



Ref. No.:URA210948385
24 September 2021

By Hand

Planning Department
Tsuen Wan and West Kowloon District Planning Office
27/F, Tsuen Wan Government Offices,
38 Sai Lau Kok Road, Tsuen Wan,
Hong Kong

Attn: Mr. Derek Tse

Dear Derek,

**Submission of the Draft Development Scheme Plan
for the Urban Renewal Authority
Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018)**

We refer to the captioned draft Development Scheme Plan ('DSP') which was submitted to the Town Planning Board ('TPB') on 24 September 2021 for consideration in accordance with section 25(5) of the Urban Renewal Authority Ordinance ('URAO').

I am pleased to provide 10 copies of the submission booklet for the draft DSP of SSP-018 for your use. Please note that a total of 90 copies of the submission booklet were submitted to the TPB on 24 September 2021 and 27 September 2021.

Should you have any questions, please feel free to contact me at 2588 2712 or Ms. Clarice Ho at 2588 2319. Thank you.

Yours sincerely,

Daisy Lai
Senior Manager
Planning & Design

encl.



DEVELOPMENT SCHEME

Prepared under Section 25 (3)
of the Urban Renewal Authority Ordinance



PLANNING REPORT

**Cheung Wah Street /Cheung Sha Wan Road
(SSP-018)**

**Urban Renewal Authority
September 2021**

PART 1

PLANNING REPORT

Urban Renewal Authority

DEVELOPMENT SCHEME

**Prepared under Section 25 (3)
of the Urban Renewal Authority Ordinance**

**Cheung Wah Street /
Cheung Sha Wan Road
(SSP-018)**

PLANNING REPORT

September 2021

EXECUTIVE SUMMARY

1. The Urban Renewal Authority (URA) submits this planning report to seek approval of the Town Planning Board (TPB) for the draft Development Scheme Plan (DSP) No. S/K5/URA3/A. The draft DSP refers to the proposed Development Scheme (the Scheme) at Cheung Wah Street / Cheung Sha Wan Road (SSP-018).
2. First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic urban renewal planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.
3. Built in 1976, the existing Cheung Sha Wan Sports Centre at Site A of the Scheme which will be reprovisioned and upgraded at Site B up to present-day standard. Site B of the Scheme will be redeveloped to provide a POS larger than the existing Cheung Sha Wan Path Sitting-out Area and other new Government, institution and community (GIC) facilities to serve the public in a wider district. Under an integrated approach, the new GIC complex and its adjacent proposed public open space (POS) will form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground for public enjoyment.
4. Including the reprovision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”.

5. Through re-structuring and re-planning of existing land uses, the Scheme will optimize the land uses to achieve more planning gains for the community. Apart from materializing the planning intention of current OZP in providing GIC facilities and POS without the need to divert portion of Cheung Sha Wan Road, the GIC site can be fully utilized to provide more GIC facilities under the Scheme, while Site A after redevelopment can also optimize for residential use to increase flat supply of about 830 flats.
6. A maximum building height of 140mPD is proposed in Site A of the draft DSP for creating 15m wide tower separation and various podium setbacks for better air ventilation and walking environment. The proposed 5-storey podium will accommodate retail uses and GIC facilities with headroom requirements.
7. Taking this integrated renewal opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect the open space provided in both URA projects (SSP-017 and SSP-018) to enhance connectivity of amenity features for public. The resultant all-weathered at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but also enhance overall permeability and connectivity of a wider area of Sham Shui Po in the vicinity of the Scheme in the vicinity of the Scheme.
8. Under an integrated urban renewal approach, the Scheme also provides various opportunities for feasible revitalisation initiatives outside the Scheme area. With the provision of underground public vehicle park at Site A, opportunities for the replacement of some on-street parking spaces in the area will be created to make way for possible pavement widening at strategic locations. Those separate revitalisation initiatives will in particular strengthen the connector role of Cheung Wah Street to enhance the connectivity between the medium aged building cluster further north and the future leisure and community hub in the south, thus benefits a wider area. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with Leisure and Cultural Services Department (LCSD) on the associated revitalisation work separately, upon approval of the DSP and subject to further coordination and acceptancy of relevant Government departments.

行政摘要

1. 市區重建局(市建局)向城市規劃委員會提交發展計劃草圖(編號 S/K5/URA3/A)，並命名為昌華街/長沙灣道發展計劃(SSP-018) (該計劃)。
2. 首先，位於兼善里／福華街 (SSP-017) 合共 90 幢樓齡超過 60 年的樓宇，均沒有升降機設施，對重建有殷切需求。唯現時 SSP-017 的地積比已高至 8.12，剩餘地積比只有 0.88，欠缺重建誘因。據現場觀察，大部分單位亦已被分間成多個劏房出租。SSP-017 雖已具備所有重建的訴求，但重建潛力很低，因此需要以整區作規劃考慮一併處理。市建局以「規劃主導」的模式，近年制定部分的深水埗區為深水埗行動區 (SSPAA1)，貫徹以全面的規劃方式進行市區更新工作。SSP-018 包括沿長沙灣道兩旁的地盤 A 及地盤 B 的政府用地，將與 SSP-017 一併納入重建，藉著重整現有土地用途，為社區帶來更大的規劃裨益。SSP-018 地盤 A 內擬議的住宅用途亦為 SSP-017 的重建帶來契機。
3. 現時位於地盤 A 的長沙灣體育館建於 1976 年，將會重置至地盤 B，並提升至現今康樂設施的規格及設計標準。地盤 B 重建後將提供比現時長沙灣徑休憩處更大的公共空間，以及全新的政府、機構或社區設施。透過整體規劃，期望將新的政府、機構或社區設施綜合大樓、擬議的公共空間，以及鄰近的深水埗運動場，融合成一個社區康樂設施集中點，將規劃裨益擴展到該計劃以外的周邊社區，以惠及更多居民。
4. 為配合地區對社會福利及地區康健設施的需求，該計劃建議提供不少於 38,000 平方米的非住宅樓面面積作政府、機構或社區設施用途，當中包括重置後的長沙灣體育館，為現時政府、機構或社區設施樓面面積的 33 倍。有關建議亦切合政府現行提倡「一地多用」的政策。
5. 該計劃藉著重整及重新規劃現有土地，優化土地用途並為社區帶來更大的規劃裨益。該計劃無需透過部分長沙灣道改道，亦能實踐現時分區計劃大綱圖內的規劃意向，善用該計劃地盤 B 的政府、機構或社區設施綜合大樓，提供更多政府、機構或社區設施，並提供公共空間。重建後的地盤 A 亦能地盡其用，提供約 830 個住宅單位。
6. 發展計劃草圖建議該計劃地盤 A 土地的建築物高度限制為 140 米(主水平基準以上)，為該計劃內的樓宇設計提供更大彈性，包括 15 米的樓宇間距及建築物部分地面後退以確保良好的空氣流通及改善行人環境。擬議的 5 層基座平台，亦可容納零售設施和有淨空高度要求的政府、機構或社區設施。

7. 藉此整體規劃的機會，該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接兩個重建項目(SSP-017 及 SSP-018) 內的公共空間，以加強擬議社區設施的连接性。全天候的地面及高架行人網絡不單連接不同的政府、機構或社區設施和公共空間，亦能加強深水埗區一帶的连接性。
8. 作為整體市區更新模式，該計劃亦希望為該計劃範圍以外的地方帶來活化更新的機遇。在地盤 A 興建的地下停車場，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路，有助推動該項目以外的活化項目，進一步提高昌華街的暢達性，加強北面「中年」樓宇群及重建後南面的社區康樂設施集中點的連接，惠及鄰近社區。市建局將與康樂及文化事務署(康文署)在細部設計階段時檢討，以活化方式進一步改善地盤 B 內的公眾休憩用地和現時深水埗運動場的连接性。然而有關工程須視乎相關政府部門的意見/許可而定。

CONTENTS

PART 1 PLANNING REPORT

1. Introduction
2. The Development Scheme Plan Area
3. Background and Existing Conditions
4. Planning and Land Use Proposals
5. Planning and Design Merits
6. Implementation of the Development Scheme

Plan 1:	Location Plan
Plan 2	Scheme Area
Plan 3:	Existing Zoning of the Development Scheme
Plan 4:	URA Development Project in the vicinity
Plan 5:	Site Photos

PART 2 THE DRAFT PLAN

- 1 Draft Development Scheme Plan
- 2 Notes of the Plan
- 3 Explanatory Statement

PART 3 SUPPLEMENTARY INFORMATION

Appendix 1	Preliminary Design
Appendix 2	Preliminary Landscape Design and Tree Survey Report
Appendix 3	Visual Impact Assessment (VIA) Report
Appendix 4	Social Impact Assessment (Stage 1) Report
Appendix 5	Traffic Impact Assessment (TIA) Report
Appendix 6	Environmental Assessment (EA) Report
Appendix 7	Air Ventilation Assessment (AVA) Report
Appendix 8	Drainage & Sewerage Impact Assessment (DSIA) Report
Appendix 9	Water Supply Impact Assessment (WSIA) Report
Appendix 10	Tentative Implementation Programme

1. INTRODUCTION

- 1.1 The Cheung Wah Street / Cheung Sha Wan Road Development Scheme (the Scheme) (SSP-018) is located in Sham Shui Po District, comprises Sites A and B along Cheung Sha Wan Road.
- 1.2 The Development Scheme is included in the Urban Renewal Authority (URA)'s 20th Business Plan, which was approved by the Financial Secretary for commencement in 2021/22. It is proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO). In August 2021, the URA's Board approved the submission of the Development Scheme under section 25(5) of the URAO to the Town Planning Board (TPB). The draft Development Scheme Plan (DSP) No. S/K5/URA3/A is prepared for submission to the TPB.
- 1.3 Pursuant to section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of the Development Scheme on 24 September 2021. The draft DSP is now submitted under section 25(5) of the URAO to the TPB for consideration.
- 1.4 This planning report (Part 1 of the whole report) is prepared to provide the TPB with the necessary background information and the planning proposal to facilitate its consideration of the draft DSP (Part 2 of the report), submitted under section 25 of the URAO. Supplementary information, including the preliminary design of the proposed development, key technical assessments, social impact assessment (SIA) (Stage 1), and implementation approach are enclosed in Part 3 for reference.
- 1.5 First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts has been identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple subdivided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a "planning-led" approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning

gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.

- 1.6 As SSP-017 conforms to the existing planning control, it will be implemented under section 26 of the URAO separately; it does not form part of this DSP.

2. THE DEVELOPMENT SCHEME PLAN AREA

- 2.1. The Development Scheme (the Scheme) is located in Sham Shui Po (SSP) District, comprises Sites A and B along Cheung Sha Wan Road. **Plan 1** shows the location of the Scheme. Site A of the Scheme is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden both under Leisure and Cultural Services Department (LCSD). Subject to site survey upon DSP approval, the net site area used to calculate the development potential of Site A is about 5,197 sq.m.
- 2.2. Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground to the southeast. It covers a gross site area of about 13,857 sq.m, involving the Cheung Sha Wan Path Sitting-out Area and its adjoining garden under LCSD, as well as a temporary maintenance depot of Highways Department. Subject to site survey upon DSP approval, the net site area used to calculate the development potential of the site for Government, institutions or community (GIC) facilities at Site B is about 4,212 sq.m. The Scheme Area is shown in **Plan 2**.
- 2.3. Site A is currently zoned for "Government, Institution or Community (G/IC)" and "Open Space (O)", while Site B is currently zoned for "Government, Institution or Community (G/IC)", "Open Space (O)", and shown as 'Road' on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37. An extract of the OZP is shown on **Plan 3**.
- 2.4. The Scheme aims to optimise the land uses to achieve more planning gains for the community through re-structuring and re-planning. With the proposed development, more GIC facilities up to present-day standard

and a set of connected public open space (POS) will be provided for public enjoyment. The Scheme will create synergy effect with the adjoining URA redevelopment project (SSP-017) (**Plan 4** refers) and manifest the planning gains to serve a wider area of Sham Shui Po. The holistic planning driven approach and objectives of the Scheme are in line with the objectives of urban renewal under the Urban Renewal Strategy (URS) issued in 2011 aiming to:

- Restructuring and replanning of concerned urban areas;
- Designing more effective and environmentally-friendly local transport and road networks within the concerned urban areas;
- Rationalising land uses within the concerned urban areas;
- Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- Providing more open space and community/welfare facilities; and
- Enhancing the townscape with attractive landscape and urban design.

3. BACKGROUND AND EXISTING CONDITIONS

Historical Background

- 3.1 Cheung Sha Wan where the Scheme locates was named after the long beach between Sham Shui Po and Lai Chi Kok. The Scheme was at the coast in the pre-war era and to the farther southeast of the Scheme founded as a market town at around 1750-1760s. In the early 19th Century, the town was already well-established and functioned as a service centre for shipping and trade. The town grew rapidly as a primary market after the establishment of the city of Hong Kong since it was one of the best-located places for the trade in firewood and fresh food. By the end of 19th Century, certain businesses such as lime-burning, tanning, iron working, boat making and repairing, dyers, joss-stick trades and stone-cutting were well developed in Sham Shui Po. To the northwest of Sham Shui Po was a string of villages with a large piece of cultivated area are found along the coast where the Scheme locates.
- 3.2 In the early 20th Century, private developers started small-scale reclamation work in Sham Shui Po. Before the war, the Government undertook two major reclamations in 1912 and 1919 extending the reclaimed area to Tonkin Street. Historical map and aerial photo records indicate that the coast where the Scheme locates started being reclaimed and developed at around 1950-1960s to provide land for housing and factories to accommodate the flow of immigrants from China after 1949.

Existing Uses

- 3.3. The Scheme consists of Sites A and B along Cheung Sha Wan Road. The existing Cheung Sha Wan Sports Centre at Site A is under the LCSD. The sports centre provides basic recreational facilities for public use during the opening hours and organise various recreational activities and training courses regularly for the public. According to the LCSD's website, the sports centre provides 1 multi-purpose arena for 1 volleyball court or convert to 1 basketball court (sub-standard 5-a-side basketball court) or convert to 4 badminton courts each of which can be converted into 2 table-tennis tables on weekdays. The sports centre was built in 1976 which the design and facilities is below current standard.

- 3.4. Site B of the Scheme involves the Cheung Sha Wan Path Sitting-out Area and its adjoining garden under LCSD, as well as a temporary maintenance depot of Highways Department. The existing open space at both Sites A and B are disconnected while the Sham Shui Po Sports Ground is in the south.

Surrounding Land Uses

- 3.5. The street blocks adjoining the Scheme are a mix of residential, commercial and industrial uses. The Scheme is predominately surrounded by residential buildings to the east while commercial and industrial uses are more concentrated to the west of the Scheme. Some of the industrial buildings appear not to be engaged in manufacturing activities but mainly for office, storage, workshop / showroom uses. To the east across Hing Wah Street is predominantly public housing, Un Chau Estate, while private residential buildings are found mainly to the north of the Scheme. Commercial uses such as retail shops, eateries and car repair shops are found on the ground floor of the surrounded residential buildings.
- 3.6. The Sham Shui Po Sports Ground is located to the south of the Scheme, which is a popular venue for local sports activities and events.

Existing Traffic Network

- 3.7. The Cheung Sha Wan Road in between Sites A and B of the Scheme is a primary distributor forming the major traffic road connecting east and west with high traffic flow. To the east of the Scheme is Hing Wah Street is a district distributor which is a key traffic road connecting north and south. Cheung Wah Street, Fuk Wa Street and Fuk Wing Street are local distributors locating to the northwest of Site A of the Scheme. Some of the local roads are frequently occupied by road-side parking, storage and loading/unloading activities.

Existing Pedestrian Network

- 3.8. The Scheme is located between Lai Chi Kok and Cheung Sha Wan MTR Stations. Cheung Sha Wan Road in between Sites A and B of the Scheme is the major pedestrian corridor in the vicinity. Many residents from Un Chau Estate locating at the east of the Scheme and nearby residential developments locating at the north of the Scheme walk to Cheung Sha Wan Road for public transport services. At present, long

queuing at the bus stops often appear along the pavement of Cheung Sha Wan Road, resulting in a crowded condition along the pavement.

- 3.9. Residents from the nearby residential developments often walk through three inner streets in the vicinity of the Scheme for daily activities, i.e. Cheung Wah Street, Fuk Wa Street and Fuk Wing Street. However, the current pedestrian environment may be unwelcoming as the car repairing activities, dumping and roadside storage often occupied the pavement of these streets.
- 3.10. The existing temporary maintenance depot of Highways Department at Site B is not accessible by public and acts as a major blockage of the pedestrian network. The existing Cheung Sha Wan Sports Centre and Garden at Site A is disconnected from the existing Cheung Sha Wan Path Sitting-out Area at Site B and the Sham Shui Po Sports Ground in the south. Local residents in the north of the Scheme has to pass through the Cheung Sha Wan Path Sitting-out Area to reach the Sham Shu Po Sports Ground for sports activities.

Environmental Condition

- 3.11. The Scheme is along the heavily trafficked Cheung Sha Wan Road between Site A and B and Castle Peak Road to the further northwest. The Scheme is envisaged to be subject to severe traffic noise and air pollutants generated from the heavy traffic along these major roads.

4 PLANNING AND LAND USE PROPOSALS

Development Intensity

- 4.1. Under the draft DSP, the scheme area in orange colour is proposed to be zoned “R(A)”, which is primarily for residential use, with the lowest three floors or in the purpose-designed non-residential portion of a building for commercial use as stipulated in the proposed Notes of the “R(A)” zone. The scheme area in green is proposed to be zoned “O” while the scheme area in blue is proposed to be zoned “G/IC”.
- 4.2. In the Notes of “R(A)” zone, the proposed plot ratio (PR) is 7.5 for domestic building or 9.0 for a building that is partly domestic and partly non-domestic, which is in line with the development intensity of “R(A)” zone under the prevailing Cheung Sha Wan OZP. It is proposed to include a clause in the “Remarks” of the proposed Notes of “R(A)” stating that “any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded from PR calculation”.
- 4.3. A maximum building height of 140mPD is proposed at Site A under the draft DSP to enable a higher podium design to mitigate the severe traffic noise generated from the surrounding road traffic (details on technical assessments described in paragraph 4.14 to 4.24). This will not only allow for accommodating GIC facilities with appropriate headroom in the podium, but will also opportune for creating 15m tower separation and various podium setbacks, including about 15-20m ground floor setback from Cheung Wah Street for better air ventilation and providing opportunities to preserve existing trees. It is considered compatible with the nearby built environment, which includes Un Chau Estate (120mPD) and The Sparkle (152mPD) to the southeast of the Scheme.
- 4.4. For Site B, a maximum building height of 95 mPD is proposed for the GIC complex.
- 4.5. The proposed development parameters of the Scheme are shown in **Table 4.1**, which will be subject to adjustments in the detailed design stage after DSP’s approval.

Table 4.1 Proposed Development Parameters of the Scheme

Parameters (Site A)	Details
Gross Site Area	About 5,197 sq.m.
Site Area for PR Calculation	About 5,197 sq.m. (subject to survey and detailed design)
Proposed Zoning	"R(A)"
Proposed Maximum Building Height	Not more than 140mPD
Proposed Maximum Domestic GFA (PR)^	About 38,978 sq.m. (PR = 7.5)
Proposed Maximum Non-domestic GFA (excluding GIC Provision (PR))^	About 5,197 sq.m. (PR = 1.0)
Proposed Non-domestic GFA for GIC Provision (PR) ^ (proposed to be exempted from GFA calculation under DSP)	Not less than 5,197 sq.m. (PR = 1.0)
Total GFA	Around 49,372 sq.m.
No. of Flats@	About 830 flats
Average Flat Size@ (GFA)	About 46 sq.m.
Internal Transport Facilities for the proposed development (including the proposed provision for GIC facilities)*	Basement ancillary car park to accommodate: <ul style="list-style-type: none"> - 142 nos. private car parking spaces - 12 motor-cycle parking spaces - 9 nos. L/UL bays
Public Vehicle Park*	Basement public vehicle park to accommodate about 50 private car parking spaces
Proposed Public Open Space	About 750 sq.m.

Parameters (Site B)	Details
Gross Site Area	About 13,857 sq.m
Net Site Area (for G/IC)	About 4,212 sq.m. (Subject to site survey and detailed design)
Proposed Zoning	"G/IC", "O"
Proposed Maximum Building Height (for G/IC)	Maximum 95 mPD
Proposed Maximum G/IC GFA (PR)^	About 33,696 sq.m. (8.0)
Proposed Public Open Space	About 9,645 sq.m.
Internal Transport Facilities for the proposed development*	Basement ancillary car park to accommodate: - 65 nos. private car parking spaces - 3 nos. L/UL bays
<p>Notes:</p> <p>^ The exact GFA and PR are subject to TPB approval, detailed design and prevailing First Schedule of Building (Planning) Regulations (B(P)R).</p> <p>@ Indicative only, subject to detailed design at project implementation stage.</p> <p>* Subject to liaison and agreement with Transport Department.</p>	

Conceptual Layout

- 4.6. As shown in the indicative block plan and the section plan of the notional design for the Scheme in (**Appendix 1**), the proposed development at Site A comprises two residential towers (T1 and T2) on top of a commercial/retail/GIC podium, an open space, and a basement car park for public and ancillary parking spaces. Site B comprises of a GIC complex building and a POS.

Re-provision and new provision of GIC facilities for the community

- 4.7. To accommodate the needs of the district on social welfare and health facilities and align with "Single Site, Multiple Uses" principle promoted by Government, it is proposed to provide about 38,893 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more

than 33 times of the existing Cheung Sha Wan Sports Centre of about 1,170 sq.m. at Site A.

- 4.8. The existing Cheung Sha Wan Sports Centre at Site A, built in 1976, will be reprovisioned at Site B and be upgraded to prevailing standard and continue its operation for public enjoyment. The proposed GFA of the reprovisioned sports centre at Site B will be about 9,100sq.m. which will be about 8 times of the existing sports centre at Site A. A multi-purpose air-conditioned main games arena which can be used for 1 netball court/ 2 basketball courts/2 volleyball courts/ 8 badminton courts will be provided in the proposed GIC complex at Site B. In addition, a multi-purpose activity room, dance room, fitness room, table-tennis room, children's play room, etc. will be provided in the new Cheung Sha Wan Sports Centre subject to further liaison with LCSD. The actual uses of the new GIC provision in the Scheme will be subject to liaison with Planning Department, other relevant Government departments as well as the views from the relevant stakeholders.

Re-structuring of POS and provision of all-weathered at-grade and elevated pedestrian network to enhance walkability and connectivity

- 4.9. Under the proposed Scheme, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint-venture partner(s), or its assignee, as it will be fronting the retail facilities of Site A, subject to further liaison with relevant Government departments upon DSP approval. It is envisaged that the proposed POS at Site A will be open to public during reasonable hours.
- 4.10. Taking this redevelopment opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA project (SSP-017). The resultant all-weathered at-grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but will also enhance connectivity of a wider area of Sham Shui Po. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the

proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.

- 4.11. To further enhance the walkability of the Scheme Area, ground floor setbacks will be provided along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street to create a wider pavement for a better walking environment. With an integrated urban renewal approach, the provision of underground public vehicle park at Site A would create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separated revitalization work at strategic locations. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Proposed building height to enhance flexibility in building design

- 4.12. A maximum building height of 140mPD is proposed in Site A of the Scheme Area, which can enable a slimmer building form and wider building separation to enhance building permeability of the local area. Despite not less than 750 sq.m of open space will be provided at Site A, ground floor setbacks (15-20 m along Cheung Wah Street) are also proposed for pavement widening to create better walking environment and provide opportunities to preserve or transplant trees at Site A.
- 4.13. Given the Scheme adjoins to the Cheung Sha Wan Road which is a heavy traffic road, a 5-storey podium is proposed at Site A, with an aim to raise the residential floors to higher levels to mitigate noise impacts according to the respective technical assessments (Details on technical assessments provided in para. 4.16 to 4.26). The 5-storey podium will also allow for accommodating GIC facilities with headroom requirements to serve a wider district. With the proposed building height of 140mPD, the two proposed residential towers in Site A can adopt more flexible design on block size, disposition and layout to provide sufficient building separation as recommended in the Sustainable Building Design (SBD) Guidelines to improve permeability.

Greenery and Landscaping

- 4.14. A total of 294 nos. of trees (with 95mm Diameter at Breast Height (DBH) or above) were identified within the Scheme Area. The majority of the

existing trees were found to be in fair form, fair health and fair amenity value. No old and valuable trees (OVTs) are recorded on site. All the existing trees will be retained or transplanted as far as practical.

- 4.15. The proposed development will follow the SBD Guidelines as far as practicable to provide greenery to enhance the built environment. Greenery will be provided at pedestrian level, podium edge as well as roof top where appropriate and applicable, to create a visual relief and enhancement of the built environment. A tree survey was conducted and a compensation planting proposal was prepared together with a preliminary design concept to address the conditions of the existing vegetation on site (see **Appendix 2**). Mitigation measures are proposed for the trees affected by the proposed development of the Scheme. Detailed landscape design, layout arrangement and proposed tree treatment of the POS at Site B will be further liaised with LCSD upon DSP approval.

Technical Assessments

Visual Impact

- 4.16. A Visual Impact Assessment (VIA) was conducted (see **Appendix 3**) to study the potential visual impact with the implementation of the Scheme. Visual appraisal has made reference to the Town Planning Board Guidelines No. 41 and been carried out at locally viewpoints. The proposed building height of not more than 140mPD at Site A respects and complements the building height profile of the surrounding context. The study has demonstrated that the proposed development was visually compatible with the surrounding built environment and planned developments, and would not create significant visual impact in general.

Social Impact

- 4.17. In accordance with the URS, a non-obtrusive SIA (Stage 1) has been conducted and the report is included as **Appendix 4**. The report includes the local profile of the Scheme, which will need to be prepared for and borne in mind during the implementation of the Scheme. The Stage 2 SIA report is under preparation based on factual data, which has been conducted on the commencement of the Scheme. The Stage 2 SIA report will be submitted to TPB separately. The SIA reports are to assess the likely effect of the implementation of the Scheme and to propose mitigation measures to minimise any social impact.

Traffic Impact

- 4.18. A TIA (see **Appendix 5**) has been conducted to assess the traffic impact of the Scheme and the proposed provision of internal transport facilities of the proposed development. The TIA demonstrated that the Scheme (together with the proposed public vehicle park) has no adverse traffic impact on the local traffic network and the pedestrian walking environment. The proposed parking provision and the internal transport facilities aligns with the requirements in the latest HKPSG and are acceptable from traffic engineering point of view.

Environmental Aspect

- 4.19. An Environmental Assessment (EA) (see **Appendix 6**) was conducted to study any potential environmental impact/benefits associated with the implementation of the Scheme. The study concluded that the impact on air quality, noise impact, land contamination and waste management were not insurmountable with mitigation measures adopted if necessary.
- 4.20. Air quality impact assessment (AQIA) indicated that in view of the local air quality condition, fresh air intake and residential units for the proposed development in Site A of the scheme area shall be located at minimum about 6.35mAG (i.e. about 11mPD) above ground to meet the air quality requirement under AQOs.
- 4.21. On noise assessment, with appropriate noise mitigation measures implemented during the construction period, no adverse impact arising from the construction activities is expected. Based on the notional layout and adoption of mitigated measures such as acoustic fins, acoustic balcony/window, the road traffic noise will be minimized and a noise compliance rate of 80% by flat could be achieved. The potential noise impact from the fixed noise sources has also assessed and no adverse noise impact is anticipated with mitigated measures adopted.
- 4.22. Land Contamination appraisal was made for the Scheme area. It is considered that potential land contamination is very low as the site has been occupied mainly for residential purposes for decades and there was no dangerous good license issued for any activity in the Scheme in EPD's records.
- 4.23. In terms of waste management, appropriate sustainable measures/approaches to waste management are proposed to produce less waste and reuse or recover value from waste, no adverse environmental impacts arising from handling, storage, transportation or

disposal of the wastes generated the construction and operation stage of the Scheme are envisaged.

Air Ventilation

- 4.24. An Air Ventilation Assessment (AVA) has been conducted to assess the ventilation performance of the area surrounding the Scheme (see **Appendix 7**). A comparison of air ventilation was made between the notional design under the OZP-compliant Scheme (the Baseline Scheme) according to the consultation with Planning Department and the notional design under the draft DSP (the Proposed Scheme). It is concluded that no adverse air ventilation impact is anticipated for the Proposed Scheme as compared to the Baseline Scheme.

Drainage and Sewerage Impact

- 4.25. A Drainage and Sewerage Impact Assessment (DSIA) was conducted (see **Appendix 8**). The DSIA report concluded that the impact on the capacities of the existing drainage and sewerage system due to the increase of population from the proposed development will be acceptable. With the provision of new drainage and sewerage pipes and upgrading / diversion of a few sections of existing drainage and sewerage pipes connecting with the proposed development, the discharge generated from the proposed development in the Scheme will be within the capacities and will not have adverse impact to the existing drainage and sewerage systems.

Water Supply Impact

- 4.26. A Water Supply Impact Assessment (WSIA) was also conducted (see **Appendix 9**). Findings of WSIA concluded that there would be no adverse impact to the water supply due to the proposed development.

5 PLANNING AND DESIGN MERITS

5.1 The Scheme will provide the following planning and environmental benefits:-

- Provision of about 38,000 sq.m. GIC GFA for re-provisioning of existing Cheung Sha Wan Sports Centre to be upgraded to prevailing standard and for provisioning of new social welfare and health facilities to address community needs. The total floor area of GIC provision of the Scheme will be about 33 times of the existing GIC provision (ie. Cheung Sha Wan Sports Centre at Site A)
- Re-structuring and rationalising the land uses in the Scheme to optimise the land uses to achieve more planning gains for the community;
- The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017 which has pressing redevelopment need and contribute to flat supply;
- Creation of an all-weathered at-grade and elevated pedestrian network with proposed footbridges across Cheung Sha Wan Road and Cheung Wah Street to enhance connectivity for the benefit of a wider area of Sham Shui Po;
- Provision of no more than 50 underground public car parking spaces and create opportunities for possible pavement widening under URA's separated revitalization initiatives at strategic locations;
- Possible integration of the new POS at Site B with the existing Sham Shui Po Sports Ground in the south under separated associated revitalization work subject to further co-ordination with LCSD; and
- Enhancing the townscape, urban design and environment through sensible building layout and design.

6 IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 6.1. The URA does not own or lease any land within the boundaries of the Scheme, both Sites A and B are currently owned by the government. Close liaison on land matters and construction will be carried out with relevant government departments upon DSP approval.
- 6.2. Supplementary documents detailing the implementation programme for the Scheme is attached in **Appendix 10**. The URA may implement the Scheme in association with one or more parties or implementing the Scheme by itself alone.

URBAN RENEWAL AUTHORITY

September 2021

PART 2

THE DRAFT PLAN

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (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; and

- (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;
- (8) 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.
- (9) 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.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
OPEN SPACE	5
GOVERNMENT, INSTITUTION OR COMMUNITY	6

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	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Residential Institution	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	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 bay and / or plant room:

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

Planning Intention

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

Remarks

- (1) 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 (7) and/or (8) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (7) and/or (8) hereof.

- (3) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio, or the domestic and/or non-domestic plot ratio of the existing building, whichever is the greater, subject to, as applicable –
- (i) the plot ratio 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 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) In determining the relevant maximum plot ratio/GFA for the purposes of paragraph (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/ unloading bay, plant room, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (5) An at-grade Public Open Space of not less than 750m² shall be provided.
- (6) The provision of underground public car parking spaces will be exempted from GFA calculation.
- (7) 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.

- (8) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (9) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions as stated in paragraphs (1), (2) and (6) 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	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Public Convenience	Public Transport Terminus or Station
Sitting Out Area	Public Utility Installation
Zoo	Public Vehicle Park(excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services (not elsewhere specified)
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)

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.

Remarks

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

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET / CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET / CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	2
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	6

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority (URA) Cheung Wah Street/ Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On XX September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Cheung Wah Street/ Cheung Sha Wan Road Development Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/ Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/ Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Town Planning Ordinance (the Ordinance).
- 2.5 On XXXX, the draft Cheung Wah Street/ Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in orange colour is designated as “Residential (Group A)” (“R(A)”), the Area in blue colour is designated as “Government, Institution or Community” (“G/IC”), and the Area in green colour is designated as “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP intends to be primarily for a high-density residential development with commercial uses are always permitted on the lowest three floors of an existing building or in the purpose-designed non-residential portion of a building. Site B of the DSP intends to be primarily for Government, Institution or Community (GIC) uses and Public Open Space.

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

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 On the Approved Cheung Sha Wan OZP No. S/K5/37, Site A is zoned "Government, Institution or Community (G/IC)" and "Open Space (O)", while Site B is currently zoned for "Government, Institution or Community (G/IC)", "Open Space (O)", and an area shown as 'Road' before the exhibition of the Plan.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by Leisure and Cultural

Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. Site B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. 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.
- 7.3 The maximum plot ratio within the “R(A)” zone is 9.0, or the plot ratio of the existing building(s), whichever is the greater. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 7.5. The “R(A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 95 mPD.

- 7.5 The “O” 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.
- 7.6 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.7 Subject to confirmation of operational needs and detailed design, about 38,700 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with about 5,100 m² within the non-domestic portion of Site A and about 33,600 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.8 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint-venture partner(s), or its assignee, subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.9 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The resultant at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but will also enhance connectivity of a wider built environment of Sham Shui Po. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.
- 7.10 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, where appropriate, would be explored in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.11 For public benefits, no more than 50 underground public car parking spaces will be provided in a basement car park at Site A according to consultation with Transport Department. Such provision will create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separate revitalization initiatives at strategic locations. The provision of underground public car parking spaces will be exempted from GFA calculation according Joint Practice Note No. 4.

Internal Transport Facilities

- 7.12 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, loading/unloading bays and ancillary car parking spaces will be provided on the ground floor and at basement levels, respectively, of the proposed GIC complex. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Air Ventilation

- 7.13 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Scheme; both Sites A and B are currently owned by the Government. Close liaison on land matters and construction will be carried out with relevant Government departments upon DSP approval. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.

- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

September 2021

NOTATION

MAXIMUM BUILDING HEIGHT, (IN NUMBER OF STOREYS)	18 最高建築物高度 (樓層數目)
.....		

ALSO FORM PART OF THIS PLAN



2021年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為要圖適宜公布，並於2021年 月 日按照城市規劃條例第5條顯示。

圖則編號
PLAN No.

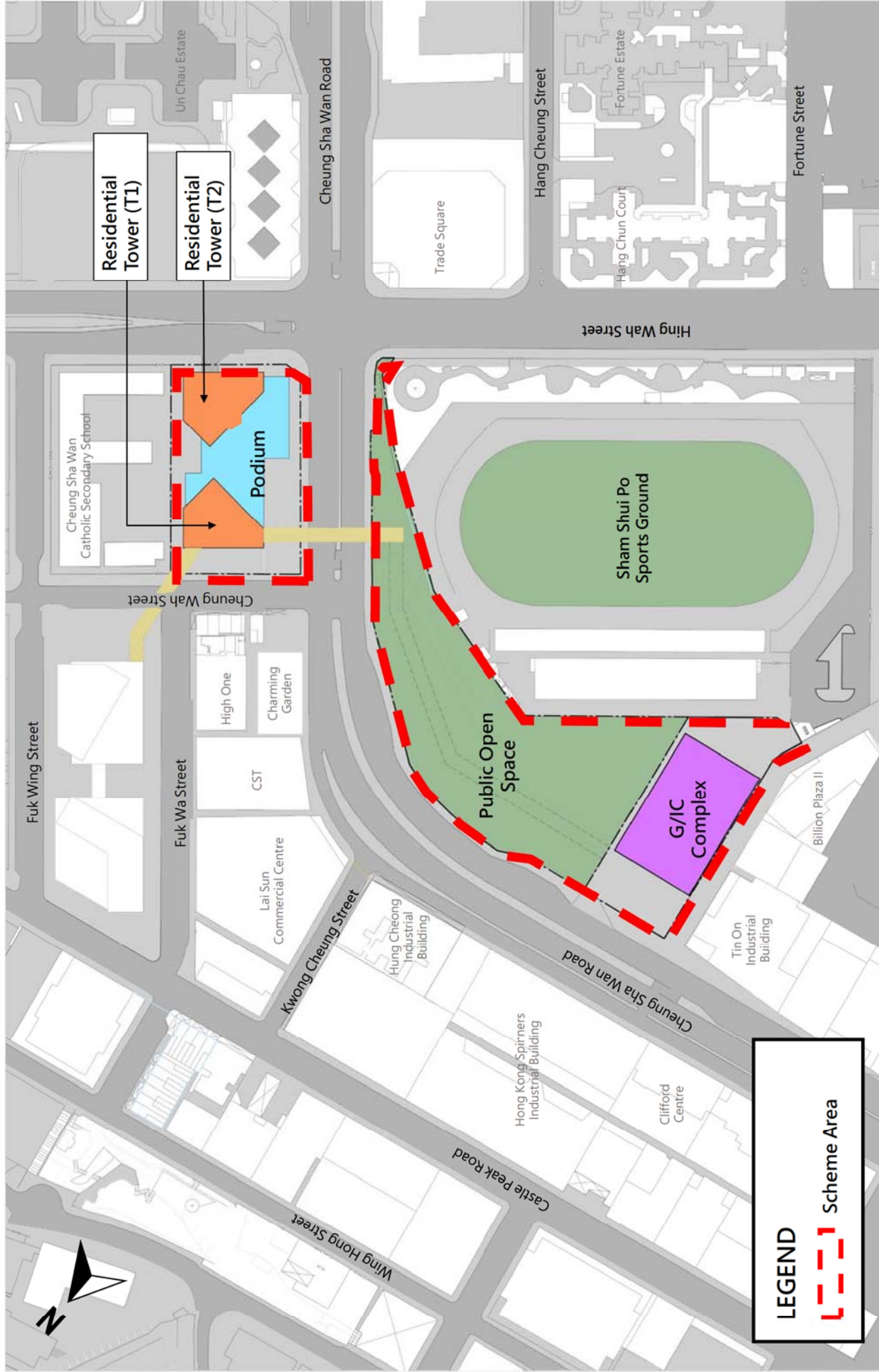
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

PART 3

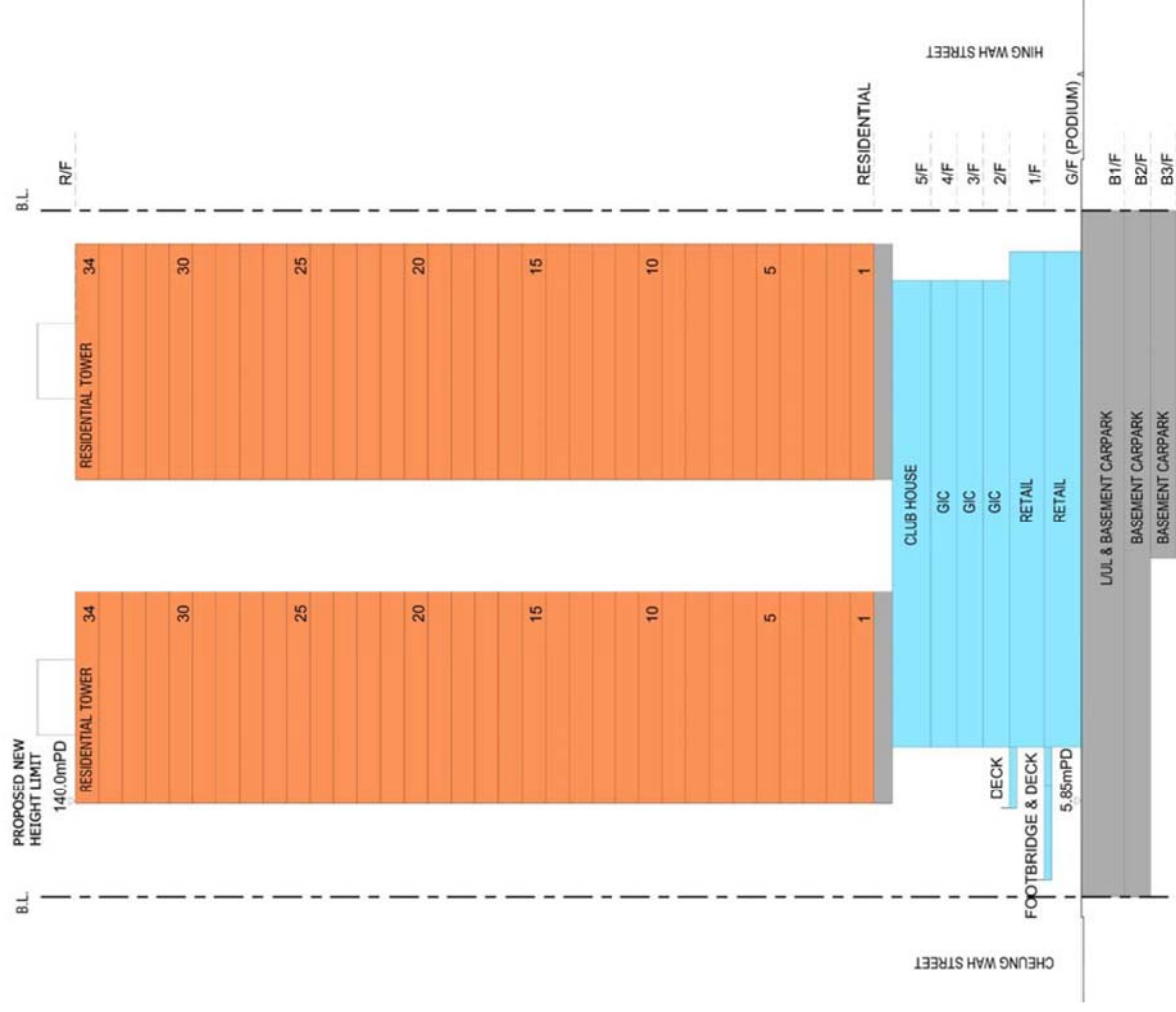
SUPPLEMENTARY INFORMATION

Appendix 1

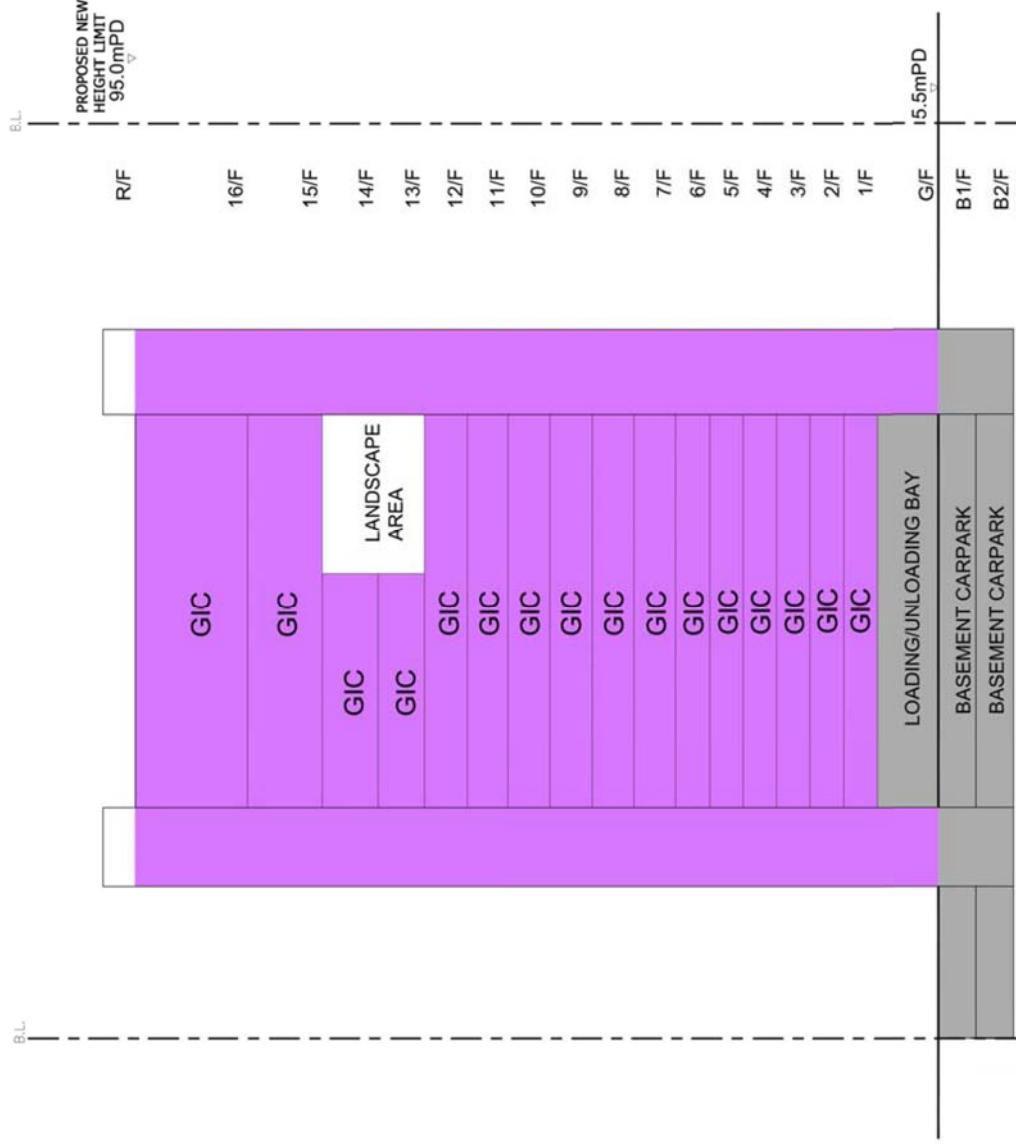
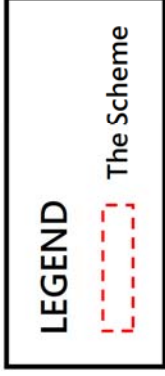
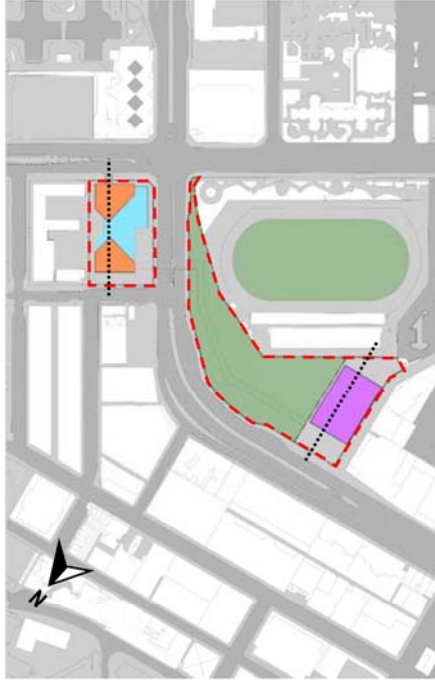
Preliminary Design



(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)

Appendix 2

Preliminary Landscape Design and Tree Survey Report

**Cheung Wah Street / Cheung Sha Wan Road
Development Scheme (SSP-018)**

**Preliminary Landscape Design and
Tree Preservation Proposal**

24th September 2021

Prepared By:

SCENIC Landscape Studio Limited



Project Title	Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018)
Report Title	Preliminary Landscape Design and Tree Preservation Proposal

Revision	Date	Complied by:	Checked by:	Approved by:	Description
-	20210802	Various	Fiona Yu	Chris Foot	Draft to Client
A	20210805	Various	Fiona Yu	Chris Foot	Draft to Client
B	20210827	Various	Fiona Yu	Chris Foot	Draft to Client
C	20210920	Various	Fiona Yu	Chris Foot	Draft to Client
D	20210924	Various	Fiona Yu	Chris Foot	Final to Client

Table of Contents

1.0	Introduction
2.0	Existing Site Description
3.0	Project Description
4.0	Existing Vegetation
5.0	Recommendations
6.0	Preliminary New Tree Planting Proposal
7.0	Relevant Recognised Standards for Tree Preservation and Protection
8.0	Conclusion

Tables

Table 4.1	Existing Tree Species Summary
Table 5.1	Summary of Tree Recommendations
Table 6.1	New Tree Planting Ratio
Table 6.2	Preliminary New Tree Planting Proposals

Annexes

Annex I	Tree Survey Methodology
Annex II	Tree Location Plan
Annex III	Tree Survey Schedule
Annex IV	Photographic Record of Existing Trees
Annex V	Tree Recommendation Plan
Annex VI	New Tree Planting Plan
Annex VII	Tree Protection Measures
Annex VIII	Landscape Design Concept

1.0 Introduction

- 1.1 The Urban Renewal Authority (URA) has proposed Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). SCENIC Landscape Studio Limited have been commissioned to prepare the Tree Preservation Proposal for a development scheme ("the Proposed Development") at Sham Shui Po ("the Application Site"). The Application Site comprises of site A and B, which fall within areas zoned Open Space (O), Government, Institution or Community (G/IC) and Road on the Approved Cheung Sha Wan (KPA 5) Outline Zoning Plan ("OZP") No. S/K5/37.
- 1.2 The Tree Preservation Proposal outlines the approach and findings of the tree survey and describes the type, number and condition of the existing trees found within the site. The proposal also identifies the trees found to be in conflict with the Proposed Development and makes recommendations for their proposed treatment and provides an indication of the number of new trees required to compensate for the loss of existing trees.
- 1.3 This tree preservation proposal has been prepared in broad accordance with DEVB TC(W) No. 4/2020 "Tree Preservation" and DEVB TC(W) No. 2/2020 'Tree Preservation and Tree Removal Application for Building Development in Private Projects'. The survey approach is presented as **Annex I – Tree Survey Methodology**.
- 1.4 The tree survey was undertaken in June 2021.

2.0 Existing Site Description

- 2.1 The Application Site (site A and site B) covers a total land area of 19,054m². Site A is a sitting out area southwest to Cheung Sha Wan Catholic Secondary School and is bounded by Cheung Sha Wan Street, Cheung Sha Wan Road and Hing Wah Street. Site B, situated opposite to site A along Cheung Sha Wan Road and at northwest to Sham Shui Po Sports Ground, consists of Cheung Sha Wan Path Sitting Out Area at the west and a temporary work site of HyD at the east. Tree and shrub plantings are found throughout site A, Cheung Sha Wan Path Sitting Out Area and along the edge of the temporary work site of site B.

3.0 Project Description

- 3.1 The Proposed Scheme in site A consists of a commercial and G/IC complex building with 2 residential towers with maximum building height of 134.95m. The proposed development provides 838 nos. of household units. Vehicular access will be located at eastern corner of the site where it meets Hing Wah Street.
- 3.2 A G/IC building not exceeding a building height of 90.5m is proposed at the western part of site B. Vehicular access will be located at northern and southern ends of the G/IC building to provide connections between Cheung Sha Wan Road and Sham Shui Po Sports Ground.
- 3.3 The Proposed Scheme will be landscaped to provide quality public open space for enjoyment and a landscape buffer along the periphery of the development to form an effective screen between the proposed development and the traffic. Footbridge connection between site A and site B across Cheung Sha Wan Road will be provided to enhance accessibility.

4.0 Existing Vegetation

- 4.1 A total of 294 nos. trees were identified within the Application Site boundary and immediately adjacent to it. As shown on **Annex II – Tree Location Plan** the tree growth is found within a series of areas both within and at the periphery of the Application Site Boundary.
- 4.2 The existing tree locations are illustrated on **Annex II – Tree Location Plan** and **Annex III - Tree Survey Schedule** provides an identification of numbers of tree species, an assessment of their condition and recommendations for the treatment of the trees and **Annex IV – Tree Photographic Record** provides a visual reference for the assessments.
- 4.3 **Table 4.1** below lists the tree species surveyed and their relative abundance and describes their conservation value (native or exotic).

Table 4.1 Existing Tree Species Summary

Botanical Name	Chinese Name	Overall No. of Trees within Survey Area	Native (N) Exotic (E)	Conservation Status in Hong Kong
<i>Acacia confusa</i>	台灣相思	3	E	Common
<i>Ailanthus fordii</i>	常綠臭椿	9	N	Common
<i>Albizia lebbbeck</i>	大葉合歡	1	E	Common
<i>Aleurites moluccana</i>	石栗	73	E	Common
<i>Araucaria heterophylla</i>	異葉南洋杉	1	E	Common
<i>Bauhinia variegata</i>	宮粉羊蹄甲	1	E	Common
<i>Bauhinia x blakeana</i>	洋紫荊	1	N	Common
<i>Bombax ceiba</i>	木棉	7	E	Common
<i>Callistemon viminalis</i>	串錢柳	7	E	Common
<i>Caryota mitis</i>	短穗魚尾葵	2	E	Common
<i>Caryota ochlandra</i>	魚尾葵	3	E	Common
<i>Celtis sinensis</i>	朴樹	5	E	Common
<i>Choerospondias axillaris</i>	南酸棗	1	N	Common
<i>Corymbia torelliana</i>	毛葉桉	12	E	Common
<i>Dyopsis lutescens</i>	散尾葵	1	E	Common
<i>Elaeocarpus obtusus subsp. Apiculatus</i>	長芒杜英	1	E	Common
<i>Ficus benjamina</i>	垂葉榕	20	E	Common
<i>Ficus elastica</i>	印度橡樹	2	E	Common
<i>Ficus microcarpa</i>	細葉榕	3	N	Common
<i>Ficus virens</i>	大葉榕	1	N	Common
<i>Garcinia subelliptica</i>	菲島福木	1	E	Common
<i>Grevillea robusta</i>	銀樺	2	E	Common
<i>Jacaranda mimosifolia</i>	藍花楹	1	E	Common
<i>Juniperus chinensis 'Kaizuca'</i>	龍柏	11	E	Common
<i>Lagerstroemia speciosa</i>	大花紫薇	15	E	Common
<i>Leucaena leucocephala</i>	銀合歡	1	E	Common

Botanical Name	Chinese Name	Overall No. of Trees within Survey Area	Native (N) Exotic (E)	Conservation Status in Hong Kong
<i>Litsea glutinosa</i>	潺槁樹	1	N	Common
<i>Livistona chinensis</i>	蒲葵	14	E	Common
<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	12	N	Common
<i>Melaleuca quinquenervia</i>	白千層	5	E	Common
<i>Melia azedarach</i>	苦楝	18	E	Common
<i>Michelia x alba</i>	白蘭	1	E	Common
<i>Morus alba</i>	桑	2	N	Common
<i>Murraya paniculata</i>	九里香	1	E	Common
<i>Phoenix roebelenii</i>	日本葵	14	E	Common
<i>Podocarpus macrophyllus</i>	羅漢松	5	N	Common
<i>Ravenala madagascariensis</i>	旅人蕉	14	E	Common
<i>Roystonea regia</i>	大王椰子 (王棕)	9	E	Common
<i>Senna siamea</i>	鐵刀木	6	E	Common
<i>Spathodea campanulata</i>	火焰木	1	E	Common
<i>Sterculia lanceolata</i>	假蘋婆	1	N	Common
<i>Syzygium jambos</i>	蒲桃	3	E	Common
<i>Terminalia catappa</i>	欖仁樹	1	E	Common
<i>Terminalia mantaly</i>	小葉欖仁	1	E	Common
Dead trees		0		
Total		294		

- 4.4 The most numerous of the existing trees are *Aleurites moluccana* (73 nos.), *Ficus benjamina* (20 nos.) and *Melia azedarach* (18 nos.). Most of these trees exist along application boundary of site A, site B and at the periphery of Cheung Sha Wan Path Sitting-Out Area of Site B. Other species include *Corymbia torelliana*, *Lagerstroemia speciosa*, *Livistona chinensis* and *Phoenix roebelenii* etc. Other species identified are generally present in quantities of less than 10 nos. with no trees found dead within of the Application Site Boundary. The photographs in **Annex IV** clearly shows the condition of the surveyed existing trees.
- 4.5 The average trunk diameter at breast height (DBH) is 0.35m. The average tree height is 8.16m and the average crown spread is 4.16m.
- 4.6 A high percentage of trees exhibit a fair existing form and condition. This assessment and photographic record show that many of the trees are growing in close proximity to one another or structures resulting in leaning main stem and asymmetrical canopies. The table also shows a high percentage of trees surveyed have fair amenity value. This includes a large proportion of the trees which have a spindly, contorted and often leaning form with asymmetrical canopy growth due to their close proximity to one another and the competition for light. **Annex III - Tree Survey Schedule** provides further information of the form and condition of individual trees, indicating the range of characteristics observed.
- 4.7 Nine nos. specimen of *Ailanthus fordii* were identified by the survey. This species is protected under Forestry Regulations (Cap. 96. sub. leg.) It is also listed as "Near Threatened" in Rare and Precious Plants of Hong Kong (Status in China). However these specimens have been planted as part of the development of the existing open space rather than being naturally growing specimens; and so therefore not considered to be protected.

- 4.8 A number of specimens (15 nos) of *Lagerstroemia speciosa* were identified as part of the survey. *Lagerstroemia speciosa* are generally protected in Hong Kong under the Forestry Regulations (Cap. 96. sub. leg.) except for "plants grown outside Hong Kong or on any land held from the Government under a lease, licence or permit or by virtue of an Ordinance". Since all the recorded *Lagerstroemia speciosa* were found within landscaped areas it is likely that they have been planted as ornamental shrubs and therefore not protected under Cap. 96 and not considered as a floral species of conservation interest for this Project (Hong Kong Herbarium and South China Botanical Garden eds., 2007)
- 4.9 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC(W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two trees T143 and T203 are mature specimens with good value.

5.0 Recommendations

- 5.1 Of the 294 nos trees surveyed some 146 nos trees are recommended for retention in-situ/ transplantation. The proposed tree protection measures are indicated in **Annex VII - Tree Protection Measures**.
- 5.2 Approximately 31 nos trees are recommended for transplantation and a further 117 nos. for transplantation / felling as they are conflict with the proposed notional design of the Scheme. The locations of the trees to be transplanted / felled are shown in **Annex V – Tree Recommendation Plan**.
- 5.3 The feasibility of transplanting the affected trees has been reviewed. The affected trees will be transplanted as far as practicable subject to the agreement of relevant government departments. The permanent receptor sites for the transplanted trees shall be located, as far as possible, within the Application Site. If this is not possible offsite receptor sites shall be identified preferably within the same area so that the trees will continue to contribute to the landscape and visual amenity of the locale. If transplanting is found to be not feasible / appropriate at the detailed design stage, tree felling will be proposed and the loss of trees shall be compensated. **Table 5.1** provides a summary of the recommendations for the treatment of the existing trees.

Table 5.1 Summary of Tree Recommendations

Recommendation	Approximate Number of Trees	% Trees
Trees to be retained / transplanted	146	50%
Trees to be transplanted	31	10%
Trees to be transplanted / felled	117	40%
Total number of trees	294	

Note: The preliminary tree treatment proposal is not deemed to be final, subject to detailed design and government's agreement.

- 5.4 The recommendations for tree retention and felling are provided in **Annex III - Tree Survey Schedule** and their proposed status recorded on photographic Records of Existing Trees are presented as **Annex IV**. Their proposed status recorded on plans is presented on **Annex V – Tree Recommendation Plan**.

6.0 Preliminary New Tree Planting Proposal

- 6.1 The new tree planting proposals will be based on a compensatory ratio of 1:1 in number. These will be in compensation for the felled trees in the existing Cheung Sha Wan Road Sitting-out Area and Sham Shui Po Sports Ground. The new tree planting will utilise heavy standard trees (min 75mm DBH) with an approximate spacing of 5000 mm and will be planted within new residential Sites A and B and the new extension to the Sham Shui Po Sports Ground.
- 6.2 A summary of the preliminary new tree planting proposals is provided in **Table 6.2** below and shown in Annex VI - New Tree Planting Plan.

Table 6.2: Preliminary New Tree Planting Proposals

Botanical Name	Chinese Name	Native / Exotic	Tree Size
Tree Species			
<i>Adenanthra microsperma</i>	海紅豆	N	Heavy Standard
<i>Ailanthus fordii</i>	常綠臭椿	N	Heavy Standard
<i>Bauhinia purpurea</i>	紅花羊蹄甲	E	Heavy Standard
<i>Bischofia javanica</i>	秋楓	N	Heavy Standard
<i>Bixa orellana</i>	紅木	E	Heavy Standard
<i>Libidibia ferrea</i>	巴西鐵木	E	Heavy Standard
<i>Chukrasia tabularis</i>	麻棟	E	Heavy Standard
<i>Cinnamomum camphora</i>	樟	N	Heavy Standard
<i>Cleistocalyx nervosum</i>	水翁	N	Heavy Standard
<i>Ehretia longiflora</i>	長花厚殼樹	N	Heavy Standard
<i>Elaeocarpus japonicus</i>	日本杜英	N	Heavy Standard
<i>Ficus subpisocarpa</i>	筆管榕	N	Heavy Standard
<i>Ficus virens</i>	大葉榕	N	Heavy Standard
<i>Garcinia subelliptica</i>	菲島福木	E	Heavy Standard
<i>Ilex rotunda</i> var. <i>microcarpa</i>	小果鐵冬青	N	Heavy Standard
<i>Jacaranda mimosifolia</i>	藍花楸	E	Heavy Standard
<i>Juniperus chinensis</i> 'Kaizuka'	龍柏	E	Heavy Standard
<i>Koelreuteria bipinnata</i>	複羽葉欒樹	E	Heavy Standard
<i>Liquidambar formosana</i>	楓香	N	Heavy Standard
<i>Machilus breviflora</i>	短序潤楠	N	Heavy Standard
<i>Plumeria rubra</i>	雞蛋花	E	Heavy Standard
<i>Polyspora axillaris</i>	大頭茶	N	Heavy Standard
<i>Pongamia pinnata</i>	水黃皮	N	Heavy Standard
<i>Pterocarpus indicus</i>	紫檀	E	Heavy Standard
<i>Radermachera hainanensis</i>	海南菜豆樹	E	Heavy Standard
<i>Tabebuia chrysantha</i>	黃鐘木	E	Heavy Standard
<i>Terminalia mantaly</i>	小葉欖仁	E	Heavy Standard
<i>Xanthostemon chrysanthus</i>	金蒲桃	E	Heavy Standard

Note: The species selection above is based on the Greening Master Plan for the Sham Shui Po District. The final selection will evolve during the detailed design stage of the project and is subject to the agreement of relevant government departments.

7.0 Relevant Recognised Standards for Tree Preservation and Protection

7.1 The tree preservation, protection and transplanting proposals will be undertaken in accordance with the following:

- BS 3998: 2010 Recommendations for Tree Work;
- BS 4043: 1989 Recommendations for transplanting root-balled trees;
- BS 4428 1989 Code of practice for general landscape operations (excluding hard surfaces);
- BS 5837: 2012 Trees in relation to Construction;
- ArchSD General Specification, Section 25 (2017 edition); and
- Handbook on Tree Management prepared by the Greening, Landscape and Tree Management Section of Development Bureau
(http://www.greening.gov.hk/en/tree_care/Handbook_on_Tree_Management.html)

8.0 Conclusion

- 8.1 The Application Site contains some 294 nos. specimens, largely comprising of common tree species with a small number of common native species.
- 8.2 Some specimens of *Ailanthus fordii* and *Lagerstroemia speciosa* were identified and whilst these species are normally protected under Cap. 96 both were planted as part of the development of the existing open space rather than being naturally growing specimens and are therefore not protected.
- 8.3 There are no trees within the Application Site registered as Old and Valuable Trees (DEVB TC (W) No. 5/2020 Registration of Old and Valuable Trees (OVT), and Guidelines for their Preservation). Two trees T143 and T203 are mature specimens with good value.
- 8.4 Based on the proposed notional architectural layout, approximately 146 nos. of trees are recommended for retention in-situ/ transplantation, 31 nos. of tree are recommended for transplantation and a further 117 nos. for transplantation / felling.
- 8.5 Should any of the trees be felled the new tree planting proposals will be based on a compensatory ratio of 1:1 in number, using heavy standard trees (min 75mm DBH) Both the new (compensatory) trees and transplanted trees shall be planted within residential Sites A and B and the new extension to the Sham Shui Po Sports Ground as far as practicable. As a whole, the proposed tree preservation and removal proposal shall meet the minimum requirements for compensatory planting as stipulated in DEVB TC(W) No. 5/2020.

Annexes

Annex I

Tree Survey Methodology

Tree Survey Methodology

1.0 Tree Survey

1.1 Definitions

- 1.1.1 Scope of Survey: To survey all 'trees' within the Application Site Boundary and the intermediate adjacent area where trees are possibly be affected by proposed road widening works.
- 1.1.2 Tree: A woody plant with a stem diameter over 95mm measured at a point 1300mm above the root collar (DBH).
- 1.1.3 DBH: Diameter at Breast Height as defined in the Practice Note Issue No. 2/2006 issued by AFCD.

1.2 Site Survey

- 1.2.1 The tree locations were recorded by visual assessment and subject to verification by topographic surveyor. Measurements of tree size (DBH, Height and Crown Spread) were primarily measured by Tree Surveyor. Photographs to show the whole tree, tree trunk, tree base are taken for each tree during the tree assessment survey. Topographic plans are attached in Annex VI for reference.

1.3 Basic Tree Information in Tree Survey Schedule

- 1.3.1 The tree survey schedule includes the following information for each tree or group of trees surveyed:
- 1.3.2 **Tree Number** - Each tree is allocated a tree number and clearly marked on site with an identity label showing the tree number and its position plotted on topographic Tree Location Plan(s) (Annex III). The numbering is to follow a logical sequence in numerical order say from north to south.
- 1.3.3 **Species Name (Botanical Name)** - All trees are identified by species, or in some cases by genus if full identification is not possible. Species names currently adopted by AFCD take precedence over other scientific publications.
- 1.3.4 **Jurisdiction** - Authority providing expert advice in vetting of Tree Removal Application for particular trees.
- 1.3.5 **Tree Dimensions** - The following dimensions are to be recorded for each tree:
 - Overall **Height** (in metres);
 - **Trunk DBH** (in metres / millimetres; refer to schedule);
 - Overall **Crown Spread** (in metres);
 - **Height at the base of the tree**: In metres above principal datum (mPD); and
 - **Location**: On a slope or flat ground
- 1.3.6 Measurements of tree dimension and location are recorded by topographical surveyor

1.4 Photographic Record

- 1.4.1 Photographs to show the whole tree, tree trunk, tree base are taken for each tree during the tree assessment survey. Four photographs per A4 sheet.

1.5 Tree Health and Condition

1.5.1 Factors considered include both functional health and structural stability, which is evaluated with reference to the following criteria:

Foliage Condition

- Insect and fungal infections. Colour and small size indicating possible damage to roots;
- Crown density and foliage colour in consideration of normal species performance, seasonal and climatic effect;
- Evidence of insect, bacterial or fungal infections;
- Mechanical damage (e.g. typhoons, insect consumption and vandalism).

Branch Condition

- Poor shoot growth and die-back in the crown are often symptoms of root problems caused by a change in the water table level or soil compaction resulting from site development work.
- Dead or crossing branches.
- Heavy horizontal branches [which] may make the tree unstable" (Ref. R.Webb).
- The presence of broken damaged or cut branches to be noted as a possible site for infections, calluses may protect the wounds.
- Damaged branches which make the tree unbalanced or unstable;
- Location of decay and/or voids in the branches.
- Whether the tree is "an edge tree exposed as a result of the removal of adjacent trees [which] often has an unbalanced crown and may be hazardous" (Ref R.Webb).

Trunk Condition

- Tightly forked trunks which may be a source of weakness in the tree and in high winds can be torn apart.
- Inspect for "cavities or internal rot [which] can be revealed by discoloured bark, moisture seeping through the bark or bracket fungi" (Ref R.Webb).
- Co-dominant stems with included bark.
- Open cavities, cracks and bark damage.

Root Condition

- Damaged surficial roots.
- Ground heave evident in cracks in the soil around root zone.
- Branch die-back.

Miscellaneous

- Occurrence of aggressive climbers or parasitic plants.
- Asymmetrical crowns and leaning due to intense competition between adjacent trees.
- Tangled branches or roots.
- Adjacency of underground structures.

1.5.2 Ratings for tree health and condition:

Definition

- G Trees with a low incidence of less serious defects are graded as good;
- F Trees with a higher incidence of less serious defects are graded as fair;
- P Trees with more serious defects are graded as poor; or
- D Trees that are dead or irretrievably unhealthy are graded as dead.

1.6 Tree Form

1.6.1 Assessment of tree form following inspections are classified as follows with reference to the overall tree size, shape and any special features:

G	Good - trees with well-balanced form, upright, evenly branching, well-formed head and generally in accordance with the standard form for its species
F	Fair - Trees with less balanced crowns which are mildly distorted due to competition with neighbouring trees or structures, or which have suffered minor damage or which have leaning trunks for example are graded as average
P	Poor - trees with very unbalanced form, distorted crowns, severely leaning, suffering loss of major branches with general damage; unstable and growing close to adjacent trees.

1.6.2 Terms used to describe tree form:

- Forked: a tree with a division in the main stem or having major branches that divide near ground level.
- Topped: a tree that has had its main trunk severed drastically reducing and distorting its crown development.
- Multi-stem: a tree with more than one main stem or trunk

1.7 Tree Condition

1.7.1 Assessment of tree health and condition involves inspections for the above features and classification as follows:

G	Good - trees with a low incidence of the less serious features listed above and a high chance of a fast recovery from such features.
F	Fair - trees with a higher incidence of the less serious features and a medium chance of recovery.
P	Poor - trees with more serious health features and with a low chance of recovery, even with remedial measures.
D	Dead - no signs of life or irretrievably unhealthy

1.8 Amenity Value

1.8.1 Amenity value is graded as "Excellent", "Good", "Fair" or "Poor". The grading indicates the following qualities in trees or groups of trees:

Excellent	Important trees where species may be of fung shui significance which should be retained by adjusting the design layout accordingly
------------------	--

Good	Common species and good health, good condition and good form.
Fair	Common species and average health, average condition and average form.
Poor	Common species and little or no functional or visual value and poor health, poor condition and poor form.

1.9 Structural Condition

- 1.9.1 Assessment of tree structural condition involves inspections for the overall tree structural system features and classification as follows:

G	Good - trees with good structural system and robust form with low risk of structural failure.
F	Fair - trees with overall robust structure despite some minor structural problems and risk of structural failure is medium.
P	Poor - trees with more serious structural problem and with high risk of structural failure.

1.10 Suitability for Transplanting

- 1.10.1 This assessment is based on the health of the tree and the practicalities of transplantation. Some species are much more tolerant of the stress of transplantation than others. The assessment of the survival rate of a species after transplantation is based on the observed performance of that species in previous transplantation programmes. Species with insufficient transplantation data are assumed to have a low survival rate. Grading are given as follows:

High - very likely to survive transplantation;

Medium - likely to survive transplantation;

Low - unlikely to survive due to poor health/species/form or difficult to transplant.

1.11 Conservation Status

- 1.11.1 Assessment of conservation status indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong, the IUCN Red List of Threatened Species and the Forests and Countryside Ordinance (Cap. 96) may be used.). The categories include very common, common, rare, rare and protected.

1.12 Remarks

- 1.12.1 Notes will be made about the condition of the tree including any defects, whether it is leaning or not, asymmetrical canopies, the presence of cavities, tree form issues such as forked main stem, included bark, decay, growth of sprouts; and/or growth of climbers. The schedule shall also record any trees with high conservation values such as rare or protected species, old and valuable trees etc.

2.0 Effects of the Development on Existing Trees

2.1 Treatment of Trees

- 2.1.1 First priority to retain trees and then if this is not possible transplant trees to new location. Trees in direct conflict with proposals which are necessary to be felled shall be confirmed on site by the Architect's / Engineer's Representative. Existing trees to be retained will be protected during construction.

2.2 Assessment

- 2.2.1 The assessment leading to the recommendation for the treatment of the tree is based on the following:

Retain

- 2.2.2 The preferred option for all trees is to be retained in-situ unless they pose a threat to the public or the trees are nuisance species (e.g. *Leucaena leucocephala*). In case a tree group processes significant value in the landscape or to the ecosystem, it should be retained as a whole even when the individual components are not outstanding aesthetically.

- 2.2.3 The feasibility of retaining trees has been considered with regard to the following:

- Potential damage to trees as a result of proximity to the works.
- Changes to ground level on a macro scale which affects the ground water table and may cause severe stress.
- Special constructions to maintain the existing ground level are also considered.
- Conflict between tree roots and the proposed works.

Transplant

Statutory Guidelines

- 2.2.4 The recommendation of Transplanting makes reference to paragraph 7[b] of the DEVB TC(W) No.4/2020 which states '...transplant the affected tree(s) to other permanent locations within the project site or the maintenance area to minimise the loss of vegetation in the local environs'. This should be considered as far as possible unless the trees affected are of low conservation and amenity value, or have a low chance of surviving or recovering to its normal form after transplanting'.

- 2.2.5 In situations where it is impossible to retain trees then transplanting them is the first consideration. The criteria upon which the assessment of transplanting trees is based includes the following:

- **Variety of species**, rare Hong Kong species are particularly important.
- **Condition of the tree**, especially trees with balanced form, in good health and with high amenity value.
- **Size and maturity**, small and younger trees have a better chance of surviving transplanting while larger, mature trees are difficult to transplant both logistically and in terms of survival rate.
- **Species**, different tree species have differing rates of survival and are better suited to transplanting than others.

- **Access**, large machinery may be required to lift the trees, steep slopes and rocky terrain therefore make it difficult to access trees.

2.2.6 A recommendation to transplant a tree will be made only when:

- It is impossible to retain the tree in-situ due to the unavoidable proximity of proposed retaining walls, viaducts, roads or other structures, including their foundations, which pose major conflicts with its branches, root system or the tree in its entirety.
- It is impossible to retain the tree in-situ due to changes to surrounding ground levels on a macro scale which affect the ground water table thereby severely stressing the tree or where large areas of proposed cut and fill unavoidably affect the tree.
- Transplantation of the tree is feasible and is positive to the landscape and environment for the public.
- The Overall Value of the tree justifies transplanting.

Fell

Statutory Guidelines

2.2.7 The recommendation of Felling makes reference to paragraph 9 of the DEVB TC(W) No. 4/2020 which states '...Tree removal arising from government projects shall only be considered and approved under the following circumstances -

- (a) preservation or transplanting is unsuitable or impracticable;
- (b) the tree has been irreparably damaged by inclement weather;
- (c) dead tree(s); or
- (d) any other justifications or circumstances'

2.2.8 Expanding on this the following shall also be considered:

- Trees in direct conflict with the proposals; changes of level etc., trees which cannot be transplanted
- There is no practical alternative and the tree to be felled is neither included in the Register of Old and Valuable Trees under DEVB TCW No. 05/2020 nor potentially eligible to be registered as such.
- The tree has an unrecoverable health problem and is in poor condition;
- The tree has a low amenity value;
- Dead, damaged, hazardous or trees with contagious diseases are also proposed to be felled or
- Trees which are unsuitable for the proposed development. For example poisonous species within a public open space;
- Woodland trees which have had adjacent trees removed and have an unbalanced form or which are at risk of being blown over due to loss of supporting trees are considered for felling; or
- Other justifications provided by the project proponent.

2.2.9 Where it is possible neither to retain trees in-situ nor transplant them to other permanent locations within the site or off-site, felling is recommended. The felling of a tree must be justified by the following criteria:

- No irreplaceable, rare or protected species (under Forestry Regulation Cap.96) is felled.
- The felling would not cause a serious loss of species diversity in the subject area.
- A genuine development or traffic need exists, which cannot be reasonably overcome.
- Adequate compensatory tree planting is to be implemented, or replacement with a new nursery grown specimen of the same species and comparable size is deemed more cost effective than transplanting, particularly in the case of common pioneer or cultivated species

(e.g. *Acacia confusa*).

- The tree is not an unusually large or fine example of its species.
- The tree has a low amenity value, poor health, and structure or form;
- The tree is in poor condition or is unsuitable for transplanting due to its low survival potential.
- The tree is not in the list of Champion Trees (Ref: Jim, C.Y. 1994. Champion Trees in Urban Hong Kong. Urban Council, Hong Kong) nor Unusual Trees (Ref: AFCD's Register of Unusual Trees in Rural Areas), nor registered Old and Valuable Tree.
- The tree is neither a significant landmark tree nor of special fung shui or cultural significance.
- Existing site conditions are such that transplantation would be hazardous to the public.
- The tree is dead, hazardous or diseased.
- A tree that has been rendered unstable because of the removal of neighbouring trees may be considered for felling.
- The tree possesses invasive habits. According to DEVB TC(W) No. 4/2020 section 8 (e) this includes *Leucaena leucocephala* is identified as an undesirable species with aggressive growth characteristics which prevent natural succession of indigenous species and so is not controlled by the same preservation requirements as other more valuable tree species. Therefore, this weed species should be replaced with native tree species.

2.3 Tree Photography

2.3.1 With respect to the objectives of photo recording and the possible function of the photographs, shot of each tree follows the standards set out below:

- Where practical (within reasonable distance and within a safe location), the whole form of an individual tree will be shown;
- Where obstacle(s) are present (e.g. structures, other trees / nearby vegetation, dense climbers covering, etc.), the main tree trunk(s) from the base level to at least 3m in height will be shown;
- Picture to show the full extent of the canopy (may include more than one shot) and the base of the tree including the adjacent ground conditions;
- Where special feature(s) at the trunk base present (e.g. exposed roots, special rooting medium, etc.), the photo shot of a tree is taken from the location where such feature as well as the largest possible part of the tree can be displayed.

2.4 References

Ordinances, Circulars and Practice Notes

- Chapter 96. Forest and Countryside Ordinance;
- Chapter 586. Protection of Endangered Species of Animals and Plants Ordinance;
- DEVB TC(W) No. 05/2020, Registration of Old and Valuable Trees, and Guidelines for their Preservation;
- DEVB TC(W) No. 04/2020, Tree Preservation;
- DEVB TC(W) No. 2/2020 Tree Preservation and Tree Removal Application for Building Development in Private Projects;
- AFCD Conservation Practice Note No. 2, Measurement of Diameter at Breast Height (DBH); and
- AFCD Conservation Practice Note No. 3, The Use of Plant Names.

Publications

- HU, Q. et al (2003) Rare and Precious Plants of Hong Kong. AFCD, Hong Kong;
- Leisure and Culture Services Department. Register of Old and Valuable Trees. Website: <http://ovt.lcsd.gov.hk/ovt/>
- Webb, R. (1991). Tree Planting and Maintenance in Hong Kong. Standing Interdepartmental Landscape Technical Group, Hong Kong Government, Hong Kong.

Annex II
Tree Location Plan

Legend

APPLICATION SITE BOUNDARY
EXISTING LEVEL
EXISTING TREE

General notes

Rev.	Date	Description	Initial

Designed by:	Name:	Signed:	Date:
Drawn by:	CIF		
Checked by:	FY		
Approved by:	CIF		
	JBC		

Project Title:
**Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)**

Drawing Title:
TREE LOCATION PLAN

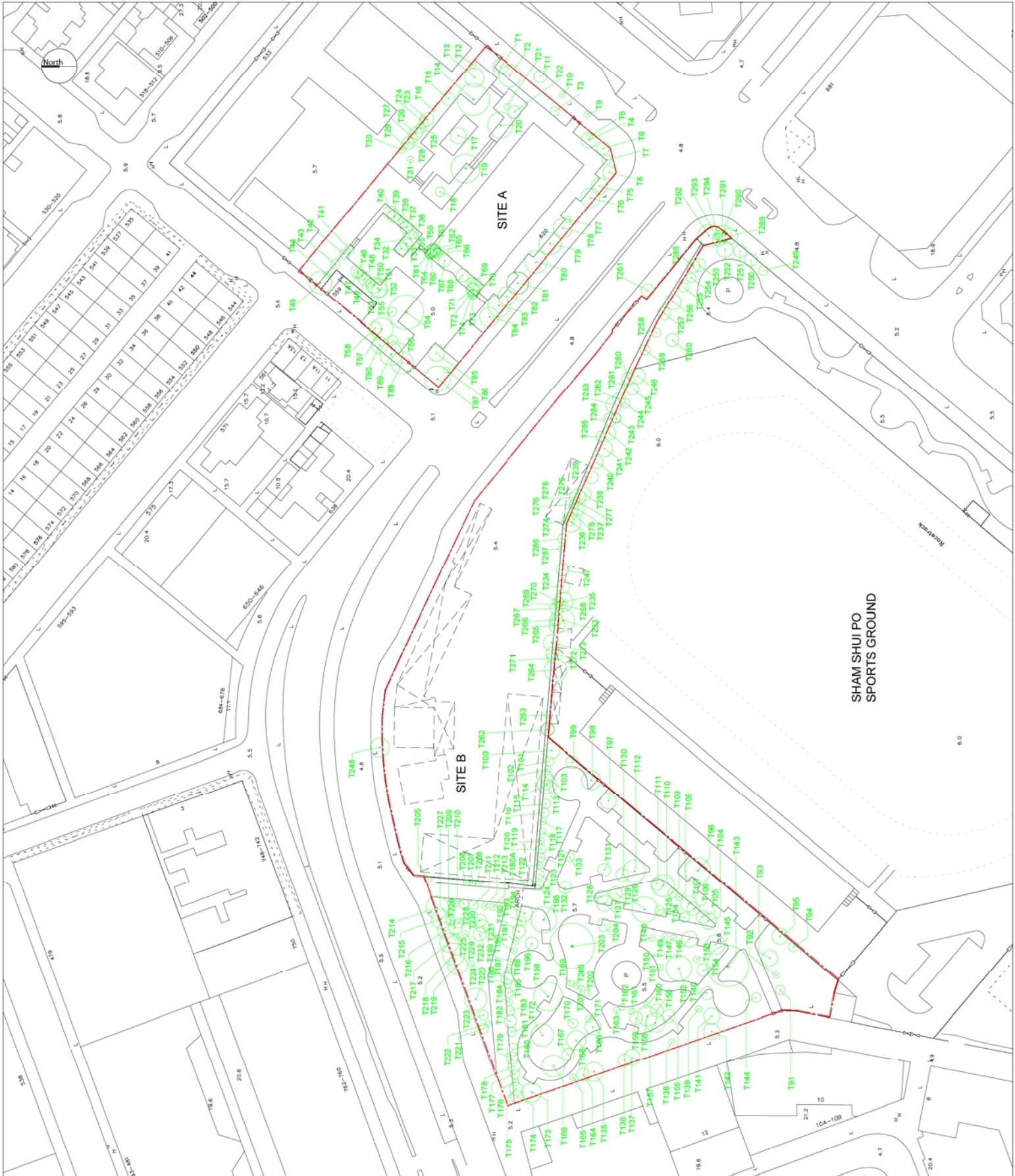
Drawing Number:
URAP005-TL001

Project Number:
URAP005

Revision:

Scale:
1:550@A1

Date:
15/06/2021



Annex III

Tree Survey Schedule

Tree Survey Schedule

Address: Sham Shui Po
Prepared by a Certified Arborist (Ray Luk)
Field Survey conducted on [05/06/2021]
To be read in conjunction with drawing number: URAP005-TL001

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/RGD)	Survey Size		Form			Health Condition				Structural Condition				Amenity Value				Suitability for Transplanting				Conservation Status	Proposed Treatment			Justification	Remarks
					DBH (m)	Height (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L	Retain/L	Trans		Trans / Fell				
T1	T01	Acacia confusa	台灣相思	LCSD	0.570	13	5			1					1								1	common				1	B/C/D/F	Significant pruning in the past	
T2	T02	Acacia confusa	台灣相思	LCSD	0.830	13	7	1			1				1								1	common				1	B/C/D/F	Asymmetric crown; leaning	
T3	T03	Ficus benjamina	垂葉榕	LCSD	0.290	5	3	1			1				1								1	common				1	B/F	Major pruning and decay	
T4	T04	Aleurites moluccana	石栗	LCSD	0.570	8	5	1			1				1								1	common	1				N/A	Co-dominant branches; Cavity on trunk; Wound on branch	
T5	T05	Ficus benjamina	垂葉榕	LCSD	0.190	2	2	1			1				1								1	common	1				N/A	N/A	
T6	T06	Aleurites moluccana	石栗	LCSD	0.480	8	4	1			1				1								1	common	1				N/A	Co-dominant branches	
T7	T07	Aleurites moluccana	石栗	LCSD	0.460	8	3	1			1				1								1	common	1				N/A	N/A	
T8	T08	Aleurites moluccana	石栗	LCSD	0.400	8	4	1			1				1								1	common	1				N/A	Cavity on trunk; Exposed roots	
T9	T09	Bombax ceiba	木棉	LCSD	0.300	5	4	1			1				1								1	common	1				N/A	Deformed canopy	
T10	T10	Sterculia lanceolata	假楨婆	LCSD	0.160	5	2	1			1				1								1	common	1				N/A	N/A	
T11	T11	Bombax ceiba	木棉	LCSD	0.300	7	4	1			1				1								1	common					C/D/F	Leaning, contorted form; canopy damaged	
T12	T12	Grevillea robusta	銀樺	LCSD	0.120	3	2	1			1				1								1	common					CD	N/A	
T13	T13	Ficus benjamina	垂葉榕	LCSD	0.680	10	6	1			1				1								1	common					C/D/F	Co-dominant trunks	
T14	T14	Ficus benjamina	垂葉榕	LCSD	0.970	14	10	1			1				1								1	common	1				B/C/D/F	Multiple trunks; Stub	
T15	T15	Murraya paniculata	九里香	LCSD	0.200	3	4			1					1								1	common					C/D/F	Mature specimen; trunk stub	
T16	T16	Podocarpus macrophyllus	羅漢松	LCSD	0.130	4	1	1			1				1								1	common					C/D/F	N/A	
T17	T17	Corydalis milii	短梗魚尾葵	LCSD	0.170	6	5	1			1				1								1	common					C/D/F	N/A	
T18	T18	Livistona chinensis	蒲葵	LCSD	0.400	17	3	1			1				1								1	common					C/D/F	N/A	
T19	T19	Ficus microcarpa	細葉榕	LCSD	1.160	19	9	1			1				1								1	common					CD	Co-dominant trunks	
T20	T20	Michelia alba	白蘭	LCSD	0.770	21	8	1			1				1								1	common					B/C/D/F	Co-dominant trunks; leaning; pruning wound healed	
T21	T21	Juniperus chinensis 'taizuka'	龍柏	LCSD	0.170	4	2	1			1				1								1	common					B/C/D/F	Mature specimen	
T22	T22	Dyopsis lutescas	散尾葵	LCSD	0.170	5	4	1			1				1								1	common					B/C/D/F	N/A	
T23	T23	Podocarpus macrophyllus	羅漢松	LCSD	0.160	7	4	1			1				1								1	common					C/D/F	N/A	
T24	T24	Acacia confusa	台灣相思	LCSD	0.270	7	3	1			1				1								1	common					C/D/F	Co-dominant trunks; Included bark	
T25	T25	Podocarpus macrophyllus	羅漢松	LCSD	0.270	5	3	1			1				1								1	common					C/D/F	N/A	
T26	T26	Ficus benjamina	垂葉榕	LCSD	0.100	5	4	1			1				1								1	common					C/D/F	Co-dominant trunks	
T27	T27	Podocarpus macrophyllus	羅漢松	LCSD	0.170	7	3	1			1				1								1	common					C/D/F	N/A	
T28	T28	Ficus benjamina	垂葉榕	LCSD	0.150	6	4	1			1				1								1	common					C/D/F	N/A	
T29	T29	Podocarpus macrophyllus	羅漢松	LCSD	0.140	4	2	1			1				1								1	common					C/D/F	N/A	
T30	T30	Ficus benjamina	垂葉榕	LCSD	0.170	4	2	1			1				1								1	common					C/D/F	N/A	
T31	T31	Garcinia subelliptica	卵島油木	LCSD	0.200	5	2	1			1				1								1	common		1			C/D/F	N/A	
T32	T32	Livistona chinensis	蒲葵	LCSD	0.250	5	4	1			1				1								1	common		1			B/C/D/F	N/A	
T33	T33	Livistona chinensis	蒲葵	LCSD	0.170	7	4	1			1				1								1	common		1			B/C/D/F	N/A	
T34	T34	Livistona chinensis	蒲葵	LCSD	0.250	7	5	1			1				1								1	common		1			B/C/D/F	N/A	
T35	T35	Livistona chinensis	蒲葵	LCSD	0.240	4	3	1			1				1								1	common					B/C/D/F	Leaning	
T36	T36	Livistona chinensis	蒲葵	LCSD	0.260	7	4	1			1				1								1	common		1			B/C/D/F	N/A	
T37	T37	Livistona chinensis	蒲葵	LCSD	0.250	6	3	1			1				1								1	common		1			B/C/D/F	N/A	
T38	T38	Livistona chinensis	蒲葵	LCSD	0.250	4	3	1			1				1								1	common		1			B/C/D/F	N/A	
T39	T39	Livistona chinensis	蒲葵	LCSD	0.240	7	4	1			1				1								1	common		1			B/C/D/F	N/A	
T40	T40	Livistona chinensis	蒲葵	LCSD	0.270	7	4	1			1				1								1	common					B/C/D/F	Leaning	
T41	T41	Livistona chinensis	蒲葵	LCSD	0.240	4	3	1			1				1								1	common		1			B/C/D/F	N/A	
T42	T42	Livistona chinensis	蒲葵	LCSD	0.220	4	3	1			1				1								1	common		1			B/C/D/F	N/A	
T43	T43	Callistemon viminalis	串錢柳	LCSD	0.150	4	3			1					1								1	common					C/D/F	Severe leaning	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/ RGD)	Survey Size		Form		Health Condition				Structural Condition				Amenity Value				Suitability for Transplanting				Conservation Status	Proposed Treatment			Justification	Remarks
					DBH (m)	Height (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	H	M	L	Retain/L Trans	Trans		Trans / Fell				
T44	T44	Callistemon viminalis	串錢柳	LCSD	0.1*0	3	2	1	1		1			1				1				1	common		1	1	CD/F	Leaning		
T45	T45	Aleurites moluccana	石栗	LCSD	0.590	11	7		1		1			1				1				1	common		1	1	CD/F	Restricted roots		
T46	T46	Alanthus foal	常綠風棉	LCSD	0.480	12	4	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T47	T47	Alanthus foal	常綠風棉	LCSD	0.330	9	3	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T48	T48	Alanthus foal	常綠風棉	LCSD	0.330	7	3	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T49	T49	Alanthus foal	常綠風棉	LCSD	0.480	17	4	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T50	T50	Alanthus foal	常綠風棉	LCSD	0.660	17	3	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T51	T51	Alanthus foal	常綠風棉	LCSD	0.3*0	8	5		1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T52	T52	Alanthus foal	常綠風棉	LCSD	0.440	17	6	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Co-dominant branches; protected under Cap. 96		
T53	T53	Alanthus foal	常綠風棉	LCSD	0.370	14	5	1	1		1			1				1				1	near frayed		1	1	B/C/D/E/F	Protected under Cap. 96		
T54	T54	Ficus benjamina	垂榕樹	LCSD	1.240	14	18	1	1		1			1				1				1	common	1			B/C/D/E/F	Wound on trunk; Co-dominant branches		
T55	T55	Caryota ochlandra	魚尾葵	LCSD	0.100	4	3	1	1		1			1				1				1	common				B/C/D/E/F	Large specimen; pruning wound for primary branch		
T56	T56	Callistemon viminalis	串錢柳	LCSD	0.140	7	3		1		1			1				1				1	common			1	1	B/C/D/F	Cracks on trunk base; Leaning; Uprooted	
T57	T57	Syngium jambos	蒲桃	LCSD	0.360	13	7		1		1			1				1				1	common			1	1	CD/E/F	Bending trunk; Cavity on trunk; Leaning; Exposed roots	
T58	T58	Syngium jambos	蒲桃	LCSD	0.380	8	4				1							1				1	common				1	CD/E/F	Dead wood on trunk; Leaning; Exposed roots	
T59	T59	Ravensia madagascariensis	瓶人蕉	LCSD	0.180	9	4	1	1		1			1				1				1	common				1	CD/E/F	N/A	
T60	T60	Ravensia madagascariensis	瓶人蕉	LCSD	0.3*0	8	4	1	1		1			1				1				1	common			1	1	B/C/D/E/F	N/A	
T61	T61	Ravensia madagascariensis	瓶人蕉	LCSD	0.220	6	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T62	T62	Ravensia madagascariensis	瓶人蕉	LCSD	0.250	5	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T63	T63	Ravensia madagascariensis	瓶人蕉	LCSD	0.2*0	6	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T64	T64	Ravensia madagascariensis	瓶人蕉	LCSD	0.290	6	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T65	T65	Ravensia madagascariensis	瓶人蕉	LCSD	0.280	6	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T66	T66	Ravensia madagascariensis	瓶人蕉	LCSD	0.220	6	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T67	T67	Livistona chinensis	蒲葵	LCSD	0.280	8	4	1	1		1			1				1				1	common			1	1	B/C/D/E/F	N/A	
T68	T68	Livistona chinensis	蒲葵	LCSD	0.290	8	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T69	T69	Ravensia madagascariensis	瓶人蕉	LCSD	0.220	7	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T70	T70	Ravensia madagascariensis	瓶人蕉	LCSD	0.240	7	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T71	T71	Ravensia madagascariensis	瓶人蕉	LCSD	0.6*0	7	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T72	T72	Ravensia madagascariensis	瓶人蕉	LCSD	2.2*0	7	4	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T73	T73	Ravensia madagascariensis	瓶人蕉	LCSD	2.220	7	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T74	T74	Ravensia madagascariensis	瓶人蕉	LCSD	2.550	6	3	1	1		1			1				1				1	common				1	B/C/D/E/F	N/A	
T75	T75	Aleurites moluccana	石栗	LCSD	0.380	9	5	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches	
T76	T76	Aleurites moluccana	石栗	LCSD	0.5*0	11	6	1	1		1			1								1	common	1			1	N/A	N/A	
T77	T77	Caryota ochlandra	魚尾葵	LCSD	0.130	5	2	1	1		1			1				1				1	common	1			1	N/A	N/A	
T78	T78	Aleurites moluccana	石栗	LCSD	0.5*0	11	6	1	1		1			1				1				1	common	1			1	N/A	N/A	
T79	T79	Aleurites moluccana	石栗	LCSD	0.420	10	7	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches; Cavity on branch	
T80	T80	Aleurites moluccana	石栗	LCSD	0.5*0	11	7	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches	
T81	T81	Aleurites moluccana	石栗	LCSD	0.440	12	7	1	1		1			1				1				1	common	1			1	N/A	Cavity on trunk	
T82	T82	Aleurites moluccana	石栗	LCSD	0.420	13	6	1	1		1			1				1				1	common	1			1	N/A	N/A	
T83	T83	Aleurites moluccana	石栗	LCSD	0.590	10	7	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches	
T84	T84	Aleurites moluccana	石栗	LCSD	0.420	10	6	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches; Cavity on trunk	
T85	T85	Cheerodendus allioris	蘭藤葉	LCSD	0.400	7	5	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches	
T86	T86	Alanthus foal	常綠風棉	LCSD	0.250	11	2	1	1		1			1				1				1	common	1			1	N/A	N/A	
T87	T87	Aleurites moluccana	石栗	LCSD	0.520	12	8	1	1		1			1				1				1	common	1			1	N/A	Co-dominant branches	
T88	T88	Bombax ceba	木棉	LCSD	0.460	15	7	1	1		1			1				1				1	common	1			1	N/A	N/A	
T89	T89	Bombax ceba	木棉	LCSD	0.3*0	15	7	1	1		1			1				1				1	common	1			1	N/A	N/A	
T90	T90	Bombax ceba	木棉	LCSD	0.340	14	5	1	1		1			1				1				1	common	1			1	N/A	Leaning	
T91	T91	Melaleuca quinquervia	白千層	LCSD	0.500	9	3	1	1		1			1				1				1	common			1	1	CD/E/F	Co-dominant branches	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/ RGD)	Survey Size			Form			Health Condition			Structural Condition			Amenity Value			Suitability for Transplanting			Conservation Status	Proposed Treatment			Within Site	Justification	Remarks		
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	H	M		L	Retain/L Trans	Trans/ Fell					
T92	T92	Grevillea robusta	銀樟	LCSD	0.480	16	2		1		1				1			1			1	common			1	1	CDE/F	Slightly leaning			
T93	T93	Melaleuca quinquanervia	白千層	LCSD	0.490	14	5		1		1				1						1	common				1	1	CDE/F	N/A		
T94	T94	Lagerstroemia speciosa	大花紫薇	LCSD	0.220	6	3		1		1				1			1			1	common	1					1	N/A	Asymmetric canopy; contorted	
T95	T95	Spatholaea campanulata	火結木	LCSD	0.400	11	5		1		1				1			1			1	common	1					1	N/A	Co-dominant branches	
T96	T96	Ficus virens	大葉榕	LCSD	0.400	15	8		1		1				1			1			1	common	1					1	N/A	N/A	
T97	T97	Lagerstroemia speciosa	大花紫薇	LCSD	0.310	8	7		1		1				1			1			1	common	1					1	N/A	N/A	
T98	T98	Lagerstroemia speciosa	大花紫薇	LCSD	0.220	8	6		1		1				1			1			1	common	1					1	N/A	N/A	
T99	T99	Ficus benjamina	垂葉榕	LCSD	0.320	7	4			1					1						1	common	1					1	N/A	Wound on trunk	
T100	T100	Aleurites moluccana	石栗	LCSD	0.530	9	8		1		1				1			1			1	common	1					1	N/A	Heavy crown load; Wound on trunk; Leaning	
T101	T101	Aleurites moluccana	石栗	LCSD	0.450	9	3		1		1				1			1			1	common	1					1	N/A	N/A	
T102	T102	Aleurites moluccana	石栗	LCSD	0.330	9	2		1		1				1			1			1	common	1					1	N/A	N/A	
T103	T103	Aleurites moluccana	石栗	LCSD	0.320	11	4		1		1				1			1			1	common	1					1	N/A	Gall	
T104	T104	Senna siamea	鐵刀木	LCSD	0.450	15	5		1		1				1			1			1	common						1	B/CDE/F	Epicormics	
T105	T105	Senna siamea	鐵刀木	LCSD	0.330	16	4		1		1				1			1			1	common						1	B/CDE/F	N/A	
T106	T106	Senna siamea	鐵刀木	LCSD	0.330	15	4		1		1				1			1			1	common						1	B/CDE/F	Epicormics; Wound on trunk	
T107	T107	Senna siamea	鐵刀木	LCSD	0.340	15	5		1		1				1			1			1	common						1	CDE/F	Epicormics; Wound on trunk; Cavity on trunk	
T108	T108	Callistemon viminalis	串錢柳	LCSD	0.100	5	2		1		1				1			1			1	common	1					1	N/A	N/A	
T109	T109	Callistemon viminalis	串錢柳	LCSD	0.150	5	3		1		1				1			1			1	common	1					1	N/A	N/A	
T110	T110	Senna siamea	鐵刀木	LCSD	0.330	17	7		1		1				1			1			1	common	1					1	N/A	Wound on trunk	
T111	T111	Coymbia torelliana	毛葉校	LCSD	0.330	10	4		1		1				1			1			1	common	1					1	N/A	N/A	
T112	T112	Coymbia torelliana	毛葉校	LCSD	0.440	17	7		1		1				1			1			1	common	1					1	N/A	Contorted trunk	
T113	T113	Ficus benjamina	垂葉榕	LCSD	0.420	7	6		1		1				1			1			1	common	1					1	N/A	Heavy crown load; Asymmetric crown; Epicormics	
T114	T114	Aleurites moluccana	石栗	LCSD	0.340	9	3		1		1				1			1			1	common	1					1	N/A	N/A	
T115	T115	Aleurites moluccana	石栗	LCSD	0.420	8	3		1		1				1			1			1	common	1					1	N/A	Co-dominant branches; Dieback twigs	
T116	T116	Aleurites moluccana	石栗	LCSD	0.360	9	3		1		1				1			1			1	common	1					1	N/A	N/A	
T117	T117	Aleurites moluccana	石栗	LCSD	0.340	8	2		1		1				1			1			1	common	1					1	N/A	N/A	
T118	T118	Aleurites moluccana	石栗	LCSD	0.310	8	2		1		1				1			1			1	common	1					1	N/A	N/A	
T119	T119	Aleurites moluccana	石栗	LCSD	0.290	9	2		1		1				1			1			1	common	1					1	N/A	Dieback twigs	
T120	T120	Aleurites moluccana	石栗	LCSD	0.320	11	3		1		1				1			1			1	common	1					1	N/A	N/A	
T121	T121	Aleurites moluccana	石栗	LCSD	0.310	9	3		1		1				1			1			1	common	1					1	N/A	N/A	
T122	T122	Aleurites moluccana	石栗	LCSD	0.310	7	2		1		1				1			1			1	common	1					1	N/A	Co-dominant branches; leaning	
T123	T123	Aleurites moluccana	石栗	LCSD	0.320	9	3		1		1				1			1			1	common		1				1	CE/F	Co-dominant branches; Dieback twigs	
T124	T124	Aleurites moluccana	石栗	LCSD	0.250	6	3		1		1				1			1			1	common		1				1	CE/F	Dieback twigs; leaning bow shaped stem	
T125	T125	Coymbia torelliana	毛葉校	LCSD	0.410	13	3		1		1				1			1			1	common	1					1	N/A	N/A	
T126	T126	Coymbia torelliana	毛葉校	LCSD	0.460	15	8		1		1				1			1			1	common	1					1	N/A	Co-dominant branches; asymmetric canopy; leaning	
T127	T127	Coymbia torelliana	毛葉校	LCSD	0.440	18	8		1		1				1			1			1	common	1					1	N/A	Leaning; asymmetric canopy	
T128	T128	Coymbia torelliana	毛葉校	LCSD	0.330	10	4		1		1				1			1			1	common	1					1	N/A	N/A	
T129	T129	Coymbia torelliana	毛葉校	LCSD	0.420	17	7		1		1				1			1			1	common	1					1	N/A	N/A	
T130	T130	Coymbia torelliana	毛葉校	LCSD	0.570	17	4		1		1				1			1			1	common	1					1	N/A	N/A	
T131	T131	Lagerstroemia speciosa	大花紫薇	LCSD	0.140	4	4		1		1				1			1			1	common	1					1	N/A	Leaning	
T132	T132	Coymbia torelliana	毛葉校	LCSD	0.510	16	5		1		1				1			1			1	common		1				1	CE/F	Contorted stem	
T133	T133	Bauhinia x bakerana	洋紫荊	LCSD	0.200	8	3			1	1				1			1			1	common	1					1	N/A	Bending trunk; Wound on trunk	
T134	T134	Jacaranda mimosifolia	藍花楸	LCSD	0.130	5	3		1		1				1			1			1	common						1	B/CDE/F	Leaning	
T135	T135	Melia azadirach	苦楝	LCSD	0.640	14	9		1		1				1			1			1	common						1	B/CDE/F	Leaning; asymmetric canopy	
T136	T136	Melia azadirach	苦楝	LCSD	0.650	14	8			1	1				1			1			1	common						1	B/CDE/F	Co-dominant trunk; Cavity on trunk; Cracks on trunk; leaning	
T137	T137	Melia azadirach	苦楝	LCSD	0.520	12	6		1		1				1			1			1	common						1	B/CDE/F	Co-dominant branches	
T138	T138	Callistemon viminalis	串錢柳	LCSD	0.120	3	2		1		1				1			1			1	common		1				1	B/CDE/F	N/A	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/RGD)	Survey Size			Form			Health Condition				Structural Condition				Amenity Value				Suitability for Transplanting				Proposed Treatment			Justification	Remarks
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L	Conservation Status	Battain./ Trans	Trans	Trans/ Fell	Within Site		
T139		<i>Callistemon viminalis</i>	串錢柳	LCSD	0.1*0	3	2		1			1				1			1			1		common		1		1	B/CDEF	N/A	Leaning; co-dominant, forked stem
T140		<i>Melaleuca quinquenervia</i>	白千層	LCSD	0.30	7	4		1			1				1							1	common			1	1	B/CDEF		Contorted stem
T141		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.180	6	5		1			1			1				1				1	common			1	1	B/CDEF		Mature specimen
T142		<i>Melia azadirach</i>	苦楝	LCSD	0.300	14	7		1			1				1			1				1	common				1	B/CDEF		Mature specimen; leaning
T143		<i>Ficus microcarpa</i>	細葉榕	LCSD	1.130	17	13		1			1			1			1					1	common	1			1	B/CDEF		Mature specimen; leaning
T144		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.100	3	3		1			1				1			1				1	common				1	B/CDEF		Mature specimen; leaning
T145		<i>Corymba allanaria</i>	毛葉茱	LCSD	0.490	10	6		1			1			1				1				1	common				1	B/CDEF		Co-dominant branches; leaning
T146		<i>Corymba borelliana</i>	毛葉茱	LCSD	0.480	12	5		1			1			1				1				1	common				1	B/CDEF		Leaning
T147		<i>Melaleuca quinquenervia</i>	白千層	LCSD	0.270	7	2		1			1				1			1				1	common				1	B/CDEF		Leaning
T148		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	2	2		1			1			1				1				1	common	1			1	B/CDEF	N/A	
T149		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	2	2		1			1			1				1				1	common	1			1	B/CDEF	N/A	
T150		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	3	1		1			1			1				1				1	common	1			1	B/CDEF	N/A	
T151		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.130	3	2		1			1			1				1				1	common	1			1	B/CDEF	Transplant	
T152		<i>Melia azadirach</i>	苦楝	LCSD	0.550	9	8		1			1			1				1				1	common				1	B/CDEF	N/A	Contortd main stem
T153		<i>Bombax ceba</i>	木棉	LCSD	0.180	9	2		1			1			1				1				1	common				1	B/CDEF		
T154		<i>Melaleuca quinquenervia</i>	白千層	LCSD	0.490	13	4		1			1			1				1				1	common				1	B/CDEF	N/A	
T155		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.2*0	7	4		1			1			1				1				1	common				1	B/CDEF	N/A	
T156		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.340	6	4		1			1			1				1				1	common				1	B/CDEF	Leaning	
T157		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.160	7	6		1			1			1				1				1	common				1	B/CDEF	Leaning	
T158		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.270	8	6		1			1			1				1				1	common				1	B/CDEF	N/A	
T159		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.160	5	4		1			1			1				1				1	common				1	B/CDEF	N/A	
T160		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	3	2		1			1			1				1				1	common				1	B/CDEF	Leaning low stem	
T161		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	5	2		1			1			1				1				1	common				1	B/CDEF	Leaning contorted stem	
T162		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	4	2		1			1			1				1				1	common				1	B/CDEF	Leaning contorted stem	
T163		<i>Phoenix roebelinii</i>	日本葵	LCSD	0.1*0	5	2		1			1			1				1				1	common				1	B/CDEF	Leaning contorted stem	
T164		<i>Melia azadirach</i>	苦楝	LCSD	0.390	8	4		1			1			1				1				1	common				1	B/CDEF	Leaning	
T165		<i>Bombax ceba</i>	木棉	LCSD	0.130	5	2		1			1			1				1				1	common				1	B/CDEF	Leaning	
T166		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.360	11	7		1			1			1				1				1	common				1	B/CDEF	N/A	
T167		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.350	4	4			1		1				1							1	common				1	B/CDEF	Wound on trunk	
T168		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.390	7	6		1			1			1				1				1	common				1	B/CDEF	Tree support	
T169		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.220	6	5		1			1			1				1				1	common				1	B/CDEF	N/A	
T170		<i>Juniperus chinensis 'Yabuza'</i>	龍柏	LCSD	0.140	3	3		1			1			1				1				1	common				1	B/CDEF	N/A	
T171		<i>Elaeagnus obtusus subsp. Argentea</i>	長芒杜英	LCSD	0.440	15	2		1			1			1				1				1	common				1	B/CDEF	Slightly leaning	
T172		<i>Lagerstroemia speciosa</i>	大花紫薇	LCSD	0.2*0	8	7		1			1			1				1				1	common				1	B/CDEF	N/A	
T173		<i>Bauhinia variegata</i>	宮粉洋紫荊	LCSD	0.340	9	6			1					1				1				1	common				1	B/CDEF	Bending trunk cavity on trunk; contorted	
T174		<i>Aleurites moluccana</i>	石栗	LCSD	0.540	10	4		1			1			1				1				1	common				1	B/CDEF	Co-dominant branches; asymmetric canopy	
T175		<i>Aleurites moluccana</i>	石栗	LCSD	0.480	12	4		1			1			1				1				1	common				1	CDEF	N/A	
T176		<i>Aleurites moluccana</i>	石栗	LCSD	0.380	12	2		1			1			1				1				1	common				1	CDEF	Dieback twigs; leaning low stem	
T177		<i>Aleurites moluccana</i>	石栗	LCSD	0.340	11	3		1			1			1				1				1	common				1	CDEF	Cavity on trunk	
T178		<i>Aleurites moluccana</i>	石栗	LCSD	0.390	13	4		1			1			1				1				1	common				1	CDEF	Co-dominant branches	
T179		<i>Aleurites moluccana</i>	石栗	LCSD	0.380	14	4		1			1			1				1				1	common				1	CDEF	Co-dominant branches	
T180		<i>Aleurites moluccana</i>	石栗	LCSD	0.390	9	4		1			1			1				1				1	common				1	CDEF	Cavity on trunk	
T181		<i>Aleurites moluccana</i>	石栗	LCSD	0.340	12	3		1			1			1				1				1	common				1	CDEF	Dieback twigs	
T182		<i>Aleurites moluccana</i>	石栗	LCSD	0.390	10	4		1			1			1				1				1	common				1	CDEF	Dieback twigs	
T183		<i>Aleurites moluccana</i>	石栗	LCSD	0.350	10	3		1			1			1				1				1	common				1	CDEF	Dieback twigs	
T184		<i>Aleurites moluccana</i>	石栗	LCSD	0.320	10	2		1			1			1				1				1	common				1	CDEF	Cavity on trunk	
T185		<i>Aleurites moluccana</i>	石栗	LCSD	0.4*0	10	3		1			1			1				1				1	common				1	CDEF	Cavity on trunk	
T186		<i>Aleurites moluccana</i>	石栗	LCSD	0.370	10	3		1			1			1				1				1	common				1	CDEF	Dieback twigs	

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCO, HYD, LCSD/ RGD)	Survey Size		Form			Health Condition				Structural Condition				Amenity Value				Suitability for Transplanting				Conservation Status	Proposed Treatment			Within Site	Justification	Remarks
					DBH (m)	Height (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	H	M	L	Retain/L	Trans	Trans / Fell							
T187		<i>Aleurites moluccana</i>	石栗	LCSD	0.350	10	4	1			1			1					1			1	common				1	1	C/D/E/F	Dieback twigs: cavity on trunk, primary branch stub with decayed surface		
T188		<i>Aleurites moluccana</i>	石栗	LCSD	0.330	8	2	1			1			1					1			1	common					1	1	C/D/E/F	Dieback twigs	
T189		<i>Aleurites moluccana</i>	石栗	LCSD	0.340	9	2	1			1			1					1			1	common					1	1	C/D/E/F	Dieback twigs: cavity on trunk; lowered stem	
T190		<i>Aleurites moluccana</i>	石栗	LCSD	0.400	10	2	1			1			1					1			1	common					1	1	C/D/E	Dieback twigs: co-dominant branches with forked stem	
T191		<i>Aleurites moluccana</i>	石栗	LCSD	0.340	11	2	1			1			1					1			1	common					1	1	C/D/E	Dieback twigs	
T192		<i>Aleurites moluccana</i>	石栗	LCSD	0.360	10	4	1			1			1					1			1	common					1	1	C/D/E	Wound on trunk	
T193		<i>Aleurites moluccana</i>	石栗	LCSD	0.340	10	3	1			1			1					1			1	common							N/A	N/A	
T194		<i>Aleurites moluccana</i>	石栗	LCSD	0.400	9	5	1			1			1					1			1	common							N/A	N/A	Co-dominant branches: Wound on branch
T195		<i>Terminalia catappa</i>	欖仁樹	LCSD	0.410	10	8	1			1			1					1			1	common							N/A	N/A	Co-dominant branches; leaning; asymmetric canopy, bow shaped main stem
T196		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.110	4	4	1			1			1					1			1	common							N/A	N/A	N/A
T198		<i>Ficus elastica</i>	印度橡樹	LCSD	0.400	15	14	1			1			1					1			1	common							B/C/D/E/F	Restricted roots	
T199		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.120	2	2	1			1			1					1			1	common							B/C/D/E/F	N/A	N/A
T200		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.110	2	2	1			1			1					1			1	common							B/C/D/E/F	N/A	N/A
T201		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.130	2	2	1			1			1					1			1	common							B/C/D/E/F	N/A	N/A
T202		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.130	2	2	1			1			1					1			1	common							B/C/D/E/F	N/A	N/A
T203		<i>Ficus elastica</i>	印度橡樹	LCSD	2.900	17	14	1			1			1					1			1	common							B/C/D/E/F	Dieback twigs: Dead branch	
T204		<i>Corymbia torelliana</i>	毛欖桉	LCSD	0.620	13	7	1			1			1					1			1	common							N/A	N/A	Co-dominant branches
T205		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.130	6	2	1			1			1					1			1	common							N/A	N/A	N/A
T206		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.120	5	2	1			1			1					1			1	common							N/A	N/A	Tree support
T207		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.140	4	2	1			1			1					1			1	common							N/A	N/A	Tree support
T208		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.120	4	2	1			1			1					1			1	common							N/A	N/A	Tree support
T209		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.110	4	2	1			1			1					1			1	common							N/A	N/A	Leaning
T210		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.170	4	3	1			1			1					1			1	common							N/A	N/A	N/A
T211		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.120	5	3	1			1			1					1			1	common							N/A	N/A	N/A
T212		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.170	4	2	1			1			1					1			1	common							N/A	N/A	Leaning
T213		<i>Juniperus chinensis 'Yatzusa'</i>	龍柏	LCSD	0.140	4	2	1			1			1					1			1	common							N/A	N/A	Leaning
T214		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.440	10	7	1			1			1					1			1	common							N/A	N/A	Epicormics; slightly leaning form
T215		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.510	11	6	1			1			1					1			1	common							N/A	N/A	Epicormics
T216		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.430	11	5	1			1			1					1			1	common							N/A	N/A	Epicormics
T217		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.550	12	6	1			1			1					1			1	common							N/A	N/A	Epicormics; co-dominant trunks; leaning form
T218		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.340	12	7	1			1			1					1			1	common							N/A	N/A	Epicormics
T219		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.370	12	6	1			1			1					1			1	common							N/A	N/A	Epicormics
T220		<i>Ficus benjamina</i>	垂葉榕	LCSD	0.360	12	7	1			1			1					1			1	common							C/D/E/F	Epicormics; multiple trunks; leaning form	
T221		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.440	11	3	1			1			1					1			1	common							C/D/E/F	N/A	N/A
T222		<i>Terminalia manaly</i>	小葉欖仁	LCSD	0.130	3	2	1			1			1					1			1	common							C/D/E/F	Slightly leaning	
T223		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.440	11	3	1			1			1					1			1	common							C/D/E/F	N/A	N/A
T224		<i>Araucaria heterophylla</i>	黑松南洋杉	LCSD	0.140	6	2	1			1			1					1			1	common							N/A	N/A	N/A
T225		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.110	3	2	1			1			1					1			1	common							N/A	N/A	N/A
T226		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.440	10	4	1			1			1					1			1	common							N/A	N/A	N/A
T227		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.500	10	3	1			1			1					1			1	common							N/A	N/A	N/A
T228		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.440	10	3	1			1			1					1			1	common							N/A	N/A	N/A
T229		<i>Phoenix roebelenii</i>	日本葵	LCSD	0.120	3	2	1			1			1					1			1	common							N/A	N/A	N/A
T230		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.410	11	4	1			1			1					1			1	common							N/A	N/A	N/A
T231		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.500	12	4	1			1			1					1			1	common							N/A	N/A	N/A
T232		<i>Roystonea regia</i>	大王椰子(王樹)	LCSD	0.420	11	4	1			1			1					1			1	common							N/A	N/A	N/A
T233		<i>Aleurites moluccana</i>	石栗	LCSD	0.500	9	7	1			1			1					1			1	common							N/A	N/A	N/A
T234		<i>Aleurites moluccana</i>	石栗	LCSD	0.390	8	4	1			1			1					1			1	common							N/A	N/A	N/A

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/ RGD)	Survey Size			Form			Health Condition				Structural Condition				Amenity Value				Suitability for Transplanting				Conservation Status	Proposed Treatment			Justification	Remarks
					DBH (m)	Height (m)	Spread (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	H	M	L	Retain/L Trans	Trans	Trans / Fell						
T235	T235	<i>Aleurites moluccana</i>	石栗	LCSD	0.490	9	6		1			1			1				1			1	common	1			N/A	Co-dominant branches; cavity on trunk; pruning wound				
T236	T236	<i>Aleurites moluccana</i>	石栗	LCSD	0.390	7	6		1			1							1			1	common	1			N/A	Co-dominant branches; Wound on branch				
T237	T237	<i>Aleurites moluccana</i>	石栗	LCSD	0.340	7	4		1			1			1				1			1	common	1			N/A	Co-dominant branches; slightly leaning				
T238	T238	<i>Aleurites moluccana</i>	石栗	LCSD	0.290	6	4		1			1			1				1			1	common	1			N/A	Leaning low stem				
T239	T239	<i>Aleurites moluccana</i>	石栗	LCSD	0.390	7	4		1			1			1				1			1	common	1			N/A	Co-dominant branches; dead branches; pruning scars on primary branches				
T240	T240	<i>Aleurites moluccana</i>	石栗	LCSD	0.340	6	4		1			1			1				1			1	common	1			N/A	Co-dominant branches; wounded roots; included bark				
T241	T241	<i>Aleurites moluccana</i>	石栗	LCSD	0.240	5	5		1			1			1				1			1	common	1			N/A	N/A				
T242	T242	<i>Aleurites moluccana</i>	石栗	LCSD	0.280	5	4		1			1			1				1			1	common	1			N/A	Leaning form				
T243	T243	<i>Aleurites moluccana</i>	石栗	LCSD	0.220	6	3		1			1			1				1			1	common	1			N/A	N/A				
T244	T244	<i>Aleurites moluccana</i>	石栗	LCSD	0.240	5	3		1			1			1				1			1	common	1			N/A	Leaning form				
T245	T245	<i>Aleurites moluccana</i>	石栗	LCSD	0.320	6	4		1			1			1				1			1	common	1			N/A	Co-dominant branches; Included bark				
T246	T246	<i>Aleurites moluccana</i>	石栗	LCSD	0.440	7	5		1			1			1				1			1	common	1			N/A	Co-dominant branches; included bark				
T247	T247	<i>Aleurites moluccana</i>	石栗	LCSD	0.340	6	4		1			1			1				1			1	common	1		1	N/A	Co-dominant trunks				
T248	T248	<i>Celtis sinensis</i>	朴樹	LCSD	0.580	6	6			1		1			1				1			1	common	1			N/A	Co-dominant branches; bending trunk; restricted roots; contorted form				
T249	T249	<i>Aleurites moluccana</i>	石栗	LCSD	0.350	7	3		1			1			1				1			1	common	1			N/A	Wound on trunk				
T250	T250	<i>Aleurites moluccana</i>	石栗	LCSD	0.330	6	4		1			1			1				1			1	common	1			N/A	Wound on trunk				
T251	T251	<i>Aleurites moluccana</i>	石栗	LCSD	0.410	7	4		1			1			1				1			1	common	1			N/A	Wound on trunk				
T252	T252	<i>Ficus benjamina</i>	垂絲榕	LCSD	0.250	8	5		1			1			1				1			1	common	1			N/A	N/A				
T253	T253	<i>Aleurites moluccana</i>	石栗	LCSD	0.390	7	4		1			1			1				1			1	common	1			N/A	N/A				
T254	T254	<i>Aleurites moluccana</i>	石栗	LCSD	0.250	6	3		1			1			1				1			1	common	1			N/A	Leaning; asymmetric canopy				
T255	T255	<i>Ficus microcarpa</i>	細葉榕	LCSD	0.250	5	3		1			1			1				1			1	common	1			N/A	Asymmetric canopy				
T256	T256	<i>Aleurites moluccana</i>	石栗	LCSD	0.440	10	5			1		1			1				1			1	common	1			N/A	Co-dominant branches; Wound on branch				
T257	T257	<i>Syzygium jambas</i>	蒲桃	LCSD	0.150	6	4		1			1			1				1			1	common	1			N/A	N/A				
T258	T258	<i>Aleurites moluccana</i>	石栗	LCSD	0.420	11	6		1			1			1				1			1	common	1			N/A	N/A				
T259	T259	<i>Albizia lebbek</i>	大葉合歡	LCSD	0.190	7	3		1			1			1				1			1	common	1			N/A	Asymmetric canopy				
T260	T260	<i>Rapanea rega</i>	大王椰子(王棕)	LCSD	0.290	9	4		1			1			1				1			1	common	1			N/A	N/A				
T261	T261	<i>Melia azadirach</i>	苦楝	LCSD	0.660	7	4		1			1			1				1			1	common	1		1	N/A	Restricted roots				
T262	T262	<i>Leucaena leucoccephala</i>	銀合歡	HYD	0.220	6	4			1		1			1				1			1	common			1	G	Unble to label; included bark; leanig form				
T263	T263	<i>Morus alba</i>	桑	HYD	0.350	4	2			1		1			1				1			1	common	1			N/A	Unble to label; Topped				
T264	T264	<i>Melia azadirach</i>	苦楝	LCSD	0.460	11	7		1			1			1				1			1	common	1			N/A	Unble to label; Rooting area cannot be reached				
T265	T265	<i>Celtis sinensis</i>	朴樹	HYD	0.190	5	5		1			1			1				1			1	common	1			N/A	Unble to label; contorted; severely leaning				
T266	T266	<i>Macaranga tanarius var. tomentosa</i>	血桐	HYD	0.150	4	4			1		1			1				1			1	common	1			N/A	Unble to label				
T267	T267	<i>Caryota mitis</i>	短穗魚尾葵	HYD	0.150	6	4		1			1			1				1			1	common	1			N/A	Unble to label				

Tree No.	Photo No.	Botanical Name	Chinese Name	Jurisdiction (AKCD, HYD, LCSD/ RGD)	Survey Size		Form			Health Condition			Structural Condition			Amenity Value			Suitability for Transplanting			Conservation Status	Proposed Treatment			Justification	Remarks			
					DBH (m)	Height (m)	G	F	P	G	F	P	D	G	F	P	E	G	F	P	H		M	L	Retain/L Trans			Trans / Fell	Trans / Fell	
T268	T268	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.390	5	3		1					1			1				1	common	1			N/A	Unable to label			
T269	T269	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.130	4	2		1					1			1				1	common	1			N/A	Unable to label			
T270	T270	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.140	3	3		1					1			1				1	common	1			N/A	Unable to label			
T271	T271	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.170	4	3		1					1			1				1	common	1			N/A	Unable to label; Rooting area cannot be reached			
T272	T272	<i>Celtis sinensis</i>	朴樹	HyD	0.180	5	4		1					1			1				1	common	1			N/A	Unable to label; Rooting area cannot be reached			
T273	T273	<i>Celtis sinensis</i>	朴樹	HyD	0.300	9	5		1					1			1				1	common	1			N/A	Unable to label; Rooting area cannot be reached			
T274	T274	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.140	4	3		1					1			1				1	common	1			N/A	Unable to label; Multiple trunks; Epicormics			
T275	T275	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.150	5	4		1					1			1				1	common	1			N/A	Unable to label			
T276	T276	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.260	3	3		1					1			1				1	common	1			N/A	Unable to label			
T277	T277	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.140	3	2		1					1			1				1	common	1			N/A	Unable to label			
T278	T278	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.150	5	5		1					1			1				1	common	1			N/A	Unable to label			
T279	T279	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.120	2	1		1					1			1				1	common	1			N/A	Unable to label			
T280	T280	<i>Morus alba</i>	桑	HyD	0.350	4	4		1					1			1				1	common	1			N/A	Unable to label; Restricted roots			
T281	T281	<i>Cayota ochlandra</i>	魚尾葵	HyD	0.170	3	2		1					1			1				1	common	1			N/A	Unable to label			
T282	T282	<i>Litsea glutinosa</i>	潺槁樹	HyD	0.140	6	4		1					1			1				1	common	1			N/A	Unable to label; Restricted roots			
T283	T283	<i>Melia azedarach</i>	苦楝	HyD	0.270	6	5		1					1			1				1	common	1			N/A	Unable to label; Restricted roots			
T284	T284	<i>Melia azedarach</i>	苦楝	HyD	0.290	5	4		1					1			1				1	common	1			N/A	Unable to label; Restricted roots			
T285	T285	<i>Melia azedarach</i>	苦楝	HyD	0.390	8	3		1					1			1				1	common	1			N/A	Unable to label; Restricted roots			
T286	T286	<i>Melia azedarach</i>	苦楝	HyD	0.300	7	3		1					1			1				1	common	1			N/A	Unable to label			
T287	T287	<i>Melia azedarach</i>	苦楝	HyD	0.180	3	2		1					1			1				1	common	1			N/A	Unable to label			
T288	T288	<i>Macaranga tanarius</i> var. <i>tomentosa</i>	血桐	HyD	0.180	4	4		1					1			1				1	common	1			N/A	Unable to label; Wound on trunk			
T289	T289	<i>Celtis sinensis</i>	朴樹	HyD	0.220	5	5		1					1			1				1	common	1			N/A	Unable to label; Asymmetric crown; Climber			
T290	T290	<i>Melia azedarach</i>	苦楝	HyD	0.220	5	5		1					1			1				1	common	1			N/A	Unable to label; Climber; leaning form; asymmetric canopy			
T291	T291	<i>Melia azedarach</i>	苦楝	HyD	0.250	9	4		1					1			1				1	common	1			N/A	Unable to label; Climber			
T292	T292	<i>Melia azedarach</i>	苦楝	HyD	0.440	11	7		1					1			1				1	common	1			N/A	Unable to label			
T293	T293	<i>Melia azedarach</i>	苦楝	HyD	0.120	5	2		1					1			1				1	common	1			N/A	Unable to label; climber; asymmetric canopy			
T294	T294	<i>Melia azedarach</i>	苦楝	HyD	0.140	6	4		1					1			1				1	common	1			N/A	Unable to label; climber; asymmetric canopy			
T180A	T180A	<i>Senna siamea</i>	鐵刀木	HyD	0.300	6	3							1			1				1	common	1			C/D/EF	Unable to label; Asymmetric crown			
								0	265	29	0	203	1	0	67	224	3	0	6	287	1	0	52	242	146	31	117	255		
								9%	90%	10%	0%	100%	0%	0%	23%	76%	1%	0%	2%	97%	1%	6%	18%	82%	50%	10%	40%	87%		294
								G	F	P	G	F	P	D	G	F	P	E	G	F	P	H	M	L	Retain/L Trans	Trans / Fell	Within Site		Surveyed Total no. of trees	

Legend

Tree Condition / Health		Tree Form		Structural Condition		Suitability for Transplantation		Justification of Tree Transplanting / Felling	
G	Good			G	Good	Hig	A	Existing dead tree.	
F	Fair			F	Fair	Med	B	Existing tree is in conflict with the proposed scheme	
P	Poor			P	Poor	Low	C	Existing tree is in conflict with the proposed internal circulation and EVA	
D	Dead						D	Recommend to fell as the existing tree has an anticipated low survival rate if transplanted.	
Amenity Value		poor health, poor condition and poor form.		Tree girth		Top of Soil Level at the base of the tree		This figure refers to the soil level at the base of the tree to be maintained following the development of the tree. The future soil level should not cover the root collar of the tree.	
E	Excellent								
G	Good								
F	Fair								
P	Poor								
Conservation Status									
Conservation status indicates rarity and protection status under relevant ordinances of a species in Hong Kong. References such as Rare and Precious Plants of Hong Kong, the IUCN Red List of Threatened Species and the Forests and Countryside Ordinance (Cap. 96) are used.									

Annex IV
Photographic Record of
Existing Trees



T01 (*Acacia confusa*)

Photograph showing the overall form of the tree.



T02 (*Acacia confusa*)

Photograph showing the overall form of the tree.



T03 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T04 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T05 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T06 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T07 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T08 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T09 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T10 (*Sterculia lanceolata*)

Photograph showing the overall form of the tree.



T11 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T12 (*Grevillea robusta*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T13 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T14 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T15 (*Murraya paniculata*)

Photograph showing the overall form of the tree.



T16 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T17 (*Caryota mitis*)

Photograph showing the overall form of the tree.



T18 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T19 (*Ficus microcarpa*)

Photograph showing the overall form of the tree.



T20 (*Michelia x alba*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T21 (*Juniperus chinensis* 'Kaizuca')

Photograph showing the overall form of the tree.



T22 (*Dypsis lutescens*)

Photograph showing the overall form of the tree.



T23 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.



T24 (*Acacia confusa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T25 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.



T26 (*Ficus benamina*)

Photograph showing the overall form of the tree.



T27 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.



T28 (*Ficus benamina*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T29 (*Podocarpus macrophyllus*)

Photograph showing the overall form of the tree.



T30 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T31 (*Garcinia subelliptica*)

Photograph showing the overall form of the tree.



T32 (*Livistona chinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T33 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T34 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T35 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T36 (*Livistona chinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T37 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T38 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T39 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T40 (*Livistona chinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T41 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T42 (*Livistona chinensis*)

Photograph showing the overall form of the tree.



T43 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T44 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T45 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T46 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T47 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T48 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T49 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T50 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T51 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T52 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T53 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T54 (*Ficus benamina*)

Photograph showing the overall form of the tree.



T55 (*Caryota ochlandra*)

Photograph showing the overall form of the tree.



T56 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T57 (*Syzygium jambos*)

Photograph showing the overall form of the tree.



T58 (*Syzygium jambos*)

Photograph showing the overall form of the tree.



T59 (*Ravenia madagascariensis*)

Photograph showing the overall form of the tree.



T60 (*Ravenia madagascariensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T61 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T62 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T63 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T64 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T65 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T66 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T67 (*Livistona chinensis*)
Photograph showing the overall form of the tree.



T68 (*Livistona chinensis*)
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T69 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T70 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T71 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.



T72 (*Ravenaia madagascariensis*)
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T73 (*Ravenaia madagascariensis*)

Photograph showing the overall form of the tree.



T74 (*Ravenaia madagascariensis*)

Photograph showing the overall form of the tree.



T75 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T76 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T77 (*Caryota ochlandra*)

Photograph showing the overall form of the tree.



T78 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T79 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T80 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T81 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T82 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T83 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T84 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T85 (*Choerospondias axillaris*)

Photograph showing the overall form of the tree.



T86 (*Ailanthus fordii*)

Photograph showing the overall form of the tree.



T87 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T88 (*Bombax ceiba*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T89 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T90 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T91 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T92 (*Grevillea robusta*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T93 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T94 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T95 (*Spathodea campanulata*)

Photograph showing the overall form of the tree.



T96 (*Ficus virens*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T97 (*Lagerstroemia speciosa*)
Photograph showing the overall form of the tree.



T98 (*Lagerstroemia speciosa*)
Photograph showing the overall form of the tree.



T99 (*Ficus microcarpa*)
Photograph showing the overall form of the tree.



T100 (*Aleurites moluccana*)
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

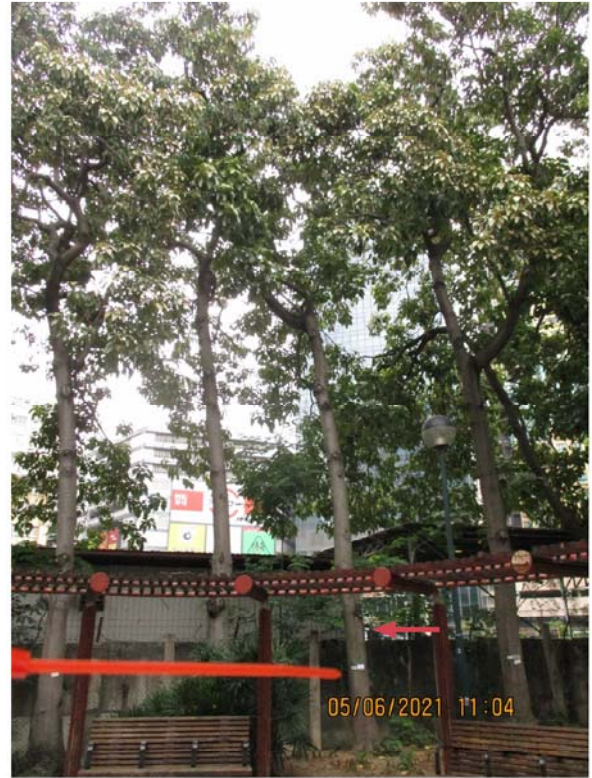
SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T101 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



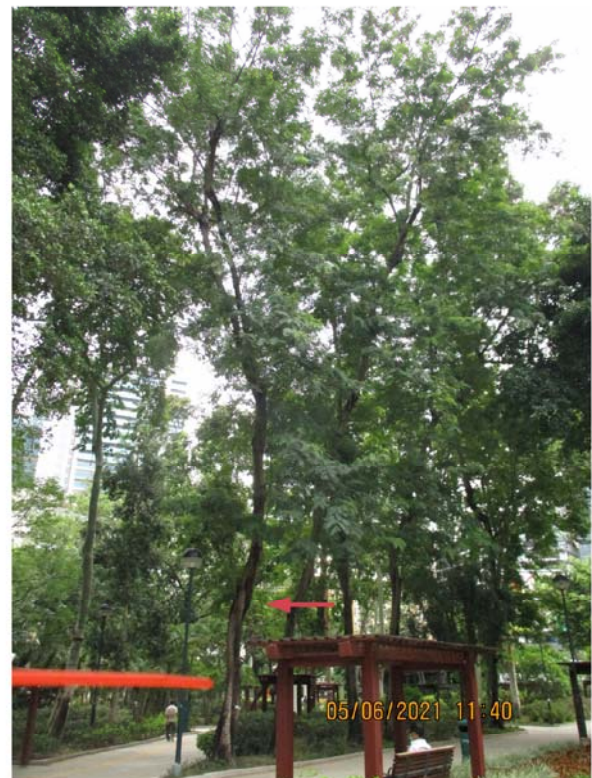
T102 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T103 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T104 (*Senna siamea*)

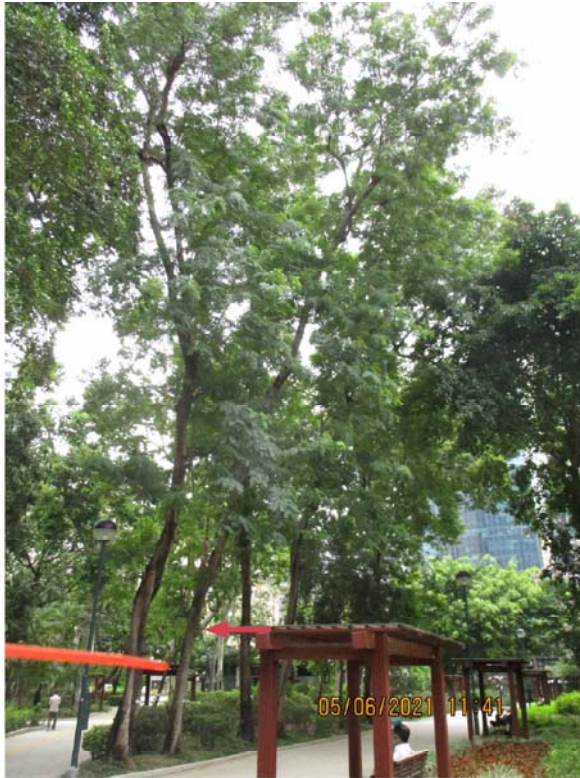
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T105 (*Senna siamea*)

Photograph showing the overall form of the tree.



T106 (*Senna siamea*)

Photograph showing the overall form of the tree.



T107 (*Senna siamea*)

Photograph showing the overall form of the tree.



T108 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

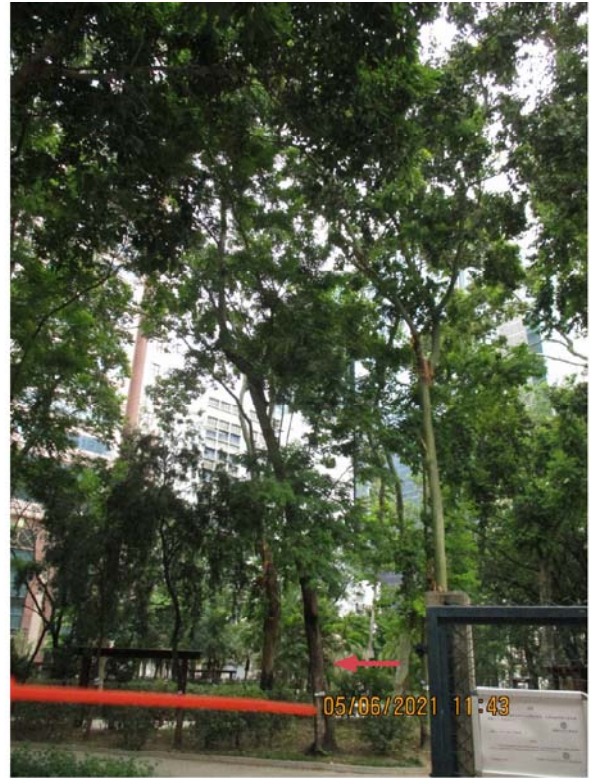
SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T109 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T110 (*Senna siamea*)

Photograph showing the overall form of the tree.



T111 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T112 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T113 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



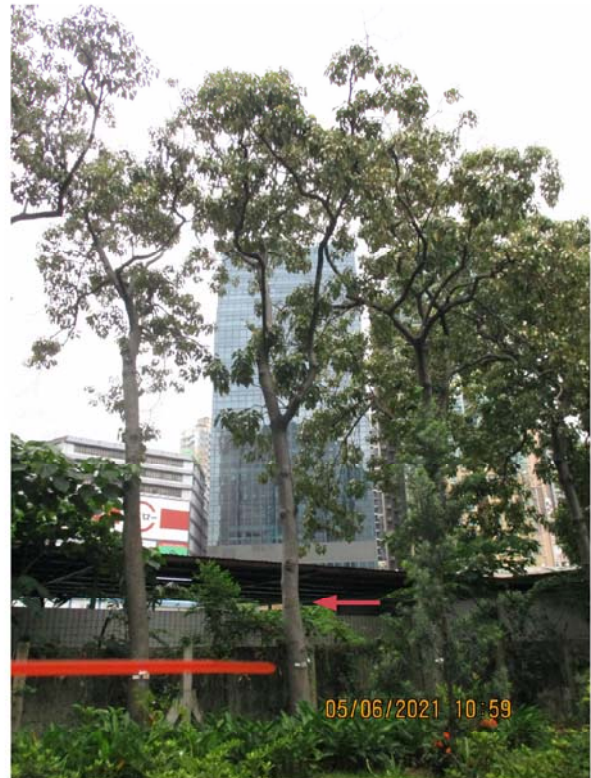
T114 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T115 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T116 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T117 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T118 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T119 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T120 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T121 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T122 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T123 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T124 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T125 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T126 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T127 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T128 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T129 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T130 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T131 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T132 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T133 (*Bauhinia x blakeana*)

Photograph showing the overall form of the tree.



T134 (*Jacaranda mimosifolia*)

Photograph showing the overall form of the tree.



T135 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T136 (*Melia azedarach*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T137 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T138 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T139 (*Callistemon viminalis*)

Photograph showing the overall form of the tree.



T140 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T141 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T142 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T143 (*Ficus microcarpa*)

Photograph showing the overall form of the tree.



T144 (*Ficus benjamina*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T145 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T146 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T147 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T148 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T149 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T150 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T151 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T152 (*Melia azedarach*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T153 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



T154 (*Melaleuca quinquenervia*)

Photograph showing the overall form of the tree.



T155 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T156 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

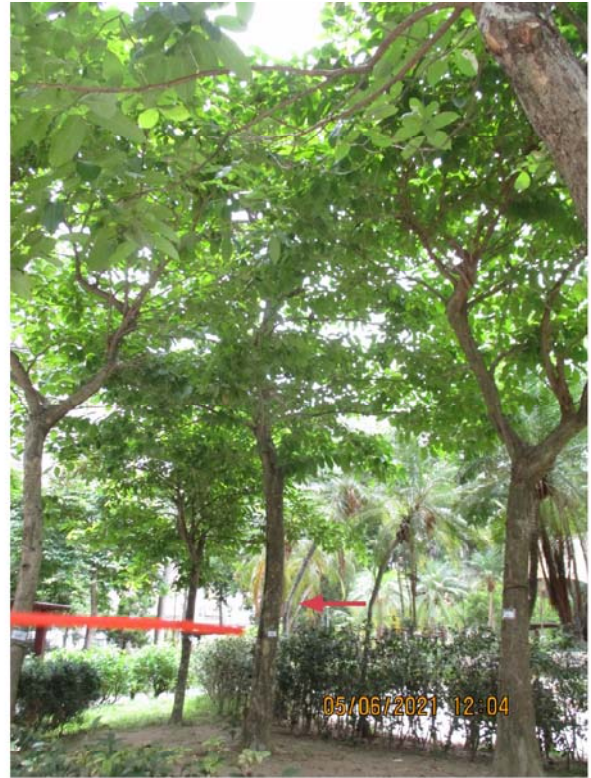
SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T157 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T158 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T159 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T160 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T161 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T162 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T163 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T164 (*Melia azedarach*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T165 (*Bombax ceiba*)

Photograph showing the overall form of the tree.



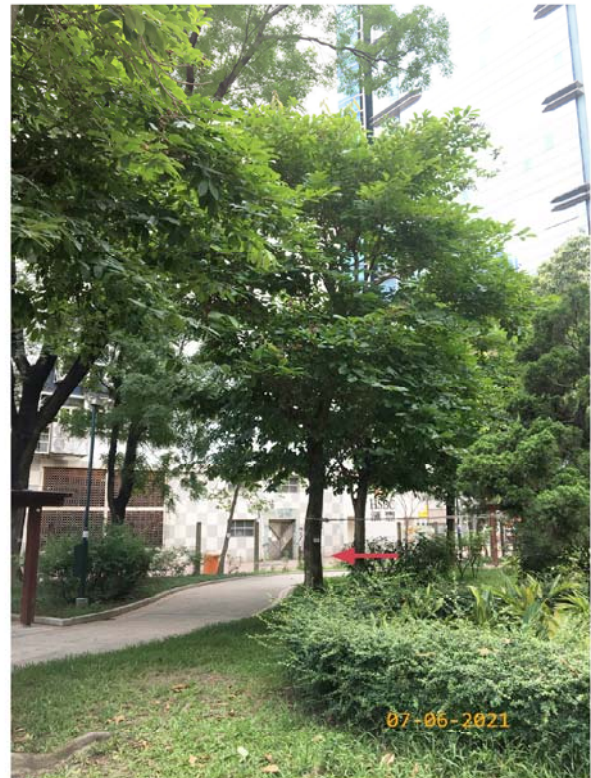
T166 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T167 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T168 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T169 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.



T170 (*Juniperus chinensis* 'Kaizuca')

Photograph showing the overall form of the tree.



T171 (*Elaeocarpus obtusus* subsp. *Apiculatus*)

Photograph showing the overall form of the tree.



T172 (*Lagerstroemia speciosa*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T173 (*Bauhinia variegata*)

Photograph showing the overall form of the tree.



T174 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T175 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T176 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T177 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T178 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T179 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T180 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T181 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T182 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T183 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T184 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T185 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T186 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T187 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T188 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T189 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T190 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T191 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T192 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T193 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T194 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T195 (*Terminalia catappa*)

Photograph showing the overall form of the tree.



T196 (*Ficus benjamina*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T198 (*Ficus elastica*)

Photograph showing the overall form of the tree.



T199 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T200 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T201 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T202 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.



T203 (*Ficus elastica*)

Photograph showing the overall form of the tree.



T204 (*Corymbia torelliana*)

Photograph showing the overall form of the tree.



T205 (*Juniperus chinensis* 'Kaizuka')

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-

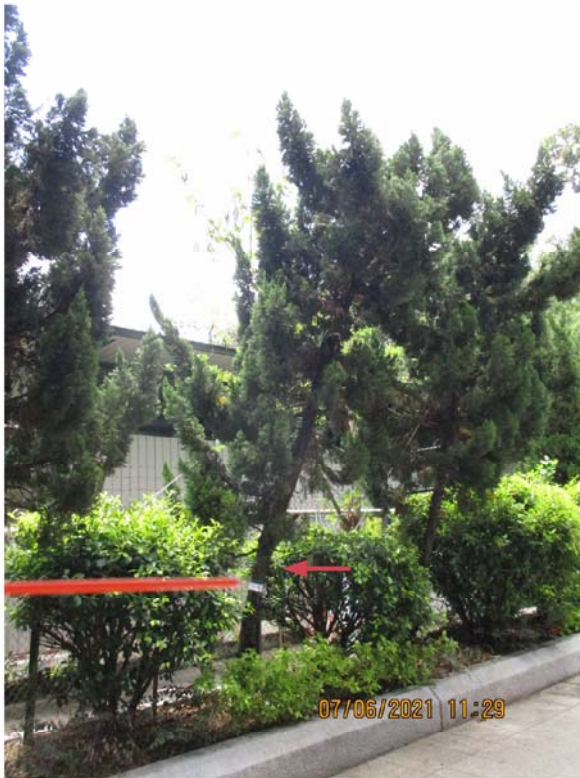




T206 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T207 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T208 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T209 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T210 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T211 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T212 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.



T213 (*Juniperus chinensis* 'Kaizuca')
Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T214 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T215 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T216 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T217 (*Ficus benjamina*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T218 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T219 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T220 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T221 (*Roystonea regia*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T222 (*Terminalia mantaly*)

Photograph showing the overall form of the tree.



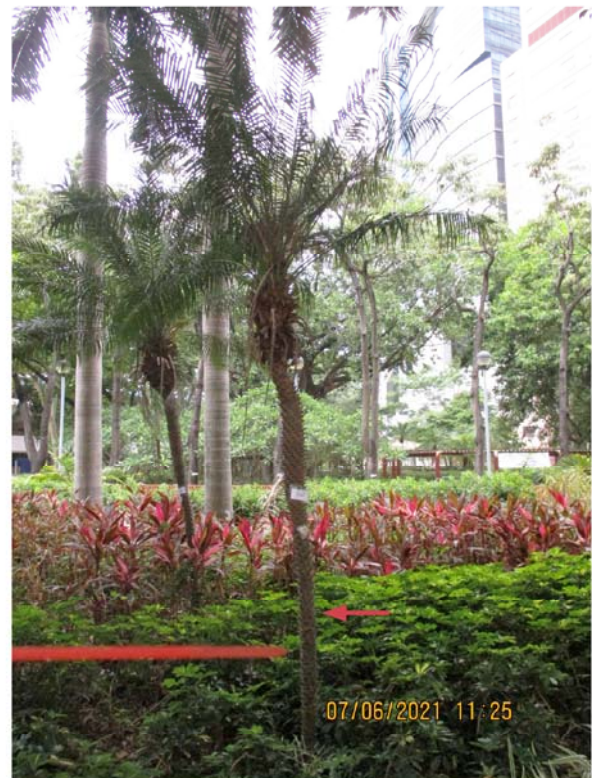
T223 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T224 (*Araucaria heterophylla*)

Photograph showing the overall form of the tree.



T225 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T226 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T227 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T228 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T229 (*Phoenix roebelenii*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T230 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T231 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T232 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T233 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T234 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T235 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T236 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T237 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T238 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T239 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T240 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T241 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T242 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T243 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T244 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T245 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T246 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T247 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T248 (*Celtis sinensis*)

Photograph showing the overall form of the tree.



T249 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T250 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T251 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T252 (*Ficus benjamina*)

Photograph showing the overall form of the tree.



T253 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T254 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



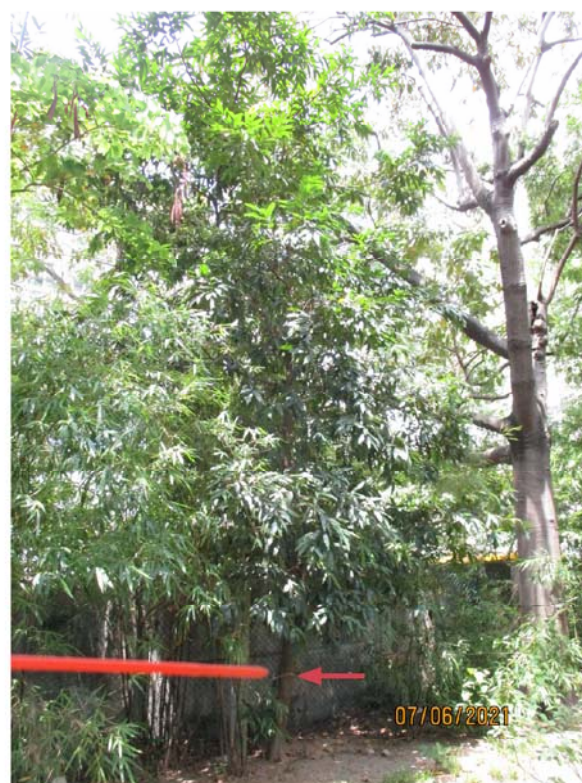
T255 (*Ficus microcarpa*)

Photograph showing the overall form of the tree.



T256 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T257 (*Syzygium jambos*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





T258 (*Aleurites moluccana*)

Photograph showing the overall form of the tree.



T259 (*Albizia lebbbeck*)

Photograph showing the overall form of the tree.



T260 (*Roystonea regia*)

Photograph showing the overall form of the tree.



T261 (*Melia azedarach*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV -





T262 (*Leucaena leucocephala*)

Photograph showing the overall form of the tree.



T263 (*Morus alba*)

Photograph showing the overall form of the tree.



T264 (*Melia azedarach*)

Photograph showing the overall form of the tree.



T265 (*Celtis sinensis*)

Photograph showing the overall form of the tree.

Cheung Wah Street/ Cheung Sha Wan Road
Development Scheme (SSP-018)

Tree Photographic Record

SCALE	N.T.S.	DATE	Jun 2021
CHECKED	CJF	DRAWN	FY
FIGURE NO.	URAP005 TSR		REV
			-





Ref. No.: URA211113529

10 November 2021

By Hand

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong

Dear Sir/Madam,

Submission of Stage 2 Social Impact Assessment Report
for the Urban Renewal Authority
Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018)

We refer to the captioned Development Scheme which was commenced on 24 September 2021 and the draft Development Scheme Plan (DSP) submission was made to Town Planning Board (TPB) on the same date.

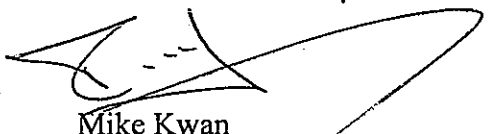
In accordance with the Gazette Notice published on 24 September 2021, the URA will submit a Stage 2 Social Impact Assessment (SIA) Report to the TPB as part of the submission.

We are pleased to submit a total of 90 copies of the English version of Stage 2 SIA Report for formal submission. In addition, 10 copies of the Chinese version of the Stage 2 SIA Report is provided to facilitate the public inspection process. As stated in the Gazette Notice, the Stage 2 SIA Report shall be made available for public inspection in the two Planning Enquiry Counters from 12 November 2021. The report in both Chinese and English will also be made available for public inspection at the URA's Headquarters, URA's Cheung Sha Wan Office, and URA website at www.ura.org.hk from 12 November 2021 until the draft DSP is considered by the TPB.

Should you have any enquiry, please feel free to contact Ms. Daisy Lai at 2588 2712. Thank you very much.



Yours faithfully,


Mike Kwan
General Manager
Planning & Design

Encl.

c.c. (w/o – by fax)

DPO/TWK, PlanD (Attn: Mr. Derek Tse) (Fax.: 2412 5435)



Cheung Wah Street / Cheung Sha Wan Road

Development Scheme (SSP-018)



Stage 2 Social Impact Assessment

CONTENTS*Page*

1. INTRODUCTION	1
2. BACKGROUND.....	2
3. COMPREHENSIVE PLANNING.....	4
4. POPULATION & HOUSEHOLD CHARACTERISTICS.....	5
5. SOCIO-ECONOMIC CHARACTERISTICS	5
6. HOUSING	5
7. EMPLOYMENT STATUS AND PLACE OF WORK.....	5
8. EMPLOYMENT AND ECONOMIC IMPACTS.....	5
9. SOCIAL NETWORK.....	5
10. AFFECTED RECREATIONAL FACILITIES	6
11. EDUCATION NEEDS OF CHILDREN	6
12. GROUPS WITH SPECIAL NEEDS	6
13. BUSINESS IMPACT	7
14. MITIGATION MEASURES REQUIRED.....	7

1. INTRODUCTION

- 1.1 The new Urban Renewal Strategy (URS) issued by the Government in February 2011 states that the Urban Renewal Authority (URA) will carry out Social Impact Assessment (SIA) studies in the form of “a Stage 1 social impact assessment before the publication of any proposed redevelopment project in the Government Gazette”; and “a Stage 2 social impact assessment after the proposed project has been published in the Government Gazette”. This Stage 2 SIA is prepared by the URA for the proposed Cheung Wah Street / Cheung Sha Wan Road Development Scheme (“the Scheme”).
- 1.2 On 24 September 2021, the URA published in the Government Gazette the commencement of Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) by the way of development scheme under section 25 of the Urban Renewal Authority Ordinance. The Stage 1 SIA was made available for public inspection on 30 September 2021.
- 1.3 This Stage 2 SIA is based on the factual data collected as part of the freezing survey for this Scheme conducted on 24 September 2021. According to paragraph 37 of the URS, this Stage 2 SIA report should include:
- (a) the population characteristics of the residents affected by the proposed project;
 - (b) the socio-economic characteristics of the affected residents;
 - (c) the rehousing needs of the affected tenants;
 - (d) the relocation needs of the affected shop operators;
 - (e) the housing preferences of the affected owners and tenants;
 - (f) the employment status of the affected owners and tenants;
 - (g) the place of work of the affected owners and tenants;
 - (h) the social networks of the affected owners and tenants;
 - (i) the educational needs of children of the affected families;
 - (j) the special needs of the elderly;
 - (k) the special needs of the disabled;
 - (l) the special needs of single-parent families, particularly those with small children;
 - (m) a detailed assessment of the potential social impact of the proposed project; and
 - (n) a detailed assessment of the mitigation measures required.
- 1.4 The Salvation Army has been commissioned by the Urban Renewal Fund (URF) to act as the Social Service Team (SST) for this Scheme. They are tasked to provide assistance and advice to residents and business operators affected by the Scheme. Cases requesting assistance and those identified in the course of the SIA analysis as requiring assistance have been referred to the SST for their follow-up actions.

2. BACKGROUND

- 2.1 The Scheme (SSP-018) is located in Sham Shui Po District, comprises Sites A and B along Cheung Sha Wan Road (**Figure 2.1**). Site A of the Scheme is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden both under Leisure and Cultural Services Department (LCSD). Subject to site survey and detailed design, the net site area used to calculate the development potential of Site A is about 5,197 sq.m.
- 2.2 Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary. Subject to site survey and detailed design, it covers a gross site area of about 13,857 sq.m, involving the Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground under LCSD, as well as a temporary maintenance depot of Highways Department.

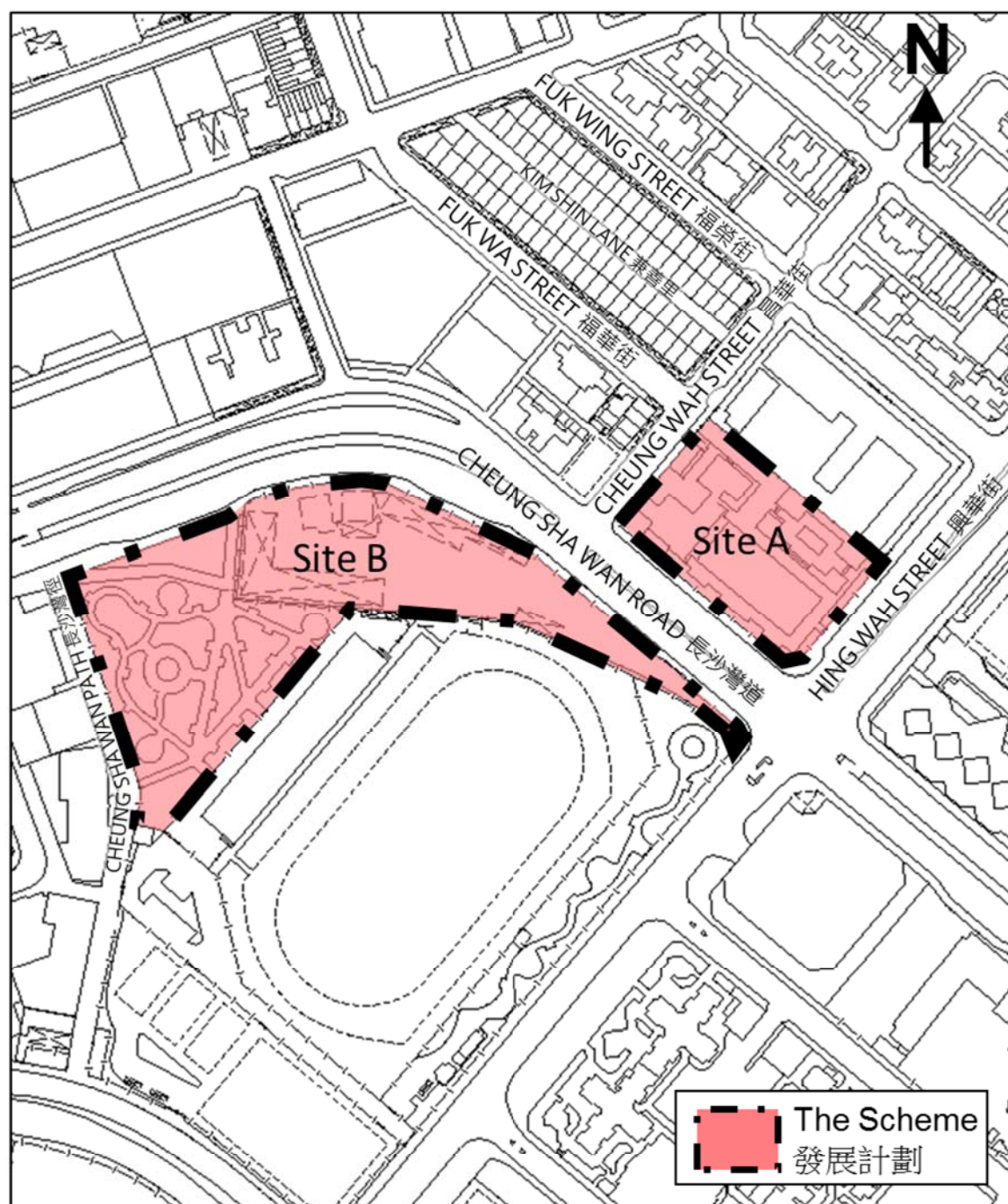


Figure 2.1 Location Plan

3. COMPREHENSIVE PLANNING

- 3.1 Adjacent to the Scheme, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identified as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored.
- 3.2 Taking a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic urban renewal planning. The Scheme (SSP-018) comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017. As SSP-017 conforms to the existing planning control, it will be implemented under Section 26 of the URAO separately; it does not form part of this Scheme and will be covered by another Stage 2 SIA report.
- 3.3 On top of sustaining the proposed redevelopment of SSP-017, the Scheme will also optimize the land uses to achieve more planning gains for the community through restructuring and re-planning of existing land uses. Site A is currently zoned for “Government, Institution or Community (G/IC)” and “Open Space (O)”, while Site B is currently zoned for “Government, Institution or Community (G/IC)”, “Open Space (O)”, and shown as ‘Road’ on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37. Apart from materializing the planning intention of current OZP in providing GIC facilities and POS without the need to divert portion of Cheung Sha Wan Road, the GIC site can be fully utilized to provide more GIC facilities under the Scheme, while Site A after redevelopment can also optimize for residential use to increase flat supply of about 830 flats.
- 3.4 The existing temporary maintenance depot of Highways Department at Site B is not accessible by public and acts as a major blockage of the pedestrian network. Taking this restructuring opportunity, a set of connected Public Open Space (POS), including a POS of not less than 9,645 sq.m at Site B, a POS of not less than 750 sq.m. at Site A and an open space of not less than 750 sq.m. at SSP-017, will be provided in the proposed development. An all-weathered at grade and elevated pedestrian network is also proposed to integrate various GIC facilities and POSs to form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground in the south for public enjoyment. The restructured POS provision will not be less than the area of existing POS provision.

4. POPULATION & HOUSEHOLD CHARACTERISTICS

- 4.1 According to the freezing survey, no population or household is found within the Scheme area. Hence, analysis on population and household characteristics affected by the Scheme is not applicable.

5. SOCIO-ECONOMIC CHARACTERISTICS

- 5.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the socio-economic characteristics of the affected residents within the Scheme area is not applicable.

6. HOUSING

- 6.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the housing preferences of the affected owners and tenants, and rehousing needs of the affected tenants is not applicable.

7. EMPLOYMENT STATUS AND PLACE OF WORK

- 7.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the employment status of the affected owners and tenants, and the place of work of the affected owners and tenants is not applicable.

8. EMPLOYMENT AND ECONOMIC IMPACTS

- 8.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the employment and economic impacts on the affected owners and tenants is not applicable.

9. SOCIAL NETWORK

- 9.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the likely impacts of the proposed redevelopment on owner-occupiers' and tenants' social network is not applicable.

10. AFFECTED RECREATIONAL FACILITIES

- 10.1 As stated in paragraph 2.1-2.2 above, the existing Cheung Sha Wan Sports Centre at Site A under the LCSD will be redeveloped under the proposed Scheme. Currently, it provides basic recreational facilities for public use during the opening hours and organizes recreational activities and training courses regularly for the public. The existing sports centre provides 1 multi-purpose arena for 1 volleyball court or convert to 1 basketball court (sub-standard 5-a-side basketball court) or convert to 4 badminton courts each of which can be converted into 2 table-tennis tables on weekdays. The existing sports centre was built in 1976 which the design and facilities is below current standard.
- 10.2 Existing POS, including the adjacent garden of the existing Cheung Sha Wan Sports Centre at Site A, existing Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground under LCSD at Site B, will inevitably be interrupted by the proposed redevelopment during construction.
- 10.3 As stated in paragraph 3.4, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road under the proposed Scheme. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration.

11. EDUCATION NEEDS OF CHILDREN

- 11.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the educational needs of children of the affected families is not applicable.

12. GROUPS WITH SPECIAL NEEDS

- 12.1 According to the freezing survey, no group of special needs is identified within the Scheme. Analysis on the special needs of the elderly, disabled, single-parent families, and ethnic-minority groups within the Scheme is not applicable.
- 12.2 The new provision of GIC facilities within the Scheme will include social welfare and health facilities identified by relevant Government departments to accommodate the needs of the district. It is anticipated that the proposed development could better serve the needs of the groups of special needs residing in the district.

13. BUSINESS IMPACT

- 13.1 According to the freezing survey, no shop is found within the Scheme area. Based on the land search records in Land Registry as of September 2021, there is one interest within the Scheme which is the existing electricity sub-station owned by the CLP Power Hong Kong Limited. URA's acquisition and compensation policy will be applied after the approval of the Scheme by CE in C.

14. MITIGATION MEASURES REQUIRED

- 14.1 As mentioned in paragraph 10.1-10.2 above, the recreational services and facilities provided in the existing Cheung Sha Wan Sports Centre and garden at Site A, existing Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground at Site B will inevitably be interrupted by the proposed redevelopment during construction.
- 14.2 Under the current planning, it is the intention of URA to relocate the existing Cheung Sha Wan Sports Centre at Site A to Site B after the completion of the new GIC complex. So, the continuous services for public enjoyment can be maintained as far as practicable. Timely notification of changes at the sites and careful consideration will be required to minimize the inconvenience caused.
- 14.3 The operation of the existing temporary maintenance depot of Highways Department at Site B will be affected. According to Lands Department, the temporary GLA (GLA-TNK 1723) is allocated to HyD for a period up to March 2023. URA will further liaise with the relevant Government departments at detailed design stage upon approval of the DSP.

Social and Community Benefits

- 14.4 The Scheme aims to create more planning gains and bring more social and community benefits to serve the public in a wider district. Built in 1976, the existing Cheung Sha Wan Sports Centre at Site A of the Scheme which will be reprovisioned and upgraded at Site B up to present-day standard. Site B of the Scheme will be redeveloped to provide a POS larger than the existing Cheung Sha Wan Path Sitting-out Area and other new GIC facilities to serve the public in a wider district. Under an integrated approach, the new GIC complex and its adjacent proposed POS will form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground for public enjoyment.
- 14.5 Including the reprovision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33

times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government's policy on "Single Site, Multiple Uses".

- 14.6 Taking this integrated renewal opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect the open space provided in both URA projects (SSP-017 and SSP-018) to enhance connectivity of amenity features for public. The resultant all-weathered at grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but also enhance overall permeability and connectivity of a wider area of Sham Shui Po in the vicinity of the Scheme.
- 14.7 Under an integrated urban renewal approach, the Scheme also provides various opportunities for feasible revitalisation initiatives outside the Scheme area. With the provision of underground public vehicle park at Site A, opportunities for the replacement of some on-street parking spaces in the area will be created to make way for possible pavement widening at strategic locations. Those separate revitalisation initiatives will in particular strengthen the connector role of Cheung Wah Street to enhance the connectivity between the medium aged building cluster further north and the future leisure and community hub in the south, thus benefits a wider area. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalisation work separately, upon approval of the DSP and subject to further coordination and acceptancy of relevant Government departments.
- 14.8 As mentioned in paragraph 3.1 – 3.4, the Scheme will formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed Scheme will materialize the planning intention of current OZP in providing more GIC facilities and a set of connected POS for public enjoyment without the need to divert portion of Cheung Sha Wan Road, while the proposed residential use at Site A of the Scheme will be able to sustain the proposed redevelopment of SSP-017.

Social Service Team

- 14.9 In accordance with the new URS, the URF has been set up to, inter alia, fund the SST who provides assistance to residents and operators affected by URA-implemented redevelopment projects. The SST reports directly to the Board of the URF.

Public Briefing

- 14.10 To prevent the spread of the epidemic and to avoid gathering, the URA has arranged two sessions of live broadcast public briefing with interactive session via online video platform on 29 September 2021. The public briefing aimed to inform all the

stakeholders and the public on the details of the Scheme, as well the adjacent Project SSP-017, and to obtain public views on both the Scheme and adjacent Project. About 570 views (live broadcast on 29 September 2021) and 3,040 views (as of 26 October including live broadcast and archive) were recorded for the online video platform public briefing sessions. Six sessions of physical public briefing were also organized on 5 and 6 October 2021 for stakeholders who had made appointments in advance. The total attendance of the 6 physical public briefings was about 357 persons.

Enquiries and Hotline Services

- 14.11 The URA also answers enquiries and provides hotline services to residents within the redevelopment area. About 4 enquiries had been received between 24 September 2021 and 4 November 2021. The enquiries received are related to the Scheme information, progress, timetable and planning procedures of urban renewal.
- 14.12 The URA together with the SST will ensure that the requisite services and practical assistance by relevant Government departments and/ or service providers are made available to the community in need, and that social and livelihood problems relating to the Scheme are resolved in a timely manner.

Prevailing Acquisition and Compensation Policy

- 14.13 The acquisition and compensation arrangement of the interest identified within the Scheme as mentioned in paragraph 13.1 will be based on the URA's prevailing policy. The acquisition, compensation and rehousing policies are subject to prevailing policies at the time of issuing acquisition policies. Prevailing policies relating to property acquisition, rehousing and ex-gratia allowances will be reviewed by the URA from time to time.

URBAN RENEWAL AUTHORITY
November 2021



Ref. No.: URA211128871

23 November 2021

By Hand

The Secretary
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

Dear Sir/Madam,

Draft Development Scheme Plan
for the Urban Renewal Authority
Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018)
- Responses to Departmental Comments -

We refer to our submission of the captioned draft Development Scheme Plan (DSP) to Town Planning Board (TPB) dated 24 September 2021 and the Departmental Comments received via Tsuen Wan and West Kowloon District Planning Office's emails dated 20 October, 22 October, 29 October, 1 November, 5 November and 16 November 2021 respectively. We have consolidated our responses to all the departmental comments (R to C) for submission and provide a total of 90 copies for your necessary action.

Please note that the information contained in the R to C is mainly technical clarifications to address various comments and there is no fundamental change to the submitted draft DSP.

Should you have any enquiries, please feel free to contact me at 2588 2630 or Ms. Daisy Lai at 2588 2712. Thank you very much.

Yours faithfully,


Mike Kwan
General Manager
Planning & Design



encl.

c.c. (w/o – by fax)

DPO/TWK, PlanD (Attn: Mr. Derek Tse)

(Fax No.: 2412 5435)

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<i>Received via email from TP/SSP(2), DPO/TWK dated 20 October 2021</i>	
<u>Comments from EMSD</u>	
<p>There is an intermediate pressure underground town gas transmission pipeline (running along castle peak road) which is in the vicinity of your proposed works area. For the sake of public safety and ensuring the continuity of town gas supply, the project proponent / consultant / works contractor shall therefore liaise with the Hong Kong and China Gas Company Limited in respect of the exact locations of existing or planned gas pipes/gas installations in the vicinity of the proposed work areas and any required minimum set back distance away from them during the design and construction stages of works. The involved parties are also required to observe the requirements of the Electrical and Mechanical Services Department's Code of Practice on "Avoidance of Damage to Gas Pipes" 2nd Edition for reference. The Code can be downloaded via the following web-link:</p> <p>https://www.emsd.gov.hk/filemanager/en/content_286/CoP_gas_pipes_2nd_(Eng).pdf.</p>	<p>Noted. URA will liaise with the Hong Kong and China Gas Company Limited upon planning approval at detailed design stage.</p>
<u>Comments from FEHD</u>	
(a) FEHD would only provide cleansing services to public places. The project proponent should provide cleansing services to the proposed setbacks at their own expenses if they are part of the private lots under the development;	Noted.
(b) If provision of cleansing services for new pavements, footpaths, paved areas, widened portion of existing pavements and new footbridges across Cheung Sha Wan Road and Cheung Wah Street (though not forming part of the DSP), etc. is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	recurrent cost must be provided to us;	
	(c) Refuse collection facilities, such as refuse collection room / point shall be provided within the development for collection of domestic waste. They should be conveniently located so that collection by refuse collection vehicles can be effected without causing undue obstruction to the public;	Noted.
	(d) For any waste generated from the commercial/trading activities, the applicant should arrange its disposal properly at their own expenses.	Noted.
<u>Comments from ArchSD</u>		
	Based on the information provided, we have the following comments from architectural and visual impact point of view for your consideration: For Site A, it is noted that some of the façade area at T2 are facing west, solar control devices should be considered to reduce solar heat gain and avoid glare as far as practicable.	Noted. The layout of the towers will be subject to detailed design in future upon the approval of the draft DSP.
	For both Site A and Site B, on the proposed public open space, the applicant is encouraged to create a pedestrian- friendly environment by providing barrier-free access/ facilities, adequate shading devices, more seating areas and greening/planters, etc. to enhance public enjoyment.	Noted. Barrier free access to the proposed public open space will be provided. The proposed development also intended to provide an all-weathered at-grade and elevated pedestrian network to integrate the proposed GIC facilities and POSs. The routing and barrier free access within and around the sites, shading devices, seating areas and greening/planters will be further developed at detailed design stage.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments		Responses																
<u>Comments from SWD</u>																		
<p>Regarding the list of existing welfare facilities on Table 7.1 of the SIA, please refer below for the additional facilities that are proposed to be included in the planning report.</p> <p>Additional Social Welfare Facilities within 500m Radius of the Project Area</p> <p>A. Family and Child Welfare</p> <p>Extended Hours Child Care Service</p> <table><tr><td></td><td>Service Unit</td><td>Operator</td><td>Address</td></tr><tr><td>1</td><td>Tsung Tsin Mission of Hong Kong On Hong Nursery School (Shun Ning Road)</td><td>Tsung Tsin Mission of Hong Kong Social Service</td><td>1/F, Sunlight Building, 273 Shun Ning Road, Shamshuipo, Kowloon</td></tr></table> <p>Occasional Child Care Service</p> <table><tr><td></td><td>Service Unit</td><td>Operator</td><td>Address</td></tr><tr><td>1</td><td>Hong Kong Christian Service Lei Cheng Uk Nursery School</td><td>Hong Kong Christian Service</td><td>316 Podium Level, Shun Yee House, Lei Cheng Uk Estate, Shamshuipo, Kowloon</td></tr></table>			Service Unit	Operator	Address	1	Tsung Tsin Mission of Hong Kong On Hong Nursery School (Shun Ning Road)	Tsung Tsin Mission of Hong Kong Social Service	1/F, Sunlight Building, 273 Shun Ning Road, Shamshuipo, Kowloon		Service Unit	Operator	Address	1	Hong Kong Christian Service Lei Cheng Uk Nursery School	Hong Kong Christian Service	316 Podium Level, Shun Yee House, Lei Cheng Uk Estate, Shamshuipo, Kowloon	<p>Noted. Table 7.1 in the SIA was prepared according to information on SWD’s website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Sham Shui Po), as of 10 September 2021. We welcome SWD to update the information on the website as well.</p>
	Service Unit	Operator	Address															
1	Tsung Tsin Mission of Hong Kong On Hong Nursery School (Shun Ning Road)	Tsung Tsin Mission of Hong Kong Social Service	1/F, Sunlight Building, 273 Shun Ning Road, Shamshuipo, Kowloon															
	Service Unit	Operator	Address															
1	Hong Kong Christian Service Lei Cheng Uk Nursery School	Hong Kong Christian Service	316 Podium Level, Shun Yee House, Lei Cheng Uk Estate, Shamshuipo, Kowloon															

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments					Responses						
	2	Hong Kong Society for the Protection of Children Cheung Sha Wan Nursery School	Hong Kong Society for the Protection of Children	5/F, Cheung Sha Wan Community Centre, 55 Fat Tseung Street, Cheung Sha Wan, Kowloon							
	3	Tsung Tsin Mission of Hong Kong On Hong Nursery School (Shun Ning Road)	Tsung Tsin Mission of Hong Kong Social Service	1/F, Sunlight Building, 273 Shun Ning Road, Shamshuipo, Kowloon							
	E. Services for Young People Overnight Outreaching Service for Young Night Drifters <table><tr><td></td><td>Service Unit</td><td>Operator</td><td>Address</td></tr><tr><td>1</td><td>Hong Kong Christian Service Sham Shui Po Central Happy Teens Club – Services for Young Night Drifters</td><td>Hong Kong Christian Service</td><td>Unit 314, Wo Ping House, Lei Cheng Uk Estate, Shamshuipo, Kowloon (Sub-base)</td></tr></table>						Service Unit	Operator	Address	1	Hong Kong Christian Service Sham Shui Po Central Happy Teens Club – Services for Young Night Drifters
	Service Unit	Operator	Address								
1	Hong Kong Christian Service Sham Shui Po Central Happy Teens Club – Services for Young Night Drifters	Hong Kong Christian Service	Unit 314, Wo Ping House, Lei Cheng Uk Estate, Shamshuipo, Kowloon (Sub-base)								

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>To recapitulate, we have proposed to incorporate the following welfare facilities to meet the ongoing welfare demand -</p> <p>Sham Shui Po Action Area</p> <ol style="list-style-type: none"> 1. 120-p Day Care Centre for the Elderly (DE) (non-kitchen based) 2. 50-p Hostel for Moderately Mentally Handicapped Persons (HMMH) 3. 80-p Integrated Vocational Rehabilitation Services Centre (IVRSC) 4. 30-p Supported Hostel for Mentally Handicapped Persons [SHOS(MH)] 5. 50-p Hostel for Severely Mentally Handicapped Persons (HSMH) 6. 50-p Day Activity Centre (DAC) 7. 100-place Standalone Child Care Centre (CCC) 8. Integrated Family Service Centre (IFSC) (departmental unit) 9. Integrated Community Centre for Mental Wellness (sub-base) 10. 50-place Care and Attention Home for Severely Disabled Persons (C&A/SD) 11. Reprovisioning of Lai Chi Kok Social Security Field Unit (LCKFU) (departmental unit) 12. Sham Shui Po District Social Welfare Office (SSPD SWO) (departmental unit) <p>We note that the proposed welfare facilities have not been mentioned in the planning report. Please consider incorporating the proposed welfare facility in the above submission if necessary.</p>	<p>The 12 welfare facilities mentioned were incorporated in the notional scheme of the proposed GIC complex at Site B based on the revised requirements provided by SWD received on 2 June 2021. We had accommodated the 12 required welfare facilities from 1/F to 6/F of the proposed GIC complex as a number of these facilities required to be located at a height not more than 24m above ground level.</p> <p>The 12 SWD facilities are subject to the draft Schedule of Accommodation (SoA) to be provided by SWD by December 2021 and the views to be raised at the upcoming TPB meeting. The preparation of SoA will then proceed to get endorsed by SWD around Q3 2022.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
<u>Comments from DSD</u>		
	<p><u>Sewerage Impact Assessment</u></p> <p>1. The SIA for the subject planning application needs to meet the full satisfaction of Environmental Protection Department (EPD), the planning authority of sewerage infrastructure, DSD's comments on the captioned SIA submitted by the developer are subject to views and agreement of EPD.</p>	Noted.
	2. Table 3-2 – Please elaborate on the references for the selected unit flow factors.	Noted. More information on the selected unit flow factor has been provided in the footnotes of Table 3-2. Please refer to Annex 1.
	3. Table 3-4 - Please note that FMH4009915 is connected to Dry Weather Flow Interceptor SDH400121. Flow from DWFI shall be included in the calculations.	<p>Noted. The peak flow from the DWFI has been estimated and included in the sewer's utilization calculation.</p> <p>Due to the limited information, it is assumed that the diameter of interceptor pipe is 225mm. Considering the design of the DWFI should not induce impact to the downstream sewers, while a self-cleaning effect is preferred, a peak flow velocity of 2.0 m/s has been adopted.</p> <p>Please refer to Annex 1.</p>
	4. Table 3-4 - For manholes with unknown or doubtful invert levels, manhole survey maybe required to determine the actual invert levels and pipe capacity.	<p>The sewers with estimated invert level are PS B03 – B06, which is around 150m downstream of the Site B.</p> <p>The invert levels of PS B03 – B06 are in the range of 1.71 mPD – 1.19 mPD and their ground (cover) levels are in the range of 4.9 – 4.7 mPD, according to the drainage record plan and topographic map respectively.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		<p>Although it is ideal to have the precise invert level for the assessment, it is difficult to conduct manhole survey as the target manholes are located on the road surface of a busy road (Cheung Sha Wan Road). With the current averaged slope assumption, the capacities of the PS B03 - B06 are around double of the peak sewage flow. Although the actual slope of the PS B03 – B06 may not be uniform, with their large diameters, it is sufficient to cater the target sewage flow even with a small slope.</p> <p>Moreover, in the worst case that one of the sewers is surcharged due to insufficient slope, the manhole is unlikely to overflow due to the head for maintaining the required flow speed is much less than their depth ($\geq 3.19\text{m}$ between invert level and cover level).</p> <p>Therefore, manhole survey is considered not necessary.</p>
	5. Table 3-5 - Surcharged pipes were not indicated in bold, please review for the avoidance of doubt.	Noted. Table 3-5 has been revised accordingly. Please refer to Annex 1.
	6. Figures 3-3a to 3-3c - Please include a plan showing all proposed new and upgraded sewers for clarity	Noted. An overall plan has been provided in Figure 3-3. The Figures 3-3a to 3-3c have been rename to Figures 3-4a to 3-4c. Please refer to Annex 1.
	7. Appendix IV - Please clarify the pipe material for the proposed pipes.	Concrete pipes have been proposed. Footnote of Appendix IV has been revised accordingly. Please refer to Annex 1.
	8. 3.1.3 - a longer projection year up to the end of 21st century is recommended to adopt, please clarify or review/amend the hydraulic calculation as necessary.	Noted. Rainfall increased for 2081-2100 (13.8%), has been adopted in the assessment. Section 3.1.3 and the related calculations and tables have been revised. Please refer to Annex 1.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	9. 3.3.1 - please advise the material type of the proposed new drainage pipes and incorporated to Table 3-5 for sake of clarity.	Concrete pipes have been proposed. Sections 3.3.1, 3.3.3, 3.3.4 & 3.3.5 have been revised accordingly. Footnote has been added to Tables 3-4 & 3-5 for clarification. Please refer to Annex 1.
	10. 3.3.3 - please provide details of the new manholes (e.g. manhole type, cover levels etc.) and new drainage pipes PP A02 - PP A07.	<p>The material of the proposed drainage pipes PP A02 – A07 is concrete. Section 3.3.3 has been revised accordingly. Footnote has been added to Tables 3-4 & 3-5 for clarification. Please refer to Annex 1.</p> <p>As the Scheme is still in early state. The manhole type and the detailed design of the proposed manhole STMH-A02 - STMH-A06 will be decided in detailed design stage.</p>
	11. Dwg. 3-3a - please advise/confirm whether the new terminal manhole STMH-1-A01 and the proposed drainage pipe PP A01 to be maintained by the Project Proponent.	Noted. The project proponent (URA) will be responsible for all of the drainage pipes laying works related to the Scheme, including the aforementioned proposed new manholes & pipes. The project proponent (URA) will also be responsible for the maintenance of the proposed terminal manholes (STMH-A01, STMH-B01 & STMH-B02) and the proposed drainage pipes (PP A01, B01 & B02) which are partially within the Scheme boundary.
	12. Dwg. 3-3b - please advise/confirm whether the new terminal manhole STMH-B01 and the proposed drainage pipe PP B01 to be maintained by the Project Proponent.	Same as the responses to item 12 above.
	13. Dwg. 3-3c - please advise/confirm whether the new terminal manhole STMH-B02 and the proposed drainage pipe PP B02 to be maintained by the Project Proponent.	Same as the responses to item 12 above.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	14. Appendix II and III - please furnish us the soft copy for curtail checking.	Noted. The softcopy of the spreadsheet files (calculation of Appendixes II & III) has been provided by consultant with the model files.
	15. Appendix II and III - please demonstrate suitable freeboard and reduction in flow capacity due to sedimentation had been allowed in flood level computations.	<p>According to Section 9.3 of Stormwater Drainage Manual (Fifth Edition), the effect of sedimentation should be estimated by 10% reduction in flow area. Please refer to Annex 1.</p> <p>In the current version, reduction in flow capacity due to sedimentation has been included in the calculation of the pipe capacity. As the calculation shows the capacities of the existing and proposed pipes are sufficient to cater the stormwater flow, freeboard calculation is not necessary.</p> <p>Appendix III has been revised accordingly. Please refer to Annex 1.</p>
<u>Comments from HyD</u>		
	<p>(a) Part 1- Planning Report:</p> <p>There is a temporary maintenance depot of HyD in operation being located at Site B under the Development Scheme Plan. It is anticipated that reprovision of the depot concerned to maintain its operation will be required upon development according to the tentative implementation programme of the project with design and construction commencing in year 4 after gazetted commencement of the Development Scheme in September 2021. Please keep this office informed of the development of Site B affecting our depot when more details including the latest programme are available.</p>	<p>According to LandsD, the temporary GLA (GLA-TNK 1723) is allocated to HyD as a maintenance depot for a period up to 31 March 2023. DLO has no objection to remove HyD's occupancy after March 2023.</p> <p>According to the latest development programme discussed with DEVB and ArchSD, some advance works including tree transplantation at Site B should start in mid-2023 before construction commencement in 2024. It is understood that HyD would liaise with LandsD to find another site suitable for a maintenance depot.</p>
	(b) Part 3- Supplementary Information, Appendix 5 (TIA report):	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<p>The proposed junction improvements and associated roadworks in the vicinity of the site arisen from TIA study (as spelt out in Section 5 like those Fig 5.1-5.6) shall be agreed by TD and implemented by the Project Proponent.</p>	
<u>Comments from RDO, HyD</u>	
<p>Please note that the operation of existing railway system is not under the jurisdiction of this office, with reference to DEVB TC (W) No. 1/2019 and Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24, you may consult MTR Corporation Limited (MTRCL) with respect to their comments or concerns on any potential/ possible impact of the subject sites on the operation, maintenance and safety of the existing railways.</p>	<p>Noted.</p>
<u>Comments from WSD</u>	
<p>a) Para. 3.1.1, 3.2.2 and Appendix IV — It seems that incorrect freshwater service reservoirs were selected for the WSIA. Please review;</p>	<p>Noted. The fresh water reservoirs have been revised to Shek Kip Mei Fresh Water Service Reservoir based on the reply from WSD's Kowloon Region Operations group.</p>
<p>b) Appendix IV — The unit conversion between m² and hectare seems incorrect Besides, unit demand of service trades in Sham Shui Po should be adopted in view of the site location. Please review;</p>	<p>Noted and the m² to ha ratio has been revised. Service trades in Sham Shui Po have been adopted (55 liter/head/day) in the calculation. Please refer to Annex 2.</p>
<p>c) Para. 3.2.1, 3.2.6, 3.2.8, 3.4.1, 3.4.4, 3.4.5 and Appendix IV — Please critically review and provide reference / calculation to substantiate the predicted fresh / salt water demand for the proposed commercial and G, I/C areas;</p>	<p>Noted. The unit freshwater/saltwater demand for commercial and G/IC have been revised and referenced to <i>Planning and Design Study on the Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station – Feasibility Study</i>.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments				Responses
				Appendix IV and the related sections have been revised accordingly. Please refer to Annex 2.
	d)	Para. 3.2.3 — Please be advised to consult the Kowloon Region of WSD on the actual condition / operation of the concerned pipes;		Noted. Section 3.2.3 has been revised accordingly. Please refer to Annex 2.
	e)	Para. 3.2.4 and 3.4.3 — The following velocity limits of water distribution mains should be adopted in the WSIA:		Noted. Sections 3.2.4 & 3.4.3 have been revised accordingly. The flow velocity limits are also list in Appendix IV. Please refer to Annex 2.
		Distribution Mains	Nominal Dia. (mm)	
		Fresh Water	<= 200	
		Salt Water	<= 300	
	f)	Pam. 3.2.5 and 3.2.7 – Please review the necessity of upgrading the existing 40/80mm pipe since fresh water could be supplied from the 300mm fresh water main along Cheung Sha Wan Road;		Noted. It is proposed to provide two new 150mm fresh water pipes both connect to the 300mm fresh water main along Cheung Sha Wan Road in the current report.
	g)	Pam. 3.4.5 — In accordance with WSD Departmental Instruction No. 1309, peak flow rates of salt water distribution mains should be 2 times mean daily demand. Please review;		Noted and Section 3.4.5 has been revised accordingly. Please refer to Annex 2.
	h)	Para. 3.4.6 – Please critically review the necessity and technical feasibility of constructing a new salt water pipe across the Cheung Sha Wan Road for Site B; and		Noted. As there is not enough information to determine the best alignment and collection point of the proposed new salt water pipe, the detailed will be determined in the later stage. Section 3.4.5 has been revised accordingly. Please refer to Annex 2.
	i)	Please seek comments from the Kowloon Region of WSD regarding the proposed water works for the captioned project.		Noted. The project team will work closely with the Kowloon Region of WSD during the detailed design stage of the proposed water works for the captioned project.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<i>Received via email from TP/SSP(2), DPO/TWK dated 22 October 2021</i>	
<u>Comments from Landscape Unit, UD&L Section, PlanD</u>	
<p>Comments from landscape planning perspective: Please note that our previous comments on the Draft Planning Report pre-submission (via DPO's email of 31.8.2021 to URA) are not yet addressed and therefore they are still valid.</p>	<p>A tree survey report and a conceptual landscape plan are prepared in the formal DSP submission to assess the landscape impact.</p>
<i>Received via email from TP/SSP(2), DPO/TWK dated 31 August 2021</i>	
<p>With reference to the Draft Planning Report, the proposed development includes proposal of about 750m² and 9,645m² of Public Open Space (POS) in Site A and Site B respectively. A total of 294 nos. trees are identified within the application site boundary and immediately adjacent to the site. According to the submitted tree photos, the trees are generally mature and in fair/good condition including dominant species <i>Aleurites moluccana</i> (石栗), <i>Ficus benjamina</i> (垂葉榕) and <i>Melia azedarach</i> (苦楝). The mature trees provide good amenity value to the surrounding area and are sensitive to change. Around 50% of the existing trees, including three significant size trees (T54, T143 & T203) with DBH>1m which are considered potentially registrable Old and Valuable Trees (POVTs) according to DEVB TC(W) No. 5/2020, are in directly conflict with the proposed development. Significant adverse landscape impact on existing landscape resources is anticipated.</p> <p>Having reviewed the submitted information, please note below our comments from landscape planning perspective:</p>	<p>Noted. The Tree Survey Report (Appendix 2 of the DSP submission) recognised the importance of some of the larger trees and recommended that those trees should either be retained in-situ or transplanted to the new POS at Site B, subject to detailed design, approval from LCSD and liaison with relevant government departments.</p>
<p><u>General</u> a) The proposed development is in direct conflict with around 50% of the existing trees on site. Three potentially registrable Old and</p>	<p>Noted. The Tree Survey Report (Appendix 2 of the DSP submission) recognised the importance of some of the larger trees and recommended that those trees should either be retained in-situ or</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	Valuable Trees (POVTs) (T54, T143 & T203) with DBH>1m and some large trees with DBH >0.6m are good specimen of the species which are considered valuable landscape resource. The large trees affected provide good amenity value to the surrounding area and are sensitive to change. Alternative designs such as adjusting the layout of the sports centre to avoid impact to the large existing trees in the Cheung Sha Wan Path Sitting-out Area or relocation of the sports centre to area currently occupied by the temporary HyD maintenance depot should be explored to minimize impact to existing trees. At the same time, tree transplanting should be considered as far as practicable to preserve the affected trees.	transplanted to the new POS at Site B, subject to detailed design and liaison with LCSD and relevant government departments upon DSP approval.
	b) Technical assessment of landscape impact caused by the proposed development should be discussed in Section 4 of the Planning Report;	Technical assessment of landscape impact caused by the proposed development have been discussed in the formal submission of the Planning Report. Please refer to paragraph 4.14-4.15 of the Planning Report.
	c) Conceptual landscape plan should be provided to illustrate the overall landscape design and demonstrate that sufficient provisions on green coverage and quality open space have been allowed for the proposed POS.	A conceptual landscape plan is included in Appendix 2 of the formal DSP submission.
	d) Landscape elevations and sections should be provided to illustrate the spatial quality of the POS and the relationship with the surroundings.	A conceptual landscape plan is included in Appendix 2 of the formal DSP submission. Detailed landscape design of the POS will be developed at detailed design stage, subject to liaison with LCSD and relevant government departments upon DSP approval.
	e) It is noted that the three potentially registrable Old and Valuable Trees (POVTs) (T54, T143 & T203) are proposed to be transplanted in the New Tree Planting Plan (Dwg. No. URAP005-TC001). The feasibility to transplant those large trees should be considered during the feasibility stage.	Noted. The feasibility of transplanting those large trees will be further studied at detailed design stage.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	f) Para. 4.9 & 8.3 – Besides T143 & T203, T54 with DBH 1.24m should also be identified as potentially registrable OVT.	Noted. The feasibility of retaining/ transplanting T143 & T203, T54 will be further studied at detailed design stage.
	g) The tree recommendation described in para. 5.1 & 5.2 do not tally with Table 5.3. To avoid confusion and for assessment of landscape impact, each tree should be recommended for one treatment only (i.e. retained, transplanted, felled) instead of multiple treatments.	Noted. References to the tree recommendations in the report and schedules have been reviewed to ensure consistency.
	h) According to the tree photos, lots of the existing trees are generally in good condition and some large trees provide good amenity value. However assessments in the tree survey schedule are “fair” in form, health and structural condition and amenity value for most of the trees. Please review the ratings according to the tree survey methodology to reflect the tree conditions as appropriate.	The tree survey has reflected the current on-site situation. It is noted that many trees particularly within the two sitting-out areas were planted too densely, which resulted in contorted specimens and trees growing towards available sunlight (potentially a phototropic effect). Some trees are even exhibiting asymmetrical canopies. The ratings has reflected the tree conditions recorded during the tree survey.
	<u>Comments from Urban Design Unit, UD&L Section, PlanD</u>	
	Major Comments No directional analysis under individual wind directions is provided in the report.	An Air Ventilation assessment report is prepared in the DSP submission, please refer to Annex 3 Section 4.6 for the supplement of the directional analysis.
	Specific Comments Figure 3-5b – The figure is illegible.	Noted.
	Figure 3-6c – As SSP-017 is also included in the assessment, please also illustrate in different colour for easy reference.	The Figures 3-5a & 3-5b have been simplified and combined into a single for better presentation. Figure 3-5c has been renamed to Figure 3-5b. Please refer to Annex 3.
	Paragraph 4.5.3 – Air ventilation assessment is the study of pedestrian wind environment. We opine that it is not appropriate to	Noted. Please refer to Annex 3 para 4.5.2.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
describe as “no insurmountable adverse impact”, instead “no significant impact” is usually adopted.	
Paragraph 5.1.2 – Please note the Baseline Scheme for the SSP-017 is not OZP compliant scheme, please revise the wording.	Existing building configuration is used as the Baseline Scheme for the SSP-017 which also complies with the existing OZP.
<i>Received via email from TP/SSP(2), DPO/TWK dated 29 October 2021</i>	
<u>Comments received from Urban Renewal Section of LandsD</u>	
"This Office's comments on the pre-submission of the Report (conveyed via PlanD's email of 31.8.2021 at 16:23 to URA) are still valid. Incidentally, Plans 1 to 5 of Part 1 are not enclosed in the Report, our comments will be provided upon receipt of such plans."	Please refer to Annex 4 for the Plans 1 to 5 in Part 1 of Planning Report.
<u>Comments from Urban Design Unit, UD&L Section, PlanD</u>	
1. We have some observations/comments on the proposal as follows:	
(a) Overall Proposal i) Please indicate (i) the aboveground site coverage (SC) of the notional schemes; and (ii) the height of the 5-storey podium at Site A in the planning report for ease of reference.	Since Site A is a Class C site, according to the B(P)R 20(1)(c), the permitted Site Coverage for the non-domestic part will not exceed 90% SC and the domestic part will not exceed 40% SC. The height of the 5-storey podium at Site A will be about 22m, subject to detailed design.
ii) It would be helpful if further elaborations on the design of the proposed POSs could be provided in the ES of the DSP.	The design of the proposed POSs will be developed at detailed design stage, subject to liaison with relevant government departments and LCSD's approval.
iii) It would be helpful if artist's renderings/perspectives could be provided in the planning report to illustrate the proposed developments at a close scale to facilitate understanding of its visual effect and interface with the surroundings, and how the proposed	A conceptual landscape plan is shown in Annex VIII of Appendix 2 of the DSP submission to illustrate the landscaping concept with the proposed main pedestrian circulation. A visual impact assessment (Appendix 3 of the DSP submission refers) was conducted in the local

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	POSs may be perceived by the pedestrians.	<p>context to assess the visual effect and compatibility of the proposed development with the surroundings.</p> <p>The design of the proposed POSs will be developed at detailed design stage, subject to liaison with relevant government departments and LCSD's approval.</p>
	<p>(b) Site A</p> <p>iv) Provision of various podium/ground floor setbacks seems to be one of the key justifications for the BHR of 140mPD for Site A. Please consider clearly indicating their dimensions in the planning report for ease of reference.</p>	<p>A maximum building height of 140mPD is proposed at Site A under the draft DSP to enable a higher podium design to mitigate the severe traffic noise generated from the surrounding road traffic. As mentioned in the Planning Report, this will not only allow for accommodating GIC facilities with appropriate headroom in the podium, but will also opportune for creating 15m tower separation and various podium setbacks, including about 15-20m ground floor setback from Cheung Wah Street for better air ventilation and providing opportunities to preserve existing trees.</p>
	<p>v) Please consider whether it is appropriate to reflect the podium setback requirements in the ES of the DSP.</p>	<p>As stated in paragraph 7.13 of the draft ES, "to further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, would be provided in the Area."</p>
	<p>vi) Please consider whether there is scope to provide the POS near the Cheung Sha Wan Catholic Secondary School, which may render more buffer space between the school and the proposed development.</p>	<p>Referring to Appendix 1 - Figure 1.1 Notional Design, appropriate podium setbacks and a landscape area are proposed to create buffer space between the school and the proposed development. Some greenery will be retained in the landscape area behind the fence wall. There will be a building setback of no less than 6m from the school site boundary.</p> <p>The landscape area will integrate with the at-grade setbacks along Hing Wah Street and Cheung Wah Street, and also the POS of not less than</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		750 sq.m. proposed at Site A along Cheung Sha Wan Road. The POS at Site A will connected to the proposed POS of not less than 9,645 sq.m at Site B by a weather-proof footbridge to create an integrated POS system for public enjoyment.
	vii) Would it be possible to move the GIC facilities at Site A to Site B, with a view to reducing the BH of the proposed development at Site A?	<p>The provision of floor space for GIC uses at Site A is in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”, taking this redevelopment opportunity to provide more GIC facilities for community use.</p> <p>The GIC facilities at Site A can also better serve the community residing in the medium aged building cluster in the further north of the Scheme.</p>
	(c) Site B viii) The south-eastern portion of the POS is quite narrow and may not be favourable for a usable open space design, and integration with the Sham Shui Po Sports Ground would potentially improve open space users’ experience. While it is noted that URA would liaise with LCSD on the integration, please take into account usability of the open space in the design of the POS.	Noted. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD and its approval on the associated revitalisation work separately, upon approval of the DSP and subject to further coordination and acceptance of relevant Government departments.
	ix) The interface between the GIC site and POS should be carefully considered. Some discussions on the interface treatment between the GIC site and the POS, and how the design of the GIC Complex would respond well to the adjoining open space would be helpful.	Noted. The URA will further liaise with relevant government departments on the interface treatment and design of between the GIC Complex and the POS at detailed design stage.
	x) Appendix 1 Figure 1.1 – Please clarify the function of the grey area near the GIC Complex.	The grey area near the GIC complex will include the run-in/out, access to the GIC complex, setback and a landscape area with a covered walkway (Figure 2.4 of the Appendix 5 of the DSP submission refers), subject to detailed design.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses														
<p>(d) Proposed All-weathered At-grade/Elevated Walkways</p> <p>xi) For the footbridges across Cheung Wah Street and Cheung Sha Wan Road, it is observed that there are existing at-grade crossings nearby serving similar purpose. In this connection, further justifications may be required.</p>	<p>As stated in the Planning Report, the footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect the open space provided in both URA projects (SSP-017 and SSP-018) to enhance connectivity of amenity features for public. The proposed footbridges will formulate an all-weathered at grade and elevated pedestrian network integrating the proposed GIC facilities and POSs, to enhance the safety, connectivity and pedestrian comfort with the seamless connection, subject to detailed design.</p> <p>The proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and road gazette, and detailed technical feasibility.</p>														
<p>xii) Besides landscaping, aesthetic design of the canopy structure may also help the all-weathered walkways to be more responsive to the surroundings. Some further discussions and visual illustrations on the design would be helpful.</p>	<p>Noted. The detailed design of the all-weathered pedestrian network will be developed at detailed design stage.</p>														
<p><u>VIA</u></p> <p>It does not seem that our comments on the VIA in the pre-submission (conveyed via PlanD’s email of 6.9.2021 at 15:07 to URA) have been addressed. Our comments would generally remain valid, and are recapped in the following paragraphs.</p> <p>As illustrated in the photomontages, the proposed development involving high-rise developments at an existing low-rise cluster will likely induce some visual impacts on surrounding public viewers. It appears that the visual impact ratings for most of the VPs presented at Section 4.3 and Section 5 have been downplayed and underrated.</p>	<p>Noted. The VIA is prepared with reference to the TPB-PG NO. 41 to assess the visual impact of the proposed development. The VIA has followed the four-fold appraisal, including the assessment on visual composition, visual obstruction, effect on public viewers and effect on visual resources. Please refer to the following table for the content reference to facilitate your review:</p> <table><tr><th></th><th>Sensitivity</th><th>Visual Composition</th><th>Visual Obstruction</th><th>Effect on Public Viewers</th><th>Effect on Visual Resources</th><th>Visual Impact Rating</th></tr><tr><td>VP1</td><td>Para 4.3.2</td><td>Para 4.3.3 – 4.3.7,</td><td>Para 4.3.3 – 4.3.7,</td><td>Para 4.3.8, Table 4.2</td><td>Para 4.3.8, Table 4.2</td><td>Table 4.2</td></tr></table>		Sensitivity	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	Visual Impact Rating	VP1	Para 4.3.2	Para 4.3.3 – 4.3.7,	Para 4.3.3 – 4.3.7,	Para 4.3.8, Table 4.2	Para 4.3.8, Table 4.2	Table 4.2
	Sensitivity	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources	Visual Impact Rating									
VP1	Para 4.3.2	Para 4.3.3 – 4.3.7,	Para 4.3.3 – 4.3.7,	Para 4.3.8, Table 4.2	Para 4.3.8, Table 4.2	Table 4.2									

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments		Responses						
<p>Our comments below are not exhaustive and please critically review and revise Section 4.3 and Section 5 to present a more objective and convincing assessment of the visual impacts induced by the proposed development.</p> <p>In general, reference should be made to TPB-PG NO. 41 in preparing the VIA for submission to TPB. In particular, the VIA is required to outline the positive and negative visual resources/elements in the vicinity, assess the sensitivity of the potential viewers at the identified viewpoints (VP), appraise the visual changes experienced at the VPs (which is four-fold, viz. visual composition, visual obstruction, effect on public viewers and effect on visual resources), and hence the significance of visual impact experienced at the VPs brought about by the proposal could be determined. Discussions on visual mitigation and enhancement measures proposed should also be provided where applicable.</p>			Table 4.2	Table 4.2				
	VP2	Para 4.3.9	Para 4.3.10 – 4.3.13, Table 4.2	Para 4.3.10 – 4.3.13, Table 4.2	Para 4.3.14, Table 4.2	Para 4.3.14, Table 4.2	Table 4.2	
	VP3	Para 4.3.15	Para 4.3.16 – 4.3.18, Table 4.2	Para 4.3.16 – 4.3.18, Table 4.2	Para 4.3.19, Table 4.2	Para 4.3.19, Table 4.2	Table 4.2	
	VP4	Para 4.3.20	Para 4.3.21 – 4.3.23, Table 4.2	Para 4.3.21 – 4.3.23, Table 4.2	Para 4.3.24, Table 4.2	Para 4.3.24, Table 4.2	Table 4.2	
	VP5	Para 4.3.25	Para 4.3.26 – 4.3.28, Table 4.2	Para 4.3.26 – 4.3.28, Table 4.2	Para 4.3.29, Table 4.2	Para 4.3.29, Table 4.2	Table 4.2	
	VP6	Para 4.3.30	Para 4.3.31 – 4.3.32, Table 4.2	Para 4.3.31 – 4.3.32, Table 4.2	Para 4.3.33, Table 4.2	Para 4.3.33, Table 4.2	Table 4.2	
	VP7	(VP7 is a strategic viewing point)	Para 4.3.34 – 4.3.35, Table 4.2	Para 4.3.34 – 4.3.35, Table 4.2	Para 4.3.35, Table 4.2	Para 4.3.35, Table 4.2	Table 4.2	
	The following format suggested by UD &L will be followed in future DSP submissions.							
<p>Section 4.3 – Generally, the appraisal of visual impact would take into account the sensitivity of the VP and the effect/magnitude of visual change derived from the four-fold appraisal of visual change, and together they would give a visual impact rating for the VP. Taking VP1 as an example:</p> <p>(a) Sensitivity – Given that this VP is close to the subject site and</p>	<p>VP 1 is a viewpoint at Hing Wah Street Playground which is a football pitch with mainly active recreational facility. Public viewers and users of the Hing Wah Street Playground are mainly involved in active football activities at ground level, while the sky view is not of top priority.</p> <p>Regarding the local visual context, the proposed T1 and T2 are</p>							

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>has direct sightline to the proposed development, and primarily represents recreational users engaged in active sport activities, its sensitivity would be medium.</p> <p>(b) Visual Composition – In terms of visual composition, the proposed development would partially replace low-rise G/IC uses and open spaces with high-rise development, and add on to the surrounding existing and planned development. Given the relatively close distance from the site, the proposed development would appear prominent at this VP. Nonetheless the visual character of the proposed development would not be a far cry from the surrounding developments, e.g. Heya Aqua.</p> <p>(c) Visual Obstruction and Effect on Visual Resources – In terms of visual obstruction and effect on visual resources, the proposed high-rise development would reduce the visual and spatial relief currently offered by the low-rise G/IC uses and open space. It would reduce visual openness and visual access to open sky view, and cause moderate to substantial visual obstruction.</p> <p>(d) Effect on Public Viewers – Taking into account the change in visual composition, and the extent of visual obstruction and effect on visual resources, the effect/magnitude of visual changes on public viewers would be moderate to substantial.</p> <p>(e) Visual Impact Rating – Taking into account the medium sensitivity and the moderate to substantial magnitude of visual change, the visual impact experienced at this VP would be moderately to significantly adverse. Visual</p>	<p>compatible to nearby Heya Aqua with similar size and height. In addition, there is a cluster of high-rise existing and planned developments in the surrounding. It is anticipated that the proposed development would result in a negligible effect to the visual composition in general.</p> <p>With the mitigation measures listed in the VIA report, the potential negative visual impact can be minimized. The proposed maximum building height of 140 mPD at Site A opportune for creating 15m tower separation and various podium setbacks. A clear tower separation between the proposed T1 and T2 can be observed in another angle at VP2.</p> <p>Taking the view of UD & L, the visual impact rating of VP1 will be adjusted to “moderately adverse”, while the rating of other VPs will remain unchanged.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>mitigation measures including podium setbacks and slimmer building form have been proposed.</p> <p>Please consider reviewing and revising these paragraphs with reference to the above example, with a view to clearly and objectively present the visual impact induced by the proposed development.</p>	
	<p>6. Paragraph 4.1.5 – Please also indicate the low-rise GIC (Hong Kong Institute of Vocational Education (Haking Wong)) located to the further southeast of Site B.</p>	<p>Noted.</p>
	<p>7. Paragraph 4.3.4 & 4.3.5 VP1 – With reference to the photo, the urban development forming the background of the site consists of some tall buildings, which given the distance, are not prominent at this VP. The local visual context does not seem particularly dense at this VP.</p>	<p>With reference to the local visual context, the proposed T1 and T2 are of compatible and similar size and height, as compared to Heya Aqua and the proposed development at SSP-017. In addition, there is a cluster of high-rise existing and planned developments in the surrounding, which would result in a negligible effect to the visual composition.</p>
	<p>8. Figure 4.1 – The extent of the Wang Cheong Factory PH site is incorrect. Please rectify.</p>	<p>Noted. Please refer to Annex 5 for the revised Figure 4.1.</p>
	<p><u>AVA</u></p> <p>9. Our comments on the AVA have been provided.</p>	<p>Noted.</p>
	<p>10. Pending the finalisation of the AVA, we may provide comments on the AVA-related discussions in the planning report (Para. 4.24) and the ES of the DSP (Para. 7.13).</p>	<p>Noted.</p>
<u>Comments from GPA</u>		
	<p>It is noted that some GIC facilities will be accommodated in the podium of the proposed residential building at Site A. Please note that if any GIC facilities are to be incorporated in private</p>	<p>Noted. URA will further liaise with relevant departments on the provision of GIC facilities at detailed design stage upon the approval of the DSP.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<p>development and assigned to Financial Secretary Incorporated (“FSI”), the user department(s)/project proponent(s) should observe Accommodation Regulation 341. Our FSI Team of GPA will help vet the lease conditions to ensure that the rights and obligations of the Government as the owner of the GIC facilities are properly reflected when the draft lease conditions is prepared by DLO and circulated to GPA for comments.</p>	
<u>Comments from TD</u>	
<p>2. Please note our comments listed below regarding for the TIA Submission for your following up.</p> <p>i. Section 2.2 – We noted that you have adopted the latest HKPSG for assessment in this submission. However, after considering the factors and their weighting for determining the GPS, your current provision still does not comply the current standard. As such, please review and update your provision with justification. If there are any technical difficulties or other constraints, you could provide justifications for TD to consider.</p>	<p>The proposed current ancillary car parking provision complies with the latest HKPSG (August 2021 Edition). In addition to the required ancillary car parking, a basement public vehicle park with about 50 private car parking spaces has been proposed. Under the current proposal, 2 level of basements are required and are already fully utilized to accommodate the proposed car parking provision.</p> <p>Further increase in the number of car parking provision will incur additional basements which will lengthen the construction process, increase construction difficulties and lead to a delay in flat production programme. The URA will continue to liaise with TD on detailed refinement upon DSP approval for land grant preparation.</p>
<p>ii. Para 2.2.1 and Table 2.1 – We note that your TIA (i.e. Residential 7.5 PR and Retail 1.0 PR) has not reflect the maximum plot ration as stated in the revised OZP (i.e. Residential 7.5 PR and Retail 1.5 PR). Please state your intention or review the submission with appropriate GFAs.</p>	<p>It is URA’s intention to propose domestic PR of 7.5 and non-domestic PR of 1.0 (i.e. total PR of 8.5) for Site A in the DSP. The technical assessments adopted 7.5 PR for domestic, 1.0 PR for retail and 1.0 PR for GIC provision (i.e. a total PR of 9.5 while 1.0 PR for GIC uses is exempted from GFA calculation under planning regime) and demonstrated that the proposed DSP would impose no adverse traffic impact on the surrounding area.</p> <p>It is understood that 7.5/1.5 PR restriction is the standard clause for R(A) zone. The proposed DSP Notes followed the standard clause of</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		R(A) zone, similar to the situation of Class A sites where the maximum development intensity cannot be attained but the standard clause remains unchanged. URA has no objection to revise the DSP Notes should PlanD consider that a 7.5/1.0 PR restriction for Site A (with G/IC exempted) is more suitable.
	<p>iii. Table 2.3 Underground Public Car Park – You have proposed a 50 nos. of public parking spaces based on the affected on-street metered parking spaces and the observed illegal parking situation. However, a public vehicle park is generally assumed to serve a 500m-radius area and the demand analysis should include not limited to (1) existing public parking supply, (2) illegal parking conditions, (3) utilisation rates of public parking and (4) planned commissioning of development/ redevelopment proposal end in particular public car parks, in the short and medium term, say in the next 3-5 years especially the deficit between the latest standard and the proposed provision in the said development/ redevelopment. You are also reminded that if the parking demand for commercial vehicle (CV) and private car (PC) cannot be totally met, priority should be accorded to CV and private car (PC) cannot be totally met, priority should be accorded to CV. As such, please review and update your approach and assessment.</p>	<p>The provision of underground public vehicle park at Site A aims to create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separated revitalization work at strategic locations.</p> <p>As mentioned above, in addition to the required ancillary car parking, a basement public vehicle park with about 50 private car parking spaces has been proposed. Under the current proposal, 2 level of basements are required and are already fully utilized to accommodate the proposed car parking provision.</p> <p>Please be noted that this TIA is to assess the anticipated traffic impact to be induced by the Scheme and advise for potential improvement measure to resolve the foreseeable problem and it is not the objective of this TIA to identify the parking demand, surplus and shortage in public parking facilities of the local area.</p>
	<p>iv. Table 2.2 Remarks No 2 – As stated in your report that the types of GIC facilities is yet to be confirmed. Thus whether the loading/ unloading bays are of “low demand” is just as assumption and should be reviewed.</p>	<p>Please note that the required area and detailed requirements of each GIC facility is not yet confirmed at this stage. Given part of Site B is within the MTR railway protection boundary, underground car park is limited to 2 basement levels. Loading/unloading bays are allocated to the ground floor subject to on-going consultation with user departments to confirm their loading/unloading requirements in their draft SoA.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
v.	Para 2.3.3 – Please elaborate the car parking provision according to (a) proximity and convenience for access to public transport service, (b) availability of public car parking spaces, (c) traffic conditions and (d) level of illegal parking.	Noted and further elaboration have been stated in Para 2.3.3 . Please see Annex 6 for the replacement page of the TIA Report.
vi.	Para 2.3.9 – According to “Single Site Multiple Use” principle, please consider to provide PVP at Site B as well. Please elaborate (1) the possible excavation depth for the basement carpark and (2) why above ground car park is not considered. Moreover, we have noticed that you have only proposed to use portion of the site for underground car park, please consider the use the entire site area to enlarge the car parking area.	<p>A basement of 2 levels at Site B is proposed to accommodate the ancillary car parking of the GIC uses.</p> <p>Owing to the site constraints and to maximise the number of ancillary car parking spaces, loading/unloading facilities will take up the ground level. Given a number of SWD’s welfare facilities required to be located below 24m, it is most rational to accommodate the welfare facilities at the lower levels (1/F-6/F) of the notional scheme.</p> <p>The northern part of Site B partially overlaps with the existing tunnels of MTR Tsuen Wan Line and its railway protection area. Extending the basement of the GIC site to the north is not feasible and hence, it is impossible to use the entire site area for underground car parking. Further excavation of the proposed basement at the southern part of Site B will increase more resources and lead to significant programme delay which will affect flat supply.</p> <p>As stated in paragraph 2.5.6 and Figure 2.4 of the TIA report, the run-in/out Option 3 is proposed at the south-west corner of the site by forming a new access connecting Lai Chi Kok Road in order to provide an access for the GIC building of Site B. The provision of new access at the south of Site B is not part of the DSP site boundary. It will involve rearrangement of the adjacent ball courts under separate revitalization initiatives and works, subject to further liaison with LCSD at detailed design stage upon DSP approval. Should TD consider an urging demand of public car parking spaces in the district, TD may consider to ride on the opportunity of adjacent ball courts</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		rearrangement. TD may wish to liaise and explore with LCSD the possibility in providing PVP underneath the rearranged LCSD ball courts subject to the costs of underground PVP provision and the selection of project proponent and maintenance agent. Please refer to Annex 7 for the above-mentioned area bounded in red-dotted line for consideration.
	vii. Figure 2.1 – Please consider including the junctions of (1) Tonkin Street / Un Chau Street, (2) Tonkin Street / Castle Peak Road, (3) Fat Tsueng Street / Lai Chi Kok Road and (4) Fat Tsueng Street / Tung Chau Street into your assessment.	Please be noted that additional junction assessments requested by your department on 9 April 2021 (relevant correspondence enclosed in Annex 6) have been incorporated in the TIA study.
	viii. Figure 2.2 – We note that you intended to replace the on-street metered parking spaces into your basement car park, however, it will depend on the on-site demand for our removal of the on-street metered parking spaces. Moreover, for the affected car parking spaces i.e. those along Hing Wha Street due to the proposed run in of Site A, other than incorporating into your basement car park please review if relocation to nearby streets will be feasible.	Noted. In order to minimise the impact to the public, the existing on-street disabled parking spaces on Hing Wah Street will be maintained and the 3 nos. of affected metered parking spaces is proposed to be relocated to Hang Cheung Street and Fortune Street as indicated in the enclosed Figure A in Annex 6. The proposed arrangement of on-street parking facilities at Hing Wah Street is indicated in the enclosed Figure 2.2 in Annex 6.
	ix. Figure 2.4 – The proposed Option 3 for the run in of Site B depends on the feasibility of rearrangement of the LCSD facilities and thus the agreement in principle from LCSD should be sorted. Otherwise, a feasible fall back option should be developed for our consideration. Moreover, Lai Chi Kok road is a primary distributor. According to TPDM Vol. 2 Section 3.2, Frontage access should be limited and according to TPDM Vol 2 Section 3.6.1, Wherever possible run-ins should not be permitted on primary distributors. Please also note that TD will not take up the management of the proposed road which solely serve your site.	<p>Consultation with LCSD has been on-going since Q2 2021. LCSD has agreed in principle to Option 3 run-in/out. The access will involve liaison with LCSD and getting their approval at detailed design stage.</p> <p>As discussed in Section 2.5 of the TIA Report, three options of access arrangement for Site B have been developed and reviewed in the study, however, Options 1 and 2 are not preferred due to the potential impact to Cheung Sha Wan Road and administrative issue.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses																								
x.	Para 4.1.3 – Please provide the validation result of the 2015 based BDTM model using your observed data in 2021 for our assessment. Please advise what major check with TPD that all the major road works to be implemented before 2028 (target completion year) have been included in the BDTM model.	Please be noted that the set of forecasted traffic flow adopted for the assessment is based on survey data and growth to the design years by applying a growth rate as discussed in Section 4 of the TIA Report. The latest BDTM model has been applied in the assessment, we welcome TPD to provide the major road works to be implemented before 2028 to include in the BDTM model.																								
xi.	Para 4.1.4 – Please provide breakdown for the growth over the years from 2028 / 2034 (target completion year) to 2031 / 2037 (forecast design year) and the adopted growth factor for our assessment.	An annual growth rate of +1.10% p.a. is adopted in the traffic forecast and applied to the base year 2021 traffic flow to derive all the design year scenarios.																								
xii.	Para 4.2.6 – Please provide the traffic count profile to confirm the selected peak hours.	The traffic count profiles for the surveyed periods are illustrated in the enclosed Figure B in Annex 6.																								
xiii.	Table 4.3 – Heya Crystal consists of 350 flat while Site A will consist of 830 flats; and Cheung Sha Wan Sport Centre is 1,168 m ² in GFA while Site B will be 33,696 m ² in GFA. Please explain how the pedestrian trip generated can be comparable. Please consider to conduct survey of similar scale of development for a counter checking purpose. As such, please also review the figure in Table 4.9.	<div>The residential developments completed in last 5 years in the vicinity of the sites are compared and Heya Crystal is chosen due to the similar in development composition. The reviewed residential developments are listed in the table below:</div> <table><tr><th>Development</th><th>Location</th><th>Completion Year</th><th>Development Component</th><th>Parameters</th></tr><tr><td rowspan="2">The Astro</td><td rowspan="2">310 Un Chau Street</td><td rowspan="2">2019</td><td>Residential</td><td>104 flats</td></tr><tr><td>Retail</td><td>361.3 sqm GFA</td></tr><tr><td rowspan="2">The Amused</td><td rowspan="2">532 – 542 Fuk Wing Street, Sham Shui Po</td><td rowspan="2">2018</td><td>Residential</td><td>136 flats</td></tr><tr><td>Retail</td><td>611.2 sqm GFA</td></tr><tr><td>Heya Aqua</td><td></td><td>2016</td><td>Residential</td><td>275 flats</td></tr></table>	Development	Location	Completion Year	Development Component	Parameters	The Astro	310 Un Chau Street	2019	Residential	104 flats	Retail	361.3 sqm GFA	The Amused	532 – 542 Fuk Wing Street, Sham Shui Po	2018	Residential	136 flats	Retail	611.2 sqm GFA	Heya Aqua		2016	Residential	275 flats
Development	Location	Completion Year	Development Component	Parameters																						
The Astro	310 Un Chau Street	2019	Residential	104 flats																						
			Retail	361.3 sqm GFA																						
The Amused	532 – 542 Fuk Wing Street, Sham Shui Po	2018	Residential	136 flats																						
			Retail	611.2 sqm GFA																						
Heya Aqua		2016	Residential	275 flats																						

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments		Responses				
			500 - 502 Fuk Wing Street and 393 - 399 Un Chau Street		Retail	3,201 sqm GFA
		Heya Crystal	399 Castle Peak Road, Kowloon	2016	Residential	350 flats
					Retail	3,920.9 sqm GFA
		High One	571 Fuk Wa Street	2016	Residential	187 flats
					Retail	658.4 sqm GFA
		As the proposed relocation of sport centre in GIC building at Site B would be serving the same group of local residents as the existing Cheung Sha Wan Sport Centre, the existing pedestrian demand of the sport centre is therefore collected to derive the future demand with reference to the floor area of both the existing and relocated sport centre.				
		To further enhance the walkability of the Scheme Area, ground floor setbacks will be provided along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street to create a wider pavement for a better walking environment. In addition, the Scheme aims to create an all-weathered at-grade and elevated pedestrian network with proposed footbridges across Cheung Sha Wan Road and Cheung Wah Street to enhance connectivity for the benefit of a wider area of Sham Shui Po. Upon DSP approval, further pedestrian flow enhancement opportunities could be explored via separate revitalisation initiatives, in particular strengthening the connector role of Cheung Wah Street to enhance the connectivity between the medium aged building cluster further north and the future leisure and community hub in the south.				

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	xiv. Table 4.7 – Please check with PlanD for future developments in the vicinity to ensure the list is exhaustive. Moreover, please adopted the trip attraction and generation as accepted in the Final TIA reports of these project to reflect the actual planned traffic situation.	Please be advised that PlanD have been consulted during the study and the department's comment have been incorporated in the study. We welcome TD to provide further relevant information for reference in the study.
	xv. Para 4.4.3 – Please review the table and the trip attraction and generation figures. It appears the 2,541 pcu/hr and 1,806 pcu/hr is wrong	Noted. The planned developments will generate overall 2-way trips of 3,281 pcu/hr and 2,379 pcu/hr during the morning and evening peak hour respectively. Please refer to Annex 6.
	xvi. Table 4.9 – Please explain the trip rates adopted by PVP and indoor recreation centre.	The pedestrian trip rate for indoor recreation centre is make reference to the trip generation survey results of the existing Cheung Sha Wan Sport Centre. The minimal pedestrian trip for underground public car park can be estimated with reference to the anticipated vehicle trip as shown in Table 4.8 and the assumption of average 2 passengers per vehicle. The additional pedestrian trip to be generated by the underground public car park are summarised in Table 4.9 of the TIA report. Replacement pages for the TIA Report and Figure 4.6 is enclosed in Annex 6.
	xvii. Section 5.3 – Please advise the parties for carry the junction improvements for J2, J5, J7, J9, J11 and J12. For other junctions that you suggest your contribution is minimal, please provide the justification for our assessment.	Please be advised that the proposed junction improvement scheme for J2 will be implemented by URA, while the improvement schemes for J5, J7, J9, J11 and J12 are suggested for government department consideration and implementation owing to the foreseeable adverse traffic conditional to be induced by the traffic growth of the district in the Reference Scenarios and the minor traffic impact (0 to 3%) to be induced by the Scheme.
	xviii. Section 5.3 – Please review the final TIA reports of the planned developments and include those proposed improvements by other planned developments into your TIA report for review.	Noted. The TIA report has included planned developments and proposed improvements by other planned developments, with the accessible information in public domain or from relevant government

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		departments. We welcome TD to provide further relevant information for reference in the study.
	xix. Figure 5.5 and 5.6 – Please note that split phase is not preferred due to road safety concerns, please review the junction improvement works.	Noted and the suggested junction improvement schemes for Junctions J11 and J12 will be reviewed once the said information in Item xviii is available.
	xx. General - Please provide a plan showing (1) the proposed building set back, (2) the proposed run in/ out, (3) the proposed footbridges and connections point/ landings, (4) the proposed columns/ structures on the public footpath, (5) the proposed affected on-street parking spaces and (6) other proposed structure relevant to our assessment.	Please refer to the enclosed Figures 2.2 and 2.4 in Annex 6 for the requested information. The structural detail for footbridge connections is not available at the moment and will be provided in the detail design stage of the project.
	xxi. General – As stated in the report, you will carry out the redevelopment of Kim Sin Lane Project which in the close proximity of this project. Please provide the cumulative traffic impact on both pedestrian and vehicular traffic for assessment.	Please be noted that the redevelopment project Kim Shin Lane/ Fuk Wa Street (SSP-017) is considered as one of the planned developments in the study.
	xxii. Please suggest the applicant / relevant consultant to arrange a meeting to discuss the above comments and their responses.	Upon DSP approval, the URA will further liaise with TD for the preparation for land grant.
<u>Comment from FSD</u>		
	Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority.	Noted. Fire safety measures will be proposed at detailed design stage.
	Furthermore, the EVA provision in the captioned site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	(Planning) Regulation 41D which is administered by the Buildings Department. Also, the EVA provision of the nearby buildings shall not be affected by the proposed works. Nevertheless, shall the proposed works affect any licensed premises in the area, such as Petrol filling station, the project proponent should make separate enquiry to this department to ensure work feasibility.	
	Moreover, any proposal with the nature of Residential Care Homes for the Elderly/Persons with Disabilities, School and Child Care Centre, the height restrictions as stipulated in the respective regulations and relevant Code of Practice shall be observed.	Noted.
<u>Comment from LCSD</u>		
	Most of our previous comments provided on the pre-submission have been addressed. We have the below two comments on the draft DSP, please.	Noted.
	Part 1 - para 3.10 Typo of Sham Shui Po Sports Ground was not rectified. Please find the below marked up for easy reference.	Noted.
	Appendix 4 - Social Impact Assessment (Stage 1) Report You may consider deleting the last sentence of para 3.4 as it is quite a long time ago. If you still want to keep the last sentence, it is suggested to amend as marked.	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<p>→ 2,194 seats. It is a popular sports ground used by the local community in Sham Shui Po as well as hosting major sporting events. It was home to the 2011–12 Hong Kong First Division Football League season and the Fourway Athletics in the 2009–10 season.</p> <p><i>Caritas Hospital</i> <i>Sham Shui Po Sports Association in</i></p> <p>3.5 Caritas Medical Centre (see Figure 3.1) was founded by Caritas Hong Kong and opened by the Hong Kong Governor, David Trench, on 17 December 1964. The centre is now a general hospital with 1,206 beds situated in Sham Shui Po, and is co-managed by the Hospital Authority and Caritas Hong Kong. Caritas Medical Centre is the referral</p>	
<u>Comments from HKPF</u>	
1) As the redevelopment will cause change to the population and the construction works would certainly affect the policing in the district, therefore, Police would like to be updated from time to time for the latest development plan and progress.	Noted.
2) While consulting opinions, Multi-departmental approaches shall be adopted.	Noted.
<i>Received via email from TP/SSP(2), DPO/TWK dated 1 November 2021</i>	
<u>Comments from EPD</u>	
<p><u>Planning Report Appendix 6 - Environmental Assessment (EA) Report</u></p> <p><u>Noise</u> <u>Road Traffic Noise</u></p> <p>(1) In the base scenario (which has considered architectural design and location of the openable window), the maximum predicted noise level at NSRs is 79 dB(A), i.e. 9 dB exceedance. With the proposed mitigation measures (i.e. set back and the use of top hung window), the maximum predicted noise level at NSRs is</p>	<p>Noted. Both Top-hung and Baffle type acoustic windows has been proposed in the assessment.</p> <p>It should be noted that the noise reduction effect and ventilation performance of baffle type acoustic windows are highly dependent on the detailed design. As the flat design may change significantly in the later stage, it is hard to estimate whether any combination of windows design can provide sufficient natural daylight and natural ventilation while providing the maximized acoustic performance. Therefore, as a conservative approach, a 6.0 dB(A) noise reduction have been adopted</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>74 dB(A), i.e. 4 dB exceedance, and the compliance rate for meeting the road traffic noise standard laid in HKPSG is 80%. URA/the consultant is urged to critically review the use of mitigation measures to demonstrate that all practical measures have been exhausted including but not limited to baffle type acoustic windows, sound absorptive material, architecture fin, boundary wall / canopy, etc., in order to ensure full/highest compliance to the road traffic noise standard laid in HKPSG.</p>	<p>in the current assessment to prevent overestimation of the noise reduction effect.</p> <p>The compliance rate has been increased to around 92% and the maximum traffic noise level is down to 73dB(A).</p> <p>As the traffic noise assessment is based on conservative noise reduction values. By using design with higher noise reduction performance in the detail design stage, it is feasible to achieve a higher compliance rate.</p> <p>Sections 5.4.13 – 5.4.15, Table 5-5 and Appendix 5-3 have been revised accordingly. Please refer to Annex 8.</p>
	<p>(2) The current proposed plot ratio has not reached its maximum. Indeed, as mentioned in the Planning Report, the layout of the scheme is subject to change. In this connection, our comment on this Planning Report is subject to the indicative building plans under the subject scheme and the use of noise mitigation measures to be detailed at a later stage. A noise impact assessment may be required by EPD at the later design stage for vetting of the detailed noise mitigation measures for the development scheme.</p>	<p>It is URA's intention to propose domestic PR of 7.5 and non-domestic PR of 1.0 (i.e. total PR of 8.5) for Site A in the DSP. The technical assessments adopted 7.5 PR for domestic, 1.0 PR for retail and 1.0 PR for GIC provision (i.e. a total PR of 9.5 while 1.0 PR for GIC uses is exempted from GFA calculation under planning regime) and demonstrated that the proposed DSP would impose no adverse environmental impact on the surrounding area.</p> <p>It is understood that 7.5/1.5 PR restriction is the standard clause for R(A) zone. The proposed DSP Notes followed the standard clause of R(A) zone, similar to the situation of Class A sites where the maximum development intensity cannot be attained but the standard clause remains unchanged. URA has no objection to revise the DSP Notes should PlanD consider that a 7.5/1.0 PR restriction for Site A (with G/IC exempted) is more suitable.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p><u>Fixed Noise Impact</u></p> <p>(3) Some high-level flats may have direct view of the chiller plants on the roof of China Shipbuilding tower. The Planning Report has suggested to propose noise mitigation measure on sources to mitigate this potential noise impact if necessary. It is recommended to assess all the potential fixed noise impact accordingly.</p>	<p>Noted. Calculation based on to a water cooling tower of similar dimension, the predicted SPL at the near NSR of Site A is around 43 dB(A), which is far below the ANL of the Site.</p> <p>In addition, all openable windows for ventilation along the west facades of Tower B will be equipped with acoustic windows which further mitigate the potential fix noise impact, if any.</p> <p>Section 5.4.19 has been revised accordingly. Please refer to Annex 8.</p>
	<p><u>Waste Management & Land Contamination</u></p> <p>(4) Section 6.1 – As GIC building is proposed under the development scheme, please clarify whether guidelines/circulars for public works projects should also be followed. If affirmative, please address the relevant requirements in the EA accordingly.</p>	<p>As the works for the developments at both Sites shall be carried out under URA or its assignee, the Scheme shall not be considered as public works.</p>
	<p>(5) Section 6.2 –</p> <p>(a) Please list out the construction activities/items considered for the waste assessment in Section 6.2.1.</p>	<p>Section 6.2.1 has been revised as “The site clearance, demolition of existing buildings, excavation, and superstructure construction....”</p>
	<p>(b) Section 6.2.4 – According to the provided information, the total GFA of the proposed development should be 93,735m² instead of 73,000m². Please clarify.</p>	<p>The GFAs and the estimated quantities of waste generated in Section 6.2.4 and Table 6-1 have been revised accordingly. Please refer to Annex 8.</p>
	<p>(c) Table 6-1 – As GIC building is proposed under the development scheme in Site B, please provide the detailed breakdown according to the development site (i.e. Site A and Site B) and address whether C&DMMP should be submitted according to the requirements of the Project Administration Handbook for Civil Engineering Works for the proposed GIC developments.</p>	<p>As the works for the developments at both Sites shall be carried out under URA or its assignee, the Scheme shall not be considered as public works. Hence, the waste generation from both sites under the Scheme is estimated as a whole.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	(d) Section 6.2.9 – Please elaborate the proposal for the reuse of sediment on-site (e.g. estimated quantities, sediment quality, any treatment needed, any testing proposed).	The Section has been revised as “To minimize waste generation and off-site disposal, the excavated sediment should be reused on-site as fill materials, as far as practicable subject to detailed design at a later stage. The sediment quality should be assessed as per the prevailing guidelines listed in Section 7.2 for potential land contamination issue, and the sediment should be treated as necessary before backfilling the sediment on-site....”
	(6) Section 6.3 – Please address the estimated quantities of general refuse anticipated during operation and control measures to be adopted.	Section 6.3.3 has been revised as “As only notional design is provided at this stage, the estimated quantities of general refuse anticipated during operation and the relevant required control measure shall be provided in the detailed design stage. With the proper implementation of the control measures, adverse impacts due to waste management will not be anticipated.”
	(7) Section 7.2.1 – Please confirm if Cap. 499 is relevant to the assessment. If not, please delete as appropriate.	The concerned text has been removed.
	(8) Sections 7.3.1 and 7.6 – The assumption and arrangement that "land contamination issue arising from the sitting-out areas are not expected and therefore site walkover is not carried out for the area" is not justified nor supported. Please revise the text and provide the site visit findings in the EA or in the detailed land contamination assessment proposed in Section 7.6 according to the prevailing guidelines to support the conclusion.	The Sections have been revised as “...The existing Sites are still occupied and inaccessible during this assessment period. Nevertheless, the Sites shall be re-appraised and site walkover(s) shall be carried out upon land resumption. The findings shall be reported in the detailed Land Contamination Assessment and Remediation (if needed), which should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the proposed development site.”
	(9) Table 7-1 – (a) Please check the typo in 1963 of Site A.	Revised accordingly. Please refer to Annex 8.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	(b) Please provide the assessment on the historical aerial photos of 1988 and 2019 provided in Appendix 7-1.	1987 has been revised as 1988 in Table 7-1. The descriptions for 2019 in Table 7-1 and Appendix 7-1 have been replaced by those for 2020 with Aerial Photo E053114C.
	(10) Section 7.4.2 – Please check the typos in the paragraph.	The section has been revised as “The review of historical land use from aerial photos has indicated that the major land use of the Sites from 1963 – 2020, are open space/ squatting, storage area of construction materials, office and recreational facilities for Site A; and open space, car park, office and storage area for Site B....”
	(11) Sections 8.1.8 - 8.1.9 – Please update the Sections in light of the comments above.	Section 8.1.9 has been revised as per Section 7.6 Please refer to Annex 8.
	(12) Appendix 7-1 and 7-2 – a) Please indicate the identified land use activities in the historical aerial photos in Appendix 7-1 for clarity.	The identified land use for the Site have been indicated in Appendix 7-1. Please refer to Annex 8.
	b) Please provide the Consultant's correspondence to FSD and EPD for reference.	Please refer to Appendix 7-2 for the Consultant's correspondence to FSD and EPD. Please refer to Annex 8.
	<u>Planning Report Appendix 8 – Sewerage Impact Assessment Report</u> (13) Section 2.2 – (a) Noted from Table 4.1 of the Planning report that about 830 flats would be provided by Site A, which is inconsistent with that in section 2.2. Please clarify.	The “about 830 flats” is a rough value. The “838 flats” in the current assessment is a precise value base on the current notional design.
	(b) Please state the population intake year of the proposed development in the SIA report.	The proposed development is planned to be completed by Year 2034.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
(14) Table 3-1 – (a) Please provide justification for the assumed ratio for restaurant, retail area and clubhouse in Site A.	The breakdown of GFA is provided by URA. Section 3.1.1 and Footnote of Table 3-1 has been revised accordingly. Please refer to Annex 1.
(b) Please advise if there would be any swimming pools in the proposed clubhouse.	There is no swimming pool in the current notional design. Footnote of Table 3-1 has been revised accordingly. Please refer to Annex 1.
(c) For the proposed G/IC complex in Site B, please incorporate in the assessment all sewage-generating activities (e.g. catering services, activities and capacity for in-patients, out-patients, transient users, employee who reside and do not reside, retails shop, etc.).	It should be noted that the G/IC complex will be designed for various government departments in the future. It is difficult to estimate the detailed breakdown of GFA in the current stage. For conservative assessment, restaurant, which is having the highest discharge per unit area, has been adopted. Section 3.1.1, Tables 3-1 & 3-2 have been revised accordingly. Please refer to Annex 1.
(15) Appendix II – Please review and update the estimated sewage flow generated by school staff in catchment A.	Noted and the estimated sewage flow generated by school staff in catchment A has been revised accordingly. Please refer to Annex 1.
(16) Please be reminded that the implementation of local sewer connection / upgrading / diversion works shall meet the satisfaction of DSD. Please seek DSD's view on the SIA.	Noted.
<u>Planning Report</u> (Main Text) (17) Section 4.22 – EPD is not the responsible department to keep the record of dangerous goods license and site re-appraisal has been proposed in the EA. Please revise this section to avoid misunderstanding	Please note there is no dangerous good license issued for any activity in the Scheme in FSD's records.
<i>Received via email from TP/SSP(2), DPO/TWK dated 5 November 2021</i>	
<u>Comments from TWKDPO, PlanD</u>	
<u>General Comments</u> <i>Scheme</i>	As explained in para. 1.5, the residual plot ratio of SSP-018 is 0.88 only (ie. less than 10% of plot ratio 9.0). Although the site has

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>1. Please consider to further elaborate on how SSP-018 can sustain SSP-017 (paras. 1.5, 2.2, 5.1), in particular with clarifications on whether it refers to sustaining the redevelopment in terms of both comprehensive planning and financial aspects. Besides, some brief information including location plans on Sham Shui Po Action Area SSPAA1 would be useful.</p>	<p>imminent redevelopment needs, it is commercially undesirable for redevelopment in light of the high acquisition costs of over affected 1,500 households. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017, while creating more planning gains at district level through restructuring.</p> <p>Owing to confidentiality of all URA's potential projects, it is considered not appropriate to disclose the detailed of the study area of Sham Shui Po Action Area SSPAA1 at this stage.</p>
	<p>2. Please provide justifications, including relevant considerations / site constraints / technical constraints (e.g. MTR tunnel in the vicinity), on site selection for the GIC complex (at Site B) at the existing Cheung Sha Wan (CSW) Sitting-out Area and landscaped area, which are covered by substantial number of mature trees. Please indicate the relevant mitigation measures for the trees affected.</p>	<p>The northern part of Site B partially overlaps with the existing tunnels of MTR Tsuen Wan Line and its railway protection area, which poses major site constraints of the site selection of the GIC complex at Site B.</p> <p>The Tree Survey Report (Appendix 2 of the DSP submission) recognises the importance of some of the larger trees and recommends that these trees either be retained in-situ or are transplanted to the new POS on the HyD temporary works area, subject to detailed design and liaison with LCSD and relevant government departments upon DSP approval.</p>
	<p>3. Please take note of the Landscape Unit of PlanD's comments on the potentially registrable OVTs and review if alternative designs can be adopted to avoid affecting these potentially registrable OVTs. Please demonstrate that tree-felling has been minimized and that the transplant of those large trees is feasible and acceptable.</p>	<p>Noted. The Tree Survey Report (Appendix 2 of the DSP submission) recognised the importance of some of the larger trees and recommended that those trees should either be retained in-situ or transplanted to the new POS at Site B, subject to detailed design and liaison with LCSD and relevant government departments upon DSP approval.</p>
	<p>4. Please consider to provide further justifications for the maximum building height of 140mPD at Site A, and in particular the</p>	<p>A maximum building height of 140mPD is proposed at Site A under the draft DSP to enable a higher podium design to mitigate the severe</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>proposed 5-storey podium height in the notional scheme, with specific information and elaborations on aspects such as required headrooms for GIC facilities; quantitative data for improvement on noise level and/or air quality compliances; various podium and tower setback distances, etc. Please refer to the public comment submitted by the CSW Catholic Secondary School in preparing the above information. In relation, please clarify on the number of storey of the podium at Site A, as while “5-storey” is mentioned in main text (para. 4.13), it appears that 6 storeys are shown in Figure 1.2 of notional design.</p>	<p>traffic noise generated from the surrounding road traffic. This will not only allow for accommodating GIC facilities with appropriate headroom in the podium, but will also opportune for creating 15m tower separation and various ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street to create a wider pavement for a better walking environment, including 15-20m ground floor setback from Cheung Wah Street for better air ventilation and providing opportunities to preserve existing trees.</p> <p>A 5-storey podium is proposed at Site A as mentioned in the Planning Report. Figure 1.2 of the notional design also indicates a 5-storey podium to accommodate the proposed retail uses and G/IC facilities. The clubhouse above the 5-storey podium does not form part of the non-domestic podium, please refer to Annex 9 for a clearer illustration.</p>
	<p>5. Please indicate the broad types of GIC facilities proposed and the service targets/users of such facilities.</p>	<p>The Scheme proposed not less than 38,000 sq.m. non-domestic GFA for GIC uses at both sites, including the reprovision of the new Cheung Sha Wan Sports Centre, social welfare and health facilities identified by relevant Government departments, including LCSD, SWD, FHB/HA, and DH.</p>
	<p><i>Proposed public open space (POS)</i></p> <p>6. Please consider to elaborate in the main statement on the proposed POS at SSP-017 (as shown in Conceptual Landscape Plan annexed to Preliminary Landscape Design at Appendix 2) and its relationship/integration with the proposed POSs at Sites A and B in the Development Scheme Area.</p>	<p>Taking this integrated renewal opportunity, the Scheme will create synergy effect with the adjoining URA redevelopment project (SSP-017) and a set of connected POS will be provided for public enjoyment. Footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and SSP-017. The resultant all-weathered at-grade and elevated pedestrian network will not only integrate various GIC facilities and POSs, but will also enhance connectivity of a wider area of Sham Shui Po.</p>
	<p>7. For proposed POS at Site A, please indicate clear the management and maintenance arrangement for the POS (para.</p>	<p>Noted. As stated in paragraph 4.9 of the Planning Report, LCSD proposed the POS at Site A under planning to be under ownership and</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	4.9). The future individual owners (under a multiple-ownership context) should not be taking up such responsibilities.	management of URA or its future joint-venture partner(s), or its assignee, as it will be fronting the retail facilities of Site A, subject to further liaison with relevant Government departments upon DSP approval.
	8. Please clarify whether a seamless reprovisioning for CSW Sitting-out Area and the affected landscaped area within Site B could be catered for, and if negative, the relevant justifications should be provided. In relation, please confirm that Site B, with the proposed GIC complex, will be first developed before redevelopment would take place at Site A to ensure continuous service of the sports centre for the public.	<p>Under the current planning, it is the intention of URA to relocate the existing Cheung Sha Wan Sports Centre at Site A to Site B after the completion of the new GIC complex. So, the continuous services for public enjoyment can be maintained as far as practicable. Timely notification of changes at the sites and careful consideration will be required to minimize the inconvenience caused.</p> <p>The existing Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground at Site B will inevitably be interrupted by the proposed redevelopment during construction.</p>
	<p><i>“Separate revitalization initiatives”</i></p> <p>9. Please elaborate on the mentioned “separate revitalization initiatives at strategic locations” (paras. 4.10 and 5.1), with appropriate drawings and/or plans, including any illustrations for the locations and their relationship with the overall pedestrian network, if appropriate.</p>	To further enhance the walkability of the Scheme Area, ground floor setbacks will be provided along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street to create a wider pavement for a better walking environment. With an integrated urban renewal approach, the provision of underground public vehicle park at Site A would create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separated revitalization work at strategic locations. For Site B, there is a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p><i>Proposed footbridges</i></p> <p>10. Please clarify if there is any GFA implication for the proposed footbridges. In any case, any accountable GFA should be subject to the PR restrictions and any respective exemption clauses/provisions as stipulated in the Notes of the draft DSP and the relevant OZP, as appropriate.</p>	<p>Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, there is no GFA implication of the proposed footbridges. The URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.</p>
	<p>11. Please clarify if the proposed footbridges would be covered, and if the at-grade pedestrian walkways would be covered/canopied such that the all-weathered network can be achieved.</p>	<p>The proposed footbridges and the at-grade pedestrian walkways are proposed to be covered such that the all-weathered at grade and elevated pedestrian network integrating various GIC facilities and POSs provided in the Scheme and the POS proposed in SSP-017 can be achieved.</p>
	<p>12. Schematic illustrations for the proposed footbridges and their relationship with the overall pedestrian network should be supplemented.</p>	<p>The URA intends to take this integrated renewal opportunity to enhance the permeability and connectivity of the area. The proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.</p>
	<p>13. The capital cost funding agent(s), management and maintenance responsibilities of the proposed footbridges should be identified and stated in the report. The relevant parties such as HyD should be consulted early on their views on taking up such responsibilities. Please consider to state the corresponding arrangements in the ES of the draft DSP.</p>	<p>The proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.</p>
	<p><i>Others</i></p> <p>14. Please indicate clearly the tentative construction commencement and completion years for both Sites A and B in the main statement.</p>	<p>As stated in the Tentative Implementation Programme (Appendix 10 refers), design and construction of Site B is tentatively to be commenced in 2024 and completed in 2028, while design and construction of Site A is tentatively to be commenced in 2028 and</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		completed in 2033, subject to detailed design and liaison with relevant government departments.
	15. Please clarify if there is any SIA survey conducted for the Scheme (SSP-018) on the opinions for planning purposes together with the freezing survey.	The Stage 2 SIA is based on the factual data collected from freezing survey for this Scheme conducted on 24 September 2021. According to the freezing survey, no population or household and no shop was identified. Hence, no SIA survey was conducted within the Scheme. Please refer to the Stage 2 SIA report submitted to the TPB on 10 November 2021.
	16. Plans 1 to 5 in Part 1 of Planning Report are missing. Please supplement.	Please refer to Annex 4 for the Plans 1 to 5 in Part 1 of Planning Report.
	<p><u>Specific Comments</u></p> <p>The following editorial/specific comments for consideration please:</p> <p><i>DSP (Part 2 of Planning Report)</i></p> <p>17. Please revise the formatting of page numbering to tally with standard DSP and/or OZP. On “Schedule of Uses”, “G/IC” zone should be placed first and then followed by “O” zone.</p>	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	18. Para. (7)(b) of covering Notes – please revise as “...or implemented by Government.”	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	19. Para. (4) in Remarks under Notes for “R(A)” zone – please revise as “In determining the relevant maximum plot ratio/ GFA for the purposes of paragraphs (1) and (2) above...”	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	20. Para. (6) in Remarks under Notes for “R(A)” zone – please delete this clause. Numbering for clauses (7) to (9) should be revised to	Noted, please refer to Annex 10 for the revised draft DSP Notes.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	(6) to (8) accordingly.	
	21. Para. (7) in Remarks under Notes for “R(A)” zone – please revise as “...in excess of the maximum building height in terms of metres above Principal Datum (mPD) as stipulated on the Plan...”.	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	22. Para. (1) in Remarks under Notes for “G/IC” zone – please revise as “...in excess of the maximum building heights in terms of metres above Principal Datum (mPD) as stipulated on the Plan...”.	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	23. Column 2 of “O” zone – please add spacing between “Public Vehicle Park” and “(excluding container vehicle)”.	Noted, please refer to Annex 10 for the revised draft DSP Notes.
	24. ES – please delete spacing between “Cheung Wah Street/” and “Cheung Sha Wan Road” in “Cheung Wah Street/Cheung Sha Wan Road Development Scheme”.	Noted, please refer to Annex 11 for the revised draft ES.
	25. Para. 2.2 in ES – please input date of gazette. Please revise as “...implementation of the Cheung Wah Street/Cheung Sha Wan Road Development Scheme”.	Noted, please refer to Annex 11 for the revised draft ES.
	26. Para. 2.4 in ES – please revise as “...purposes of the Town Planning Ordinance -(the Ordinance).”	Noted, please refer to Annex 11 for the revised draft ES.
	27. Para. 3 in ES – please revise as “...Site A of the DSP <u>is intended</u> intends to be primarily for a high-density residential development. <u>Commercial</u> with commercial uses are always permitted on the lowest three floors of a building...Site B of the DSP <u>is intended</u> intends to be ...and Public Open Space <u>public open space (POS)</u> ”.	Noted, please refer to Annex 11 for the revised draft ES.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	28. Para. 4.1 in ES – please revise as “...permitted within the Area in this zone <u>particular zones</u> and which may be permitted...”	Noted, please refer to Annex 11 for the revised draft ES.
	29. Para. 5.2 in ES – please replace the para. as “ <u>Before the exhibition of the Plan, Site A was zoned "G/IC" and "O" while Site B was zoned "G/IC", "O" and an area shown as 'Road' on the approved Cheung Sha Wan OZP No. S/K5/37.</u> ”	Noted, please refer to Annex 11 for the revised draft ES.
	30. Para. 6.1 in ES – please revise as “... <u>the</u> Leisure and Cultural Services Department...”	Noted, please refer to Annex 11 for the revised draft ES.
	31. Para 7.7 in ES – please revise as “... <u>a GIC complex with about 38,700 not less than 38,893 m² non-domestic GFA...with about 5,100 not less than 5,197 m² within the non-domestic portion of Site A and about 33,600 not less than 33,696 m² non-domestic GFA at Site B.</u> ”	Noted, please refer to Annex 11 for the revised draft ES.
	32. Para. 7.8 in ES – please revise as “... According to the consultation with LCSD, The URA or its joint venture partners will take up the recurrent maintenance and management responsibilities of the POS at Site A, and LCSD will agreed to take up the management and maintenance recurrent maintenance and management responsibilities of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint venture partner(s), or its assignee, subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours. ”	Para. 7.8 should read “..... <i>The URA or its joint venture partners, or its assignee, will take up the recurrent maintenance and management responsibilities of the POS at Site A, and LCSD will take up the recurrent maintenance and management responsibilities of the POS at Site B. The proposed POS at Site A will be open to public during reasonable hours.</i> ”
	33. Para. 7.9 in ES – please revise as “...The resultant at-grade and elevated pedestrian network will not only integrate various GIC	Noted. Please refer to Annex 11 for the revised draft ES.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	facilities <u>including the proposed GIC complex and POSs, and</u> but will also enhance connectivity of <u>the surrounding area</u> a wider built environment of Sham Shui Po... the URA will liaise with relevant Government departments on the proposal via a separate revitalisation initiatives subject to the approval of DSP and detailed technical feasibility.”	
	34. Para 7.10 in ES – please revise as “...setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, where appropriate, would be <u>provided</u> explored in the Area...”	Noted. Please refer to Annex 11 for the revised draft ES.
	35. Para 7.11 in ES – please revise as “... no more than 50 underground public car parking...at Site A according to consultation <u>subject to agreement</u> with Transport Department... The provision of underground public car parking spaces will be exempted from GFA calculation according Joint Practice Note No.4. ”	Please note 50 underground public car parking spaces is proposed at Site A and should be specified.
	36. Para. 7.12 in ES – please revise as “...loading/unloading bays and ancillary car parking spaces will be provided on the ground floor and at basement levels, respectively, of the proposed GIC complex <u>as far as practicable.</u> ”	Para. 7.12 in ES is revised as “...To serve the proposed GIC facilities at Site B, ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable.”
	37. Para. 8.2 – please revise as “The URA does not own or lease any land within the boundaries of the <u>Development Scheme</u> ; both Sites A and B are currently owned by the Government. Close liaison on land matters and construction will be carried out with relevant Government departments upon DSP approval. ”	Noted, please refer to Annex 11 for the revised draft ES.
	38. End of ES – “September 2021” should be replaced with “ <u>XXXX 2021</u> ”.	Noted, please refer to Annex 11 for the revised draft ES.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	39. Please revise Chinese versions of the Notes and ES to tally with the English versions.	Noted, please refer to Annex 10 and 11 for the revised Chinese versions of the Notes and ES.
	40. On the plan of draft DSP, “G/IC” zone should be shown with a maximum building height in terms of mPD, instead of number of storeys. The notation legend should be revised accordingly as well.	Noted, please refer to Annex 12 for the revised draft DSP Plan.
	<i>Scheme (Part 1 of Planning Report)</i> 41. Executive Summary, para. 2 – please revise as “...SSP-017 is undesirable for redevelopment <u>alone</u> because its existing plot ratio...”	Noted, para. 2 of the Executive Summary of the Planning Report will be revised as “...SSP-017 is undesirable for redevelopment alone because its existing plot ratio...”
	42. Para. 1.5 – please revise as “...SSP-017 is undesirable for redevelopment <u>alone</u> because its existing plot ratio...”	Noted, para. 1.5 of the Planning Report will be revised as “...SSP-017 is undesirable for redevelopment <u>alone</u> because its existing plot ratio...”
	43. Para. 1.6 – please revise as “...conforms to the existing planning control <u>under the Cheung Sha Wan OZP...</u> ”	Noted, para. 1.6 of the Planning Report will be revised as “...conforms to the existing planning control <u>under the Cheung Sha Wan OZP...</u> ”
	44. Para. 3.3 – please provide general data/statistics on how frequent the affected facilities (including the sports centre, the sitting-out area and the garden) are used by the public.	The CSW sports centre, the sitting-out area and the garden are currently frequently used by the community. The URA will further consult LCSD on the actual frequency of uses at the detailed design stage. Timely notification of changes at the affected facilities and careful consideration will be required at implementation stage to minimize the inconvenience caused.
	45. Table 4.1 – please revise the title as “Proposed Development Parameters of the <u>Notional</u> Scheme”.	Noted, the title of Table 4.1 will be revised as “Proposed Development Parameters of the Notional Scheme”.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	46. Table 4.1 – for Site A, please supplement the remarks of “(to be reviewed in detailed design stage)” under the proposed GFA figures of both non-domestic GFA and GIC GFA.	Noted. Table 4.1 will be revised accordingly.
	47. Table 4.1 – please verify if the average flat size should be 47 sqm (38,978 / 830), instead of 46 sqm (table 4.1). In this regard, it is noted that no. of flats used in technical assessments is 838, instead of 830 (table 4.1); and average flat size in technical assessments is 47 sqm. Please explain, and rectify if needed.	Noted. The no of flats of 830 in Table 4.1 is an approximate figure of the flat number.
	48. Table 4.1 – please include the estimated population arising from the proposed development, and the private open space/local open space provision.	Based on the population by-census 2016, the average domestic household size in Sham Shui Po District Council Constituency Area is 2.6 persons, therefore the design residential population is about 1928 persons (838 flats × 2.6).
	49. Table 4.1 – for Site A, on proposed POS, please revise as “ About <u>Not less than</u> 750 sq.m.”. Please also state clearly in the table if the proposed POS of 750 sqm at Site A is included in the site area for plot ratio calculation. On the proposed PVP, please revise as “... about <u>not less than</u> 50 private car parking spaces”.	Noted. The Table 4.1 will be revised accordingly.
	50. Table 4.1 – for Site B, please state clearly in the table that the proposed GIC GFA would be accommodated in the proposed “G/IC” zone while the proposed POS would be accommodated in the proposed “O” zone. Please also revise the table item as “Proposed Maximum GIC GFA” and “ About <u>Not less than</u> 33,696 sqm”. Please supplement the remarks of “(including the re-provisioned sports centre)” under the proposed GFA figures of GIC GFA. On proposed POS, please revise as “ About <u>Not less than</u> 9,645 sq.m.”.	Noted. The Table 4.1 will be revised accordingly.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	51. Para. 4.8 – please revise as “...actual use of the new GIC provision in the Scheme will be subject to liaison with <i>Planning Department, other</i> <u>the</u> relevant Government departments...”	Noted. Para. 4.8 will be revised as “...actual use of the new GIC provision in the Scheme will be subject to liaison with <i>Planning Department, other</i> <u>the</u> relevant Government departments...”
	52. Para. 4.10 – please state clearly that the proposed footbridges will connect to the proposed GIC complex.	Noted. The proposed all-weather pedestrian network with footbridges and covered walking will connect to the proposed GIC complex.
	53. Para. 4.22 – please verify if the checking for any dangerous goods license issued was made with records from EPD, but not FSD.	Please note there is no dangerous good license issued for any activity in the Scheme in FSD’s records.
	54. Para. 5.1 – please revise as “Provision of no more than <u>not less than 50</u> underground public car parking spaces...at strategic locations, <u>subject to agreement with Transport Department</u> ”. Please consider to supplement aspects of the “Single Site, Multiple Uses” principle and the increase in residential land supply, as the benefits/justifications.	Noted, para. 5.1 will be revised as “Provision of no more than <u>not less than 50</u> underground public car parking spaces...at strategic locations, <u>subject to liaison with Transport Department</u> ”.
	55. Block Plan of Notional Design and Conceptual Landscape Plan – please indicate clear in the respective plans Sites A and B of the Development Scheme and annotate the location/area of SSP-017.	Please see the revised Notional Design – Block Plan and Conceptual Landscape Plan in Annex 9.
	<i>Assessments (Part 3 of Planning Report)</i> 56. VIA, Table 2.1 – please provide appropriate explanations/remarks to account for the difference between the “18 storeys” as shown in the table and “17 storeys” as shown in the indicative scheme in Figure 1.3 in Appendix I to the planning report.	The GIC Complex is proposed with a maximum building height of 95 mPD which is assumed to be 18 storeys in technical assessments.
	57. VIA, Figure 1.1 – on the plan of draft DSP, “G/IC” zone should be shown with a maximum building height in terms of mPD, instead of number of storeys. The notation legend should be revised accordingly as well.	Noted. Please see Annex 12 for the revised draft DSP Plan.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	58. Social Impact Assessment, Figure 3.1 – the colored location of item 1 has covered the adjacent Han Garden which is not held under the same land allocation for Lei Cheng Uk Tomb. Please rectify.	Noted. The legend of Figure 3.1 of the SIA report will be revised as “Lei Cheng Uk Tomb, Lei Cheung Uk Garden and Han Garden”.
	59. TIA, Tables 2.1 and 2.2 – the proposed flat no. and average flat size are different from Table 4.1 in the main statement at Part 1 of Planning Report. Please explain, and rectify if needed.	The “about 830 flats” is a rough value. The “838 flats” in the current assessment is a precise value base on the current notional design.
	60. TIA, para. 2.3.4 – please revise as “As the type of GIC to be provided at both Sites A and B are <u>subject to finalisation</u> not yet identified by relevant government departments...”	Noted and the replacement page of the TIA Report is enclosed in Annex 6.
	61. TIA, para. 2.6.4 – please revise K05/3/002 to SSP-017.	Noted and the replacement page of the TIA Report is enclosed in Annex 6.
	62. TIA, Section 3.2 and Figure 2.7 – there should be an existing public bus stop at Site A fronting CSW Road. Please verify and revise the information including the figure if needed. Possible impacts and corresponding arrangements to the existing bus stop should be covered in the assessment as appropriate.	Noted and the updated Figure 2.7 is enclosed in Annex 6. As discussed in Para. 2.6.3 of the TIA Report, building set back is proposed for Site A and thus the existing footpath along Cheung Sha Wan Road will be widened after the completion the Scheme and more space will be allowed for the by-passing pedestrian and waiting passenger at the bus stop.
	63. TIA, Figures 5.1 to 5.6 – the figures on proposed/suggested improvement measures are not legible. Please revise.	Noted and a clear copy of the said figures are enclosed in Annex 6.
	64. TIA, para. 6.1.2 – please verify if Site A meets the high-end of HKPSG requirement. According to Table 2.2, it appears that only low-end standard is proposed.	Please be noted that the proposed provision of private car parking space for the residential part of the Scheme could meet the low-end of HKPSG requirements whilst the proposed provision for retail is at the mid-range of the required number of spaces.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
65. TIA, para. 6.2.1 – while it is stated that the pedestrian walking environment is enhanced, please further elaborate with reference to the LOS pedestrian link performance, as it appears that the performance in design scenario is degraded from reference scenario according to Table 5.8.	Noted and the replacement page of the TIA Report is enclosed in Annex 6.
<i>Received via email from TP/SSP(2), DPO/TWK dated 16 November 2021</i>	
<u>Comments from EPD</u>	
<p>Air Quality</p> <p>1. Sections 4.5.15 and 4.5.16 – In view of the nearby industrial developments, loading/unloading/parking areas for heavy vehicles (HGVs) are expected to be within the assessment. Please provide the information for the carpark with heavy vehicle parking spaces and on-street parking spaces for HGVs within the assessment area (e.g. locations and the scales of the carparks and parking spaces). Moreover, please demonstrate the current approach will not underestimate the air quality impact from start emission of HGVs to the ASRs of the proposed development in the report.</p>	<p>As mentioned in Section 4.5.16, there are loading/unloading/parking areas for heavy vehicle identified within the 500m assessment area. Although loading/unloading/parking areas for heavy vehicle are identified near Sites, the openings (and/or ventilation exhausts) of those loading/unloading/parking areas are either blocked by row of buildings, or separated by the Cheung Sha Wan Road.</p> <p>Instead of applying START emission to the actual locations scattered in the surrounding area, the current broad brush approach applies the START emission to more locations (all Type I road sections, including all road sections adjoining the Scheme) closer to the ASRs, and also uses the highest START emission across various soak time.</p> <p>Therefore, the current approach should not underestimate the effect of START emission from loading/unloading/parking areas for heavy vehicle on the ASRs.</p>
2. Section 4.5.26 – It is noted that the chimneys are either not active or using town gas. Please be reminded that burning Towngas would contribute the NO ₂ concentration. In addition, according to the assessment result, the annual averaged NO ₂ concentration at ground of south-eastern boundary of Site A exceeds the	<p>Noted.</p> <p>Considering the emission elevation of the Caritas Medical Centre (~91mPD), it is unlikely it would affect the worst area of the Scheme (ground level of Site A, ~6.55 mPD). As there are large marge for annual averaged NO₂ concentration on higher elevation (Table 4-9), it</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	AQOs. In this regard, please check the latest emission information and include the emission from chimneys using town gas in the assessment. Please consider obtaining the emission factor information from Towngas Company for the assessment.	<p>is expected that no adverse impact would be induced from the emission of the hospital.</p> <p>The emissions from the chimneys burning town gas shall be incorporated in the assessment in the detailed design stage.</p>
3.	Section 4.5.5 – The figure illustrating the assessment points should be “Figure 4-2a & 4-2b” instead of “Figure 4-2 & 4-3”. Please check and rectify.	Section 4.5.5 have been revised accordingly. Please refer to Annex 8.
4.	Table 4-9, Appendix 4-6 – “Site A – Podium” appeared 3 times but the predicted annual averaged NO ₂ concentrations are different even at the same height (i.e. 1.5 mAG). Please clarify if the 3 terms are referring to the same location. Else, please revise accordingly.	Noted. The Location of the Table 4-9 has been revised. Please refer to Annex 8.
5.	For PTI emission, please provide the air quality model once the running emission and idling emission inside the bus terminus are available.	<p>As the running emission and idling emission within the PTI is small due to the limited number of buses in compare with the road traffic, it is not expected that the running emission and idling emission within the PTI would induce any noticeable amount of air quality impact to the ASRs of the Scheme.</p> <p>The model and emission inventory shall be provided in the detailed design stage.</p>
6.	Figure 4-4 and relevant sections throughout the report – Please clarify if “To Kwa Wan Gas Plant” refers to “Ma Tau Kok Plant”	The “To Kwa Wan Gas Plant” refers to “Ma Tau Kok Plant”. Figure 4-4 and Section 4.5.28 have been revised accordingly. Please refer to Annex 8.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	7. EMFAC-HK – Adjusted trip/VKT ratio is not provided in the Appendix. Please update accordingly.	The trip/VKT ratio from EMFAC HK v4.3 has been adjusted by a factor of 7.72 for Cold Start Calculation
	8. EMFAC-HK – It is noted that the hourly averaged speed of Access Road of Caritas Medical Centre (Road ID 8 & 9) exceeds the speed limit of the road. Please check and rectify.	<p>The hourly averaged speed of the vehicles and the speed limit for the road were adopted according to the information provided by the Traffic Consultant, which is based on on-site survey and traffic model.</p> <p>Considering that the traffic flow is low in the concerned access roads, the average speed for the road has negligible impact on the predicted pollutant concentration at the ASRs, nevertheless, the traffic data shall be reviewed during the detailed design stage.</p>
	9. PDF 398, Table 4-3 Background Ground Level Air Quality of Grid (38, 35) – Daily RSP and FSP values are incorrect. Please note that the discrepancies were caused by wrong references in columns N and O in the corresponding spreadsheet "5yr_Summary_Path 3835.xlsx". Please check cells N4, O4 and N5, O5 as they should not have the same references.	The cell references in columns N and O have been updated in the "5yr_Summary_Path 3835_v2.0_211118.xlsx". The daily RSP and FSP values in the excel and Table 4-3 have been updated accordingly. Please refer to Annex 8.
	10. Section 4.5.7 – The mixing height values should be confined within the range of 131 m to 1941 m following 2015 HKO's sounding data.	<p>Noted. The adopted 121m – 1667m mixing height adopted in this study was based on older HKO's data. Using a lower minimum mixing height (i.e. 121m) should not underestimated the predicted pollutant concentration at the Assessment points.</p> <p>The mixing height values confined within the range of 131 m to 1941 shall be adopted in the model during the detailed design stage.</p>
	11. Section 4.5.28 – The major emission sources are considered major because of their emission rates compared to all sources in Hong Kong. Distance and emission strength alone are not reasons to exclude them in the assessment. Please evaluate if these sources	The nearest major emission sources from the Sites are identified as Kwai Chung Crematorium (~4km), and Ma Tau Kok Gas Plant (~4.4km), which should have insignificant impact on the ASRs given the large downwind distances from the sources. In addition, as the

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	have direct impact on the ASRs, i.e. if the chimneys are blocked by obstacles in the line-of-sight from the ASRs to the chimneys.	<p>line-of-sight to the major emission sources (i.e. chimneys) from the ASRs are blocked by the taller buildings surrounding the Sites, no direct impact on the ASRs is anticipated from the major emission sources. Hence, considering the large separation distances and that no direct impact on the ASRs is anticipated, the major emission sources are excluded in the quantitative assessment.</p> <p>Section 4.5.28 has been revised accordingly. Please refer to Annex 8.</p>
	12. Section 4.5.30, OLM calculation – What is the initial and predicted NO _x concentration from PATH background?	<p>The notations and the descriptions of the OLM calculation (Section 4.5.31) has been revised as follows for better presentation.</p> $[\text{NO}_2]_{\text{pred}} = \text{Min}\{ [\text{NO}_2]_{\text{init}} + \text{MIN}\{ [\text{NO}_x]_{\text{Tot}} - [\text{NO}_2]_{\text{init}}, (46/48) \times [\text{O}_3]_{\text{PATH}} \}, 0.9 \times [\text{NO}_x]_{\text{Tot}} \}$ <p>where,</p> <p>$[\text{NO}_2]_{\text{pred}}$ is the predicted cumulative NO₂ concentration after the NO_x to NO₂ conversion</p> <p>$[\text{NO}_2]_{\text{init}}$ is the sum of NO₂ concentration before the NO_x to NO₂ conversion. Including:</p> <ul style="list-style-type: none"> -- predicted vehicular NO₂ concentration based on vehicular tailpipe emission (i.e.: initial vehicular NO₂ emission) from CALINE4 and AERMOD -- predicted initial non-vehicular NO₂ concentration from AERMOD (= 10% x predicted NO_x) -- NO₂ concentrations from PATH v2.1 <p>$[\text{NO}_x]_{\text{Tot}}$ is the sum of NO_x concentration. Including:</p> <ul style="list-style-type: none"> -- predicted vehicular & non-vehicular NO_x concentration from CALINE4 and AERMOD -- NO_x (NO + NO₂) concentration for PATH v2.1 <p>$[\text{O}_3]_{\text{PATH}}$ is the O₃ concentration from PATH v2.1</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	13. Section 4.5.33 – It is not clear from this paragraph why the cumulative NO ₂ concentration is very conservative. Please elaborate on this.	Section 4.5.33 has been revised as follows: “As the vehicular emission on conservative side due to the conservative temperatures/humidity/soak time consideration (Sections 4.5.13 & 4.5.17), thus the cumulative NO ₂ concentration from the NO _x to NO ₂ conservation is also considered reasonably conservative.”
	14. Footnote to Section 4.5.29 relating to PATH background – The model should be from PATH v2.1 instead of PATH-2016.	Noted. The corresponding footnote has been revised. Please refer to Annex 8.
	15. Table 4-8 – Please clarify what "Podium T1", "Podium T2", "Low Block" and "Tower T1" refers to.	Noted. The Location of the Table 4-8 has been revised. Please refer to Annex 8.
	16. Table 4-9 – Results of Site B is missing or the table title is incorrect. Please check and revise the table for clearer illustration.	Noted. The Location of the Table 4-9 has been revised. Please refer to Annex 8.
	17. PDF 436 - Fig 4-2b – The residential towers assessment point locations do not match with those in the model files. Please review and rectify this.	Noted. The assessment points in the model files for the residential towers have been shifted toward the footprint of the buildings. As the air quality at 1/F – 5/F of the Podium of Site A is expected to comply with AQO, the towers on top should also comply with AQO. The locations of the assessment points shall be revised in the detailed design stage.
	18. PDF P547 - road link index plan – Links 1 and 2 (Tai Po Road) are not in the model files.	The links 1 and 2 in the road index plan lie outside of the 500m assessment boundary. Please refer to Figure 4-1 for the 500m assessment area and Appendix 4-1 for the location of links 1 & 2.
	19. Appendices 4-5 and 4-6 Result – For the latest Appendices 4-5 and 4-5 files received on 2 November 2021, the following discrepancies are found comparing the results computed using the Consultant's model output files:	No discrepancies between the model results and Appendix 4-5 was found. In addition, the model has been checked and found to be in order.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>a. Max and 19th highest hourly NO₂: differences up to 12 ug/m³</p> <p>b. Annual NO₂: differences up to 1 ug/m³</p>	
	<p>Met Data for AERMOD/ CALINE</p> <p>20. Wind speed < 1 m/s should be set to 1 m/s.</p>	<p>The wind speeds < 1 m/s were already set to 1m/s for the input of AERMET to prevent occurrence of clam hour in AERMOD (hour with no calculation thus 0 concentration at assessment point).</p> <p>The same lower bound of wind velocity was not applied to Caline4 as Caline 4 always give higher concentration at assessment points for lower wind velocity. Therefore, without providing the 1 m/s lower boundary to wind velocity, Caline4 will not underestimate the pollutant concentration at assessment points.</p> <p>The lower bound of wind velocity in Caline4 shall be limited to 1m/s in the detailed design stage.</p>
	<p>21. Mixing height – The mixing height values should be confined within the range of 131 m to 1941 m following 2015 HKO's sounding data.</p>	<p>Noted. The adopted 121m – 1667m mixing height adopted in this study was based on older HKO's data. Using a lower minimum mixing height (i.e. 121m) should not underestimated the predicted pollutant concentration at the Assessment points.</p> <p>The mixing height values confined within the range of 131 m to 1941 shall be adopted in the model during the detailed design stage.</p>

3 SEWERAGE IMPACT ASSESSMENT

3.1 Sewage Discharge from the Scheme

- 3.1.1 Based on the population by-census 2016, the average domestic household size in Sham Shui Po District Council Constituency Area is 2.6 persons, therefore the design residential population is about 1928 persons (838 flats × 2.6). The population of restaurant, retail and G/IC are estimated according to the usable floor area (UFA) per person and the worker density from Figure 9 of Commercial and Industrial Floor Space Utilization, published by Planning Department. **Table 3-1** indicates the population calculation of the Site A and Site B. It should be note that the worker density and unit flow factor of restaurant has been adopted for the whole proposed G/IC complex in Site B for conservative assessment.

Table 3-1 Estimation of Population

Section	No. of Flat ^[1]	Non-residential GFA (m ²) ^[2]	Population Factor		Population	
			No. of person per flat ^[3]	Residential Population	Worker Density (worker/100 m ²) ^[4]	No. of Employee
Site A						
Residential	838	-	2.6	2179	-	-
Restaurant	-	2338.65	-	-	5.1	119
Retail	-	2338.65	-	-	3.5	82
Clubhouse		519.7	-	-	3.3	17
G/IC	-	5197	-	-	3.3	172
Site B						
Restaurant ^[5]	-	33733	-	-	5.1	1720

[1] No. of flats and GFA are provided by URA

[2] The GFA breakdown are provided by URA. No swimming pool will be provided based on the current notional design.

[3] The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).

[4] The worker densities for different sections are from Figure 9 of Commercial and Industrial Floor Space Utilization Survey.

[5] For conservative assessment, worker density and unit flow factor of restaurant has been adopted for the whole proposed G/IC complex in Site B.

- 3.1.2 The estimated contributing population, sewage flow rate and peak flow from Site A and Site B are summarised in **Table 3-2**. The peak flow are 59.2 L/s and 125.9 L/s for Site A and Site B respectively, applying the peaking factor including stormwater allowance of 6 & 4 respectively.

Table 3-2 Calculation of Sewage Discharge

Occupant Type	Unit Flow Factors (m ³ /day/person) ^[1]	No. of Occupants / Employee	Flow Rate (m ³ /day)	Contributing population ^[2]	Peaking Factor ^[3]	Peak Flow (L/s)
Site A						
Residential	0.27	2179	588.3	-	-	-
Restaurant	1.58	119	188.0	-	-	-
Retail	0.28	82	23.0	-	-	-
Clubhouse	0.28	17	4.8	-	-	-
G/IC	0.28	172	48.2	-	-	-
Total	-	-	852.2	3157	6	59.2
Site B						
Restaurant ^[4]	1.58	1720	2717.6	-	-	-
Total	-	-	2717.6	10066	4	125.9

[1] According to EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning defining sewage flow parameter, the Unit Flow Factors are:

- Residential – 0.27 m³/day/person (Table T-1, Private domestic R2)
- Restaurant – 1.58 m³/day/staff (Table T-2, Commercial Employee + Restaurants & Hotels)
- Retail – 0.28 m³/day/staff (Table T-2, Commercial Employee + Wholesale & Retail)
- Clubhouse – 0.28 m³/day/staff (Table T-2, Commercial Employee + Community, Social & Personal Services)

[2] The contribution population for Site A is $852.2 \text{ (m}^3\text{/day)} / 0.27 \text{ (m}^3\text{/day/person)} = 3157$ and the contribution population for Site B is $2717.6 \text{ (m}^3\text{/day)} / 0.27 \text{ (m}^3\text{/day/person)} = 10066$

[3] According to EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning defining sewage flow parameter, the Peaking Factors are:

- 8 for contributing population of <1,000,
- 6 for contributing population of 1,000-5,000,
- 5 for contributing population of 5,000-10,000,
- 4 for contributing population of 10,000-50,000.

[4] For conservative assessment, worker density and unit flow factor of restaurant has been adopted for the whole proposed G/IC complex in Site B.

3.2 Sewage Discharge from the Vicinity

3.2.1 The surrounding developments near the Scheme is sectioned into different catchments based on the existing sewerage system. The sewage catchment areas in the vicinity are shown in **Figure 3-1 & Figures 3-2a - 3-2f** and the estimated sewage discharges from each catchment are summarised in **Table 3-3**. The population and detailed calculation of flow rate is presented in **Appendix II**.

3.2.2 It should be noted that the actual sewage discharge route of Cheung Sha Wan Catholic Secondary School (Catchment A), as well as Gee Hing Chang Industrial Building and Precious Industrial Centre (Catchment E) are uncertain due to the lack of information in the relevant record plans. Based on the best available information, assumption has been made that Catchment A discharged to sewer manhole FMH4009911 (upstream of Site A) and two developments in Catchment E discharged to sewer manhole FMH4009982 (downstream of Site B, upstream of PS B02). The said proposal will be subject to change upon verification of the sewerage discharge route of the above developments at subsequent detailed design stage.

Table 3-3 Sewage Discharge from Surrounding Catchments

Catchment ID	Development	Total Flowrate / catchment
A	Cheung Sha Wan Catholic Secondary School	50.8 m ³ /day
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road)	1168.6 m ³ /day
C	571 Fuk Wa Street	361.5 m ³ /day
	561 Fuk Wa Street	
	11-13A Cheung Wah Street	
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	
	Future development on Land Slot NKIL 2197 RP	
D	650-646 Cheung Wah Street (Tower)	372.5 m ³ /day
	650-646 Cheung Wah Street (Podium)	
E	Gee Hing Chang Industrial Building	168.7 m ³ /day
	Precious Industrial Centre	
US01	Upstream Area served by Sewer US01 (FWD4011889)	343.2 L/s ^[1]
US02	Upstream Area served by Sewer US01 (FWD4052641)	791.9 L/s ^[1]
US03	Upstream Area served by Sewer US01 (FWD4011954)	600.4 L/s ^[1]
DWFI	Dry Weather Flow Interceptor (DWFI) SDH4000121	79.5 L/s ^[1]

[1] The full capacity of the corresponding pipe has been adopted.

[2] The calculation is detailed in **Appendix II**.

3.3 Review Sewerage System

- 3.3.1 Since the sewage discharge from the Scheme is expected to increase after the development, the downstream sewers shall be checked for sufficient capacities to cater sewerage discharge.
- 3.3.2 The capacities of the downstream foul sewer pipe sections (PS A01 – PS A10 and PS B01 – PS B06, **Figure 3-1**, & **Figures 3-2a - 3-2f**) are calculated by Colebrook-White Equation and listed in **Table 3-4**. The detailed calculation is shown in **Table A of Appendix III**.

Table 3-4 Capacity of Existing Foul Sewers

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)
Site A			
PS A01	FMH4009914	FMH4009915	339.4
PS A02	FMH4009915	SDH4000121 ^[1]	449.4
PS A03	SDH4000121 ^[1]	FMH4009917	293.0
PS A04	FMH4009917	FMH4009918	355.9
PS A05	FMH4009918	FMH4009919	404.7
PS A06	FMH4009919	FMH4010450	384.5
PS A07	FMH4010450	FMH4010451	377.1
PS A08	FMH4010451	FMH4010452	362.6
PS A09	FMH4010452	FMH4010453	1224.1
PS A10	FMH4010453	FMH4010454	3640.3
Site B			
PS B01	FMH4009981	FMH4009982	1559.7
PS B02	FMH4009982	FMH4009983	1077.5
PS B03	FMH4009983	FMH4009984	1431.9
PS B04	FMH4009984	FMH4009985	1431.9
PS B05	FMH4009985	FMH4009986	1431.9
PS B06	FMH4009986	FMH4009987	1431.9

[1] SDH4000121 is a Storm Water Special Manhole with Dry Weather Flow Interceptor (DWFI).

[2] The invert level between FMH4009984 and FMH4009986 (Downstream of PS B03 to Upstream of PS B06) are not available. Average slope has been adopted.

3.3.3 The utilization calculation adopts the following assumptions/configurations:

- The Upstream Pipes US 01, US02 & US03 is assumed to be fully utilized (**Figures 3-1, 3-2a & 3-2c**).
- The peak flow of the DWFI is calculated based on a 225mm sewer with peak flow velocity of 2.0 m/s.
- For the calculation of peak flow of PS A01 – PS A10, 100% of the discharge from Catchments C & D are included for conservative assessment (**Figure 3-2a**).
- For the calculation of peak flow of PS B01 – PS B06, 100% of the discharge from Upstream Pipe US 03 are included for conservative assessment (**Figure 3-2d**).
- No sewage flow is anticipated along the 2 x 300m sewers between FMH4009977 & FMH4009979 (**Figure 3-2d**, in the south of catchment D) under normal condition. It is because their invert level (up to 3.96mPD) are more than 1m higher than the other connected sewers. Therefore, only discharge from Upstream Pipe US 03 and Site B will reach PS B01. The potential discharge from Catchments C & D (and other upstream areas) can only reach PS B01 via Upstream Pipe US 03.
- The sewage from Site A & Site B will discharge to FMH4009914 & FMH4009981 respectively, the details will be provided in later sections.

3.3.4 **Table 3-5** shows a summary of the proportion of peak flow to full capacity from surrounding catchment areas to each segment of existing pipe sections. The detailed calculation is shown in **Tables B of Appendix III**.

Table 3-5 Proportion of Peak Flow to Full Capacity (Existing Pipes)

Segment	Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
Site A			
PS A01	339.4	511.3	151%
PS A02	449.4	511.3	114%
PS A03	293.0	511.3	202%
PS A04	355.9	511.3	166%
PS A05	404.7	511.3	146%
PS A06	384.5	511.3	154%
PS A07	377.1	511.3	157%
PS A08	362.6	511.3	163%
PS A09	1224.1	511.3	48%
PS A10	3640.3	1303.2	38%
Site B			
PS B01	1559.7	763.9	49%
PS B02	1077.5	774.1	72%
PS B03	1431.9	774.1	54%
PS B04	1431.9	774.1	54%
PS B05	1431.9	774.1	54%
PS B06	1431.9	774.1	54%

* **Bold** for surcharged pipe.

- 3.3.5 For Site A, PS A01 – PS A08 are required to be upgraded due to that the capacity are more than 100% full with the proposed redevelopment. PS A01 – PS A08 are proposed to be upgraded to 900mm. Upon this chance, the slope of each sewer segment can also be revised.
- 3.3.6 For Site B, the full capacities of each sewer segment are far from fully utilized and therefore there is no sewer pipe need to be upgraded.
- 3.3.7 The discharge loading and capacity of the upgrading pipe sections are shown in **Table 3-6** and the detailed calculation can be found in **Appendix IV**.

Table 3-6 Proportion of Peak Flow to Full Capacity after Upgrading

Segment	Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
PS A01	568.0	512.1	90%
PS A02	568.0	512.1	90%
PS A03	648.5	591.6	91%
PS A04	648.5	591.6	91%
PS A05	648.5	591.6	91%
PS A06	648.5	591.6	91%
PS A07	648.5	591.6	91%
PS A08	648.5	591.6	91%

- 3.3.8 The sewage discharge from Site A is proposed to be collected by a terminal manhole (FTMH01) and discharged via proposed pipe (PP01) to existing manhole FMH4009914. For Site B, the sewage discharge is proposed to be collected by a new terminal manhole (FTMH02) and discharged via proposed pipe (PP02) to existing manhole (FMH4009981). The diameter and slope of PP01 are 300mm and 1:100 respectively. The diameter and slope of PP02 are 450mm and 1:100 respectively. The proposed new pipe is presented in **Table**

3-7. The location of the proposed upgrade and new pipes are shown in **Figures 3-3a – 3-3c.** the exact location of the new manholes and invert level will subject to future detail design.

Table 3-7 Proportion of Peak Flow to Full Capacity (Proposed New Pipes)

Segment	Catchment	Proposed New Pipe ^[1]			Full Capacity (L/s)	Total Peak Flow (L/s)	Total Discharge Loading to Pipe Capacity (%)
		Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Diameter (mm)			
PP01	Site (A)	1.10	1.00	300	87.9	76.9	88%
PP02	Site (B)	2.15	1.95	450	258.9	163.6	63%

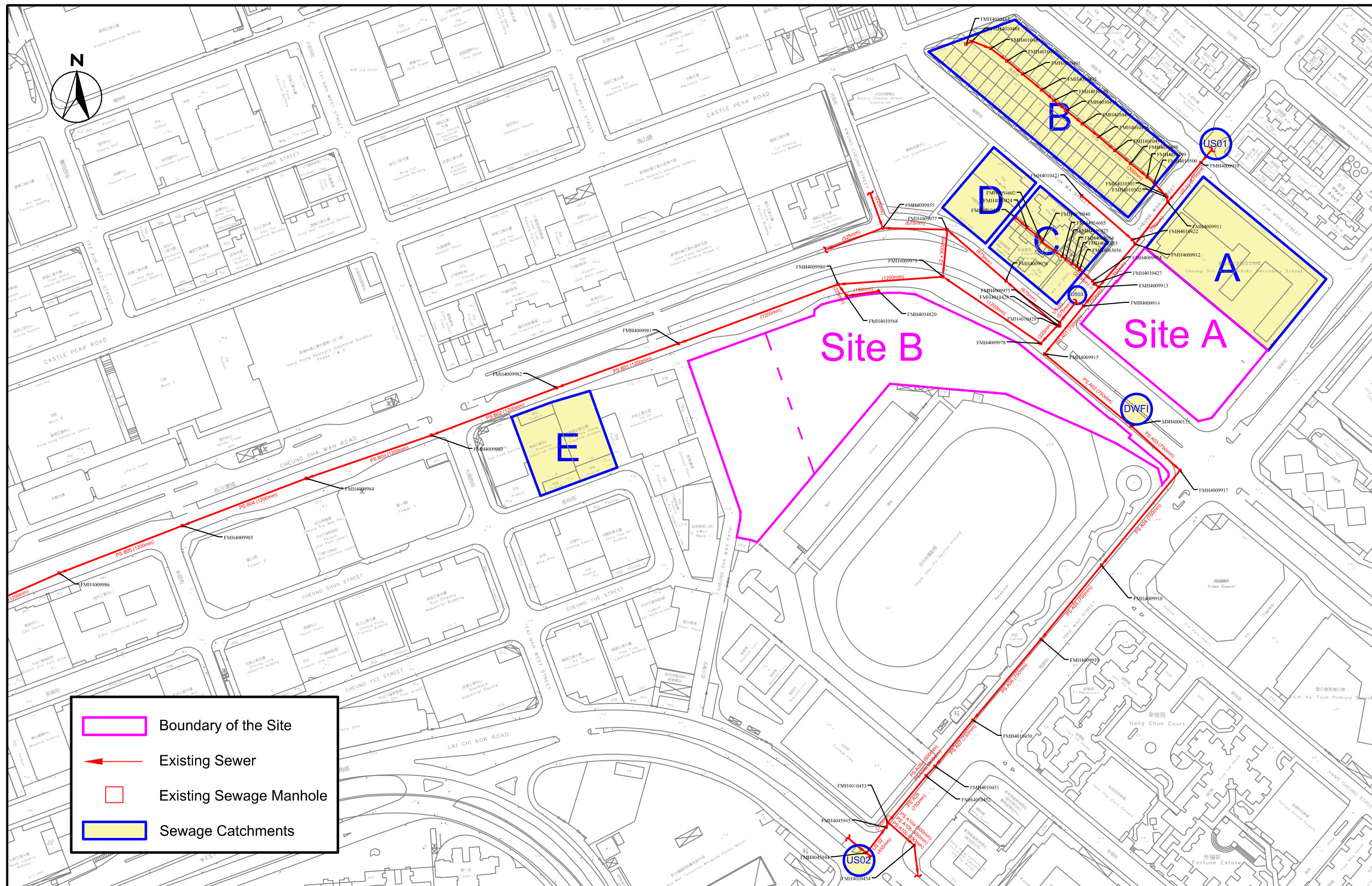
[1] The upstream and downstream level of proposed pipes will be subject to detail design.

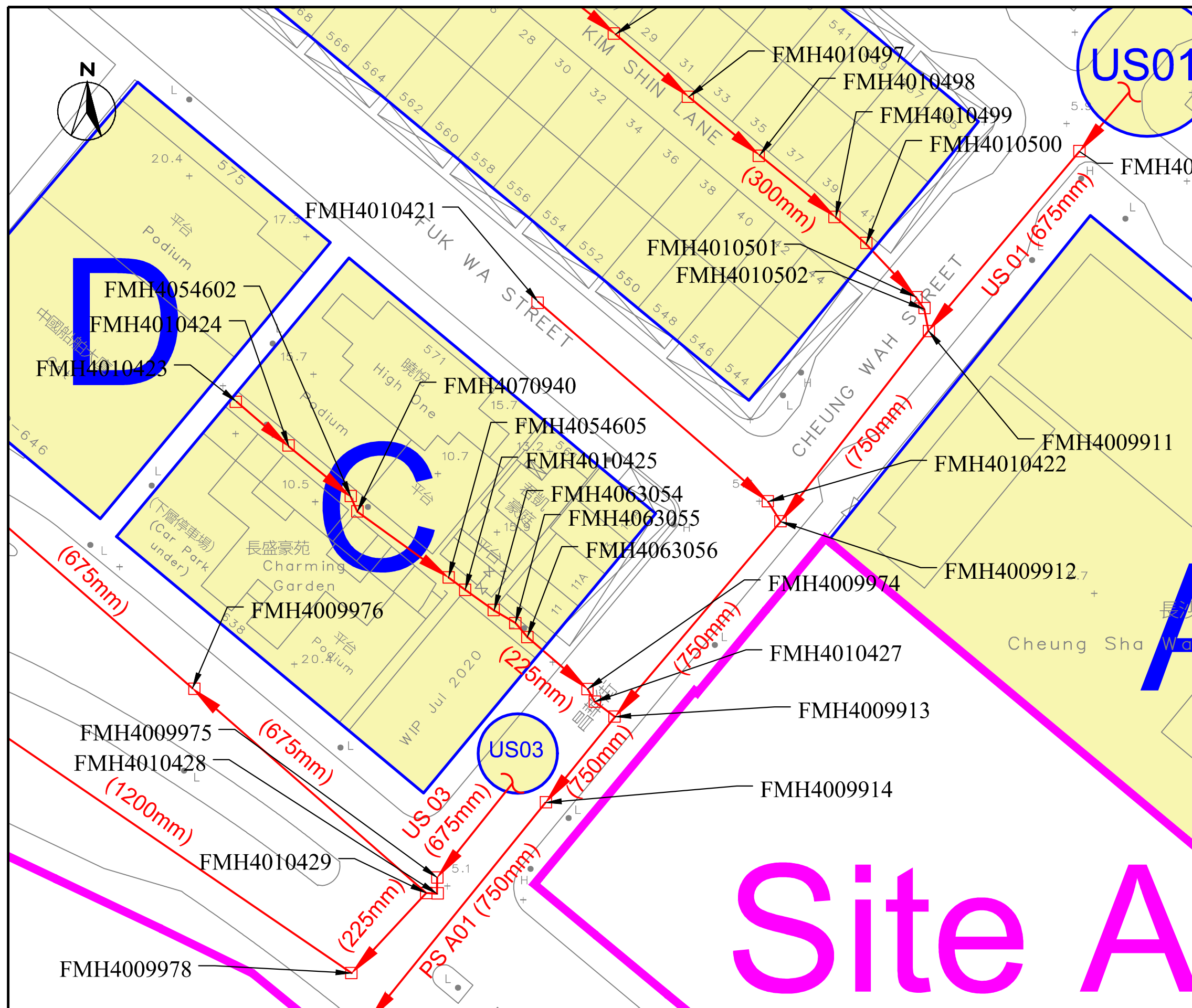
- 3.3.9 The project proponent (URA) will be responsible for all of the sewers laying and upgrading works related to the Scheme, including the aforementioned proposed new/upgrade sewers.

4 CONCLUSION

- 4.1.1 The Development Scheme proposes to redevelop a composite development at Site A, which consists of 2 residential towers which providing about 838 flats, 2 floors of basement carpark, as well as a 5 storeys podium with $\sim 5,197\text{m}^2$ for G/IC area, and $\sim 5,197\text{m}^2$ for Commercial area. The Development Scheme also proposes a G/IC complex with GFA of $\sim 33,733\text{m}^2$ for G/IC facilities at Site B.
- 4.1.2 The estimated daily sewage discharge from the proposed the composite development at Site A and G/IC complex at Site B are $852.2\text{ m}^3/\text{day}$ and $2717.6\text{ m}^3/\text{day}$ respectively. The sewage effluent from the proposed Site A will be collected by the terminal manhole FTMH01 and ultimately discharge to the public sewer at manhole FMH4009914. Terminal manhole FTMH02 will collect the sewage effluent from the proposed Site B and connect to the public sewage at manhole FMH4009981. Two pipes (PP01 and PP02) are proposed to cater the sewage discharge of the proposed development in the Scheme. The diameters of the proposed pipes are 300mm and 450mm for Site A & Site B respectively (**Figures 3-4a & 3-4c** refers). The slopes of both proposed pipes are 1:100. Eight existing sewers between manhole FMH4009914 & FMH4010452 are proposed to be upgraded from 750mm to 900mm, with average slope of 0.0015 – 0.0020 to cater the peak sewage flow (**Figures 3-4a & 3-4b** refers). Actual layout and inverts levels of the proposed pipes are subject to detail design.
- 4.1.3 With the proposed new and upgraded sewers, the sewage network is considered to have sufficient capacities to cater the expected sewage flows from the proposed development of the Scheme and the surrounding catchments. Therefore, no adverse sewerage impact on the public sewerage system is expected from the proposed development.

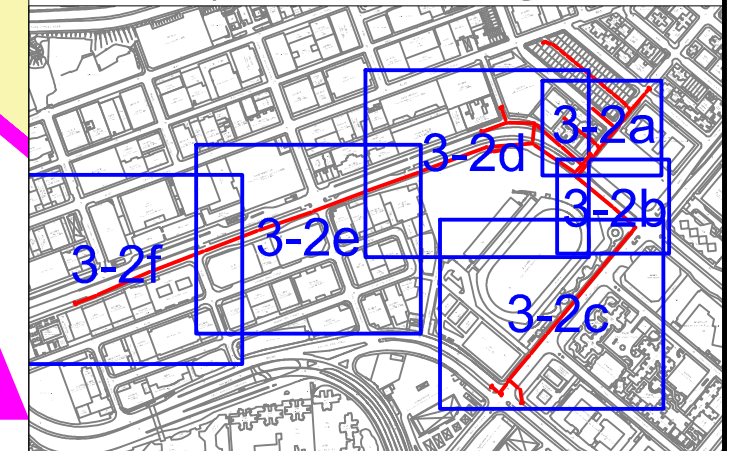
Figures





- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

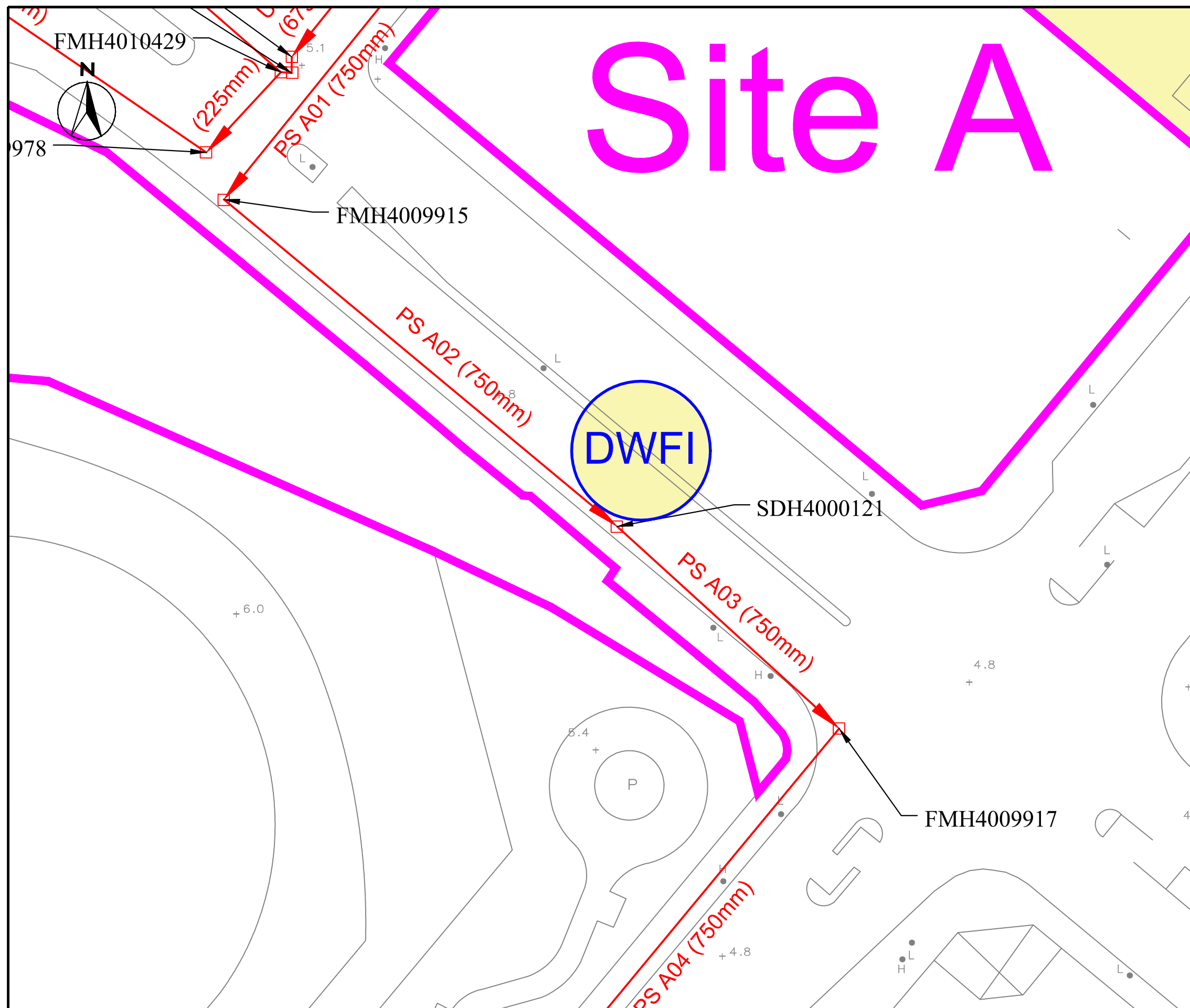
Key Plan 1:10000 @ A3



Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

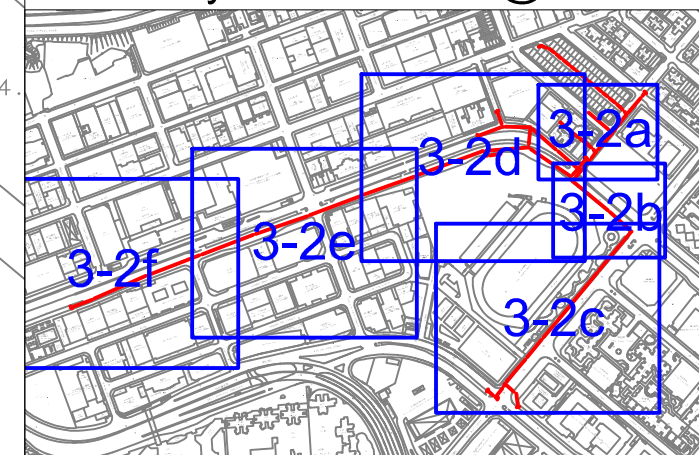
Sewage Catchments and Existing Sewers in the Vicinity

SCALE	1:500 @ A3	DATE	APRIL 2021	
CHECK	RT	DRAWN	CC	
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2a	REV
				-

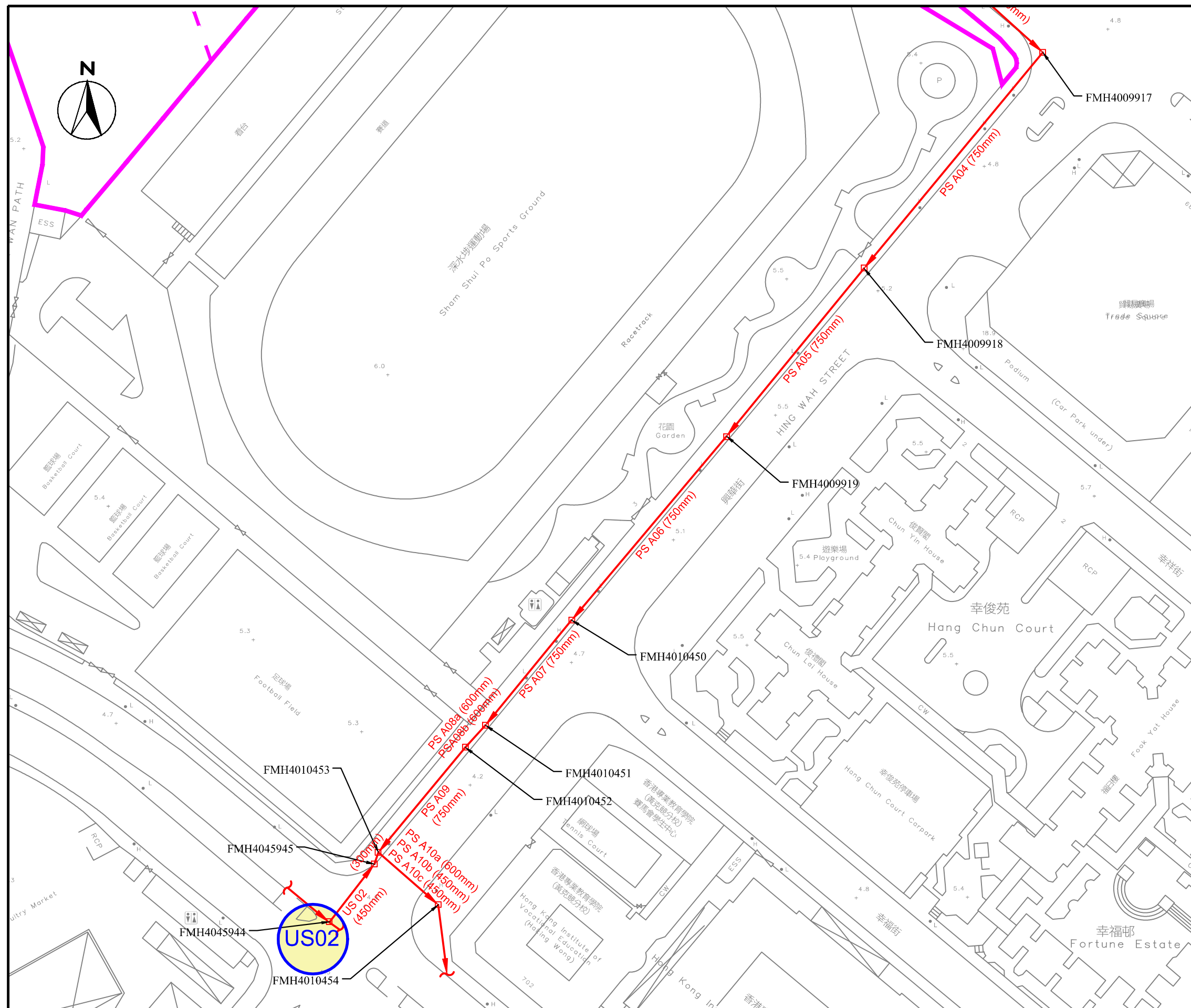


- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3

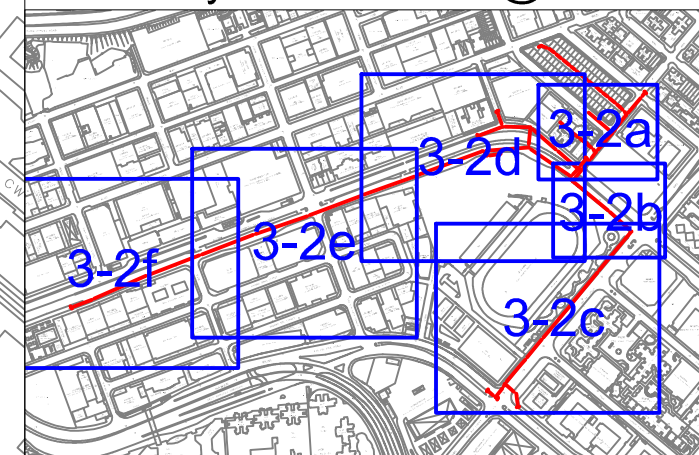


SCALE	1:500 @ A3	DATE	APRIL 2021
CHECK	RT	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2b
		REV	-

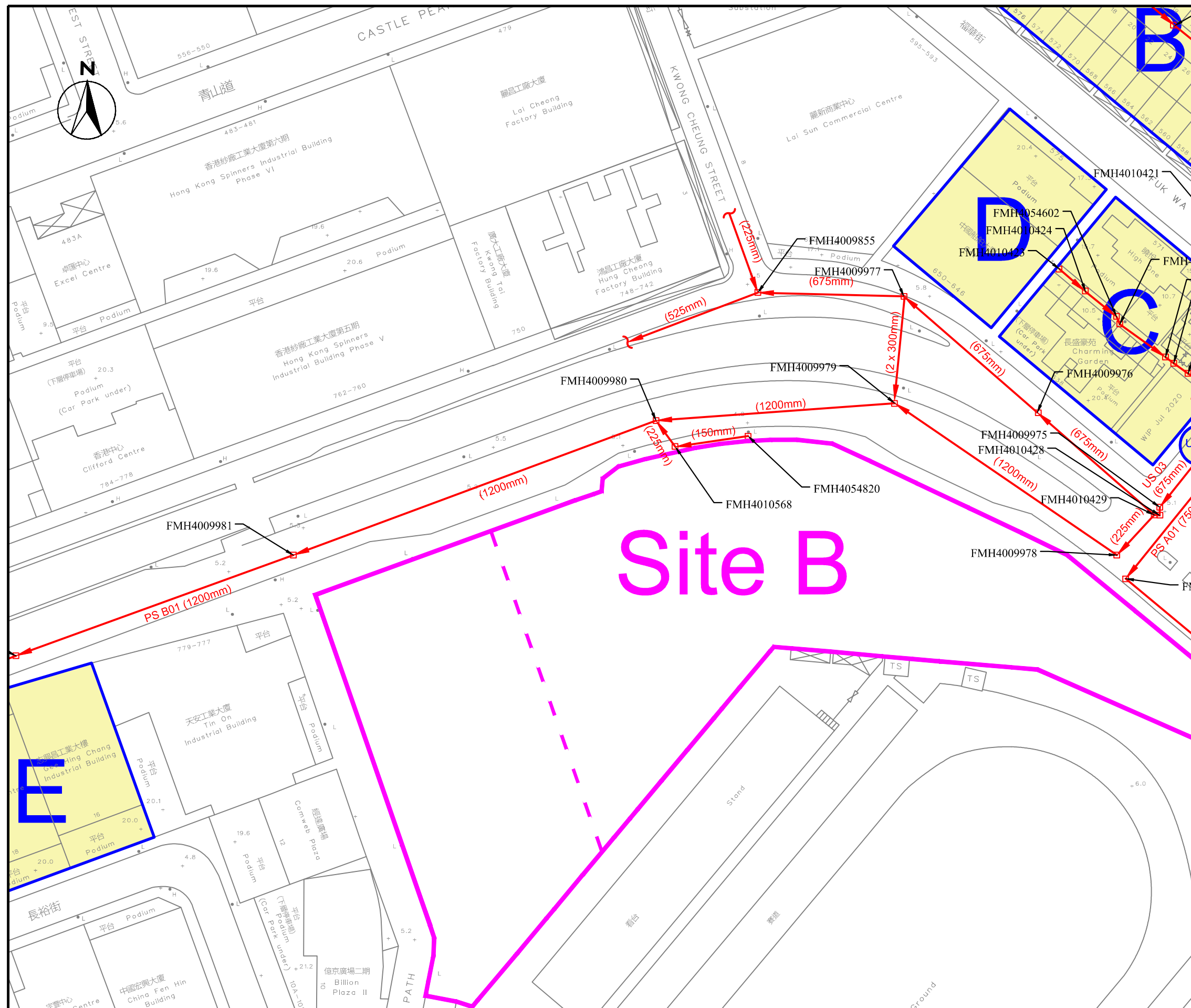


- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3



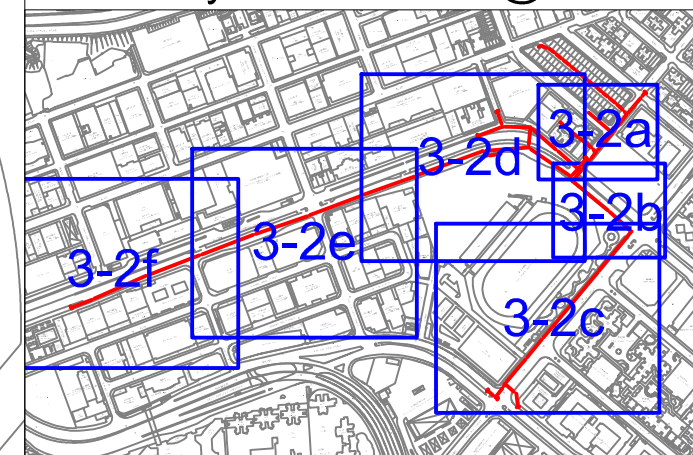
SCALE	1:1000 @ A3	DATE	APRIL 2021
CHECK	RT	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2c
		REV	-



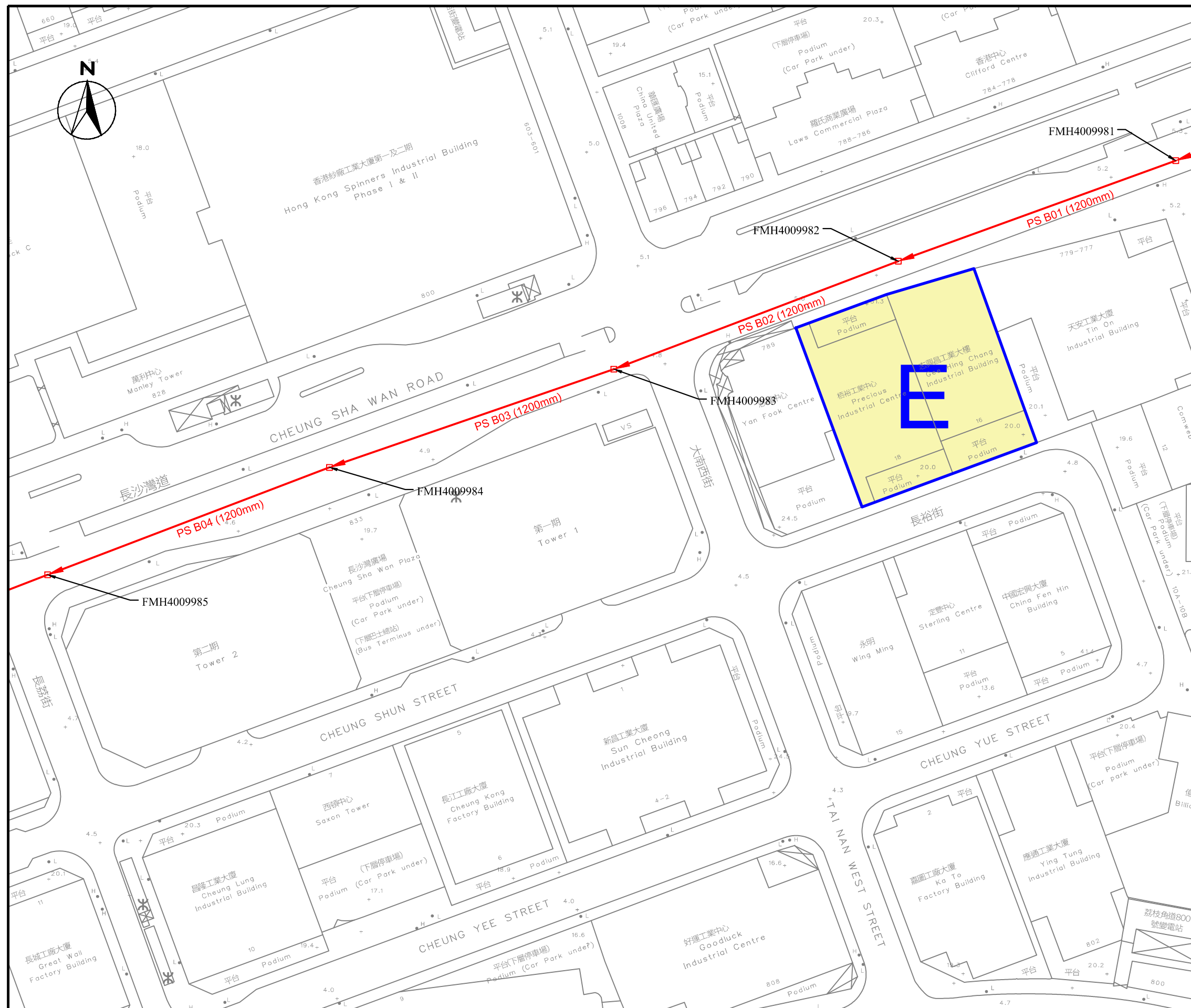
- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Site B

Key Plan 1:10000 @ A3

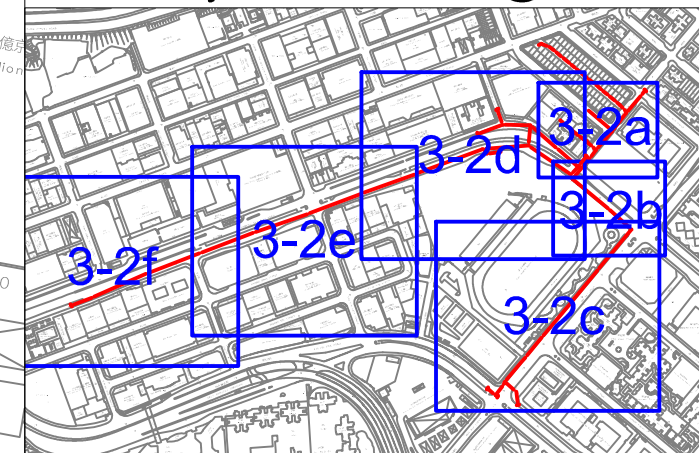


SCALE	1:1000 @ A3	DATE	APRIL 2021	
CHECK	RT	DRAWN	CC	
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2d	REV
				-

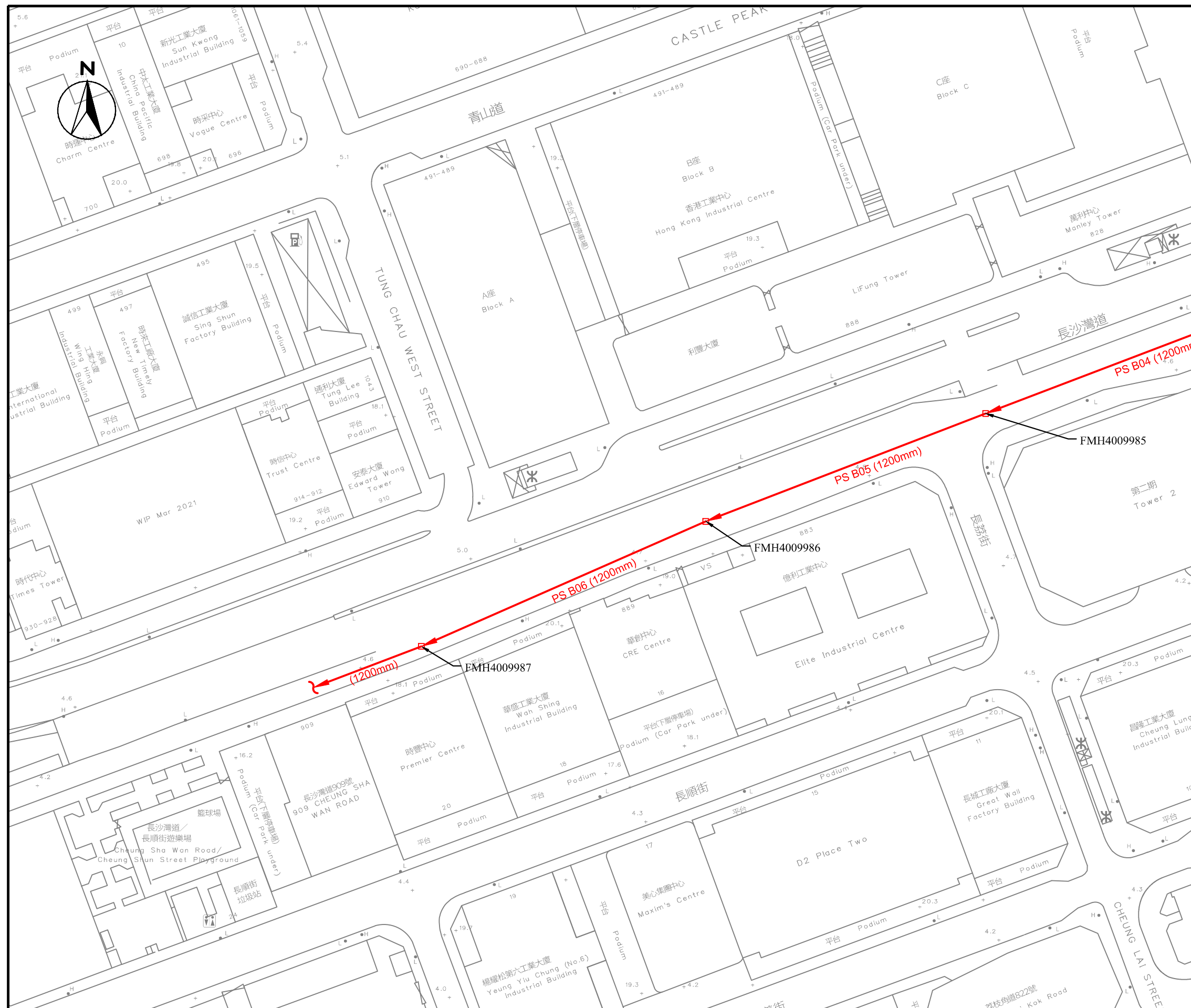


- Boundary of the Site
- Sewage Catchments
- ← Existing Sewer
- Existing Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3



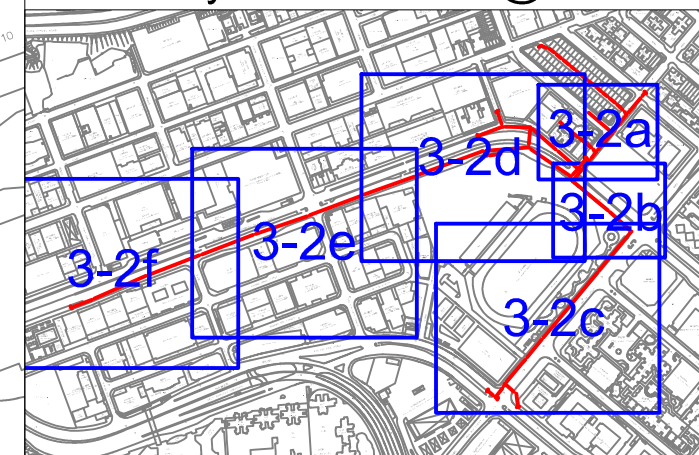
SCALE	1:1000 @ A3	DATE	APRIL 2021
CHECK	RT	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2e
		REV	-



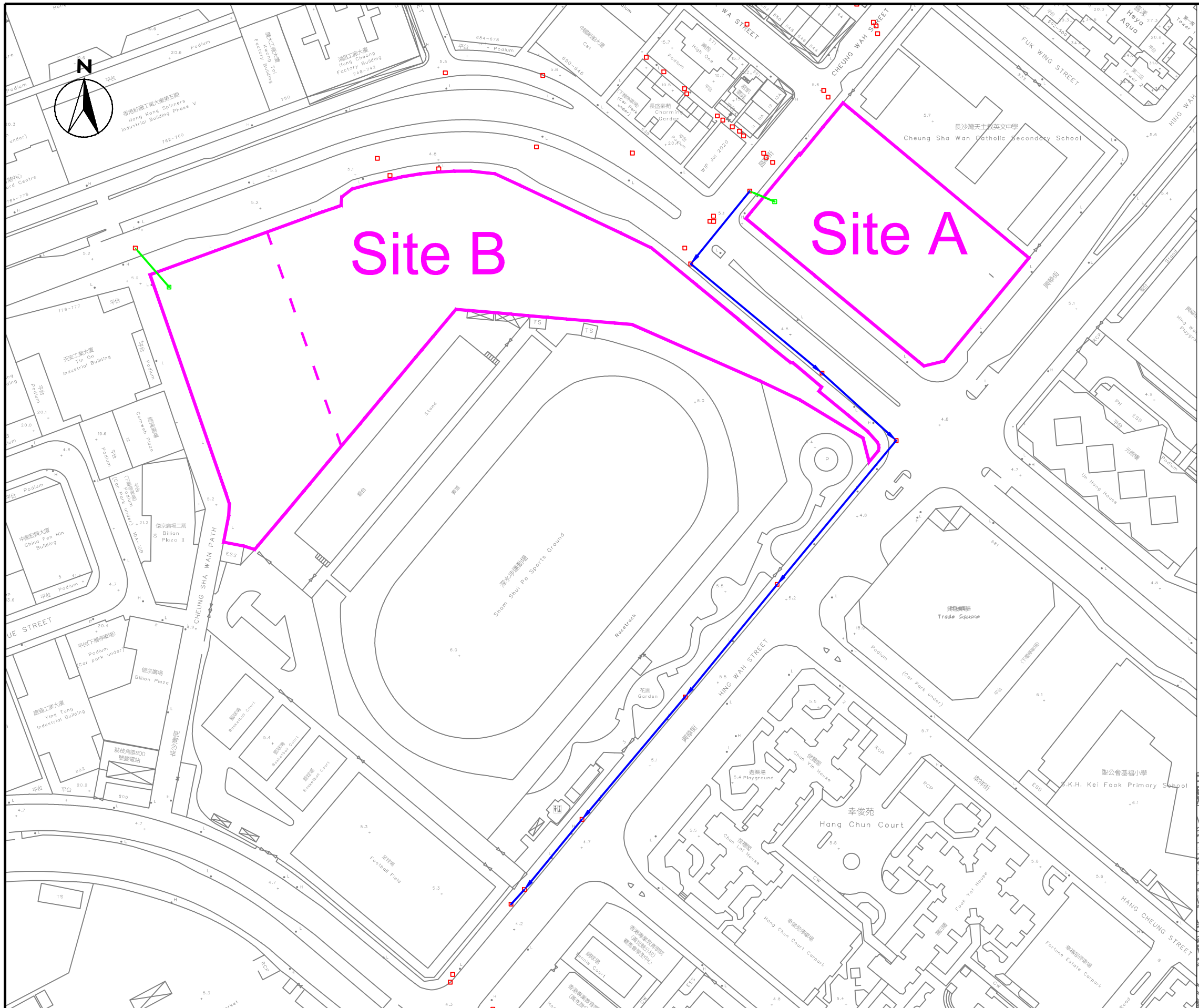
- Boundary of the Site
- Sewage Catchments
- Existing Sewer
- Existing Sewage Manhole

FMH4010497 ID of Existing Sewage Manhole

Key Plan 1:10000 @ A3

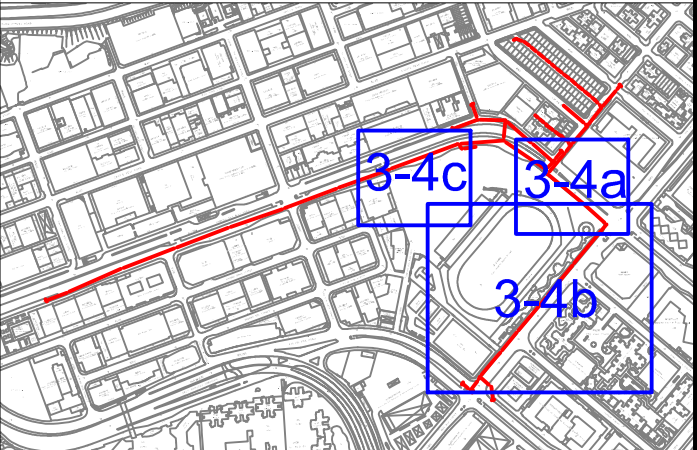


SCALE	1:1000 @ A3	DATE	APRIL 2021
CHECK	RT	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2f
		REV	-



- Boundary of the Site
- Proposed Upgraded Sewer
- Proposed New Sewer
- Existing Sewage Manhole
- Proposed New Sewage Manhole

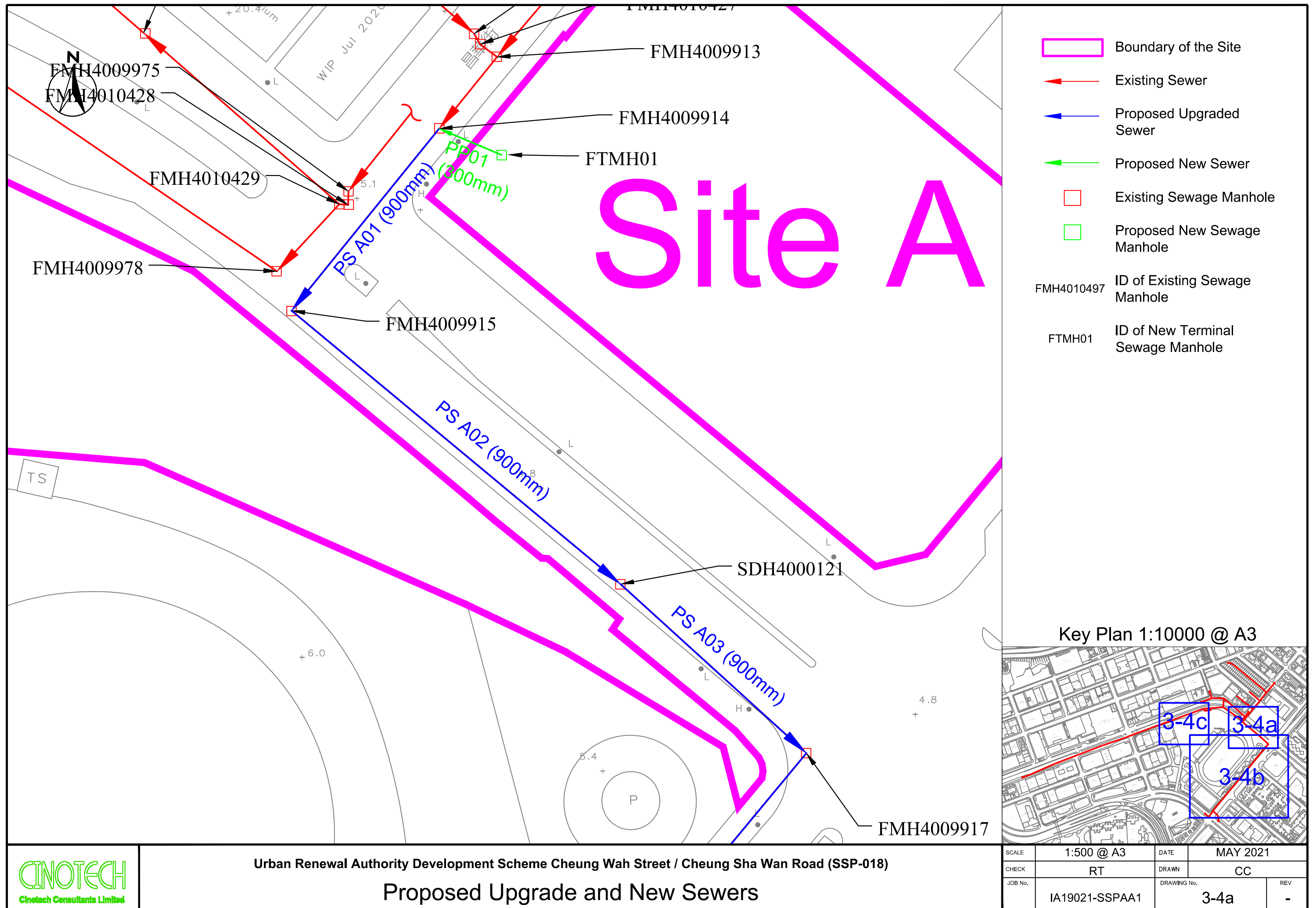
Key Plan 1:10000 @ A3

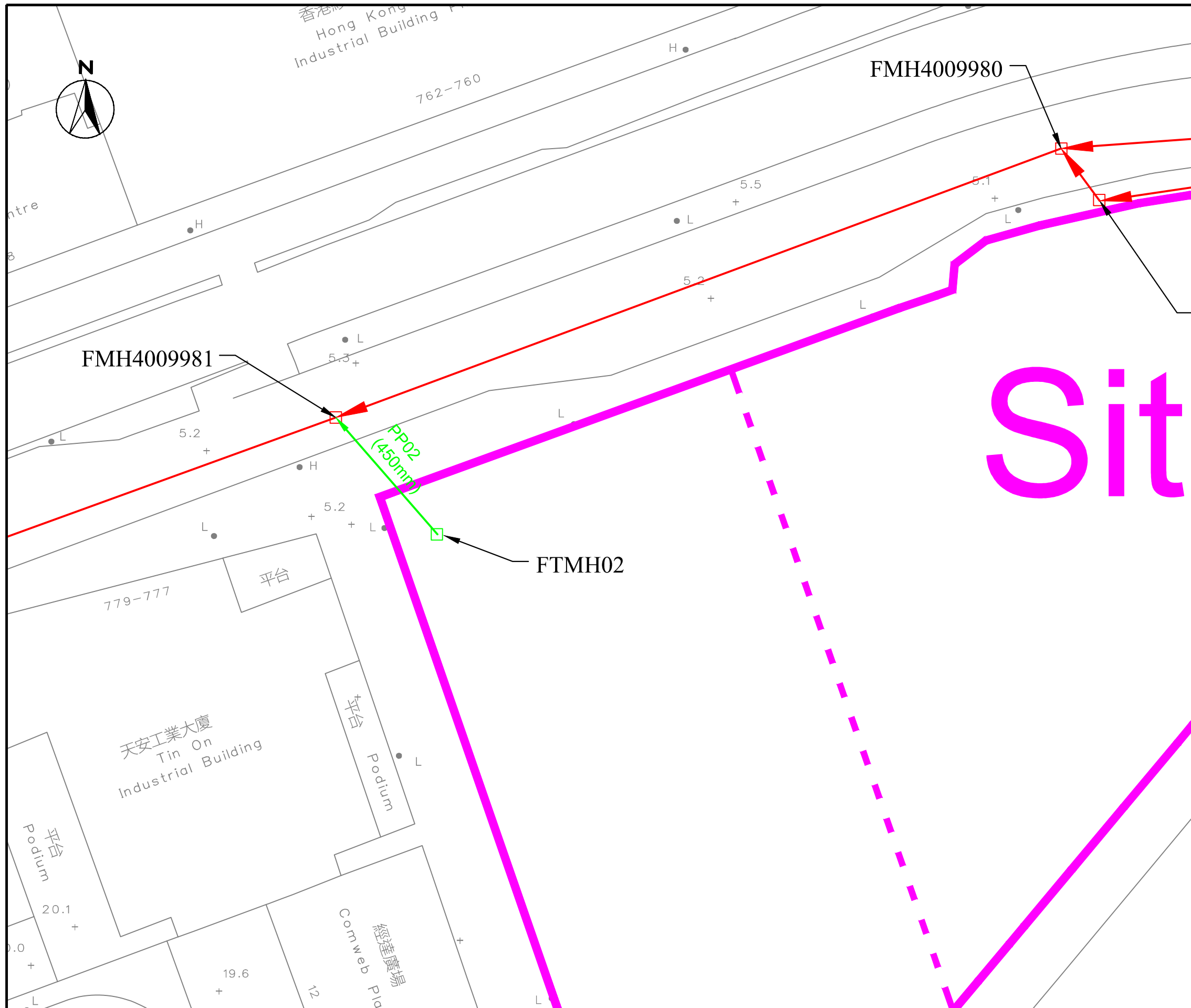


Urban Renewal Authority Development Scheme Cheung Wah Street / Cheung Sha Wan Road (SSP-018)

Proposed Upgrade and New Sewers - Overview

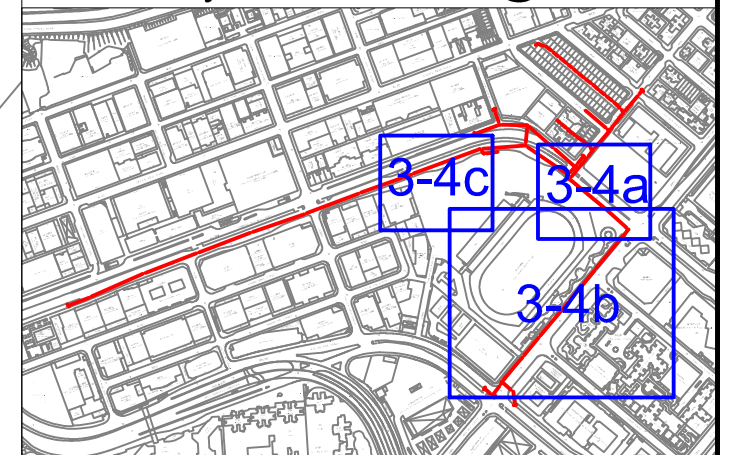
SCALE	1:500 @ A3	DATE	MAY 2021	
CHECK	RT	DRAWN	CC	
JOB No.	IA19021-SSPAA1	DRAWING No.	3-3	REV -





- Boundary of the Site
- ← Existing Sewer
- ← Proposed Upgraded Sewer
- ← Proposed New Sewer
- Existing Sewage Manhole
- Proposed New Sewage Manhole
- FMH4010497 ID of Existing Sewage Manhole
- FTMH01 ID of New Terminal Sewage Manhole

Key Plan 1:10000 @ A3



SCALE	1:500 @ A3	DATE	MAY 2021
CHECK	RT	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-4c
		REV	-

Appendix II

Sewage Discharge from Surrounding Catchments

Appendix II: Sewage Discharge from Surrounding

Catchment ID	Building	No. of Flats	No of Shops	No. of Restaurants	Retail Area (m ²) ^[1]	Restaurant Area (m ²) ^[1]	Commercial Area (m ²) ^[1]	Industrial Area (m ²) ^[1]	Population								
									Residential ^{[2][3]}	Retail/Shop (Staff) ^[4]	Restaurants (Staff) ^[4]	School (Staff) ^[5]	School (Student) ^[5]	Retail (staff) ^[6] by worker density	Restaurant (staff) ^[6] by worker density	Commercial (Staff) ^[6] by worker density	Industrial (Staff) ^[6] by worker density
A	Cheung Sha Wan Catholic Secondary School	-	-	-	-	-	-	-	-	-	-	61	842	-	-	-	-
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road) [3]	[3]	40	24	-	-	-	-	3543	80	120	-	-	-	-	-	-
C	571 Fuk Wa Street	187	-	1	-	-	-	-	486	-	5	-	-	-	-	-	-
	561 Fuk Wa Street	21	-	1	-	-	-	-	55	-	5	-	-	-	-	-	-
	11-13A Cheung Wah Street	20	3	2	-	-	-	-	52	6	10	-	-	-	-	-	-
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	112	2	2	-	-	-	-	291	4	10	-	-	-	-	-	-
	Furture development on Land Slot NKIL 2197 RP ^[10]	78	-	-	202.5	202.5	-	-	203	-	-	-	-	7	10	-	-
D	650-646 Cheung Wah Street (Tower)	-	-	-	-	-	11172	-	-	-	-	-	-	-	-	659	-
	650-646 Cheung Wah Street (Podium)	-	-	-	-	2327.5	-	-	-	-	-	-	-	-	119	-	-
E	Gee Hing Chang Industrial Building	-	1	-	-	-	-	6768.3	-	2	-	-	-	-	-	-	156
	Precious Industrial Centre	-	3	-	-	-	-	6860.7	-	6	-	-	-	-	-	-	158
US01	Upstream Area served by Sewer US01 (FWD4011889)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US02	Upstream Area served by Sewer US02 (FWD4052641)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US03	Upstream Area served by Sewer US03 (FWD4011954)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DWFI [11]	Dry Weather Flow Interceptor (DWFI) SDH4000121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

[1]

Estimated value

[2]

The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).

[3]

The population for Large Street Block Groups (No: 26123) is reference to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).

[4]

The density of 2 employees per a retail/shop and 5 employees per a restaurant is based on site survey.

[5]

The number of teacher and student of Cheung Sha Wan Catholic Secondary School are reference to School Annual School Report 2019-2020

[6]

The worker density for Commercial Area (5.9 employee per 100 m²),Restaurant Area (5.1 employee per 100 m²), Retail Area (3.5 employee per 100 m²) and Industrial Area (2.3 employee per 100 m²) are from Figure 9 and 10 of Commercial and Industrial Floor Space Utilization Survey 2005.

[7]

The Unit Flow Factors are 0.27, 0.28, 0.04, 1.58 and 0.53 m³/day/head for residential use, retail/office/commercial/School(Staff), School Student, restaurants and industrial use. respectively.

[8]

Number of flats are reference to Centaline Property <https://hk.centanet.com/estate/>.

[9]

Number of flats are reference to Midland Realty <https://www.midland.com.hk/en/>

[10]

It is assumed that the Furture development on Land Slot NKIL 2197 RP consists of 26 storeys of residential tower with 3 flats per floor. The non-residential area is estimated by allowable the plot ratio according to OZP (1.5 for non-residential).

[11]

The diameter of interceptor pipe is assumed to be 225mm with peak flow velocity of 2.0 m/s

Appendix II: Sewage Discharge from Surrounding

Catchment ID	Building	Flowrate (m ³ /day) ^[7]							Flowrate / catchment (m ³ /day)	Total Flowrate / catchment (m ³ /day)	Reference
		Residential UFF=0.27	Retail/Shop UFF=0.28	School (Staff) UFF=0.28	School (Student) UFF=0.04	Restaurants UFF=1.58	Commercial UFF=0.28	Industrial UFF=0.53			
A	Cheung Sha Wan Catholic Secondary School	-	-	17.1	33.7	-	-	-	50.8	50.8	-
B	Fuk Wing Street (Cheung Wah Street to Castle Peak Road) & Fuk Wa Street (Cheung Wah Street to Castle Peak Road) [3]	956.6	22.4	-	-	189.6	-	-	1168.6	1168.6	-
C	571 Fuk Wa Street	131.2	-	-	-	7.9	-	-	139.1	361.5	Centaline Property ^[8]
	561 Fuk Wa Street	14.9	-	-	-	7.9	-	-	22.8		
	11-13A Cheung Wah Street	14.0	1.7	-	-	15.8	-	-	31.5		Midland Realty ^[9]
	Charming Garden (長盛豪苑) (638 Cheung Wah Street)	78.6	1.1	-	-	15.8	-	-	95.5		
	Furture development on Land Slot NKIL 2197 RP ^[10]	54.8	2.0	-	-	15.8	-	-	72.6		-
D	650-646 Cheung Wah Street (Tower)	-	-	-	-	-	184.5	-	184.5	372.5	-
	650-646 Cheung Wah Street (Podium)	-	-	-	-	188.0	-	-	188.0		
E	Gee Hing Chang Industrial Building	-	0.6	-	-	-	-	82.7	83.2	168.7	-
	Precious Industrial Centre	-	1.7	-	-	-	-	83.7	85.4		
US01	Upstream Area served by Sewer US01 (FWD4011889)	The full capacity of Pipe US01 has been adopted. The peaking factor and catchment inflow factors are not applicable for this catchment.								343.2 L/s	APP III
US02	Upstream Area served by Sewer US02 (FWD4052641)	The full capacity of Pipe US02 has been adopted. The peaking factor and catchment inflow factors are not applicable for this catchment.								791.9 L/s	APP III
US03	Upstream Area served by Sewer US03 (FWD4011954)	The full capacity of Pipe US03 has been adopted. The peaking factor and catchment inflow factors are not applicable for this catchment.								600.4 L/s	APP III
DWFI [11]	Dry Weather Flow Interceptor (DWFI) SDH4000121	Estimated peak flow of the DWFI has been adopted. The peaking factor and catchment inflow factors are not applicable for this catchment.								79.5 L/s	APP III

Notes:

[1]

Estimated value

[2]

The average domestic household size is 2.6 persons for Sham Shui Po, according to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).

[3]

The population for Large Street Block Groups (No: 26123) is reference to Population By-census 2016. Source from (<http://www.byccensus2016.gov.hk/en/bc-dp.html>).

[4]

The density of 2 employees per a retail/shop and 5 employees per a restaurant is based on site survey.

[5]

The number of teacher and student of Cheung Sha Wan Catholic Secondary School are reference to School Annual School Report 2019-2020

[6]

The worker density for Commercial Area (5.9 employee per 100 m2),Restaurant Area (5.1 employee per 100 m2), Retail Area (3.5 employee per 100 m2) and Industrial Area (2.3 employee per 100 m2) are from Figure 9 and 10 of Commercial and Industrial Floor Space Utilization Survey 2005.

[7]

The Unit Flow Factors are 0.27, 0.28, 0.04, 1.58 and 0.53 m3/day/head for residential use, retail/office/commercial/School(Staff), School Student, restaurants and industrial use. respectively.

[8]

Number of flats are reference to Centaline Property <https://hk.centanet.com/estate/>.

[9]

Number of flats are reference to Midland Realty <https://www.midland.com.hk/en/>

[10]

It is assumed that the Furture development on Land Slot NKIL 2197 RP consists of 26 storeys of residential tower with 3 flats per floor. The non-residential area is estimated by allowable the plot ratio according to OZP (1.5 for non-residential).

[11]

The diameter of interceptor pipe is assumed to be 225mm with peak flow velocity of 2.0 m/s

Appendix III

Detailed Calculation of Existing Sewage Discharge

Appendix III: Calculation of Existing Pipe Capacity

Table A - Pipe Capacity Calculation

Segment	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m²/s)	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (l/s)	Remark
Existing Pipes															
Site A															
PS A01	FMH4009914	FMH4009915	1	0.95	35.3	750	0.75	0.442	0.1875	0.0014	0.00000114	0.006	0.77	339.4	
PS A02	FMH4009915	SDH4000121	0.95	0.79	64.5	750	0.75	0.442	0.1875	0.0025	0.00000114	0.006	1.02	449.4	
PS A03	SDH4000121	FMH4009917	0.79	0.75	37.8	750	0.75	0.442	0.1875	0.0011	0.00000114	0.006	0.66	293.0	
PS A04	FMH4009917	FMH4009918	0.75	0.64	70.6	750	0.75	0.442	0.1875	0.0016	0.00000114	0.006	0.81	355.9	
PS A05	FMH4009918	FMH4009919	0.64	0.53	54.6	750	0.75	0.442	0.1875	0.0020	0.00000114	0.006	0.92	404.7	
PS A06	FMH4009919	FMH4010450	0.53	0.42	60.5	750	0.75	0.442	0.1875	0.0018	0.00000114	0.006	0.87	384.5	
PS A07	FMH4010450	FMH4010451	0.42	0.36	34.3	750	0.75	0.442	0.1875	0.0017	0.00000114	0.006	0.85	377.1	
PS A08	FMH4010451	FMH4010452	0.34	0.33	7.5	-	-	-	-	-	-	-	-	362.6	PS A08 consists of two pipes: PS A08a and A08b
PS A09	FMH4010452	FMH4010453	0.33	-0.18	34.3	750	0.75	0.442	0.1875	0.0149	0.00000114	0.003	2.77	1224.1	
PS A10	FMH4010453	FMH4010454	-	-	20.1	-	-	-	-	-	-	-	-	3640.3	PS A10 consists of three pipes: PS A10a, A10b & A10c
Site B															
PS B01	FMH4009981	FMH4009982	1.95	1.8	74.3	1200	1.2	1.131	0.3	0.0020	0.00000114	0.003	1.38	1559.7	
PS B02	FMH4009982	FMH4009983	1.8	1.71	76.6	1200	1.2	1.131	0.3	0.0012	0.00000114	0.006	0.95	1077.5	
PS B03	FMH4009983	FMH4009984	1.71	1.58	75.8	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B04	FMH4009984	FMH4009985	1.58	1.45	76.0	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B05	FMH4009985	FMH4009986	1.45	1.32	75.5	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
PS B06	FMH4009986	FMH4009987	1.32	1.19	78.3	1200	1.2	1.131	0.3	0.0017	0.00000114	0.003	1.27	1431.9	
Upstream Pipe Sections															
US 01	FMH4009910	FMH4009911	1.36	1.28	29.5	675	0.675	0.358	0.16875	0.0025	0.00000114	0.006	0.96	343.2	
US 02	FMH4045944	FMH4045945	1.65	-0.10	18.8	450	0.45	0.159	0.1125	0.0933	0.00000114	0.003	4.98	791.9	
US 03	FMH4009974	FMH4009975	3.2	3.01	30.4	675	0.675	0.358	0.16875	0.0063	0.00000114	0.003	1.68	600.4	
Dry Weather Flow Interceptor (DWFI) SDH400121															
DWFI [4]	SDH4000121	SDH4000121	-	-	-	225	0.225	0.040	0.05625	-	0.00000114	0.003	2.00	79.5	
Sub-Pipe for A08 & A10															
PS A08a	FMH4010451	FMH4010452	0.34	0.33	7.5	600	0.6	0.283	0.15	0.0013	0.00000114	0.006	0.64	181.3	
PS A08b	FMH4010451	FMH4010452	0.34	0.33	7.5	600	0.6	0.283	0.15	0.0013	0.00000114	0.006	0.64	181.3	
PS A10a	FMH4010453	FMH4010454	-0.2	-2.8	20.1	600	0.6	0.283	0.15	0.1296	0.00000114	0.003	7.09	2003.3	
PS A10b	FMH4010453	FMH4010454	-0.2	-2.2	20.1	450	0.45	0.159	0.1125	0.0997	0.00000114	0.003	5.15	818.5	
PS A10c	FMH4010453	FMH4010454	-0.2	-2.2	20.1	450	0.45	0.159	0.1125	0.0997	0.00000114	0.003	5.15	818.5	

Note:

[1] The roughness coefficient for slined concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[2] SDH4000121 is a Storm Water Special Manhole with Dry Weather Flow Interceptor (DWFI).

[3] The invert level between FMH4009984 and FMH4009986 (Downstream of PS B03 to Upstream of PS B06) are not available. Average slope has been adopted.

[4] The diameter of interceptor pipe is assumed to be 225mm with peak flow velocity of 2.0 m/s

Appendix III: Calculation of Existing Pipe Capacity

24

Table B: Proportion of Peak Flow to Full Capacity

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge (m ³ /day) [1]	Contribution Population [2]	Peaking Factor [3]	Catchment Inflow Factors, P _{CIF} [4]	Peak Flow [5] (L/s)	Total Peak Flow [6][7][8] (L/s)	% of full capacity
Existing Pipes											
Site A											
PS A01	FMH4009914	FMH4009915	339.4	Upstream Pipe Section 01 + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	512.1	151%
PS A02	FMH4009915	SDH4000121	449.4	Upstream Pipe Section 01 + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	512.1	114%
PS A03	SDH4000121	FMH4009917	293.0	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	202%
PS A04	FMH4009917	FMH4009918	355.9	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	166%
PS A05	FMH4009918	FMH4009919	404.7	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	146%
PS A06	FMH4009919	FMH4010450	384.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	154%
PS A07	FMH4010450	FMH4010451	377.1	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	157%
PS A08	FMH4010451	FMH4010452	362.6	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	163%
PS A09	FMH4010452	FMH4010453	1224.1	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	48%
PS A10	FMH4010453	FMH4010454	3640.3	Upstream Pipe Section 01 + Upstream Pipe Section 02 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	1383.5	38%
Site B											
PS B01	FMH4009981	FMH4009982	1559.7	Upstream Pipe Section 03 + Project(B)	2717.6	10065	4	1.3	163.6	763.9	49%
PS B02	FMH4009982	FMH4009983	1077.5	Upstream Pipe Section 03 + Project(B) + E	2886.3	10690	4	1.3	173.7	774.1	72%
PS B03	FMH4009983	FMH4009984	1431.9	Upstream Pipe Section 03 + Project(B) + E	2886.3	10690	4	1.3	173.7	774.1	54%
PS B04	FMH4009984	FMH4009985	1431.9	Upstream Pipe Section 03 + Project(B) + E	2886.3	10690	4	1.3	173.7	774.1	54%
PS B05	FMH4009985	FMH4009986	1431.9	Upstream Pipe Section 03 + Project(B) + E	2886.3	10690	4	1.3	173.7	774.1	54%
PS B06	FMH4009986	FMH4009987	1431.9	Upstream Pipe Section 03 + Project(B) + E	2886.3	10690	4	1.3	173.7	774.1	54%

- Note:
- [1] The discharge from Upstream Pipes US 01, US 02 & US 03 are not included.
 - [2] The contribution population = total catchment discharge (m³/day) / 0.27(m³/day/person)
 - [3] Peaking Factor of 8 for contribution population <1,000 , 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000-10000 and 4 for contribution population of 10000-50000 are adopted.
 - [4] Catchment Inflow Factors of North West Kowloon (=1.3) has been adopted
 - [5] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
 - [6] Full pipe capacity of US 01 is added to the peak flow of PS A01-PS A10, and full pipe capacity of US 02 is added to the peak flow of PS A10.
 - [7] Full pipe capacity of DWFI is added to the peak flow of PS A03-PS A10.
 - [8] Full pipe capacity of US 03 is added to the peak flow of PS B01- PS B06.

Appendix IV

Capacity Calculation of Proposed Pipes and Upgraded Pipes

Appendix IV: Calculation of Proposed Pipe Capacity

Table A - Pipe Capacity Calculation

Segment	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD) ^[1]	Downstream Invert Level (mPD) ^[1]	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^{[2][3]}	Velocity (m/s)	Full Capacity (l/s)
Proposed New Pipe														
PP01	FTMH01	FMH4009914	1.10	1.00	10.0	300	0.3	0.071	0.075	0.0100	0.00000114	0.003	1.24	87.9
PP02	FTMH02	FMH4009981	2.15	1.95	20.0	450	0.45	0.159	0.1125	0.0100	0.00000114	0.003	1.63	258.9
Proposed Upgrading Pipe														
PS A01	FMH4009914	FMH4009915	1	0.95	35.3	900	0.9	0.636	0.225	0.0015	0.00000114	0.006	0.89	568.0
PS A02	FMH4009915	SDH4000121	0.95	0.85	64.5	900	0.9	0.636	0.225	0.0015	0.00000114	0.006	0.89	568.0
PS A03	SDH4000121	FMH4009917	0.85	0.78	37.8	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5
PS A04	FMH4009917	FMH4009918	0.78	0.64	70.6	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5
PS A05	FMH4009918	FMH4009919	0.64	0.53	54.6	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5
PS A06	FMH4009919	FMH4010450	0.53	0.41	60.5	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5
PS A07	FMH4010450	FMH4010451	0.41	0.34	34.3	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5
PS A08	FMH4010451	FMH4010452	0.34	0.33	7.5	900	0.9	0.636	0.225	0.0020	0.00000114	0.006	1.02	648.5

Note:

[1] The upstream and downstream level of proposed pipes will be subject to detail design.

[2] The roughness coefficient for slined concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[3] The material of the proposed new/upgrading pipe are concrete, subject to detailed design.

Appendix IV: Calculation of Proposed Pipe Capacity

Table B: Proportion of Peak Flow to Full Capacity after Upgrading

Segment	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge (m ³ /day) [1]	Contribution Population [2]	Peaking Factor ^[3]	Catchment Inflow Factors, P _{CHF} [4]	Peak Flow ^[5] (L/s)	Total Peak Flow ^{[6][7][8]} (L/s)	% of full capacity
Proposed New Pipes											
PP01	FTMH01	FMH4009914	87.9	Project (A)	852.2	3156	6	1.3	76.9	76.9	88%
PP02	FTMH02	FMH4009981	258.9	Project (B)	2717.6	10065	4	1.3	163.6	163.6	63%
Proposed Upgrading Pipe											
PS A01	FMH4009914	FMH4009915	568.0	Upstream Pipe Section 01 + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	512.1	90%
PS A02	FMH4009915	SDH4000121	568.0	Upstream Pipe Section 01 + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	512.1	90%
PS A03	SDH4000121	FMH4009917	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%
PS A04	FMH4009917	FMH4009918	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%
PS A05	FMH4009918	FMH4009919	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%
PS A06	FMH4009919	FMH4010450	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%
PS A07	FMH4010450	FMH4010451	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%
PS A08	FMH4010451	FMH4010452	648.5	Upstream Pipe Section 01 + DWFI + Project(A) + A + B + C + D	2805.6	10391	4	1.3	168.9	591.6	91%

Note:

- [1] The discharge from Upstream Pipes US 01, US 02 & US 03 are not included.
- [2] The contribution population = total catchment discharge (m³/day) / 0.27(m³/day/person)
- [3] Peaking Factor of 8 for contribution population <1,000 , 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000-10000 and 4 for contribution population of 10000-50000 are adopted.
- [4] Catchment Inflow Factors of North West Kowloon (=1.3) has been adopted
- [5] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
- [6] Full pipe capacity of US 01 is added to the peak flow of PS A01-PS A10, and full pipe capacity of US 02 is added to the peak flow of PS A10.
- [7] Full pipe capacity of DWFI is added to the peak flow of PS A03-PS A10.
- [8] Full pipe capacity of US 03 is added to the peak flow of PS B01- PS B06.
- [8] The material of the proposed new/upgrading pipe are concrete, subject to detailed design.

3 WATER SUPPLY IMPACT ASSESSMENT

3.1 Existing Freshwater Supply

- 3.1.1 According to the reply letter from Water Supplies Department (WSD), the Scheme Area is currently served by Shek Kip Mei Fresh Water Service Reservoir (Shek Kip Mei FWSR; Capacity: 132,000 m³).
- 3.1.2 Site A is currently served by a 40/80 mm branch from a 200mm main along Cheung Wah Street which is origin from a 450mm main along Castle Peak Road.
- 3.1.3 Site B is currently served by a 150mm main along Cheung Sha Wan Path, which is connected to a 30" Steel pipe along Lai Chi Kok Road.
- 3.1.4 The WSD Fresh Water Mains Record Plan is provided in **Appendix II**.

3.2 Freshwater Supply Impact

- 3.2.1 The calculations for the water demand for the existing and future scenarios and existing spare capacities at different reservoirs are included in **Appendix IV**, together with comparisons with the existing supply facilities. The fresh water demand is expected to increase from 82.0 m³/day to 1196.3 m³/d (an increase of 1114.3 m³/day, or 1.114 MLD) for Site A; and increase from 70.7 m³/day to 1347.8 m³/d (an increase of 1277.1 m³/day, or 1.277 MLD) for Site B as a result of the proposed development.

Shek Kip Mei FWSR

- 3.2.2 As shown in **Appendix IV**, there is substantially greater spare capacity (82 MLD) in Shek Kip Mei FWSR. The expected increase in demand can therefore be accommodated by the existing Fresh Water Service Reservoir. No adverse impact to Fresh Water Service Reservoir is anticipated.

Fresh Water Mains (Site A)

- 3.2.3 Currently, the fresh water of Site A is supplied by 40/80mm branch connected to the two 100mm pipes across Cheung Wah Street that farther connected to the 200mm main along Cheung Wah Street.
- 3.2.4 With adopting a maximum sustained flow velocity of 1.5m/s, as suggested in Departmental Instruction (DI) No. 1309 "Design Criteria", the capacity of 40mm, 80mm, and 100mm mains are 163 m³/day, 651 m³/day, and 1018 m³/day respectively.
- 3.2.5 The existing fresh water capacity of Site A is 163/651 m³/day (40/80mm pipe). The fresh water capacity of the upstream 2 x 100mm pipes is 2036 m³/day.
- 3.2.6 Three time the estimated mean daily fresh water demand of the Proposed Development Site A is ~3,589m³/day. As the existing water supply capacity of Site A are less than three time of the estimated mean daily fresh water demand of the Proposed Development (Site A). The water consumption of the Proposed Development (Site A) will not have sufficient water supply and may also affect the water supply of School with the existing water supply network.
- 3.2.7 It is proposed to provide two new 150mm fresh water pipes both connect to the 300mm fresh water main along Cheung Sha Wan Road, subject to detail design. With the proposed water

pipes implemented properly, the fresh water capacity of the Site A is 4580 m³/day (for 2 x 150mm pipe) with both-end feed supply network thus no adverse fresh water supply impact is anticipated for Site A. The alignment and connection points of the proposed new/upgraded water pipes are subject to detail design. The suggested new fresh water mains are illustrated in **Appendix II**.

Fresh Water Mains (Site B)

- 3.2.8 Three time the estimated mean daily fresh water demand of the Proposed Development Site B is ~4044 m³/day, which is above the water capacity of the 150mm fresh water main along Cheung Sha Wan Path (2290 m³/day). It is proposed to provide a new 200 mm pipe (4072 m³/day) or two new 150 mm pipes (4580 m³/day) for Site B. The alignment and connection point(s) will subject to detailed design.

3.3 Existing Saltwater Supply

- 3.3.1 According to the reply letter from Water Supplies Department (WSD), the Scheme Area is currently served by Cheung Sha Wan Salt Water Pumping Station (Cheung Sha Wan SWPS) (Capacity 96 mld).
- 3.3.2 Site A is currently served by a 150mm main along Cheung Wah Street and Cheung Sha Wan Road.
- 3.3.3 There is no WSD salt water supply main connected to the Site B. The nearest salt water mains are the 6" (~150mm) salt water main along Cheung Sha Wan Road, and a 200mm salt water main along Hing Wah Street. There is also a 50mm branch near the eastern boundary of Site B.
- 3.3.4 The WSD Salt Water Mains Record Plan is provided in **Appendix III**.

3.4 Salt Water Supply Impact

- 3.4.1 The calculations for the water demand for the existing and future scenarios and existing spare capacities at different reservoirs are included in **Appendix IV**, together with comparisons with the existing supply facilities. The salt water demand is expected to increase from 20.0 m³/day to 361.8 m³/d (an increase of 341.8 m³/day, or 0.342 MLD) for Site A; and increase from 0 m³/day to 673.9 m³/d (an increase of 673.9 m³/day, or 0.674 MLD) for Site B as a result of the proposed development.

Cheung Sha Wan SWPS

- 3.4.2 As shown in **Appendix IV**, there is substantially greater spare capacity (24 MDL) in Cheung Sha Wan SWPS. The expected increase in demand can therefore be accommodated by the existing Cheung Sha Wan SWPS. No adverse impact to Cheung Sha Wan SWPS is anticipated.

Salt Water Mains (Site A)

- 3.4.3 With assuming a maximum sustained flow velocity of 1.5m/s as suggested in Departmental Instruction (DI) No. 1309 "Design Criteria", the capacity of 150mm mains is 2290m³/day.
- 3.4.4 As the Site A is served by a 150mm main, which making the theoretical total salt water capacity of the Scheme Area and the surrounding area to ~2290 m³/day. The 150mm salt

water main has far more than sufficient capacity to maintain twice the estimated mean daily salt water demand of the Site A ($\sim 723.6\text{m}^3/\text{day}$), the expected increase in demand of the Site A should not have any adverse impact to the existing salt water mains and downstream areas. The connection point(s) will be subject to detailed design.

Salt Water Mains (Site B)

- 3.4.5 Twice the estimated mean daily salt water demand of the Site B is $\sim 1347.8\text{m}^3/\text{day}$. It is proposed to provide a new 150 salt water pipe ($2290\text{ m}^3/\text{day}$) for Site B. The alignment and connection point(s) will be subject to detailed design.

3.5 Construction and Maintenance

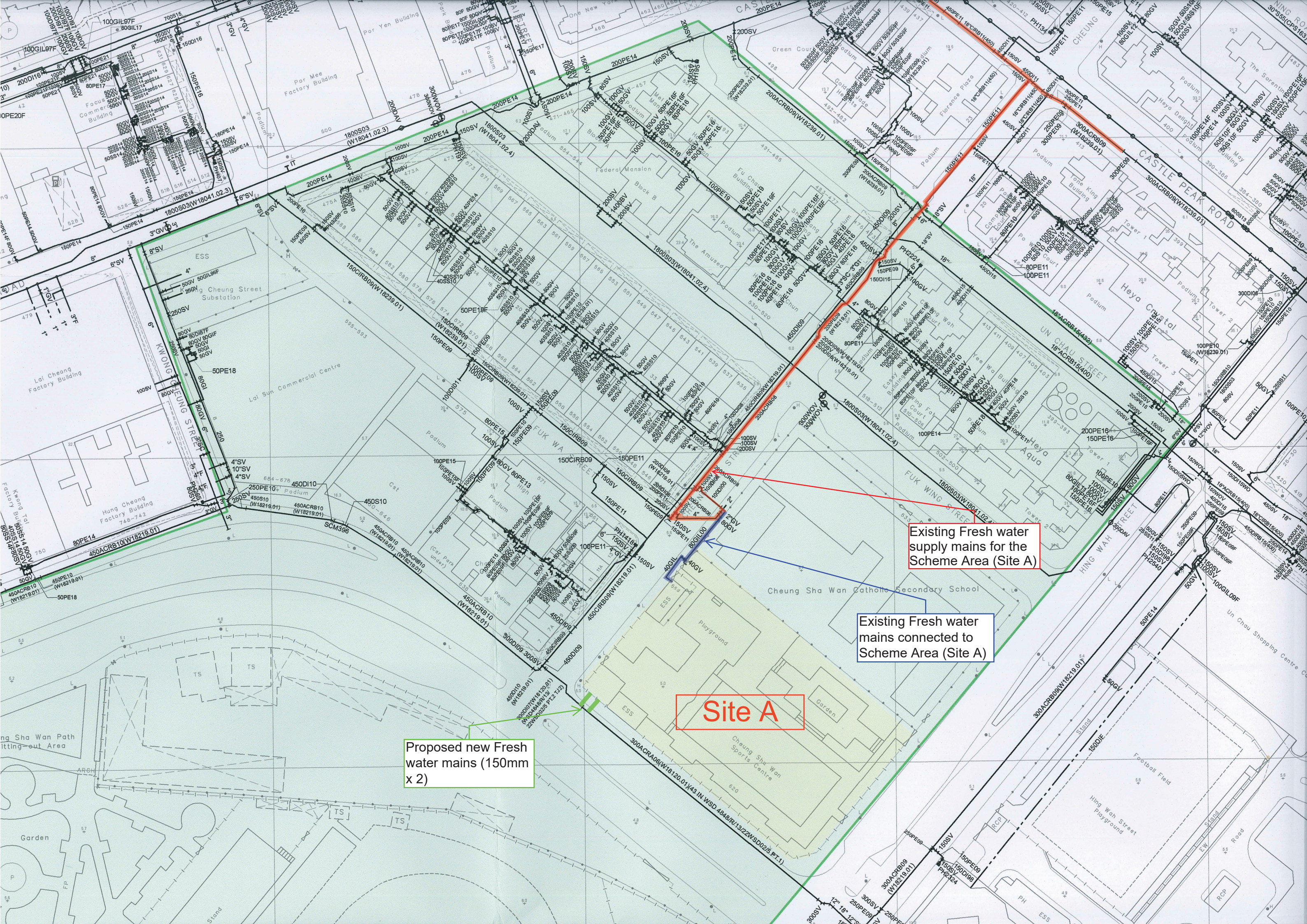
- 3.5.1 Responsibilities for the investigation, design, construction, repair and maintenance of the internal water supply facilities and connection to the main water system(s) will be discussed among URA/its joint venture partners/its assignees and relevant Government departments in detailed design stage.
- 3.5.2 The detailed connection arrangements for the Scheme Area and the local water mains will be reviewed in later stages during implementation of the Scheme. Local upgrading and/or realignment may be implemented if necessary.

4 CONCLUSION

- 4.1.1 The water supply impact due to the proposed Scheme has been reviewed. Although the proposed Scheme at the Site will result in increases in both the fresh and salt water demands, the increases can be accommodated by the existing main supply facilities and the proposed new pipes. Therefore, no adverse water supply impact is anticipated from the proposed development.

Appendix II

Fresh Water Mains Record Plan

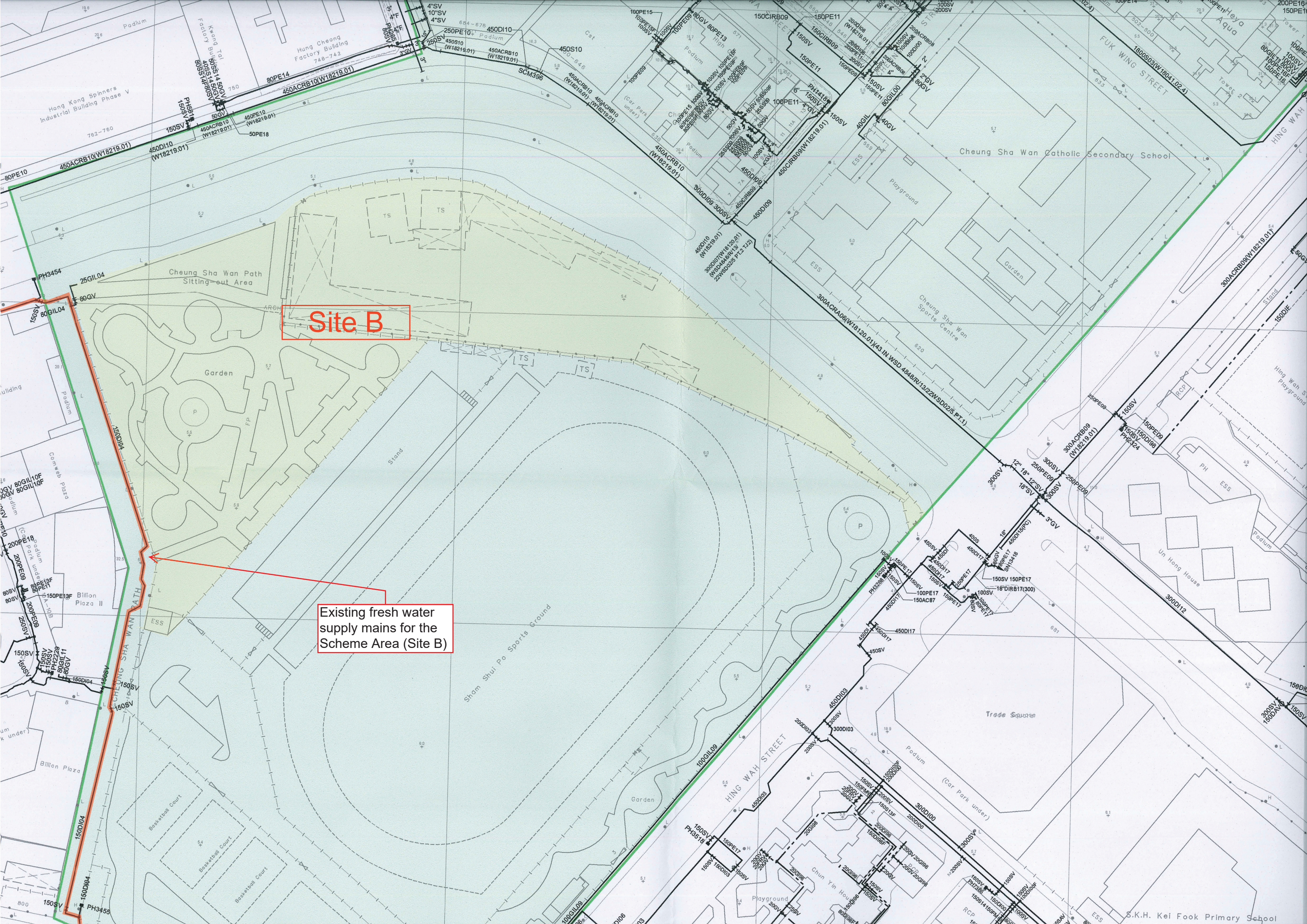


Existing Fresh water supply mains for the Scheme Area (Site A)

Existing Fresh water mains connected to Scheme Area (Site A)

Site A

Proposed new Fresh water mains (150mm x 2)

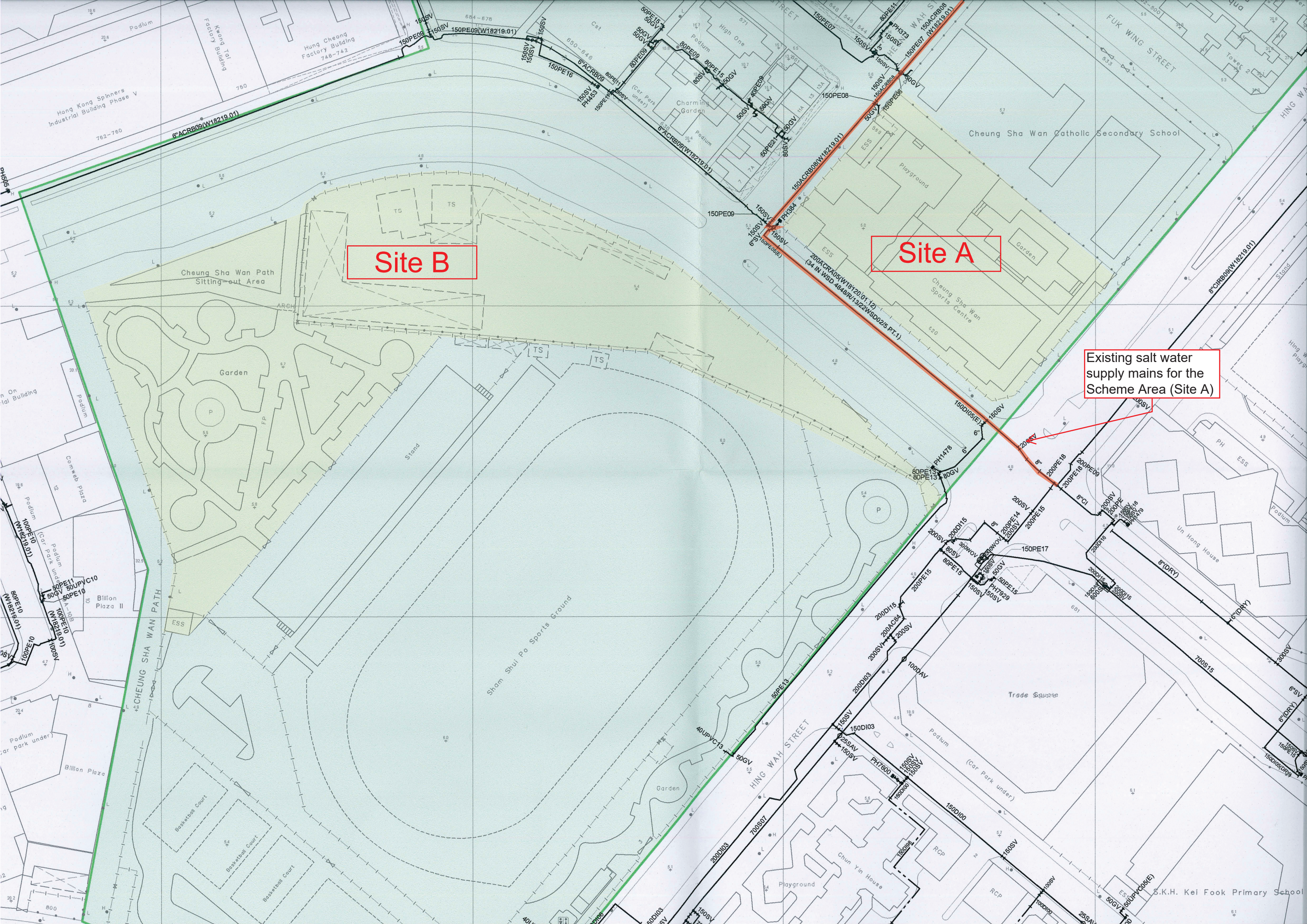


Site B

Existing fresh water
supply mains for the
Scheme Area (Site B)

Appendix III

Salt Water Mains Record Plan



Appendix IV

Detailed Water Demand Calculation

Unit Daily Demand

Zone Type		Unit Demand Fresh Water	Unit Demand Salt Water	(unit)
Residential (R1) ^[1]	R2	0.3	0.07	m ³ /head/day
Service Trade (SSP) ^[1]	ST	0.055	0	m ³ /head/day
Commercial (Retail/Office) ^[2]	C	400	200	m ³ /ha/day
Government, Institution/Community ^[2]	G/IC	400	200	m ³ /ha/day
Park ^[2]	PRK	100	0	m ³ /ha/day

[1] Refer to *WSD Departmental Instruction 1309*

[2] Refer to Table 5.8.4 in *Planning and Design Study on the Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station – Feasibility Study*

Flow Velocity Limit

Pipe Diameter	Fresh Water Distribution Mains	Salt Water Distribution Mains	(unit)
≥ DN1000		≤ 3.0	m/s
DN900 - DN800		≤ 2.5	m/s
> DN700	≤ 3		m/s
DN700 - DN525	≤ 2.5	≤ 2	m/s
DN450 - DN375	≤ 2		m/s
DN450 - DN300		≤ 1.5	m/s
DN300 - DN200	≤ 1.5		m/s
< DN300		≤ 1.5	m/s
< DN200	≤ 1.5		m/s

[1] Refer to *WSD Departmental Instruction 1309*

Predicted Water Demands

Site A - Residential (Populations)

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R2 & Service Trade)	838	2.6	2,179
Management/Club House Staff (Service Trade)			20

Note [1] - The development profile is provided by URA based on the latest Scheme.

Note [2] - The average domestic household size is 2.4 persons for Lai Chi Kok North District Council Constituency Area according to Population By-census 2016.

Site A - Commercial & G/IC (Floor Area)

	GFA (m ²) [1]	GFA (ha)
Commercial (C)	5,197	0.5197
Government, Institution/Community (G/IC)	5,197	0.5197

Note [1] - The development profile is provided by URA based on the latest Scheme.

Site B - G/IC (Floor Area)

	GFA (m ²) [1]	GFA (ha)
Government, Institution/Community (G/IC)	33,696	3.3696

Note [1] - The development profile is provided by URA based on the latest Scheme.

Water Demands

Site A - Residential

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Residential Accommodation, Management and Club House Staff	R2	2,199	0.300	0.070	659.6	153.9
	ST (SSP)	2,199	0.055	0.000	120.9	0.0

Site A - Commercial & G/IC

	Category	UFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Commercial	C	0.52	400	200	207.9	103.9
Government, Institution/Community	G/IC	0.52	400	200	207.9	103.9

Site B - G/IC

	Category	UFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Government, Institution/Community	G/IC	3.4	400	200	1347.8	673.9

Total

	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Site A	1196.3	361.8
Site B	1347.8	673.9
Total	2544.2	1035.7

Existing Water Demands

Site A - Cheung Sha Wan Sports Centre

	GFA (m ²) [1]	GFA (ha)
Cheung Sha Wan Sports Centre (Indoor Area)	1000	0.1
Cheung Sha Wan Sports Centre (Outdoor Garden)	4200	0.42

Note [1] - Estimated value.

Site B - Garden and Sitting-out Area (Area of Public Open Space)

	GFA (m ²) [1]	GFA (ha)
Garden and Sitting-out Area	7,074	0.7074

Note [1] - Estimated value.

Water Demands

Site A - Cheung Sha Wan Sports Centre

	Category	UFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Cheung Sha Wan Sports Centre (Indoor Area)	G/IC	0.10	400	200	40.0	20.0
Cheung Sha Wan Sports Centre (Outdoor Garden)	PRK	0.42	100	0	42.0	0.0

Site B - Garden and Sitting-out Area

	Category	UFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Garden and Sitting-out Area	PRK	0.707	100	0	70.7	0.0

Total

	Daily Demand Fresh Water (m ³ /d)	Daily Demand Salt Water (m ³ /d)
Site A	82.0	20.0
Site B	70.7	0.0
Total	152.7	20.0

Summary of Water Demands

Scenario	Daily Demand - Fresh Water (m ³ /d)		Daily Demand - Salt Water (m ³ /d)	
	Site A	Site B	Site A	Site B
Existing	82.0	70.7	20.0	0.0
Future	1196.3	1347.8	361.8	673.9
Increase	1114.3	1277.1	341.8	673.9

Fresh Water Reservoir Capacity

Reservoir	Capacity (x 1,000 m ³)	Supply Capacity @ Capacity Factor = 0.8 (MLD) ^[1]	Existing Daily Consumption (MLD)	Spare Capacity (MLD)	Remarks
Shek Kip Mei FWSR	132	165	83	82	>> (1.114 + 1.277) = 2.391 MLD Additional Demand from Development

Salt Water Pumping Capacity

Pumping Station	Design Pumping Capacity (MLD)	Existing Daily Consumption (MLD)	Spare Capacity (MLD)	Remarks
Cheung Sha Wan SWPS	96	72	24	>> (0.342 + 0.674) = 1.016 MLD Additional Demand from Development

[1] For interconnected supply zone with critical consumers, the capacity of the Reservoir should be (75% + 5%) = 80% of the mean daily demand.

- 1.3.4 URA intends to incorporate air ventilation friendly designs into SSP-017. Similar to Site A of the Scheme, in order to provide a large open area which can enhance the air ventilation of pedestrian level, a ~20m setback from Cheung Wah Street has been considered. Besides, the podiums are 2m - 9m setback from site boundary in south, west and north. Moreover, a new 15m SW-NE pedestrian pathway will be provided in the middle of the site. Although the new buildings will be much taller than the existing buildings, it is anticipated that the benefit from the smaller footprint and the air ventilation friendly designs would overcome its drawback.

1.4 The Baseline Scheme

- 1.4.1 In order to compare the ventilation performance of the Scheme, a baseline scheme fulfilling the permitted buildable area in the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37, has been used to represent the air ventilation performance based on the current OZP. The zonings of OZP No. S/K5/37 are illustrated in **Figure 1-6** for reference. For the Site A & Site B, two 1-storey G/IC buildings are set in the two land parcels in the existing G/IC zoned areas to reflect the possible redevelopment.
- 1.4.2 For the Site of SSP-017, as it is not part of the current DSP and the existing plot ratio is approaching to the current OZP permitted ratio, the existing building configuration, i.e. two rows of tenement buildings, has been adopted in Baseline Scheme. The notional layout of the Baseline Scheme is shown in **Figure 1-7**.

1.5 Design Consideration of the Scheme (SSP-018)

- 1.5.1 Cheung Sha Wan Road (for E wind), Cheng Wah Street and Hing Wah Street (for SW wind) are the major wind paths in this assessment area adjoining to the Site A & Site B. In compare with the baseline scheme, blocking of the wind path along Cheng Wan Street could be further reduced by relocating the G/IC building to the western boundary of Site B.
- 1.5.2 In order to maintain the wind path along Cheng Wah Street and Hing Wah Street, the western podium in Site A will be setback from Cheung Wah Street by about 20m, and the buffer distance between the eastern portion of podium in Site A to Hing Wah Street will be retained.
- 1.5.3 To improve the wind path along Cheung Sha Wan Road, the southern podium in Site A will be setback by more than 10m to the road. Those design features could provide a wider open space at grade as stated in **Section 1.2**.
- 1.5.4 The layouts of the two schemes are illustrated in **Figures 1-8**. Simplified 3D models of the two Schemes are illustrated in **Figures 3-7a, 3-7b & 3-7c**. The air ventilation related design feature of the Baseline Scheme and the Scheme, including the Planned Project (SSP-017), are summarised in **Table 1-1**.

Table 1-1 Summary of the Baseline Scheme and Proposed Scheme

	SSP-017 (Planned Project)	SSP-018 (Current Scheme)
Building Height (Baseline Scheme)	30mAG	12mAG
Building Height (Proposed Scheme)	140mPD (~135mAG)	Site A: 140mPD (~135mAG) Site B: 95mPD (~90mAG)
Air Ventilation Consideration	<p>The podium will be setback from Cheung Wah Street (20m), Fuk Wa Street (5m), Fuk Wing Street (2m or 9m), & Castle Peak Road (7m) to provide a wider open space and pedestrian pathway at grade.</p> <p>A new 15m SW-NE pedestrian pathway will be provided in the middle of the site.</p>	<p><u>Site A:</u> The western podium will be setback from Cheung Wah Street (~20m) and the southern podium will be setback from Cheung Sha Wan Road (>10m) to provide a wider open space at grade.</p> <p><u>Site B:</u> The G/IC building will be located near the western boundary to avoid blocking the major wind pathways (i.e. SW wind along Cheung Wah Street and E wind along Cheung Sha Wan Road toward the open area of Site B).</p>

1.6 The Surrounding Environment

- 1.6.1 The Scheme (SSP-018) and Planned Project (SSP-017) are located in a developed urban area, with a mix of old tenement buildings, newer high-rise residential buildings, industrial buildings. In the south of the Scheme, there is a large open area (Sham Shui Po Sport Ground). Make use of the natural wind from the Sham Shui Po Sport Ground is a key consideration for providing good ventilation at pedestrian level under S-SW wind.

1.7 Objective

- 1.7.1 The objective of this AVA study is to demonstrate that the air ventilation impact on the surrounding area at the pedestrian level of the Scheme will not worsen, if not better, than the Baseline Scheme, which has adopted the requirement as listed in the *Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37*, by qualitatively comparing the two schemes. This comparison is conducted using the Velocity Ratio (VR) computed by Computational Fluid Dynamics (CFD) models for the two schemes.
- 1.7.2 It should be noted that the Scheme is a notional design and subject to change at detailed design stage. The results and conclusion in this report is used to compare the air ventilation performance between feasible design under the planning permission of the current OZP and the proposed design under the proposed planning parameters of the Scheme.

4 ASSESSMENT RESULTS

4.1 Model Results - Spatial Averaged Velocity Ratios

- 4.1.1 Baseline Scenario and Proposed Scenario (for Baseline Scheme and Proposed Scheme respectively) each with 10 wind directions, as stated in **Table 3-3** have been conducted based on the methodology mentioned in **Section 3**. A summary of the predicted spatial averaged VRs of the test points are presented in **Table 4-1** including the average SVR for all perimeter test points (P Points) and the average LVR for all perimeter and overall test points (P & O Points). The averaged VRs of each focus areas (**Figures 3-5a, 3-5b & 3-5c**) are also presented in **Table 4-1**.
- 4.1.2 The detailed simulated VRs at individual test points are listed in **Appendix 4-1**. The bar charts for the comparison between the 2 scenarios are also illustrated in **Appendix 4-1**. The contours and vectors of VRs at 2m above ground are illustrated in **Figures 4-1a to 4-1j** and **Figures 4-2a to 4-2j**, for the assessment area and 4km domain, respectively. The contours of annual/summer weighted averaged VRs are illustrated in **Figures 4-3a & 4-3b**, respectively.

Overall Spatial and Wind Directions Averaged VRs

- 4.1.3 The SVR and LVR are used for quantifying the change in air ventilation performance of the sites and local area in this study. It should be noted that the SVR and LVR in this study is only valid for comparison between different scheme of the current study, but not applicable for comparing different studies.
- 4.1.4 Generally, the SVR and LVR are higher in summer condition than that in the annual condition. The main reason is that the open area provided by Site B, the Sham Shui Po Sports Ground (Z001) and the wind pathway provided by the Cheung Sha Wan Road Section (R012) are more favourable for S to WSW wind (180-247.5 deg).
- 4.1.5 The overall SVR are 0.10 and 0.12 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.12 and 0.14 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR by 0.02 for both Annual and Summer conditions.
- 4.1.6 The SVR for Site A are 0.08 and 0.10 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.11 and 0.14 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR 0.02 & 0.03 for Annual and Summer respectively.
- 4.1.7 The SVR for Site B are 0.11 and 0.12 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.14 and 0.16 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as a whole are better than that of the Baseline Scheme with improvement of SVR 0.01 & 0.02 for Annual and Summer respectively.
- 4.1.8 The SVR for SSP-017's Site are 0.08 and 0.11 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the SVRs are 0.09 and 0.11 for Baseline Scheme and Proposed Scheme respectively. The SVR of the Proposed Scheme as

a whole are better than that of the Baseline Scheme with improvement of SVR 0.03 & 0.02 for Annual and Summer respectively.

- 4.1.9 The LVR are 0.11 and 0.12 for Baseline Scheme and Proposed Scheme respectively, under annual wind condition. During summer, the LVRs are 0.13 and 0.14 for Baseline Scheme and Proposed Scheme respectively. the LVR of the Proposed Scheme are better than that of the Baseline Scheme with improvement of SVR by 0.01 for both Annual and Summer conditions.
- 4.1.10 The increases in SVR for each Site under Proposed Scheme implies that air ventilation consideration incorporated in the building design are effective in general. The slightly increases in LVR implies that the Proposed Scheme is not adversely affecting the pedestrian level's ventilation in average.

Table 4-1 Summary of Spatial Averaged Velocity Ratios

Test Points for the Subject Site and Assessment Area		Baseline		Proposed	
		Annual	Summer	Annual	Summer
Overall					
Site Air Ventilation Assessment (SVR) (All P Points)		0.10	0.12	0.12	0.14
--Site A (P001 - P030)		0.08	0.11	0.10	0.14
--Site B (P031 - P104)		0.11	0.14	0.12	0.16
--SSP-017 (P105 - P144)		0.08	0.09	0.11	0.11
Local Air Ventilation Assessment (LVR) (All P & O Points)		0.11	0.13	0.12	0.14
Road Sections					
R001	Hing Wah Street (O001 - O012)	0.11	0.14	0.11	0.14
R002	Hing Wah Street (O013 - O027)	0.12	0.13	0.13	0.15
R003	Cheung Wah Street (O028 - O035)	0.10	0.11	0.12	0.14
R004	Cheung Sha Wan Path (O036 - O044)	0.16	0.16	0.14	0.14
R005	Kwong Cheung Street (O045 - O048)	0.10	0.12	0.12	0.16
R006	Tai Nan West Street (O049 - O060)	0.16	0.18	0.15	0.17
R007	Lai Chi Kok Road (O061 - O069)	0.18	0.17	0.18	0.16
R008	Fortune Street (O070 - O073)	0.12	0.15	0.11	0.14
R009	Hang Cheung Street (O074 - O079)	0.11	0.13	0.12	0.13
R010	Cheung Sha Wan Road (O080 - O091)	0.15	0.18	0.15	0.19
R011	Cheung Sha Wan Road (O092 - O108)	0.09	0.16	0.11	0.18
R012	Cheung Sha Wan Road (O109 - O130)	0.18	0.27	0.17	0.27
R013	Fuk Wa Street (O131 - O137)	0.10	0.10	0.10	0.09
R014	Fuk Wing Street (O138 - O142)	0.14	0.13	0.14	0.13
R015	Fuk Wing Street (O143 - O147)	0.07	0.08	0.13	0.14
R016	Un Chau Street (O148 - O160)	0.15	0.11	0.15	0.12
R017	Castle Peak Road (O161 - O182)	0.11	0.12	0.11	0.12
R018	Cheung Yue Street (O183 - O191)	0.11	0.11	0.10	0.11
R019	Un Chau Street (O192 - O196)	0.14	0.11	0.13	0.09
R020	Cheung Fat Street (O197 - O199)	0.12	0.10	0.11	0.09
R021	Hing Wah Street (O200 - O205)	0.12	0.11	0.12	0.12
R022	Cheung Wah Street (O206 - O208)	0.08	0.08	0.09	0.10
R023	Tsap Fai Street (O209 - O211)	0.07	0.06	0.07	0.07
R024	Fuk Wa Street (O212 - O214)	0.09	0.08	0.08	0.07
R025	Yu Chau West Street (O215 - O220)	0.08	0.08	0.07	0.07
R026	Tai Nan West Street (O221 - O226)	0.10	0.12	0.09	0.11
R027	Castle Peak Road (O227 - O239)	0.15	0.11	0.15	0.12
R028	Kwong Shing Street (O240 - O241)	0.06	0.06	0.07	0.06
R029	Wing Hong Street (O242 - O262)	0.10	0.11	0.10	0.11
R030	Wing Ming Street (O263 - O270)	0.10	0.09	0.10	0.08
R031	King Lam Street (O271 - O275)	0.09	0.13	0.09	0.14
Open Area					
Z001	Sham Shui Po Sports Ground (O276 - O328)	0.13	0.15	0.11	0.14
Z002	Hang Chun Court (O329 - O337)	0.10	0.14	0.09	0.14

Test Points for the Subject Site and Assessment Area		Baseline		Proposed	
		Annual	Summer	Annual	Summer
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)	0.12	0.08	0.12	0.08
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)	0.10	0.12	0.09	0.11
Z005	Un Chau Estate (O354 - O355)	0.09	0.07	0.09	0.07
Z006	Hing Wah Street Playground (O356 - O370)	0.07	0.08	0.08	0.08
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)	0.05	0.06	0.05	0.06
Z008	Wing Hong Street Rest Garden (O377 - O384)	0.09	0.08	0.08	0.07
Open Area - Within Scheme Boundary					
A001	Site A – Setback Areas in West (D001 - D014)	0.07	0.10	0.10	0.12
A002	Site A – North-East Area (D015 - D019)	0.05	0.05	0.08	0.11
A003	Site B – Open Area (D020 - D061)	0.11	0.11	0.09	0.11
A004	SSP-017 - Setback Area in West (D062 - D076)	--	--	0.09	0.09
A005	SSP-017 - SW/NE pedestrian pathway (D077 - D081)	--	--	0.06	0.06

4.2 Localised Spatial and Wind Directions Averaged VRs (Road Section)

- 4.2.1 For road sections (R001-R031), the change in averaged VRs are in the range of -0.02 to 0.06 under both annual and summer condition.
- 4.2.2 It should be note that although the average VRs for road sections can give general picture of the ventilation performance, the density of the test points are not sufficient to capture the small but sharply change flow, e.g. flow concentration near building corner. Therefore, only significant changes in averaged VRs are presented in this section to give a general idea of the improvement (or drawback) due to the Proposed Scheme to the surrounding.
- 4.2.3 In compare with the Baseline scenario, the road sections with noticeable improvement (VR different ≥ 0.02 in both annual and summer condition) are Cheung Wah Street Section (R003), Cheung Sha Wan Road Section (R011), & Fuk Wing Street Section (R015). Those road focus areas are adjoining to project sites of SSP-017 or the Scheme. The improvements at R003 & R011 are mainly due to the refined building footprints and the open areas provided in Site A & SSP-017's Site. The improvement in R015 is the result of the building setback and the new at-grade NW-NE pedestrian pathway at the middle of the SSP-017's Site.
- 4.2.4 The road section with noticeable reduction (VR different ≤ -0.02 in both annual and summer condition) is Cheung Sha Wan Path (R004) only. Part of the reason is the blockage of wind by the proposed G/IC Block in western part of Site B, the less obstruction in core region by relocation of G/IC building in compare with the Baseline scheme is also related to the wind reduction. For example, under E wind in Baseline Scenario (**Figure 4-1c**), the wind entering the core of Site B is partially blocked by the 12m G/IC block in Site B leads to re-circulation, making it harder for the air penetration from south and reach the downstream air pathway (R012). In the Proposed Scenario, the wind in the core of Site B is no longer blocked thus the western portion of Site B and R004 are less attractive (relatively more air resistance). Nevertheless, the averaged VRs of R004 in the Proposed Scenario are not lower than the LVRs in both annual and summer conditions for both the Baseline Scenario and Proposed Scenario.

4.3 Localised Spatial and Wind Directions Averaged VRs (Open Area)

- 4.3.1 Compare to the road sections, the changes in averaged VRs for open areas (Z001-Z008) are relatively small, which is in the range of -0.02 to 0.01 under annual condition; and in the range of -0.01 to 0.00 under summer condition.
- 4.3.2 The only noticeable change (VR different \leq -0.02) is identified at Sham Shui Po Sports Ground (Z001) with 0.02 reduction under annual condition. Considering the averaged VRs in the Proposed Scenario (0.11) is only slightly lower than the LVR (0.12) under annual condition. No adverse air ventilation impact is anticipated.

4.4 Localised Spatial and Wind Directions Averaged VRs (Open Area – Sites)

- 4.4.1 For open area within Site A (A001 & A002), noticeable improvement in ventilation (VR different $>$ 0.02) are identified. The improvement in A001 is related to the improvement in Cheung Wah Street (R003), which is the result of the combined effect of the refined building footprints and the open areas provided in Site A & SSP-017's Site. For A002, although the Baseline Scenario provide more space in Site A, the space in between the building in Site A and the Cheung Sha Wan Catholic Secondary School (Z007) are forming a wake region (slow and recirculating flow region), especially under SSE & S winds (157.5-180 deg) (**Figures 4-1f & 4-1g**). On the other hand, the proposed building in the Site A under Proposed Scenario is not forming wake region under the same wind directions, despite having narrower space, resulting in higher averaged wind speed and VRs.
- 4.4.2 For open area within Site B (A003), reduction in ventilation performance is identified. Noticeable reduction is only identified in annual condition, which is dominated by ENE-ESE wind (157.5-202.5 deg). Under E wind (**Figure 4-1c**), the proposed G/IC Block is blocking the flow from entering the western portion of Site B.
- 4.4.3 For the open area within SSP-017 (A004 & A005), the averaged VRs are 0.09 & 0.06 respectively, under both annual and summer conditions. No results for Baseline Scenario are available as those open areas in Proposed Scheme are mostly occupied in Baseline Scenario. Therefore, reference has been made to the open area in Site A (A001 & A002) under Baseline Scenario for comparison. Compare to the A001 in Baseline Scenario, the averaged VRs of A004 is higher by 0.02 under annual condition and lower by 0.01 under summer condition. Compare to the A002 in Baseline Scenario, the averaged VRs of A005 is higher by 0.01 under both annual and summer conditions. Although this is not a direct comparison, it shows the averaged VRs of open area in SSP-017 in the Proposed Scenario are approximately the same with Site A under Baseline Scenario. No adverse impact is anticipated.

4.5 Effectiveness of the Design Consideration

- 4.5.1 The design considerations of the Scheme and SSP-017 are stated in **Sections 1.3 & 1.5**. From the increased SVR and LVR in the Proposed Scenario, it is known that the design of the SSP-017 & SSP-018 are favourable for air ventilation at the Sites' boundaries and in the assessment area in average.
- 4.5.2 For localised region, the ventilation of Cheung Wah Street Section (R003) is benefited by building setback of Site A and Site of SSP-017; the Cheung Sha Wan Road Section (R011) is benefited by the better building deposition in Site A & Site B; the Fuk Wa Street (R013) and Fuk Wing Street Section (R015) are benefited by the setback and new open area of SSP-017. Despite large and taller building blocks normally will reduce the wind speed in some downstream regions, it will also bring the wind from higher elevation down to the pedestrian

level. It is inevitable that air ventilation in some region will be affected under specific wind direction, but some regions would be improved. Detailed descriptions are provided in the **Section 4.6**. By the cautious notional design, notable adverse effect is only limited to Cheung Sha Wan Path (R004) in average, and its ventilation performance is above average in comparing with the Baseline Scenario and the Proposed Scenario. Therefore, no significant impact is anticipated from the current notional design.

4.6 Directional Analysis

4.6.1 The spatial and wind conditions averaged VRs have been presented in previous section and concluded that there is general improvement in overall SVR and LVR for both annual and summer conditions for the Proposed Scheme. This section presented the air ventilation performance under different wind directions, and the relationship between the design features of proposed developments, such as building disposition and setback, and the wind flow. The locations with significant change in VRs under individual wind directions are listed in **Table 4-2**, marked in **Figures 4-1a to 4-1j** and detailed in the following sections.

Table 4-2 Area with Significant Change in VRs under individual wind directions

Wind Direction		Improved Area	Degraded Area
NE	45	R013, A001	R001, R004, R007, Z001, Z008
ENE	67.5	A001	--
E	90	R015	R008, R012, A003
ESE	112.5	R013, R015	--
SE	135	R003, R005, R011, R028, A002	R013
SSE	157.5	R003, R005, R011, R015, Z007, A001, A002	R004, R013
S	180	R002, R003, R005, R011, R014, R015, R021, R022, A001, A002, A003	R004, R013, R024
SSW	202.5	R003, R015, R022, A002	--
SW	225	R013, R015	R019
WSW	247.5	R013	R014

45 deg wind direction

4.6.2 Under 45 deg wind, significant improvement is identified at the Setback Areas in of Site A (A001) and Fuk Wa Street (R013). On the other hand, reduced wind speed is identified at the Sham Shui Po Sports Ground (Z001) including its adjacent areas, and Wing Hong Street Rest Garden (Z008).

4.6.3 The improvement at R013 is the result of the new 15m SW-NE pedestrian pathway provided by SSP-017. The design of the SSP-017 is not only limited to R013, but also extended to the western part of Site A. From shown in the vector plot, the flow passing through the new

pedestrian pathway and the set-backed area of SSP-017 is reaching and increase the wind flow at western part of Site A (A001).

- 4.6.4 The reduce in wind speed identified around Z001 is the result of the proposed G/IC Block. As the proposed G/IC Block would reduce the south going wind on the west portion of Site B, the amount of wind entering Z001 is also reduced leading to lower VR.
- 4.6.5 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1a**.

67.5 deg wind direction

- 4.6.6 Under 67.5 deg wind, improvement is identified at the Setback Areas in Site A (A001). No significant reduction in wind speed is identified.
- 4.6.7 Different from 45 deg wind, the wind along R013 no longer flow into A001. However, A001 is still benefit from set-backed area of SSP-017.
- 4.6.8 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1b**.

90 deg wind direction

- 4.6.9 Under 90 deg wind, improvements are identified at the Fuk Wing Street Section (R015) only. On the other hand, reduced wind speed is identified at Fortune Street (R008), Cheung Sha Wan Road (R012) and Open Area of Site B (A003).
- 4.6.10 The R015 is benefited from the wider Fuk Wing Street Section (R015) from the setback of SSP-017.
- 4.6.11 The reduce in wind speed identified around the western portion of Site B (Z001) and road sections R012 is the result of the proposed G/IC Block. As the proposed G/IC Block would reduce the north going wind on the west portion of Site B, the amount of wind entering R012 through Z001 is also reduced leading to lower VR. The wind speed along R008 is also indirectly affected by the proposed G/IC Block since the wind pattern is altered in the Sham Shui Po Sports Ground (Z001).
- 4.6.12 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1c**.

112.5 deg wind direction

- 4.6.13 Under 112.5 deg wind, improvement is identified around the Site of SSP-017 (mostly at R013 & R015). No significant reduction in wind speed is identified.
- 4.6.14 A closer look into the wind direction in the Proposed Scheme can found that the wind speed and wind direction along R015 is very similar to its upstream area (R014) thus it is likely that the increased in wind speed is the result of wider road surface due to the set-back provided by SSP-017. On the other hand, the pedestrian wind along R013 the Proposed Scheme is not from the pedestrian wind of upstream areas in the south-east (i.e. R003, A001, A002 & Z007), instead, it is the downward wind due to the increased building height of SSP-017.
- 4.6.15 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1d**.

135 deg wind direction

- 4.6.16 Under 135 deg wind, improvements are identified at the Cheung Wah Street Section (R003), Kwong Cheung Street (R005), Cheung Sha Wan Road (R011), Kwong Shing Street (R028)

and open area of Site A (A001 & A002). Obvious reduction is only identified at Fuk Wa Street (R013).

- 4.6.17 The increase in wind speed along R011 is the result of the location of the proposed G/IC Block as the proposed layout not only provide a wider R011 but also allow the wind from Sham Shui Po Sports Ground (Z001) to reach R011. The increase in wind speed along R005 is the consequence of increase wind speed in R011. The ventilation along R003 including the further downstream area (i.e. R028) are also benefited from the increase wind speed in R011. Moreover, the design of proposed building in Site A & Site of SSP-017 also take importance roles. Under Baseline Scheme, the wind in the northern portion of Site A is going east thus less wind can reach the downstream location of R003. On the other hand, the northern portion of Site A has been occupied in the Proposed Scheme forcing the wind from R011 go along A001 & R003, and the set-back of SSP-017 provide a wider R003. The Proposed Scheme also change the flow direction in the northern portion of Site A (A002) to align with prevailing wind direction and has higher wind speed.
- 4.6.18 The drawback of increasing wind speed along R003 is that less wind will go along R013 as R003 provide a wind path with less resistance.
- 4.6.19 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1e**.

157.5 deg wind direction

- 4.6.20 Under 135 deg wind, improvements are identified at the Cheung Wah Street Section (R003), Kwong Cheung Street (R005), Cheung Sha Wan Road (R011), Fuk Wing Street Section (R015), open area of Site A (A001 & A002) and Open area of Cheung Sha Wan Catholic Secondary School (Z007). Obvious reduction is identified at Fuk Wa Street (R013) and Cheung Sha Wan Path (R004).
- 4.6.21 The areas with increased wind speed are similar to that of 135 deg wind directions. The major different are that the wind along R003 turn west earlier (at R015), and the wind speed within Z007 also increased with the wind speed in A002.
- 4.6.22 In addition to the reduced wind along R013, the wind speed along R004 is also reduced as the adverse effect of the proposed G/IC Block start becoming obvious to upstream area under this wind direction.
- 4.6.23 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1f**.

180 deg wind direction

- 4.6.24 Under 180 deg wind, the area with increase wind speed covers most of the significant improved areas of 157.5 deg wind. The additional improved area mainly includes the Hing Wah Street Section (R002), Fuk Wing Street (R014 & R015) and Western portion of Site B (A003). The area with reduced wind speed also similar with the significant degraded areas of 157.5 deg wind, with additional of Fuk Wa Street (R024).
- 4.6.25 The increased in wind speed along R002 is the result of the higher proposed building in Site A making the wind in higher elevation go downwardly to pedestrian level. The increase wind speed along R014, R015, R021, & R022 is the consequence of increase wind speed along R002 & R003.
- 4.6.26 On the other hand, the degraded in wind speed along R013 is more severe that also affecting the downstream's R024.
- 4.6.27 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1g**.

202.5 deg wind direction

- 4.6.28 Under 202.5 deg wind, the area with increase wind speed includes Cheung Wah Street (R003 & R22), Fuk Wing Street Section (R015), and northern portion of Site A (A002). No significant reduction in wind speed is identified.
- 4.6.29 The improvement of wind speed over those area is the combined effect of building deposition of Site A and Site of SSP-017.
- 4.6.30 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1h**.

225 deg wind direction

- 4.6.31 Under 225 deg wind, significant improvement is only identified around the Site of SSP-017 (i.e.: R013 & R015). Whereas, reduction in wind speed is identified at Un Chau Street (R019) which is in the downstream location of Site A.
- 4.6.32 Although the setback of SSP-017 should help the ventilation in the eastern portion of SSP-017, the wind speed around the SSP-017, including R003, R014 and R017, is not significant changed. This imply the improvement around the site of SSP-017 is not from the surrounding pedestrian wind. Instead, the improvement should mainly from the downward wind due to the height of the proposed buildings.
- 4.6.33 The R019 is affected by the deposition of the proposed building in Site A. Under Baseline Scheme, the wind along Hing Wah Street section (R002) spread to many directions, including going east to Hing Wah Street Playground (Z006) then reach the further downstream R019. With the northern portion of Site A has been occupied in the Proposed Scheme, the flow along R002 is more strict forward thus less wind will enter Z006 leading to less wind reach R019.
- 4.6.34 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1i**.

247.5 deg wind direction

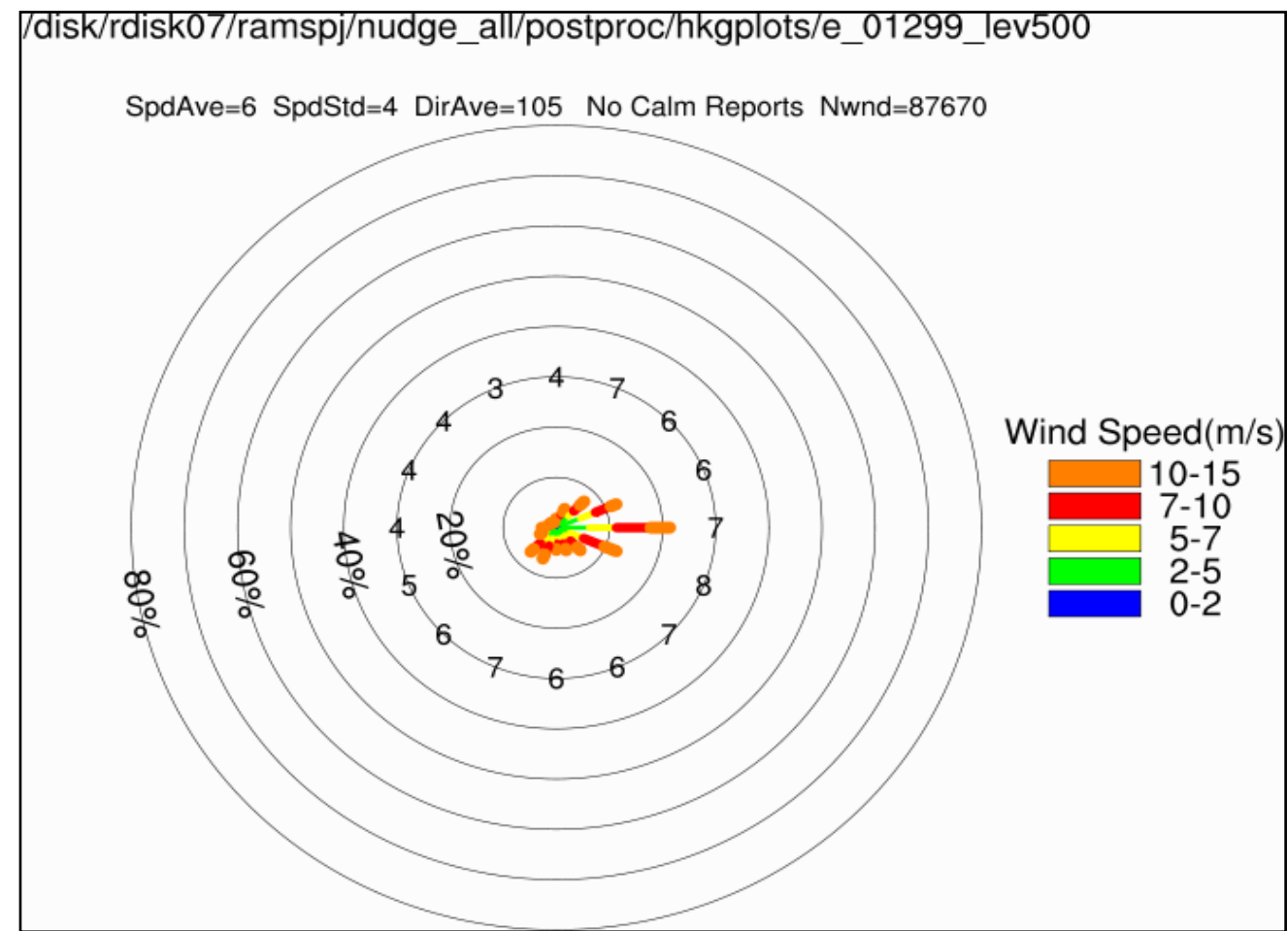
- 4.6.35 Under 247.5 deg wind, significant improvement is only identified around the south of Site of SSP-017 (i.e. R013). Whereas, reduction in wind speed is identified at Fuk Wing Street (R014) which is in the immediate downstream location of SSP-017.
- 4.6.36 The improvement is mainly from the downward wind due to the height of the proposed buildings as there is no significant increase in wind speed in it immediately upstream and downstream areas. It should be noted that the wind speed along Hing Wah Street Section (R001) is improved because of the jet of pedestrian wind leaning in the eastern portion of Sham Shui Po Sports Ground (Z001) toward R001.
- 4.6.37 Although the open area of SSP-017 generally provide benefit to local ventilation to its surroundings, it is not the case under 247.5 deg wind direction. Under Baseline Scheme, the wind along Fuk Wing Street (R014 & R015) is going north-west. Under Proposed Scheme, the wind along R015 is going both direction splitter by the new SW-NE pedestrian pathway. The SE going wind is countering the NW going wind leading to low wind speed along R014.
- 4.6.38 The comparison of the VR Contour/Vector plots are shown in **Figure 4-1j**.

5 CONCLUSIONS

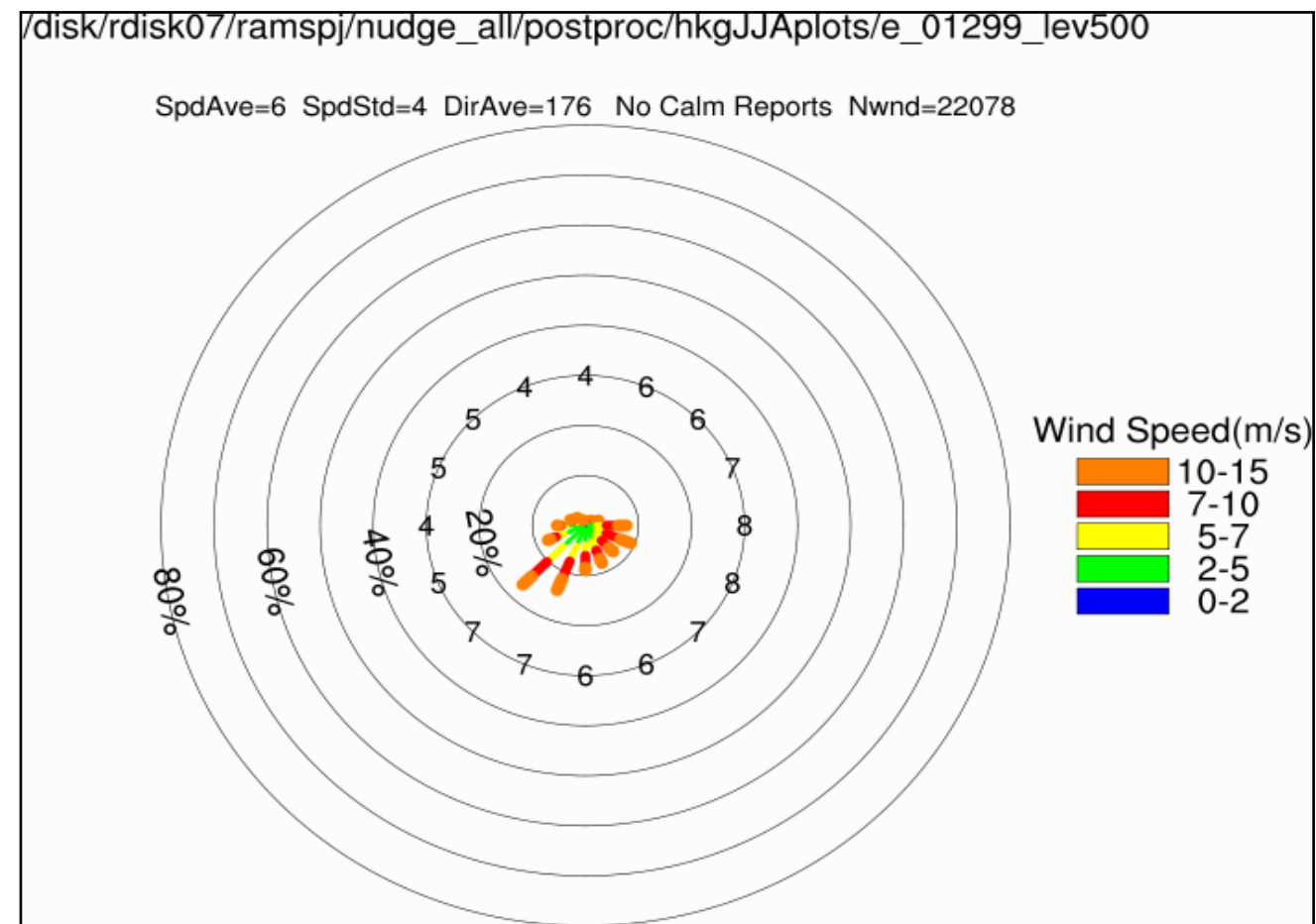
- 5.1.1 The Urban Renewal Authority (URA) has proposed a Cheung Sha Wan Road / Lai Chi Kok Road Development Scheme (SSP-018) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (URAO). An Air Ventilation Assessment (AVA) has been conducted in accordance with the recommendations of “Feasibility Study for Establishment of Air Ventilation Assessment System – Final Report” by Planning Department, and “Technical Circular No. 1/06 on Air Ventilation Assessments” by HPLB & ETWB to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration. A planned concurrent URA project (SSP-017) within the assessment area, which is not part of this DSP, is also included in the current assessment.
- 5.1.2 The microclimate around the Site for the two scenarios, i.e. the Baseline Scheme (i.e. OZP-compliance development for the Scheme; existing building configuration for SSP-017) and the Proposed Schemes (the proposed development of the draft DSP), have been assessed by Computational Fluid Dynamics (CFD) using well proven CFD code. The model settings have been compared to previous studies to ensure the reliability of the model results.
- 5.1.3 The models result suggested that the averaged air ventilation performance of the Proposed Scheme is better than that of the Baseline Scheme in both annual and summer conditions in average, despite there are some areas are expected to experience improved or degraded ventilation perform under specific wind direction.
- 5.1.4 The most significant improvement compare to the Baseline Scheme can be found along the Scheme’s site boundary, the Cheung Wah Street Section (R003), Cheung Sha Wan Road Section (R011), and Fuk Wing Street Section (R015). Their improvements are mainly due to the refined building footprints, the open area provided as well as the better building disposition of the Sites. Although noticeable wind reduction has been identified in Cheung Sha Wan Path (R004), the averaged VRs of R004 are higher than the LVRs in both annual and summer conditions.

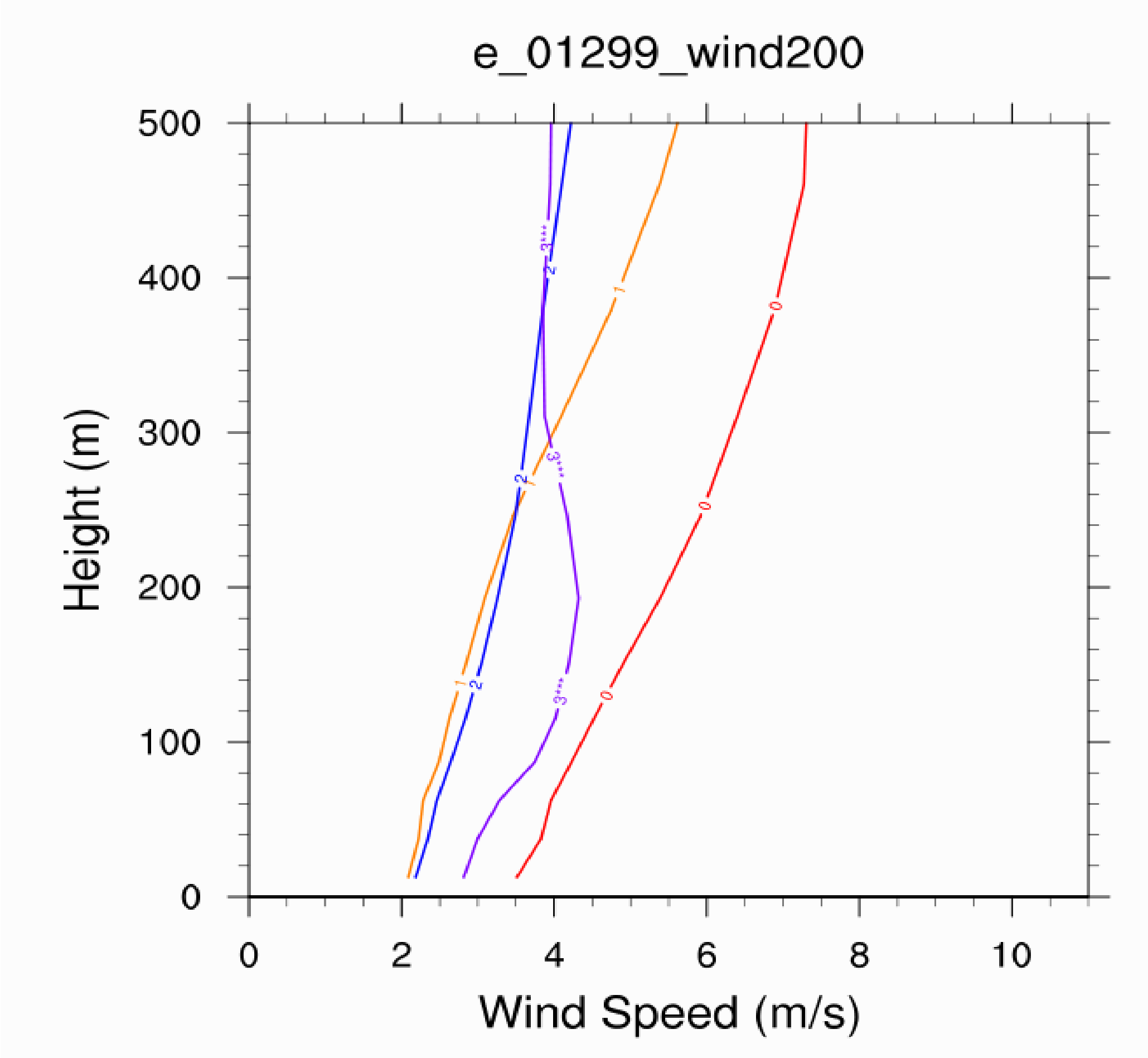
FIGURES

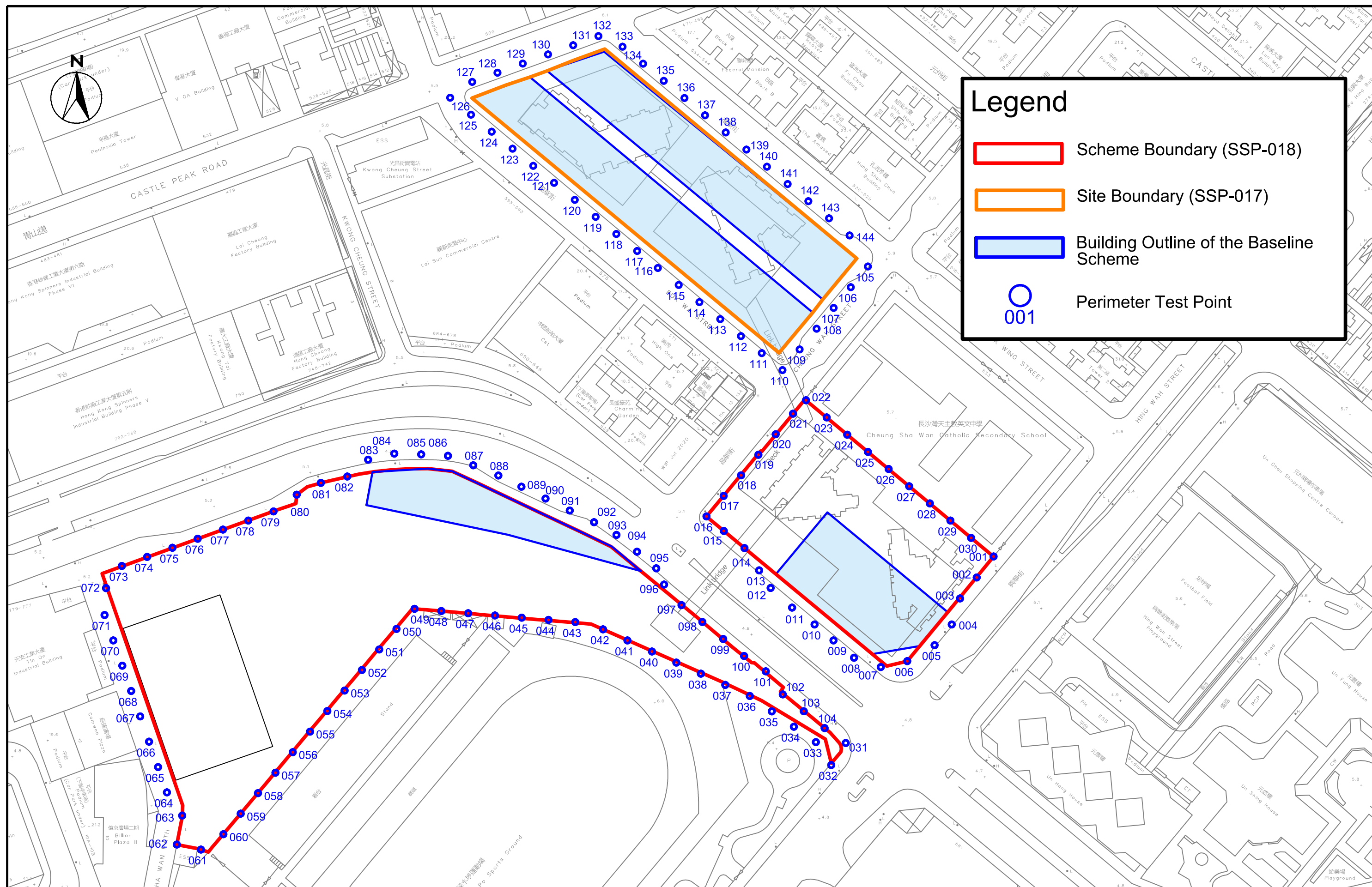
Annual



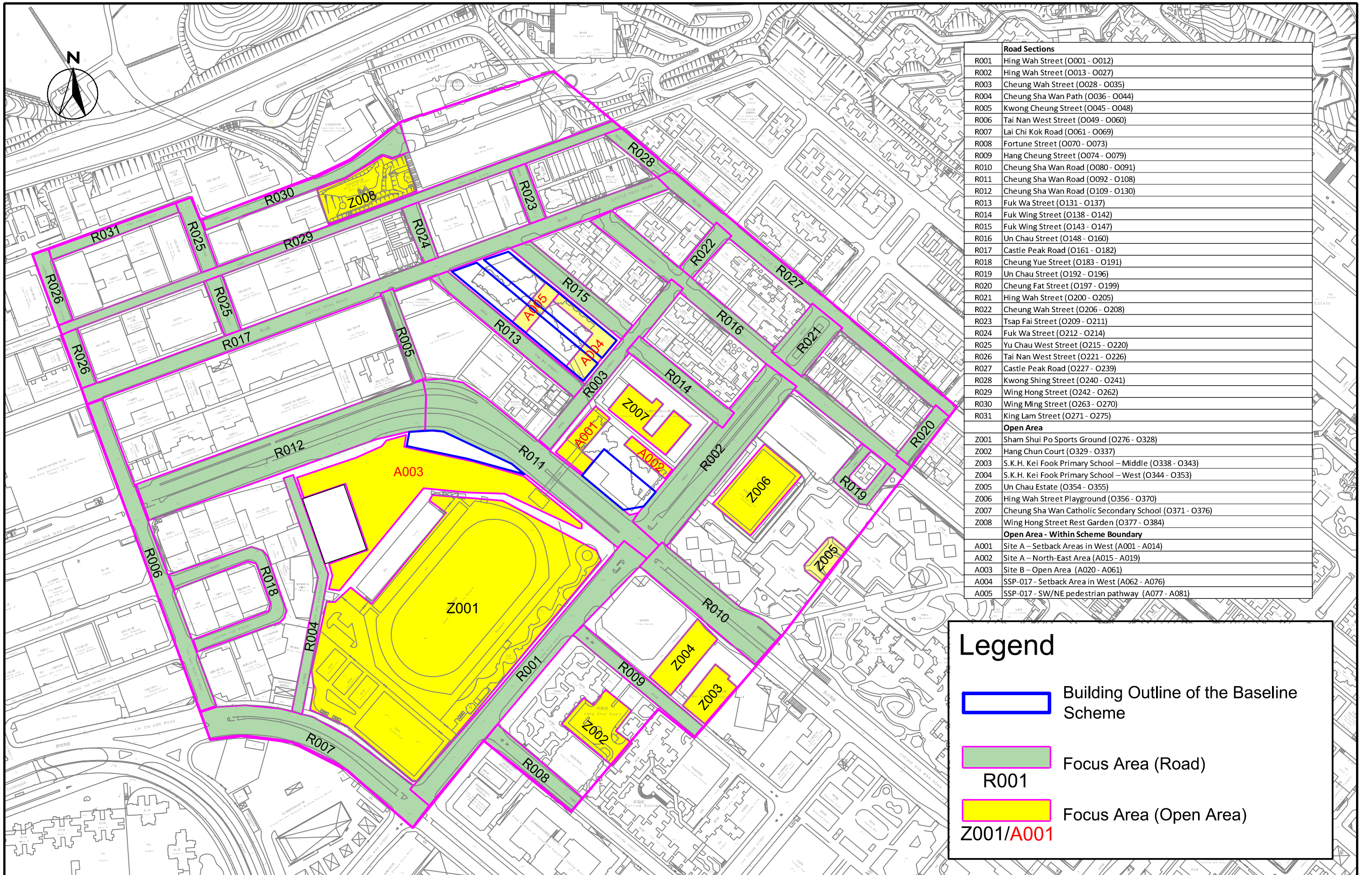
Summer










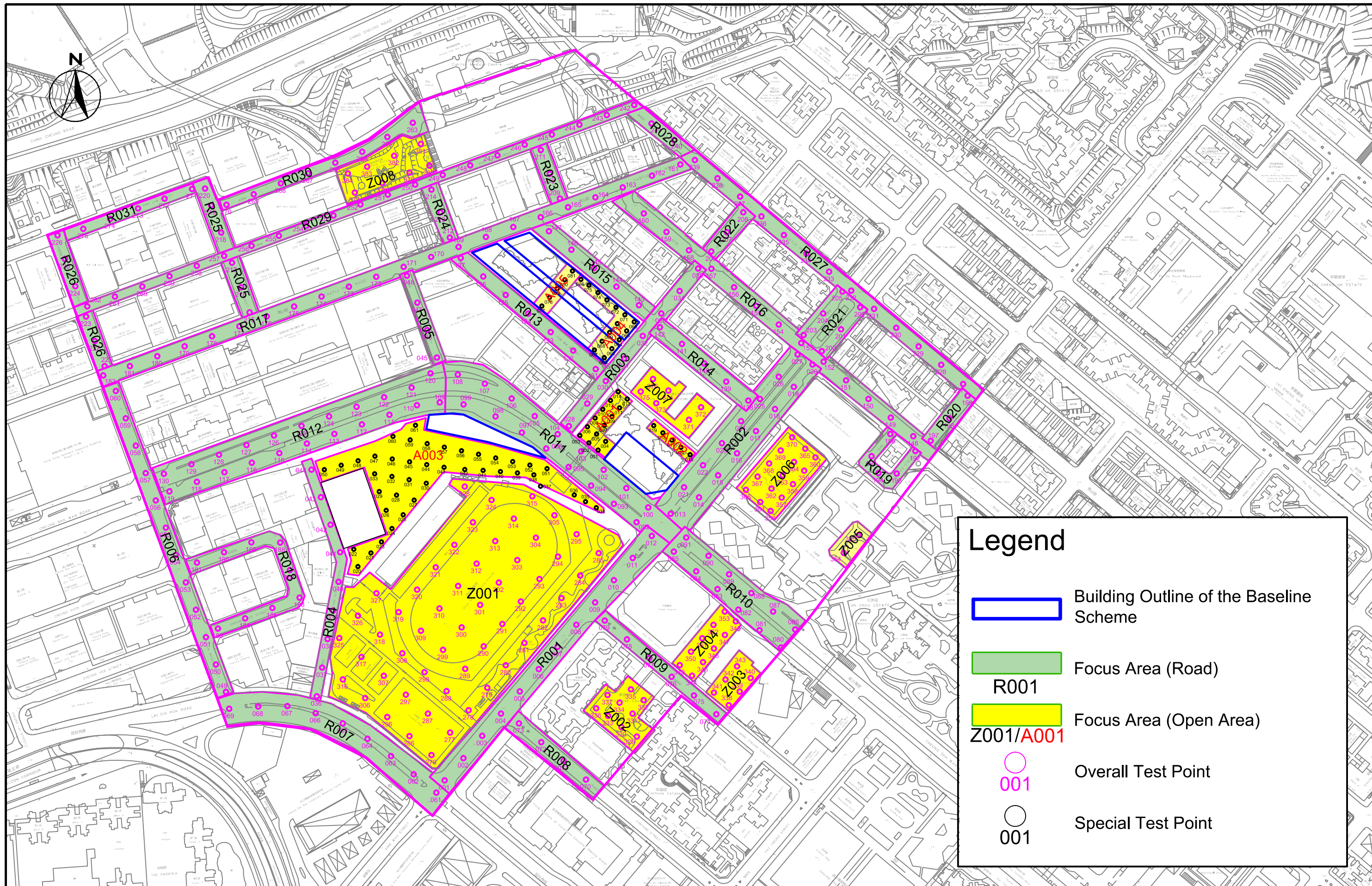
SCALE	1:1300 @ A3	DATE	JUN 2021	
CHECK	KC	DRAWN	CC	
JOB No.	IA19021-SSPAA1	DRAWING No.	3-2	REV -



Road Sections	
R001	Hing Wah Street (O001 - O012)
R002	Hing Wah Street (O013 - O027)
R003	Cheung Wah Street (O028 - O035)
R004	Cheung Sha Wan Path (O036 - O044)
R005	Kwong Cheung Street (O045 - O048)
R006	Tai Nan West Street (O049 - O060)
R007	Lai Chi Kok Road (O061 - O069)
R008	Fortune Street (O070 - O073)
R009	Hang Cheung Street (O074 - O079)
R010	Cheung Sha Wan Road (O080 - O091)
R011	Cheung Sha Wan Road (O092 - O108)
R012	Cheung Sha Wan Road (O109 - O130)
R013	Fuk Wa Street (O131 - O137)
R014	Fuk Wing Street (O138 - O142)
R015	Fuk Wing Street (O143 - O147)
R016	Un Chau Street (O148 - O160)
R017	Castle Peak Road (O161 - O182)
R018	Cheung Yue Street (O183 - O191)
R019	Un Chau Street (O192 - O196)
R020	Cheung Fat Street (O197 - O199)
R021	Hing Wah Street (O200 - O205)
R022	Cheung Wah Street (O206 - O208)
R023	Tsap Fai Street (O209 - O211)
R024	Fuk Wa Street (O212 - O214)
R025	Yu Chau West Street (O215 - O220)
R026	Tai Nan West Street (O221 - O226)
R027	Castle Peak Road (O227 - O239)
R028	Kwong Shing Street (O240 - O241)
R029	Wing Hong Street (O242 - O262)
R030	Wing Ming Street (O263 - O270)
R031	King Lam Street (O271 - O275)
Open Area	
Z001	Sham Shui Po Sports Ground (O276 - O328)
Z002	Hang Chun Court (O329 - O337)
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)
Z005	Un Chau Estate (O354 - O355)
Z006	Hing Wah Street Playground (O356 - O370)
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)
Z008	Wing Hong Street Rest Garden (O377 - O384)
Open Area - Within Scheme Boundary	
A001	Site A – Setback Areas in West (A001 - A014)
A002	Site A – North-East Area (A015 - A019)
A003	Site B – Open Area (A020 - A061)
A004	SSP-017 - Setback Area in West (A062 - A076)
A005	SSP-017 - SW/NE pedestrian pathway (A077 - A081)

Legend

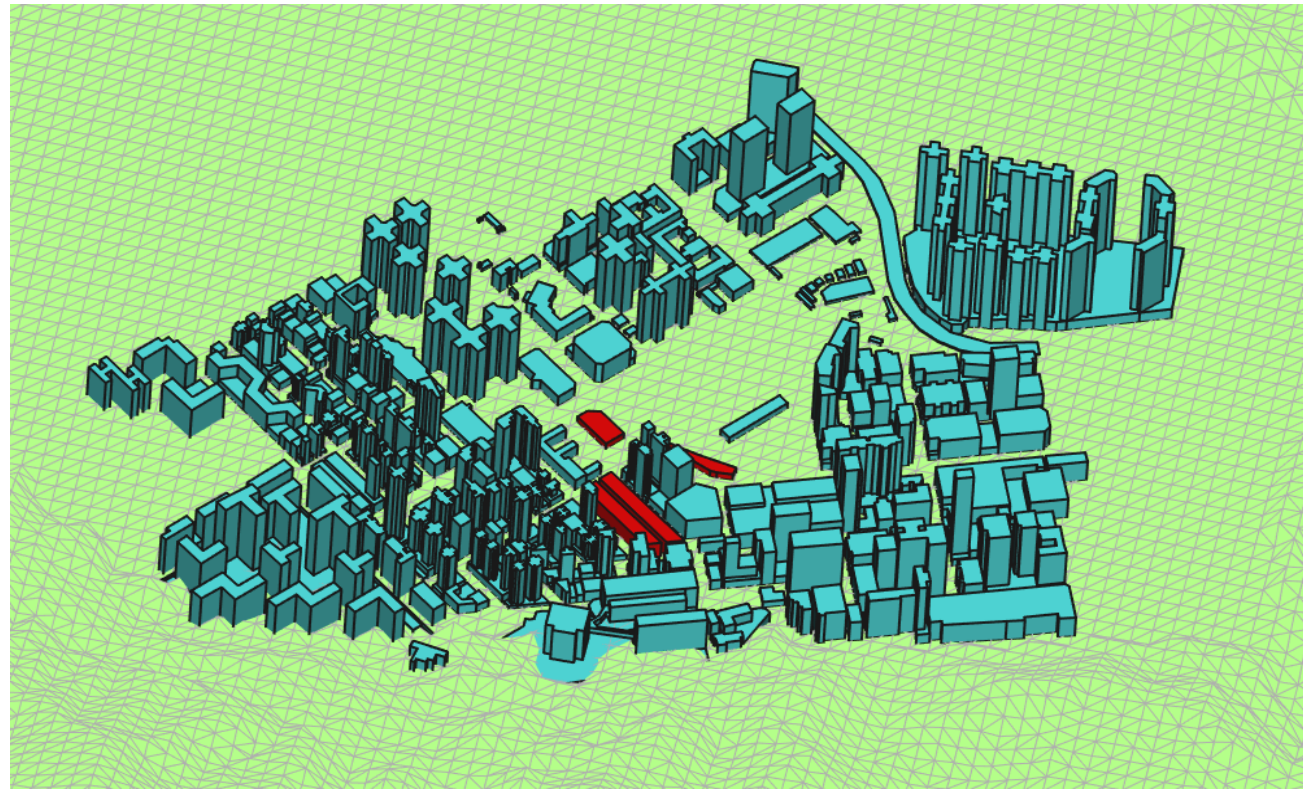
-  Building Outline of the Baseline Scheme
-  Focus Area (Road)
R001
-  Focus Area (Open Area)
Z001/A001



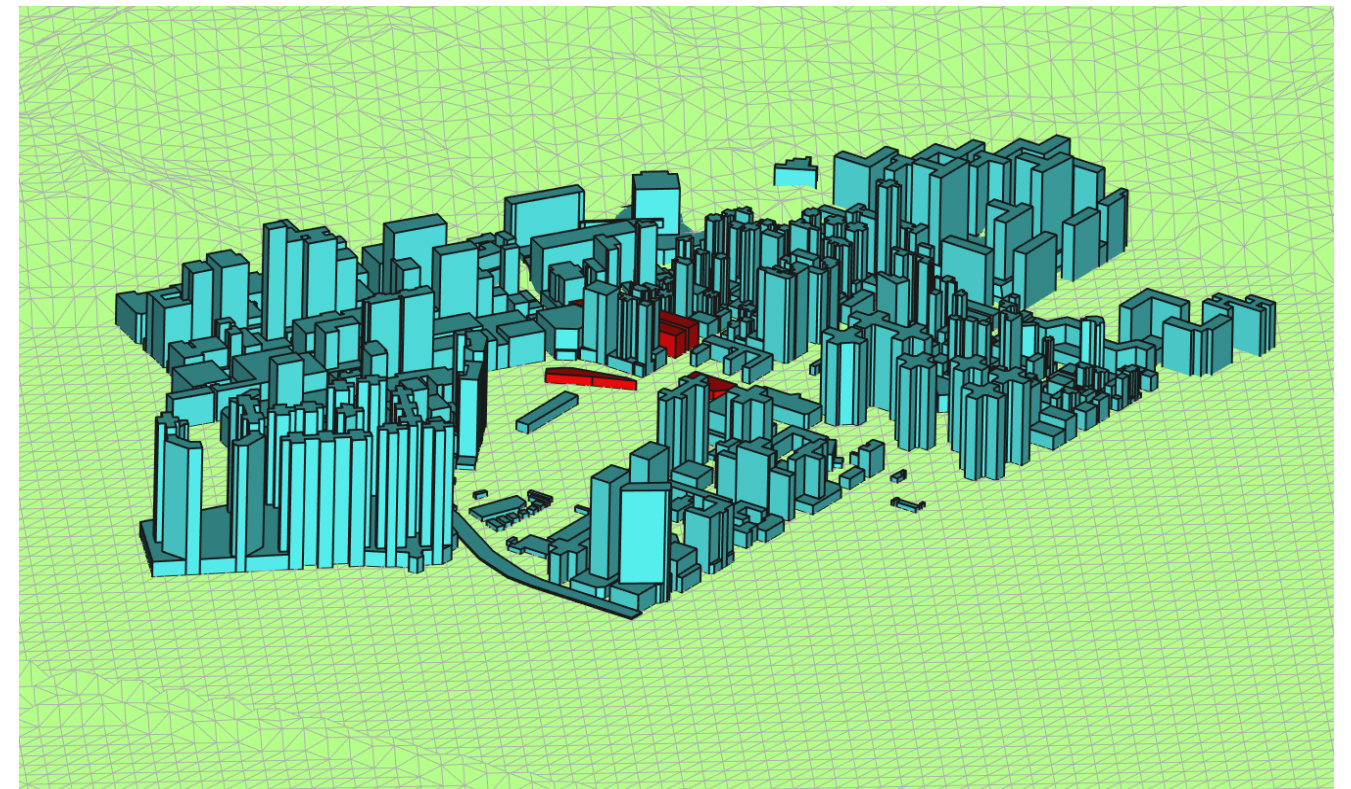
Legend

- Building Outline of the Baseline Scheme
- Focus Area (Road)
- Focus Area (Open Area)
- Overall Test Point
- Special Test Point

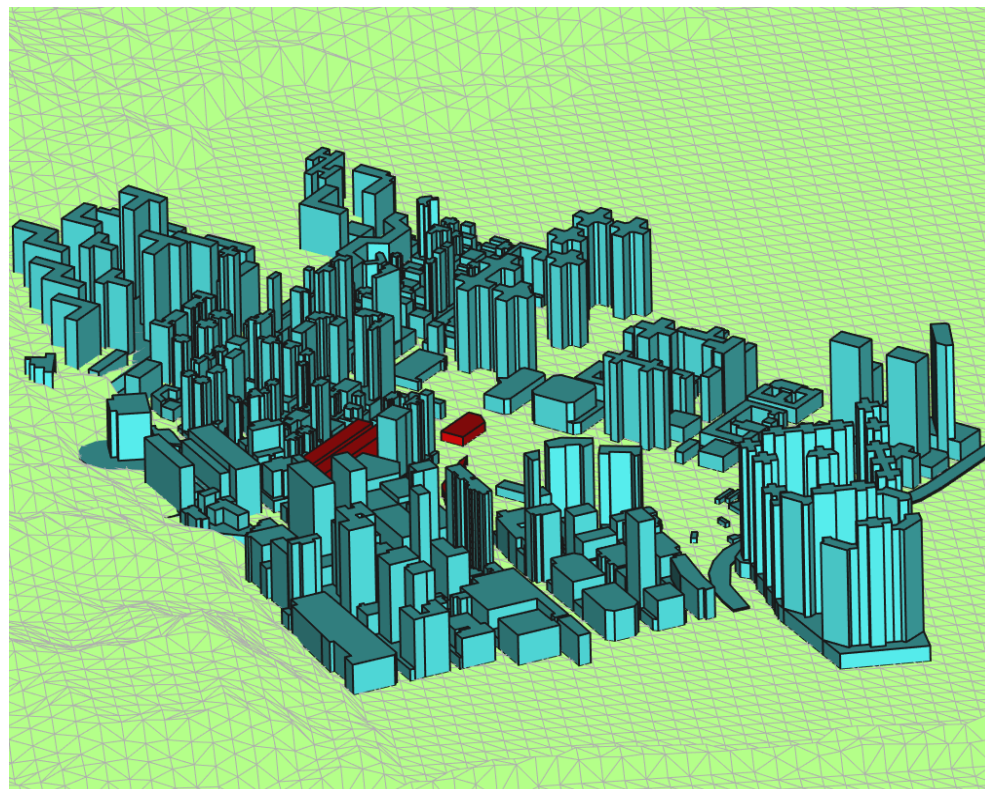
SCALE	1:2500 @ A3	DATE	SEP 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	3-5b
		REV	-



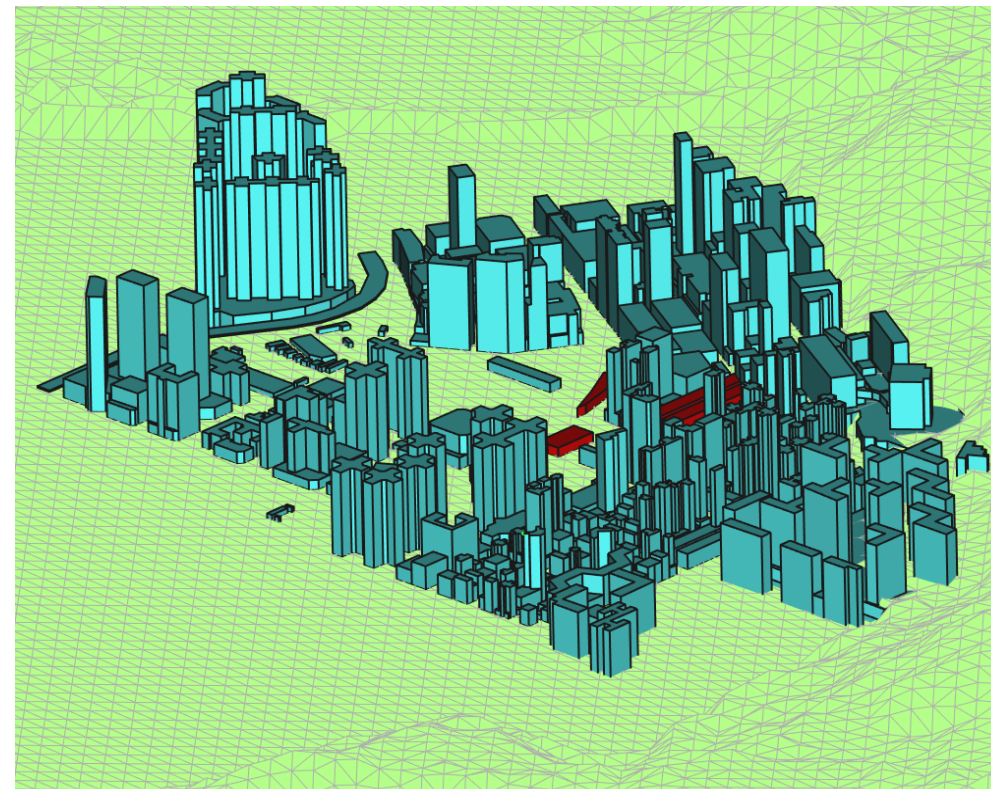
View from North



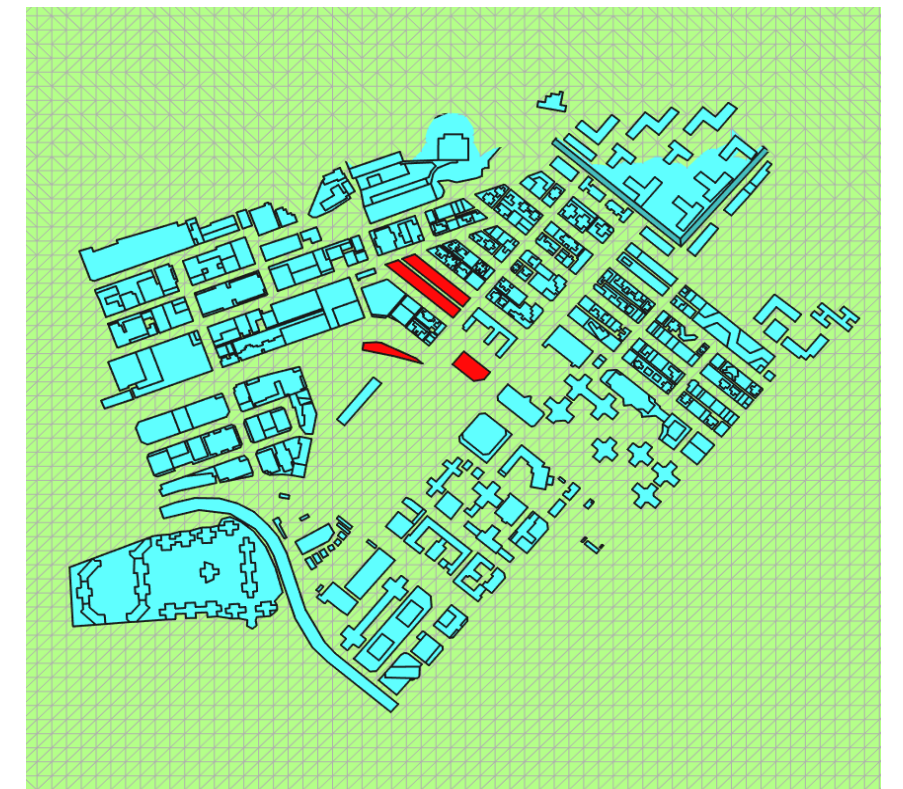
View from South



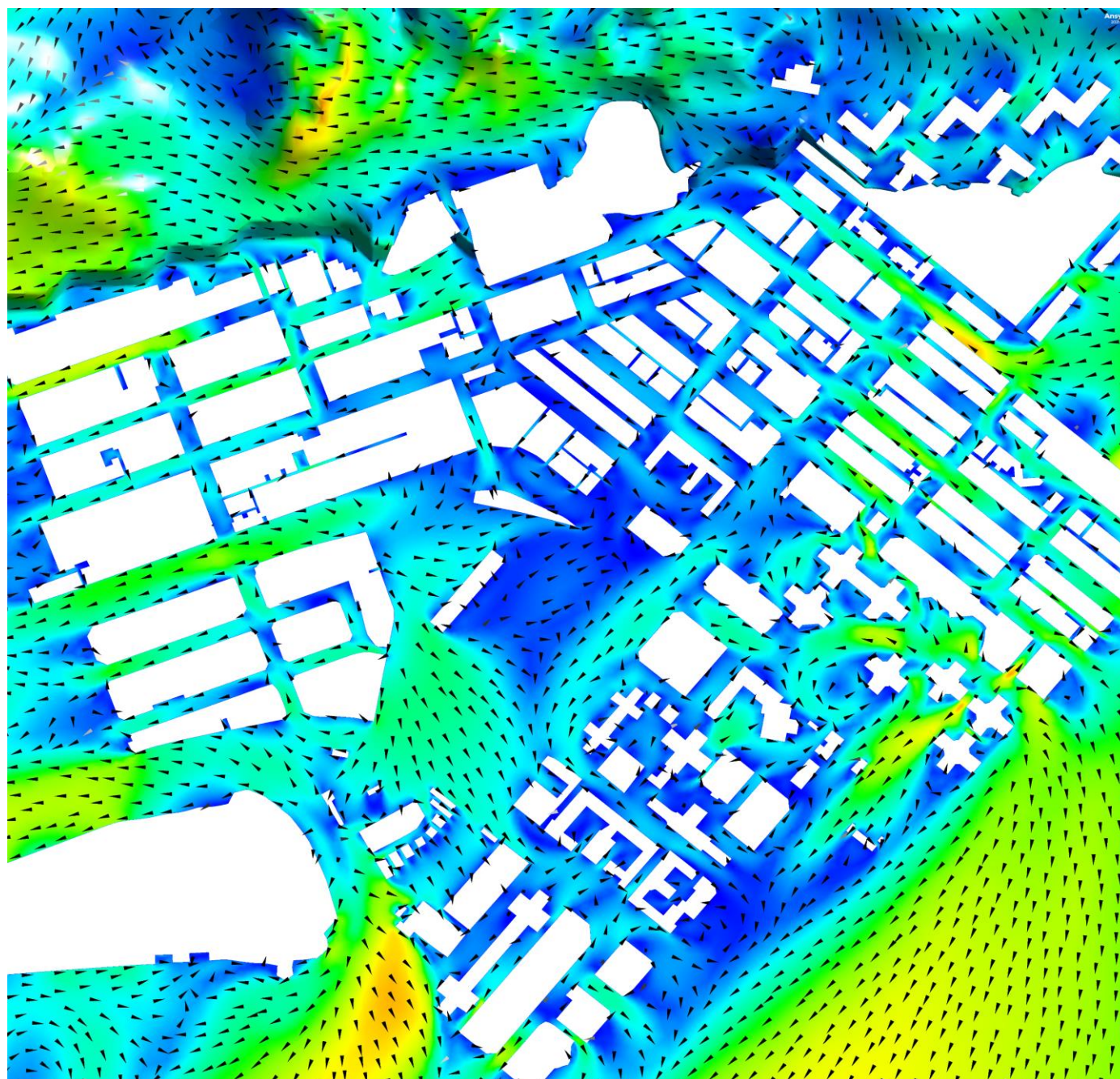
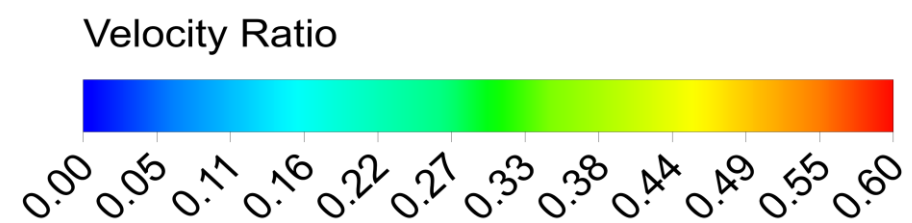
View from West



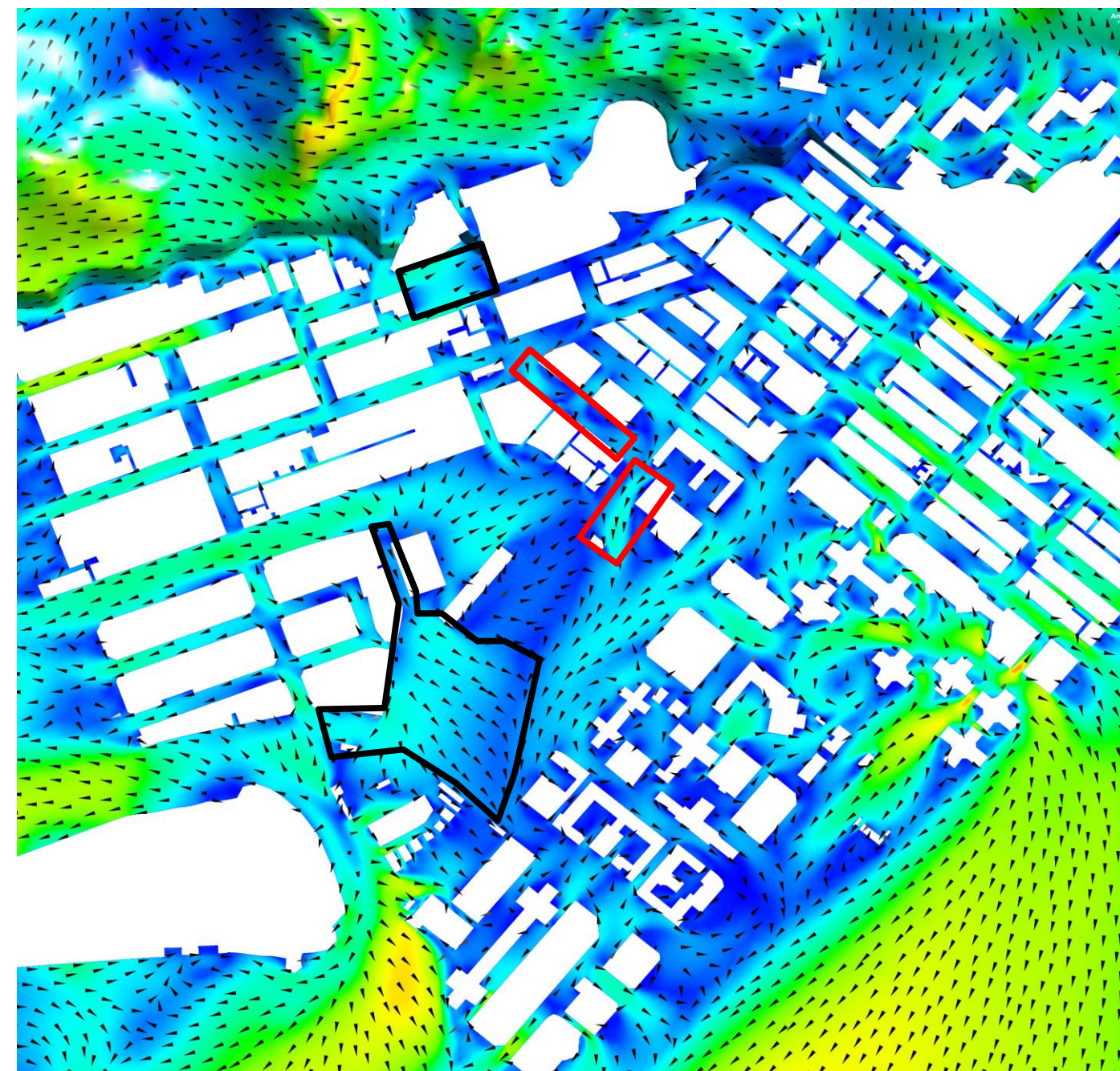
View from East



Top View



Baseline Scheme

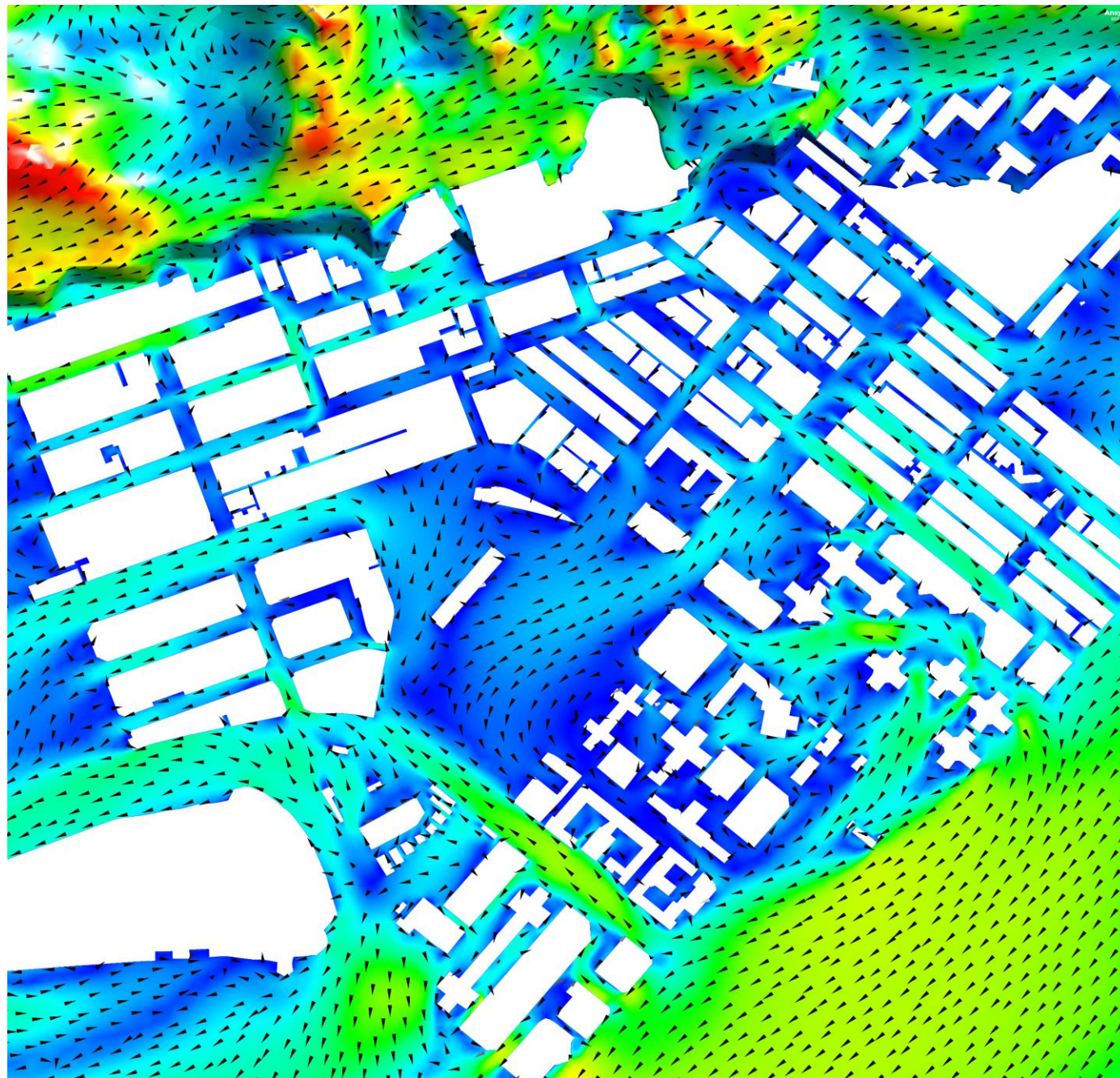
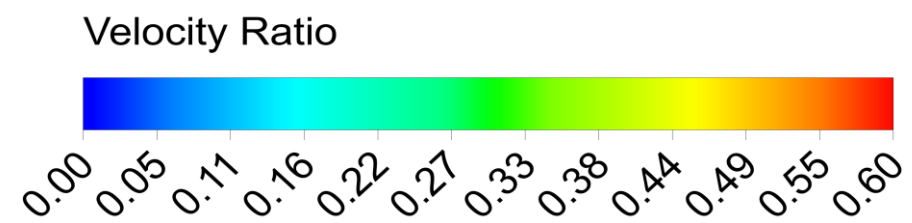


Proposed Scheme

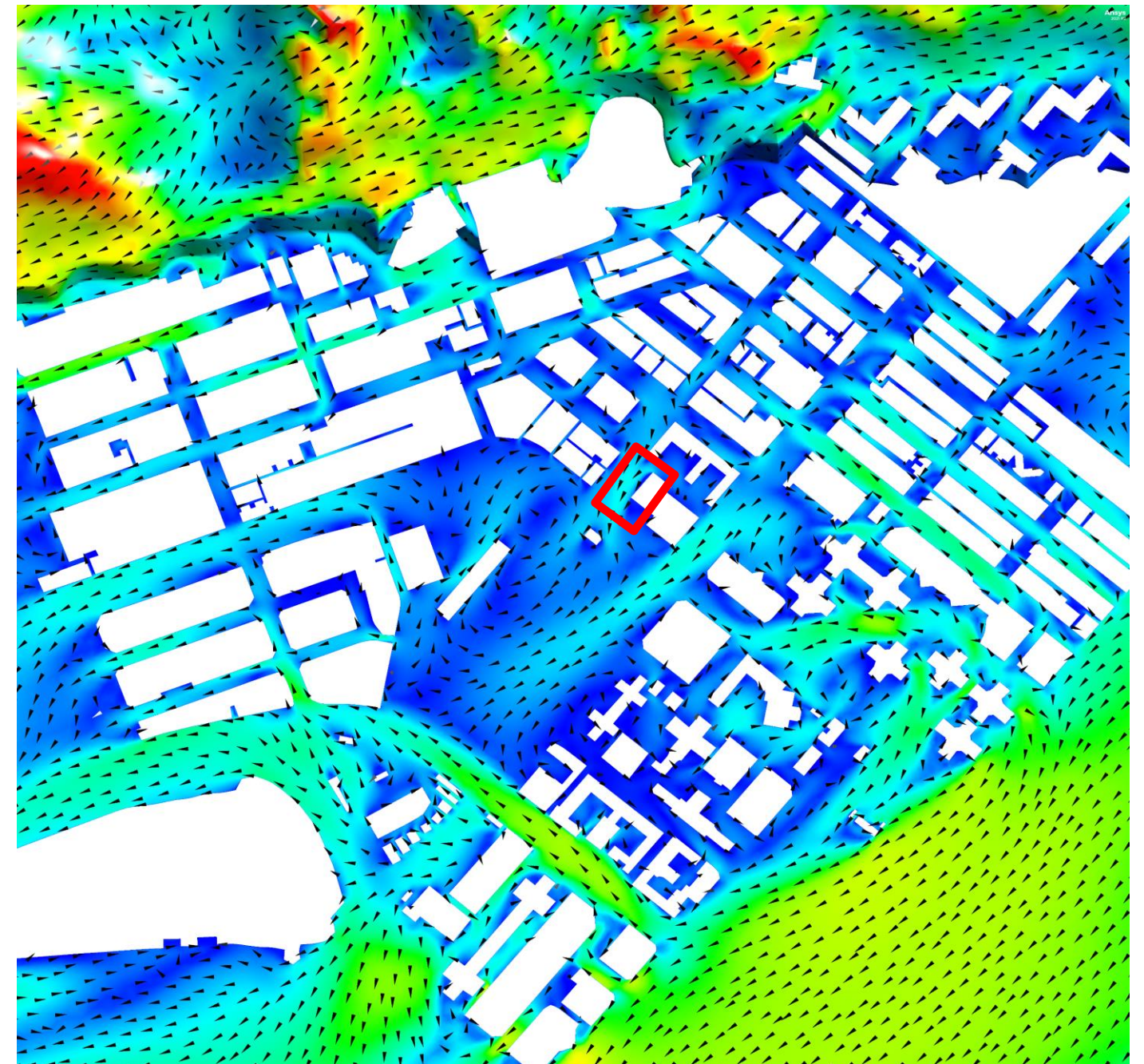
045 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

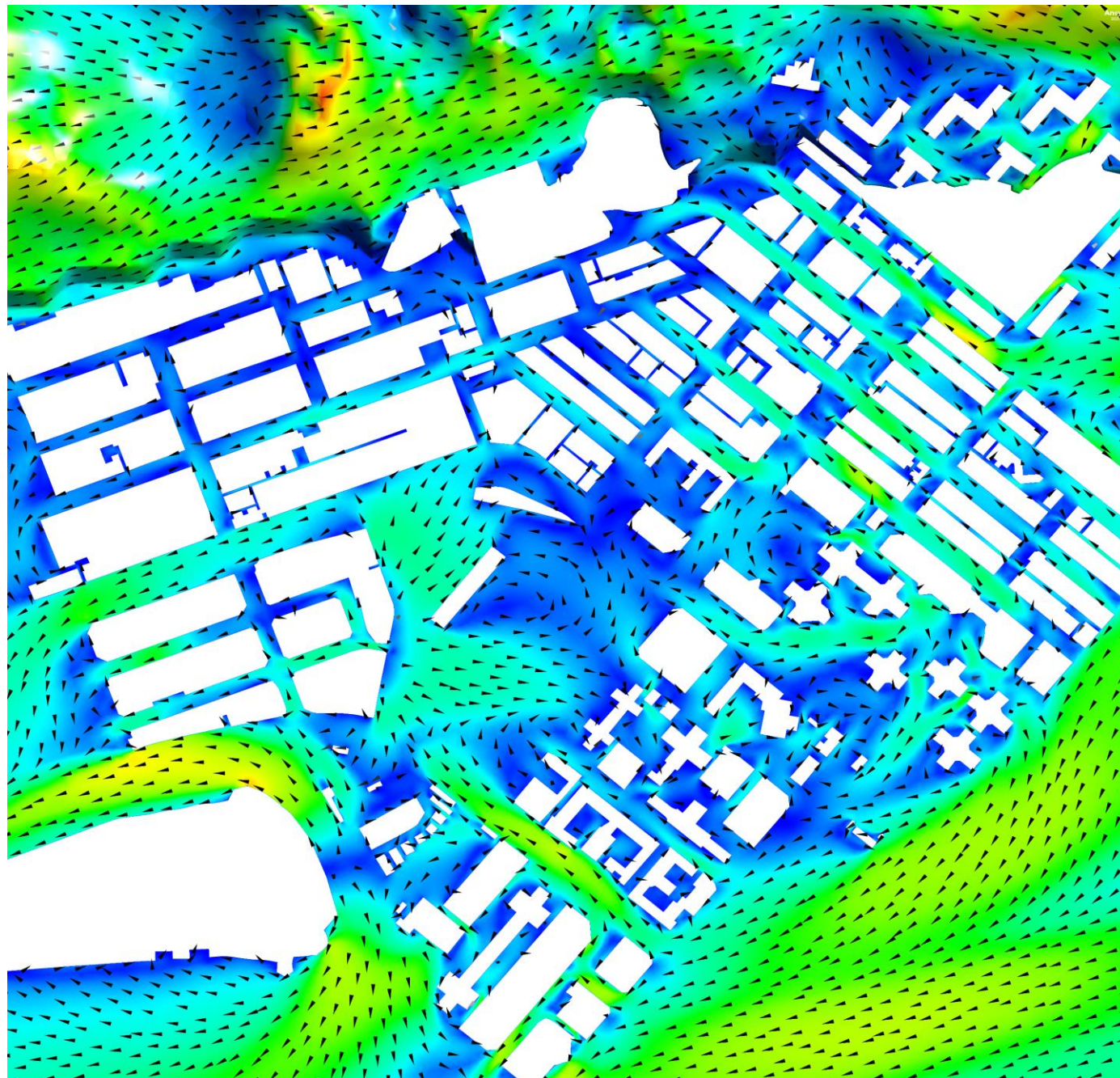
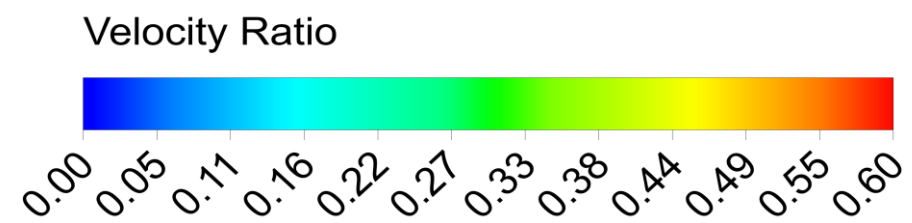


Proposed Scheme

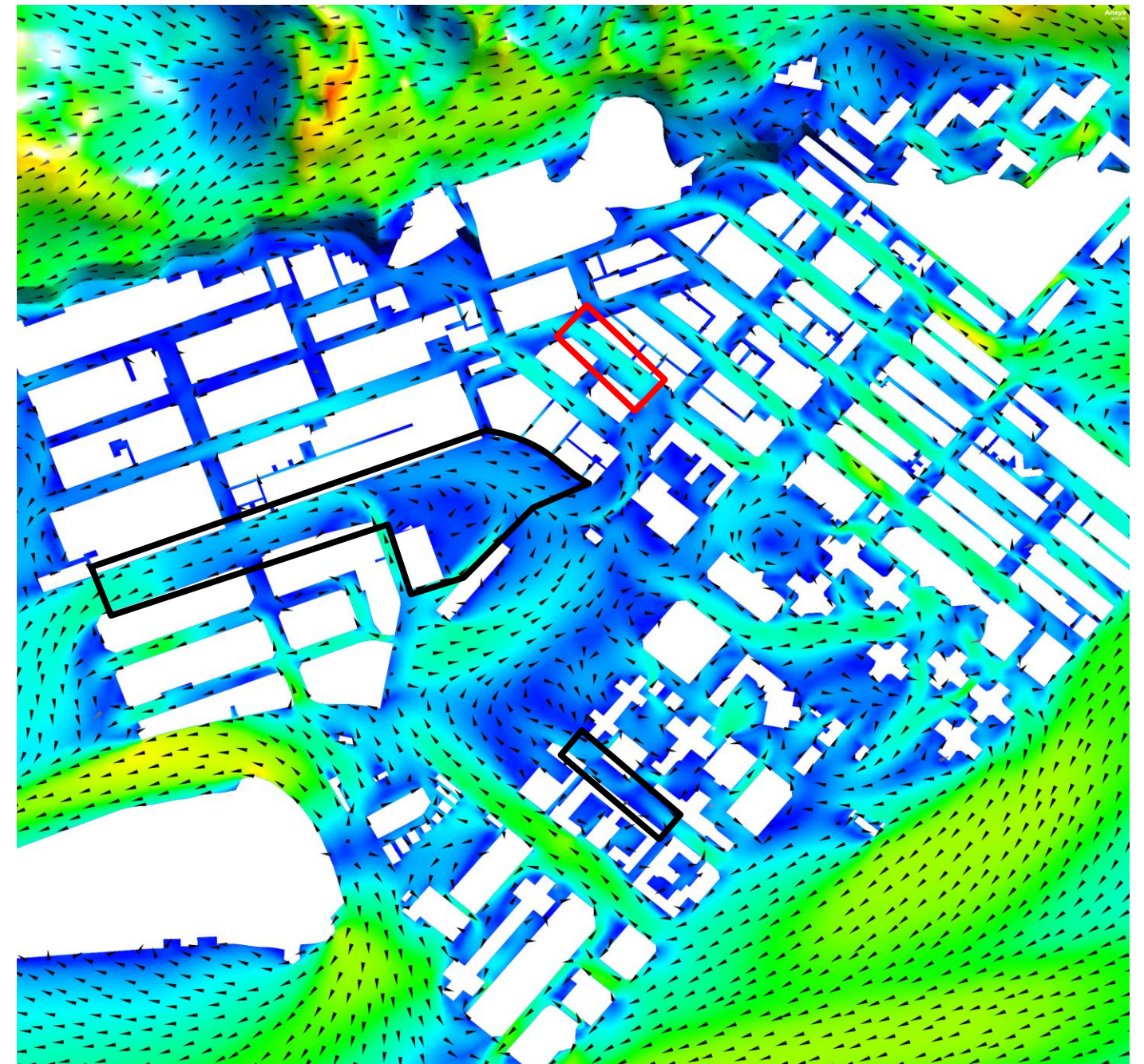
067.5 deg Wind Direction

VR Increased

VR Reduced

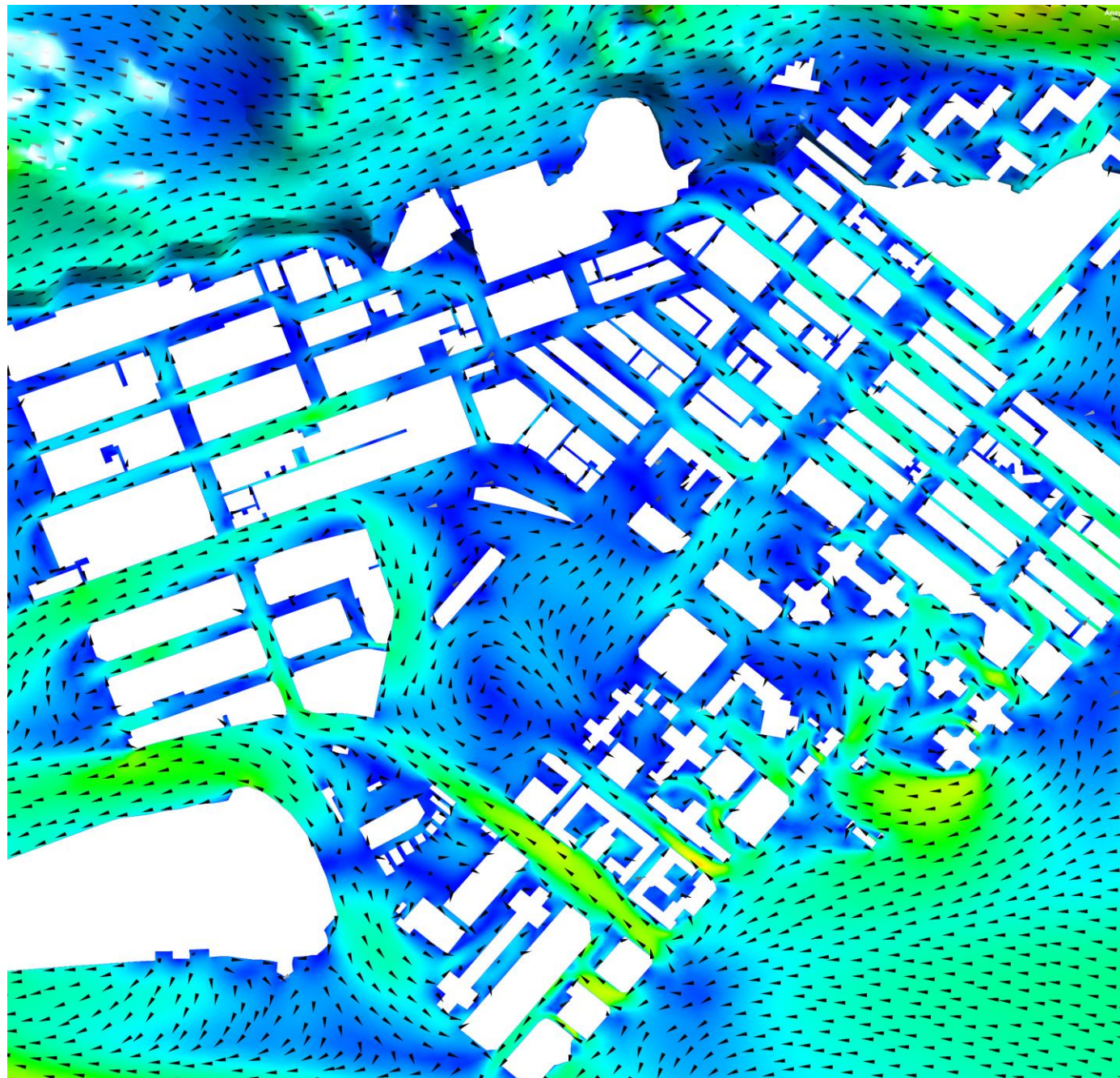
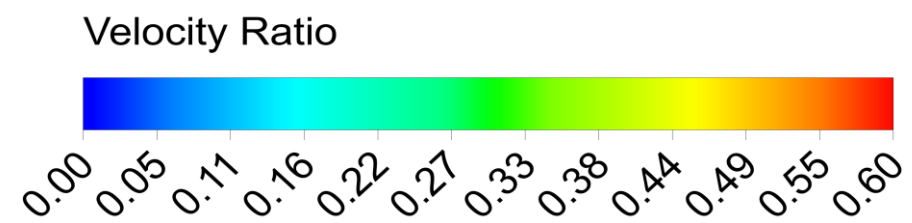


Baseline Scheme

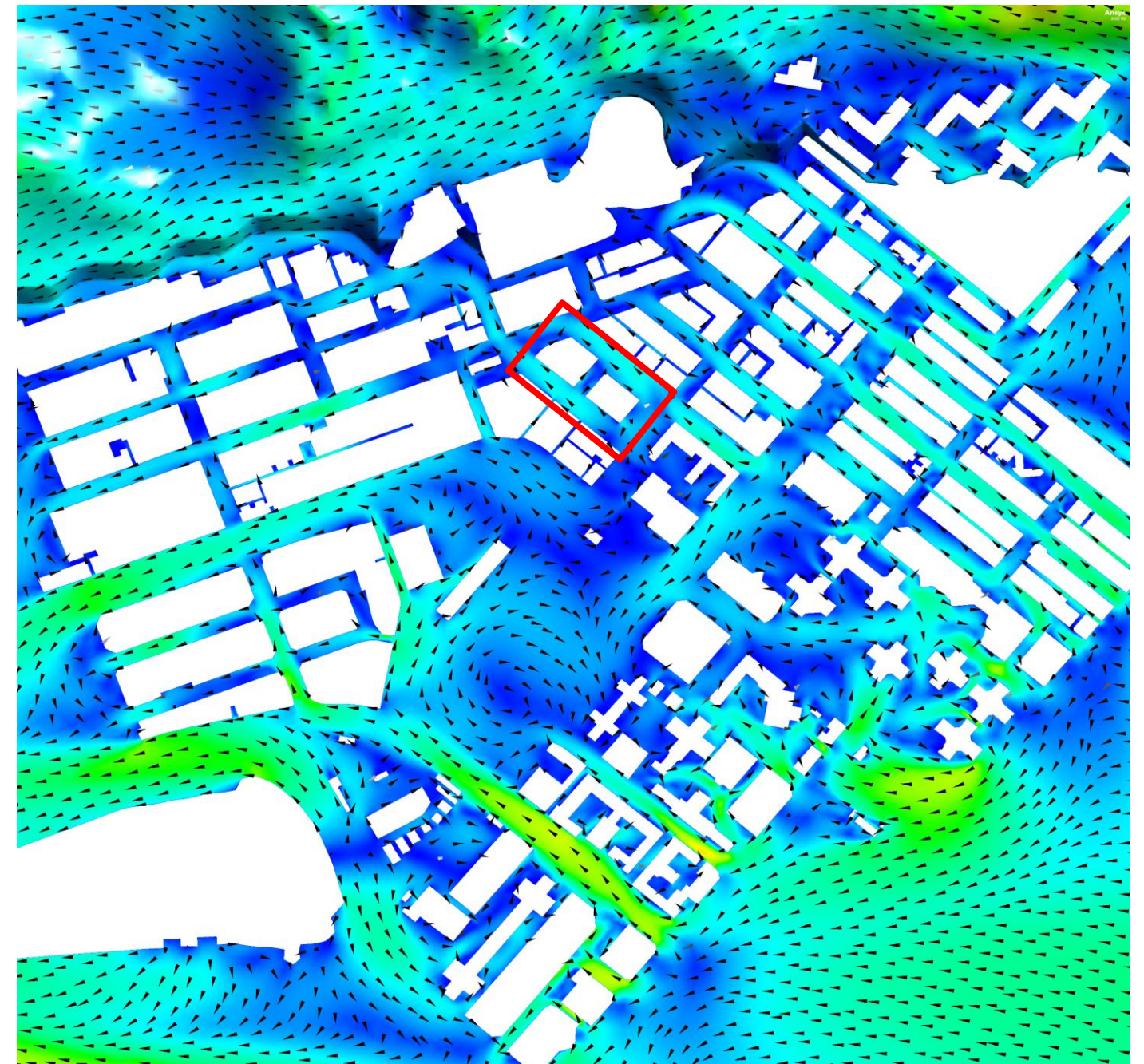


Proposed Scheme

090 deg Wind Direction



Baseline Scheme

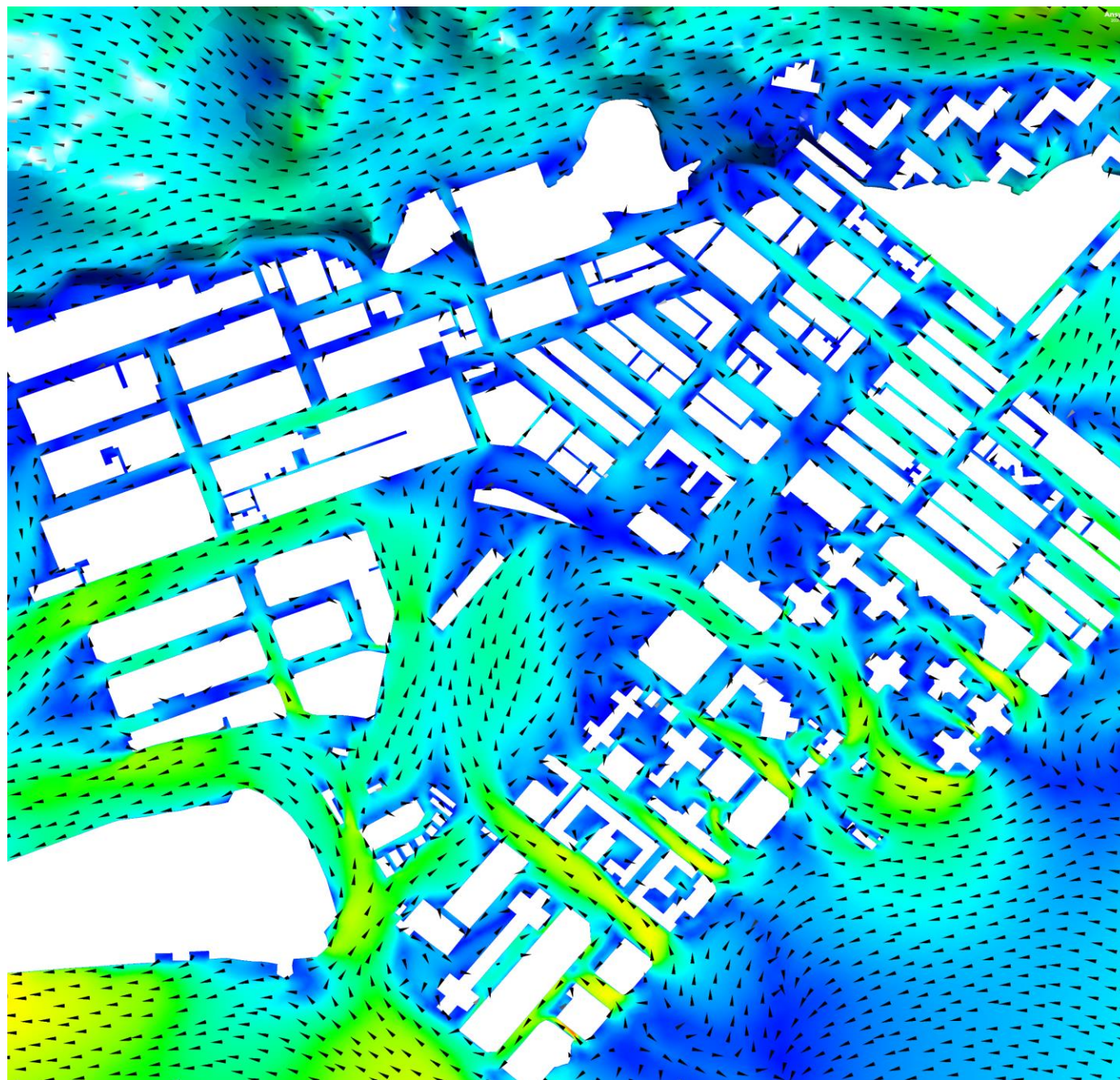
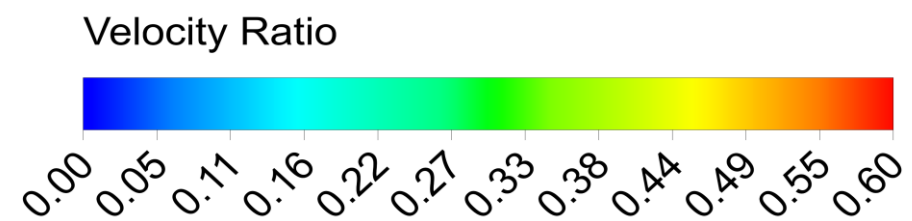


Proposed Scheme

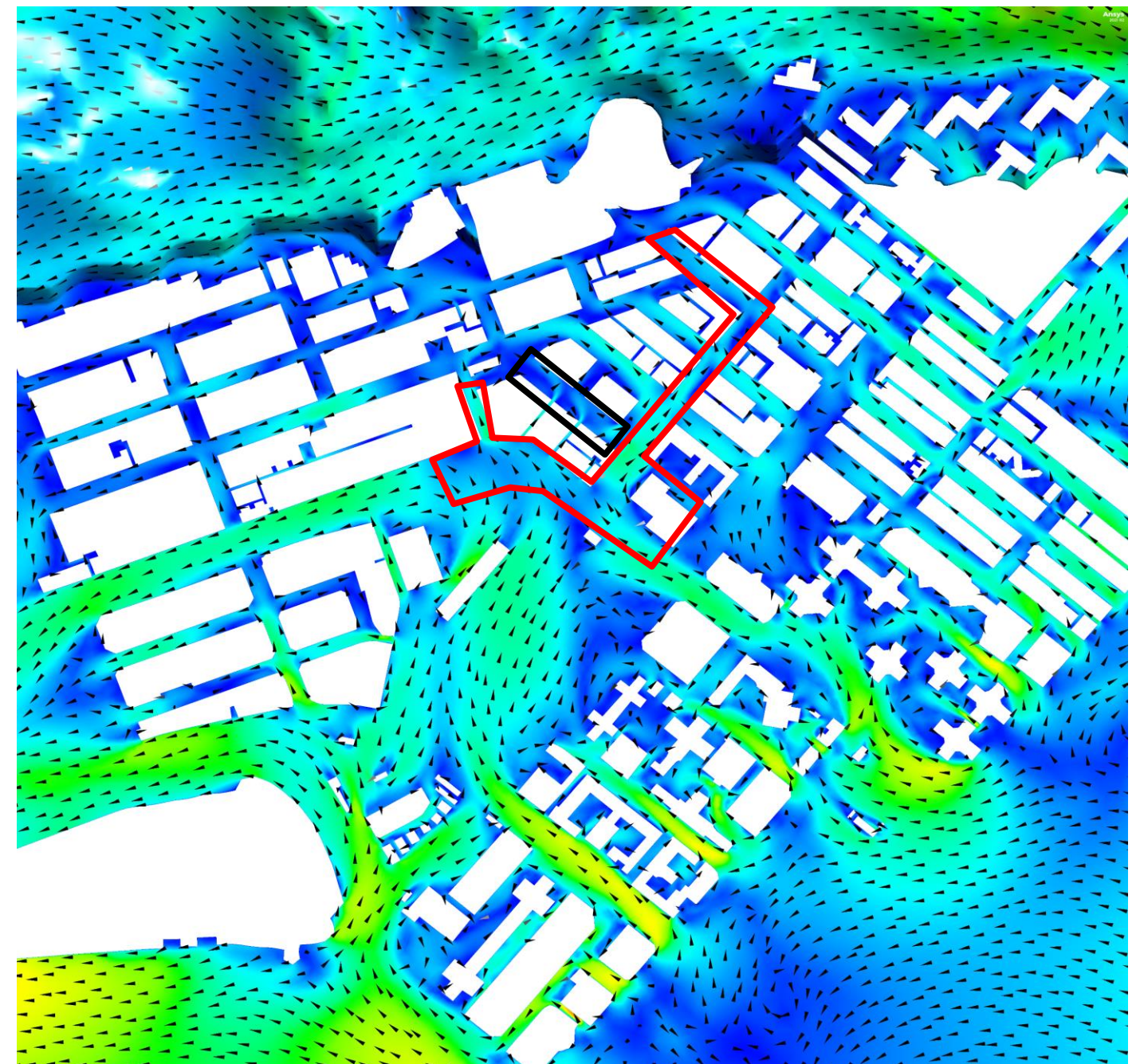
112.5 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

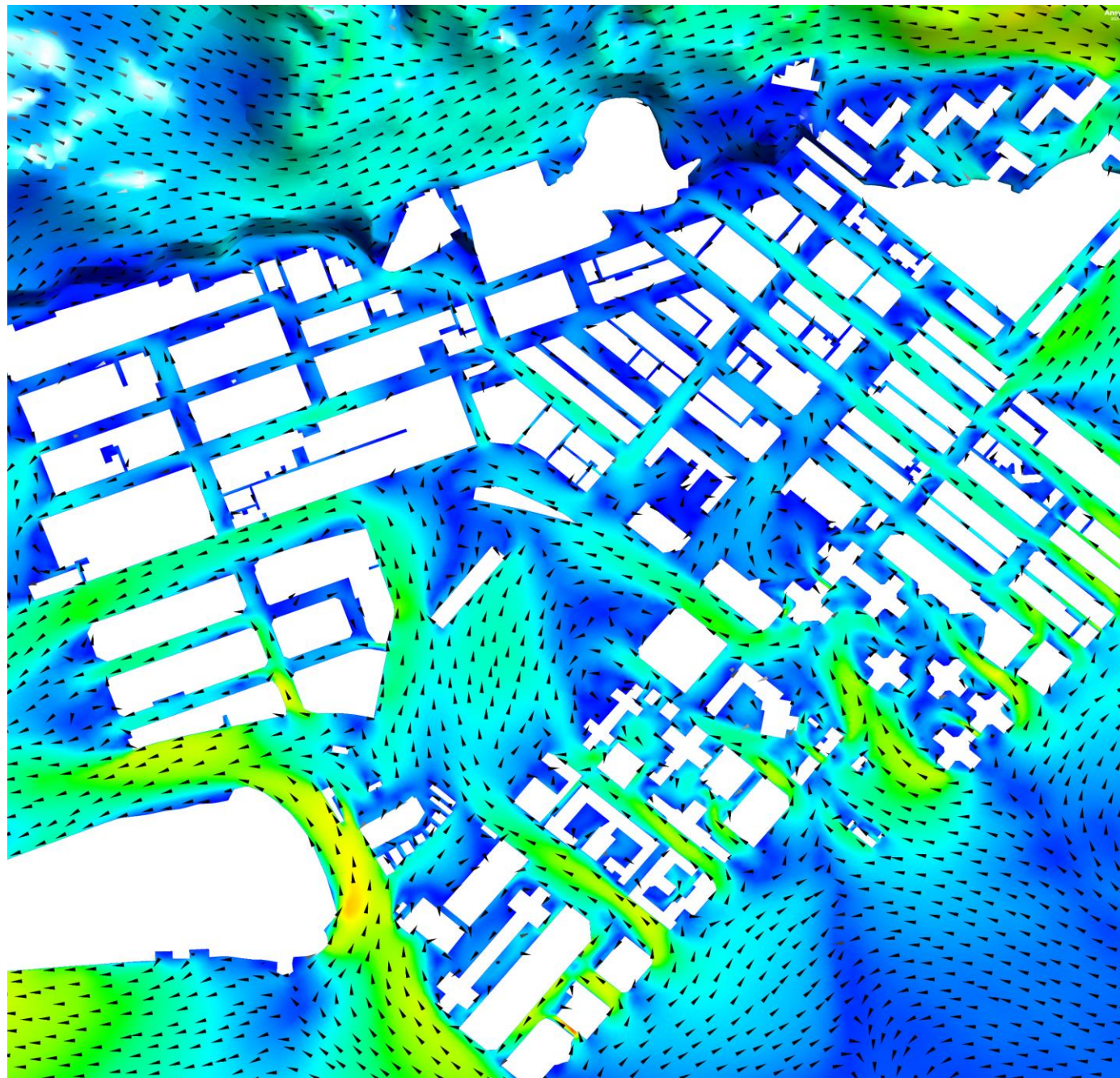
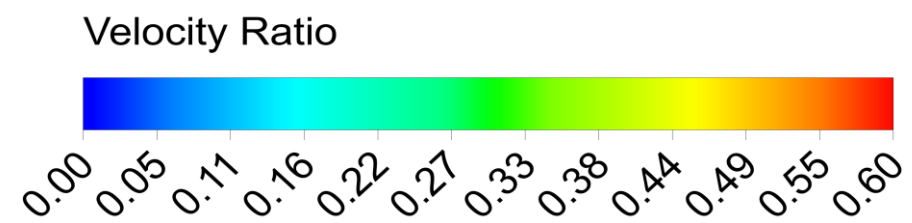


Proposed Scheme

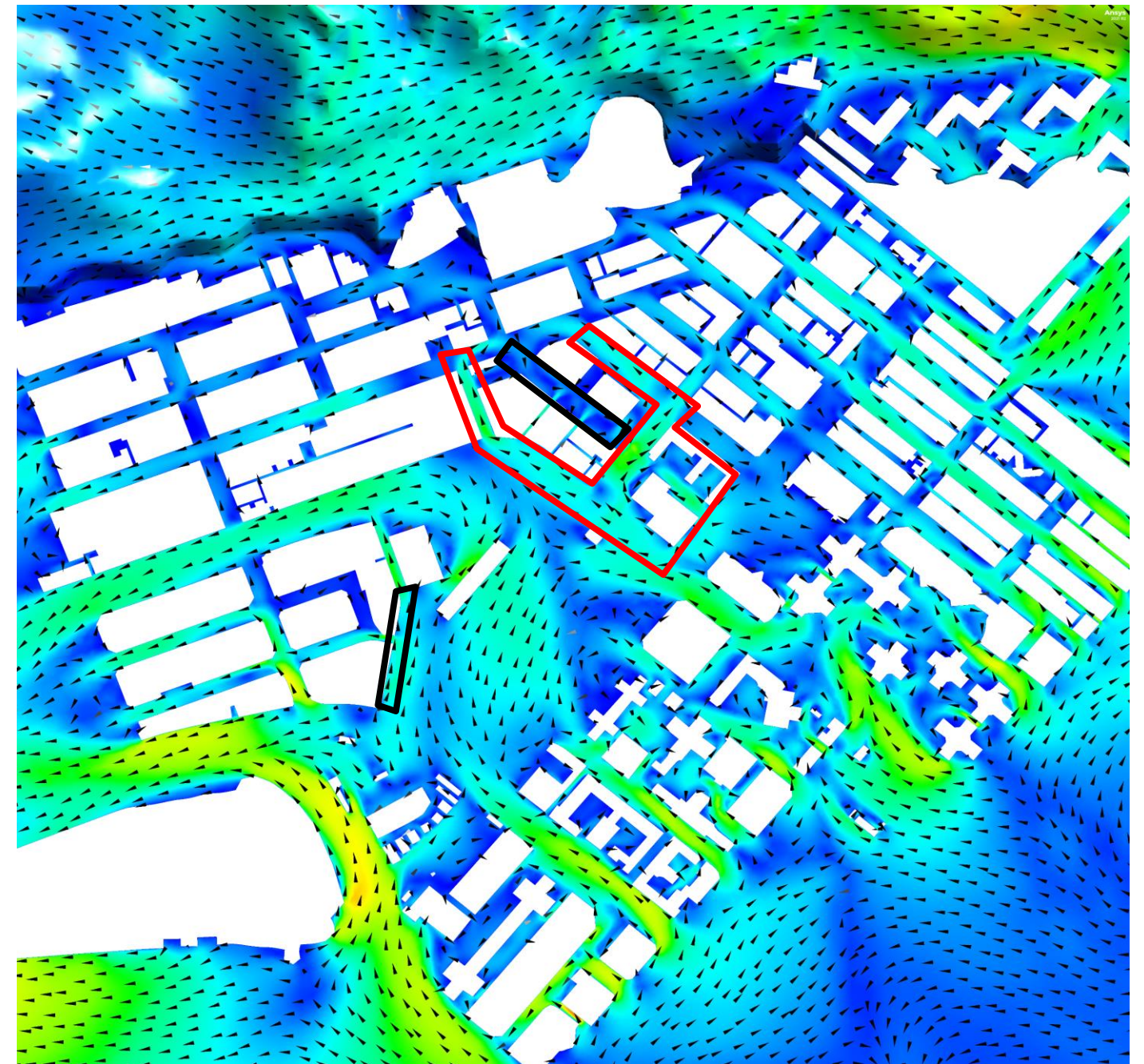
135 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

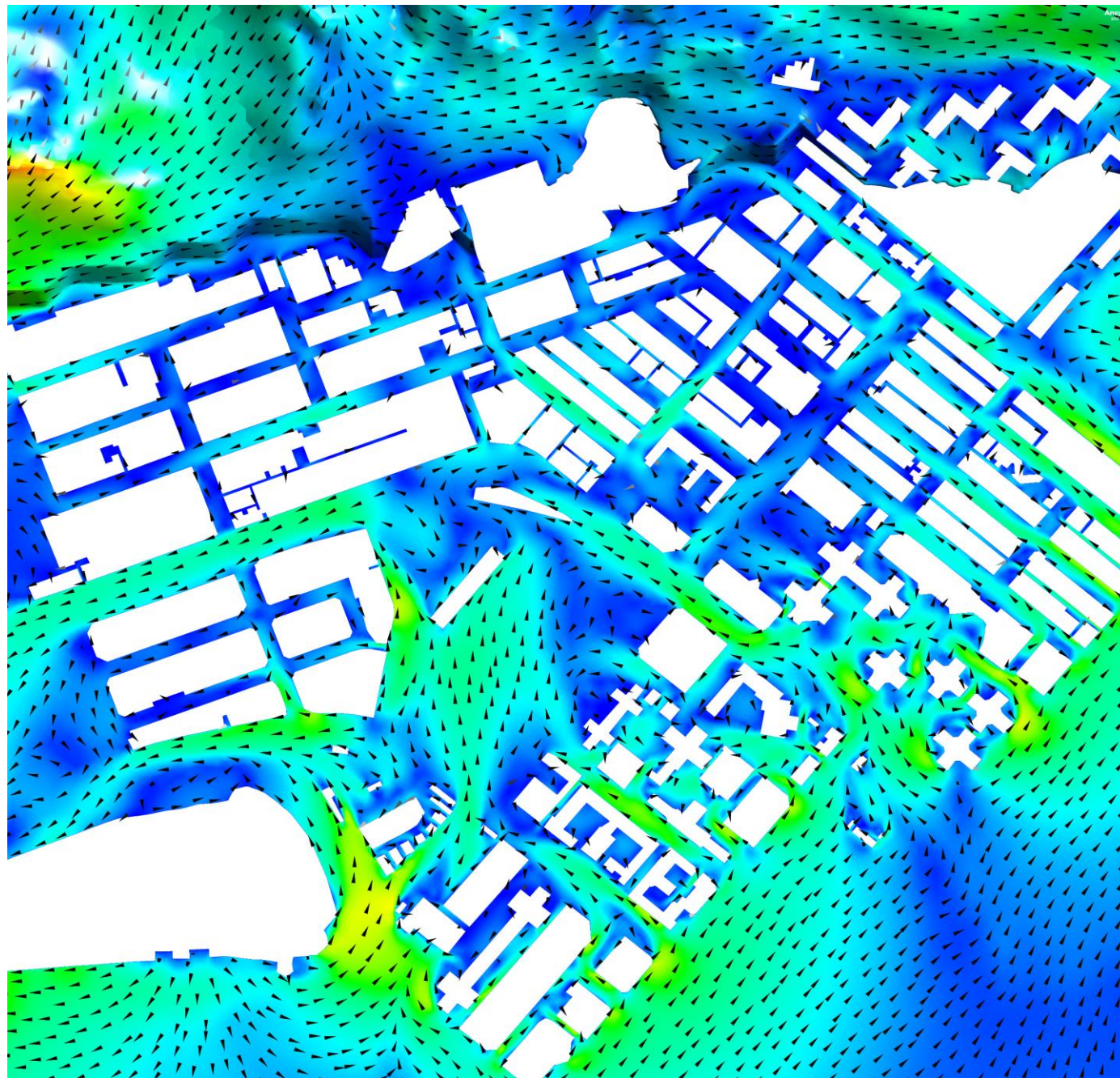
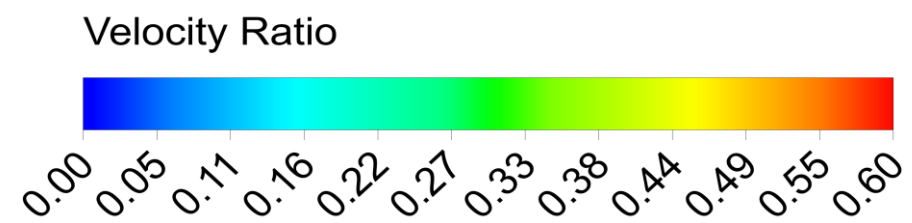


Proposed Scheme

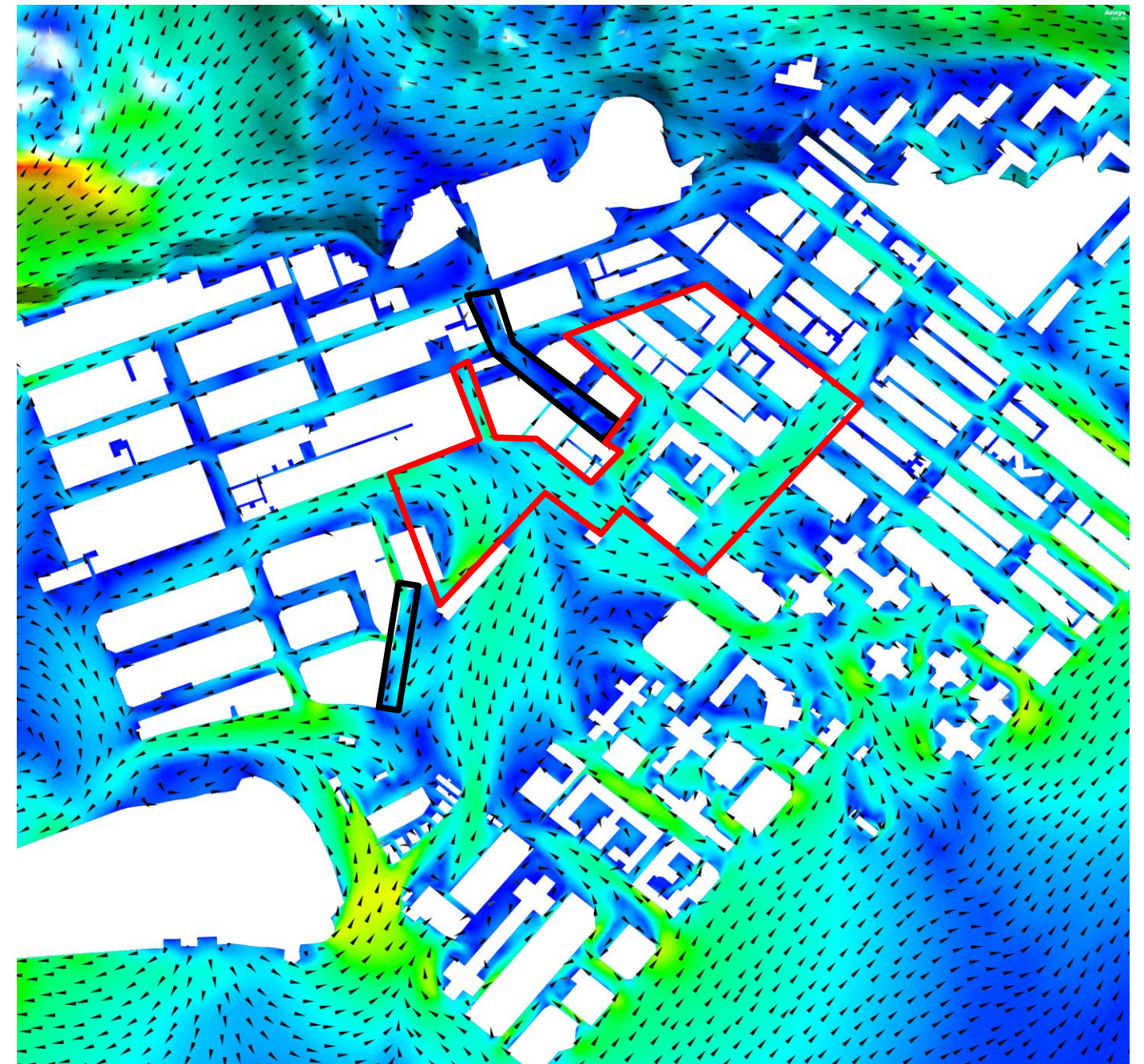
157.5 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

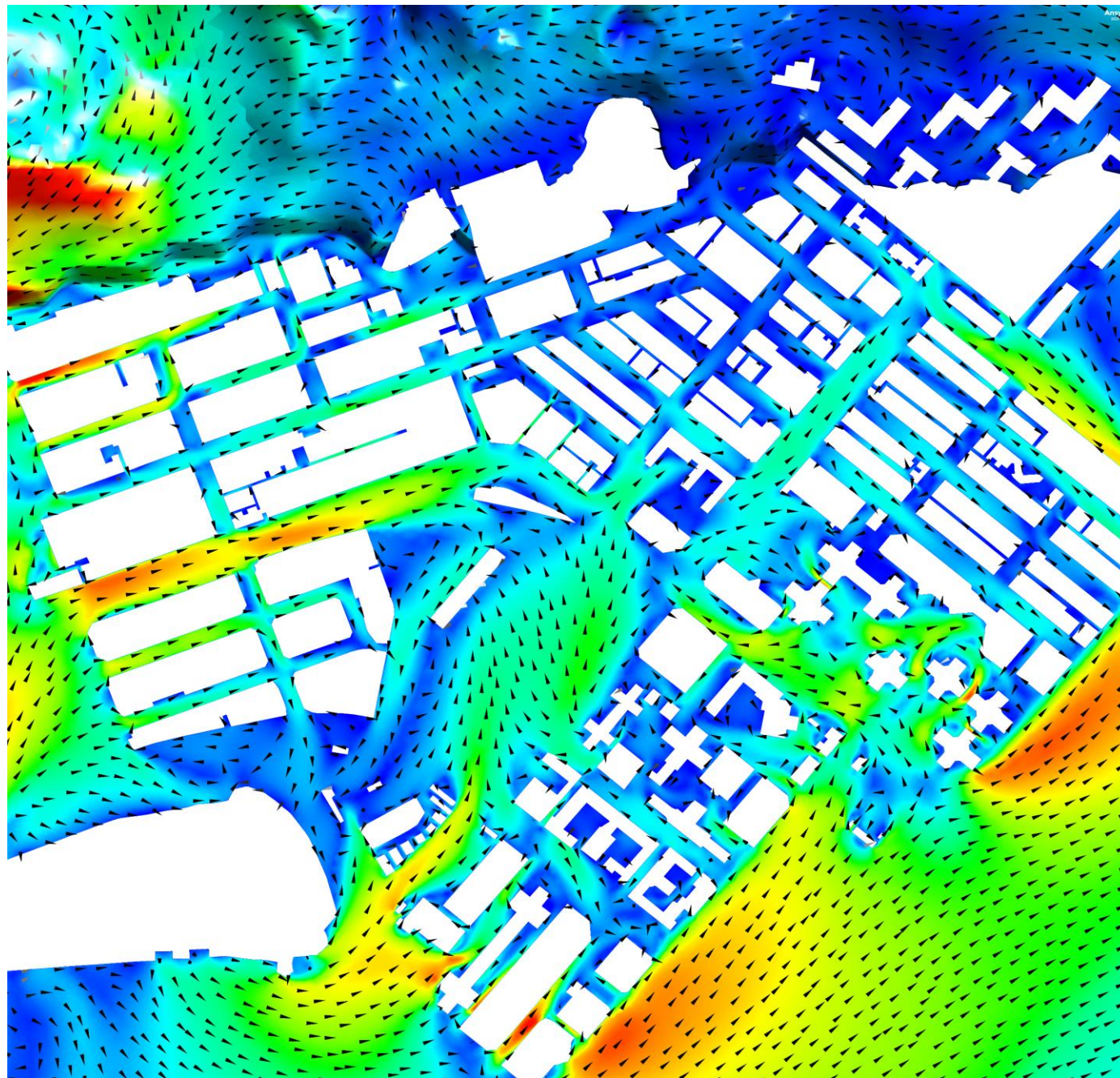
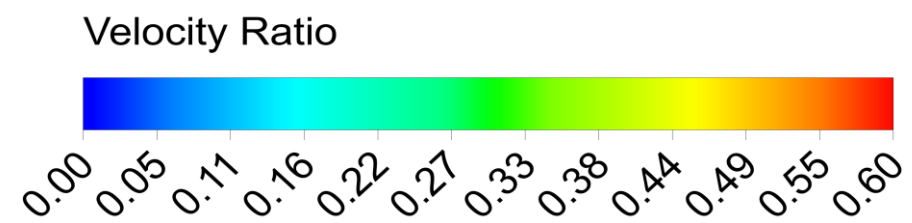


Proposed Scheme

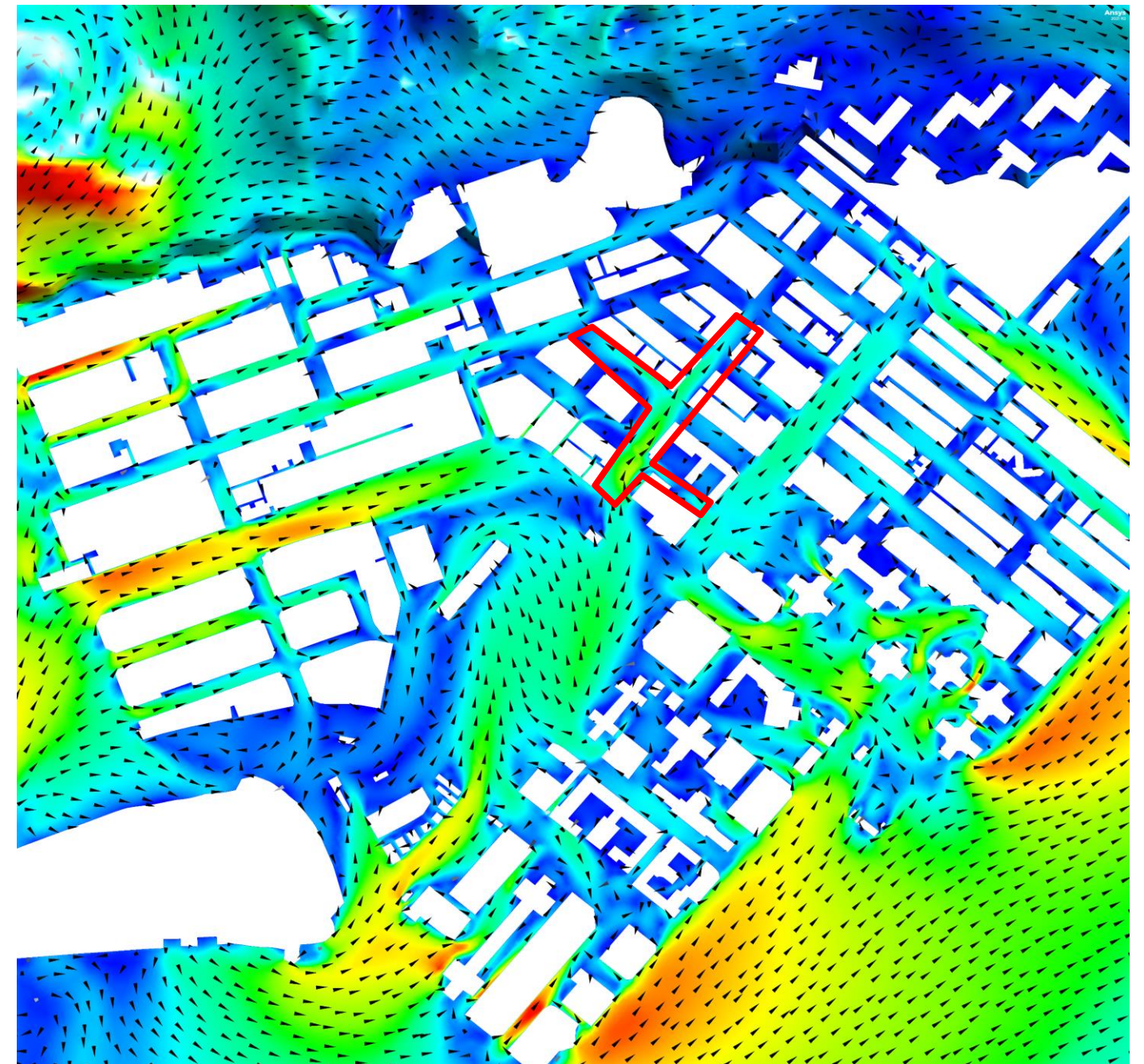
180 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

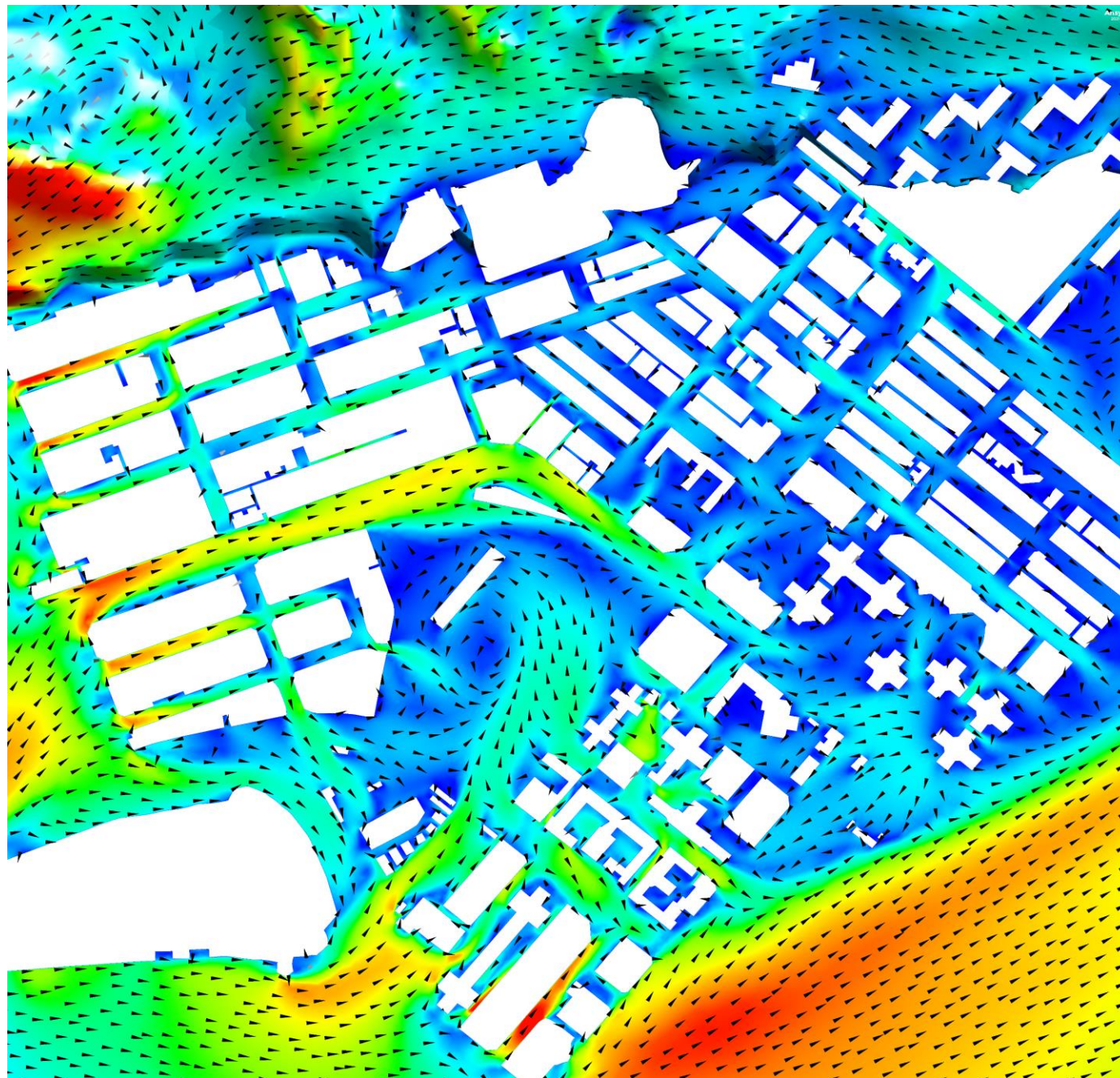
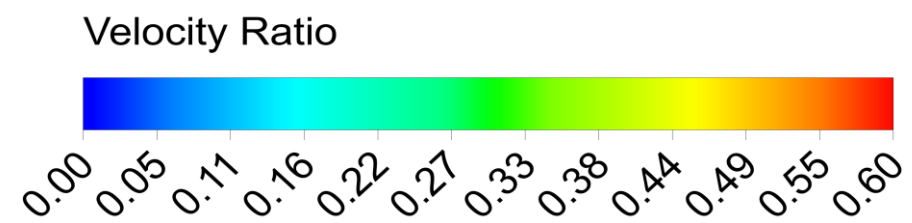


Proposed Scheme

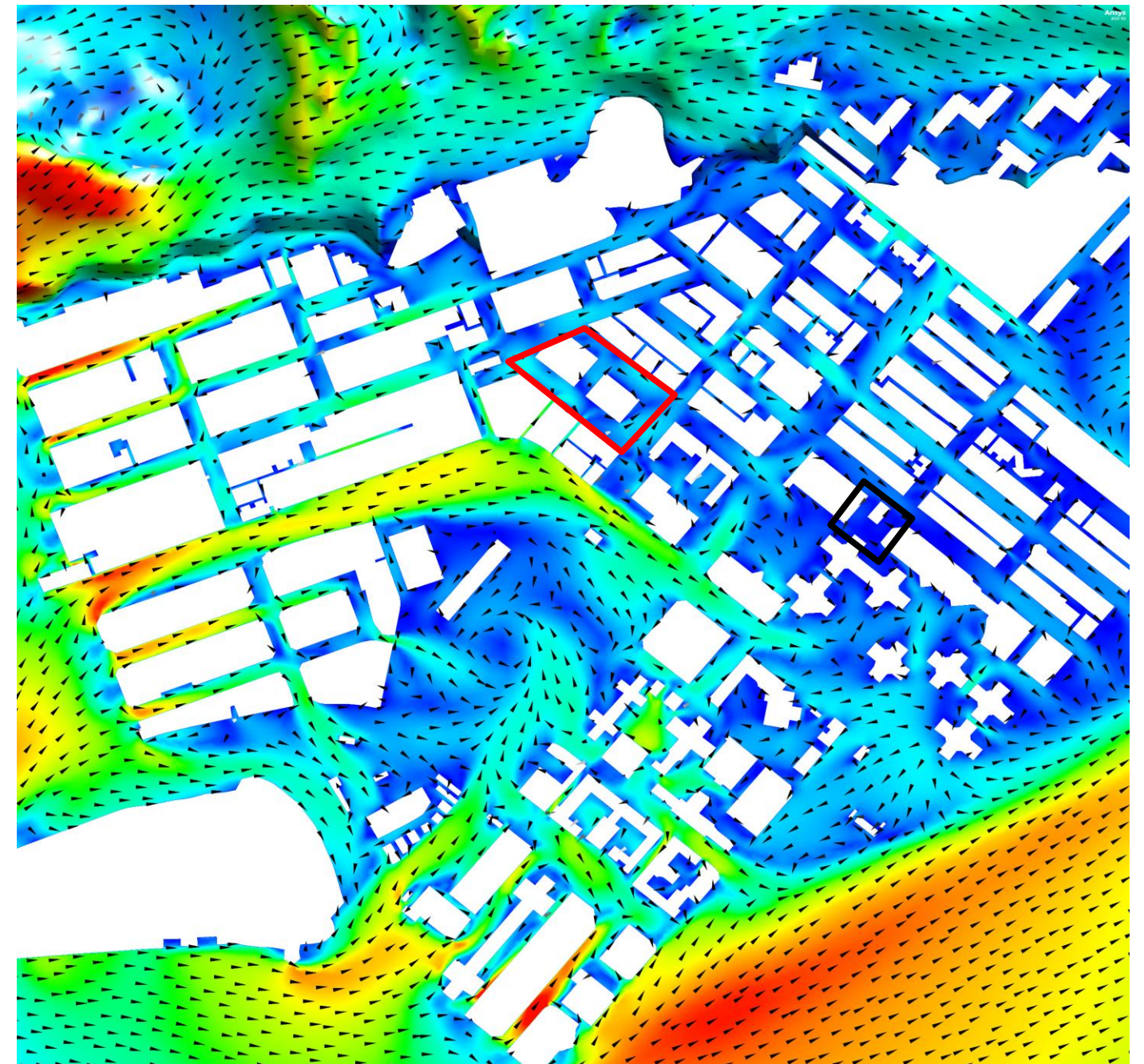
202.5 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme

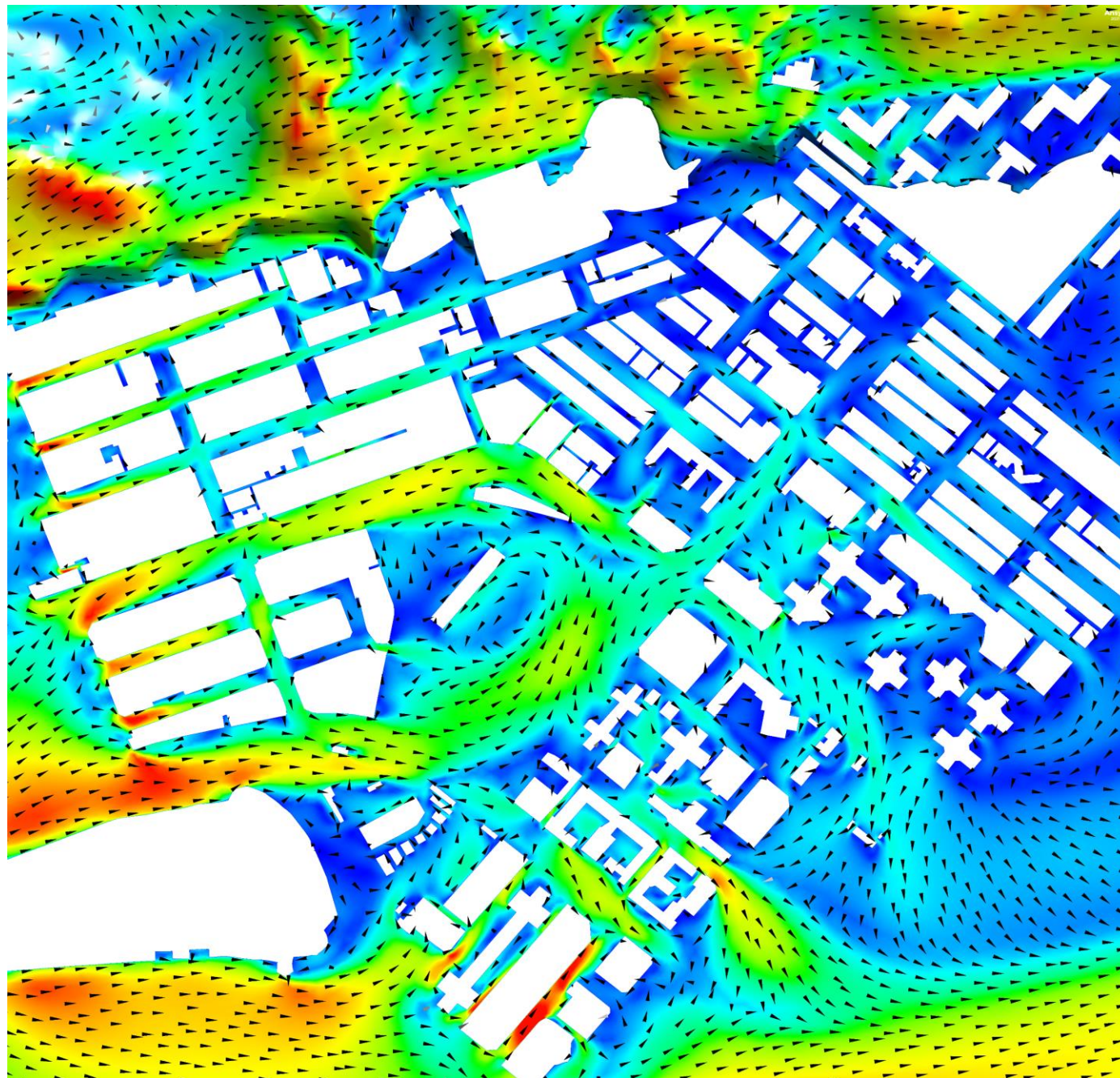
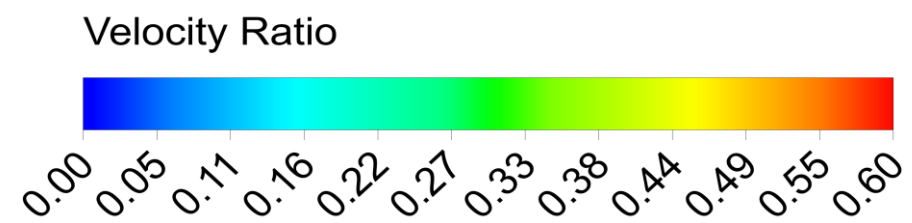


Proposed Scheme

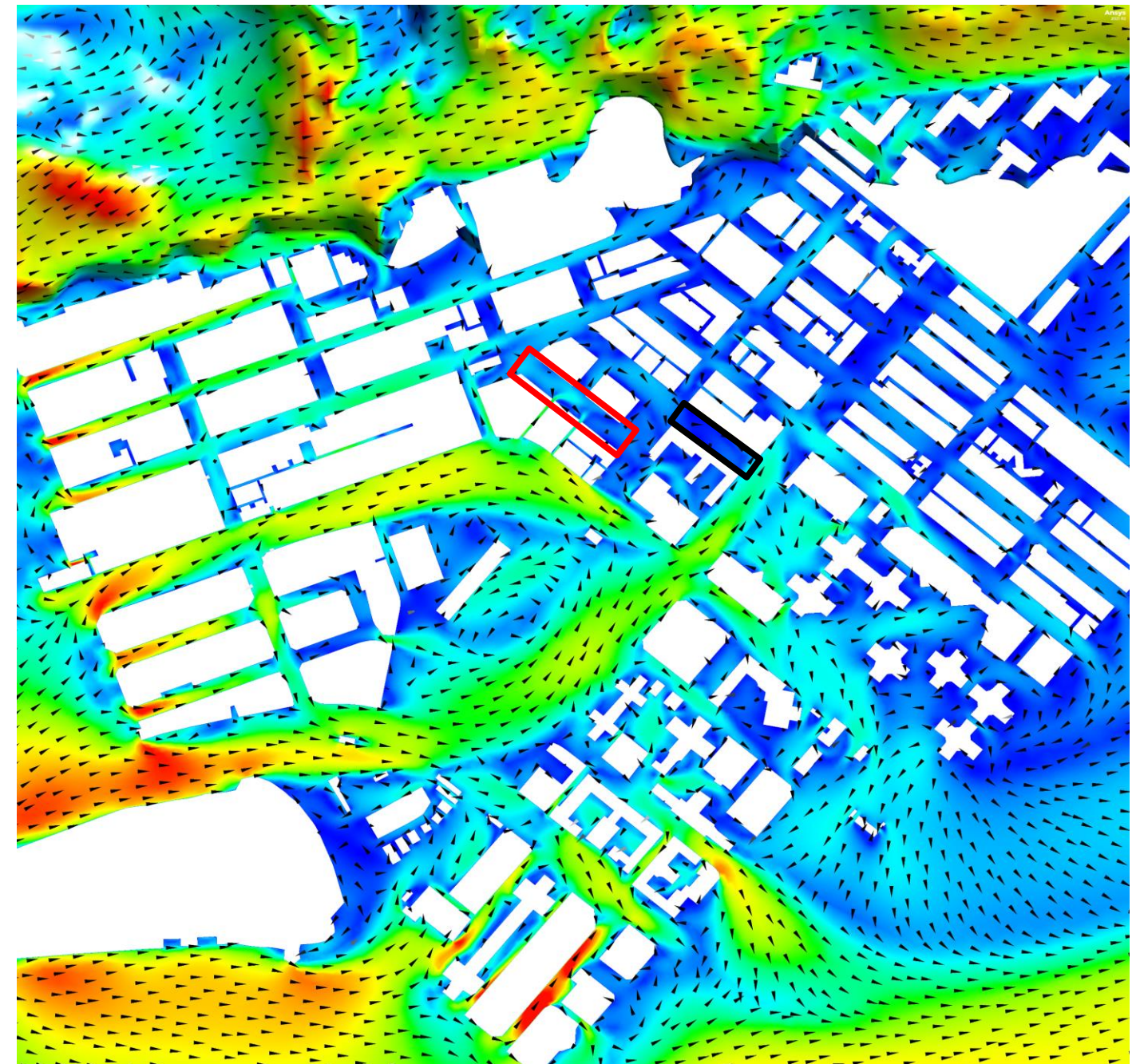
225 deg Wind Direction

VR Increased

VR Reduced



Baseline Scheme



Proposed Scheme

247.5 deg Wind Direction

VR Increased

VR Reduced

APPENDIX 4-1

Detailed Simulated Results

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
P001	833906.48	822110.14		0.08	0.14	0.14	0.15	0.09	0.06	0.09	0.06	0.05	0.12		0.11	0.09
P002	833900.24	822102.33		0.09	0.13	0.12	0.14	0.07	0.05	0.11	0.06	0.07	0.08		0.10	0.08
P003	833894.00	822094.52		0.08	0.11	0.09	0.11	0.06	0.04	0.11	0.08	0.07	0.10		0.09	0.08
P004	833890.92	822084.84		0.13	0.15	0.11	0.14	0.07	0.06	0.18	0.16	0.10	0.16		0.12	0.12
P005	833884.53	822077.14		0.17	0.16	0.09	0.14	0.06	0.06	0.15	0.16	0.12	0.20		0.12	0.13
P006	833874.36	822071.19		0.13	0.12	0.03	0.10	0.05	0.05	0.05	0.10	0.19	0.25		0.09	0.11
P007	833864.49	822068.98		0.08	0.10	0.03	0.06	0.06	0.10	0.16	0.06	0.28	0.27		0.08	0.14
P008	833854.52	822072.47		0.03	0.06	0.03	0.04	0.04	0.13	0.22	0.04	0.30	0.25		0.08	0.14
P009	833846.90	822078.91		0.02	0.03	0.03	0.05	0.03	0.11	0.20	0.07	0.28	0.24		0.07	0.14
P010	833839.86	822084.83		0.01	0.02	0.02	0.06	0.04	0.11	0.20	0.06	0.28	0.25		0.07	0.14
P011	833831.48	822091.12		0.02	0.03	0.02	0.05	0.03	0.12	0.19	0.11	0.29	0.28		0.07	0.15
P012	833823.50	822098.43		0.03	0.04	0.02	0.05	0.02	0.12	0.18	0.19	0.30	0.28		0.08	0.16
P013	833819.20	822105.01		0.05	0.08	0.02	0.05	0.03	0.10	0.14	0.24	0.26	0.25		0.09	0.16
P014	833813.78	822113.32		0.03	0.08	0.01	0.05	0.04	0.07	0.09	0.23	0.28	0.29		0.08	0.15
P015	833806.08	822119.70		0.02	0.08	0.02	0.05	0.04	0.05	0.07	0.20	0.26	0.29		0.07	0.14
P016	833799.61	822125.07		0.02	0.07	0.04	0.06	0.05	0.04	0.05	0.21	0.26	0.27		0.08	0.14
P017	833806.02	822132.74		0.02	0.06	0.03	0.06	0.08	0.04	0.03	0.25	0.06	0.04		0.06	0.08
P018	833812.47	822140.39		0.03	0.05	0.03	0.05	0.11	0.09	0.05	0.24	0.05	0.04		0.07	0.09
P019	833818.91	822148.04		0.02	0.06	0.04	0.03	0.12	0.13	0.05	0.23	0.06	0.07		0.07	0.09
P020	833825.35	822155.68		0.05	0.08	0.05	0.01	0.13	0.15	0.05	0.21	0.06	0.11		0.08	0.10
P021	833831.80	822163.33		0.10	0.10	0.08	0.03	0.12	0.16	0.12	0.19	0.06	0.13		0.09	0.11
P022	833836.66	822168.33		0.10	0.09	0.09	0.03	0.10	0.15	0.17	0.21	0.05	0.13		0.10	0.11
P023	833844.35	822161.93		0.10	0.04	0.07	0.01	0.07	0.07	0.13	0.11	0.06	0.03		0.07	0.07
P024	833852.03	822155.53		0.08	0.03	0.05	0.04	0.09	0.09	0.08	0.21	0.11	0.06		0.07	0.10
P025	833859.71	822149.12		0.08	0.04	0.06	0.05	0.07	0.06	0.09	0.15	0.07	0.12		0.07	0.09
P026	833867.39	822142.72		0.07	0.04	0.07	0.05	0.06	0.04	0.08	0.04	0.03	0.06		0.06	0.05
P027	833875.07	822136.32		0.06	0.05	0.05	0.05	0.05	0.02	0.05	0.02	0.05	0.08		0.05	0.04
P028	833882.75	822129.92		0.06	0.06	0.04	0.06	0.05	0.02	0.04	0.01	0.06	0.09		0.05	0.05
P029	833890.44	822123.51		0.05	0.05	0.05	0.06	0.05	0.02	0.05	0.03	0.05	0.08		0.05	0.05
P030	833898.12	822117.11		0.03	0.04	0.03	0.04	0.04	0.02	0.05	0.03	0.06	0.06		0.04	0.04
P031	833851.44	822040.71		0.15	0.12	0.07	0.13	0.20	0.21	0.18	0.06	0.13	0.22		0.12	0.14
P032	833846.06	822032.53		0.17	0.11	0.06	0.13	0.14	0.14	0.09	0.08	0.10	0.23		0.11	0.11
P033	833840.32	822041.06		0.13	0.12	0.06	0.11	0.18	0.18	0.13	0.11	0.10	0.21		0.11	0.13
P034	833832.12	822046.78		0.09	0.11	0.07	0.10	0.18	0.18	0.14	0.18	0.10	0.19		0.11	0.14
P035	833823.92	822052.51		0.05	0.10	0.07	0.09	0.16	0.18	0.15	0.22	0.08	0.16		0.11	0.14
P036	833815.73	822058.23		0.03	0.09	0.07	0.09	0.14	0.18	0.15	0.23	0.08	0.13		0.10	0.13
P037	833806.62	822062.36		0.03	0.08	0.06	0.09	0.11	0.18	0.15	0.23	0.06	0.11		0.09	0.12
P038	833797.51	822066.50		0.04	0.08	0.05	0.09	0.08	0.17	0.14	0.22	0.05	0.10		0.09	0.11
P039	833788.41	822070.63		0.04	0.08	0.05	0.09	0.07	0.17	0.13	0.21	0.04	0.12		0.08	0.11
P040	833779.30	822074.76		0.04	0.09	0.05	0.09	0.07	0.16	0.10	0.18	0.03	0.13		0.08	0.10
P041	833770.19	822078.90		0.04	0.09	0.05	0.09	0.06	0.15	0.07	0.15	0.02	0.15		0.07	0.09
P042	833761.09	822083.03		0.04	0.08	0.06	0.09	0.05	0.13	0.04	0.12	0.02	0.16		0.07	0.08
P043	833750.74	822085.73		0.03	0.07	0.06	0.09	0.08	0.09	0.05	0.11	0.03	0.17		0.07	0.08
P044	833740.78	822086.56		0.03	0.06	0.07	0.09	0.13	0.06	0.08	0.10	0.03	0.17		0.07	0.08
P045	833730.81	822087.38		0.03	0.06	0.07	0.08	0.14	0.07	0.11	0.10	0.04	0.16		0.07	0.09
P046	833720.85	822088.21		0.04	0.05	0.07	0.08	0.10	0.11	0.14	0.10	0.05	0.15		0.07	0.09
P047	833710.88	822089.03		0.05	0.05	0.06	0.07	0.06	0.06	0.09	0.12	0.05	0.14		0.06	0.08
P048	833700.91	822089.86		0.11	0.05	0.06	0.06	0.07	0.04	0.05	0.12	0.06	0.11		0.07	0.07
P049	833690.95	822090.68		0.15	0.05	0.14	0.05	0.05	0.05	0.06	0.12	0.05	0.11		0.09	0.08
P050	833684.22	822083.21		0.16	0.06	0.19	0.03	0.04	0.06	0.07	0.17	0.08	0.16		0.11	0.10
P051	833677.77	822075.56		0.16	0.07	0.20	0.02	0.04	0.06	0.08	0.18	0.07	0.10		0.11	0.10
P052	833671.33	822067.91		0.16	0.08	0.21	0.01	0.04	0.07	0.09	0.19	0.07	0.06		0.12	0.10
P053	833664.89	822060.26		0.16	0.08	0.22	0.02	0.03	0.07	0.09	0.20	0.07	0.04		0.12	0.10
P054	833658.45	822052.62		0.15	0.08	0.22	0.03	0.04	0.06	0.10	0.20	0.06	0.03		0.12	0.10
P055	833652.00	822044.97		0.15	0.08	0.23	0.03	0.06	0.06	0.12	0.21	0.06	0.05		0.13	0.10
P056	833645.56	822037.32		0.14	0.08	0.23	0.04	0.06	0.06	0.13	0.20	0.05	0.06		0.13	0.11
P057	833639.12	822029.67		0.13	0.08	0.23	0.05	0.06	0.06	0.12	0.20	0.05	0.06		0.13	0.11
P058	833632.67	822022.03		0.12	0.08	0.23	0.10	0.09	0.05	0.10	0.19	0.05	0.06		0.13	0.11
P059	833626.22	822014.39		0.15	0.09	0.21	0.16	0.21	0.17	0.14	0.19	0.05	0.04		0.16	0.14
P060	833619.77	822006.74		0.22	0.09	0.19	0.20	0.28	0.26	0.30	0.19	0.05	0.03		0.19	0.18
P061	833611.41	822001.06		0.22	0.08	0.17	0.22	0.27	0.27	0.32	0.19	0.05	0.04		0.18	0.18
P062	833602.43	822002.93		0.18	0.07	0.12	0.25	0.27	0.29	0.35	0.17	0.04	0.03		0.17	0.18
P063	833604.44	822013.68		0.18	0.08	0.15	0.25	0.29	0.32	0.38	0.15	0.04	0.02		0.18	0.18
P064	833598.77	822022.34		0.17	0.07	0.12	0.24	0.28	0.33	0.39	0.11	0.03	0.04		0.17	0.17
P065	833595.43	822031.77		0.15	0.07	0.12	0.21	0.25	0.30	0.35	0.06	0.01	0.07		0.15	0.15
P066	833592.10	822041.20		0.12	0.08	0.14	0.20	0.23	0.28	0.32	0.02	0.01	0.09		0.14	0.14
P067	833588.77	822050.63		0.09	0.09	0.15	0.20	0.22	0.27	0.30	0.02	0.02	0.11		0.14	0.14
P068	833585.44	822060.05		0.13	0.09	0.17	0.19	0.22	0.26	0.27	0.05	0.04	0.12		0.15	0.15
P069	833582.11	822069.48		0.08	0.10	0.20	0.19	0.21	0.25	0.23	0.06	0.05	0.12		0.15	0.15
P070	833578.78	822078.91		0.07	0.12	0.23	0.19	0.21	0.24	0.19	0.07	0.06	0.11		0.16	0.15
P071	833575.53	822088.37		0.06	0.14	0.25	0.20	0.22	0.25	0.17	0.07	0.06	0.09		0.17	0.15
P072	833576.05	822098.37		0.11	0.15	0.25	0.21	0.24	0.25	0.15	0.14	0.13	0.14		0.19	0.18
P073	833581.96	822106.63		0.14	0.14	0.25	0.18	0.21	0.22	0.15	0.33	0.31	0.31		0.21	0.26
P074	833591.37	822110.01		0.13	0.12	0.24	0.15	0.19	0.19	0.13	0.31	0.31	0.32		0.20	0.24
P075	833600.78	822113.40		0.12	0.10	0.24	0.12	0.17	0.16	0.13	0.32	0.34	0.34		0.19	0.24
P076																

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
P097	833790.30	822092.06		0.03	0.08	0.02	0.06	0.02	0.17	0.18	0.16	0.18	0.22		0.08	0.13
P098	833798.07	822085.76		0.02	0.08	0.02	0.06	0.03	0.18	0.19	0.19	0.17	0.20		0.08	0.14
P099	833805.83	822079.45		0.02	0.06	0.04	0.06	0.05	0.19	0.20	0.21	0.15	0.16		0.08	0.14
P100	833813.59	822073.15		0.02	0.05	0.05	0.06	0.08	0.20	0.20	0.22	0.15	0.13		0.09	0.14
P101	833821.67	822067.40		0.02	0.06	0.06	0.07	0.11	0.21	0.20	0.21	0.14	0.10		0.10	0.14
P102	833828.02	822058.82		0.04	0.09	0.07	0.08	0.15	0.20	0.19	0.20	0.12	0.14		0.11	0.15
P103	833835.80	822052.54		0.08	0.10	0.07	0.09	0.18	0.21	0.19	0.16	0.12	0.17		0.11	0.15
P104	833843.58	822046.26		0.12	0.12	0.07	0.11	0.20	0.21	0.18	0.09	0.13	0.20		0.12	0.14
P105	833859.73	822218.10		0.08	0.08	0.11	0.10	0.12	0.16	0.23	0.13	0.13	0.13		0.11	0.14
P106	833853.32	822210.43		0.03	0.06	0.08	0.07	0.08	0.16	0.21	0.12	0.15	0.10		0.09	0.12
P107	833846.97	822202.70		0.04	0.04	0.08	0.07	0.09	0.16	0.19	0.13	0.15	0.11		0.09	0.13
P108	833840.62	822194.97		0.03	0.04	0.09	0.08	0.11	0.17	0.18	0.15	0.14	0.11		0.10	0.13
P109	833834.27	822187.25		0.03	0.03	0.05	0.05	0.10	0.16	0.11	0.13	0.12	0.10		0.07	0.11
P110	833827.92	822179.52		0.10	0.08	0.07	0.02	0.11	0.16	0.12	0.14	0.11	0.10		0.09	0.11
P111	833820.19	822185.86		0.10	0.08	0.11	0.06	0.11	0.14	0.18	0.14	0.03	0.08		0.10	0.10
P112	833812.46	822192.20		0.08	0.07	0.13	0.07	0.14	0.19	0.22	0.14	0.03	0.09		0.11	0.12
P113	833804.73	822198.54		0.06	0.04	0.14	0.09	0.15	0.22	0.23	0.13	0.03	0.10		0.11	0.12
P114	833796.99	822204.88		0.05	0.02	0.14	0.09	0.15	0.22	0.24	0.11	0.05	0.12		0.11	0.13
P115	833789.26	822211.22		0.04	0.03	0.14	0.10	0.14	0.22	0.24	0.08	0.07	0.14		0.11	0.13
P116	833781.53	822217.57		0.03	0.04	0.15	0.10	0.14	0.22	0.24	0.10	0.06	0.13		0.11	0.13
P117	833773.79	822223.91		0.03	0.05	0.15	0.09	0.15	0.22	0.24	0.10	0.12	0.15		0.12	0.14
P118	833766.06	822230.25		0.02	0.06	0.15	0.09	0.14	0.21	0.25	0.07	0.13	0.14		0.12	0.14
P119	833758.33	822236.59		0.02	0.07	0.16	0.09	0.13	0.22	0.25	0.09	0.13	0.13		0.12	0.14
P120	833750.60	822242.93		0.02	0.08	0.16	0.10	0.14	0.22	0.25	0.10	0.07	0.08		0.12	0.13
P121	833742.86	822249.27		0.03	0.09	0.16	0.10	0.14	0.22	0.25	0.07	0.08	0.09		0.12	0.13
P122	833735.13	822255.61		0.04	0.09	0.15	0.08	0.12	0.21	0.24	0.07	0.08	0.10		0.12	0.12
P123	833727.40	822261.95		0.04	0.09	0.14	0.06	0.11	0.20	0.23	0.07	0.07	0.09		0.11	0.11
P124	833719.66	822268.29		0.04	0.09	0.12	0.05	0.09	0.18	0.21	0.06	0.04	0.07		0.09	0.10
P125	833711.93	822274.63		0.06	0.07	0.09	0.04	0.07	0.16	0.18	0.03	0.07	0.04		0.08	0.08
P126	833704.20	822280.97		0.06	0.03	0.12	0.06	0.09	0.13	0.14	0.10	0.08	0.10		0.09	0.10
P127	833712.40	822286.84		0.05	0.03	0.12	0.06	0.10	0.06	0.05	0.12	0.03	0.14		0.07	0.08
P128	833721.80	822290.25		0.04	0.01	0.10	0.04	0.10	0.04	0.07	0.12	0.02	0.14		0.06	0.08
P129	833731.20	822293.66		0.05	0.03	0.09	0.03	0.09	0.02	0.08	0.12	0.04	0.14		0.06	0.07
P130	833740.60	822297.07		0.05	0.04	0.09	0.02	0.09	0.03	0.06	0.07	0.03	0.12		0.06	0.06
P131	833750.00	822300.48		0.06	0.07	0.08	0.02	0.08	0.02	0.07	0.06	0.04	0.11		0.06	0.06
P132	833759.40	822303.89		0.09	0.09	0.06	0.06	0.08	0.05	0.06	0.04	0.08	0.09		0.07	0.06
P133	833768.34	822299.96		0.06	0.06	0.02	0.07	0.08	0.09	0.06	0.06	0.07	0.04		0.05	0.06
P134	833776.02	822293.62		0.05	0.04	0.01	0.03	0.08	0.09	0.09	0.09	0.08	0.07		0.05	0.07
P135	833783.71	822287.22		0.07	0.06	0.01	0.01	0.09	0.08	0.11	0.10	0.08	0.09		0.05	0.07
P136	833791.40	822280.83		0.09	0.08	0.01	0.02	0.10	0.06	0.12	0.10	0.07	0.10		0.06	0.07
P137	833799.09	822274.43		0.10	0.08	0.02	0.01	0.10	0.05	0.13	0.09	0.06	0.11		0.06	0.07
P138	833806.78	822268.04		0.11	0.08	0.04	0.01	0.09	0.03	0.13	0.08	0.06	0.11		0.06	0.07
P139	833814.46	822261.64		0.11	0.08	0.05	0.02	0.09	0.02	0.11	0.06	0.05	0.11		0.06	0.06
P140	833822.15	822255.25		0.11	0.07	0.06	0.02	0.08	0.01	0.07	0.04	0.04	0.11		0.06	0.05
P141	833829.84	822248.85		0.11	0.07	0.05	0.02	0.06	0.02	0.05	0.01	0.04	0.13		0.05	0.04
P142	833837.53	822242.46		0.11	0.06	0.03	0.02	0.04	0.03	0.06	0.04	0.03	0.14		0.04	0.04
P143	833845.22	822236.06		0.11	0.06	0.03	0.02	0.04	0.04	0.05	0.05	0.03	0.16		0.04	0.05
P144	833852.90	822229.67		0.11	0.05	0.05	0.05	0.07	0.04	0.05	0.05	0.03	0.17		0.05	0.06
O001	833688.64	821827.88		0.18	0.22	0.23	0.20	0.29	0.16	0.12	0.25	0.21	0.18		0.21	0.21
O002	833704.79	821846.97		0.16	0.05	0.03	0.07	0.10	0.11	0.06	0.17	0.20	0.04		0.09	0.11
O003	833720.93	821866.06		0.15	0.05	0.06	0.07	0.12	0.09	0.07	0.14	0.16	0.08		0.09	0.11
O004	833737.08	821885.14		0.12	0.04	0.10	0.05	0.12	0.09	0.09	0.20	0.16	0.13		0.10	0.13
O005	833753.23	821904.23		0.14	0.03	0.11	0.05	0.12	0.16	0.16	0.26	0.22	0.19		0.12	0.17
O006	833769.37	821923.32		0.15	0.03	0.13	0.08	0.10	0.10	0.09	0.30	0.25	0.26		0.13	0.18
O007	833785.52	821942.41		0.15	0.03	0.09	0.06	0.05	0.06	0.06	0.30	0.21	0.30		0.10	0.16
O008	833801.66	821961.49		0.14	0.03	0.05	0.07	0.05	0.09	0.12	0.26	0.13	0.27		0.09	0.14
O009	833817.81	821980.58		0.19	0.02	0.12	0.08	0.04	0.12	0.08	0.24	0.11	0.23		0.10	0.13
O010	833833.95	821999.67		0.20	0.03	0.13	0.11	0.06	0.05	0.05	0.17	0.07	0.23		0.10	0.11
O011	833850.10	822018.75		0.20	0.08	0.05	0.15	0.04	0.04	0.04	0.10	0.08	0.23		0.09	0.09
O012	833866.40	822037.71		0.15	0.11	0.10	0.15	0.24	0.26	0.25	0.16	0.15	0.23		0.15	0.18
O013	833882.70	822056.66		0.16	0.14	0.06	0.13	0.09	0.09	0.17	0.11	0.21	0.22		0.12	0.14
O014	833907.00	822070.77		0.18	0.14	0.10	0.13	0.10	0.09	0.08	0.17	0.15	0.22		0.13	0.13
O015	833923.30	822089.72		0.13	0.15	0.12	0.14	0.10	0.09	0.07	0.16	0.16	0.22		0.13	0.14
O016	833939.61	822108.68		0.08	0.14	0.12	0.14	0.10	0.10	0.07	0.17	0.10	0.20		0.12	0.12
O017	833955.91	822127.63		0.09	0.09	0.11	0.10	0.11	0.11	0.07	0.19	0.08	0.18		0.11	0.12
O018	833972.19	822146.60		0.10	0.09	0.15	0.12	0.12	0.12	0.09	0.19	0.08	0.20		0.12	0.13
O019	833988.31	822165.71		0.08	0.08	0.15	0.10	0.09	0.08	0.09	0.22	0.09	0.14		0.12	0.12
O020	834004.42	822184.83		0.14	0.18	0.17	0.12	0.02	0.07	0.08	0.22	0.09	0.13		0.14	0.12
O021	833894.10	822079.37		0.17	0.17	0.12	0.15	0.10	0.08	0.16	0.17	0.13	0.21		0.14	0.14
O022	833910.40	822098.32		0.11	0.16	0.14	0.16	0.11	0.08	0.14	0.13	0.10	0.17		0.13	0.13
O023	833926.70	822117.28		0.09	0.14	0.13	0.14	0.11	0.09	0.12	0.13	0.06	0.20		0.12	0.11
O024	833943.00	822136.23		0.12	0.10	0.08	0.09	0.10	0.10	0.12	0.18	0.07	0.18		0.10	0.11
O025	833959.29	822155.20		0.12	0.14	0.21	0.16	0.14	0.13	0.11	0.21	0.11	0.19		0.16	0.16
O026	833975.40	822174.31		0.10	0.10	0.10	0.07	0.09	0.08	0.07	0.23	0.08	0.20		0.10	0.12
O027	833991.52	822193.42		0.11	0.15	0.10	0.08	0.04	0.07	0.06	0.23	0.06	0.18		0.11	0.11

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O049	833500.99	821903.86		0.20	0.22	0.14	0.25	0.27	0.30	0.31	0.14	0.29	0.27		0.22	0.24
O050	833492.37	821927.33		0.24	0.26	0.21	0.27	0.34	0.41	0.23	0.17	0.30	0.25		0.26	0.27
O051	833483.75	821950.80		0.14	0.16	0.16	0.21	0.25	0.28	0.15	0.14	0.18	0.21		0.18	0.19
O052	833475.14	821974.27		0.07	0.12	0.08	0.20	0.26	0.24	0.10	0.22	0.18	0.26		0.15	0.19
O053	833466.52	821997.74		0.07	0.10	0.03	0.19	0.22	0.20	0.07	0.24	0.24	0.38		0.13	0.20
O054	833457.93	822021.22		0.23	0.11	0.06	0.15	0.13	0.11	0.07	0.13	0.09	0.33		0.11	0.13
O055	833449.35	822044.69		0.21	0.09	0.03	0.12	0.09	0.09	0.08	0.12	0.11	0.21		0.09	0.11
O056	833440.76	822068.17		0.30	0.14	0.17	0.15	0.21	0.15	0.19	0.44	0.30	0.17		0.21	0.24
O057	833432.17	822091.65		0.25	0.16	0.19	0.20	0.28	0.25	0.21	0.33	0.36	0.33		0.23	0.28
O058	833423.59	822115.13		0.10	0.04	0.08	0.07	0.10	0.06	0.03	0.20	0.18	0.08		0.09	0.11
O059	833415.00	822138.61		0.15	0.07	0.13	0.12	0.18	0.13	0.01	0.17	0.18	0.16		0.13	0.14
O060	833406.41	822162.09		0.10	0.03	0.11	0.06	0.15	0.11	0.03	0.07	0.17	0.16		0.09	0.11
O061	833681.54	821817.30		0.19	0.31	0.31	0.32	0.28	0.19	0.16	0.26	0.19	0.22		0.27	0.24
O062	833662.17	821833.11		0.20	0.29	0.28	0.28	0.16	0.15	0.21	0.26	0.11	0.16		0.24	0.20
O063	833642.63	821848.71		0.21	0.26	0.25	0.24	0.07	0.10	0.13	0.10	0.06	0.23		0.19	0.14
O064	833622.52	821863.55		0.23	0.23	0.17	0.21	0.16	0.12	0.08	0.10	0.11	0.35		0.17	0.15
O065	833601.27	821876.72		0.25	0.21	0.11	0.19	0.21	0.17	0.11	0.04	0.12	0.37		0.15	0.15
O066	833577.88	821885.56		0.25	0.18	0.18	0.15	0.22	0.16	0.08	0.11	0.10	0.37		0.17	0.16
O067	833553.62	821891.61		0.19	0.15	0.09	0.18	0.11	0.04	0.19	0.02	0.07	0.35		0.12	0.12
O068	833528.63	821891.21		0.19	0.14	0.07	0.21	0.15	0.17	0.29	0.03	0.17	0.33		0.14	0.17
O069	833503.70	821889.31		0.18	0.17	0.16	0.18	0.18	0.21	0.30	0.12	0.24	0.27		0.18	0.21
O070	833809.89	821828.55		0.08	0.03	0.10	0.18	0.26	0.27	0.32	0.11	0.06	0.08		0.13	0.16
O071	833790.74	821844.62		0.13	0.02	0.10	0.15	0.17	0.17	0.21	0.08	0.10	0.04		0.11	0.12
O072	833771.59	821860.69		0.16	0.02	0.13	0.11	0.14	0.20	0.19	0.22	0.23	0.06		0.14	0.17
O073	833752.44	821876.76		0.12	0.03	0.12	0.07	0.06	0.08	0.09	0.24	0.19	0.04		0.11	0.13
O074	833921.77	821884.63		0.27	0.15	0.24	0.14	0.30	0.25	0.20	0.13	0.05	0.12		0.19	0.16
O075	833902.62	821900.70		0.04	0.06	0.10	0.16	0.33	0.18	0.05	0.03	0.15	0.19		0.12	0.14
O076	833883.47	821916.77		0.07	0.06	0.06	0.11	0.15	0.07	0.13	0.14	0.15	0.18		0.09	0.13
O077	833864.32	821932.84		0.07	0.02	0.04	0.03	0.15	0.14	0.10	0.12	0.14	0.08		0.07	0.10
O078	833845.17	821948.91		0.10	0.07	0.13	0.04	0.12	0.19	0.18	0.09	0.22	0.11		0.11	0.14
O079	833826.02	821964.98		0.09	0.04	0.12	0.04	0.10	0.18	0.17	0.10	0.14	0.12		0.10	0.12
O080	833977.41	821941.96		0.10	0.09	0.05	0.03	0.04	0.07	0.12	0.27	0.12	0.16		0.08	0.12
O081	833958.94	821956.75		0.04	0.09	0.08	0.03	0.07	0.13	0.17	0.30	0.07	0.18		0.09	0.13
O082	833940.69	821974.35		0.17	0.16	0.12	0.07	0.16	0.25	0.27	0.37	0.11	0.18		0.16	0.20
O083	833922.85	821992.06		0.23	0.15	0.19	0.10	0.26	0.31	0.32	0.35	0.10	0.13		0.20	0.22
O084	833904.56	822007.36		0.17	0.11	0.17	0.10	0.27	0.31	0.32	0.33	0.14	0.10		0.18	0.21
O085	833885.34	822024.21		0.09	0.05	0.14	0.12	0.26	0.29	0.30	0.28	0.17	0.21		0.16	0.22
O086	833989.52	821957.37		0.15	0.18	0.12	0.04	0.10	0.07	0.14	0.32	0.07	0.16		0.13	0.14
O087	833970.62	821972.70		0.15	0.19	0.18	0.06	0.15	0.19	0.23	0.36	0.17	0.19		0.17	0.20
O088	833951.96	821988.58		0.22	0.13	0.20	0.10	0.25	0.29	0.31	0.36	0.16	0.20		0.20	0.23
O089	833932.78	822004.73		0.21	0.04	0.14	0.12	0.23	0.23	0.20	0.12	0.16	0.25		0.14	0.17
O090	833915.11	822020.59		0.17	0.03	0.12	0.11	0.23	0.24	0.22	0.13	0.19	0.26		0.14	0.18
O091	833895.99	822036.28		0.07	0.02	0.07	0.06	0.21	0.24	0.26	0.19	0.21	0.18		0.11	0.18
O092	833853.32	822049.51		0.13	0.12	0.06	0.11	0.20	0.24	0.23	0.08	0.17	0.20		0.12	0.15
O093	833833.90	822065.25		0.03	0.07	0.06	0.06	0.12	0.21	0.22	0.18	0.18	0.13		0.10	0.15
O094	833814.39	822080.88		0.02	0.04	0.04	0.05	0.05	0.19	0.21	0.21	0.21	0.19		0.09	0.16
O095	833795.09	822096.77		0.03	0.08	0.02	0.05	0.01	0.16	0.20	0.16	0.26	0.29		0.08	0.16
O096	833775.85	822112.73		0.03	0.04	0.03	0.05	0.01	0.13	0.17	0.07	0.30	0.35		0.07	0.15
O097	833754.94	822126.43		0.04	0.02	0.02	0.08	0.04	0.15	0.17	0.11	0.29	0.33		0.08	0.16
O098	833732.40	822140.31		0.04	0.03	0.07	0.07	0.05	0.14	0.13	0.08	0.28	0.31		0.08	0.15
O099	833704.92	822150.52		0.09	0.02	0.05	0.04	0.04	0.14	0.05	0.10	0.31	0.32		0.08	0.14
O100	833863.35	822062.10		0.11	0.12	0.02	0.09	0.10	0.15	0.20	0.07	0.26	0.24		0.10	0.15
O101	833844.65	822078.70		0.01	0.03	0.02	0.05	0.02	0.13	0.21	0.08	0.29	0.23		0.07	0.14
O102	833825.21	822094.42		0.01	0.03	0.02	0.05	0.01	0.13	0.20	0.16	0.31	0.29		0.07	0.16
O103	833805.84	822110.23		0.02	0.08	0.01	0.05	0.03	0.10	0.15	0.18	0.33	0.34		0.08	0.17
O104	833785.64	822124.96		0.03	0.05	0.06	0.07	0.04	0.12	0.09	0.19	0.40	0.41		0.10	0.19
O105	833766.05	822140.48		0.08	0.02	0.06	0.04	0.06	0.10	0.04	0.20	0.42	0.42		0.10	0.19
O106	833746.17	822155.62		0.06	0.05	0.05	0.03	0.08	0.07	0.08	0.17	0.39	0.38		0.09	0.18
O107	833723.15	822168.33		0.07	0.05	0.04	0.02	0.07	0.10	0.10	0.15	0.32	0.29		0.08	0.15
O108	833700.02	822176.18		0.04	0.05	0.09	0.02	0.05	0.09	0.13	0.17	0.34	0.27		0.09	0.16
O109	833684.50	822152.29		0.11	0.03	0.04	0.02	0.03	0.10	0.08	0.24	0.41	0.38		0.09	0.19
O110	833664.88	822149.89		0.07	0.06	0.15	0.04	0.05	0.08	0.08	0.28	0.41	0.38		0.13	0.21
O111	833641.28	822141.66		0.07	0.06	0.17	0.06	0.10	0.03	0.07	0.33	0.43	0.42		0.14	0.23
O112	833617.67	822133.44		0.11	0.07	0.19	0.06	0.11	0.08	0.07	0.38	0.44	0.44		0.16	0.25
O113	833594.06	822125.22		0.15	0.09	0.22	0.09	0.13	0.13	0.11	0.41	0.43	0.44		0.19	0.27
O114	833570.45	822116.99		0.20	0.14	0.21	0.18	0.19	0.21	0.19	0.44	0.44	0.44		0.23	0.31
O115	833546.84	822108.77		0.23	0.11	0.07	0.09	0.19	0.12	0.26	0.48	0.44	0.42		0.18	0.29
O116	833523.23	822100.55		0.26	0.09	0.10	0.06	0.21	0.12	0.23	0.51	0.44	0.40		0.18	0.29
O117	833499.62	822092.33		0.28	0.11	0.13	0.10	0.24	0.16	0.20	0.53	0.43	0.38		0.21	0.30
O118	833476.01	822084.10		0.30	0.14	0.16	0.14	0.24	0.17	0.20	0.52	0.40	0.33		0.23	0.30
O119	833452.40	822075.88		0.32	0.15	0.18	0.16	0.24	0.18	0.22	0.47	0.37	0.26		0.23	0.28
O120	833676.62	822177.18		0.07	0.05	0.15	0.04	0.10	0.07	0.17	0.24	0.41	0.34		0.13	0.22
O121	833660.27	822164.97		0.05	0.05	0.14	0.05	0.09	0.03	0.13	0.29	0.45	0.41		0.13	0.23
O122	833636.67	822156.74		0.06	0.05	0.15	0.10	0.09	0.07	0.09	0.32	0.47	0.44		0.15	0.25
O123	833613.06	822148.52		0.09	0.05	0.16	0.11	0.06	0.06	0.03	0.35	0.47	0.45		0.15	0.24

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O145	833816.77	822267.46		0.10	0.07	0.06	0.06	0.13	0.01	0.15	0.10	0.06	0.09		0.07	0.08
O146	833797.45	822283.34		0.09	0.07	0.03	0.03	0.12	0.04	0.13	0.12	0.07	0.08		0.06	0.08
O147	833778.14	822299.21		0.05	0.04	0.02	0.06	0.10	0.09	0.09	0.10	0.06	0.06		0.06	0.07
O148	834090.83	822123.29		0.26	0.26	0.28	0.12	0.13	0.12	0.13	0.17	0.17	0.26		0.20	0.17
O149	834071.61	822139.27		0.33	0.30	0.37	0.17	0.13	0.13	0.11	0.18	0.12	0.13		0.24	0.16
O150	834052.38	822155.25		0.31	0.29	0.36	0.19	0.13	0.13	0.09	0.17	0.08	0.08		0.24	0.15
O151	834033.15	822171.23		0.24	0.25	0.28	0.16	0.08	0.10	0.06	0.12	0.06	0.14		0.18	0.12
O152	834013.92	822187.21		0.17	0.19	0.19	0.10	0.02	0.06	0.06	0.16	0.08	0.17		0.14	0.11
O153	833994.70	822203.18		0.11	0.14	0.15	0.07	0.02	0.09	0.05	0.21	0.12	0.16		0.12	0.12
O154	833975.47	822219.16		0.13	0.16	0.24	0.16	0.13	0.10	0.03	0.13	0.16	0.15		0.16	0.14
O155	833956.24	822235.14		0.11	0.13	0.22	0.14	0.14	0.11	0.03	0.10	0.11	0.13		0.14	0.12
O156	833937.01	822251.12		0.09	0.10	0.21	0.14	0.14	0.10	0.02	0.08	0.05	0.13		0.13	0.10
O157	833917.68	822266.96		0.07	0.05	0.20	0.13	0.12	0.09	0.12	0.03	0.09	0.11		0.12	0.10
O158	833898.34	822282.81		0.02	0.02	0.17	0.12	0.10	0.08	0.03	0.02	0.05	0.04		0.09	0.07
O159	833879.00	822298.65		0.03	0.03	0.16	0.11	0.10	0.08	0.04	0.03	0.05	0.01		0.08	0.07
O160	833859.66	822314.49		0.04	0.02	0.14	0.09	0.09	0.08	0.04	0.03	0.07	0.03		0.08	0.07
O161	833891.02	822356.46		0.09	0.06	0.02	0.01	0.02	0.05	0.04	0.05	0.07	0.01		0.04	0.04
O162	833866.62	822346.88		0.05	0.06	0.02	0.03	0.03	0.02	0.03	0.02	0.04	0.05		0.03	0.03
O163	833841.56	822336.85		0.06	0.03	0.08	0.05	0.06	0.05	0.05	0.05	0.07	0.04		0.06	0.06
O164	833818.06	822328.33		0.05	0.04	0.04	0.06	0.02	0.03	0.05	0.07	0.10	0.02		0.05	0.06
O165	833794.55	822319.81		0.10	0.12	0.05	0.08	0.05	0.07	0.09	0.04	0.12	0.03		0.08	0.07
O166	833771.05	822311.28		0.08	0.08	0.02	0.08	0.05	0.07	0.04	0.07	0.11	0.09		0.06	0.07
O167	833747.55	822302.76		0.05	0.07	0.09	0.02	0.09	0.02	0.08	0.05	0.07	0.10		0.06	0.06
O168	833724.05	822294.24		0.03	0.02	0.11	0.04	0.10	0.04	0.09	0.12	0.02	0.14		0.07	0.08
O169	833700.54	822285.72		0.07	0.06	0.15	0.07	0.12	0.12	0.12	0.15	0.10	0.15		0.11	0.12
O170	833677.04	822277.20		0.10	0.06	0.17	0.09	0.07	0.04	0.09	0.18	0.15	0.17		0.11	0.13
O171	833653.54	822268.68		0.09	0.05	0.16	0.10	0.03	0.05	0.13	0.17	0.15	0.18		0.11	0.13
O172	833630.03	822260.16		0.08	0.06	0.15	0.07	0.03	0.08	0.12	0.20	0.18	0.22		0.11	0.14
O173	833606.53	822251.63		0.11	0.07	0.12	0.05	0.02	0.04	0.06	0.22	0.22	0.26		0.10	0.14
O174	833583.03	822243.11		0.10	0.06	0.13	0.10	0.09	0.07	0.06	0.23	0.24	0.27		0.12	0.16
O175	833559.53	822234.59		0.09	0.04	0.14	0.17	0.16	0.14	0.14	0.23	0.25	0.26		0.15	0.20
O176	833536.02	822226.07		0.06	0.02	0.16	0.24	0.22	0.20	0.19	0.27	0.27	0.26		0.17	0.23
O177	833512.52	822217.55		0.19	0.15	0.20	0.30	0.26	0.22	0.22	0.23	0.20	0.23		0.21	0.23
O178	833489.02	822209.03		0.18	0.11	0.16	0.26	0.23	0.19	0.18	0.23	0.18	0.21		0.18	0.20
O179	833465.51	822200.51		0.15	0.11	0.13	0.24	0.21	0.17	0.16	0.19	0.12	0.14		0.16	0.17
O180	833442.01	822191.98		0.16	0.13	0.10	0.22	0.18	0.15	0.14	0.18	0.11	0.15		0.15	0.15
O181	833418.51	822183.46		0.15	0.12	0.07	0.18	0.13	0.11	0.13	0.16	0.09	0.15		0.12	0.12
O182	833395.73	822175.47		0.16	0.13	0.11	0.16	0.15	0.10	0.11	0.15	0.19	0.21		0.14	0.15
O183	833494.09	821958.10		0.16	0.09	0.22	0.03	0.10	0.08	0.06	0.14	0.07	0.04		0.12	0.09
O184	833517.46	821966.97		0.22	0.11	0.24	0.09	0.15	0.10	0.09	0.09	0.10	0.05		0.15	0.11
O185	833540.83	821975.85		0.23	0.11	0.23	0.11	0.15	0.11	0.12	0.05	0.12	0.07		0.15	0.12
O186	833564.20	821984.73		0.17	0.11	0.17	0.12	0.16	0.09	0.08	0.09	0.15	0.09		0.14	0.12
O187	833555.88	822008.30		0.16	0.05	0.20	0.02	0.14	0.04	0.06	0.15	0.08	0.08		0.11	0.10
O188	833547.55	822031.88		0.11	0.03	0.16	0.05	0.11	0.05	0.08	0.13	0.05	0.07		0.09	0.09
O189	833522.79	822032.20		0.02	0.01	0.07	0.06	0.04	0.06	0.10	0.21	0.15	0.06		0.07	0.11
O190	833499.37	822023.69		0.07	0.02	0.03	0.02	0.06	0.03	0.04	0.22	0.23	0.16		0.07	0.12
O191	833476.02	822014.76		0.18	0.04	0.02	0.02	0.07	0.01	0.05	0.24	0.25	0.23		0.08	0.13
O192	834092.69	822110.48		0.16	0.20	0.19	0.07	0.11	0.12	0.14	0.14	0.11	0.21		0.15	0.13
O193	834076.69	822091.28		0.11	0.15	0.16	0.10	0.13	0.15	0.15	0.02	0.04	0.07		0.12	0.09
O194	834061.01	822091.66		0.28	0.21	0.26	0.16	0.12	0.09	0.04	0.02	0.05	0.08		0.17	0.09
O195	834055.01	822106.10		0.28	0.08	0.11	0.08	0.06	0.09	0.07	0.11	0.10	0.19		0.11	0.10
O196	834071.23	822125.12		0.11	0.16	0.18	0.09	0.14	0.14	0.12	0.14	0.09	0.09		0.14	0.12
O197	834105.89	822119.29		0.10	0.13	0.12	0.03	0.04	0.05	0.07	0.09	0.10	0.13		0.09	0.08
O198	834121.82	822138.55		0.21	0.09	0.07	0.10	0.09	0.10	0.08	0.02	0.08	0.08		0.09	0.07
O199	834137.43	822158.08		0.28	0.16	0.17	0.18	0.18	0.21	0.17	0.14	0.06	0.07		0.17	0.14
O200	834012.42	822196.28		0.10	0.11	0.12	0.04	0.03	0.09	0.07	0.21	0.09	0.15		0.10	0.11
O201	834028.88	822215.10		0.17	0.11	0.19	0.09	0.07	0.09	0.03	0.21	0.10	0.08		0.13	0.11
O202	834045.22	822234.02		0.23	0.14	0.18	0.12	0.08	0.15	0.06	0.19	0.11	0.02		0.15	0.12
O203	833996.82	822210.06		0.13	0.11	0.10	0.09	0.03	0.10	0.03	0.18	0.14	0.13		0.10	0.11
O204	834013.53	822228.65		0.13	0.12	0.04	0.07	0.07	0.08	0.01	0.22	0.04	0.14		0.08	0.09
O205	834030.03	822247.44		0.19	0.09	0.16	0.07	0.11	0.11	0.07	0.21	0.16	0.11		0.13	0.13
O206	833917.51	822281.83		0.13	0.11	0.09	0.08	0.10	0.09	0.11	0.06	0.08	0.03		0.09	0.08
O207	833931.03	822298.32		0.13	0.11	0.03	0.03	0.04	0.06	0.10	0.04	0.13	0.05		0.07	0.07
O208	833945.00	822315.47		0.11	0.09	0.10	0.05	0.04	0.06	0.09	0.05	0.13	0.06		0.08	0.08
O209	833787.58	822327.31		0.15	0.17	0.05	0.05	0.09	0.05	0.08	0.07	0.11	0.09		0.09	0.08
O210	833779.01	822348.53		0.11	0.12	0.05	0.06	0.10	0.05	0.10	0.08	0.03	0.03		0.07	0.06
O211	833771.18	822369.01		0.06	0.03	0.05	0.04	0.07	0.03	0.03	0.04	0.02	0.03		0.04	0.04
O212	833693.07	822293.82		0.08	0.09	0.10	0.09	0.11	0.12	0.15	0.11	0.08	0.09		0.10	0.10
O213	833685.07	822315.42		0.08	0.08	0.07	0.11	0.09	0.04	0.12	0.04	0.03	0.02		0.07	0.06
O214	833677.37	822334.97		0.11	0.11	0.07	0.10	0.10	0.06	0.09	0.05	0.06	0.08		0.08	0.07
O215	833521.31	822229.48		0.11	0.11	0.10	0.17	0.16	0.14	0.13	0.13	0.13	0.14		0.13	0.14
O216	833514.08	822251.08		0.10	0.13	0.04	0.05	0.05	0.06	0.04	0.07	0.07	0.04		0.07	0.06
O217	833506.10	822272.25		0.19	0.19	0.01	0.06	0.06	0.08	0.08	0.08	0.08	0.09		0.08	0.07
O218	833496.89	822298.04		0.16	0.23	0.02	0.01	0.03	0.02	0.06	0.17	0.10	0.05		0.08	0.07
O219	833488.27	822321.50		0.14	0.14	0.05	0.08	0.05	0.06	0.02	0.10	0.06	0.04		0.08	0.06

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O241	833866.22	822391.65		0.08	0.10	0.03	0.04	0.04	0.09	0.04	0.06	0.12	0.05		0.06	0.06
O242	833851.35	822407.57		0.14	0.12	0.09	0.06	0.09	0.07	0.10	0.05	0.10	0.05		0.09	0.08
O243	833827.89	822398.95		0.12	0.09	0.05	0.02	0.10	0.03	0.12	0.07	0.06	0.02		0.07	0.06
O244	833804.30	822390.67		0.13	0.11	0.05	0.04	0.10	0.06	0.12	0.08	0.11	0.03		0.08	0.08
O245	833780.78	822382.18		0.11	0.08	0.02	0.03	0.05	0.03	0.06	0.08	0.08	0.07		0.05	0.06
O246	833757.33	822373.51		0.07	0.04	0.06	0.01	0.07	0.03	0.06	0.06	0.03	0.08		0.05	0.05
O247	833734.04	822364.43		0.05	0.02	0.05	0.02	0.07	0.04	0.08	0.08	0.01	0.10		0.04	0.05
O248	833710.59	822355.78		0.03	0.04	0.08	0.01	0.09	0.08	0.11	0.08	0.04	0.12		0.06	0.07
O249	833687.02	822347.45		0.13	0.12	0.08	0.04	0.10	0.11	0.11	0.10	0.11	0.15		0.09	0.10
O250	833663.42	822339.18		0.25	0.18	0.06	0.11	0.14	0.11	0.04	0.16	0.16	0.18		0.13	0.13
O251	833639.95	822330.58		0.27	0.19	0.06	0.05	0.11	0.05	0.09	0.22	0.20	0.20		0.12	0.13
O252	833616.38	822322.23		0.24	0.18	0.05	0.07	0.09	0.09	0.11	0.26	0.23	0.21		0.13	0.16
O253	833593.28	822312.67		0.22	0.13	0.03	0.04	0.06	0.11	0.13	0.29	0.27	0.24		0.12	0.17
O254	833569.92	822303.77		0.18	0.14	0.08	0.02	0.03	0.12	0.13	0.23	0.21	0.23		0.11	0.15
O255	833546.38	822295.35		0.23	0.18	0.05	0.06	0.02	0.09	0.07	0.04	0.03	0.21		0.09	0.06
O256	833522.92	822286.72		0.24	0.17	0.02	0.09	0.02	0.04	0.04	0.04	0.04	0.21		0.08	0.06
O257	833499.46	822278.09		0.20	0.24	0.03	0.05	0.04	0.11	0.05	0.24	0.20	0.26		0.12	0.14
O258	833475.98	822269.49		0.21	0.14	0.02	0.02	0.02	0.09	0.06	0.25	0.22	0.27		0.10	0.14
O259	833452.58	822260.70		0.25	0.18	0.03	0.05	0.04	0.08	0.04	0.25	0.21	0.28		0.11	0.14
O260	833429.26	822251.69		0.29	0.21	0.05	0.15	0.07	0.02	0.01	0.23	0.20	0.29		0.13	0.14
O261	833405.77	822243.13		0.27	0.18	0.05	0.19	0.07	0.06	0.03	0.11	0.13	0.28		0.12	0.12
O262	833381.89	822234.73		0.20	0.13	0.06	0.17	0.04	0.06	0.05	0.22	0.27	0.30		0.13	0.16
O263	833661.30	822392.32		0.12	0.08	0.02	0.03	0.02	0.03	0.05	0.08	0.05	0.08		0.05	0.05
O264	833639.45	822380.18		0.21	0.18	0.03	0.01	0.05	0.05	0.04	0.13	0.06	0.04		0.08	0.06
O265	833617.91	822367.49		0.25	0.22	0.04	0.08	0.09	0.12	0.03	0.06	0.04	0.04		0.10	0.06
O266	833594.76	822358.04		0.23	0.23	0.07	0.13	0.15	0.17	0.05	0.17	0.08	0.05		0.14	0.11
O267	833571.50	822348.88		0.19	0.09	0.08	0.12	0.11	0.13	0.09	0.08	0.10	0.10		0.11	0.10
O268	833548.06	822340.20		0.11	0.10	0.10	0.14	0.14	0.14	0.07	0.15	0.15	0.06		0.12	0.13
O269	833524.81	822331.01		0.17	0.06	0.10	0.13	0.10	0.11	0.04	0.14	0.17	0.08		0.11	0.12
O270	833501.49	822321.99		0.22	0.09	0.08	0.10	0.07	0.07	0.04	0.13	0.17	0.17		0.10	0.11
O271	833471.89	822335.41		0.08	0.14	0.03	0.09	0.06	0.09	0.01	0.16	0.05	0.24		0.08	0.09
O272	833448.29	822327.15		0.08	0.01	0.03	0.02	0.02	0.05	0.03	0.08	0.14	0.28		0.04	0.08
O273	833425.53	822318.81		0.02	0.06	0.02	0.02	0.01	0.04	0.06	0.20	0.22	0.33		0.06	0.13
O274	833401.62	822309.78		0.19	0.18	0.02	0.02	0.02	0.02	0.03	0.29	0.24	0.33		0.10	0.14
O275	833378.55	822301.33		0.34	0.30	0.01	0.03	0.03	0.03	0.05	0.36	0.32	0.36		0.15	0.18
O276	833677.38	821849.60		0.20	0.11	0.16	0.08	0.25	0.14	0.20	0.33	0.20	0.08		0.17	0.19
O277	833693.33	821868.85		0.19	0.05	0.07	0.07	0.17	0.13	0.15	0.26	0.21	0.19		0.12	0.17
O278	833709.27	821888.11		0.17	0.05	0.07	0.04	0.16	0.13	0.12	0.21	0.22	0.24		0.11	0.16
O279	833725.22	821907.36		0.11	0.05	0.14	0.04	0.17	0.15	0.14	0.22	0.21	0.28		0.12	0.17
O280	833741.17	821926.61		0.09	0.05	0.18	0.08	0.16	0.16	0.16	0.25	0.21	0.33		0.14	0.19
O281	833757.11	821945.87		0.12	0.06	0.15	0.10	0.14	0.12	0.12	0.27	0.22	0.37		0.14	0.19
O282	833773.06	821965.12		0.14	0.06	0.09	0.07	0.08	0.08	0.08	0.29	0.20	0.37		0.11	0.17
O283	833789.01	821984.38		0.14	0.08	0.06	0.07	0.04	0.07	0.07	0.30	0.17	0.35		0.10	0.15
O284	833804.95	822003.63		0.14	0.09	0.10	0.09	0.04	0.04	0.04	0.29	0.12	0.30		0.11	0.14
O285	833820.90	822022.88		0.14	0.11	0.10	0.11	0.06	0.05	0.03	0.24	0.07	0.26		0.11	0.12
O286	833658.41	821865.88		0.22	0.09	0.16	0.11	0.19	0.14	0.20	0.23	0.11	0.26		0.15	0.17
O287	833674.35	821885.13		0.22	0.04	0.12	0.07	0.20	0.15	0.21	0.28	0.14	0.28		0.14	0.18
O288	833690.30	821904.38		0.20	0.05	0.16	0.03	0.19	0.17	0.19	0.28	0.15	0.30		0.14	0.18
O289	833706.25	821923.64		0.14	0.06	0.20	0.04	0.20	0.18	0.18	0.25	0.17	0.32		0.15	0.19
O290	833722.19	821942.89		0.07	0.07	0.20	0.08	0.20	0.19	0.19	0.24	0.19	0.34		0.15	0.20
O291	833738.14	821962.15		0.04	0.08	0.16	0.10	0.18	0.16	0.16	0.25	0.20	0.35		0.14	0.20
O292	833754.09	821981.40		0.05	0.10	0.10	0.09	0.14	0.09	0.08	0.26	0.19	0.36		0.11	0.17
O293	833770.03	822000.65		0.05	0.11	0.06	0.08	0.09	0.04	0.04	0.27	0.17	0.35		0.09	0.15
O294	833785.98	822019.91		0.05	0.12	0.08	0.10	0.06	0.03	0.05	0.28	0.13	0.31		0.10	0.14
O295	833801.93	822039.16		0.05	0.11	0.09	0.10	0.12	0.08	0.06	0.26	0.06	0.24		0.10	0.13
O296	833639.43	821882.15		0.24	0.08	0.14	0.12	0.14	0.12	0.17	0.13	0.10	0.31		0.13	0.15
O297	833655.38	821901.41		0.25	0.03	0.17	0.09	0.18	0.15	0.22	0.19	0.08	0.30		0.14	0.16
O298	833671.33	821920.66		0.24	0.05	0.21	0.05	0.20	0.18	0.23	0.24	0.10	0.31		0.16	0.18
O299	833687.27	821939.92		0.19	0.06	0.22	0.04	0.22	0.20	0.22	0.26	0.08	0.30		0.16	0.18
O300	833703.22	821959.17		0.11	0.08	0.20	0.07	0.23	0.21	0.21	0.24	0.09	0.25		0.15	0.18
O301	833719.17	821978.42		0.05	0.09	0.15	0.10	0.21	0.20	0.19	0.24	0.14	0.20		0.14	0.18
O302	833735.11	821997.68		0.04	0.11	0.08	0.10	0.17	0.16	0.16	0.23	0.17	0.21		0.12	0.16
O303	833751.06	822016.93		0.05	0.11	0.05	0.09	0.11	0.09	0.09	0.23	0.16	0.23		0.10	0.14
O304	833767.01	822036.18		0.05	0.11	0.07	0.10	0.08	0.06	0.05	0.23	0.11	0.25		0.09	0.12
O305	833782.95	822055.44		0.05	0.10	0.07	0.10	0.10	0.12	0.07	0.23	0.04	0.20		0.09	0.11
O306	833620.46	821898.43		0.26	0.07	0.17	0.10	0.18	0.14	0.13	0.06	0.07	0.26		0.13	0.12
O307	833636.40	821917.69		0.26	0.02	0.21	0.11	0.17	0.15	0.19	0.10	0.07	0.27		0.14	0.14
O308	833652.35	821936.94		0.26	0.03	0.23	0.09	0.19	0.17	0.24	0.14	0.13	0.24		0.16	0.17
O309	833668.30	821956.19		0.23	0.05	0.22	0.05	0.21	0.20	0.25	0.19	0.06	0.20		0.16	0.16
O310	833684.24	821975.45		0.13	0.07	0.20	0.06	0.23	0.21	0.23	0.22	0.03	0.10		0.15	0.15
O311	833700.19	821994.70		0.05	0.09	0.10	0.09	0.23	0.21	0.21	0.21	0.07	0.06		0.12	0.14
O312	833716.14	822013.95		0.04	0.10	0.04	0.09	0.21	0.19	0.19	0.20	0.12	0.07		0.11	0.14
O313	833732.08	822033.21		0.05	0.10	0.05	0.09	0.16	0.14	0.16	0.19	0.14	0.10		0.10	0.13
O314	833748.03	822052.46		0.05	0.09	0.08	0.10	0.08	0.07	0.10	0.17	0.10	0.15		0.09	0.11
O315	833763.98	822071.72		0.04	0.09	0.07	0.10	0.05	0.12	0.05	0.15	0.04	0.17		0.08	0.09

Wind Velocity Ratio, Base Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O337	833828.51	821901.13		0.04	0.02	0.04	0.02	0.05	0.15	0.13	0.07	0.17	0.08		0.06	0.09
O338	833932.47	821892.35		0.26	0.16	0.23	0.20	0.28	0.17	0.11	0.06	0.05	0.04		0.18	0.13
O339	833941.87	821904.03		0.21	0.14	0.18	0.08	0.05	0.09	0.08	0.04	0.01	0.05		0.12	0.07
O340	833951.27	821915.72		0.13	0.09	0.09	0.08	0.10	0.10	0.08	0.05	0.01	0.03		0.08	0.06
O341	833919.84	821903.19		0.23	0.13	0.18	0.12	0.17	0.04	0.02	0.02	0.02	0.04		0.13	0.07
O342	833929.72	821914.47		0.19	0.11	0.18	0.12	0.12	0.06	0.07	0.04	0.01	0.03		0.12	0.07
O343	833939.60	821925.76		0.11	0.06	0.10	0.11	0.13	0.09	0.08	0.04	0.01	0.03		0.09	0.07
O344	833900.99	821917.58		0.12	0.09	0.12	0.04	0.08	0.03	0.06	0.06	0.12	0.07		0.09	0.08
O345	833910.39	821929.27		0.13	0.09	0.11	0.07	0.11	0.05	0.08	0.05	0.18	0.11		0.10	0.10
O346	833919.79	821940.96		0.12	0.09	0.10	0.06	0.12	0.04	0.07	0.03	0.18	0.13		0.09	0.10
O347	833929.19	821952.65		0.10	0.08	0.07	0.06	0.08	0.02	0.03	0.04	0.17	0.14		0.07	0.08
O348	833938.59	821964.34		0.11	0.09	0.04	0.06	0.10	0.17	0.16	0.23	0.16	0.14		0.10	0.14
O349	833890.50	821926.82		0.10	0.07	0.09	0.08	0.12	0.12	0.15	0.18	0.21	0.07		0.11	0.14
O350	833900.14	821938.31		0.08	0.03	0.15	0.07	0.12	0.14	0.18	0.18	0.16	0.06		0.12	0.14
O351	833909.78	821949.80		0.07	0.04	0.15	0.04	0.11	0.15	0.18	0.18	0.14	0.03		0.11	0.13
O352	833919.42	821961.29		0.06	0.05	0.12	0.05	0.09	0.16	0.17	0.19	0.11	0.03		0.10	0.12
O353	833929.07	821972.79		0.07	0.09	0.09	0.10	0.07	0.18	0.19	0.27	0.05	0.08		0.11	0.13
O354	834031.20	822022.99		0.14	0.16	0.14	0.06	0.06	0.07	0.14	0.15	0.02	0.03		0.11	0.08
O355	834044.19	822038.46		0.07	0.07	0.08	0.03	0.04	0.11	0.11	0.10	0.01	0.03		0.07	0.06
O356	833968.40	822059.06		0.16	0.07	0.10	0.06	0.06	0.09	0.12	0.10	0.05	0.15		0.09	0.09
O357	833978.02	822070.57		0.18	0.04	0.03	0.01	0.02	0.05	0.13	0.10	0.04	0.14		0.06	0.06
O358	833987.63	822082.09		0.17	0.06	0.03	0.03	0.02	0.04	0.04	0.07	0.04	0.16		0.05	0.05
O359	833997.25	822093.60		0.12	0.07	0.07	0.05	0.05	0.08	0.04	0.08	0.05	0.19		0.07	0.07
O360	834006.87	822105.11		0.04	0.02	0.07	0.05	0.04	0.04	0.06	0.08	0.06	0.16		0.05	0.07
O361	833959.48	822066.78		0.11	0.09	0.10	0.06	0.07	0.09	0.12	0.13	0.05	0.15		0.09	0.09
O362	833969.16	822078.24		0.13	0.09	0.05	0.03	0.04	0.07	0.10	0.12	0.03	0.13		0.07	0.07
O363	833978.84	822089.70		0.11	0.09	0.04	0.04	0.02	0.05	0.03	0.10	0.05	0.14		0.06	0.06
O364	833988.52	822101.16		0.06	0.07	0.07	0.06	0.04	0.06	0.03	0.09	0.06	0.16		0.07	0.07
O365	833998.20	822112.62		0.04	0.03	0.06	0.05	0.03	0.04	0.05	0.13	0.07	0.14		0.06	0.08
O366	833947.28	822077.33		0.08	0.12	0.12	0.09	0.08	0.10	0.10	0.17	0.05	0.11		0.10	0.10
O367	833957.20	822088.58		0.09	0.13	0.10	0.09	0.07	0.09	0.07	0.16	0.07	0.10		0.10	0.10
O368	833967.11	822099.84		0.07	0.12	0.09	0.10	0.06	0.08	0.03	0.16	0.08	0.11		0.09	0.09
O369	833977.03	822111.09		0.05	0.09	0.10	0.10	0.04	0.05	0.02	0.16	0.08	0.12		0.08	0.09
O370	833986.95	822122.35		0.07	0.03	0.05	0.04	0.02	0.01	0.05	0.17	0.08	0.10		0.05	0.07
O371	833898.29	822137.37		0.04	0.05	0.07	0.05	0.03	0.03	0.06	0.04	0.04	0.06		0.05	0.05
O372	833908.77	822148.17		0.03	0.03	0.05	0.03	0.02	0.02	0.05	0.02	0.03	0.03		0.03	0.03
O373	833870.30	822151.60		0.03	0.03	0.07	0.05	0.06	0.05	0.08	0.10	0.03	0.05		0.05	0.06
O374	833880.63	822162.47		0.02	0.02	0.05	0.04	0.03	0.04	0.08	0.12	0.02	0.02		0.04	0.05
O375	833856.97	822161.59		0.02	0.02	0.05	0.06	0.06	0.08	0.06	0.19	0.09	0.07		0.06	0.09
O376	833867.44	822172.33		0.02	0.02	0.05	0.05	0.01	0.04	0.09	0.07	0.05	0.04		0.05	0.05
O377	833611.59	822332.37		0.12	0.09	0.05	0.09	0.10	0.04	0.02	0.11	0.07	0.04		0.08	0.07
O378	833635.20	822340.59		0.23	0.16	0.06	0.11	0.13	0.06	0.03	0.13	0.12	0.12		0.11	0.10
O379	833658.54	822349.55		0.20	0.14	0.08	0.12	0.14	0.13	0.07	0.09	0.10	0.13		0.12	0.10
O380	833675.53	822355.49		0.11	0.08	0.05	0.07	0.07	0.07	0.10	0.06	0.06	0.10		0.07	0.07
O381	833668.22	822374.10		0.08	0.05	0.04	0.02	0.06	0.02	0.07	0.02	0.05	0.06		0.04	0.04
O382	833645.34	822364.03		0.19	0.15	0.06	0.08	0.11	0.13	0.03	0.09	0.09	0.05		0.10	0.08
O383	833622.17	822354.63		0.19	0.16	0.05	0.11	0.13	0.12	0.03	0.08	0.08	0.03		0.10	0.08
O384	833605.61	822348.74		0.12	0.11	0.05	0.09	0.11	0.10	0.02	0.11	0.05	0.03		0.08	0.07
D001	833820.29	822111.30		0.05	0.08	0.02	0.05	0.04	0.07	0.06	0.25	0.21	0.24		0.08	0.13
D002	833812.49	822117.56		0.02	0.08	0.01	0.05	0.05	0.06	0.07	0.22	0.23	0.27		0.07	0.14
D003	833804.69	822123.81		0.02	0.07	0.03	0.05	0.05	0.03	0.04	0.22	0.21	0.23		0.07	0.12
D004	833826.88	822118.83		0.04	0.08	0.01	0.04	0.06	0.08	0.07	0.21	0.14	0.21		0.06	0.11
D005	833819.07	822125.08		0.03	0.08	0.01	0.05	0.07	0.08	0.06	0.25	0.08	0.11		0.06	0.10
D006	833811.27	822131.34		0.02	0.07	0.02	0.05	0.08	0.06	0.04	0.25	0.05	0.04		0.06	0.09
D007	833825.66	822132.61		0.04	0.08	0.02	0.03	0.09	0.10	0.07	0.26	0.04	0.06		0.07	0.09
D008	833817.85	822138.87		0.03	0.06	0.03	0.04	0.10	0.10	0.06	0.26	0.04	0.05		0.07	0.09
D009	833832.24	822140.14		0.05	0.08	0.05	0.02	0.09	0.11	0.04	0.25	0.04	0.08		0.07	0.09
D010	833824.43	822146.39		0.04	0.07	0.04	0.02	0.11	0.13	0.04	0.24	0.04	0.09		0.07	0.09
D011	833838.82	822147.67		0.08	0.08	0.06	0.01	0.09	0.10	0.08	0.23	0.05	0.09		0.08	0.09
D012	833831.02	822153.92		0.07	0.09	0.06	0.01	0.11	0.14	0.07	0.22	0.03	0.12		0.08	0.10
D013	833845.40	822155.20		0.11	0.05	0.07	0.02	0.09	0.09	0.11	0.19	0.08	0.04		0.08	0.09
D014	833837.60	822161.45		0.11	0.09	0.08	0.02	0.09	0.12	0.14	0.18	0.04	0.11		0.09	0.10
D015	833899.34	822107.40		0.06	0.09	0.09	0.10	0.05	0.04	0.07	0.03	0.06	0.05		0.07	0.06
D016	833891.53	822113.66		0.03	0.04	0.04	0.04	0.04	0.01	0.03	0.03	0.05	0.07		0.04	0.04
D017	833883.73	822119.91		0.05	0.05	0.04	0.07	0.05	0.01	0.04	0.02	0.06	0.08		0.05	0.05
D018	833875.93	822126.16		0.05	0.05	0.04	0.06	0.05	0.02	0.05	0.03	0.06	0.08		0.05	0.05
D019	833868.12	822132.42		0.07	0.05	0.06	0.05	0.05	0.03	0.08	0.03	0.05	0.08		0.05	0.05
D020	833614.22	822011.42		0.21	0.09	0.19	0.22	0.29	0.29	0.33	0.17	0.05	0.03		0.19	0.18
D021	833625.42	822023.08		0.17	0.09	0.23	0.17	0.22	0.15	0.11	0.17	0.05	0.04		0.16	0.13
D022	833610.74	822026.16		0.19	0.09	0.20	0.22	0.29	0.30	0.33	0.12	0.03	0.05		0.18	0.17
D023	833634.39	822032.59		0.16	0.09	0.24	0.11	0.12	0.05	0.09	0.18	0.05	0.05		0.14	0.11
D024	833643.45	822044.01		0.17	0.08	0.23	0.07	0.10	0.03	0.07	0.19	0.05	0.03		0.13	0.10
D025	833653.10	822055.85		0.17	0.08	0.22	0.05	0.08	0.03	0.06	0.18	0.06	0.03		0.12	0.09
D026	833638.45	822059.59		0.18	0.09	0.23	0.11	0.16	0.08	0.06	0.13	0.04	0.05		0.14	0.10
D027	833662.47	822068.39		0.16	0.07	0.21	0.03	0.06	0.04	0.06	0.17	0.06	0.08		0.11	0.09
D028																

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
ID	Easting (m)	Northing (m)	Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
			Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
P001	833906.48	822110.14		0.07	0.11	0.11	0.16	0.04	0.15	0.11	0.16	0.05	0.13		0.11	0.11
P002	833900.24	822102.33		0.13	0.12	0.09	0.15	0.04	0.20	0.17	0.22	0.06	0.14		0.12	0.13
P003	833894.00	822094.52		0.11	0.14	0.08	0.14	0.04	0.15	0.12	0.21	0.04	0.19		0.11	0.12
P004	833890.92	822084.84		0.14	0.17	0.09	0.15	0.05	0.14	0.12	0.18	0.06	0.27		0.12	0.13
P005	833884.53	822077.14		0.15	0.18	0.08	0.15	0.06	0.15	0.13	0.16	0.05	0.28		0.12	0.13
P006	833874.36	822071.19		0.14	0.18	0.08	0.15	0.08	0.18	0.15	0.11	0.11	0.28		0.12	0.14
P007	833864.49	822068.98		0.08	0.09	0.04	0.08	0.12	0.16	0.14	0.04	0.32	0.27		0.10	0.16
P008	833854.52	822072.47		0.02	0.05	0.01	0.04	0.14	0.14	0.13	0.03	0.33	0.21		0.07	0.14
P009	833846.90	822078.91		0.03	0.05	0.01	0.04	0.13	0.15	0.14	0.06	0.33	0.23		0.08	0.15
P010	833839.86	822084.83		0.05	0.05	0.02	0.03	0.12	0.17	0.16	0.09	0.33	0.25		0.08	0.16
P011	833831.48	822091.12		0.06	0.05	0.04	0.02	0.13	0.18	0.18	0.13	0.33	0.26		0.09	0.17
P012	833823.50	822098.43		0.03	0.05	0.05	0.01	0.13	0.18	0.18	0.16	0.35	0.30		0.10	0.18
P013	833819.20	822105.01		0.11	0.07	0.04	0.01	0.12	0.18	0.18	0.18	0.34	0.31		0.10	0.18
P014	833813.78	822113.32		0.19	0.15	0.12	0.05	0.14	0.21	0.22	0.22	0.32	0.33		0.16	0.21
P015	833806.08	822119.70		0.14	0.15	0.07	0.04	0.12	0.15	0.17	0.21	0.27	0.29		0.12	0.18
P016	833799.61	822125.07		0.09	0.12	0.05	0.03	0.10	0.10	0.14	0.15	0.28	0.28		0.10	0.15
P017	833806.02	822132.74		0.09	0.13	0.04	0.02	0.12	0.13	0.14	0.25	0.03	0.05		0.09	0.10
P018	833812.47	822140.39		0.08	0.15	0.03	0.04	0.17	0.21	0.19	0.33	0.03	0.07		0.11	0.14
P019	833818.91	822148.04		0.09	0.16	0.05	0.04	0.21	0.26	0.24	0.39	0.06	0.04		0.13	0.16
P020	833825.35	822155.68		0.10	0.15	0.10	0.02	0.22	0.28	0.26	0.39	0.10	0.04		0.15	0.18
P021	833831.80	822163.33		0.08	0.12	0.10	0.06	0.21	0.27	0.23	0.34	0.04	0.05		0.14	0.16
P022	833836.66	822168.33		0.09	0.12	0.08	0.07	0.21	0.28	0.24	0.31	0.04	0.04		0.13	0.16
P023	833844.35	822161.93		0.02	0.05	0.03	0.04	0.13	0.15	0.08	0.22	0.05	0.07		0.07	0.10
P024	833852.03	822155.53		0.08	0.08	0.06	0.03	0.03	0.11	0.17	0.23	0.09	0.16		0.08	0.12
P025	833859.71	822149.12		0.07	0.05	0.06	0.03	0.06	0.19	0.21	0.15	0.07	0.06		0.08	0.11
P026	833867.39	822142.72		0.08	0.06	0.05	0.04	0.09	0.24	0.26	0.09	0.09	0.08		0.09	0.11
P027	833875.07	822136.32		0.07	0.07	0.03	0.05	0.08	0.22	0.23	0.05	0.10	0.13		0.07	0.11
P028	833882.75	822129.92		0.05	0.06	0.03	0.06	0.08	0.24	0.24	0.10	0.06	0.09		0.08	0.11
P029	833890.44	822123.51		0.04	0.06	0.06	0.06	0.10	0.24	0.25	0.17	0.07	0.06		0.09	0.12
P030	833898.12	822117.11		0.08	0.05	0.04	0.04	0.09	0.18	0.21	0.19	0.03	0.05		0.08	0.10
P031	833851.44	822040.71		0.15	0.17	0.12	0.14	0.24	0.24	0.20	0.09	0.22	0.30		0.16	0.19
P032	833846.06	822032.53		0.15	0.17	0.11	0.14	0.17	0.20	0.17	0.05	0.20	0.31		0.14	0.16
P033	833840.32	822041.06		0.13	0.14	0.10	0.12	0.21	0.22	0.19	0.07	0.22	0.28		0.14	0.17
P034	833832.12	822046.78		0.09	0.07	0.08	0.08	0.21	0.21	0.19	0.14	0.23	0.24		0.12	0.17
P035	833823.92	822052.51		0.05	0.05	0.07	0.05	0.21	0.20	0.19	0.19	0.22	0.19		0.11	0.17
P036	833815.73	822058.23		0.10	0.07	0.06	0.03	0.20	0.19	0.18	0.22	0.21	0.15		0.11	0.16
P037	833806.62	822062.36		0.15	0.09	0.06	0.03	0.18	0.18	0.18	0.23	0.19	0.14		0.12	0.16
P038	833797.51	822066.50		0.08	0.08	0.08	0.02	0.15	0.17	0.17	0.22	0.18	0.12		0.11	0.15
P039	833788.41	822070.63		0.06	0.03	0.07	0.03	0.11	0.18	0.18	0.17	0.19	0.12		0.09	0.14
P040	833779.30	822074.76		0.04	0.02	0.07	0.03	0.02	0.10	0.13	0.18	0.16	0.10		0.07	0.11
P041	833770.19	822078.90		0.03	0.11	0.08	0.04	0.03	0.08	0.11	0.18	0.12	0.12		0.08	0.10
P042	833761.09	822083.03		0.04	0.11	0.08	0.04	0.08	0.07	0.11	0.17	0.10	0.11		0.08	0.10
P043	833750.74	822085.73		0.04	0.08	0.08	0.04	0.13	0.07	0.10	0.15	0.08	0.10		0.08	0.10
P044	833740.78	822086.56		0.04	0.05	0.08	0.04	0.17	0.08	0.10	0.14	0.06	0.10		0.08	0.09
P045	833730.81	822087.38		0.04	0.04	0.07	0.03	0.19	0.12	0.15	0.15	0.05	0.09		0.08	0.10
P046	833720.85	822088.21		0.05	0.04	0.06	0.03	0.16	0.14	0.17	0.16	0.04	0.07		0.08	0.10
P047	833710.88	822089.03		0.07	0.05	0.04	0.02	0.08	0.09	0.11	0.18	0.03	0.05		0.06	0.08
P048	833700.91	822089.86		0.13	0.07	0.06	0.03	0.09	0.07	0.08	0.20	0.02	0.07		0.07	0.08
P049	833690.95	822090.68		0.19	0.12	0.13	0.06	0.19	0.17	0.20	0.21	0.02	0.09		0.13	0.13
P050	833684.22	822083.21		0.18	0.13	0.14	0.07	0.23	0.21	0.25	0.23	0.02	0.05		0.15	0.14
P051	833677.77	822075.56		0.16	0.14	0.15	0.08	0.26	0.25	0.29	0.19	0.03	0.05		0.15	0.15
P052	833671.33	822067.91		0.15	0.14	0.16	0.09	0.29	0.28	0.31	0.18	0.04	0.07		0.16	0.16
P053	833664.89	822060.26		0.13	0.14	0.17	0.10	0.31	0.30	0.33	0.18	0.05	0.09		0.17	0.17
P054	833658.45	822052.62		0.11	0.14	0.18	0.12	0.31	0.31	0.33	0.18	0.05	0.10		0.17	0.18
P055	833652.00	822044.97		0.08	0.14	0.21	0.15	0.31	0.32	0.33	0.19	0.06	0.10		0.18	0.19
P056	833645.56	822037.32		0.10	0.14	0.23	0.19	0.29	0.29	0.31	0.22	0.08	0.10		0.20	0.20
P057	833639.12	822029.67		0.12	0.11	0.20	0.17	0.21	0.21	0.22	0.23	0.08	0.07		0.17	0.17
P058	833632.67	822022.03		0.08	0.08	0.17	0.16	0.15	0.14	0.14	0.19	0.08	0.04		0.13	0.13
P059	833626.22	822014.39		0.06	0.08	0.14	0.16	0.13	0.11	0.09	0.14	0.06	0.03		0.12	0.11
P060	833619.77	822006.74		0.14	0.08	0.14	0.17	0.13	0.12	0.07	0.12	0.05	0.03		0.12	0.10
P061	833611.41	822001.06		0.14	0.08	0.13	0.19	0.12	0.13	0.09	0.09	0.03	0.03		0.12	0.09
P062	833602.43	822002.93		0.09	0.08	0.10	0.21	0.11	0.14	0.12	0.09	0.01	0.02		0.11	0.09
P063	833604.44	822013.68		0.09	0.08	0.10	0.19	0.11	0.14	0.11	0.10	0.02	0.03		0.11	0.10
P064	833598.77	822022.34		0.10	0.12	0.09	0.23	0.19	0.23	0.21	0.14	0.06	0.06		0.14	0.14
P065	833595.43	822031.77		0.09	0.15	0.13	0.27	0.26	0.29	0.28	0.14	0.09	0.08		0.17	0.18
P066	833592.10	822041.20		0.09	0.15	0.16	0.27	0.26	0.28	0.28	0.13	0.10	0.10		0.18	0.18
P067	833588.77	822050.63		0.09	0.15	0.19	0.27	0.27	0.29	0.28	0.12	0.11	0.12		0.19	0.19
P068	833585.44	822060.05		0.09	0.15	0.21	0.26	0.28	0.28	0.28	0.11	0.11	0.13		0.20	0.19
P069	833582.11	822069.48		0.09	0.15	0.22	0.24	0.26	0.27	0.27	0.09	0.10	0.15		0.19	0.18
P070	833578.78	822078.91		0.07	0.14	0.24	0.23	0.25	0.26	0.26	0.08	0.08	0.16		0.19	0.18
P071	833575.53	822088.37		0.03	0.14	0.25	0.21	0.22	0.24	0.26	0.08	0.08	0.15		0.18	0.17
P072	833576.05	822098.37		0.09	0.10	0.18	0.12	0.12	0.13	0.18	0.14	0.13	0.16		0.14	0.14
P073	833581.96	822106.63		0.12	0.05	0.05	0.06	0.12	0.11	0.07	0.30	0.32	0.32		0.11	0.19
P074	833591.37	822110.01		0.12	0.05	0.03	0.09	0.16	0.15	0.08	0.28	0.33	0.33		0.11	0.20
P075	833600.78	822113.40		0.12	0.06	0.04	0.10	0.17	0.17	0.06	0.29	0.36	0.35		0.12	0.21
P076																

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
P097	833790.30	822092.06		0.06	0.05	0.04	0.02	0.13	0.18	0.19	0.05	0.18	0.21		0.08	0.12
P098	833798.07	822085.76		0.14	0.11	0.05	0.01	0.14	0.16	0.16	0.09	0.13	0.18		0.09	0.11
P099	833805.83	822079.45		0.19	0.13	0.09	0.01	0.16	0.16	0.16	0.22	0.15	0.11		0.12	0.14
P100	833813.59	822073.15		0.14	0.10	0.08	0.01	0.19	0.18	0.18	0.22	0.20	0.08		0.12	0.15
P101	833821.67	822067.40		0.06	0.07	0.08	0.02	0.21	0.19	0.18	0.20	0.23	0.10		0.11	0.16
P102	833828.02	822058.82		0.04	0.05	0.08	0.04	0.22	0.19	0.18	0.18	0.23	0.15		0.11	0.17
P103	833835.80	822052.54		0.08	0.06	0.09	0.07	0.23	0.20	0.19	0.13	0.24	0.21		0.12	0.17
P104	833843.58	822046.26		0.12	0.13	0.10	0.11	0.23	0.22	0.19	0.07	0.23	0.26		0.14	0.17
P105	833859.73	822218.10		0.14	0.10	0.05	0.08	0.16	0.17	0.15	0.27	0.09	0.08		0.11	0.14
P106	833853.32	822210.43		0.12	0.10	0.07	0.08	0.17	0.18	0.15	0.29	0.12	0.05		0.12	0.15
P107	833846.97	822202.70		0.08	0.11	0.09	0.10	0.18	0.19	0.18	0.29	0.14	0.05		0.13	0.16
P108	833840.62	822194.97		0.03	0.10	0.09	0.10	0.18	0.21	0.22	0.28	0.14	0.06		0.13	0.17
P109	833834.27	822187.25		0.07	0.10	0.09	0.10	0.20	0.25	0.26	0.28	0.12	0.06		0.14	0.17
P110	833827.92	822179.52		0.09	0.10	0.11	0.09	0.27	0.34	0.32	0.31	0.09	0.07		0.16	0.20
P111	833820.19	822185.86		0.11	0.06	0.08	0.09	0.11	0.04	0.06	0.03	0.10	0.07		0.08	0.07
P112	833812.46	822192.20		0.10	0.05	0.04	0.07	0.13	0.13	0.09	0.03	0.10	0.07		0.07	0.08
P113	833804.73	822198.54		0.08	0.06	0.07	0.07	0.13	0.02	0.02	0.03	0.08	0.06		0.06	0.06
P114	833796.99	822204.88		0.04	0.06	0.10	0.10	0.07	0.02	0.01	0.07	0.05	0.05		0.07	0.06
P115	833789.26	822211.22		0.02	0.05	0.12	0.13	0.06	0.04	0.04	0.13	0.06	0.03		0.08	0.08
P116	833781.53	822217.57		0.01	0.04	0.14	0.15	0.08	0.09	0.04	0.07	0.04	0.07		0.09	0.08
P117	833773.79	822223.91		0.08	0.03	0.15	0.16	0.10	0.06	0.03	0.11	0.10	0.13		0.10	0.10
P118	833766.06	822230.25		0.10	0.06	0.15	0.16	0.05	0.04	0.04	0.14	0.15	0.17		0.11	0.12
P119	833758.33	822236.59		0.03	0.08	0.15	0.15	0.04	0.10	0.05	0.13	0.13	0.11		0.11	0.11
P120	833750.60	822242.93		0.06	0.05	0.17	0.16	0.09	0.04	0.01	0.11	0.13	0.11		0.11	0.11
P121	833742.86	822249.27		0.07	0.05	0.18	0.16	0.04	0.03	0.01	0.10	0.12	0.10		0.11	0.10
P122	833735.13	822255.61		0.08	0.05	0.18	0.15	0.03	0.04	0.02	0.08	0.12	0.09		0.11	0.09
P123	833727.40	822261.95		0.13	0.03	0.18	0.15	0.03	0.05	0.03	0.08	0.14	0.11		0.11	0.10
P124	833719.66	822268.29		0.13	0.07	0.17	0.14	0.04	0.08	0.05	0.07	0.16	0.12		0.12	0.11
P125	833711.93	822274.63		0.11	0.09	0.15	0.13	0.03	0.08	0.07	0.04	0.14	0.10		0.11	0.09
P126	833704.20	822280.97		0.10	0.08	0.13	0.11	0.04	0.08	0.07	0.10	0.10	0.06		0.10	0.09
P127	833712.40	822286.84		0.10	0.09	0.06	0.06	0.07	0.08	0.07	0.14	0.08	0.07		0.08	0.08
P128	833721.80	822290.25		0.10	0.10	0.07	0.04	0.08	0.07	0.08	0.14	0.06	0.08		0.08	0.08
P129	833731.20	822293.66		0.08	0.11	0.08	0.06	0.09	0.08	0.08	0.15	0.04	0.10		0.09	0.09
P130	833740.60	822297.07		0.06	0.12	0.09	0.06	0.10	0.10	0.08	0.16	0.07	0.11		0.09	0.10
P131	833750.00	822300.48		0.04	0.12	0.13	0.08	0.13	0.13	0.11	0.15	0.10	0.11		0.11	0.12
P132	833759.40	822303.89		0.03	0.12	0.15	0.11	0.15	0.15	0.14	0.14	0.12	0.11		0.13	0.13
P133	833768.34	822299.96		0.06	0.10	0.16	0.12	0.15	0.15	0.14	0.07	0.11	0.09		0.12	0.12
P134	833776.02	822293.62		0.03	0.03	0.16	0.13	0.13	0.14	0.12	0.05	0.04	0.03		0.10	0.09
P135	833783.71	822287.22		0.05	0.03	0.15	0.13	0.12	0.13	0.12	0.09	0.07	0.05		0.10	0.10
P136	833791.40	822280.83		0.08	0.03	0.16	0.14	0.12	0.14	0.14	0.11	0.06	0.04		0.11	0.11
P137	833799.09	822274.43		0.09	0.05	0.15	0.14	0.12	0.14	0.15	0.12	0.08	0.05		0.12	0.12
P138	833806.78	822268.04		0.08	0.06	0.15	0.14	0.11	0.14	0.17	0.10	0.07	0.06		0.12	0.11
P139	833814.46	822261.64		0.08	0.05	0.16	0.15	0.12	0.15	0.20	0.06	0.09	0.09		0.12	0.12
P140	833822.15	822255.25		0.09	0.03	0.17	0.16	0.13	0.17	0.22	0.03	0.11	0.10		0.12	0.13
P141	833829.84	822248.85		0.11	0.03	0.17	0.17	0.15	0.18	0.23	0.04	0.12	0.10		0.13	0.14
P142	833837.53	822242.46		0.13	0.06	0.16	0.16	0.16	0.18	0.23	0.06	0.12	0.10		0.14	0.14
P143	833845.22	822236.06		0.14	0.09	0.12	0.11	0.15	0.14	0.21	0.12	0.11	0.10		0.12	0.13
P144	833852.90	822229.67		0.14	0.10	0.07	0.08	0.13	0.11	0.19	0.18	0.07	0.10		0.11	0.12
O001	833688.64	821827.88		0.06	0.24	0.21	0.23	0.30	0.15	0.11	0.24	0.19	0.20		0.20	0.20
O002	833704.79	821846.97		0.07	0.04	0.02	0.08	0.11	0.10	0.06	0.14	0.18	0.04		0.07	0.10
O003	833720.93	821866.06		0.09	0.04	0.05	0.08	0.12	0.08	0.06	0.14	0.16	0.14		0.08	0.11
O004	833737.08	821885.14		0.11	0.04	0.07	0.07	0.11	0.10	0.09	0.19	0.15	0.21		0.09	0.13
O005	833753.23	821904.23		0.12	0.05	0.04	0.04	0.12	0.15	0.14	0.25	0.20	0.27		0.10	0.16
O006	833769.37	821923.32		0.11	0.05	0.08	0.07	0.09	0.10	0.08	0.28	0.20	0.33		0.11	0.16
O007	833785.52	821942.41		0.11	0.07	0.09	0.09	0.05	0.07	0.06	0.27	0.08	0.36		0.10	0.14
O008	833801.66	821961.49		0.10	0.08	0.08	0.09	0.06	0.09	0.10	0.23	0.07	0.35		0.09	0.13
O009	833817.81	821980.58		0.12	0.08	0.08	0.08	0.04	0.11	0.08	0.19	0.11	0.32		0.10	0.13
O010	833833.95	821999.67		0.15	0.11	0.03	0.10	0.05	0.06	0.04	0.12	0.13	0.33		0.08	0.11
O011	833850.10	822018.75		0.16	0.15	0.05	0.14	0.05	0.07	0.06	0.08	0.15	0.34		0.10	0.12
O012	833866.40	822037.71		0.13	0.17	0.14	0.15	0.26	0.25	0.22	0.16	0.23	0.33		0.17	0.21
O013	833882.70	822056.66		0.18	0.18	0.07	0.14	0.08	0.10	0.08	0.09	0.26	0.33		0.13	0.15
O014	833907.00	822070.77		0.19	0.18	0.10	0.12	0.06	0.15	0.19	0.18	0.23	0.36		0.14	0.18
O015	833923.30	822089.72		0.14	0.16	0.14	0.13	0.10	0.12	0.18	0.16	0.23	0.35		0.15	0.18
O016	833939.61	822108.68		0.13	0.14	0.14	0.13	0.10	0.11	0.19	0.17	0.13	0.25		0.14	0.15
O017	833955.91	822127.63		0.13	0.08	0.13	0.11	0.12	0.09	0.23	0.19	0.07	0.20		0.12	0.14
O018	833972.19	822146.60		0.11	0.08	0.15	0.12	0.13	0.08	0.23	0.20	0.10	0.16		0.13	0.15
O019	833988.31	822165.71		0.08	0.07	0.14	0.10	0.10	0.06	0.25	0.22	0.11	0.04		0.12	0.13
O020	834004.42	822184.83		0.10	0.19	0.16	0.10	0.05	0.09	0.24	0.21	0.04	0.16		0.14	0.13
O021	833894.10	822079.37		0.18	0.19	0.10	0.15	0.06	0.17	0.16	0.17	0.10	0.33		0.14	0.15
O022	833910.40	822098.32		0.12	0.16	0.14	0.16	0.06	0.16	0.15	0.18	0.10	0.28		0.14	0.15
O023	833926.70	822117.28		0.10	0.12	0.14	0.14	0.09	0.13	0.21	0.17	0.13	0.24		0.14	0.16
O024	833943.00	822136.23		0.14	0.09	0.11	0.09	0.11	0.08	0.26	0.20	0.07	0.23		0.12	0.14
O025	833959.29	822155.20		0.12	0.11	0.20	0.15	0.16	0.09	0.27	0.22	0.14	0.21		0.17	0.18
O026	833975.40	822174.31		0.11	0.09	0.10	0.07	0.11	0.06	0.23	0.24	0.04	0.15		0.11	0.13
O027	833991.52	822193.42		0.09	0.16	0.10	0.07	0.10	0.07	0.22	0.24	0.07	0.12		0.12	0.13

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O049	833500.99	821903.86		0.20	0.24	0.21	0.27	0.27	0.30	0.31	0.13	0.29	0.27		0.24	0.25
O050	833492.37	821927.33		0.22	0.27	0.29	0.29	0.33	0.41	0.24	0.15	0.28	0.24		0.28	0.27
O051	833483.75	821950.80		0.12	0.17	0.19	0.22	0.23	0.26	0.14	0.13	0.13	0.20		0.18	0.18
O052	833475.14	821974.27		0.05	0.13	0.16	0.22	0.23	0.22	0.10	0.23	0.12	0.25		0.16	0.19
O053	833466.52	821997.74		0.04	0.11	0.07	0.21	0.19	0.16	0.04	0.22	0.22	0.40		0.13	0.19
O054	833457.93	822021.22		0.19	0.10	0.04	0.15	0.10	0.07	0.08	0.15	0.10	0.35		0.10	0.13
O055	833449.35	822044.69		0.17	0.10	0.02	0.11	0.07	0.06	0.10	0.13	0.12	0.22		0.09	0.10
O056	833440.76	822068.17		0.24	0.10	0.08	0.16	0.18	0.16	0.14	0.44	0.29	0.17		0.17	0.23
O057	833432.17	822091.65		0.20	0.13	0.12	0.19	0.23	0.21	0.09	0.32	0.35	0.33		0.19	0.25
O058	833423.59	822115.13		0.08	0.04	0.02	0.08	0.06	0.04	0.06	0.20	0.17	0.10		0.07	0.11
O059	833415.00	822138.61		0.12	0.08	0.05	0.11	0.11	0.06	0.07	0.16	0.17	0.15		0.09	0.12
O060	833406.41	822162.09		0.07	0.04	0.03	0.06	0.08	0.03	0.08	0.07	0.16	0.15		0.06	0.09
O061	833681.54	821817.30		0.07	0.32	0.28	0.34	0.28	0.19	0.16	0.27	0.19	0.21		0.25	0.24
O062	833662.17	821833.11		0.08	0.30	0.26	0.31	0.14	0.17	0.22	0.26	0.07	0.17		0.22	0.19
O063	833642.63	821848.71		0.10	0.28	0.24	0.27	0.06	0.11	0.11	0.09	0.07	0.24		0.18	0.14
O064	833622.52	821863.55		0.13	0.23	0.21	0.23	0.15	0.10	0.03	0.07	0.11	0.35		0.17	0.14
O065	833601.27	821876.72		0.16	0.20	0.17	0.19	0.20	0.15	0.05	0.05	0.11	0.37		0.16	0.14
O066	833577.88	821885.56		0.18	0.19	0.12	0.15	0.21	0.14	0.04	0.07	0.08	0.36		0.14	0.13
O067	833553.62	821891.61		0.16	0.17	0.12	0.19	0.14	0.04	0.17	0.03	0.06	0.34		0.13	0.12
O068	833528.63	821891.21		0.16	0.15	0.12	0.22	0.14	0.16	0.28	0.04	0.17	0.33		0.15	0.17
O069	833503.70	821889.31		0.17	0.19	0.19	0.19	0.17	0.20	0.31	0.10	0.23	0.26		0.19	0.20
O070	833809.89	821828.55		0.05	0.02	0.05	0.19	0.27	0.29	0.33	0.11	0.06	0.05		0.12	0.16
O071	833790.74	821844.62		0.09	0.01	0.04	0.17	0.20	0.20	0.24	0.07	0.08	0.10		0.10	0.13
O072	833771.59	821860.69		0.12	0.01	0.10	0.14	0.16	0.20	0.19	0.21	0.21	0.08		0.13	0.17
O073	833752.44	821876.76		0.09	0.01	0.09	0.10	0.05	0.06	0.07	0.22	0.16	0.05		0.09	0.12
O074	833921.77	821884.63		0.25	0.15	0.25	0.14	0.30	0.24	0.16	0.12	0.04	0.14		0.19	0.15
O075	833902.62	821900.70		0.05	0.05	0.11	0.16	0.30	0.15	0.04	0.04	0.15	0.20		0.11	0.13
O076	833883.47	821916.77		0.08	0.07	0.10	0.10	0.14	0.08	0.12	0.11	0.15	0.23		0.10	0.13
O077	833864.32	821932.84		0.05	0.01	0.10	0.03	0.14	0.15	0.11	0.12	0.14	0.16		0.08	0.12
O078	833845.17	821948.91		0.11	0.08	0.18	0.03	0.11	0.19	0.17	0.09	0.21	0.18		0.13	0.15
O079	833826.02	821964.98		0.08	0.05	0.13	0.05	0.04	0.18	0.15	0.08	0.13	0.20		0.10	0.12
O080	833977.41	821941.96		0.12	0.09	0.05	0.03	0.04	0.07	0.13	0.26	0.12	0.16		0.09	0.12
O081	833958.94	821956.75		0.04	0.10	0.10	0.02	0.07	0.14	0.17	0.29	0.06	0.19		0.10	0.13
O082	833940.69	821974.35		0.18	0.16	0.18	0.05	0.16	0.25	0.27	0.36	0.13	0.17		0.17	0.20
O083	833922.85	821992.06		0.22	0.13	0.20	0.10	0.26	0.29	0.30	0.34	0.14	0.12		0.20	0.22
O084	833904.56	822007.36		0.15	0.09	0.19	0.10	0.27	0.30	0.29	0.32	0.20	0.08		0.19	0.22
O085	833885.34	822024.21		0.16	0.09	0.17	0.12	0.28	0.30	0.27	0.28	0.24	0.28		0.19	0.24
O086	833989.52	821957.37		0.18	0.18	0.15	0.05	0.10	0.09	0.14	0.31	0.09	0.15		0.14	0.14
O087	833970.62	821972.70		0.11	0.19	0.20	0.08	0.15	0.19	0.22	0.35	0.21	0.19		0.18	0.21
O088	833951.96	821988.58		0.21	0.09	0.21	0.11	0.25	0.28	0.29	0.34	0.19	0.25		0.20	0.24
O089	833932.78	822004.73		0.19	0.05	0.12	0.12	0.22	0.21	0.19	0.11	0.19	0.30		0.14	0.18
O090	833915.11	822020.59		0.15	0.02	0.10	0.11	0.24	0.24	0.18	0.12	0.24	0.33		0.13	0.19
O091	833895.99	822036.28		0.12	0.03	0.06	0.07	0.23	0.23	0.18	0.18	0.27	0.24		0.12	0.19
O092	833853.32	822049.51		0.14	0.16	0.10	0.13	0.25	0.21	0.18	0.08	0.25	0.27		0.15	0.18
O093	833833.90	822065.25		0.04	0.05	0.07	0.03	0.22	0.19	0.18	0.15	0.26	0.13		0.10	0.16
O094	833814.39	822080.88		0.14	0.10	0.09	0.01	0.18	0.18	0.18	0.21	0.23	0.19		0.12	0.17
O095	833795.09	822096.77		0.13	0.10	0.09	0.04	0.15	0.19	0.20	0.04	0.24	0.28		0.11	0.15
O096	833775.85	822112.73		0.04	0.10	0.08	0.07	0.08	0.16	0.17	0.03	0.27	0.34		0.10	0.15
O097	833754.94	822126.43		0.07	0.04	0.08	0.09	0.09	0.16	0.17	0.07	0.30	0.36		0.10	0.17
O098	833732.40	822140.31		0.09	0.07	0.08	0.10	0.11	0.15	0.15	0.12	0.34	0.36		0.12	0.19
O099	833704.92	822150.52		0.08	0.07	0.09	0.09	0.08	0.12	0.13	0.21	0.37	0.36		0.12	0.20
O100	833863.35	822062.10		0.13	0.16	0.07	0.14	0.17	0.17	0.15	0.04	0.32	0.26		0.13	0.17
O101	833844.65	822078.70		0.03	0.06	0.01	0.03	0.14	0.16	0.15	0.08	0.33	0.22		0.08	0.15
O102	833825.21	822094.42		0.03	0.06	0.05	0.01	0.14	0.18	0.18	0.16	0.35	0.28		0.10	0.18
O103	833805.84	822110.23		0.18	0.15	0.14	0.05	0.15	0.19	0.21	0.20	0.40	0.38		0.17	0.23
O104	833785.64	822124.96		0.06	0.10	0.07	0.06	0.08	0.13	0.16	0.06	0.43	0.42		0.11	0.19
O105	833766.05	822140.48		0.04	0.06	0.04	0.07	0.11	0.18	0.18	0.13	0.42	0.42		0.11	0.21
O106	833746.17	822155.62		0.04	0.07	0.04	0.08	0.13	0.19	0.18	0.15	0.37	0.38		0.11	0.20
O107	833723.15	822168.33		0.05	0.05	0.06	0.08	0.11	0.17	0.15	0.15	0.31	0.29		0.10	0.17
O108	833700.02	822176.18		0.06	0.03	0.06	0.09	0.11	0.17	0.14	0.17	0.33	0.27		0.11	0.18
O109	833684.50	822152.29		0.07	0.06	0.10	0.09	0.09	0.08	0.12	0.25	0.41	0.38		0.13	0.21
O110	833664.88	822149.89		0.10	0.05	0.10	0.08	0.10	0.10	0.16	0.30	0.43	0.42		0.13	0.24
O111	833641.28	822141.66		0.14	0.04	0.08	0.05	0.11	0.13	0.19	0.33	0.44	0.44		0.14	0.25
O112	833617.67	822133.44		0.15	0.05	0.06	0.07	0.16	0.17	0.18	0.36	0.44	0.44		0.14	0.26
O113	833594.06	822125.22		0.16	0.07	0.05	0.10	0.20	0.20	0.12	0.39	0.44	0.44		0.15	0.27
O114	833570.45	822116.99		0.20	0.09	0.13	0.11	0.21	0.20	0.08	0.43	0.45	0.45		0.18	0.28
O115	833546.84	822108.77		0.20	0.10	0.04	0.13	0.24	0.22	0.08	0.47	0.45	0.44		0.18	0.29
O116	833523.23	822100.55		0.22	0.08	0.04	0.13	0.23	0.20	0.06	0.51	0.45	0.42		0.17	0.29
O117	833499.62	822092.33		0.24	0.08	0.07	0.14	0.22	0.19	0.09	0.53	0.44	0.40		0.19	0.29
O118	833476.01	822084.10		0.26	0.10	0.09	0.16	0.22	0.18	0.11	0.52	0.41	0.36		0.19	0.29
O119	833452.40	822075.88		0.26	0.10	0.10	0.17	0.20	0.18	0.15	0.48	0.36	0.26		0.19	0.27
O120	833676.62	822177.18		0.05	0.02	0.06	0.06	0.08	0.09	0.08	0.25	0.40	0.34		0.10	0.20
O121	833660.27	822164.97		0.07	0.03	0.08	0.09	0.06	0.05	0.10	0.29	0.45	0.41		0.12	0.22
O122	833636.67	822156.74		0.10	0.02	0.09	0.11	0.09	0.10	0.17	0.31	0.46	0.43		0.14	0.25
O123	833613.06	822148.52		0.13	0.04	0.09	0.11	0.16	0.17	0.23	0.32	0.46	0.44		0.15	0.27

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O145	833816.77	822267.46		0.08	0.06	0.19	0.17	0.17	0.18	0.25	0.16	0.08	0.07		0.15	0.15
O146	833797.45	822283.34		0.08	0.04	0.17	0.16	0.17	0.17	0.21	0.14	0.08	0.05		0.14	0.14
O147	833778.14	822299.21		0.04	0.04	0.16	0.15	0.16	0.15	0.17	0.06	0.09	0.05		0.12	0.12
O148	834090.83	822123.29		0.26	0.25	0.27	0.10	0.11	0.12	0.14	0.16	0.06	0.24		0.19	0.14
O149	834071.61	822139.27		0.30	0.29	0.36	0.16	0.13	0.14	0.13	0.16	0.06	0.14		0.23	0.15
O150	834052.38	822155.25		0.28	0.28	0.35	0.17	0.12	0.14	0.09	0.14	0.06	0.08		0.22	0.14
O151	834033.15	822171.23		0.20	0.24	0.27	0.14	0.07	0.12	0.04	0.11	0.06	0.14		0.17	0.11
O152	834013.92	822187.21		0.13	0.19	0.19	0.09	0.03	0.09	0.20	0.15	0.06	0.17		0.14	0.12
O153	833994.70	822203.18		0.08	0.14	0.14	0.07	0.08	0.07	0.19	0.22	0.09	0.13		0.12	0.13
O154	833975.47	822219.16		0.06	0.15	0.23	0.17	0.16	0.15	0.14	0.10	0.13	0.09		0.16	0.14
O155	833956.24	822235.14		0.04	0.12	0.22	0.16	0.17	0.14	0.14	0.10	0.11	0.03		0.15	0.13
O156	833937.01	822251.12		0.03	0.09	0.21	0.16	0.16	0.13	0.12	0.08	0.07	0.07		0.13	0.12
O157	833917.68	822266.96		0.11	0.04	0.19	0.15	0.14	0.11	0.08	0.04	0.12	0.07		0.12	0.11
O158	833898.34	822282.81		0.04	0.02	0.17	0.13	0.14	0.11	0.06	0.04	0.12	0.02		0.10	0.10
O159	833879.00	822298.65		0.07	0.02	0.15	0.12	0.14	0.11	0.10	0.07	0.10	0.03		0.10	0.10
O160	833859.66	822314.49		0.07	0.01	0.14	0.11	0.14	0.12	0.10	0.07	0.08	0.06		0.10	0.10
O161	833891.02	822356.46		0.05	0.06	0.07	0.04	0.07	0.08	0.06	0.04	0.03	0.02		0.06	0.05
O162	833866.62	822346.88		0.06	0.06	0.02	0.02	0.03	0.04	0.07	0.03	0.07	0.02		0.04	0.04
O163	833841.56	822336.85		0.11	0.03	0.08	0.08	0.09	0.08	0.06	0.05	0.08	0.06		0.07	0.07
O164	833818.06	822328.33		0.10	0.04	0.07	0.04	0.08	0.08	0.11	0.01	0.10	0.09		0.06	0.07
O165	833794.55	822319.81		0.09	0.13	0.03	0.03	0.04	0.06	0.08	0.05	0.12	0.10		0.07	0.07
O166	833771.05	822311.28		0.04	0.10	0.10	0.09	0.10	0.09	0.11	0.14	0.13	0.12		0.10	0.11
O167	833747.55	822302.76		0.04	0.11	0.14	0.11	0.14	0.14	0.13	0.16	0.10	0.12		0.12	0.13
O168	833724.05	822294.24		0.09	0.10	0.10	0.06	0.10	0.08	0.10	0.16	0.04	0.09		0.09	0.09
O169	833700.54	822285.72		0.10	0.08	0.12	0.11	0.06	0.11	0.05	0.16	0.06	0.10		0.10	0.10
O170	833677.04	822277.20		0.12	0.09	0.06	0.05	0.07	0.07	0.07	0.18	0.09	0.14		0.08	0.10
O171	833653.54	822268.68		0.14	0.09	0.07	0.07	0.09	0.15	0.09	0.18	0.12	0.17		0.10	0.12
O172	833630.03	822260.16		0.16	0.10	0.08	0.06	0.08	0.06	0.07	0.21	0.16	0.21		0.10	0.12
O173	833606.53	822251.63		0.19	0.11	0.08	0.03	0.03	0.03	0.04	0.23	0.21	0.25		0.10	0.13
O174	833583.03	822243.11		0.18	0.10	0.10	0.09	0.08	0.07	0.05	0.24	0.24	0.27		0.12	0.16
O175	833559.53	822234.59		0.15	0.07	0.12	0.15	0.15	0.14	0.10	0.24	0.25	0.26		0.14	0.19
O176	833536.02	822226.07		0.12	0.02	0.14	0.22	0.21	0.19	0.14	0.28	0.27	0.26		0.16	0.22
O177	833512.52	822217.55		0.19	0.15	0.17	0.27	0.23	0.20	0.15	0.24	0.20	0.22		0.20	0.21
O178	833489.02	822209.03		0.19	0.11	0.16	0.24	0.19	0.17	0.14	0.23	0.17	0.21		0.18	0.19
O179	833465.51	822200.51		0.17	0.11	0.15	0.21	0.15	0.14	0.13	0.21	0.12	0.13		0.16	0.16
O180	833442.01	822191.98		0.18	0.12	0.14	0.19	0.12	0.12	0.10	0.20	0.11	0.15		0.15	0.14
O181	833418.51	822183.46		0.17	0.12	0.12	0.15	0.09	0.11	0.05	0.18	0.10	0.15		0.13	0.12
O182	833395.73	822175.47		0.18	0.13	0.11	0.13	0.08	0.10	0.05	0.17	0.19	0.22		0.13	0.14
O183	833494.09	821958.10		0.14	0.10	0.17	0.05	0.14	0.12	0.11	0.15	0.09	0.04		0.12	0.11
O184	833517.46	821966.97		0.19	0.12	0.21	0.11	0.17	0.14	0.13	0.10	0.04	0.03		0.15	0.11
O185	833540.83	821975.85		0.19	0.12	0.20	0.14	0.19	0.16	0.15	0.06	0.09	0.05		0.15	0.12
O186	833564.20	821984.73		0.13	0.11	0.17	0.13	0.13	0.07	0.07	0.09	0.15	0.08		0.13	0.11
O187	833555.88	822008.30		0.15	0.05	0.19	0.02	0.04	0.02	0.07	0.14	0.08	0.09		0.10	0.08
O188	833547.55	822031.88		0.11	0.02	0.15	0.05	0.03	0.02	0.07	0.14	0.07	0.08		0.08	0.08
O189	833522.79	822032.20		0.04	0.01	0.05	0.07	0.06	0.03	0.08	0.20	0.16	0.04		0.07	0.10
O190	833499.37	822023.69		0.06	0.01	0.02	0.02	0.07	0.03	0.06	0.22	0.24	0.10		0.06	0.12
O191	833476.02	822014.76		0.13	0.02	0.04	0.04	0.08	0.01	0.06	0.23	0.26	0.22		0.08	0.14
O192	834092.69	822110.48		0.17	0.20	0.19	0.07	0.10	0.11	0.14	0.14	0.04	0.22		0.14	0.12
O193	834076.69	822091.28		0.17	0.15	0.16	0.10	0.13	0.14	0.15	0.02	0.02	0.03		0.12	0.08
O194	834061.01	822091.66		0.25	0.21	0.25	0.15	0.12	0.09	0.04	0.02	0.01	0.04		0.16	0.08
O195	834055.01	822106.10		0.27	0.07	0.11	0.08	0.06	0.06	0.06	0.10	0.04	0.16		0.10	0.08
O196	834071.23	822125.12		0.10	0.16	0.17	0.07	0.10	0.09	0.10	0.13	0.04	0.11		0.12	0.09
O197	834105.89	822119.29		0.09	0.12	0.11	0.03	0.04	0.04	0.07	0.07	0.04	0.10		0.08	0.06
O198	834121.82	822138.55		0.23	0.08	0.08	0.10	0.09	0.10	0.08	0.03	0.03	0.05		0.09	0.06
O199	834137.43	822158.08		0.26	0.16	0.17	0.19	0.18	0.22	0.17	0.13	0.10	0.04		0.17	0.14
O200	834012.42	822196.28		0.08	0.11	0.11	0.03	0.05	0.05	0.23	0.21	0.05	0.12		0.10	0.11
O201	834028.88	822215.10		0.16	0.11	0.17	0.09	0.05	0.02	0.21	0.20	0.03	0.04		0.12	0.10
O202	834045.22	822234.02		0.23	0.15	0.19	0.13	0.08	0.14	0.18	0.19	0.13	0.06		0.16	0.14
O203	833996.82	822210.06		0.12	0.10	0.09	0.09	0.04	0.07	0.16	0.20	0.09	0.10		0.10	0.11
O204	834013.53	822228.65		0.12	0.11	0.03	0.07	0.05	0.04	0.18	0.22	0.05	0.08		0.08	0.10
O205	834030.03	822247.44		0.18	0.10	0.16	0.07	0.11	0.08	0.18	0.22	0.17	0.04		0.14	0.14
O206	833917.51	822281.83		0.13	0.10	0.11	0.08	0.13	0.11	0.19	0.16	0.09	0.07		0.11	0.12
O207	833931.03	822298.32		0.12	0.11	0.03	0.02	0.06	0.07	0.17	0.14	0.12	0.08		0.08	0.09
O208	833945.00	822315.47		0.10	0.08	0.09	0.04	0.05	0.05	0.14	0.10	0.14	0.05		0.09	0.09
O209	833787.58	822327.31		0.12	0.18	0.05	0.04	0.07	0.08	0.09	0.12	0.10	0.09		0.09	0.09
O210	833779.01	822348.53		0.07	0.13	0.08	0.05	0.09	0.08	0.04	0.06	0.07	0.03		0.08	0.06
O211	833771.18	822369.01		0.02	0.05	0.05	0.04	0.08	0.06	0.03	0.05	0.07	0.05		0.05	0.05
O212	833693.07	822293.82		0.06	0.09	0.11	0.14	0.09	0.10	0.07	0.11	0.09	0.10		0.10	0.10
O213	833685.07	822315.42		0.03	0.08	0.03	0.13	0.07	0.06	0.05	0.03	0.04	0.01		0.06	0.05
O214	833677.37	822334.97		0.08	0.12	0.04	0.12	0.05	0.07	0.04	0.07	0.06	0.07		0.07	0.06
O215	833521.31	822229.48		0.11	0.12	0.09	0.15	0.14	0.13	0.10	0.14	0.13	0.14		0.12	0.13
O216	833514.08	822251.08		0.11	0.13	0.02	0.04	0.04	0.03	0.02	0.07	0.06	0.04		0.06	0.04
O217	833506.10	822272.25		0.17	0.20	0.01	0.04	0.06	0.06	0.06	0.08	0.08	0.10		0.08	0.06
O218	833496.89	822298.04		0.14	0.20	0.03	0.01	0.02	0.03	0.03	0.15	0.11	0.05		0.08	0.07
O219	833488.27	822321.50		0.14	0.08	0.05	0.08	0.04	0.05	0.03	0.07	0.07	0.04		0.07	0.06

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O241	833866.22	822391.65		0.07	0.11	0.06	0.02	0.08	0.13	0.03	0.01	0.05	0.01		0.06	0.05
O242	833851.35	822407.57		0.11	0.13	0.05	0.04	0.06	0.10	0.08	0.10	0.09	0.08		0.08	0.08
O243	833827.89	822398.95		0.06	0.09	0.06	0.01	0.01	0.02	0.07	0.11	0.11	0.09		0.06	0.07
O244	833804.30	822390.67		0.05	0.10	0.06	0.02	0.01	0.07	0.05	0.14	0.11	0.12		0.07	0.08
O245	833780.78	822382.18		0.04	0.08	0.05	0.01	0.02	0.06	0.06	0.14	0.10	0.13		0.06	0.08
O246	833757.33	822373.51		0.02	0.02	0.10	0.06	0.09	0.10	0.04	0.13	0.10	0.13		0.07	0.09
O247	833734.04	822364.43		0.05	0.01	0.08	0.05	0.08	0.08	0.04	0.13	0.08	0.14		0.06	0.09
O248	833710.59	822355.78		0.05	0.06	0.08	0.05	0.08	0.07	0.01	0.13	0.07	0.14		0.07	0.08
O249	833687.02	822347.45		0.03	0.14	0.07	0.04	0.09	0.07	0.03	0.15	0.13	0.17		0.08	0.10
O250	833663.42	822339.18		0.17	0.21	0.07	0.09	0.10	0.09	0.10	0.18	0.17	0.18		0.12	0.13
O251	833639.95	822330.58		0.20	0.22	0.03	0.02	0.07	0.04	0.11	0.23	0.21	0.20		0.11	0.13
O252	833616.38	822322.23		0.18	0.21	0.04	0.06	0.07	0.04	0.12	0.28	0.25	0.22		0.12	0.16
O253	833593.28	822312.67		0.20	0.17	0.03	0.03	0.06	0.04	0.13	0.30	0.28	0.25		0.12	0.16
O254	833569.92	822303.77		0.15	0.16	0.07	0.03	0.04	0.08	0.13	0.23	0.22	0.23		0.11	0.14
O255	833546.38	822295.35		0.20	0.22	0.05	0.04	0.03	0.08	0.14	0.03	0.04	0.21		0.09	0.07
O256	833522.92	822286.72		0.21	0.21	0.04	0.07	0.06	0.07	0.15	0.04	0.06	0.22		0.09	0.08
O257	833499.46	822278.09		0.19	0.23	0.03	0.02	0.07	0.08	0.13	0.24	0.20	0.27		0.11	0.14
O258	833475.98	822269.49		0.22	0.16	0.02	0.01	0.04	0.04	0.11	0.26	0.22	0.28		0.10	0.14
O259	833452.58	822260.70		0.24	0.19	0.02	0.05	0.06	0.05	0.06	0.25	0.21	0.29		0.11	0.14
O260	833429.26	822251.69		0.27	0.21	0.02	0.13	0.12	0.09	0.01	0.24	0.20	0.29		0.13	0.15
O261	833405.77	822243.13		0.25	0.17	0.01	0.17	0.14	0.09	0.07	0.12	0.15	0.29		0.12	0.13
O262	833381.89	822234.73		0.18	0.11	0.04	0.16	0.14	0.04	0.04	0.25	0.28	0.31		0.12	0.17
O263	833661.30	822392.32		0.10	0.10	0.02	0.03	0.01	0.02	0.06	0.08	0.07	0.07		0.05	0.05
O264	833639.45	822380.18		0.18	0.21	0.03	0.01	0.02	0.03	0.05	0.11	0.05	0.03		0.08	0.05
O265	833617.91	822367.49		0.20	0.24	0.05	0.09	0.06	0.08	0.06	0.05	0.06	0.03		0.10	0.06
O266	833594.76	822358.04		0.19	0.25	0.08	0.13	0.11	0.11	0.06	0.15	0.10	0.04		0.13	0.10
O267	833571.50	822348.88		0.18	0.08	0.06	0.12	0.08	0.09	0.06	0.11	0.08	0.08		0.09	0.09
O268	833548.06	822340.20		0.12	0.05	0.09	0.14	0.09	0.09	0.05	0.16	0.13	0.05		0.10	0.11
O269	833524.81	822331.01		0.17	0.09	0.10	0.13	0.07	0.06	0.01	0.16	0.17	0.09		0.11	0.11
O270	833501.49	822321.99		0.21	0.13	0.08	0.10	0.03	0.02	0.03	0.15	0.19	0.17		0.11	0.11
O271	833471.89	822335.41		0.07	0.10	0.02	0.08	0.07	0.08	0.07	0.07	0.10	0.24		0.06	0.09
O272	833448.29	822327.15		0.09	0.01	0.02	0.01	0.07	0.06	0.08	0.11	0.18	0.28		0.06	0.11
O273	833425.53	822318.81		0.03	0.06	0.02	0.01	0.05	0.05	0.09	0.26	0.25	0.32		0.07	0.15
O274	833401.62	822309.78		0.19	0.18	0.03	0.02	0.02	0.02	0.10	0.32	0.27	0.33		0.11	0.16
O275	833378.55	822301.33		0.33	0.31	0.03	0.03	0.02	0.03	0.12	0.38	0.35	0.36		0.16	0.20
O276	833677.38	821849.60		0.06	0.12	0.13	0.10	0.25	0.13	0.20	0.34	0.16	0.12		0.15	0.19
O277	833693.33	821868.85		0.06	0.05	0.03	0.08	0.16	0.11	0.14	0.25	0.18	0.24		0.09	0.16
O278	833709.27	821888.11		0.07	0.07	0.05	0.06	0.16	0.12	0.11	0.21	0.19	0.29		0.10	0.15
O279	833725.22	821907.36		0.09	0.09	0.03	0.03	0.16	0.14	0.13	0.22	0.18	0.32		0.09	0.16
O280	833741.17	821926.61		0.11	0.10	0.04	0.07	0.17	0.17	0.16	0.24	0.19	0.35		0.11	0.18
O281	833757.11	821945.87		0.13	0.12	0.06	0.09	0.14	0.13	0.10	0.27	0.19	0.38		0.12	0.18
O282	833773.06	821965.12		0.15	0.13	0.05	0.10	0.08	0.07	0.07	0.29	0.13	0.39		0.11	0.15
O283	833789.01	821984.38		0.15	0.13	0.04	0.08	0.05	0.08	0.07	0.29	0.04	0.37		0.10	0.13
O284	833804.95	822003.63		0.14	0.14	0.05	0.08	0.06	0.03	0.03	0.27	0.13	0.35		0.10	0.13
O285	833820.90	822022.88		0.13	0.14	0.03	0.10	0.05	0.08	0.07	0.20	0.19	0.31		0.10	0.14
O286	833658.41	821865.88		0.09	0.07	0.14	0.11	0.19	0.13	0.20	0.22	0.11	0.29		0.13	0.17
O287	833674.35	821885.13		0.08	0.05	0.05	0.10	0.19	0.13	0.20	0.29	0.12	0.30		0.11	0.17
O288	833690.30	821904.38		0.07	0.08	0.05	0.04	0.18	0.14	0.18	0.28	0.11	0.31		0.10	0.16
O289	833706.25	821923.64		0.06	0.10	0.06	0.03	0.20	0.16	0.16	0.25	0.12	0.33		0.10	0.16
O290	833722.19	821942.89		0.06	0.12	0.07	0.07	0.21	0.18	0.18	0.24	0.13	0.33		0.12	0.17
O291	833738.14	821962.15		0.08	0.12	0.08	0.10	0.20	0.18	0.16	0.25	0.18	0.32		0.13	0.18
O292	833754.09	821981.40		0.09	0.11	0.09	0.10	0.16	0.12	0.11	0.26	0.14	0.30		0.12	0.16
O293	833770.03	822000.65		0.10	0.10	0.09	0.08	0.11	0.06	0.06	0.27	0.05	0.29		0.10	0.13
O294	833785.98	822019.91		0.12	0.08	0.09	0.05	0.08	0.07	0.06	0.28	0.11	0.28		0.10	0.13
O295	833801.93	822039.16		0.12	0.07	0.06	0.05	0.11	0.16	0.14	0.26	0.19	0.24		0.10	0.16
O296	833639.43	821882.15		0.12	0.07	0.14	0.13	0.12	0.11	0.14	0.10	0.11	0.31		0.12	0.13
O297	833655.38	821901.41		0.11	0.05	0.09	0.11	0.16	0.12	0.19	0.16	0.07	0.30		0.10	0.14
O298	833671.33	821920.66		0.10	0.07	0.09	0.07	0.18	0.15	0.21	0.23	0.10	0.30		0.11	0.16
O299	833687.27	821939.92		0.10	0.08	0.12	0.04	0.21	0.17	0.21	0.26	0.09	0.28		0.13	0.17
O300	833703.22	821959.17		0.06	0.09	0.15	0.07	0.23	0.19	0.20	0.25	0.05	0.21		0.13	0.16
O301	833719.17	821978.42		0.04	0.08	0.16	0.10	0.23	0.20	0.20	0.25	0.12	0.14		0.14	0.17
O302	833735.11	821997.68		0.04	0.07	0.16	0.11	0.22	0.19	0.18	0.24	0.12	0.11		0.14	0.16
O303	833751.06	822016.93		0.04	0.07	0.14	0.09	0.17	0.11	0.12	0.24	0.04	0.15		0.11	0.13
O304	833767.01	822036.18		0.04	0.07	0.13	0.04	0.10	0.08	0.05	0.24	0.09	0.15		0.10	0.12
O305	833782.95	822055.44		0.06	0.07	0.11	0.02	0.11	0.17	0.15	0.23	0.15	0.12		0.10	0.14
O306	833620.46	821898.43		0.15	0.04	0.14	0.11	0.16	0.10	0.07	0.04	0.06	0.25		0.10	0.10
O307	833636.40	821917.69		0.14	0.03	0.12	0.11	0.13	0.10	0.13	0.05	0.07	0.25		0.10	0.11
O308	833652.35	821936.94		0.13	0.04	0.16	0.10	0.15	0.13	0.18	0.10	0.14	0.22		0.12	0.14
O309	833668.30	821956.19		0.13	0.05	0.20	0.08	0.18	0.16	0.21	0.18	0.10	0.17		0.14	0.15
O310	833684.24	821975.45		0.08	0.05	0.22	0.09	0.22	0.19	0.22	0.23	0.04	0.09		0.15	0.15
O311	833700.19	821994.70		0.06	0.04	0.19	0.11	0.24	0.21	0.22	0.23	0.09	0.10		0.15	0.17
O312	833716.14	822013.95		0.06	0.04	0.15	0.11	0.24	0.20	0.21	0.23	0.07	0.13		0.13	0.16
O313	833732.08	822033.21		0.05	0.06	0.13	0.08	0.22	0.16	0.17	0.22	0.05	0.17		0.12	0.14
O314	833748.03	822052.46		0.05	0.08	0.12	0.04	0.16	0.07	0.09	0.20	0.07	0.19		0.10	0.12
O315	833763.98	822071.72		0.04	0.10	0.10	0.03	0.07	0.12	0.12	0.19	0.10	0.15		0.09	0.11

Wind Velocity Ratio, Proposed Case

Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
O337	833828.51	821901.13		0.04	0.01	0.06	0.02	0.05	0.15	0.13	0.07	0.16	0.09		0.06	0.10
O338	833932.47	821892.35		0.24	0.17	0.24	0.20	0.26	0.14	0.08	0.05	0.05	0.04		0.18	0.12
O339	833941.87	821904.03		0.20	0.14	0.19	0.07	0.06	0.10	0.07	0.03	0.04	0.05		0.12	0.07
O340	833951.27	821915.72		0.12	0.08	0.09	0.08	0.10	0.11	0.08	0.03	0.02	0.04		0.08	0.06
O341	833919.84	821903.19		0.20	0.14	0.19	0.12	0.14	0.03	0.02	0.02	0.02	0.03		0.12	0.06
O342	833929.72	821914.47		0.17	0.12	0.18	0.12	0.11	0.07	0.07	0.03	0.05	0.04		0.12	0.08
O343	833939.60	821925.76		0.10	0.06	0.11	0.11	0.11	0.10	0.08	0.03	0.04	0.04		0.09	0.07
O344	833900.99	821917.58		0.11	0.09	0.10	0.05	0.09	0.04	0.06	0.03	0.11	0.10		0.08	0.07
O345	833910.39	821929.27		0.08	0.07	0.06	0.08	0.13	0.07	0.07	0.02	0.16	0.11		0.08	0.09
O346	833919.79	821940.96		0.05	0.08	0.04	0.06	0.13	0.06	0.06	0.02	0.17	0.12		0.07	0.08
O347	833929.19	821952.65		0.05	0.07	0.07	0.05	0.09	0.04	0.03	0.04	0.16	0.08		0.07	0.08
O348	833938.59	821964.34		0.08	0.10	0.10	0.05	0.10	0.18	0.16	0.22	0.16	0.07		0.11	0.14
O349	833890.50	821926.82		0.10	0.07	0.09	0.09	0.14	0.14	0.14	0.15	0.22	0.09		0.11	0.14
O350	833900.14	821938.31		0.08	0.03	0.12	0.08	0.14	0.17	0.16	0.15	0.16	0.06		0.11	0.13
O351	833909.78	821949.80		0.07	0.04	0.09	0.05	0.12	0.18	0.17	0.15	0.14	0.05		0.09	0.12
O352	833919.42	821961.29		0.07	0.06	0.06	0.04	0.09	0.18	0.16	0.16	0.10	0.05		0.09	0.11
O353	833929.07	821972.79		0.08	0.10	0.11	0.08	0.07	0.19	0.19	0.25	0.06	0.05		0.11	0.13
O354	834031.20	822022.99		0.14	0.17	0.13	0.06	0.05	0.06	0.14	0.15	0.01	0.02		0.11	0.08
O355	834044.19	822038.46		0.07	0.06	0.08	0.03	0.04	0.12	0.11	0.10	0.03	0.02		0.07	0.07
O356	833968.40	822059.06		0.15	0.10	0.10	0.05	0.08	0.05	0.07	0.10	0.09	0.19		0.09	0.09
O357	833978.02	822070.57		0.16	0.10	0.04	0.02	0.07	0.03	0.12	0.09	0.07	0.16		0.07	0.07
O358	833987.63	822082.09		0.15	0.08	0.06	0.03	0.04	0.06	0.10	0.08	0.06	0.18		0.07	0.07
O359	833997.25	822093.60		0.11	0.06	0.08	0.05	0.01	0.07	0.02	0.12	0.04	0.20		0.07	0.07
O360	834006.87	822105.11		0.04	0.04	0.08	0.06	0.03	0.07	0.07	0.07	0.03	0.16		0.06	0.07
O361	833959.48	822066.78		0.10	0.11	0.06	0.04	0.09	0.04	0.09	0.12	0.08	0.18		0.08	0.09
O362	833969.16	822078.24		0.12	0.12	0.03	0.02	0.09	0.05	0.08	0.11	0.06	0.15		0.07	0.07
O363	833978.84	822089.70		0.11	0.12	0.06	0.04	0.06	0.08	0.09	0.08	0.05	0.16		0.07	0.07
O364	833988.52	822101.16		0.06	0.09	0.09	0.07	0.02	0.09	0.08	0.07	0.03	0.18		0.07	0.07
O365	833998.20	822112.62		0.06	0.04	0.08	0.06	0.02	0.08	0.11	0.08	0.02	0.16		0.06	0.07
O366	833947.28	822077.33		0.08	0.13	0.08	0.07	0.10	0.06	0.15	0.16	0.07	0.15		0.09	0.10
O367	833957.20	822088.58		0.10	0.14	0.06	0.06	0.10	0.07	0.12	0.14	0.05	0.13		0.09	0.09
O368	833967.11	822099.84		0.09	0.13	0.09	0.08	0.09	0.09	0.12	0.14	0.04	0.13		0.10	0.10
O369	833977.03	822111.09		0.08	0.10	0.11	0.10	0.06	0.11	0.13	0.13	0.06	0.13		0.10	0.10
O370	833986.95	822122.35		0.07	0.03	0.07	0.04	0.02	0.08	0.15	0.15	0.06	0.12		0.07	0.09
O371	833898.29	822137.37		0.07	0.06	0.07	0.06	0.06	0.12	0.15	0.08	0.09	0.07		0.08	0.09
O372	833908.77	822148.17		0.04	0.03	0.04	0.04	0.06	0.12	0.18	0.08	0.09	0.06		0.06	0.08
O373	833870.30	822151.60		0.06	0.07	0.03	0.05	0.04	0.07	0.08	0.04	0.07	0.11		0.05	0.06
O374	833880.63	822162.47		0.03	0.03	0.02	0.03	0.04	0.09	0.08	0.04	0.04	0.03		0.04	0.05
O375	833856.97	822161.59		0.06	0.04	0.05	0.05	0.06	0.09	0.09	0.04	0.02	0.06		0.05	0.05
O376	833867.44	822172.33		0.04	0.03	0.01	0.05	0.03	0.08	0.05	0.03	0.04	0.03		0.03	0.04
O377	833611.59	822332.37		0.08	0.09	0.05	0.08	0.08	0.07	0.02	0.10	0.07	0.04		0.07	0.07
O378	833635.20	822340.59		0.16	0.18	0.07	0.07	0.11	0.10	0.03	0.15	0.14	0.12		0.11	0.11
O379	833658.54	822349.55		0.12	0.17	0.08	0.12	0.10	0.10	0.05	0.11	0.12	0.13		0.11	0.10
O380	833675.53	822355.49		0.04	0.10	0.04	0.05	0.04	0.04	0.08	0.06	0.07	0.11		0.05	0.06
O381	833668.22	822374.10		0.06	0.07	0.03	0.04	0.02	0.02	0.07	0.04	0.06	0.07		0.04	0.04
O382	833645.34	822364.03		0.13	0.18	0.06	0.08	0.05	0.05	0.02	0.11	0.10	0.05		0.09	0.07
O383	833622.17	822354.63		0.15	0.18	0.06	0.10	0.08	0.09	0.03	0.10	0.08	0.04		0.10	0.08
O384	833605.61	822348.74		0.10	0.13	0.05	0.09	0.08	0.08	0.03	0.11	0.07	0.02		0.08	0.07
D001	833820.29	822111.30		0.11	0.06	0.02	0.03	0.10	0.17	0.16	0.17	0.21	0.24		0.09	0.15
D002	833812.49	822117.56		0.18	0.16	0.14	0.04	0.13	0.19	0.20	0.23	0.21	0.25		0.15	0.18
D003	833804.69	822123.81		0.12	0.14	0.05	0.03	0.11	0.13	0.15	0.20	0.19	0.21		0.10	0.14
D004	833826.88	822118.83		0.02	0.02	0.01	0.03	0.05	0.10	0.10	0.16	0.04	0.09		0.04	0.07
D005	833819.07	822125.08		0.16	0.15	0.14	0.05	0.13	0.19	0.18	0.30	0.06	0.11		0.14	0.15
D006	833811.27	822131.34		0.13	0.16	0.04	0.02	0.13	0.16	0.16	0.29	0.03	0.06		0.10	0.11
D007	833825.66	822132.61		0.11	0.13	0.13	0.04	0.05	0.04	0.10	0.07	0.12	0.15		0.09	0.09
D008	833817.85	822138.87		0.16	0.17	0.07	0.04	0.16	0.21	0.16	0.36	0.05	0.07		0.13	0.14
D009	833832.24	822140.14		0.07	0.10	0.09	0.02	0.03	0.06	0.16	0.09	0.13	0.10		0.08	0.09
D010	833824.43	822146.39		0.16	0.16	0.11	0.02	0.19	0.22	0.13	0.37	0.06	0.04		0.14	0.15
D011	833838.82	822147.67		0.09	0.09	0.04	0.01	0.05	0.05	0.14	0.09	0.07	0.10		0.06	0.07
D012	833831.02	822153.92		0.13	0.14	0.10	0.01	0.20	0.23	0.16	0.34	0.10	0.02		0.13	0.15
D013	833845.40	822155.20		0.11	0.12	0.07	0.03	0.07	0.04	0.12	0.17	0.06	0.12		0.08	0.09
D014	833837.60	822161.45		0.09	0.07	0.05	0.05	0.20	0.25	0.14	0.31	0.02	0.05		0.10	0.13
D015	833899.34	822107.40		0.11	0.06	0.05	0.11	0.06	0.19	0.18	0.20	0.05	0.08		0.10	0.12
D016	833891.53	822113.66		0.08	0.05	0.04	0.05	0.11	0.25	0.27	0.14	0.06	0.07		0.09	0.12
D017	833883.73	822119.91		0.03	0.04	0.03	0.05	0.11	0.27	0.28	0.12	0.06	0.09		0.08	0.12
D018	833875.93	822126.16		0.06	0.04	0.02	0.04	0.09	0.24	0.26	0.09	0.08	0.10		0.07	0.11
D019	833868.12	822132.42		0.05	0.05	0.02	0.04	0.06	0.16	0.17	0.03	0.09	0.07		0.05	0.08
D020	833614.22	822011.42		0.12	0.08	0.14	0.17	0.11	0.11	0.07	0.05	0.04	0.02		0.11	0.08
D021	833625.42	822023.08		0.04	0.08	0.16	0.16	0.13	0.12	0.13	0.05	0.05	0.03		0.11	0.10
D022	833610.74	822026.16		0.03	0.03	0.12	0.09	0.04	0.04	0.05	0.02	0.02	0.02		0.06	0.05
D023	833634.39	822032.59		0.07	0.11	0.20	0.18	0.21	0.20	0.23	0.07	0.05	0.06		0.15	0.13
D024	833643.45	822044.01		0.10	0.08	0.11	0.09	0.19	0.20	0.23	0.19	0.06	0.07		0.12	0.14
D025	833653.10	822055.85		0.12	0.08	0.08	0.08	0.22	0.24	0.28	0.19	0.05	0.08		0.12	0.14
D026	833638.45	822059.59		0.08	0.05	0.04	0.07	0.10	0.08	0.05	0.10	0.02	0.08		0.06	0.06
D027	833662.47	822068.39		0.15	0.10	0.07	0.08	0.24	0.25	0.29	0.21	0.04	0.06		0.13	0.15

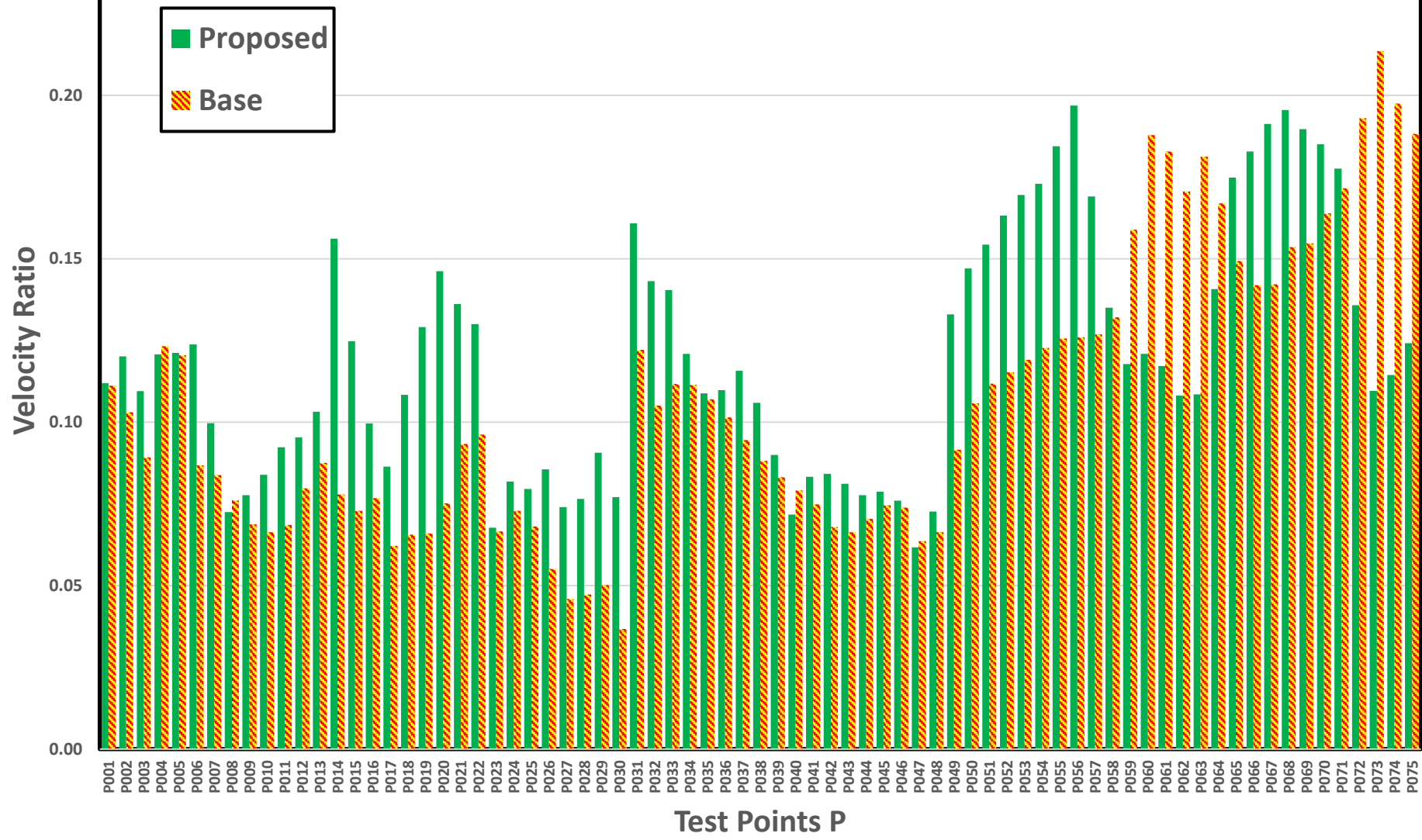
Wind Velocity Ratio, Proposed Case

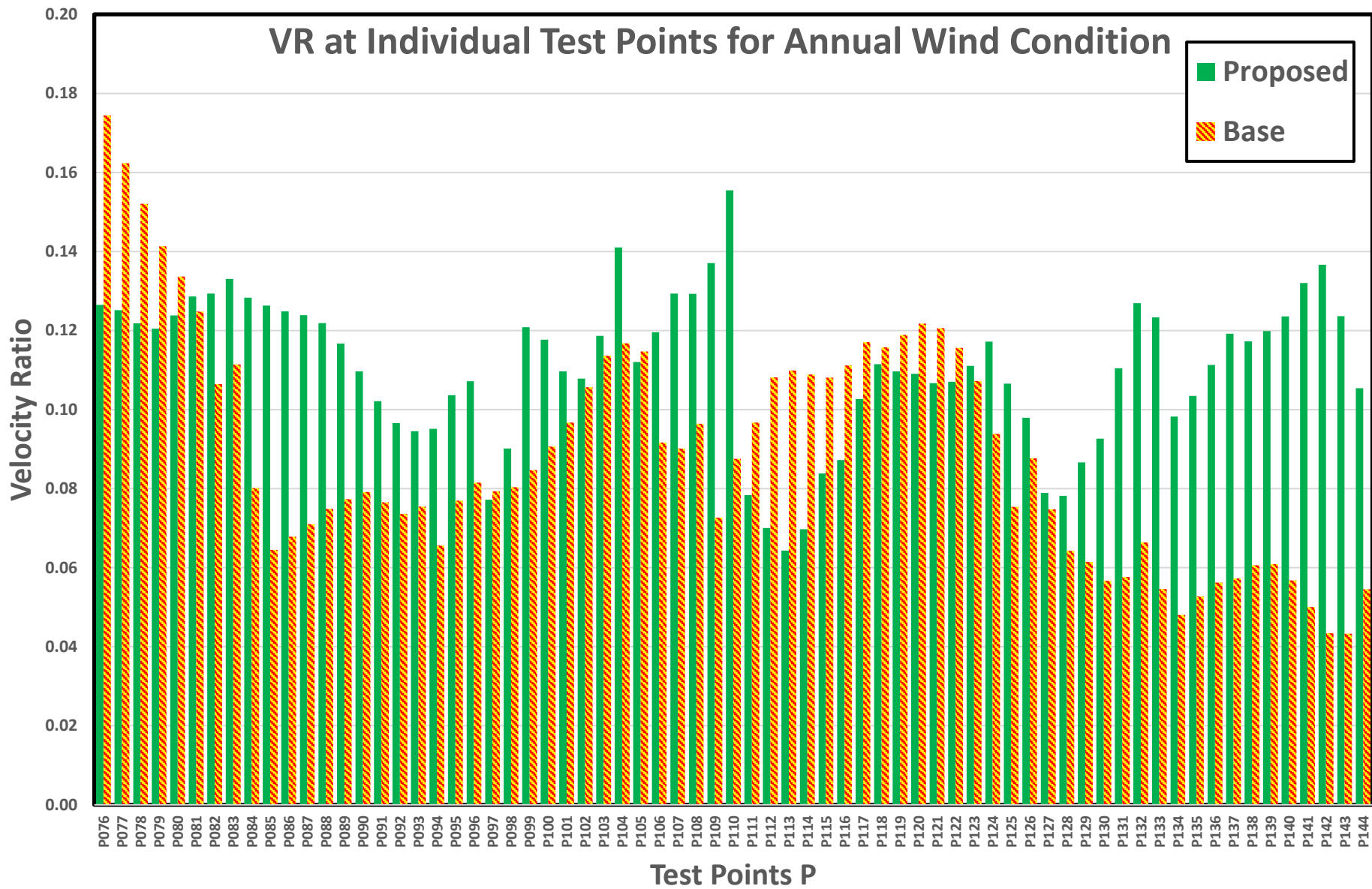
Tes Point			Wind direction (Degree)	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
			Wind direction	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
ID	Easting (m)	Northing (m)	Probability (Annual)	7.6%	12.4%	21.8%	12.4%	6.5%	4.9%	4.5%	6.7%	6.8%		83.6%		
			Probability (Summer)			8.3%	9.7%	7.6%	8.2%	9.2%	14.2%	16.9%	7.6%	81.7%		
D049	833599.89	822098.34		0.07	0.03	0.03	0.07	0.11	0.10	0.07	0.09	0.06	0.06		0.06	0.07
D050	833585.40	822094.49		0.05	0.02	0.04	0.04	0.06	0.06	0.04	0.10	0.05	0.06		0.05	0.06
D051	833776.49	822095.36		0.02	0.12	0.08	0.03	0.01	0.06	0.05	0.05	0.14	0.19		0.07	0.08
D052	833761.81	822098.45		0.03	0.09	0.09	0.06	0.06	0.07	0.09	0.10	0.14	0.21		0.08	0.10
D053	833747.13	822101.53		0.04	0.04	0.10	0.07	0.13	0.08	0.11	0.11	0.13	0.21		0.09	0.11
D054	833732.45	822104.61		0.08	0.02	0.09	0.06	0.15	0.10	0.13	0.12	0.12	0.20		0.09	0.12
D055	833717.77	822107.70		0.13	0.06	0.08	0.06	0.10	0.11	0.14	0.13	0.13	0.19		0.09	0.12
D056	833703.09	822110.78		0.16	0.11	0.08	0.05	0.11	0.10	0.13	0.10	0.16	0.20		0.10	0.12
D057	833688.41	822113.86		0.15	0.10	0.08	0.04	0.15	0.13	0.18	0.09	0.20	0.21		0.11	0.14
D058	833673.73	822116.95		0.15	0.08	0.04	0.03	0.15	0.15	0.21	0.11	0.25	0.25		0.10	0.15
D059	833659.05	822120.03		0.15	0.06	0.03	0.04	0.14	0.15	0.21	0.15	0.31	0.30		0.10	0.18
D060	833644.37	822123.11		0.14	0.05	0.03	0.06	0.13	0.15	0.19	0.22	0.35	0.34		0.11	0.20
D061	833663.64	822132.67		0.13	0.06	0.06	0.04	0.13	0.14	0.20	0.24	0.39	0.39		0.12	0.22
D062	833825.69	822190.69		0.10	0.09	0.10	0.11	0.12	0.04	0.11	0.07	0.11	0.07		0.10	0.09
D063	833832.10	822198.36		0.04	0.09	0.09	0.11	0.12	0.06	0.15	0.12	0.12	0.06		0.10	0.11
D064	833838.51	822206.04		0.02	0.10	0.08	0.10	0.14	0.09	0.16	0.15	0.12	0.06		0.10	0.12
D065	833844.92	822213.71		0.10	0.11	0.08	0.09	0.15	0.12	0.16	0.19	0.09	0.04		0.11	0.12
D066	833851.33	822221.39		0.15	0.11	0.06	0.06	0.15	0.13	0.16	0.21	0.05	0.08		0.10	0.11
D067	833817.23	822197.22		0.10	0.07	0.07	0.10	0.12	0.13	0.09	0.11	0.12	0.07		0.09	0.10
D068	833823.77	822204.78		0.01	0.07	0.07	0.10	0.03	0.12	0.05	0.02	0.11	0.05		0.07	0.07
D069	833830.31	822212.35		0.03	0.06	0.04	0.06	0.09	0.04	0.06	0.03	0.06	0.03		0.05	0.05
D070	833836.85	822219.91		0.05	0.09	0.06	0.08	0.15	0.08	0.13	0.05	0.04	0.03		0.08	0.07
D071	833843.39	822227.48		0.15	0.11	0.10	0.10	0.16	0.13	0.18	0.10	0.06	0.07		0.11	0.11
D072	833835.66	822233.82		0.14	0.09	0.14	0.14	0.12	0.15	0.18	0.03	0.07	0.06		0.12	0.10
D073	833827.93	822240.17		0.12	0.05	0.14	0.15	0.08	0.14	0.13	0.05	0.07	0.06		0.11	0.10
D074	833820.21	822246.51		0.10	0.03	0.12	0.13	0.05	0.12	0.10	0.06	0.07	0.06		0.09	0.09
D075	833812.48	822252.86		0.08	0.04	0.11	0.12	0.03	0.10	0.07	0.04	0.07	0.06		0.08	0.07
D076	833805.65	822257.88		0.05	0.06	0.09	0.10	0.02	0.08	0.04	0.02	0.08	0.07		0.07	0.06
D077	833772.09	822234.97		0.11	0.08	0.11	0.13	0.07	0.04	0.05	0.08	0.08	0.11		0.09	0.09
D078	833778.67	822242.50		0.11	0.09	0.04	0.04	0.02	0.02	0.03	0.02	0.04	0.03		0.05	0.03
D079	833785.26	822250.02		0.12	0.10	0.06	0.03	0.01	0.02	0.04	0.03	0.10	0.08		0.06	0.05
D080	833791.84	822257.55		0.09	0.09	0.02	0.04	0.02	0.01	0.04	0.03	0.10	0.09		0.05	0.05
D081	833798.42	822265.08		0.08	0.07	0.09	0.08	0.03	0.08	0.05	0.05	0.10	0.08		0.07	0.07

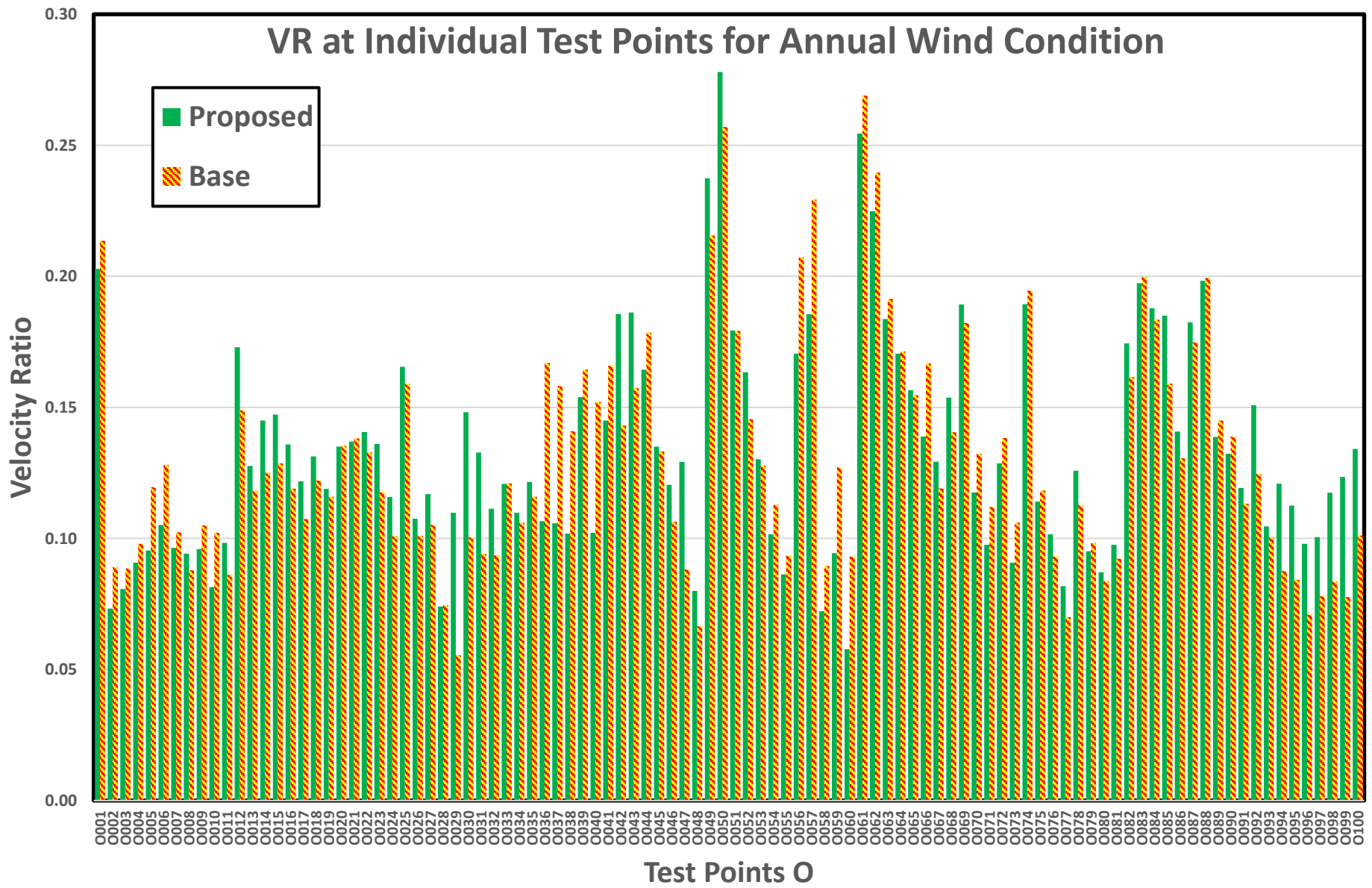
Summary of Spatial Averaged Velocity Ratio

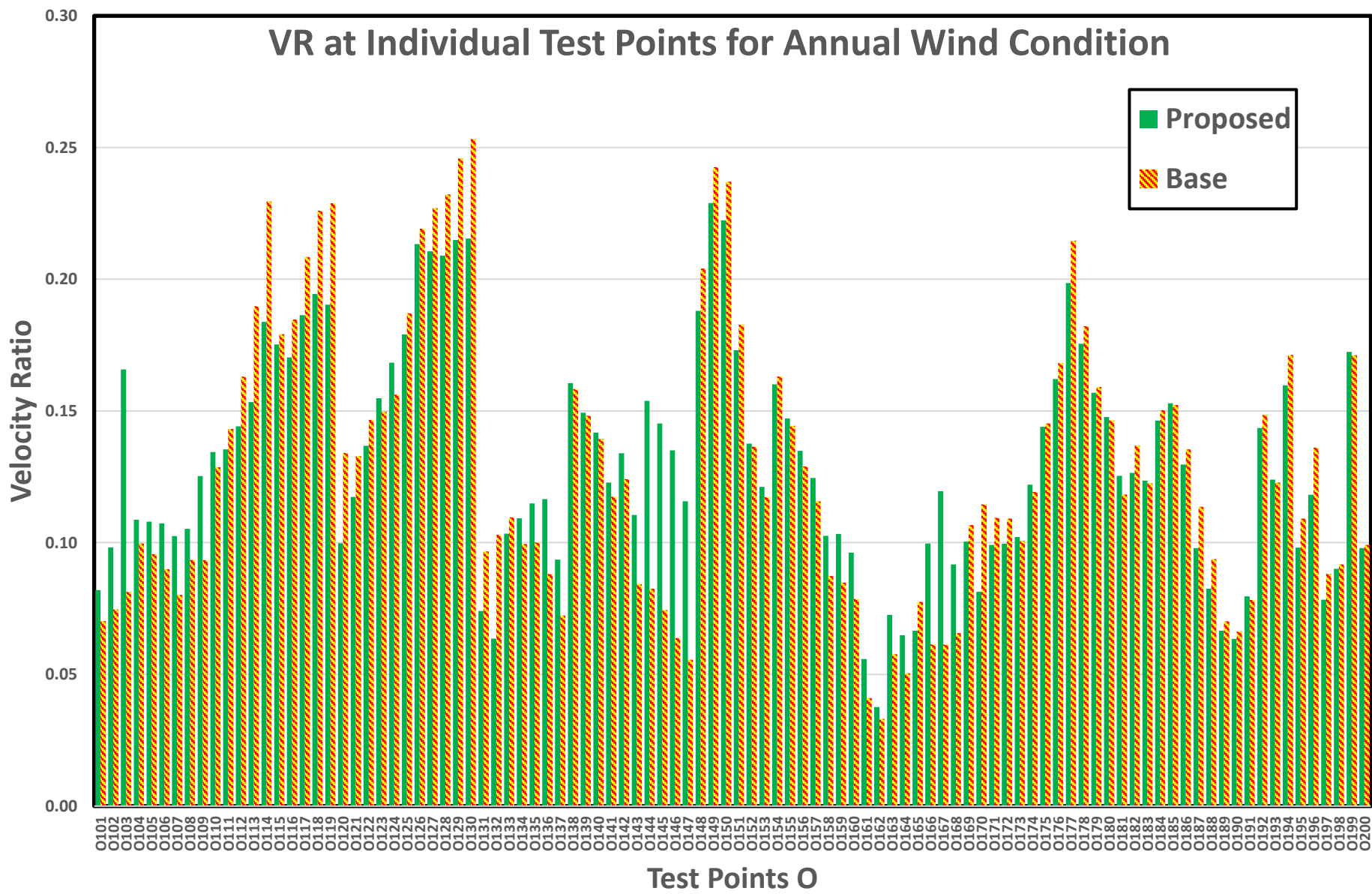
ID	Location	Base		Proposed	
Overall		Annual	Summer	Annual	Summer
SVR	Site Air Ventilation Assessment (SVR) (All P Points)	0.10	0.12	0.12	0.14
	--Site A (P001 - P030)	0.08	0.11	0.10	0.14
	--Site B (P031 - P104)	0.11	0.14	0.12	0.16
	--SSP-017 (P105 - P144)	0.08	0.09	0.11	0.11
LVR	Local Air Ventilation Assessment (LVR) (All P & O Points)	0.11	0.13	0.12	0.14
Road Sections		Annual	Summer	Annual	Summer
R001	Hing Wah Street (O001 - O012)	0.11	0.14	0.11	0.14
R002	Hing Wah Street (O013 - O027)	0.12	0.13	0.13	0.15
R003	Cheung Wah Street (O028 - O035)	0.10	0.11	0.12	0.14
R004	Cheung Sha Wan Path (O036 - O044)	0.16	0.16	0.14	0.14
R005	Kwong Cheung Street (O045 - O048)	0.10	0.12	0.12	0.16
R006	Tai Nan West Street (O049 - O060)	0.16	0.18	0.15	0.17
R007	Lai Chi Kok Road (O061 - O069)	0.18	0.17	0.18	0.16
R008	Fortune Street (O070 - O073)	0.12	0.15	0.11	0.14
R009	Hang Cheung Street (O074 - O079)	0.11	0.13	0.12	0.13
R010	Cheung Sha Wan Road (O080 - O091)	0.15	0.18	0.15	0.19
R011	Cheung Sha Wan Road (O092 - O108)	0.09	0.16	0.11	0.18
R012	Cheung Sha Wan Road (O109 - O130)	0.18	0.27	0.17	0.27
R013	Fuk Wa Street (O131 - O137)	0.10	0.10	0.10	0.09
R014	Fuk Wing Street (O138 - O142)	0.14	0.13	0.14	0.13
R015	Fuk Wing Street (O143 - O147)	0.07	0.08	0.13	0.14
R016	Un Chau Street (O148 - O160)	0.15	0.11	0.15	0.12
R017	Castle Peak Road (O161 - O182)	0.11	0.12	0.11	0.12
R018	Cheung Yue Street (O183 - O191)	0.11	0.11	0.10	0.11
R019	Un Chau Street (O192 - O196)	0.14	0.11	0.13	0.09
R020	Cheung Fat Street (O197 - O199)	0.12	0.10	0.11	0.09
R021	Hing Wah Street (O200 - O205)	0.12	0.11	0.12	0.12
R022	Cheung Wah Street (O206 - O208)	0.08	0.08	0.09	0.10
R023	Tsap Fai Street (O209 - O211)	0.07	0.06	0.07	0.07
R024	Fuk Wa Street (O212 - O214)	0.09	0.08	0.08	0.07
R025	Yu Chau West Street (O215 - O220)	0.08	0.08	0.07	0.07
R026	Tai Nan West Street (O221 - O226)	0.10	0.12	0.09	0.11
R027	Castle Peak Road (O227 - O239)	0.15	0.11	0.15	0.12
R028	Kwong Shing Street (O240 - O241)	0.06	0.06	0.07	0.06
R029	Wing Hong Street (O242 - O262)	0.10	0.11	0.10	0.11
R030	Wing Ming Street (O263 - O270)	0.10	0.09	0.10	0.08
R031	King Lam Street (O271 - O275)	0.09	0.13	0.09	0.14
Open Area		Annual	Summer	Annual	Summer
Z001	Sham Shui Po Sports Ground (O276 - O328)	0.13	0.15	0.11	0.14
Z002	Hang Chun Court (O329 - O337)	0.10	0.14	0.09	0.14
Z003	S.K.H. Kei Fook Primary School – Middle (O338 - O343)	0.12	0.08	0.12	0.08
Z004	S.K.H. Kei Fook Primary School – West (O344 - O353)	0.10	0.12	0.09	0.11
Z005	Un Chau Estate (O354 - O355)	0.09	0.07	0.09	0.07
Z006	Hing Wah Street Playground (O356 - O370)	0.07	0.08	0.08	0.08
Z007	Cheung Sha Wan Catholic Secondary School (O371 - O376)	0.05	0.06	0.05	0.06
Z008	Wing Hong Street Rest Garden (O377 - O384)	0.09	0.08	0.08	0.07
Open Area - Within Scheme Boundary		Annual	Summer	Annual	Summer
A001	Site A – Setback Areas in West (D001 - D014)	0.07	0.10	0.10	0.12
A002	Site A – North-East Area (D015 - D019)	0.05	0.05	0.08	0.11
A003	Site B – Open Area (D020 - D061)	0.11	0.11	0.09	0.11
A004	SSP-017 - Setback Area in West (D062 - D076)	--	--	0.09	0.09
A005	SSP-017 - SW/NE pedestrian pathway (D077 - D081)	--	--	0.06	0.06

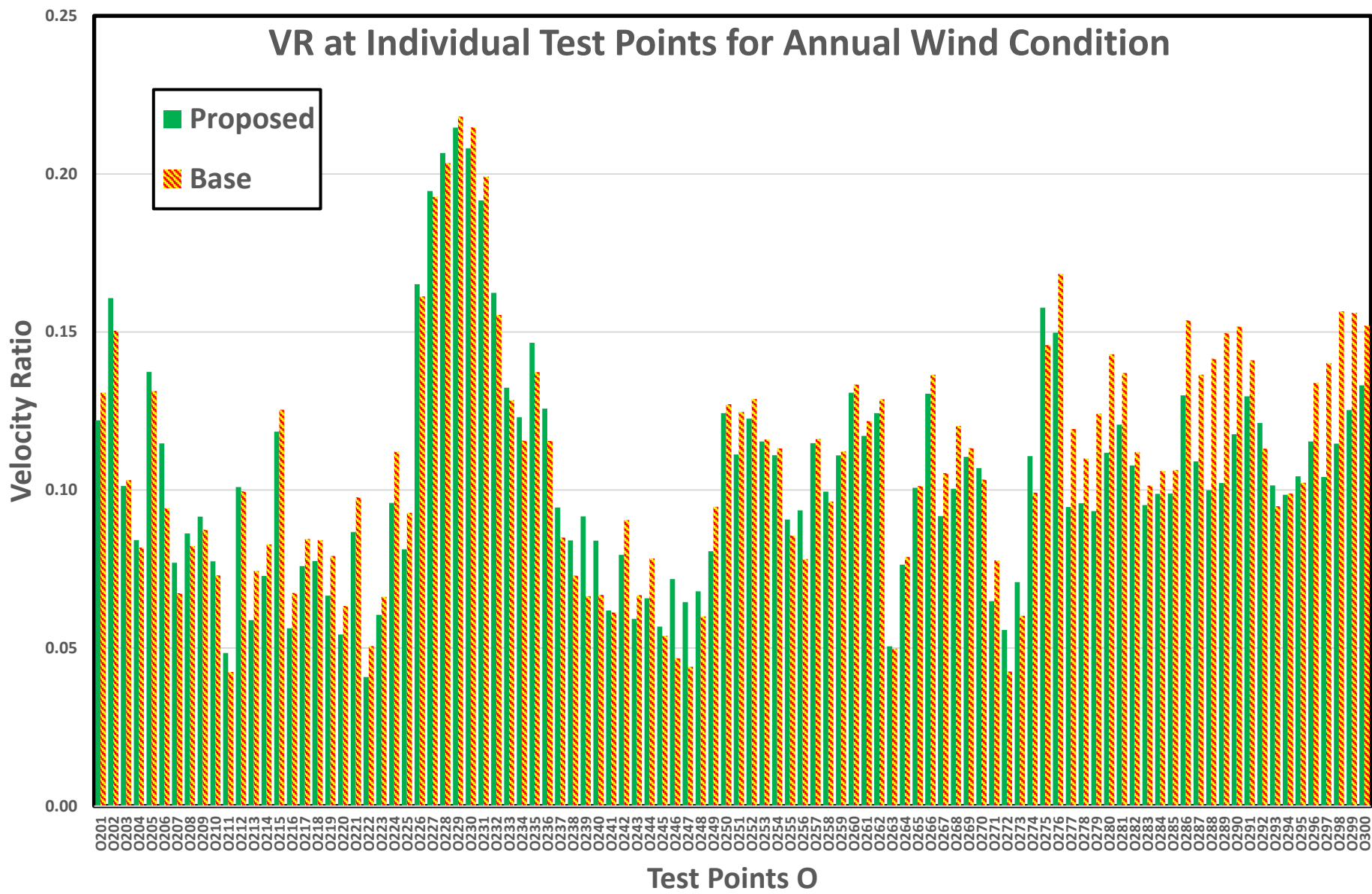
VR at Individual Test Points for Annual Wind Condition

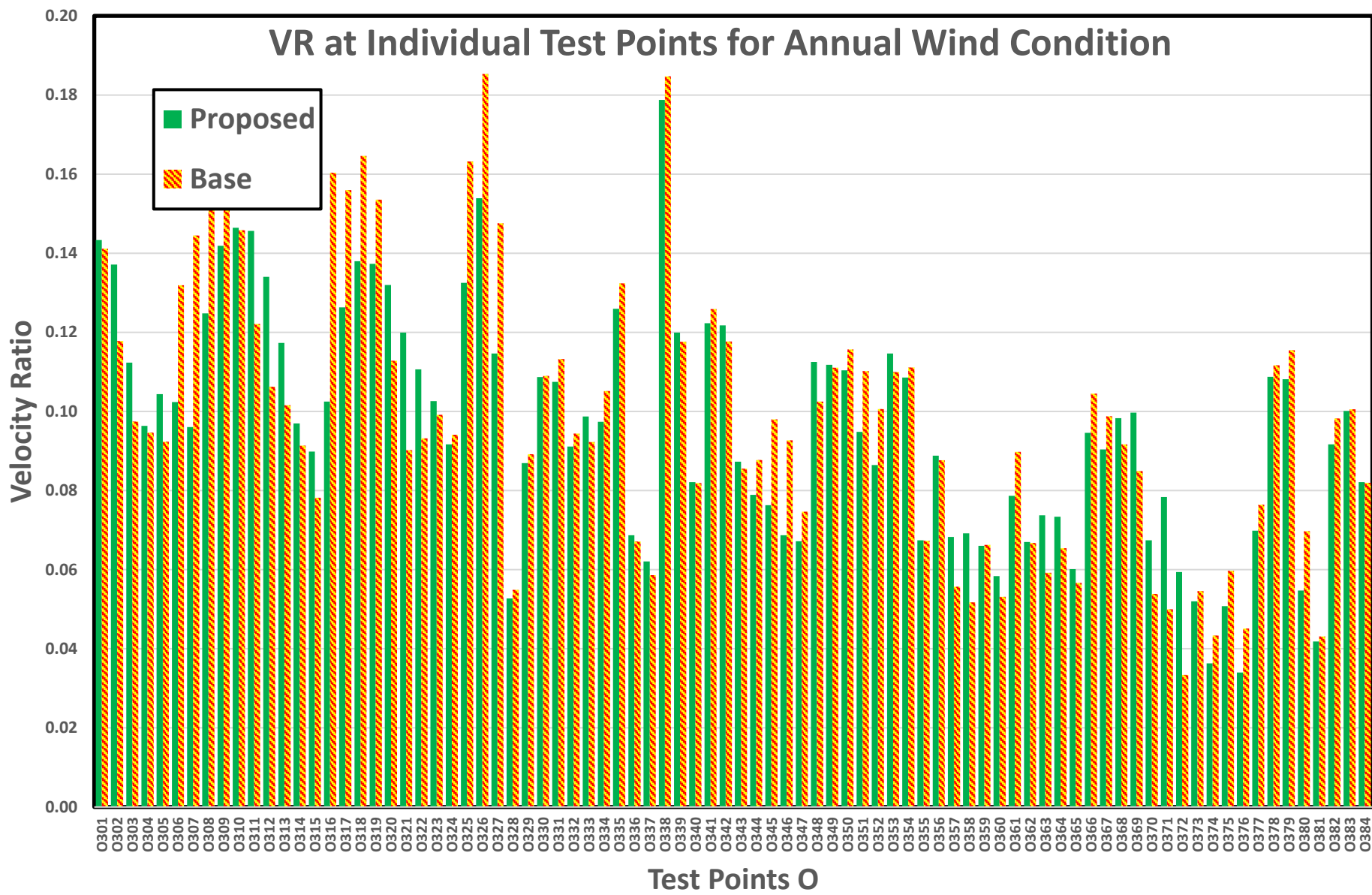


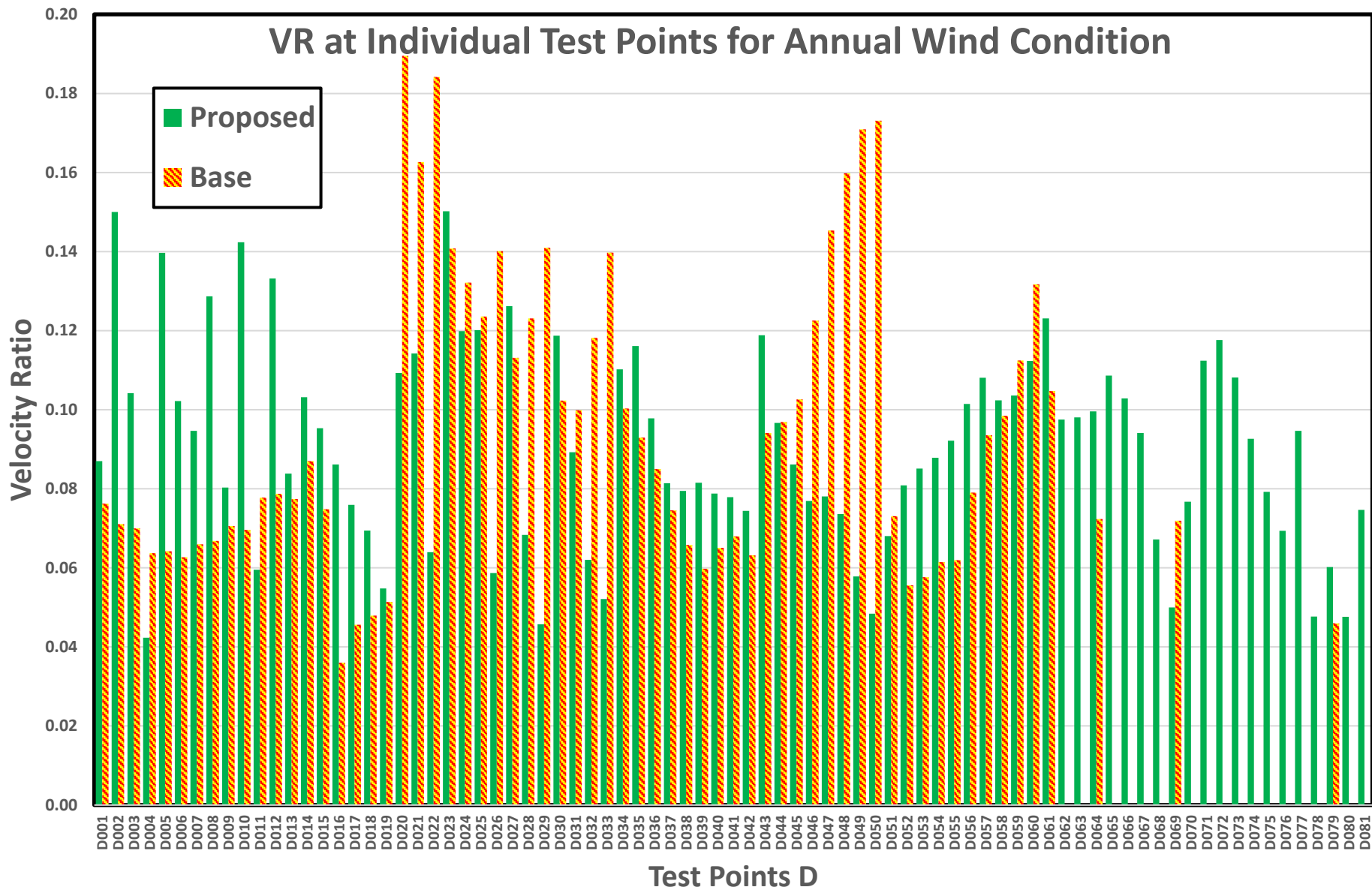


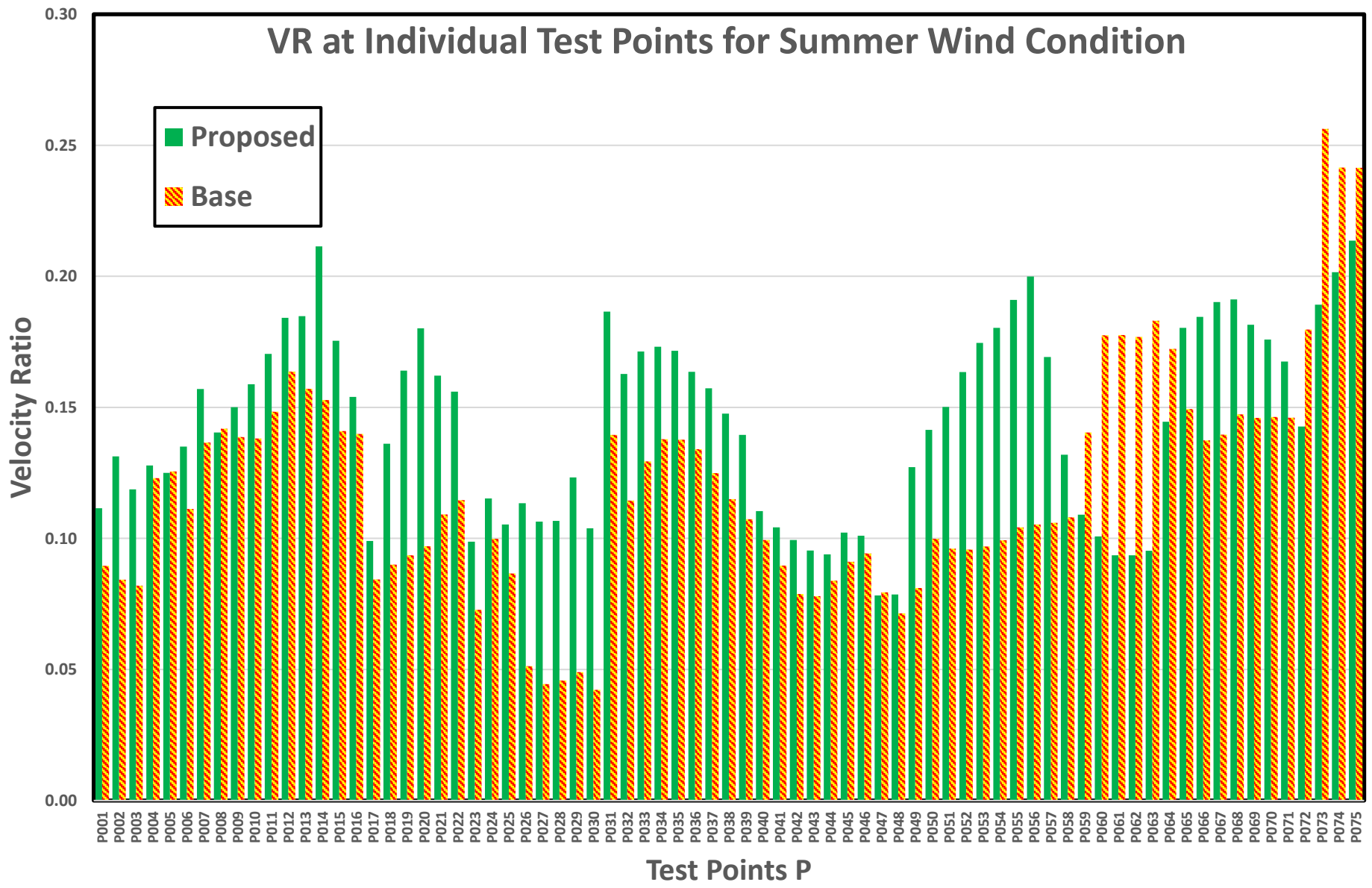


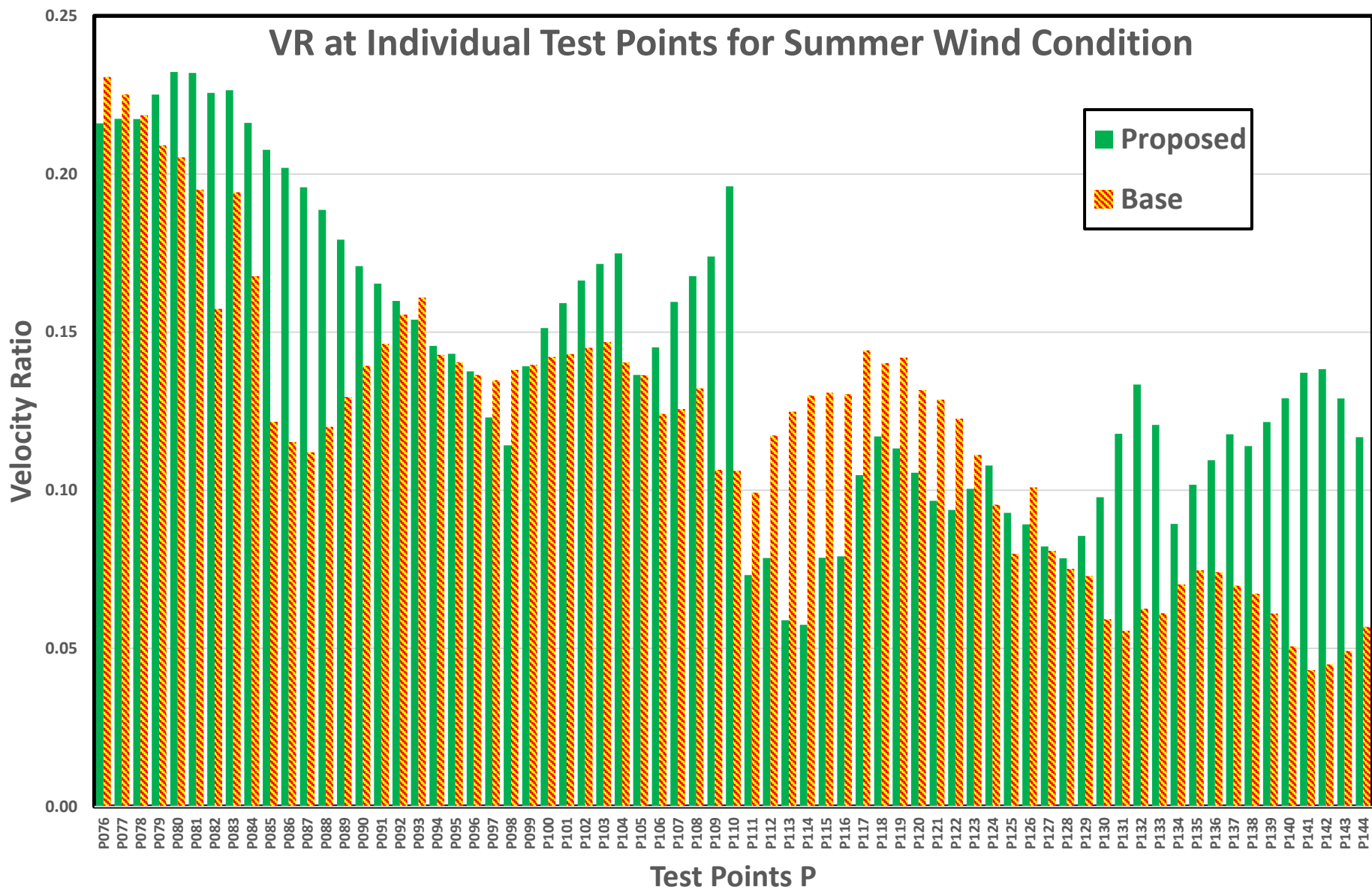


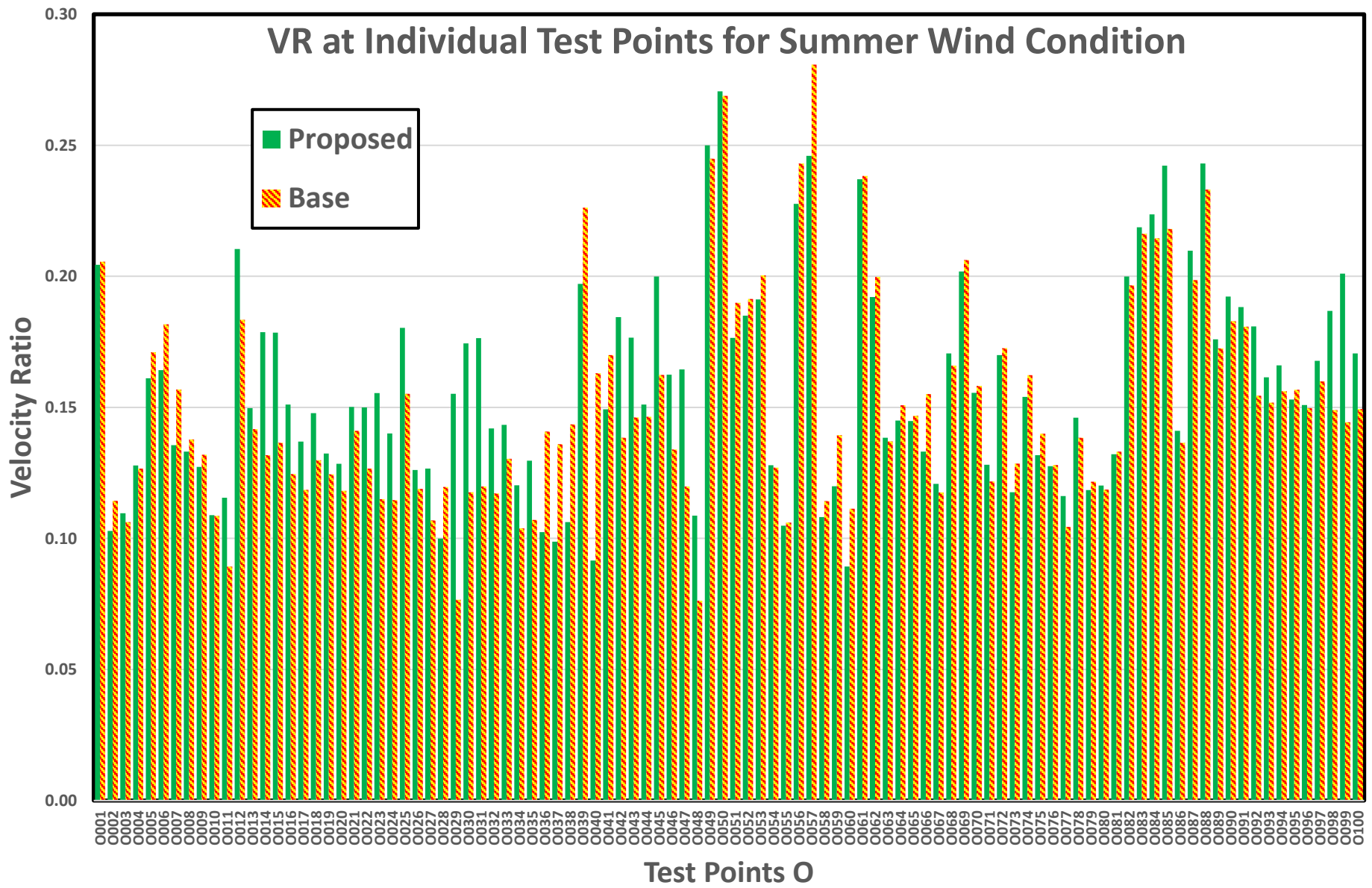


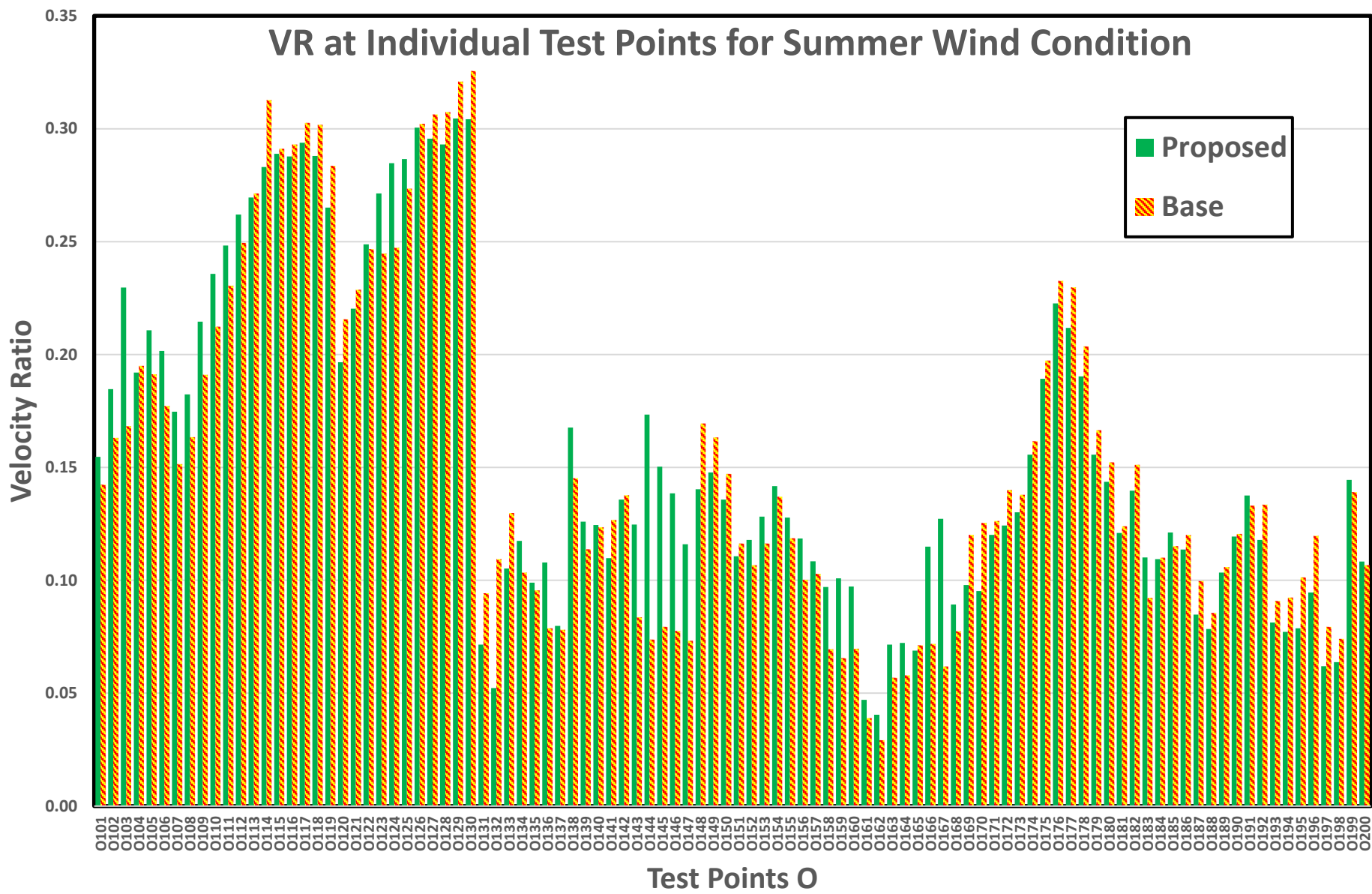


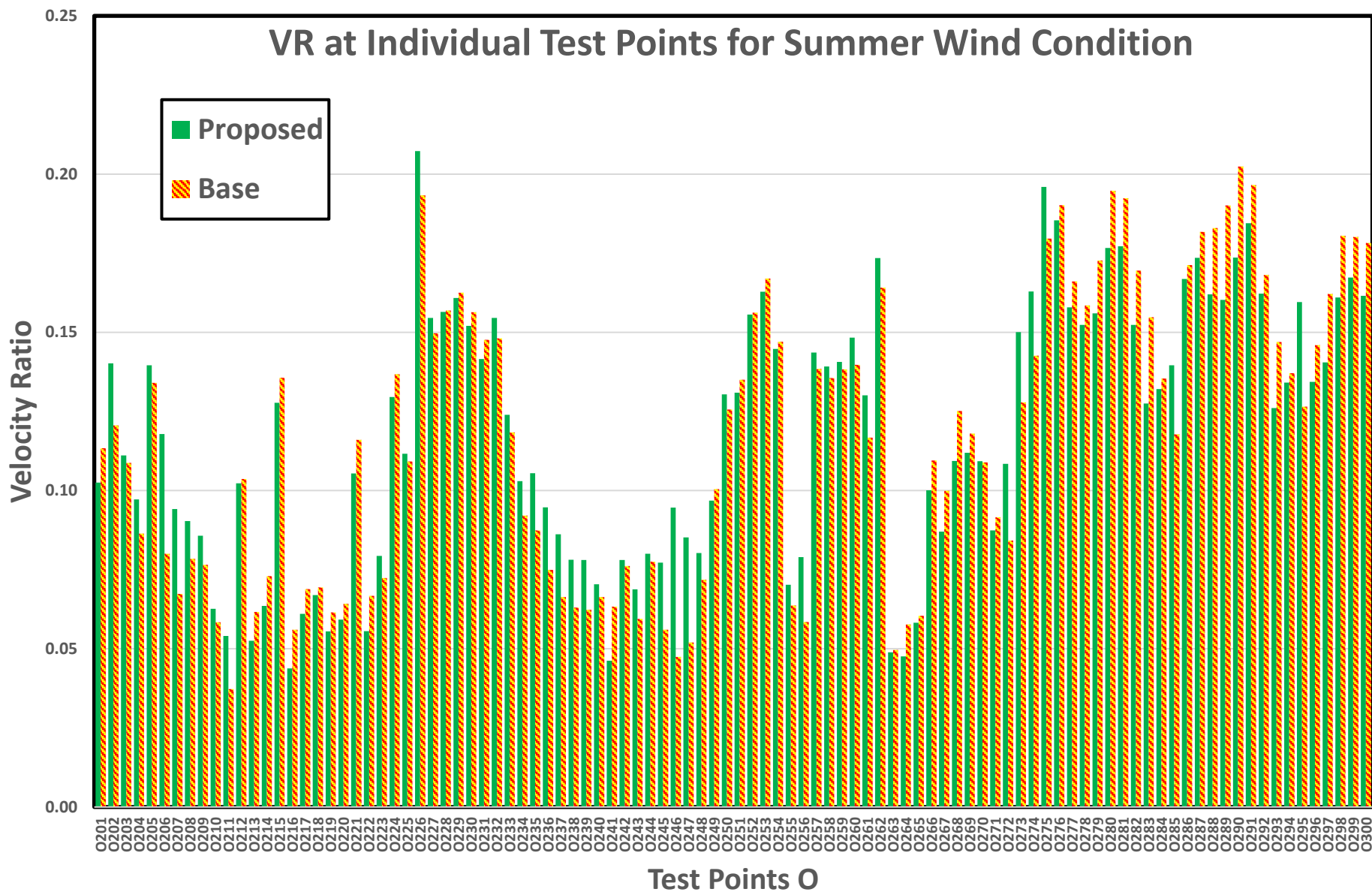


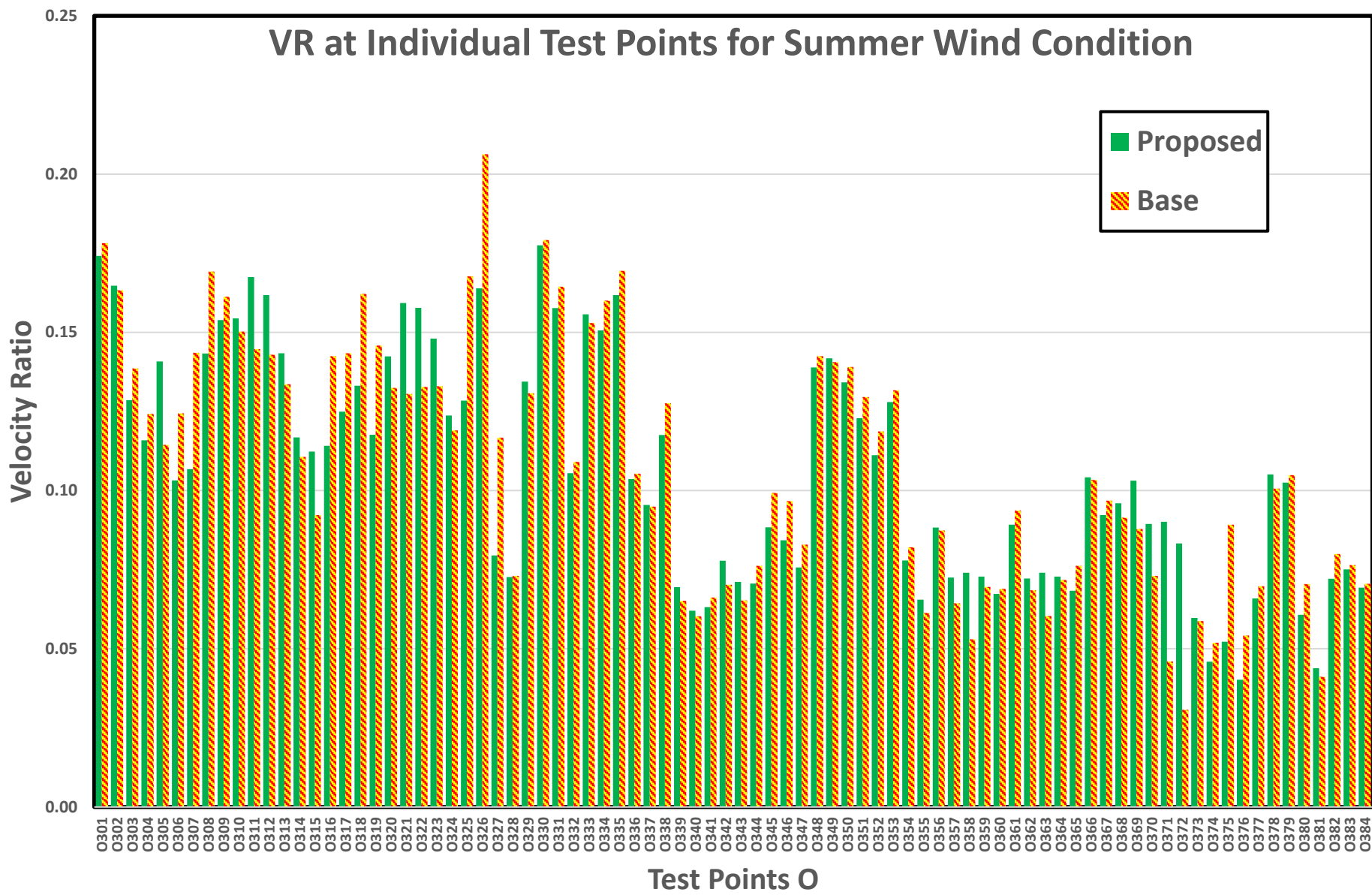


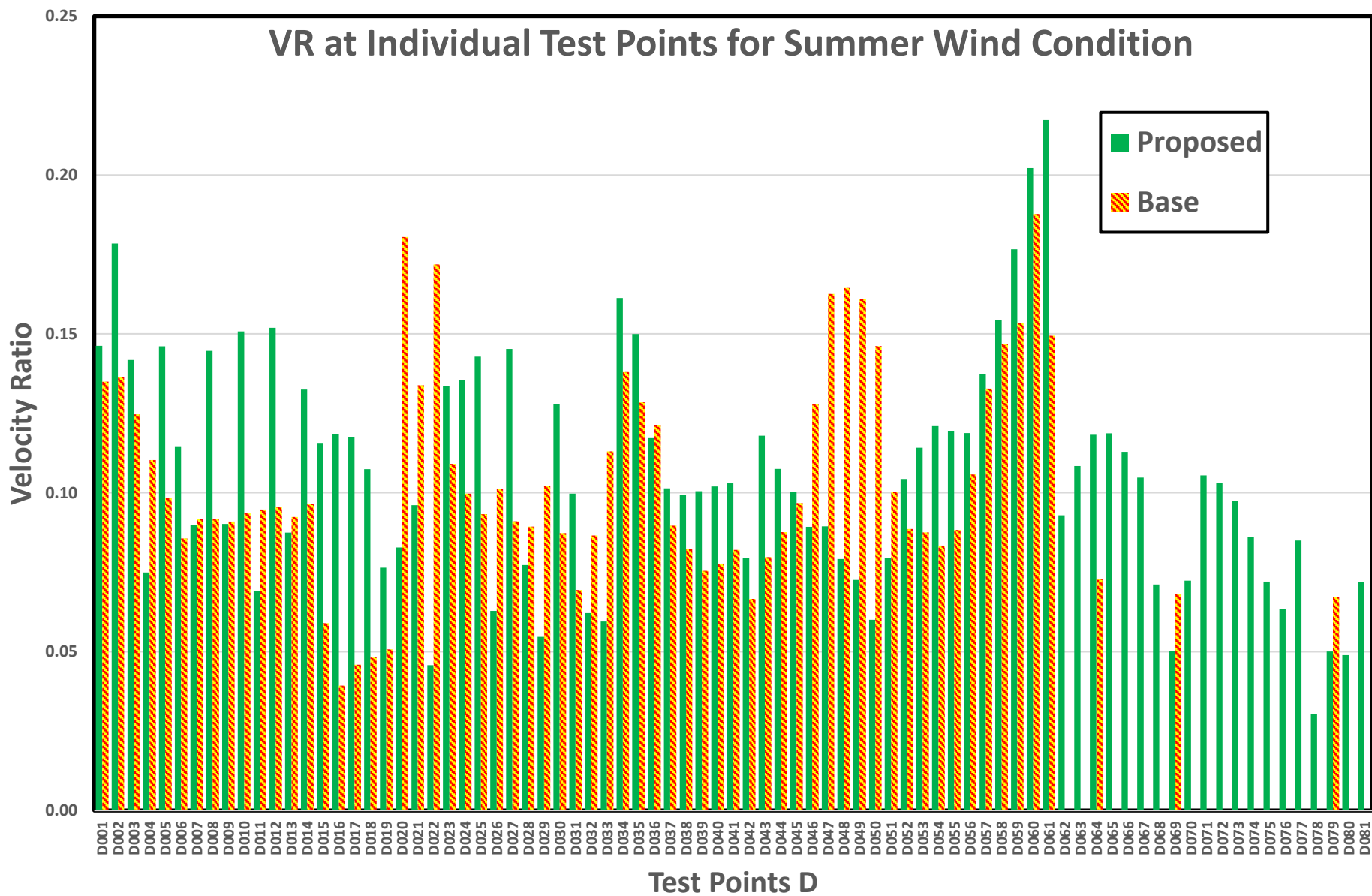


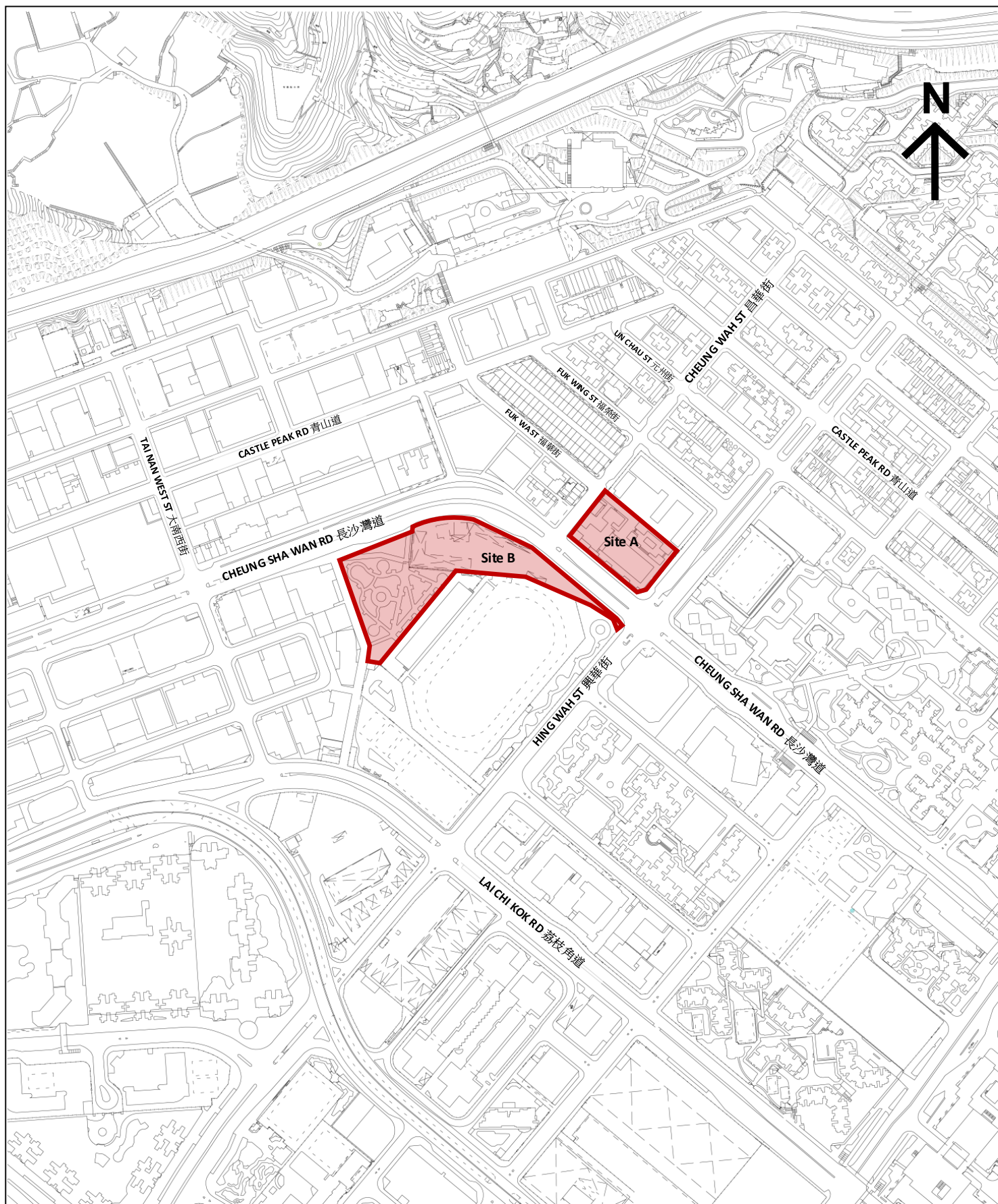












THE SCHEME

EXTRACT PLAN PREPARED ON 3.8.2021
BASED ON SURVEY SHEET No. 11-NW-8A,
11-NW-8B, 11-NW-8C, 11-NW-8D, 11-NW-13A,
11-NW-13B

LOCATION PLAN

DEVELOPMENT SCHEME
AT CHEUNG WAH STREET /
CHEUNG SHA WAN ROAD

SCALE 1 : 5000

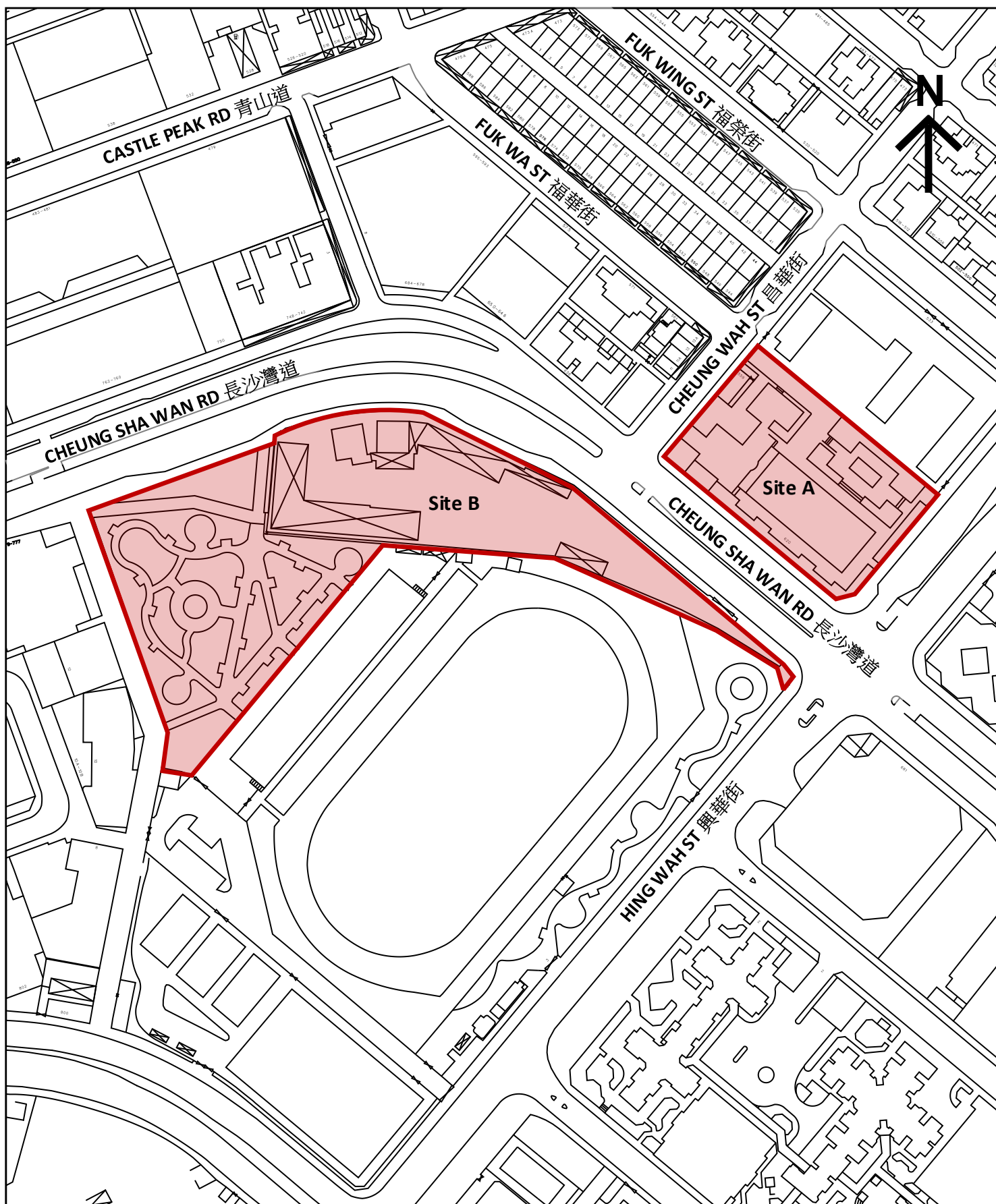
METRES 100 0 100 200 METRES



SSP-018

PLAN

1



THE SCHEME

EXTRACT PLAN PREPARED ON 3.8.2021
BASED ON SURVEY SHEET No.11-NW-8A,
11-NW-8B, 11-NW-8C, 11-NW-8D

SCHEME AREA

DEVELOPMENT SCHEME
AT CHEUNG WAH STREET /
CHEUNG SHA WAN ROAD

SCALE 1 : 2000

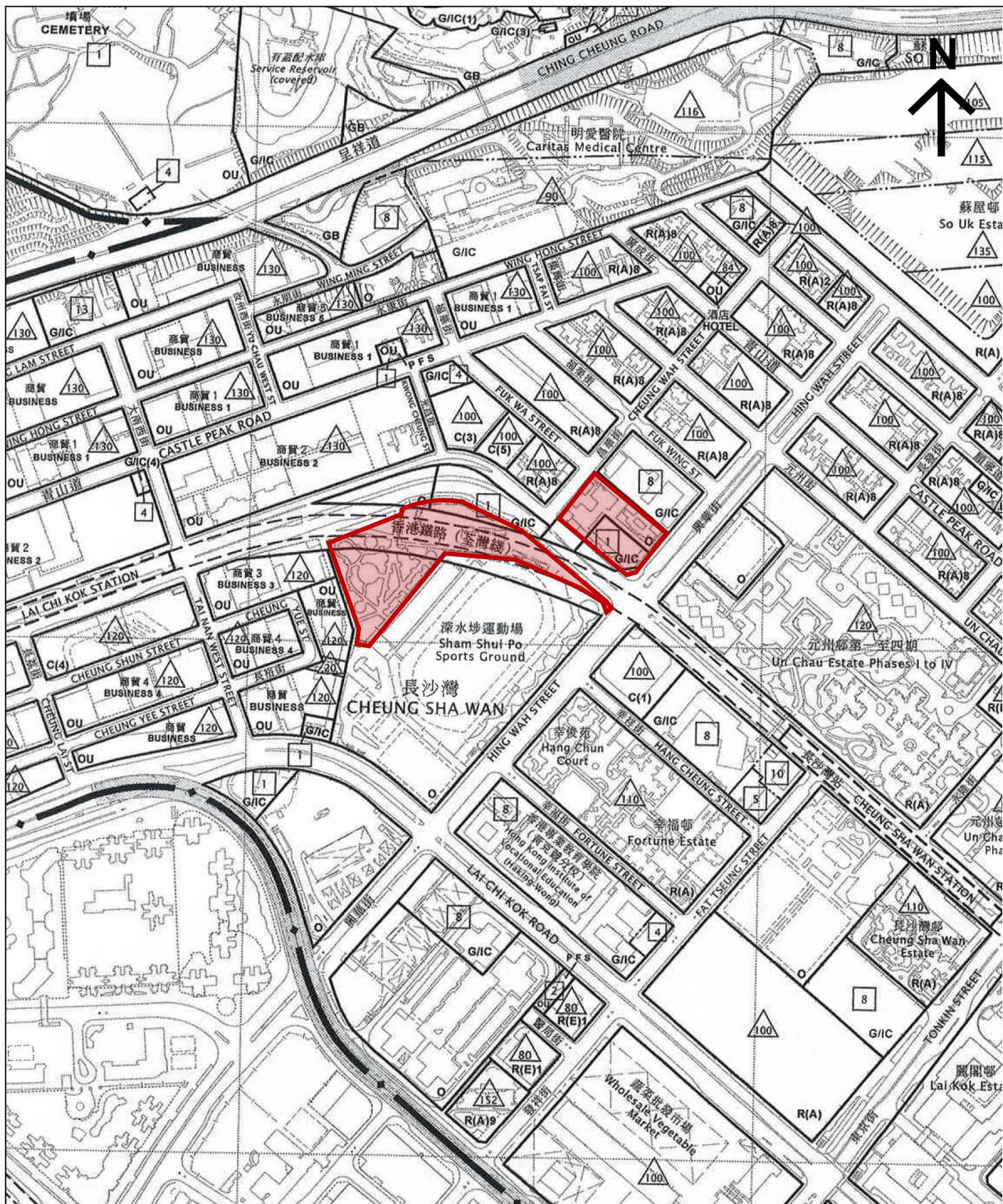
METRES 20 0 20 40 60 80 100 METRES



SSP-018

PLAN

2



THE SCHEME

EXTRACT PLAN BASED ON
APPROVED CHEUNG SHA WAN OUTLINE
ZONING PLAN No.S/K5/37

EXISTING ZONING OF THE DEVELOPMENT

SCHEME

DEVELOPMENT SCHEME
AT CHEUNG WAH STREET /
CHEUNG SHA WAN ROAD
SCALE 1 : 5000

METRES 100 0 100 200 METRES

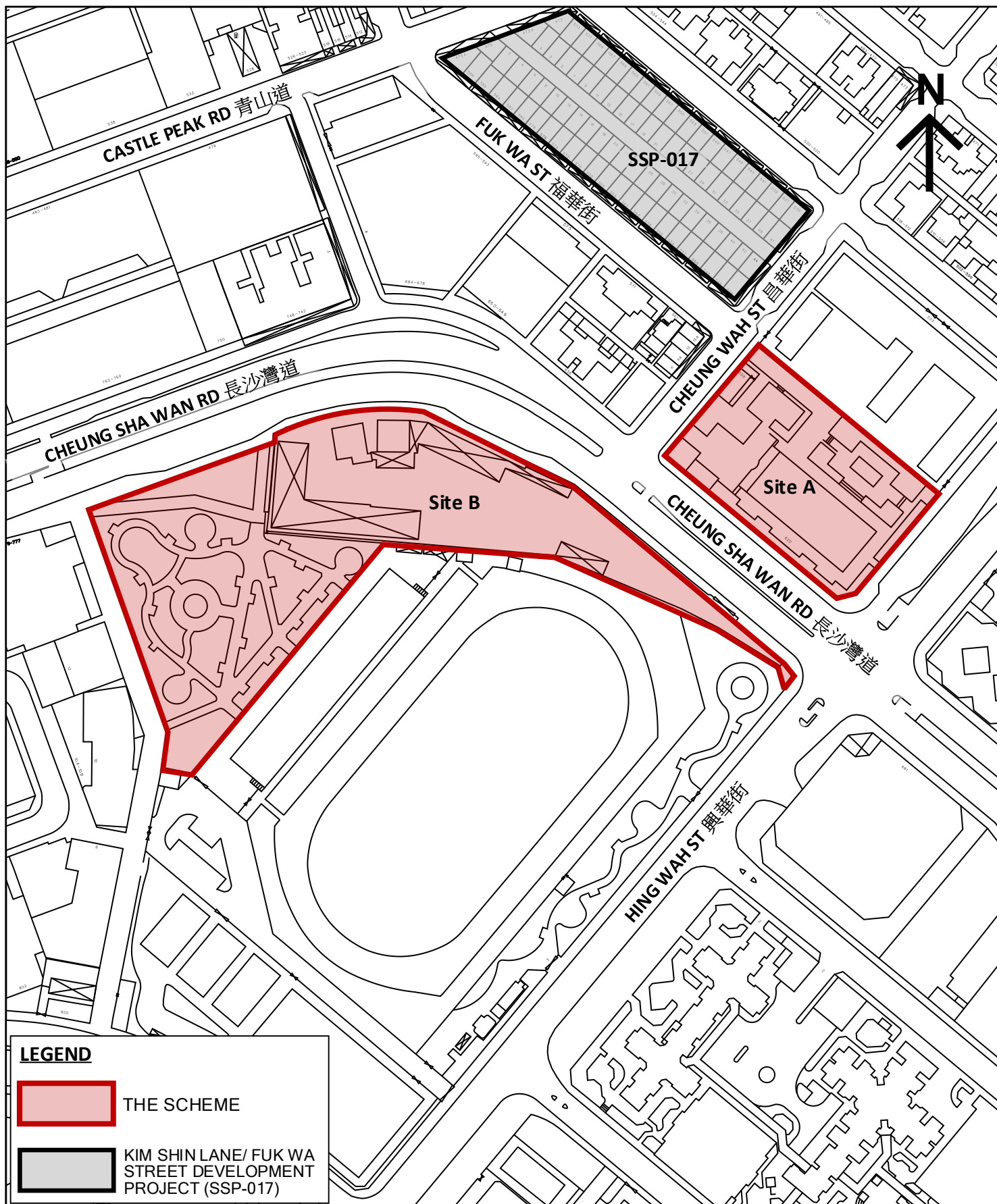


市區重建局
URBAN RENEWAL
AUTHORITY

SSP-018

PLAN

3



THE SCHEME & SURROUNDING

URA PROJECT

DEVELOPMENT SCHEME
AT CHEUNG WAH STREET /
CHEUNG SHA WAN ROAD

SCALE 1 : 2000

EXTRACT PLAN PREPARED ON 3.8.2021
BASED ON SURVEY SHEET No.11-NW-8A,
11-NW-8B, 11-NW-8C, 11-NW-8D

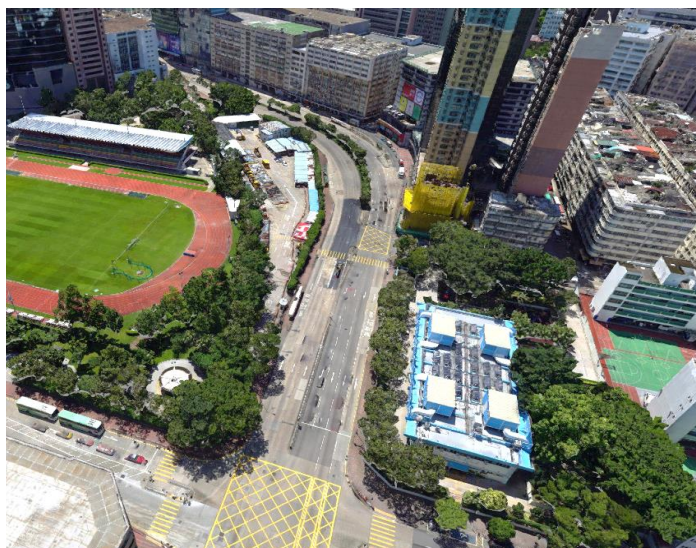
METRES 20 0 20 40 60 80 100 METRES



SSP-018

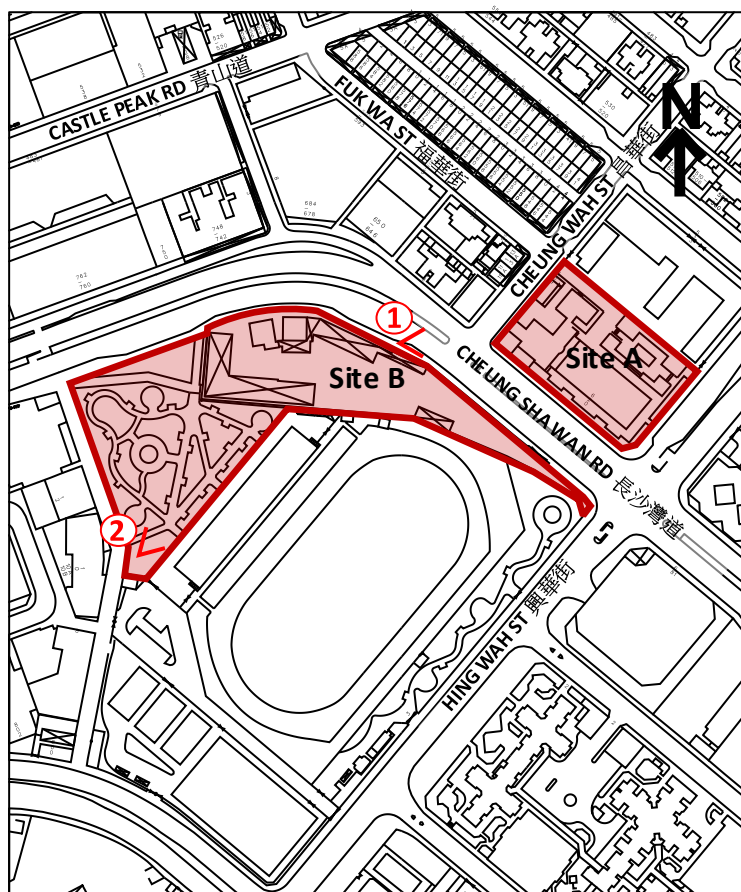
PLAN

4



AERIAL VIEW:

VIEW 1:



VIEW 2:



THE SCHEME

PHOTOS TAKEN IN
JULY 2021

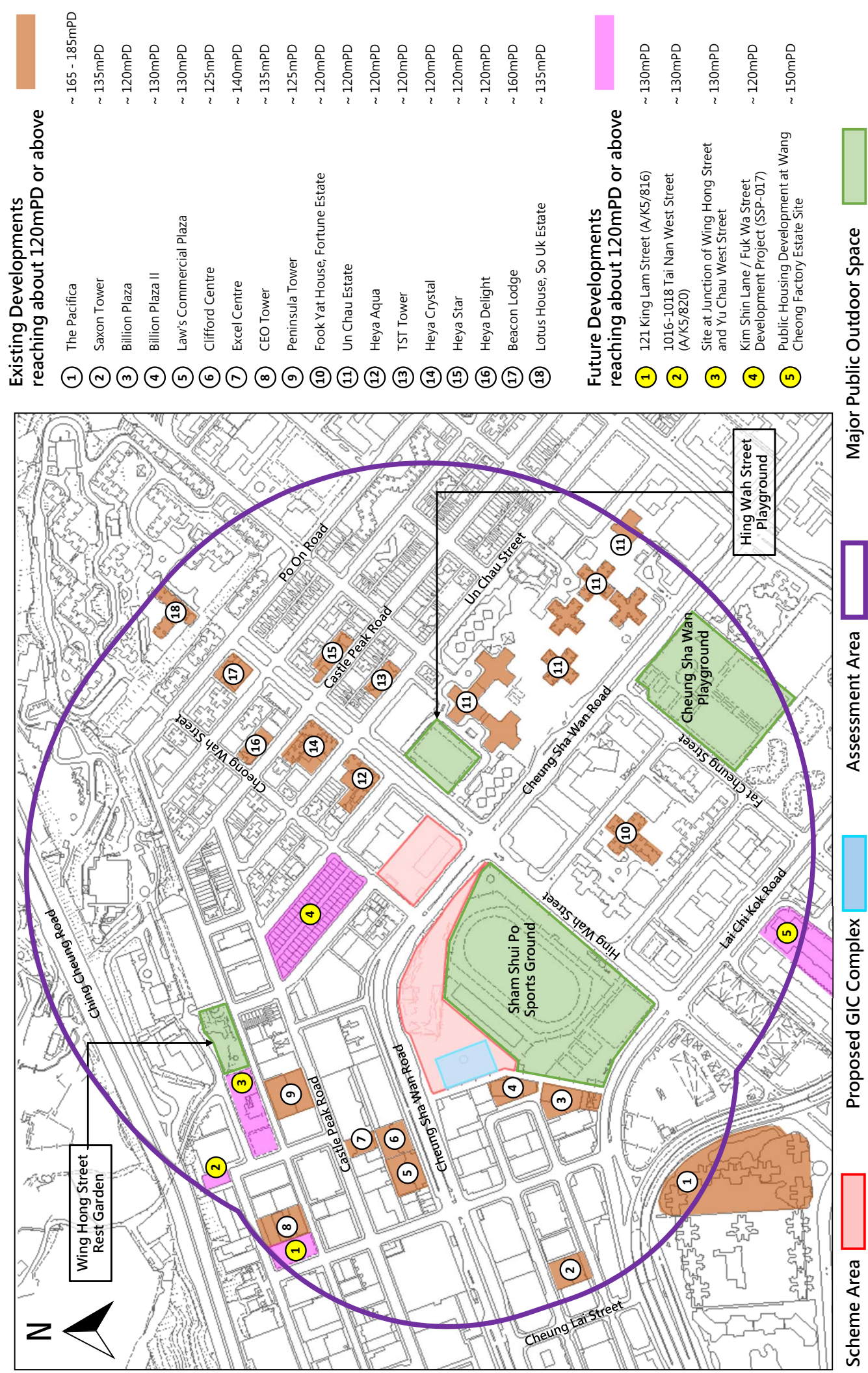
SITE PHOTOS


DEVELOPMENT SCHEME
AT CHEUNG WAH STREET /
CHEUNG SHA WAN ROAD

 市區重建局
URBAN RENEWAL
AUTHORITY

SSP-018

PLAN
5



	URA Cheung Wah Street / Cheung Sha Wan Road Development Scheme (SSP-018) Visual Impact Assessment	Figure 4.1	Assessment Area and Visual Elements	Not drawn to scale
				Sep 2021

Type	Parameter	HKPSG Parking Provision Requirement	Required Provision (nos.)	Proposed Provision (nos.)
		Taxi and Private Car Lay-by	-	1 ⁽³⁾
Accessible Car Parking Space	192	3 spaces for 151-250 total car parking spaces in lot	3	3
Site B				
<i>GIC Facility (~33,696 m² GFA) ⁽¹⁾</i>				
Private Car Parking Space	-	N/A	N/A	65 ⁽³⁾
Loading/unloading Bay	-	N/A	N/A	3 ⁽³⁾
Accessible Car Parking Space	65	2 spaces for 51-150 total car parking spaces in lot.	2	2 ⁽³⁾

Remarks: (1) The intended GIC uses will be subject to further liaison with relevant Government Departments. The proposed transport facilities provision is assumption only.

(2) Loading/unloading bay to be shared used by the Retail and GIC due to low demand for GIC facilities. However, the provision is assumption only and subject to the GIC operator need in later stage.

(3) Provision maybe adjusted/ deleted subject to the GIC operator need.

- 2.3.2. As can be seen in the above table, 192 nos. of private car parking space (including 50 nos. of public parking space and 3 nos. of assessable car parking space), 14 nos. of motorcycle parking space, 9 nos. of loading/unloading bay, 1 no. of ambulance lay-by and 1 no. of taxi and private car lay-by are proposed for Site A whilst 65 nos. of private car parking space (including 2 nos. of accessible car parking space) and 3 nos. of loading/ unloading bay are proposed for Site B to facilitate the operation of both sites.
- 2.3.3. The proposed parking provision is within the range of the required provision according to the latest HKPSG. Since the subject sites are located within short walking distance (approximate 200m) to MTR Lai Chi Kok Station, there are plenty of public car park within 500m radius of the Sites with surplus during the day according to the real time information as shown on TD's HKeMobility website, traffic condition at the adjacent junction of Cheung Sha Wan Road and Hing Wah Street is already critical during the peak hour periods and the level of illegal parking along the kerb side of Site A is not heavy as which is in short distance to the road junctions, low-end parking provision is adopted for the private car parking space for the residential blocks of Site A.
- 2.3.4. As the type of GIC to be provided at both Sites A and B are subject to finalisation by relevant government departments, the proposed parking provision for the GIC facilities are assumption only and to be agreed with GIC operator in the detail design stage.
- 2.3.5. Underground public carpark with 50 nos. of private car parking spaces is proposed for Site A to compensate the potential suspension of on-street parking space by the revitalization scheme at the adjacent streets to be proposed by another URA's project. The suspension of on-street parking spaces will make way for pavement widening or partial pedestrianization to enhance walkability in the area under the revitalization scheme.

2.5.7. The schematic layout of the run-in/ out, the proposed access road Option 3 and the typical swept path analysis result are illustrated in **Figures 2.4 to 2.6**.

2.5.8. As shown in **Figures 2.3, 2.5 and 2.6**, swept path analysis was assessed at the run-in/ out. The result shows that there are sufficient manoeuvring spaces for the ingress and egress movements of a 11m long heavy goods vehicle.

2.6. Pedestrian Access Arrangement

2.6.1. The anticipated major pedestrian accesses of Site A would be located at both Cheung Wah Street and Hing Wah Street near the boundary of Cheung Sha Wan Catholic Secondary School as an approximate 6.0m walkway connecting the pedestrian entrance of the development is to be provided by building setback.

2.6.2. The major pedestrian accesses of Site B would be located at Cheung Sha Wan Road as which is the only frontage to the public road.

2.6.3. The building/ podium of Site A will have setback on all four side of the site boundary to provide wider pedestrian walkway and thus enhance the pedestrian walking environment.

2.6.4. Moreover, two numbers of footbridges connecting the adjacent URA Project SSP-017, Site A and Site B of the Scheme will be provided to enhance the connectivity of the redevelopment sites and the public open space at Site B.

2.6.5. The footpath along Cheung Sha Wan Road would be the major access route for the east-west direction between the sites and MTR Lai Chi Kok and Cheung Sha Wan Stations. Pedestrian accessing between the sites and the other public transport nodes could via Cheung Sha Wan Road, Hing Wah Street, Lai Chi Kok Road and Cheung Sah Wan Path. The anticipated pedestrian routes are indicated in **Figure 2.7**.

Developments ⁽¹⁾	Parameters	Adopted Trip Rates (pcu/hr/flats or pcu/hr/100m ² GFA or pcu/hr/space) ⁽²⁾				Trip Generation (pcu/hr)			
		AM		PM		AM		PM	
		GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾	GEN ⁽³⁾	ATT ⁽³⁾
1016-1018 Tai Nan West Street	16,488 m ² Industrial	0.0926	0.1386	0.1350	0.1049	15	23	22	17
NKIL 6572 at Wing Hong Street	34,473 m ² Office	0.1703	0.2452	0.1573	0.1175	59	85	54	41
550-556 Castle Peak Road	21,186 m ² Office	0.1703	0.2452	0.1573	0.1175	36	52	33	25
42A Wing Hong Street	132 Hotel Rooms	0.1329	0.1457	0.1290	0.1546	18	19	17	20
320-328 Shun Ning Road	92 Flats	0.0718	0.0425	0.0286	0.0370	7	4	3	3
	349 m ² Retail	0.2296	0.2434	0.3100	0.3563	1	1	1	1
27-29 Tonkin Street	414 Flats	0.0718	0.0425	0.0286	0.0370	30	18	12	15
	3,605 m ² Retail	0.2296	0.2434	0.3100	0.3563	8	9	11	13
7, 7A, 9 & 9A Cheung Wah Street	42 Flats	0.0718	0.0425	0.0286	0.0370	3	2	1	2
	451 m ² Retail	0.2296	0.2434	0.3100	0.3563	1	1	1	2
916-922 Cheung Sha Wan Road	12,000 m ² Office	0.1703	0.2452	0.1573	0.1175	20	29	19	14
924-926 Cheung Sha Wan Road	16,000 m ² Office	0.1703	0.2452	0.1573	0.1175	27	39	25	19
NKIL 6582 Cheung Shun Street	49,995 m ² Office	0.1703	0.2452	0.1573	0.1175	85	123	79	59
	85 Public Parking Spaces	0.1000	0.0949	0.1154	0.0846	9	8	10	7
822 Lai Chi Kok Road	20,279 m ² Office	0.1703	0.2452	0.1573	0.1175	35	50	32	24
CDA Site at Fat Tseung Street West	3,647 Flats	0.0718	0.0425	0.0286	0.0370	262	155	104	135
	11,000 m ² Retail	0.2296	0.2434	0.3100	0.3563	25	27	34	39
	12 Classrooms	6.9375	6.9375	5.4375	5.4375	83	83	65	65
	3,830 m ² GIC	0.1703	0.2452	0.1573	0.1175	7	9	6	5
	97 Public Parking Spaces	0.1000	0.0949	0.1154	0.0846	10	9	11	8
NKIL 6549 Off Hing Wah Street	1,347 Flats	0.0888	0.0515	0.0356	0.0480	120	69	48	65
NKIL 6550 Off Hing Wah Street	975 Hotel Rooms	0.1329	0.1457	0.1290	0.1546	130	142	126	151
Total						1,671	1,610	1,175	1,204

Remarks: (1) Refer to **Figure 2.1** for location of the planned development.
 (2) Refer to TPDM Vol. 1, Ch. 3, Appendix, Table 1 and Table 2, BDTM Urban Final Report, Appendix Q or in-house survey results for public wet market and public car park;
 (3) "GEN" means "Generation" and "ATT" means Attraction.
 Note: * Trip Generation is rounded to the nearest digit.

4.4.3. As shown in **Table 4.6**, the planned developments will generate overall 2-way trips of 3,281 pcu/hr and 2,379 pcu/hr during the morning and evening peak hour respectively.

Underground Public Carpark	50 space	0.1000	0.0949	0.1154	0.0846	5	5	6	4
<i>Site B</i>									
Indoor Recreation Centre ⁽⁴⁾	6,580 m ²	-	-	-	-	10	10	10	10
GIC ⁽³⁾	27,116 m ²	0.1703	0.2452	0.1573	0.1175	46	66	43	32
Total						142	143	107	102

Remarks: (1) Refer to TPDM Vol. 1, Ch. 3, Appendix, Table 1 and Table 2 or in-house survey results for TD managed public car park;

(2) "GEN" means "Generation" and "ATT" means Attraction;

(3) Trip rate for GIC referenced to Office rate in TPDM Vol. 1, Ch. 3, Appendix, Table 2

Note: * Trip Generation is rounded to the nearest digit.

- 4.6.2. As presented in the above table, the Scheme will produce 2-way trips of 285 pcu/hr and 209 pcu/hr during the morning and evening peak hours respectively.
- 4.6.3. Nominal traffic trip for the Indoor Recreation Centre at Site B is proposed due to it is serving the local area and thus most of the user will make their trips to the centre on-foot. Besides, public parking will not be provided at Site B, it will also encourage the user to the public transport instead.
- 4.6.4. The forecast of pedestrian trip generation for the Scheme was derived with reference to the development schedule and the observed pedestrian trip generation rates in **Table 4.2**. The estimated pedestrian trips of the Scheme during the peak hour periods are tabulated in **Table 4.9**.

Table 4.10 Pedestrian Trip Generation by the Scheme

Development Use	No. of flat/ m ² GFA	AM Peak		Lunch Peak		PM Peak	
		GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾
		Pedestrian Trip Generation Rate (ped/15-min/flat or 100m ² GFA)					
Residential	-	0.1400	0.0600	0.0686	0.0686	0.0686	0.1343
Retail	-	1.4537	1.7598	3.0349	3.5960	1.2242	2.0148
Sport Centre	-	1.1986	1.0274	0.3425	0.8562	0.3425	1.0274
		Pedestrian Trip Generation (ped/15-min)					
Site A							
Residential	838	117	50	57	57	57	113
Retail	5,197	76	91	158	187	64	105
GIC ⁽²⁾	5,197	10	10	10	10	10	10
Public Car Park ⁽³⁾	50 spaces	10	10	10	12	8	12
Sub-total		213	161	235	266	139	240
Site B							
Indoor Recreation Centre	6,580	79	68	23	56	23	68
GIC ⁽²⁾	27,116	50	50	50	50	50	50

Development Use	No. of flat/ m ² GFA	AM Peak		Lunch Peak		PM Peak	
		GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾	GEN ⁽¹⁾	ATT ⁽¹⁾
Sub-total		129	118	73	106	73	118
Total		342	279	308	372	212	358

Remarks: (1) "GEN" means "Generation" and "ATT" means Attraction.
 (2) Pedestrian trips are assumed value. The type of G/IC facilities is to be confirmed with government departments.
 (3) Pedestrian trips are estimated with reference to the vehicle trip of the public car park and the assumption of average 2 passengers per vehicle. The peak of AM/PM peak value is adopted for the Lunch Peak.

Note: * Trip Generation is rounded to the nearest digit.

- 4.6.5. As can be seen in the above table, the peak demand of 2-way pedestrian trips would be 680 ped/15-minute during the noon peak. The estimated pedestrian trip to be generated by the Scheme will be assigned onto the surrounding pedestrian walkway network based on the trip distribution to/from the major transport node with reference to the model split of the 2016 population by-census results of the adjacent residential buildings as shown in **Table 4.10**.

Table 4.11 Modal Split Adopted for the Subject Development

Development	Type of Population	Population	Population Census Model Split ⁽¹⁾					
			MTR	BUS	PLB	Walk	Other	Total
473 & 473A Castle Peak Road, odd number of 535 – 573 Fuk Wing Street & 1 – 41 Kim Shin Lane	Working	982	60.4%	11.3%	7.3%	21.0%	0%	100%
	Student	256	26.7%	15.4%	-- ⁽²⁾	38.6%	19.3%	100%
475 & 475A Castle Peak Road, even number of 544 – 588 Fuk Wa Street & 2 – 44 Kim Shin Lane	Working	979	42.6%	20.9%	16.5%	18.5%	1.5%	100%
	Student	265	24.2%	21.2%	- ⁽²⁾	38.0%	16.6%	100%
Overall		2,482	45.9%	16.6%	9.4%	23.7%	4.4%	100%

Remarks: (1) Year 2016 population by-census results;
 (2) PLB trips are classified as "Other" for the model split of student's trips.

- 4.6.6. The estimated development pedestrian trips for each transport mode are then distributed onto the pedestrian network and superimposed onto the 2031 and 2037 reference pedestrian flows to produce the 2031 and 2037 design pedestrian flows (with the Scheme). The 2031 and 2037 design pedestrian forecasts are shown in **Figure 4.6**.

4.7. Design Traffic Flows

- 4.7.1. The estimated development vehicular flows of the Scheme were assigned on the surrounding road network according to the vehicle access route of each site and superimposed onto the years 2031 and 2037 reference traffic flows to produce the design traffic flows.
- 4.7.2. The years 2031 and 2037 design traffic flows during the peak hours are shown in **Figures 4.7 and 4.8**.

Table 5.8 Design Years Key Pedestrian Link Performance

Ref ⁽¹⁾	Effective Width (m) ⁽²⁾	Scenario	Pedestrian Demand (pph)			Flow Rate (ppm/m)			LOS		
			AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak	AM Peak	Noon Peak	PM Peak
P1	1.5	2031 Reference	240	275	300	10.7	12.2	13.3	A	A	A
		2031 Design	260	290	315	11.6	12.9	14.0	A	A	A
		2037 Reference	260	290	320	11.6	12.9	14.2	A	A	A
		2037 Design	315	350	370	14.0	15.6	16.4	A	A	B
P2	1	2031 Reference	115	185	190	7.7	12.3	12.7	A	A	A
		2031 Design	125	195	200	8.3	13.0	13.3	A	A	A
		2037 Reference	120	195	200	8.0	13.0	13.3	A	A	A
	21 ⁽³⁾	2037 Design	195	290	275	0.6	0.9	0.9	A	A	A
P3	2.5	2031 Reference	120	185	300	3.2	4.9	8.0	A	A	A
		2031 Design	205	245	365	5.5	6.5	9.7	A	A	A
		2037 Reference	125	190	320	3.3	5.1	8.5	A	A	A
		2037 Design	240	290	415	6.4	7.7	11.1	A	A	A
P4	2.5	2031 Reference	180	70	170	4.8	1.9	4.5	A	A	A
		2031 Design	235	110	210	6.3	2.9	5.6	A	A	A
		2037 Reference	190	75	180	5.1	2.0	4.8	A	A	A
	7.5 ⁽³⁾	2037 Design	245	115	220	2.2	1.0	2.0	A	A	A
P5	3.5	2031 Reference	200	305	270	3.8	5.8	5.1	A	A	A
		2031 Design	255	345	310	4.9	6.6	5.9	A	A	A
		2037 Reference	205	315	280	3.9	6.0	5.3	A	A	A
	8.8 ⁽³⁾	2037 Design	460	625	525	3.5	4.7	4.0	A	A	A
P6	3.7	2031 Reference	180	280	260	3.2	5.0	4.7	A	A	A
		2031 Design	235	320	300	4.2	5.8	5.4	A	A	A
		2037 Reference	185	290	270	3.3	5.2	4.9	A	A	A
		2037 Design	310	425	380	5.6	7.7	6.8	A	A	A
P7	2	2031 Reference	460	375	530	15.3	12.5	17.7	A	A	B
		2031 Design	490	395	555	16.3	13.2	18.5	B	A	B
		2037 Reference	480	390	560	16.0	13.0	18.7	A	A	B
		2037 Design	710	685	785	23.7	22.8	26.2	C	B	C

Remarks: (1) Refer to **Figures 4.5 and 4.6**.

(2) Effective Width = Footpath Width – Dead Width (0.5m for kerb/ wall/ fence, 0.7m for shop frontage and 1.0m for tree pits along the eastern footpath of Cheung Wah Street).

(3) Footpath widened due to proposed building set back of Site A.

5.4.5. As can be seen in the above assessment results, all of the key sections of footpath are still operating desirably during the morning, noon and evening peak periods with the additional pedestrian trip to be generated by the Scheme.

6. Summary and Conclusion

6.1. Summary

- 6.1.1. A Traffic Impact Assessment (TIA) Study was carried out to investigate the traffic impact induced by Site A and Site B of the Scheme in Sham Shui Po. Site A consist of residential blocks, retail, GIC facilities and underground public car park while Site B consist of public open space and a GIC building with the relocated indoor sport centre.
- 6.1.2. The proposed transport facilities for Site A will be within the range of the HKPSG parking requirements for the proposed residential and retail development. The transport facilities would be provided at the ancillary basement car park at Site A and the ground floor loading/unloading area and ancillary basement carpark at Site B. Besides, car ramps are proposed for the two sites to facilitate vehicle manoeuvring and entering to the basement car park.
- 6.1.3. To facilitate the future operation needs of the GIC provision, the parking provision is proposed with reference to the same facilities at other development projects. The actual provision for GIC uses will be subject to liaison with the relevant government departments and services providers upon the Development Scheme Plan (DSP) approval.
- 6.1.4. Provision of public car park is proposed at Site A to accommodate some of the parking demand in the local area. The provision of underground public carpark at Site A may create opportunity for the replacement of some on-street parking spaces in the area. It makes way for pavement widening or partial pedestrianization to enhance walkability in the area under separated revitalization scheme.
- 6.1.5. Swept path analysis is conducted based on the notional layout. The notional layout for the development run-in/out and access road is technically feasible from traffic engineering point of view.
- 6.1.6. Building setback on all four side of Site A is proposed to provide wider pedestrian walkway and thus enhance the pedestrian walking environment.
- 6.1.7. Pedestrians can access the subject site via the surrounding footpaths and pedestrian crossings to/ from nearby bus, GMB and PLB servicing points as well as to/ from MTR Lai Chi Kok and Cheung Sha Wan Stations.
- 6.1.8. The key junctions within the study area were assessed with respect to traffic generation of the Scheme in design years 2031 and 2037 (three years after completion of each site), taking into account the traffic generation by the major planned/ approved developments in the vicinity of the subject site.
- 6.1.9. Based on the assessment results, it was found that some of identified junctions would be operating under the marginal capacity (i.e. $RC \leq 15\%$) or even over capacity (i.e. $RC \leq 0\%$) in design years 2031 and 2037 for the scenarios without the Scheme.

- 6.1.10. Traffic enhancement measure is proposed for one junction that would be overloaded by the development trips of the Scheme and suggested for five junctions that are expected to be overloaded in the design years by the local traffic growth even without the operation of the Scheme for TD consideration to enhance the traffic condition in the local area.

6.2. Conclusion

- 6.2.1. It is concluded that with the proposed and suggested junction improvement measures and footpath widening scheme, the Scheme would not induce adverse traffic impact on the surrounding road and footpath network and would enhance the pedestrian walking environment around Site A.
- 6.2.2. The proposed traffic provision to the Scheme, with reference to the notional layout, is considered technically feasible and acceptable.

CONFIDENTIAL

Chung, Elsa

From: Ming Him HO <minghimho@td.gov.hk>
Sent: Friday, 9 April 2021 4:41 pm
To: Chung, Elsa
Cc: Ho, Clarice; Lai, Daisy; Kwan, Mike; Cecilia MC LAW
Subject: RE: URA Redevelopment in Sham Shui Po - Run-in/out of G/IC Site

Dear Elsa,

Please include the following junction in the AOI.

- 1) Cheung Sha Wan Road / Tonkin Street
- 2) Cheung Sha Wan Road / Cheung Lai Street
- 3) Lai Chi Kok Road / Cheung Lai Street
- 4) Hing Wah Street West / Sham Shing Road
- 5) Fuk Wa Street / Castle Peak Road

Thank you.

Best Regards,
Donald HO
EK/KT1, TEK, TD
Tel: 2399 2502

From: "Chung, Elsa" <Elsa.Chung@atkinsglobal.com>
To: "minghimho@td.gov.hk" <minghimho@td.gov.hk>
Cc: "Lai, Daisy" <DMYLai@ura.org.hk>, "Kwan, Mike" <MYFKwan@ura.org.hk>, "Ho, Clarice" <CNSHo@ura.org.hk>
Date: 26/03/2021 05:06 PM
Subject: RE: URA Redevelopment in Sham Shui Po - Run-in/out of G/IC Site

Password: acl5187915

From: Chung, Elsa
Sent: Friday, March 26, 2021 5:06 PM
To: 'minghimho@td.gov.hk' <minghimho@td.gov.hk>
Cc: 'Lai, Daisy' <DMYLai@ura.org.hk>; 'Kwan, Mike' <MYFKwan@ura.org.hk>; 'Ho, Clarice' <CNSHo@ura.org.hk>
Subject: RE: URA Redevelopment in Sham Shui Po - Run-in/out of G/IC Site

Dear Donald,

Thank you for your previous advice on the location of run-in/out for the proposed G/IC site.

Further to our previous conversation, TIA Report for the subject redevelopment sites (larger extend is indicated in the attached Sketch SK1 due to confidentiality) will be submitted for your consideration to support the Development Scheme Plan (DSP) under Urban Renewal Authority Ordinance (URAO) Section 25.

We would like to seek your consent on the extend of Area of Influence (AOI) and the schedule for traffic count survey for the TIA study of the project.

The proposed AOI would cover the identified key junctions along the major vehicular ingress and egress routes of the subject sites as indicated in the attached Sketch SK1.

In view of the recent pandemic situation, the traffic survey arrangement is proposed for your consideration. Traffic count surveys at the identified key junctions is proposed to be conducted during the morning and evening periods on a typical weekday between the period of 19th to 23th of April. Although the working arrangement is generally back to normal, the latest school arrangement (half-day face-to-face classes for two-thirds of the total number of student) is expected to be maintained in April. As the observed traffic flows are to be collected under the abnormal traffic condition, the survey results will be validated with reference to the traffic survey results for the same project conducted in 2019.

I will further discuss with you on the above matters in early next week. Thank you.

Password for the attachment will be sent in separate email.

Regards,

Elsa Chung *BEng(Hons) BTech MHKIE*
Associate Director, Transport and Ground Engineering
Asia Pacific
Engineering, Design and Project Management
2972 227

13/F Wharf T&T Centre, Harbour City, TST Kowloon, Hong Kong

Company

From: Chung, Elsa

Sent: Thursday, March 18, 2021 5:11 PM

To: minghimho@td.gov.hk

Cc: Lai, Daisy <DMYLai@ura.org.hk>; Kwan, Mike <MYFKwan@ura.org.hk>; Ho, Clarice <CNSHo@ura.org.hk>

Subject: URA Redevelopment in Sham Shui Po - Run-in/out of G/IC Site

Dear Donald,

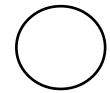
Further to our discussion today, we are the traffic consultant appointed by URA to carry the traffic study for several redevelopment sites in Sham Shui Po. We would like to seek your initial comment on the two options of run-in/out location for the proposed G/IC site at the existing Cheung Sha Wan Path Sitting-out Area as indicated in the attached sketches. I will contact you again for discussion on this matter. Thank you.

The sketches are password protected and the password will be sent in separate email.

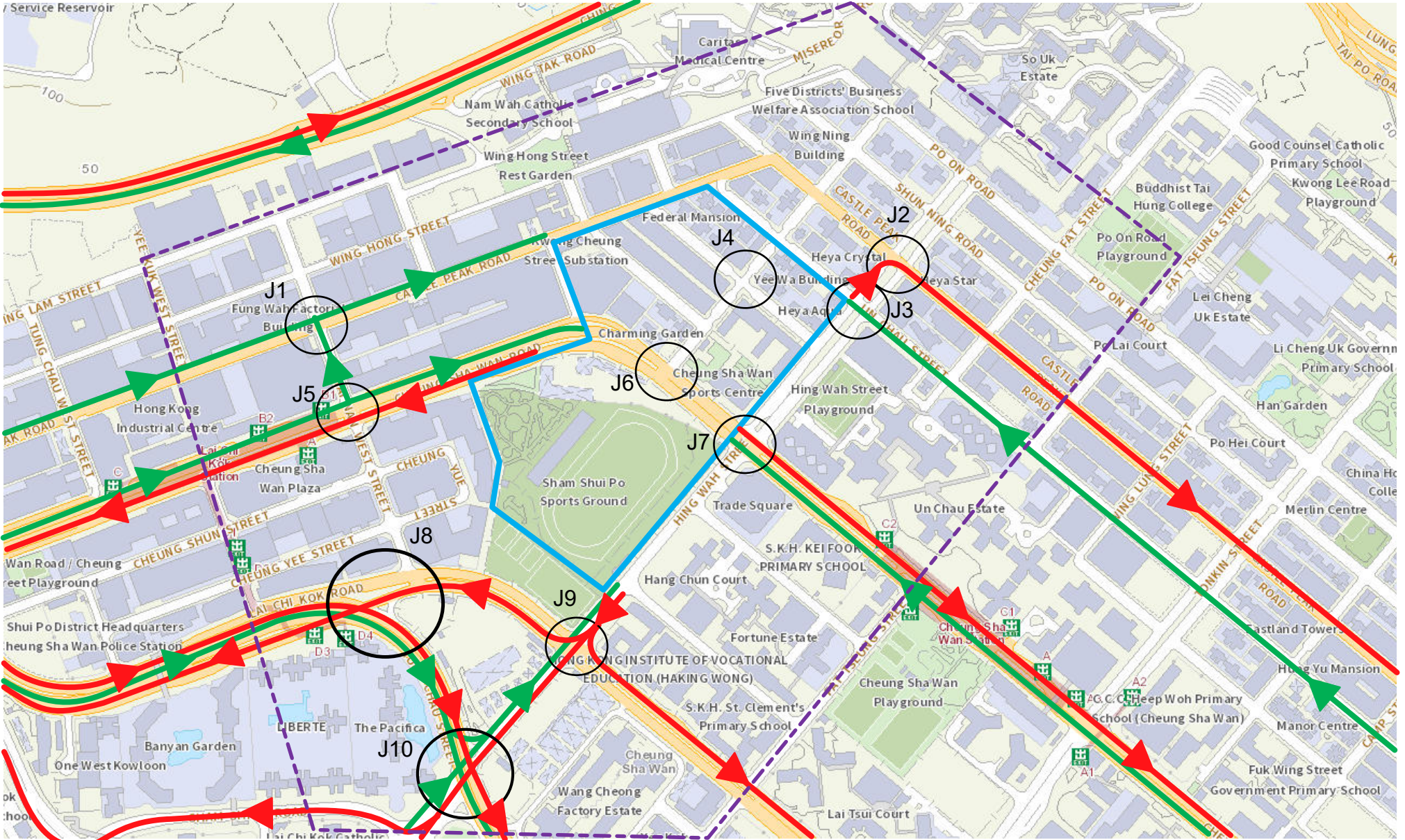
Regards,

Elsa Chung *BEng(Hons) BTech MHKIE*
Associate Director, Transport and Ground Engineering
Asia Pacific
Engineering, Design and Project Management
2972 227

MAJOR INGRESS ROUTE

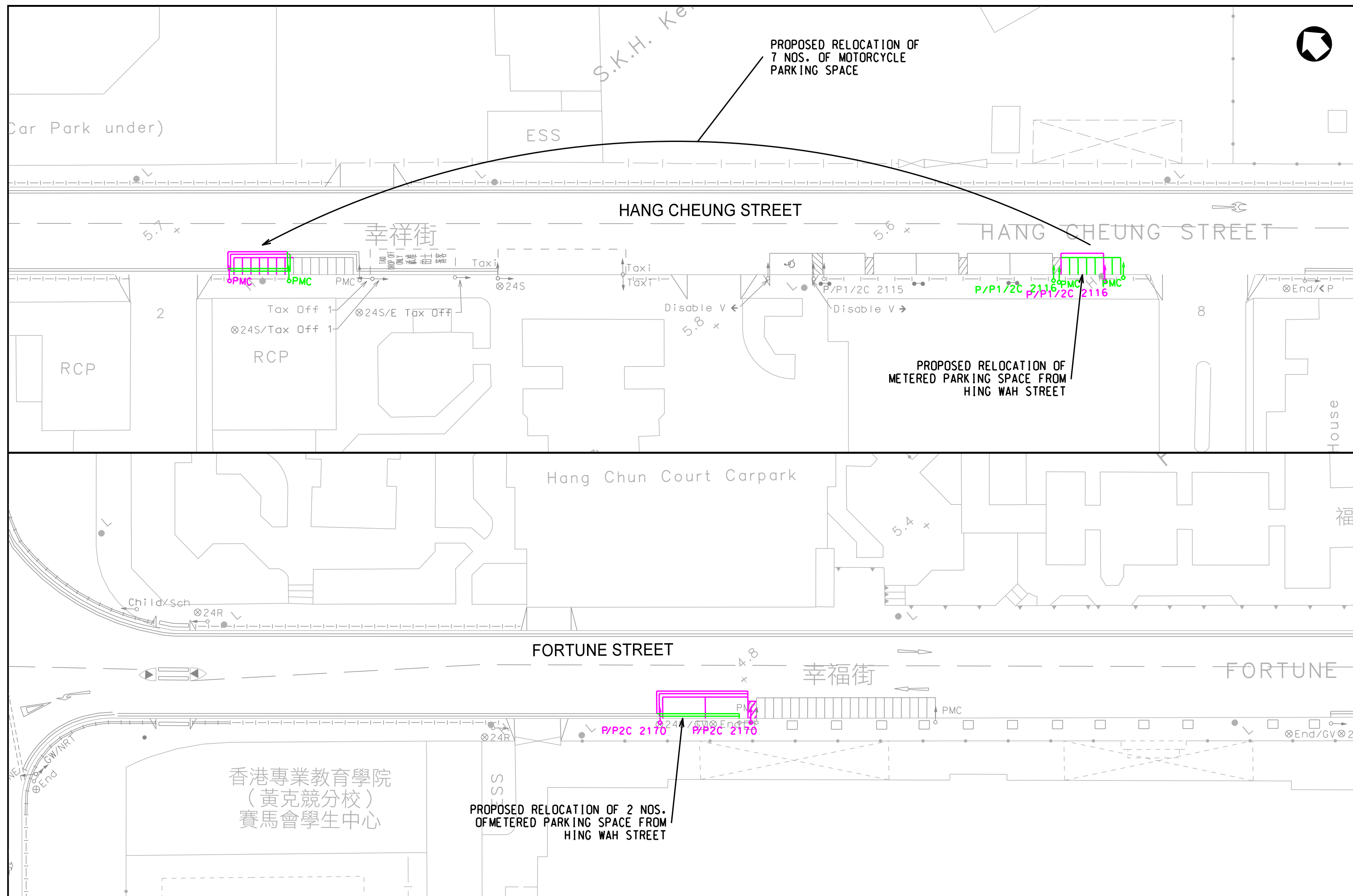


AREA OF INFLUENCE



MAJOR TRAFFIC ACCESS ROUTES AND KEY JUNCTIONS

SK1



PROPOSED RELOCATION OF METERED PARKING SPACES
FIGURE A

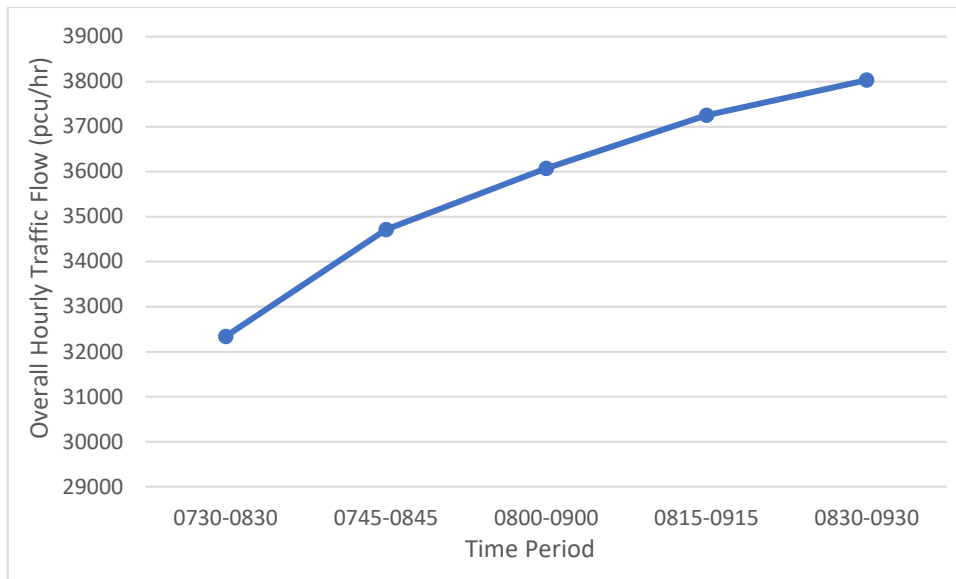


Diagram 1 – Morning Peak Period Hourly Traffic Profile

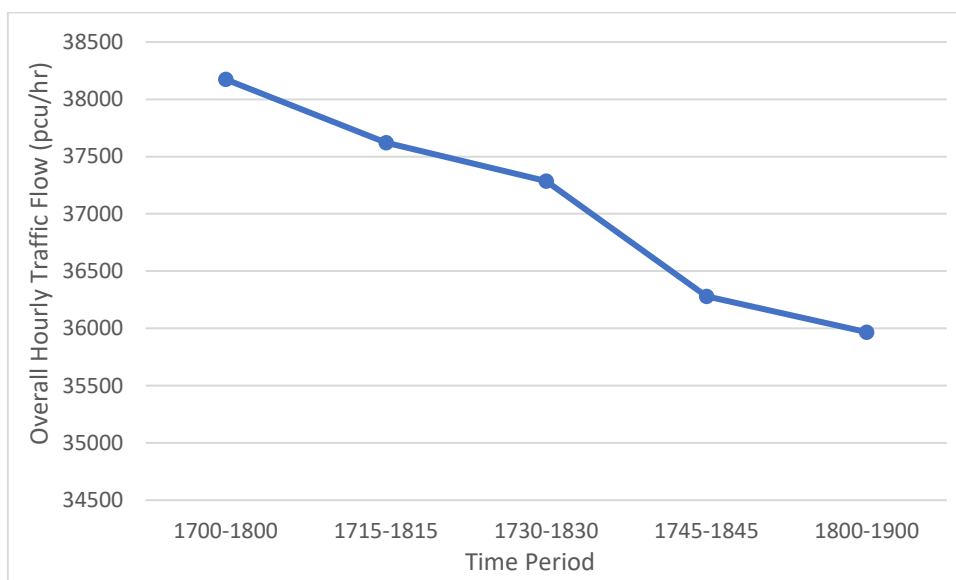
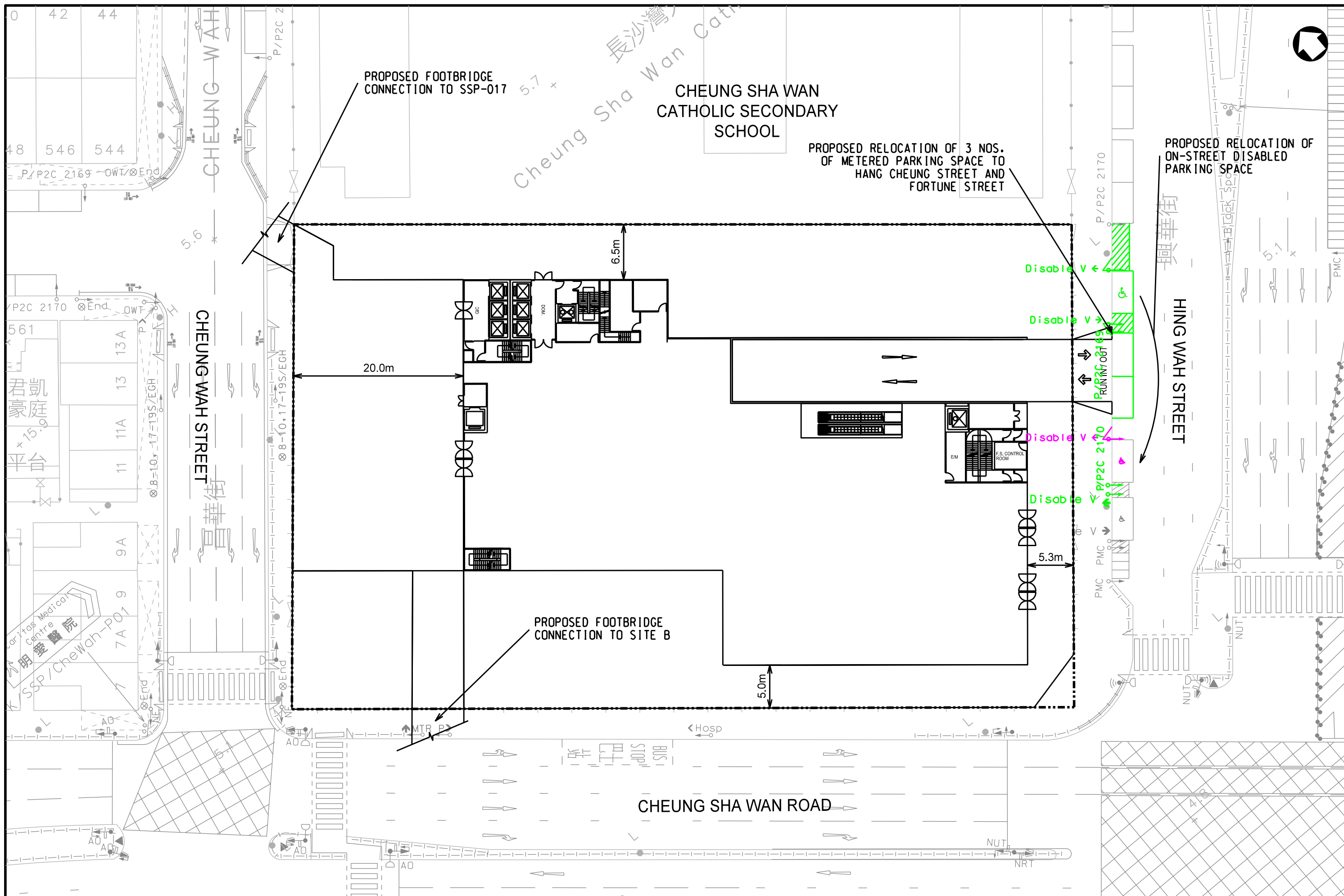
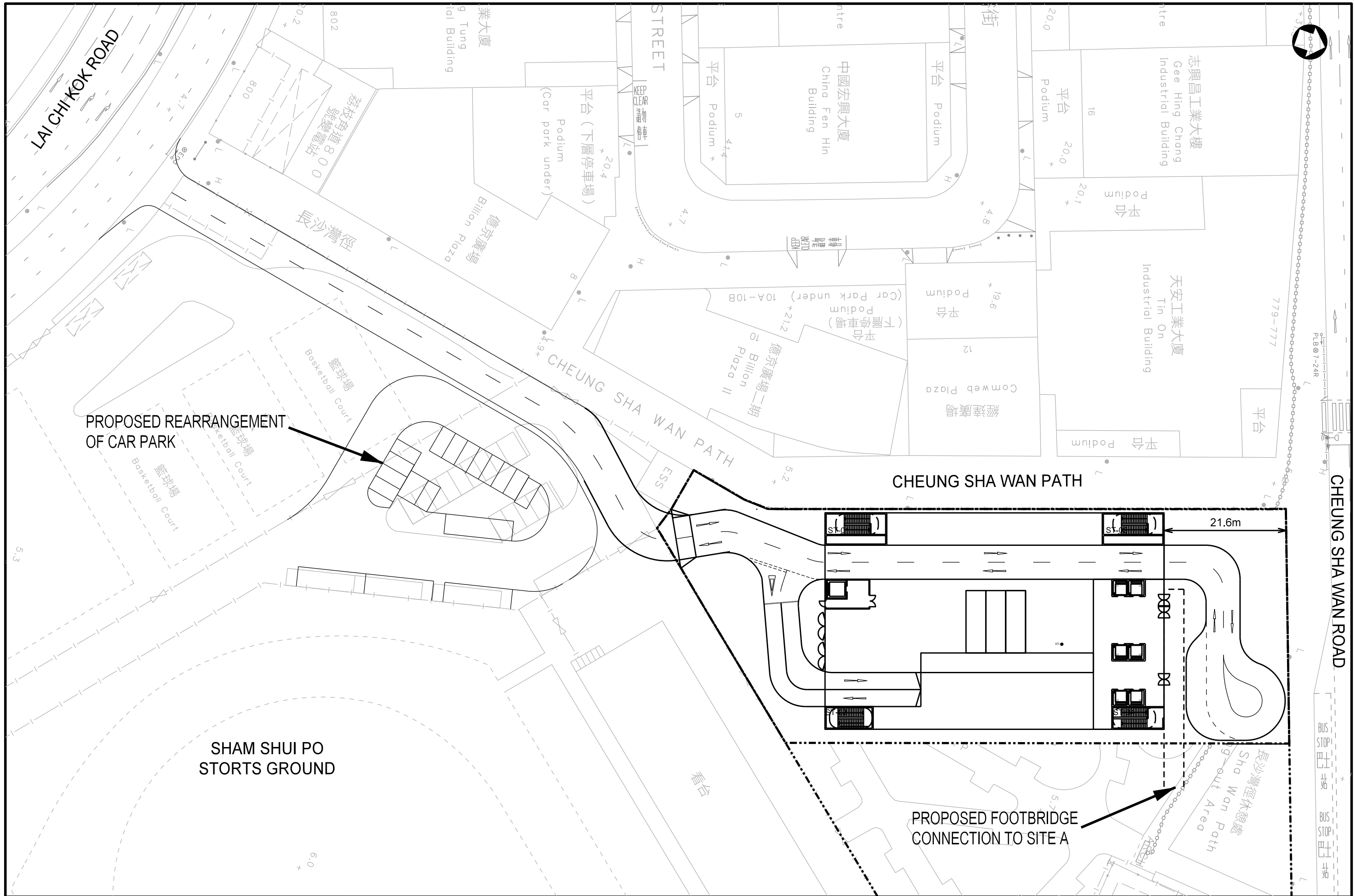


Diagram 2 – Evening Peak Period Hourly Traffic Flow Profile






HOURLY TRAFFIC COUNT PROFILE

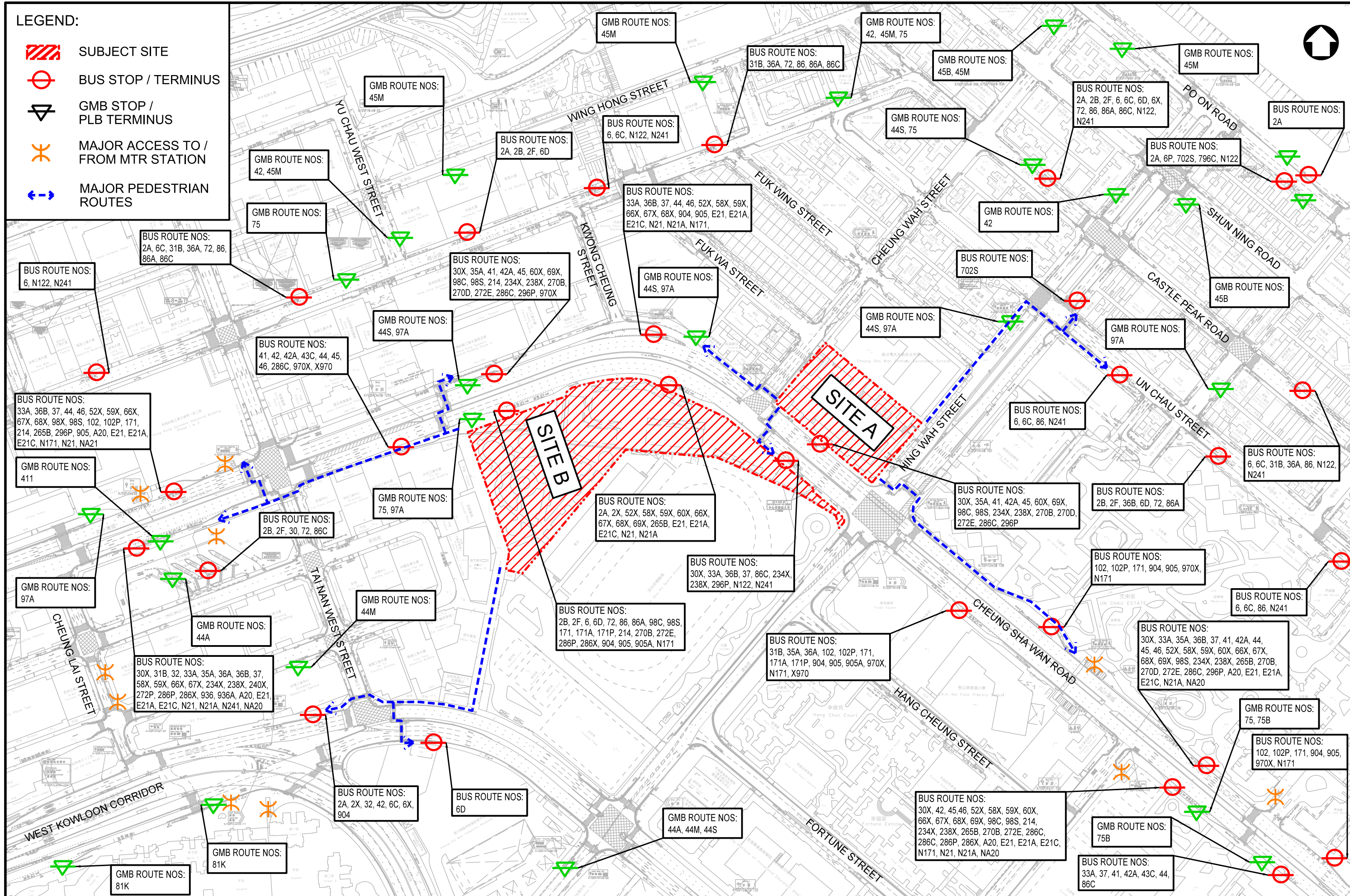
FIGURE B

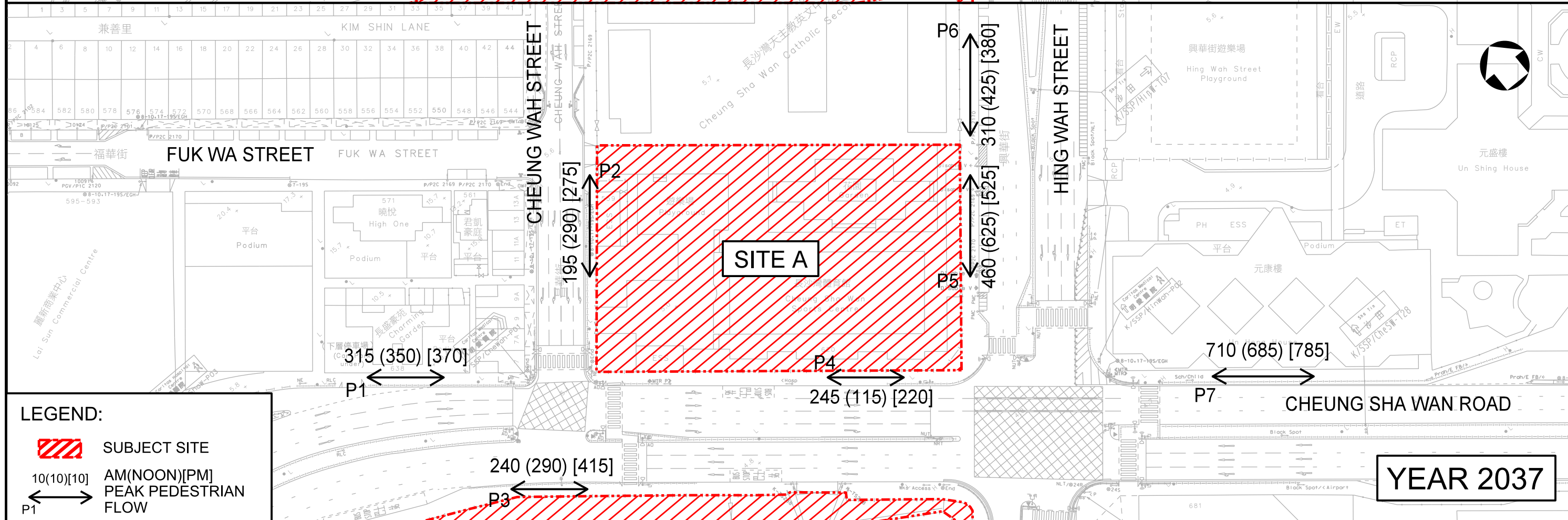
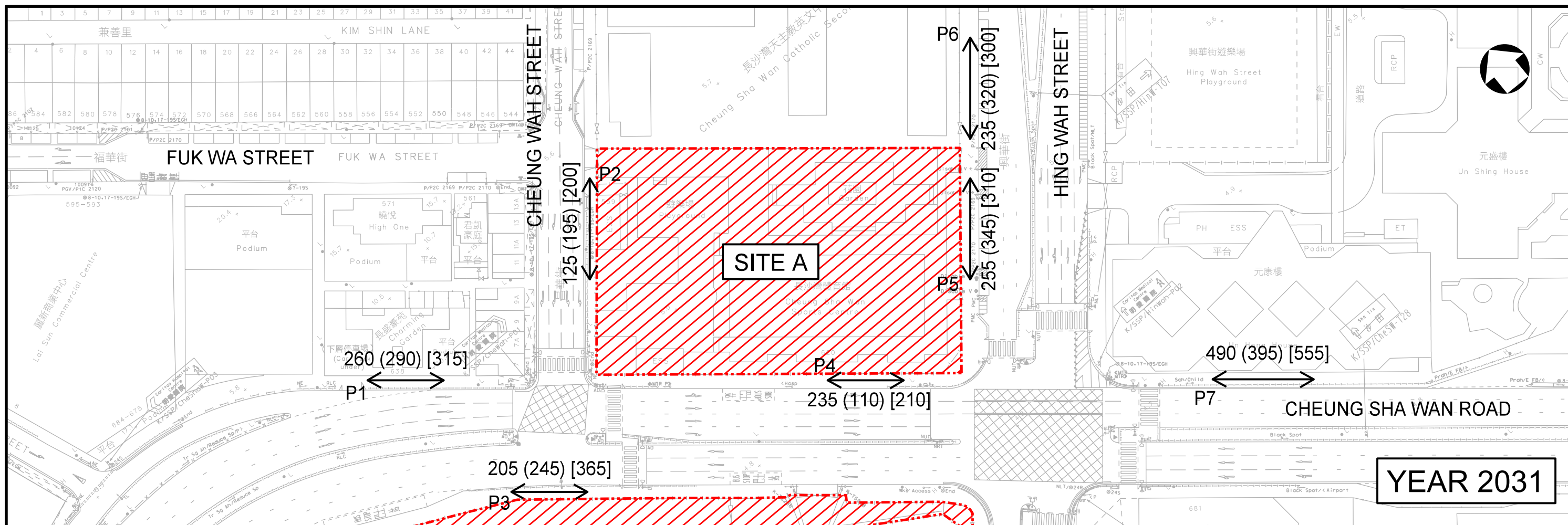




LEGEND:

-  SUBJECT SITE
-  BUS STOP / TERMINUS
-  GMB STOP / PLB TERMINUS
-  MAJOR ACCESS TO / FROM MTR STATION
-  MAJOR PEDESTRIAN ROUTES





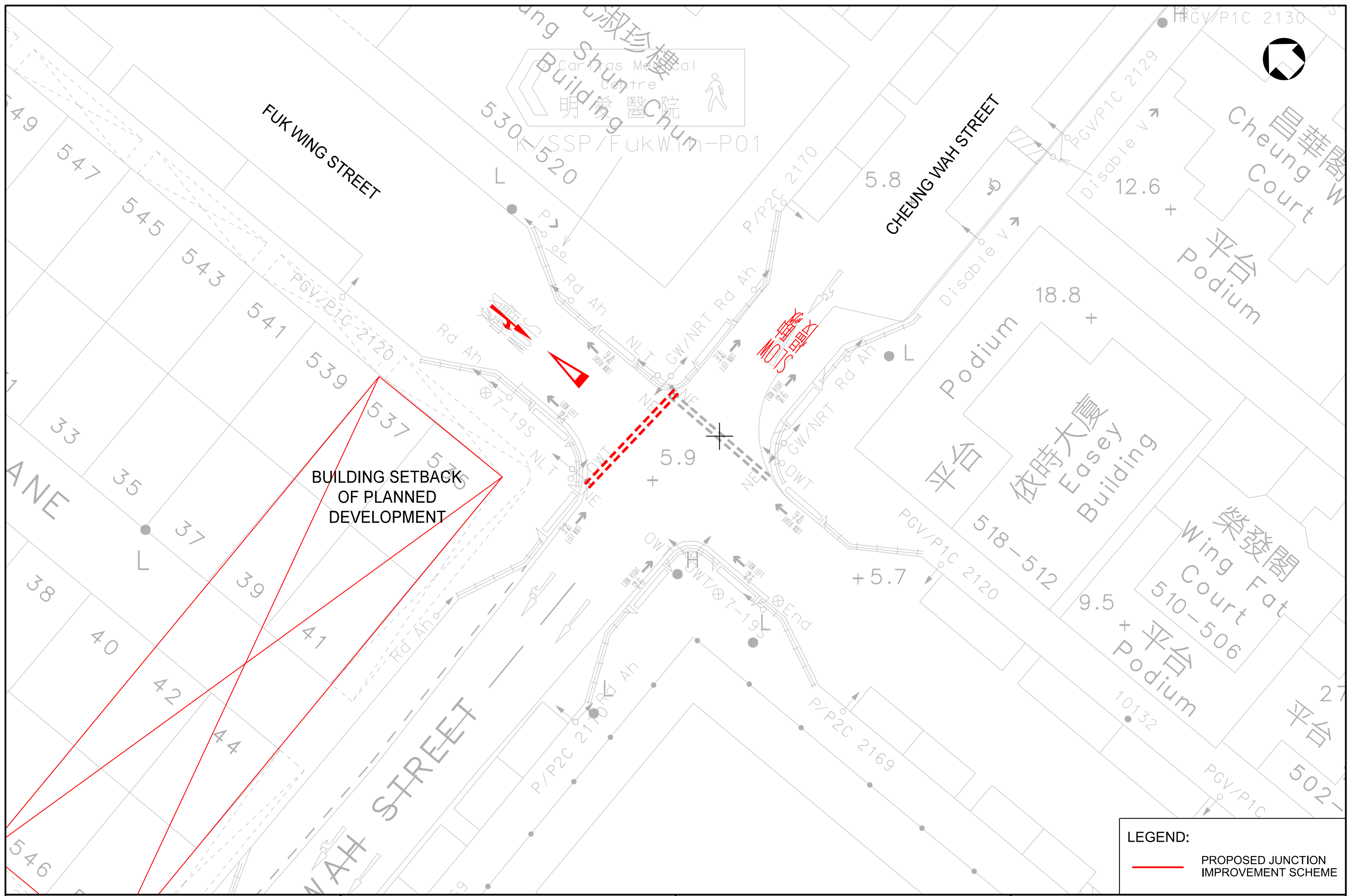
LEGEND:

SUBJECT SITE

AM(NOON)[PM] PEAK PEDESTRIAN FLOW

P1

PRINTED BY: LEEK6948 10/9/2021 14:48:28
FILENAME: P:\CNHVA\Project\5190941_URA_Term_Consultancy\22.00 Study or Design Input\012_SSP\Drawings\FIGURE 5.1.dgn
MODEL NAME: Default



LEGEND:

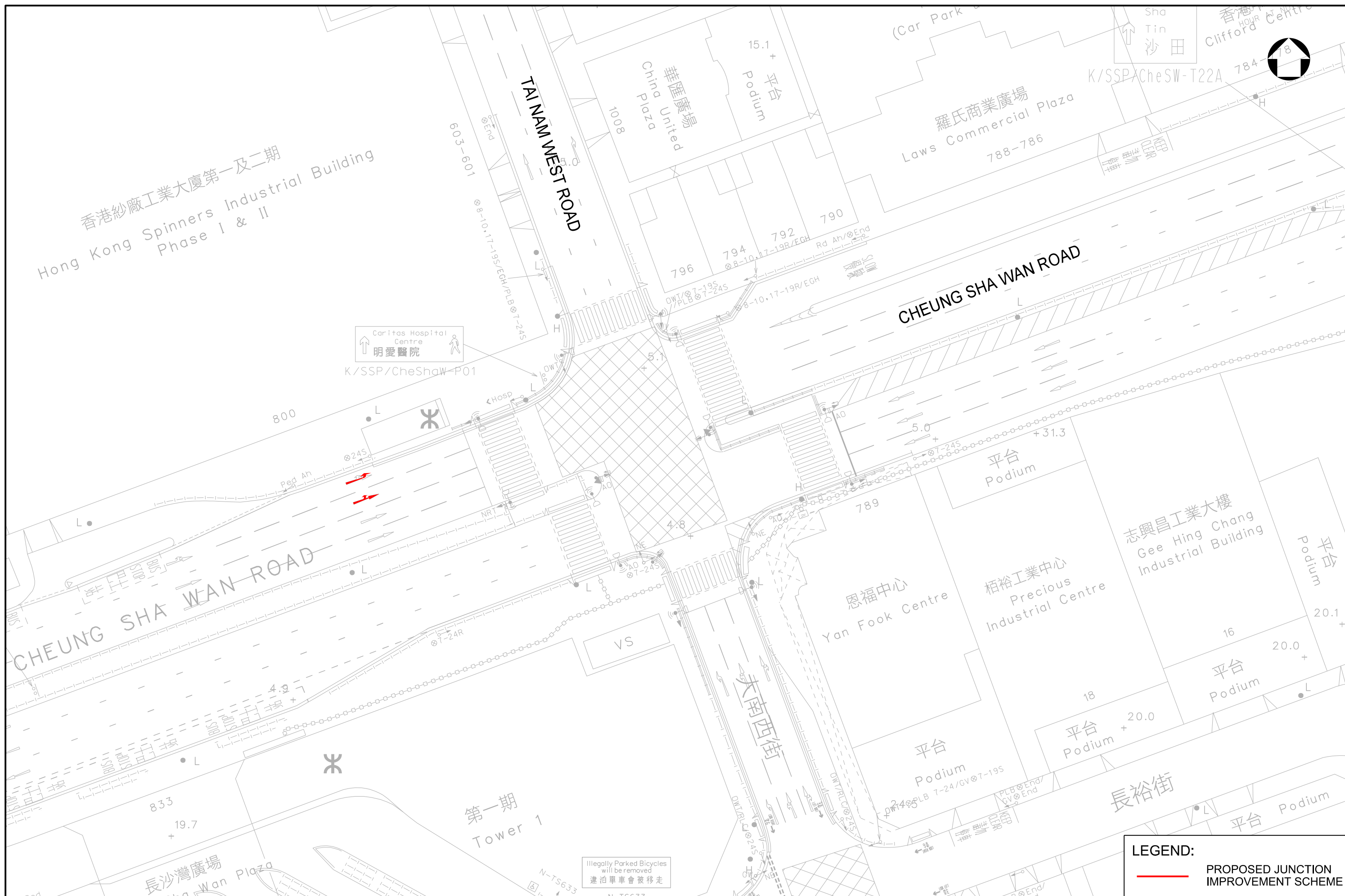
 PROPOSED JUNCTION IMPROVEMENT SCHEME



PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

Title PROPOSED JUNCTION IMPROVEMENT SCHEME - J/O FUK WING STREET / CHEUNG WAH STREET (J2)		
Scale at A3 1 : 250	Date AUG 2021	Figure No. 5.1

PRINTED BY: LEEK6948 10/9/2021 14:38:13
FILENAME: P:\CHK\Project\5180641_URA_Term_Consultancy\22.00 Study or Design Input\012_SSP\Drawings\FIGURE 5.2.dgn
MODEL NAME: Default

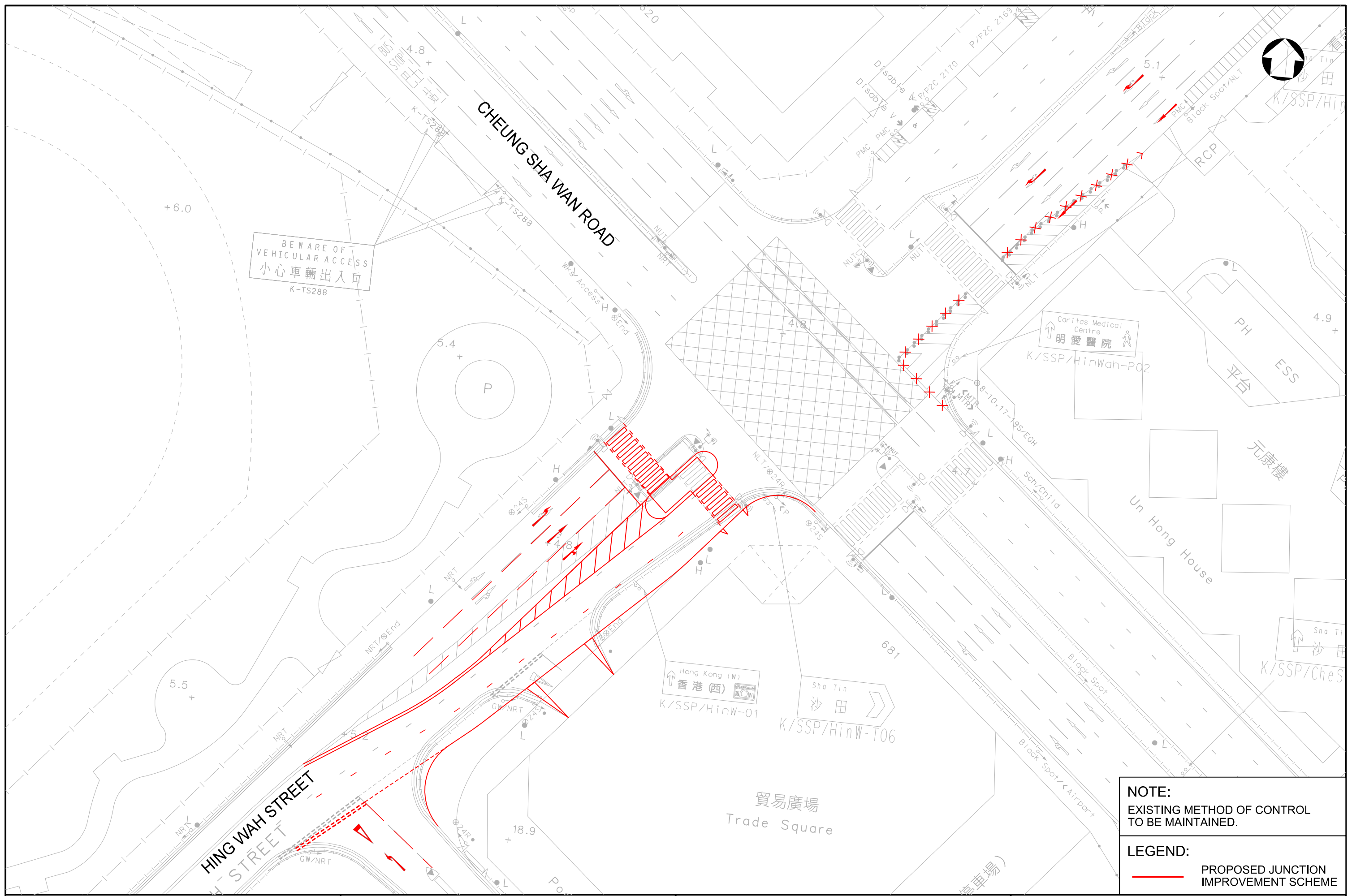


PRINTED BY: LEEK6948 10/9/2021 14:41:07
FILENAME: P:\CNHKA\Project\5180641_URA_Term_Consultancy\22.00 Study or Design Input\012_SSP\Drawings\FIGURE 5.3.dgn
MODEL NAME: Default



PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

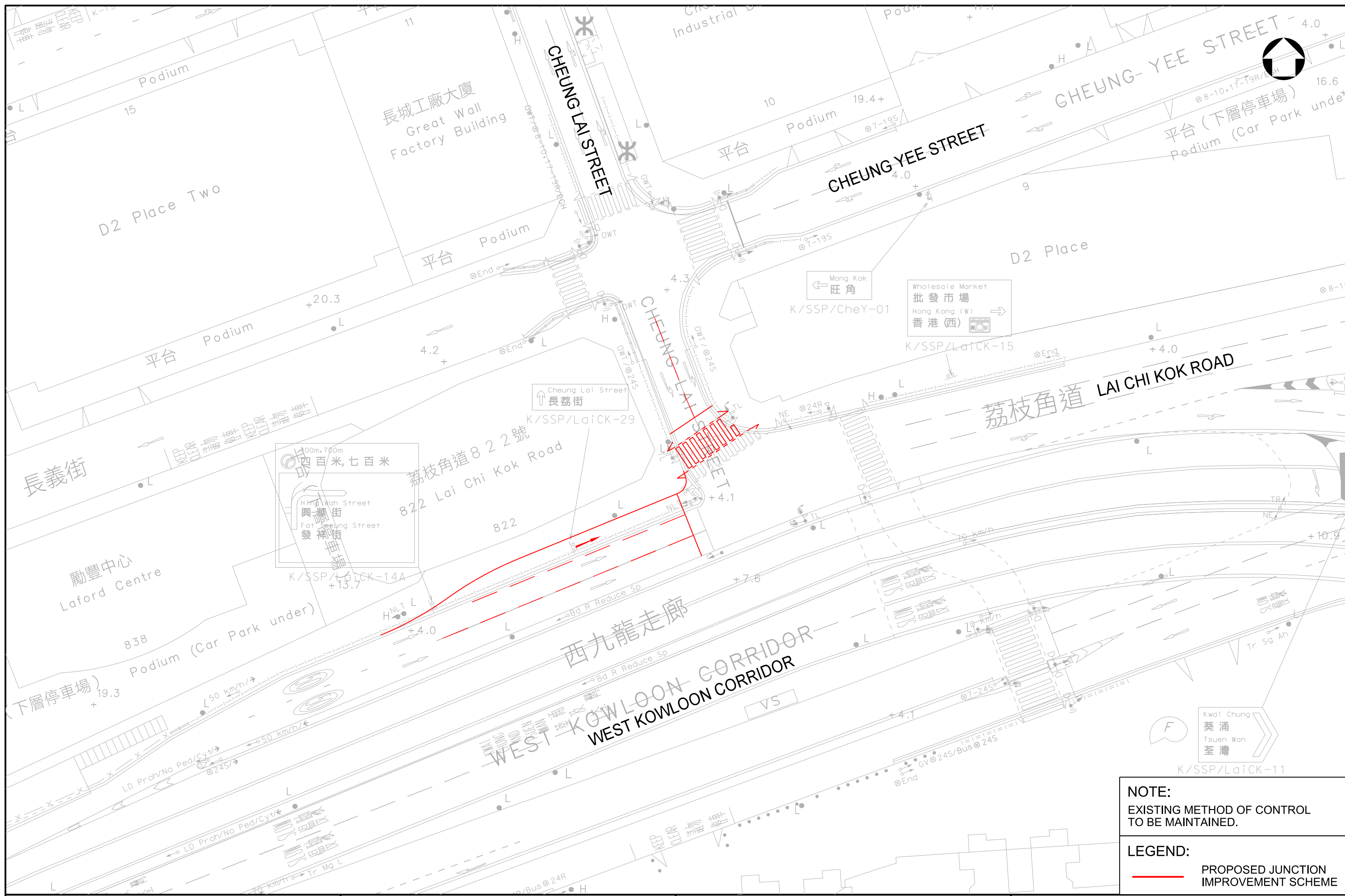
Title SUGGESTED JUNCTION IMPROVEMENT SCHEME - J/O CHEUNG SHA WAN ROAD/ HING WAH STREET (J7)		
Scale at A3 1 : 500	Date AUG 2021	Figure No. 5.3



NOTE:
EXISTING METHOD OF CONTROL
TO BE MAINTAINED.

LEGEND:
 PROPOSED JUNCTION
IMPROVEMENT SCHEME

PRINTED BY: LEEK6948 10/9/2021 14:42:49
FILENAME: P:\CNHKA\Project\5190941_URA_Term_Consultancy\22.00 Study or Design Input\012_SSP\Drawings\FIGURE 5.4.dgn
MODEL NAME: Default



NOTE:
EXISTING METHOD OF CONTROL
TO BE MAINTAINED.

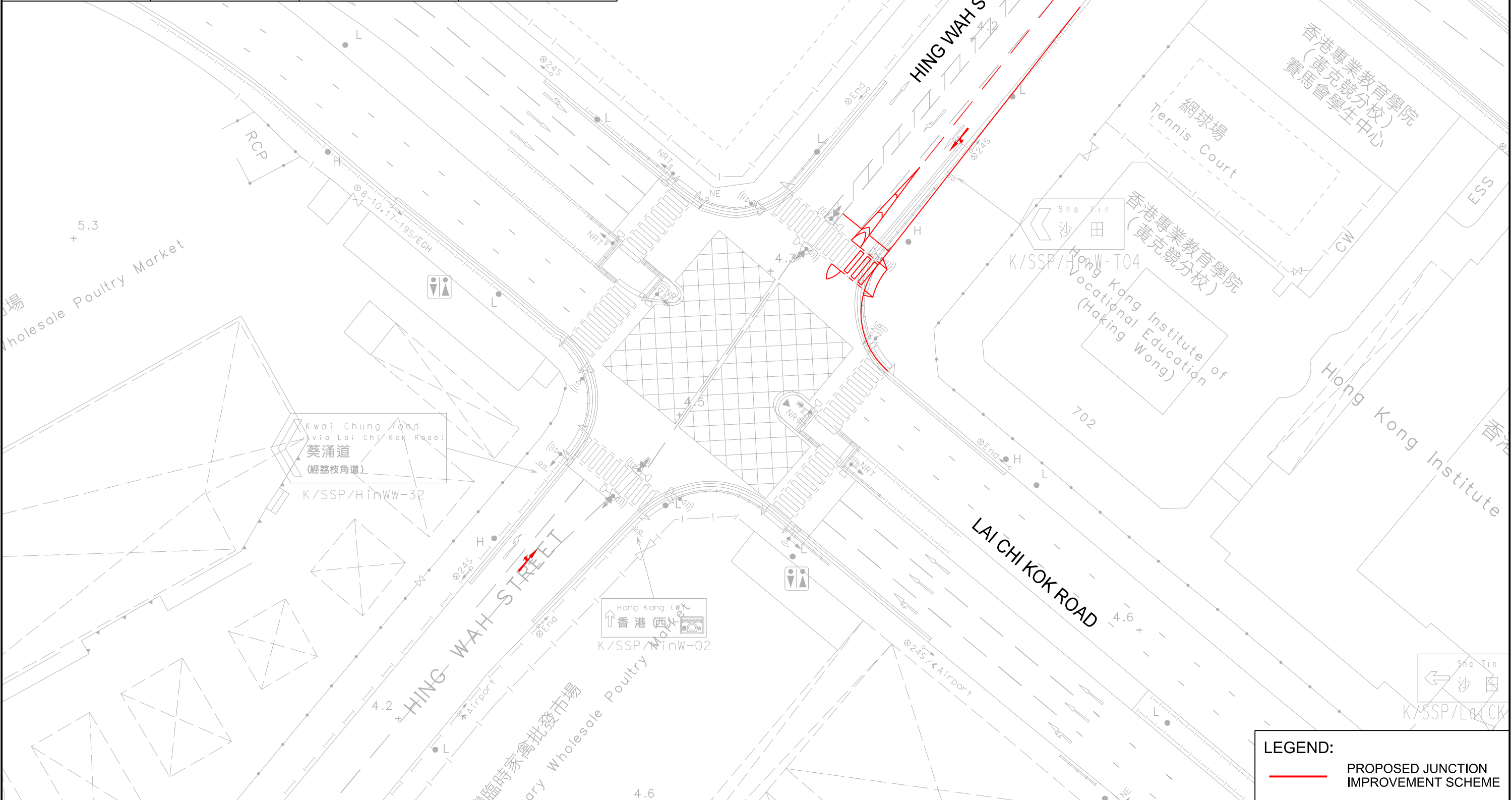
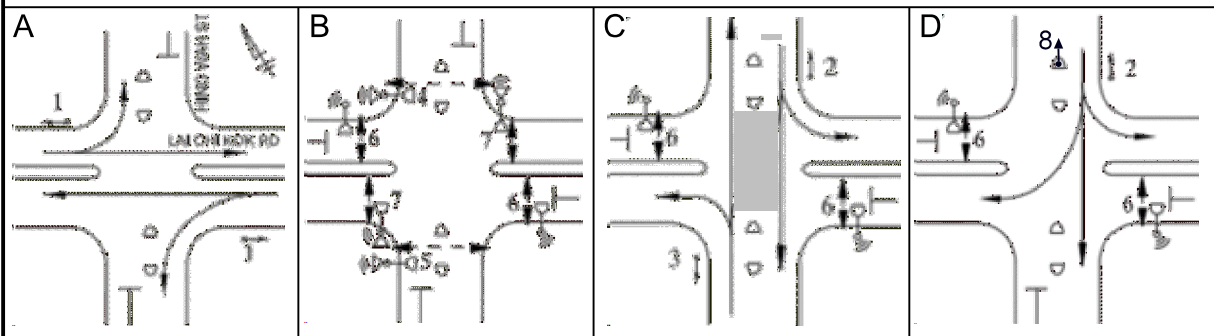
LEGEND:
— PROPOSED JUNCTION
IMPROVEMENT SCHEME



PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

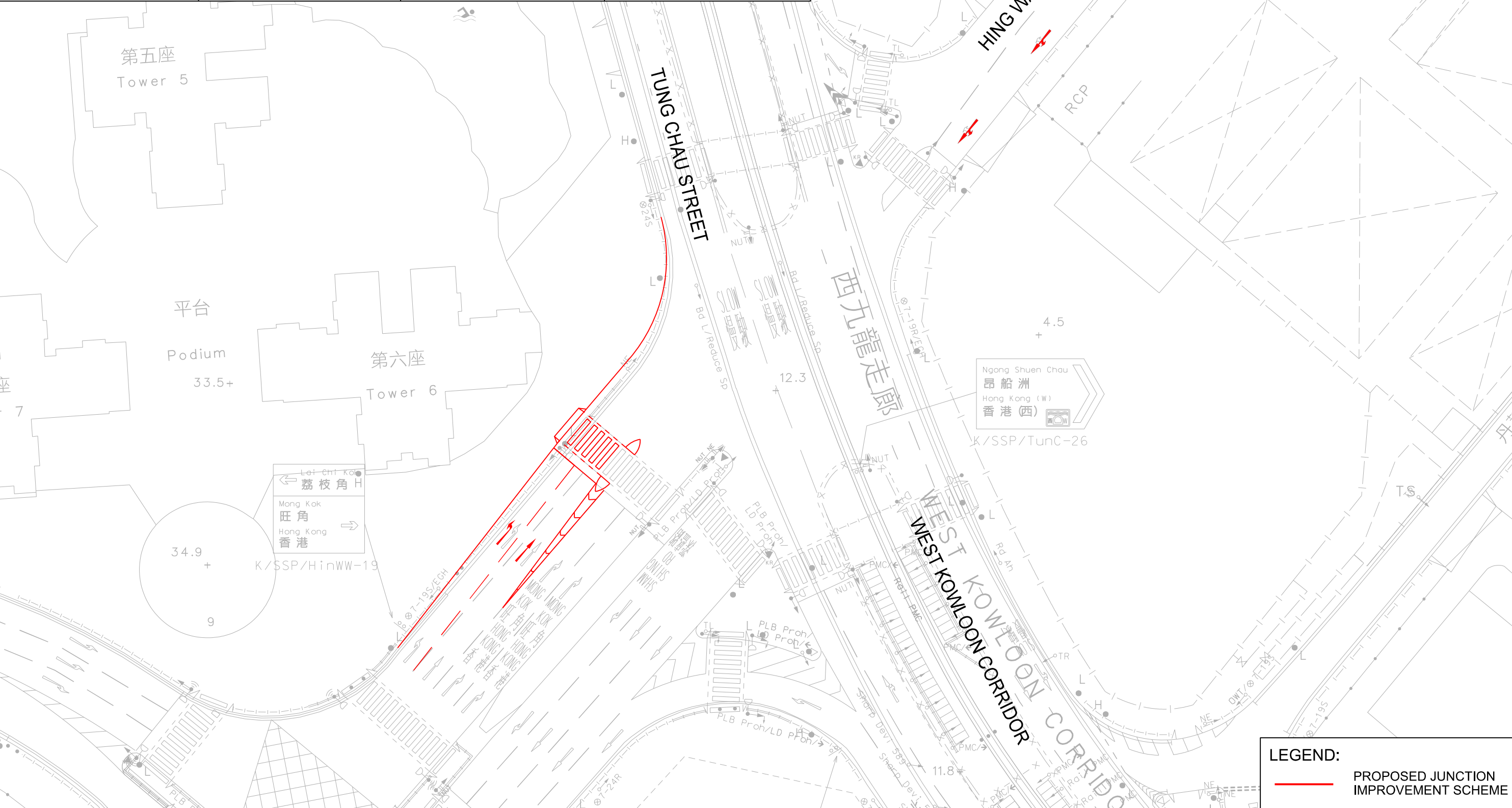
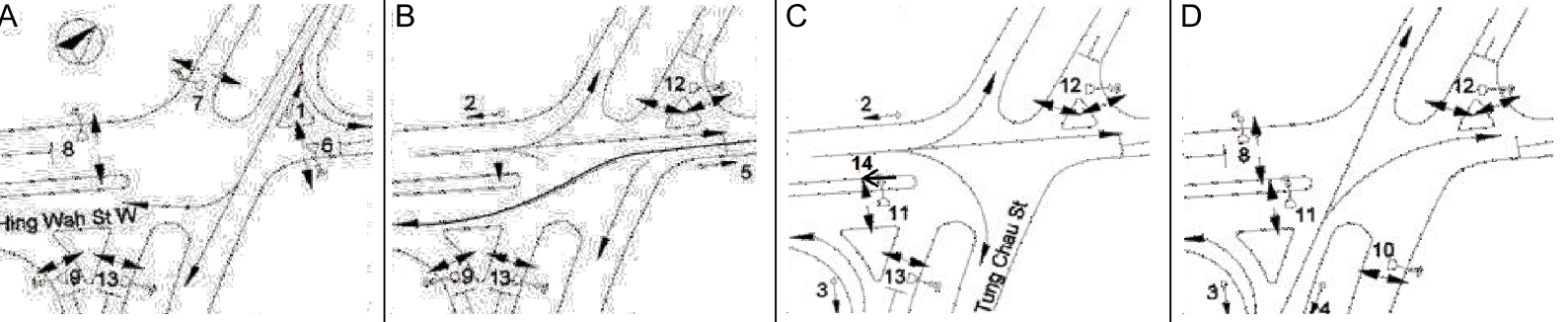
Title SUGGESTED JUNCTION IMPROVEMENT SCHEME - J/O LAI CHI KOK ROAD / CHEUNG LAI STREET (J9)		
Scale at A3 1 : 500	Date AUG 2021	Figure No. 5.4

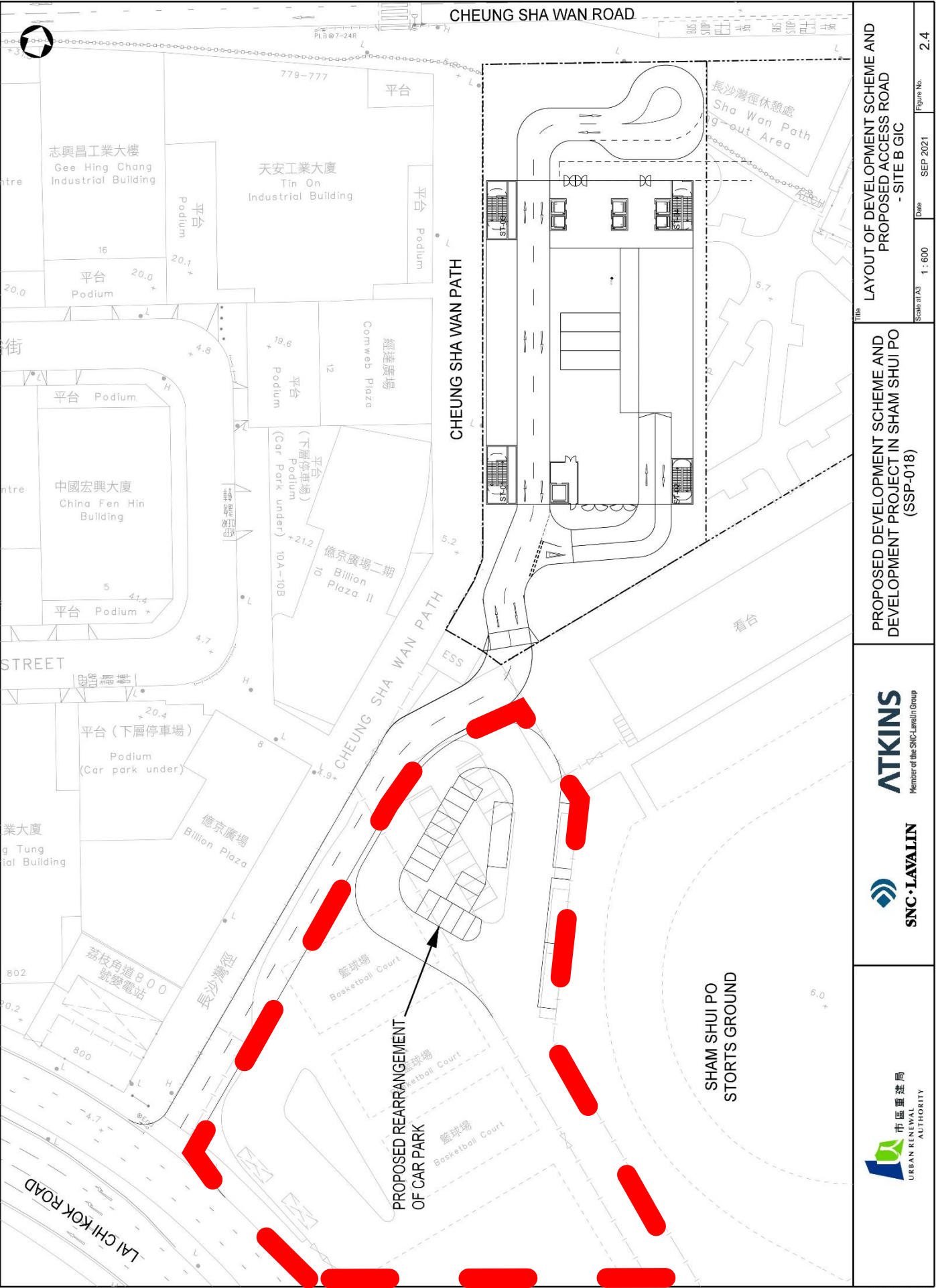
PROPOSED METHOD OF CONTROL



LEGEND:
PROPOSED JUNCTION IMPROVEMENT SCHEME

PROPOSED METHOD OF CONTROL





LAYOUT OF DEVELOPMENT SCHEME AND
PROPOSED ACCESS ROAD
- SITE B GIC

PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

ATKINS
Member of the SNC-Lavalin Group

SNC-LAVALIN

市區重建局
URBAN RENAIWAL
AUTHORITY

Figure No. 2.4
Date SEP 2021
Scale at A3 1:600

Table 4-2 Measured Air Quality of Sham Shui Po Monitoring Station (2016-2020)

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	Concentration [$\mu\text{g}/\text{m}^3$]				
			Year 2016	Year 2017	Year 2018	Year 2019	Year 2020
RSP [PM ₁₀]	24-hour (10th Max)	100 (9)	77.2	71.3	60.0	66.3	58.3
	Annual	50	34.5	33.2	32.5	32.8	27.5
FSP [PM _{2.5}]	24-hour (36th Max)	50 (35)	38.5	36.7	33.6	28.8	24.9
	Annual	25	23.0	21.4	21.4	18.2	13.9
NO ₂	1-hour (19th Max)	200 (18)	161.0	194.0	152.0	176.0	151.0
	Annual	40	57.6	54.4	48.6	47.8	45.4

(i) The numbers in brackets () refer to number of exceedance allowed per year.

(ii) Daily and Annual averaged were calculated from hourly data.

4.3.2 PATH-v2.1 is a macro-scale air quality model developed by EPD to predict future air quality over the whole Pearl River Delta region including Hong Kong. For the purpose of this assessment, the predicted values from PATH-v2.1 are adopted as the background air quality. The PATH grids corresponding to the Scheme is (38,35) as shown in **Figure 4-1**. **Table 4-3** give the predicted ground level (0-17mAG) background air quality for Year 2022 to Year 2025.

Table 4-3 Background Ground Level Air Quality of Grid (38, 35) of PATH-v2.1

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	PATH Model Concentration [$\mu\text{g}/\text{m}^3$]			
			Year 2022	Year 2023	Year 2024	Year 2025
RSP [PM ₁₀]	24-hour (10th Max)	100 (9)	63.9	63.5	63.2	62.9
	Annual	50	27.4	27.4	27.3	27.3
FSP [PM _{2.5}]	24-hour (36th Max)	50 (35)	24.5	24.4	24.4	24.3
	Annual	25	15.0	15.0	14.9	14.9
NO ₂	1-hour (19th Max)	200 (18)	129.7	127.3	125.3	123.7
	Annual	40	24.5	23.9	23.0	22.8

Note:

(i) The numbers in brackets () refer to number of exceedance allowed per year.

(ii) The 10th highest daily RSP concentrations predicted by PATH-v2.1 are adjusted by adding 11.0 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).(iii) The annual RSP concentrations predicted by PATH-v2.1 are adjusted by adding 10.3 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).(iv) The 36th highest daily FSP concentrations predicted by PATH-v2.1 are adjusted by adding 0.0 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).(v) The annual FSP concentrations predicted by PATH-v2.1 are adjusted by adding 3.5 $\mu\text{g}/\text{m}^3$, according to EPD's Guidelines on Choice of Models and Model Parameters (updated July 2021).

4.3.3 All predicted background pollutant concentrations show a decreasing trend from Year 2022 to Year 2025 as shown in **Table 4-3**, and it is likely to continue to reduce after Year 2025. The background RSP, FSP and hourly NO₂ concentrations are well below the AQO criteria and providing more margin in later years.

- 4.4.3 No significant dust impact on the surrounding air sensitive receivers (ASRs) is expected with proper implementation of mitigation measures. No quantitative construction dust assessment is considered necessary.
- 4.4.4 Operation of Powered Mechanical Equipment (PME) during demolition/construction work would emit gaseous air pollutants such as nitrogen dioxide (NO₂) via fuel burning. According to Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with a proper label are allowed to be used in specified activities and locations including construction sites. Supportive information and documents (e.g. third-party emission certificates, model and serial numbers of machines and engines, etc.) for each NRMM would be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards. Since the number of PME expected to be used on-site will be limited and much less than vehicles travelled on surrounding roads (e.g. Cheung Sha Wan Road), no significant impact is anticipated.

4.5 Operation Phase Air Quality Impact Assessment

General Flow of the Assessment

- 4.5.1 Firstly, the assessment year will be determined by comparing the daily vehicular emission of the different years and the year with highest vehicular emission will be adopted as assessment year.
- 4.5.2 Then, the cumulative pollutant concentration will be computed. Besides the PATH-v2.1 background, the following pollutant sources will be considered:
- Vehicular Emission from open public road sections within 500 m assessment area
 - Other major emission sources within 4 km of the scheme area
- 4.5.3 If any of the representative ASRs exceed the AQO criteria, feasible locations for openable windows and/or fresh air intake will be suggested.

Air Sensitive Receivers

- 4.5.4 During operation phase, no major emission is anticipated from the residential, G/IC and commercial components of the proposed development. On the other hand, the residential flats, shops and G/IC areas of the Scheme are ASRs which should be assessed.
- 4.5.5 The residential flats in the Scheme rely on openable windows for ventilation; the shops and G/IC in the podium and in the G/IC Complex would rely on air-conditioning with fresh air intake. Therefore, façades of the Residential Towers, as well as the potential fresh air in-take locations of the podium and the G/IC Complex should be assessed. The locations of the assessment points are illustrated in **Figures 4-2a & 4-2b** and listed in **Table 4-4**.

Table 4-4 Summary of the Assessment Points (Air Quality)

Locations	ID	Assessment Height (mAG)
Site A - Podium	AP-01 to AP-05	G/F – 01.50 1/F – 06.35
	AP-06 to AP-15	G/F – 01.50 1/F – 06.35 2/F – 10.85 3/F – 14.50 4/F – 18.00 5/F – 21.50
Site A -Tower A	TA-01 to TA-13	Residential 1/F – 29.35 Residential 2/F – 32.50 Residential 3/F – 35.65 Residential 4/F – 38.80 Residential 5/F – 41.95
Site A - Tower B	TB-01 to TB-12	
Site B – G/IC Complex	BC-01 to BC-10	G/F – 01.50 1/F – 08.00 2/F – 11.60 3/F – 15.20 4/F – 18.80 5/F – 22.40 6/F – 26.00 7/F – 30.50 8/F – 35.00

[1] The Ground level of the Scheme is 5.05mPD.

[2] The Assessment Height is 1.5m above slab level.

[3] The notional design including the elevation is subject to change.

[4] The residential towers have its own floor number.

Meteorological Data

For AERMOD, AERMET, & CALINE4

- 4.5.6 The hourly meteorological data from PATH model and the hourly stability classes calculated by PCRAMMET has been adopted. The PCRAMMET model can estimate the stability class based on the existing meteorological data for CALINE4 (for traffic emission). As CALINE4 imposes the limitation of wind speed on each of the stability class, the adopted stability class has been shifted toward class 3 for classes 1 & 2, and the adopted wind speed has been reduced for other cases, when necessary, for conservative assessment.
- 4.5.7 The hourly data from PATH Model has been prepared into on-site data as AERMET input. The output meteorological data from AERMET was later used by AERMOD (for non-road traffic emission). The input mixing height data was restricted to between 121m and 1667m, which were the observed extreme values by the Hong Kong Observatory in year 2010. To avoid the occurrence of calm hours in the model, a minimum wind speed of 1.0m/s was adopted and any wind direction <0.1° was replaced by 360°.
- 4.5.8 The surface characteristics of the AERMET input were prepared following the recommendations in “AERMOD Implementation Guide” revised in August 2015 by USEPA. The Albedo and Bowen ratio adopted are the average values based on the land use of the 10km × 10km region centred on the study area. The surface roughness lengths were

- 4.5.24 For consistence with other road traffic emission, the assessment years are chosen as Year 2049 for NO_x/NO₂ emission and 2034 for RSP/FSP. As a conservative assessment, the start emission of diesel FBDD at the lowest temperature (7 °C) will be adopted. From on-site survey, it is found that soak time of the buses are either <30 minutes or overnight (actual soak time unknown). Therefore, soak time of 30 minutes (7:00 – 1:00) and 720 minutes (5:00 – 7:00) have been adopted. The adopted emission factors for buses are list in **Table 4-7**. The emission elevation and initial vertical mixing height of the buses has been referenced to Appendix 3.6 of Revised Austin Road Flyover EIA Report. The adopted emission rate for each road sections are listed in **Appendix 4-4**.
- 4.5.25 Dispersion modelling has been be undertaken using USEPA approved AMS/EPA Regulatory Model (AERMOD) to assess the Marine Emission.

Table 4-7 Adopted Emission Factory for Buses' Cold Start Emission

Pollutant	NO _x	NO ₂	RSP	FSP
Year	2049	2049	2034	2034
Temperature (deg C)	7	7	7	7
Vehicle Type	FBDD (DSL)			
Soak Time (min)	Emission per trip (g/trip)			
30	1.1379	0.3300	0.0000	0.0000
720	10.7100	3.1059	0.0000	0.0000

Industrial Chimney within 500m assessment area

- 4.5.26 As stated in **Sections 2.2.2-2.2.3**, active chimneys are identified in the Caritas Medical Centre. However, those chimneys are either not active (for standby emergence generator) or using clean fuel (Town Gas). Therefore, those chimneys are not included in the quantitative assessment.
- 4.5.27 Besides the Caritas Medical Centre, no active industrial chimney has been identified within the assessment area.

Major emission sources within 4 km

- 4.5.28 The nearest major emission sources from the Sites are identified as Kwai Chung Crematorium (~4km), and Ma Tau Kok Gas Plant (~4.4km), which should have insignificant impact on the ASRs given the large downwind distances from the sources. In addition, as the line-of-sight to the major emission sources (i.e. chimneys) from the ASRs are blocked by the taller buildings surrounding the Sites, no direct impact on the ASRs is anticipated from the major emission sources. Hence, considering the large separation distances and that no direct impact on the ASRs is anticipated, the major emission sources are excluded in the quantitative assessment.

Cumulative Pollutant Concentration

- 4.5.29 The cumulative pollutant concentration at each of the assessment point has been calculated by summing the background concentration (from PATH-v2.1)³, the road traffic emission

³ Different background concentration from PATH v2.1 has been adopted based on the elevation of the assessment point. i.e. L1: 0 to 17mAG; L2: 17 to 35mAG; L3: 35 to 55mAG.

(from CALINE4), and other emissions (from AERMOD). It should be noted that background vehicular, industrial and marine emissions have been included in PATH-v2.1, adding the emissions from CALINE4 and AERMOD will result in conservative results.

4.5.30 The Ozone Limiting Method (OLM) and maximum equilibrium NO₂:NO_x ratio of 0.9⁴ have been adopted for the conversion of NO_x to NO₂ based on the hourly O₃ concentrations predicted by PATH-v2.1 in the corresponding grid.

4.5.31 The NO₂/NO_x conversion has been calculated as follows:

$$[\text{NO}_2]_{\text{pred}} = \text{Min}\{ [\text{NO}_2]_{\text{init}} + \text{MIN}\{ [\text{NO}_x]_{\text{Tot}} - [\text{NO}_2]_{\text{init}}, (46/48) \times [\text{O}_3]_{\text{PATH}} \}, 0.9 \times [\text{NO}_x]_{\text{Tot}} \}$$

where,

$[\text{NO}_2]_{\text{pred}}$	is the predicted cumulative NO ₂ concentration after the NO _x to NO ₂ conversion
$[\text{NO}_2]_{\text{init}}$	is the sum of NO ₂ concentration before the NO _x to NO ₂ conversion. Including: <ul style="list-style-type: none"> -- predicted vehicular NO₂ concentration based on vehicular tailpipe emission (i.e.: initial vehicular NO₂ emission) from CALINE4 and AERMOD -- predicted initial non-vehicular NO₂ concentration from AERMOD (= 10% x predicted NO_x) -- NO₂ concentrations from PATH v2.1
$[\text{NO}_x]_{\text{Tot}}$	is the sum of NO _x concentration. Including: <ul style="list-style-type: none"> -- predicted vehicular & non-vehicular NO_x concentration from CALINE4 and AERMOD -- NO_x (NO + NO₂) concentration for PATH v2.1
$[\text{O}_3]_{\text{PATH}}$	is the O ₃ concentration from PATH v2.1

4.5.32 For all vehicle emissions, the calculated initial NO₂ concentration based on NO₂ emission factor of EMFAC v4.3 has been adopted. For all non-vehicular emissions, initial NO₂/NO_x ratios reported in the Heathrow Airport EIA report are adopted, which is 10%.

4.5.33 As the vehicular emission on conservative side due to the conservative temperatures/humidity/soak time consideration (**Sections 4.5.13 & 4.5.17**), thus the cumulative NO₂ concentration from the NO_x to NO₂ conversion is also considered reasonably conservative.

Results and Discussion

4.5.34 The detailed results are listed in **Appendix 4-5**. The summary of the annual NO₂ concentration is provided in **Appendix 4-6**. The results are also summarized in **Table 4-8 & Table 4-9**.

4.5.35 The assessment result shows that, apart from Annual Averaged NO₂ concentration at ground of southeastern boundary of Site A (1.5mAG at AP-03, AP-04 & AP-05), other assessment points at Site A and Site B show compliance with AQO's NO₂/RSP/FSP criteria.

4.5.36 Under current notional design, the predicted air quality at all residential flats comply with the AQOs. The fresh air in-take for the podium structures of Site A would be designed to be located at or above 6.35mAG (11.4mPD). The fresh air in-take for the G/IC complex at Site B should not be restrained by air quality. Subject to the CE in C's approval of the draft DSP, URA/ future joint venture partner should explore and implement all practicable design in

⁴ Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-hour NO₂ NAAQS", U.S. EPA, March 1, 2011

order to ensure all openable windows for ventilation and fresh air intakes comply with the AQO criteria at the detailed design stage.

- 4.5.37 It should be noted that the exceedance is partially due to the conservative approach. Considering the Government's measures to promote the use of electric vehicles, it is expected that the future background pollution concentration as well as the road traffic emission should be much lower than that in the current calculation up on complete of the Scheme (Year 2034).

Table 4-8 Summary of the Predicted Pollutant Concentration

	Pollutant Concentration ($\mu\text{g}/\text{m}^3$)					
	Daily 10th Maximum RSP	Annual RSP	Daily 36th Maximum FSP	Annual FSP	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria	100	50	50	25	200	40
Locations						
Site A - Podium	62.56 - 63.76	27.20 - 28.13	23.75 - 24.82	23.08 - 43.92	130.94 - 177.14	23.08 - 43.92
Site A - Tower A	62.08 - 62.51	26.97 - 27.17	23.31 - 23.75	19.22 - 22.32	116.64 - 128.52	19.22 - 22.32
Site A - Tower B	62.09 - 62.60	26.98 - 27.21	23.31 - 23.82	19.27 - 23.43	116.62 - 128.85	19.27 - 23.43
Site B - G/IC Complex	62.53 - 63.67	27.17 - 27.76	23.77 - 24.79	22.27 - 34.70	124.09 - 155.46	22.27 - 34.70

Table 4-9 Summary of the Predicted Annual Averaged NO₂ Concentration

Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	1.5	6.35	10.85	14.5	18	21.5			
		mPD	6.55	11.4	15.9	19.55	23.05	26.55			
Site A - Podium	min		34.40	32.91	29.69	27.97	23.80	23.08			
	max		43.92	33.92	31.01	29.32	24.86	23.84			
Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	29.35	32.5	35.65	38.8	41.95				
		mPD	34.4	37.55	40.7	43.85	47				
Site A - Tower A	min		21.97	21.64	19.69	19.43	19.22				
	max		22.32	21.91	19.91	19.62	19.38				
Site A - Tower B	min		22.09	21.73	19.76	19.50	19.27				
	max		23.43	22.87	20.73	20.31	19.95				
Location		Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height									
		mAG	1.5	8	11.6	15.2	18.8	22.4	26	30.5	35
		mPD	6.55	13.05	16.65	20.25	23.85	27.45	31.05	35.55	40.05
Site B - G/IC Complex	min		31.43	30.73	30.04	29.25	25.29	24.50	23.77	22.95	22.27
	max		34.70	32.91	31.55	30.26	25.97	24.96	24.10	23.22	22.49

Note: Criteria = 40 $\mu\text{g}/\text{m}^3$

5 NOISE IMPACT ASSESSMENT

5.1 Introduction

- 5.1.1 The purpose of this chapter is to demonstrate the noise sensitive receivers (NSRs) of the proposed development within the Scheme comply with the noise criteria of The Hong Kong Planning Standards and Guidelines (HKPSG).
- 5.1.2 The potential noise impact from the following aspects have been assessed: (i) Construction noise - the potential noise impact generated from the construction activities of the proposed development to the surroundings; (ii) Traffic noise - the potential noise impact generated from the nearby road networks to the proposed development during operation phase; (iii) Fixed noise - the potential noise impact generated from the surrounding fixed noise sources to the proposed development.
- 5.1.3 Effective mitigation measures and recommendations are proposed to mitigate the excessive noise level to achieve an acceptable compliance level under the current notional design.

5.2 Standards and Guidelines

Road Traffic Noise

- 5.2.1 HKPSG provides guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in **Table 5-1**.

Table 5-1 HKPSG Road Traffic Noise Planning Criteria

Uses	Road Traffic Noise L ₁₀ , (1hr) dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

Note: The above criteria apply to noise sensitive uses which rely on opened window for ventilation.

Fixed Noise Sources

- 5.2.2 Acceptable Noise Levels (ANL) shown in Table 2 of the Technical Memorandum for the Assessment of Noise from Places Other than Domestic Premises, Public Places or Construction Sites (IND-TM). According to IND-TM, the ANLs for different Area Sensitivity Ratings (ASRs) are given in **Table 5-2**.

b) Mitigated Scenario: With Acoustic Windows

5.4.13 Subject to detailed design, mitigation measures are proposed in this mitigated scenario:

- Top-hung Type Acoustic Window (Noise Reduction: -5 dB(A))

The design of a top-hung window with a horizontal fin on the bottom of the window coupled with Micro-perforated absorbers (MPA) on the inner side of the window and a pelmet in the indoor area behind the top-hung window, can effectively resist noise from entering domestic premises directly and hence minimize the impact caused to the residents. The design is similar to the type adopted in Hong Tsuen Road Residential Development at Sai Kung (Park Mediterranean). The ratio of vertical distance from opening of the top-hung window to the length of the horizontal acoustic fin (aspect ratio) will be less than the aspect ratio (0.55) of the acoustic window in Park Mediterranean.

- Baffle Type Acoustic Window (Noise Reduction: -6 dB(A))

The baffle type acoustic windows consist of two layers, i.e. an openable window with fixed side (the fixed glazing / maintenance window) at the outer layer and a sliding window at the inner side. The two-window-layer design can create an air gap for the supply of fresh air with noise mitigation effect. Under normal operation, the fixed glazing / maintenance window shall be locked with allen key and shall not be opened for ventilation in order to reduce noise entering into the flat. This type of acoustic window have been proven that both traffic noise mitigation and air ventilation could be achieved. The design of the proposed acoustic window can meet the relevant ventilation requirement under the Building (Planning) Regulations. According to the Practice Note on Lighting and Ventilation Requirements - Performance-based Approach (APP-130) issued by Buildings Department, for optimum performance with the inner sliding glass panel in a closed position, the air gap should have a length of not less than 100mm and a width between 100mm and 175mm. The length and width of the air gap of the proposed acoustic window also meet these conditions.

5.4.14 Top-hung Type Acoustic Window⁵ has been proposed in the current assessment as it has been adopted and well proven in private housing for years. Therefore, the calculated traffic noise level is reliable and conservative.

5.4.15 The Baffle Type Acoustic Windows have been broadly adopted in public housing in recent years⁶. According to the Practice Note⁷, a reference design can provide 6 dB(A) of traffic noise attenuation. Another 1.5 dB(A) of reduction can be achieved by providing Sound Absorptive Material (SAM) at top and both side of window frame. Further noise reduction can be achieved by orientation (1 dB(A)) and effective acoustic fin (1 dB(A)). It should be noted that the noise reduction effect and ventilation performance of baffle type acoustic windows are highly dependent on the detailed design. As the flat design may change significantly in the later stage, it is hard to estimate whether any combination of windows design can provide sufficient natural daylight and natural ventilation while providing the maximized acoustic performance. Therefore, as a conservative approach, a 6.0 dB(A) noise

⁵ Sample for Top-hung Type Acoustic Window https://www.epd.gov.hk/epd/Innovative/greeny/eng/content/hong-tsuen-road-residential-development-sai-kung.html?type=ftab_21

⁶ Sample for Baffle Type Acoustic Windows
https://www.epd.gov.hk/epd/Innovative/greeny/eng/content/king-tai-court.html?type=ftab_20

⁷ EPD, Nov 2020, Practice Note On Application of ACOUSTIC WINDOWS (BAFFLE TYPE) in Planning Residential developments against Road Traffic Noise Impact V1.0

reduction have been adopted in the current assessment to prevent overestimation of the noise reduction effect.

- 5.4.16 Despite the uncertainties, the use of acoustic windows design with higher noise reduction effect is encouraged in detailed design stage. As more information is available at that stage for the designer/engineer to choose the most suitable acoustic windows design with consideration of both acoustic and air ventilation performance.
- 5.4.17 Drawings of the typical Top-hung Type Acoustic Windows with/without balcony are illustrated in **Figures 5-5a & 5-5b**. Drawings of the typical Baffle Type Acoustic Windows with/without balcony are illustrated in **Figures 5-5c & 5-5d**. Mitigation measures have been proposed to all locations with traffic noise exceedance. The locations of the proposed mitigation measures are illustrated in **Figures 5-6a – 5-6c** and listed in **Appendix 5-3**.
- 5.4.18 The detailed predicted noise levels with acoustic windows are presented in **Appendix 5-3**. Given specific noise reduction measures at different assessment points, the compliance rate by flat has been increased to ~92%. Only low-middle level residential flats that directly affected by the traffic noise from Cheung Sha Wan Road are expect to experience traffic noise exceedances, while it is expected to completely comply at higher level (15th residential floor or higher). The maximum exceedance is 3 dB, i.e. 73 dB(A), at the 1st – 3rd residential floor of Flat TB-01 & TB-12 of Tower B. The exceeded facades under Mitigated Scenario are listed in **Appendix 5-3**.

Table 5-5 Summary of Traffic Noise Impact Assessment

	Number of Flat	Base Scenario		Mitigated Scenario	
		Complied Flat	Compliance Rate	Complied Flat	Compliance Rate
Tower A - Low Zone	286	45	15.7%	255	89.2%
Tower A - High Zone	144	24	16.7%	144	100.0%
Tower B	408	70	17.2%	368	90.2%
Total	838	139	16.6%	767	91.5%

Existing Fixed Noise Sources in the Surroundings

- 5.4.19 For the fixed noise sources in the surrounding affecting the proposed Scheme, no adverse fixed noise impact is anticipated and no quantitative assessment is necessary due to the following information:
- As stated in the overview of the existing potential fixed noise sources to the Sites (**Section 2.2**), majority of the Site A is not expected to experience adverse impact from existing fixed noise sources. More specifically, Site A is surrounded by residential building in west, north and east directions. In the south of Site A, it is a large open area (Sham Shui Po Sport Ground) and potential fix noise sources in south to south west directions are either weak (the loud speaker within the covered stand of Sport Ground) or very far (in the west of Site B). Some high-level flats may have direct view to the 3 water cooling towers on the roof of China Shipbuilding Tower (with horizontal distance of around 100m). With reference to the specification of a water cooling tower of similar

dimension⁹, the predicted SPL at the near NSR of Site A is around 43 dB(A)¹⁰, which is far below the ANL of the Site. In addition, all openable windows for ventilation along the west facades of Tower B (**Figure 5-6c**) will be equipped with acoustic windows which further mitigate the potential fix noise impact, if any.

- Although Site B may be affected by the potential fixed noise impact, Site B do not rely on openable windows for ventilation thus fix noise criterion is not applicable.

Planned Fixed Noise Sources of the Scheme

5.4.20 The Scheme will provide central air ventilation for commercial & retail area, clubhouse, GIC facilities and basement carpark. The associated HVAC system may cause noise impact to surrounding NSRs. Although the large exhaust fans are usually located indoor enclosed within the air ducts, the fan noise will transmit via the ventilation pipe and emit at the duct exhaust. Therefore, the potential planned fixed noise sources of the Scheme are the large exhaust fans and the outdoor units of air conditioner. Other equipment such as water pumps and lift motors will be located in enclosed rooms thus no adverse noise impact to the surrounding is anticipated.

Site A

5.4.21 For Site A, the non-residential portion will be closed outside operation hours and the associated HVAC system are expected to stop during night time. Besides, the expected ventilation requirement of the basement carpark during night-time is expected to be very low thus the primary exhaust fan is unlikely required. Due to the relatively small size of the served zones, Variable Refrigerant Volume (VRV) system is preferred over chiller plants and/or water-cooling tower as VRV provide flexible cooling capacity with high efficiency over large range of loading. To avoid the noise from fixed plants affecting the residential portions, the large plants and large ventilation exhaust pipes are planned to be located at semi-confined areas such as plant rooms and/or entrance/exit of the carpark, with acoustic louvers if necessary. The ventilation pipes will be equipped with silencer to reduce the in-duct noise level. As there is no direct line of sight between the fixed noise sources of Site A and the residential flats of Site A, no adverse noise impact from the fixed noise sources of Site A to the residential flats of Site A is anticipated. As the fixed noise source of Site A, including the louvers serving the fixed noise sources, may visible from the NSRs in the surrounding, maximum allowable sound power levels will be recommended.

Site B

5.4.22 For Site B, chiller plants and large ventilation exhaust pipes are also planned to be located at semi-confined areas. The ventilation pipes will also be equipped with in-line silencer to reduce the in-duct noise level. As the fixed noise source, or the louvers connected to the fixed noise sources, of Site B may visible from the NSRs in the surrounding, including the NSRS in Site A. Maximum allowable sound power levels will also be recommended.

⁹ Reference water cooling tower, Trane TQ8307CL-1. Noise level from catalogue is 66 dB(A) at 5 feet from air inlet face.

¹⁰ Predicted SPL level at NSR = SPL at Source (5 feet) + quantity correction + distance correction + façade correction + tonality correction = 66 + 4.77 – 36.34 + 3 + 6 = 43 dB(A)

Maximum Allowable Sound Power Levels (SWL)

- 5.4.23 Calculations based on the planning criteria and distance to the nearest NSRs are present in **Table 5-6**.
- 5.4.24 According to the calculation based on the nearest NSR (NSR04 for Site A and NSR03 for Site B), the cumulative SWL of the building service equipment at podium of Site A should not exceed 88 dB(A) during day and evening time, and should not exceed 78 dB(A) during night time. For the G/IC complex in Site B, the limits of the cumulative SWL are 108 dB(A) during day and evening time, and 98 dB(A) during night time.
- 5.4.25 It should be noted that a 6 dB correction has been adopted accounting for the tonality, intermittency and impulsiveness characteristics for assessment purpose. In case the noise exhibits tonality, intermittency and impulsiveness characteristics during the operation, the maximum allowable SWLs of the fixed plants should be corrected based on the recommendation given in Section 3.3 of the IND-TM.
- 5.4.26 Although the Scheme is still in early stage thus no detailed design including the location of the noisy plants is available, no adverse fixed noise impact to the NSRs is anticipated if the choice of equipment, installation locations, installation and mitigations are properly designed. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria, i.e. At NSR noise level of 65 dB(A) for day and evening time and 55 dB(A) for night time in $L_{eq,30min}$, to the tender document of this Scheme.

Table 5-6 Allowable Sound Power Level for the Building Service Equipment of the Proposed Development

Time Period	Maximum Allowable SPL at NSR, dB(A)	Horizontal Distance from the Project Site Boundary to the Nearest NSR, m	Correction, dB(A)			Maximum Allowable Sound Power Level at Source, dB(A) [2]
			Distance	Facade	Tonality/ Intermittency/ Impulsiveness [1]	
Site A (Nearest NSR - NSR04)						
Day and Evening Time (07:00-23:00)	65	16	32	-3	-6	88
Night Time (23:00 – 07:00)	55	16	32	-3	-6	78
Site B (Nearest NSR - NSR03)						
Day and Evening Time (07:00-23:00)	65	155	52	-3	-6	108
Night Time (23:00 – 07:00)	55	155	52	-3	-6	98

[1] For assessment purpose, a 6 dB of tonality, intermittency & impulsiveness correction has been adopted.

[2] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

5.5 Conclusion

- 5.5.1 The overall noise impact during the construction phase is considered insignificant. Mitigation measures shall be implemented in accordance with ProPECC PN 2/93 during construction to minimize construction noise impact on the nearby NSRs.
- 5.5.2 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been

minimized by buildings deposition, buildings orientation and windows locations. In the base scenario where tower setback, buildings deposition, buildings orientation and windows locations are considered, only ~17% of flats complies with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic windows are considered, the compliance rate by flat has been increased to ~92%. Given the notional design is at planning stage and the proposed development is subject to detailed design upon CE in C's approval of the Scheme, the current assessment is based on a notional design and anticipated results. It should also be noted that the traffic noise assessment is based on a typical Top-hung and Baffle Type Acoustic Windows. By using design with higher noise reduction performance in the detail design stage, it is feasible to achieve a higher compliance rate.

- 5.5.3 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated.
- 5.5.4 The existing significant fixed noise sources are only identified in the west of Site B which is far away from the residential portion of the Scheme in Site A, which rely on openable windows for ventilation. The planned fixed noise source from the proposed Scheme should not introduce adverse noise impact to the surroundings with proper design. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria to the tender document of the Scheme.

34/2002 cover the approval of dredging/excavation proposals and marine disposal of dredging/excavated sediment.

- 6.1.8 Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (ADV-19) provides mitigation measures on waste generation and management during the planning stage of a building development to minimise waste disposals at landfills.

6.2 Waste Management for Construction Phase

Waste Types

- 6.2.1 The site clearance, demolition of existing buildings, excavation, and superstructure construction activities to be carried out for the proposed development would generate a variety of waste that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and demolition (C&D) materials, comprising inert and non-inert materials, from the demolition and construction works;
- Potential asbestos containing materials;
- Excavated Sediment;
- Chemical waste from any maintenance of construction plant and equipment; and
- General refuse from the workforce

Inert and non-inert C&D Materials

- 6.2.2 Inert C&D Material (or public fills) includes construction debris, soil, rock and concrete, should be re-used on-site as filling materials or off-site as public fill at public fills reception facilities. Non-inert C&D Material (or C&D waste) includes metal from the existing structures, wood from formwork, equipment parts, and materials and equipment wrappings, etc. should be re-used or recycled as far as possible.
- 6.2.3 As the Scheme involves demolition of existing buildings and construction of 2 floors of basement, there will be generation of inert C&D materials during construction. It is estimated that about 60,000 m³ excavated materials would be generated and about 10,000 m³ would be suitable for backfilling during site formation stage. It is also estimated that about 3,500 m³ C&D materials will be generated during the demolition work.
- 6.2.4 In order to account for the quantity of C&D materials to be generated from construction of the new building, C&D materials generation rate of 0.1 m³ per m² of GFA constructed is adopted in accordance with the "Reduction of Construction Waste Final Report, Hong Kong Polytechnic University (March 1993)". The total GFA of the proposed development from the Scheme will be around 83,608 m² (Domestic: 38,978 m²; Non-domestic (Site A): 10,394 m²; Non-domestic (Site B): 33,696 m²). The C&D materials generated from superstructure construction is approximately 8,361 m³. Hence, the total amount of inert C&D materials generated by the Project is projected at 72,790 m³.
- 6.2.5 The volume of non-inert C&D material, such as building materials, maintenance and packaging waste; generated during site clearance, demolition of existing buildings, and construction of superstructure works is projected at 1,279m³, which will be subject to specific construction procedures and site practices. The estimated amount of non-inert C&D material

generated would be minimal with careful design, planning, good site management and control of ordering procedures etc.

- 6.2.6 The estimated quantities of inert and non-inert C&D material generated from the construction of the Scheme are presented in **Table 6-1**.

Table 6-1 Estimated Quantities of C&D materials to be Generated, Reused and Disposed of

Construction Activities	Sum (m ³)	Wastes to be Reused/Recycled/disposed of (m ³)								
		Inert C&D materials			Non-inert C&D materials			Excavated Sediment		
		Reused/Recycled On-Site	Reused/Recycled Off-Site	Disposed Off-Site (a)	Reused/Recycled On-Site	Reused/Recycled Off-Site (b)	Disposed Off-Site	Reused/Recycled On-Site	Reused/Recycled Off-Site	Disposed Off-Site
Excavation	60,000	10,000	0	40,000	0	0	0	0	0	10,000
Site Clearance / Demolition of Existing Buildings	3,500	0	0	3,150	0	35	315	0	0	0
Superstructure Construction	9,290	0	0	8,361	0	93	836	0	0	0
All	72,790	10,000	0	51,511	0	128	1,151	0	0	10,000
		61,511			1,279			10,000		

Note

- a) The inert C&D materials not reused on-site shall be disposed off-site to the Fill Bank at Tseung Kwan O Area 137
b) Non-inert C&D materials should be reused or recycled as much as possible before disposed off-site, estimated to be 10% of the total generated.

- 6.2.7 It is estimated that about 14% of inert C&D material to be reused on-site. It is proposed to dispose the rest of inert C&D materials to the Fill Bank at Tseung Kwan O Area 137. The remaining non-recyclable C&D materials are not suitable for public fill and requires disposal to licensed landfill facilities (the closest landfill is the South East New Territories (SENT) Landfill).

Excavated Sediment

- 6.2.8 In addition, as the land of the Site is within reclamation ground, approximately 10,000m³ of excavated sediment is estimated to be generated and disposed off-site from the Project. The marine disposal of the sediment should be disposed in accordance to the *ETWB TCW No. 34/2002* and *ADV-21*. The rationale for sediment removal must be provided to the Secretary of MFC for agreement, as early as possible, the allocation of sediment disposal space at sea will not be considered until the need for removal of the sediment has first been satisfactorily demonstrated.
- 6.2.9 To minimize waste generation and off-site disposal, the excavated sediment should be reused on-site as fill materials, as far as practicable subject to detailed design at a later stage. The sediment quality should be assessed as per the prevailing guidelines listed in **Section 7.2** for potential land contamination issue, and the sediment should be treated as necessary before backfilling the sediment on-site. However, if sediment cannot be reused on-site or on alternative sites, marine dumping of sediment is required. For sediment dumping, the Contractor who will be undertaking the works must make a formal application to DEP for a dumping permit, in accordance to *ETWB TC(W) No. 34/2002*, and if the permit is granted, it will be the contractor's responsibility to ensure that the permit conditions are met to DEP's

enclosed and covered area should be provided to reduce the occurrence of “wind-blown” light materials.

Chemical Waste

6.2.25 If chemical waste is produced at the construction site, the Contractor will be required to register with the EPD as a chemical waste producer and to follow the guidelines stated in the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*. Chemical waste should be stored in appropriate containers and collected by a licensed chemical waste collector. The chemical waste management measures should include, but not limited to the following :

- Minimize the production of Chemical Waste
- Registration of Chemical Waste Producers with EPD should be carried out for any person who produces chemical waste
- Give notification of certain Chemical Waste for Disposal to EPD as required in *Section 4 of the Regulation & Section 17 of the Ordinance*
- Carry out Packaging, Labelling and Storage of Chemical Wastes as per *Sections 9 to 19 of the Regulation*
- Collection of Chemical Waste and the “Trip Ticket” System as per *Sections 20 to 29 of the Regulation*
- Precautions Against Dangers from Spillages, Leakages or Accidents involving Chemical Waste as per *Sections 30 to 32 of the Regulation*

6.2.26 Provided that good site practices are strictly followed, there would be no adverse impacts related to waste management during construction phase.

6.3 Waste Management for Operation Phase

6.3.1 Domestic wastes will be expected as the major type of waste from the redevelopment, including food residues, plastic and metal products, and paper. No chemical or hazardous waste is anticipated. Wastes generated will be collected and disposed of on a regular basis. Building management will be arranged by the future owners to manage the development including waste disposal.

6.3.2 As the domestic waste will be collected (at a refuse collection point) and regularly disposed of at landfill or regularly sent to recyclers, waste recycling would be carried out during operation phase.

6.3.3 As only notional design is provided at this stage, the estimated quantities of general refuse anticipated during operation and the required relevant control measure shall be provided in the detailed design stage. With the proper implementation of the control measures, adverse impacts due to waste management will not be anticipated.

6.4 Conclusion

6.4.1 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, excavated sediment, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

7 POTENTIAL LAND CONTAMINATION

7.1 Introduction

7.1.1 This chapter identifies and evaluates any potential land contamination impact within the scheme boundary of the proposed development. Preliminary assessment has been conducted with reference to the applicable legislation and guidelines.

7.2 Legislations, Standards & Guidelines

7.2.1 Legislations and guidelines related to land contamination are given below:

- Waste Disposal (Chemical Waste) (General) Regulation (Cap 354C);
- Dangerous Goods Ordinance (Cap 295);
- Practice Guide for Investigation and Remediation of Contaminated Land (PG);
- Guidance Note for Contaminated Land Assessment and Remediation; and
- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management.

Potential Land Contamination Impact

7.2.2 According to *Guidance Note for Contaminated Land Assessment and Remediation* and EIAO-TM Annex 19 and PG, the industrial uses that may result in land contamination include but limited to the following:

- Boat / ship building or repairing works
- Chemical manufacturing / processing plants, dangerous goods stores
power plants
- Concrete and asphalt production
- Golf courses
- Motor vehicle /equipment depot, repairing, service centres
- Open area storage
- Petroleum Products and coal industrial operations (including oil depots and gas works)
- Power plants, individual power generation units
- Scrap yards
- Steel mills / metal workshops
- Waste recycling workshops
- Dumping ground

7.3 Assessment Methodology

7.3.1 With reference to the PG, Site Appraisal shall be carried out to assess the land contamination potential via the following methods for the preliminary assessment:

- Review of available historical and recent aerial photos
- Inquiry with the Environmental Protection Department (EPD) and Fire Services Department (FSD) on potential land contamination issues in past years

- The existing Sites are still occupied and inaccessible during this assessment period. Nevertheless, the Sites shall be re-appraised and site walkover(s) shall be carried out upon land resumption. The findings shall be reported in the detailed Land Contamination Assessment and Remediation (if needed), which should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the Sites.

7.4 Site Appraisal

Aerial Photos

- 7.4.1 Aerial photos between 1945, the first available year, and 2020, the latest available year, were inspected at the Map and Aerial Photograph Library of the Lands Department. Aerial photos overlaid with the boundaries of areas of concern is provided in **Appendix 7-1**. The land use history of the Site are summarised in **Table 7-1** as below:

Table 7-1 Historical Land Use

Table 7-1 Historical Land Use			
Site	Photo No./ Reference	Observations	Assumed Land Use
Site A			
1945	681_5-4110	The Site was part of the former Cheung Sha Wan (Bay), adjacent to the reclaimed land of Cheung Sha Wan.	N/A
1963	1963-5948	The reclamation of the land at the Site was completed. Temporary structures assumed to be structures are recorded in the site.	Open area / Squatting
1967	1967-5500	Temporary structures at the Site have been removed, and barren land are observed.	Open space
1968	1968-1067	Temporary structures are observed and the land is assumed to be used open area storage of construction materials as piping materials are observed.	Storage of construction materials / Office
1975	1975_11994	The building for the existing Cheung Sha Wan Sports Centre was erected.	Recreational facilities (Community)
1984	1984_56990	No significant change for the building. Some shrubs were grown on the site.	
2000	CN28212	No major change in the Site is observed.	
2020	E116762C	No major change in the Site is observed.	
Site B			
1945	681_5-4110	The Site was part of the former Cheung Sha Wan (Bay)	N/A
1967	1967-5500	The land of the Site was reclaimed and vehicles in the Site are observed.	Car park / Open Space
1968	1968-1066	The Site was generally paved. More vehicles and some open area storage of construction materials are recorded in the site.	Storage of construction materials / Car park /Open Space
1973	06890	No significant change was recorded.	
1975	11994	The temporary structures and vehicles were removed.	Open space
1986	A06287	Apart from some shrubs that were being grown on the Site, no major change in the Site are observed, while the existing Sham Shui Po Sports Ground near the Site was under construction and the development in the surrounding areas was also in progress.	Open space

Site	Photo No./ Reference	Observations	Assumed Land Use
1988	A14737	In the southwest of the Site, the construction of the existing Cheung Sha Wan Path Sitting-out Area was substantially completed and the area was fully paved apart from the landscaped areas, while the remaining area of the Site remained unchanged. The construction of Sham Shui Po Sports Ground was completed.	Open space
1993	A35272	No significant change was recorded in the Cheung Sha Wan Path Sitting-out Area, while the remaining area of the site was occupied by vehicles.	Open space / Car park
2004	CW60261	The northern boundary of the Cheung Sha Wan Path Sitting-out Area was extended. The remaining area of the Site was fully paved and was occupied by temporary structures, assumed to be site offices, and vehicles.	Open space / Car park / Office
2015	CW114351	More temporary structures and vehicles were also recorded in the site. Open area storage of construction materials are also observed.	Open space / Car park / Office / Storage area
2020	E053114C	No significant change was observed.	Open space / Car park / Office / Storage area

7.4.2 The review of historical land use from aerial photos has indicated that the major land use of the Sites from 1963 – 2020, are open space/ squatting, storage area of construction materials, office and recreational facilities for Site A; and open space, car park, office and storage area for Site B. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated.

7.5 Inquiry with EPD & FSD

7.5.1 Information was requested from FSD and EPD's Regional Office (West) on the history of operation and land use of the sites. The EPD was consulted with regard to any records of chemical waste producer (CWP). The FSD was consulted with regard to any records of dangerous good producer(s). Both departments were also inquired on any reported accidents or spillage/leakage incidents within the three areas of concern. The correspondences from EPD and FSD are documented in **Appendix 7-2**.

7.5.2 **Table 7-2** below shows the summary of the responses from Government Departments.

Table 7-2 Summary of Response from Government Departments

Government Department	Response
Environmental Protection Department Regional Office (West)	No record of reported accidents of spillage / leakage of chemicals at the concerned sites. For chemical waste producer (CWP), the records were checked on 3 rd August 2020 and no record of CWP was found for the Sites.
Fire Services Department	No dangerous goods license or reported accidents of dangerous goods leakage or spillage is recorded.

7.6 Conclusion

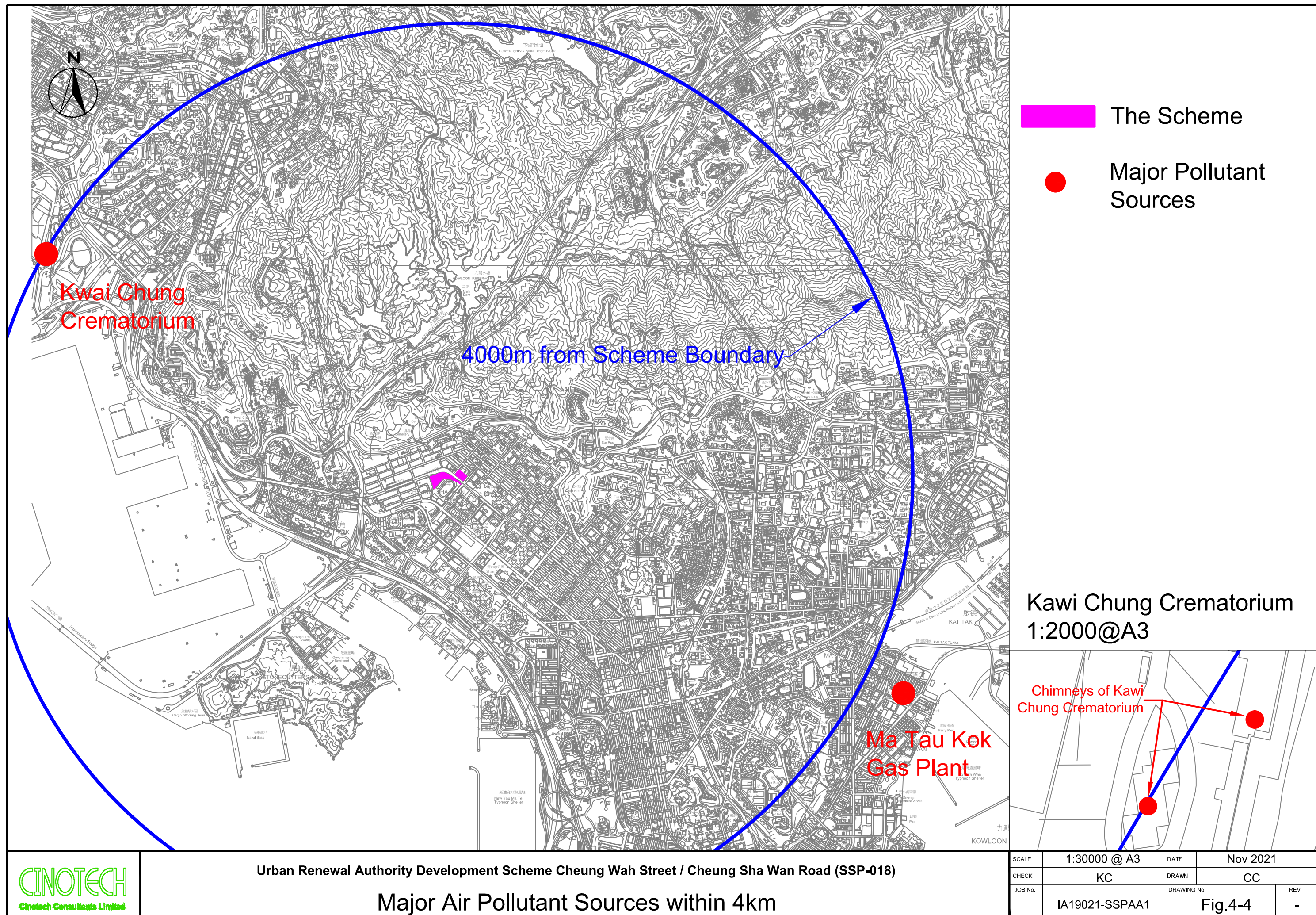
The available information from aerial photos, records from authorities suggest that the no potentially contaminating activities were recorded for the Sites. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated. The existing Sites are still occupied and inaccessible during this assessment period. Nevertheless, the Sites shall be re-appraised and site walkover(s) shall be carried out upon land resumption. The findings shall be reported in the detailed Land Contamination Assessment and Remediation (if needed), which should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of Sites.

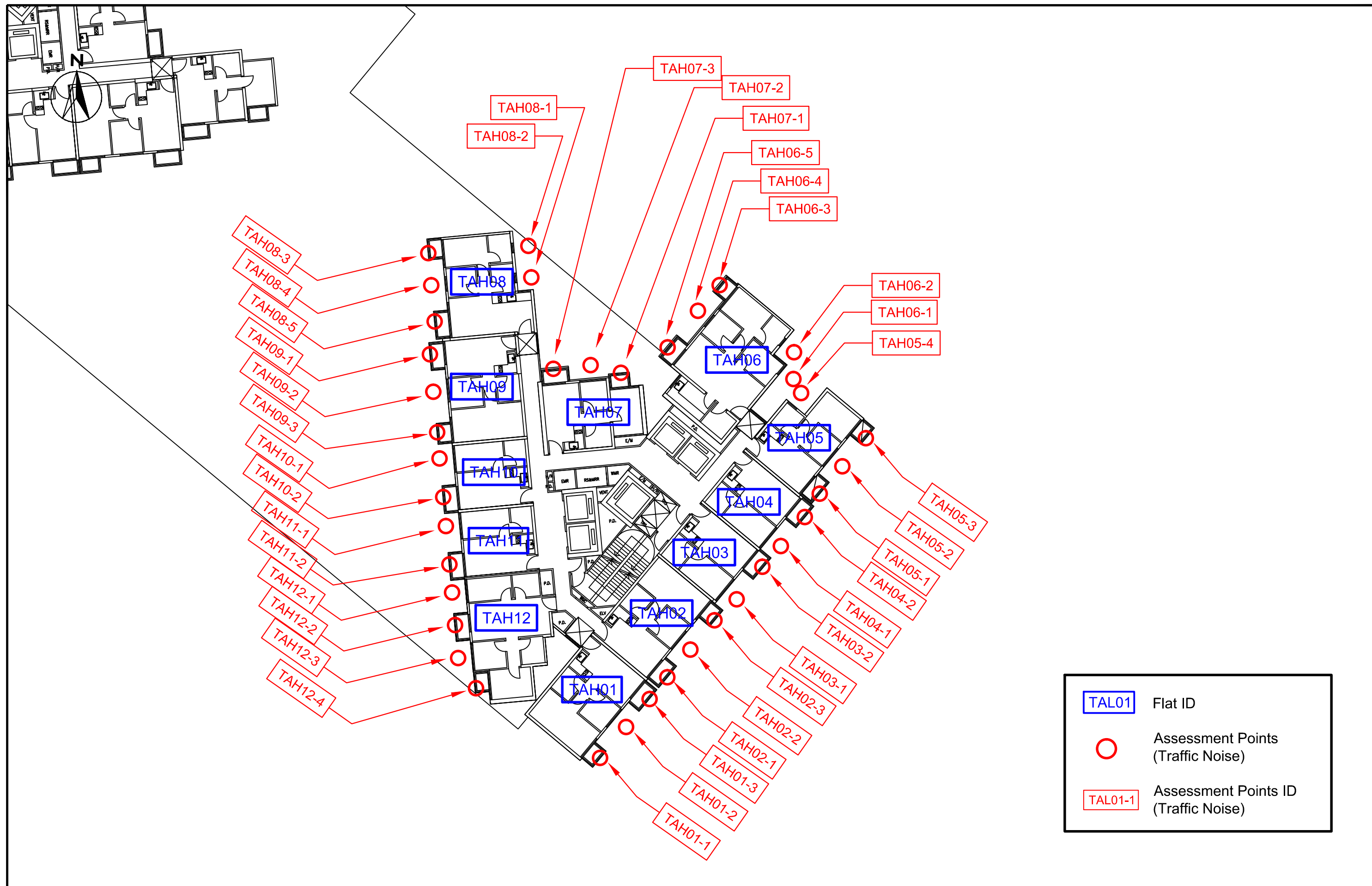
8 CONCLUSION

- 8.1.1 An Environmental Assessment has been carried out to evaluate the potential environmental benefits and impacts likely to arise from the proposed Scheme. The key environmental issues associated with the Scheme are construction dust impact, construction noise impact and waste management during the construction phase and potential air quality and noise impact during the operational phase.
- 8.1.2 With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, no adverse air quality impact associated with the construction works is expected.
- 8.1.3 Air emission is not anticipated from the proposed development during operation phase. Air quality model based on the current notional design with conservative approach has been conducted. The model results show that the predicted air quality at all proposed residential flats comply with the AQOs. The fresh air intake for the podiums structure Site A would be designed to be located at or above 6.35mAG (11.4mPD). The fresh air in-take for the G/IC complex at Site B should not be restrained by air quality. The air quality upon completion of the Scheme will be similar to, if not better than, the existing situation and no insurmountable air quality impact is anticipated.
- 8.1.4 Construction noise impact is considered insignificant with proper implementation of the recommended mitigation measures.
- 8.1.5 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings deposition, buildings orientation and windows locations. In the base scenario where tower setback, buildings deposition, buildings orientation and windows locations are considered, only ~17% of flats complies with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic windows are considered, the compliance rate by flat has been increased to ~92%.
- 8.1.6 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The existing significant fixed noise sources are only identified in the west of Site B which is far away from the residential portion of the Scheme in Site A, which rely on openable windows for ventilation. The planned fixed noise source from the proposed Scheme should not introduce adverse noise impact to the surroundings with proper design. To ensure the compliance in the final design, the project proponent (URA) should incorporate the fixed source noise planning criteria to the tender document of the Scheme.
- 8.1.7 If the draft DSP is approved by CE in C, a detailed design of the proposed development will be carried out and if the block layout is changed and subject to requirement by relevant government departments, a revised noise impact assessment would be carried out to demonstrate the noise compliance.
- 8.1.8 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, excavated sediment, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

- 8.1.9 The available information from aerial photos, records from authorities suggest that the no potentially contaminating activities were recorded for the Sites. Although the previous use of open area storage was recorded at the Sites, as only inert construction materials were involved, based on findings from the aerial photos, land contamination issue arising from the land use is not anticipated. The existing Sites are still occupied and inaccessible during this assessment period. Nevertheless, the Sites shall be re-appraised and site walkover(s) shall be carried out upon land resumption. The findings shall be reported in the detailed Land Contamination Assessment and Remediation (if needed), which should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the Sites.

FIGURES





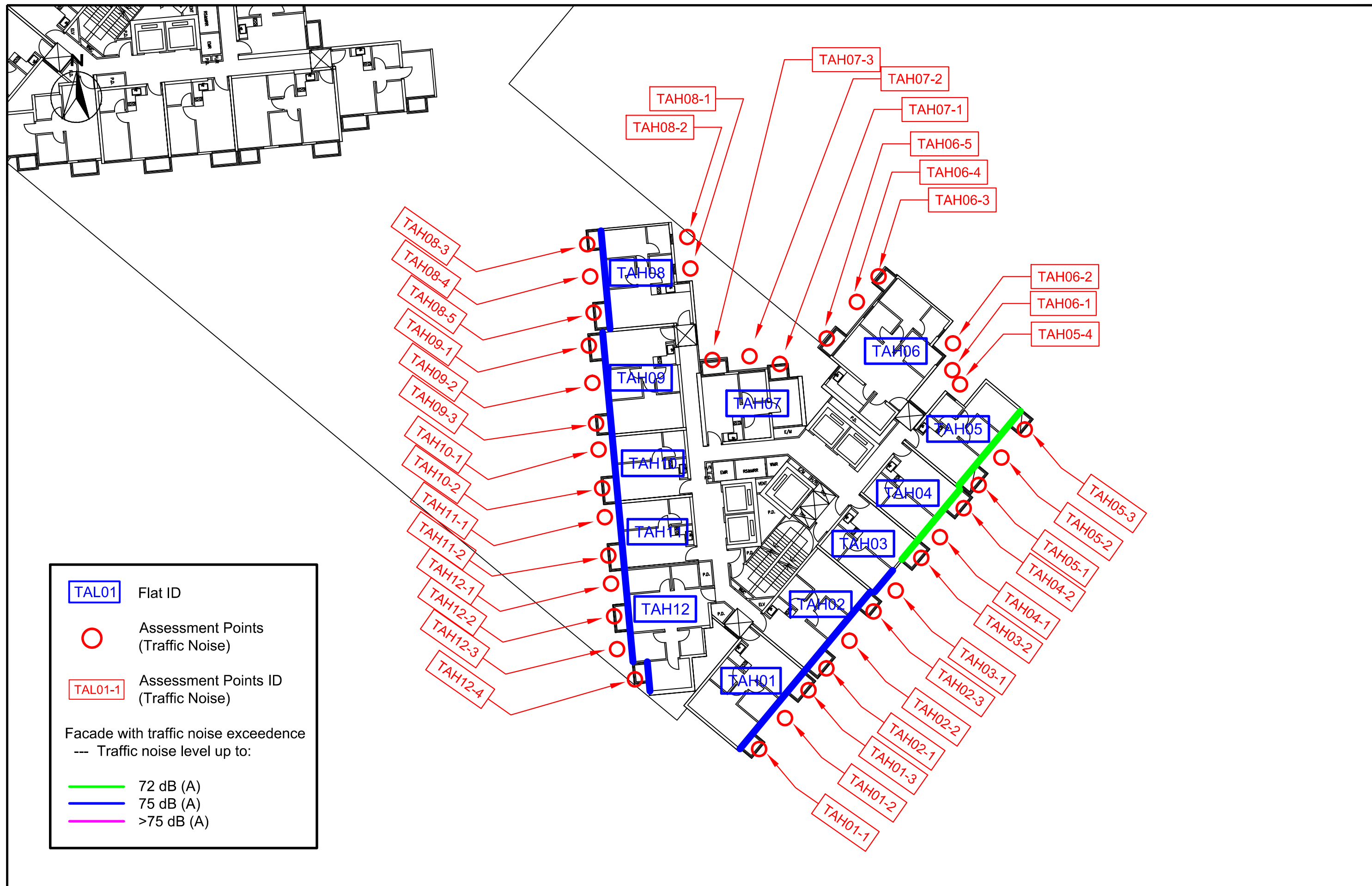
TAL01

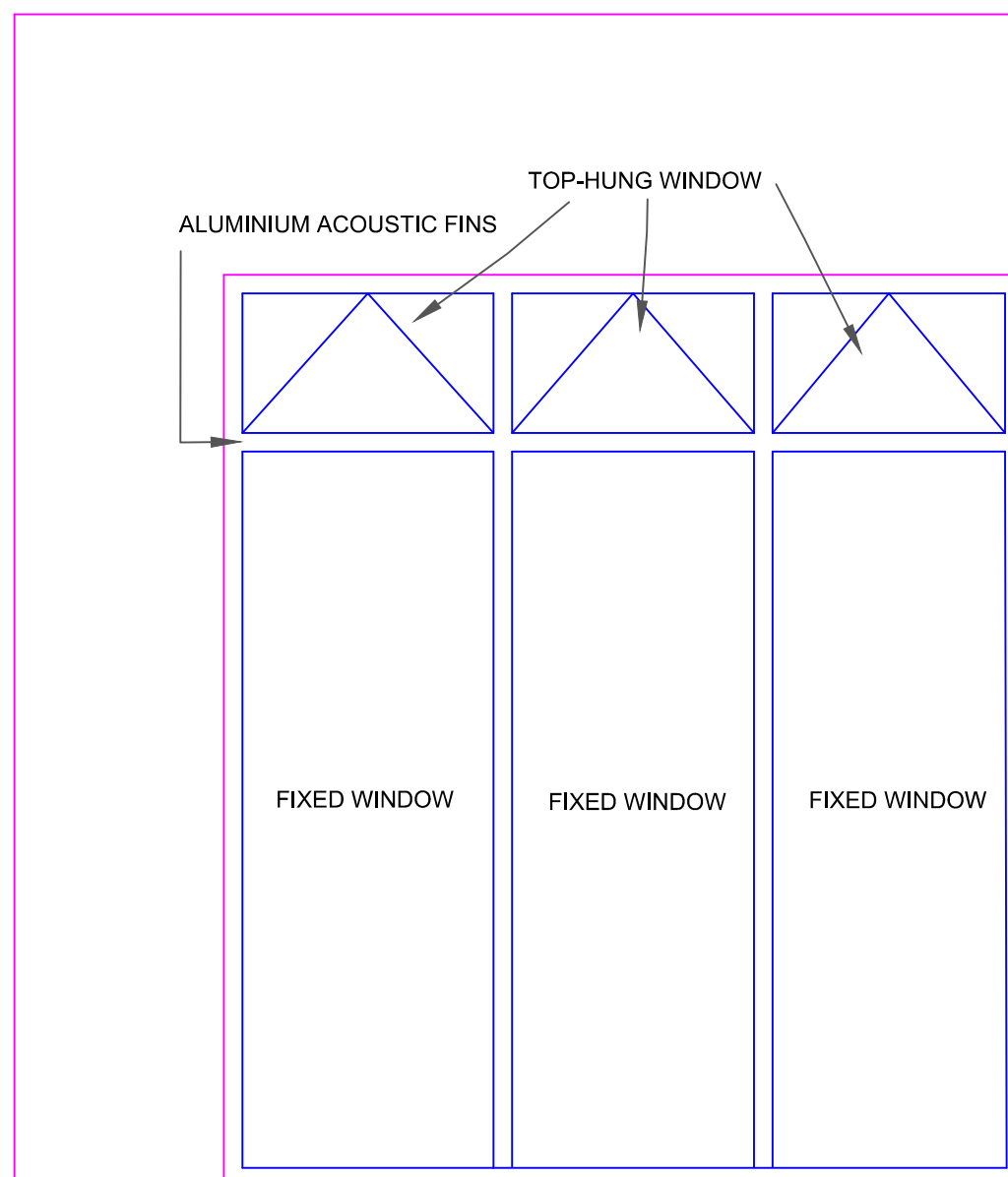
Flat ID

Assessment Points
(Traffic Noise)

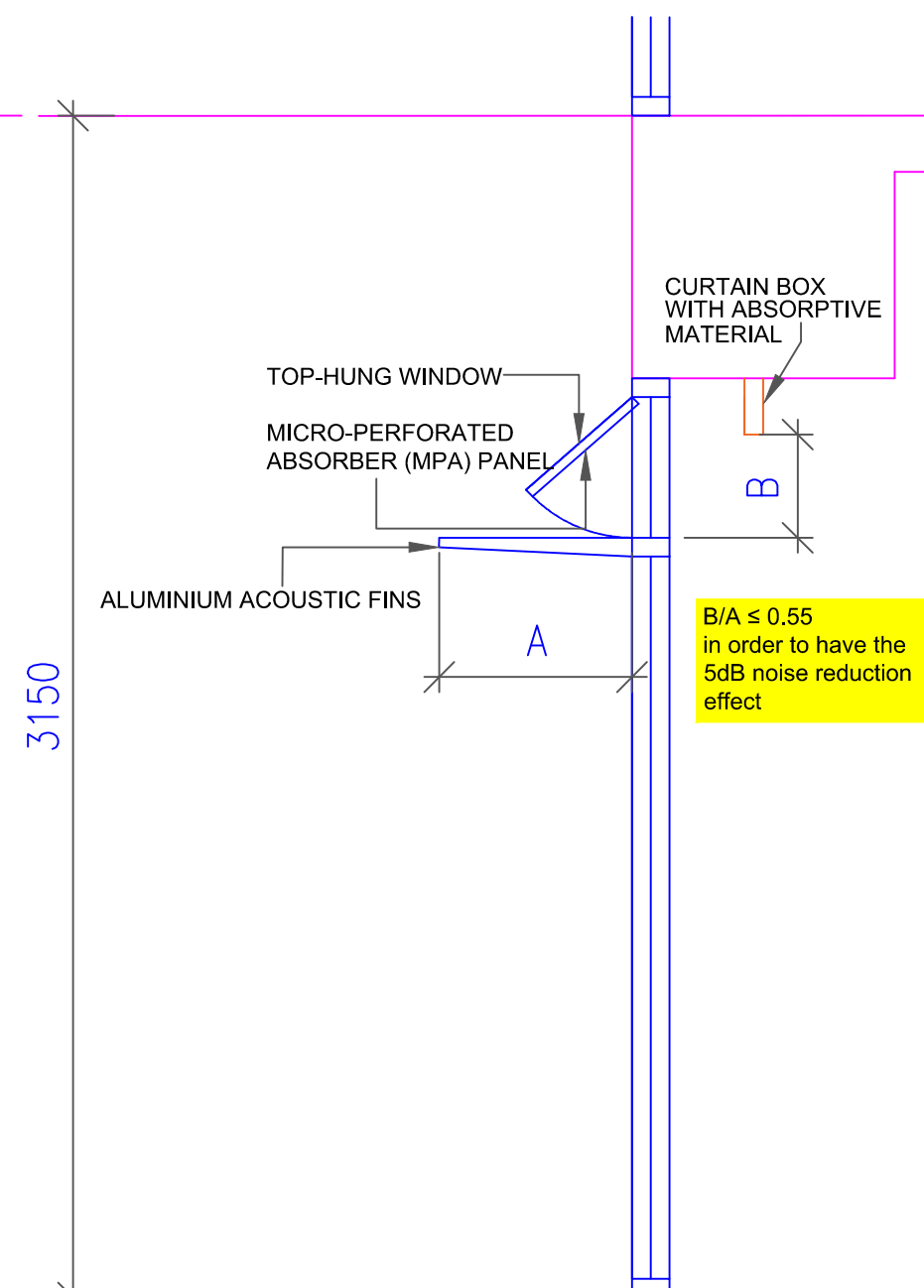
TAL01-1

Assessment Points ID
(Traffic Noise)

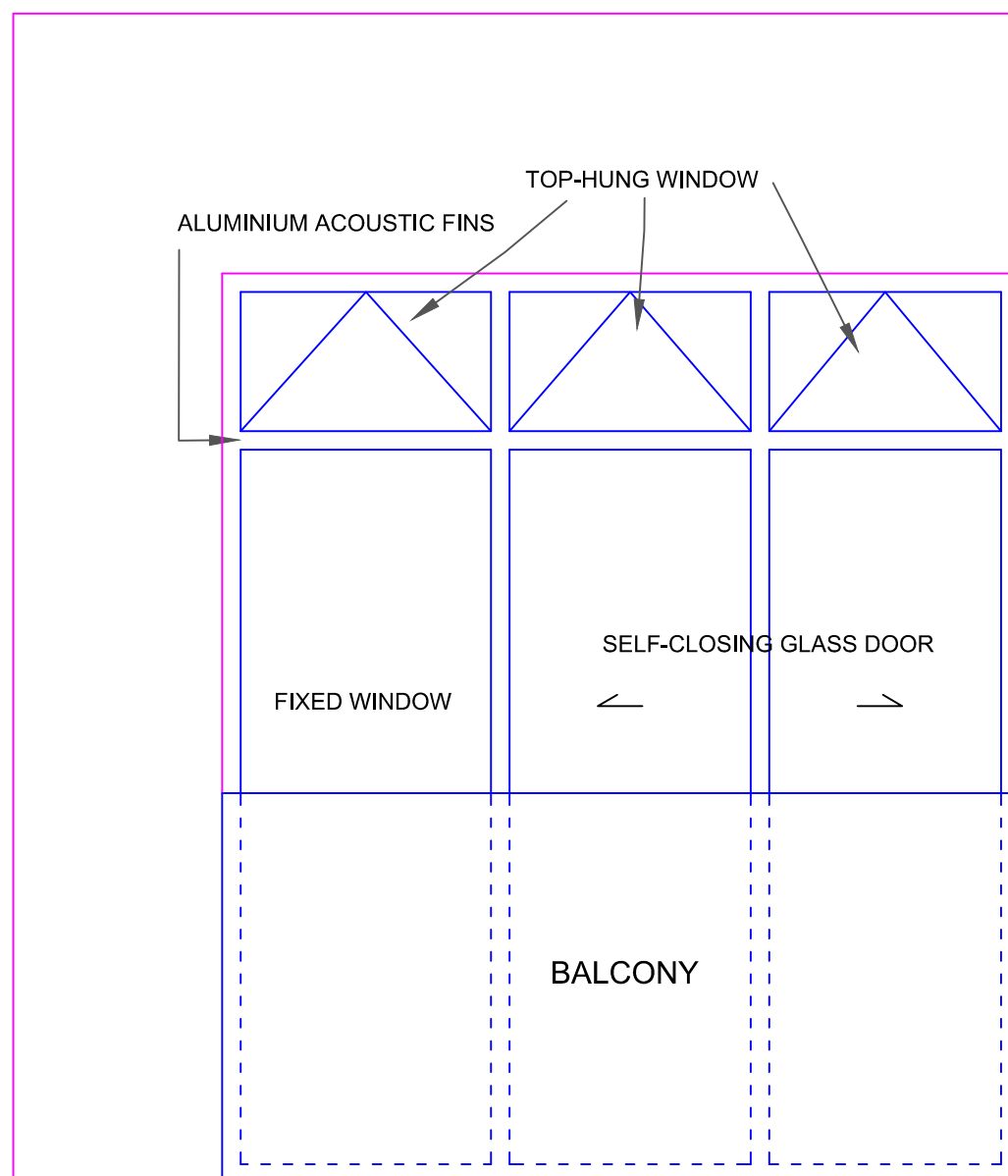




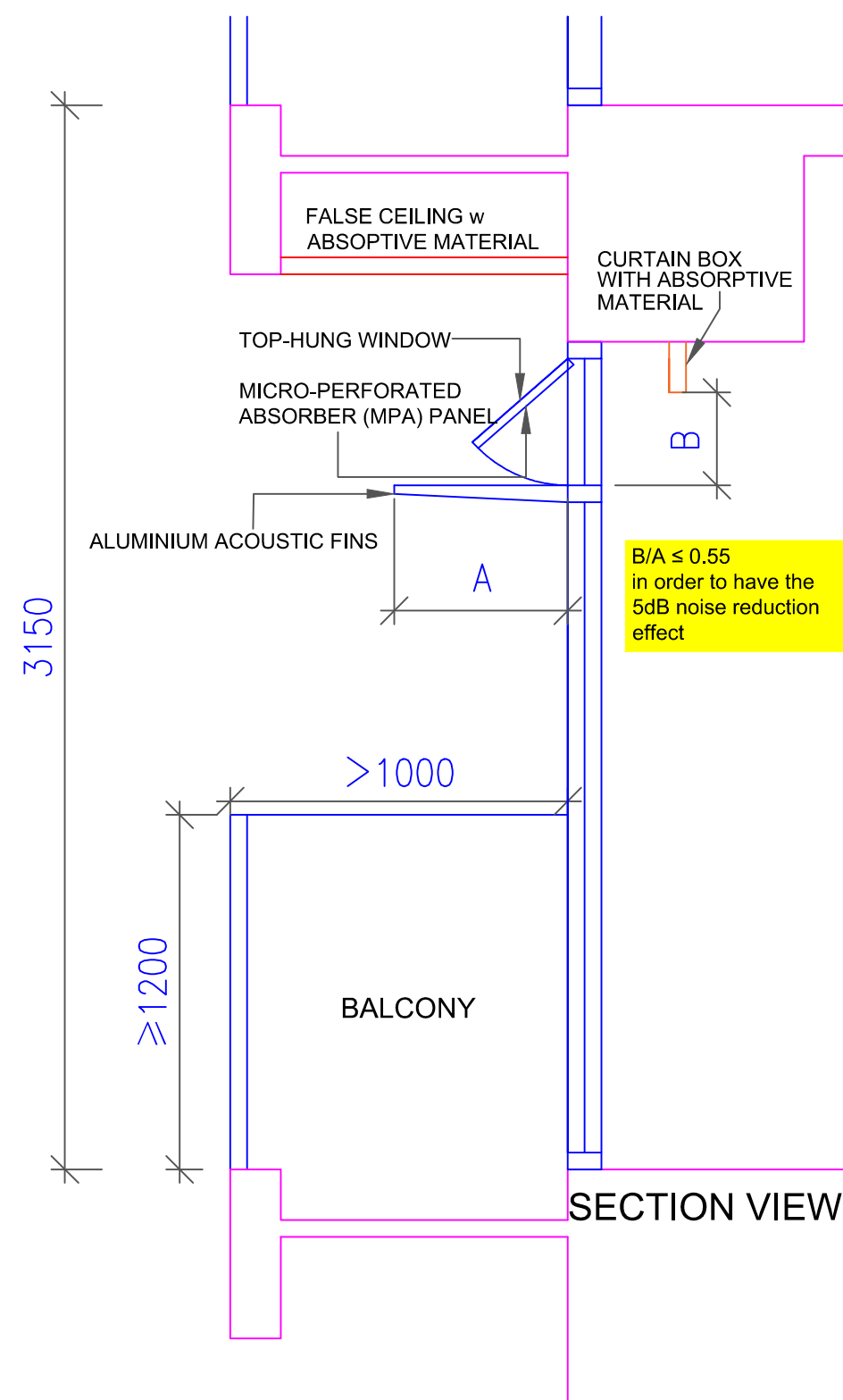
ELEVATION VIEW



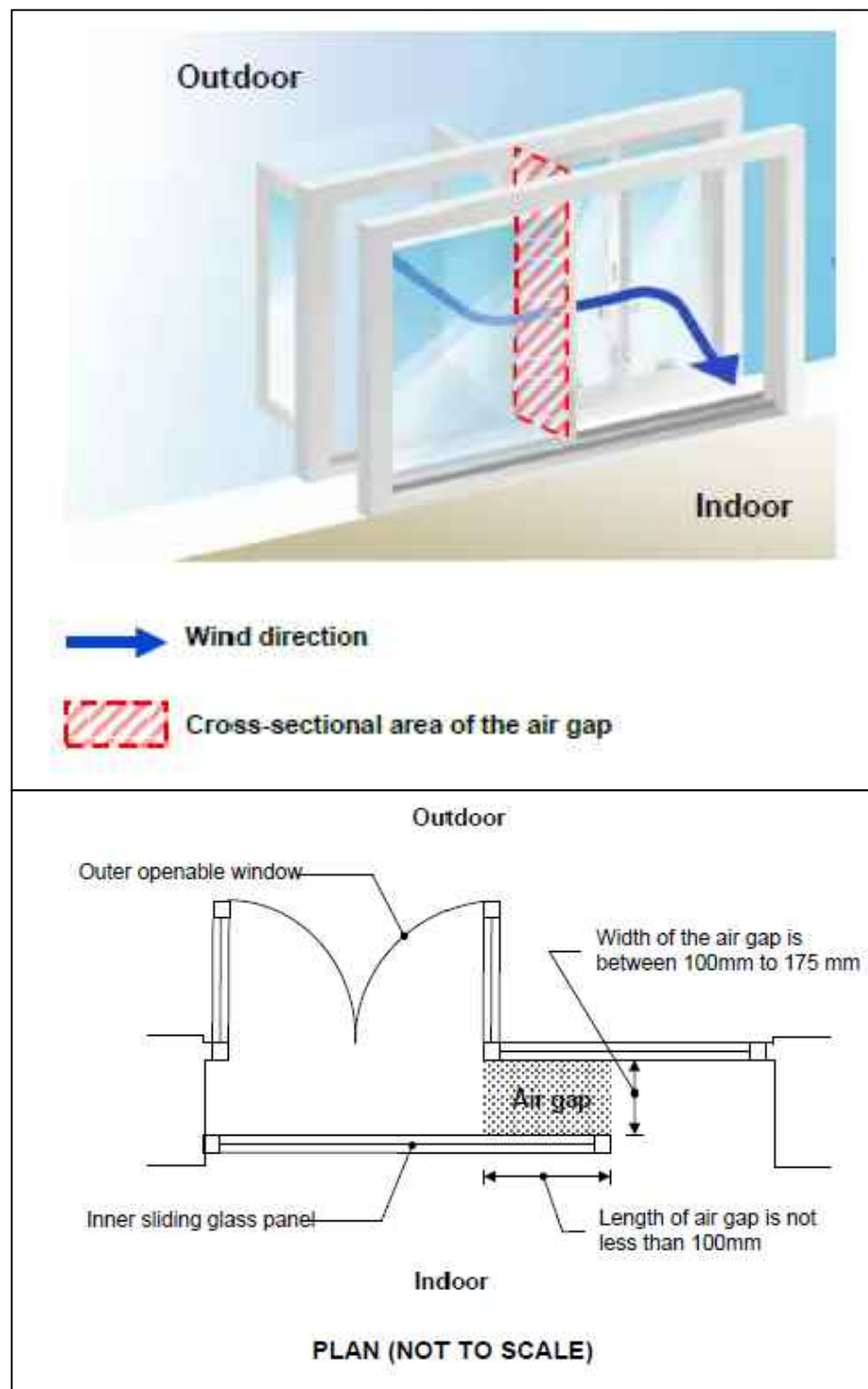
SECTION VIEW



ELEVATION VIEW



SECTION VIEW

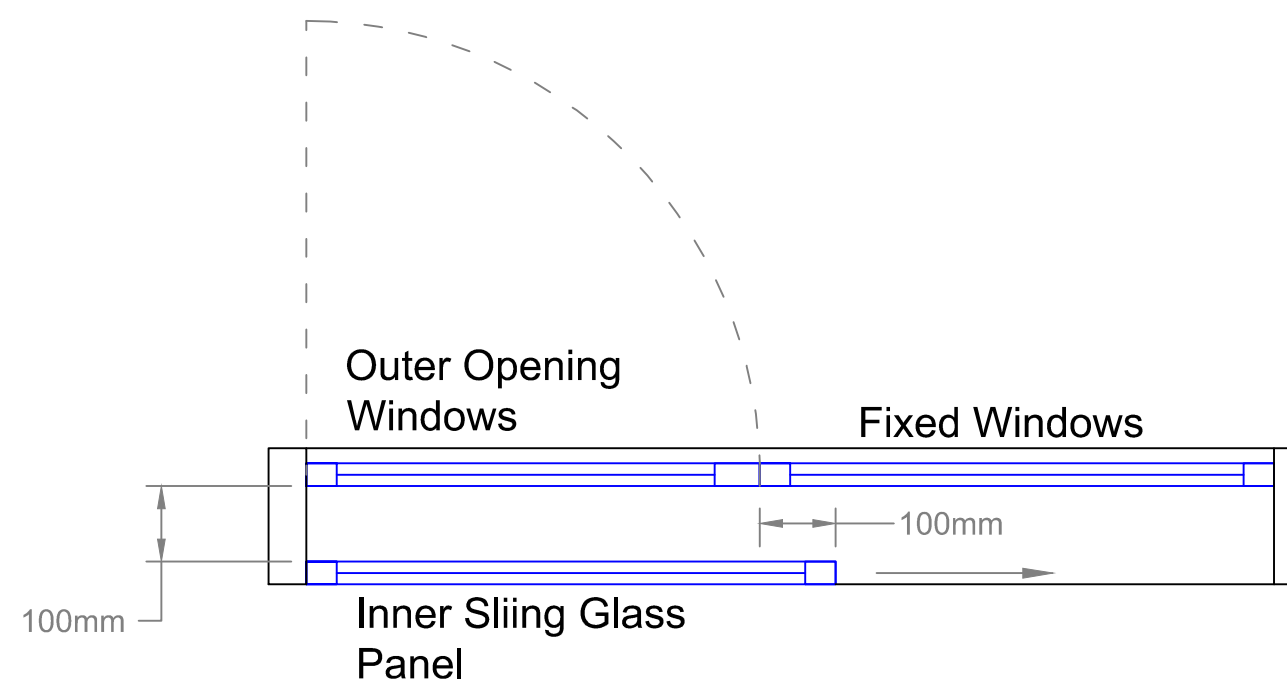


Extracted from Appendix A of Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-130) by Building Department

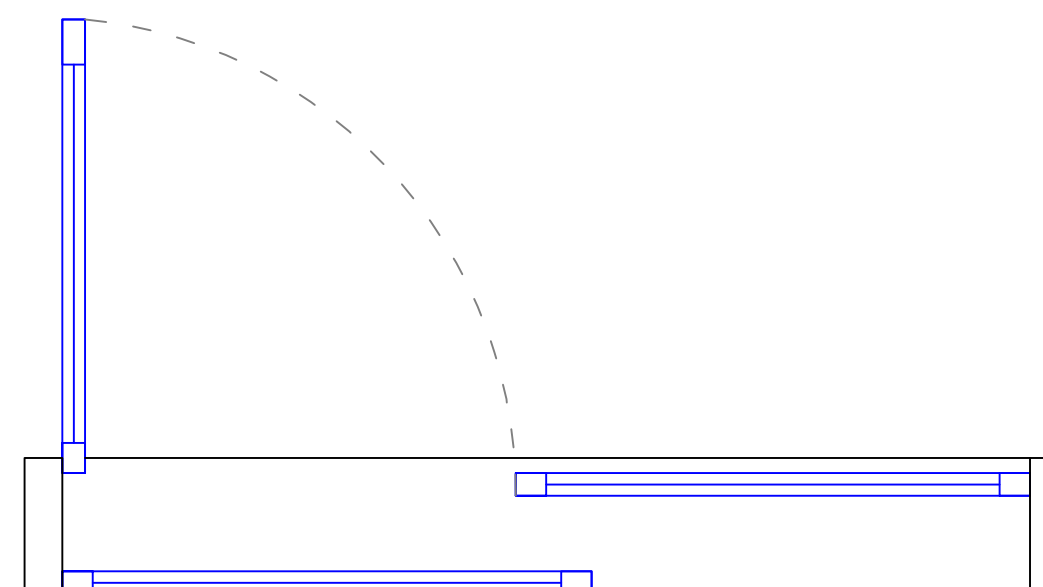
Typical Design

Reference to Practice Note on Application of ACOUSTIC WINDOWS (BAFFLE TYPE) in Planning Residential Developments against Road Traffic Noise Impact

Closed
(top view)



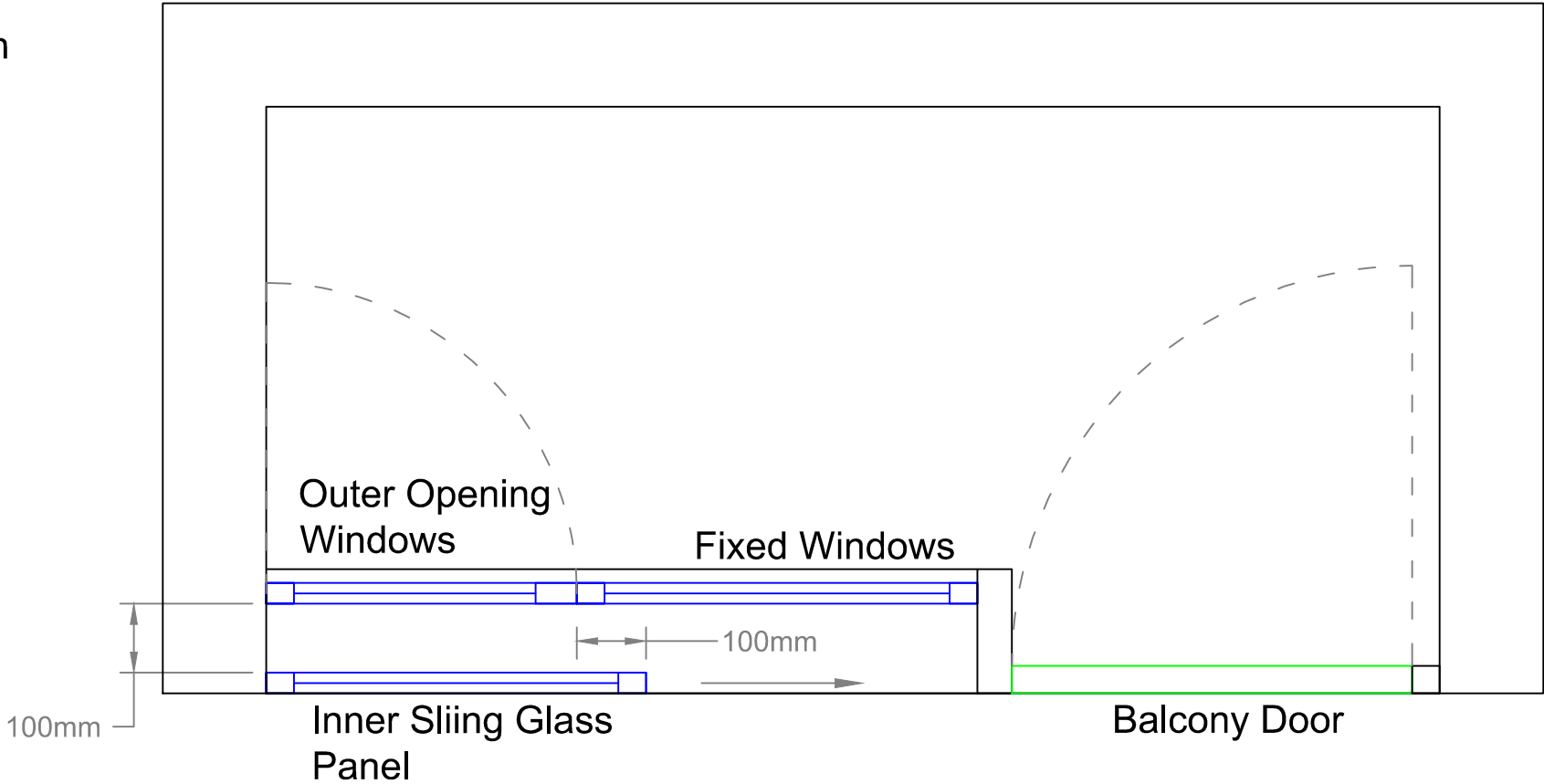
Fully Opened
(top view)



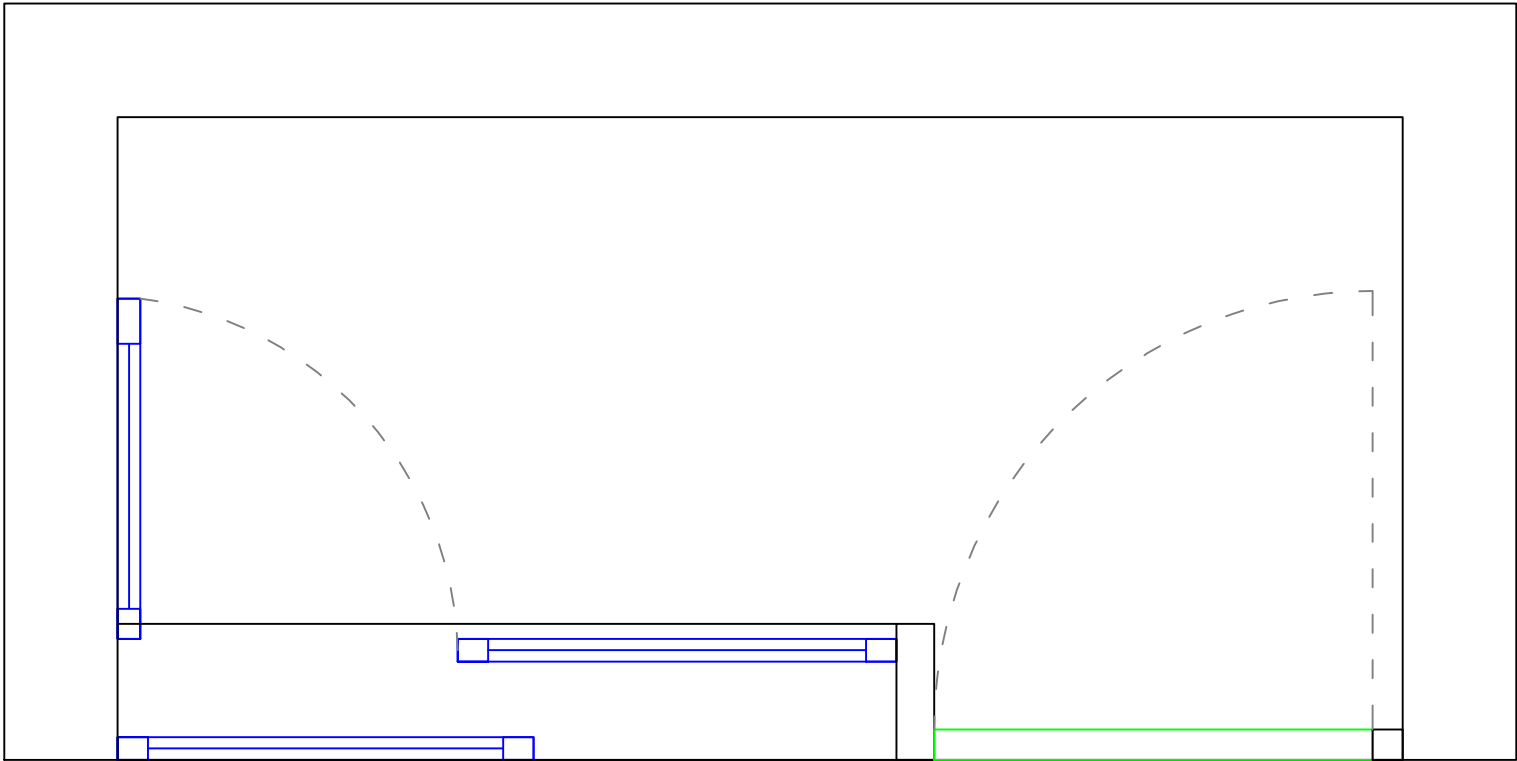
Typical Design with Balcony

The balcony door is not designed for ventilation purpose and should normally closed.

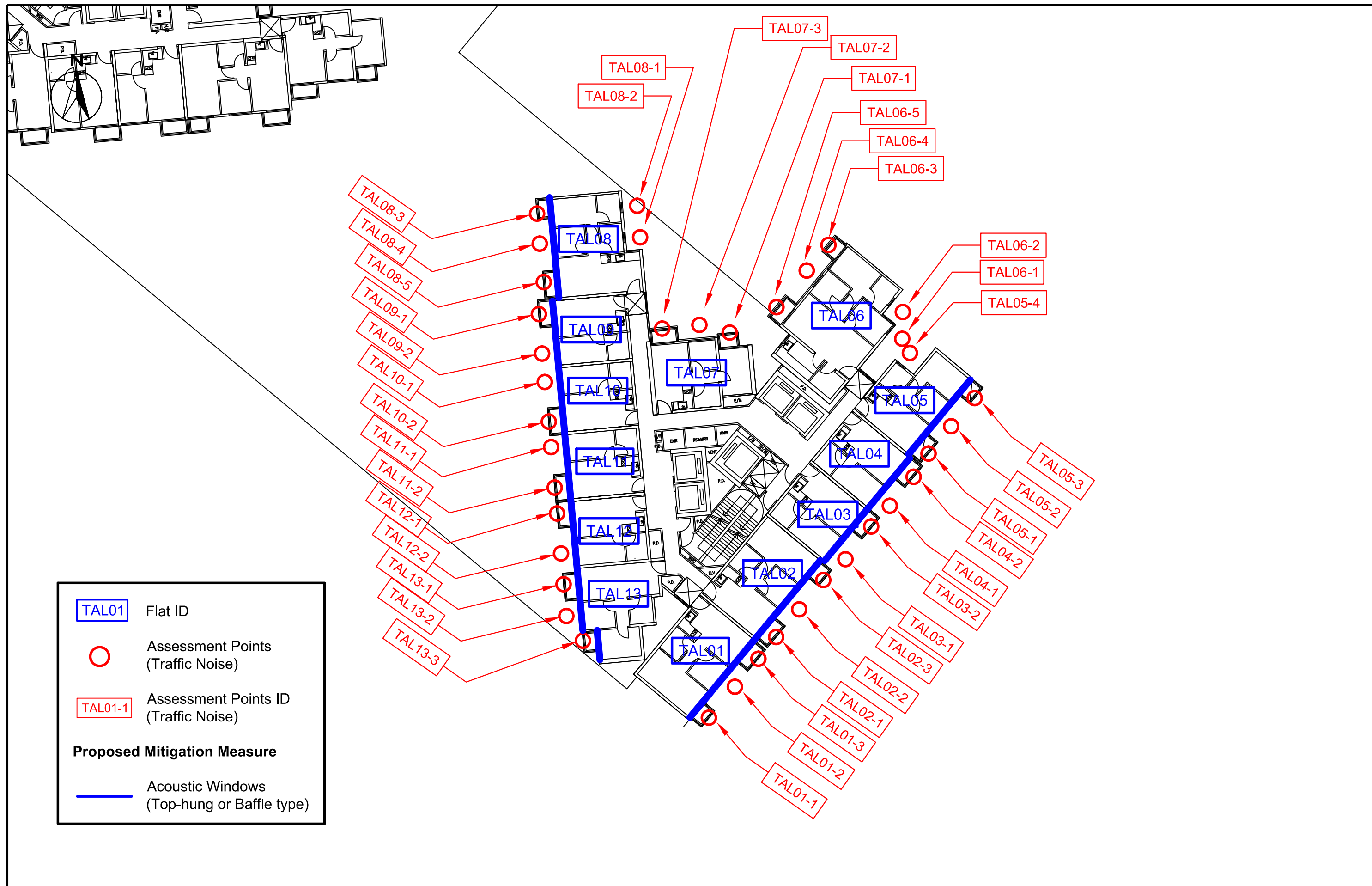
Closed
(top view)

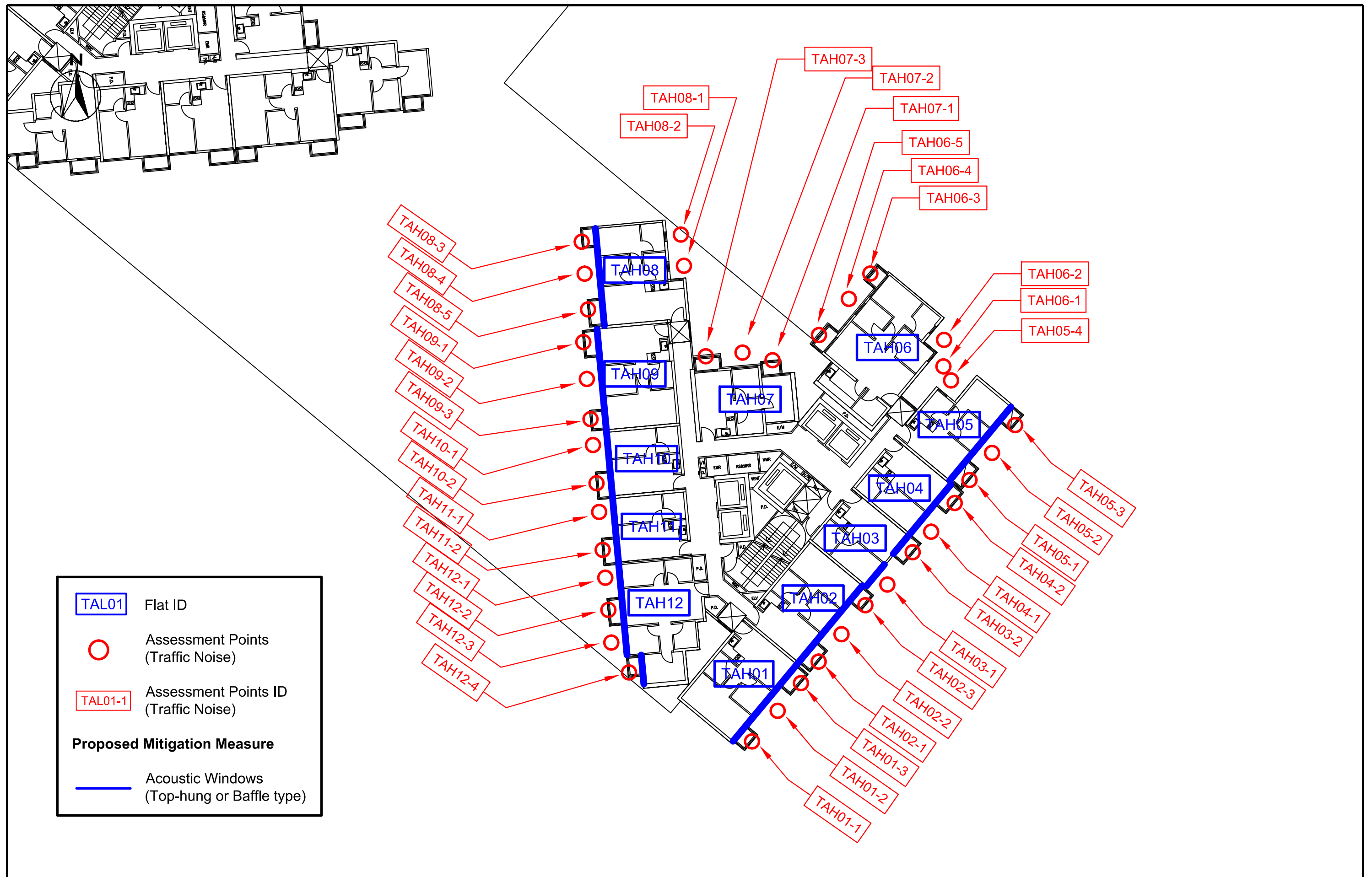


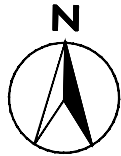
Fully Opened
(top view)




SCALE	N.T.S	DATE	Nov 2021	
CHECK	KC	DRAWN	CC	
JOB No.	IA 19021-SSPAA1		DRAWING No.	REV
			5-5d	-








TAL01 Flat ID

 Assessment Points (Traffic Noise)

TAL01-1 Assessment Points ID (Traffic Noise)

Proposed Mitigation Measure

 Acoustic Windows (Top-hung or Baffle type)

SCALE	1:250 @ A3	DATE	June 2021
CHECK	KC	DRAWN	CC
JOB No.	IA19021-SSPAA1	DRAWING No.	Fig.5-6c
		REV	-

APPENDIX 4-1

List of Road Sections and Endorsement from Transport Department

APPENDIX 4-2

Sensitivity Test for Traffic Emission

Result of Sensitivity Test (Traffic Emission)

Scenario	Year 2034	Year 2042	Year 2049
Quarter	NOx Emission (kg/day)		
Q1 (Dec - Feb)	124.01	123.59	131.46
Q2 (Mar - May)	117.89	117.13	124.67
Q3 (Jun - Aug)	100.39	99.59	106.03
Q4 (Sep - Nov)	113.42	112.57	119.84
<u>Average</u>	<u>113.93</u>	<u>113.22</u>	<u>120.50</u>
Quarter	RSP Emission (kg/day)		
Q1 (Dec - Feb)	3.68	3.12	3.31
Q2 (Mar - May)	3.68	3.12	3.31
Q3 (Jun - Aug)	3.68	3.12	3.31
Q4 (Sep - Nov)	3.68	3.12	3.31
<u>Average</u>	<u>3.68</u>	<u>3.12</u>	<u>3.31</u>
Quarter	FSP Emission (kg/day)		
Q1 (Dec - Feb)	3.38	2.88	3.06
Q2 (Mar - May)	3.38	2.88	3.06
Q3 (Jun - Aug)	3.38	2.88	3.06
Q4 (Sep - Nov)	3.38	2.88	3.06
<u>Average</u>	<u>3.38</u>	<u>2.88</u>	<u>3.06</u>

Note:

[1] Cold Start of FBSD & FBDD not included

[2] The trip/VKT ratio from EMFAC HK v4.3 has been adjusted by a factor of 7.72 for Cold Start Calculation

APPENDIX 5-3

Proposed Mitigation Measures & Traffic Noise Assessment Results (Mitigated Scenario - With Windows)

Tower A (Low Zone) - by façade

[illegible][illegible][illegible]

ID	Description	Correction	
--	Normal Windows	0	dB
AW-T	Top-Hung Type Acoustic Windows	-5.0	dB
AW-B	Baffle Type Acoustic Windows	-6.0	dB

Noise Correction from the Mitigation, dB(A)

Tower A (Low Zone) - by façade

[illegible]

Tower A (High Zone) - by façade

[illegible]

Tower B - by façade

Floor	Elevation (mPD)	Predicted Noise level, dB(A)																																	
		TB-01-1	TB-01-2	TB-01-3	TB-02-1	TB-02-2	TB-02-3	TB-03-1	TB-03-2	TB-04-1	TB-04-2	TB-05-1	TB-05-2	TB-05-3	TB-05-4	TB-06-1	TB-06-2	TB-06-3	TB-06-4	TB-06-5	TB-07-1	TB-07-2	TB-07-3	TB-08-1	TB-08-2	TB-08-3	TB-09-2	TB-09-3	TB-10-1	TB-10-2	TB-11-1	TB-11-2	TB-12-1	TB-12-2	TB-12-3
1/F	34.1	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0
2/F	37.25	-6.0	-6.0	-6.0	-6.0	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
3/F	40.4	-6.0	-6.0	-6.0	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
4/F	43.55	-6.0	-6.0	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
5/F	46.7	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
6/F	49.85	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
7/F	53	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
8/F	56.15	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
9/F	59.3	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
10/F	62.45	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0
11/F	65.6	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0	-6.0
12/F	68.75	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0	-6.0
13/F	71.9	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0
14/F	75.05	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0
15/F	78.2	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0	-6.0
16/F	81.35	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0	-6.0
17/F	84.5	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0
18/F	87.65	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0
19/F	90.8	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0
20/F	93.95	-6.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0
21/F	97.1	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0	-6.0
22/F	100.25	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-6.0
23/F	103.4	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
24/F	106.55	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
25/F	109.7	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
26/F	112.85	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
27/F	116	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
28/F	119.15	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
29/F	122.3	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
30/F	125.45	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
31/F	128.6	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
32/F	131.75	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
33/F	134.9	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0
34/F	138.05	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-5.0	-5.0	0.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0	-5.0

ID	Description	Correction	
--	Normal Windows	0	dB
AW-T	Top-Hung Type Acoustic Windows	-5.0	dB
AW-B	Baffle Type Acoustic Windows	-6.0	dB

Predicted Traffic Noise Level, dB(A) - (b) Mitigated Scenario: Acoustic Windows

Tower A (Low Zone) - by façade

Floor	Elevation (mPD)	Predited Noise level, dB(A)																																								
		TAL-01-1	TAL-01-2	TAL-01-3	TAL-02-1	TAL-02-2	TAL-02-3	TAL-03-1	TAL-03-2	TAL-04-1	TAL-04-2	TAL-05-1	TAL-05-2	TAL-05-3	TAL-05-4	TAL-06-1	TAL-06-2	TAL-06-3	TAL-06-4	TAL-06-5	TAL-07-1	TAL-07-2	TAL-07-3	TAL-08-1	TAL-08-2	TAL-08-3	TAL-08-4	TAL-08-5	TAL-09-1	TAL-09-2	TAL-10-1	TAL-10-2	TAL-11-1	TAL-11-2	TAL-12-1	TAL-12-2	TAL-13-1	TAL-13-2	TAL-13-3			
1/F	34.1	72	71	71	71	70	70	70	70	70	70	70	70	70	66	68	70	60	56	48	47	50	50	51	56	68	69	70	66	67	68	69	70	70	70	70	71	71	71	72	72	72
2/F	37.25	72	71	70	70	70	70	70	70	70	70	70	70	70	66	69	70	61	57	50	49	52	52	53	57	70	66	67	68	69	70	70	70	70	70	71	71	71	72	72	72	
3/F	40.4	72	71	70	70	70	70	70	70	70	70	70	70	70	67	69	70	64	58	52	51	55	55	55	58	67	68	69	70	70	70	70	70	70	71	71	71	72	72	72		
4/F	43.55	71	70	70	70	70	70	70	70	70	70	70	70	70	67	69	70	65	59	54	53	58	58	58	60	68	69	70	70	70	70	70	70	70	71	71	71	72	72	72		
5/F	46.7	71	70	70	70	70	70	70	70	70	70	70	70	70	66	68	70	65	59	55	54	59	59	60	61	69	70	70	70	70	70	70	70	70	70	71	71	71	72	72	72	
6/F	49.85	71	70	70	70	70	70	70	70	70	70	70	70	69	66	68	70	65	60	56	56	59	60	62	63	70	70	70	70	70	70	70	70	70	70	70	71	71	71	71	71	
7/F	53	71	70	70	70	70	70	70	70	70	70	69	69	69	66	68	70	66	60	56	56	59	60	63	64	70	70	70	70	70	70	70	70	70	70	70	70	71	71	71	71	
8/F	56.15	71	70	70	70	70	70	70	70	69	69	69	69	69	66	68	69	66	60	56	57	60	60	63	64	70	70	70	69	70	70	70	70	70	70	70	70	71	71	71		
9/F	59.3	70	70	70	70	70	70	70	69	69	69	69	69	69	65	68	69	66	60	57	57	60	60	64	65	70	70	70	70	70	70	70	70	70	70	70	70	70	71	71	71	
10/F	62.45	70	70	70	70	70	69	69	69	69	69	69	69	69	65	67	69	66	60	57	57	60	61	64	65	70	70	70	70	70	70	70	70	70	70	70	70	71	71			
11/F	65.6	70	70	70	70	69	69	69	69	69	69	69	69	69	65	67	69	66	60	57	57	60	61	64	65	69	70	70	70	70	70	70	70	70	70	70	70	71	71			
12/F	68.75	70	70	70	69	69	69	69	69	69	69	69	69	69	65	67	69	66	60	57	57	60	61	64	65	69	70	70	70	70	70	70	70	70	70	70	70	70	70			
13/F	71.9	70	70	69	69	69	69	69	69	69	69	69	69	69	65	67	68	66	60	57	57	60	61	64	65	69	69	70	70	70	70	70	70	70	70	70	70	70	70			
14/F	75.05	70	70	69	69	69	69	69	69	69	69	69	69	69	65	67	68	66	60	57	57	60	61	63	65	69	69	70	70	70	70	70	70	70	70	70	70	70	70			
15/F	78.2	70	69	69	69	69	69	69	69	69	69	69	69	69	65	67	68	66	60	57	57	60	61	64	65	69	69	69	70	70	70	70	70	70	70	70	70	70	70			
16/F	81.35	70	69	69	69	69	69	69	69	69	69	69	69	69	64	67	68	65	60	58	58	60	61	64	65	69	69	69	69	70	70	70	70	70	70	70	70	70	70			
17/F	84.5	70	69	69	69	69	69	69	69	69	69	69	69	69	64	66	68	65	61	58	58	60	61	64	65	69	69	69	69	70	70	70	70	70	70	70	70	70	70			
18/F	87.65	70	69	69	68	68	68	68	68	68	68	68	68	68	64	66	68	65	61	58	58	60	61	64	65	69	69	69	69	69	70	70	70	70	70	70	70	70	70			
19/F	90.8	70	69	68	68	68	68	68	68	68	68	68	68	68	64	66	68	65	61	58	58	60	61	64	65	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69		
20/F	93.95	70	69	68	68	68	68	68	68	68	68	68	68	68	64	66	67	65	61	58	58	60	61	64	65	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69		
21/F	97.1	69	68	68	68	68	68	68	68	68	68	67	67	67	64	66	67	65	61	58	58	60	61	64	65	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69		
22/F	100.25	69	68	68	68	68	68	68	68	68	67	67	67	67	64	66	67	65	61	58	58	60	61	64	65	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69		
min		69	68	68	68	68	68	68	68	68	67	67	67	67	64	66	67	60	56	48	47	50	50	51	56	67	66	67	66	67	68	69	69	69	69	69	69	70	70	70		
max		72	71	71	71	70	70	70	70	70	70	70	70	70	67	69	70	66	61	58	58	60	61	64	65	70	70	70	70	70	70	70	70	70	71	71	71	72	72	72		

Tower A (High Zone) - by façade

Floor	Elevation (mPD)	Predited Noise level, dB(A)																																							
		TAH-01-1	TAH-01-2	TAH-01-3	TAH-02-1	TAH-02-2	TAH-02-3	TAH-03-1	TAH-03-2	TAH-04-1	TAH-04-2	TAH-05-1	TAH-05-2	TAH-05-3	TAH-05-4	TAH-06-1	TAH-06-2	TAH-06-3	TAH-06-4	TAH-06-5	TAH-07-1	TAH-07-2	TAH-07-3	TAH-08-1	TAH-08-2	TAH-08-3	TAH-08-4	TAH-08-5	TAH-09-1	TAH-09-2	TAH-09-3	TAH-10-1	TAH-10-2	TAH-11-1	TAH-11-2	TAH-12-1	TAH-12-2	TAH-12-3	TAH-12-4		
23/F	103.4	69	68	68	68	68	68	68	67	67	67	67	67	67	64	66	67	65	61	58	58	60	61	64	65	68	68	69	69	69	69	69	69	69	69	69	69	70	70	70	
24/F	106.55	69	68	68	68	68	67	67	67	67	67	67	67	67	64	66	67	65	61	58	58	60	61	64	65	68	68	68	69	69	69	69	69	69	69	69	69	69	69	70	70
25/F	109.7	69	68	68	68	67	67	67	67	67	67	67	67	67	63	65	67	65	61	59	59	60	61	64	65	68	68	68	69	69	69	69	69	69	69	69	69	69	69	70	70
26/F	112.85	69	68	68	67	67	67	67	67	67	67	67	67	67	63	65	67	65	61	59	59	60	61	64	65	68	68	68	68	69	69	69	69	69	69	69	69	69	69	70	70
27/F	116	69	68	68	67	67	67	67	67	67	67	67	67	67	63	65	67	65	61	59	59	60	61	64	65	68	68	68	68	68	68	68	69	69	69	69	69	69	69	69	70
28/F	119.15	69	68	67	67	67	67	67	67	67	67	67	67	67	63	65	67	65	61	59	59	61	61	64	65	68	68	68	68	68	68	68	68	69	69	69	69	69	69	69	69
29/F	122.3	69	68	67	67	67	67	67	67	67	67	67	67	67	63	65	66	65	61	59	59	61	61	64	65	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
30/F	125.45	68	67	67	67	67	67	67	67	67	67	67	67	67	66	63	65	66	65	61	59	59	61	61	64	65	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
31/F	128.6	68	67	67	67	67	67	67	67	67	67	67	67	67	66	63	65	66	65	61	59	59	61	61	64	65	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
32/F	131.75	68	67	67	67	67	67	67	67	67	67	66	66	66	66	63	65	66	65	61	59	59	61	61	64	65	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68
33/F	134.9	68	67	67	67	67	67	67	67	66	66	66	66	66	66	63	65	66	65	61	59	60	61	61	64	65	67	68	68	68	68	68	68	68	68	68	68	68	68	68	68
34/F	138.05	68	67	67	67	67	66	66	66	66	66	66	66	66	66	63	65	66	65	61	60	60	61	61	64	65	67	67	68	68	68	68	68	68	68	68	68	68	68	68	68
min		68	67	67	67	67	66	66	66	66	66	66	66	66	63	65	66	65	61	58	58	60	61	61	64	65	67	67	68	68	68	68	68	68	68	68	68	68	68	68	68
max		69	68	68	68	68	68	68	67	67	67	67	67	67	64	66	67	65	61	60	60	61	61	64	65	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69

Predicted Traffic Noise Level, dB(A) - (b) Mitigated Scenario: Acoustic Windows

Tower A (Low Zone) - by flat

Floor	Elevation (mPD)	Predited Noise level, dB(A)												
		TAL-01	TAL-02	TAL-03	TAL-04	TAL-05	TAL-06	TAL-07	TAL-08	TAL-09	TAL-10	TAL-11	TAL-12	TAL-13
1/F	34.1	72	71	70	70	70	70	50	70	67	69	70	71	72
2/F	37.25	72	70	70	70	70	70	52	70	69	70	71	71	72
3/F	40.4	72	70	70	70	70	70	55	69	70	70	71	71	72
4/F	43.55	71	70	70	70	70	70	58	70	70	70	71	71	72
5/F	46.7	71	70	70	70	70	70	59	70	70	70	71	71	72
6/F	49.85	71	70	70	70	70	70	60	70	70	70	70	71	71
7/F	53	71	70	70	70	69	70	60	70	70	70	70	71	71
8/F	56.15	71	70	70	69	69	69	60	70	70	70	70	70	71
9/F	59.3	70	70	70	69	69	69	60	70	70	70	70	70	71
10/F	62.45	70	70	69	69	69	69	61	70	70	70	70	70	71
11/F	65.6	70	70	69	69	69	69	61	70	70	70	70	70	71
12/F	68.75	70	69	69	69	69	69	61	70	70	70	70	70	70
13/F	71.9	70	69	69	69	69	68	61	70	70	70	70	70	70
14/F	75.05	70	69	69	69	68	68	61	70	70	70	70	70	70
15/F	78.2	70	69	69	69	68	68	61	69	70	70	70	70	70
16/F	81.35	70	69	69	68	68	68	61	69	70	70	70	70	70
17/F	84.5	70	69	68	68	68	68	61	69	70	70	70	70	70
18/F	87.65	70	68	68	68	68	68	61	69	69	70	70	70	70
19/F	90.8	70	68	68	68	68	68	61	69	69	69	70	70	70
20/F	93.95	70	68	68	68	68	67	61	69	69	69	69	70	70
21/F	97.1	69	68	68	68	67	67	61	69	69	69	69	70	70
22/F	100.25	69	68	68	68	67	67	61	69	69	69	69	69	70
min		69	68	68	68	67	67	50	69	67	69	69	69	70
max		72	71	70	70	70	70	61	70	70	70	71	71	72

Tower A (High Zone) - by flat

Floor	Elevation (mPD)	Predited Noise level, dB(A)											
		TAH-01	TAH-02	TAH-03	TAH-04	TAH-05	TAH-06	TAH-07	TAH-08	TAH-09	TAH-10	TAH-11	TAH-12
23/F	103.4	69	68	68	67	67	67	61	69	69	69	69	70
24/F	106.55	69	68	67	67	67	67	61	68	69	69	69	70
25/F	109.7	69	68	67	67	67	67	61	68	69	69	69	70
26/F	112.85	69	67	67	67	67	67	61	68	69	69	69	70
27/F	116	69	67	67	67	67	67	61	68	68	69	69	70
28/F	119.15	69	67	67	67	67	67	61	68	68	69	69	69
29/F	122.3	69	67	67	67	67	66	61	68	68	68	69	69
30/F	125.45	68	67	67	67	67	66	61	68	68	68	68	69
31/F	128.6	68	67	67	67	66	66	61	68	68	68	68	69
32/F	131.75	68	67	67	67	66	66	61	68	68	68	68	69
33/F	134.9	68	67	67	66	66	66	61	68	68	68	68	69
34/F	138.05	68	67	66	66	66	66	61	68	68	68	68	69
min		68	67	66	66	66	66	61	68	68	68	68	69
max		69	68	68	67	67	67	61	69	69	69	69	70

Tower B - by flat

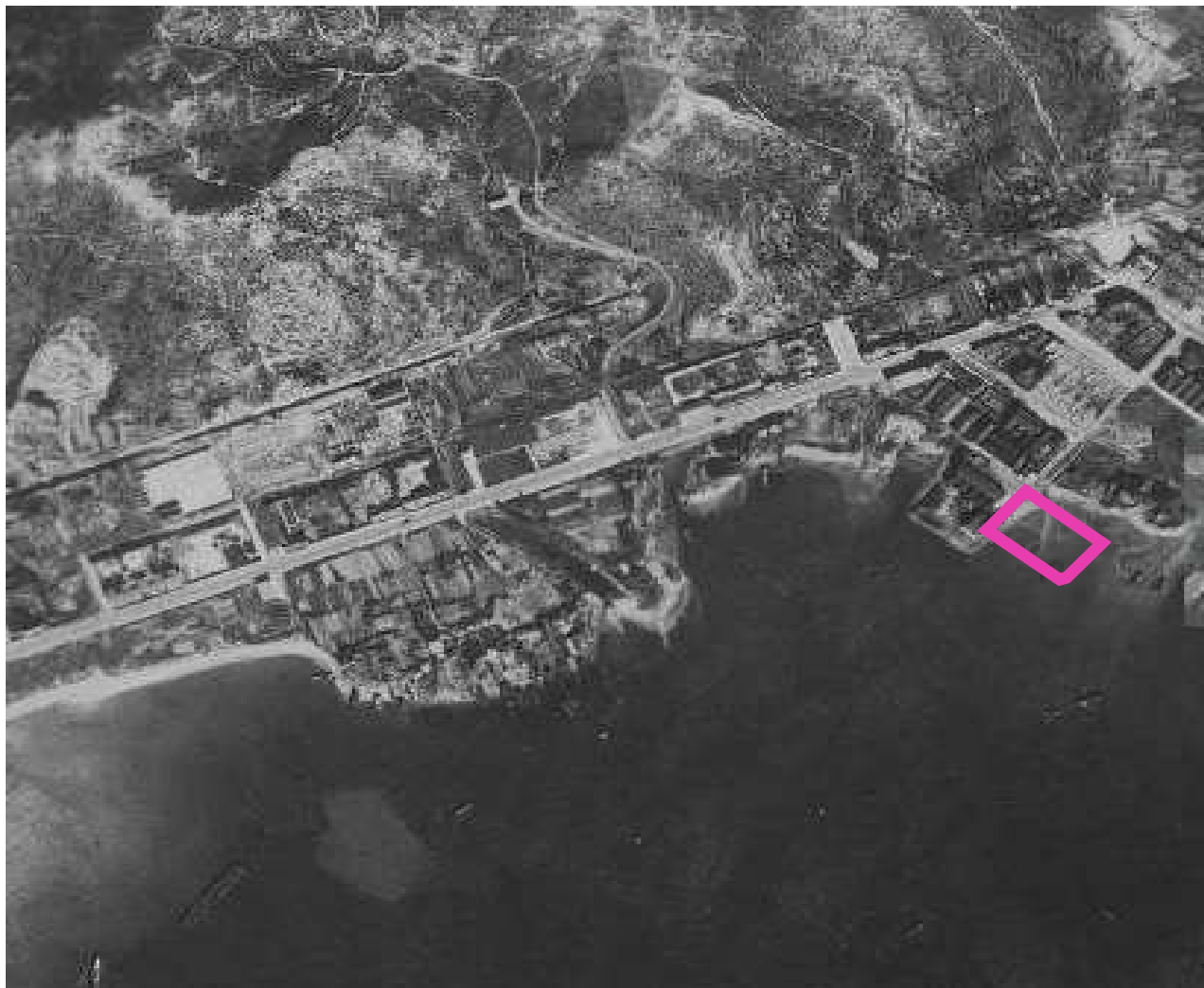
Floor	Elevation (mPD)	Predited Noise level, dB(A)											
		TB-01	TB-02	TB-03	TB-04	TB-05	TB-06	TB-07	TB-08	TB-09	TB-10	TB-11	TB-12
1/F	34.1	73	70	70	70	70	69	56	67	69	71	72	73
2/F	37.25	73	70	70	70	70	69	56	70	70	71	72	73
3/F	40.4	73	70	70	70	70	69	56	67	70	71	72	73
4/F	43.55	72	70	70	70	70	68	56	68	70	71	71	72
5/F	46.7	72	70	70	70	70	69	56	69	70	71	71	72
6/F	49.85	72	70	69	69	70	69	57	69	70	70	71	72
7/F	53	72	70	69	69	70	69	57	69	70	70	71	72
8/F	56.15	71	69	69	69	69	69	58	69	70	70	71	72
9/F	59.3	71	69	69	69	69	69	58	69	70	70	70	71
10/F	62.45	71	69	69	69	69	69	58	69	70	70	70	71
11/F	65.6	71	69	68	68	69	69	59	69	70	70	70	71
12/F	68.75	71	69	68	68	69	69	59	69	70	70	70	71
13/F	71.9	71	69	68	68	68	69	60	69	70	70	70	71
14/F	75.05	70	68	68	68	68	68	61	69	70	70	70	71
15/F	78.2	70	68	68	67	68	68	61	68	70	70	70	70
16/F	81.35	70	68	67	67	68	68	62	68	69	70	70	70
17/F	84.5	70	68	67	67	68	68	62	68	69	70	70	70
18/F	87.65	70	68	67	67	68	68	62	68	69	70	70	70
19/F	90.8	70	68	67	67	67	68	62	68	69	69	70	70
20/F	93.95	70	67	67	67	67	68	62	68	69	69	70	70
21/F	97.1	70	67	67	67	67	67	62	68	69	69	70	70
22/F	100.25	70	67	67	67	67	67	62	68	69	69	70	70
23/F	103.4	70	67	67	66	67	67	62	68	69	69	70	70
24/F	106.55	70	67	66	66	67	67	62	67	68	69	69	70
25/F	109.7	70	67	66	66	67	67	62	67	68	69	69	70
26/F	112.85	70	67	66	66	67	67	62	67	68	69	69	70
27/F	116	70	67	66	66	67	67	62	67	68	68	69	70
28/F	119.15	70	67	66	66	67	67	62	67	68	68	69	70
29/F	122.3	69	66	66	66	67	67	62	67	68	68	69	70
30/F	125.45	69	66	66	66	66	67	62	67	68	68	69	70
31/F	128.6	69	66	66	66	66	66	62	67	68	68	69	70
32/F	131.75	69	66	66	66	66	66	62	67	68	68	69	69
33/F	134.9	69	66	66	66	66	66	62	67	68	68	69	69
34/F	138.05	69	66	66	66	66	66	62	70	68	68	68	69
min		69	66	66	66	66	66	56	67	68	68	68	69
max		73	70	70	70	70	69	62	70	70	71	72	73

APPENDIX 7-1

Historical Aerial Photos

Year: 1945

Photo number: 681_5-4110



Description: The Site was part of the former Cheung Sha Wan (Bay), adjacent to the reclaimed land of Cheung Sha Wan.

— Site A boundary/ Cheung Sha Wan (Bay) | Land Use : N/A

Year: 1963

Photo number: 1963-5948

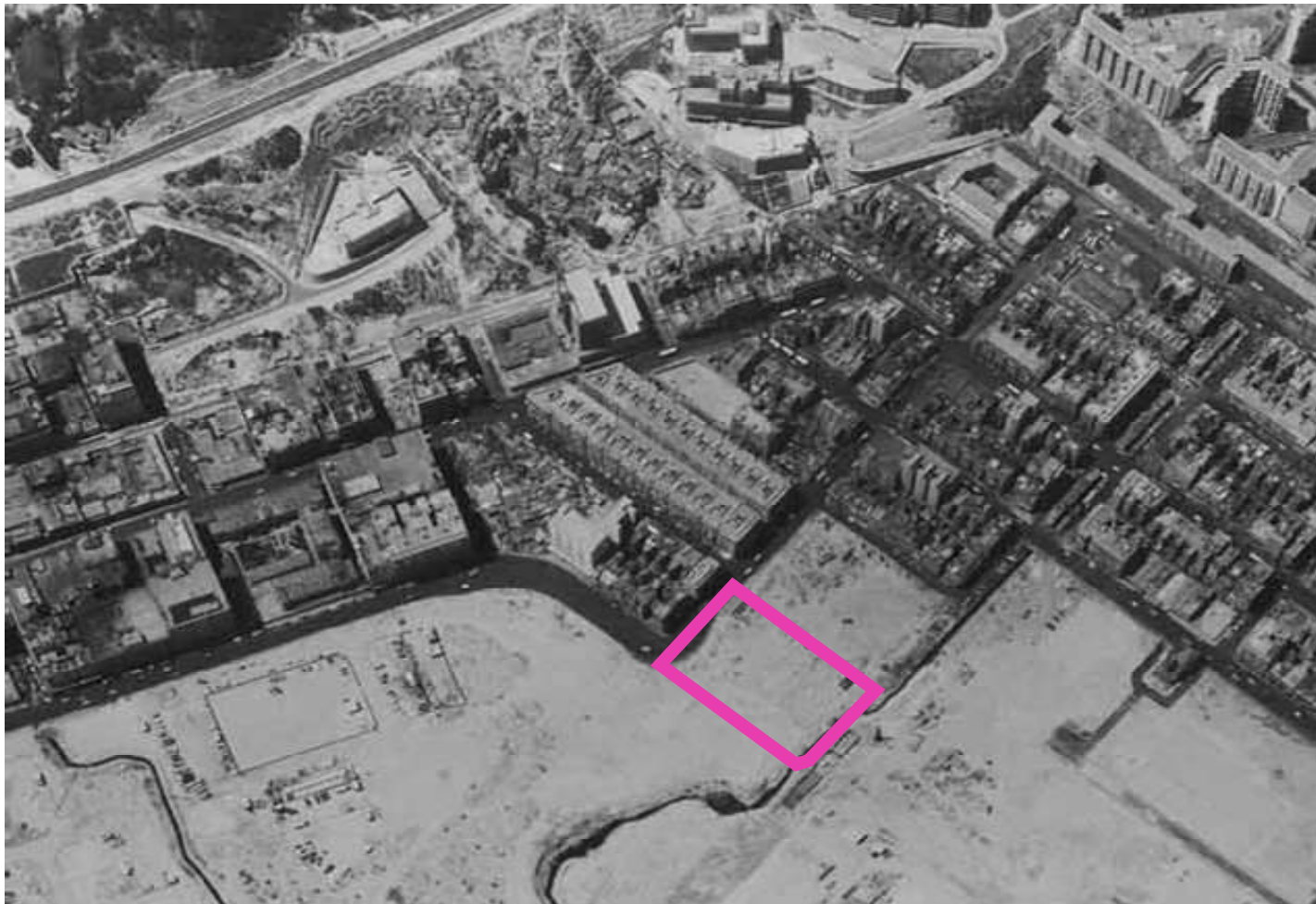


Description: (Top) Aerial view of Cheung Sha Wan. The reclamation of the land at the Site was completed, while the reclamation works of the bay was still in progress. Buildings and temporary structures are also developed in the vicinity of the Site and the coastal area. (Bottom) Temporary structures assumed to be squatter structures are recorded in the site.

— Site A Boundary | Land Use: Open Space / Squatting

Year: 1967

Photo number: 1967-5500



Description: Temporary structures at the Site have been removed, and barren land are observed.

— Site A Boundary ; Land Use : Open Space

Year: 1968

Photo number: 1968-1067



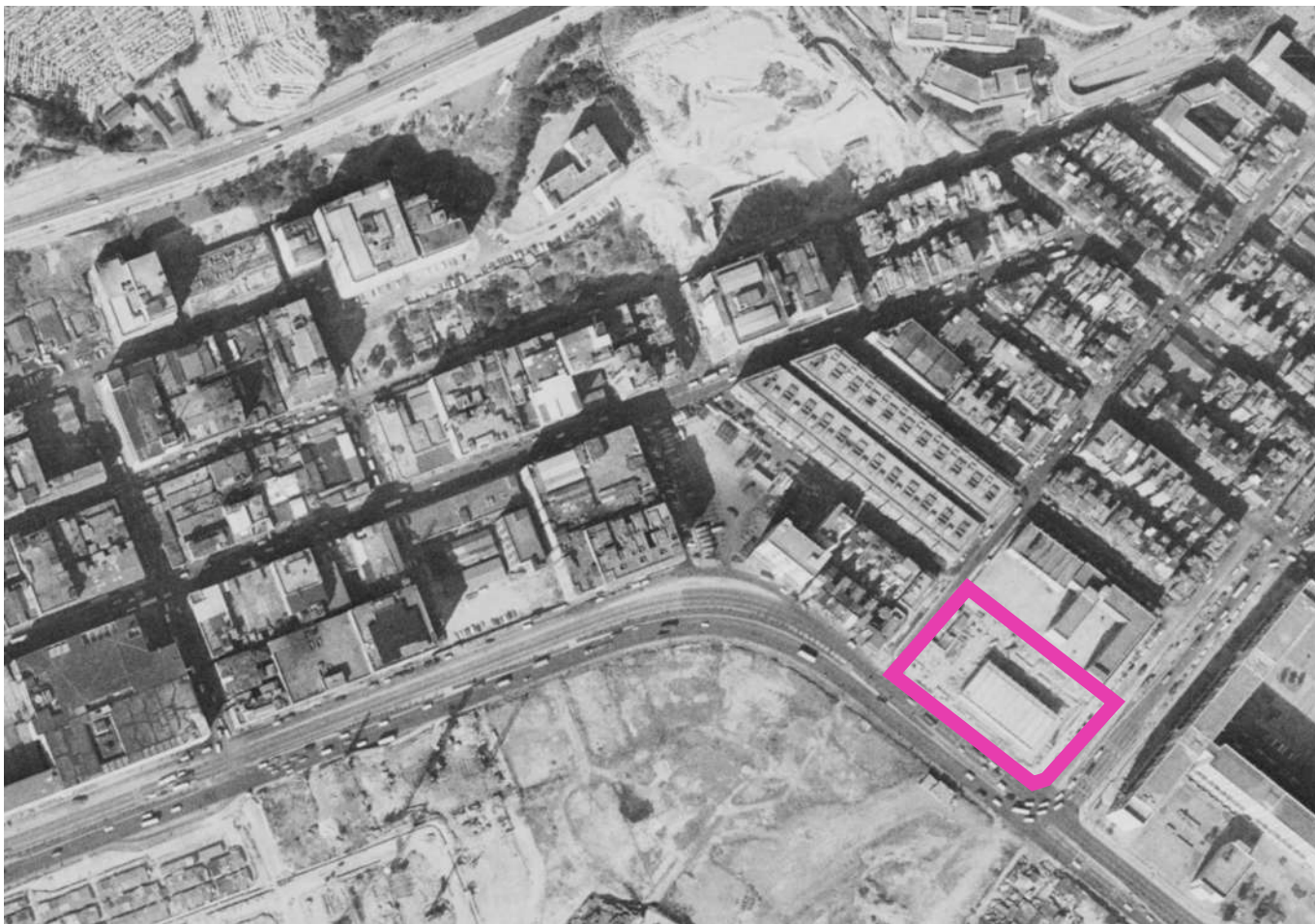
Description: Temporary structures are observed and the land is assumed to be used open area storage of construction materials as piping materials are observed.

— Site A Boundary — Land Use: Storage of construction materials — Office

Appendix 7-1 Aerial Photos (Site A)

Year: 1975

Photo number: 1975_11994



Description:

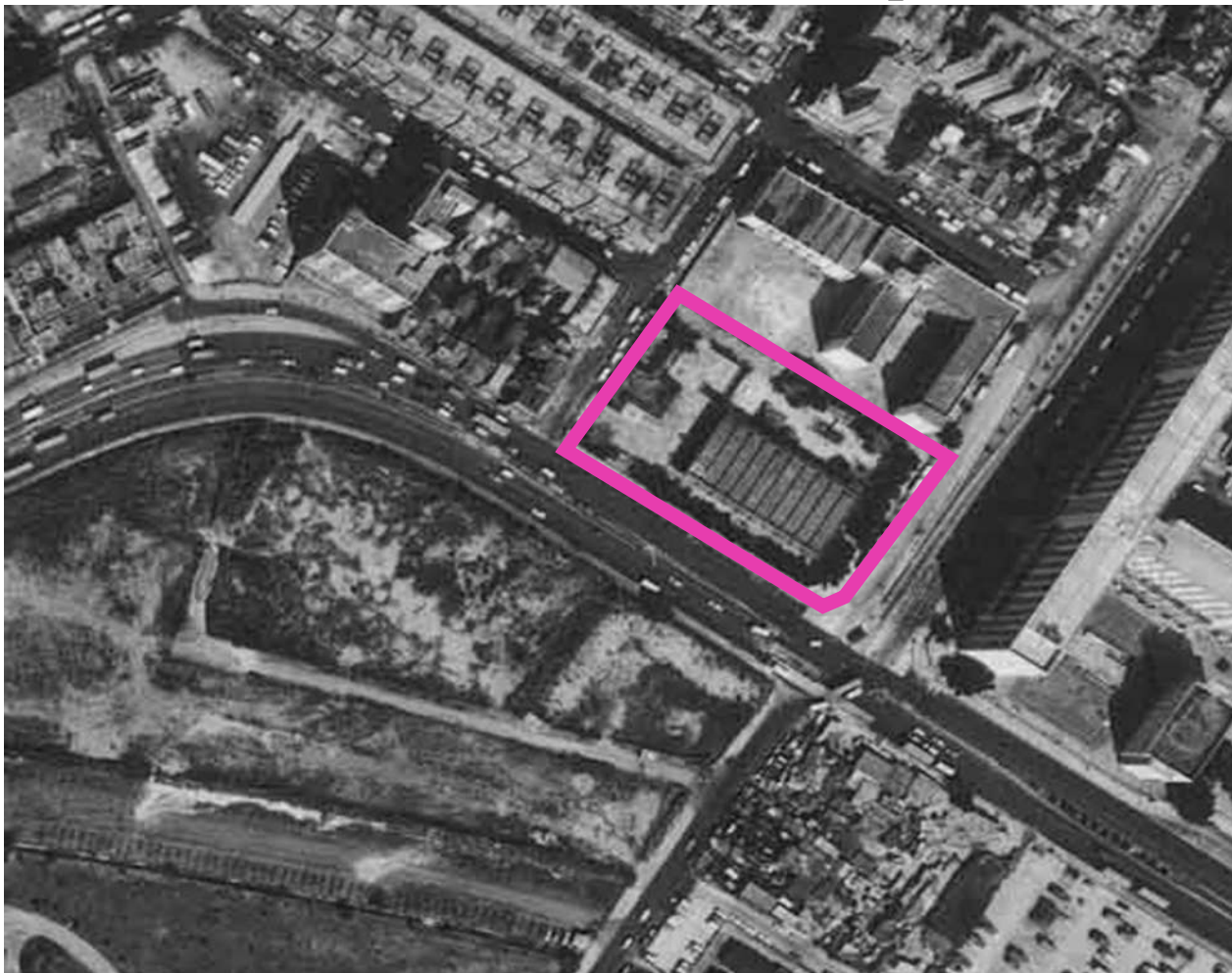
The building for the existing Cheung Sha Wan Sports Centre was erected.

— Site A Boundary ; Land Use : Recreational facilities (Community)

Appendix 7-1 Aerial Photos (Site A)

Year: 1984

Photo number: 1984_56990

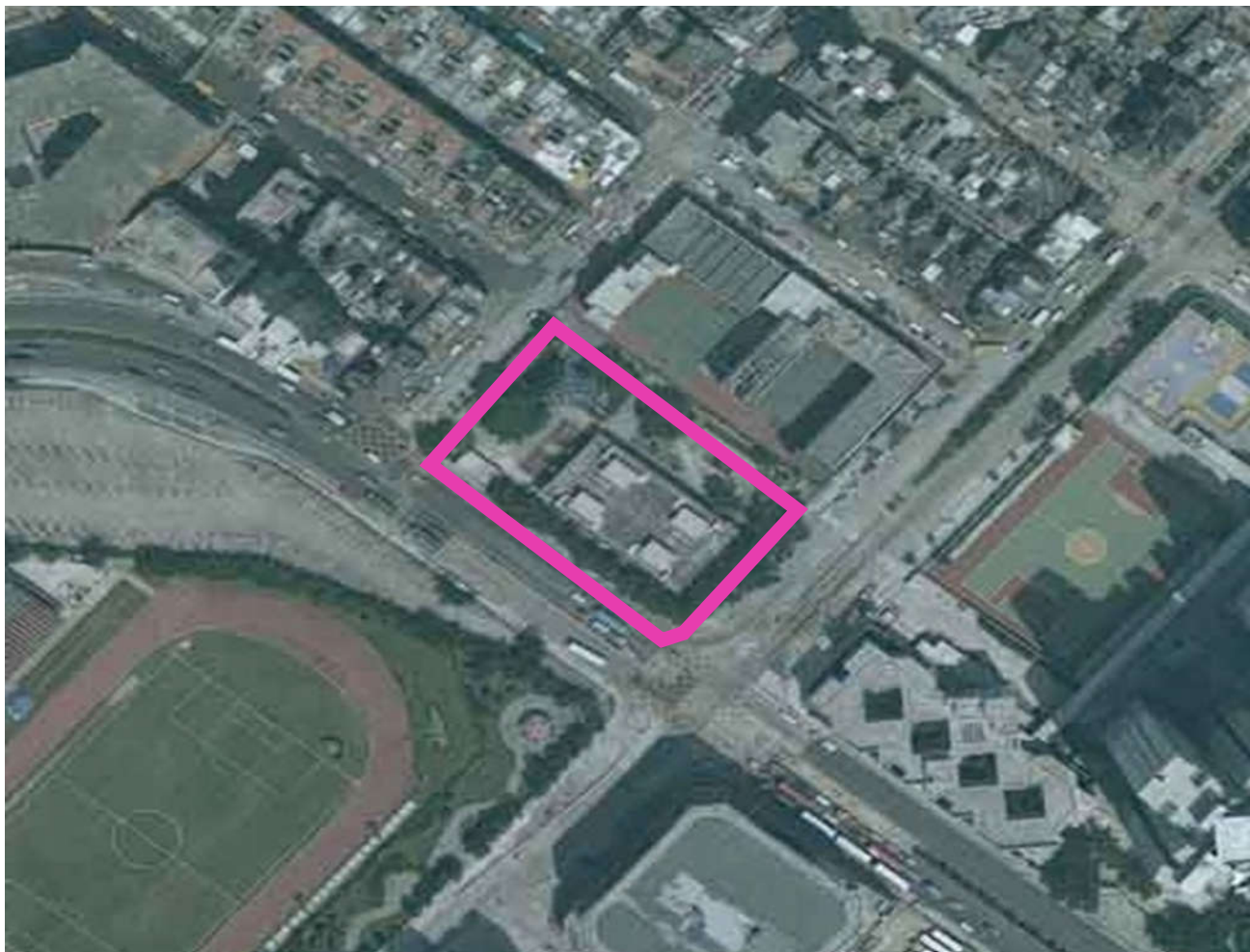


Description: No significant change is observed for the building. Some shrubs were grown on the site.
— Site A Boundary ; Land Use : Recreational facilities (Community)

Appendix 7-1 Aerial Photos (Site A)

Year: 2000

Photo number: CN28212



Description:

No major change in the Site is observed.

— Site A Boundary ; Land Use : Recreational facilities (Community)

Appendix 7-1 Aerial Photos (Site A)

Year: 2020

Photo number: E116762C

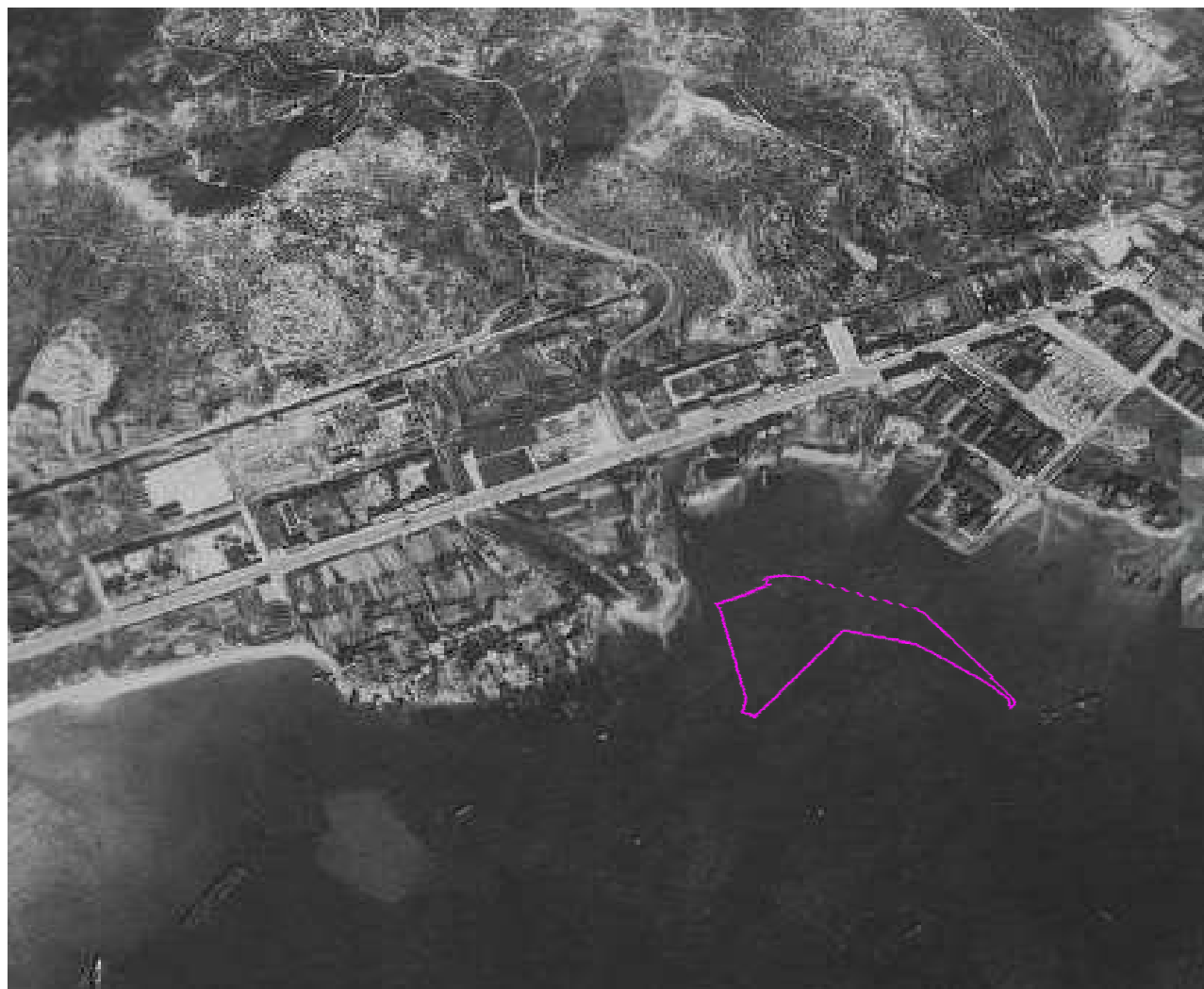


Description: No major change in the Site is observed.

— Site A Boundary ; Land Use : Recreational facilities (Community)

Year: 1945

Photo number: 681_5-4110



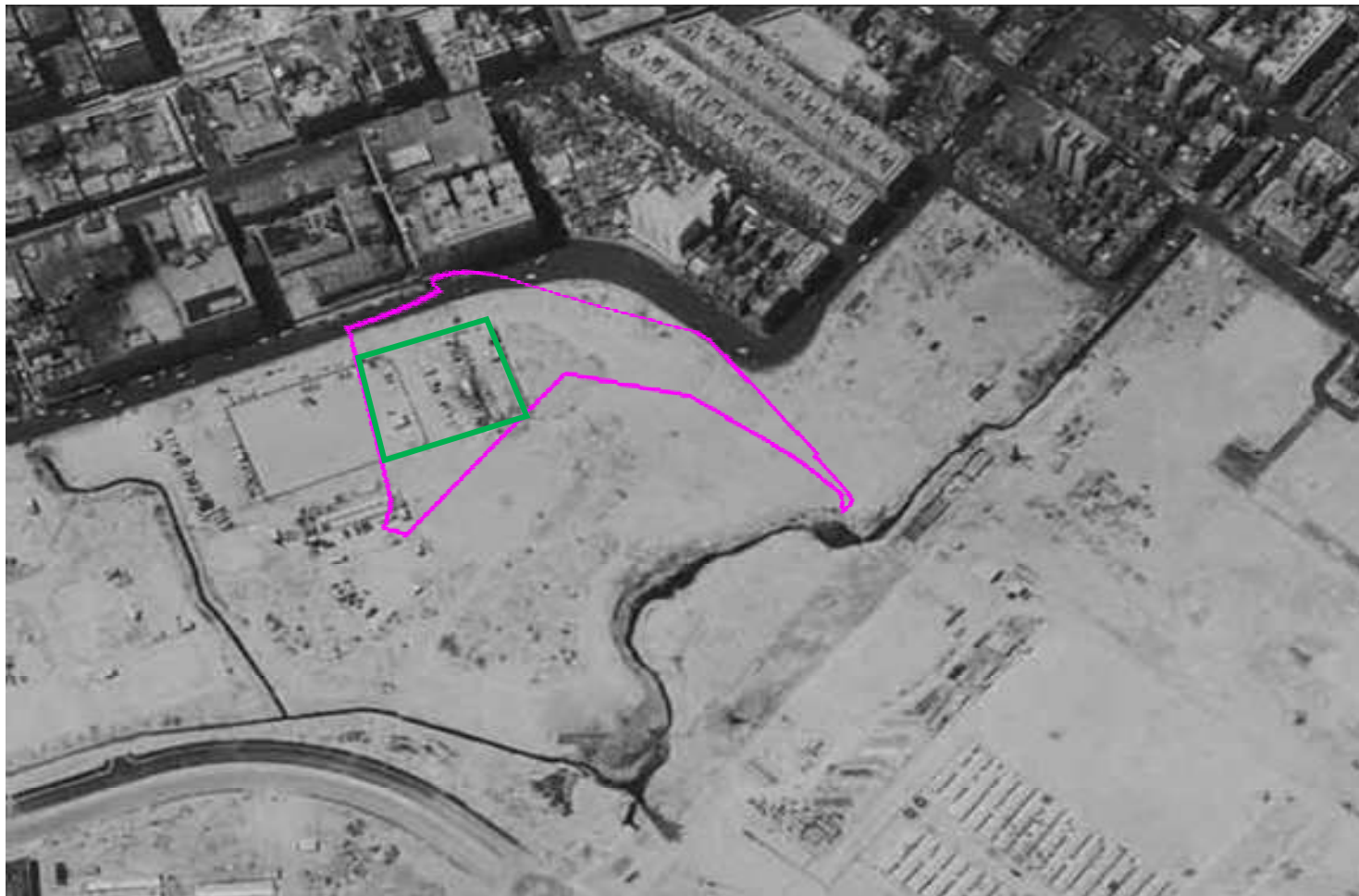
Description: The Site was part of the former Cheung Sha Wan (Bay).

— Site B Boundary / Cheung Sha Wan (Bay) ; Land Use : N/A

Appendix 7-1 Aerial Photos (Site B)

Year: 1967

Photo number: 1967-5500



Description:

The land of the Site was reclaimed and vehicles in the Site are observed.



Site B Boundary ; Land Use : Open Space

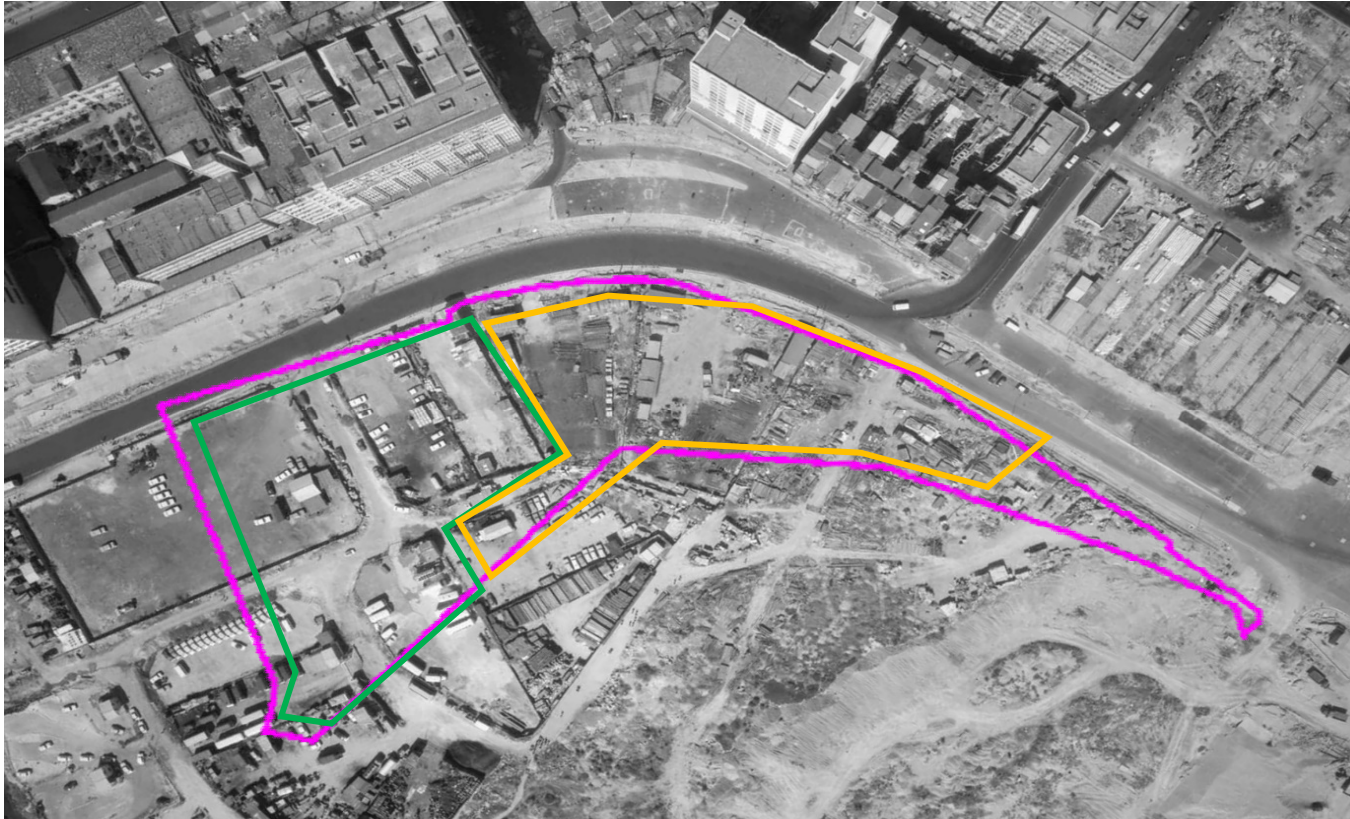


Land Use : Car Park

Appendix 7-1 Aerial Photos (Site B)

Year: 1968

Photo number: 1968-1066



Description:

The Site was generally paved. More vehicles and some open area storage of construction materials are recorded in the site.

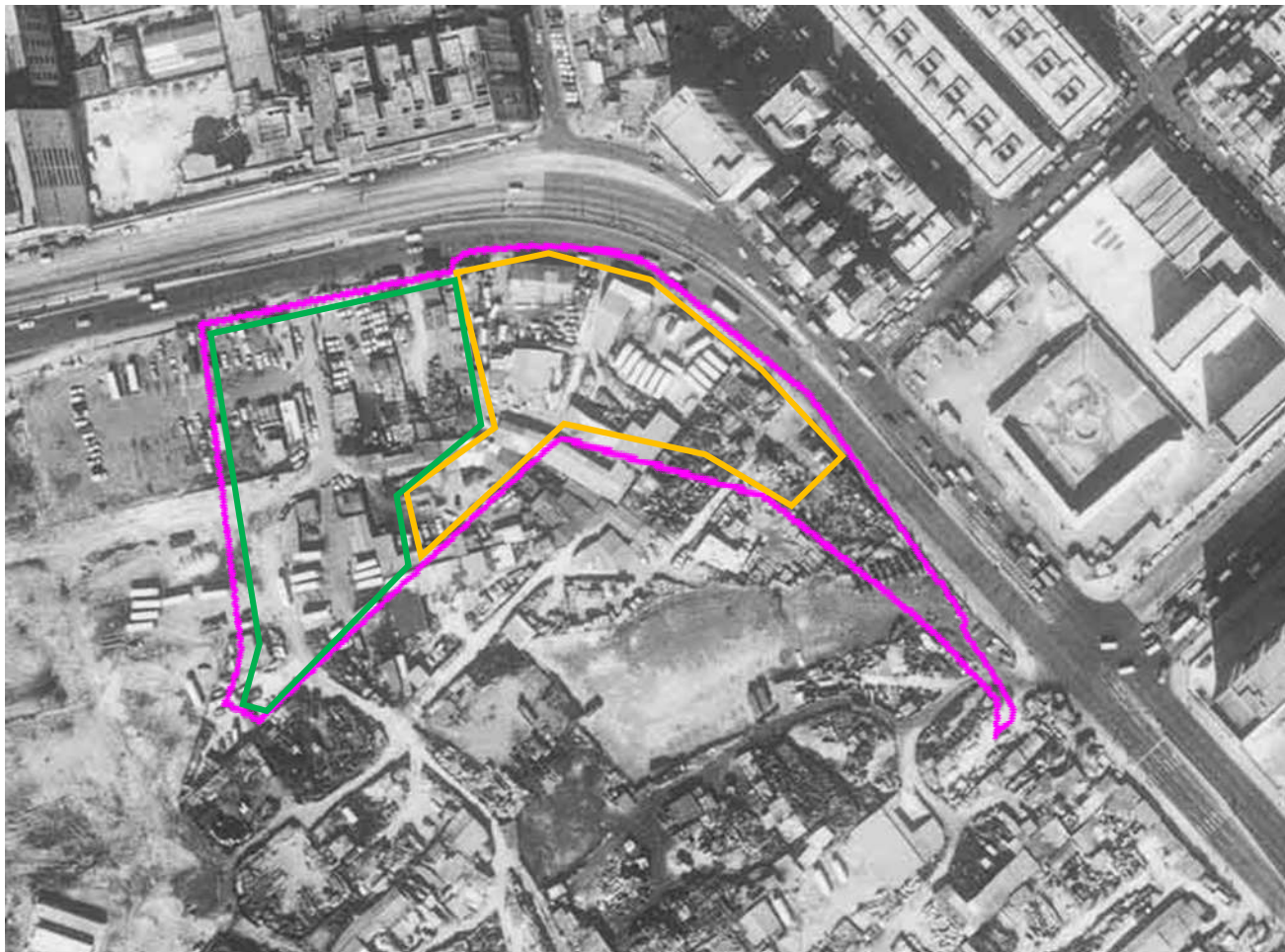
— Site B Boundary ; Land Use : Open Space

— Car Park

— Storage of construction materials

Appendix 7-1 Aerial Photos (Site B)

Year: 1973 Photo number: 06890



Description: No significant change was recorded.

— Site B Boundary ; Land Use : Open Space

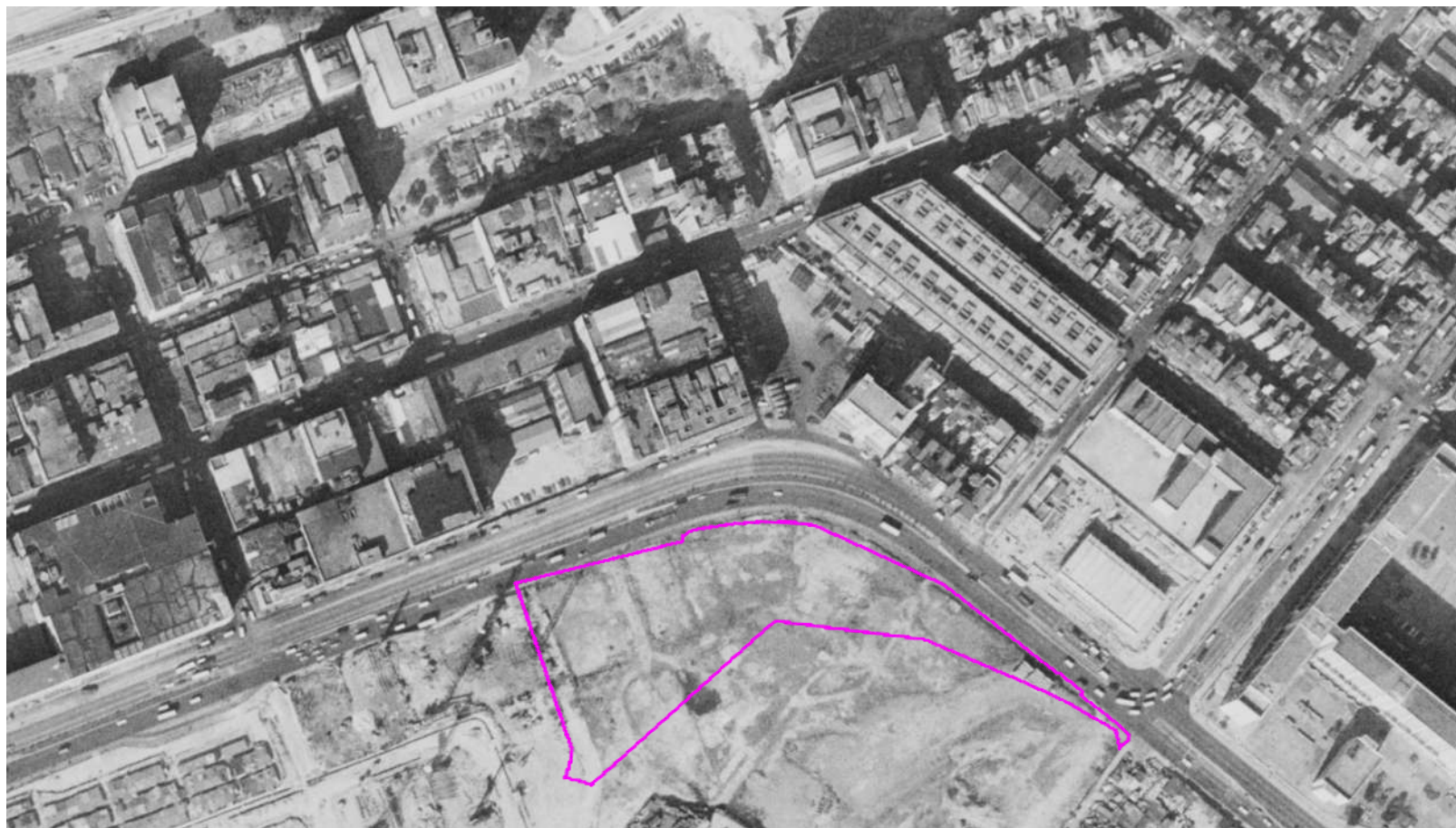
— Car Park

— Open Storage of Construction Materials

Appendix 7-1 Aerial Photos (Site B)

Year: 1975

Photo number: 11994

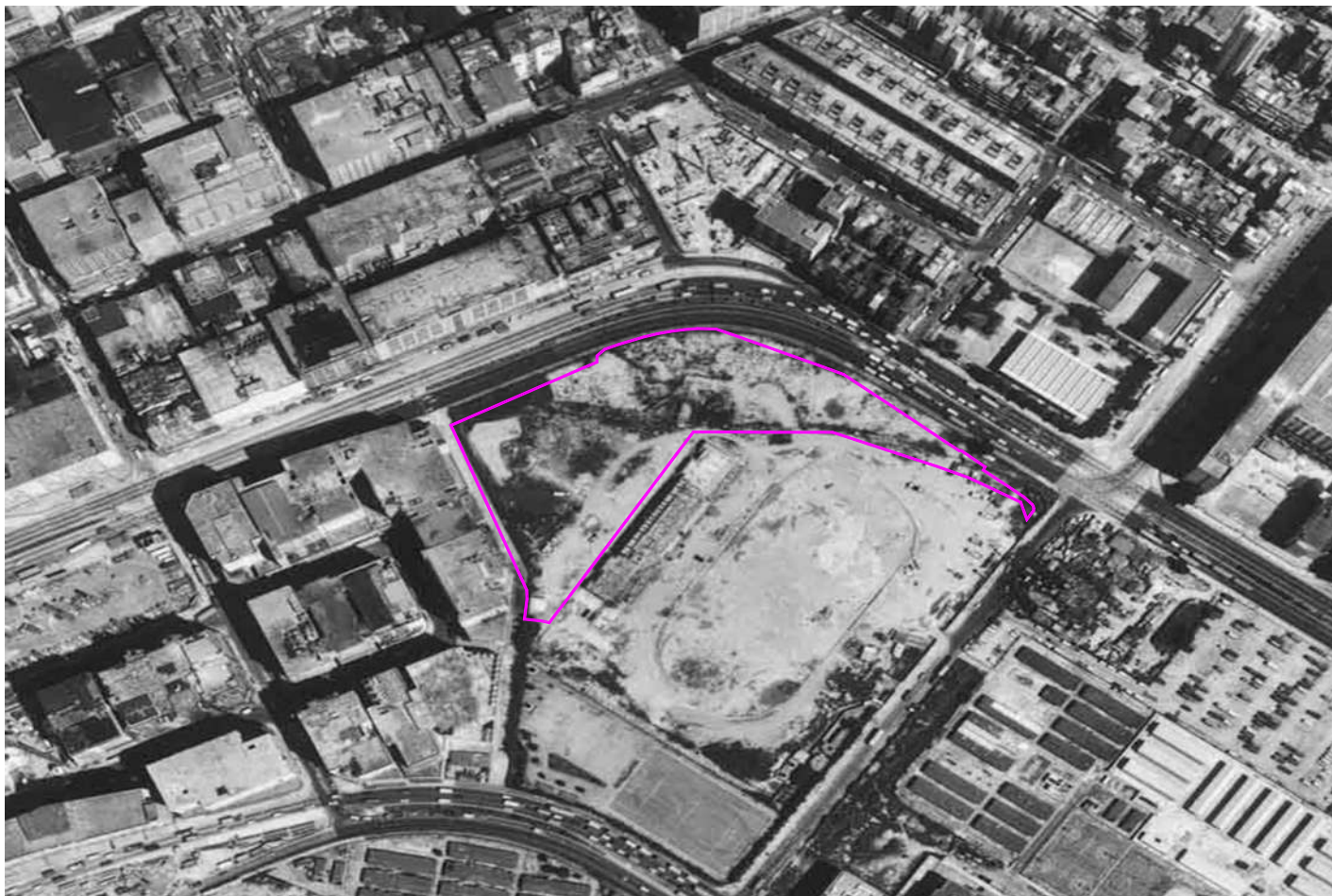


Description: The temporary structures and vehicles were removed.

— Site B Boundary ; Land Use : Open Space

Year: 1986

Photo number: A06287

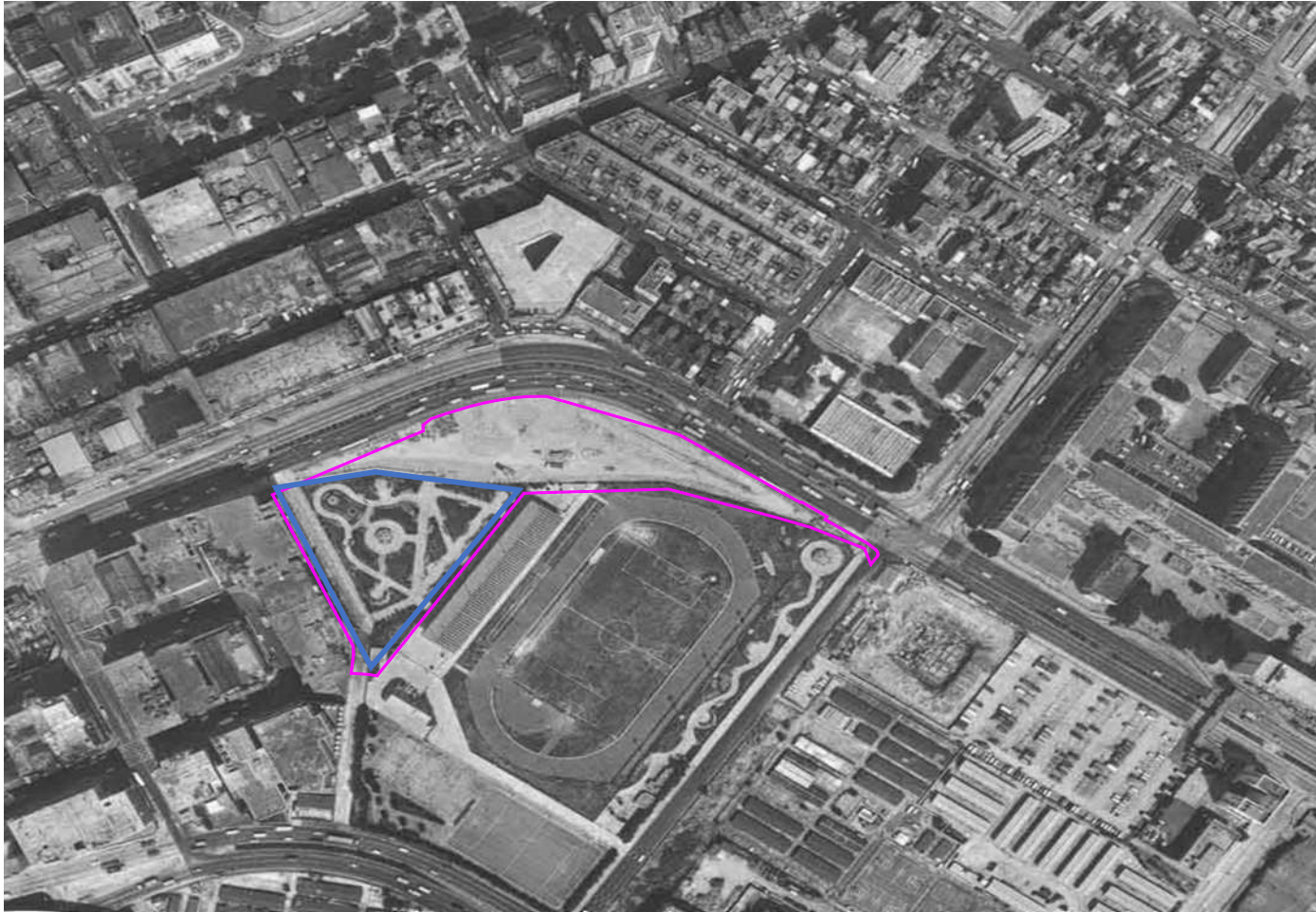


Description: Apart from some shrubs that were being grown on the Site, no major change in the Site are observed, while the existing Sham Shui Po Sports Ground near the Site was under construction and the development in the surrounding areas was also in progress.

— Site B Boundary ; Land Use : Open Space

Year: 1988

Photo number: A14737



Description:

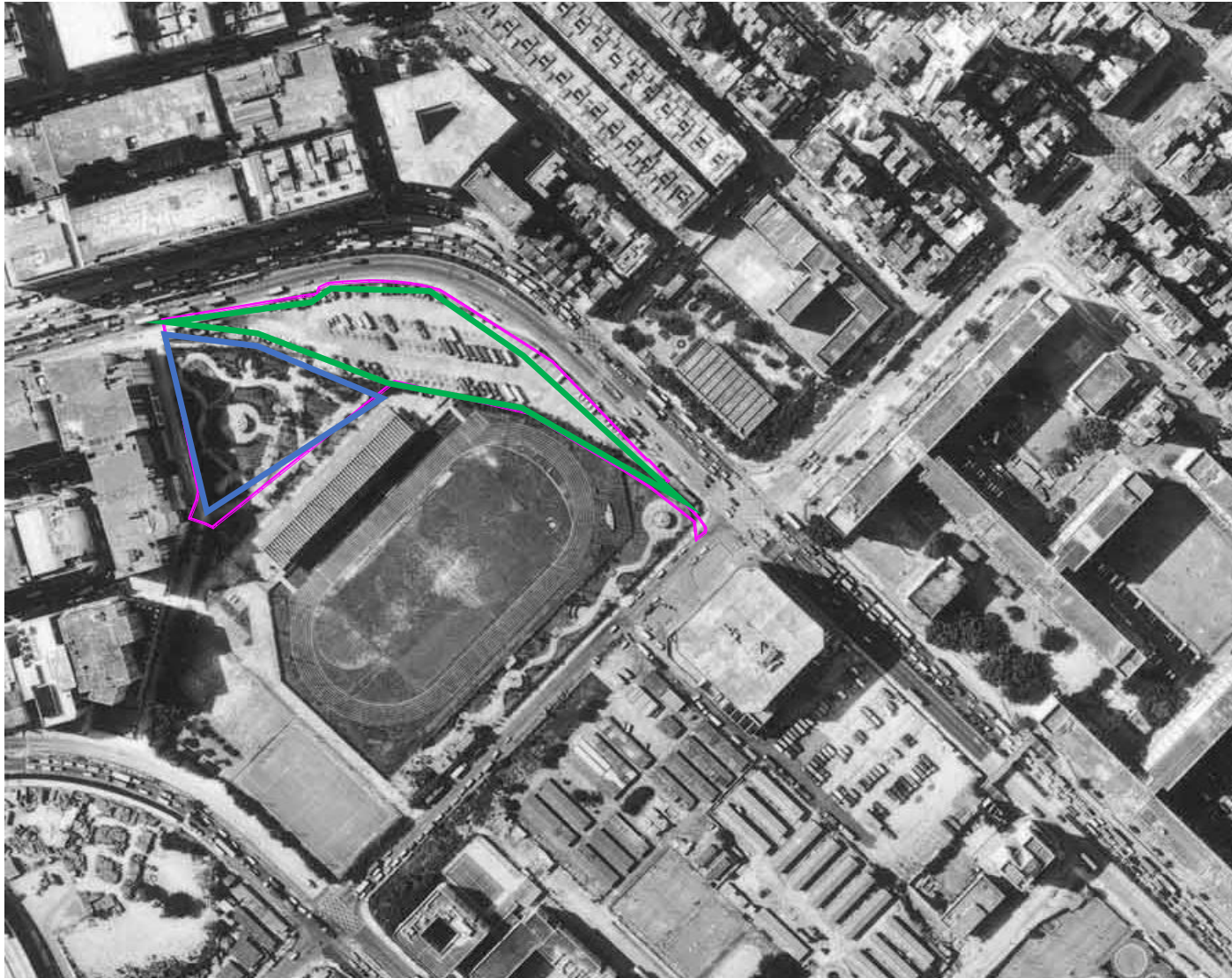
In the southwest of the Site, the construction of the existing Cheung Sha Wan Path Sitting-out Area (Blue) was substantially completed and the area was fully paved apart from the landscaped areas, while the remaining area of the Site remained unchanged. The construction of Sham Shui Po Sports Ground was completed.

— Site B Boundary ; Land Use : Open Space

Appendix 7-1 Aerial Photos (Site B)

Year: 1993

Photo number: A35272



Description:

No significant change was recorded in the Cheung Sha Wan Path Sitting-out Area (Blue), while the remaining area of the site was occupied by vehicles.

— Site B Boundary ; Land Use : Open Space

— Land Use : Car Park

Appendix 7-1 Aerial Photos (Site B)

Year: 2004

Photo number: CW60261



Description:

The northern boundary of the Cheung Sha Wan Path Sitting-out Area (Blue) was extended. The remaining area of the Site was fully paved and was occupied by temporary structures, assumed to be site offices, and vehicles.

— Site B Boundary ; Land Use : Open Space

— Land Use : Office / Car Park

Appendix 7-1 Aerial Photos (Site B)

Year: 2015

Photo number: CW114351



Description:

More temporary structures and vehicles were also recorded in the site. Open area storage of construction materials (yellow) are also observed.

— Site B Boundary ; Land Use : Open Space

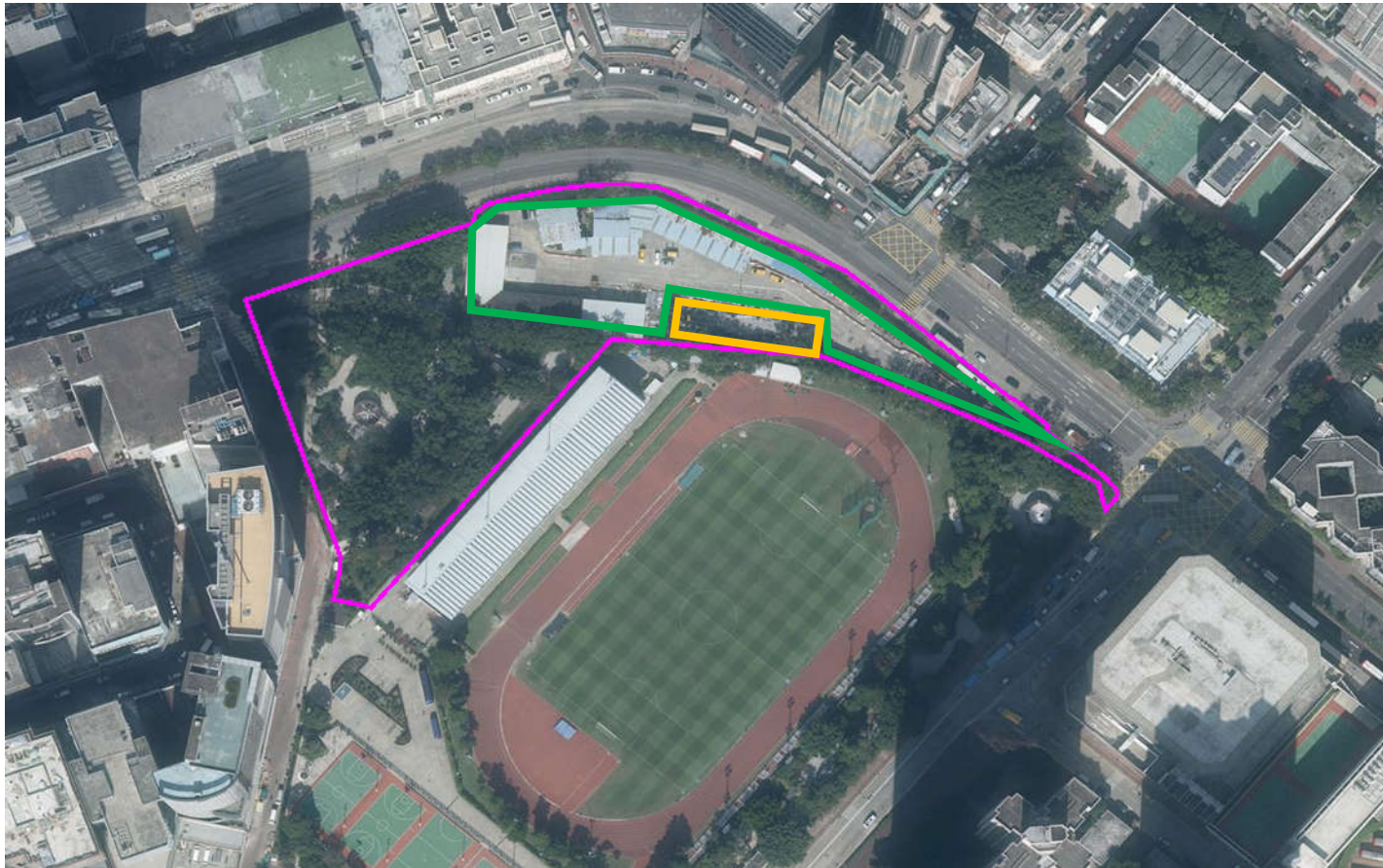
— Office / Car Park

— Storage Area

Appendix 7-1 Aerial Photos (Site B)

Year: 2020

Photo number: E116762C



Description: More temporary structures and vehicles were recorded in the site.

— Site Boundary ; Land Use : Open Space

— Land Use: Office

— Land Use: Storage Area

APPENDIX 7-2

**Correspondent from EPD and FSD
regarding for Land Contamination
Enquires**

Our Ref: CCL/IA19021/SSPAA1/ks210714b

Environmental Protection Department
Environmental Compliance Division
Regional Office (West)
Sham Shui Po

8th floor, Tsuen Wan Government Offices,
38 Sai Lau Kok Road, Tsuen Wan, New Territories.

By Mail
14 Jul 2021

Attn.: Mr. YIU Yau Man, Wallace

Dear Sir,

STRICTLY CONFIDENTIAL

**Environmental Assessment for Proposed Urban Renewal Authority Development Scheme at
Sham Shui Po
Enquiry on Record of Land Contamination**

We, Cinotech Consultants Ltd., have been commissioned by the Urban Renewal Authority (URA) to conduct a Land Contamination Assessment to investigate the environmental acceptability for a Proposed Development Scheme at Sham Shui Po.

I am writing to enquire if there is any past record of registered chemical waste producers and reported accidents of chemical leakage or spillage within or in the vicinity of the proposed works. A location plan covering the areas of concern is attached for reference.

Your reply by 09 August 2021 will be much appreciated. If you need any further clarification, please contact our Colman Wong at 2151 2068 or the undersigned at 2151 2091.

Yours sincerely,



KS Lee
Project Manager

Encl. Figure – Areas of Concern
 Appointment letter from URA

c.c. URA Ms. Clarice Ho

(by e-mail)



Our Ref. : URA210621390

By Email and By Post
(Email:ks.lee@cinotech.com.hk)

Cinotech Consultants Limited
Rm 1710, 17/F, Technology Park,
18 On Lai Street, Shatin,
New Territories, Hong Kong.

25 June 2021

Attn: Mr. K.S.LEE

Dear Mr. Lee,

**Term Environmental Consultancy Services
Service Order No. 002
Water Impact Assessment (WIA) and Land Contamination Assessment (LCA) for a
Development Scheme in Sham Shui Po (SSPAA1-01)**

Pursuant to the Clause 2.2.3 of the conditions of the captioned term environmental consultancy contract, we issue herewith a Service Order No. 002 for your retention. You are hereby instructed to commence your consultancy work in accordance with the attached scope of services accordingly.

Your attention is drawn to that payment of the fee shall only be made upon completion of actual work done and by stages as in accordance with the payment schedule under the Fee Enquiry Form as attached.

Please return the duly signed confidentiality undertaking (**Appendix A**) to us by **29 June 2021**.

Should you have any queries, please do not hesitate to contact the undersigned at 2588 2897. Thank you for your kind attention.

Yours faithfully,
For and on behalf of
URBAN RENEWAL AUTHORITY



Adam Chung
Manager, Planning and Design



Encl.



 Study Area

Subject: Request for Records of Chemical Waste Producers and Chemical Spillage / Leakage Incidents at Sham Shui Po Study Area
Date: Mon, 26 Jul 2021 11:05:02 +0800
From: joescmok@epd.gov.hk
To: info@cinotech.com.hk
CC: wylu@epd.gov.hk, karinhwwong@epd.gov.hk

Dear Mr Colman Wong,

I refer to the letter signed by KS LEE of Cinotech Consultants Limited dated 14 July 2021 to us for the captioned request.

2. A registry of Chemical Waste Producers in the concerned area is available in the Territory Control Office of the Environmental Protection Department. Please contact our Mr Eric FUNG at 2835 1027 for making an appointment to view the records.
3. This office has no record of previous chemical spillage / leakage incident for the concerned area. You may check with other relevant department(s) for such information as appropriate.

Best regards
Joe MOK
E(RW)51 / EPD
Tel.: 2417 6673

Our Ref: CCL/IA19021/SSPAA1/ks210714a

Fire Services Department
Fire Services Headquarters Command
Management Group (MG)
9th Floor, Fire Services Headquarters Building
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Mail
14 Jul 2021

Attn.: To whom it may concern

Dear Sir/Madam,

STRICTLY CONFIDENTIAL

**Environmental Assessment for Proposed Urban Renewal Authority Development Scheme at Sham Shui Po
Enquiry on Record of Land Contamination**

We, Cinotech Consultants Ltd., have been commissioned by the Urban Renewal Authority (URA) to conduct a Land Contamination Assessment to investigate the environmental acceptability for a Proposed Development Scheme at Sham Shui Po.

I am writing to enquire if there is any past record of dangerous goods license and reported accidents of dangerous goods leakage or spillage within or in the vicinity of the proposed works. A location plan covering the areas of concern is attached for reference.

Your reply by 09 August 2021 will be much appreciated. If you need any further clarification, please contact our Colman Wong at 2151 2068 or the undersigned at 2151 2091.

Yours faithfully,



KS Lee
Project Manager

Encl. Figure – Areas of Concern
 Appointment letter from URA

c.c. URA Ms. Clarice Ho

(by e-mail)



Our Ref. : URA210621390

By Email and By Post
(Email:ks.lee@cinotech.com.hk)

Cinotech Consultants Limited
Rm 1710, 17/F, Technology Park,
18 On Lai Street, Shatin,
New Territories, Hong Kong.

25 June 2021

Attn: Mr. K.S.LEE

Dear Mr. Lee,

**Term Environmental Consultancy Services
Service Order No. 002
Water Impact Assessment (WIA) and Land Contamination Assessment (LCA) for a
Development Scheme in Sham Shui Po (SSPAA1-01)**

Pursuant to the Clause 2.2.3 of the conditions of the captioned term environmental consultancy contract, we issue herewith a Service Order No. 002 for your retention. You are hereby instructed to commence your consultancy work in accordance with the attached scope of services accordingly.

Your attention is drawn to that payment of the fee shall only be made upon completion of actual work done and by stages as in accordance with the payment schedule under the Fee Enquiry Form as attached.

Please return the duly signed confidentiality undertaking (**Appendix A**) to us by **29 June 2021**.

Should you have any queries, please do not hesitate to contact the undersigned at 2588 2897. Thank you for your kind attention.

Yours faithfully,
For and on behalf of
URBAN RENEWAL AUTHORITY



Adam Chung
Manager, Planning and Design



Encl.



 Study Area

消防處

香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈



FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (85) in FSD GR 6-5/4 R Pt. 35
來函檔號 **YOUR REF.** : CCL/IA19021/SSPAA1/ks210714a
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電話 **TEL NO.** : 2733 7741

3 August 2021

CINOTECH Consultants Limited
Room 1710, 17/F, Technology Park,
18 On Lai Street, Shatin, N.T.
(Attn: Mr. K S LEE, Technical Director)

Dear Mr. LEE,

**Environmental Assessment for Proposed Urban Renewal Authority
Development Scheme at Sham Shui Po
Request for Information of Dangerous Goods & Incident Records**

I refer to your letter of 14.7.2021 regarding the captioned request and reply below in response to your questions:-

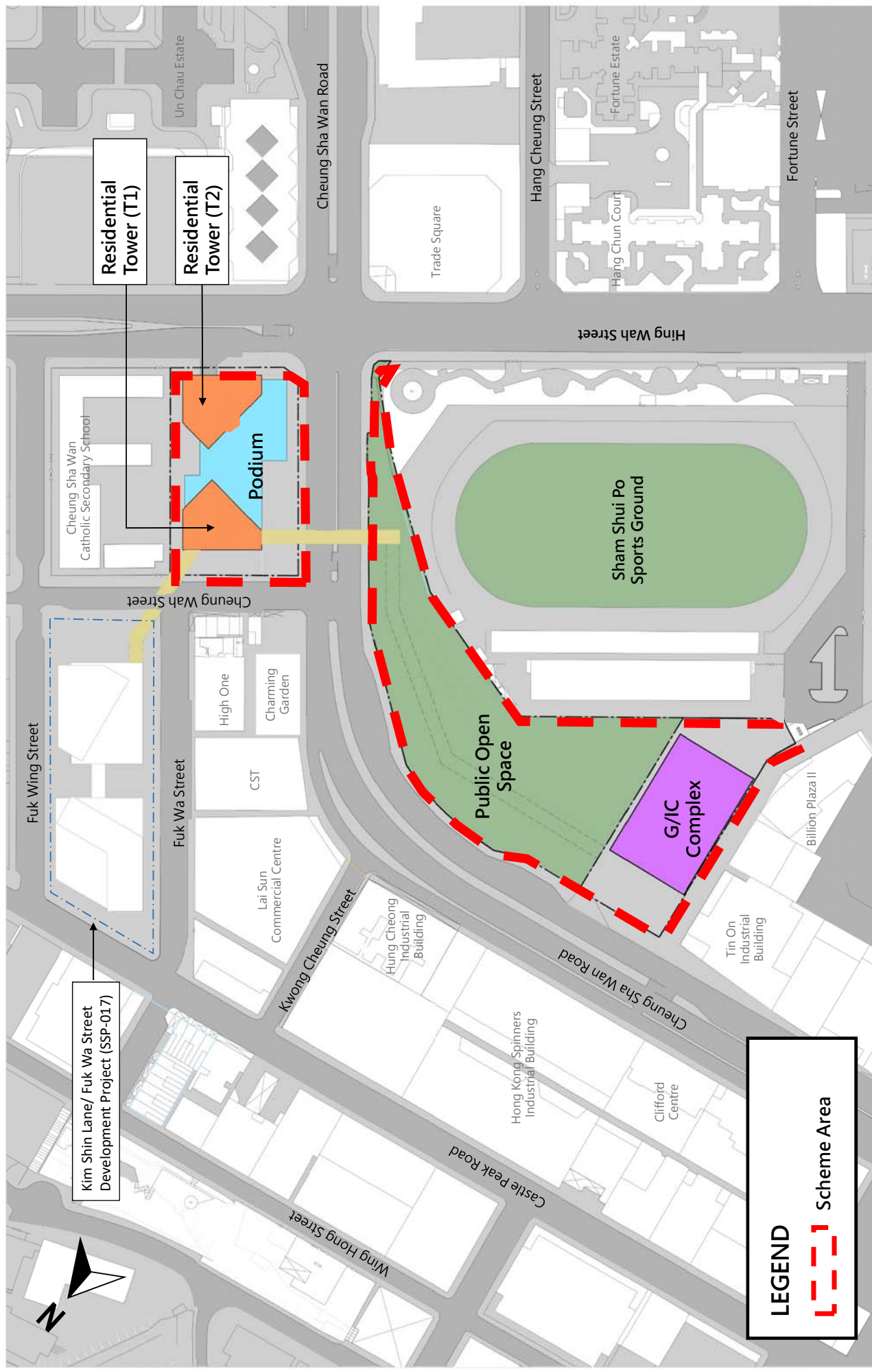
Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

If you have further questions, please feel free to contact the undersigned.

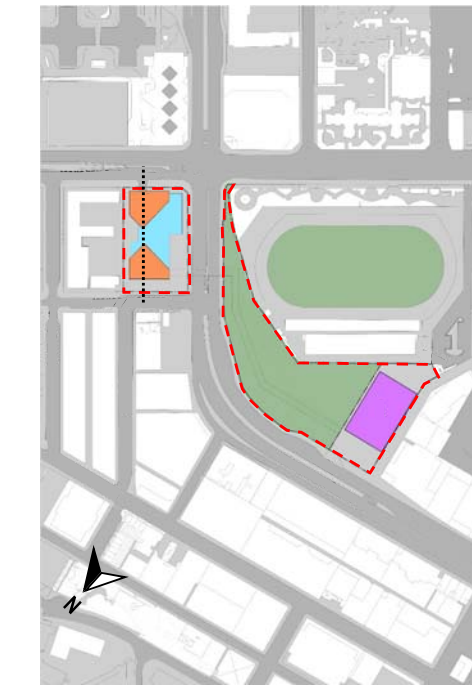
Yours sincerely,

(NG Wing-chit)

for Director of Fire Services



(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)



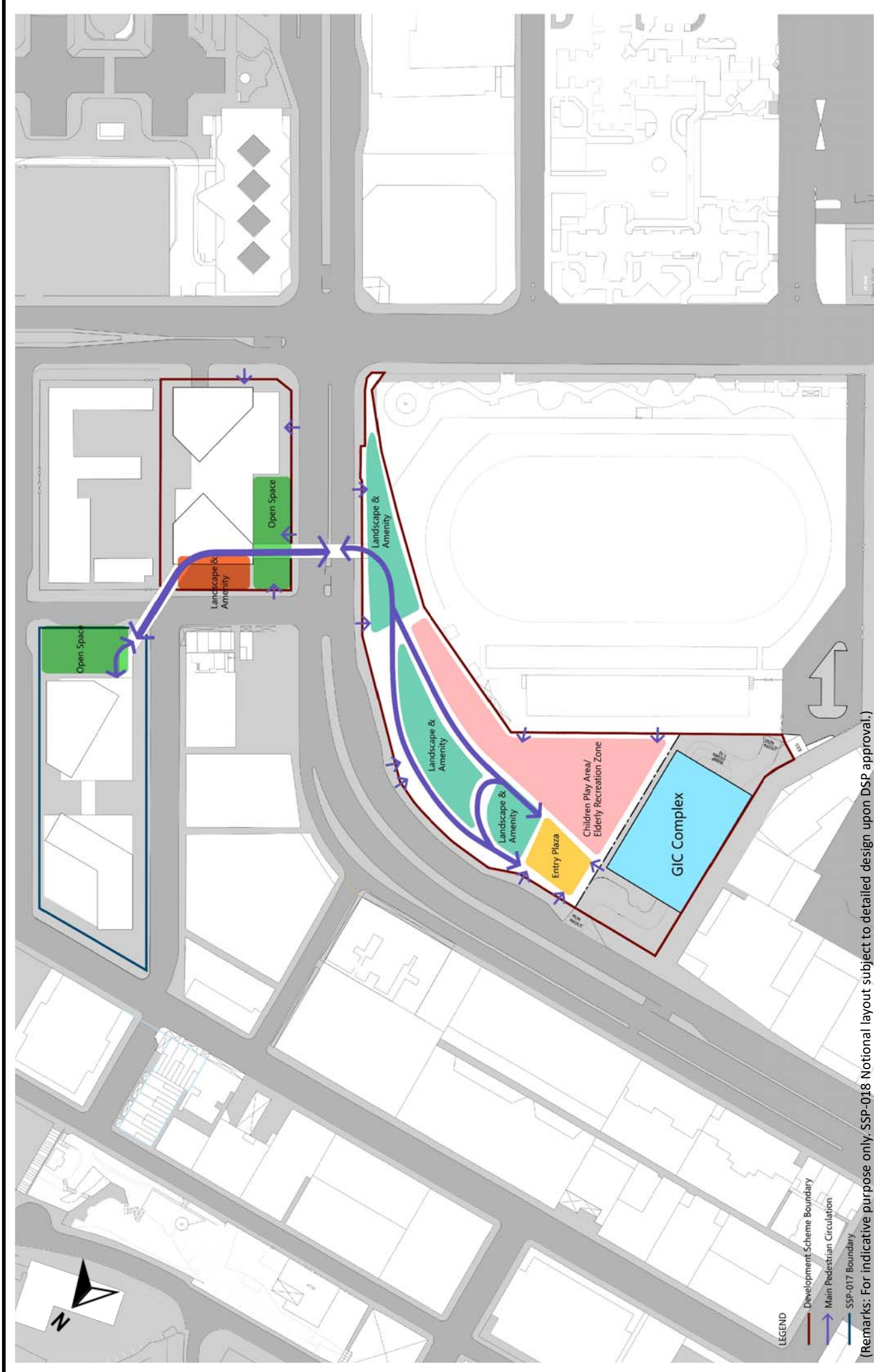
The Scheme



市區重建局
URBAN RENEWAL
AUTHORITY

Notional Design – Schematic Section at Site A

Sep 2021



(Remarks: For indicative purpose only. SSP-018 Notional layout subject to detailed design upon DSP approval.)

- LEGEND
- Development Scheme Boundary
 - Main Pedestrian Circulation
 - SSP-017 Boundary

URA Cheung Wah Street / Cheung Sha Wan Road
Development Scheme (SSP-018)

Conceptual Landscape Plan

Not drawn to scale
Sep 2021

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (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; and

- (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.
- (8) 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.
- (9) 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.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
GOVERNMENT, INSTITUTION OR COMMUNITY	5
OPEN SPACE	7

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	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Residential Institution	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	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 bay and / or plant room:

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

Planning Intention

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

Remarks

- (1) 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 (7) and/or (8) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (6) and/or (7) hereof.

- (3) For the purposes of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio, or the domestic and/or non-domestic plot ratio of the existing building, whichever is the greater, subject to, as applicable –
- (i) the plot ratio 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 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) In determining the relevant maximum plot ratio for the purposes of paragraph (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/ unloading bay, plant room, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.
- (5) An at-grade Public Open Space of not less than 750m² shall be provided.
- (6) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

- (7) 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 paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in the paragraphs (1) and (2) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions as stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services (not elsewhere specified)
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)

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.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) 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	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Public Convenience	Public Transport Terminus or Station
Sitting Out Area	Public Utility Installation
Zoo	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

市區重建局昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據
《市區重建局條例》第 25 條擬備的草圖)

註釋

(注意：這份《註釋》是圖則的一部分)

- (1) 這份《註釋》說明圖則涵蓋範圍內的土地上經常准許的用途或發展，以及須向城市規劃委員會申請許可的用途或發展。城市規劃委員會若批給許可，可能附加或不附加條件。須取得這種許可的人士，應以特定表格向城市規劃委員會提出申請。有關的特定表格可向城市規劃委員會秘書索取，填妥後送交城市規劃委員會秘書收。
- (2) 在進行這份《註釋》所載的用途或發展（包括經常准許及可獲批給許可的用途或發展）時，必須同時遵守一切其他有關的法例、政府土地契約條款的規定，以及任何其他適用的政府規定。
- (3)
 - (a) 任何土地或建築物的現有用途，即使不符合圖則的規定，也無須更正，直至用途有實質改變或建築物進行重建為止。
 - (b) 任何用途的實質改變，或任何其他發展（就現有用途而對有關土地或建築物的發展作出輕微改動及／或修改是經常准許的，不在此限）或重建，則必須是圖則所經常准許的；或是如果必須先取得城市規劃委員會的許可，則須符合城市規劃委員會所批給許可的內容。
 - (c) 就上文（a）分段而言，「任何土地或建築物的現有用途」指 –
 - (i) 首份涵蓋有關土地或建築物的法定圖則（下稱「首份圖則」）的公告在憲報刊登之前，
 - 已經存在的用途，而該項用途由展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改；以及
 - (ii) 在首份圖則公布之後，

- 首份圖則或其後公布的任何一份圖則所准許的用途，而該項用途在有關圖則有效期內展開，而且自展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改，而且在獲得批准之時，是當時有效的圖則所准許的。
- (4) 除城市規劃委員會另有訂明外，凡圖則經常准許或依據城市規劃委員會所批給許可而已經展開或實質改變用途，或已經進行發展或重建，則城市規劃委員會就該地點所批給的一切與用途或實質改變用途或發展或重建有關的許可，即告失效。
- (5) 進行詳細規劃時，路面闊度、路口和道路的路線可能須要略為調整。
- (6) 任何土地或建築物的臨時用途（預料為期不超過五年），只要符合一切其他有關的法例、政府土地契約條款的規定，以及任何其他政府規定，便屬經常准許的用途，無須符合有關地帶指定的用途或這份《註釋》的規定。預料為期超過五年的臨時用途，則必須符合有關地帶指定的用途或這份《註釋》的規定。
- (7) 以下是圖則涵蓋範圍內的土地上經常准許的用途或發展，但在「土地用途表」第二欄所載的用途或發展則除外：
- (a) 植物苗圃、美化種植、休憩用地、避雨處、小食亭、道路、巴士／公共小型巴士車站或路旁停車處、單車徑、香港鐵路車站入口、香港鐵路地下結構、的士站、大溝渠、公用事業設施管道、電線杆、電燈柱、電話亭、電訊無線電發射站、自動櫃員機和神龕的提供、保養或修葺工程；以及
 - (b) 由政府統籌或落實的土力工程、地區公共工程、道路工程、排污工程、渠務工程、環境改善工程、與海事有關的設施、水務工程（配水庫工程除外）及其他公共工程；
- (8) 除非另有訂明，准許的用途和發展在同一地帶內的所有附帶建築、工程和其他作業，以及所有直接有關並附屬於准許用途和發展的用途，均是經常准許的，無須另行申請規劃許可。
- (9) 在這份《註釋》內，「現有建築物」指一間實際存在，並符合任何有關法例及有關政府土地契約條款的建築物（包括構築物）。
- (10) 根據《市區重建局條例》第 25（4）條的規定，任何與市區重建局為圖則所涵蓋的地區擬備的發展計劃不相容的發展，均禁止進行。

S/K5/URA3/A

市區重建局
昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A

土地用途表

	<u>頁次</u>
住宅（甲類）	1
政府、機構或社區	5
休憩用地	7

住宅（甲類）

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	商營浴室／按摩院
分層住宅	食肆
政府用途（未另有列明者）	教育機構
屋宇	展覽或會議廳
圖書館	政府垃圾收集站
街市	醫院
康體文娛場所	酒店
政府診所	機構用途（未另有列明者）
公共車輛總站或車站（露天總站或車站 除外）	香港鐵路通風塔及／或高出路面的 其他構築物（入口除外）
住宿機構	辦公室
公眾停車場（貨櫃車除外）	加油站
學校（只限設於特別設計的獨立校舍）	娛樂場所
社會福利設施	私人會所
私人發展計劃的公用設施裝置	公廁設施
	公共車輛總站或車站（未另有列明者）
	公用事業設施裝置
	宗教機構
	學校（未另有列明者）
	商店及服務行業（未另有列明者）
	訓練中心

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

除以上所列，在（a）建築物的最低三層，
包括地庫；或（b）現有建築物特別設計
的非住宅部分，而兩者均不包括全層或
主要為停車位、上落客貨車位及／或機
房的樓層，經常准許的用途亦包括：

食肆
教育機構
機構用途（未另有列明者）
場外投注站
辦公室
娛樂場所
私人會所
公廁設施
可循環再造物料回收中心
學校
商店及服務行業
訓練中心

規劃意向

此地帶的規劃意向，主要是作高密度住宅發展。在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致建築物在發展及/或重建後的地積比率超逾下列規定：整幢為住用建築物的為 7.5 倍，一幢建築物內住用與非住用各佔部分的為 9.0 倍，或現有建築物的地積比率，兩者中以數目較大者為準。除非根據下文第（7）及/或（8）段獲准超逾該地積比率，否則本段適用的任何建築物的住用部分的地積比率無論如何不得超過 7.5 倍。

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

備註（續）

- (2) 建於該地盤的任何非住用建築物，其最高地積比率不得超過 9 倍，但根據下文第（6）及/或（7）段獲准超逾此地積比率者除外。
- (3) 為施行上文第(1)段，任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致整個發展及/或重建計劃超過有關的最高住用及/或非住用地積比率，或超過現有建築物的住用及/或非住用地積比率，兩者中以數目較大者為準，但其適用範圍須受到下列限制：
 - (i) 只有在現有建築物加建、改動及/或修改，或重建為與現有建築物同類的建築物(即住用、非住用或住用與非住用各佔部分的建築物)時，現有建築物的地積比率方會適用；或
 - (ii) 在現有建築物加建、改動及/或修改，或重建為與現有建築物不同類的建築物(即住用、非住用或住用與非住用各佔部分的建築物)時，則上文第(1)段所的最高住用及/或非住用地積比率適用。
- (4) 為施行上文第(1)和第(2)段而計算有關最高地積比率時，任何樓面空間如純粹建造為或擬用作停車位、上落客貨車位、機房和管理員辦事處，或管理員宿舍和康樂設施，而兩者都是供住用建築物或建築物住用部分的全部擁有人或佔用人使用及使其受益，只要這些用途和設施是附屬於發展或重建計劃及與其直接有關，則可免計算在內。任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，亦可免計算在內。
- (5) 該範圍內的地面須提供一塊不少於 750 平方米的公眾休憩用地。
- (6) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致整個發展及/或重建計劃的最高建築物高度(以米為單位從主水平基準起計算)超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

備註（續）

- (7) 遇有《建築物（規劃）規例》第 22（1）或（2）條所列的情況而獲准超逾該規例界定的准許地積比率時，在上文第（1）或（2）段適用的土地範圍內的建築物的地積比率可提高；提高的幅度為根據上述規例第 22（1）或（2）條獲准超逾准許地積比率的幅度，縱使提高後的地積比率因而超逾上文第（1）或（2）段所規定的有關最高地積比率亦可。
- (8) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）及（2）段所述的地積比率及建築物高度限制。

政府、機構或社區

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	動物寄養所
動物檢疫中心（只限設於政府建築物）	動物檢疫中心（未另有列明者）
播音室、電視製作室及／或電影製作室	靈灰安置所
食肆（只限食堂、熟食中心）	懲教機構
教育機構	火葬場
展覽或會議廳	駕駛學校
郊野學習／教育／遊客中心	食肆（未另有列明者）
政府垃圾收集站	分層住宅
政府用途（未另有列明者）	殯儀設施
醫院	直升機加油站
機構用途（未另有列明者）	直升機升降坪
圖書館	度假營
街市	酒店
康體文娛場所	屋宇
政府診所	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
公廁設施	場外投注站
公共車輛總站或車站	辦公室
公用事業設施裝置	加油站
公眾停車場（貨櫃車除外）	娛樂場所
可循環再造物料回收中心	私人會所
宗教機構	雷達、電訊微波轉發站、電視及／或廣播 電台發射塔裝置
研究所、設計及發展中心	垃圾處理裝置（只限垃圾轉運站）
學校	住宿機構
配水庫	污水處理／隔篩廠
社會福利設施	商店及服務行業（未另有列明者）
訓練中心	私人發展計劃的公用設施裝置
批發行業	動物園

（請看下頁）

政府、機構或社區（續）

S/K5/URA3/A

規劃意向

此地帶的規劃意向，主要是提供政府、機構及社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度（以米為單位從主水平基準起計算）超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (2) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）段所述的建築物高度限制。

休憩用地

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
鳥舍	食肆
燒烤地點	政府垃圾收集站
郊野學習／教育／遊客中心	政府用途（未另有列明者）
公園及花園	度假營
涼亭	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
行人專區	娛樂場所
野餐地點	康體文娛場所
運動場	私人會所
公廁設施	公共車輛總站或車站
休憩處	公用事業設施裝置
動物園	公眾停車場（貨櫃車除外）
	宗教機構
	配水庫
	商店及服務行業
	帳幕營地
	私人發展計劃的公用設施裝置

規劃意向

此地帶的規劃意向，主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	2
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	6

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET/CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority (URA) Cheung Wah Street/Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On 24 September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX, the draft Cheung Wah Street/Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in orange colour is designated as “Residential (Group A)” (“R(A)”), the Area in blue colour is designated as “Government, Institution or Community” (“G/IC”), and the Area in green colour is designated as “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP is intended primarily for a high-density residential development. 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. Site B of the DSP is intended primarily for Government, Institution or Community (GIC) uses and public open space (POS).

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

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 Before the exhibition of the Plan, Site A was zoned "G/IC" and "O" while Site B was zoned "G/IC", "O" and an area shown as 'Road' on the approved Cheung Sha Wan OZP No. S/K5/37.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by the Leisure and Cultural Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. Site

B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. 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.
- 7.3 The maximum plot ratio within the “R(A)” zone is 9.0, or the plot ratio of the existing building(s), whichever is the greater. Except where the plot ratio is permitted to be exceeded under the Notes of the Plan or under Building (Planning) Regulations 22(1) or (2), under no circumstances shall the plot ratio for the domestic part of any development exceed 7.5. The “R(A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 95 mPD.
- 7.5 The “O” 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.

- 7.6 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.7 Subject to confirmation of operational needs and detailed design, a GIC complex with not less than 38,893 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with not less than 5,197 m² within the non-domestic portion of Site A and not less than 33,696 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.8 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. The URA or its joint venture partners, or its assignee, will take up the recurrent maintenance and management responsibilities of the POS at Site A, and LCSD will take up the recurrent maintenance and management responsibilities of the POS at Site B. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.9 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The

resultant at grade and elevated pedestrian network will integrate the proposed GIC complex and POSs, and will enhance connectivity of the surrounding area. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate initiatives subject to detailed technical feasibility.

- 7.10 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, would be provided in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.11 For public benefits, no more than 50 underground public car parking spaces will be provided in a basement car park at Site A subject to liaison with Transport Department. Such provision will create opportunity for the replacement of some on-street parking spaces in the area. It will make way for possible pavement widening under separate revitalization initiatives at strategic locations.

Internal Transport Facilities

- 7.12 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with Transport Department.

Air Ventilation

- 7.13 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme. Close liaison on land matters and construction will be carried out with relevant Government departments. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.
- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

XXXX 2021

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

說明書

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

	<u>內容</u>	<u>頁次</u>
1.	引言	2
2.	擬備該圖的權力依據及程式	2
3.	擬備該圖的目的	3
4.	該圖的《註釋》	3
5.	該圖涵蓋的地區	3
6.	現時狀況	4
7.	規劃及土地用途建議	4
8.	計劃的實施	6

市區重建局
昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據《市區重建局條例》
第 25 條擬備的草圖)

說明書

注意：就《城市規劃條例》而言，不應視本《說明書》為圖則的一部份。

1. 引言

本《說明書》旨在協助大眾瞭解《市區重建局（下稱「市建局」）昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A》的內容，並闡述城市規劃委員會（下稱「城規會」）就該圖涵蓋範圍所訂定的規劃意向和目的。

2. 擬備該圖的權力依據及程式

- 2.1 在財政司司長核准市建局第二十個業務計劃（二零二一/二零二二年度），建議根據《市區重建局條例》第 25 條，以發展計劃方式進行昌華街／長沙灣道發展計劃（SSP-018）（下稱「發展計劃」）。
- 2.2 二零二一年九月二十四日，根據《市區重建局條例》第 23(1)條，市建局在政府憲報上公佈發展計劃開始實施的日期。
- 2.3 於發展計劃實施當日(即二零二一年九月二十四日)，市建局根據《市區重建局條例》第 25(5)條，就發展計劃向城規會呈交發展計劃草圖。
- 2.4 xxxx 年 xx 月 xx 日，城規會根據《市區重建局條例》第 25(6)(a)條認為發展計劃草圖適宜公佈。根據《市區重建局條例》第 25(7)條，城規會認為適宜公佈的發展計劃草圖，須當作是由城規會為施行《城市規劃條例》而擬備的草圖。

- 2.5 xxxx 年 xx 月 xx 日，城規會根據《城市規劃條例》第 5 條，展示《市區重建局昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/1》（「該圖」）。憑藉《市區重建局條例》第 25(9)條，該圖由上述日期起即取代《長沙灣分區計劃大綱核准圖編號 S/K5/37》中與該圖所劃定及描述的地區有關的部分。

3. 擬備該圖的目的

發展計劃包括位於長沙灣道以北的地盤 A 及長沙灣道以南的地盤 B。該圖旨在顯示發展計劃區（下稱「該區」）橙色地方已指定為「住宅（甲類）」地帶，藍色地方已指定為「政府、機構或社區」地帶及綠色地方已指定為「休憩用地」地帶。發展計劃根據《市區重建局條例》第 25 條，以發展計劃的方式進行。該區地盤 A 主要作高密度住宅發展，在建築物的最低三層或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。該區地盤 B 主要作政府、機構或社區用途及公共休憩用地。

4. 該圖的《註釋》

- 4.1 該圖附有一份《註釋》，分別說明該區此地帶內經常准許的各類用途或發展，以及須向城規會申請許可的各類用途或發展。城規會若批給許可，可能附加或不附加條件。《城市規劃條例》第 16 條有關申請規劃許可的規定，使當局可較靈活地規劃土地用途及管制發展，以配合不斷轉變的社會需要。
- 4.2 為使公眾易於明白起見，規劃署專業事務部備有一份《釋義》，把《註釋》內部分詞彙的定義列出，以供公眾索閱。這份《釋義》亦可從城規會的網頁下載（網址 <http://www.info.gov.hk/tpb>）。

5. 該圖涵蓋的地區

- 5.1 該區的界線在該圖上以粗虛線顯示。該區地盤 A 總面積約 5,197 平方米，東南面毗連興華街，西南面毗連長沙灣道，西北面毗連昌華街及東北面毗連長沙灣天主教英文中學。該區地盤 B 總面積約 13,857 平方米，北面毗連長沙灣道，西面毗連長沙灣徑及東南面毗連深水埗運動場。
- 5.2 在本圖則展示之前，該區於長沙灣分區計劃大綱核准圖編號 S/K5/37 上地盤 A 劃為「政府、機構或社區」及「休憩用

地」，地盤 B 劃為「政府、機構或社區」、「休憩用地」及顯示為「道路」。

6. 現時狀況

- 6.1 該區地盤 A 現時為由康樂及文化事務署（康文署）擁有及管理的長沙灣體育館及其毗鄰花園。長沙灣體育館建於 1976 年，其康樂設施的規格及設計均低於現今標準。該區地盤 B 包括由康文署擁有及管理的長沙灣徑休憩處和部分深水埗運動場，以及由路政署據用的臨時工程倉庫。

7. 規劃及土地用途建議

- 7.1 在該圖上，該區地盤 A 劃為「住宅（甲類）」地帶，而該區地盤 B 劃為「政府、機構或社區」地帶及「休憩用地」地帶。該圖的《註釋》顯示區內概括的預定土地用途。

用途

- 7.2 「住宅(甲類)」地帶的規劃意向主要是作高密度住宅發展，在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。
- 7.3 在指定為「住宅（甲類）」的土地範圍內，最高地積比率不得超過 9.0 倍，或超過現有建築物的地積比率，兩者中以數目較大者為準。除遇有《建築物(規劃)規例》第 22(1)或(2)條所列的情況而獲准超逾該規例界定的准許地積比率外，屬住用建築物的最高地積比率不得超過 7.5 倍。在指定為「住宅（甲類）」的土地範圍內，最高建築物高度為主水準基準上 140 米。
- 7.4 「政府、機構或社區」地帶的規劃意向主要是提供政府、機構或社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。在指定為「政府、機構或社區」的土地範圍內，最高建築物高度為主水準基準上 95 米。
- 7.5 「休憩用地」地帶的規劃意向主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

- 7.6 為提高設計上的彈性，城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別規劃及設計的情況，考慮略為放寬最高地積比率及樓宇高度限制。

政府、機構或社區設施

- 7.7 該區內會預留不少於 38,893 平方米的非住宅樓面面積作政府、機構或社區設施用途，其中不少於 5,197 平方米設於地盤 A，其餘不少於 33,696 平方米設於地盤 B。建於 1976 年的長沙灣體育館將會重置至地盤 B，並提升至現今康樂設施的規格及設計標準，繼續供公眾享用。有關該區內全新的政府、機構或社區設施的詳細用途會視乎市建局與相關政府部門的商討結果，以及地區持份者的意見而定。在地盤 A 計算發展及／或重建計劃的有關最高地積比率時，任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，則可免計算在內。

公眾休憩用地

- 7.8 該區內地盤 B 將設有不少於 9,645 平方米的公眾休憩用地，地盤 A 面臨長沙灣道亦將提供不少於 750 平方米的公眾休憩用地。市建局或其聯營夥伴或其代理人將負責管理和保養地盤 A 的公眾休憩用地，而康文署會負責管理和保養地盤 B 的公眾休憩用地。地盤 A 的公眾休憩用地將會於適當時段開放予公眾使用。

全天候的地面及高架行人網絡

- 7.9 該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接該區內的公眾休憩用地和另一重建項目（兼善裡／福華街 SSP-017）。擬建的地面及高架行人網絡不單連接擬議的政府、機構或社區設施和公共空間，亦能加強鄰近一帶的连接性。合適的鋪裝配合園景設計將營造出路安全和舒適的行人環境。由於該擬議的天橋位於發展計劃圖的範圍以外，並不屬於發展計劃圖的一部份，市建局會視乎詳細的技術可行性研究，以市區活化的方式與有關政府部門商討落實建議細節。
- 7.10 會探討於長沙灣道、昌華街和興華街提供適當的地面後退，以進一步優化行人流通性和步行環境，同時亦有可能將南面新的公眾休憩用地與深水埗運動場整合。有關的活化建議將會與康文署詳細商討。

地下公眾泊車位設施

- 7.11 視乎與運輸署商討，建議於該區地盤 A 興建的地下停車場，提供不多於 50 個公眾泊車位惠及大眾，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路，有助推動該項目以外的活化項目。

內部運輸設施

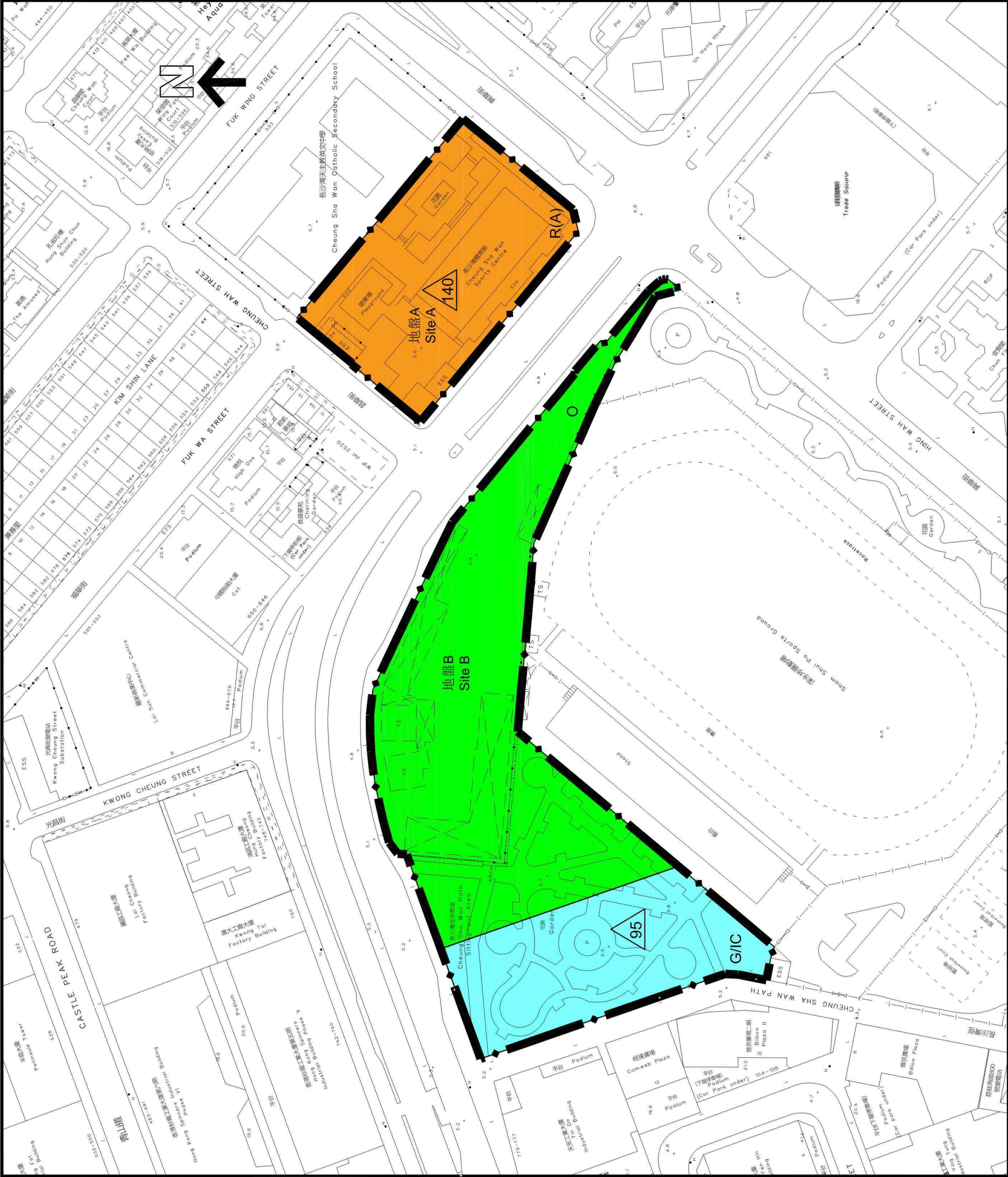
- 7.12 該區地盤 A 內會興建地下停車場提供建議住宅和基座平臺非住宅發展的附屬泊車位及上落客貨處。該區地盤 B 亦會為擬建的政府、機構或社區設施盡可能於地下停車場提供附屬泊車位。泊車位及上落客貨處的數量，將根據《香港規劃標準與準則》的規定及運輸署的要求提供。

空氣流通

- 7.13 根據空氣流通評估報告，為保持昌華街和福榮街南北方向的通風廊，以提升空氣流通及舒適的視覺景觀，建議發展內將會有「優良的設計特色」(即是面向長沙灣道、昌華街和興華街提供適當的地面後退，以及地盤 A 建議發展的住宅建築提供分隔空間。建議發展計劃將盡可能達致《可持續建築設計指引》的要求。

8. 計劃的實施

- 8.1 該圖所載的建議是該區發展計劃的必需部分。
- 8.2 市建局並不擁有或沒有租用發展計劃範圍內的任何土地。市建局會與有關政府部門詳細商討地政及建築細節。該區內擬建的政府、機構或社區設及地盤 B 的公眾休憩用地將會交回政府擁有、管理及保養。有關安排將會與有關政府部門商討落實。
- 8.3 市建局可單獨實施發展計劃，亦可與一個或多於一個聯營夥伴合作實施發展計劃。



圖例

NOTATION

- BOUNDARY OF DEVELOPMENT SCHEME.....◆.....發展計劃範圍界線
- RESIDENTIAL (GROUP A).....住宅(甲類)
- GOVERNMENT, INSTITUTION OR COMMUNITY.....G/I/C.....政府、機構或社區
- OPEN SPACE.....休用地
- MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM).....140.....最高建築物高度 (在主水平基準上若干米)

夾附的<<註釋>>屬這份圖則的一部分

THE ATTACHED NOTES

ALSO FORM PART OF THIS PLAN

香港城市規劃委員會依據城市規劃條例擬備的市區重建局昌華街/長沙灣發展計劃圖則

TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD

URBAN RENEWAL AUTHORITY CHEUNG WAH STREET / CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN

2021年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則適宜公布，並於2021年 月 日按照城市規劃條例第5條展示。

PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE ON 2021 AND EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2021.

依據市區重建局條例第25(3)(a)條擬備

PREPARED UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號

PLAN No. S/K5/URA3/A

SCALE 1:1500 比例尺

米 METRES 15 0 15 30 45 60 75 METRES 米

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書



Ref. No.: URA211204981

6 December 2021

The Secretary
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong

Dear Sir/Madam,

Draft Development Scheme Plan
for the Urban Renewal Authority
Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018)
- Responses to Departmental Comments -

We refer to our submission of the captioned draft Development Scheme Plan (DSP) to Town Planning Board (TPB) dated 24 September 2021 and the Departmental Comments received via Tsuen Wan and West Kowloon District Planning Office's emails dated 24 November and 2 December 2021 respectively. We would like to enclose our responses to the departmental comments (R to C) for your necessary action.

Please note that the information contained in the R to C is mainly technical clarifications to address various comments and there is no fundamental change to the submitted draft DSP.

Should you have any enquiries, please feel free to contact me at 2588 2630 or Ms. Daisy Lai at 2588 2712. Thank you very much.

Yours faithfully,



Mike Kwan
General Manager
Planning & Design

encl.

c.c. (w/o ~ by fax)

DPO/TWK, PlanD (Attn: Mr. Derek Tse)

(Fax No.: 2412 5435)



URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<i>Received via email from TP/SSP(2), DPO/TWK dated 24 November 2021</i>	
<u>Comments from TWKDPO, PlanD</u>	
<p>General Comments</p> <p>1. It is noted that an existing CLP electricity substation (ESS) held under private lot NKIL 4331 is affected by the DSP at Site A. Please provide preliminary assessments of the impacts on affecting and removing the ESS; and in terms of implementation, whether the private lot is to be acquired for development at Site A. Please also clarify on whether, how and where the ESS would be re-provisioned. In case that a standalone ESS is to be re-provisioned within Site A and held under different lot or land status, the concerned area should be deducted from net site calculation for the development at Site A.</p>	<p>It is not uncommon for URA projects to include CLP's ESS in the redevelopment sites. The normal practice is to negotiate with CLP and acquire the private lot where the ESS is located according to URA's acquisition policy. The ESS would be reprovisioned at Site A subject to the capacity and specifications of the ESS.</p> <p>URA will discuss the commercial terms with CLP and consult relevant Government Departments at detailed design stage.</p>
<p>2. The existence of the relevant private lot and ESS within the DSP area; the implementation/acquisition approach/arrangement for the lot; and the re-provisioning arrangement should be reflected in the ES of the DSP accordingly.</p>	<p>As mentioned above, the URA will discuss the commercial terms with CLP and consult relevant Government Departments at detailed design stage.</p>
<p>3. As far as the ESS is concerned, please note EMSD's comments below:</p> <p>Please note that CLP Power Hong Kong Limited (CLP) should be responsible for the planning, design, construction (except customer substation provided by the developer), operation and maintenance of their own electricity supply facilities. For the electricity supply matters relating to URA's development scheme plan (e.g. diversion / re-provisioning of the existing CLP's facilities (e.g. ESS) within the area of re-development, electricity supply to new developments), URA is advised to closely liaise with CLP directly to meet the project requirements.</p>	<p>Noted. As mentioned above, the URA will discuss the commercial terms with CLP and consult relevant Government Departments at detailed design stage.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>As the ESS is within the site boundary of the proposed development, early consultation with CLP Power is required to ensure the proposed development would not affect the safe operation and maintenance of these electricity supply facilities. Otherwise, relocation of these facilities would be required before commencement of the development works.</p>	
4.	<p>It is also noted that portion of MTR Lot No. 1 RP is affected by the DSP at Site B. Please provide preliminary assessments of the impacts on the affected MTR Lot / MTR structures. In this regard, please confirm that the following requirements of MTRC would be duly observed and complied with:</p> <ul style="list-style-type: none"> - Design and construct the works in full compliance with the requirements as stipulated in PNAP APP-24 or DevB TC(W) no. 1/2019, whichever is applicable; - Have the vibration impact from the works to MTR structures not exceeding 7.5mm/s; 	<p>An initial assessment by an engineering consultant has been conducted. No proposed structure will be built over MTRL No. 1 RP. A clearance of no less than 5m from MTR Tunnels will be reserved. Further consultation with MTRC and relevant Government Departments will be carried out at detailed design stage.</p> <p>It is confirmed that design and construction of works would be in full compliance with the requirements stipulated in PNAP APP-24 or DevB TC(W) no. 1/2019, whichever is applicable; and the vibration impact from the works to MTR structures would not exceed 7.5mm/s with mitigation measures if needed.</p>
5.	<p>Regarding the affected private lot of CLP ESS and the MTR Lot, earlier comments from Urban Renewal Section of LandsD are relevant. As the submitted RtoC dated 23.11.2021 has not addressed LandsD's comments, the relevant comments are recapped as follows for response:</p> <p><u>i. The Scheme Boundary</u></p> <p>(a) The Development Scheme comprising a private lot, portion of MTRL No. 1 RP and government land, affecting the following land status:</p>	<p>Noted. Please see URA's responses above.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p><u>Site A</u></p> <ul style="list-style-type: none"> · A private lot, NKIL 4331 (i.e. an existing electricity sub-station (“ESS”)); · Government Land Allocation (“GLA”) GLA-NK 163 & Ext. allocated to LCSD; · Short Term Tenancy KX 1649 to CLP; and · Railway Protection Boundary. <p><u>Site B</u></p> <ul style="list-style-type: none"> · Part of MTRL No. 1 RP; · Easement of MTRL No. 1 RP; · GLA-TNK1296 allocated to LCSD; · GLA-NK399 allocated to LCSD; · GLA-NK238 allocated to LCSD; · GLA-TNK 1723 allocated to HyD for a period up to 31.3.2023; · Railway Protection Boundary; and · Drainage reserve (RDRN 11-NW-8C). 	
	<p>(b) According to paras. in Part 1 and the Explanatory Statement of Part 2, both Sites A and B are currently owned by the Government. However, land status check reveals that private lot NKIL 4331 (i.e. an existing ESS) falls within Site A and part of the MTRL No.1 RP and easement of this lot fall within Site B. URA should review the proposed boundary of the Scheme taking into account the ESS and the MTRL No. 1 RP, or amend the relevant parts of the submission as appropriate to reflect the factual situation.</p>	<p>The proposed development at Site B will not incur resumption of the stratum of MTRL No.1 RP. In other words, the stratum of MTRL No.1 RP will be excluded from Site B. There will be no encroachment onto MTRL No.1 RP. It is important to confirm that exclusion of MTRL No.1 RP from Site B boundary is not required.</p> <p>If the part of Site B that overlaps with MTRL No.1 RP and its easement has to be excluded from Site B, the entire proposed POS of about 9,645sqm will have to be abandoned as the MTRL No.1 RP underlies in the middle of the proposed POS site cutting from east to west, which and will create a planning blight.</p> <p>It is not uncommon for URA projects to include CLP’s ESS in the redevelopment sites. The normal practice is to negotiate with CLP and</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		<p>acquire the private lot where the ESS is located and to include it in Site A for implementation according to URA's acquisition policy. The ESS would be reprovisioned at Site A subject to further liaison with CLP and detailed design.</p> <p>URA will discuss the commercial terms with CLP and consult relevant Government Departments at detailed design stage.</p>
	(c) URA should consult MTRCL and RDO of HyD for encroachment of the Railway Protection Boundary.	Noted. URA will liaise with MTRCL at detailed design stage. According to the comment from RDO of HyD received via email from TP/SSP(2), DPO/TWK dated 20 October 2021, RDO mentioned that the operation of existing railway system is not under the jurisdiction of their office.
	<p><u>ii. Government/Institution/Community (GIC) Provision</u> URA should clarify the future management and maintenance of the GIC facilities/ complex, and the parties responsible for the construction and operation of the same, and consult relevant departments if the GIC facilities/ complex will eventually be handed over to government.</p>	<p>According to the consultations with DEVB and ASD, it is understood that a building management committee (BMC) shall be set up between the user departments of the GIC complex. The BMC will be responsible for the management and maintenance of the GIC complex with a fixed or rotating chairmanship subject to user departments' consensus.</p> <p>ASD will entrust the capital works of the GIC complex to URA.</p>
	<p><u>iii. POSs</u> According to the submission, two POSs will be provided within Sites A and B respectively for public use and are proposed to be handed over to government for future management and maintenance. In this regard, LCSD's comment on the proposal and agreement to take up the management and maintenance responsibility of the proposed communal space should be sought. It should be emphasized that the management and maintenance responsibilities of public facilities should not be passed onto the</p>	<p>According to the submission of draft DSP to TPB dated 24 September 2021, it is proposed that the POS at Site A under planning to be under the ownership and management of URA or its future joint-venture partner(s), or its assignee, subject to further liaison with relevant Government departments, while LCSD agreed to take up the management (Planning report para 4.9 and ES para 7.8 refer).</p> <p>As stated in para 7.8 of the draft ES (R-to-C submission dated 23 November 2021 refers), "the URA or its joint venture partners, or its</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	future individual flat owners.	<p>assignee(s), will take up the recurrent maintenance and management responsibilities of the POS at Site A which will be open to public during reasonable hours”. The future individual owners will not be taking up management and maintenance responsibilities of proposed POS of Site A.</p> <p>LCSD agreed to take up the ownership, management and maintenance of the future POS at Site B. Opening hour will be subject to LCSD.</p>
	<p><u>iv. Public Vehicle Park</u></p> <p>According to the submission, an underground public vehicle park will be provided in Site A. URA should clarify the future ownership/ management and maintenance of the public vehicle park, and TD and HyDs’ comment should be sought. Noting that both private carpark and public vehicle park will be provided in basement floors, URA should ensure careful design to avoid possible future management and maintenance interface problem.</p>	<p>Noted. URA or its joint venture partners, or its assignee(s), will take up the future ownership/ management and maintenance of the public vehicle park. Detailed layout design of the private carpark and public vehicle park will be developed in the detailed design stage.</p>
	<p><u>v. Footbridge Provision and road work</u></p> <p>According to the submission, footbridges across Cheung Sha Wan Road and Cheung Wah Street will be provided to connect up the POSs at both URA projects (SSP-017 and SSP-018), URA should clarify whether the proposed footbridges would form part of the Scheme. URA should also clarify the management and maintenance party of the proposed footbridges. Any permanent road closure and road works are subject to comments from TD and HyD, and completion of the statutory procedures and authorization under the Cap.370.</p>	<p>As stated in the para 4.10 of the Planning Report and para 7.9 of the ES, the proposed footbridges are outside the DSP boundary and do not form part of the DSP. URA will liaise with relevant Government departments on the proposal via a separate revitalization initiatives subject to the approval of DSP and detailed technical feasibility.</p>
	6. On the proposed building height restriction (BHR) of 95mPD for the “G/IC” zone at Site B of the DSP, please consider if a BHR of 100mPD is feasible and/or appropriate, to allow flexibility for	<p>As suggested, URA has no objection to a BHR of 100mPD for the G/IC zone at Site B of the DSP to allow flexibility for adjustment to the development scheme upon detailed design stage given no revised</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	adjustment to the development scheme upon detailed design stage. If affirmative, the DSP plan and ES should be revised accordingly.	technical assessments are required to be conducted by URA to justify the increase of BHR from 95mPD to 100mPD. Any addition technical assessment work will prolong the planning process and hence, will delay the development programme of the DSP and affect GIC provision and flat supply.
	7. On SSP-017, please provide the approximate number of flats, domestic and non-domestic plot ratios of the proposed redevelopment. Please confirm whether supporting commercial facilities; and a public open space of 750m ² for integration with SSP-018, would be provided in SSP-017 redevelopment.	<p>As SSP-017 (Kim Shin Lane / Fuk Wa Street) fully conforms to the existing planning control, it will be implemented under Section 26 of the URAO separately; it does not form part of SSP-018 DSP. The development intensity of SSP-017 will not exceed the allowable PR of R(A) zone in the OZP (ie. 7.5 domestic + 1.5 non-domestic).</p> <p>As mentioned in public briefing and in the public inspection document of SSP-017, the Development Project proposal includes about 1,000 residential units above a retail podium of about 9,250sq.m. A provision of about 750sq.m. of open space fronting Cheung Wah Street at SSP-017 site is proposed to integrate with the adjacent open space network of SSP-018.</p>
	8. On the revised paragraphs, tables, texts, etc. for the planning report/planning statement as mentioned in various items in the submitted RtoC, please provide corresponding replacement pages.	Noted. Please refer to Annex 1 for the revised text in the Planning Report.
	<p>Specific Comments</p> <p>9. On RtoC item 5, please clarify if there are any specific design considerations/measures adopted in notional scheme/proposed for future development at Site A to address the potential interfacing issue with the adjacent school. Please refer to the public comment submitted by the CSW Catholic Secondary School in preparing the above information.</p>	<p>Referring to Appendix 1 - Figure 1.1 Notional Design, appropriate podium setbacks and a landscape area are proposed to create buffer space between the school and the proposed development. Some greenery will be retained in the landscape area behind the fence wall. There will be a building setback of no less than 6m from the school site boundary.</p> <p>The landscape area will integrate with the at-grade setbacks along Hing Wah Street and Cheung Wah Street, and also the POS of not</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		less than 750 sq.m. proposed at Site A along Cheung Sha Wan Road. The POS at Site A will connected to the proposed POS of not less than 9,645 sq.m at Site B by a weather-proof footbridge to create an integrated POS system for public enjoyment.
	10. On RtoC item 7, it is understood that the proposed POS at Site A will be under the ownership, management and maintenance of URA or its future joint-venture partner(s) or assignee(s). Please confirm.	<p>It is confirmed that URA or its future joint-venture partner(s), or its assignee will take up the long-term management and maintenance of the POS in Site A. Please refer to Annex for the ES (Annex 2).</p> <p>Individual owners of residential units of Site 2 will not be responsible for management and maintenance of the POS.</p>
	11. On RtoC item 7, please clarify on the intention for including “assignee(s)”, or on the meaning of the intended “assignee(s)”. Please note that the future individual owners (under a multiple-ownership context) should not be taking up management and maintenance responsibilities of proposed POS.	<p>“Assignee” could be a third party appointed by URA or its future joint-venture partner(s) to take up the management and maintenance responsibilities of the proposed POS. This is a land matter to be addressed upon planning approval.</p> <p>According to the current practice of DLC, the future individual owners of residential units of Site A will not be taking up management and maintenance responsibilities of proposed POS.</p>
	12. On RtoC item 8, it appears that a seamless reprovisioning for CSW Sitting-out Area and the affected landscaped area within Site B will not be catered for. Please confirm.	It is confirmed that seamless reprovisioning for CSW Sitting-out Area and the affected landscape area within Site B will not be possible. The main reason is that some existing trees at the current CSW Sitting-out Area and the landscape area at Site B (ie. the proposed GIC site) will have to be transplanted to the current temporary works depot (ie. the proposed POS at Site B) as part of the advance works of Site B. Therefore, there will be a period of time when both the proposed GIC and POS sites will be undergoing works.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	13. On RtoC item 8, please confirm whether Site B will be developed in one single phase. If affirmative, please confirm whether efficient and timely completion are among the considerations for such implementation approach. Please provide any other considerations for the implementation approach, as appropriate.	The construction time required for the proposed POS at Site B will be shorter than that for the proposed GIC complex at Site B subject to detailed development programme upon DSP approval.
	14. On RtoC item 12, please provide schematic illustrations (plans/diagrams as appropriate) indicating notional alignments for the proposed footbridges and covered/all-weathered pedestrian network.	The alignments of the proposed footbridges and covered/all-weather pedestrian network are indicative only at this stage (Figure 1.1 of Appendix 1 - Preliminary Design - in the planning report refers). There are no schematic illustrations at this stage. The design and alignments of the proposed footbridges and covered/all-weather pedestrian network will be developed at detailed design stage.
	15. On RtoC item 33, please revise "...The resultant at-grade and..."	Noted, the RtoC item 33, should read "...The resultant at-grade and...". Please refer to Annex 2 for the ES.
	16. On RtoC item 35, please consider to revise the subject para. 7.11 of ES of the DSP as "... no more than not less than 50 underground public car parking spaces...subject to liaison <u>and agreement</u> with Transport Department (TD). Such provision will create opportunity for the replacement of some on-street parking spaces in the area—and it— It will make way for possible pavement widening under separate revitalization initiatives at strategic locations <u>subject to liaison and agreement with TD.</u> "	Noted, para. 7.11 of ES of the DSP is proposed to be revised as "50 underground public car parking spaces...subject to liaison and agreement with Transport Department (TD). Such provision will create opportunity for the replacement of some on-street parking spaces in the area and it will make way for possible pavement widening under separate initiatives subject to liaison and agreement with TD." Please refer to Annex 2 for the ES.
	17. On RtoC item 36, please consider to revise the subject para. 7.12 of ES of the DSP as "...To serve the proposed GIC facilities at Site B, <u>loading/unloading (L/UL) bays and</u> ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable...(HKPSG) and subject to <u>liaison and agreement with Transport Department</u> TD."	In light of the site restrictions and site configuration, putting L/UL bays at basement levels may require extensive ramp which may result in a reduce of ancillary parking spaces for the GIC uses in the complex. The location of the L/UL bays and ambulance lay-by shall correspond to the circulation and workflow of the proposed clinics which may require to be on the ground floor subject to further consultation with

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
		Hospital Authority at detailed design stage. Therefore, only ancillary car parking spaces will be provided at basement levels at this stage.
	18. On RtoC item 48, the area of private open space/local open space to be provided is outstanding. Please provide the approximate area (in m2) of private open space/local open space for Site A. Relevant HKPSG standard should be observed.	<p>The provision of the local open space will comply with the HKPSG standard. A minimum of 1sqm per person of local open space will be provided in Site A primarily for landscaping and passive recreation use .</p> <p>Based on the population by-census 2016, the average domestic household size in Sham Shui Po District Council Constituency Area is 2.6 persons, therefore the design residential population is about 1928 persons (838 flats × 2.6). The total private open space/local open space to be provided no less than 1sqm per person.</p>
	19. Section 3 of ES of the DSP, as the plan would be reproduced in black/white colour, please consider to revise the para. to avoid specifying the orange/blue/green colours.	Please see Annex 2 attached.
	20. Section 6 of ES of the DSP, in view of the affected private lot of CLP ESS, please revise the relevant para(s). as appropriate.	Please see Annex 2 attached. Added “An existing electricity substation (ESS) is located at a private lot NKIL 4331 owned by CLP Power Hong Kong Limited (CLP) within Site A.
	21. Para. 6.1 of ES of the DSP, please consider to use “temporary works depot” instead of “temporary maintenace depot”; and for the corresponding Chinese version, please consider to use “臨時工程維修站” instead of “臨時工程倉庫”.	Please see Annex 2 attached.
	22. Section 7 of ES of the DSP, please insert after para. 7.3 the following new para.: 7.4 The plot ratio control under “R(A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the	Please see Annex 2 attached.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.	
	23. Para. 7.8 of ES of the DSP, please consider to revise as “...or its assignee(s)...”	It is preferred to keep “or its assignee(s) to allow the flexibility for URA or its future joint-venture partner(s) to appoint a third party to take up the management of the POS at Site A.
	24. Section 8 of ES of the DSP, in view of the affected private lot of CLP ESS, please revise the relevant para(s). as appropriate.	Please see Annex 2 attached. Amended “..... Both Sites A and B are currently owned by the Government apart from the ESS at lot NKIL 4331 within Site A owned by CLP.
<u>Comments from BD</u>		
	(a) For Remarks (6) under Residential (Group A) in the draft DSP, gross floor calculation (GFA) concession for underground public car parking spaces maybe considered subject to compliance with the criteria under PNAP APP-2.	Noted.
	(b) For Remarks (8) under Residential (Group A) in the draft DSP, all applications for bonus plot ratio (PR) and/or site coverage (SC) in return for dedication and surrender of land under the Building (Planning) Regulations (B(P)R) 22(1) and 22(2) respectively will be dealt with individually according to the special circumstances of each case subject to that the dedication and surrender are considered essential and acceptable to relevant government departments and relevant criteria under PNAP APP-20 and APP-018 are complied with.	Noted.
	(c) For paragraphs 7.7 and 8.2 of the Explanatory Statement attached to the draft DSP, the GIC should be accountable for domestic/ non-domestic GFA and SC calculations according to	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>their respective use in accordance with the B(P)R. However, for such GIC that would become government accommodation (GA) (i.e. these provisions will be handed over to the Government as required under the lease), the Buildings Department (BD) may consider exempting the GA from GFA calculations if the GA will be exempted from GFA calculations under the amended OZP and the provision of such GA is included in the corresponding leases. In this connection, please liaise with LandsD on the extent of GA. To BD's understanding, there is no policy to grant GFA exemption for GIC which will not be GA, as the future control and enforcement mechanism for such provision has not been established.</p>	
	<p>(d) All building works are subject to compliance with the BO. Detailed comments under the BO on individual sites for private developments such as permissible plot ratio, site coverage, means of escape, emergency vehicular access, private streets, and/or access roads, open spaces, barrier free access and facilities, compliance with the sustainable building design guidelines, etc. will be formulated at the building plan submission stage.</p>	<p>Noted.</p>
	<p><u>Comments from UD&L, PlanD</u></p>	
	<p>a) It is noted that the submitted information related with landscape aspects includes the R-to-C only. Relevant information such as the revised Planning Report and Tree Survey Report (Appendix 2 of the DSP submission) addressing our comments are not provided. Therefore our previous comments under our memo dated 27.08.2021 on the Draft Planning Report pre-submission are not properly addressed and therefore they are still valid.</p>	<p>Please note technical assessment of landscape impact caused by the proposed development have been discussed in the formal submission of the Planning Report to the TPB on 24 September 2021. Please refer to paragraph 4.14-4.15 of the Planning Report. A conceptual landscape plan is also included in Appendix 2 of the formal DSP submission. Detailed landscape design of the proposed POS will be developed at detailed design stage, subject to liaison with LCSD and relevant government departments upon DSP approval.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<p>b) The Conceptual Landscape Plan (CLP) provided is too simplistic with circulation and access information only. No landscape layout related to hard and soft landscape design (planters and trees) is provided. Please note that the Conceptual Landscape Plan should at least illustrate the overall landscape design and demonstrate that sufficient provisions on green coverage and quality open space have been allowed for the proposed POS.</p>	<p>The CLP is part of this DSP submission under Section 25 of URAO. It is not a Landscape Master Plan for planning application under Section 16 of TPO.</p> <p>LCSD agreed to take up the ownership, management and maintenance of the future POS at Site B. LCSD will provide their requirements and comment on the design of the proposed POS at detailed design stage. The design of the POS will be developed to the satisfaction of LCSD.</p> <p>Like other previous DSP, URA manages to agree to the level of details of the CLP at this stage only. Detailed landscape design of the proposed POS will be developed at detailed design stage, subject to liaison with LCSD and relevant government departments upon DSP approval.</p>
<p><i>Received via email from TP/SSP(2), DPO/TWK dated 2 December 2021</i></p>	
<p><u>Comments from TWKDPO, PlanD</u></p>	
<ul style="list-style-type: none"> For the Notes of the draft DSP for "R(A)", it is considered that the proposed development restriction clauses should reflect the scheme which has gone through and supported by technical assessments (i.e. domestic PR of 7.5 and non-domestic PR of 1.0; or domestic GFA of 38,978 sqm and non-domestic GFA of 5,197 sqm in this case). As such, please revise the Remarks of the Notes for "R(A)" zone accordingly, and paragraphs (1) to (3) therein are relevant. 	<p>Noted. Please see Annex 2 attached.</p>
<ul style="list-style-type: none"> Besides, while URA's response on the reprovisioning of the affected CLP electricity sub-station (ESS) is pending, please ensure that the ESS as a 'public utility installation' would be accommodated in the proposed Column 1 / Column 2 uses in the 	<p>Noted. Please see Annex 2 attached.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	respective Notes as appropriate. In this regard, it is noted that 'public utility installation' is currently a Column 2 use in the proposed Notes for "R(A)" zone for Site A. Please consider if this appropriately reflects the intended development/reprovisioning.	
	<u>Comments from LCSD</u>	
	<ul style="list-style-type: none">Kindly note that only one of the badminton courts would be converted into 2 table-tennis tables on weekdays, please amend accordingly.	Noted. Please see Annex 3 attached.

EXECUTIVE SUMMARY

1. The Urban Renewal Authority (URA) submits this planning report to seek approval of the Town Planning Board (TPB) for the draft Development Scheme Plan (DSP) No. S/K5/URA3/A. The draft DSP refers to the proposed Development Scheme (the Scheme) at Cheung Wah Street / Cheung Sha Wan Road (SSP-018).
2. First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts is identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment alone because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple subdivided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a “planning-led” approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic urban renewal planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.
3. Built in 1976, the existing Cheung Sha Wan Sports Centre at Site A of the Scheme which will be reprovisioned and upgraded at Site B up to present-day standard. Site B of the Scheme will be redeveloped to provide a POS larger than the existing Cheung Sha Wan Path Sitting-out Area and other new Government, institution and community (GIC) facilities to serve the public in a wider district. Under an integrated approach, the new GIC complex and its adjacent proposed public open space (POS) will form a larger leisure and community hub in connection with the Sham Shui Po Sports Ground for public enjoyment.
4. Including the reprovision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”.

1. INTRODUCTION

- 1.1 The Cheung Wah Street / Cheung Sha Wan Road Development Scheme (the Scheme) (SSP-018) is located in Sham Shui Po District, comprises Sites A and B along Cheung Sha Wan Road.
- 1.2 The Development Scheme is included in the Urban Renewal Authority (URA)'s 20th Business Plan, which was approved by the Financial Secretary for commencement in 2021/22. It is proposed to be processed as a Development Scheme under section 25 of the URA Ordinance (URAO). In August 2021, the URA's Board approved the submission of the Development Scheme under section 25(5) of the URAO to the Town Planning Board (TPB). The draft Development Scheme Plan (DSP) No. S/K5/URA3/A is prepared for submission to the TPB.
- 1.3 Pursuant to section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of the Development Scheme on 24 September 2021. The draft DSP is now submitted under section 25(5) of the URAO to the TPB for consideration.
- 1.4 This planning report (Part 1 of the whole report) is prepared to provide the TPB with the necessary background information and the planning proposal to facilitate its consideration of the draft DSP (Part 2 of the report), submitted under section 25 of the URAO. Supplementary information, including the preliminary design of the proposed development, key technical assessments, social impact assessment (SIA) (Stage 1), and implementation approach are enclosed in Part 3 for reference.
- 1.5 First, a street block at Kim Shin Lane / Fuk Wa Street (namely SSP-017) comprising 90 building blocks of age over 60 with no lifts has been identify as a site with imminent redevelopment needs. However, SSP-017 is undesirable for redevelopment alone because its existing plot ratio is as high as 8.12, hence, the residual plot ratio is 0.88 only. Multiple sub-divided units are also identified. Although SSP-017 has all the quality to demand for redevelopment, its redevelopment potential is low. In this respect, a wider area for planning opportunities have to be explored. Taking a "planning-led" approach in urban renewal works in recent years, URA has identified part of Sham Shui Po as Sham Shui Po Action Area 1 (SSPAA1) for holistic planning. SSP-018 comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 to create more planning

gains at district level. The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017.

- 1.6 As SSP-017 conforms to the existing planning control under the Cheung Sha Wan OZP, it will be implemented under section 26 of the URAO separately; it does not form part of this DSP.

2. THE DEVELOPMENT SCHEME PLAN AREA

- 2.1. The Development Scheme (the Scheme) is located in Sham Shui Po (SSP) District, comprises Sites A and B along Cheung Sha Wan Road. **Plan 1** shows the location of the Scheme. Site A of the Scheme is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary. It is currently occupied by the Cheung Sha Wan Sports Centre and a garden both under Leisure and Cultural Services Department (LCSD). Subject to site survey upon DSP approval, the net site area used to calculate the development potential of Site A is about 5,197 sq.m.
- 2.2. Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground to the southeast. It covers a gross site area of about 13,857 sq.m, involving the Cheung Sha Wan Path Sitting-out Area and its adjoining garden under LCSD, as well as a temporary maintenance depot of Highways Department. Subject to site survey upon DSP approval, the net site area used to calculate the development potential of the site for Government, institutions or community (GIC) facilities at Site B is about 4,212 sq.m. The Scheme Area is shown in **Plan 2**.
- 2.3. Site A is currently zoned for “Government, Institution or Community (G/IC)” and “Open Space (O)”, while Site B is currently zoned for “Government, Institution or Community (G/IC)”, “Open Space (O)”, and shown as ‘Road’ on the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37. An extract of the OZP is shown on **Plan 3**.
- 2.4. The Scheme aims to optimise the land uses to achieve more planning gains for the community through re-structuring and re-planning. With the proposed development, more GIC facilities up to present-day standard

Table 4.1 Proposed Development Parameters of the Notional Scheme

Parameters (Site A)	Details
Gross Site Area	About 5,197 sq.m.
Site Area for PR Calculation	About 5,197 sq.m. (subject to survey and detailed design)
Proposed Zoning	"R(A)"
Proposed Maximum Building Height	Not more than 140mPD
Proposed Maximum Domestic GFA (PR)^ @	About 38,978 sq.m. (PR = 7.5)
Proposed Maximum Non-domestic GFA (excluding GIC Provision (PR))^ @	About 5,197 sq.m. (PR = 1.0)
Proposed Non-domestic GFA for GIC Provision (PR) ^@ (proposed to be exempted from GFA calculation under DSP)	Not less than 5,197 sq.m. (PR = 1.0)
Total GFA@	Around 49,372 sq.m.
No. of Flats@	About 830 flats
Average Flat Size@ (GFA)	About 47 sq.m.
Internal Transport Facilities for the proposed development (including the proposed provision for GIC facilities)*	Basement ancillary car park to accommodate: <ul style="list-style-type: none"> - 142 nos. private car parking spaces - 12 motor-cycle parking spaces - 9 nos. L/UL bays
Public Vehicle Park*	Basement public vehicle park to accommodate about 50 private car parking spaces
Proposed Public Open Space	Not less than 750 sq.m.

Parameters (Site B)	Details
Gross Site Area	About 13,857 sq.m
Net Site Area (for G/IC)	About 4,212 sq.m. (Subject to site survey and detailed design)
Proposed Zoning	"G/IC", "O"
Proposed Maximum Building Height (for G/IC)	Maximum 95 mPD
Proposed Maximum G/IC GFA (PR)^ - Proposed GIC GFA would be accommodated in the proposed "G/IC" zone	Not less than 33,696 sq.m. (8.0)
Proposed Public Open Space - Proposed POS would be accommodated in the proposed "O" zone	Not less than 9,645 sq.m.
Internal Transport Facilities for the proposed development*	Basement ancillary car park to accommodate: - 65 nos. private car parking spaces - 3 nos. L/UL bays
Notes: ^ The exact GFA and PR are subject to TPB approval, detailed design and prevailing First Schedule of Building (Planning) Regulations (B(P)R). @ Indicative only, subject to detailed design at project implementation stage. * Subject to liaison and agreement with Transport Department.	

Conceptual Layout

- 4.6. As shown in the indicative block plan and the section plan of the notional design for the Scheme in (**Appendix 1**), the proposed development at Site A comprises two residential towers (T1 and T2) on top of a commercial/retail/GIC podium, an open space, and a basement car park for public and ancillary parking spaces. Site B comprises of a GIC complex building and a POS.

Re-provision and new provision of GIC facilities for the community

- 4.7. To accommodate the needs of the district on social welfare and health facilities and align with “Single Site, Multiple Uses” principle promoted by Government, it is proposed to provide about 38,893 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than 33 times of the existing Cheung Sha Wan Sports Centre of about 1,170 sq.m. at Site A.
- 4.8. The existing Cheung Sha Wan Sports Centre at Site A, built in 1976, will be reprovisioned at Site B and be upgraded to prevailing standard and continue its operation for public enjoyment. The proposed GFA of the reprovisioned sports centre at Site B will be about 9,100sq.m. which will be about 8 times of the existing sports centre at Site A. A multi-purpose air-conditioned main games arena which can used for 1 netball court/ 2 basketball courts/2 volleyball courts/ 8 badminton courts will be provided in the proposed GIC complex at Site B. In addition, a multi-purpose activity room, dance room, fitness room, table-tennis room, children’s play room, etc. will be provided in the new Cheung Sha Wan Sports Centre subject to further liaison with LCSD. The actual uses of the new GIC provision in the Scheme will be subject to liaison the relevant Government departments as well as the views from the relevant stakeholders.

Re-structuring of POS and provision of all-weathered at-grade and elevated pedestrian network to enhance walkability and connectivity

- 4.9. Under the proposed Scheme, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint-venture partner(s), or its assignee, as it will be fronting the retail facilities of Site A, subject to further liaison with relevant Government departments upon DSP approval. It is envisaged that the proposed POS at Site A will be open to public during reasonable hours.
- 4.10. Taking this redevelopment opportunity, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA project (SSP-017). The resultant all-weathered at-grade and elevated pedestrian network will not

report will be submitted to TPB separately. The SIA reports are to assess the likely effect of the implementation of the Scheme and to propose mitigation measures to minimise any social impact.

Traffic Impact

- 4.18. A TIA (see **Appendix 5**) has been conducted to assess the traffic impact of the Scheme and the proposed provision of internal transport facilities of the proposed development. The TIA demonstrated that the Scheme (together with the proposed public vehicle park) has no adverse traffic impact on the local traffic network and the pedestrian walking environment. The proposed parking provision and the internal transport facilities aligns with the requirements in the latest HKPSG and are acceptable from traffic engineering point of view.

Environmental Aspect

- 4.19. An Environmental Assessment (EA) (see **Appendix 6**) was conducted to study any potential environmental impact/benefits associated with the implementation of the Scheme. The study concluded that the impact on air quality, noise impact, land contamination and waste management were not insurmountable with mitigation measures adopted if necessary.
- 4.20. Air quality impact assessment (AQIA) indicated that in view of the local air quality condition, fresh air intake and residential units for the proposed development in Site A of the scheme area shall be located at minimum about 6.35mAG (i.e. about 11mPD) above ground to meet the air quality requirement under AQOs.
- 4.21. On noise assessment, with appropriate noise mitigation measures implemented during the construction period, no adverse impact arising from the construction activities is expected. Based on the notional layout and adoption of mitigated measures such as acoustic fins, acoustic balcony/window, the road traffic noise will be minimized and a noise compliance rate of 80% by flat could be achieved. The potential noise impact from the fixed noise sources has also assessed and no adverse noise impact is anticipated with mitigated measures adopted.
- 4.22. Land Contamination appraisal was made for the Scheme area. It is considered that potential land contamination is very low as the site has been occupied mainly for residential purposes for decades and there was no dangerous good license issued for any activity in the Scheme in FSD's records.

5 PLANNING AND DESIGN MERITS

5.1 The Scheme will provide the following planning and environmental benefits:-

- Provision of about 38,000 sq.m. GIC GFA for re-provisioning of existing Cheung Sha Wan Sports Centre to be upgraded to prevailing standard and for provisioning of new social welfare and health facilities to address community needs. The total floor area of GIC provision of the Scheme will be about 33 times of the existing GIC provision (ie. Cheung Sha Wan Sports Centre at Site A)
- Re-structuring and rationalising the land uses in the Scheme to optimise the land uses to achieve more planning gains for the community;
- The proposed residential use at Site A of SSP-018 will be able to sustain the proposed redevelopment of SSP-017 which has pressing redevelopment need and contribute to flat supply;
- Creation of an all-weathered at-grade and elevated pedestrian network with proposed footbridges across Cheung Sha Wan Road and Cheung Wah Street to enhance connectivity for the benefit of a wider area of Sham Shui Po;
- Provision of 50 underground public car parking spaces and create opportunities for possible pavement widening under URA's separated revitalization initiatives at strategic locations, subject to liaison and agreement with Transport Department ;
- Possible integration of the new POS at Site B with the existing Sham Shui Po Sports Ground in the south under separated associated revitalization work subject to further co-ordination with LCSD; and
- Enhancing the townscape, urban design and environment through sensible building layout and design.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (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; and

- (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.
- (8) 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.
- (9) 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.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
GOVERNMENT, INSTITUTION OR COMMUNITY	5
OPEN SPACE	7

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	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Utility Installation	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
Residential Institution	Place of Entertainment
School (in free-standing purpose-designed building only)	Private Club
Social Welfare Facility	Public Convenience
Utility Installation for Private Project	Public Transport Terminus or Station (not elsewhere specified)
	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 bay and / or plant room:

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

Planning Intention

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

Remarks

- (1) 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 38,978m² and a maximum non-domestic GFA of 10,394m² or the GFA of the existing building, whichever is the greater.
- (2) 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, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or

intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

- (3) An at-grade Public Open Space of not less than 750m² shall be provided.
- (4) No new development, or addition, alternation 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.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the GFA for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum GFA specified in the paragraphs (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions as stated in paragraphs (1) 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

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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services (not elsewhere specified)
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)

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.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) 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	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Public Convenience	Public Transport Terminus or Station
Sitting Out Area	Public Utility Installation
Zoo	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

市區重建局昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據
《市區重建局條例》第 25 條擬備的草圖)

註釋

(注意：這份《註釋》是圖則的一部分)

- (1) 這份《註釋》說明圖則涵蓋範圍內的土地上經常准許的用途或發展，以及須向城市規劃委員會申請許可的用途或發展。城市規劃委員會若批給許可，可能附加或不附加條件。須取得這種許可的人士，應以特定表格向城市規劃委員會提出申請。有關的特定表格可向城市規劃委員會秘書索取，填妥後送交城市規劃委員會秘書收。
- (2) 在進行這份《註釋》所載的用途或發展（包括經常准許及可獲批給許可的用途或發展）時，必須同時遵守一切其他有關的法例、政府土地契約條款的規定，以及任何其他適用的政府規定。
- (3)
 - (a) 任何土地或建築物的現有用途，即使不符合圖則的規定，也無須更正，直至用途有實質改變或建築物進行重建為止。
 - (b) 任何用途的實質改變，或任何其他發展（就現有用途而對有關土地或建築物的發展作出輕微改動及／或修改是經常准許的，不在此限）或重建，則必須是圖則所經常准許的；或是如果必須先取得城市規劃委員會的許可，則須符合城市規劃委員會所批給許可的內容。
 - (c) 就上文（a）分段而言，「任何土地或建築物的現有用途」指 -
 - (i) 首份涵蓋有關土地或建築物的法定圖則（下稱「首份圖則」）的公告在憲報刊登之前，
 - 已經存在的用途，而該項用途由展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改；以及
 - (ii) 在首份圖則公布之後，

- 首份圖則或其後公布的任何一份圖則所准許的用途，而該項用途在有關圖則有效期內展開，而且自展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改，而且在獲得批准之時，是當時有效的圖則所准許的。
- (4) 除城市規劃委員會另有訂明外，凡圖則經常准許或依據城市規劃委員會所批給許可而已經展開或實質改變用途，或已經進行發展或重建，則城市規劃委員會就該地點所批給的一切與用途或實質改變用途或發展或重建有關的許可，即告失效。
- (5) 進行詳細規劃時，路面闊度、路口和道路的路線可能須要略為調整。
- (6) 任何土地或建築物的臨時用途（預料為期不超過五年），只要符合一切其他有關的法例、政府土地契約條款的規定，以及任何其他政府規定，便屬經常准許的用途，無須符合有關地帶指定的用途或這份《註釋》的規定。預料為期超過五年的臨時用途，則必須符合有關地帶指定的用途或這份《註釋》的規定。
- (7) 以下是圖則涵蓋範圍內的土地上經常准許的用途或發展，但在「土地用途表」第二欄所載的用途或發展則除外：
- (a) 植物苗圃、美化種植、休憩用地、避雨處、小食亭、道路、巴士／公共小型巴士車站或路旁停車處、單車徑、香港鐵路車站入口、香港鐵路地下結構、的士站、大溝渠、公用事業設施管道、電線杆、電燈柱、電話亭、電訊無線電發射站、自動櫃員機和神龕的提供、保養或修葺工程；以及
 - (b) 由政府統籌或落實的土力工程、地區公共工程、道路工程、排污工程、渠務工程、環境改善工程、與海事有關的設施、水務工程（配水庫工程除外）及其他公共工程；
- (8) 除非另有訂明，准許的用途和發展在同一地帶內的所有附帶建築、工程和其他作業，以及所有直接有關並附屬於准許用途和發展的用途，均是經常准許的，無須另行申請規劃許可。
- (9) 在這份《註釋》內，「現有建築物」指一間實際存在，並符合任何有關法例及有關政府土地契約條款的建築物（包括構築物）。
- (10) 根據《市區重建局條例》第 25（4）條的規定，任何與市區重建局為圖則所涵蓋的地區擬備的發展計劃不相容的發展，均禁止進行。

S/K5/URA3/A

市區重建局
昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A

土地用途表

	<u>頁次</u>
住宅（甲類）	1
政府、機構或社區	5
休憩用地	7

住宅（甲類）

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	商營浴室／按摩院
分層住宅	食肆
政府用途（未另有列明者）	教育機構
屋宇	展覽或會議廳
圖書館	政府垃圾收集站
街市	醫院
康體文娛場所	酒店
政府診所	機構用途（未另有列明者）
公共車輛總站或車站（露天總站或車站 除外）	香港鐵路通風塔及／或高出路面的 其他構築物（入口除外）
公用事業設施裝置	辦公室
公眾停車場（貨櫃車除外）	加油站
住宿機構	娛樂場所
學校（只限設於特別設計的獨立校舍）	私人會所
社會福利設施	公廁設施
私人發展計劃的公用設施裝置	公共車輛總站或車站（未另有列明者）
	宗教機構
	學校（未另有列明者）
	商店及服務行業（未另有列明者）
	訓練中心

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

除以上所列，在（a）建築物的最低三層，
包括地庫；或（b）現有建築物特別設計
的非住宅部分，而兩者均不包括全層或
主要為停車位、上落客貨車位及／或機
房的樓層，經常准許的用途亦包括：

食肆
教育機構
機構用途（未另有列明者）
場外投注站
辦公室
娛樂場所
私人會所
公廁設施
可循環再造物料回收中心
學校
商店及服務行業
訓練中心

規劃意向

此地帶的規劃意向，主要是作高密度住宅發展。在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致建築物在發展及/或重建計劃的最大住用總樓面面積超過 38,978 平方米及最大非住用總樓面面積超過 10,394 平方米，或超過現有建築物的總樓面面積，兩者中以數目較大者為準。

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

備註（續）

- (2) 為施行上文第(1)段而計算有關最大總樓面面積時，任何樓面空間如純粹建造為或擬用作停車位、上落客貨車位、機房和管理員辦事處，或管理員宿舍和康樂設施，而兩者都是供住用建築物或建築物住用部分的全部擁有人或佔用人使用及使其受益，只要這些用途和設施是附屬於發展或重建計劃及與其直接有關，則可免計算在內。任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，亦可免計算在內。
- (3) 該範圍內的地面須提供一塊不少於 750 平方米的公眾休憩用地。
- (4) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致整個發展及/或重建計劃的最高建築物高度(以米為單位從主水平基準起計算)超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (5) 遇有《建築物（規劃）規例》第 22（1）或（2）條所列的情況而獲准超逾該規例界定的准許地積比率時，在上文第（1）段適用的土地範圍內的建築物的總樓面面積可提高；提高的幅度為根據上述規例第 22（1）或（2）條獲准超逾准許地積比率的幅度，縱使提高後的總樓面面積因而超逾上文第（1）段所規定的有關最高總樓面面積亦可。
- (6) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）及（4）段所述的總樓面面積及建築物高度限制。

政府、機構或社區

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	動物寄養所
動物檢疫中心（只限設於政府建築物）	動物檢疫中心（未另有列明者）
播音室、電視製作室及／或電影製作室	靈灰安置所
食肆（只限食堂、熟食中心）	懲教機構
教育機構	火葬場
展覽或會議廳	駕駛學校
郊野學習／教育／遊客中心	食肆（未另有列明者）
政府垃圾收集站	分層住宅
政府用途（未另有列明者）	殯儀設施
醫院	直升機加油站
機構用途（未另有列明者）	直升機升降坪
圖書館	度假營
街市	酒店
康體文娛場所	屋宇
政府診所	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
公廁設施	場外投注站
公共車輛總站或車站	辦公室
公用事業設施裝置	加油站
公眾停車場（貨櫃車除外）	娛樂場所
可循環再造物料回收中心	私人會所
宗教機構	雷達、電訊微波轉發站、電視及／或廣播 電台發射塔裝置
研究所、設計及發展中心	垃圾處理裝置（只限垃圾轉運站）
學校	住宿機構
配水庫	污水處理／隔篩廠
社會福利設施	商店及服務行業（未另有列明者）
訓練中心	私人發展計劃的公用設施裝置
批發行業	動物園

（請看下頁）

政府、機構或社區（續）

S/K5/URA3/A

規劃意向

此地帶的規劃意向，主要是提供政府、機構及社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度（以米為單位從主水平基準起計算）超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (2) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）段所述的建築物高度限制。

休憩用地

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
鳥舍	食肆
燒烤地點	政府垃圾收集站
郊野學習／教育／遊客中心	政府用途（未另有列明者）
公園及花園	度假營
涼亭	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
行人專區	娛樂場所
野餐地點	康體文娛場所
運動場	私人會所
公廁設施	公共車輛總站或車站
休憩處	公用事業設施裝置
動物園	公眾停車場（貨櫃車除外）
	宗教機構
	配水庫
	商店及服務行業
	帳幕營地
	私人發展計劃的公用設施裝置

規劃意向

此地帶的規劃意向，主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	2
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	7

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET/CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority (URA) Cheung Wah Street/Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On 24 September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX, the draft Cheung Wah Street/Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in Site A is designated as “Residential (Group A)” (“R(A)”), the Area in Site B is designated as “Government, Institution or Community” (“G/IC”), and “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP is intended primarily for a high-density residential development. 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. Site B of the DSP is intended primarily for Government, Institution or Community (GIC) uses and public open space (POS).

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

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 Before the exhibition of the Plan, Site A was zoned "G/IC" and "O" while Site B was zoned "G/IC", "O" and an area shown as 'Road' on the approved Cheung Sha Wan OZP No. S/K5/37.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by the Leisure and Cultural Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. An

existing electricity substation (ESS) is located at a private lot NKIL 4331 owned by CLP Power Hong Kong Limited (CLP) within Site A. Site B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. 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.
- 7.3 The “R(A)” zone is subject to a maximum domestic Gross Floor Area (GFA) of 38,978 m² and a maximum non-domestic GFA of 10,394 m², or the GFA of the existing building(s), whichever is the greater. Except where the GFA is permitted to be exceeded under the Notes of the Plan, under no circumstances shall the maximum domestic and non-domestic GFA for any development exceed 38,978 m² and 10,394 m² respectively. The “R (A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The GFA control under “R (A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 7.5 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing

social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 100 mPD.

- 7.6 The “O” 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.
- 7.7 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.8 Subject to confirmation of operational needs and detailed design, about 38,700 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with about 5,100 m² within the non-domestic portion of Site A and about 33,600 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.9 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future

joint-venture partner(s), or its assignee(s), subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.10 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The resultant at-grade and elevated pedestrian network will integrate the proposed GIC complex and POSs, and will enhance connectivity of the surrounding area. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate initiatives subject to detailed technical feasibility.
- 7.11 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, would be provided in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.12 For public benefits, 50 underground public car parking spaces will be provided in a basement car park at Site A subject to liaison and agreement with Transport Department (TD). Such provision will create opportunity for the replacement of some on-street parking spaces in the area and it will make way for possible pavement widening under separate initiatives subject to liaison and agreement with TD.

Internal Transport Facilities

- 7.13 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with TD.

Air Ventilation

- 7.14 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme. Close liaison on land matters and construction will be carried out with relevant Government departments. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.

- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

XXXX 2021

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

說明書

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

	<u>內容</u>	<u>頁次</u>
1.	引言	2
2.	擬備該圖的權力依據及程式	2
3.	擬備該圖的目的	3
4.	該圖的《註釋》	3
5.	該圖涵蓋的地區	3
6.	現時狀況	4
7.	規劃及土地用途建議	4
8.	計劃的實施	6

市區重建局
昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據《市區重建局條例》
第 25 條擬備的草圖)

說明書

注意：就《城市規劃條例》而言，不應視本《說明書》為圖則的一部份。

1. 引言

本《說明書》旨在協助大眾瞭解《市區重建局（下稱「市建局」）昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A》的內容，並闡述城市規劃委員會（下稱「城規會」）就該圖涵蓋範圍所訂定的規劃意向和目的。

2. 擬備該圖的權力依據及程式

- 2.1 在財政司司長核准市建局第二十個業務計劃（二零二一/二零二二年度），建議根據《市區重建局條例》第 25 條，以發展計劃方式進行昌華街／長沙灣道發展計劃（SSP-018）（下稱「發展計劃」）。
- 2.2 二零二一年九月二十四日，根據《市區重建局條例》第23(1)條，市建局在政府憲報上公佈發展計劃開始實施的日期。
- 2.3 於發展計劃實施當日（即二零二一年九月二十四日），市建局根據《市區重建局條例》第 25(5) 條，就發展計劃向城規會呈交發展計劃草圖。
- 2.4 XXXX 年 XX 月 XX 日，城規會根據《市區重建局條例》第 25(6)(a) 條認為發展計劃草圖適宜公佈。根據《市區重建局條例》第 25(7) 條，城規會認為適宜公佈的發展計劃草圖，須當作是由城規會為施行《城市規劃條例》而擬備的草圖。

- 2.5 xxxx 年 xx 月 xx 日，城規會根據《城市規劃條例》第 5 條，展示《市區重建局昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/1》（「該圖」）。憑藉《市區重建局條例》第 25 (9) 條，該圖由上述日期起即取代《長沙灣分區計劃大綱核准圖編號 S/K5/37》中與該圖所劃定及描述的地區有關的部分。

3. 擬備該圖的目的

發展計劃包括位於長沙灣道以北的地盤 A 及長沙灣道以南的地盤 B。該圖旨在顯示發展計劃區（下稱「該區」）地盤 A 已指定為「住宅（甲類）」地帶，地盤 B 已指定為「政府、機構或社區」地帶及已指定為「休憩用地」地帶。發展計劃根據《市區重建局條例》第 25 條，以發展計劃的方式進行。該區地盤 A 主要作高密度住宅發展，在建築物的最低三層或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。該區地盤 B 主要作政府、機構或社區用途及公共休憩用地。

4. 該圖的《註釋》

- 4.1 該圖附有一份《註釋》，分別說明該區此地帶內經常准許的各類用途或發展，以及須向城規會申請許可的各類用途或發展。城規會若批給許可，可能附加或不附加條件。《城市規劃條例》第 16 條有關申請規劃許可的規定，使當局可較靈活地規劃土地用途及管制發展，以配合不斷轉變的社會需要。
- 4.2 為使公眾易於明白起見，規劃署專業事務部備有一份《釋義》，把《註釋》內部分詞彙的定義列出，以供公眾索閱。這份《釋義》亦可從城規會的網頁下載（網址 [http:// www.info.gov.hk/tpb](http://www.info.gov.hk/tpb)）。

5. 該圖涵蓋的地區

- 5.1 該區的界線在該圖上以粗虛線顯示。該區地盤 A 總面積約 5,197 平方米，東南面毗連興華街，西南面毗連長沙灣道，西北面毗連昌華街及東北面毗連長沙灣天主教英文中學。該區地盤 B 總面積約 13,857 平方米，北面毗連長沙灣道，西面毗連長沙灣徑及東南面毗連深水埗運動場。
- 5.2 在本圖則展示之前，該區於長沙灣分區計劃大綱核准圖編號 S/K5/37 上地盤 A 劃為「政府、機構或社區」及「休憩用

地」，地盤 B 劃為「政府、機構或社區」、「休憩用地」及顯示為「道路」。

6. 現時狀況

- 6.1 該區地盤 A 現時為由康樂及文化事務署（康文署）擁有及管理的長沙灣體育館及其毗鄰花園。長沙灣體育館建於1976年，其康樂設施的規格及設計均低於現今標準。現時地盤 A 內的私人地段 NKIL4331 為中華電力有限公司的變電站。該區地盤 B 包括由康文署擁有及管理的長沙灣徑休憩處和部分深水埗運動場，以及由路政署據用的臨時工程維修站。

7. 規劃及土地用途建議

- 7.1 在該圖上，該區地盤 A 劃為「住宅（甲類）」地帶，而該區地盤 B 劃為「政府、機構或社區」地帶及「休憩用地」地帶。該圖的《註釋》顯示區內概括的預定土地用途。

用途

- 7.2 「住宅(甲類)」地帶的規劃意向主要是作高密度住宅發展，在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。
- 7.3 在指定為「住宅(甲類)」的土地範圍內，最大住用總樓面面積不得超過38,978平方米及最大非住用總樓面面積不得超過10,394平方米，或超過現有建築物的總樓面面積，兩者中以數目較大者為準。除非獲准超逾圖則界定的總樓面面積外，在市建局地盤內最大住用及非住用總樓面面積分別不得超過38,978平方米及10,394平方米。在指定為「住宅（甲類）」的土地範圍內，最高建築物高度為主水準基準上140米。
- 7.4 根據聯合作業備考第四號「發展管制參數地積比率／總樓面面積」，當中「住宅(甲類)」的樓面面積的規定屬於“新的或經修訂的法定圖則”中的規定，並符合當中所述的精簡安排。
- 7.5 「政府、機構或社區」地帶的規劃意向主要是提供政府、機構或社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。在指定為「政府、機構或社區」的土地範圍內，最高建築物高度為主水準基準上100米。
- 7.6 「休憩用地」地帶的規劃意向主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

- 7.7 為提高設計上的彈性，城規會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別規劃及設計的情況，考慮略為放寬最高地積比率及樓宇高度限制。

政府、機構或社區設施

- 7.8 該區內會預留不少於 38,893 平方米的非住宅樓面面積作政府、機構或社區設施用途，其中不少於 5,197 平方米設於地盤 A，其餘不少於 33,696 平方米設於地盤 B。建於 1976 年的長沙灣體育館將會重置至地盤 B，並提升至現今康樂設施的規格及設計標準，繼續供公眾享用。有關該區內全新的政府、機構或社區設施的詳細用途會視乎市建局與相關政府部門的商討結果，以及地區持份者的意見而定。在地盤 A 計算發展及／或重建計劃的有關最高地積比率時，任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，則可免計算在內。

公眾休憩用地

- 7.9 該區內地盤 B 將設有不少於 9,645 平方米的公眾休憩用地，地盤 A 面臨長沙灣道亦將提供不少於 750 平方米的公眾休憩用地。市建局或其聯營夥伴或其代理人將負責管理和保養地盤 A 的公眾休憩用地，而康文署會負責管理和保養地盤 B 的公眾休憩用地。地盤 A 的公眾休憩用地將會於適當時段開放予公眾使用。

全天候的地面及高架行人網絡

- 7.10 該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接該區內的公眾休憩用地和另一重建項目（兼善裡／福華街 SSP-017）。擬建的地面及高架行人網絡不單連接擬議的政府、機構或社區設施和公共空間，亦能加強鄰近一帶的連接性。合適的鋪裝配合園景設計將營造出路安全和舒適的行人環境。由於該擬議的天橋位於發展計劃圖的範圍以外，並不屬於發展計劃圖的一部份，市建局會視乎詳細的技術可行性研究，以市區活化的方式與有關政府部門商討落實建議細節。
- 7.11 會探討於長沙灣道、昌華街和興華街提供適當的地面後退，以進一步優化行人流通性和步行環境，同時亦有可能將南面新的公眾休憩用地與深水埗運動場整合。有關的活化建議將會與康文署詳細商討。

地下公眾泊車位設施

- 7.12 視乎與運輸署商討，建議於該區地盤 A 興建的地下停車場，提供50 個公眾泊車位惠及大眾，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路，有助推動該項目以外的活化項目。

內部運輸設施

- 7.13 該區地盤 A 內會興建地下停車場提供建議住宅和基座平臺非住宅發展的附屬泊車位及上落客貨處。該區地盤 B 亦會為擬建的政府、機構或社區設施盡可能於地下停車場提供附屬泊車位。泊車位及上落客貨處的數量，將根據《香港規劃標準與準則》的規定及運輸署的要求提供。

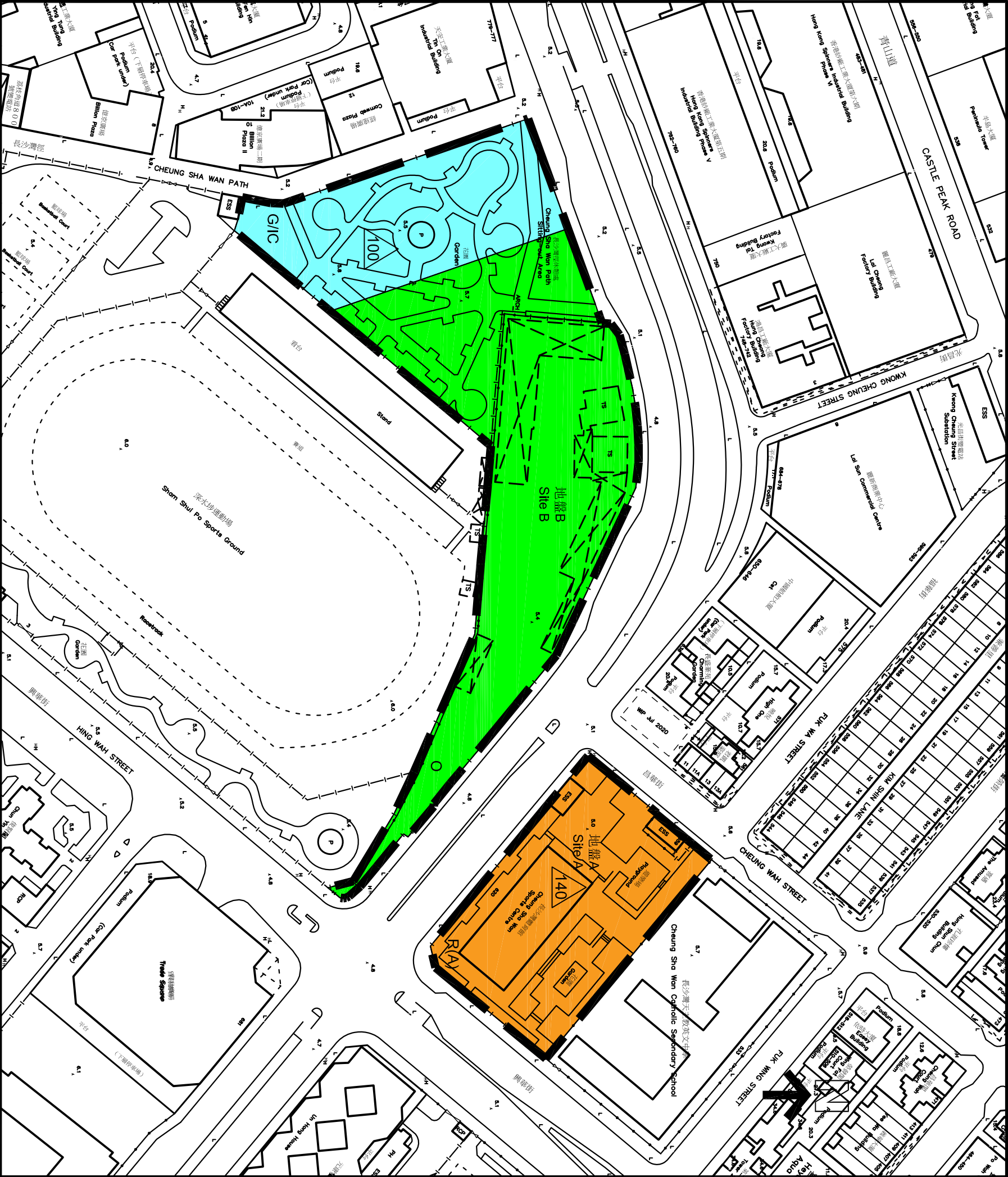
空氣流通

- 7.14 根據空氣流通評估報告，為保持昌華街和福榮街南北方向的通風廊，以提升空氣流通及舒適的視覺景觀，建議發展內將會有「優良的設計特色」（即是面向長沙灣道、昌華街和興華街提供適當的地面後退，以及地盤 A 建議發展的住宅建築提供分隔空間。建議發展計劃將盡可能達致《可持續建築設計指引》的要求。

8. 計劃的實施

- 8.1 該圖所載的建議是該區發展計劃的必需部分。
- 8.2 市建局並不擁有或沒有租用發展計劃範圍內的任何土地。市建局會與有關政府部門詳細商討地政及建築細節。該區內擬建的政府、機構或社區設及地盤 B 的公眾休憩用地將會交回政府擁有、管理及保養。有關安排將會與有關政府部門商討落實。
- 8.3 市建局可單獨實施發展計劃，亦可與一個或多於一個聯營夥伴合作實施發展計劃。

城市規劃委員會
二零二一年 X 月



圖例
NOTATION

- BOUNDARY OF DEVELOPMENT.....◆.....發展計劃範圍界線
SCHEME
- RESIDENTIAL (GROUP A).....住宅(甲類)
RIA
- GOVERNMENT, INSTITUTION.....政府、機構或社區
GIC
- OPEN SPACE休憩用地
0
- MAXIMUM BUILDING HEIGHT最高建築物高度
(IN METRES ABOVE PRINCIPAL DATUM) 140 (在主水平基準上若十米)

夾附的<<註釋>>屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

香港城市規劃委員會依據城市規劃條例擬備的市區重建局昌華街/長沙灣道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN

2021年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則
適宜公布，並於2021年 月 日按照城市規劃條例第5條展示。
PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL
AUTHORITY ORDINANCE ON 2021 AND EXHIBITED UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2021.

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

SCALE 1 : 1500 比例尺
米 METRES 15 0 15 30 45 60 75 METRES米

圖則編號
PLAN No. S/K5/URA3/A

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

10. AFFECTED RECREATIONAL FACILITIES

- 10.1 As stated in paragraph 2.1-2.2 above, the existing Cheung Sha Wan Sports Centre at Site A under the LCSD will be redeveloped under the proposed Scheme. Currently, it provides basic recreational facilities for public use during the opening hours and organizes recreational activities and training courses regularly for the public. The existing sports centre provides 1 multi-purpose arena for 1 volleyball court or convert to 1 basketball court (sub-standard 5-a-side basketball court) or convert to 4 badminton courts each of which one of the badminton courts can be converted into 2 table-tennis tables on weekdays. The existing sports centre was built in 1976 which the design and facilities is below current standard.
- 10.2 Existing POS, including the adjacent garden of the existing Cheung Sha Wan Sports Centre at Site A, existing Cheung Sha Wan Path Sitting-out Area and part of the Sham Shui Po Sports Ground under LCSD at Site B, will inevitably be interrupted by the proposed redevelopment during construction.
- 10.3 As stated in paragraph 3.4, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road under the proposed Scheme. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration.

11. EDUCATION NEEDS OF CHILDREN

- 11.1 As stated in paragraph 4.1 above, no population or household is found within the Scheme area. Analysis on the educational needs of children of the affected families is not applicable.

12. GROUPS WITH SPECIAL NEEDS

- 12.1 According to the freezing survey, no group of special needs is identified within the Scheme. Analysis on the special needs of the elderly, disabled, single-parent families, and ethnic-minority groups within the Scheme is not applicable.
- 12.2 The new provision of GIC facilities within the Scheme will include social welfare and health facilities identified by relevant Government departments to accommodate the needs of the district. It is anticipated that the proposed development could better serve the needs of the groups of special needs residing in the district.



Ref. No.: URA211208900

9 December 2021

The Secretary
Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong



Dear Sir/Madam,

Draft Development Scheme Plan
for the Urban Renewal Authority
Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018)
- Responses to Public Comments and Departmental Comments -

We refer to our submission of the captioned draft Development Scheme Plan (DSP) to Town Planning Board (TPB) dated 24 September 2021, the Public Comments received from 30 September to 21 October 2021, 12 November to 26 November 2021 respectively, and the Departmental Comments received via Tsuen Wan and West Kowloon District Planning Office's emails dated 3 December, 6 December and 7 December 2021 respectively. We would like to enclose our Responses to Comments (R to C) to both public comments and departmental comments for your necessary action.

Please note that the information contained in the R to C is mainly technical clarifications to address various comments and there is no fundamental change to the submitted draft DSP.

Should you have any enquiries, please feel free to contact me at 2588 2630 or Ms. Daisy Lai at 2588 2712. Thank you very much.

Yours faithfully,


Mike Kwan
General Manager
Planning & Design

encl

c.c. (w/o – by fax)

DPO/TWK, PlanD (Attn: Mr. Derek Tse)

(Fax No.: 2412 5435)



URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<i>Received via email from TP/SSP(2), DPO/TWK dated 7 December 2021</i>	
<u>Comments from TWKDPO, PlanD</u>	
<p>RtoC on p.12: Comments are not addressed. On the Notes of the DSP for "R(A)", para. 1 of Remarks, the maximum non-domestic GFA should reflect the proposed scheme, i.e. 5,197 sqm (instead of 10,394 sqm). In relation, para. 7.3 in ES of the DSP is relevant. Please rectify the relevant paragraphs.</p>	<p>Noted. The maximum non-domestic GFA will be revised to 5,197 sqm. Please refer to Annex 1 for the revised Notes and ES.</p>
<p>RtoC items 1 and 2: Regarding the ESS reprovisioning at Site A, please advise the estimated floor area of the reprovisioned ESS. Any GFA implication of the reprovisioned ESS should be catered for within the maximum GFA under the Notes.</p>	<p>It is not uncommon for URA projects to include CLP's ESS in the redevelopment sites. The normal practice is to negotiate with CLP and acquire the private lot where the ESS is located according to URA's acquisition policy. If required, the ESS would be reprovisioned at Site A subject to the capacity and specifications of the ESS.</p> <p>URA will discuss the commercial terms with CLP and consult relevant Government Departments at detailed design stage.</p> <p>As ESS reprovisioning at Site A may not be required subject to negotiation with CLP after DSP approval, it is immature to mention the ESS in the Notes or the ES of the DSP.</p>
<p>RtoC item 2: Comments are not addressed. The reprovisioning arrangement should be reflected in the ES of the DSP. Paragraphs 7 and 8 of the ES are considered relevant.</p>	<p>Ditto.</p>
<p>RtoC item 10: It is noted that URA confirms that URA or its future joint-venture partner(s), or its assignee will take up the management and maintenance of the POS at Site A. In this regard, para. 7.9 of the ES of the DSP should be revised accordingly as: "<u>The URA or its joint venture partners, or its assignee(s), will take up the recurrent</u></p>	<p>It is proposed that the POS at Site A under planning to be under the ownership and management of URA or its future joint-venture partner(s), or its assignee, after consultation with LCSD and will be subject to further liaison with relevant Government departments after DSP approval. LCSD agreed to take up the ownership,</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p><u>maintenance and management responsibilities of the POS at Site A, and LCSD will take up the recurrent maintenance and management responsibilities of the POS at Site B</u> According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future joint venture partner(s), or its assignee(s), subject to further liaison with relevant Government departments.", which is the version under para. 7.8 of the ES of the DSP as submitted under URA's RtoC dated 23.11.2021.</p>	<p>management and maintenance of the future POS at Site B. The current para. 7.9 of the ES of the DSP has reflected the management and maintenance arrangements of the proposed POSs at Sites A and B.</p> <p>Individual owners of residential units of Site A will not be responsible for management and maintenance of the POS at Site A.</p>
Received via email from TP/SSP(2), DPO/TWK dated 6 December 2021		
<u>Comments from EPD</u>		
	<p><u>Road Traffic Noise</u></p> <p>1. It is noted that both top-hung and baffle type acoustic windows, and acoustic windows (baffle type) with balcony are proposed in the assessment. The detailed designs of the baffle type acoustic windows (room dimensions, inner window opening dimensions and outer window opening dimensions, etc) are currently not provided to support the claimed 6 dB(A) reduction. Nevertheless, assuming 6 dB(A) reduction is applied, the compliance rate is claimed to be increased to around 92% with maximum traffic noise level be decreased to 73 dB(A). URA is reminded to critically review the use of mitigation measures to demonstrate that all practical measures have been exhausted including but not limited to sound absorptive material, architecture fin, boundary wall / canopy, etc. in the detailed design stage, in order to have full/highest compliance to the road traffic noise standard laid in HKPSG.</p>	Noted.
	Fixed Noise Impact	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	<p>2. Section 5.4.19 - Please note the following minor textual comments :-</p> <p>(i) The current studies and data available are focused on the effect of acoustic window in mitigating road traffic noise only. Suggest to remove the sentence <i>"In addition, all openable windows for ventilation along the west facades of Tower B (Figure 5-6c) will be equipped with acoustic windows which further mitigate the potential fix noise impact, if any."</i></p>	
	<p>(ii) Suggest to amend "fix" to "fixed" in <i>"Although Site B may be affected by the potential fixed noise impact, Site B do not rely on openable windows for ventilation thus fixed noise criterion is not applicable."</i></p>	Noted.
	<p>Air Quality</p> <p>2. It is noted that, in the detailed design stage, our previous comments related to chimney emission, emissions from PTI and hourly average traffic speed will be revisited and addressed including but not limited to emission from chimneys of the Caritas Medical Centre, running emission and idling emission within the PTI will be incorporated in the assessment, traffic data will be reviewed and the questionable hourly average traffic speed data will be revisited.</p>	Noted.
<i>Received via email from TP/SSP(2), DPO/TWK dated 3 December 2021</i>		
<u>Comments from UD&L</u>		
	<p>The VIA does not seem to have objectively reflected the potential visual impact induced by the proposed development, and the visual appraisal and impact ratings for a number of VPs (e.g. VP1, VP2, VP3, VP4 and VP5) may seem to be downplayed and underrated.</p> <p>(a) Re. R-to-C UD&L UD Unit Item 1(a)(i) – It seems that the</p>	<p>Site A is a Class C site, the site coverage will be in accordance to the B(P)R 20(1)(c). The notional layout is subject to detailed design in future upon the approval of the draft DSP.</p>

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	notional scheme has an aboveground site coverage much less than the permitted site coverage.	
	<p>(b) Re. R-to-C UD&L UD Unit Item (VIA) – On the outset of the comments, we have clearly stated that “as illustrated in the photomontages, the proposed development involving high-rise developments at an existing low-rise cluster will likely induce some visual impacts on surrounding public viewers. It appears that the visual impact ratings for most of the VPs presented at Section 4.3 and Section 5 have been downplayed and underrated. ... please critically review and revise Section 4.3 and Section 5 to present a more objective and convincing assessment of the visual impacts induced by the proposed development.” The VIA however has not been properly reviewed and revised, i.e. the VIA does not seem to have objectively reflected the potential visual impact induced by the proposal. Please note our following key observations (which are not exhaustive) on the VIA, which explain why the visual appraisal and impact ratings may seem to be downplayed and underrated for a number of VPs (VP1 to VP5):</p>	<p>Noted. Regarding the local visual context, the proposed development is compatible to nearby Heya Aqua with similar size and height. In addition, there is a cluster of high-rise existing and planned developments in the surrounding. It is anticipated that the proposed development would result in a slight effect to the visual composition in general.</p> <p>With the mitigation measures listed in the VIA report, the potential negative visual impact can be minimized. The proposed maximum building height of 140 mPD at Site A opportune for creating 15m tower separation and slimmer building form, and a podium setback of 20m along Cheung Wah Street (excluding the proposed footbridges), a not less than 6m building setback from the Cheung Sha Wan Catholic Secondary School, and appropriate podium/ ground floor setbacks along Cheung Sha Wan Road and Hing Wah Street. A clear tower separation between the proposed T1 and T2 can be observed in another angle at VP2.</p> <p>Taking the view of UD&L that the proposed development would partially replace low-rise G/IC uses and open spaces with high-rise development, to provide more community and social benefits and in line with the promotion of the Government’s policy on “Single Site, Multiple Uses”, the visual impact rating of VP1 has been adjusted to “moderately adverse”, while the rating of VP2 to VP5 are adjusted to “slightly adverse”. The rating of VP6 and VP7 will remain unchanged as “negligible”. Please refer to Annex 2.</p>
	(i) VP1 – We maintain our view that the proposed development would partially replace low-rise G/IC uses and open spaces with high-rise development, reduce the visual and spatial relief	Taking the view of UD & L, the visual impact rating of VP1 has been adjusted to “moderately adverse”, please refer to Annex 2.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	currently offered by the low-rise G/IC uses and open space, reduce visual openness and visual access to open sky view, and cause moderate to substantial visual obstruction. Hence the effect/magnitude of visual changes on public viewers would be “moderate to substantial”, and taking into account the “medium” sensitivity, the visual impact experienced at this VP would be “moderately to significantly adverse”.	
	(ii) Visual Composition (VP2 to VP5)– The visual appraisal has not properly reflected the fact that the proposal would partially replace low-rise G/IC uses and open spaces with high-rise development, and that this would increase the overall building mass perceived by the public viewers. With reference to TPB-PG No. 41, visual composition is the total visual effects of all the visual elements due to their variation in locations, massing, heights, dispositions, scales, forms, proportions and characters vis-a-viz the overall visual backdrop. As illustrated in the photomontages, the change in visual composition induced by the proposal should not be considered as “negligible” (e.g. VP2 para. 4.3.12, VP3 para. 4.3.18, VP4 para. 4.3.23).	The change in visual composition induced by the proposal of VP2 to VP5 is adjusted to “slightly adverse”. Please refer to Annex 2.
	(iii) Visual Obstruction (VP2 to VP5) – Given the increase in perceivable mass as compared to the baseline condition, as illustrated in the photomontages, the proposal would inevitably induce some visual obstruction and reduce visual openness and permeability for a number of VPs (e.g. VP2 to VP5). This however has not been properly reflected in the visual appraisal, and the ratings of “negligible” or “minimal” on the visual obstruction induced by the proposal seem underrated (e.g. VP2 para. 4.3.13, VP3 para. 4.3.18, VP4 para. 4.3.23, VP5 para. 4.3.28).	The visual obstruction induced by the proposal of VP2 to VP5 is adjusted to “slightly adverse”. Please refer to Annex 2.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	(iv) Effect on Visual Resources (VP2 to VP5) – Given the visual obstruction induced, as illustrated in the photomontages, the proposal would reduce visual access to visual resources, such as open sky view (e.g. VP2 to VP5) and mountain backdrop/ridgeline (e.g. VP2). The proposal would also partially replace low-rise G/IC uses and open spaces, which offer visual and spatial relief and may be considered visual resources. The above have however not been properly reflected in the visual appraisal, and the ratings of “negligible” on the effect on visual resources induced by the proposal seem underrated (VP2 para. 4.3.14, VP3 para. 4.3.19, VP4 para. 4.3.24 and VP5 para. 4.3.29).	The effect on visual resources induced by the proposal of VP2 to VP5 is adjusted to “slightly adverse”. Please refer to Annex 2.
	<u>Comments from TD</u>	
	1. For the ancillary parking of PC for residential part (revised Para 2.3.3), please review and provide technical justification (i.e. which PVP within 500m with surplus capacity , the low level of illegal parking, etc.) for adopting low-end for our assessment.	The proposed current ancillary car parking provision complies with the latest HKPSG (August 2021 Edition). In addition to the required ancillary car parking, a basement public vehicle park with about 50 private car parking spaces has been proposed. Under the current proposal, 2 level of basements are required and are already fully utilized to accommodate the proposed car parking provision. The URA will continue to liaise with TD on detailed refinement upon DSP approval for land grant preparation.
	2. For the ancillary parking of PC and MC for retail part, please review with the aim to provide as far as possible the higher end of the HKPSG parking standard.	Please refer to the response for Item 1.
	3. Please consider to opening up the proposed loading/ unloading spaces for overnight parking for public use.	The URA will consider the feasibility and continue to liaise with TD on detailed refinement upon DSP approval for land grant preparation.
	4. For each GIC facility, please confirm the parking as well as the loading/ unloading requirements with the user departments in their	Noted.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

	Departmental Comments	Responses
	draft SoA.	
	5. As your trip attraction and generation route shows that there will be increase in traffic flow in the following junctions, please include these junctions in your assessment (i) Tonkin Street / Un Chau Street, (2) Tonkin Street / Castle Peak Road, (3) Fat Tsueng Street / Lai Chi Kok Road, and (4) Fat Tseung Street / Tung Chau Street.	Noted and the additional assessment results are summarised in the revised TIA Report. Replacement pages of the TIA Report are enclosed in Annex 3.
	6. Please confirm with LCSD or other relevant government for their taking up the management and maintenance of the proposed road from Lai Chi Kok Road to the GIC building as the proposed road serves a sole-use purpose.	Noted, the URA will further liaise with LCSD or other relevant government on the management and maintenance of the proposed access from Lai Chi Kok Road to the GIC building at Site B at detailed design stage after DSP approval.
	7. For the provided traffic count profile, the chart cannot conclude which hour is most critical and there is no peak nor trough can be observed. Please provide the whole profile for justification.	Noted and the updated traffic count profile are enclosed in Annex B.
	8. Please provide details for your proposal along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street for a wider pavement for our assessment.	The proposed footpath widening scheme is to be achieved by building setback. Detail design of the footpath widening scheme will be provided in later design and implementation stage of the project.
	9. From the public domain, you will be able to assess the approved TIA reports of nearby developments with their committed and proposed traffic improvement schemes. You should take into account their proposed scheme and see if your traffic impact could be mitigated or further improvement will be required under your project.	It is noted that improvement schemes for the Junctions of Lai Chi Kok Road/ Cheung Lai Street (J9), Lai Chi Kok Road/ Hing Wah Street (J11) and Tung Chau Street/ Hing Wah Street West (J12) have been proposed by other development projects in the local area. With consideration of planned junction arrangement, the assessment results are updated and summarised in the TIA Report. Replacement pages of the TIA Report and the figures showing the preliminary design of the planned junction improvement schemes are enclosed in Annex 3.

URA Cheung Wah Street/ Cheung Sha Wan Road Development Scheme (SSP-018): Response to Departmental Comments

Responses to Departmental Comments

Departmental Comments	Responses
<i>Received via email from TP/SSP(2), DPO/TWK dated 3 December 2021</i>	
<u>Comments from UD&L</u>	
<p>(v) Effect on Public Viewers (VP2 to VP5) – With reference to TPB-PG No. 41, effect/magnitude of visual change on public viewers should be graded qualitatively from “negligible” to “substantial”. As elaborated in (ii) to (iv) above (i.e. the change in visual composition, visual obstruction and effect on visual resources), the effect/magnitude of visual change induced by the proposed development as illustrated in the photomontages would be readily noticeable. The ratings of “negligible” on the effect on public viewers therefore seem underrated (VP2 para. 4.3.14, VP3 para. 4.3.19, VP4 para. 4.3.24 and VP5 para. 4.3.29). Correspondingly, for VP2 to VP5, given that there are noticeable visual changes and their “medium” to “high” sensitivity, the overall visual impact ratings of “negligible” therefore seem underrated (Table 4.2).</p>	<p>The effect on public viewers induced by the proposal of VP2 to VP5 is adjusted to “slight impact”. Please refer to Annex 2.</p>
<p>(vi) Overall Impact Rating Paragraph 5.6 – Given the above, the overall visual impact rating of “negligible” for the proposal may therefore seem underrated</p>	<p>Noted, please refer to Annex 2.</p>

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (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; and

- (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.
- (8) 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.
- (9) 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.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
GOVERNMENT, INSTITUTION OR COMMUNITY	5
OPEN SPACE	7

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	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Utility Installation	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
Residential Institution	Place of Entertainment
School (in free-standing purpose-designed building only)	Private Club
Social Welfare Facility	Public Convenience
Utility Installation for Private Project	Public Transport Terminus or Station (not elsewhere specified)
	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 bay and / or plant room:

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

Planning Intention

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

Remarks

- (1) 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 38,978m² and a maximum non-domestic GFA of 5,197m² or the GFA of the existing building, whichever is the greater.
- (2) 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, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or

intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

- (3) An at-grade Public Open Space of not less than 750m² shall be provided.
- (4) No new development, or addition, alternation 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.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the GFA for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum GFA specified in the paragraphs (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions as stated in paragraphs (1) 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

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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services (not elsewhere specified)
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)

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.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) 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	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Public Convenience	Public Transport Terminus or Station
Sitting Out Area	Public Utility Installation
Zoo	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

市區重建局昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據
《市區重建局條例》第 25 條擬備的草圖)

註釋

(注意：這份《註釋》是圖則的一部分)

- (1) 這份《註釋》說明圖則涵蓋範圍內的土地上經常准許的用途或發展，以及須向城市規劃委員會申請許可的用途或發展。城市規劃委員會若批給許可，可能附加或不附加條件。須取得這種許可的人士，應以特定表格向城市規劃委員會提出申請。有關的特定表格可向城市規劃委員會秘書索取，填妥後送交城市規劃委員會秘書收。
- (2) 在進行這份《註釋》所載的用途或發展（包括經常准許及可獲批給許可的用途或發展）時，必須同時遵守一切其他有關的法例、政府土地契約條款的規定，以及任何其他適用的政府規定。
- (3)
 - (a) 任何土地或建築物的現有用途，即使不符合圖則的規定，也無須更正，直至用途有實質改變或建築物進行重建為止。
 - (b) 任何用途的實質改變，或任何其他發展（就現有用途而對有關土地或建築物的發展作出輕微改動及／或修改是經常准許的，不在此限）或重建，則必須是圖則所經常准許的；或是如果必須先取得城市規劃委員會的許可，則須符合城市規劃委員會所批給許可的內容。
 - (c) 就上文（a）分段而言，「任何土地或建築物的現有用途」指 –
 - (i) 首份涵蓋有關土地或建築物的法定圖則（下稱「首份圖則」）的公告在憲報刊登之前，
 - 已經存在的用途，而該項用途由展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改；以及
 - (ii) 在首份圖則公布之後，

- 首份圖則或其後公布的任何一份圖則所准許的用途，而該項用途在有關圖則有效期內展開，而且自展開以來一直持續進行；或
 - 與現有建築物有關並根據《建築物條例》獲得批准的用途或用途更改，而且在獲得批准之時，是當時有效的圖則所准許的。
- (4) 除城市規劃委員會另有訂明外，凡圖則經常准許或依據城市規劃委員會所批給許可而已經展開或實質改變用途，或已經進行發展或重建，則城市規劃委員會就該地點所批給的一切與用途或實質改變用途或發展或重建有關的許可，即告失效。
- (5) 進行詳細規劃時，路面闊度、路口和道路的路線可能須要略為調整。
- (6) 任何土地或建築物的臨時用途（預料為期不超過五年），只要符合一切其他有關的法例、政府土地契約條款的規定，以及任何其他政府規定，便屬經常准許的用途，無須符合有關地帶指定的用途或這份《註釋》的規定。預料為期超過五年的臨時用途，則必須符合有關地帶指定的用途或這份《註釋》的規定。
- (7) 以下是圖則涵蓋範圍內的土地上經常准許的用途或發展，但在「土地用途表」第二欄所載的用途或發展則除外：
- (a) 植物苗圃、美化種植、休憩用地、避雨處、小食亭、道路、巴士／公共小型巴士車站或路旁停車處、單車徑、香港鐵路車站入口、香港鐵路地下結構、的士站、大溝渠、公用事業設施管道、電線杆、電燈柱、電話亭、電訊無線電發射站、自動櫃員機和神龕的提供、保養或修葺工程；以及
 - (b) 由政府統籌或落實的土力工程、地區公共工程、道路工程、排污工程、渠務工程、環境改善工程、與海事有關的設施、水務工程（配水庫工程除外）及其他公共工程；
- (8) 除非另有訂明，准許的用途和發展在同一地帶內的所有附帶建築、工程和其他作業，以及所有直接有關並附屬於准許用途和發展的用途，均是經常准許的，無須另行申請規劃許可。
- (9) 在這份《註釋》內，「現有建築物」指一間實際存在，並符合任何有關法例及有關政府土地契約條款的建築物（包括構築物）。
- (10) 根據《市區重建局條例》第 25（4）條的規定，任何與市區重建局為圖則所涵蓋的地區擬備的發展計劃不相容的發展，均禁止進行。

S/K5/URA3/A

市區重建局
昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A

土地用途表

	<u>頁次</u>
住宅（甲類）	1
政府、機構或社區	5
休憩用地	7

住宅（甲類）

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	商營浴室／按摩院
分層住宅	食肆
政府用途（未另有列明者）	教育機構
屋宇	展覽或會議廳
圖書館	政府垃圾收集站
街市	醫院
康體文娛場所	酒店
政府診所	機構用途（未另有列明者）
公共車輛總站或車站（露天總站或車站 除外）	香港鐵路通風塔及／或高出路面的 其他構築物（入口除外）
公用事業設施裝置	辦公室
公眾停車場（貨櫃車除外）	加油站
住宿機構	娛樂場所
學校（只限設於特別設計的獨立校舍）	私人會所
社會福利設施	公廁設施
私人發展計劃的公用設施裝置	公共車輛總站或車站（未另有列明者）
	宗教機構
	學校（未另有列明者）
	商店及服務行業（未另有列明者）
	訓練中心

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

除以上所列，在（a）建築物的最低三層，
包括地庫；或（b）現有建築物特別設計
的非住宅部分，而兩者均不包括全層或
主要為停車位、上落客貨車位及／或機
房的樓層，經常准許的用途亦包括：

食肆
教育機構
機構用途（未另有列明者）
場外投注站
辦公室
娛樂場所
私人會所
公廁設施
可循環再造物料回收中心
學校
商店及服務行業
訓練中心

規劃意向

此地帶的規劃意向，主要是作高密度住宅發展。在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致建築物在發展及/或重建計劃的最大住用總樓面面積超過 38,978 平方米及最大非住用總樓面面積超過 5,197 平方米，或超過現有建築物的總樓面面積，兩者中以數目較大者為準。

（請看下頁）

住宅（甲類）（續）

S/K5/URA3/A

備註（續）

- (2) 為施行上文第(1)段而計算有關最大總樓面面積時，任何樓面空間如純粹建造為或擬用作停車位、上落客貨車位、機房和管理員辦事處，或管理員宿舍和康樂設施，而兩者都是供住用建築物或建築物住用部分的全部擁有人或佔用人使用及使其受益，只要這些用途和設施是附屬於發展或重建計劃及與其直接有關，則可免計算在內。任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，亦可免計算在內。
- (3) 該範圍內的地面須提供一塊不少於 750 平方米的公眾休憩用地。
- (4) 任何新發展，或任何現有建築物的加建、改動及/或修改，或現有建築物的重建，不得引致整個發展及/或重建計劃的最高建築物高度(以米為單位從主水平基準起計算)超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (5) 遇有《建築物（規劃）規例》第 22（1）或（2）條所列的情況而獲准超逾該規例界定的准許地積比率時，在上文第（1）段適用的土地範圍內的建築物的總樓面面積可提高；提高的幅度為根據上述規例第 22（1）或（2）條獲准超逾准許地積比率的幅度，縱使提高後的總樓面面積因而超逾上文第（1）段所規定的有關最高總樓面面積亦可。
- (6) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）及（4）段所述的總樓面面積及建築物高度限制。

政府、機構或社區

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
救護站	動物寄養所
動物檢疫中心（只限設於政府建築物）	動物檢疫中心（未另有列明者）
播音室、電視製作室及／或電影製作室	靈灰安置所
食肆（只限食堂、熟食中心）	懲教機構
教育機構	火葬場
展覽或會議廳	駕駛學校
郊野學習／教育／遊客中心	食肆（未另有列明者）
政府垃圾收集站	分層住宅
政府用途（未另有列明者）	殯儀設施
醫院	直升機加油站
機構用途（未另有列明者）	直升機升降坪
圖書館	度假營
街市	酒店
康體文娛場所	屋宇
政府診所	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
公廁設施	場外投注站
公共車輛總站或車站	辦公室
公用事業設施裝置	加油站
公眾停車場（貨櫃車除外）	娛樂場所
可循環再造物料回收中心	私人會所
宗教機構	雷達、電訊微波轉發站、電視及／或廣播 電台發射塔裝置
研究所、設計及發展中心	垃圾處理裝置（只限垃圾轉運站）
學校	住宿機構
配水庫	污水處理／隔篩廠
社會福利設施	商店及服務行業（未另有列明者）
訓練中心	私人發展計劃的公用設施裝置
批發行業	動物園

（請看下頁）

政府、機構或社區（續）

S/K5/URA3/A

規劃意向

此地帶的規劃意向，主要是提供政府、機構及社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。

備註

- (1) 任何新發展，或任何現有建築物的加建、改動及／或修改，或現有建築物的重建，不得引致整個發展及／或重建計劃的最高建築物高度（以米為單位從主水平基準起計算）超過圖則訂明的限制，或超過現有建築物的高度，兩者中以數目較大者為準。
- (2) 城市規劃委員會如接獲根據《城市規劃條例》第 16 條提出的申請，可按個別發展或重建計劃的情況，考慮略為放寬上文第（1）段所述的建築物高度限制。

休憩用地

S/K5/URA3/A

第一欄 經常准許的用途	第二欄 須先向城市規劃委員會申請，可能在有 附帶條件或無附帶條件下獲准的用途
鳥舍	食肆
燒烤地點	政府垃圾收集站
郊野學習／教育／遊客中心	政府用途（未另有列明者）
公園及花園	度假營
涼亭	香港鐵路通風塔及／或高出路面的其他構 築物（入口除外）
行人專區	娛樂場所
野餐地點	康體文娛場所
運動場	私人會所
公廁設施	公共車輛總站或車站
休憩處	公用事業設施裝置
動物園	公眾停車場（貨櫃車除外）
	宗教機構
	配水庫
	商店及服務行業
	帳幕營地
	私人發展計劃的公用設施裝置

規劃意向

此地帶的規劃意向，主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	2
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	7

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET/CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority (URA) Cheung Wah Street/Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On 24 September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX, the draft Cheung Wah Street/Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in Site A is designated as “Residential (Group A)” (“R(A)”), the Area in Site B is designated as “Government, Institution or Community” (“G/IC”), and “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP is intended primarily for a high-density residential development. 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. Site B of the DSP is intended primarily for Government, Institution or Community (GIC) uses and public open space (POS).

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

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 Before the exhibition of the Plan, Site A was zoned "G/IC" and "O" while Site B was zoned "G/IC", "O" and an area shown as 'Road' on the approved Cheung Sha Wan OZP No. S/K5/37.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by the Leisure and Cultural Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. An

existing electricity substation (ESS) is located at a private lot NKIL 4331 owned by CLP Power Hong Kong Limited (CLP) within Site A. Site B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. 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.
- 7.3 The “R(A)” zone is subject to a maximum domestic Gross Floor Area (GFA) of 38,978 m² and a maximum non-domestic GFA of 5,197 m², or the GFA of the existing building(s), whichever is the greater. Except where the GFA is permitted to be exceeded under the Notes of the Plan, under no circumstances shall the maximum domestic and non-domestic GFA for any development exceed 38,978 m² and 5,197 m² respectively. The “R (A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The GFA control under “R (A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 7.5 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing

social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 100 mPD.

- 7.6 The “O” 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.
- 7.7 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.8 Subject to confirmation of operational needs and detailed design, not less than 38,893 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with not less than 5,197 m² within the non-domestic portion of Site A and not less than 33,696 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.9 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future

joint-venture partner(s), or its assignee(s), subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.10 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The resultant at-grade and elevated pedestrian network will integrate the proposed GIC complex and POSs, and will enhance connectivity of the surrounding area. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate initiatives subject to detailed technical feasibility.
- 7.11 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, would be provided in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.12 For public benefits, 50 underground public car parking spaces will be provided in a basement car park at Site A subject to liaison and agreement with Transport Department (TD). Such provision will create opportunity for the replacement of some on-street parking spaces in the area and it will make way for possible pavement widening under separate initiatives subject to liaison and agreement with TD.

Internal Transport Facilities

- 7.13 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with TD.

Air Ventilation

- 7.14 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme. Close liaison on land matters and construction will be carried out with relevant Government departments. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.

- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

XXXX 2021

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

說明書

市區重建局

昌華街／長沙灣道

發展計劃草圖編號 S/K5/URA3/A

	<u>內容</u>	<u>頁次</u>
1.	引言	1
2.	擬備該圖的權力依據及程式	1
3.	擬備該圖的目的	2
4.	該圖的《註釋》	2
5.	該圖涵蓋的地區	2
6.	現時狀況	3
7.	規劃及土地用途建議	3
8.	計劃的實施	5

市區重建局
昌華街／長沙灣道
發展計劃草圖編號 S/K5/URA3/A

(這是為施行《城市規劃條例》的規定而由市區重建局根據《市區重建局條例》
第 25 條擬備的草圖)

說明書

注意：就《城市規劃條例》而言，不應視本《說明書》為圖則的一部份。

1. 引言

本《說明書》旨在協助大眾瞭解《市區重建局（下稱「市建局」）昌華街／長沙灣道發展計劃草圖編號 S/K5/URA3/A》的內容，並闡述城市規劃委員會（下稱「城規會」）就該圖涵蓋範圍所訂定的規劃意向和目的。

2. 擬備該圖的權力依據及程式

- 2.1 在財政司司長核准市建局第二十個業務計劃（二零二一/二零二二年度），建議根據《市區重建局條例》第 25 條，以發展計劃方式進行昌華街／長沙灣道發展計劃（SSP-018）（下稱「發展計劃」）。
- 2.2 二零二一年九月二十四日，根據《市區重建局條例》第23(1)條，市建局在政府憲報上公佈發展計劃開始實施的日期。
- 2.3 於發展計劃實施當日（即二零二一年九月二十四日），市建局根據《市區重建局條例》第 25(5) 條，就發展計劃向城規會呈交發展計劃草圖。
- 2.4 xxxx 年 xx 月 xx 日，城規會根據《市區重建局條例》第 25(6)(a) 條認為發展計劃草圖適宜公佈。根據《市區重建局條例》第 25(7) 條，城規會認為適宜公佈的發展計劃草圖，須當作是由城規會為施行《城市規劃條例》而擬備的草圖。

- 2.5 xxxx 年 xx 月 xx 日，城規會根據《城市規劃條例》第 5 條，展示《市區重建局昌華街／長沙灣道發展計劃草圖編號 S/K 5/URA 3/1》（「該圖」）。憑藉《市區重建局條例》第 25 (9) 條，該圖由上述日期起即取代《長沙灣分區計劃大綱核准圖編號 S/K 5/37》中與該圖所劃定及描述的地區有關的部分。

3. 擬備該圖的目的

發展計劃包括位於長沙灣道以北的地盤 A 及長沙灣道以南的地盤 B。該圖旨在顯示發展計劃區（下稱「該區」）地盤A已指定為「住宅（甲類）」地帶，地盤B已指定為「政府、機構或社區」地帶及已指定為「休憩用地」地帶。發展計劃根據《市區重建局條例》第 25 條，以發展計劃的方式進行。該區地盤A主要作高密度住宅發展，在建築物的最低三層或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。該區地盤B主要作政府、機構或社區用途及公共休憩用地。

4. 該圖的《註釋》

- 4.1 該圖附有一份《註釋》，分別說明該區此地帶內經常准許的各類用途或發展，以及須向城規會申請許可的各類用途或發展。城規會若批給許可，可能附加或不附加條件。《城市規劃條例》第 16 條有關申請規劃許可的規定，使當局可較靈活地規劃土地用途及管制發展，以配合不斷轉變的社會需要。
- 4.2 為使公眾易於明白起見，規劃署專業事務部備有一份《釋義》，把《註釋》內部分詞彙的定義列出，以供公眾索閱。這份《釋義》亦可從城規會的網頁下載（網址[http:// www.info.gov.hk/tpb](http://www.info.gov.hk/tpb)）。

5. 該圖涵蓋的地區

- 5.1 該區的界線在該圖上以粗虛線顯示。該區地盤 A 總面積約5,197 平方米，東南面毗連興華街，西南面毗連長沙灣道，西北面毗連昌華街及東北面毗連長沙灣天主教英文中學。該區地盤 B 總面積約 13,857 平方米，北面毗連長沙灣道，西面毗連長沙灣徑及東南面毗連深水埗運動場。
- 5.2 在本圖則展示之前，該區於長沙灣分區計劃大綱核准圖編號 S/K 5/37上地盤A劃為「政府、機構或社區」及「休憩用地」，地盤B劃為「政府、機構或社區」、「休憩用地」及顯示為「道路」。

6. 現時狀況

- 6.1 該區地盤A現時為由康樂及文化事務署（康文署）擁有及管理的長沙灣體育館及其毗鄰花園。長沙灣體育館建於1976年，其康樂設施的規格及設計均低於現今標準。現時地盤A內的私人地段NKIL4331為中華電力有限公司的變電站。該區地盤B包括由康文署擁有及管理的長沙灣徑休憩處和部分深水埗運動場，以及由路政署撥用的臨時工程維修站。

7. 規劃及土地用途建議

- 7.1 在該圖上，該區地盤A劃為「住宅（甲類）」地帶，而該區地盤B劃為「政府、機構或社區」地帶及「休憩用地」地帶。該圖的《註釋》顯示區內概括的預定土地用途。

用途

- 7.2 「住宅(甲類)」地帶的規劃意向主要是作高密度住宅發展，在建築物的最低三層，或現有建築物特別設計的非住宅部分，商業用途屬經常准許的用途。
- 7.3 在指定為「住宅(甲類)」的土地範圍內，最大住用總樓面面積不得超過38,978平方米及最大非住用總樓面面積不得超過5,197平方米，或超過現有建築物的總樓面面積，兩者中以數目較大者為準。除非獲准超逾圖則界定的總樓面面積外，在市建局地盤內最大住用及非住用總樓面面積分別不得超過38,978平方米及5,197平方米。在指定為「住宅（甲類）」的土地範圍內，最高建築物高度為主水準基準上140米。
- 7.4 根據聯合作業備考第四號「發展管制參數地積比率／總樓面面積」，當中「住宅(甲類)」的樓面面積的規定屬於“新的或經修訂的法定圖則”中的規定，並符合當中所述的精簡安排。
- 7.5 「政府、機構或社區」地帶的規劃意向主要是提供政府、機構或社區設施，以配合當地居民及／或該地區、區域，以至全港的需要；以及是供應土地予政府、提供社區所需社會服務的機構和其他機構，以供用於與其工作直接有關或互相配合的用途。在指定為「政府、機構或社區」的土地範圍內，最高建築物高度為主水準基準上100米。
- 7.6 「休憩用地」地帶的規劃意向主要是提供戶外公共空間作各種動態及／或靜態康樂用途，以配合當地居民和其他市民的需要。

- 7.7 為提高設計上的彈性，城規會如接獲根據《城市規劃條例》第16條提出的申請，可按個別規劃及設計的情況，考慮略為放寬最高地積比率及樓宇高度限制。

政府、機構或社區設施

- 7.8 該區內會預留不少於 38,893 平方米的非住宅樓面面積作政府、機構或社區設施用途，其中不少於 5,197 平方米設於地盤 A，其餘不少於 33,696 平方米設於地盤 B。建於 1976 年的長沙灣體育館將會重置至地盤 B，並提升至現今康樂設施的規格及設計標準，繼續供公眾享用。有關該區內全新的政府、機構或社區設施的詳細用途會視乎市建局與相關政府部門的商討結果，以及地區持份者的意見而定。在地盤 A 計算發展及／或重建計劃的有關最高地積比率時，任何樓面空間如純粹建造為或擬用作政府規定的政府、機構或社區設施，則可免計算在內。

公眾休憩用地

- 7.9 該區內地盤 B 將設有不少於 9,645 平方米的公眾休憩用地，地盤 A 面臨長沙灣道亦將提供不少於 750 平方米的公眾休憩用地。根據與康文署的諮詢，康文署同意管理和保養地盤 B 的公眾休憩用地。康文署建議由市建局或其聯營夥伴或其代理人擁有和管理規劃階段的地盤 A，有關建議將會與相關政府部門詳細商討。地盤 A 的公眾休憩用地將會於適當時段開放予公眾使用。

全天候的地面及高架行人網絡

- 7.10 該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接該區內的公眾休憩用地和另一重建項目（兼善裡／福華街 SSP-017）。擬建的地面及高架行人網絡不單連接擬議的政府、機構或社區設施和公共空間，亦能加強鄰近一帶的连接性。合適的鋪裝配合園景設計將營造出路安全和舒適的行人環境。由於該擬議的天橋位於發展計劃圖的範圍以外，並不屬於發展計劃圖的一部份，市建局會視乎詳細的技術可行性研究，以市區活化的方式與有關政府部門商討落實建議細節。
- 7.11 會探討於長沙灣道、昌華街和興華街提供適當的地面後退，以進一步優化行人流通性和步行環境，同時亦有可能將南面新的公眾休憩用地與深水埗運動場整合。有關的活化建議將會與康文署詳細商討。

地下公眾泊車位設施

- 7.12 視乎與運輸署商討，建議於該區地盤 A 興建的地下停車場，提供 50 個公眾泊車位惠及大眾，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路，有助推動該項目以外的活化項目。

內部運輸設施

- 7.13 該區地盤 A 內會興建地下停車場提供建議住宅和基座平臺非住宅發展的附屬泊車位及上落客貨處。該區地盤 B 亦會為擬建的政府、機構或社區設施盡可能於地下停車場提供附屬泊車位。泊車位及上落客貨處的數量，將根據《香港規劃標準與準則》的規定及運輸署的要求提供。

空氣流通

- 7.14 根據空氣流通評估報告，為保持昌華街和福榮街南北方向的通風廊，以提升空氣流通及舒適的視覺景觀，建議發展內將會有「優良的設計特色」（即是面向長沙灣道、昌華街和興華街提供適當的地面後退，以及地盤 A 建議發展的住宅建築提供分隔空間。建議發展計劃將盡可能達致《可持續建築設計指引》的要求。

8. 計劃的實施

- 8.1 該圖所載的建議是該區發展計劃的必需部分。
- 8.2 市建局並不擁有或沒有租用發展計劃範圍內的任何土地。市建局會與有關政府部門詳細商討地政及建築細節。該區內擬建的政府、機構或社區設及地盤 B 的公眾休憩用地將會交回政府擁有、管理及保養。有關安排將會與有關政府部門商討落實。
- 8.3 市建局可單獨實施發展計劃，亦可與一個或多於一個聯營夥伴合作實施發展計劃。

城市規劃委員會
二零二一年 X 月

4.3 APPRAISAL OF VISUAL CHANGES

- 4.3.1 Photos of the existing condition and photomontages of both the Proposed Scheme and the Baseline Scheme are prepared for full appraisal and comparison of the visual changes before and after the proposed redevelopment at the Scheme together with future developments within its vicinity. The following will describe the visual composition and appraise visual changes of views for each selected VP. **Table 4.2** in the later part of this section will summarise the visual changes of all seven viewing points.

VP1 – Hing Wah Street Playground

- 4.3.2 In accordance with **Figures 4.2**, VP1 is about 120m to the east of the Scheme. Hing Wah Street Playground is a football pitch without any passive recreational facility. Although VP1 is close to the Scheme, considered that active football activities involve less public viewers who are sensitive to visual concerns and changes, the visual sensitivity of public viewers from this VP is graded as **medium**.

Visual Composition and Visual Obstruction

- 4.3.3 **Figure 4.4** presents the existing visual composition of the view from VP1 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.4 With reference to **Figure 4.4**, the foreground of the view from VP1 is dominated by Heya Aqua (about 120mPD) and the football pitch of the Playground. Heya Aqua forms a substantial part of the visual composition of the view from VP1. The background of the view is formed by the dense urban development near Cheung Sha Wan Business Area, such as Billion Plaza (about 120mPD), Billion Plaza II (about 130mPD), Charming Garden (about 100mPD) and The Amused (about 100mPD). The local visual context is dense with buildings commonly reaching about 120mPD or above. An open sky view is available at VP1.
- 4.3.5 Under the Proposed Scheme, the proposed development at SSP-017 (about 120mPD) would be visible on the background of the view from VP1. The proposed T1 and T2 within the Scheme area would be visible in front of the dense urban developments near Cheung Sha Wan Business Area. With due regard to the local visual context, the proposed T1 and T2 are of compatible

and similar size and height, as compared to Heya Aqua and the proposed development at SSP-017. Although the Proposed Scheme would obstruct a portion of the open sky view, the obstruction is less substantial than the one caused by Heya Aqua.

- 4.3.6 Various mitigation measures are included in the Proposed Scheme to enhance the visual composition and obstruction. To minimize the blockage of views, the proposed T1 and T2 are disposed in an orientation parallel to the view towards the Scheme from VP1. The proposed maximum building height of 140mPD also enables a slimmer building form which further reduces the visual obstruction to the sky view. Podium/ ground floor setbacks from Hing Wah Street and Cheung Sha Wan Road with landscaping will further reduce the building mass and visual obstruction, in particular at eye level.
- 4.3.7 With the above mitigation measures, despite the proposed development at the Scheme, a substantial portion of the open sky view from VP1 will be preserved. Furthermore, the visual permeability along Fuk Wing Street from VP1 will be preserved under the Proposed Scheme. Thus, a slightly adverse impact to the visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.8 Noted that Hing Wah Street Playground is a football pitch without any passive recreational facility, public viewers involved into active football activities are less sensitive to visual concerns and changes. Thus, the importance and value of the sky view is not of top priority. With the aforementioned mitigation measures, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. Thus the Proposed Scheme would only cause a slight resultant effect to public viewers. On the contrary, it is more important to consider whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. As compared to the existing visual context, the Proposed Scheme has a similar and compatible building height, mass and scale with the neighbouring developments, such as Heya Aqua (about 120mPD). Therefore, a slight effect on visual resources caused by the Proposed Scheme is considered.

VP2 – Sham Shui Po Sports Ground

- 4.3.9 In accordance with **Figures 4.2**, VP2 is about 150m to the south of the Scheme. Sham Shui Po Sports Ground comprises a sports ground, a football pitch, two basketball courts and a netball court. Together with the provision of passive recreational facilities and sitting-out areas, the Sports Ground is highly utilised by the general public. Thus, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

- 4.3.10 **Figure 4.5** presents the existing visual composition of the view from VP2 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.11 The current foreground of the view from VP2 is mainly the open-air sports facilities and trees inside Sham Shui Po Sports Ground. Although Hang Chun Court (about 110mPD) to the east of VP2 have substantially blocked the sky view, in overall, a wide open sky view can be enjoyed at VP2. The dense high-rise development along Hing Wah Street and Cheung Wah Street, such as Heya Aqua (about 120mPD), CST (about 100mPD) and Charming Garden (about 100mPD) have formulated the background of the view from VP2.
- 4.3.12 In accordance with **Figure 4.5**, for the Proposed Scheme, the proposed development at SSP-017 (about 120mPD) would be visible although most portion of it would be behind CST and Charming Garden. Although the two residential towers under the Proposed Scheme would appear slightly taller than the developments along Hing Wah Street and Cheung Wah Street, the Proposed Scheme possesses a compatible, appropriate and harmonious scale to integrate with the existing visual context. Slightly adverse impact to the visual composition of the view from VP2 is considered.
- 4.3.13 With regard to visual obstruction, the Proposed Scheme would cause slight obstruction to the foreground of the view from VP2. With the mitigation measures of slimmer building form and wider building separation included under the Proposed Scheme, only a minimal portion of the wide open sky view would be obstructed. The overall visual obstruction is considered as slightly adverse.

Effect on Public Viewers and Visual Resources

4.3.14 As the Proposed Scheme integrates with the existing visual context, the Proposed Scheme would not create any sore thumb development and visual incompatibility. While the wide open sky view is an important visual resource and value for public viewers considered the high level of public utilisation of the Sports Ground, with the mitigation measures included, the wide open sky view being enjoyed at VP2 is well preserved under the Proposed Scheme. Thus, slight effect on public viewers and visual resources is considered.

VP3 – Cheung Sha Wan Playground

4.3.15 In accordance with **Figures 4.2**, VP3 is about 400m to the southeast of the Scheme. Being surrounded by a group of residential developments, this Playground is highly utilised by the general public for its recreational facilities such as football pitch, basketball court, skating rink, children's playground and sitting out areas. Therefore, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

4.3.16 **Figure 4.6** presents the existing visual composition of the view from VP3 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.

4.3.17 The current foreground of the view from VP3 is mainly the open-air sports facilities and trees inside Cheung Sha Wan Playground. The dense high-rise residential towers of Un Chau Estate (about 120mPD), Heya Aqua (about 120mPD) and Fortune Estate (about 60 – 120mPD) have composed the background of the view from VP3. A wide open sky view is available on top of these residential towers.

4.3.18 With reference to **Figure 4.6**, the Proposed Scheme is of compatible height with the residential towers of Fortune Estate and Un Chau Estate which demonstrates its full integration and harmony with the existing visual context. Besides, the Proposed Scheme would not induce obstruction to the wide open

sky view being enjoyed at VP3. Thus, a slightly adverse effect to visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.19 The open sky view is an important visual resource for public viewers considered the high level of public utilisation and passive recreational activities at the Playground. Noted that the open sky view being enjoyed at VP3 can be preserved and the Proposed Scheme fully integrates with the existing visual context, a slight effect on public viewers and visual resources is considered.

VP4 – Junction of Cheung Wah Street and Un Chau Street

- 4.3.20 In accordance with **Figures 4.2**, VP4 is about 120m to the northeast of the Scheme. This junction serves as a connector between the Caritas Medical Centre and So Uk Estate towards the transport and community facilities along Cheung Sha Wan Road. Although the duration of sight towards the Scheme of public viewers at VP4 is short, the level of pedestrian and business activities at this junction is high. Thus, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

- 4.3.21 **Figure 4.7** presents the existing visual composition of the view from VP4 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.22 Mid-rise to high-rise residential/ commercial developments, including High One (about 110mPD), Sea Panorama Court (about 85mPD) and The Pacifica (about 165 – 185mPD), have dominated the view from VP4, thus public viewers at VP4 can only access to a narrow sky view.
- 4.3.23 For the Proposed Scheme, the proposed development at SSP-017 would be visible from VP4. Most portions of the residential towers under the Proposed Scheme and the whole G/IC complex would be concealed by the existing buildings along Cheung Wah Street. Although a small portion of the sky view would be obstructed by the Proposed Scheme, it is considered that the Proposed Scheme integrates with the existing visual context by its compatible and appropriate building height. The ground floor setbacks from Cheung Wah

Street included in both proposed developments at SSP-017 and SSP-018 have further reduced the visual obstruction and enhance the street environment at eye level. Although the footbridge across Cheung Wah Street connecting SSP-017 and SSP-018 is visible from VP4, it is considered compatible to the local visual context with only slightly adverse visual obstruction at eye level induced. Noted the overall visual compatibility of the Proposed Scheme, a slightly adverse impact to the visual composition and obstruction is considered.

Effect on Public Viewers and Visual Resources

- 4.3.24 Noted the sky view viewed from VP4 is narrow, it is considered more essential to assess whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. With reference to **Figure 4.7** and the above assessment, the Proposed Scheme can integrate with the existing visual context, a slight effect on public viewers and visual resources caused by the Proposed Scheme is considered.

VP5 – Exit B1 of Lai Chi Kok Railway Station

- 4.3.25 In accordance with **Figures 4.2**, VP5 is about 180m to the west of the Scheme. Although the duration of sight towards the Scheme of public viewers at VP5 is short, a very high level of pedestrian activity is observed at VP5 as it connects the Lai Chi Kok Railway Station and bus stops along Cheung Sha Wan Road to the commercial developments and the Caritas Medical Centre nearby. Therefore, the visual sensitivity of public viewers from this VP is graded as **high**.

Visual Composition and Visual Obstruction

- 4.3.26 **Figure 4.7** presents the existing visual composition of the view from VP5 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.27 With reference to **Figure 4.7**, both the foreground and background of the view from VP5 are dominated by the mid-rise to high-rise developments along Cheung Sha Wan Road, including Law's Commercial Plaza (about 130mPD), CST (about 100mPD), Charming Garden (about 100mPD), Yan Fook Centre (about 85mPD) and Tin On Industrial Building (about 45mPD). Public viewers at VP5 can only access to a narrow sky view.

- 4.3.28 The residential towers under the Proposed Scheme are of compatible height with the towers along Cheung Sha Wan Road which demonstrates its full integration and harmony with the existing visual context. Most portions of the residential towers and the G/IC complex are concealed by the existing development. The Proposed Scheme would only induce slightly adverse obstruction to the narrow sky view.

Effect on Public Viewers and Visual Resources

- 4.3.29 Noted that the duration of sight of public viewers at VP5 towards the Scheme is short, the importance of sky view is not of priority. Instead, it is more important to consider whether the Proposed Scheme would affect the overall visual context and create visual incompatibility. With reference to **Figure 4.8** and the above assessment, the Proposed Scheme can fully integrate with the existing visual context, a slight effect on public viewers and visual resources caused by the Proposed Scheme is considered.

VP6 – Wing Hong Street Rest Garden

- 4.3.30 In accordance with **Figures 4.2**, VP6 is about 220m to the north of the Scheme. Situated next to the Caritas Medical Centre, this rest garden mainly comprises passive recreational facilities and sitting-out areas while the level of public utilisation is not high. Therefore, the visual sensitivity of public viewers from this VP is graded as **medium**.

Visual Composition and Visual Obstruction

- 4.3.31 **Figure 4.9** presents the existing visual composition of the view from VP6 and potential visual compositions under the Baseline Scheme and the Proposed Scheme respectively.
- 4.3.32 The current foreground of the view from VP6 is mixed with trees inside the rest garden, and the buildings along Fuk Wa Street, including Por Mee Factory Building (about 55mPD) and CST (about 100mPD). An open sky view can be enjoyed at VP6. With reference to **Figure 4.9**, as the Proposed Scheme will be concealed by the buildings and the proposed development at SSP-017 in the foreground, no visual obstruction will be induced by the Proposed Scheme.

Effect on Public Viewers and Visual Resources

4.3.33 Given that the Proposed Scheme will not be visible from VP6, no effect on public viewers and visual resources is anticipated by the Proposed Scheme.

VP7 – Sun Yat Sen Memorial Park

4.3.34 With reference to **Figure 4.3**, VP7 is one of the key public viewing points stipulated on Chapter 11 in the HKPSG. Viewing from the Sun Yat Sen Memorial Park at the opposite side of the Victoria Harbour, the ridgeline behind Kowloon shall be protected. As shown on **Figure 4.3**, the Proposed Scheme is in front of the ridgeline between Kam Shan and the Eagle's Nest.

4.3.35 By utilizing 3D GIS tools, **Figure 4.10** presents the visual impact analysis of the Proposed Scheme to the view from VP7. The 3D GIS skyline analysis shows that Cullinan West (about 160 to 180mPD), The Sparkle (about 150mPD) and Hoi Lok Court (about 120mPD) will conceal most portions of the Proposed Scheme. In addition, the Proposed Scheme is below both the ridgeline and the 20% building free zone. Therefore, negligible visual impact on the view from VP7 is anticipated by the Proposed Scheme.

Table 4.2 Summary of Anticipated Visual Changes

Visual Elements	Sensitivity of Public Viewers	Visual Change
VP1 – Hing Wah Street Playground		
<p>Foreground dominated by the football pitch of the Playground and Heya Aqua.</p> <p>Background formed by the dense urban development near Cheung Sha Wan Business Area.</p> <p>An open sky view is available.</p>	<p>Medium</p> <p>Although VP1 is close to the Scheme, public viewers involved active football activities are less sensitive to visual concerns and changes.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The proposed buildings are of compatible and similar size and height, as compared to Heya Aqua and the proposed development at SSP-017. With various mitigation measures, obstruction of the open sky view caused by the Proposed Scheme is substantially minimised while the visual permeability along Fuk Wing Street from will be preserved. A slightly adverse impact to the visual composition and obstruction is considered.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>Public viewers involved into active football activities are less sensitive to visual concerns and changes. With various mitigation measures, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. As compared to the existing visual context, the Proposed Scheme has a similar and compatible building height, mass and scale with the neighbouring developments. Thus, a slight effect on visual resources is considered.</p> <p>Overall Visual Impact:</p> <p>Slightly adverse</p>
VP2 – Sham Shui Po Sports Ground		
<p>Foreground mainly occupied by the open-air sports facilities and trees inside the Sports Ground.</p>	<p>High</p> <p>The Sports Ground is highly utilised by the general public for its recreational facilities.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme creates a compatible, appropriate and harmonious scale to integrate with the existing visual context. With the mitigation measures of slimmer building form and wider building separation included under the Proposed</p>

Visual Elements	Sensitivity of Public Viewers	Visual Change
<p>Background formulated by the dense high-rise development along Hing Wah Street and Cheung Wah Street.</p> <p>In overall, a wide open sky view can be enjoyed at VP2.</p>		<p>Scheme, only a minimal portion of the wide open sky view would be obstructed.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The Proposed Scheme would not create any sore thumb development or visual incompatibility. The wide open sky view being enjoyed at VP2 is well preserved under the Proposed Scheme. Thus, slight effect on public viewers and visual resources is considered.</p> <p>Overall Visual Impact: Slightly adverse</p>
VP3 – Cheung Sha Wan Playground		
<p>Foreground mainly occupied by the open-air sports facilities and trees inside the Playground.</p> <p>Background mainly formed by the dense high-rise residential towers.</p> <p>A wide open sky view on top of the surrounding residential towers is available.</p>	<p>High</p> <p>The Playground is highly utilised by the general public for its recreational facilities.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme is of compatible height with the residential towers in Fortune Estate and Un Chau Estate, which demonstrates its full integration, and harmony with the existing visual context. The Proposed Scheme would induce slight obstruction to the wide open sky view.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The wide open sky view being enjoyed at VP3 can be well preserved and the Proposed Scheme fully integrates with the existing visual context. A slight effect on public viewers and visual resources is considered.</p> <p>Overall Visual Impact: Slightly adverse</p>
VP4 – Junction of Cheung Wah Street and Un Chau Street		
View with a narrow sky view dominated by	High	Visual Composition and Visual Obstruction:

Visual Elements	Sensitivity of Public Viewers	Visual Change
mid-rise to high-rise residential/commercial developments along Cheung Wah Street.	A high level of pedestrian and business activity is observed.	<p>Most portions of the building blocks of the Proposed Scheme would be concealed by the existing buildings which causes negligible impact. The ground floor setback from Cheung Wah Street included in the Proposed Scheme has further reduced the visual obstruction and enhance the street environment at eye level.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>As the Proposed Scheme can fully integrate with the existing visual context, a slight effect on public viewers and visual resources caused by the Proposed Scheme is considered.</p> <p>Overall Visual Impact: Slightly adverse</p>
VP5 – Exit B1 of Lai Chi Kok Railway Station		
View dominated by the mid-rise to high-rise developments along Cheung Sha Wan Road with a narrow open sky view.	<p>High</p> <p>A very high level of pedestrian activity is observed.</p>	<p>Visual Composition and Visual Obstruction:</p> <p>The Proposed Scheme is of compatible height with the towers along Cheung Sha Wan Road, which demonstrates its full integration with the existing visual context. The Proposed Scheme only induces slight obstruction to the narrow sky view.</p> <p>Effect on Public Viewers and Visual Resources:</p> <p>The Proposed Scheme can fully integrate with the existing visual context, a slight effect on public viewers and visual resources caused by the Proposed Scheme is considered.</p> <p>Overall Visual Impact: Slightly adverse</p>

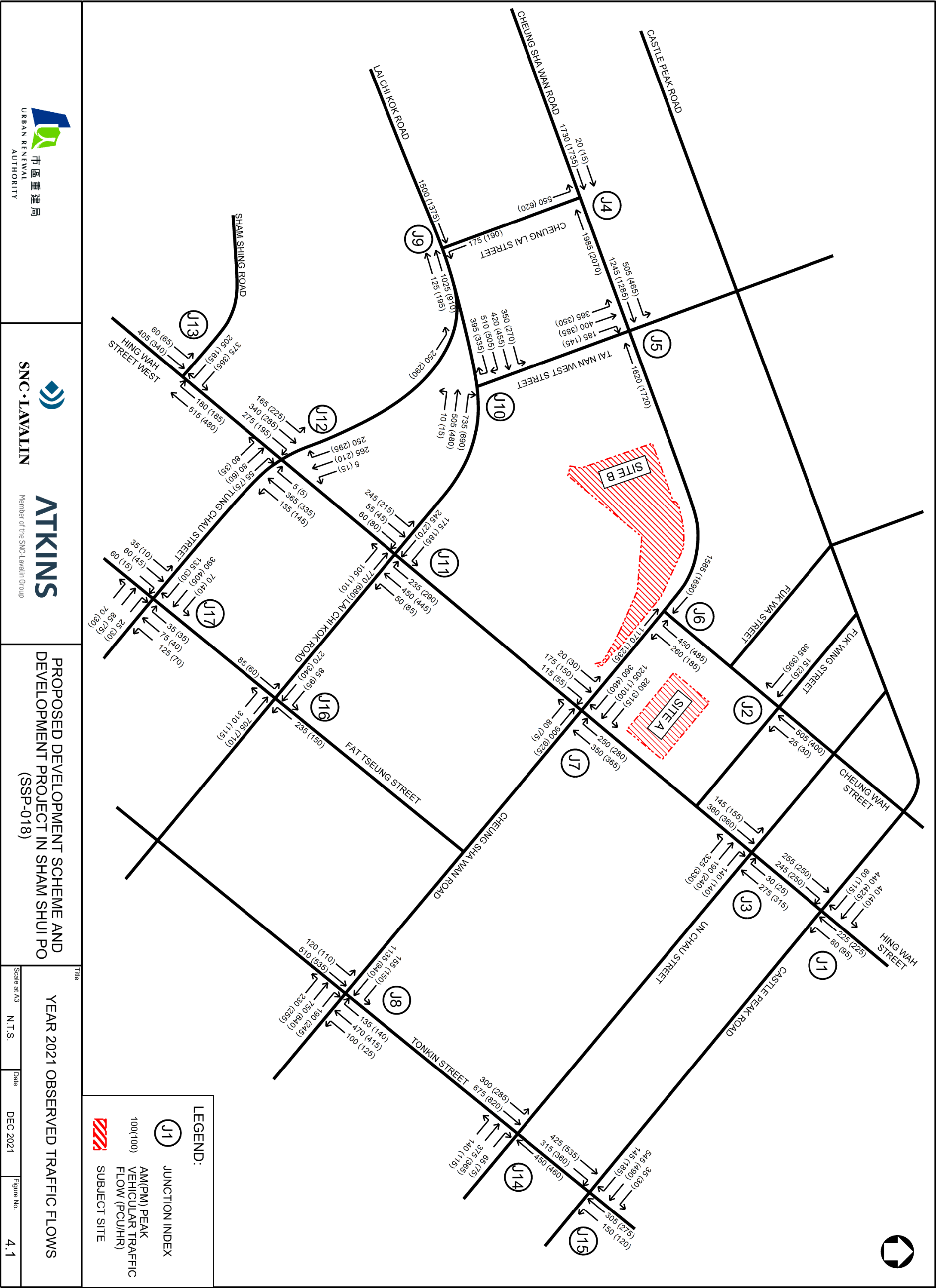
Visual Elements	Sensitivity of Public Viewers	Visual Change
VP6 – Wing Hong Street Rest Garden		
View mixed with trees inside the rest garden, and the buildings along Fuk Wa Street. Open sky view can be enjoyed.	Medium The level of public utilisation is not high.	Existing buildings in the foreground conceal the Proposed Scheme. No visual change is anticipated. Overall Visual Impact: Negligible
VP7 – Sun Yat Sen Memorial Park		
View mainly formed by the Victoria Harbour, the dense urban development in Kowloon, a wide open sky and the ridgeline from Kam Shan to Tsz Wan Shan.	-	Existing buildings conceal most portions of the Proposed Scheme. Noted that the Proposed Scheme is below the ridgeline and the 20% building free zone, negligible visual impact is anticipated. Overall Visual Impact: Negligible

5 EVALUATION OF OVERALL VISUAL IMPACT AND CONCLUSION

- 5.1 The above analysis has compared the visual impact induced by the future redevelopment under both the Baseline Scheme and the Proposed Scheme. Block size, disposition and layout of the Proposed Scheme have been carefully designed with respect to the existing urban design, building height profile and key public viewing points in the vicinity. With the proposed maximum building height of 140mPD, various measures such as slimmer building form, wider building separation, careful building disposition and podium/ ground floor setbacks could be included in the Proposed Scheme to enhance the visual quality and visual impact.
- 5.2 The Scheme is located in a densely developed residential neighbourhood with an increasing number of high-rise residential developments reaching 120mPD or above. Several existing and future developments of 140mPD or above are found around the Scheme, such as The Pacifica, Beacon Lodge and the public housing development at the Wang Cheong Factory Estate site. Therefore, with full regard to the existing visual context, the proposed maximum building height of 140mPD proposed at Site A, and the proposed maximum building height of 95mPD at the G/IC zone at Site B will not result in visual incompatibility.
- 5.3 Referring to the visual impact analysis at VP6, the Proposed Scheme will be entirely concealed by existing developments. For VP4 and VP5, building blocks under the Proposed Scheme will be mostly concealed by existing developments. Noted the slight visual change caused by Proposed Scheme, ***slightly adverse*** visual impact is anticipated at these VPs.
- 5.4 Referring to VP2 and VP3, with the mitigation measures of slimmer building form and wider building separation being included, only a minimal portion of the wide open sky view would be obstructed by the Proposed Scheme. Since the Proposed Scheme is of compatible height which fully integrates with the existing visual context, a ***slightly adverse*** overall visual impact is also anticipated at these VPs.
- 5.5 For VP1, although the Proposed Scheme also presents its compatibility with the existing visual context, the Proposed Scheme would obstruct a portion of the open sky view. Various mitigation measures including careful block disposition and slimmer building form are proposed which substantially

minimised the visual obstruction. Noted that the public viewers at VP1 are less sensitive to the visual changes of the sky view, the potential negative visual impact caused by the Proposed Scheme can be addressed and minimised. Besides, the visual permeability along Fuk Wing Street is also preserved under the Proposed Scheme. Therefore, a **slightly adverse** resultant visual impact is anticipated by the Proposed Scheme.

- 5.6 The Scheme will formulate a comprehensive land-use restructuring together with SSP-017 to create more planning gains at district level. Including the re-provision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA. The provision of floor space for GIC uses is in line with the promotion of the Government's policy on "Single Site, Multiple Uses". The proposed Scheme will materialize the planning intention of current OZP in providing more GIC facilities and a set of connected POS for public enjoyment without the need to divert portion of Cheung Sha Wan Road, while the proposed residential use at Site A of the Scheme will be able to sustain the proposed redevelopment of SSP-017. It is anticipated the Scheme can create more planning gains and bring more social and community benefits to serve the public in a wider district.
- 5.7 In conclusion, the Proposed Scheme will induce no significantly adverse visual impact. In overall, the visual impact for most VPs caused by the Proposed Scheme can be effectively addressed and mitigated with various measures including careful building deposition, slimmer building form, appropriate at-grade/ podium setbacks along Cheung Wah Street, Cheung Sha Wan Road, Hing Wah Street and between the Scheme and the school. The Proposed Scheme also has similar building heights with the neighbouring development and is visually compatible to its context.





PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

Scale at A3

N.T.S.

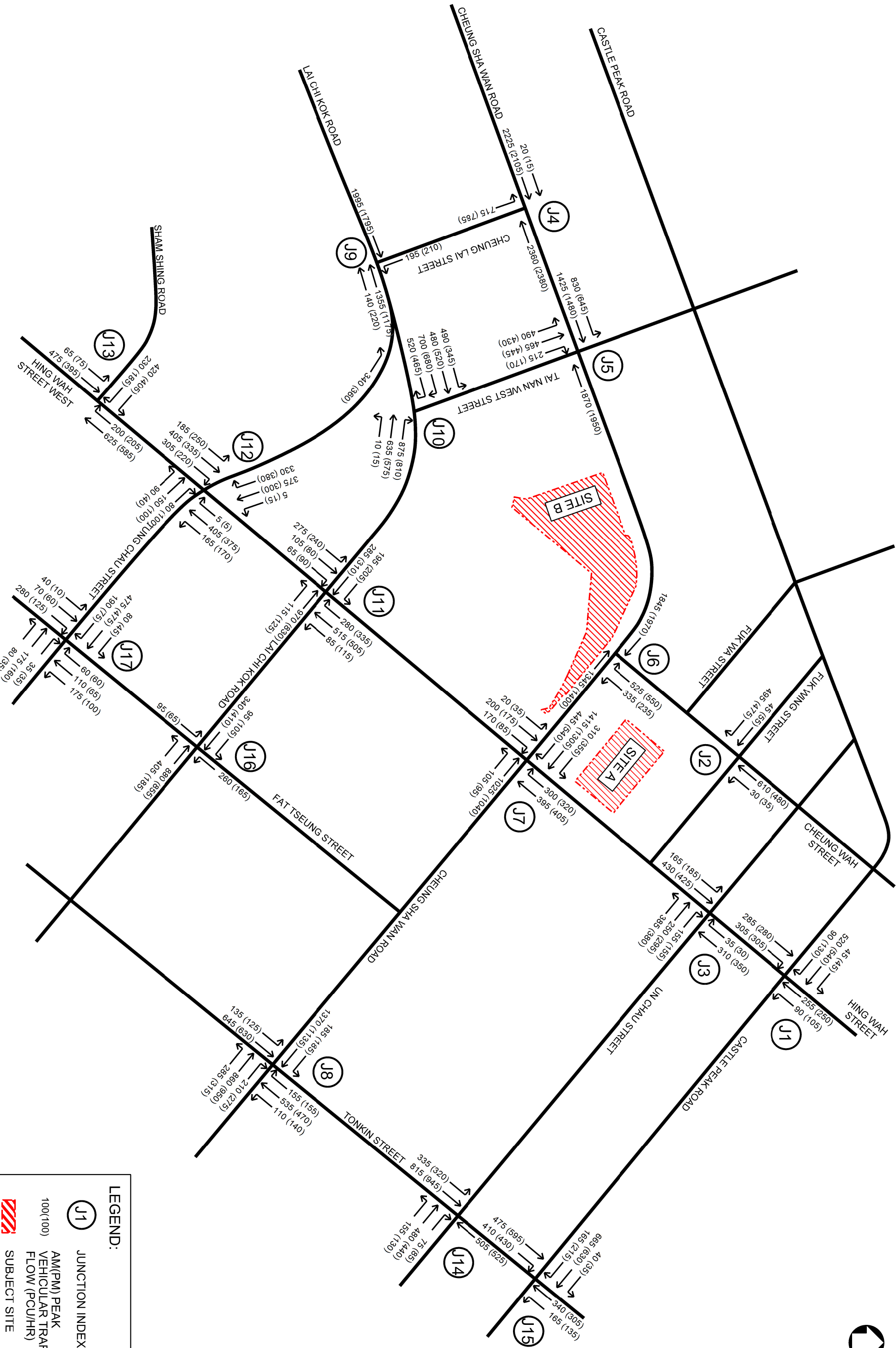
Date

DEC 2021

Figure No.

4.3

YEAR 2031 REFERENCE TRAFFIC FLOWS

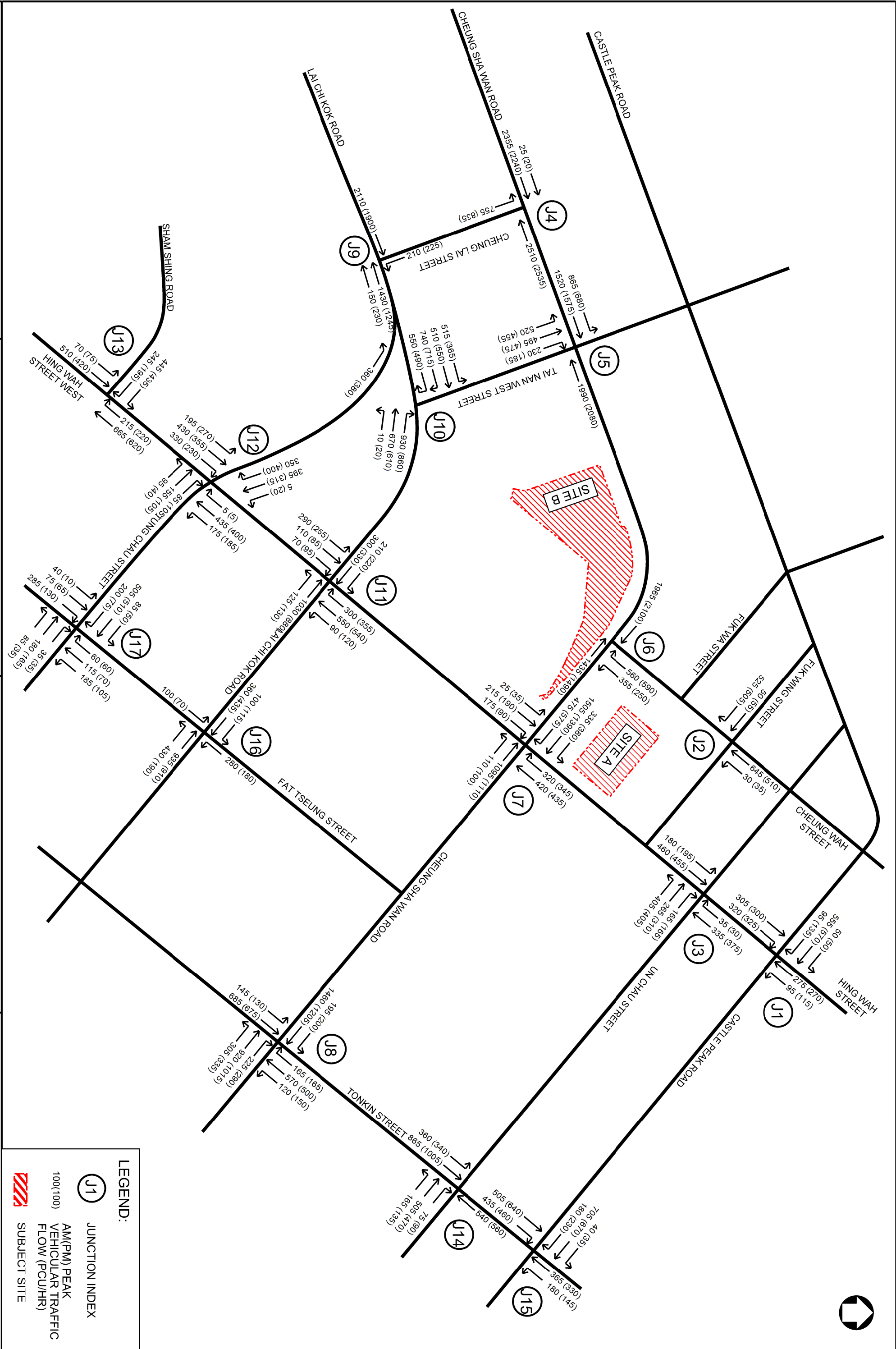


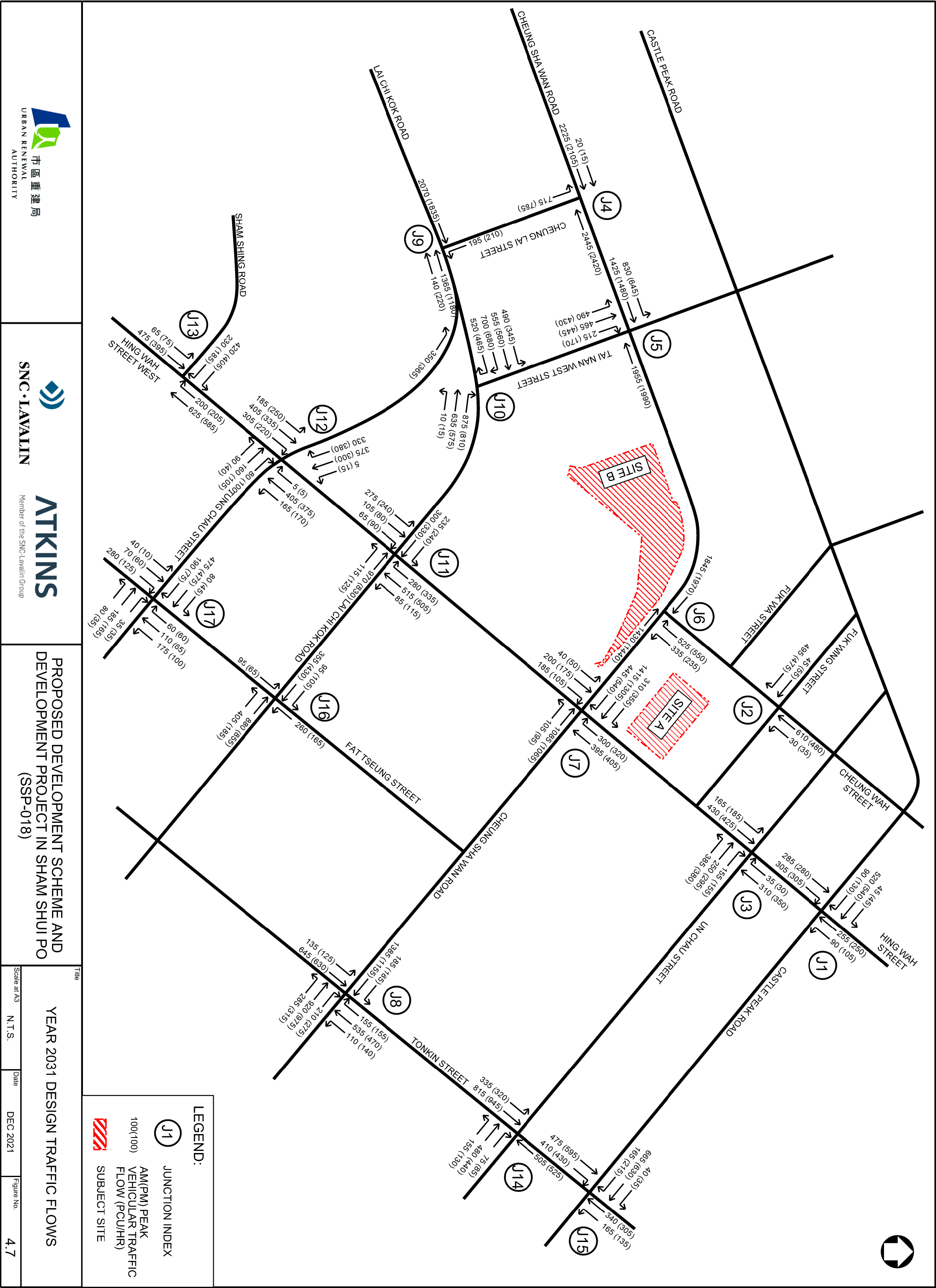
LEGEND:

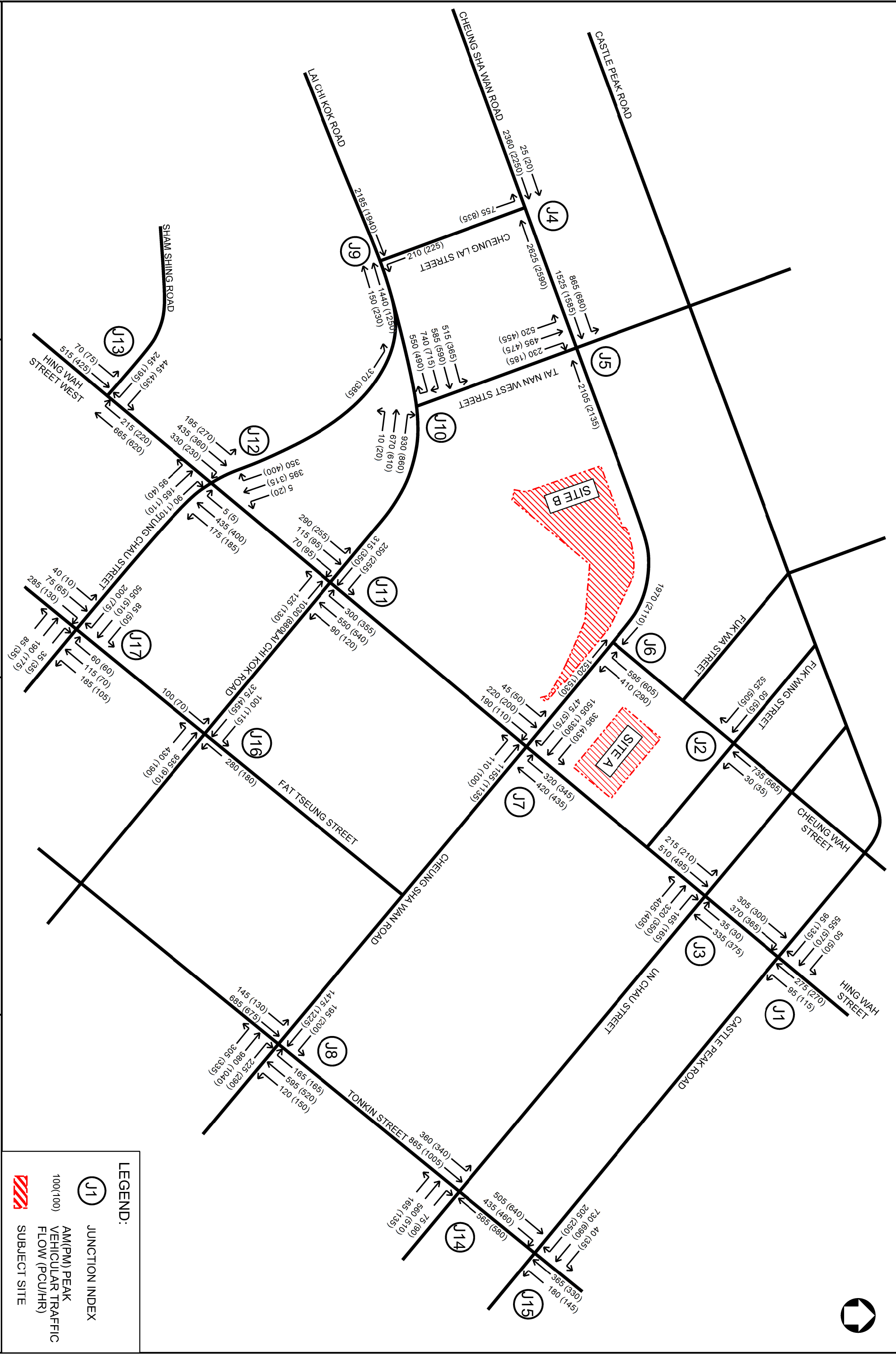
J1 JUNCTION INDEX

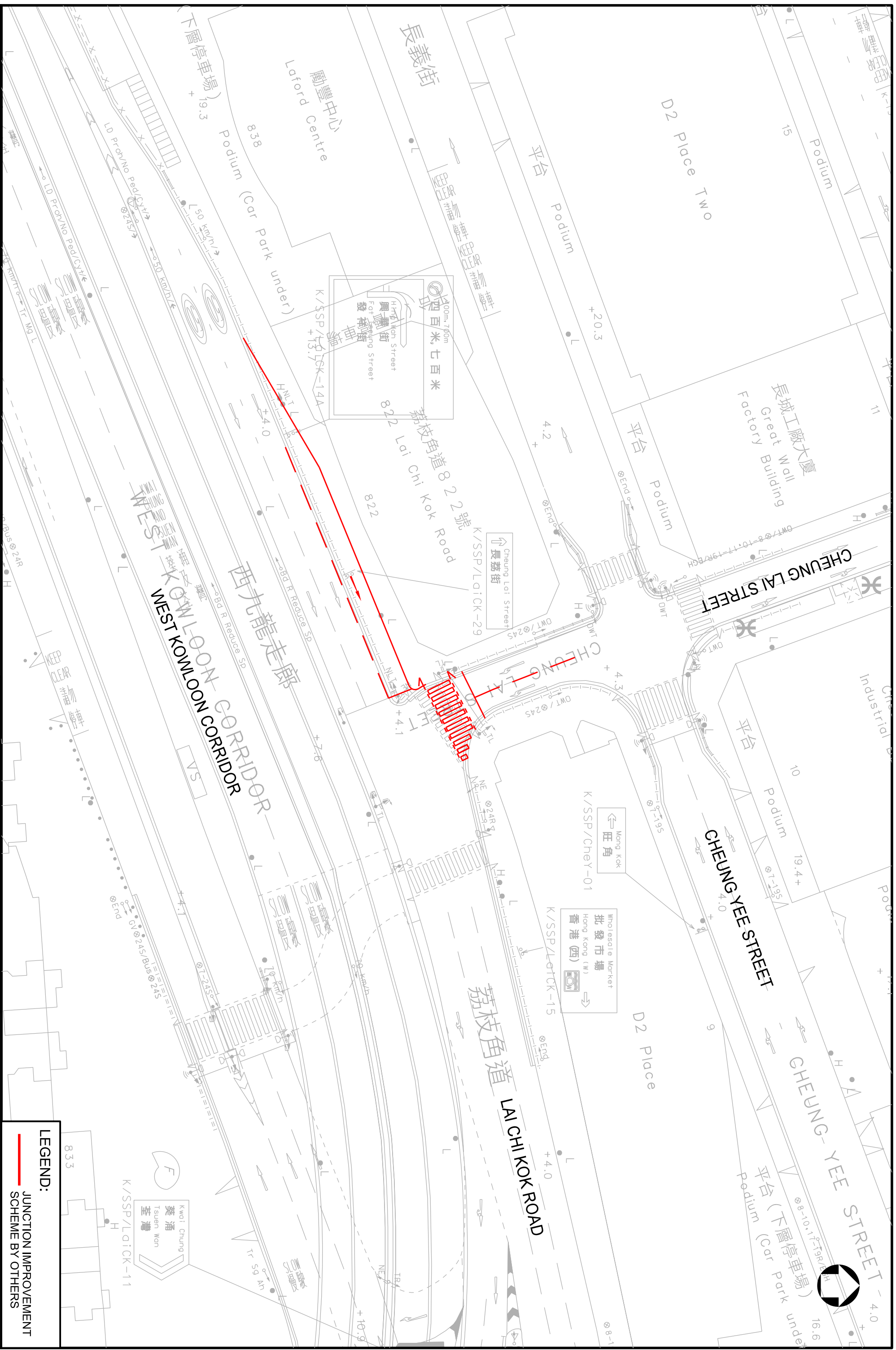
100(100) AM/PM PEAK VEHICULAR TRAFFIC FLOW (PCU/HR)

SUBJECT SITE









LEGEND:

JUNCTION IMPROVEMENT SCHEME BY OTHERS

**JUNCTION IMPROVEMENT SCHEME
PROPOSED BY OTHER DEVELOPMENT
- J/O LAI CHI KOK ROAD/
CHEUNG LAI STREET (J9)**

Scale at A3

1 : 500

Date _____

DEC 2021

Figure No.

3

PROPOSED DEVELOPMENT SCHEME AND DEVELOPMENT PROJECT IN SHAM SHUI PO (SSP-018)


李天

[illegible]


市區重建局
URBAN RENEWAL
AUTHORITY



市區重建局
URBAN RENEWAL
AUTHORITY



SNC-LAWALIN



ATKINS

PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

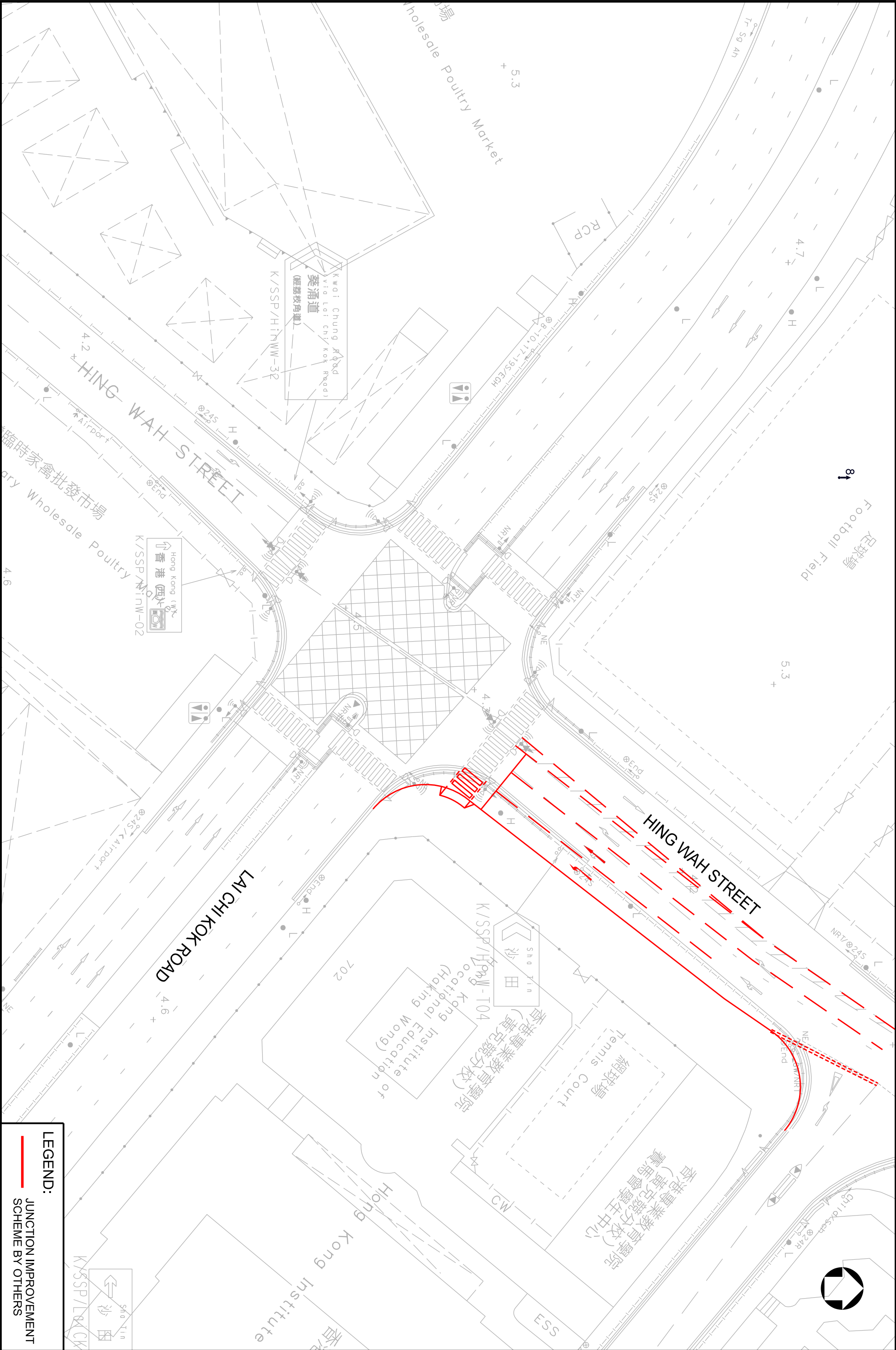
Title

JUNCTION IMPROVEMENT SCHEME
PROPOSED BY OTHER DEVELOPMENT
- JO LAI CHI KOK ROAD/
HING WAH STREET (J11)

Scale at A3
1 : 500

Date
DEC 2021

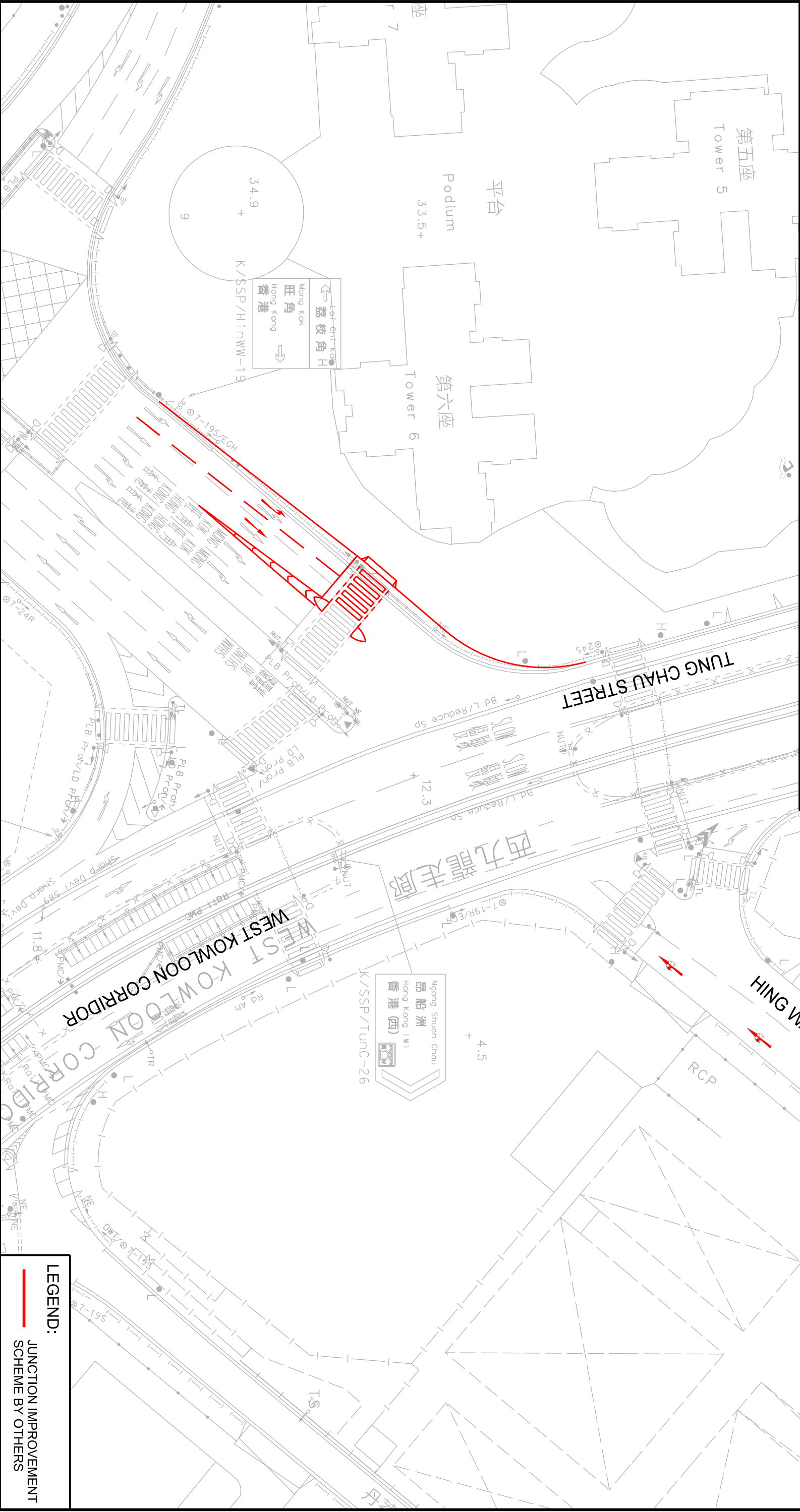
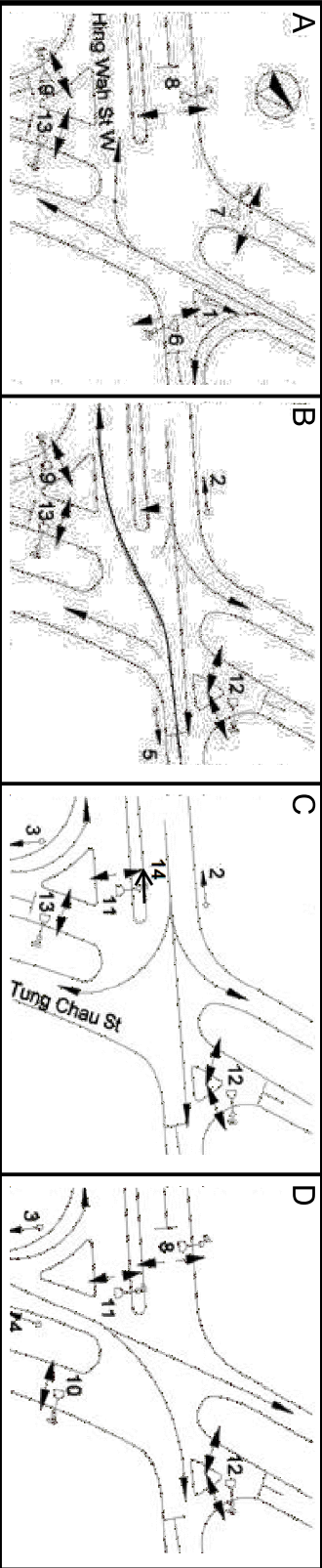
Figure No.
B2



LEGEND:

 JUNCTION IMPROVEMENT
SCHEME BY OTHERS

PROPOSED METHOD OF CONTROL




LEGEND:


— JUNCTION IMPROVEMENT

— SCHEME BY OTHERS


PRINTED BY: \$USERS\$
FILENAME: \$FILES\$
MODEL NAME: \$MODEL\$



市區重建局
URBAN RENEWAL
AUTHORITY



SNC-LAWALIN



ATKINS

PROPOSED DEVELOPMENT SCHEME AND
DEVELOPMENT PROJECT IN SHAM SHUI PO
(SSP-018)

Title

JUNCTION IMPROVEMENT SCHEME
PROPOSED BY OTHER DEVELOPMENT
- JO TUNG CHAU STREET/
HING WAH STREET (J12)

Scale at A3

1 : 500

Date

DEC 2021

Figure No.

B3

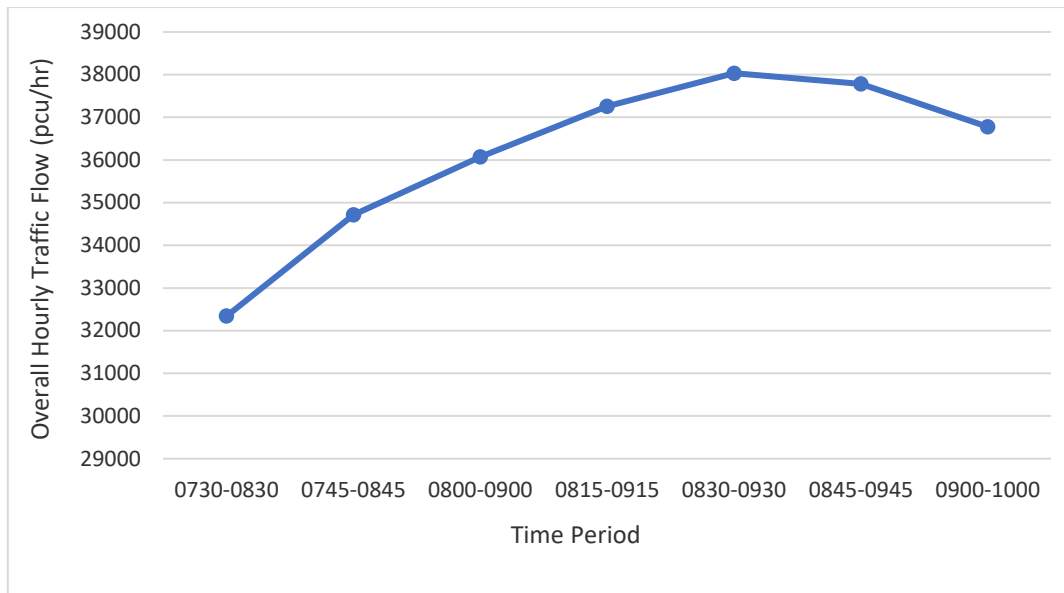


Diagram 1 – Morning Peak Period Hourly Traffic Profile

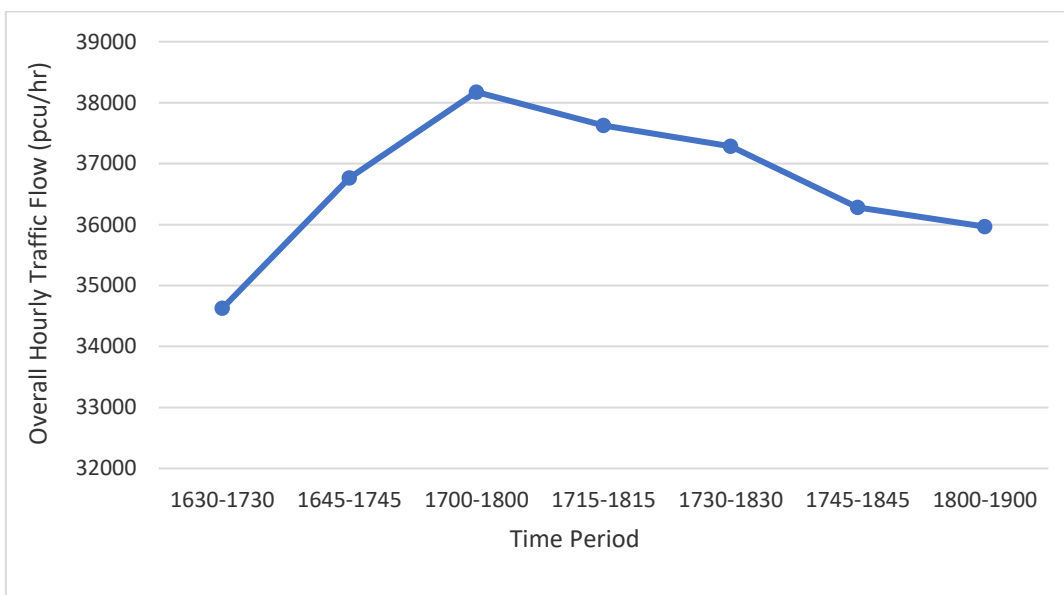


Diagram 2 – Evening Peak Period Hourly Traffic Flow Profile

HOURLY TRAFFIC COUNT PROFILE

ANNEX B

Urban Renewal Authority 市區重建局
Cheung Wah Street/ Cheung Sha Wan Road Development Scheme
昌華街 / 長沙灣道發展計劃 (SSP-018)

Responses to Public Comments 回應公眾意見

Consultation Period 諮詢期：

Stage 1 第一階段：30/09/2021 – 21/10/2021

Stage 2 第二階段：12/11/2021 – 26/11/2021

Types of Comments 意見類別：

A) Support 支持/ General Comments 一般意見 = 69

B) Object 反對 = 9

Notes 註：

1. Comments submitted in English will be responded in English 以中文提交的意見會以中文回應
2. The types of comments are categorized by URA for easy reference in order to efficiently respond to similar comments。The comments are not categorized by commenters。意見的類別僅為市建局用作有效回應相同類別意見的分類，以供參考，並不是意見提出者指定的分類。

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
第一階段： 1,2,3,7,8, 9,10,11, 12,15, 17, 26,29,30, 31, 36, 43, 52, 53 第二階段：	<ul style="list-style-type: none">● 支持該計劃。	備悉意見，並感謝支持。 感謝市民明白位於兼善里／福華街發展項目（SSP-017）涉及合共 90 幢樓齡超過 60 年的樓宇，樓高 9 層，均沒有升降機或其他無障礙設施，樓宇破舊，衛生環境欠佳，SSP-017 的住戶亦表示居住環境經常受蟑螂、蜈蚣及鼠患影響；而且消防安全設施不足，有不少單位亦已被分間成多個劏房出租，對重建有殷切需求。 市建局於 SSP-017 的兩個月公布期間，收到了 84 份來自兼善里／福華街業主或其家屬及租戶等的意見，當中有 51 份表示明確支持重建項

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
1, 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 17, 18, 19, 20, 22, 24		<p>目，內容反映現時居住環境惡劣及對重建的殷切需求 (詳細的意見請參閱附件一)，包括:</p> <ul style="list-style-type: none"> • 兼善里樓齡高，樓宇外牆有不少裂痕、更有剝落及滲水的情況，對大廈結構及行人構成危險 • 希望加速兼善里重建項目，漏水、垃圾問題困擾多時 • 樓宇沒有升降機，很多長者上落樓梯十分困難 • 三無大廈，無人管理，環境惡劣，垃圾堆積 • 治安差，經常擔心有賊人在附近 • 地舖多食肆及五金相關行業，造成噪音及衛生問題 • 住在劏房，十分狹小及濟迫 • 樓齡過高，不能購買樓宇保險 <p>要解決 SSP-017 內的問題及改善居民的居住環境，需要透過重建處理。唯現時 SSP-017 的地積比已高至 8.12，剩餘地積比只有 0.88，重建潛力很低，因此需要從整區規劃出發，加大規劃裨益。</p> <p>市建局以「規劃主導」的模式，貫徹以全面的規劃方式進行市區更新工作。昌華街／長沙灣道發展計劃（該計劃）(SSP-018) 包括沿長沙灣道兩旁的地盤 A 及地盤 B 的政府用地，將與 SSP-017 一併納入重建，藉著重整現有土地用途，為社區帶來更大的規劃裨益。SSP-018 地盤 A 內擬議的住宅用途亦為 SSP-017 的重建帶來契機，將「不可能」成為「可能」。</p>
<p>第一階段：</p> <p>2, 9, 18, 19, 20, 23, 25, 34</p> <p>第二階段：</p>	<p>支持重建長沙灣體育館，增加康體設施</p> <ul style="list-style-type: none"> • 能有效提升本區已老化欠效率的室內運動場地之使用空間(不用每人每日早上/凌晨到這排隊輪候短缺租場方式) 增大後可給一帶廣大市民使用 	<p>備悉意見。現時長沙灣體育館由康文署管理，為公眾提供一些基本的康樂設施及定期舉行康體活動和訓練課程。目前長沙灣體育館設有一個可提供一個排球場或轉為一個非標準五人籃球場或轉為四個羽毛球場的多用途主場，其中一個羽毛球場在平日亦可轉為兩個乒乓球場之用。惟長沙灣體育館建於 1976 年，所提供的設施未能達至現行標準。</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
4, 6, 8, 10, 13, 18, 21	<ul style="list-style-type: none"> ● 長沙灣體育館是舊式的體育館，現不符合現今標準，知道會興建新政府設施綜合大樓，有新體育館 和增加兒童遊戲室、健身室等，取代現時的長沙灣體育館，大力支持 ● 可以增大運動場館有更多運動設施、如果可以增加圖書館，可以增加大型街市 ● 社內社區公共設施不足且老化，現有的體育館沒充份發揮其效益，因只有數個場館，只供少數人使用。新方案雖然要市民忍受短時間的不便，但長遠卻是造福人群，受益更多！新體育館配合新設計加新科技，場館數目更多，供市民享用的康樂設施也更多，落成後肯定又是市民稱讚的亮點！ ● 體育館也可重建更加可完善給附近中、小學，多元化方面室內運動設施，讓學生在課餘後更多的康體活動機會。 ● 支持上述項目 SSP018 重建及土地改變用途，主要原因是現時該地盤 A 中只有一層的體育館，亦只有非常少的康體設施，未能滿足區內居民對康樂體育甚或長者健體設施的殷切需求，而日後重建後，可提供一個多層式的康樂大樂，既有康健設施，亦有社會服務，對一班長者來說，非常重要。 	<p>該計劃將會重置現時位於地盤 A 的長沙灣體育館至地盤 B，並提升至現有的設計標準。重置至地盤 B 的長沙灣體育館的樓面面積約 9,100 平方米，為現時長沙灣體育館的 8 倍。重建後的體育館將設有一個多用途主場，可提供一個投球場或轉為兩個籃球場或轉為兩個排球場或轉為八個羽毛球場，亦會增設多功能活動室、舞蹈室、健身室、乒乓球室和兒童遊戲室等，相信相關設施能惠及區內居民，包括學生及長者。有關設施將在細部設計時與相關政府部門進一步商討及確認。</p>
第一階段： 22,23,25, 28,34,54, 第二階段： 4, 6, 21	<p><u>同意增加社區設施</u></p> <ul style="list-style-type: none"> ● 增加政府社區設施、社會福利設施，方便市民使用，是利民的發展計劃。 ● 以 Site A 中 GIC (政府/機構用地)的該部份，只有一層式的體育館設施，並不符合一地多用的原則，浪費土地資源，該土地在日後的發展中增添停車場設施，更能配合附近居民需要。 	<p>備悉意見。為配合地區對社會福利及地區康健設施的需求，該計劃建議提供不少於 38,000 平方米的非住宅樓面面積作政府、機構或社區設施用途，當中包括重置後的長沙灣體育館，為現時政府、機構或社區設施樓面面積的 33 倍。有關建議亦切合政府現行提倡「一地多用」的政策。</p> <p>該計劃地盤 A 範圍在現時的《長沙灣分區計劃大綱核准圖編號 S/K5/37》上劃為「政府、機構或社區」地帶及「休憩用地」地帶，而地盤 B 則劃為「政府、機構或社區」地帶、「休憩用地」地帶及顯示為「道路」。該計劃將無須透過長沙灣道改道，亦可實現已規劃的土地用途，並提供更多政府、機構或社區設施。該計劃亦將透過行人網</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>絡將連接不同的政府、機構或社區設施和公共空間，連同於南面的深水埗運動場融合成一個社區康樂設施集中點，以供公眾享用。</p>
<p>第一階段： 3, 18, 20, 22, 34, 35, 54</p> <p>第二階段： 1, 3, 8, 9, 12, 18, 19</p>	<p>同意重建休憩空間</p> <ul style="list-style-type: none"> • 同意重新建構，提供更多休憩環境，令區住環境更優質 • 增加公共空間、公園、康體設施等，對市民身心健康有積極作用。 • 現有公園已有幾十年歷史，早已現老態，設計等也落後於潮流！搬遷公園雖然造成短期不便，但相對於現代式新公園，含有更多新科技元素的康樂及綠化設施，革新始終好值得推進。透過土地的整合，重新規劃的綠化，悠閒設計，新公園希望加大更多新科技元素，如太陽能發電、wifi 熱點、動能插館等使之更人性化及具娛樂性，更 user friendly，也更具能源效益。 • 現時未有用途的 Site B（路政署臨時用途）中興建康體設施大樓及進行綠化工作，亦可以作為補充在重整 Site A 時所損失了的一些休憩用地，同時更整合了以深水埗運動場為骨幹主體的大型休閒空間，土地運用更具效益。 • 重建後可釋出大量康樂及綠化空間，以滿足長沙灣人口增長問題。 • 重建後可為已退休長者提供更多綠化及晨運的公園及康樂設施。 <ul style="list-style-type: none"> • 長沙灣道以南近深水埗運動場的用地，多年來被政府用作臨時工地，公眾無法使用，浪費了市區主幹道旁的珍貴土地。現在趁項目推出，發展有關用地作公園，可更令居民得益。 	<p>備悉意見。現時公眾並不能進入位於地盤 B 路政署的臨時工程倉庫，該臨時工程倉庫隔絕了地盤 A 及地盤 B 內公共空間的連接及行人網絡。藉此重建的機會，該計劃將提供一體化的公共空間，包括於地盤 B 提供不少於 9,645 平方米的公共空間、於地盤 A 提供不少於 750 平方米的公共空間，以及於 SSP-017 提供不少於 750 平方米的休憩空間。各公共空間將與天橋互相呼應，提升暢達性。全天候的地面及高架行人網絡將連接不同的政府、機構或社區設施和公共空間，連同於南面的深水埗運動場融合成一個社區康樂設施集中點，以供公眾享用。重建後的公共空間面積亦將不少於現時의公共空間面積。有關該計劃公共空間的設計，將在細部設計時與相關政府部門進一步商討。</p>
<p>第一階段： 2,12, 19, 20, 23, 25</p> <p>第二階段： 17, 18, 21</p>	<p>同意該計劃加強連接性，改善行人環境</p> <ul style="list-style-type: none"> • 可以興建高架天橋給予老人小朋友安全過馬路的安全設施，不用日曬雨淋，因為老人家及小朋友行動不方便，想去公園步行的時候過馬路也是一個比較辛苦也不安全的事，希望政府可以重建的地方多一政府部門方便老人家出入，跟進當區的老人問題。 • 地面停車泊位轉移到地下，以增加更多泊位使街道更美化方便市民安全通過(減少福榮街,昌華街,長沙灣道幾個交通黑點對生命的威脅。 	<p>備悉意見。藉此整體規劃的機會，該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接兩個重建項目(SSP-017 及 SSP-018) 內的休憩空間，以加強擬議社區設施的連接性。全天候的地面及高架行人網絡不單連接不同的政府、機構或社區設施和公共空間，亦能加強深水埗區一帶的連接性。該計劃內亦會提供無障礙設施，方便出入。</p> <p>作為整體市區更新模式，該計劃亦希望為該計劃範圍以外的地方帶來活化更新的機遇。在地盤 A 興建的地下停車場將提供 50 個公眾停車</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
	<ul style="list-style-type: none"> 興建停車位，對解決車位不足問題有幫助。 重建後的 A 地盤，可以擴闊了昌華街的行人路面，令行人上落長沙灣道更暢通，更安全。另外 A 地盤發展後能增加數十個公眾停車位，有助舒緩區內長期違泊的問題，亦減少人車爭路的危險。 支持有關項目進行。因為長沙灣道以南近深水埗運動場的用地，多年來被政府用作臨時工地，公眾無法使用，浪費了市區主幹道旁的珍貴土地。現在趁項目推出，發展有關用地作公園，可更令居民得益。 經常要橫過長沙灣道去深水埗運動場，但現時兩邊的過馬路位相距很遠，很不方便，若將來增加行人天橋，絕對更方便，所以贊成這個項目。 	<p>位，長遠有助提供機遇，在鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路。該計劃範圍以外的活化項目有助進一步加強昌華街的暢達性，加強北面「中年」樓宇群及重建後南面的社區康樂設施集中點的連接，惠及鄰近社區。</p>
<p>第一階段： 19, 23, 25, 45</p> <p>第二階段： 11, 13</p>	<p>該計劃有助增加房屋供應</p> <ul style="list-style-type: none"> 該計劃增加房屋供應，對改善本港住屋問題前甚有幫助，十分重要。 望重建可建更多新樓，政府幫助年青人有機會原區置業。 增加土地供應，有多點單位提供，助香港人上樓。 善用土地，釋出很多空間建設樓宇，使更多人得益。 	<p>備悉意見，該計劃將於地盤 A 內提供約 830 個住宅單位。</p>
<p>第一階段： 4,11,13, 14, 20, 21, 27, 33, 35, 39, 40, 41, 42,43, 44, 46, 47, 48, 49, 50, 51, 53</p> <p>第二階段： 6, 7, 13</p>	<p>支持該計劃帶動兼善里重建，並改善區內環境</p> <ul style="list-style-type: none"> 提意見者為兼善里業主，收到重建消息非常高興，因可改變該區老舊環境。非常贊成重建。 提意見者為兼善里業主，兼善里樓齡已有六十多，環境衛生差、噪音多、治安也不好，樓宇亦有天花和石屎脫落，以及污水問題，希望能透過重建改善環境。 對的 SSP018 昌華街，長沙灣道重建項目，我們同意萬分讚成，改變長沙灣區的新面貌，這區需要停車場，現公園已好舊。 提意見者為兼善里的住戶，樓宇沒有升降機，很多老人家上樓梯十分吃力，有重建的必要重要性。另外地下店舖多是車房，令環境十分惡劣。 	<p>備悉意見，並感謝市民明白兼善里／福華街（SSP-017）合共 90 幢樓齡超過 60 年的樓宇對重建有殷切需求。唯現時 SSP-017 的地積比已高至 8.12，剩餘地積比只有 0.88，欠缺重建誘因。SSP-017 雖已具備所有重建的訴求，但重建潛力很低。因此，市建局以整區作規劃考慮一併處理，將該計劃與 SSP-017 一併納入重建，藉著重整現有土地用途，為社區帶來更大的規劃裨益。SSP-018 地盤 A 內擬議的住宅用途亦為 SSP-017 的重建帶來契機，改善區內環境。</p> <p>由於 SSP-017 符合現時的規劃用途，將根據《市區重建局條例》第 26 條實施。</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
	<p>空氣十分不流通，令人作嘔。當知道立入重建項目，十分欣喜，能改善生活環境。十分贊成社區要有一個新環境，對市民有益身心發展。</p> <ul style="list-style-type: none"> ● 體育館及公園的搬遷是重點之一。長沙灣一帶早已又殘又舊，蟲鼠為患，急需重建提升市容，改善附近整片居民的居住環境! ● 發展計劃帶來新環境，吸納就業機會，人口增加，飲食，娛樂及社區活動都煥然一新。 ● 子女讀書在附近，但居住環境不放心小朋友自己出入，每日晚上躁音極大。希望政府盡快重建。 	
<p>第一階段： 16 第二階段： 2, 13, 14, 15, 23</p>	<p>該計劃在空氣流通方面的影響</p> <ul style="list-style-type: none"> ● 長沙灣天主教英文中學將被高樓大廈所包圍、空氣流通被嚴重窒礙，師長、學生們的健康將大受影響。由於現在學校附近已有多棟大型多用途高樓大廈，未來學校四面中有三面(除了校園正面、面向元洲邨方向)也將會被高樓包圍，空氣流量定必大減，對如上述有關本校跑步及各項高質素、高體力要求的訓練和學生的健康造成嚴重的影響。根據最新的衛生署報告，近兩年本港市民患上肺癌等有關呼吸性嚴重疾病上升超過七成，恐怕校園未來空氣如一座死城無異，不僅不能作多年傳統、持之以恆 50 年的長跑、短跑訓練，在日常校園也是空氣混濁，影響師生的身體健康，而健康卻是無價的。 ● 希望注意空氣流通問題，擬議的兩幢樓宇之間要留有一定大的空間，以免造成屏風效應，讓空氣流通，改善空氣質素。 ● 市建局於 SSP-018 地盤 A 興建住宅項目，會對其後排樓宇的通風、陽光及景觀等所造成的嚴重問題。由福榮街/興華街一直到蘇屋邨都是密集的高樓大廈，如再於地盤 A 興建住宅，勢必再惡化小區內的通風問題，空氣中的污染物必定更多，再加上建築工程，必定造成嚴重的空氣污染。 	<p>市建局就該計劃的環境影響，已完成了不同技術評估，如交通、空氣質素、空氣流通、噪音、排水及排污、樹木調查及影響評估等，並已包括在《發展計劃草圖 - 規劃報告書》的附錄，公眾可於指定地點或市建局網站查閱。根據技術顧問的空氣流通評估報告，該報告的空氣流通模型中亦設有長沙灣天主教英文中學的試點 (見附件二表4.1，測試範圍 Z007)，以評估擬議發展對該學校空氣流通的影響。</p> <p>數據顯示，在夏季(西南風)和全年(東風)的風向下，整體上不單沒有顯注分別; 在一些紅框位置(見附件二 圖4-1c及4-1i) 擬議發展是有助改善昌華街及福榮街(即毗連學校) 的空氣流通。有關該計劃對鄰近學校空氣流通的影響請見附件二 (節錄自空氣流通評估報告)。該計劃主要透過以下三項的設計，改善鄰近一帶的空氣流通:</p> <p>首先，該計劃東北面毗連長沙灣天主教英文中學，從該計劃的界線與學校現時的圍牆之間將設有不少於6米的建築物後退，並提供綠化，確保和鄰近學校有適當的間距。</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>第二，該計劃面向昌華街將設有不少於20米的建築物平台後退(並不包括擬建的行人天橋範圍)，連同兼善里／福華街發展項目(SSP-017) 面向昌華街的建築物後退以提供約750米的休憩空間，將有助沿昌華街空氣流通。該計劃面向長沙灣道和興華街亦會提供適當的地面後退。</p> <p>第三，地盤 A建議發展的住宅建築將提供不少於15米的建築物間距，建議的發展計劃亦將達致《可持續建築設計指引》的要求。</p> <p>根據空氣流通評估報告，該計劃擬議的設計將能保持昌華街和福榮街南北方向的通風廊，以提升空氣流通及改善視覺景觀。當該計劃獲得行政長官會同行政會議批准後，市建局亦可與學校商討該計劃以外的活化計劃，例如是改善現時學校密封式的圍牆設計，進一步改善學校的空氣流通。</p> <p>重建後的長沙灣體育館將提供更多體育設施，供不同持份者包括鄰近學校的學生使用。因此，該計劃亦建議提供行人天橋橫跨長沙灣道及昌華街，加強連接兩個重建項目(SSP-017 及SSP-018) 內的休憩空間及社區和康體設施，為鄰近學校的學生和附近居民提供更舒適、快捷和安全的行人環境。</p>
第一階段： 16 第二階段： 14	<p>該計劃對鄰近學校在日照方面的影響</p> <ul style="list-style-type: none"> 學校的自然光亦大大減少，因為學校主要採光的天空都被未來的高樓大廈所佔據、光線都被組擋了而不能如現在般直接射入校園，班房等。 天台太陽能效能大大下降：現有的規劃加建多棟高樓於學校的四周，必定遮蔽天台的太陽能板，減低發能成效，直接影響學校的電力收入，也引致太陽能板反光的問題騷擾新建的住戶，並容易引致他們的投訴。 	<p>擬議發展對該學校的日照時間和覆蓋，一般在夏季時並沒有太大影響，只是在冬季時難免對學校部份操場會有一些影響。因此，擬議發展將會從該計劃毗連學校的界線設有不少於6米的建築物後退，確保和鄰近學校有適當間距，以及於面向長沙灣道、昌華街和興華街提供適當的地面後退。同時，建議發展內地盤 A建議</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>發展的住宅建築提供15米的建築物間距，盡量增加日照的時間和覆蓋。</p> <p>市建局亦會在細部設計時進一步研究建築物的座向和設計。當該計劃獲得行政長官會同行政會議批准後，市建局亦可在細部設計時與學校商討放置太陽能板的合適位置。</p>
<p>第一階段： 16 第二階段： 14, 23</p>	<p>該計劃對交通流量和人流方面的影響</p> <ul style="list-style-type: none"> ● 交通流量：現時校園附近的交通已是十分繁忙，將來附近地方增加大量商住用戶，根本不足以應付日常需求，學生們需要更早出門，以避開交通擠塞，亦難於在附近食肆午餐及作息，四周更比起現在更擁擠。當人流量及密度再大大提高，學生們、街坊們，甚至是新加人社區的市民、工作人士們也有安全過馬路的困難，更不用說當早上人多車多的時候，有不守法的司機衝燈而產生的危險。 ● 天橋影響教學、侵犯私隱及增加噪音。學生的活動和舉動完全暴露、無所遁形，容易給有不懷好意的壞人有機可乘，作出各項犯罪行為，包括偷竊、搶劫、偷拍及其他對師生安危有損害的罪行。 	<p>市建局就該計劃已完成了交通影響評估，該計劃不單不會對鄰近交通和行人網絡帶來負面的影響，反而可改善整體人行交通網絡。</p> <p>藉此整體規劃的機會，該計劃亦建議提供行人天橋橫跨長沙灣道及昌華街，以連接兩個重建項目(SSP-017 及 SSP-018) 內的休憩空間，以加強擬議社區設施的連接性。全天候的地面及高架行人網絡不單連接不同的政府、機構或社區設施和公共空間，亦能加強該計劃鄰近一帶的連接性。擬議的行人網絡將有助疏導人流，並提供較舒適、快捷和安全的行人環境。</p> <p>由於該擬議的天橋位於發展計劃圖的範圍以外，並不屬於發展計劃圖的一部份，市建局會在發展計劃圖獲核准後進行相關準備工作(包括細部設計和走線等)，並以市區活化的方式與有關政府部門商討落實建議細節。天橋設計(包括視線和隔音屏障等元素)和施工安排亦須獲得屋宇署批准後才能施工。市建局將會聯同政府部門向地區持份者(包括鄰近學校)了解對擬議天橋設計的意見，令天橋真正能惠及區內不同持份者。</p> <p>作為整體市區更新模式，該計劃亦希望為該計劃範圍以外的地方帶來活化更新的機遇。在地盤 A 興建的地下停車場長遠有助提供機遇，在</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>鄰近一些策略性的地點騰出路邊泊車位，以擴闊行人路。該計劃範圍以外的活化項目有助進一步加強昌華街的暢達性，加強北面「中年」樓宇群及重建後南面的社區康樂設施集中點的連接，惠及鄰近社區。市建局將與康文署在細部設計階段時檢討，以活化方式進一步研究改善地盤 B 內的公共空間和現時深水埗運動場的連接性。然而有關工程須視乎相關政府部門的意見/許可而定。</p> <p>鄰近該計劃現時有不少食肆和商鋪，加上重建後該計劃亦將提供非住宅樓面面積約 5,200 平方米，並於 SSP-017 項目提供約 9,200 平方米非住宅樓面面積作商業及零售用途，將有助應付鄰近居民、學生及訪客的需求。</p>
第一階段： 16, 27, 37	該計劃對樹木方面的影響 <ul style="list-style-type: none"> ● 最重要妥善安置一帶老樹再能生長，綠化環境。 ● 此計劃會涉及到移除一些樹木（並沒有百年古樹），生命本來就是生生不息，今日因為社會的發展而被犧牲，他日另一批樹木會在另一處茁壯成長。 ● 我們深愛校園附近的樹木，現行建議的規制，對保育樹木和本社區公園「地標」有不可彌補的破壞。 	<p>市建局就該計劃已完成了樹木調查及影響評估，將盡量保留或移植現時在該計劃內樹木，特別是圍繞地盤A四邊狀況良好的樹木。現時該計劃地盤A 及地盤B內的樹木主要由康文署擁有及管理，市建局將與康文署在細部設計階段時檢討，盡可能於該計劃內移植或原址保留有價值和狀況良好的樹木。</p>
第一階段： 16, 37, 50 第二階段： 5, 14, 15, 23, 24	該計劃工程方面的關注 <ul style="list-style-type: none"> ● 校園三面皆同時有地盤施工，定必嚴重影響本校的師生安全及學習生活。現詳列如下： <ol style="list-style-type: none"> 1．嘈音：四周如立體聲般工程車進出、發電機摩打、打樁、吊運等的過程，都是十分嘈吵、高分貝的； 2．空氣質素影響師生呼吸系統； 	<p>市建局在工程施工方面有豐富的經驗，在過往20年已完成36個市區重建項目，部分亦有毗連的建築物，甚至是外牆相連的建築，當中約30個在其100米範圍內亦有政府、機構或社區設施。除了確保工程能符合所有政府的規定外，市建局亦有信心並能妥善處理工程對周邊帶來的影響：</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
	<p>3· 大量泥頭車、工程車進出：學生安全成疑；</p> <p>4 人流、物流嚴重影響學生生活；</p> <p>5· 地基安全；</p> <p>6· 要限制天秤不可以在校園上空經過；</p> <p>7· 污水問題；</p> <ul style="list-style-type: none"> 即使勉強施工完畢，本校亦有十分大的、不可預見的隱憂，包括：地基沉降、地下水管爆裂、冷氣機忽然大量損壞、校內水管、風槽、氣喉爆裂、外牆出現製紋、下墜、站近校園的大廈玻璃幕爆裂下墜，危及師生性命 安全、以及玻璃和玻璃幕牆反光的問題，實在不可忽視。 重建的過程定會產生噪音，不可避免影響附近居民及學校，但看見居住在重建區內的體弱多病的長者惡劣居住環境得以改善而不需再忍受痛的煎熬，值得支持此計劃。 福華街及兼善里是大家向政府請願多年成果，但因聞學校反對重建，重建會做成嘈音滋擾，難以授課。本人覺得此點不是問題，因環保署及屋宇署有嚴謹嘈音監管條例，以保障處所及附近住戶免受干擾，我想學校校長應多與政府人仕溝通及多做如加建門窗隔音措施等方為有效方法，並不是反對重建，本末倒置。 支持上述 SSP018 項目重建及發展，能善用市區土地，興建更適切的住屋及社區設施，當中只要做好配套，包括拆卸或起樓時加強環境控制，包括聲響、塵埃、車輛管制、污水處理等，相信對鄰近持分者影響將會大大減少，一時的陣痛卻可換來長久的環境及社區改善，這是無可避免的，因此支持上述項目盡快展開。 	<p>1. 嘈音方面: 如該計劃落實進行，市建局將會確保工程符合相關環境保護條例的要求，並於限制時間內進行工程，減低噪音對附近居民造成的影響。為減少施工嘈音對周邊影響，亦將有以下措施:</p> <ul style="list-style-type: none"> • 工地圍街板上可安裝隔音屏障 • 採用非撞擊式打樁方案 • 選用靜音機械設備去施工 • 進行定期嘈音監測 <p>市建局亦會根據法例禁止在晚上七時至翌日上午七時，以及在公眾假期及星期日任何時間進行建築工程。如校園進行考試或在特別情況下，亦會考慮作出相應措施。</p> <p>2. 空氣質素方面: 市建局將會確保工程符合相關的環境保護條例的要求，以減少工程對附近空氣及居民健康造成的影響。施工時將採取各項措，包括：</p> <ul style="list-style-type: none"> • 定時灑水去抑制灰塵飛揚 • 採用防水帆布覆蓋灰塵和建築材料 • 定時進行空氣監測，以管控空氣質素 • 地盤出口安裝車輪清洗系統，在車輛離開地盤前清洗車身及車輪上任何易生塵埃物料 <p>3. 泥頭車、工程車進出方面: 承建商將聘請交通督導員，負責協調工程車進出秩序，以保障公眾安全。</p> <p>4. 人流及物流方面: 工地運作時間與一般工商行業工作時間大致相同，所產生的人流和物流亦相若。工程人員會考慮彈性午飯時間。</p> <p>5. 地基安全方面: 地基設計主要為非撞擊式打樁系統，以減少對周邊建築物及道路造成影響。設計圖則將由屋宇署審批，當</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>中包括地面沉降、地下水位、附近建築物傾斜度、震盪等監測方案。該計劃是位於長沙灣天主教英文中學旁邊。根據批准的建築圖則內容，該學校的外牆和樓宇建築結構及地基是各自獨立的。所以，擬議發展基本上對學校沒有影響。如該計劃落實進行，市建局會招標聘請合資格的工程師及承建商監督及進行拆卸工程，確保工程不會影響鄰近樓宇的建築結構。</p> <p>根據屋宇署建議機制，若出現任何監測點出現危險或損毀的跡象，便須採取相應的行動（包括停工）。</p> <p>6. 天秤設計方面: 將於天秤設計時盡量配合，天秤運作方向會限制吊運物品不可以在校園上空經過。</p> <p>7. 污水方面: 市建局將會確保工程符合相關的環境保護及公眾衛生條例的要求，並採取各項措施，包括：</p> <ul style="list-style-type: none"> • 工地設有污水過濾系統和臨時排水系統，以及提供適當的屏障 • 排放水亦會定期進行檢測，以確保水質符合環保署標準 • 放置沙袋去避免廢水從地盤排放出來 • 進行滅蚊工作，以減少工程對附近環境衛生造成的影響。 <p>就工地周邊建築物，由工程對其所產生影響一般只發生於施工期內。為盡量減少影響，工地將採取下列措施：</p> <ul style="list-style-type: none"> • 地基設計主要為非撞擊式打樁系統及設有定期監測系統 • 周邊環境如空氣、嘈音及污水排放進行定期檢測 • 工地圍邊設有圍街板 • 上蓋工程時設有外牆棚架 • 公開工地負責人聯絡方式於圍街板上，方便直接聯絡有關人士跟進事項

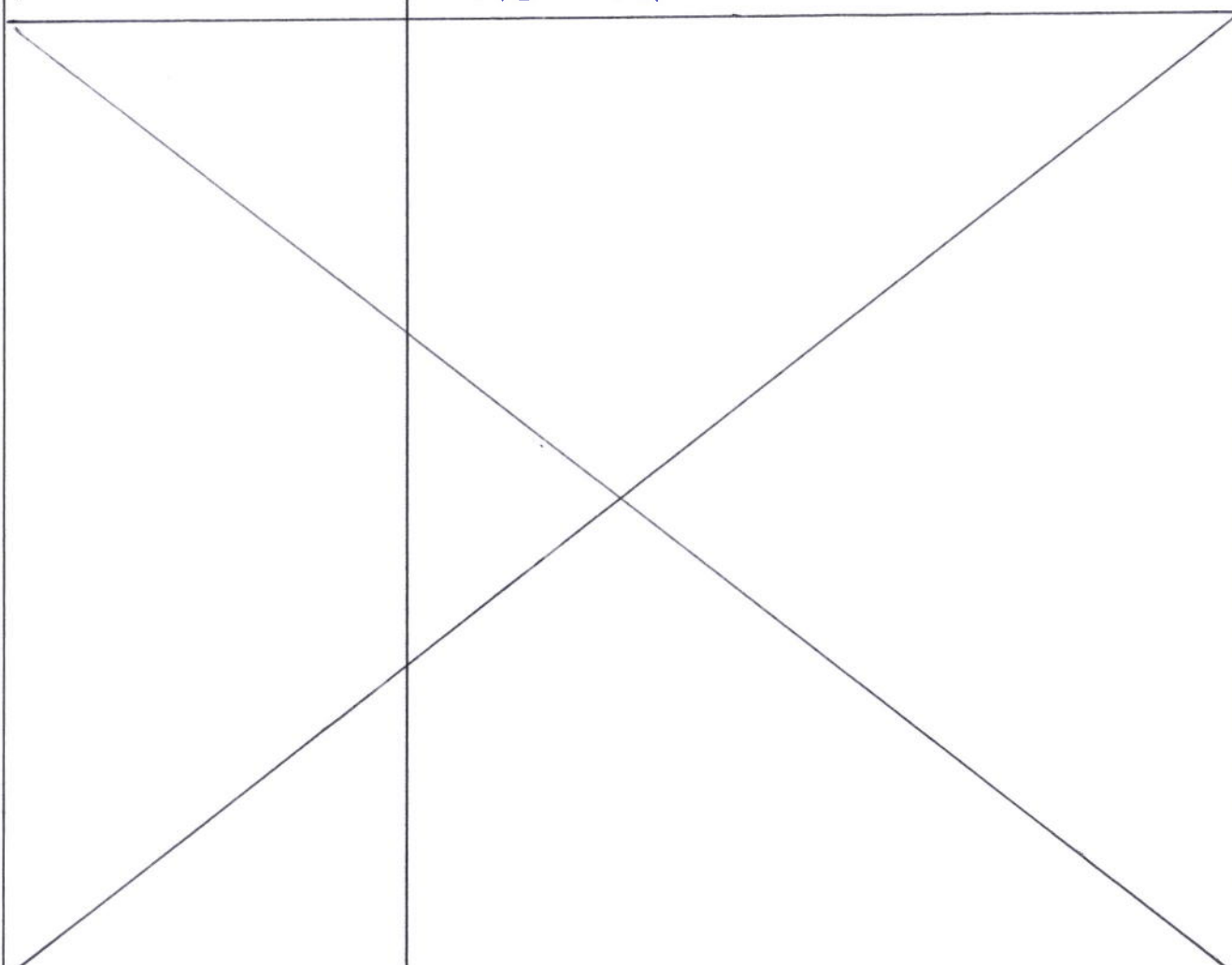
Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>施工前及竣工後，將進行校園狀況檢查。如確定缺陷被施工期間所引致，維修工程將會執行。</p>
<p>第一階段： 24</p>	<p>首先項目打算建接兩個地盤，並將興建一個橫跨長沙灣道的行人天橋，現時長沙灣道是一條交通極其繁忙的主要幹道，非但在工程進行中會帶來噪音，更會令交通造成擠塞，影響居民上下班時候的交通狀況，儘管此乃所謂「短期」的影響。參照政府過往經驗，以興建旺角行人天橋為例，歷時近 23 年，對居民日常生活的影響可想而知。</p>	<p>擬議的天橋有助提升連接性，並提供較舒適和安全的行人環境。</p> <p>由於該擬議的天橋位於發展計劃圖的範圍以外，並不屬於發展計劃圖的一部份，市建局會在發展計劃圖獲核准後和視乎詳細的技術可行性研究，以市區活化的方式與有關政府部門及鄰近學校商討落實建議細節。藉此整體規劃的機會，該計劃建議提供行人天橋橫跨長沙灣道及昌華街，以連接兩個重建項目(SSP-017 及 SSP-018) 內的休憩空間，以加強擬議社區設施的連接性。全天候的地面及高架行人網絡不單連接不同的政府、機構或社區設施和公共空間，亦能加強該計劃鄰近一帶的連接性。擬議的行人網絡將有助疏導人流，並提供較舒適和安全的行人環境。</p>
<p>第一階段： 24</p>	<ul style="list-style-type: none"> ● 居民會被遷離原來居住地，社區網路隨之被打破。 ● 這種「物業發展主導」模式一直為人詬病。重建項目為了遷就物業市場的需要，偏重拆卸重建、推高地盤發展潛力，和爭取最大整體經濟回報。以「優化土地用途」為名，重建項目大幅提高地積比率，再一步提高長沙灣地區的密度 	<p>根據凍結人口調查，該計劃範圍內並沒有住戶。</p> <p>該計劃希望藉著重整及重新規劃現有土地，優化土地用途為社區帶來更大的規劃裨益。現時位於地盤 A 的長沙灣體育館建於 1976 年，將會重置至地盤 B 並透過提升至現有的設計標準。地盤 B 重建後將提供比現時長沙灣徑休憩處及毗連花園更大的公共空間，以及全新的政府、機構或社區設施。為配合地區對社會福利及地區康健設施的需求，該計劃建議提供不少於 38,000 平方米的非住宅樓面面積作政府、機構或社區設施用途，當中包括重置後的長沙灣體育館，為現時政府、機構或社區設施樓面面積的 33 倍。</p> <p>透過整體規劃，期望將新的政府、機構或社區設施綜合大樓、擬議的公共空間，以及鄰近的深水埗運動場，融合成一個社區康樂設施集中</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>點，將規劃裨益擴展到該計劃以外的周邊社區，以惠及更多居民。重建後的地盤 A 亦能地盡其用，提供約 830 個住宅單位，有關建議亦切合政府現行提倡「一地多用」的政策。</p>
<p>第一階段： 24</p> <p>第二階段： 16, 21</p>	<ul style="list-style-type: none"> 現時基本所在位置為綠化區域，在長沙灣深水埗地區，綠化地段可謂少之又少，即使重建後仍然為公共設施，區內市民更希望有一點在生活中的綠意。現時休憩處供年長居民散步閑聊短聚，新建的樓宇以及政府機構設施，將令區內視野更有壓迫感。香港人生活忙碌，大家都希望有一個舒適的居住環境，而不是一個更拘束的生活空間。市區重建計劃不但無助改善市容，更與周邊環境格格不入，破壞原來的市區景觀。一些新建樓宇高度過高，造成屏風效應，阻礙空氣流通。以過往的例子，包括昔日河內道項目的公共空間以及荃灣萬景峰的公共空間等。 SSP-018 地盤 A 原為長沙灣體育館及一個休憩處，而地盤 B 亦有長沙灣徑休憩處。雖然計劃中會於地盤 B 重置有關長沙灣體育館中的設施。但原於地盤 A 及地盤 B 的兩個休憩處卻因而消失，沒有替補的方案。而且，室內場館與露天公園是兩個不同用途的地方，室內場館不能代替露天公園。香港市民需要的是空氣流通，能接觸陽光的露天公共空間，而不是室內地方。長沙灣小區現在缺乏單車/平衡車公園，建議於 SSP-018 地盤 A 興建單車/平衡車公園，使香港的小朋友能於合適的地方運動。 	<p>該計劃能優化區內的公共空間和公共設施的可達性。</p> <p>現時公眾並不能進入位於地盤 B 路政署的臨時工程維修站，該臨時工程維修站隔絕了地盤 A 及地盤 B 內公共空間的連接及行人網絡。藉此重建的機會，該計劃將提供一體化的公共空間，包括於地盤 B 提供不少於 9,645 平方米的公共空間、於地盤 A 提供不少於 750 平方米的公共空間，以及於 SSP-017 提供不少於 750 平方米的休憩空間。全天候的地面及高架行人網絡將連接不同的政府、機構或社區設施和公共空間，連同於南面的深水埗運動場融合成一個社區康樂設施集中點，以供公眾享用。重建後的公共空間面積亦將不少於現時的公共空間面積。有關該計劃公共空間的設計及設施，將在細部設計時與相關政府部門進一步商討。</p> <p>根據空氣流通評估報告，為保持昌華街和福榮街南北方向的通風廊，以提升空氣流通及改善視覺景觀，建議發展內將會有「優良的設計特色」(即是面向長沙灣道、昌華街和興華街提供適當的地面後退，以及地盤 A 建議發展的住宅建築提供 15 米的建築物間隔)。</p>
<p>第二階段： 15</p>	<p>反對該計劃，市建局需要發展 SSP-017 項目，為何政府需要免費向市建局 SSP-018 地盤 A 的土地呢？於官地發展地產項目應按一般程序處理。</p>	<p>鄰近該計劃，位於兼善里／福華街發展項目（SSP-017）涉及合共 90 幢樓齡超過 60 年的樓宇，樓高 9 層，均沒有升降機或其他無障礙設施，樓宇破舊，衛生環境欠佳，消防安全設施不足，有不少單位亦已被分間成多個劏房出租，對重建有殷切需求。要解決 SSP-017 內的問題及改善居民的居住環境，需要透過重建處理。唯現時 SSP-017 的地積比已高至 8.12，剩餘地積比只有 0.88，重建潛力很低，因此需要從整區規劃出發，加大規劃裨益。</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		<p>市建局以「規劃主導」的模式，貫徹以全面的規劃方式進行市區更新工作。該計劃(SSP-018) 包括沿長沙灣道兩旁的地盤 A 及地盤 B 的政府用地，將與 SSP-017 一併納入重建，藉著重整現有土地用途，為社區帶來更大的規劃裨益。 SSP-018 地盤 A 亦能地盡其用，提供約 830 個住宅單位，SSP-018 擬議的住宅用途亦為 SSP-017 的重建帶來契機，將「不可能」成為「可能」。</p> <p>除了為 SSP-017 的重建帶來契機，該計劃藉著重整及重新規劃現有土地，優化土地用途並為社區帶來更大的規劃裨益。 該計劃地盤 A 範圍在現時的《長沙灣分區計劃大綱核准圖編號 S/K5/37》上劃為「政府、機構或社區」地帶及「休憩用地」地帶，而地盤 B 則劃為「政府、機構或社區」地帶、「休憩用地」地帶及顯示為「道路」。該計劃將無須透過長沙灣道改道，亦可實現已規劃的土地用途，並提供更多政府、機構或社區設施，供市民享用。</p> <p>現時公眾並不能進入位於地盤 B 路政署的臨時工程倉庫，該臨時工程倉庫隔絕了地盤 A 及地盤 B 內公共空間的連接及行人網絡。藉此重建的機會，該計劃將提供一體化的公共空間，包括於地盤 B 提供不少於 9,645 平方米的公共空間、於地盤 A 提供不少於 750 平方米的公共空間，以及於 SSP-017 提供不少於 750 平方米的休憩空間。全天候的地面及高架行人網絡將連接不同的政府、機構或社區設施和公共空間，連同於南面的深水埗運動場融合成一個社區康樂設施集中點，以供公眾享用。重建後的公共空間面積亦將不少於現時的公共空間面積。</p>
Stage 1: 5,6	Strongly support the subject Cheung Wah Street / Cheung Sha Wan Road Development Scheme Plan (SSP-018)	<p>Noted and thank you.</p> <p>The Scheme aims to create more planning gains and bring more social and community benefits to serve the public in a wider district. The Scheme comprises Sites A and B, both Government land opposite each other across Cheung Sha Wan Road, is identified for redevelopment to formulate a comprehensive land-use restructuring together with SSP-017 (Kim Shin Lane / Fuk Wa Street) to create more planning gains at district level. With the</p>

Ref Nos. 參考編號	Extracted Comments 意見節錄	URA's Responses 回應
		proposed development, there will be more G/IC facilities and POS provided for public enjoyment. The proposed residential use at Site A of SSP-018 will also be able to sustain the proposed redevelopment of SSP-017.
Stage 1: 32,38	<p>Oppose the Scheme as it is “stealing” public open space and G/IC uses for development</p> <ul style="list-style-type: none"> • Since when the zoning of land as clearly stipulated in the Outline Zoning Plan can be easily changed by URA?? If it'd be the case, what is the purpose of having OZP in the first place?! • Open Space is really important to provide relaxation, both visually and mentally, to residents living in the neighbourhood, so one soul could relax and rejuvenated during otherwise extremely tense and high-pressure environment and mental state. • Saddened that URA cut corners and took the easy way out by stealing Open Space, G/IC land as in the SSP-018 development Scheme. • I simply don't understand the logic why there are more people living in one place, there will be lesser spaces for people to relax to do exercise?!! 	<p>The Scheme will provide a better integration and enhance existing POSs. Under the proposed Scheme, a POS of not less than 9,645 sq.m is proposed at Site B and a POS of not less than 750 sq.m. is proposed at Site A along Cheung Sha Wan Road. The restructured POS provision will not be less than the area of existing POS provision of about 10,382sq.m at Sites A and B and provide better integration.</p> <p>The proposed development is also in line with the promotion of the Government's policy on “Single Site, Multiple Uses”. Including the reprovision of the new Cheung Sha Wan Sports Centre, to accommodate the needs of the district on social welfare and health facilities identified by relevant Government departments, not less than 38,000 sq.m. non-domestic GFA is proposed for GIC uses at both sites in the Scheme, which is more than about 33 times of the existing GIC GFA.</p> <p>Through re-structuring and re-planning of existing land uses, the Scheme will optimize the land uses to achieve more planning gains for the community. Apart from materializing the planning intention of current OZP in providing GIC facilities and POS without the need to divert portion of Cheung Sha Wan Road, the GIC site can be fully utilized to provide more GIC facilities under the Scheme, while Site A after redevelopment can also optimize for residential use to increase flat supply of about 830 flats.</p>

7

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>贊成 SSP-017 重建計劃</p>	<p>由於樓宇內部已有嚴重破損 天花不時剝落, 有生命危險, 並不 適宜 繼續居住。 希望加速重建 SSP-017 及 SSP- 018 項目</p>
	

[illegible]

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)

Development project to which the
Comments relates
與意見相關的發展項目

Nature of the Comment
意見的性質

Reasons for the Comment 意見的理由

本人陳淑嫻

SSP-01 讚成 重建 謝謝!

環境重見曙光。

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)

Development project to which the
Comments relates
與意見相關的發展項目

Nature of the Comment
意見的性質

Reasons for the Comment 意見的理由

SSP-017

盡快重建

- 日A室到漏水困擾,維修完又再漏.
- 打回昨天漏水沿牆下住戶再流落牆外.
- 住戶多人流到公廨心經常放垃圾在其他人門口
- 因罰款多有人肯求錢收垃圾及清潔
- 天井大量垃圾有臭味,甲由週圍走

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>本人支持<u>兼善里</u>/福華街發展項目 (SSP-017)"</p>	<ol style="list-style-type: none"> 1. 該計劃增加房屋供應, 對改善本港住屋問題甚有幫助, 十分重要。 2. 該計劃增加康樂設施 (羽毛球場, 乒乓球室) 讓更多市民能參與運動 3. 該計劃增加社會福利設施及政府社區設施, 便利市民使用。 4. 該計劃增加停車位, 對解決車位不足及違例泊車問題有所幫助。 <div style="text-align: right;">7</div>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持</u></p>	<p>樓宇太長, 三座大廈因剷房太多 樓宇結構受到极大破坏倒塌 的机会极高, 治安衛生方面極差 全部大廈的冰喉都在天井, 没办法 进行水喉維修, 連水務局人員亦 没办法抄錶, 总之环境十分恶劣 希望政府盡快請拆安置 谢谢</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	兼善里/ 福華街發展項目 (SSP-017)
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持</u></p>	<p>本人為以上發展項目的受影響業主及所居住大廈的業主立案法團主席, 居於兼善里已近60年。眼見項目範圍內的唐樓老舊失修, 漏水、石屎剝落、環境衛生、治安問題嚴重, 本人非常支持市建局的重建建議, 並希望提出以下關注點, 供市建局考慮。</p> <p>加快收購項目流程 發展項目範圍內唐樓的環境惡劣, 加上無電梯, 區內不少長者及基層希望盡快可以改善生活環境, 因此, 建議市建局加快收購項目流程, 盡快向支持收購項目的受影響業主作出收購建議及補償安排, 以改善市民生活質素。同時, 為支持收購項目的受影響業主提供確實的賠償時間表, 讓受重建影響住戶能夠較易安排未來生活。</p> <p>參考區內大型屋苑單位的呎價賠償 不少業主擔心若市建局參考區內部分單幢式物業, 市價或會較低, 並不切合實際情況, 賠償金額或不足以在區內購入類似單位。希望市建局能參考區內7年樓齡大型屋苑單位的呎價作出賠償, 以至少2萬元的合理呎價收購單位。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>收購原因:</p> <p>參考大型屋苑單位以便</p>	<p>本人是兼善里的業主, 居住已經長達60多年, 經歷兼善里的環境變化以及民心變化。從而, 今次市建局的重建計劃一事。本人立場是支持一方。</p> <p>首先, 有眼目睹 樓齡已經非常陳舊多日失修。環境顯得惡劣。例如, 梯間與梯間之間不時會發出異常惡臭。以及, 樓梯口 (如1/F) 有滲水現象從而滋生大量細菌以及, 蛇虫鼠蟻生物。</p> <p>另外, 樓梯口的外露水管及電線長期積聚塵埃影響居住附近一帶的長者健康。</p> <p>從而, 希望加 快收購本樓宇改善人民的生活質素。</p> <p>從而得知本樓宇收購一事居民也議論紛紛相對。以便賠償問題。</p> <p>本人, 希望市建局參考近這幾年收購區內較年長樓宇屋苑或樓宇單位賠償, 以二萬元的合理呎價收購單位。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)

Development project to which the Comments relates 與意見相關的發展項目	<u>SUPPORT</u> SS P-017 PROJECT.
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>支持收購重建</u>	樓宇太舊, 欠安全, 律子生 環境差, 不宜長居.

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>支持重建</u>	樓宇太舊, 失修, 危險, 衛生太差.

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)

<p>Development project to which the Comments relates 與意見相關的發展項目</p>	
<p>Nature of the Comment 意見的性質</p>	<p>Reasons for the Comment 意見的理由</p>
<p><u>支持</u></p>	<p>- 樓宇日久失修, 天花剝落, 維修費用龐大。 - 消防設施欠佳 - 衛生問題嚴重, 經常有老鼠。 - 治安欠理想, 經常有不明身份的人士出入大廈。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	SSP-017
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
支持兼善里 重建項目	<p>因為覺得兼善里樓宇日久失修,樓宇內外都有石屎剝落,廚房仲多,大廈消防設備欠奉,經常發生電線短路,亦找不到保險公司承擔保險第三者責任保險。</p> <p>衛生環境極之惡劣。</p> <p>所以希望盡盡快重建,改善居住環境。</p> <p>謝謝!市區重建局。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建:</u></p> <p>每次破舊迎新都必定收到一堆反對聲音, 但社會總要向前走, 否則永遠只在退步中。觀塘裕民坊一帶的重建曾受盡千夫所指, 反對聲音連連, 但現在整潔的"市集"區, 優美的空中花園, 新穎的冷氣巴士站, 都讓人眼前一亮, 讚口不絕。每天絡繹不絕的人流已是最佳證明!</p> <p>作為兼善里業主, 本人<u>非常支持</u>此次計劃:</p> <ol style="list-style-type: none"> 1. 提升康樂設施及空間 現有的體育館沒充份發揮其效益, 因只有數個場館, 只供少數人使用。新方案雖然要市民忍受短時間的不便, 但長遠卻是造福人群, 受益更多! 新體育館配合新設計+新科技, 場館數目更多, 供市民享用的康樂設施也更多。落成後肯定又是市民稱讚的亮點! 2. 公園+與時並進的科技元素 現有公園已有幾十年歷史, 早已現老態, 設計等也落後於潮流! 搬遷公園雖然造成短期不便, 但相對於現代式新公園, 含有更多新科技元素的康樂+綠化設施, 革新始終好值得推進。透過土地的整合, 重親規劃的綠化、悠閒設計, 新公園希望加入更多新科技元素, 如太陽能發電、wifi 熱點、動能插電等, 使之更人性化及具娛樂性, 更 user friendly, 也更具能源效益。 3. 改善長沙灣市容 體育館及公園的搬遷是重建的項目之一, 長沙灣一帶早已又殘又舊, 蟲鼠為患, 急需重建提升市容, 改善附近整片居民的居住環境! <p>人要進步, 城市規劃也要與時並進, 任何事情都有短期的反對聲音, 但只要是長遠對眾人更有益的, 受惠者更眾的項目, 都值得堅持前進。期待一個更具科技元素、能源效益及人性化的體育館及公園, 更期待一個讓人煥然一新的長沙灣。</p> <p>Elisa K.</p>	

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	SSP-017 福華街發展項目
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>100% 支持市區</u> 重建局盡快 收購單位作 發展	福華街 550 號, 樓齡超過 七十年, 已經不能購買樓宇 保險, 又缺乏升降機及大廈 維修。

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>正面支持</u></p>	<p>SSP017 row</p> <p><u>贊同重建計劃</u>因為樓宇結構太舊, 要不斷負出維修費用。</p> <p>重建後, 可以增加土地^地使用, 居民受惠。無論環境, 經濟及社會都可以持續發展。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)

Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建</u></p>	<p>樓齡較長, 日久失修, 環境衛生偏差.</p> <p>出也強?</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建</u></p>	<p>一 樓宇結構危險, 電線外露, 石屎剝落, 水喉老化 漏水.</p> <p>一 重新安置或獲得賠償, 購買有電梯的新單位, 令膝蓋上落不再痛, 方便出入。</p> <p>多謝</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
樓宇結構	60多年舊唐樓, 結構老化, 牆身長年滲水, 石屎剝落, 維修都沒作用, 過了一段時間又開始滲水, 真是沒辦法, 都不知怎辦。
環境衛生	樓宇衛生惡劣, 天井長期垃圾堆滿, 沒有人清理, 昆蟲滿布, 公共地方什物亂放阻塞通道, 存在危險, 如發生火警, 危險非常。
出門上落不便	<p>沒有升降機, 年長老人、傷殘人士, 上落極不方便、困難非常, 因此極少外出, 長時間在精神上受困擾。</p> <p>因此本人極之贊成, 市建局收回該地重建, 發展新項目, 給舊區市民有一個新舒適環境居住。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建</u></p>	<p>1. 樓宇結構危險, 石屎剝落、牆壁滲水.</p> <p>2. 希望獲得賠償及得到安置.</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>100% 支持</u> 清拆重建</p>	<p>樓宇老舊, 日久失修, 維修費用昂貴, 保險公司也拒絕承保。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p><u>支持重建</u>, 樓宇太舊, 環境不好。 希望有新面貌, 改善環境, 另外 年紀開始大, 上樓梯不方便</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>SSP-017 項目 <u>支持重建</u></p>	<p>此SSP-017項目本人是此項目業主。此樓宇已幾十年,很多舊業主搬離,原因衛生環境更劣劣形容,很多業主更改或拆卸,令環境更差,由於樓宇大廈租客更多,令公共地方雜物多不勝數,成立法團後有不時更進雜物問題,但往往尼頭搬完,明天又有一堆,老鼠更是周圍都是,電線有梯間一大堆外露危險重重,髒亂差,貧窮是此大廈形容詞,希望政府加快重建,改善居民生活居住環境</p> <p>特別是住在此大廈的長者,令他們有希望在這改建後居住環境,令本人和眾人都不用日日提心吊膽為入大廈。</p> <p>渴望加快重建SSP-017</p> <p><u>支持加快重建!!!</u></p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	兼善堂
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>支持</u>	樓宇日久失修, 急須重建

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)

Development project to which the Comments relates
與意見相關的發展項目

Nature of the Comment
意見的性質

Reasons for the Comment 意見的理由

支持SSP018

环境卫生差

治安差

楼宇結構安全

市區重建局收回兼善里和昌華街長沙灣公園,重建樓宇和停車場。

因兼善里沒有管理員,環境有臭味,天井堆積垃圾有蚊蟲,甲由老鼠多,樓梯里時時有人拉屎。

兼善里剷房多,剷房的污渠漏臭水。

因兼善里剷房多外籍人也多,時時有單位爆竊,偷東西,網業綫被人剪,時時維修而且陌生人出入多。

兼善里有六十年樓齡,樓宇沙石建成屋內有石屎脫落外牆有裂痕曾經維修過由於沙石多時時破裂,剷房的污喉亂接致令污水滲入下層住戶,怕有疫情發生,樓梯破烂老人業主多擔心跌倒,所以希望重建屬重建兼善里,改善新面貌。

謝謝!

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>同意</u></p>	

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>同意</u></p>	<p>樓宇日久失修, 公共設施 衛生環境 很差, 經常有垃圾, 蟑螂、老鼠、蜈蚣蟲在走廊。</p> <p>樓下食店營業到凌晨, 經常產生噪聲, 十分滋擾。</p> <p>樓下沒有開門, 經常有陌生人出入, 擔心安全問題。</p> <p>家內環境廁所老水位湧出臭味, 有蟑螂、蜈蚣游出來, 室內光線不足, 需要全日開燈。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持</u></p>	<p>由於該處樓宇嚴重失修, 天花剝落, 容易導致上址居民受傷, 及早重建是為上策。</p> <p>該處樓宇的消防安全問題, 天台僭建問題以及衛生環境問題亦可透過該發展項目一併解決。</p> <p>劏房問題是本港房屋一大問題, 能解決該問題亦算是解決本港房屋問題向前走了一小步。</p> <p>重建項目, 能改善居住環境, 亦可增加房屋供應, 對解決本港住屋問題很有幫助, 很重要。</p> <p>該發展項目從整區規劃考慮, 建公園及休憩空間對改善社區環境甚有幫助, 考慮得非常到位。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持</u></p>	<p>由於該處樓宇嚴重失修,天花經常剝落,非常危險,應盡早重建。</p> <p>可透過該發展項目能改善居住環境,增加房屋供應,對解決本港住屋問題注入動力,十分重要。</p> <p>該發展項目可解決該處樓宇的天台僭建問題,解決該處樓宇的消防安全問題;亦解決該處樓宇的衛生環境問題。</p> <p>可透過該發展項目解決該處劏房問題,而劏房問題是本港房屋的大問題,大問題的解決是由解決小問題開始的。</p> <p>計劃中建公園及休憩空間對改善社區環境極有幫助,考慮得十分好,是從整區規劃考慮的。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要, 請另頁說明)

Development project to which the Comments relates
與意見相關的發展項目

支持 SSP018 發展項目

Nature of the Comment
意見的性質

Reasons for the Comment 意見的理由

支持 SSP018 項目性質及理由

尊敬城市規劃委員會秘書:

您好, 我是一個74歲長者我夫君75歲在1989年初從土瓜灣搬到現址就一直至今三十幾年來周圍環境變化很大四周建起高樓大廈為有兼善里破舊不堪居民就象鍋里的蚂蚁一樣特別是我夫婦當年為3價錢平些買下八樓(頂樓)現時天花石屎斜落下雨天外面大雨我屋內大雨外面停雨我屋內仍落雨周圍環境衛生、治安很差加上年發已高身體有病上落八樓樓梯十分困難我非常渴望城市規劃委員會能給我及兼善里所有居民一個新環境破舊迎新讓我們長者能過這幾年好日子让我们的子孙能在健康環境中成長謝謝您們,

祝您們身體健康
工作順利

2021年11月23日

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>Support</u>	<ul style="list-style-type: none"> • The living environment of Sham Shui Po / Cheung Sha Wan district can be improved • Can increase housing unit • Help us to identify suitable medical / social service providers

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
建議	<p>可增加附近醫療設施, 附近醫療系統負荷</p> <p>或可增加行人天橋</p> <p>興建住宅單位面積不應過少</p> <p>大欽 <u>支枝</u> 重建項目! 可改善區內環境!</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p>大致上支持此重建項目, 但希望日後改善區內交通, 減少違泊情況! 不用經常塞車! 另外想增加社區設施, 亦增加更多住宅單位, 加設天橋連接更多地方。想日後改善區內環境質素, 有一番新氣象!</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p>十分支持! 希望將來有大型商場可讓我們小本地租戶遷移! 同時帶動人流! 躍動深水埗, 亦可改善附近衛生環境! 擺脫深水埗舊區的髒污</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p><u>Support</u> this redevelopment, it is better to build a covered foot bridge across Cheung Sha Wan Road.</p> <p>To provide more recreation facilities</p> <p>To provide more space for small local brand</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p><u>大力支持!</u></p> <p>人流較多, 有行人天橋連接附近大廈更好, 現時行人路上都十分擠逼, 改善區內生活環境, 希望有更多舊樓重建, 重創美好深水埗區</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p>本人現於深水埗區居住,希望重建時對我們這些居民的影響減至最低,例如交通改道!但本人對此項目是<u>十分支持</u>,因該地方已十分殘舊,亦可能有倒塌風險,重建可為這區帶來新景象!當中希望有行人天橋橫過長沙灣道,因為現時可橫過的紅綠燈較少,等候時間又長,如天橋可連接更多地方就更好!另外可興建大型商場!現時附近亦沒有大型商場!除為該區服務,還可吸引人流帶動氣氛!</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p>重建十分好, 本人於區內上班已數十年, 陪伴深水埗區一起成長, 眼見其他區(如觀塘區)重建後有新氣象, 本人亦想深水埗區有更好發展, 地理位置好, 理應有更出色的潛力, 附近舊樓亦可重建, 可整體考慮, 改善區內生活質素, 興建大型商場! 增加人流!</p>

C . Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>Supportive</u>	Refer to attached letter under our ref.: ADM/L/2021-082

Dear Sir/Madam,

Re: Response to Submission Relating to Development Project Commenced under the Urban Renewal Authority Ordinance

We, LAWSGROUP, as one of the property developer with our roots in Sham Shui Po/ Cheung Sha Wan district over 45 years. We are writing to express our positive comment in support of the Development Project of Kim Shin Lane/ Fuk Wa Street (SSP-017) which was gazetted on 24 September 2021.

Firstly, in view of the conditions of buildings in Sham Shui Po district, especially the building clusters at Kim Sin Lane with problems of ageing, large numbers of subdivided units, and the lack of fire safety facilities have always been a concern. We agree that the proposed project SSP-017 would enhance the development potential of the area and improve the overall living conditions or resident thorough the redevelopment of the existing dilapidating buildings into modern residential development. Besides, the project will contribute to increasing housing supply and substantially increase community facilities with improved standards for the sports facilities under the proposed project SSP-018, allowing more efficient urban renewal with greater benefits.

Secondly, in addition to boosting housing supply, we strongly support the proposed provision of two new footbridges across Cheung Wah Street and Cheung Sha Wan Road, connection to Kim Sin Lane and the community facilities on Cheung Sha Wan Road in the proposed project SSP-017 since it would enhance the walkability and connectivity in the district. To accommodate the improvement of the walkability and connectivity in Sham Shu Po/ Cheung

Sha Wan district, footbridge development is of strategic importance and supporting the strategic planning vision under the "Hong Kong 2030+". One of our redevelopment projects involves three footbridges to enhance the connectivity in the district is currently in processing of application for Section 16.

At last, under the proposed project SSP-017, the provision of 750 sq.m. of open space fronting Cheung Wah Street to integrate with adjacent open space network. We trust that it could facilitate the integration of the new government complex, the Sham Shui Po Sports Ground and adjacent recreational, resting and community facilities to become a community recreational amenity hub, as well as bringing additional benefits to the neighborhood. Furthermore, according to the initial design, a portion of the buildings facing Cheung Wah Street will be set back from the roadside to create space for enhancing street accessibility.

In summary, following the success of urban renewal works from other URA's project under a "planning-led" approach in recent years, we believe that the Development Project of Kim Shin Lane/ Fuk Wa Street (SSP-017) would fully utilize the land resources so that through redevelopment and not only will floor area be generated to increase flat supply upon development but more planning benefits could also be achieved to enhance the living environment for the community of the entire district.

Yours faithfully,

C . Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>支持</u>	<u>支持</u> 盡快收買

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p style="text-align: center;"><u>同意重建</u></p> <p style="text-align: center;">樓宇太舊, 環境惡劣</p>

C . Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p style="text-align: center;"> <u>同意拆樓</u> 保安差. </p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建</u></p>	<p>樓宇安全問題,日久失修。 老人家難以爬樓梯,室內室外漏水問題嚴重,常需維修,樓梯衛生問題影響生活,常見垃圾筒放走道,老鼠出沒,難以解決。騎樓及外牆也有石屎剝落情況,危及路人及住戶。租戶人數眾多,人流複雜,沒有保安,安全成疑,令人擔憂。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>支持市區重建局收購。</p>	<p>舊善里樓宇已有63年歷史,一般老人達60-65歲便退休,那麼^{even}麼一幢63年的樓宇是否也應該留下作為住宅的用途?</p> <p>a). 外牆受風化作用下,從天台至地下,一些天台的位置,已呈現不同程度的裂痕、剝落,對大廈的結構乃途經福華街、福榮街和善善里的人構成危險。</p> <p>b). 大廈內部呈現或大或小的裂紋和水印,反映大廈已有滲水蹟象。</p> <p>c). 大廈的去水渠、糞渠和排水渠均是舊式或有“U”型隔阻設計。在2003沙非亞肺炎及2019 COVID-19肺炎中,居民均暴露於極高風險中,因逢梅雨季節及乾燥天氣,廁所廚房均有類似沼氣或其他異味傳出。 ^{Calin}的氣味</p> <p>d). 樓宇內不少是65歲或以上長者,未有升降機,居民年長或行動不便者出入成問題,遇上危急情況救護行動的黃金時間可能把握不到。^{純猜}</p> <p>e). 沒有自動洒水救火系統,大廈亦承受不起^{Calin}上天台水缸重量,遇上重大火災情況堪憂。</p> <p>f). 沒有保安員或管理處,年青婦孺出入有潛在危險(經常有醉酒者及陌生人出入)</p>

C. Details of the Objection (use separate sheet if necessary) 反對詳情 (如有需要, 請另頁說明)	
Development project to which the Objection relates 與反對相關的發展項目	
Nature of the Objection 反對的性質	Reasons for the Objection 反對的理由
<p><u>我代表全家</u></p> <p><u>完全同意</u></p> <p>市建局的 發展項目</p>	

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p style="text-align: center;"><u>同意</u> 請掛</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p><u>支持重建</u></p> <p>兼善里 / 福華街</p>	<p>樓宇太舊, 沒有升降機 上落不便</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)

Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<u>支持</u>	樓宇日久失修, 亦沒有電梯, 長者出入不方便, 適宜重建。

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	SSP-017
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
	<p>本人是受發展項目影響的物業業主, 對於這次發展項目, 本人表示<u>絕對的支持</u>, 因為有很多或不同的問題已發生在樓宇上, 情況如下:</p> <ol style="list-style-type: none"> 1. 樓宇樓齡已超過 60 年, 日久失修, 樓宇的鋼筋已外露, 情況嚴重, 而且牆身滲水或漏水已非常嚴重。 2. 衛生問題日趨嚴重, 老鼠和甲由數量不斷增加, 在街道和樓宇梯間不斷滋長, 更甚的是進入住宅內, 造成困擾和衛生問題 3. 梯間和天井位置已多年沒有人清潔和打理, 垃圾和廢物經常積聚和堵塞走火通道和梯間。

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)

Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>支持美里拆 卸重建,發展 一個更好的地 區</p>	<p>本人在美里已居住50年以上,而大廈都有60年樓齡已上,外牆已經都試過跌落大街。</p> <p>而大廈係冇咸水供用,所有用水都係已淡水作食水同廁所水。水管又有老化。影響屋內滲水跟有裂縫。</p> <p>另外近年政府要求除外牆及屋維修翻新,內在如:走廊防煙門又要整,要合消防處條例及測試。而自住單位又要更換街門鐵閘,要拉開確保火警逃生,之後又要換樓宇單位木門,要符合耐火效能。</p> <p>以為處理好消防要求,政府又要求強制屋宇。這些政策對住戶如燒銀紙一樣。</p>

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情(如有需要,請另頁說明)

Development project to which the Comments relates
與意見相關的發展項目

Nature of the Comment
意見的性質

Reasons for the Comment 意見的理由

贊成重建項目

兼善里已有60多年樓齡,內內外外損破不堪,雖然~~斷續~~不斷維修,但仍天花剝落,鋼筋外露,潛在危險。

衛生問題嚴重,隨處都是垃圾,滋生蚊蟲,老鼠為患,嚴重影響居民健康。

治安問題大,常常有陌生人出入,穿梭樓與樓之間,久而久之就有爆竊和非禮案件發生,危害市民安全。

Table 4-1 Summary of Spatial Averaged Velocity Ratios

Test Points for the Subject Site and Assessment Area		Baseline		Proposed	
		Annual	Summer	Annual	Summer
Overall					
Site Air Ventilation Assessment (SVR) (All P Points)		0.10	0.12	0.12	0.14
--Site A (P001 - P030)		0.08	0.11	0.10	0.14
--Site B (P031 - P104)		0.11	0.14	0.12	0.16
--SSP-017 (P105 - P144)		0.08	0.09	0.11	0.11
Local Air Ventilation Assessment (LVR) (All P & O Points)		0.11	0.13	0.12	0.14
Road Sections					
R001	Hing Wah Street (O001 - O012)	0.11	0.14	0.11	0.14
R002	Hing Wah Street (O013 - O027)	0.12	0.13	0.13	0.15
R003	Cheung Wah Street (O028 - O035)	0.10	0.11	0.12	0.14
R004	Cheung Sha Wan Path (O036 - O044)	0.16	0.16	0.14	0.14
R005	Kwong Cheung Street (O045 - O048)	0.10	0.12	0.12	0.16
R006	Tai Nan West Street (O049 - O060)	0.16	0.18	0.15	0.17
R007	Lai Chi Kok Road (O061 - O069)	0.18	0.17	0.18	0.16
R008	Fortune Street (O070 - O073)	0.12	0.15	0.11	0.14
R009	Hang Cheung Street (O074 - O079)	0.11	0.13	0.12	0.13
R010	Cheung Sha Wan Road (O080 - O091)	0.15	0.18	0.15	0.19
R011	Cheung Sha Wan Road (O092 - O108)	0.09	0.16	0.11	0.18
R012	Cheung Sha Wan Road (O109 - O130)	0.18	0.27	0.17	0.27
R013	Fuk Wa Street (O131 - O137)	0.10	0.10	0.10	0.09
R014	Fuk Wing Street (O138 - O142)	0.14	0.13	0.14	0.13
R015	Fuk Wing Street (O143 - O147)	0.07	0.08	0.13	0.14
R016	Un Chau Street (O148 - O160)	0.15	0.11	0.15	0.12
R017	Castle Peak Road (O161 - O182)	0.11	0.12	0.11	0.12
R018	Cheung Yue Street (O183 - O191)	0.11	0.11	0.10	0.11
R019	Un Chau Street (O192 - O196)	0.14	0.11	0.13	0.09
R020	Cheung Fat Street (O197 - O199)	0.12	0.10	0.11	0.09
R021	Hing Wah Street (O200 - O205)	0.12	0.11	0.12	0.12
R022	Cheung Wah Street (O206 - O208)	0.08	0.08	0.09	0.10
R023	Tsap Fai Street (O209 - O211)	0.07	0.06	0.07	0.07
R024	Fuk Wa Street (O212 - O214)	0.09	0.08	0.08	0.07
R025	Yu Chau West Street (O215 - O220)	0.08	0.08	0.07	0.07
R026	Tai Nan West Street (O221 - O226)	0.10	0.12	0.09	0.11
R027	Castle Peak Road (O227 - O239)	0.15	0.11	0.15	0.12
R028	Kwong Shing Street (O240 - O241)	0.06	0.06	0.07	0.06
R029	Wing Hong Street (O242 - O262)	0.10	0.11	0.10	0.11
R030	Wing Ming Street (O263 - O270)	0.10	0.09	0.10	0.08
R031	King Lam Street (O271 - O275)	0.09	0.13	0.09	0.14
Open Area					
Z001	Sham Shui Po Sports Ground (O276 - O328)	0.13	0.15	0.11	0.14
Z002	Hang Chun Court (O329 - O337)	0.10	0.14	0.09	0.14

Test Points for the Subject Site and Assessment Area	Baseline		Proposed	
	Annual	Summer	Annual	Summer
Z003 S.K.H. Kei Fook Primary School – Middle (O338 - O343)	0.12	0.08	0.12	0.08
Z004 S.K.H. Kei Fook Primary School – West (O344 - O353)	0.10	0.12	0.09	0.11
Z005 Un Chau Estate (O354 - O355)	0.09	0.07	0.09	0.07
Z006 Hing Wah Street Playground (O356 - O370)	0.07	0.08	0.08	0.08
Z007 Cheung Sha Wan Catholic Secondary School (O371 - O376)	0.05	0.06	0.05	0.06
Z008 Wing Hong Street Rest Garden (O377 - O384)	0.09	0.08	0.08	0.07
Open Area - Within Scheme Boundary				
A001 Site A – Setback Areas in West (D001 - D014)	0.07	0.10	0.10	0.12
A002 Site A – North-East Area (D015 - D019)	0.05	0.05	0.08	0.11
A003 Site B – Open Area (D020 - D061)	0.11	0.11	0.09	0.11
A004 SSP-017 - Setback Area in West (D062 - D076)	--	--	0.09	0.09
A005 SSP-017 - SW/NE pedestrian pathway (D077 - D081)	--	--	0.06	0.06

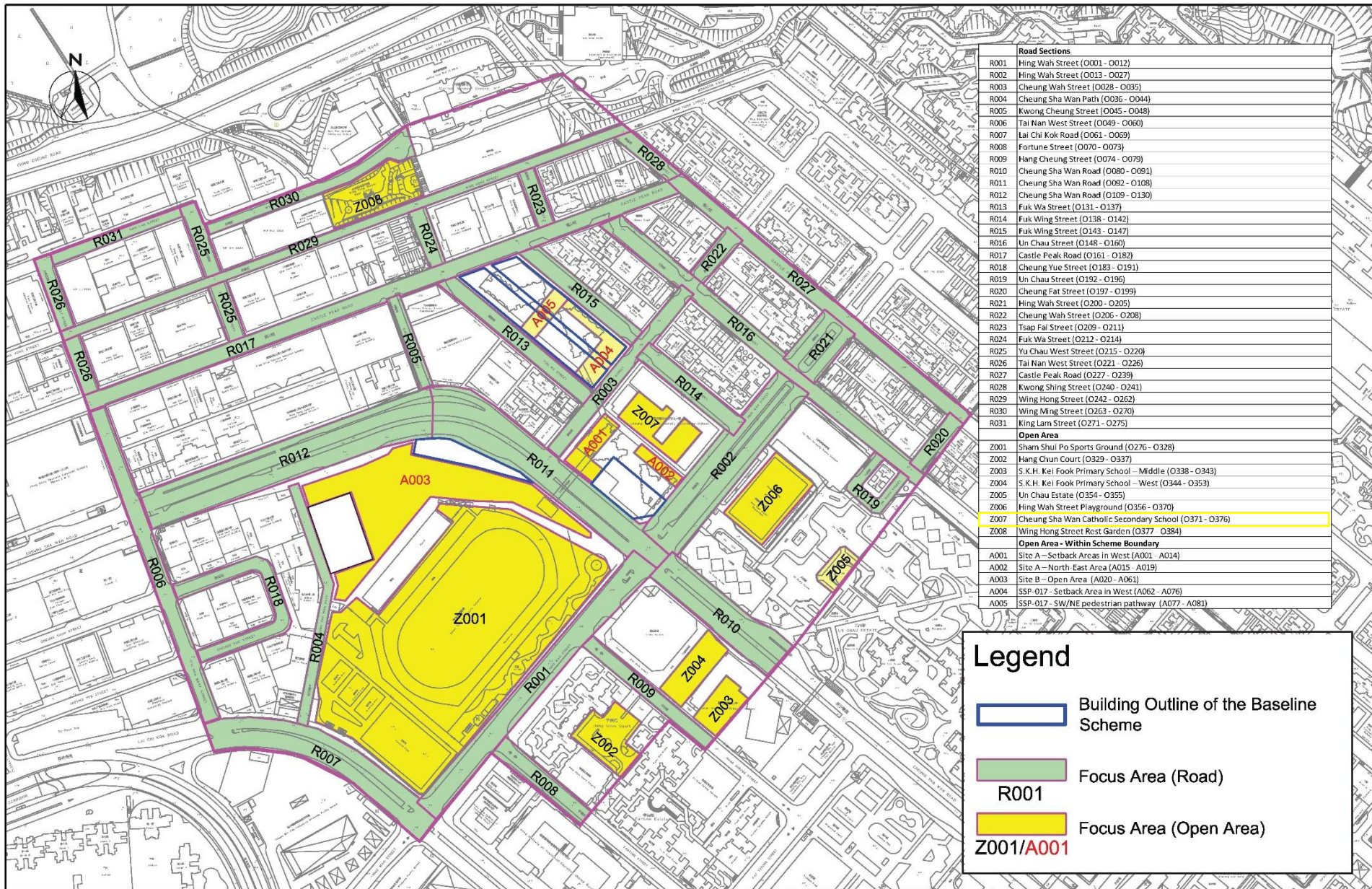
4.2 Localised Spatial and Wind Directions Averaged VRs (Road Section)

4.2.1 For road sections (R001-R031), the change in averaged VRs are in the range of -0.02 to 0.06 under both annual and summer condition.

4.2.2 It should be note that although the average VRs for road sections can give general picture of the ventilation performance, the density of the test points are not sufficient to capture the small but sharply change flow, e.g. flow concentration near building corner. Therefore, only significant changes in averaged VRs are presented in this section to give a general idea of the improvement (or drawback) due to the Proposed Scheme to the surrounding.

4.2.3 In compare with the Baseline scenario, the road sections with noticeable improvement (VR different ≥ 0.02 in both annual and summer condition) are Cheung Wah Street Section (R003), Cheung Sha Wan Road Section (R011), & Fuk Wing Street Section (R015). Those road focus areas are adjoining to project sites of SSP-017 or the Scheme. The improvements at R003 & R011 are mainly due to the refined building footprints and the open areas provided in Site A & SSP-017's Site. The improvement in R015 is the result of the building setback and the new at-grade NW-NE pedestrian pathway at the middle of the SSP-017's Site.

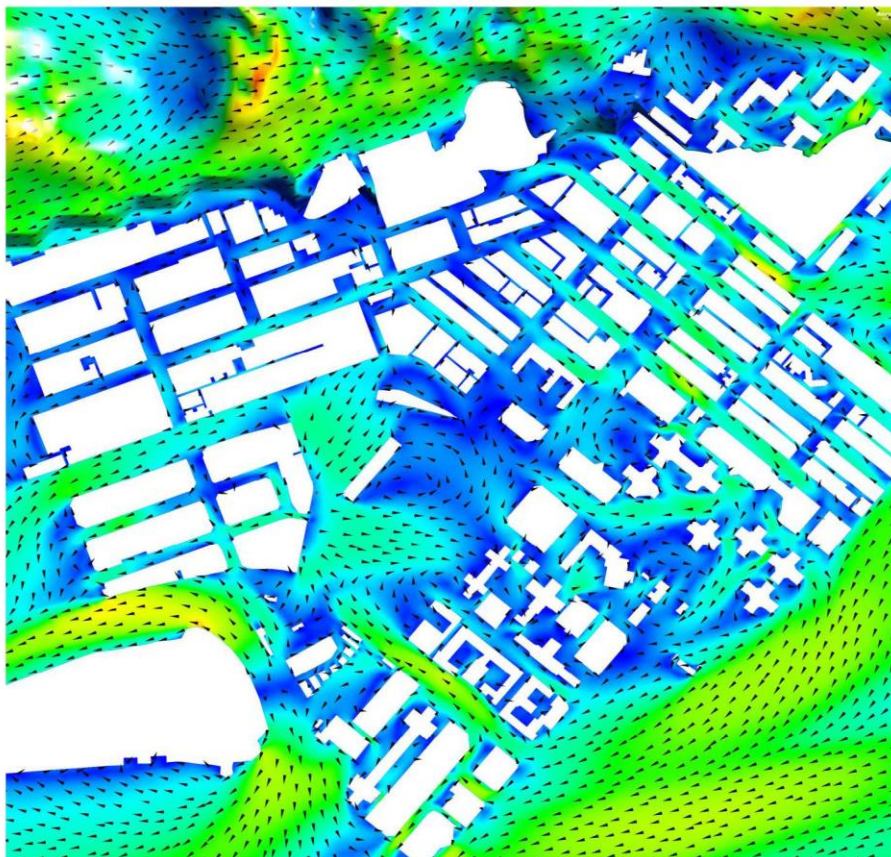
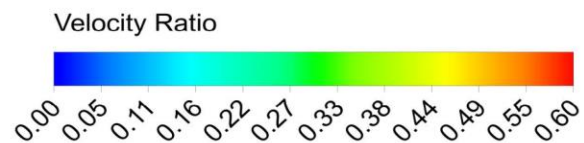
4.2.4 The road section with noticeable reduction (VR different ≤ -0.02 in both annual and summer condition) is Cheung Sha Wan Path (R004) only. Part of the reason is the blockage of wind by the proposed G/IC Block in western part of Site B, the less obstruction in core region by relocation of G/IC building in compare with the Baseline scheme is also related to the wind reduction. For example, under E wind in Baseline Scenario (**Figure 4-1c**), the wind entering the core of Site B is partially blocked by the 12m G/IC block in Site B leads to re-circulation, making it harder for the air penetration from south and reach the downstream air pathway (R012). In the Proposed Scenario, the wind in the core of Site B is no longer blocked thus the western portion of Site B and R004 are less attractive (relatively more air resistance). Nevertheless, the averaged VRs of R004 in the Proposed Scenario are not lower than the LVRs in both annual and summer conditions for both the Baseline Scenario and Proposed Scenario.



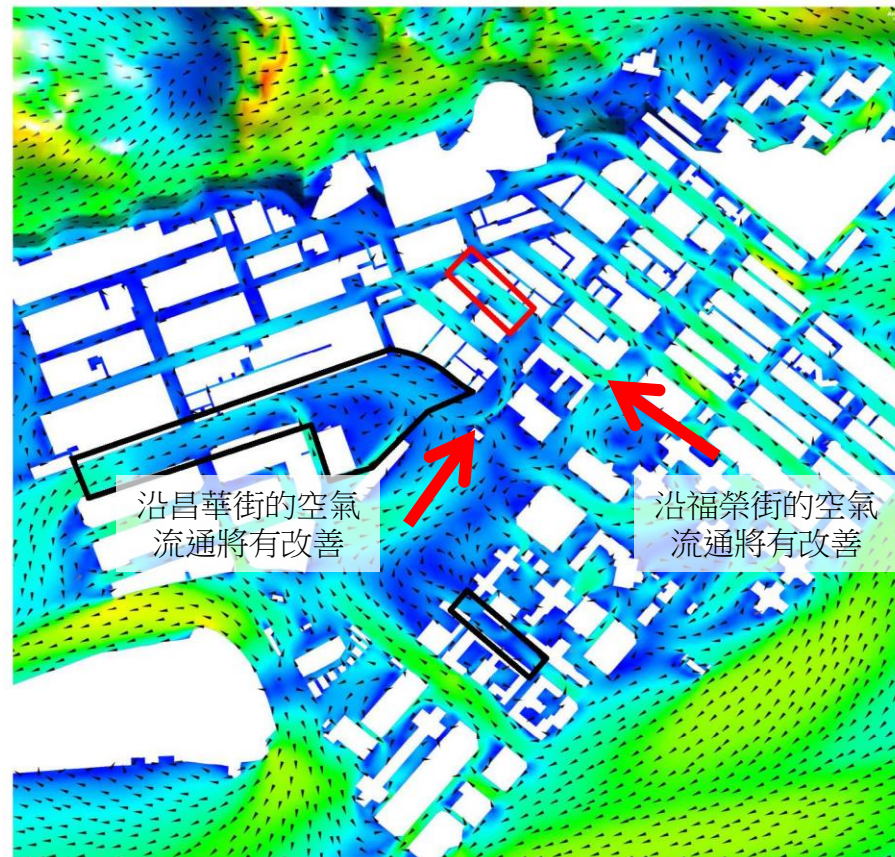
Road Sections	
R001	Hing Wah Street (0001 - 0012)
R002	Hing Wah Street (0013 - 0027)
R003	Cheung Wah Street (0028 - 0035)
R004	Cheung Sha Wan Path (0036 - 0044)
R005	Kwong Cheung Street (0045 - 0048)
R006	Tai Nan West Street (0049 - 0060)
R007	Lai Chi Kok Road (0061 - 0069)
R008	Fortune Street (0070 - 0073)
R009	Hang Cheung Street (0074 - 0079)
R010	Cheung Sha Wan Road (0080 - 0091)
R011	Cheung Sha Wan Road (0092 - 0108)
R012	Cheung Sha Wan Road (0109 - 0130)
R013	Fuk Wa Street (0131 - 0137)
R014	Fuk Wing Street (0138 - 0142)
R015	Fuk Wing Street (0143 - 0147)
R016	Un Chau Street (0148 - 0160)
R017	Castle Peak Road (0161 - 0182)
R018	Cheung Yue Street (0183 - 0191)
R019	Un Chau Street (0192 - 0196)
R020	Cheung Fat Street (0197 - 0199)
R021	Hing Wah Street (0200 - 0205)
R022	Cheung Wah Street (0206 - 0208)
R023	Tsao Fal Street (0209 - 0211)
R024	Fuk Wa Street (0212 - 0214)
R025	Yu Chau West Street (0215 - 0220)
R026	Tai Nan West Street (0221 - 0226)
R027	Castle Peak Road (0227 - 0239)
R028	Kwong Shing Street (0240 - 0241)
R029	Wing Hong Street (0242 - 0262)
R030	Wing Ming Street (0263 - 0270)
R031	King Lam Street (0271 - 0275)
Open Area	
Z001	Sham Shui Po Sports Ground (0276 - 0328)
Z002	Hang Chun Court (0329 - 0337)
Z003	S.K.H. Kei Fook Primary School - Middle (0338 - 0343)
Z004	S.K.H. Kei Fook Primary School - West (0344 - 0353)
Z005	Un Chau Estate (0354 - 0355)
Z006	Hing Wah Street Playground (0356 - 0370)
Z007	Cheung Sha Wan Catholic Secondary School (0371 - 0376)
Z008	Wing Hong Street Rest Garden (0377 - 0384)
Open Area - Within Scheme Boundary	
A001	Site A - Setback Areas in West (A001 - A014)
A002	Site A - North East Area (A015 - A019)
A003	Site B - Open Area (A020 - A061)
A004	SSP-017 - Setback Area in West (A062 - A076)
A005	SSP-017 - SW/NE pedestrian pathway (A077 - A081)

Legend

-  Building Outline of the Baseline Scheme
-  Focus Area (Road)
-  Focus Area (Open Area)
-  Z001/A001



Baseline Scheme

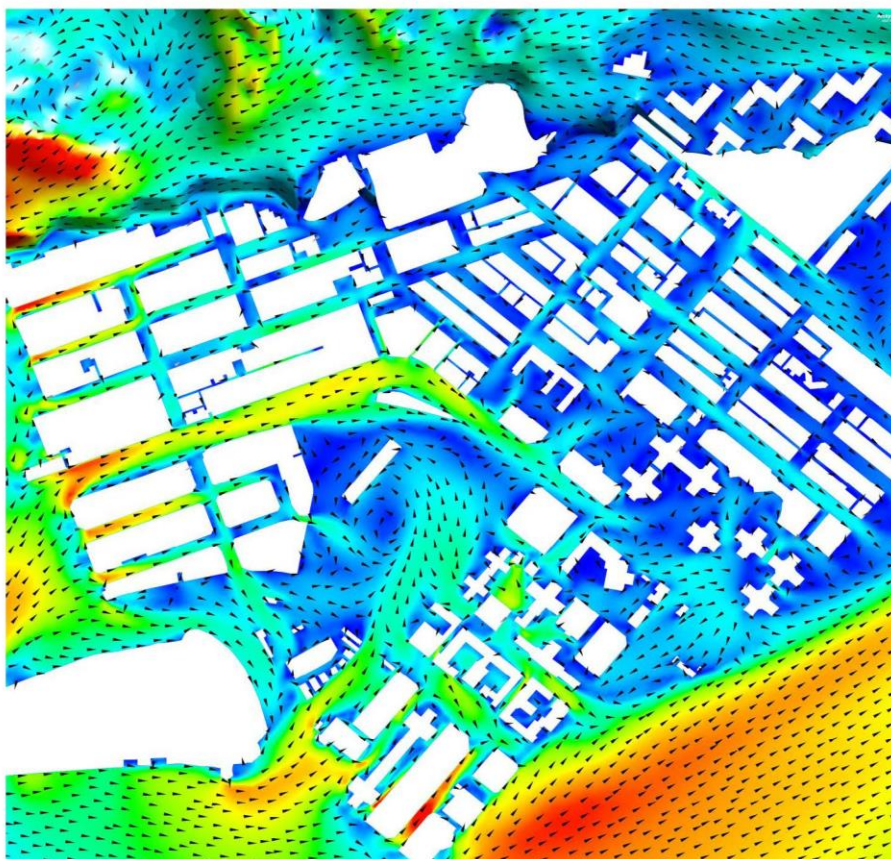
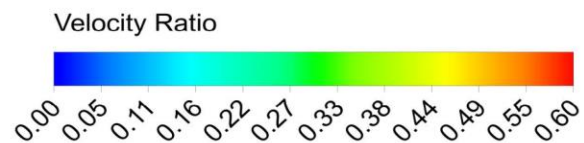


Proposed Scheme

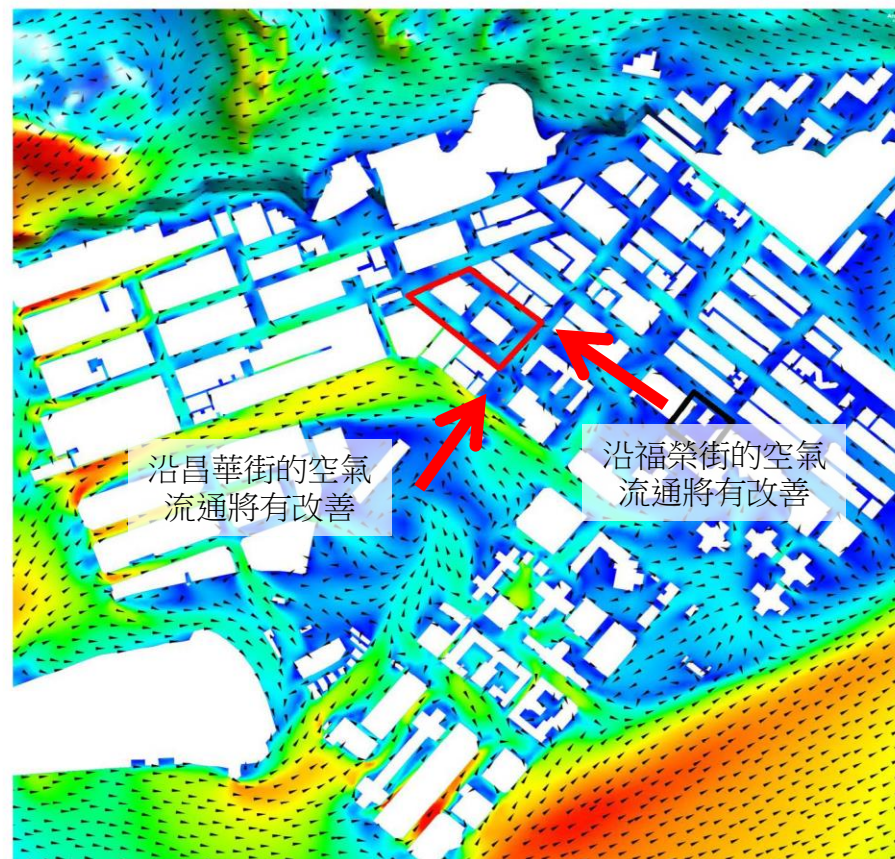
090 deg Wind Direction (全年主要風向)

風速加強

VR Increased



Baseline Scheme



Proposed Scheme

225 deg Wind Direction (夏季主要風向)

風速加強

VR Increased

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211007-184222-43303

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

07/10/2021 18:42:22

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

CHENG CHUI TING

意見詳情

Details of the Comment :

支持SSP018項目

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211011-144419-23365

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

11/10/2021 14:44:19

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

鄧志超

意見詳情

Details of the Comment :

本人支持昌華街／長沙灣道:就發展計劃草圖提出意見

- 1,能有效提升本區已老化欠效率的室內運動場地之使用空間(不用每人每日早上/凌晨到這排隊輪侯短缺租場方式)增大後可給一帶廣大市民使用
- 2,優化規劃綠化地段的連接性(使本區市民方便安全使用不用再跨過馬路安全給老弱人仕到達使用各休閒設施)
- 3,地面停車泊位轉移到地下，以增加更多泊位使街道更美化方便市民安全通過(減少福榮街,昌華街,長沙灣道幾個交通黑點對生命的威脅)
- 4,連接天橋除方便使用休閒場地外(更方便北面住宅人仕安全通過長沙灣道一帶的巴士站可遮風避雨)

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211011-151715-67041

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

11/10/2021 15:17:15

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

古穎珠

Name of person making this comment:

意見詳情

Details of the Comment :

我同意重新建構，提供更多休憩環境，令區住環境更優質

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211012-073936-73410

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

12/10/2021 07:39:36

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

TSE SHUK YING

Name of person making this comment:

意見詳情

Details of the Comment :

支持重建，
現在大廈已經多處失修，滲水嚴重。
請盡快回收。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211012-114523-69528

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

12/10/2021 11:45:23

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Thomas Wong

Name of person making this comment:

意見詳情

Details of the Comment :

Strongly support the subject development scheme plan (SSp-018)

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211012-114037-39603

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

12/10/2021 11:40:37

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Annie Yung

Name of person making this comment:

意見詳情

Details of the Comment :

Strongly support the subject Cheung Wah Street / Cheung Sha Wan Road Development Scheme Plan (SSP-018)

6

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211012-113418-87367

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

12/10/2021 11:34:18

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

Daniel Wong

意見詳情

Details of the Comment :

讚成昌華街／長沙灣道 (SSP-018) 發展項目

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211012-115156-22956

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

12/10/2021 11:51:56

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Mew Ga Ying

Name of person making this comment:

意見詳情

Details of the Comment :

支持此昌華街／長沙灣道發展計劃 (SSP-018)

寄件者: sennet won [REDACTED]
寄件日期: 2021年10月15日星期五 11:36
收件者: tpbpd@pland.gov.hk
主旨: SSP-018 支持意見
附件: SSP018 support.pdf

支持 ... 昌華街/ 長沙灣道發展計劃(SSP-018) , 附上 1 份 pdf

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates **SSP-018**

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

長沙灣體育館是舊式的體育館，現不符合現今標準，
知道會興建新政府設施綜合大樓，有新體育館 和增加兒童遊戲室、
健身室等，取代現時的長沙灣體育館，大力支持

長沙灣體育館的休憩地方，搬去對面地盤，和運動場那邊休憩地方，
整合成一大塊，更合符空間運用，改善環境

本人支持昌華街 / 長沙灣道發展計劃 (SSP-018)，希望盡快通過。

「提意見人」姓名／名稱 Name of person/company making this comment Wan Chun Man

簽署 Signature Wan 日期 Date 15/10/2021

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211012-142637-23138

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

12/10/2021 14:26:37

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

陸偉娟

意見詳情

Details of the Comment :

本人支持重建發展計畫草圖。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211012-203034-26738

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

12/10/2021 20:30:34

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖
提出意見

Cheung Wah Street / Cheung Sha Wan
Road:

Making Comments on Development Sch
eme Plan

「提意見人」姓名/名稱

Name of person making this comment:

liu chi to tony

意見詳情

Details of the Comment :

ssp~018 非常支持這個構思

可以增大運動場館有更多運動設施, 如果可以增加圖書館, 可以增加大型街市。所以更加支持拆卸重建堅持 兼善里的舊樓群, 因為漏水嚴重, 住戶影響個人衛生健康及市容, 希望盡快重建有新嘅面貌

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211012-203935-91974

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

12/10/2021 20:39:35

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

Tsang Wai lin

意見詳情

Details of the Comment :

我非常贊成重建。因為使環境變成現代化，重建後將康樂設施又增加，又可以將運動場、地區和停車場連貫一起。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211012-234609-06226

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

12/10/2021 23:46:09

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

文愛蓮

意見詳情

Details of the Comment :

本人是兼善果23號地舖業主(夫婦共同持有)，收到重建消息非常高興，因可改變該區老舊環境。本人非常讚成重建。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211012-234212-59647

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

12/10/2021 23:42:12

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

黃禧

Name of person making this comment:

意見詳情

Details of the Comment :

本人是兼善里23號地舖業主之一（夫婦共同持有），收到重建消息非常高興，因可改善該區環境，本人非常讚成。

本人黃禧email address

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211013-224912-45012

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

13/10/2021 22:49:12

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

Paul wong

意見詳情

Details of the Comment :

我非常讚成市建局重建方案

寄件者: Lee, Pui Yin [REDACTED]
寄件日期: 2021年10月15日星期五 12:29
收件者: devbenq@devb.gov.hk
副本: tpbpd@pland.gov.hk; inquiry@mail1.ura.org.hk; enquiry@epd.gov.hk;
sspdadm@sspd.had.gov.hk
主旨: Letter about Redevelopment Projects in Sham Shui Po (from Cheung Sha Wan Cath Sec Sch)
附件: Letter to Development Bureau.pdf

Dear Mr. Michael Wong, Secretary for Development

Attached please find the letter regarding the Redevelopment Projects in Sham Shui Po from our Principal for your attention and follow-up actions.

Yours sincerely,
General Office
Cheung Sha Wan Catholic Secondary School



敬啟者：

本人近日透過 貴方的公眾諮詢及發展發佈會得悉 貴方有意於本校校園附近的地方：毗鄰的公園及室內運動場(SSP-018)，以及校園一街之隔的兼善里/福榮街大型舊式住宅大廈(SSP-017)進行多項大型重建工程（見圖 1 及 2），規模非常龐大，對我們學校的正常運作、校園環境、學生學習環境和安全、校園坐落的社區的本區文化保育，有着無可估量深遠的負面影響。經本人深入了解 貴方於會上所發放的發展藍圖及相關資料後，本人表示嚴重關注、甚至反對這個重建方案。

嚴重關注、甚至反對此項計劃的原因：

(A) 首先， 貴方並沒有考慮本校的校園內的自然光及空氣質素（見圖 3）。本校舍東南為興華街，西南為現有的室內體育館，北面現已興建了高層住宅。校舍的建築設計簡單，原以「F」形，後增加了一個新教學樓，現為「E」形。當年這個「F」形設計已經融合了環保元素作為重要考量，設計讓空氣從外面的空間自由流動至校園內、省卻通風設備，不單不用電力推動、水份冷卻及降溫，更不需要為校園內外四周帶來廢氣、污水。主樓地面層沒有課室，增加空氣流通，「F」或「E」形的開口面對室內體育館，我校的運動場（籃球場及排球場）置於開口空間。難得早於 1969 年校舍的建築師已經有如此考慮周詳的環保設計概念，所以，我們深信五十多年後的今天， 貴方的重建計劃是應該更有前瞻性、更考慮周詳、更全面，而不是為個別目標而忽略教育環境、環境保護及文化保育。

現有校舍的設計：

1. 因為開口面西南，從自然採光的角度看，我們的課室都有大量的自然光；早上晨光從興華街進入，下午下課前從西南方進入。自然光對眼睛最好，學生上課會更加專心；
2. 考慮到在體育課堂及課外活動時，學生們在球場打球、比賽，難免發出聲音，但北有圖書館及實驗室等設備用房，能阻隔噪音以免影響民居；

我校強調透過運動培育學生的意志力-堅毅不息、努力向前、永不言敗並達至「自強不息」之精神。如把現室內體育館拆卸並興建高層住宅，我校將被活埋於這個石屎森林，



缺乏自然光及空氣質素下降，對我校的學生無論在學業成績、運動成績、課外活動及其他學習活動必然產生長遠和潛在的嚴重負面影響。

此外，我們早晨會升旗、唱國歌，又有早禱會、早會；小息及下課後，學生們在操場上奔跑、運動、午間戶外音樂會及經常性的戶外音樂練習，亦必產生大量噪聲，影響新的民居（不排除住戶會看見排球、水火箭及航拍機等，在他窗前晃動）。不單如此，星期六、日我校恆常進行課外活動及課程和補課活動，亦經常借出校園予外間團體舉辦頻繁多類型的公眾活動，包括作定期的公務員考試試場、全港學生們的模擬考試試場、大型社會服務活動、運動項目的練習、校董培訓工作坊，以至每年各項的宗教及扶貧活動等等。都證明我們的校園是不單為了給學生上課，更說明了半世紀來扮演的重要的社區功能和角色。因此我校對這重建方案表達強烈的反對。

- (B) 由於 貴方並未曾就上述計劃作出正確、深入及可靠的環境評估，缺乏全面的環評，忽略了計劃對學校情況和需要及對整個社區的影響，一旦貿然開展工程，連串的負面影響及長期後果定必接踵而來，造成不可逆轉的嚴重影響，包括破壞校園內外的學生、行人、街坊的正常及安全的生活規律。不單為我校、師生及鄰近居民帶來健康上、安全上及精神上問題，更為我們社會帶來多項高成本、低效益的長期維修、監察及改善工程，長遠實在浪費公帑，影響社會。現在的班房的窗口都是經過細心的通風的考慮及學生們的衛生健康的考量，面向西南，確保空氣流動。尤其是深秋、冬季，以及當有流感、傳染病的季節，學校都是把窗戶通通打開，確保空氣流通。如果根據 貴方的計劃，我校的校園將被高樓大廈所包圍、空氣流通被嚴重窒礙，師長、學生們的健康將大受影響（見圖 4）。除了空氣的嚴重問題，學校的自然光亦大大減少，因為學校主要採光的天空都被未來的高樓大廈所佔據、光線都被阻擋了而不能如現在般直接射入校園、班房等。同時，校園內的設施亦因為缺乏空氣的流動、陽光的照射而變得潮濕，更容易發霉及滋生細菌，大大危害師生的健康及設施的壽命及保養的要求及成本等。這都是不可逆轉、改變及改善的、永久的負面影響。

本校一直座落於長沙灣社區中心的核心地點，四周交通發達，配套全面，這有賴 貴方一直不斷改善社區及學校附近環境，才令學校可以享有不斷進步、優化的社區；因此，作為本校長沙灣天主教英文中學（簡稱「長天」）的校長，希望借此機會感謝 貴方一直以來的努力，為我們的社區作出不斷的改善，貢獻甚大。然而， 貴方可能不知道，在厚厚的校園圍牆之內，有着我們親切、傳統的校園，50 多年來孕育着著深厚的文化、傳統，包括我們的出色



運動訓練及音樂等等，其中由於 50 多年來的師生不斷努力、承傳，本校的長天 25 圈，即圍著校園跑 25 圈，每圈 275 米，全程大約 7000 多米，令學生訓練到面對逆境的堅毅，面對困難的勇氣。無論任何一個校友、師生，甚至深水埗的鄰舍、街坊，也知道長天學生學術成績優秀、亮麗之餘，品德及品行更是出色，我們這個 25 圈的傳統實在功不可抹！大家深愛校園，要令社區更美好，市民生活更健康等；故此。我們好好保護我們的師生、珍惜我們美麗的校園，把所有問題詳列如下：

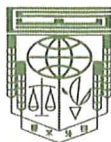
A. 潛在風險

1. 地基沉降： 首先，由於長天校園是完全貼近 貴方規劃重建的公園，兩地基本上完全無任何阻隔，只有一大幅圍著長天校園，重量超過十噸的石屎圍牆，一旦建築工程展開，絕對有機會影響此圍牆及三座教學大樓的安全性。學校大樓自 1969 年完工，一直沒有作大型維修，亦沒有就現行地底的地下水設施，例如地下的水管及地基、泥土等結構作出勘察，萬一出現裂紋，更甚至倒塌，不單止危及校內一眾每天從早到晚圍著校園跑步的師生，更危及四周居民途人。即使一時間未必出現的裂紋，亦有機會出現沉降，因為長天校園原址實為一個海灣，昔日建築的要求跟今天大大不同，包括對地下及地下結構的建造、勘察及保養；故此，地基沉降令圍牆及教學大樓安全結構有關受影響是一定需要詳細研究才開展建築工作。
2. 空氣流量： 由於現在長天附近已有多棟大型多用途高樓大廈，如果根據 貴方的規劃，未來長天四面中有三面（除了校園正面、面向元洲邨方向）也將會被高樓包圍，空氣流量定必大減，對如上述有關本校跑步及各項高質素、高體力要求的訓練和學生的健康造成嚴重的影響。根據最新的衛生署報告，近兩年本港市民患上肺癌等有關呼吸性嚴重疾病上升超過七成，本人對此甚為擔心，恐怕校園未來空氣如一座死城無異，不僅不能作多年傳統、持之以恆 50 年的長跑、短跑訓練，在日常校園也是空氣混濁，影響師生的身體健康，而健康卻是無價的。
3. 交通流量： 現時校園附近的交通已是十分繁忙，如 貴方所規劃，將來附近地方增加大量商住用戶，根本不足以應付日常需求，學生們需要更早出門，以避開交通擠塞，亦難於在附近食肆午餐及作息，四周更比起現在更擁擠。其中一個現行的做法，是建議學生購買外賣回校，否則學生們的一小時午膳時間，根本不足夠。很多學生現時如果不想使用用完即棄的外賣飯盒及餐具，只能匆匆的用 10 分鐘吃過午膳，匆匆回校，否則大家也是購買外賣飯盒，又為社會帶來了大量垃圾。我們也知道政府也著意



徵收垃圾收費，以防止更多垃圾的產生；但是，我們更想與政府，貴方通力合作，減廢在於防止、防備。故此我們真的相信無論車、人、物流也令本校及社區深受影響，我們要合力防止問題發生。嚴重增加了的人流，即使有限地把某一、二條馬路旁的行人路擴闊一些，但由於整體人的數目因為新建的大樓、大廈及多功能政府大樓而增大了，所以人的流量一定增加，最重要的具每平方米或平方呎的人流密度大大增加，令學生們的安全受到影響。舉個例子，四周的馬路也設有安全島，學生現在過馬路時，已經是常常需要努力地擠進島內，以避開前後的車輛，等到綠色交通燈才再向前過馬路。當人流量及密度再大大提高，學生們、街坊們，甚至是新加入社區的市民、工作人士們也有安全過馬路的困難，更不用說當早上人多車多的時候，有不守法的司機衝燈而產生的危險。可見，貴方的規劃，原意為改善社區，實則可能是以「倒行逆施」作結。

4. 廢氣出口，溫室效應：大家也知道新建大廈，尤其是多用途的商住大樓，甚至政府大樓也備有風槽出口，我們亦相信無論向著毗鄰的本校或對面的運動場、元洲邨及未來的新建大廈也是有很多不可預測的負面影響。令師生的健康，甚至學校內的抽風系統損壞，加速老化，亦令四周煙塵較多，損害各項校內設施，需要常常維修及保養。這些都是對本校無形的損失和難以徹底解決的。
5. 不保育文化遺產和珍貴樹木，同時破壞現址社區設施：我們深愛校園附近的樹木，俗話說「十年樹木，百年樹人」。貴方現行建議的規劃，對保育樹木和本社區公園「地標」有不可彌補的破壞，由於規劃面積被各樹木所佔據甚為分散，難以保育現有碩果僅存的大樹。我們相信附近街坊居民，包括一眾長者，天天「公園仔」做運動，從此不見到他們幾十年熟悉的大樹、植物，繼續在附近做運動也是會十分不習慣。公園內的樹木和圍繞本校校園的樹木一直是本區的文化遺產，亦是本區的特色之一，屬於我們的校園、本區街坊、市民甚至工作人士們重要休憩地方，整個區內亦沒有相類似的、舒適、空氣流通的公園予市民短時間內到達及做運動。這樣也是對他們的身體健康上、精神上有難以估計的負面影響的。
6. 潛在高空墜物：正如上述所講，長天並不是一所只求學術成績的 BAND 1 中學，相反，我們深信透過運動、音樂、團隊的訓練，才能令學生有全人發展，因為我們深信創意思維乃解難能力的基礎，而文化藝術滋養可啟迪人生，因此校園內長期也有大量師生作運動鍛鍊及豐富多樣的課外活動，年終無休，所以附近高樓大廈任何下墜物，



包括因為不能預計的天氣，如颱風等因素也是有機會吹倒外牆的物件掉進校園，危及各師生的安全。長遠來說，也不能每次大風大雨來臨便要求毗鄰大廈檢查外牆玻璃等，故此長天的校園實在不應被新建的大廈重重包圍，維持四周相對空曠，把因應惡劣天氣而被附近下墜物掉至校園內的影響減至最低。

7. 天橋影响教學、侵犯私隱及增加噪音： 由於 貴方所提及的計劃涉及行人天橋，令學校的教學、運動等日常正常運作瞬間暴露於公眾，不單令學生們的學習受到影響，一舉一動都受到不知的人士所注目、觀察，甚至偷拍，做成嚴重的騷擾，除為師生帶來未能專心進行學與教活動，更為師生帶來嚴重的人身安全問題。這個並不是毫無根據，因為我校多年來校友眾多，涉及各行各業，我們感恩的是在各行各業出色知名的校友不計其數，經常受公眾關注，例如近年的流行組合 Mirror 的成員 Ian Chan(陳卓賢)，亦是本校的傑出畢業生，全人教育的依依者。再者，學生的活動和舉動完全暴露、無所遁形，容易給有不懷好意的壞人有機可乘，作出各項犯罪行為，包括偷竊、搶劫、偷拍及其他對師生安危有損害的罪行。同時，現在學校的環境已經有噪音的問題，如重建工程完成，增加的人流也意味增加額外的噪音，也更激化學校環境噪音的問題，也沒有達到 貴方真正改善社區環境的目的，因為學校都是社區的一分子。故此，我們是堅決反對 貴方所提出的規劃。

8. 惡劣天氣，已成常態，更加速破壞： 上述所有的潛在風險也因惡劣天氣而更加嚴重、風險更大。

B. 施工期間的負面影響

除了上述無可否認的高危潛在風險，我們亦深信在施工期間，校園三面皆同時有地盤施工，定必嚴重影響本校的師生安全及學習生活。現詳列如下：

1. 嘈音：四周如立體聲般工程車進出、發電機摩打、打樁、吊運、裝卸鋼筋及倒混凝土的過程，通通都是十分嘈吵、高分貝的；
2. 空氣質素：四周沙塵滾滾，影響師生呼吸系統，空氣懸浮粒子數量大增，長期吸入微粒令肺部受損；
3. 大量泥頭車、工程車進出：學生安全成疑；
4. 人流、物流嚴重影響學生生活：大量工人外出午膳，爭取短時間內吃飯，學生根本不能如常午餐，故校內師生膳食安排也是 貴方必需考慮的因素；
5. 地基安全：要持續監察，訂立停工指標，因有隨時影響校園正常運作的可能，加重學校



日常工作負擔，也有隨時影響課堂進行的風險，增加本校的運作成本；

6. 天秤運作方向：要限制天秤不可以在校園上空經過，雖然可能增加建築施工成本及難度等，但為師生安全考慮，也是無可避免；
7. 污水問題：由於公園的地盤完全貼近本校園，施工期間因為防止灰塵散播、因應天氣之自然改變而下雨等因素也令四周囤積大量污水，滋生蚊蟲、帶來鼠患等問題。因應近年的疫情，污水時有陽性報告，若處理不當，直接危害我校師生的安全，故必須有嚴謹的措施確保我校師生健康安全；及
8. 確保學生如常上課：每天校園內大量師生上課，校園的大樓、內部的結構、外部的牆壁以至包圍校園的石屎圍牆的安全的是必須確保的，萬一有任何結構上，無論是輕微的、嚴重的裂痕、裂縫及剝落情況，也是危害師生的安全，貴方計劃未作任何落實之前，就要為我們作適切和認真的安排，以及為不幸遇上述情況作合理的跟進和補償安排，否則我校亦是堅決反對 貴方匆匆開展、漠視教育及安全的計劃。

C. 施工完畢後的負面影響及長期後果

即使勉強施工完畢，本校亦有十分大的、長遠的、不可預見的隱憂，包括以下各項，足以令我們馬上停課的情況：

1. 地基沉降
2. 地下水管爆裂
3. 冷氣機忽然大量損壞
4. 校內水管、風槽、氣喉爆裂
5. 校內任何有潛在風險的建築物、外牆出現裂紋、下墜
6. 嚴重天氣變化令貼近校園的大廈玻璃屏幕爆裂下墜，如一把把利刀忽然下墜到校園內，危及師生性命安全，實在不可忽視
7. 玻璃和玻璃幕牆反光的問題：新建的建築物的玻璃和玻璃幕牆帶來直接和潛在的影響，例如溫室效應及對師生健康如眼睛和視力的影響
8. 天台太陽能效能大大下降：我校很早已參加由電力公司舉辦的「上網電價」計劃，於天台安裝太陽能發電系統，以支持及促進環境保護的教育活動，並補貼教育局資助本校電費的不足，貴方現有的規劃加建多棟高樓於學校的四周，必定遮蔽天台的太陽能板，減低發電成效，直接影響本校的電力收入，也引致太陽能板反光的問題騷擾新建的住戶，並容易引致他們的投訴，貴方必須提出合理的解決方案。

綜合上述各種原因和關注，我們希望 貴方全面考慮所有不可逆轉、改變及改善的、長



長沙灣天主教英文中學

CHEUNG SHA WAN CATHOLIC SECONDARY SCHOOL

遠的負面影響重新規劃或停止規劃。

最後，本人重申一直大力支持 貴方於市區重建、為市民締造更好的社區、更佳的居住環境的大方向和為社會所作之貢獻。作為長天的校長，亦是長天的畢業生，希望 貴方重視教育、珍惜培育年青人的環境，不要在我本校附近的公園大興土木、嚴重破壞我們原本持之以恆、優質教育的環境，帶來上述多項不可逆轉、改變及改善的、永恆的負面影響，並切實地對應上述的問題和學校可能面對的風險，而為學校、師生提供合適的安排，並作出保證，以達至真正的雙贏。

本人要求及深切期望 貴方盡快於上述重建計劃落實前聯絡本人，本人定必當面講解學校的需要，校園的真正運作，闡述上述的所有的關注及師生、家長們的憂慮。本人的聯絡電話：[REDACTED] 電郵地址：[REDACTED] 謝謝！

此致 發展局局長



長沙灣天主教英文中學
潘盛楷校長謹上

抄送：城規會、市區重建局、環保署、深水埗區議會

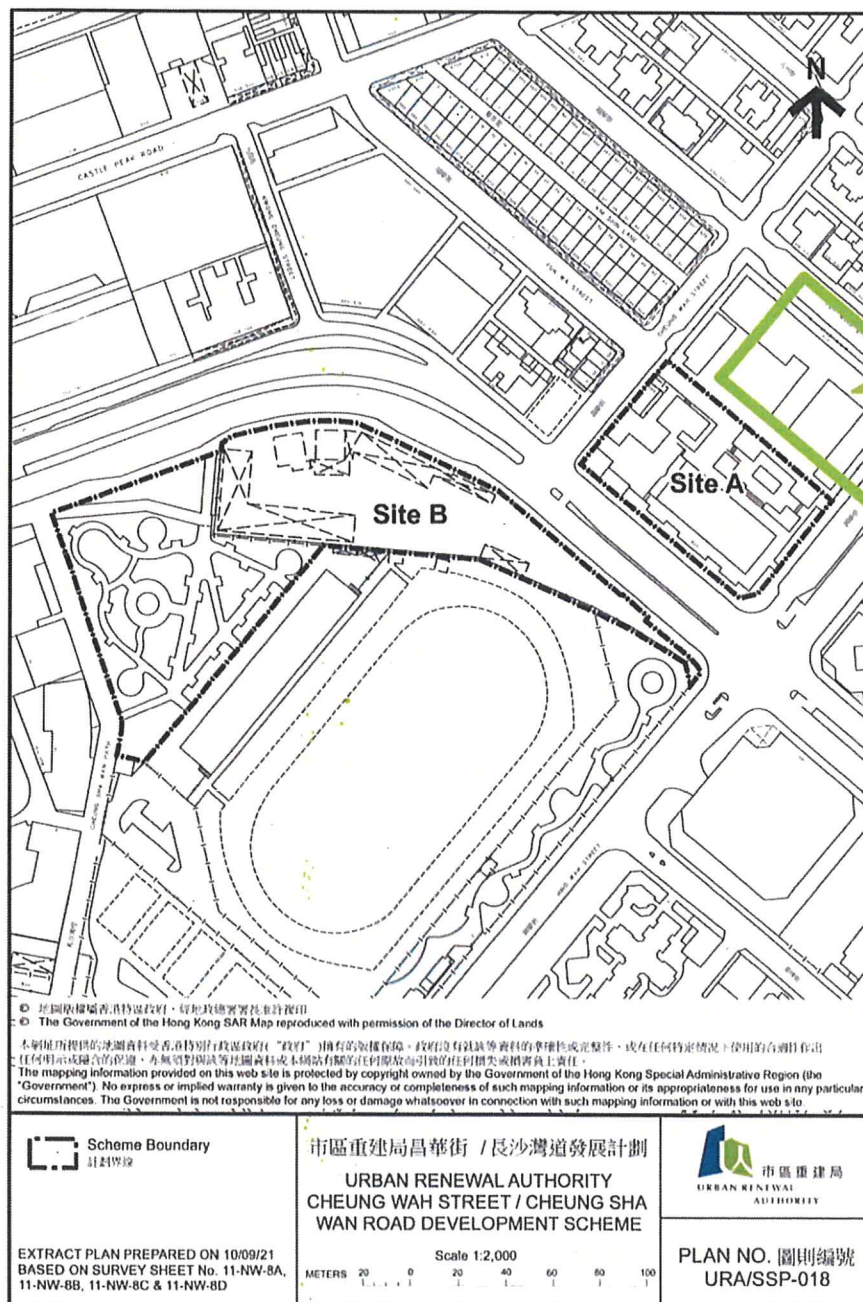


圖 1: 本校校園(綠色顯示框)及附近毗鄰的公園及室內運動場有關的重建地盤

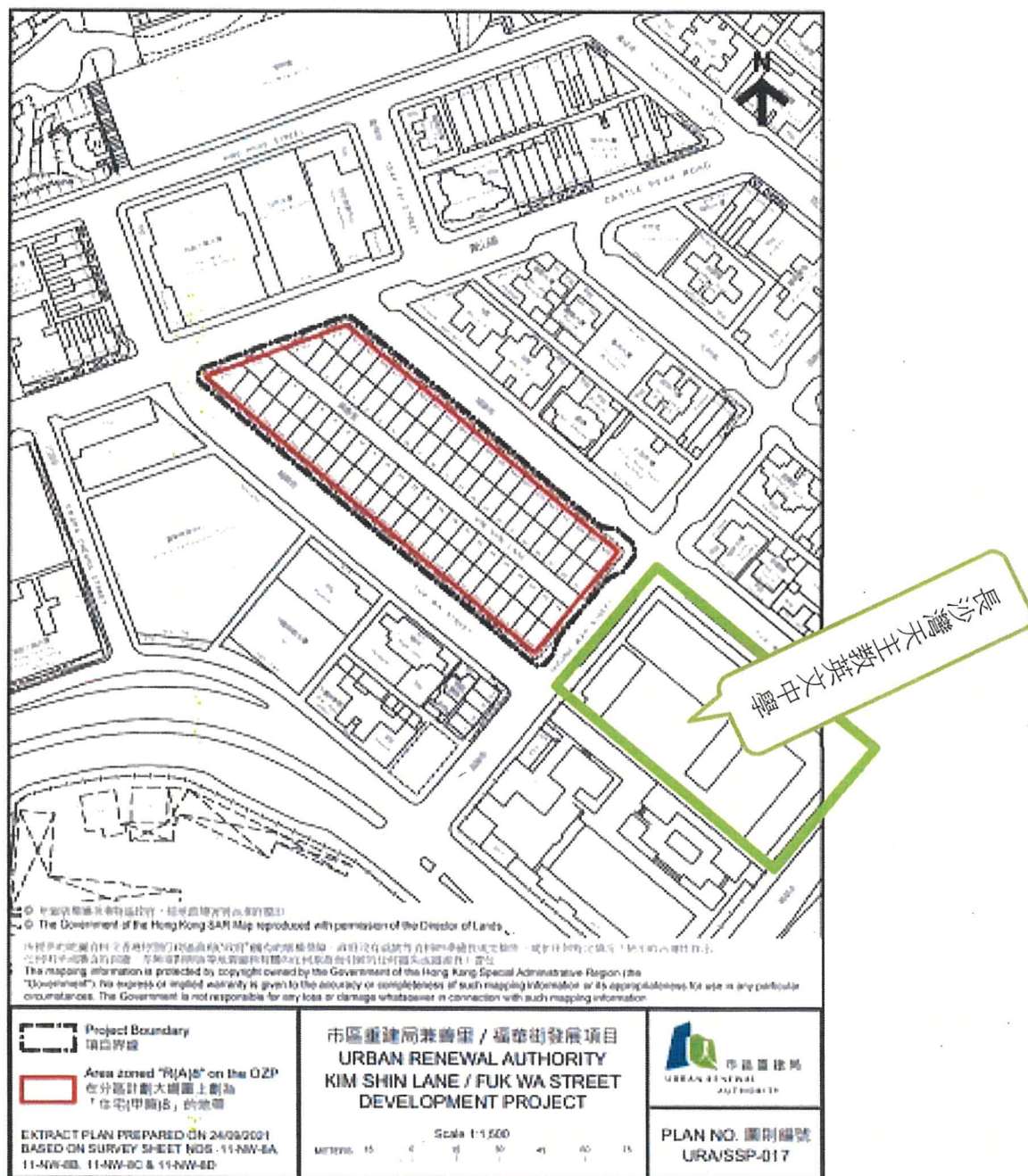


圖 2: 本校校園附近毗鄰的兼善里/福榮街大廈有關的重建地盤

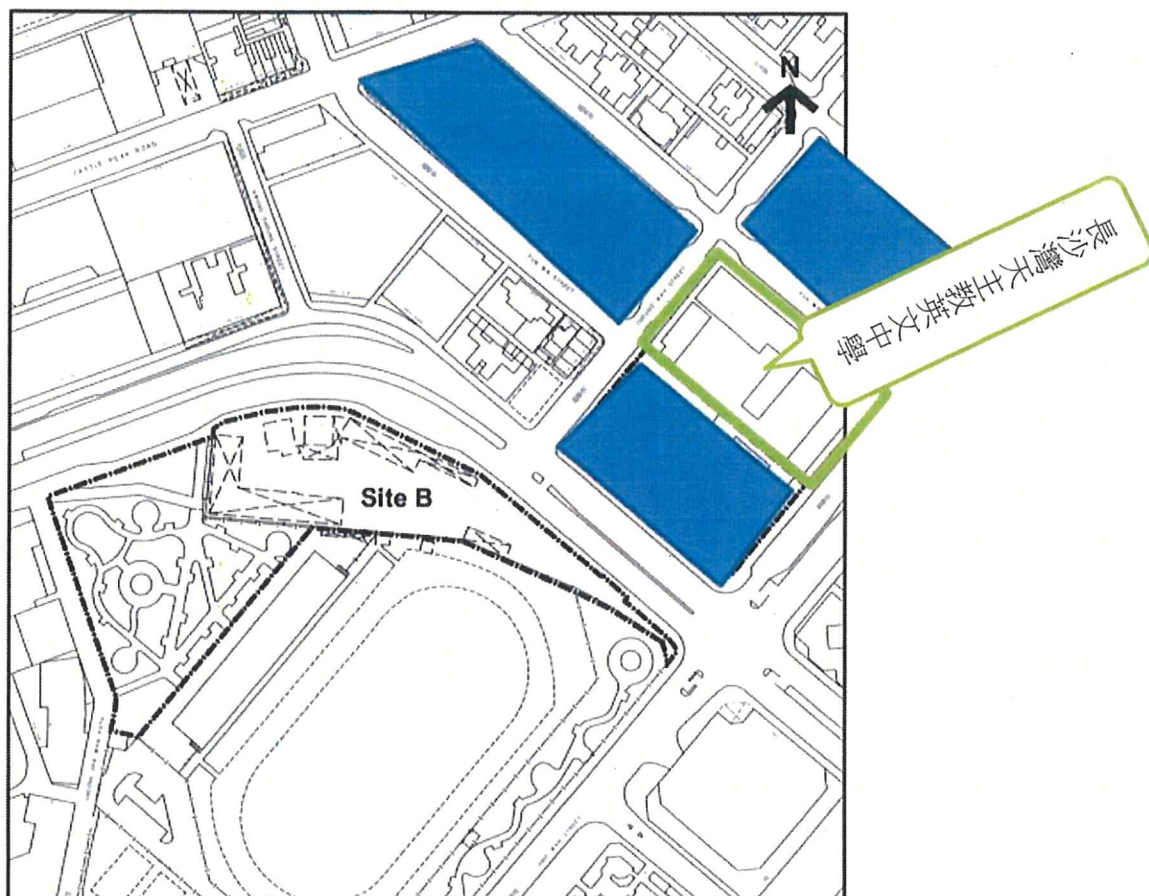


圖 4: 本校校園附近/毗鄰有關的重建地盤: 校園 (綠色顯示框) 將被高樓大廈所包圍

SUBMISSION RELATING TO DEVELOPMENT
PROJECT COMMENCED UNDER
THE URBAN RENEWAL AUTHORITY ORDINANCE (CAP. 563)

根據《市區重建局條例》(第 563 章)
所展開的發展項目的陳述

Please specify development project title
請註明發展項目名稱

SSP-017) (SSP-018)

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

This form can be downloaded from the website of Urban Renewal Authority (URA), and obtained from the office of URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong. The form should be typed or completed in block letters, in either English or Chinese. The objection / comment may be treated as not having been made if the required information in the form is not provided.

此表格可從市區重建局(市建局)的網頁下載，亦可在市建局位於香港中環皇后大道中 183 號中遠大廈 26 樓的辦事處索取。提出反對/一般意見的人士須以打印方式或以正楷填寫表格，可用中文或英文填寫。倘若未能提供表格內的所需資料，市建局可把有關反對 / 意見視為不曾提出。

(Version : 201803)

Nature of Submission 陳述的類別

Tick only **one** of the following two boxes: 以下兩個只可選擇其一:

☐ For **objection** against the implementation of the specific development project commenced by the URA. 對於市建局展開發展項目的反對意見

OR 或

☐ For **comments (including support)** regarding the specific development project commenced by the URA. 對於市建局展開發展項目的一般意見 (包括支持)

The following part is for Objection only. For comments (including support), please skip to page 5.
以下部份只供反對意見使用。提供意見 (包括支持), 請跳至第 5 頁。

Particulars of "Objector" and/or Authorized Agent 「反對者」及/或獲授權代理人的詳細資料

A 1. Person Making This Objection (known as "Objector")

提出此反對的人士 (下稱「反對者」)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

Identity Document/ Business Registration Certificate*/ Certificate of Incorporation* No.
身份證明文件/ 商業登記証/ 公司註冊証*號碼

Postal Address 通訊地址

Tel. No. 電話號碼

Fax. No. 圖文傳真號碼

Email Address 電郵地址

Contact Person 聯絡人 (only for company 只適用於公司)

Name 姓名 (Mr./Mrs./Miss/Ms.* 先生/夫人/小姐/女士*).....

Position in company 公司職位

A 2. Supplementary Information on Identity of the "Objector"

「反對者」身份補充資料

☐ Registered owner of affected property within the specific development project 受發展項目影響的物業業主
Address of affected property 受影響的物業地址

☐ Affected tenant within the specific development project 受發展項目影響的租戶
Address of affected rental unit 受影響的租住單位地址

☐ Concern Group: Please specify whom you are representing and/or your relationship to this specific development project
關注組: 請註明代表何人及/或關注組與發展項目的關係

☐ Other status: please specify relationship to the specific development project 其他: 請註明與發展項目的關係

「✓」 at the appropriate box 請在適當的方格內加上「✓」號

* Delete as appropriate

請刪去不適用者

B1. Authorized Agent (if applicable) 獲授權代理人 (如適用) (if the Submission is made by an authorized agent on behalf of the Objector) 獲授權代理人 (如陳述是經由反對者的獲授權代理人提出)
Name 姓名/名稱 (Mr./Mrs./Miss/Ms. * 先生/夫人/小姐/女士*)

Identity Document/ Business Registration Certificate#/ Certificate of Incorporation* No. 身份證明文件/ 商業登記証/ 公司註冊証*號碼	
Postal Address 通訊地址	
Tel. No. 電話號碼	Fax. No. 圖文傳真號碼
Email Address 電郵地址	
Contact Person 聯絡人 (only for company 只適用於公司)	
Name 姓名 (Mr./ Mrs./ Miss/ Ms.* 先生/夫人/小姐/女士*).....	
Position in company 公司職位	

B.2 Supplementary Information on Identity of Authorized Agent (if applicable) 獲授權代理人身份補充資料 (如適用)
<input type="checkbox"/> Acting on behalf of owner of affected property within the specific development project 受發展項目影響的物業擁有人代表 Address of affected property 受影響的物業地址
<input type="checkbox"/> Acting on behalf of affected tenant within the specific development project 受發展項目影響的租戶代表 Address of affected rental unit 受影響的租住單位地址
<input type="checkbox"/> Other status: please specify relationship to the specific development project 其他：請註明與發展項目的關係

1. The personal data submitted to URA in this form will be used for the following purposes: (a) The processing of this objection, its consideration and deliberation, and the consideration of the development project by URA; and (b) facilitating communication between the "objector", and URA. 市建局就這表格收到的個人資料會作以下用途: (a) 市建局處理、考慮及評議這宗反對, 以及對發展項目的考慮; 及 (b) 方便反對者與市建局之間進行聯絡。
2. The personal data provided by the "objector" in this form may also be disclosed to other persons including Government departments for the purposes mentioned in paragraph 1 above. 「反對者」就這意見表格的個人資料, 或亦會向其他人士包括政府部門披露, 以作上述第 1 段提及的用途。
3. An "objector" 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 URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong. 根據《個人資料(私隱)條例》(第 486 章)的規定, 「反對者」有權查閱及更正其個人資料。如欲查閱及更正其個人資料, 應向市建局提出有關要求, 其地址為香港中環皇后大道中 183 號中遠大廈 26 樓。
Please provide "Certificate of Incorporation No." instead of "Business Registration certificate No." if the subject is a "limited company". 如單位屬「有限公司」, 請提供「公司註冊証號碼」, 而不是「商業登記証號碼」。

Please fill in "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 * Delete as appropriate 請刪去不適用者

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

重要提示：

Important Notes:

- (1) 意見必須於指定的法定期限屆滿前向城市規劃委員會（委員會）提出；
the comment should be made to the Town Planning Board (the Board) before the expiry of the specified statutory period;
- (2) 委員會考慮申請的暫定會議日期已上載於委員會的網頁(www.info.gov.hk/tpb/)。考慮規劃申請而舉行的會議(進行商議的部分除外)，會向公眾開放。如欲觀看會議，請最遲在會議日期的一天前以電話 (2231 5061)、傳真 (2877 0245 或 2522 8426) 或電郵 (tpbpd@pland.gov.hk)向委員會秘書處預留座位。座位會按先到先得的原則分配；
the tentative date of the Board to consider the application has been uploaded to the Board's website (www.info.gov.hk/tpb/). The meeting for considering planning applications, except the deliberation parts, will be open to the public. For observation of the meeting, reservation of seat can be made with the Secretariat of the Board by telephone (2231 5061), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) at least one day before the meeting. Seats will be allocated on a first-come-first-served basis;
- (3) 供委員會在考慮申請時參閱的文件，會在發送給委員會委員後存放於規劃署的規劃資料查詢處(查詢熱線 2231 5000)，以及在會議當日存放於會議轉播室，以供公眾查閱；及
the paper for consideration of the Board in relation to the application will be available for public inspection after issue to the Board Members at the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) and at the Public Viewing Room on the day of meeting; and
- (4) 在委員會考慮申請後，可致電 2231 4810 或 2231 4835 查詢有關決定，或是在會議結束後，在委員會的網頁上查閱決定摘要。
after the Board has considered the application, enquiry about the decision may be made at tel. no. 2231 4810 or 2231 4835 or the gist of the decision can be viewed at the Board's website after the meeting.

電郵：tpbpd@pland.gov.hk

By e-mail: tpbpd@pland.gov.hk

簽署 Signature _____ 日期 Date _____

C . Details of the Objection (use separate sheet if necessary) 反對詳情（如有需要，請另頁說明）	
Development project to which the Objection relates 與反對相關的發展項目	
Nature of the Objection 反對的性質	Reasons for the Objection 反對的理由

All objections should be made to the URA before the expiry of the specified project publication period, i.e. within 2 months from the commencement date of the implementation of the project as first published in the Government Gazette.

所有反對必須於指定項目的公布期內，即於發展項目開始實施日期首次刊登憲報後的 2 個月內，提交市建局。

Whether there is any proposed amendment to the development project which would remove the objection? Yes/No*
是否有任何對發展項目作出的擬議修訂，而可以消除該項反對？ 有／否*

If yes, please specify the details.
如有的話，請註明詳情。

D. Signature 簽署

Signature
簽署

.....

“Objector”/Authorized Agent*

「反對者」／獲授權代理人 *

.....
Name in Block Letters 姓名 (以正楷填寫)

.....
Position (if applicable) 職位 (如適用)

On behalf of
代表

.....

Company/ Organization Name and Chop (if
applicable)

公司/ 機構名稱及蓋章
(如適用)

Date

日期

Please fill in “NA” for inapplicable item 請在不適用的項目填寫「不適用」

* Delete as appropriate 請刪去不適用者

This is the end of the Objection part. The following pages are for Comments (including support) only.
填寫反對意見完結。以下部份只供提一般意見(包括支持)使用。

B1. Authorized Agent (if applicable) 獲授權代理人 (如適用) (if the Submission is made by an authorized agent on behalf of the Commenter)

獲授權代理人 (如陳述是經由提意見者的獲授權代理人提出)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms. * 先生/夫人/小姐/女士*)

Identity Document/ Business Registration Certificate#/ Certificate of Incorporation* No.
身份證明文件/ 商業登記証/ 公司註冊証*號碼

Postal Address 通訊地址

Tel. No. 電話號碼

Fax. No. 圖文傳真號碼

Email Address 電郵地址

Contact Person 聯絡人 (only for company 只適用於公司)

Name 姓名 (Mr./Mrs./Miss/Ms.* 先生/夫人/小姐/女士*).....

Position in company 公司職位

B.2 Supplementary Information on Identity of Authorized Agent (if applicable)

獲授權代理人身份補充資料 (如適用)

☐ Acting on behalf of owner of affected property within the specific development project 受發展項目影響的物業擁有人代表

Address of affected property 受影響的物業地址

.....

☐ Acting on behalf of affected tenant within the specific development project 受發展項目影響的租戶代表

Address of affected rental unit 受影響的租住單位地址

.....

☐ Other status: please specify relationship to the specific development project 其他：請註明與發展項目的關係

.....

1. The personal data submitted to URA in this form will be used for the following purposes:

- (a) The processing of this comment, its consideration and deliberation (if any), and the consideration of the development project by URA; and
(b) facilitating communication between the "commenter", and URA.

市建局就這表格收到的個人資料會作以下用途:

- (a) 市建局處理、考慮及評議(如適用) 這宗意見, 以及對發展項目的考慮; 及
(b) 方便提意見者與市建局之間進行聯絡。

2. The personal data provided by the "commenter" in this form may also be disclosed to other persons including Government departments for the purposes mentioned in paragraph 1 above.

「提意見者」就這意見表格的個人資料, 或亦會向其他人士包括政府部門披露, 以作上述第 1 段提及的用途。

3. A "commenter" 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 URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定,「提意見者」有權查閱及更正其個人資料。如欲查閱及更正其個人資料,應向市建局提出有關要求,其地址為香港中環皇后大道中 183 號中遠大廈 26 樓。

Please provide "Certificate of Incorporation No." instead of "Business Registration certificate No." if the subject is a "limited company".

如單位屬「有限公司」,請提供「公司註冊証號碼」,而不是「商業登記証號碼」。

Please fill in "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

* Delete as appropriate

請刪去不適用者

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)

Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由
<p>本人支持兼善里/福華街項目(CSSP-017)發展計劃</p> <p>本人支持昌華街/長沙灣道發展計劃(CSSP-018)</p>	<p>①此棟樓齡已有六十多年,樓宇陈旧,因外漏水,大廈石屎剝落。</p> <p>②周圍環境甚為惡劣,噪音,什物,廢物甚多。</p> <p>③樓宇甚無設備,沒有咸水沖廁,沒有電梯,沒有消防設備,沒有大廈管理。在此居住確有感不便,甚而覺得有此困難。</p> <p>①重建新的運動場可使運動設備更為完善。</p> <p>②此發展計劃可使本區土地發展率增加,可以建多住屋,改善本區的住屋環境。</p> <p>兼善里/福華街項目(CSSP-017)及昌華街/長沙灣道發展計劃(CSSP-018)可以改善本區的居住環境。</p>

All comments should be made to the URA before the expiry of the specified project publication period, i.e. within 2 months from the commencement date of the implementation of the project as first published in the Government Gazette.

所有意見，必須於指定項目的公布期內，即於發展項目開始實施日期首次刊登憲報後的 2 個月內，提交市建局。

D. Signature 簽署

Signature
簽署



Name in Block Letters 姓名 (以正楷填寫)

"Commenter"/Authorized Agent*

「提意見者」／獲授權代理人 *

Position (if applicable) 職位 (如適用)

On behalf of
代表

Company/ Organization Name and Chop (if applicable)
公司/ 機構名稱及蓋章 (如適用)

Date

日期

15-10-2021

Please fill in "NA" for inapplicable item 請在不適用的項目填寫「不適用」

* Delete as appropriate 請刪去不適用者

This is the end of the Comment part. 填寫意見完結。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018 昌華街 / 長沙灣

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

寫字太慢，請看下面內容！

「提意見人」姓名／名稱 Name of person/company making this comment Elisa Ko

簽署 Signature

Elisa

日期 Date

2021 / 10 / 12



SSP018 昌華街/長沙灣道重建項目

每次破舊迎新都必定收到一堆反對聲音，但社會總要向前走，否則永遠只在退步中。觀塘裕民坊一帶的重建曾受盡千夫所指，反對聲音連連，但現在整潔的“市集”區，優美的空中花園，新穎的冷氣巴士站，都讓人眼前一亮，讚口不絕。每天絡繹不絕的人流已是最佳證明！

作為一個曾經在長沙灣該區住過 10 年的“舊人”，本人非常支持此次計劃：

1. 提升康樂設施及空間

現有的體育館沒充份發揮其效益，因只有數個場館，只供少數人使用。新方案雖然要市民忍受短時間的不便，但長遠卻是造福人群，受益更多！新體育館配合新設計+新科技，場館數目更多，供市民享用的康樂設施也更多。落成後肯定又是市民稱讚的亮點！

2. 公園+與時並進的科技元素

現有公園已有幾十年歷史，早已現老態，設計等也落後於潮流！搬遷公園雖然造成短期不便，但相對於現代式新公園，含有更多新科技元素的康樂+綠化設施，革新始終好值得推進。透過土地的整合，重親規劃的綠化、悠閒設計，新公園希望加入更多新科技元素，如太陽能發電、wifi 熱點、動能插電等，使之更人性化及具娛樂性，更 **user friendly**，也更具能源效益。

3. 改善長沙灣市容

體育館及公園的搬遷是重建的項目之一，長沙灣一帶早已又殘又舊，蟲鼠為患，急需重建提升市容，改善附近整片居民的居住環境！

人要進步，城市規劃也要與時並進，任何事情都有短期的反對聲音，但只要是長遠對眾人更有益的，受惠者更眾的項目，都值得堅持前進。期待一個更具科技元素、能源效益及人性化的體育館及公園，更期待一個讓人煥然一新的長沙灣。

Elisa

2021/10/12

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

這個長沙灣區也是一個舊區，如能再重建體育館，多了地方給小朋友老人家一個大型商場的好去處，體育館也可重建更加多完善給附近中小學，各方面室內運動設施，也可以興建多些樓宇，給予有需要的人多些住宅，也可以興建高架天橋給予老人小朋友安全過馬路的安全設施，不用日日曬雨淋，因為老人家跟小朋友行動不方便，想去公園步行的時候過馬路也是一個比較辛苦也不安全的事，希望政府可以重建這小小的區，讓區內的居民男女老幼一個比較好的生活平台，更可以在這重建的地方多一政府部門方便老人家出入跟姓區的老人開是更。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature



日期 Date

陳劍邦

15-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

1. 現在的景沙灣室內體育館佔地太多，可以重建在對面的地，更可提供更多服務。應該重建是盡用土地，非常合理。不應只自私自私的以附
2. 這公園的設施也不足，規劃根本有問題，鳥因大樹而四處有糞，非常不衛生，兒童設施也有鳥糞，正是這公園規劃有問題的證據
3. 新的規劃可另更多人享用休閒設施，拆了這舊公園不會另區內減少休閒設施。
4. 在公園位置建住宅，並不會令附近環境變得擠迫，因為現位置有足夠地方，將來有天橋直到對面的運動場，反而對四周圍的住戶更方便。
5. SSP018 和 SSP017 是要同時批準才可實現，SSP017 住戶已是多年活在危險中，任何因自私的原因如擋住整人的風景，皆不應考慮。

「提意見人」姓名／名稱 Name of person/company making this comment

陳家雄

簽署 Signature

陳家雄

日期 Date

15-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk



To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates _____

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

城市規劃委員會，你們好：我是長沙灣兼善里
已有三十多年，我現有七十歲，兼善里樓齡已有六十多
環境衛生差、樓高多，這也不好，且租業卡改
套房，我們自主的業主受罪。天花石屎脫落，滲漏水。
現屋建局收回改善環境，我們萬分高興。
城市規劃委員會的項目 SSPO18 昌華街長
沙灣道重建，我們同意，萬分讚成改變長沙灣區
的新面貌。這區需要停車場，現公園已好舊。也有
科技元素。規劃委員會收回改善兼善里和昌華街
這區的新市容。謝謝！
本人支持 SSPO18 項目。

「提意見人」姓名／名稱 Name of person/company making this comment _____

簽署 Signature 麥玉梅 日期 Date 17.10.2021

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211018-221010-00041

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

18/10/2021 22:10:10

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

Lo Chu Fung

意見詳情

Details of the Comment :

本人支持SSP-018昌華街/長沙灣道發展計劃

支持該發展計劃的理由

- 增加房屋供應非常重要, 對改善本港住屋問題前行了一步。
- 增加公共空間、公園、康體設施等, 對市民身心健康有積極作用。
- 增加政府社區設施、社會福利設施, 方便市民使用, 是利民的發展計劃。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211019-141356-49139

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

19/10/2021 14:13:56

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

關惠芳

Name of person making this comment:

意見詳情

Details of the Comment :

我支持SSP-018昌華街/長沙灣道發展計劃，因為以下原因：

1. 建屋對解決本港住屋問題很有幫助, 很重要。
2. 興建康體設施讓市民能參與運動。
3. 興建停車位, 對解決車位不足問題有幫助。
4. 興建社會福利設施及政府社區設施, 方便市民。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211019-142611-59316

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

19/10/2021 14:26:11

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃
草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha
Wan Road:

Making Comments on Developme
nt Scheme Plan

「提意見人」姓名/名稱

Gary Iu

Name of person making this comment:

意見詳情

Details of the Comment :

就昌華街／長沙灣道發展計劃 (SSP-018)方面，依據市建局所提出之重建計劃，包括在兩個地盤中興建住宅及非住宅建築，以及活化更新的項目，本人認為計劃並未能做到「優化土地用途」以及為長沙灣社區帶來利益。

先由發展計劃之過程談起，首先項目有兩個地盤，地盤A為長沙灣體育館，地盤B為長沙灣徑休憩處及深水埗運動場的部份設施，兩者皆沒有任何房屋及民用私營機構，看似政府只是公地公用，並不會對區內居民造成任何資料，但其實不然。首先項目打算連接兩個地盤，並將興建一個橫跨長沙灣道的行人天橋，現時長沙灣道是一條交通極其繁忙的主要幹道，非但在工程進行中會帶來噪音，更會令交通造成擠塞，影響居民上下班時候的交通狀況，儘管此乃所謂「短期」的影響。參照政府過往經驗，以興建旺角行人天橋為例，歷時近23年(1)，對居民日常生活的影響可想而知。

其次，政府計劃重建在兩個地盤上提供不少於38,000平方米的非住宅樓面面積作為政府機構或社區設施用途，即現時供應的33倍，在地盤A亦會興建住宅樓面，根據市建局過往在長沙灣的計劃所興建的住宅單位以及地盤大小，不難推斷此項目將和福宏街發展項目與其周邊是建局項目一樣，興建單幢式小型住宅單位(依市建局之計劃為提供約830個住宅單位)，雖然將會提供單位舒緩香港整體住宅供應，但將會令原本基層階級的長沙灣地區更加「豪宅化」。現時區內公屋單位長期不足，市建局之項目與一般私樓無異，亦會帶動區內樓盤價格上升，令基層租戶百上加斤。

與此同時，現時基本所在位置為綠化區域，在長沙灣深水埗地區，綠化地段可謂少之又少，即使重建後仍然為公共設施，區內市民更希望有一點在生活中的綠意。現時休憩處供年長居民散步閒聊短聚，新建的樓宇以及政府機構設施，將令區內視野更有壓迫感。香港人生活忙碌，大家都希望有一個舒適的居住環境，而不是一個更拘束的生活空間。

市區重建計劃不但無助改善市容，更與周邊環境格格不入，破壞原來的市區景觀。一些新建樓宇高度過高，造成屏風效應，阻礙空氣流通。以過往的例子，包括昔日河內道項目的公共空間(2)以及荃灣萬景峰的公共空間(3)等。

這種「物業發展主導」模式一直為人詬病。重建項目為了遷就物業市場的需要，偏重拆卸重建、推高地盤發展潛力，和爭取最大整體經濟回報。以「優化土地用途」為名，重建項目大幅提高地積比率，再一步推高長沙灣地區的密度。

現時進行中的市區重建策略檢討能否引領市區更新邁向正確的方向，實屬疑問。問題的根源在於特區政府把市區重建問題切割處理，市區重建策略檢討只涵蓋市建局管轄範圍，也就是作為公營部門所管轄的範圍。以是次計劃 (SSP-018) 為例，周邊出現大量「喜字頭」之市建局住宅項目，與周邊環境格格不入。同時，私人發展商正參與在全港範圍內進行拆卸重建工程，這些工程對城市生態環境的破壞並無獲得針對處理。在制訂重建計劃及進行重建的過程中，社區網絡結構，尤其是街里社區、個別行業聚落，以至地區商業網絡，一直不受重視，以致結果在大多數情況下，目標發展區的居民會被遷離原來居住地，社區網路隨之被打破。

在製定重建項目或計劃時，通常不考慮社會結構，尤其是街道社區的網絡。在大多數情況下，目標開發區的生態網絡受到破壞，當地社區將解體。事實上，政府不僅應該更加重視遺產保護，還應該更加重視社區網絡的保護。作為項目負責人，自負盈虧的原則促使市建局像發展商一樣行事。過去幾個月政府對多個城市更新項目的補貼似乎是隨意決定的結果。把「城市更新」想像為一項方便的任務乃不現實之舉，更勿望其為低成本工作。政府應透過精簡其職責及檢討其自負盈虧原則，協助界定市建局的角色。放棄「保持距離」的做法，並通過提供全面的城市更新政策和相應的財政補貼來發揮促進作用，方為區內居民以至香港整體得到「優化土地用途」之利益。

(1) 旺角道行人天橋蝸牛工程 一文回顧2年變23年誰之過 (hk01.com)

(2) "Hanoi Road Project Lacks Open Public Space, Says Green Group," 《南華早報》, 2008年2月26日

(3) 〈休憩地「不見天」環團促改善〉, 《香港經濟日報》, 2008年3月26日

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211019-142813-44884

Reference Number:

提交限期

21/10/2021

Deadline for submission:

提交日期及時間

19/10/2021 14:28:13

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就發展計劃草圖提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:
Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

老堅榮

Name of person making this comment:

意見詳情

Details of the Comment :

本人支持SSP-018昌華街/長沙灣道發展計劃

支持該發展計劃的理由

- 該計劃增加房屋供應, 對改善本港住屋問題甚有幫助, 十分重要。
 - 該計劃增加康體設施(羽毛球場、乒乓球室)讓更多市民能參與運動。
- 對市民健康甚有幫助。
- 該計劃增加社會福利設施及政府社區設施, 便利市民使用。
 - 該計劃增加停車位, 對解決車位不足及違例泊車問題有所幫助。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018 華街/長沙灣
道發展計劃

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

同意重建福華街兼華里及所有重建項目包括 SSP018
發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment

陳建華

簽署 Signature

陳建華

日期 Date

19-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018 華街
長沙灣道發展計劃

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

同意政府拆舊樓、建新樓〈福東街、兼善里〉
以及所有項目，但希望政府早日分配公屋給我地。
另 SSP018 發展計劃帶來新環境，吸引就業機會
人口增加，飲食、娛樂及社區活動都煥然一新，但
最緊要妥善安置一帶老樹再能生長，綠化環境，區議員負
任監察市建局區內重建，有少部份影響市民。
像

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

黃耀輝

日期 Date

黃耀輝
2021年10月19日



新城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/E, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018 昌華街/長沙灣道發展計劃

意見詳情 (如有需要, 請另頁說明)

Details of the Comment (use separate sheet if necessary)

以上發展計劃十分支持, 因本區人口老化
社區設施不足, 能夠有機會美化新環境
以及人口青年化, 改善居住環境之餘又
能綠化社區, 兩者兼得。就是本人發表支持
意見。

「提意見人」姓名/名稱 Name of person/company making this comment CHAN MING LUNG

簽署 Signature [Signature] 日期 Date 19.10.2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018 昌華街/長沙灣
道發展計劃

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

同意 重建

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

陳沛明

日期 Date

陳沛明
2021年10月18日



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018 昌華街/長沙灣
道發展計劃

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持重建發展項目

「提意見人」姓名／名稱 Name of person/company making this comment

謝金珠

簽署 Signature

謝金珠

日期 Date

18-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018 華街/長沙灣

發展計劃

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持發展市區計劃，靈活運用土地發展市民有新居住
環境，社區設施多元化，領到融入更多人口青年化。

「提意見人」姓名／名稱 Name of person/company making this comment

陳學原

簽署 Signature

陳子民

日期 Date

19.10.2021

RECEIVED

20 OCT 2021

Town Planning
Board

25 September 2021

The Secretary

Town Planning Board

15th Floor, North Point Government Offices,

333 Java Road, North Point, Hong Kong

Re: Objection to URA Development Scheme SSP-018

I've been living in Cheung Sha Wan for more than 20 years and seeing the area changes bit by bit. While I support Kim Shin Lane redevelopment plan as proposed by URA in SSP-017 project, there are a lot to consider when re-developing an area with a balanced approach.

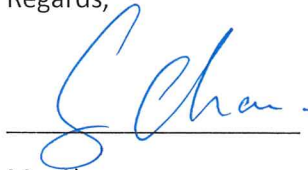
That's exactly why I oppose URA's SSP-017, stealing public rare Open Space and 1-storey high Cheung Sha Wan Sports Centre, and changing it into 830 residential units with height of at least 100 metre high?! How shameless is URA. If URA's explicit stealing of public open space resources, how about turning Shamshuipo Sports Ground into a thousand-units public housing?!

Since when the zoning of land as clearly stipulated in the Outline Zoning Plan can be easily changed by URA?? If it'd be the case, what is the purpose of having OZP in the first place?!

Open Space is really important to provide relaxation, both visually and mentally, to residents living in the neighbourhood, so one soul could relax and rejuvenated during otherwise extremely tense and high-pressure environment and mental state.

For the record, I'm in support of revitalising old urban area, but I have to be very clear, the revitalisation should be done in an orderly and balanced manner: re-develop old building with land already zoned as Residential use, just like in Kim Shin Lane, but DON'T ever think about STEALING OPEN SPACES or G/IC land which is for the societal and community good cause use.

Regards,



Ms. Chan

Have been living in CSW for over 20 years



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP17/SSP18

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人十分贊成此重建計劃，因此樓宇沒有較(升降機)
很多老人家上樓梯十分吃力，有重建的必要重要性。
另外地下店舖多是車房，令環境十分惡劣，每次路過也很難受。
空氣十分不流通，令人作嘔。聲音、噪音也是令人身心難以
舒適地生活，常知道立入重建項目令本人十分欣喜能
改善生活環境，不用害怕有賊人、犯人躲在暗處
犯罪。本人十分贊成社區要有一個新環境，
對市民有益身心發展，不用再擔心有漏水的
情況發生，下大雨，打風又怕的情況出現。
長沙灣實在需要有大規模的規劃改善的需要。

為此區帶來新景象，令街坊政府有城規會有此創新構思。

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature



日期 Date

18 OCT 2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP-018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

社區公共設施不足且老化，運動設施單調且乎
重不足。重建可增加公共空間，增加運動場容量及
類別。

「提意見人」姓名／名稱 Name of person/company making this comment

梁浩然

簽署 Signature

日期 Date

13/10/2021

RECEIVED

20 OCT 2021

Town Planning
Board

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP17 / SSP18.

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

有關重建福樂于及萊善里，本人十分贊成，由於樓宇已十分殘舊，附近環境十分惡劣，衛生情況欠佳，又是賊人經常在附近，成為犯罪溫床。

另外，有求居在此處的人，大部分是低收入人士，大部分住在劏房，十分狹小及擠迫，如能重新安排公屋或過渡性房屋，此乃德政，俾福居民。還有，體育館的設備已過時，公園內的設施又殘舊，有必要重新規劃以应付新發展，切合居民需要。重建綜合大樓，新建休憩公園是急切需要，讓市民居住在舒適的環境中。

「提意見人」姓名／名稱 Name of person/company making this comment CHAN LAI CHING

簽署 Signature Chan Lai Ching 日期 Date 18/10/2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP-018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持城規會對 SSP-018 進行之規劃
並請盡快實踐落實。

「提意見人」姓名／名稱 Name of person/company making this comment Li Man Chi

簽署 Signature h-cf 日期 Date Oct 2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

思量再三，本人認為此計劃是可行的。

本人一向支持環保，此計劃會涉及到移除一些樹木（並沒有百年古樹），生命本來就是生生不息，今日因為社會的發展而被犧牲，他日另一批樹木會在另一處茁壯成長。

另外，重建的過程定會產生噪音，不可避免影響附近居民及學校，但看見居住在重建區內的體弱多病的長者惡劣居住環境得以改善而不需再忍受痛苦的煎熬，值得支持此計劃。

「提意見人」姓名／名稱 Name of person/company making this comment Mok Kim Leung

簽署 Signature 8.8 日期 Date Oct 21, 2021



28 September 2021

The Secretary

Town Planning Board

15th Floor, North Point Government Offices,

333 Java Road, North Point, Hong Kong

Re: Objection URA Development Scheme SSP-018

I live in Cheung Sha Wan, and I'm a big proponent to urban redevelopment, I support the recent announcement of Kim Shin Lane redevelopment, and I would like URA to expedite the revitalisation of other buildings in Cheung Sha Wan/ Shamshuipo area. But I'm saddened URA cut corners and took the easy way out by stealing Open Space, G/IC land as in the SSP-018 development Scheme.

As there are so many more people living in the redevelopment projects as in Kim Shin Lane and other future projects, do they need spaces and places for recreation needs?? I simply don't understand the logic why there are more people living in one place, there will be lesser spaces for people to relax to do exercise?!!

Regards,



Mr. Chan

lives in Cheung Sha Wan area



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates _____

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

非常支持拆建，每遇到下雨或颱風，屋內也有入水情況，非常困擾，如果拆建也希望可以安排老公屋安置，不用
到外租。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

吳佩英

日期 Date

5/11/21



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

現時居住環境太過逼仄，希望政府拆建之後能安排合理的居住面積，
取替舊屋。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

住在这里不敢在晚上外出，樓下總有食客飲醉。
又無管理員。希望可以幫我們盡快租其他公屋。

「提意見人」姓名／名稱 Name of person/company making this comment

陳建厚

簽署 Signature

陳建厚

日期 Date

17-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

舊樓在市場上難以更換其他物業，所以是能自己住，拆
去舊樓後希望能拿到賠償協助搬屋

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

林秋美

日期 Date

15-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

加快重建的進度和提供搬屋協助。

保留不同的餐廳和建商場。

「提意見人」姓名／名稱 Name of person/company making this comment 鄭白基

簽署 Signature

鄭白基

日期 Date

17-10-2021

RECEIVED

21 OCT 2021

Town Planning
Board

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

想改善本區形像，唐樓太多造成附近鼠患嚴重

「提意見人」姓名／名稱 Name of person/company making this comment

蘇偉儀

簽署 Signature

So

日期 Date

17-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

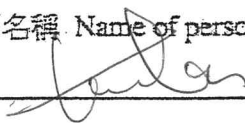
Details of the Comment (use separate sheet if necessary)

希望重建可建更多新樓，政府幫助年青人有
機會原區置業。

「提意見人」姓名／名稱 Name of person/company making this comment

李小蓀

簽署 Signature



日期 Date

16-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

子女讀書在附近，但居住環境不放心。小朋友
自己出入，每日晚上噪音極大。希望政府盡快
重建。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

陳燕露

日期 Date

17-10-2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

兼善里位置其實交通方便上下班，但
樓的年份已久，出現牆身裂痕和衛生問題。
支持政府盡快搬走住戶。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

鍾利兵

鍾利兵

17-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

屋內去水和廚房都有問題，但業主請和樓宇科處
有關無法根治，為住客帶來不少困擾。所以希望借這
次重建計劃，建一個更好的環境。

「提意見人」姓名／名稱 Name of person/company making this comment

黃惠昌

簽署 Signature

黃惠昌

日期 Date

16-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

非常支持政府對於美雲里的重建，希望將來能盡快安排搬走，提供更多
公屋

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

李建青

李建青

16-10-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP-018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人姓邱居住 [REDACTED]
[REDACTED] 區、福華街及蘇孝里是政府請願多年成果，但因開學校反對重建，
重建會做成嘈音並擾難以授課，本人覺得此點不是問題，因環保署及屋宇署
有嚴謹嘈音監管條例以保障處所及附近住戶免受干擾，我想學校
校長應多與政府人仕溝通及多做如加建門窗隔音措施等為有效
方法，並不是反對重建，未倒置，體育館設施陳舊改建新綜合大樓是合
適做法，最後本人是一名僑居住戶，4人住在百多呎房間，居住環境
十分惡劣，業主年年加租，但在屋環境沒有改善，重建可以俾福
本區住戶，舒解民困實屬政府德政，廣大市民已向政府多次要求
增加土地及房屋供應，重建舊區是政府採用最快及有效增加土
地供應方法之一，敬希垂注。

「提意見人」姓名／名稱 Name of person/company making this comment 邱旭輝

簽署 Signature 邱旭輝

日期 Date 18/10/2021



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates _____

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

敬啟城市規劃委員會秘書：

您好，我是一個74歲的長者丈夫75歲在1989年初從土瓜灣搬到深水埗
青山道兼善里一直至今三十幾年中周圍的環境變化很大四周已建起
高樓大廈為有兼善里破舊不堪居民就象鍋里的蚂蚁一樣特別是我
夫婦當時因價格平些買下八樓（頂樓）現時天花漏屎利溼下雨天外面
大雨屋內大雨外面停雨屋內仍落雨環境衛生治安很差加年歲已高身
體有病上落八樓十分困難。我非常囑咐城市規劃委員會給兼善里
的居民一個新環境破舊迎新讓我們長者能過這幾年好日子願我們的
子孫能有健康環境成長。謝謝你們！

「提意見人」姓名／名稱 Name of person/company making this comment

王妙

簽署 Signature

王妙

日期 Date

2021年10月18日



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates _____

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人陳淑嫻 對 贊成 SSPD18 計劃
深水埗 昌華街 運動場 重建。雖然重建是十年時間
但都有希望和曙光。謝謝！

「提意見人」姓名／名稱 Name of person/company making this comment _____

簽署 Signature 陳淑嫻 日期 Date 18-10-2021



就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211021-120602-93023

提交限期

Deadline for submission:

21/10/2021

提交日期及時間

Date and time of submission:

21/10/2021 12:06:02

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就發展計劃草圖提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Development Scheme Plan

「提意見人」姓名/名稱

Name of person making this comment:

Tsang

意見詳情

Details of the Comment :

本人支持規劃委員會收回昌華街、長沙灣道公屋重建樓宇和停車場改變新市區，該區樓宇陳舊，修葺工程龐大，重建有助改善社區整體環境，提升生活質素。

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP-018

意見詳情（如有需要，請另頁說明）

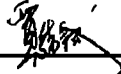
Details of the Comment (use separate sheet if necessary)

具體內容詳見(附頁)

「提意見人」姓名／名稱 Name of person/company making this comment

爭取舊里重建大聯盟

簽署 Signature



日期 Date

21/10/2021

附頁:

爭取兼善里重建大聯盟

聯絡地址:

聯絡電話:

傳真:

致城市規劃委員會:

我們是一班由長沙灣兼善里、福榮街、福華街共 300 多戶業主組成的爭取兼善里重建大聯盟，於 2018 年 8 月 13 日正式組成，本聯盟目的是致力爭取早日重建兼善里，改善居住及社區環境。

本聯盟知悉市區重建局正進行兼善里重建規劃申請，並同時提出昌華街/長沙灣道發展項目(SSP-018)，重整兩幅政府用地，本聯盟十分關注，事實上 SSP-018 項目中兩幅用地均各有重整的必要性。以 Site A 中 GIC(政府/機構用地)的該部份，只有一層式的體育館設施，並不符合一地多用的原則，浪費土地資源，該土地在日後的發展中增添停車場設施，更能配合附近居民需要。而在現時未有用途的 Site B(路政署臨時用途)中興建康體設施大樓及進行綠化工作，亦可以作為補充在重整 Site A 時所損失了的一些休憩用地(Open Space)，同時更整合了以深水埗運動場為骨幹主體的大型休閒空間，土地運用更具效益。

總括而言，本聯盟支持市區重建局昌華街/長沙灣道發展計劃(SSP-018)。

爭取兼善里重建大聯盟



(秘書 覃德誠代行)

二零二一年十月二十一日

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人支持是次換地重建的項目，一來可以善用空間，
不浪費此地皮，二來待現時停車場重建後，又會釋出大
量康樂及綠化空間，以滿足長沙灣人口增長問題。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

仇玉蘭

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我支持這個重建計劃，但起樓時希望注意空氣流通問題，所起的二棟樓之間要留有一定大的空間，以免造成屏風效應，讓空氣流通改善空氣質素。

「提意見人」姓名／名稱 Name of person/company making this comment

王妙

簽署 Signature

王妙

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持改變用途

就地盤 B 有以下建議：

1. 增加綠化帶，以彌補拆卸長沙灣體育館公園後，減少的綠化區，多種植花草樹木，一為美觀，二為環保，生態綠洲。

「提意見人」姓名／名稱 Name of person/company making this comment

麥玉梅

簽署 Signature

麥玉梅

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持重建，現時作為臨時停車場位置，只作泊車之用十分浪費，又沒有管理，以致雜草亂生，又有積水，夏天經過常有蚊蟲，如改為體育館綜合大樓會為附近市民帶來不少好處，提供多元康體活動場地，娛樂大眾。

「提意見人」姓名／名稱 Name of person/company making this comment

林文長

簽署 Signature

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

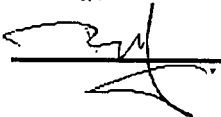
Details of the Comment (use separate sheet if necessary)

有關重建時的噪音問題，需要安裝隔音屏
障，阻隔長天中學與地盤，以免造成太大的
噪音，及灰塵吹入學生，影響學生上堂。

「提意見人」姓名／名稱 Name of person/company making this comment

陳劍邦

簽署 Signature



日期 Date

25-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

若興建，可以令到該區市民得見較好環境生活。
規劃後有政府大樓、康樂設施，令到該區發
展更完善，交通方便。

「提意見人」姓名／名稱 Name of person/company making this comment

鄒紅

簽署 Signature

鄒紅

日期 Date

13-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我同意市建局的重建計劃；

①可以改善環境。

②可以改善衛生。

③可以改善民衆的生活質素。

「提意見人」姓名／名稱 Name of person/company making this comment

簽署 Signature

日期 Date

陳志偉

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持這項重建，既可增加休憩空間，又可將現有只有一層的室內體育館大幅增加幾層，令更多市民享用到公共康體設施，尤其對附近有一間中學「長沙灣天主教中學」的學生有提供更多的康體活動機會。

「提意見人」姓名／名稱 Name of person/company making this comment

陳玉珍

簽署 Signature

Ada

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

支持這項重建，為我們這些已退休的長者提供
更多綠化及晨運的公園及康樂設施。

溫國昌

「提意見人」姓名／名稱 Name of person/company making this comment 26-11-2021

簽署 Signature

溫國昌

日期 Date

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

長沙灣欠缺康樂活動中心，如興建後會有
康樂娛樂綜合大樓，可以提供多些場地給予
公眾享用。

「提意見人」姓名／名稱 Name of person/company making this comment

鍾池桂

簽署 Signature

鍾池桂

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

增加土地供應，有多點單位提供，此
香港人上樓

「提意見人」姓名／名稱 Name of person/company making this comment

蘇有葵

簽署 Signature

蘇有葵

日期 Date

26-11-2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates SSP-018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

區內長者多，重建時可加設一些休憩空間。

「提意見人」姓名／名稱 Name of person/company making this comment 李萍

簽署 Signature

李萍

日期 Date

22 / 11 / 2021

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board

By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax: 2877 0245 or 2522 8426

By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

SSP 018

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人支持這個重建計劃，因為這個區在老化得很利害，住在此區的市民長期受漏水之苦。重建這個區，一方面可以善用土地，釋出很多空間，建設樓宇，使更多華人得益。又會建設現代化的康樂設施，比舊時的體育館更為多元給市民享用。在新舊樓宇之間有適當的空間，以製造成一個開放性，樓宇有足夠空間使空氣流通，改善空氣質素。

「提意見人」姓名／名稱 Name of person/company making this comment

文佩蓮

簽署 Signature

文佩蓮

日期 Date

26/11/2021

寄件者: Lee, Pui Yin [REDACTED]
寄件日期: 2021年11月23日星期二 11:59
收件者: [REDACTED]
副本: [REDACTED]
主旨: Re: Letter about Redevelopment Projects in Sham Shui Po (from Cheung Sha Wan Cath Sec Sch)
附件: Scanned Letter to Planning Department.pdf

Dear Sir / Madam,

Attached please find the letter regarding the Redevelopment Projects in Sham Shui Po from our Principal for your attention and follow-up actions. The original copies will be sent by post today too.

Yours sincerely,
General Office
Cheung Sha Wan Catholic Secondary School

On Tue, Nov 2, 2021 at 2:55 PM [REDACTED] wrote:

敬啟者：

請參閱發展局的回覆如下。

(File-Checksum-00000001)

發展局

From: "Lee, Pui Yin" [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: 15/10/2021 12:29
Subject: Letter about Redevelopment Projects in Sham Shui Po (from Cheung Sha Wan Cath Sec Sch)

Dear Mr. Michael Wong, Secretary for Development

Attached please find the letter regarding the Redevelopment Projects in Sham Shui Po from our Principal for your attention and follow-up actions.

Yours sincerely,
General Office
Cheung Sha Wan Catholic Secondary School

(File-Checksum-00000002)



長沙灣天主教英文中學

CHEUNG SHA WAN CATHOLIC SECONDARY SCHOOL

本函附上檔號 2021/11/41

香港北角

渣華道 333 號

北角政府合署 17 樓

規劃署

城市規劃委員會秘書處

兼善里/福華街發展項目 (SSP-017)及
昌華街/長沙灣道發展計劃 (SSP-018)

就發展局於 2021 年 11 月 2 日之回覆 (檔號 DEVB (PL-UR)20/41/215 Pt.1 及 216 Pt.1), 並參考了貴局的資料, 包括了第一及第二階段社會影響評估報告, 但兩報告中均忽略了其計劃對本校的具體影響, 就此提出反對意見如附件。

潘盛楷校長

長沙灣天主教英文中學

2021 年 11 月 23 日

抄送 市區重建局 (關以輝先生)

連附件

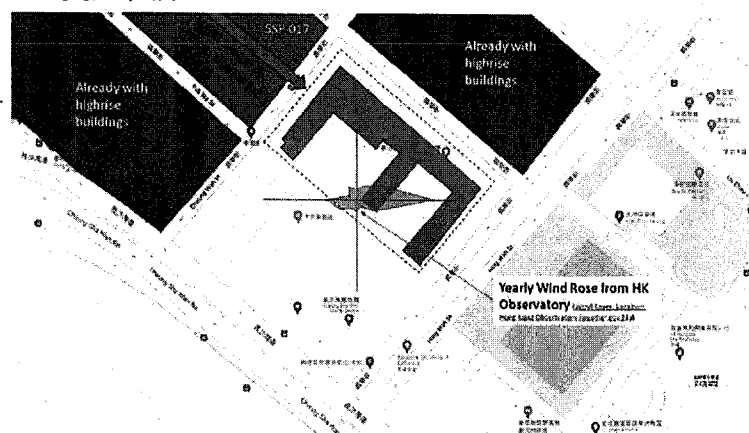


附件 1

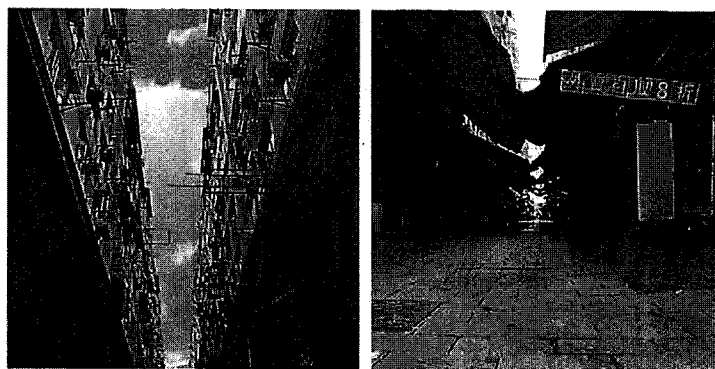
反對詳情	-
反對相關的發展項目	SSP-018 昌華街/長沙灣道發展計劃 (包括相連之 SSP-017)
反對性質	反對理由
前言	<p>本校舍東南為興華街，西南為現有的室內體育館，北面現已興建了高層住宅。校舍的建築設計簡單，原以「F」形，後增加了一個新教學樓，現為「E」形。當年這個「F」形設計已經融合了環保元素作為重要考量，設計讓空氣從外面的空間自由流動至校園內、採用自然通風，省卻了大型通風設備。但不景興華街的汽車流量多了，加上北面已經興建了高層住宅後，我們在炎熱天還是使用點空調。主樓地面層沒有課室，增加空氣流通，「F」或「E」形的開口面對室內體育館，我校的運動場（籃球場及排球場）置於開口空間。難得早於 1969 年校舍的建築師已經有如此考慮周詳的環保設計概念。所以亦是本校 STEM 的實物教材-使用自然物理現象使校舍擁有可持續發展的元素。</p> <p>我校強調透過運動培育學生的意志力-堅毅不息、努力向前、永不言敗並達至「自強不息」之精神。所以任何影響本校上課及運動情況下，即視為對本校構成損失。</p>
空氣與環境	所以我們第一反對的理由就是 SSP-017 及 SSP-018 項目將破壞我校的自然通風條件，按 URA211010440 信件，要求我們分別提出反對理由，因此這是針對 SSP-018 而作出的陳述。



上述有關本校建築之設計優點，其成功之處在於採用自然通風而產生的微風氣候環境 (micro climate)，現時東北及西南已經有高層建築落成，我們現在感到學校比從前熱了很多，除了氣候暖化外，微風氣候環境亦應已被改變。現兼善里有一從地面到天的“兼善里”，形成“隧道效應”。西或西北風仍可通“兼善里”這“隧道效應”引入校園。SSP-017 必定改變這現況。



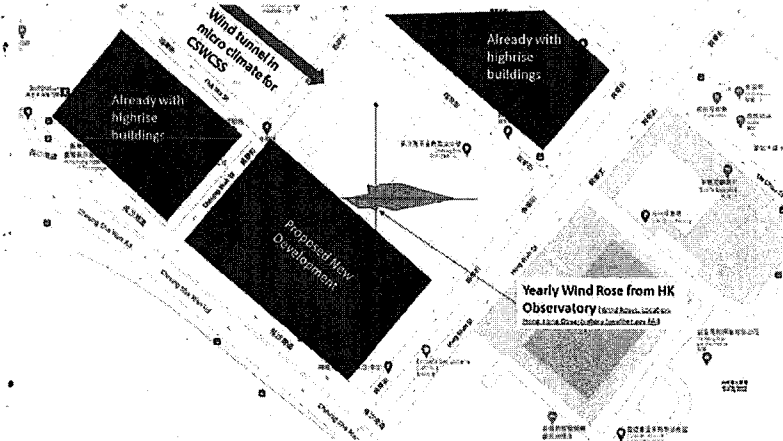
兼善里





至於 SSP-018 影響則更大。本校 “E” 形開口面向南/西南的長沙灣室內體育館，加上校園和體育館中間有一個小公園，使校園有充足的陽光、風和空氣。

SSP-018 完成後，校園將被石屎森林包圍着，空氣中的懸浮粒子會積聚於校園上空及校園內，對學生造成健康問題。



估算 SSP-018 的施工時間比 SSP-017 晚，因此，SSP-018 不能單獨處理，而應與 SSP-017 合併處理。

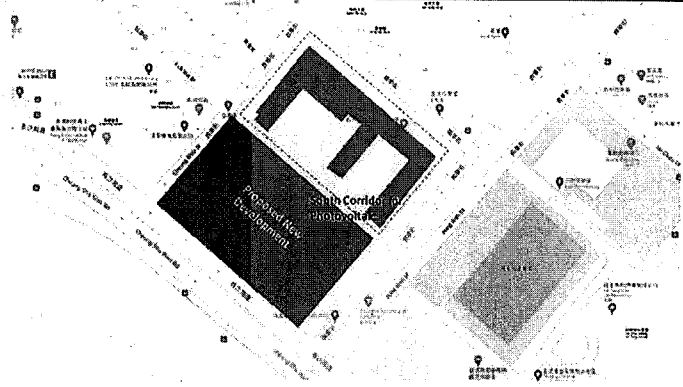
在此陳述 SSP-017 及 SSP-018 必會改變現況環境-

1. 校園溫度會提升，不排除這些升溫亦會降低本校運動成績；
2. 光線會減少，除了增加用電及費用外，自然光線不足會直接影響學習；
3. 空氣中的懸浮粒子會積聚於校園上空及校園內，對學生造成健康問題。

因此反對 SSP-018 的發展計劃。



施工期	<p>SSP-017 估算要 5-6 年時間完成完成，SSP-018 估算也要 4 年完成，但兩者應不會同期展開，若有重疊，快者共 8 年，慢者 10-12 年。即有些學生的中學生涯是在施工地盤傍渡過。噪音、空氣質素及蚊患等都是我們另外一個擔心的地方。</p> <p>在此陳述 SSP-018 必會造成噪音、空氣污染、蚊患，而且不單是一個學期，而是多個學年，多個考試都會遇到這個情況，影響本校學生健康及成績。</p>
交通	<p>本校東為興華街，南邊是長沙灣室內體育館，西為昌華街，北為福榮街。現時交通因非法泊車導致交通凌亂，沒有紅綠燈，我校學生在上、下學期間都要非常小心，險象環生。在此陳述 SSP-018 必會造成交通影響，而且時間長達數年之久，影響本校學生在道路上的安全，我校不能接受 SSP-018 的工地入口設於昌華街或興華街，因為大量學生會使用這兩條道路進入校園，特別是興華街。</p>
睦鄰關係	<ol style="list-style-type: none">1. 現室內體育館用地與校園相連，SSP-018 因為是 140m 高層，按現行法例，必須設有通道。這些通道一般都鼠患嚴重，影響衛生。這些通道亦不時有不法分子聚集進行不法勾當，他們亦可越過本校圍牆進入校園。2. 如報告中建議退線 15m，但退的範圍看來只有興華街，請澄清。3. 完成後的高層會遮蓋本校擬建的太陽能設備，這些設備不單為了環保，亦為了教學和實驗之用。這些設備亦反過來對 SSP-018 造成光害。



4. SSP-018 如有任何物品掉落校園，必對學生造成生命危險
5. 本校早上有早會、亦有運動課堂；課外活動包括室外球賽，周末早上不時有校際賽並設有啦啦隊；亦不排除有水火箭、無人機在空中盤旋等活動，對高層住戶產生影響。
6. 校園屋頂不時有天文學會舉辦活動，設有觀星望遠鏡，SSP-018 不但阻礙此類天文學習，觀星望遠鏡對高層住戶會帶來誤會。

寄件者: Lee, Pui Yin [REDACTED]
寄件日期: 2021年11月23日星期二 11:54
收件者: [REDACTED]
副本: [REDACTED]
主旨: Re: [E2021101NQ] RE: Letter about Redevelopment Projects in SSP (from CSW Cath Sec Sch)
附件: Letter to Urban Renewal Authority with Form 24.pdf

Dear Secretary for Development,

Attached please find the letter and Form 24 regarding the Redevelopment Projects in Sham Shui Po from our Principal for your attention and follow-up actions. The original copies will be sent by post too today.

Yours sincerely,

General Office

Cheung Sha Wan Catholic Secondary School

On Thu, Nov 18, 2021 at 5:47 PM Lai, Daisy [REDACTED] > wrote:

Dear Mr Poon,

Further to our letter to you dated 25 October 2021, please find attached a follow-up letter.

Yours sincerely,

Daisy Lai

Senior Manager – Planning & Design

Urban Renewal Authority



From: Lai, Daisy

Sent: Monday, October 25, 2021 7:35 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: [E2021101NQ] RE: Letter about Redevelopment Projects in SSP (from CSW Cath Sec Sch)

Dear Mr Poon,

Thank you for your letter attached to the email to the Development Bureau dated 15 October 2021. Please find attached our response.

Yours sincerely,

Daisy Lai

Senior Manager – Planning & Design

Urban Renewal Authority



From: Lee, Pui Yin [REDACTED]

Sent: Friday, 15 October 2021 12:29 pm

To: [REDACTED]

Cc: [REDACTED]

Subject: Letter about Redevelopment Projects in Sham Shui Po (from Cheung Sha Wan Cath Sec Sch)

Dear Mr. Michael Wong, Secretary for Development

Attached please find the letter regarding the Redevelopment Projects in Sham Shui Po from our Principal for your attention and follow-up actions.

Yours sincerely,

General Office

Cheung Sha Wan Catholic Secondary School

This email and any attachments are for the addressee only and may contain confidential information. If you are not the intended recipient, you must not use, retain, disseminate, or copy this email or any attachments. If you have received this email in error, please notify the sender immediately by reply email and delete this email and all attachments from your system immediately. Email transmission may not be completely secure or error free as information could be intercepted, corrupted, lost or destroyed or may contain viruses. Please consider the environment before printing this e-mail.

This email and any attachments are for the addressee only and may contain confidential information. If you are not the intended recipient, you must not use, retain, disseminate, or copy this email or any attachments. If you have received this email in error, please notify the sender immediately by reply email and delete this email and all attachments from your system immediately. Email transmission may not be completely secure or error free as information could be intercepted, corrupted, lost or destroyed or may contain viruses. Please consider the environment before printing this e-mail.



長沙灣天主教英文中學

CHEUNG SHA WAN CATHOLIC SECONDARY SCHOOL

本函附上檔號 2021/11/40

香港皇后大道中 183 號

中遠大廈 26 樓

市區重建局

規劃及設計總經理

關以輝先生

兼善里/福華街發展項目 (SSP-017)及

昌華街/長沙灣道發展計劃 (SSP-018)

就市區重建局於 2021 年 10 月 25 日之回覆 (檔號 URA211010440), 並參考了貴局的資料, 包括了第一及第二階段社會影響評估報告, 但兩報告中均忽略了其計劃對本校的具體影響, 就此提出反對意見。

現附上表格 S24 作為本校正式的反對意見。

雖然有關方面要求 SSP-017 及 SSP-018 獨立提供陳述, 而 SSP-018 發展計劃第二階段社會影響評估報告中的 14.8 條也表述了兩者的關係, 但兩者之間有連橋, 位置相信高於學校圍牆, 均同時對本校造成負面影響, 可能造成損失(學生學習, 運動及增加電費)。所以要求有關方面進行合併處理及研究。代有關方面就以上的陳述, 提供足夠的數據及解釋前, 本校對在此對 SSP017 方案表示反對。

潘盛楷校長

長沙灣天主教英文中學

2021 年 11 月 23 日

抄送: 城市規劃委員會秘書處

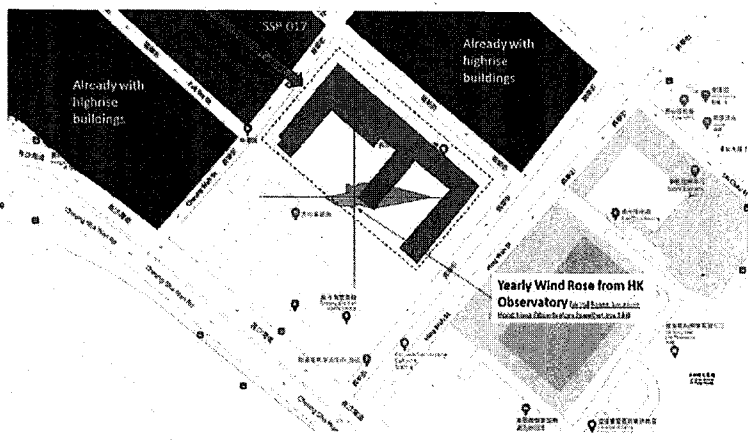

連附件 - S24



附件 A

反對詳情	
反對相關的發展項目	SSP-017 昌華街/長沙灣道發展計劃 (包括相連之 SSP-018)
反對性質	反對理由
前言	<p>本校舍東南為興華街，西南為現有的室內體育館，北面現已興建了高層住宅。校舍的建築設計簡單，原以「F」形，後增加了一個新教學樓，現為「E」形。當年這個「F」形設計已經融合了環保元素作為重要考量，設計讓空氣從外面的空間自由流動至校園內、採用自然通風，省卻了大型通風設備。但不景興華街的汽車流量多了，加上北面已經興建了高層住宅後，我們在炎熱天還是使用點空調。主樓地面層沒有課室，增加空氣流通，「F」或「E」形的開口面對室內體育館，我校的運動場（籃球場及排球場）置於開口空間。難得早於 1969 年校舍的建築師已經有如此考慮周詳的環保設計概念。所以亦是本校 STEM 的實物教材-使用自然物理現象使校舍擁有可持續發展的元素。</p> <p>我校強調透過運動培育學生的意志力-堅毅不息、努力向前、永不言敗並達至「自強不息」之精神。所以任何影響本校上課及運動情況下，即視為對本校構成損失。</p>
空氣環境	<p>所以我們第一反對的理由就是 SSP-017 及 SSP-018 項目將破壞我校的自然通風條件，按 URA211010440 信件，要求我們分別提出反對理由，因此這是針對 SSP-018 而作出的陳述。</p> <p>上述有關本校建築之設計優點，其成功之處在於採用自然通風而產生的微風氣候環境 (micro climate)，現時東北及西南已經有高層建築落成，我們現在感到學校比從前熱了很多，除了氣候暖化外，微風氣候環境亦應已被改變。現兼善里有一從地面到天的“兼善里”，形成“隧道效應”。西或西北</p>



	<p>風仍可通“兼善里”這“隧道效應”引入校園。SSP-017 必定改變這現況。</p>  <p>兼善里</p> 
<p>施工期</p>	<p>SSP-017 估算要半年拆樓、9 個月基礎，不知地下室停車場有多深，上蓋施工期共 4-5 年完成，即有些學生的中學生涯是在施工地盤傍渡過。噪音空氣都是我們另外一個所擔心的地方。</p> <p>在此陳述 SSP-018 必會造成噪音、空氣污染、蚊患，而且不單是一個學期，而是多個學年，多個考試都會遇到這個情況，影響本校學生健康及成績。</p>
<p>交通</p>	<p>本校東為興華街，南邊是長沙灣室內體育館，西為昌華街，北為福榮街。現時交通因非法泊車導致交通凌亂，沒有紅綠</p>



長沙灣天主教英文中學 CHEUNG SHA WAN CATHOLIC SECONDARY SCHOOL

	<p>燈，我校學生在上、下學期間都要非常小心，險象環生。在此陳述 SSP-017 必會造成交通影響，而且時間長達數年之久，影響本校學生在道路上的安全，除非工地的出入口只設在青山道。</p>
--	--

Form No. S24 表格第 S24 號



**SUBMISSION RELATING TO DEVELOPMENT
PROJECT COMMENCED UNDER
THE URBAN RENEWAL AUTHORITY ORDINANCE (CAP. 563)**

根據《市區重建局條例》(第 563 章)
所展開的發展項目的陳述

Please specify development project title
請註明發展項目名稱

兼善里/福華街發展項目 (SSP-017)

For Official Use Only 請勿填寫此欄	Reference No. 檔案編號	
	Date Received 收到日期	

This form can be downloaded from the website of Urban Renewal Authority (URA), and obtained from the office of URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong. The form should be typed or completed in block letters, in either English or Chinese. The objection / comment may be treated as not having been made if the required information in the form is not provided.
此表格可從市區重建局(市建局)的網頁下載，亦可在市建局位於香港中環皇后大道中 183 號中環大廈 26 樓的辦事處索取。提出反對/一般意見的人士須以打印方式或以正楷填寫表格，可用中文或英文填寫。倘若未能提供表格內的所需資料，市建局可把有關反對/意見視為不曾提出。

(Version : 201803)

Nature of Submission 陳述的類別

Tick only one of the following two boxes: 以下兩個只可選擇其一:

☒ For objection against the implementation of the specific development project commenced by the URA. 對於市建局展開發展項目的反對意見

OR 或

☐ For comments (including support) regarding the specific development project commenced by the URA. 對於市建局展開發展項目的一般意見 (包括支持)

The following part is for Objection only. For comments (including support), please skip to page 5.

以下部份只供反對意見使用。提供意見 (包括支持) 請跳至第 5 頁。

Particulars of "Objector" and/or Authorized Agent

「反對者」及/或獲授權代理人的詳細資料

A 1. Person Making This Objection (known as "Objector")

提出此反對的人士 (下稱「反對者」)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

長沙灣天主教英文中學校長, 潘盛楷

Identity Document/ Business Registration Certificate/ Certificate of Incorporation* No.
身份證明文件/商業登記証/公司註冊証*號碼

Postal Address 通訊地址

九龍長沙灣福榮街 5 3 3 號長沙灣天主教英文中學

Tel. No. 電話號碼

Fax No. 圖文傳真號碼

Email Address 電郵地址

Contact Person 聯絡人 (only for company 只適用於公司)

Name 姓名 (Mr./Mrs./Miss/Ms.* 先生/夫人/小姐/女士*) 潘盛楷

Position in company 公司職位 校長

A 2. Supplementary Information on Identity of the "Objector"

「反對者」身份補充資料

☒ Registered owner of affected property within the specific development project 受發展項目影響的物業業主
Address of affected property 受影響的物業地址

九龍長沙灣福榮街 5 3 3 號長沙灣天主教英文中學

☐ Affected tenant within the specific development project 受發展項目影響的租戶
Address of affected rental unit 受影響的租住單位地址

☐ Concern Group: Please specify whom you are representing and/or your relationship to this specific development project
關注組: 請註明代表何人及/或關注組與發展項目的關係

☐ Other status: please specify relationship to the specific development project 其他: 請註明與發展項目的關係

「✓」 at the appropriate box 請在適當的方格內加上「✓」號

* Delete as appropriate 請刪去不適用者

B1. Authorized Agent (if applicable) 獲授權代理人 (如適用) (if the Submission is made by an authorized agent on behalf of the Objector) 獲授權代理人 (如陳述是經由反對者的獲授權代理人提出)	
Name 姓名/名稱 (Mr./Mrs./Miss/Ms. * 先生/夫人/小姐/女士*)	

Identity Document/ Business Registration Certificate#/ Certificate of Incorporation* No. 身份證明文件/ 商業登記証/ 公司註冊証*號碼	
Postal Address 通訊地址	
Tel. No. 電話號碼	Fax No. 圖文傳真號碼
Email Address 電郵地址	
Contact Person 聯絡人 (only for company 只適用於公司)	
Name 姓名 (Mr./ Mrs./ Miss/ Ms.* 先生/夫人/小姐/女士*).....	
Position in company 公司職位	

B.2 Supplementary Information on Identity of Authorized Agent (if applicable) 獲授權代理人身份補充資料 (如適用)	
<input type="checkbox"/>	Acting on behalf of owner of affected property within the specific development project 受發展項目影響的物業擁有人代表 Address of affected property 受影響的物業地址
<input type="checkbox"/>	Acting on behalf of affected tenant within the specific development project 受發展項目影響的租戶代表 Address of affected rental unit 受影響的租住單位地址
<input type="checkbox"/>	Other status: please specify relationship to the specific development project 其他：請註明與發展項目的關係

1. The personal data submitted to URA in this form will be used for the following purposes: (a) The processing of this objection, its consideration and deliberation, and the consideration of the development project by URA; and (b) facilitating communication between the "objector", and URA. 市建局就這表格收到的個人資料會作以下用途: (a) 市建局處理、考慮及評議這宗反對，以及對發展項目的考慮；及 (b) 方便反對者與市建局之間進行聯絡。	
2. The personal data provided by the "objector" in this form may also be disclosed to other persons including Government departments for the purposes mentioned in paragraph 1 above. 「反對者」就這意見表格的個人資料，或亦會向其他人士包括政府部門披露，以作上述第 1 段提及的用途。	
3. An "objector" 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 URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong. 根據《個人資料(私隱)條例》(第 486 章)的規定，「反對者」有權查閱及更正其個人資料。如欲查閱及更正其個人資料，應向市建局提出有關要求，其地址為香港中環皇后大道中 183 號中環大廈 26 樓。	
# Please provide "Certificate of Incorporation No." instead of "Business Registration certificate No." if the subject is a "limited company". 如單位屬「有限公司」，請提供「公司註冊証號碼」，而不是「商業登記証號碼」。	

Please fill in "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 * Delete as appropriate 請刪去不適用者

C. Details of the Objection (use separate sheet if necessary) 反對詳情 (如有需要, 請另頁說明)	
Development project to which the Objection relates 與反對相關的發展項目	兼善里/福華街發展項目 (SSP-017) (包括相連之SSP-018的關係)
Nature of the Objection 反對的性質	Reasons for the Objection 反對的理由
	見附件 A

C. Details of the Objection (use separate sheet if necessary) 反對詳情 (如有需要, 請另頁說明)	
Development project to which the Objection relates 與反對相關的發展項目	
Nature of the Objection 反對的性質	Reasons for the Objection 反對的理由

C. Details of the Objection (use separate sheet if necessary) 反對詳情 (如有需要, 請另頁說明)	
Development project to which the Objection relates 與反對相關的發展項目	
Nature of the Objection 反對的性質	Reasons for the Objection 反對的理由

All objections should be made to the URA before the expiry of the specified project publication period, i.e. within 2 months from the commencement date of the implementation of the project as first published in the Government Gazette.

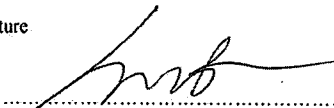
所有反對必須於指定項目的公布期內，即於發展項目開始實施日期首次刊登憲報後的 2 個月內，提交市建局。

Whether there is any proposed amendment to the development project which would remove the objection? ~~Yes~~/No*
是否有任何對發展項目作出的擬議修訂，而可以消除該項反對？ 有/否*

If yes, please specify the details.
如有的話，請註明詳情。

D. Signature 簽署

Signature
簽署



潘盛楷

Name in Block Letters 姓名 (以正楷填寫)

"Objector"/Authorized Agent*

「反對者」/獲授權代理人*

校長

Position (if applicable) 職位 (如適用)

On behalf of
代表

長沙灣天主教英文中學

Company/ Organization Name and Chop (if
applicable)

公司/ 機構名稱及蓋章
(如適用)

Date
日期

23/11/2021

Please fill in "NA" for inapplicable item 請在不適用的項目填寫「不適用」

* Delete as appropriate 請刪去不適用者

This is the end of the Objection part. The following pages are for Comments (including support) only.
填寫反對意見完結。以下部份只供提一般意見(包括支持)使用。

The following part is for Comment (including support) only.
以下部份只供提出一般意見(包括支持)使用。

Particulars of "Commenter" and/or Authorized Agent
「提意見者」及/或獲授權代理人的詳細資料

A 1. Person Making This Comment (known as "Commenter")

提出此意見的人士(下稱「提意見者」)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms./Company/Organization* 先生/夫人/小姐/女士/公司/機構*)

Identity Document/ Business Registration Certificate*/ Certificate of Incorporation* No.
身份證明文件/ 商業登記証/ 公司註冊証*號碼

Postal Address 通訊地址

Tel. No. 電話號碼

Fax No. 圖文傳真號碼

Email Address 電郵地址

Contact Person 聯絡人 (only for company 只適用於公司)

Name 姓名 (Mr./ Mrs./ Miss/ Ms.* 先生/夫人/小姐/女士*).....

Position in company 公司職位

A 2. Supplementary Information on Identity of "Commenter"

「提意見者」身份補充資料

☐ Registered owner of affected property within the specific development project 受發展項目影響的物業業主

Address of affected property 受影響的物業地址

☐ Affected tenant within the specific development project 受發展項目影響的租戶

Address of affected rental unit 受影響的租住單位地址

☐ Concern Group: Please specify whom you are representing and/or your relationship to this specific development project
關注組: 請註明代表何人及/或關注組與發展項目的關係

☐ Other status: please specify relationship to the specific development project 其他: 請註明與發展項目的關係

「✓」 at the appropriate box 請在適當的方格內加上「✓」號

* Delete as appropriate 請刪去不適用者

B1. Authorized Agent (if applicable) 獲授權代理人 (如適用) (if the Submission is made by an authorized agent on behalf of the Commenter)
獲授權代理人 (如陳述是經由提意見者的獲授權代理人提出)

Name 姓名/名稱 (Mr./Mrs./Miss/Ms. * 先生/夫人/小姐/女士*)

Identity Document/ Business Registration Certificate#/ Certificate of Incorporation* No.
身份證明文件/ 商業登記証/ 公司註冊証*號碼

Postal Address 通訊地址

Tel. No. 電話號碼

Fax. No. 圖文傳真號碼

Email Address 電郵地址

Contact Person 聯絡人 (only for company 只適用於公司)

Name 姓名 (Mr./ Mrs./ Miss/ Ms.* 先生/夫人/小姐/女士*).....

Position in company 公司職位

B.2 Supplementary Information on Identity of Authorized Agent (if applicable)

獲授權代理人身份補充資料 (如適用)

☐ Acting on behalf of owner of affected property within the specific development project 受發展項目影響的物業擁有人代表

Address of affected property 受影響的物業地址

☐ Acting on behalf of affected tenant within the specific development project 受發展項目影響的租戶代表

Address of affected rental unit 受影響的租住單位地址

☐ Other status: please specify relationship to the specific development project 其他: 請註明與發展項目的關係

1. The personal data submitted to URA in this form will be used for the following purposes:

- (a) The processing of this comment, its consideration and deliberation (if any), and the consideration of the development project by URA; and
(b) facilitating communication between the "commenter", and URA.

市建局就這表格收到的個人資料會作以下用途:

- (a) 市建局處理、考慮及評議(如適用) 這宗意見, 以及對發展項目的考慮; 及
(b) 方便提意見者與市建局之間進行聯絡。

2. The personal data provided by the "commenter" in this form may also be disclosed to other persons including Government departments for the purposes mentioned in paragraph 1 above.

「提意見者」就這意見表格的個人資料, 或亦會向其他人士包括政府部門披露, 以作上述第 1 段提及的用途。

3. A "commenter" 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 URA at 26/F, COSCO Tower, 183 Queen's Road Central, Hong Kong. 根據《個人資料(私隱)條例》(第 486 章)的規定,「提意見者」有權查閱及更正其個人資料。如欲查閱及更正其個人資料,應向市建局提出有關要求,其地址為香港中環皇后大道中 183 號中環大廈 26 樓。

Please provide "Certificate of Incorporation No." instead of "Business Registration certificate No." if the subject is a "limited company".
如單位屬「有限公司」,請提供「公司註冊証號碼」,而不是「商業登記証號碼」。

Please fill in "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

* Delete as appropriate

請刪去不適用者

C. Details of the Comment (including support) (use separate sheet if necessary) 一般意見(包括支持)詳情 (如有需要, 請另頁說明)	
Development project to which the Comments relates 與意見相關的發展項目	
Nature of the Comment 意見的性質	Reasons for the Comment 意見的理由

All comments should be made to the URA before the expiry of the specified project publication period, i.e. within 2 months from the commencement date of the implementation of the project as first published in the Government Gazette.

所有意見，必須於指定項目的公布期內，即於發展項目開始實施日期首次刊登憲報後的2個月內，提交市建局。

D. Signature 簽署

Signature
簽署

"Commenter"/Authorized Agent*

「提意見者」／獲授權代理人 *

.....
Name in Block Letters 姓名 (以正楷填寫)

.....
Position (if applicable) 職位 (如適用)

On behalf of
代表

.....
Company/ Organization Name and Chop (if applicable)
公司/ 機構名稱及蓋章 (如適用)

Date

日期

Please fill in "NA" for inapplicable item 請在不適用的項目填寫「不適用」

* Delete as appropriate 請刪去不適用者

This is the end of the Comment part. 填寫意見完結。



長沙灣天主教英文中學

CHEUNG SHA WAN CATHOLIC SECONDARY SCHOOL

本函附上檔號 2021/11/41

香港北角

渣華道 333 號

北角政府合署 17 樓

規劃署

城市規劃委員會秘書處

兼善里/福華街發展項目 (SSP-017)及

昌華街/長沙灣道發展計劃 (SSP-018)

就發展局於 2021 年 11 月 2 日之回覆 (檔號 DEVB (PL-UR)20/41/215 Pt.1 及 216 Pt.1), 並參考了貴局的資料, 包括了第一及第二階段社會影響評估報告, 但兩報告中均忽略了其計劃對本校的具體影響, 就此提出反對意見如附件。

潘盛楷校長

長沙灣天主教英文中學

2021 年 11 月 23 日

抄送 市區重建局 (關以輝先生)

連附件

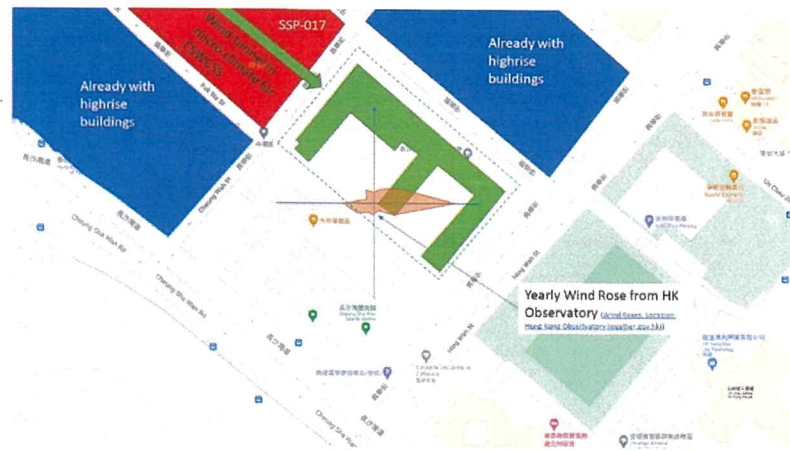


附件 1

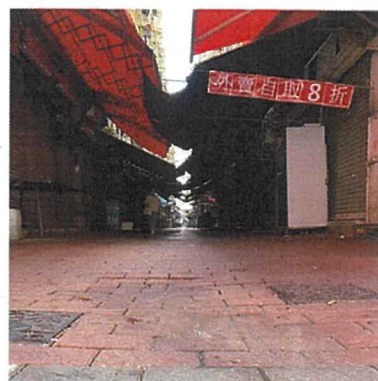
反對詳情	.
反對相關的發展項目	SSP-018 昌華街/長沙灣道發展計劃 (包括相連之 SSP-017)
反對性質	反對理由
前言	<p>本校舍東南為興華街，西南為現有的室內體育館，北面現已興建了高層住宅。校舍的建築設計簡單，原以「F」形，後增加了一個新教學樓，現為「E」形。當年這個「F」形設計已經融合了環保元素作為重要考量，設計讓空氣從外面的空間自由流動至校園內、採用自然通風，省卻了大型通風設備。但不景興華街的汽車流量多了，加上北面已經興建了高層住宅後，我們在炎熱天還是使用點空調。主樓地面層沒有課室，增加空氣流通，「F」或「E」形的開口面對室內體育館，我校的運動場（籃球場及排球場）置於開口空間。難得早於 1969 年校舍的建築師已經有如此考慮周詳的環保設計概念。所以亦是本校 STEM 的實物教材-使用自然物理現象使校舍擁有可持續發展的元素。</p> <p>我校強調透過運動培育學生的意志力-堅毅不息、努力向前、永不言敗並達至「自強不息」之精神。所以任何影響本校上課及運動情況下，即視為對本校構成損失。</p>
空氣與環境	所以我們第一反對的理由就是 SSP-017 及 SSP-018 項目將破壞我校的自然通風條件，按 URA211010440 信件，要求我們分別提出反對理由，因此這是針對 SSP-018 而作出的陳述。



上述有關本校建築之設計優點，其成功之處在於採用自然通風而產生的微風氣候環境 (micro climate)，現時東北及西南已經有高層建築落成，我們現在感到學校比從前熱了很多，除了氣候暖化外，微風氣候環境亦應已被改變。現兼善里有一從地面到天的“兼善里”，形成“隧道效應”。西或西北風仍可通“兼善里”這“隧道效應”引入校園。SSP-017 必定改變這現況。



兼善里





至於 SSP-018 影響則更大。本校“E”形開口面向南/西南的長沙灣室內體育館，加上校園和體育館中間有一個小公園，使校園有充足的陽光、風和空氣。

SSP-018 完成後，校園將被石屎森林包圍着，空氣中的懸浮粒子會積聚於校園上空及校園內，對學生造成健康問題。



估算 SSP-018 的施工時間比 SSP-017 晚，因此，SSP-018 不能單獨處理，而應與 SSP-017 合併處理。

在此陳述 SSP-017 及 SSP-018 必會改變現況環境-

1. 校園溫度會提升，不排除這些升溫亦會降低本校運動成績；
2. 光線會減少，除了增加用電及費用外，自然光線不足會直接影響學習；
3. 空氣中的懸浮粒子會積聚於校園上空及校園內，對學生造成健康問題。

因此反對 SSP-018 的發展計劃。



施工期	<p>SSP-017 估算要 5-6 年時間完成完成，SSP-018 估算也要 4 年完成，但兩者應不會同期展開，若有重疊，快者共 8 年，慢者 10-12 年。即有些學生的中學生涯是在施工地盤傍渡過。噪音、空氣質素及蚊患等都是我們另外一個擔心的地方。</p> <p>在此陳述 SSP-018 必會造成噪音、空氣污染、蚊患，而且不單是一個學期，而是多個學年，多個考試都會遇到這個情況，影響本校學生健康及成績。</p>
交通	<p>本校東為興華街，南邊是長沙灣室內體育館，西為昌華街，北為福榮街。現時交通因非法泊車導致交通凌亂，沒有紅綠燈，我校學生在上、下學期間都要非常小心，險象環生。在此陳述 SSP-018 必會造成交通影響，而且時間長達數年之久，影響本校學生在道路上的安全，我校不能接受 SSP-018 的工地入口設於昌華街或興華街，因為大量學生會使用這兩條道路進入校園，特別是興華街。</p>
睦鄰關係	<ol style="list-style-type: none">1. 現室內體育館用地與校園相連，SSP-018 因為是 140m 高層，按現行法例，必須設有通道。這些通道一般都鼠患嚴重，影響衛生。這些通道亦不時有不法分子聚集進行不法勾當，他們亦可越過本校圍牆進入校園。2. 如報告中建議退線 15m，但退的範圍看來只有興華街，請澄清。3. 完成後的高層會遮蓋本校擬建的太陽能設備，這些設備不單為了環保，亦為了教學和實驗之用。這些設備亦反過來對 SSP-018 造成光害。



4. SSP-018 如有任何物品掉落校園，必對學生造成生命危險
5. 本校早上有早會、亦有運動課堂；課外活動包括室外球賽，周末早上不時有校際賽並設有啦啦隊；亦不排除有水火箭、無人機在空中盤旋等活動，對高層住戶產生影響。
6. 校園屋頂不時有天文學會舉辦活動，設有觀星望遠鏡，SSP-018 不但阻礙此類天文學習，觀星望遠鏡對高層住戶會帶來誤會。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211125-223618-69140

Reference Number:

提交限期

26/11/2021

Deadline for submission:

提交日期及時間

25/11/2021 22:36:18

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2 Social Impact Assessment Report

「提意見人」姓名/名稱

Zoe Lam

Name of person making this comment:

意見詳情

Details of the Comment :

有關SSP-018昌華街/長沙灣道發展計劃的項目，本人有以下反對意見:

市建局需要發展SSP-017項目，為何政府需要免費向市建局SSP-018 地盤A的土地呢？於官地發展地產項目應按一般程序處理。

市建局於SSP-018地盤A興建住宅項目，會對其後排樓宇的通風、陽光及景觀等所造成的嚴重問題。由福榮街/興華街一直到蘇屋邨都是密集的高樓大廈，如再於地盤A興建住宅，勢必再惡化小區內的通風問題，空氣中的污染物必定更多，再加上建築工程，必定造成嚴重的空氣污染。

因此，本人對SSP-018昌華街/長沙灣道發展計劃的項目作出反對。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211125-224731-05520

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

25/11/2021 22:47:31

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2

Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

LAM

意見詳情

Details of the Comment :

SSP-018地盤A原為長沙灣體育館及一個休憩處，而地盤B亦有長沙灣徑休憩處。雖然計劃中會於地盤B重置有關長沙灣體育館中的設施。但原於地盤A及地盤B的兩個休憩處卻因而消失，沒有替補的方案。而且，室內場館與露天公園是兩個不同用途的地方，室內場館不能代替露天公園。香港市民需要的是空氣流通，能接觸陽光的露天公共空間，而不是室內地方。

長沙灣小區現在缺乏單車/平衡車公園，本人建議於SSP-018地盤A興建單車/平衡車公園，使香港的小朋友能於合適的地方運動。

因此，本人對SSP-018昌華街/長沙灣道發展計劃的項目作出反對。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-161329-09638

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 16:13:29

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2 Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

福榮街561-563及兼善里13-15號
業主立案法團

意見詳情

Details of the Comment :

本法團支持SSP018項目重建及發展，對SSP018項目中的A地盤，本法團支持興建樓宇，只要在樓宇之間留一定距離的通風廊，就可以減低對陸內空氣流動的影響。而本法團支持上述項目的最大原因，是重建後的A地盤，可以擴闊了昌華街的行人路面，令行人上落長沙灣道更暢通，更安全。另外A地盤發展後能增加數十個公眾停車位，有助舒緩區內長期違泊的問題，亦減少人車爭路的危險，因此本法團全力支持。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-164803-68782

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 16:48:03

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2

Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

福華街566-568及兼善里20-22號業主立案法團

意見詳情

Details of the Comment :

本人是上述法團主席，本法團支持上述項目SSP018重建及土地改變用途，主要原因是現時該地盤A中只有一層的體育館，亦只有非常少的康體設施，未能滿足區內居民對康樂體育甚或長者健體設施的殷切需求，而日後重建後，可提供一個多層式的康樂大樂，既有康健設施，亦有社會服務，對我們一班長者多說，非常重要，因此我們支持這次項目發展。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-172251-44287

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 17:22:51

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會
影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan
Road:

Making Comments on Stage 2
Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

Kenneth Cheung

意見詳情

Details of the Comment :

我支持有關項目進行。因為長沙灣道以南近深水埗運動場的用地，多年來被政府用作臨時工地，公眾無法使用，浪費了市區主幹道旁的珍貴土地。現在趁項目推出，發展有關用地作公園，可更令居民得益。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-173423-32786

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 17:34:23

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響
評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2
Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

David Yip

意見詳情

Details of the Comment :

我經常要橫過長沙灣道去深水埗運動場，但現時兩邊的過馬路位相距很遠，很不方便，若將來增加行人天橋，絕對方便了我，所以我贊成這個項目。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211126-203041-03647

Reference Number:

提交限期

26/11/2021

Deadline for submission:

提交日期及時間

26/11/2021 20:30:41

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2

Social Impact Assessment Report

「提意見人」姓名/名稱

Wong

Name of person making this comment:

意見詳情

Details of the Comment :

反對SSP-018昌華街/長沙灣道發展計劃的項目

SSP-018地盤A原為長沙灣體育館及一個休憩處，而地盤B亦有長沙灣徑休憩處。雖然計劃中會於地盤B重置有關長沙灣體育館中的設施。但原於地盤A及地盤B的兩個休憩處卻因而消失，沒有替補的方案。而且，室內場館與露天公園是兩個不同用途的地方，室內場館不能代替露天公園。香港市民需要的是空氣流通，能接觸陽光的露天公共空間，而不是室內地方。

長沙灣小區現在缺乏單車/平衡車公園，本人建議於SSP-018地盤A興建單車/平衡車公園，使香港的小朋友能於合適的地方運動，而不是興建更多的高樓大廈。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-205324-08690

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 20:53:24

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2

Social Impact Assessment Report

「提意見人」姓名/名稱

Name of person making this comment:

兼善里8及10號及福華街578及580號業主立案法團

意見詳情

Details of the Comment :

本法團支持上述項目重建，因上述SSP018中的地盤B是臨時用地，可惜臨時了10多年，沒有打理，雜草叢生，滋生蚊蟲，浪費市區珍貴土地，亦阻礙市民直接由長沙灣道進入深水埗運動場，因此應善用這地方興建體健綜合中心，服務本區居民，因此本法團全力支持。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

211126-203417-52583

Reference Number:

提交限期

26/11/2021

Deadline for submission:

提交日期及時間

26/11/2021 20:34:17

Date and time of submission:

發展計劃草圖名稱

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Name of Draft Development Scheme Plan:

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2 Social Impact Assessment Report

「提意見人」姓名/名稱

John

Name of person making this comment:

意見詳情

Details of the Comment :

隨著長沙灣區內不斷有舊區重建，新公共屋邨相繼入伙，人口密度不斷上升，但區內的公共空間並沒有相應的提高。而且，SSP-017項目已增加區內住宅單位的數目，如再於SSP-018地盤A興建住宅，區內的交通已不能再承載更的人口，尤其於繁忙時間，港鐵已十分擠迫，於長沙灣候車的市民現在已不能上車，日後情況必然會更壞？

而且，SSP-018地盤與長沙灣天主教英文中學相鄰，地盤興建一定對就讀於該校的學生造成很大的噪音及空氣污染。

因此，本人對SSP-018昌華街/長沙灣道發展計劃的項目作出反對。

就市區重建局發展計劃草圖提出意見

Making Comment on Draft Urban Renewal Authority Development Scheme Plan

參考編號

Reference Number:

211126-210416-36364

提交限期

Deadline for submission:

26/11/2021

提交日期及時間

Date and time of submission:

26/11/2021 21:04:16

發展計劃草圖名稱

Name of Draft Development Scheme Plan:

昌華街／長沙灣道: 就第二階段社會影響評估報告提出意見

Cheung Wah Street / Cheung Sha Wan Road:

Making Comments on Stage 2

Social Impact Assessment Report

「提意見人」姓名/名稱

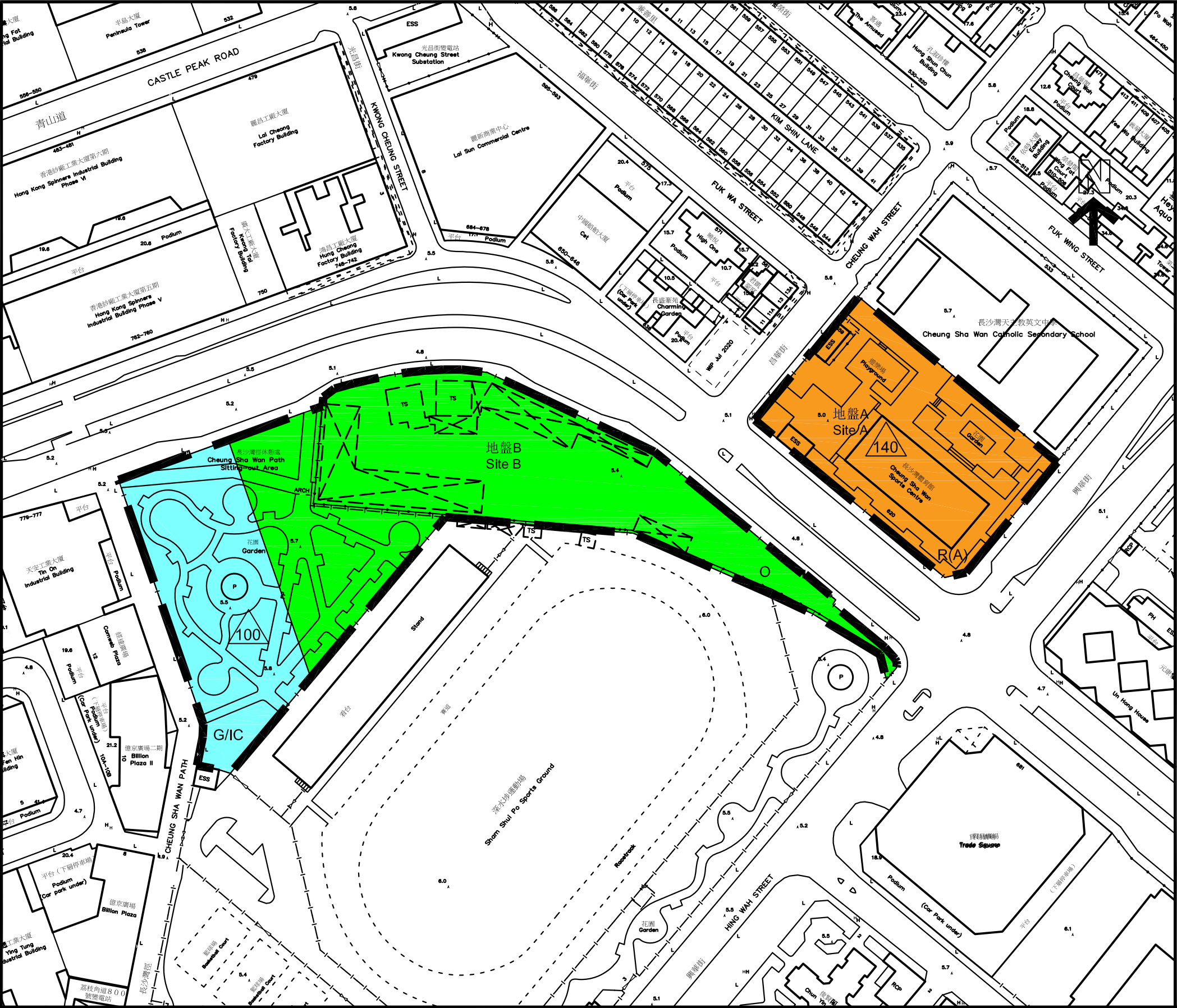
Name of person making this comment:

福榮街549及551號及兼善里25及27號業主立案法團

意見詳情

Details of the Comment :

本法團支持上述SSP018項目重建及發展，能善用市區土地，興建更適切的住屋及社區設施，當中只要做好配套，包括拆卸或起樓時加強環境控制，包括聲響、塵埃、車輛管制、污水處理等，相信對鄰近持分者影響將會大大減少，一時的陣痛卻可換來長久的環境及社區改善，這是無可避免的，因此本法團支持上述項目盡快展開。



圖例
NOTATION

- BOUNDARY OF DEVELOPMENT..... 發展計劃範圍界線
SCHEME
- RESIDENTIAL (GROUP A)..... R(A) 住宅(甲類)
- GOVERNMENT, INSTITUTION..... G/I/C 政府、機構或社區
OR COMMUNITY
- OPEN SPACE 休憩用地
- MAXIMUM BUILDING HEIGHT 140 最高建築物高度
(IN METRES ABOVE PRINCIPAL DATUM) (在主水平基準上若干米)

夾附的<<註釋>>屬這份圖則的一部分
THE ATTACHED NOTES
ALSO FORM PART OF THIS PLAN

2021年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則
適宜公布，並於2021年 月 日按照城市規劃條例第5條展示。
PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR
PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL
AUTHORITY ORDINANCE ON 2021 AND EXHIBITED UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2021.

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市區重建局昌華街/長沙灣道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
URBAN RENEWAL AUTHORITY CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN

SCALE 1 : 1500 比例尺
米 METRES 15 0 15 30 45 60 75 METRES 米

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE
URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號
PLAN No. S/K5/URA3/A

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 widths, road junctions and alignments of roads 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 Schedule of Uses:
- (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; and

- (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.
- (8) 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.
- (9) 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.
- (10) Any development not compatible with the Urban Renewal Authority’s Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET / CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

Schedule of Uses

	<u>Page</u>
RESIDENTIAL (GROUP A)	1
GOVERNMENT, INSTITUTION OR COMMUNITY	5
OPEN SPACE	7

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	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Education Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Utility Installation	Office
Public Vehicle Park (excluding container vehicle)	Petrol Filling Station
Residential Institution	Place of Entertainment
School (in free-standing purpose-designed building only)	Private Club
Social Welfare Facility	Public Convenience
Utility Installation for Private Project	Public Transport Terminus or Station (not elsewhere specified)
	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 bay and / or plant room:

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

Planning Intention

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

Remarks

- (1) 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 38,978m² and a maximum non-domestic GFA of 5,197m² or the GFA of the existing building, whichever is the greater.
- (2) 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, caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or

intended for use solely as Government, institution or community facilities, as required by the Government, may also be disregarded.

- (3) An at-grade Public Open Space of not less than 750m² shall be provided.
- (4) No new development, or addition, alternation 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.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the GFA for the building on land to which paragraphs (1) and (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum GFA specified in the paragraphs (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions as stated in paragraphs (1) 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

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 Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Eating Place (Canteen, Cooked Food Centre only)	Correctional Institution
Educational Institution	Crematorium
Exhibition or Convention Hall	Driving School
Field Study/Education/Visitor Centre	Eating Place (not elsewhere specified)
Government Refuse Collection Point	Flat
Government Use (not elsewhere specified)	Funeral Facility
Hospital	Helicopter Fueling Station
Institutional Use (not elsewhere specified)	Helicopter Landing Pad
Library	Holiday Camp
Market	Hotel
Place of Recreation, Sports or Culture	House
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Convenience	Off-course Betting Centre
Public Transport Terminus or Station	Office
Public Utility Installation	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Place of Entertainment
Recyclable Collection Centre	Private Club
Religious Institution	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services (not elsewhere specified)
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)

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.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) 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	Eating Place
Barbecue Spot	Government Refuse Collection Point
Field Study/Education/Visitor Centre	Government Use (not elsewhere specified)
Park and Garden	Holiday Camp
Pavilion	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Private Club
Public Convenience	Public Transport Terminus or Station
Sitting Out Area	Public Utility Installation
Zoo	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY

CHEUNG WAH STREET/CHEUNG SHA WAN ROAD

DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

	<u>Contents</u>	<u>Page</u>
1.	INTRODUCTION	1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES	1
3.	OBJECT OF THE PLAN	2
4.	NOTES OF THE PLAN	2
5.	AREA COVERED BY THE PLAN	3
6.	EXISTING CONDITIONS	3
7.	PLANNING AND LAND USE PROPOSALS	4
8.	IMPLEMENTATION OF THE DEVELOPMENT SCHEME	7

DRAFT URBAN RENEWAL AUTHORITY
CHEUNG WAH STREET/CHEUNG SHA WAN ROAD
DEVELOPMENT SCHEME PLAN NO. S/K5/URA3/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority (URA) Cheung Wah Street/Cheung Sha Wan Road Development Scheme Plan (DSP) No. S/K5/URA3/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 In the URA's 20th Business Plan (2021/22) which was approved by the Financial Secretary, the Cheung Wah Street/Cheung Sha Wan Road Development Scheme (SSP-018) was proposed to be processed as a Development Scheme (the Scheme) under section 25 of the URA Ordinance (URAO).
- 2.2 On 24 September 2021, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Scheme.

- 2.3 On the same day of commencement (i.e. 24 September 2021), the URA submitted the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP to the Board under section 25(5) of the URAO.
- 2.4 On XXXX, the Board, under section 25(6)(a) of the URAO, deemed the draft URA Cheung Wah Street/Cheung Sha Wan Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.
- 2.5 On XXXX, the draft Cheung Wah Street/Cheung Sha Wan Road DSP No. S/K5/URA3/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the Approved Cheung Sha Wan Outline Zoning Plan (OZP) No. S/K5/37 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The DSP comprises two Sites, with Site A at the north of Cheung Sha Wan Road and Site B at the south of Cheung Sha Wan Road. The Plan illustrates that the Development Scheme Area (the Area) in Site A is designated as “Residential (Group A)” (“R(A)”), the Area in Site B is designated as “Government, Institution or Community” (“G/IC”), and “Open Space” (“O”). It is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO. Site A of the DSP is intended primarily for a high-density residential development. 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. Site B of the DSP is intended primarily for Government, Institution or Community (GIC) uses and public open space (POS).

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

5. AREA COVERED BY THE PLAN

- 5.1 The Development Scheme boundary which is shown in heavy broken line on the Plan. Site A is bounded by Hing Wah Street on the southeastern boundary, Cheung Sha Wan Road on the southwestern boundary, Cheung Wah Street on the northwestern boundary, and Cheung Sha Wan Catholic Secondary School on the northeastern boundary, with a gross site area of about 5,197 m². Site B of the Scheme is bounded by Cheung Sha Wan Road to the north, Cheung Sha Wan Path to the west, and Sham Shui Po Sports Ground on the southeastern boundary, with a gross site area of about 13,857 m².
- 5.2 Before the exhibition of the Plan, Site A was zoned "G/IC" and "O" while Site B was zoned "G/IC", "O" and an area shown as 'Road' on the approved Cheung Sha Wan OZP No. S/K5/37.

6. EXISTING CONDITIONS

- 6.1 Site A of the Area is currently occupied by the Cheung Sha Wan Sports Centre and a garden both owned and managed by the Leisure and Cultural Services Department (LCSD). The sports centre was built in 1976 of which the design and facilities are below current standard. An

existing electricity substation (ESS) is located at a private lot NKIL 4331 owned by CLP Power Hong Kong Limited (CLP) within Site A. Site B involves the Cheung Sha Wan Path Sitting-out Area and part of Sham Shui Po Sports Ground owned and managed by LCSD and a temporary maintenance depot occupied by Highways Department.

7. PLANNING AND LAND USE PROPOSALS

- 7.1 On the Plan, Site A of the Area is zoned “R(A)” and Site B of the Area is zoned “G/IC” and “O”. The Notes of the Plan indicated broadly the intended land uses within the Area.

Uses

- 7.2 The “R(A)” zone is intended primarily for a high-density residential development. 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.
- 7.3 The “R(A)” zone is subject to a maximum domestic Gross Floor Area (GFA) of 38,978 m² and a maximum non-domestic GFA of 5,197 m², or the GFA of the existing building(s), whichever is the greater. Except where the GFA is permitted to be exceeded under the Notes of the Plan, under no circumstances shall the maximum domestic and non-domestic GFA for any development exceed 38,978 m² and 5,197 m² respectively. The “R (A)” zone is also subject to a maximum building height of 140 metres above Principal Datum (mPD).
- 7.4 The GFA control under “R (A)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.
- 7.5 The “G/IC” zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing

social services to meet community needs, and other institutional establishments. The “G/IC” zone is subject to a maximum building height of 100 mPD.

- 7.6 The “O” 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.
- 7.7 To provide design flexibility, minor relaxation of the plot ratio and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community (GIC) Facilities

- 7.8 Subject to confirmation of operational needs and detailed design, not less than 38,893 m² non-domestic GFA would be proposed for GIC uses at the Scheme Area, with not less than 5,197 m² within the non-domestic portion of Site A and not less than 33,696 m² non-domestic GFA at Site B. The existing Cheung Sha Wan Sports Centre at Site A which was built in 1976 will be reprovisioned at Site B up to prevailing standard and continue its operation for public enjoyment. The intended use of new GIC provision would be subject to further liaison with relevant Government departments as well as views from local stakeholders. In determining the relevant maximum plot ratio of the development and/or redevelopment in Site A, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

Public Open Space

- 7.9 Subject to detailed design, a POS of not less than 9,645 m² is proposed at Site B and a POS of not less than 750 m² is proposed at Site A along Cheung Sha Wan Road. According to the consultation with LCSD, LCSD agreed to take up the management and maintenance of the proposed POS at Site B. LCSD proposed the POS at Site A under planning to be under ownership and management of URA or its future

joint-venture partner(s), or its assignee(s), subject to further liaison with relevant Government departments. The proposed POS at Site A will be open to public during reasonable hours.

Provision of all-weathered at-grade and elevated pedestrian network

- 7.10 Subject to Roads (Works, Use and Compensation) Ordinance, footbridges across Cheung Sha Wan Road and Cheung Wah Street are proposed to connect up the POSs at the Scheme and an adjoining URA Development Project (Kim Shin Lane / Fuk Wa Street (SSP-017)). The resultant at-grade and elevated pedestrian network will integrate the proposed GIC complex and POSs, and will enhance connectivity of the surrounding area. Proper paving and landscaping, where appropriate, will be provided at the pedestrian walkways to create a safe and pleasant walking environment. Given the proposed footbridges are outside the DSP boundary and do not form part of the DSP, the URA will liaise with relevant Government departments on the proposal via separate initiatives subject to detailed technical feasibility.
- 7.11 To further enhance the pedestrian circulation and pavement environment, appropriate podium setbacks of the proposed development along Cheung Sha Wan Road, Cheung Wah Street, and Hing Wah Street, would be provided in the Area. There is also a possible integration of the new POS with the existing Sham Shui Po Sports Ground in the south subject to further co-ordination with LCSD on the associated revitalization work.

Underground Public Vehicle Park

- 7.12 For public benefits, 50 underground public car parking spaces will be provided in a basement car park at Site A subject to liaison and agreement with Transport Department (TD). Such provision will create opportunity for the replacement of some on-street parking spaces in the area and it will make way for possible pavement widening under separate initiatives subject to liaison and agreement with TD.

Internal Transport Facilities

- 7.13 Ancillary car parking spaces and loading/unloading bays will be provided in a basement car park at Site A to serve the proposed residential development with non-domestic podium in the Development Scheme. To serve the proposed GIC facilities at Site B, ancillary car parking spaces will be provided at basement levels of the proposed GIC complex as far as practicable. The number of car parking spaces, loading/unloading bays will be based on the relevant requirements under the current Hong Kong Planning Standards and Guidelines (HKPSG) and subject to agreement with TD.

Air Ventilation

- 7.14 As identified in the air ventilation assessment report, Cheung Wah Street and Fuk Wing Street could be better benefited by the north-south direction wind breezeway with “Good Design Features” (i.e. ground floor setbacks along Cheung Sha Wan Road, Cheung Wah Street and Hing Wah Street and residential towers separation at Site A) in the proposed development. The proposed development will also meet the requirements under Sustainable Building Design Guidelines (SBDG).

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

- 8.1 The proposals set out in the Plan form an integral part of the Development Scheme for the Area.
- 8.2 The URA does not own or lease any land within the boundaries of the Development Scheme. Close liaison on land matters and construction will be carried out with relevant Government departments. The proposed GIC facilities within the Area and POS at Site B will be handed over to Government for future ownership, management and maintenance, subject to liaison with relevant Government departments.

- 8.3 The URA may implement the Development Scheme on its own or in association with one or more partners.

TOWN PLANNING BOARD

XXXX 2021