting
- Harbour
- Ridgelines
- Infrastructure
- Conservation
- District character and amenities
- Axial planning
- Urban pattern and form
- Gateways
- Functional districts
- Land use and activities

Intermediate Level: Buildings and Space

- Composition
- Design and architecture
- Urban place and city squares
- Streets and street pattern
- View corridors
- Connectivity and integration
- Massing and heights
- Landmarks
- Open space and parks
- Sidewalks and pedestrian linkages

Micro Level: User Environment

- Human scale
- Harmony
- Street furnishing
- Materials, colour, and textures
- Transition
- Streetscape
- Advertisements and signage

5. Scope and Application

5.1 Hong Kong has its own development needs and it is essential that any urban design concept has to be specifically tailored for Hong Kong. The urban design guidelines should hence not be over-restrictive and prescriptive but encourage innovative design. Urban design should be actively pursued where opportunity is available in order to achieve the following objectives:

Ensure high quality:	To raise the quality of life by providing a high quality built environment commensurating with the natural setting.
Embrace robustness:	To give a set of robust guidelines on urban design enduring over time.
Encourage dynamism:	To encourage Hong Kong's spirit on pluralism and dynamism.
Accommodate flexibility:	To give flexibility for innovative ideas and possibilities.

5.2 As urban design is a multi-disciplinary subject and may involve values judgment, readers should also refer to other relevant chapters in the HKPSG where appropriate in applying the urban design guidelines and striking a balance among different objectives.

6. Urban Design Guidelines

6.1 Checklist for General Urban Design Considerations

6.1.1 The following checklist could be used in assessing the urban design implications of planning and development proposals:

Macro Level

Natural

- Key attributes / components of the natural setting
- Direct and indirect impacts on physical and visual quality of natural landscape, cultural or socio-economic assets
- Compatibility with natural and landscaping setting

Man-made

- Urban context
- Contribution to the cityscape in terms of adding legibility and creating high-quality city environment
- Visual impact and suitability of landmark feature
- Suitability and visibility of visual features
- Compatibility with landscape and development pattern
- Compatibility with overall height profile and massing
- Contribution to the local character
- Compatibility with heritage setting

Intermediate Level

Natural

- Direct and indirect impacts on physical and visual qualities of natural landscape

Man-made

- Location suitability
- Relationship with the visual corridors
- Impact on penetration of light and air
- Compatibility with street pattern
- Visual impact and suitability of landmark feature
- Compatibility with overall height profile and massing
- Compatibility with local heritage
- Impact on the surroundings

Micro Level

Natural

- Functional appropriateness in relation to natural environment
- Response to natural landscape in local context

Man-made

- Contextual and functional appropriateness at street level
- Contribution to pedestrian-friendly environment
- Human scale and quality enhancement
- Creation of spatial feeling

6.2 Guidelines on Specific Major Urban Design Issues

6.2.1 Urban design guidelines are presented in the subsequent sub-sections for the following specific urban design issues.

(1) Massing and Intensity in Urban Fringe Areas and Rural Areas

Urban Fringe Areas

6.2.2 An urban fringe is defined as the interface between developed urban areas and undeveloped rural areas. The general principle for development in a fringe area is to respect the natural environment, create an appropriate edge (Figure 1) and to provide visual and physical linkages between urban and rural areas. The linkages should be strong in order to promote the psychological well being of the residents and thereby contribute to the quality of life. Visual linkages should include major visual corridors to the surrounding natural landscape assets and should extend well into the heart of the urban area where possible.

Rural Areas

6.2.3 For rural areas, building height, massing and built form should be harmonised with the rural setting and existing developments such as traditional villages. To avoid stereotype or monotonous development, diversity in architectural style should be encouraged. Out-of-context "sore thumb" developments should be avoided.

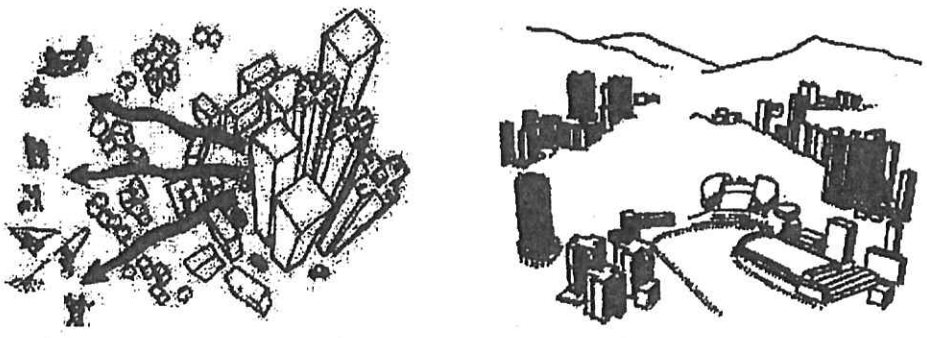

Figure 1 Urban Fringe Context: A Careful Transition with Links between the Urban and Rural

(2) Development Height Profile

6.2.4 The predominant urban forms in Hong Kong is characterised by high-rise developments off narrow streets as a result of past incremental developments, small plots and maximised intensity. The ridgelines at Victoria Peak and Lion Rock are famous features which have provided panoramic views and natural backdrop of the metropolitan part of the city but now very much dominated or obscured by increasing high-rise buildings. Elsewhere, ridgelines and mountains in Lantau Island and the New Territories define the edges of new towns as well as vista points of the city and the country parks beyond.

6.2.5 It has been generally supported by the community that ridgelines / peaks are valuable assets and their preservation should be given special consideration as far as possible in the process of development. The main goal of a height profile in the Hong Kong context should be to protect and enhance the relationship of the city and its natural landscape context, particularly to its ridgelines / peaks. In order to preserve views to ridgelines / peaks and mountain backdrop with recognised importance around Victoria Harbour, a building free zone below the ridgelines would need to be maintained when viewing from key and popular vantage points. The Metroplan (1991) guidelines which recommended 20% to 30% building free zone below selected sections of ridgelines (Figure 2) could be used as a starting point, but allowing flexibility for relaxation on individual merits and for special landmark buildings to give punctuation effects at suitable locations.

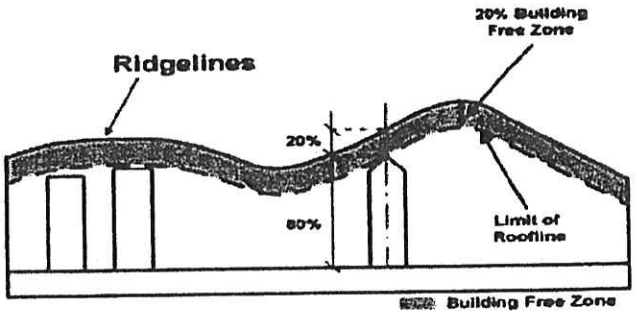

Figure 2 Building Free Zone to Preserve Views to Ridgelines

(a) Guidelines for Hong Kong Island

6.2.6 The Hong Kong Island has a magnificent natural setting with the spectacular Victoria Peak overlooking Victoria Harbour and Kowloon Peninsula. Developments in the north shore of Hong Kong Island should respect the dominance of Victoria Peak and other ridgelines / peaks when viewing from Kowloon side, in particular from the proposed West Kowloon Cultural District; Cultural Complex, Tsim Sha Tsui; and the proposed promenade at South East Kowloon Development (Figure 3). Uncontrolled building height for developments within the view corridors which may breach the building free zone should be avoided. Other suitable vantage points in a more local context could also be considered on a case-by-case basis.

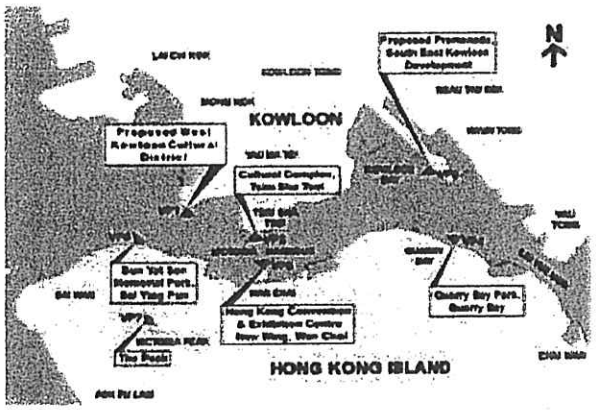

Figure 3 Vantage Points

6.2.7 The fascinating juxtaposition of the mountains, sky and sea combines to form ever lasting images. Being one of the five most beautiful harbour cities in the world: Sydney, Vancouver, San Francisco, Rio de Janeiro and Hong Kong, panoramic view from Victoria Peak to Victoria Harbour should be preserved. Protecting views to Victoria Peak and the ridgelines from the waterfronts help protect the opposite view from Victoria Peak and other ridgeline areas towards the harbour and the city.

6.2.8 For other parts of Hong Kong Island, development height should enhance the district character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood. The sectional profile should echo the natural topographical profile. Gradation of height profile should be created in relation to topography. Relief and diversity in height and massing of developments should

be provided in different localities (Figure 4). Low rise and low density areas should be preserved to enhance diversity in the urban core.

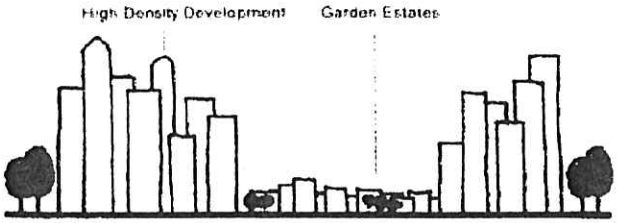

Figure 4 Diversity in Building Height / Massing of Developments in Different Localities

(b) Guidelines for Kowloon

6.2.9 In Kowloon side, there is an uninterrupted stretch of ridgelines from Lion Rock to Kowloon Peak. The large mountain face of Kowloon Peak does produce very dramatic backdrop for East and South East Kowloon. Views to Kowloon Peak and major Kowloon ridgelines from the Hong Kong Convention and Exhibition Centre New Wing at Wan Chai; Sun Yat Sen Memorial Park, Sai Ying Pun; and Quarry Bay Park, Quarry Bay; should be preserved (Figure 3). Development heights within view corridors of these vantages points should avoid intrusion into the building free zone.

6.2.10 For other areas of Kowloon, considerations similar to those for other parts of Hong Kong Island in paragraph 6.2.8 would be applicable.

(c) Guidelines for New Towns

6.2.11 Developments should be highest in the central part of a new town and gradually descend down to medium to low rise development at the edges. Out-of-context "sore thumb" developments should be avoided. New development should respond to the unique topographical and landscape setting (Figures 5) and should integrate with low rise neighbouring developments by stepping down building height. View corridors / breezeways to mountain backdrop or waterbody should be maintained. Where appropriate, landmarks at the civic/commercial centres or focal points should be introduced (Figure 6). Lower buildings such as community hall, schools, etc should be used as interface and as visual and spatial relief in the urban core (Figure 7).

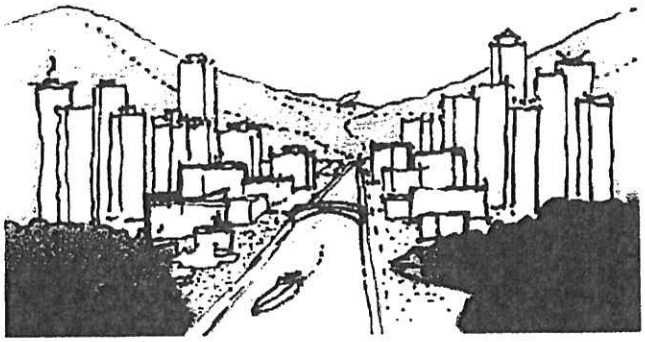

Figure 5 Development Responsive to Unique Topographical and Landscape Setting of New Town

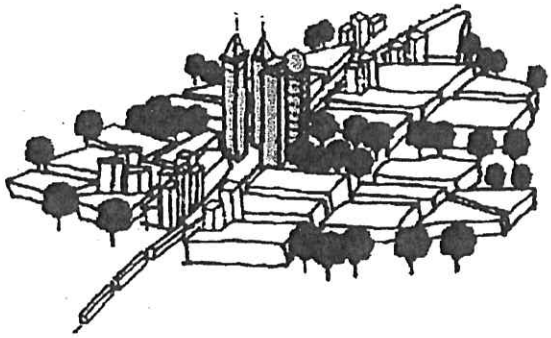

Figure 6 Landmarks at Civic / Commercial Centres

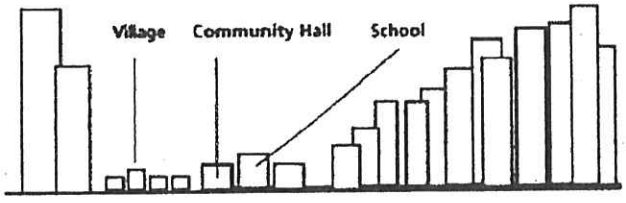

Figure 7 Visual and Spatial Relief in Urban Core

(d) Guidelines for Rural Areas

6.2.12 Appropriate height profile within individual viewsheds in rural areas should be protected to provide contrast to the urban areas (Figure 8). Where appropriate, diversity in building heights in new low-rise developments should be encouraged to add variety and interest to the suburban built form. Stereotype or monotonous developments should be avoided. Building height and mass should be harmonised with the rural setting (Figure 9). For unspoiled and visually sensitive viewsheds, a maximum building height of three storeys should be adopted.

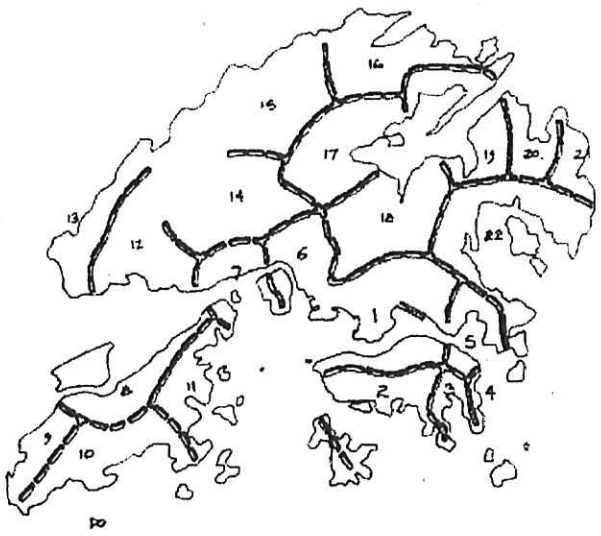

Figure 8 Hong Kong's Viewsheds

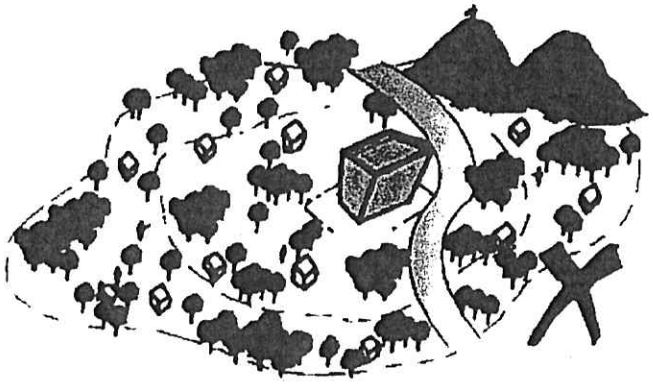

Figure 9 Incompatible Building Height / Massing in Rural Area

(e) Guidelines for Mega Towers

6.2.13 The most recognisable cities in the world are often characterised by a number of towers which are generally notably taller than the general building profile. The towers with high quality architectural design and at suitable locations can help define images of the cities.

6.2.14 The location of mega towers should be based on two main criteria:

- Physical - The site or the locality should be suitable for a very tall building in terms of legibility and overall city form. Proposal should not conflict with other urban design objectives.
- Functional - Proposal should relate to an important functional aspect of city-wide significance, such as a transport hub, or should have social or cultural significance.

6.2.15 The southern tip of West Kowloon Reclamation and Tsim Sha Tsui area will emerge as a new major high-rise node and the UDG Study has suggested that no additional high-rise nodes should be designated outside this area.

Provision of Major Community Facilities and Open Space in Yau Ma Tei

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons[#]	7.03 ha	8.21	10.58	+3.55
Local Open Space	10 ha per 100,000 persons[#]	7.03 ha	3.65	5.38	-1.65
Secondary School	1 whole-day classroom for 40 persons aged 12-17	83 classrooms	171	171	+88
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	86 classrooms	202	202	+116
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	22 classrooms	38	38	+16
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Hospital	5.5 beds per 1,000 persons[^]	462 beds	3136	3656	+3194
Clinic/Health Centre	1 per 100,000 persons	0	3	3	+3
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons[#@]	281 places	93	93	-188
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24[#]	0	1	1	+1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons[#]	0	1	1	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above[#]	N.A.	1	1	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.	3	2	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above[#*@]	415 places	138	138	-277
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above[#@]	514 beds	91	91	-423
Library	1 district library for every 200,000 persons[π]	0	1	1	+1
Sports Centre	1 per 50,000 to 65,000 persons[#]	1	0	0	-1
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons[#]	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons[#]	0	0	0	0

Note:

The Planned Resident Population includes Usual Residents (UR) and Mobile Residents (MR) in Yau Ma Tei is about 70300. If including Transients, the overall planned population is about 84000. 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 the Hospital Authority on a regional basis.

* Consisting of 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.