

#### APPROVED DRAFT HO MAN TIN OUTLINE ZONING PLAN NO. S/K7/24A

(Being an Approved *Draft* Plan for the Purposes of the Town Planning Ordinance)

#### **NOTES**

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

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

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prevailing at the time when the use or change of use was approved.

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

on-street vehicle park and railway track.

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

# KOWLOON PLANNING AREAS NO. 6 AND 7 APPROVED DRAFT HO MAN TIN OUTLINE ZONING PLAN NO. S/K7/24A

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#### **COMMERCIAL**

# Column 1 Uses always permitted

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

Ambulance Depot Eating Place

**Educational Institution** 

**Exhibition or Convention Hall** 

Government Use (not elsewhere specified)

Hotel

Information Technology and

**Telecommunications Industries** 

Institutional Use (not elsewhere specified)

Library Market

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Public Convenience

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park

(excluding container vehicle)

Recyclable Collection Centre

**Religious Institution** 

School

Shop and Services

Social Welfare Facility

**Training Centre** 

Utility Installation for Private Project

Broadcasting, Television and/or Film Studio

Commercial Bathhouse/

Massage Establishment

Flat

Government Refuse Collection Point

Hospital

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level

other than Entrances

Petrol Filling Station

**Residential Institution** 

#### Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning mainly as local commercial/shopping centre.

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#### **COMMERCIAL** (Cont'd)

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 30,102m<sup>2</sup>.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) 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/gross floor area for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the maximum plot ratio/gross floor area specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### RESIDENTIAL (GROUP A)

# Column 1 Uses always permitted

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

Ambulance Depot

Flat

Government Use (not elsewhere specified)

House

Library Market

Place of Recreation, Sports or Culture

Public Clinic

Public Transport Terminus or Station

(excluding open-air terminus or station)

**Residential Institution** 

School (in free-standing purpose-designed

building only)
Social Welfare Facility

Utility Installation for Private Project

Commercial Bathhouse/

Massage Establishment

**Eating Place** 

**Educational Institution** 

**Exhibition or Convention Hall** 

Government Refuse Collection Point

Hospital

Hotel

Institutional Use (not elsewhere specified)

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level

other than Entrances

Office

**Petrol Filling Station** 

Place of Entertainment

Private Club

Public Convenience

**Public Transport Terminus or Station** 

(not elsewhere specified)

**Public Utility Installation** 

Public Vehicle Park

(excluding container vehicle)

**Religious Institution** 

School (not elsewhere specified)

Shop and Services (not elsewhere

specified)

**Training Centre** 

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#### RESIDENTIAL (GROUP A) (Cont'd)

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

Eating Place
Educational Institution
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.

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#### RESIDENTIAL (GROUP A) (Cont'd)

#### 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 (67) and/or (78) 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 (67) and/or (78) 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(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable
  - (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
  - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (3)(4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4)(5) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2), area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

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#### <u>RESIDENTIAL (GROUP A)</u> (Cont'd)

## Remarks (Cont'd)

- (5)(6) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6)(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 paragraph (1) or (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (2) above may thereby be exceeded.
- (7)(8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1)-to (3), (2) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### RESIDENTIAL (GROUP B)

# Column 1 Uses always permitted

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

Column 2

Flat Ambulance Depot

Government Use (Police Reporting Centre, Eating Place

Post Office only) Educational Institution

House Government Refuse Collection Point
Library Government Use (not elsewhere specified)

Residential Institution Hospital School (in free-standing purpose-Hotel

designed building only)

Institutional Use (not elsewhere specified)

Social Welfare Facility (on land designated Market

"*R*(*B*)4" *only*) Mass Transit Railway Vent Shaft and/or Utility Installation for Private Project Other Structure above Ground Level

other than Entrances

Off-course Betting Centre

Office

Petrol Filling Station Place of Entertainment

Place of Recreation, Sports or Culture

Private Club Public Clinic

Public Convenience

**Public Transport Terminus or Station** 

Public Utility Installation Public Vehicle Park

(excluding container vehicle) Recyclable Collection Centre

**Religious Institution** 

School (not elsewhere specified)

Shop and Services

Social Welfare Facility (not elsewhere

*specified)*Training Centre

#### **Planning Intention**

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

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#### RESIDENTIAL (GROUP B) (Cont'd)

#### Remarks

- (1) On land designated "Residential (Group B)" and "Residential (Group B)2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0 and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) On land designated "Residential (Group B)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 3.3 and a maximum building height of 12 storeys over car parks, or the plot ratio and height of the existing building, whichever is the greater.
- (3) On land designated "Residential (Group B)3", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 6.0 and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (4) On land designated "Residential (Group B)4", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 19,300m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.
- (4)(5) On land designated "Residential (Group B)3", a non-building area of 15m-wide in the central part of the site shall be provided.
- (5)(6) In determining the relevant maximum plot ratio *and GFA* for the purposes of paragraphs (1) to (3)(4), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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#### <u>RESIDENTIAL (GROUP B)</u> (Cont'd)

### Remarks (Cont'd)

- (7) In determining the maximum GFA for the purposes of paragraph (4) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may be disregarded.
- (6)(8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/*GFA*/building height restrictions stated in paragraphs (1) to (3)(4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7)(9) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan and/or stated in paragraphs (4)(5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### RESIDENTIAL (GROUP C)

# Column 1 Uses always permitted

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

Column 2

Flat

Government Use (Police Reporting Centre, Post Office only)

House

Utility Installation for Private Project

Ambulance Depot

**Eating Place** 

**Educational Institution** 

Government Refuse Collection Point

Government Use (not elsewhere specified) Institutional Use (not elsewhere specified)

Library

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

other than Entrances Petrol Filling Station

Place of Recreation, Sports or Culture

Private Club Public Clinic Public Convenience

Fublic Convenience

**Public Transport Terminus or Station** 

Public Utility Installation Recyclable Collection Centre

Religious Institution Residential Institution

School

Shop and Services Social Welfare Facility

**Training Centre** 

#### **Planning Intention**

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

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#### RESIDENTIAL (GROUP C) (Cont'd)

#### Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 0.6 and a maximum building height of 2 storeys, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum plot ratio for the purposes of paragraph (1), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### **GOVERNMENT, INSTITUTION OR COMMUNITY**

# Column 1 Uses always permitted

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

Ambulance Depot

Animal Quarantine Centre (in Government

building only)

Broadcasting, Television and/or Film

Studio

Cable Car Route and Terminal Building

Eating Place (Canteen, Cooked Food

Centre only)

**Educational Institution** 

**Exhibition or Convention Hall** 

Field Study/Education/Visitor Centre Government Refuse Collection Point

Government Use (not elsewhere specified)

Hospital

Institutional Use (not elsewhere specified)

Library Market

Place of Recreation, Sports or Culture

Public Clinic

**Public Convenience** 

**Public Transport Terminus or Station** 

Public Utility Installation Public Vehicle Park

(excluding container vehicle)

Recyclable Collection Centre

**Religious Institution** 

Research, Design and Development Centre

School

Service Reservoir

Social Welfare Facility

**Training Centre** 

Wholesale Trade

Animal Boarding Establishment

Animal Quarantine Centre

(not elsewhere specified)

Columbarium

Correctional Institution

Crematorium

**Driving School** 

Eating Place (not elsewhere specified)

Flat

**Funeral Facility** 

Helicopter Landing Pad Helicopter Fuelling Station

Holiday Camp

Hotel House

Mass Transit Railway Vent Shaft and/or

Other Structure above Ground Level

other than Entrances

Off-course Betting Centre

Office

Petrol Filling Station

Place of Entertainment

Private Club

Radar, Telecommunications Electronic

Microwave Repeater, Television and/or

Radio Transmitter Installation

Refuse Disposal Installation (Refuse Transfer

Station only)

**Residential Institution** 

Sewage Treatment/Screening Plant

Shop and Services (not elsewhere specified)

Utility Installation for Private Project

Zoo

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#### GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

#### **Planning Intention**

This zone is intended primarily for the provision of Government, institution and 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) On land designated "Government, Institution or Community" ("G/IC") and "G/IC(1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys or metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- On land designated "G/IC(1)", an applicant shall submit an air ventilation assessment under section 16 of the Town Planning Ordinance for the approval of the Town Planning Board for new development (except minor addition, alteration and/or modification not affecting the building height of an existing building) or redevelopment of an existing building resulting in a total development and/or redevelopment in excess of a maximum building height of 4 storeys.
- (3) On land designated "G/IC(2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 18,680m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.
- (4) On land designated "G/IC(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 43,400m² and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. Any new development or redevelopment of an existing building requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

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#### GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

#### Remarks (Cont'd)

- (5) On land designated "G/IC(3)", a non-building area of 12m-wide along the north-western boundary of the site shall be provided. A building gap of 25m-wide subject to a maximum building height of 45mPD in the central part of the site is demarcated on the Plan.
- (6) In determining the relevant maximum number of storeys for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.
- (7) In determining the relevant maximum GFA for the purposes of paragraphs (3) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA restriction stated in paragraphs (3) and (4) above or the building height restriction stated in paragraphs (1), (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area/building gap restrictions as shown on the Plan and stated in paragraph (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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#### **OPEN SPACE**

|        |                       | Column 2                              |
|--------|-----------------------|---------------------------------------|
|        | Column 1              | Uses that may be permitted with or    |
|        | Uses always permitted | without conditions on application     |
|        |                       | to the Town Planning Board            |
| Aviary |                       | Cable Car Route and Terminal Building |

Barbecue Spot Field Study/Education/Visitor Centre Park and Garden **Pavilion** Pedestrian Area Picnic Area Playground/Playing Field Promenade

Public Convenience Sitting Out Area

Zoo

Cable Car Route and Terminal Building

**Eating Place** 

Government Refuse Collection Point Government Use (not elsewhere specified)

Holiday Camp

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

**Entrances** 

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

**Public Transport Terminus or Station** 

**Public Utility Installation** Public Vehicle Park

(excluding container vehicle)

**Religious Institution** Service Reservoir **Shop and Services Tent Camping Ground** 

Utility Installation for Private Project

#### Planning Intention

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

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#### OTHER SPECIFIED USES

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

#### For "Railway Related Facilities" only

MTR Station Entrance

Government Use Public Utility Installation Utility Installation for Private Project

#### **Planning Intention**

This zone is intended primarily for the provision of MTR Station Entrance.

#### Remarks

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

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#### OTHER SPECIFIED USES (Cont'd)

# Column 1 Uses always permitted

#### Column 2

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

#### For "Petrol Filling Station" only

**Petrol Filling Station** 

Government Use Utility Installation not Ancillary to the Specified Use

#### **Planning Intention**

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

#### Remarks

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

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#### GREEN BELT

# Column 1 Uses always permitted

# Column 2 Uses that may be permitted with or

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

without conditions on application to the Town Planning Board

**Animal Boarding Establishment** Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre

Flat

Golf Course

Government Refuse Collection Point Government Use (not elsewhere specified)

Helicopter Landing Pad

Holiday Camp

House

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

**Petrol Filling Station** 

Place of Recreation, Sports or Culture

**Public Transport Terminus or Station** 

**Public Utility Installation** 

Public Vehicle Park (excluding container vehicle)

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

**Religious Institution** 

Residential Institution

School

Service Reservoir

Social Welfare Facility

Utility Installation for Private Project

Zoo

#### **Planning Intention**

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

# APPROVED DRAFT HO MAN TIN OUTLINE ZONING PLAN NO. S/K7/24A

**EXPLANATORY STATEMENT** 

# APPROVED DRAFT HO MAN TIN OUTLINE ZONING PLAN NO. S/K7/24A

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#### APPROVED DRAFT HO MAN TIN OUTLINE ZONING PLAN NO. S/K7/24A

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

#### **EXPLANATORY STATEMENT**

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

#### 1. <u>INTRODUCTION</u>

This explanatory statement is intended to assist an understanding of the approved *draft* Ho Man Tin Outline Zoning Plan (OZP) No. S/K7/24A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zones of the Plan.

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

- 2.1 On 9 April 1957, the draft Ma Tau Kok Outline Development Plan No. LK 10/18/4, being the first statutory plan covering an eastern part of the Ho Man Tin area, was gazetted under the Town Planning Ordinance (the Ordinance). On 9 May 1984, the then Governor in Council (G in C), under section 3 of the Ordinance, directed the Board to prepare draft plans for the remaining main urban areas not then covered by such plans, including Ho Man Tin area. On 1 November 1985, the draft Ho Man Tin OZP No. S/K7/1, being the first statutory plan covering the entire Ho Ma Tin area, was gazetted under section 5 of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 24 October 1989, the then G in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/4. On 6 July 1993, the then G in C referred the approved OZP No. S/K7/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 18 November 1997, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/8. On 19 May 1998, the CE in C referred the approved OZP No. S/K7/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- On 5 October 1999, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/11. On 10 October 2000, the CE in C referred the approved OZP No. S/K7/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended once and exhibited for

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- public inspection under section 5 of the Ordinance.
- 2.5 On 19 June 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/13. On 25 September 2001, the CE in C referred the approved Ho Man Tin OZP No. S/K7/13 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 4 May 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/18. On 30 May 2006, the CE in C referred the approved Ho Man Tin OZP No. S/K7/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.7 On 18 January 2008, the draft Ho Man Tin OZP No. S/K7/19, incorporating amendments to impose building height restrictions for "Commercial" ("C"), "Residential (Group A)" ("R(A)"), "Residential (Group B)" ("R(B)"), "Government, Institution or Community" ("G/IC") and "Other Specified Uses" zones and to rezone two pieces of land from "R(A)" and "G/IC" to "R(B)2" and "Residential (Group E)" ("R(E)") respectively, as well as technical amendments to the covering Notes of the Plan, was exhibited for public inspection under section 5 of the Ordinance. On 11 July 2008, after giving consideration to the representations and comments under section 6B(1) of the Ordinance, the Board decided to partially uphold the representations related to Diocesan Boys' School and King George V School, and to propose amendments to the Plan under section 6B(8) of the Ordinance. On 26 September 2008, the Board agreed that the OZP should be amended by the proposed amendments under section 6G of the Ordinance.
- 2.8 On 5 May 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/20. On 31 May 2011, the CE in C referred the approved Ho Man Tin OZP No. S/K7/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.9 On 26 June 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/22. On 2 September 2014, the CE in C referred the approved Ho Man Tin OZP No. S/K7/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP was amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.10 On 2 September 2014, the CE in C referred the approved Ho Man Tin OZP No. S/K7/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 19 September 2014 under section 12(2) of the Ordinance.
- 2.11 On 14 November 2014, the draft Ho Man Tin OZP No. S/K7/23, incorporating amendments to rezone three sites from "Open Space" to "R(B)3", "G/IC(2)" and "G/IC(3)" respectively, one site from "Other Specified Uses" ("OU") annotated "Kerosene Store" to "OU" annotated

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"Railway Related Facilities", one site from "R(E)" to "G/IC", one site from "G/IC" to "R(B)", and to show the alignment of the Mass Transit Railway (MTR) Shatin to Central Link (SCL) authorised by the CE in C under the Railways Ordinance (Chapter 519) on 27 March 2012 on the OZP for information, was exhibited for public inspection under section 5 of the Ordinance. During the two month exhibition period, a total of 10,369 valid representations were received. On 10 March 2015, the representations were published for three weeks for public comments and two comments were received.

- 2.12 On 29 May 2015, after considering the representations and comments under section 6B(1) of the Ordinance, the Board decided not to uphold the adverse representations and noted the support and comments of remaining representations and comments.
- 2.1310 On 8 September 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ho Man Tin OZP, which was subsequently renumbered as S/K7/24. On 18 September 2015, the approved Ho Man Tin OZP No. S/K7/24 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. On 2 September 2025, the Secretary for Development referred the approved Ho Man Tin OZP No. S/K7/24 to the Board for amendment under section 12 (1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 12 September 2025 under section 12(2) of the Ordinance.
- 2.11 On (date) (month) 2025, the draft Ho Man Tin OZP No. S/K7/25 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include the rezoning of a site at Fat Kwong Street from "G/IC" to "R(B)4".

#### 3. OBJECT OF THE PLAN

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

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#### 4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with 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 <a href="http://www.info.gov.hk/tpb">https://www.tpb.gov.hk</a>.

## 5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in central Kowloon within the Kowloon City Administration District. It is bounded by Boundary Street to the north, the *Mass Transit Railway* (MTR) East Rail Line and Princess Margaret Road to the west, Chatham Road North to the south, and Lomond Road, Tin Kwong Road, the eastern slopes of Ho Man Tin Hill and Shun Yung Street to the east. The boundary of the Area is shown in a heavy broken line on the Plan. It covers an area of about 210 hectares.
- 5.2 The Area has been substantially developed and forms part of the existing urban areas of Kowloon. The predominant land uses include low and medium density private and public housing. The major private residential areas are located along Argyle Street, Princess Margaret Road and Waterloo Road. The major public housing developments include Oi Man Estate, Chun Man Court and Ho Man Tin Estate.
- 5.3 Topographically, the Area is an outliner of the Kowloon foothills system, thus relatively higher than the surrounding areas and suitable for location of service reservoirs to supply potable water through gravity.

#### 6. <u>POPULATION</u>

According to the 2011 2021 Population Census, the population in the Area was estimated by the Planning Department as about 92,350 94,950 persons. If the planned uses on the OZP are developed, It is estimated that the planned population for of the Area would be about 106,840 101,300 persons.

#### 7. <u>BUILDING HEIGHT RESTRCTIONS IN THE AREA</u>

7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building

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height restrictions to guide future development/ redevelopment. Some of the high-rise redevelopments erected in the Area in the recent years following the relocation of the airport in Kai Tak and the removal of the airport height restrictions are considered undesirable from the visual point of view, and are also incompatible and out-of-context with the local built environment. In order to prevent excessive tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, a review has been undertaken to ascertain the appropriate building height restrictions for the "C", "R(A)", "R(B)", "G/IC" and "Other Specified Uses" ("OU") zones on the Plan.

- 7.2 The building height restrictions are to maintain a stepped building height concept recommended in the Urban Design Guidelines Study taking into account the overall natural topography, local area context, local wind environment, characteristics of existing building height profile and need to maintain visually compatible building masses in the wider setting. There are seven main building height bands 80 metres above Principal Datum (mPD), 90mPD, 100mPD, 120mPD, 130mPD, 150mPD and 160mPD in the Area for the "C", "R(A)" and "R(B)" zones stepping down from Ho Man Tin South Estate at the highland of the Area near Fat Kwong Street. The proposed building height bands help achieve a stepped height profile for visual permeability and wind penetration and circulation.
- 7.3 Moreover, specific building height restrictions for the "G/IC" and "OU" zones in terms of mPD or number of storeys, which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. The building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention. On the other hand, building height control for low-rise developments, normally with a height of not more than 13 storeys, will be subject to restrictions on the number of storeys so as to allow more design flexibility, in particular for *Government*, *institution and community* (GIC) facilities with specific functional requirements, unless such developments fall within visually more prominent locations and major breathing spaces.
- An air ventilation assessment (AVA) by expert evaluation has been undertaken to assess the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height bands shown on the Plan have taken into account the findings of the AVA.
- 7.5 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
  - (a) amalgamating smaller sites for achieving better urban design and

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local area improvements;

- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air *ventilation* and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors, such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.
- 7.6 However, for existing buildings where the building height already exceeding the maximum building height restrictions in terms of mPD or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

#### 8. LAND USE ZONINGS

- 8.1 "Commercial" ("C") Total Area 0.21 ha
  - 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning mainly as local commercial/shopping centre.
  - 8.1.2 In general, developments in the "C" zone in the Kowloon area are subject to a maximum plot ratio of 12.0 to restrain traffic growth which will otherwise overload the existing and planned road network.
  - 8.1.3 The site located to the north of Argyle Street near the MTR Mong Kok East Station has been developed into a commercial/office building in accordance with the planning permission granted by the Board. Development within this zone will be is subject to a maximum gross floor area (GFA) of 30,102m², which reflects the existing development intensity of the building, and a maximum building height of 90mPD taking into account the existing building height and the building height of adjacent developments. For development with special design merits, minor relaxation on the building height restrictions may be considered by the Board on

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- application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.
- 8.1.4 To provide design/architectural flexibility, minor relaxation of the GFA restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.2 "Residential (Group A)" ("R(A)") Total Area 35.09 ha
  - 8.2.1 This zone is intended primarily for high-density residential developments. Commercial uses such as shop, services and eating place are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
  - 8.2.2 Existing public housing developments including Oi Man Estate, Ho Man Tin Estate, Sheung Lok Estate and Chun Man Court are mainly located in the central and southern part of the Area.
  - 8.2.3 Some of the community facilities will be provided in the free-standing sites in "R(A)" zone, for example a planned primary school and a planned community hall government complex at the junction of Fat Kwong Street and Sheung Shing Street. Besides, an existing free-standing school is located at the junction of Sheung Shing Street and Shek Ku Street. These existing or planned facilities are zoned "R(A)" on the OZP so as to allow for flexibility in the comprehensive planning and development of the large residential sites.
  - 8.2.4 Existing private residential developments under this zoning include mainly the area bounded by Argyle Street, Waterloo Road and Peace Avenue, a site abutting Chung Hau Street and Princess Margaret Road, a site at the junction of Carmel Village Street and Hau Man Street, a site at the junction of Sheung Foo Street and Fat Kwong Street, a site at the junction of Sheung Shing Street and Sheung Lok Street, topside developments at Ho Man Tin Station and the small residential area located near the junction between Chatham Road North and Fat Kwong Street. The sites along the south side of Waterloo Road are also under this zoning.
  - 8.2.5 In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review (the KDS Review), completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building or a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other Government, institution and

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- eommunity (GIC) facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.2.6 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.2.7 Sites zoned "R(A)" are subject to the maximum building heights of 100mPD, 120mPD, 130mPD, 150mPD and 160mPD. For development with special design merits, minor relaxation on the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.
- 8.2.8 To provide design/architectural flexibility, minor relaxation of the plot ratio restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.3 "Residential (Group B)" ("R(B)") Total Area 34.2177ha
  - 8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
  - 8.3.2 Areas Sites zoned for this purpose lie "R(B)" are mainly located in the northern part of the Area, and have been developed. These include including the private residential developments along Boundary Street, Prince Edward Road West, Argyle Street, Perth Street, Ho Man Tin Hill Road, Sheung Shing Street, Shek Ku Street, Man Fuk Road and Man Wan Road.
  - 8.3.3 Developments within the "R(B)" zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing road network and are subject to the maximum building heights of 80mPD, 90mPD, 100mPD and 120mPD.
  - 8.3.4 In view of the narrowness of Ho Man Tin Street and the limited capacity of its junction with Waterloo Road, the area on both sides of part of Ho Man Tin Street has been designated as a sub area in the "R(B)" zone and is zoned as "Residential (Group B)1" ("R(B)1"). Within this "R(B)1" zoning, developments are subject to a maximum plot ratio of 3.3 and a maximum building height of 12 storeys over car parks as stipulated in the Notes attached to of the Plan.
  - 8.3.5 A site at the north northern junction of Fat Kwong Street and Chung Hau Street is zoned "R(B)2". Taking into account the 2 main different platform levels of the site, the maximum building heights for the site are 130mPD and 150mPD. A non-building area (NBA) of 15m in width mainly along the slope between the two height

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- bands is designated to create a breezeway and visual corridor.
- 8.3.6 A site at Sheung Shing Street is zoned "R(B)3" which is subject to a maximum plot ratio of 6.0 and maximum building heights of 100mPD and 120mPD to create a stepped height profile. Taking into account the findings of the Air Ventilation Assessment AVA for the site, a NBA of 15m in width in the central part of the site is designated to create a breezeway which would also enhance visual permeability.
- A site at Fat Kwong Street near Ho Man Tin West Fresh Service Reservoir is zoned "R(B)4", which is subject to a maximum GFA of 19,300m<sup>2</sup> and a maximum building height of 160mPD. determining the maximum GFA of the development/redevelopment in the "R(B)4) zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A NBA is designated at the existing slope near the eastern boundary of the site to preserve existing trees and to facilitate wind penetration. Existing trees within the NBA should be preserved as far as practicable. In view of the proximity of the site to the Ho Man Tin West Fresh Water Service Reservoir, requirements on protection of the waterworks installations should be taken into account in the design and construction stages of the development. Diversion of existing water mains and access road to Ho Man Tin West Fresh Water Service Reservoir would be required to materialize the housing development.
- 8.3.78 Within the NBAs as stated in paragraphs 8.3.5 and to 8.3.67 above, no above ground structure is allowed except that landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs.
- 8.3.9 The plot ratio control under "R(B)4" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.
- 8.3.8 Sites zoned "R(B)" are subject to the maximum building heights of 80mPD, 90mPD, 100mPD and 120mPD, those zoned "R(B)1" are subject to a maximum building height of 12 storeys over car parks, the one zoned "R(B)2" is subject to the maximum building height restrictions of 130mPD and 150mPD, and the one zoned "R(B)3" is subject to the maximum building heights of 100mPD and 120mPD.
- 8.3.9 For development with special design merits, minor relaxation on the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.

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- 8.3.10 To provide design/architectural flexibility, minor relaxation of the plot ratio restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.3.11 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.
- 8.4 "Residential (Group C)" ("R(C)") Total Area 11.97 ha
  - 8.4.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. It covers the low-density private residential area at Kadoorie Avenue and Braga Circuit which, because of the need to preserve the character and amenity of the area and to restrict development intensity due to the limited road capacity, is subject to more specific controls on building height and building density. These development restrictions, i.e. a maximum plot ratio of 0.6 and a maximum building height of 2 storeys, are stipulated in the Notes. Within this zone, commercial uses are also not permitted unless otherwise approved by the Board.
  - 8.4.2 For development with special design merits, minor relaxation on the building height restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.
  - 8.4.3 To provide design/architectural flexibility, minor relaxation of the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.5 "Government, Institution or Community" ("G/IC") Total Area 71.9438 ha
  - 8.5.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents as well as the general public. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
  - 8.5.2 This zoning covers the existing St. Teresa's Hospital at Prince Edward Road West, the Kowloon Hospital, the Kowloon Rehabilitation Centre, the Hospital Authority's Headquarters, the Argyle Street Jockey Club School Dental Clinic and the Hong Kong Eye Hospital. The proposed expansion of the Kowloon Hospital will include the Central Kowloon Primary Health Care Centre, the Red Cross Blood Transfusion Centre, a psychiatric/infirmary complex and special rehabilitation units.
  - 8.5.3 Other major existing facilities include the Kowloon West Regional

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Police Headquarters at Tin Kwong Road and Argyle Street; the Hung Hom Police Station & Kowloon City District Police Headquarters, and the Civil Engineering and Development Building at Princess Margaret Road; Kowloon City Magistracy Building at Argyle Street and Lomond Road, St. John Ambulance Headquarters to the west of Kowloon Hospital; Kowloon Central Library near the junction between Waterloo Road and Pui Ching Road; a joint-user building for Government offices and ambulance depot at Chung Hau Street and Carmel Village Street; Housing Authority Headquarters cum indoor games hall and the Auxiliary Medical Services Training Centre at the southern part of the site abutting Fat Kwong Street and Good Shepherd Street; Open University of Hong Kong to the southwest of Ho Man Tin Estate; Tung Wah Group Hospitals Wong Cho Tong Social Service Building; Martha Boss Community Centre to the north of Chun Man Court fronting Good Shepherd Street; YWCA Kowloon Centre Anne Black Guest House at Man Fuk Road; Hong Kong Football Association to the south of the Open University of Hong Kong; service reservoirs at the south-eastern part of the Area; and primary and secondary schools distributed at various locations.

- Sites zoned "G/IC" are subject to the maximum building heights ranging from 1 to 13 storeys, and 50mPD, 60mPD, 80mPD and 90mPD and 100mPD to reflect the existing and planned building heights of development and to maintain visual and spatial relief to the Area. Different height bands are imposed in the large school sites of Diocesan Boys' School and King George V School to cater for the need of future school development and the planning intention to maintain the existing open and green setting and to preserve the historic buildings therein. As King George V School is located at a localized wind corridor, the area subject to the 6-storey building height restriction is designated as "G/IC(1)" sub-zone and any new development (except minor addition, alteration and/or modification not affecting the building height of an existing building) or redevelopment of an existing building in excess of a building height of 4 storeys within this sub-zone would be required to submit an AVA for the approval of the Board under section 16 of the Ordinance.
- 8.5.5 A site at the junction of Sheung Shing Street/Fat Kwong Street is zoned "G/IC(2)" for campus development of the Open University of Hong Kong which is subject to a maximum GFA of 18,680m² and a maximum building height of 86mPD. A landscaped open plaza of not less than 500m² which may provide recreational facilities shall be provided at ground floor of the development for public use.
- 8.5.6 A site at Chung Hau Street/Oi Sen Path is zoned "G/IC(3)" for campus development of the Hong Kong Polytechnic University which is subject to a maximum GFA of 43,400m² and maximum building heights of 69mPD and 87mPD.
- 8.5.7 A NBA of 12m in width is designated along the north-western boundary of the "G/IC(3)" zone to minimize the impacts on the adjoining Carmel Secondary School. Within the NBA, no structure is allowed except above ground landscape feature, boundary fence/

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boundary wall that is designed to allow high air porosity and below-ground structure. To enhance air ventilation and visual permeability in the locality, a 25m-wide strip of land in the central part of the site is designated as a building gap subject to a maximum building height of 45mPD. An open space of not less than 3,250m² shall be provided within the site for public use. Any new development or redevelopment requires planning permission from the Board under section 16 of the Ordinance to ensure that the proposed development would not cause significant adverse visual and landscape impacts on the neighbourhood.

- 8.5.8 To provide design/architectural flexibility, minor relaxation of the GFA restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.
- 8.5.9 For development with special design merits, minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.
- 8.5.10 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.
- 8.6 "Open Space" ("O") Total Area 10.73 ha
  - 8.6.1 This zoning is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
  - 8.6.2 Existing open spaces are mainly located in the central part of the Area, including Ho Man Tin Park and Leisure Centre at Chung Yee Street, Perth Street Sports Ground at Shek Ku Street, and Sheung Shing Street Park to the west of Ho Man Tin Estate. Local open spaces are provided within the public housing estates and at various locations within the Area. In addition, the decked-over surfaces of existing service reservoirs have also been proposed/developed for recreation ground and open space use.
  - 8.6.3 Sites reserved for future open space development are mainly located at Chung Yee Street, Chung Hau Street and Chatham Road North.
- 8.7 "Other Specified Uses" ("OU") Total Area 0.39 ha
  - 8.7.1 This zone includes existing petrol filling stations (PFS) along Argyle Street, Waterloo Road and Princess Margaret Road, and a planned MTR station entrance at Chung Hau Street. It is intended primarily for the provision of the respective facilities serving the needs of the local residents as well as the general public.
  - 8.7.2 The PFS sites zoned "OU" annotated "PFS" are subject to a

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maximum building height of 1 storey to allow ancillary structures for the PFS. The site zoned "OU" annotated "Railway Related Facilities" is subject to a maximum building height of 1 storey to reflect the height of the planned MTR station entrance of the Ho Man Tin Station. For development with special design merits, minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits and relevant criteria set out in paragraphs 7.5 and 7.6 above.

## 8.8 "Green Belt" ("GB") – Total Area 7.54 ha

- 8.8.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on their individual merits taking into account relevant Town Planning Board Guidelines.
- 8.8.2 This zoning covers mainly steep slopes which are unsuitable for urban type development and will be retained in their natural state. Passive recreational uses may however be possible at certain locations.
- 8.8.3 This covers the slopes to the east of the existing Ho Man Tin High Level Service Reservoirs and to the southeast of the other two existing service reservoirs in the southern part of the Area.

#### 8.9 Minor Relaxation Clause

- 8.9.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions (except the NBA/building gap as specified in paragraph 8.9.3) as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.9.2 However, for any existing building with building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.9.3 As for the development restriction(s) on NBA/building gap, for developments and/or redevelopments, minor relaxation of such

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restriction(s) as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance under exceptional circumstances. Without compromising the intention of designating the NBAs such as to enhance the local air ventilation and/or tree preservation, underground structures, landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be permitted within the NBAs as stipulated in the Notes of the Plan or as shown on the Plan as appropriate.

# 9. <u>COMMUNICATIONS</u>

# 9.1 Roads

- 9.1.1 Princess Margaret Road and Waterloo Road jointly make up the Kowloon section of Route 1, the Territory's major north-south artery. These two trunk roads pass through the Area and connect northwards to North Kowloon and the New Territories via the Lion Rock Tunnel, and southwards to Hong Kong Island via the Cross Harbour Tunnel. This north-south main spine is criss-crossed by three primary distributor roads viz. Prince Edward Road West, Boundary Street and Argyle Street in a general east-west direction. They converge in the northern part of the Area, taking advantage of the gentler topography.
- 9.1.2 Fat Kwong Street is a major district distributor road connecting Hung Hom with the Area.

# 9.2 Railways

- 9.2.1 The MTR East Rail Line runs along the western boundary of the Area. The MTR Mong Kok East Station at Argyle Street lies just outside the western boundary of the Area.
- 9.2.2 The CE in C on 30 November 2010 authorised the MTR Kwun Tong Line Extension (KTE) under the Railways Ordinance (Cap.519). Pursuant to section 13A of the Ordinance, the authorised railway scheme shall be deemed to be approved under the Ordinance. The KTE is an extension of the existing Kwun Tong Line from Yau Ma Tei Station to Whampoa, with two new stations at Ho Man Tin and Whampoa. It will provides convenient and reliable means of public transport between Yau Ma Tei and Whampoa, and will enables residents in Ho Man Tin, Hung Hom and Whampoa to have direct access to MTR service, saving time for interchange from road transport to the railway network. The construction works of the KTE has started in 2011 for completion in 2016. The KTE commenced operation in October 2016.
- 9.2.3 The CE in C on 27 March 2012 authorised the MTR Shatin to Central Link (SCL) under the Railways Ordinance. Pursuant to section 13A of the Ordinance, the authorised railway scheme shall

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be deemed to be approved under the Ordinance. The SCL with 10 stations including Ho Man Tin Station, consists of two sections, namely the Tai Wai to Hung Hom section of Tuen Ma Line and Hung Hom to Admiralty section of East Rail Line. Construction started in 2012 where tThe Tai Wai to Hung Hom section is expected to be completed by 2019 and Hung Hom to Admiralty section has commenced operation in June 2021 and May 2022 respectively.

9.2.4 The Ho Man Tin Station will be is an interchange station between the KTE and the Tuen Ma Line SCL. KTE passengers heading towards the New Territories will be able to can interchange at this station for the Tuen Ma Line SCL, or go to Hong Kong Island by interchanging at Hung Hom Station. This will has provided an alternative option for passengers travelling between Central Kowloon and Hong Kong Island, thus relieving the bottleneck of the cross harbour section of the Tsuen Wan Line and the road traffic of the Cross Harbour Tunnel in Hung Hom. The Ho Man Tin Station will has significantly improve the accessibility of the Area.

# 10. <u>UTILITY SERVICES</u>

The Area has adequate piped water supply, drainage and sewerage systems, as well as gas, electricity and telephone services. There is no difficulty in meeting the future requirements of the estimated population for services and public utilities.

# 11. <u>CULTURAL HERITAGE</u>

11.1 Within the boundary of the Area, there are A a number of graded and proposed graded historic buildings/structures which are, including St. Teresa's Church (*Grade 1*), CLP Power Hong Kong *Limited* Administration Administrative Building (alias China Light and Power Company Limited Head Office Building) (Grade 1), various blocks Blocks A, B, C, M, P, R, Isolation Block and Outpatient Block of Kowloon Hospital (Grade 2), two Utility Buildings of Kowloon Hospital (Grade 3), Main Building of Diocesan Boys' School (Grade 2), King George V School (Grade 2), Stone Doorframe of the Old Sheung Tai Temple (Grade 3), Tang King Po School (Grade 3) and Gateway of Pui Ching Primary School (Grade 3). are located within the Area. In 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which some buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items which are subject to grading assessment by AAB. Details of the list of 1,444 historic buildings/structures and the new items have been uploaded onto the official website of the AAB at http://www.aab.gov.hk. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above graded/proposed historic buildings/structures, new items pending grading assessments and their immediate environs.

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11.2 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the Antiquities Advisory Board (AAB), new items pending grading assessment, Government historic sites identified by the Antiquities and Monuments Office of the Development Bureau (AMO) and sites of archaeological interest (SAIs) are published on AMO's website https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.htm l. The lists will be updated from time to time.

11.3 Prior consultation with AMO should be made for any works, development, redevelopment or rezoning proposals that may affect the declared monuments, proposed monuments, historic buildings and sites graded by AAB, new items pending grading assessment, Government historic sites identified by AMO, SAIs, or any other buildings/structures identified with heritage value, both at grade and underground, and the immediate environs of the aforementioned items.

#### 12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/ redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government *departments*. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City District Council would also be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering consideration of the planning applications, will take into account all relevant planning considerations which may include departmental outline development plans/layout plans and guidelines published by the Board. The outline development plans/layout plans are is available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and

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the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD SEPTEMBER 2015-OCTOBER 2025





Agreement No. CE 20/2023 (CE)
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing and Other Developments in Zone 2 (2023 - 2027)
- Feasibility Study
(Task Order 3 – Fat Kwong Street)

Final Planning Report for Amendment to Outline Zoning Plans (Rev.1)

5221603(TO3)-OR024-02

October 2025





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# 1. Introduction

# 1.1 Background

- 1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other development purposes.
- 1.1.2 A potential site (the site) located to the north of Mass Rail Transit (MTR) Ho Man Tin Station. Ho Man Tin has been identified for has been identified for private residential developments. The Site is currently zoned "Government, Institution or Community" ("G/IC") on the approved Ho Man Tin Outline Zoning Plan (OZP) No. S/K7/24. The Site is currently occupied by low-rise temporary structures. The site is surrounded by nearby low to high-rise developments including residential developments, schools and open space. The Project Site is bounded by Ho Man Tin West Fresh Water Service Reservoir to the northwest, Fat Kwong Street to the northeast and residential development (i.e. Ultima) to the southeast
- 1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

# 1.2 Structure of the Report

- 1.2.1 This Report contains the following sections in addition to this introduction:
  - Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
  - Section 3 summaries the findings from the technical assessments; and
  - Section 4 presents the conclusion

# 1.3 Abbreviation

1.3.1 The following abbreviations are used in this Report:

AVA Air Ventilation Assessment
ADWF Average Dry Weather Flow
AQOs Air Quality Objectives

ASRs Air Sensitive Receivers

BH Building Height

CLP China Light and Power Ltd





DFC Design Flow/Capacity Ratio

DP Designated Project

DSD Drainage Services Department
EAS Environmental Assessment Study

EIAO Environmental Impact Assessment Ordinance

EPD Environmental Protection Department

FWSR Fresh Water Service Reservoir

GESF Guidelines for Estimating Sewage Flows for Sewage

Infrastructure Planning

GFA Gross Floor Area

GGS Goodview Garden Station

GIC Government, Institution and Community
G/IC Government, Institution or Community

GMB Green Minibus

HKPSG Hong Kong Planning Standards and Guidelines

LCA Landscape Character Areas
LTHS Long Term Housing Strategy

LOP Lok On Pai

LR Landscape Resources

LRT Light Rail Transit

LVIA Landscape and Visual Impact Assessment

L/UL Loading / Unloading
MDD Mean Daily Demand
MLD Million Litre Per Day
MTR Mass Transit Railway
MTRCL MTR Corporation Limited
NIA Noise Impact Assessment
NSRs Noise Sensitive Receivers

OU Other Specified Uses
OZP Outline Zoning Plan

PKSPS Pak Kok Sewage Pumping Station
PPSTW Pillar Point Sewage Treatment Works.

PTI Public Transport Interchange

PDWF Peak Dry Weather Flow
R(A) Residential (Group A)
RC Reserve Capacity

SBDG Sustainable Building Design Guidelines

SDM Stormwater Design Manual

SI Site Investigation





SAI Site of Archaeological Interest
SWPS Salt Water Pumping Station
SWSR Salt Water Service Reservoir

TD Transport Department

TKT Tan Kwai Tsuen

TM Tuen Mun

TME Tuen Mun East

TIA Traffic Impact Assessment

TPDM Transport Planning and Design Manual

TPEDM Territorial Population and Employment Data Matrix

VPs Viewing Points

WSD Water Supplies Department
WSRs Water Sensitive Receivers





# 2. Overview

# 2.1 Site Context

#### A. Location

2.1.1 The Site is located adjacent to the existing Ho Man Tin West FWSR to the northwest and Ho Man Tin Ventilation Building for Central Kowloon Route (under construction) of the Site. Ho Man Tin Park and Ho Man Tin Sports Centre are located at the South. The Site is enclosed by Fat Kwong Street in the Northeast and the residential development Ultima in the southeast. Location plan of the Site is shown in **Figure 2.1**.

### B. Land Use Zoning and Land Status

2.1.2 The Site falls within an area zoned "Government, Institution or Community" ("G/IC") zone with building height restriction (BHR) of one storey stipulated on the approved Ho Man Tin Outline Zoning Plan S/K7/24 (OZP). The site currently falls within an area with building height restriction (BHR) of 1 storey. The "G/IC" 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, organisations providing social services to meet community needs, and other institutional establishments". Existing land use zoning of the Site is shown in Figure 2.2.

#### C. Existing Land Use

2.1.3 The Site is currently used as a temporary works area for HyD's Central Kowloon Route (CKR) project under Temporary Government Allocations (GLA-TK729 and GLA-TK737). The CKR is expected to be completed by the end of 2025. The boundary of the GLA near the Site is shown in **Figure 2.3.** 

#### D. Surrounding Land Uses and Development

2.1.4 The surrounding area of the Site is predominantly residential in nature with various GIC facilities and open space and has the following characteristics.

#### D1 - Residential Developments

2.1.5 In proximity to the Site, there is a number of medium to high-density residential developments with existing building heights (BHs) ranging from about 87mPD to 167mPD mixed with a number of G/IC facilities. The details and location of the residential developments are indicated in **Table 2.1** and **Figure 2.4**.

Table 2.1 - Nearby Residential Developments in Ho Man Tin

| Residential Bui<br>Developme | _  | Housing<br>Type | Block Nos. | No. of<br>Storeys <sup>(1)</sup> | Existing<br>Building Height<br>(roof top level<br>in mPD) (1) |
|------------------------------|----|-----------------|------------|----------------------------------|---|
| Ultima                       | 天鑄 | Private         | 14         | 31                               | 138.9 - 157.6   |





| Residential Bui<br>Developme |           | Housing<br>Type | Block Nos. | No. of<br>Storeys <sup>(1)</sup> | Existing Building Height (roof top level in mPD) (1) |
|------------------------------|-----------|-----------------|------------|----------------------------------|--|
| Kwun Fai Court               | 冠暉苑       | Public          | 2          | 11                               | 85 - 87.5  |
| Kwun Hei Court               | 冠熹苑       | Public          | 1          | 40                               | 167.3  |
| Kwun Tak Court               | 冠德苑       | Public          | 3          | 29                               | 147.5 - 150.3  |
| Ho Man Tin Estate            | 何文田<br>邨  | Public          | 9          | 40                               | 88.9 - 158.9   |
| Oi Man Estate                | 愛民邨       | Public          | 12         | 24                               | 70.7 - 90  |
| In One                       | 瑜一        | Private         | 8          | 26                               | _(2)   |
| Chun Man Court               | 俊民苑       | Public          | 12         | 15                               | 87 - 88.2  |
| Cascades                     | 欣圖軒       | Private         | 4          | 19                               | 92.6-92.9  |
| Carmel On The Hill           | 君逸山       | Private         | 1          | 18                               | 146.1  |
| One Homantin                 | 何文田<br>1號 | Private         | 6          | 19                               | 102.3 - 107.56                                       |
| Dragon View                  | 御龍居       | Private         | 2          | 23                               | 92.3-92.9  |
| Ellery Terrace               | 雅利德<br>樺台 | Private         | 1          | 31                               | 176.8  |
| Onmantin                     | 朗賢峯       | Private         | 7          | 28                               | _(2)   |

Remark:

- (1): The height of roof top structures is included. Information source: Hong Kong CSDI Portal
- (2): The information is not available since the development is under construction
- 2.1.6 To the immediate southeast of the Site is residential development Ultima which is zoned "Residential (Group B)2" ("R(B)2"). According to the Notes of the OZP for "R(B)2" zone, no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 5 and maximum building heights for the site are 130mPD (southern platform)/150mPD (northern platform). A 15m-wide non-building area (NBA) between the two height bands is designated for breezeway and visual corridor.
- 2.1.7 Other residential developments within the vicinity includes Ho Man Tin Estate, Chun Man Court, Oi Man Estate, Kwun Fai Court, Kwun Hei Court, Cascades, Ellery Terrace, Carmel On The Hill, Dragon View, One Homantin as well as In One and Onmantin (under construction). According to the OZP, these residential developments fall within areas zoned "Residential (Group A)" ("R(A)") which are intended primarily for high-density residential developments and no new development for a domestic or non-domestic building shall exceed a maximum plot ratio of 7.5 for domestic building or 9.0 for a building that is partly domestic and non-domestic. The BHR ranges from 100mPD to 160mPD as stipulated in the zoning plan.





2.1.8 The planning context for the surrounding residential developments are summarized in the **Table 2.2**.

Table 2.2 - Planning Context of Surrounding Residential Developments

| Residential<br>Building/Development |       | Zoning Types | Max. Domestic Plot Ratio | Max. Building<br>Height(mPD)   |
|-------------------------------------|-------|--------------|--------------------------|--------------------------------|
| Ultima                              | 天鑄    | R(B)2        | 5                        | 130 / 150                      |
| Kwun Fai Court                      | 冠暉苑   | R(A)         | 7.5                      | 100 / 130                      |
| Kwun Hei Court                      | 冠熹苑   | R(A)         | 7.5                      | 160                            |
| Kwun Tak Court                      | 冠德苑   | R(A)         | 7.5                      | 150                            |
| Ho Man Tin<br>Estate                | 何文田邨  | R(A)         | 7.5                      | 100 / 120 / 130 /<br>150 / 160 |
| Oi Man Estate                       | 愛民邨   | R(A)         | 7.5                      | 100                            |
| In One                              | 瑜一    | R(A)         | 7.5                      | 130                            |
| Chun Man Court                      | 俊民苑   | R(A)         | 7.5                      | 100                            |
| Cascades                            | 欣圖軒   | R(A)         | 7.5                      | 100                            |
| Carmel On The<br>Hill               | 君逸山   | R(A)         | 7.5                      | 100                            |
| One Homantin                        | 何文田1號 | R(A)         | 7.5                      | 100                            |
| Dragon View                         | 御龍居   | R(A)         | 7.5                      | 100                            |
| Ellery Terrace                      | 雅利德樺台 | R(A)         | 7.5                      | 100                            |
| Onmantin                            | 朗賢峯   | R(A)         | 7.5                      | 130                            |

# D2 – G/IC Facilities and Open Spaces

2.1.9 G/IC facilities such as a primary school (namely Ling To Catholic Primary School), secondary schools (e.g. Carmel Secondary School, Holy Trinity Church Secondary School and Sheng Kung Hui Tsoi Kung Po Secondary School) a university (namely Hong Kong Metropolitan University), government offices (e.g. Civil Engineering and Development Building, Ho Man Tin Government Offices, and Housing Authority Headquarters), social welfare facilities (e.g. Lock Tao Nursing Home) and service reservoirs with topside recreational facilities (e.g. Ho Man Tin East Service Reservoir Playground, King's Park High Level Service Reservoir Playground and Ho Man Tin West Baseball field atop Ho Man Tin West FWSR. Other surrounding open spaces include Carmel Village Street Garden. Other surrounding open spaces includes Chung Yee Street Garden and Sheung Lok Street Garden, Chung Hau Street Sitting Out Area, and Ho Man Tin East Sitting-out Area No.1. Recreational facilities include sports centres (i.e. Ho Man Tin Sports Centre and Fat Kwong Street Sports Centre) and Ho Man Tin Swimming Pool.

#### E. Accessibility

2.1.10 The Site has a good accessibility as Ho Man Tin MTR Station is located within 500m from the Site. There is an elevated/ covered walkway along the





southeastern boundary of the Site connected to Ho Man Tin Station exit A3. Also, pedestrian access to the Site is available at Fat Kwong Street.

- 2.1.11 The Site is well-served by comprehensive public transport network and various modes of public transport services including MTR, franchised buses and green minibuses. The variety of public transport options provide the Site with convenient access to all parts of Hong Kong.
- 2.1.12 The pedestrian linkage to the Site is shown in **Figure 2.5**.
- 2.1.13 A major portion of the Site is located at the highland of the area and surrounded by existing slope spanning across the eastern, southern and northern boundary.
- 2.1.14 Currently, there is an existing 4m wide service access/road connecting between Ho Man Tin FWSR and Fat Kwong Street northbound carriageway at the location just before the stop line of the junction—Fat Kwong Street / Sheung Lok Street, which runs along the north-western boundary of the Site. The service access/road is used solely for daily operation and maintenance of the Ho Man Tin West FWSR.

# 2.2 Key Considerations

2.2.1 The following constraints which might affect or to be affected by the proposed housing development are identified.

## A. Access Arrangement

2.2.2 As mentioned above, the original road/ access to the Site from Fat Kwong Street was intended for daily operation and maintenance of Ho Man Tin West FWSR. Adjustment to the boundary of the Site has been made to incorporate a separate vehicular access connecting to Fat Kwong Street for the proposed development.

#### B. Environmental (Noise Issues)

2.2.3 The Site is bounded by Fat Kwong Street to the northeast. The road traffic noise and fixed plant noise may have the potential to induce noise impacts to the proposed housing site depending on the orientation and arrangement of the proposed housing block. The potential noise impact (e.g. air borne or ground borne noise including fixed plant noise and road traffic noise) from nearby transportation infrastructures should be taken into account in developing building layout, which shall be evaluated to take into account of environmental impact.

#### C. Environmental (Air Quality Impact)

- 2.2.4 The Site is bounded by Fat Kwong Street, and future Ho Man Tin Ventilation Building for CKR. The specified buffer distance shall be provided from sources of pollution (roads) to the proposed housing development for acceptable air quality.
- 2.2.5 The proposed housing block shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from Hong Kong Planning Standards and Guidelines (HKPSG) for active and passive recreational uses from district distributor is listed as below.





Table 2.3 - Summary of Required Buffer Distance

|                  | The second secon |                              |
|------------------|--|------------------------------|
| Road             | Type of Road   | Required Buffer Distance (m) |
| Fat Kwong Street | District Distributor   | >10m                         |

## D. Ho Man Tin West FWSR

2.2.6 The Site is in very close vicinity (less than 10m) to the Ho Man Tin West FWSR. The future Developer shall formulate and submit to WSD for review of their proposals to ensure the compliance of respective requirements under DI No. 1038 and "Conditions of Working in the Vicinity of Waterworks Installations" before commencement of the works.

#### E. Provision of Social Welfare Facilities

2.2.7 Social welfare facilities are proposed to be provided in the proposed development. An area of about 5% of the domestic GFA will be reserved for provision of welfare facilities. The details of the welfare facilities are listed in **Table 2.4**.

Table 2.4 - Details of the Social Welfare Facilities

| Proposed Facilities  | NOFA <sup>(1)</sup><br>(sq. m.) | IFA <sup>(1)</sup><br>(sq. m.) | GFA <sup>(2)</sup><br>(sq. m.) | Ancillary requirements   |
|--|---------------------------------|--------------------------------|--------------------------------|--|
| Neighbourhood Elderly<br>Centre Sub-base<br>[NEC Sub-base]                             | 131.5                           | 171                            | 237                            | Should be located at a height not more than 24 meters above the ground level and accessible by lift              |
| Integrated Community Centre for Mental Wellness (0.5 team sub-base) [ICCMW (sub-base)] | 304                             | 395                            | 547                            | Ground floor space is preferred for an ICCMW although other floors served by lifts are also considered suitable. |
| Total  | 435.5                           | 566                            | 784                            |  |

#### Remark:

- (1): NOFA and IFA were advised by SWD;
- (2): Conversion factor from NOFA to GFA is 1.8 as advised SWD
- 2.2.8 The actual provision of welfare facilities shall be confirmed with SWD in future stages.

# F. Slope Area

2.2.9 According to the Geotechnical and Site Formation Assessment, four slope features, namely No. 11NW-D/F 75, 11NW-D/C 91, 11NW-D/F 199 and 11NW-D/FR 385, as well as two other unregistered slope are located along the northeastern, eastern and southern boundary of the Site. Adjustment to the boundary of the Site is proposed to rationalize slope management responsibility and design of the proposed development shall take due consideration to these slopes.

#### G. Presence of Existing Water Mains

2.2.10 Based on information shown on the collected underground utilities records in the Utility Impact Assessment, there is an existing DN1200 / 900 fresh watermain within the Site. To enable the construction of the vehicular access connecting to Fat Kwong Street, the DN1200/900 watermain within the





proposed housing site is required to be diverted away from the Site (**Figures. 3.7** and **3.8**).

#### H. Landscape Aspects

2.2.11 According to a tree survey of the Preliminary Landscape and Visual Impact Assessment, a total of 53 trees is scattered within the Site (in particular near the northern, eastern and southern boundary) as well as along the proposed access road to Fat Kwong Street. Compensatory tree planting is recommended for trees that will be affected by the proposed development and associated works.

#### I. Air Ventilation Aspects

2.2.12 According to the Preliminary Air Ventilation Assessment in the form of Expert Evaluation, annual and summer mid-level prevailing winds are expected to skim over through the Site with minimal obstruction to the downwind regions under the baseline condition. Good design features to facilitate wind penetration through the Site is recommended to minimize the air ventilation impact induced by the proposed development to the downwind regions.

# 2.3 Justifications for Residential Development and Zoning Amendment

#### A. Residential Development

- 2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.
- 2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi-pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land. Optimizing the use of G/IC sites is one of the major land supply initiatives.
- 2.3.3 As stated in The Chief Executive's 2019 Policy Address, it is suggested to review G/IC sites and put forward concrete proposals for sites including developing residential projects and public facilities under a mixed development mode in order to increase the housing supply.
- 2.3.4 Moreover, the Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high-density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.





- 2.3.5 The Site, zoned as "G/IC" under the OZP, is currently used as a temporary works area for HyD's CKR which is expected to be completed by the end of 2025.
- 2.3.6 The Site, which is in proximity to Ultima (a medium density residential development) is situated in an area predominated by residential developments intermixed with GIC facilities and open spaces. As such, a proposed medium density residential development at the Site would be considered compatible with the surrounding uses.
- 2.3.7 The Site is well-served by shopping facilities (e.g. Homantin Plaza, Oi Man Estate Market), community facilities and amenities (e.g. Ho Man Tin Sports Centre, Ho Man Tin Park, Ho Man Tin East Service Reservoir Playground and Ho Man Tin West Baseball Field). The Site is about 5-minute walking distance to the Ho Man Tin MTR station and is served by franchised bus and green minibus services. Therefore, the Site has the potential to support a medium-density residential development, offering residents convenience in meeting their daily needs.

#### **B.** Development Intensity

#### **B1.** Plot Ratio

- 2.3.8 The plot ratio of the proposed development shall be determined by considering the planning context of Ho Man Tin in particular the "R(B)2" zone to the immediate southeast of the Site and the "R(A)" zone to the further northeast of the Site across Fat Kwong Street.
- 2.3.9 According to the Notes of the OZP for "R(A)" zone is intended primarily for highdensity residential developments with plot ratio up to 7.5 for domestic building and 9.0 for a building that is partly domestic and non-domestic. Whereas "R(B)" is primarily intended for medium-density residential developments with plot ratio up to 5.0, which is more suitable to serve as the basis of reference taking into account the context of the Site and its surroundings.
- 2.3.10 According to Chapter 2 of the Hong Kong Planning Standard and Guidelines (HKPSG), plot ratio is defined as the ratio between the GFA of a building and the Net Site Area, which shall exclude slopes, infrastructure reserves and spaces occupied by internal roads.

#### B2. Maximum Building Height

- 2.3.11 There are five main height bands 100mPD, 120mPD, 130mPD, 150mPD and 160mPD in the area for the "R(A)" and "R(B)" zones stepping down from the highland of Ho Man Tin near the junction of Fat Kwong Street.and Sheung Lok Street. The building height restrictions are to maintain a stepped building height concept taking into account the overall natural topography, local area context, local wind environment, characteristics of existing building height profile and need to maintain visually compatible building masses in the wider setting as mentioned in the Explanatory Statement of the OZP.
- 2.3.12 The Site is located to the immediate northwest of the Ultima, which is a mediumdensity residential development. Taking into account the building heights of Ultima and the higher formation level of the Site, a building height of about





156mPD is formulated for the proposed housing development at the Site. To allow design flexibility for possible relocation of the 2-storey basement carpark to above-ground and to achieve similar development density with the surrounding area, a BH restriction of 160mPD is recommended for the proposed housing development at the Site.

#### B3. Supports for the Proposed Development Intensity

2.3.13 The relevant technical assessments in **Section 3** demonstrated that the proposed development intensity, taking into account the proposed mitigation measures during construction and operation, will not induce adverse impacts to the surroundings. The proposed medium-density residential development is technically feasible.

## C. Other Development Parameters

- 2.3.14 In addition to the plot ratio and BH, the flat size used for developing the optimize scheme should be assumed.
- 2.3.15 The Government has taken proactive steps to enhance the liability in our highdensity compact city, and to meet the social expectations for more spacious living spaces. This includes introducing a minimum unit size requirement for private residential development projects.
- 2.3.16 In order to enhance the liveability of Hong Kong as a compact high-density city and respond to public aspirations for larger living space, The Government has taken proactive steps on home space enhancement, e.g. imposing a minimum flat size requirement in saleable area on all Government land sale sites, railway property projects, projects of the Urban Renewal Authority, as well as land exchange or lease modification applications for private development.
- 2.3.17 The Development has taken into account considerations on home space enhancement. Instead of applying 50m² for the development planning, a larger average flat size of 75m² is recommended for providing a better living space.

# 2.4 Proposed Zoning Amendment

2.4.1 The Site is proposed to be rezoned for residential uses with GIC facilities. To take forward the Development, it is proposed to rezone the Site from "G/IC" to residential zone with maximum GFA of 19,300m² and the maximum BH of +160mPD. The floor space that is constructed or intended for use solely as GIC facilities within the Development should be disregarded when determining the maximum plot ratio.

# 2.5 Proposed Development

2.5.1 The key parameters for the Development are given in **Table 2.5**. The conceptual scheme for the Development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, is shown in **Figure 2.6**, **Figure 2.7** and **Figure 2.8**.





Table 2.5 – Summary of Proposed Development Scheme

| Table 2.5 – Summary of Proposed Development Scheme |                               |   |  |  |  |  |
|--|-------------------------------|---|--|--|--|--|
| Site Area  | •                             | About 5,100 m <sup>2</sup>  |  |  |  |  |
| Net site Area                                      |                               | About 4,200 m <sup>2</sup>  |  |  |  |  |
|  | Domestic <sup>2</sup>         | 19,300m <sup>2</sup>  |  |  |  |  |
| Gross Floor Area<br>(GFA) <sup>1</sup>             | GIC Facilities <sup>3</sup>   | About 5% of the domestic GFA (for social welfare facilities)  - Neighbourhood Elderly Centre Subbase  - Integrated Community Centre for Mental Wellness (0.5 team sub-base) |  |  |  |  |
| Building Height                                    |                               | +156.1 mPD  |  |  |  |  |
|  | Domestic                      | 24  |  |  |  |  |
| No. of Storeys                                     | Podium                        | 2   |  |  |  |  |
|  | Basement                      | 2   |  |  |  |  |
| Site Coverage                                      | Domestic                      | About 23%   |  |  |  |  |
| Site Coverage                                      | Podium                        | About 45%   |  |  |  |  |
| No. of Blocks                                      |                               | About 45%   |  |  |  |  |
| Average Flat Size                                  |                               | 75m <sup>2</sup>  |  |  |  |  |
| Estimated No. of Flats                             | S                             | 253 <sup>4</sup>  |  |  |  |  |
| Estimated No. of Pop                               | ulation <sup>5</sup>          | 658   |  |  |  |  |
| Tentative Intake Year                              |                               | 2030/31   |  |  |  |  |
| Parking Space, Loadi                               | ng/Unloading Bay <sup>6</sup> |   |  |  |  |  |
| Domestic   |                               |   |  |  |  |  |
| - Private Car P                                    | arking Spaces                 | 114   |  |  |  |  |
| - Visitor Parkir                                   | ng Spaces                     | 5   |  |  |  |  |
| - Motorcycle P                                     | arking Spaces                 | 3   |  |  |  |  |
| - Loading/Unic                                     | pading Bay                    | 1   |  |  |  |  |
| Accessible Parking S                               | paces                         | 3   |  |  |  |  |

## Remark:

- (1) Areas for the underground carpark, GIC facilities are excluded from the maximum domestic GFA;
- (2) Equivalent to a domestic plot ratio of about 4.6 based on a net site area of 4,200m<sup>2</sup>.
- (3) Actual provision of welfare facilities shall be confirmed with SWD in future stages.
- (4) Equivalent to an average flat size of 76.28m<sup>2</sup>
- (5) 2.6 person per flat is adopted for population estimation.
- (6) Unless otherwise specified, number of parking and L/UL facilities is prepared in accordance with HKPSG where high-end standard is adopted for parking estimation.
- 2.5.2 According to the conceptual scheme, the proposed Development comprises a building block with BH of about +156mPD (i.e. 24 domestic storeys with area of about 955m² for each floor) atop a two-storey podium are proposed for E&M rooms, ancillary recreational facilities (i.e. clubhouse) and social welfare facilities. A two-storey basement is proposed to provide at least 122 nos. of carparking spaces. To allow design flexibility for possible relocation of the 2-storey basement carpark to above-ground, an additional buffer has been allowed in the proposed BH restriction (i.e. +160mPD) (**Figure 2.7**). The proposed development has a total domestic GFA of 19,300m².





- 2.5.3 Taking into account the findings of Geotechnical and Site Formation Assessment and to minimize wind obstruction arising from the proposed development, building setbacks of 25m from the northern site boundary and 5m from the northwestern site boundary and a NBA at the existing slope near the eastern site boundary have been incorporated in the conceptual scheme.
- 2.5.4 One vehicular access serving the development (including ingress/ egress of the basement carpark and loading / unloading spaces) of the development is proposed at the northeast corner of the building towards the proposed internal road connecting Fat Kwong Street. A footpath is proposed along the vehicular access to connect the existing footpath at Fat Kwong Sheet (Figure 2.6).
- 2.5.5 Additionally, to enhance the accessibility of the Site, a pedestrian access is proposed at the southeastern corner of the Site to connect the existing covered walkway, facilitating residents of the development to access Ho Man Tin Station via Exit A3 (**Figure 2.5**).
- 2.5.6 The Development will also provide adequate local open space (LOS) to meeting the standard for LOS provision (1m² per person) as stated in Chapter 4 of HKPSG (i.e. the minimum local open space required for the Development is 658m²). Based on the conceptual scheme, the total open space provision achieves about 2,030m².
- 2.5.7 According to the Preliminary Landscape and Visual Impact Assessment, screen tree would be provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (23 nos.) is proposed for the trees to be removed due to site formation work. The Development should achieve an overall greening provision requirement of a minimum 20% of the site area under the Sustainable Building Design Guidelines.
- 2.5.8 Preliminary technical assessments in various aspects are carried out according to the indicative scheme as mentioned in this Section. Summary of findings of various technical assessments are discussed in following Section.





# 3. Technical Assessments

# 3.1 Traffic Aspect

#### A. Proposed Development

- 3.1.1 Parking and Servicing Facilities Provision
- 3.1.1.1. The provision of parking and loading / unloading (L/UL) facilities of the Development will be referenced to the HKPSG and reviewed by the future developer. The proposed parking and L/UL facilities provision are summarized in **Table 3.1**.

Table 3.1 - Proposed Parking and Loading / Unloading Facilities Provision

| Parking and Loading / Unloading Facilities                           | HKPSG / Government Department Requirements  | Adopted Provision (nos.) |  |  |  |  |  |  |
|--|---|--------------------------|--|--|--|--|--|--|
| Domestic (253 flats, average flat size of about 75 sqm GFA, 1 block) |   |                          |  |  |  |  |  |  |
| Residential Car Parking Space  | <ul> <li>GPS x R1 x R2 x R3, in which</li> <li>GPS = 1 space per 4-7 flats</li> <li>R1 = 2.4;</li> <li>R2 = 0.75; and</li> <li>R3 = 1.00</li> </ul> | 66 - 114                 |  |  |  |  |  |  |
| Visitor Car Parking Space  | 5 spaces per block  | 5                        |  |  |  |  |  |  |
| Motorcycle Parking Space   | 1 space per 100-150 flats   | 2 - 3                    |  |  |  |  |  |  |
| Loading / Unloading Bay  | 1 bay for each housing block  | 1                        |  |  |  |  |  |  |
| Proposed Development   |   |                          |  |  |  |  |  |  |
|  | 2 nos. for development with total number of parking spaces of 51 - 150  | 2                        |  |  |  |  |  |  |
| Accessible Parking Spaces  | At least 1 no. visitor car parking shall be provided in accordance with the requirements for accessible parking space                               | 1                        |  |  |  |  |  |  |

#### 3.1.2 Vehicular Access Arrangement

- 3.1.2.1. The subject site is located at hillside and surrounded by existing premise. The only available connection to the existing road network is via Fat Kwong Street. There is an existing 4 m wide service road connected to Fat Kwong Street northbound carriageway at the location just before the stop line of the junction—Fat Kwong Street / Sheung Lok Street, which leading to the Ho Man Tin West FWSR solely for daily operation and maintenance.
- 3.1.2.2. There is also an existing bus stop located at the junction centre of the junction—Fat Kwong Street / Sheung Lok Street, with serving 1 franchised bus route and 1 green minibus (GMB) route.
- 3.1.2.3. To provide vehicular access for the proposed development and maintaining the solely use service road for Ho Man Tin West FWSR, it is proposed to modify the junction—Fat Kwong Street / Sheung Lok Street with adding a new junction arm for access to the subject site. The existing bus stop will be relocated less than 200m away from its original location.





3.1.2.4. The location and arrangement of the proposed vehicular access and the corresponding junction modification are indicated in **Figure 3.1**.

# 3.1.3 <u>Pedestrian Access Arrangement</u>

3.1.3.1. The existing pedestrian facilities are well-developed in the vicinity of the proposed development. Pedestrian can access the proposed development via the surrounding pedestrian facilities (e.g., footpaths, public pedestrian passage, at-grade pedestrian crossings, footbridges, etc.) to/from nearby bus and GMB servicing points and MTR Ho Man Tin Station. The anticipated major pedestrian routings are shown in **Figure 3.2**.

#### **B.** Traffic Impact

#### 3.1.4 General

- 3.1.4.1. The Development will be served by an urban trunk Princess Margaret Road, district distributor Fat Kwong Street, Pui Ching Road, Sheung Shing Street and local roads like Sheung Lok Street, Chung Hau Street and Chung Man Street.
- 3.1.4.2. A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2034 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.2**.

Table 3.2 – TIA Assessment Scenarios

| Year | Scenario              | Description   |
|------|-----------------------|---|
| 2024 | Existing<br>Scenario  | 2024 Observed Traffic Flows   |
| 2034 | Reference<br>Scenario | 2032 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before "Intake Year + 3" and without Potential Residential Site |
| 2034 | Design<br>Scenario    | Reference scenario + Traffic Generations from Future Residential Development at Site  |

#### 3.1.5 Junction Assessments

- 3.1.5.1. Junction assessments were carried out for the junctions as listed in **Table 3.3** which are likely to be affected by the proposed development. The locations of the junctions are indicated in Figure No. **Figure 3.3**.
- 3.1.5.2. Junction capacity analysis was carried out in accordance with the procedures outlined in TPDM. It was based on the observed traffic flows and traffic forecasts at the design year 2034 under the Reference Scenario (without the proposed development) and the Design Scenario (with the proposed development).
- 3.1.5.3. The performance of priority junctions and signal-controlled junctions are represented in terms of design flow/capacity (DFC) ratio and reserve capacity (RC) respectively. The performance of the assessed junctions under all assessment scenarios are summarized in **Table 3.3**.





**Table 3.3 - Junction Performance** 

|                   |  | Reserve Capacity (RC) or Design Flow/Capacity (DFC) Ratio (2) |       |                                    |       |                                 |       |  |
|-------------------|--|---|-------|------------------------------------|-------|---------------------------------|-------|--|
| Index (1)         | Junction   | Year 2024<br>Observed<br>Scenario                             |       | Year 2034<br>Reference<br>Scenario |       | Year 2034<br>Design<br>Scenario |       |  |
|                   |  | AM  | PM    | AM                                 | PM    | AM                              | PM    |  |
| J1 <sup>(3)</sup> | Fat Kwong Street /<br>Sheung Lok Street                        | >100%   | >100% | >100%                              | >100% | 23%                             | 29%   |  |
| J2                | Fat Kwong Street /<br>Chung Hau Street                         | 57%   | 68%   | 47%                                | 55%   | 45%                             | 53%   |  |
| J3                | Fat Kwong Street /<br>Sheung Foo Street                        | 42%   | 55%   | 16%                                | 34%   | 15%                             | 32%   |  |
| J4                | Fat Kwong Street /<br>Sheung Shing Street                      | 94%   | >100% | 70%                                | >100% | 68%                             | >100% |  |
| J5                | Fat Kwong Street /<br>Sheung Hing Street                       | 38%   | 93%   | 18%                                | 63%   | 17%                             | 60%   |  |
| J6                | Pui Ching Road / Man<br>Fung Path                              | >100%   | >100% | 96%                                | 84%   | 95%                             | 83%   |  |
| J7                | Chung Hau Street /<br>Carmel Village Street                    | 93%   | 104%  | 81%                                | 91%   | 81%                             | 91%   |  |
| J8                | Chung Hau Street /<br>Chung Man Street                         | 0.72  | 0.54  | 0.78                               | 0.66  | 0.78                            | 0.66  |  |
| J9                | Fat Kwong Street /<br>Chung Hau Street                         | >100%   | >100% | 42%                                | 81%   | 42%                             | 81%   |  |
| J10               | Fat Kwong Street /<br>Shun Yung Street                         | >100%   | >100% | 44%                                | 84%   | 43%                             | 83%   |  |
| J11               | Sheung Shing Street / Tin Kwong Road                           | 122%  | 178%  | 106%                               | 156%  | 106%                            | 156%  |  |
| J12               | Sheung Shing Street /<br>Sheung Lok Street                     | 0.25  | 0.30  | 0.27                               | 0.37  | 0.27                            | 0.37  |  |
| J13               | Man Fung Path /<br>Princess Margaret<br>Road                   | 0.34  | 0.52  | 0.42                               | 0.68  | 0.43                            | 0.69  |  |
| J14               | Sheung Shing Street /<br>Shek Ku Street /<br>Sheung Shing Lane | 100%  | 77%   | 80%                                | 63%   | 79%                             | 63%   |  |

Notes: Numbers are rounded for the purpose of presentation.

Remarks: (1) Refer to Figure 3.3.

(2) Junction performances are expressed in RC for signal controlled junctions and DFC ratio for priority

junctions.

(3) Junction modification is introduced in Year 2034 Design Scenario for the proposed development vehicular access

3.1.5.4. As shown in **Table 3.3**, all the assessed junctions would operate with acceptable performance with RC greater than 15% for signal-controlled junctions and DFC ratio less than 0.85 for priority junctions. Hence, traffic improvement schemes are not required for the proposed development.

#### 3.1.6 Vehicular Queue Length Analysis





3.1.6.1. Queue length assessments have been conducted for the signalized junctions based on the method from TPDM Vol. 4 Ch.2.5. The estimated average queue lengths for design year 2034 Reference and 2034 Design scenarios have been summarized in **Table 3.4**.

**Table 3.4 - Queue Length Assessments** 

|                   | Queue Length (m)                       |       |                                    |      |                                   |   |                                    | )  |                                 |  |
|-------------------|--|-------|------------------------------------|------|-----------------------------------|---|------------------------------------|----|---------------------------------|--|
| Index (1)         | Junction                               | Bound | Length of<br>Stacking<br>Space (m) | Obse | Year 2024<br>Observed<br>Scenario |   | Year 2034<br>Reference<br>Scenario |    | Year 2034<br>Design<br>Scenario |  |
|                   |  |       |                                    | AM   | PM                                | AM  | PM                                 | AM | PM                              |  |
|                   |  | WB    | 100                                | 12   | 8                                 | 13  | 8                                  | 14 | 9                               |  |
| J1 <sup>(2)</sup> | Fat Kwong Street /                     | NB    | 100                                | 20   | 21                                | 26  | 23                                 | 73 | 74                              |  |
| JI (-)            | Sheung Lok Street                      | SB    | 70                                 | 26   | 21                                | 30  | 26                                 | 48 | 43                              |  |
|                   |  | EB    | 60                                 |      |                                   |   |                                    | 5  | 4                               |  |
|                   | J2 - Fat Kwong                         | EB    | 100                                | 30   | 29                                | 30  | 29                                 | 30 | 29                              |  |
| J2                | Street / Chung Hau                     | NB    | 65                                 | 31   | 32                                | 28  | 27                                 | 29 | 28                              |  |
|                   | Street (North)                         | SB    | 100                                | 38   | 29                                | 45  | 35                                 | 45 | 36                              |  |
|                   | J3 - Fat Kwong                         | WB    | 100                                | 37   | 32                                | 45  | 37                                 | 46 | 38                              |  |
| J3                | Street / Sheung Foo                    | SB    | 90                                 | 21   | 21                                | 29  | 24                                 | 30 | 24                              |  |
|                   | Street                                 | EB    | 100                                | 53   | 53                                | 66  | ear 2034 eference cenario          | 67 | 62                              |  |
|                   | J4 - Sheung Shing                      | WB    | 100                                | 38   | 32                                | 42  | 35                                 | 43 | 35                              |  |
| J4                | Street / Fat Kwong                     | SB    | 60                                 | 24   | 21                                | 26  | 23                                 | 26 | 23                              |  |
|                   | Street                                 | EB    | 100                                | 22   | 22                                | 24  | 25                                 | 24 | 25                              |  |
|                   | J5 - Sheung Hing                       | WB    | 65                                 | 30   | 30                                | 39  | 39                                 | 40 | 39                              |  |
| J5                | Street / Fat Kwong                     | SB    | 80                                 | 56   | 39                                | 67  | 47                                 | 67 | 48                              |  |
|                   | Street                                 | EB    | 100                                | 57   |                                   | 66  | 49                                 |    |                                 |  |
|                   | IC Dui Obisso Dand                     | WB    | 100                                | 19   | 24                                | 23  | 25                                 | 23 | 25                              |  |
| J6                | J6 - Pui Ching Road<br>/ Man Fung Path | SB    | 70                                 | 23   | 30                                | 28  | 37                                 | 29 | 37                              |  |
|                   | / Wall Fully Fall                      | EB    | 70                                 | 36   | 38                                | 41  | 42                                 | 41 | 43                              |  |
|                   | J7 - Chung Hau                         | WB    | 100                                | 24   | 19                                | 26  | 20                                 | 26 | 20                              |  |
| J7                | Street / Carmel                        | NB    | 100                                | 22   | 19                                | 23  | 21                                 | 23 | 21                              |  |
|                   | Village Street                         | EB    | 100                                | 41   | 36                                | Year 2034         Reference Scenario           AM         PM           13         8           26         23           30         26           30         29           28         27           45         35           45         37           29         24           66         62           42         35           26         23           24         25           39         39           67         47           65         49           23         25           28         37           41         42           26         20           23         21           44         38           39         27           29         29           27         28           13         14           35         31           28         26           24         20           28         20           29         21           17         19           11         13 | 44                                 | 38 |                                 |  |
|                   | J9 - Fat Kwong                         | SB    | 100                                | 31   | 25                                | 39  | 27                                 | 39 | 28                              |  |
| J9                | Street / Chung Hau                     | EB    | 100                                | 21   | 16                                | 39  | 27                                 | 39 | 27                              |  |
|                   | Street (South)                         | NB    | 100                                | 15   | 16                                | 29  | 29                                 | 30 | 29                              |  |
|                   | J10 - Fat Kwong                        | NB    | 100                                | 21   | 24                                | 27  | 28                                 | 27 | 28                              |  |
| 14.0              | Street / Shun Yung                     | EB    | 100                                | 12   | 10                                | 13  | 14                                 | 13 | 15                              |  |
| J10               | Street / Yan Fung                      | SB    | 100                                | 30   | 27                                | 35  | 31                                 | 36 | 31                              |  |
|                   | Street                                 | WB    | 100                                | 23   | 23                                | 28  | 26                                 | 28 | 26                              |  |
|                   | J11 - Tin Kwong                        | WB    | 60                                 | 22   | 18                                | 24  | 20                                 | 24 | 20                              |  |
| J11               | Road / Sheung                          | NB    | 100                                | 26   | 17                                | 28  | 20                                 | 28 | 20                              |  |
|                   | Shing Street                           | EB    | 80                                 | 28   | 19                                | 29  | 21                                 | 29 | 21                              |  |
|                   | J14 - Sheung Shing                     | WB    | 80                                 | 16   | 18                                | 17  | 19                                 | 17 | 19                              |  |
| J14               | Street / Shek Ku                       | NB    | 100                                | 10   | 12                                | 11  | 13                                 | 11 | 13                              |  |
|                   | Street                                 | EB    | 100                                | 19   | 15                                | 21  | 16                                 | 21 | 16                              |  |





|           |          |       |                                    | Queue Length (m)                  |    |      |                                    |    |                                 |  |
|-----------|----------|-------|------------------------------------|-----------------------------------|----|------|------------------------------------|----|---------------------------------|--|
| Index (1) | Junction | Bound | Length of<br>Stacking<br>Space (m) | Year 2024<br>Observed<br>Scenario |    | Refe | Year 2034<br>Reference<br>Scenario |    | Year 2034<br>Design<br>Scenario |  |
|           |          |       |                                    | AM                                | PM | AM   | PM                                 | AM | PM                              |  |
|           |          | SB    | 100                                | 12                                | 15 | 13   | 16                                 | 13 | 16                              |  |

# 3.1.7 <u>Public Transport Service</u>

3.1.7.1. Currently, there are several service points for franchised buses and green minibus (GMB) along Fat Kwong Street and Chung Hau Street. There is also a bus terminus at Oi Man Estate and Ho Man Tin MTR Station in the vicinity. The service details of the existing public transport services are given in **Table 3.5** and illustrated in **Figure 3.4**.

**Table 3.5 - Existing Public Transport Services** 

|             | Table 3.5 - Existing Public            | Transport Services                         |            |  |  |
|-------------|--|--|------------|--|--|
| Route No.   | Origin                                 | n Destination                              |            |  |  |
| MTR         |  |  |            |  |  |
| Ho Man      | Kwun Tong Line                         |  | Daily      |  |  |
| Tin Station | Tuen Ma Line                           |  | Daily      |  |  |
| Franchised  | Bus                                    |  | -          |  |  |
| 7B          | Hung Hom (Hung Luen Road)              | Lok Fu                                     | Daily      |  |  |
| 8           | Star Ferry                             | Kowloon Station                            | Daily      |  |  |
| 17          | Kwun Tong (Yue Man Square)             | Ho Man Tin (Oi Man Estate)                 | Daily      |  |  |
| 17          | Kowloon Bay Station                    | Ho Man Tin (Oi Man Estate)                 | AM<br>Peak |  |  |
| 17          | Richland Gardens                       | Ho Man Tin (Oi Man Estate)                 | AM<br>Peak |  |  |
| 18          | Cheung Sha Wan (Hoi Tat<br>Estate)     | Oi Man (Circular)                          | Daily      |  |  |
| 45          | Kowloon City Ferry                     | Kwai Chung (Lai Yiu Estate)                | Daily      |  |  |
| 109         | Ho Man Tin                             | Central (Macau Ferry)                      | Daily      |  |  |
| 241X        | Tsing Yi (Cheung Ching Estate)         | Kowloon City Ferry                         | Daily      |  |  |
| A20         | Hung Hom Station                       | Airport (Ground Transportation Centre)     | AM<br>Peak |  |  |
| E21A        | Ho Man Tin (Oi Man Estate)             | Tung Chung (Yat Tung Estate)               | Daily      |  |  |
| E21B        | Tung Chung (Yat Tung Estate)           | Ho Man Tin (Oi Man Estate)                 | AM<br>Peak |  |  |
| Green Minik | ous                                    |  |            |  |  |
| KLN-8       | Tsim Sha Tsui (Hankow Road)            | Ho Man Tin Estate                          | Daily      |  |  |
| KLN-27M     | Lok Man Sun Chuen<br>(Maidstaone Road) | Mong Kok Station                           | Daily      |  |  |
| KLN-8M      | Ho Man Tin (Sheung Wo<br>Street)       | Ho Man Tin Station                         | Daily      |  |  |
| KLN-27MS    | Mong Kok Station                       | Homantin (Sheung Lok Street)<br>(Circular) | Daily      |  |  |
| KLN-28MS    | Kowloon City (Wyler Gardens)           | Ho Man Tin Station (Circular)              | Daily      |  |  |
| KLN-8S      | Tsim Sha Tsui (Hankow Road)            | Ho Man Tin (Sheung Foo<br>Street)          | Daily      |  |  |





HKeMobility (as of June 2024) Sources: Remarks: ^ Peak hours services

\* Overnight services

- Based on the above results, the existing public transport services in the vicinity 3.1.7.2. of the Site have surplus to accommodate the additional passenger demand during the peak hour in Reference and Design Scenarios. The Development will not induce adverse transport impact on the existing public transport services.
- The proposed development will be well served by these existing public transport 3.1.7.3. services currently provided in the vicinity.

#### 3.2 Drainage Aspect

# A. General

- 3.2.1 Considering the Site is located in urban area and it is a redevelopment of converting the Temporary Works Area for HyD's Central Kowloon Route (CKR) into a private residential development, the catchment area, surface runoff characteristic such as the extent of paved area regarding the Site shall remain the same after the redevelopment under the proposed scheme at current stage of feasibility study. The total surface runoff of the catchments would not be adversely increased due to the redevelopment. Thus, adverse effect to the existing downstream drainage system due to the proposed redevelopment is not anticipated and a detailed DIA is considered not necessary at this stage of feasibility study.
- 3.2.2 Any further assessment if required may be carried out at later stage such as in detailed sign of the proposed development subject to agreement with relevant B/Ds.

#### 3.3 Sewerage Impact

#### A. General

- 3.3.1 The sewerage impact assessment is conducted in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).
- 3.3.2 10% variation of population and non-domestic development are allowed for design flexibility of the proposed development for the sewerage impact assessment.

#### **B. Existing Sewerage System**

3.3.3 There are existing sewers observed around the Site. A 225mm diameter sewer from manhole FMH4080100 to FMH4048828 run along from the northern to the southern side of Fat Kwong Street, which appears to be a major collecting sewer from Ultima and a planned development "Onmantin". The flows are ultimately discharged to the To Kwa Wan Preliminary Treatment Works being processed and conveyed to Stonecutter Sewage Treatment Works via 3540mm diameter tunnel. The existing sewerage system is shown in drawing no. Figure 3.5a and Figure 3.5b.





- 3.3.4 Major sewerage infrastructure in Ho Man Tin, Hung Hom and To Kwa Wan potentially affected by the development of the Site includes:
  - Existing gravity sewers from DSD manhole no. FMH4080100 to To Kwa Wan Preliminary Treatment Works (TKWPTW)
  - To Kwa Wan Preliminary Treatment Works (TKWPTW)
- 3.3.5 Existing sewerage pipeline would ultimately convey the sewage flows from the proposed housing site to To Kwa Wan Preliminary Treatment Works.

## C. Impact Assessment

- 3.3.6 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 283.71m³/day. As the contributing population is ranging from 1,000 to 5,000, the proposed sewerage shall be designed with a peaking factor of 5 (excluding stormwater allowance). The projected Peak Dry Weather Flow (PDWF) generated from the Development would be 0.016m³/s.
- 3.3.7 Sewage generated from the proposed development will be discharged from the proposed terminal manhole within the proposed development to the proposed manholes FMH1.1 to FMH1.5 in Fat Kwong Street and conveyed to To Kwa Wan Preliminary Treatment Works through the existing sewerage system. Existing pipes from FMH4080100 to To Kwa Wan Preliminary Treatment Works are found to be sufficient to accommodate the additional flow due the proposed development.

#### D. Proposed Sewerage System

3.3.8 A new sewerage system will be required to collect sewage flow within the site and convey sewage flow from the site to existing public sewerage system. A terminal manhole FTMH1 are proposed at the north of the site. New 225mm dia. (OD 280mm) High Density Polyethylene (HDPE) pipes are proposed from the terminal manhole to connect with existing manhole FMH4080100 via the proposed sewer from FMH1.1 to FMH1.5. The layout of the proposed sewerage system for the proposed development is shown as **Figure 3.6**.

# 3.4 Water Supply Impact

#### A. General

3.4.1 The water supply impact assessment is conducted in accordance with WSD's DI No. 1309 and Manual of Mainlaying Practice 2012.

#### B. Existing Water Supply System

There is an existing 300mm dia. D.I. fresh watermain located at the east of the Site along Sheung Lok Street. This existing 300mm dia. D.I. pipe is feed by Ho Man Tin High Level Fresh Water Service Reservoir (HMTHL FWSR). The HMTHL FWSR has a design capacity of 24,153m³ with Top Water Level (TWL) and Invert Level (IL) at 105.766mPD and 99.213mPD respectively. The existing fresh water system is shown in drawing no. **Figure 3.7a**.





3.4.3 The Site at Fat Kwong Street falls within the supply zone of Ho Man Tin High Level Salt Water Service Reservoir (HMTHL SWSR) and King's Park Salt Water Pumping Station (KP SWPS). HMTHL SWSR has a design capacity of 1,875m³ with Top Water Level (TWL) and Invert Level (IL) at 104.546mPD and 100.889mPD respectively, while KP SWPS has a capacity of 32.83 MLD. There is another existing 150mm dia. D.I. salt water main located at the east of the Site along Sheung Lok Street. The existing salt water supply system is shown in drawing no. **Figure 3.7b**.

#### C. Water Demand

- 3.4.4 The fresh water and flushing water demand for the Development are estimated based on the residential population and land use. The intake year of the proposed development would be year 2030/2031 tentatively. Therefore, the mean daily demand projection under 2019-based TPEDM data for year 2031 has been assessed.
- 3.4.5 The estimated total Mean Daily Demand (MDD) of fresh water with 10% allowance for the Site would be approximately 0.276 MLD (i.e. 276 m³/day). The estimated total Mean Daily Demand (MDD) of flushing water with 10% allowance for the proposed Development would be approximately 0.117 MLD (i.e. 117 m³/day).

#### D. Impact Assessment

- 3.4.6 Fresh Water Supply
- 3.4.6.1. The existing capacity of HMTHL FWSR is 24,153m³. The proposed development will induce a peak freshwater demand of 828 m³/day, which accounts for 3.42% of the existing capacity of HMTHL FWSR only.
- 3.4.6.2. The capacity of the HMTHL FWSR is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.
- 3.4.7 Flushing Water Supply
- 3.4.7.1. The existing capacity of HMTHL SWSR is 1875m³. The proposed development will induce a peak flushing water demand of 234 m³/day, which accounts for 12.48% of the existing capacity of HMTHL SWSR only.
- 3.4.7.2. The capacity of the HMTHL SWSR is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.

#### E. Proposed Water Supply Works

- 3.4.8 Fresh Water Main
- 3.4.8.1. One DN200 D.I. fresh water main is proposed along the proposed access road situated between the Ho Man Tin West FWSR and the Site. The proposed tee-off is located near the junction between Fat Kwong Street and Sheung Lok Street to connect the existing DN300 D.I. fresh water main along Sheung Lok Street. The preliminary estimated residual head of the fresh water supply





system are 26.87m under daily operation with exclusion of fire service, which can satisfy the requirement of 20m. In case there is fire, the residual head of the fresh water supply for fire service is 28.55m, which is larger than the required discharge pressure of 17m.

## 3.4.9 Flushing Water Main

- 3.4.9.1. One DN100 D.I. flushing water main is proposed along the proposed access road situated between the Ho Man Tin West FWSR and the Site. The proposed tee-off is located near the junction between Fat Kwong Street and Sheung Lok Street to connect the existing DN150 D.I. flushing water main along Sheung Lok Street. The preliminary estimated residual head of the flushing water supply system is 16.39m, which can satisfy the requirement of 15m.
- 3.4.9.2. The proposed fresh water main connection and salt water main connection are indicated in **Figure 3.8** and **Figure 3.9**.

# 3.5 Utility Impact Assessment

- 3.5.1 Existing record of CLP cables, gas mains, HGC cables, HKBN cables, HKT cables, TGT cables, drainage, sewerage, watermain and road lighting records have been collected from various utilities undertakers and relevant government departments. Details refer to **Figure 3.5** to **3.7** and **Figure 3.10** to **Figure 3.14**.
- 3.5.2 Based on the information shown on the collected underground utilities records, CLP cables and a DN1200/900 fresh watermains were found within the vicinity of the proposed housing site. The proposed watermain diversion is indicated in **Figure 3.15**.
- 3.5.3 To maximize the housing development potential, the DN1200/900 watermain within the proposed housing site is proposed to be diverted to the future WSD access road and along Fat Kwong Street.
- 3.5.4 For other underground utilities, they mainly laid outside the boundary of the proposed housing site. Therefore, these underground utilities are unlikely affect or to be affected by the proposed housing development.
- 3.5.5 Provision of new utilities to the proposed housing site can be achieved by extending/tee-off from the existing utilities locally at Fat Kwong Street.
- 3.5.6 Therefore, the existing and proposed utilities will not have insurmountable impact on the proposed housing development and based on findings of this report.

# 3.6 Geotechnical and Site Formation Assessment

# A. Geotechnical Constraint and Considerations

# 3.6.1 Existing Structures

3.6.1.1. Ho Man Tin West FWSR is located immediately northwest to the proposed Site. In addition, the WSD restriction area is located between the reservoir and the northwestern boundary of the proposed Site. The proposed site formation works, it may pose minimal impact to the existing structures. For the proposed





excavation and foundation works, it may induce impact to the existing structures subjected to the future development. Therefore, detailed assessment of the ground movement and structural impact assessment shall be carried out. Instrumentation and Monitoring works would also be required to monitor the impact due to the project. Detailed underground utilities survey shall be carried out before excavation and piling works prior to the commencement of the works

#### 3.6.2 Existing Registered & Unregistered Features

- 3.6.2.1. The 4 nos. of registered geotechnical features are located along the boundary of or within the proposed Site Area. However, feature No. 11NW-D/F 75 is situated along the eastern proposed basement excavation boundary and involves installation of 6m 16m long soil nails at unknown inclination. Slope conditions and stability should be further reviewed in future studies. Temporary strengthening works shall be provided if necessary. Extra attention should be given to soil nails associated with feature No. 11NW-D/F 75 during design for basement excavation. The conditions of the two unregistered slope feature remain unknown. Slope conditions and stability should be further reviewed once the Site is accessible.
- 3.6.2.2. It should be noted that registered man-made feature No. 11NW-D/F 75, situated along the eastern proposed basement boundary, involves installation of 6m 16m long soil nails. As built drawings of the soil nails are not available. Configuration and installation angles of soil nails remain unknown at this stage. The impact of excavation works on the soil nails, and the slope's stability should be carefully reviewed once as-built information is retrieved. The proposed basement and building footprint should be reviewed to avoid conflict with existing soil nails. If conflict cannot be avoided, the feature should be locally reupgraded in detail design stage. In the design phase, GI works or other methods shall be conducted by the future developer to verify the geotechnical parameters.

#### B. Proposed Building Foundation

- 3.6.3 Based on the existing SI data within and in the vicinity of the site, Cat 1(c) Rockhead level varies largely from +60.32mPD to +5.49mPD. It generally steepens towards the northwest and southeast. Weak zones are identified in Existing G.I., including 16681\_CKR-16 and 31522\_BH4 which fall within the proposed development boundary. Fault-associated materials were not identified in the Existing G.I. reviewed. The influence of the concerned photo lineament is shown in **Figure 3.16** should be verified by project-specific G.I. in design and construction stage. Based on preliminary review of currently available G.I. data, it is safe to assume that the influence of weak zone remains confined to the east and southeast of the Study Area.
- 3.6.4 In view of the approximately 15-20mbgl rockhead level within the footprint of the proposed building, shallow foundations on bedrock for residential buildings are considered not feasible.
- 3.6.5 Pile foundation, such as pre-bored H-pile socketed in rock and bored pile socketed / founded on rock, should be considered. This would induce less geotechnical concern to the ground movements and other existing nearby facilities, are feasible for residential buildings without basements.





### C. WSD Restriction Area

3.6.6 Since Ho Man Tin West FWSR and some existing watermains are located near the proposed development, it is recommended to be found / socketed into bedrock, therefore impacts due to foundation on the reservoir and existing watermains is considered minimal. However, ELS works for foundation may cause impacts on the reservoir and watermains due to ground movement. The construction activities shall follow the restrictions listed in in DI No.1038 published by WSD. Therefore, the stability of the reservoir and watermains shall be taken into account in ELS design.

# 3.7 Environmental Impact

#### A. General

- 3.7.1 The total area of the Site is approximately 0.51 ha and estimated total flat number of the Development is around 253 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as any DP items. Therefore, no DP items of the EIAO is anticipated for the Development.
- 3.7.2 A Preliminary Environmental Review has been undertaken to identify and assess the potential environmental impacts in respect of air quality, noise, water quality and land contamination.

#### **B.** Impact Assessment

# 3.7.3 Air Quality

- 3.7.3.1. The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 3.17**.
- 3.7.3.2. Background air quality has also been predicted based on hourly concentration data extracted from the EPD's "Smart Air Modelling Platform" PATH v3.0 model released on 31 Jan 2024, which developed by EPD to simulate air quality over Hong Kong. The Site falls within the PATH Grids (40,32), (40,33), (41,32) and (41,33). The pollutants concentration data predicted by PATH-v3.0 in Year 2030 (i.e. tentative population intake year) are summarised in **Table 3.6**.

Table 3.6 - Background Concentrations of Air Pollutants in Year 2030 Predicted by the PATHv3.0 Model (Level L1) at Relevant Grids

| Pollutant  | Averaging                           | Prevailing | Pollutant Concentration (μg/m³) |              |              |              |  |  |
|------------|-------------------------------------|------------|---------------------------------|--------------|--------------|--------------|--|--|
| Pollutarit | Time                                | AQO (b)    | Grid (40,32)                    | Grid (40,33) | Grid (41,32) | Grid (41,33) |  |  |
| RSP        | 10 <sup>th</sup> Highest<br>24-hour | 75 (9)     | 53                              | 52           | 51           | 51           |  |  |
|            | Annual                              | 30         | 21                              | 21           | 20           | 20           |  |  |
| FSP        | 19 <sup>th</sup> Highest<br>24-hour | 37.5 (18)  | 31                              | 31           | 30           | 30           |  |  |
|            | Annual                              | 15         | 13                              | 13           | 13           | 12           |  |  |





| Pollutant       | Averaging                            | Prevailing | Pollutant Concentration (μg/m³) |              |              |              |  |  |
|-----------------|--------------------------------------|------------|---------------------------------|--------------|--------------|--------------|--|--|
| Pollutant       | Time                                 | AQO (b)    | Grid (40,32)                    | Grid (40,33) | Grid (41,32) | Grid (41,33) |  |  |
|                 | 19 <sup>th</sup> Highest<br>1-hour   | 200 (18)   | 102                             | 99           | 98           | 98           |  |  |
| $NO_2$          | 10 <sup>th</sup> Highest<br>24-hour  | 120 (9)    | 46                              | 44           | 45           | 42           |  |  |
|                 | Annual                               | 40         | 23                              | 21           | 22           | 20           |  |  |
| 00              | 4 <sup>th</sup> Highest<br>10-minute | 500 (3)    | 22                              | 20           | 22           | 22           |  |  |
| SO <sub>2</sub> | 4 <sup>th</sup> Highest<br>24-hour   | 40 (3)     | 7                               | 6            | 7            | 7            |  |  |
| O <sub>3</sub>  | 10 <sup>th</sup> Highest<br>8-hour   | 160 (9)    | 164                             | 166          | 169          | 169          |  |  |
|                 | Peak Season                          | 100        | <u>114</u>                      | <u>115</u>   | <u>115</u>   | <u>117</u>   |  |  |
|                 | 1 <sup>st</sup> Highest<br>1-hour    | 30,000 (0) | 559                             | 545          | 549          | 555          |  |  |
| CO              | 1 <sup>st</sup> Highest<br>8-hour    | 10,000 (0) | 508                             | 512          | 500          | 504          |  |  |
|                 | 1 <sup>st</sup> Highest<br>24-hour   | 4,000 (0)  | 491                             | 489          | 482          | 480          |  |  |

#### Notes:

- (a) Data of Level L1 (0-17m) from PATH-v3.0 is extracted from latest EPD's SAMP (i.e. SAMP 2.1).
- (b) Data in brackets refers to the number of prevailing AQO exceedances allowed per calendar year.
- (c) Underlined value means exceedance of prevailing AQOs.

#### Air Quality Review During Operational Phase

3.7.3.3. Potential air quality impacts during the operation phase of the Proposed Development are expected from vehicular emissions on surrounding roads and chimney emissions. Evaluation of potential air quality impacts on the proposed development due to roads would be referring to the guidelines and criteria as stipulated in Chapter 9 of the HKPSG. The separation distances between the roads, chimneys and the planned ASRs would be reviewed against the recommended buffer distance in the HKPSG.

#### A. Vehicular Emission from Open Roads

3.7.3.4. Fat Kwong Street is situated immediately east of the Proposed Development and its road type is categorised as district distributor (DD). In addition, a proposed access road from/to the Proposed Development will be built, which is categorised as local distributor (LD) according to the road hierarchy of the surrounding roads. According to Table 3.1 in Chapter 9 of HKPSG, air sensitive uses (including ASRs with openable windows and fresh air intake) should not be located within a 10m buffer distance for DD, measured from the road kerb of Fat Kwong Street; and a 5m buffer distance for LD, measured from the road kerb of the public portion of the proposed access road. Figure 3.18 illustrates the buffer zones and the buffer distances. As the domestic block of the Proposed Development in the indicative layout is beyond the buffer distance, it is regarded as complying with the HKPSG buffer distance recommendations.

#### **B.** Chimney Emissions





- 3.7.3.5. With reference to the approved EIA of "Central Kowloon Route" (AEIAR-171/2013) (CKR-EIA), the Ho Man Tin Central Ventilation Building (CVB), which is currently under construction, will be located within 200m at the north of the Proposed Development (located at approximately 80m from the Site). The CVB is designed to discharge the vehicular emission inside the tunnel to atmosphere. The tunnel ventilation system is designed with the objective to remove/dilute vehicle emissions to achieve the air quality standards specified in EPD's Practice Note on Control of Air Pollution in Vehicle Tunnels, and to maintain limited discharge of emission from the portals. In addition, to further reduce the air quality impact, an air purification system (APS) will be adopted which will reduce the pollutant concentrations before releasing to atmosphere via the CVB.
- 3.7.3.6. Based on site survey conducted on 12 December 2024, it was observed that there is also a chimney at Parc Palais, 18 Wylie Road which is associated with town gas water heaters used to heat an indoor swimming pool. The chimney is located within 500m southwest of the Proposed Development.

## Quantitative Cumulative Air Quality Impact Assessment

- 3.7.3.7. Given that the HKPSG buffer distance requirement for chimneys (200m) cannot be met, a quantitative assessment is required to assess the cumulative air quality impact on the representative ASRs from all potential emission sources within the 500m Study Area. Therefore, the locations of Public Transport Interchanges (PTI)/Termini/Carparks within the 500m Study Area have also been identified for cumulative air quality impact assessment.
- 3.7.3.8. The maximum cumulative air quality impact at the representative ASRs for the key air pollutants of NO2, SO2, RSP and FSP are summarized in **Table 3.7** for Year 2030 for the range of assessment heights from 1.5 mAG up to 80.2 mAG.

Table 3.7 Predicted Maximum Cumulative Concentrations at Representative Air Sensitive Receivers in Year 2030

|                                | I                                      | NO <sub>2</sub> (µg/m <sup>3</sup>      | )                 | RSP (                                   | P (μg/m³) FSP (μg/m³) SO <sub>2</sub> (μg/ |   | FSP (µg/m³)       |                                       | ıg/m³)                                     |
|--------------------------------|--|---|-------------------|---|--|---|-------------------|---------------------------------------|--|
| ASR<br>(1.5 mAG –<br>80.2 mAG) | 19 <sup>th</sup> 1-<br>hour<br>Average | 10 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average | 10 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average                          | 19 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average | 4 <sup>th</sup> 10-<br>min<br>Average | 4 <sup>th</sup> 24-<br>hour<br>Averag<br>e |
| AQO<br>criteria <sup>[1]</sup> | 200                                    | 120                                     | 40                | 75                                      | 30   | 37.5                                    | 15                | 500                                   | 40   |
| A01                            | 116.6                                  | 51.5                                    | 26.8              | 51.6                                    | 20.5                                       | 30.3                                    | 12.8              | 22.3                                  | 6.9  |
| A02                            | 123.7                                  | 53.4                                    | 29.0              | 51.7                                    | 20.6                                       | 30.4                                    | 12.9              | 22.3                                  | 6.9  |
| A03                            | 116.9                                  | 51.8                                    | 26.6              | 51.6                                    | 20.5                                       | 30.2                                    | 12.8              | 22.3                                  | 6.9  |
| A04                            | 114.9                                  | 49.8                                    | 25.4              | 51.5                                    | 20.4                                       | 30.1                                    | 12.8              | 22.3                                  | 6.9  |
| A05                            | 111.1                                  | 49.6                                    | 25.2              | 51.5                                    | 20.4                                       | 30.1                                    | 12.7              | 22.3                                  | 6.9  |
| A06                            | 109.5                                  | 48.2                                    | 24.2              | 51.4                                    | 20.4                                       | 30.1                                    | 12.7              | 22.3                                  | 6.9  |
| A07                            | 108.8                                  | 49.6                                    | 26.1              | 51.5                                    | 20.5                                       | 30.5                                    | 12.8              | 22.4                                  | 7.1  |
| A08                            | 107.6                                  | 49.3                                    | 25.9              | 51.5                                    | 20.5                                       | 30.5                                    | 12.8              | 22.4                                  | 7.1  |
| A09                            | 110.6                                  | 49.6                                    | 26.1              | 51.5                                    | 20.5                                       | 30.5                                    | 12.8              | 22.4                                  | 7.1  |
| A10                            | 111.2                                  | 50.0                                    | 26.3              | 51.6                                    | 20.5                                       | 30.5                                    | 12.8              | 22.4                                  | 7.1  |
| A11                            | 111.9                                  | 50.7                                    | 27.0              | 51.6                                    | 20.5                                       | 30.5                                    | 12.8              | 22.4                                  | 7.1  |
| A12                            | 113.7                                  | 51.3                                    | 27.6              | 51.6                                    | 20.6                                       | 30.6                                    | 12.9              | 22.4                                  | 7.1  |

Notes:





|                                | NO <sub>2</sub> (μg/m³)                |   |                   | RSP (µg/m³)                             |                   | FSP (µg/m³)                             |                   | SO <sub>2</sub> (µg/m <sup>3</sup> )  |  |
|--------------------------------|--|---|-------------------|---|-------------------|---|-------------------|---------------------------------------|--|
| ASR<br>(1.5 mAG –<br>80.2 mAG) | 19 <sup>th</sup> 1-<br>hour<br>Average | 10 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average | 10 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average | 19 <sup>th</sup> 24-<br>hour<br>Average | Annual<br>Average | 4 <sup>th</sup> 10-<br>min<br>Average | 4 <sup>th</sup> 24-<br>hour<br>Averag<br>e |
| AQO<br>criteria [1]            | 200                                    | 120                                     | 40                | 75                                      | 30                | 37.5                                    | 15                | 500                                   | 40   |

<sup>[1]</sup> The prevailing AQOs came into effect on 11 April 2025.

#### Conclusion of Air Quality Impact

- 3.7.3.9. Based on the above results, there are no short-term and long-term exceedances of both prevailing and proposed AQO criteria (with a view to implementing in 2025 as indicated by EPD) at any representative ASR assessment heights.
- 3.7.3.10. In view of the above, adverse air quality impact from vehicular emissions on nearby roads and chimney emission during the operation phase is not anticipated.

# 3.7.4 Noise Impact

- 3.7.4.1. The study area for this noise impact assessment is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 3.19**. To mitigate the potential exceedance during the construction stage, adoption of quieter construction methods and use of quality powered mechanical equipment, noise barrier and noise enclosure should be adopted. In addition, good site practices should be adopted to abate noise impacts during the construction phase of the Project and noise mitigation measures stipulated in EPD's "Recommended Pollution Control Clauses for Construction Contracts" should be followed.
- 3.7.4.2. The road traffic noise impact imposed on planned NSRs of the Proposed Development would be generated by the existing and planned roads within 300m from the boundary of the Site which are indicated in **Figure 3.20**. All major road segments within 300m from the area of The Site boundary and all relevant structures and features that could have noise screening and/or reflective effects will be taken into consideration in the traffic noise impact assessment. The characteristics of the road segments including the road width, surface type and traffic flow would be considered in the assessment. The assessment has been carried out based on the projected peak hourly traffic flow in Year 2046 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Development.
- 3.7.4.3. All residential dwellings with openable windows for prescribed ventilation purposes have been assigned with noise assessment points (NAPs). The locations of NAPs for road traffic noise impact assessment have been indicated in **Figures 3.21** and **3.22**.
- 3.7.4.4. No road traffic noise exceedances are predicted at the proposed residential block, with a maximum predicted noise level at 68 dB(A), ie lower than the residential noise criteria of 70 dB(A). The compliance rate is 100%.
- 3.7.4.5. For the social welfare facilities, the noise levels along the building façade have been predicted. It is recommended that noise sensitive uses (e.g. domestic,





educational, or medical) should be carefully considered with reference to the predicted noise levels and the HKPSG noise criteria during detailed design stage of the Project. Noise mitigation measures (e.g. provision of acoustic windows) should be investigated and provided if predicted noise levels exceed over the relevant noise criteria for different types of noise sensitive uses. Mechanical ventilation should be provided if necessary.

- 3.7.4.6. Fixed plant noise sources in the vicinity of the Project Site have been identified and the predicted noise levels at the representative NAPs of the Proposed Development has been assessed, as shown in **Figure 3.22**. All NAPs of the proposed residential block and social welfare facilities comply with the relevant noise criteria.
- 3.7.4.7. Based on the assessment results, all NAPs of the proposed residential block comply with the relevant noise criteria. For the social welfare facilities, the predicted noise levels at S01 S04 and S15 S17 are higher than 65 dB(A). The maximum predicted noise level is 69 dB(A), which is lower than the highest road traffic noise criteria of 70 dB(A). It is recommended that noise sensitive uses (e.g. domestic, educational, or medical) should be carefully considered with reference to the predicted noise levels and the HKPSG noise criteria during detailed design stage of the Project. Noise mitigation measures (e.g. provision of acoustic windows) should be investigated and provided if predicted noise levels exceed over the relevant noise criteria for different types of noise sensitive uses. Mechanical ventilation should be provided if necessary.
- 3.7.4.8. With proper design of the social welfare facilities, the Proposed Development will not be subject to adverse fixed plant noise impact. Potential noise sources from the Proposed Development (e.g. E&M rooms) will be designed to meet the relevant noise criteria stipulated in the HKPSG and relevant Technical Memorandum issued under the NCO. Noise mitigation measures should be provided as necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise standard of the HKPSG and the NCO.

# 3.7.5 Water Quality

- 3.7.5.1. The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. The Proposed Development is at least 1km east from the nearest marine water (i.e. Victoria Harbour). Due to the large separation distance from the Proposed Development, Victoria Harbour are unlikely to be affected by the Proposed Development.
- 3.7.5.2. During the operational phase, sewage generated from the Proposed Development would be the major pollutant sources to the water quality. Sewage would be generated from the Development throughout the operational phase. The sewage generated from the Development would be collected and discharged to the nearest public sewerage system. Thus, no sewage will be released to the environmental without treatment and no adverse water quality impact is anticipated during operational phase.





- 3.7.5.3. Stormwater runoff from the paved surfaces within the Proposed Development will be directed to a managed stormwater drainage system. Appropriate drainage system, equipped with necessary pollution control devices, such as silt trap and oil and grease separators, would be provided. With the provision of drainage system, no adverse water quality impact due to surface runoff is anticipated.
- 3.7.5.4. The sewage generated from the Development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Meanwhile, relevant measures and best practices as stated in ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department" would be implemented. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. Thus, no adverse water quality impact is anticipated during the operational phase. Further submission might be required subject to further changes during design stage by future developer.

#### 3.7.6 Land Contamination

- 3.7.6.1. Historical aerial photographs and topographic maps were reviewed to identify previous land uses at the Site and any previous contaminative activities.
- 3.7.6.2. According to historical aerial photographs, the proposed Site was located at the fill slope area where the original natural terrain has undergone slope filling during 1940s 1960s. Platforms of temporary structures were formed, and the original natural terrain was levelled. The temporary structures were then demolished in mid- 1970s. The proposed Site area temporarily served as open area until new temporary structures were built in 1980. In late-1990s, the new temporary structures within the proposed Site area were demolished and Housing Authority Mock-up Centre was built in 2000. With the development of Central Kowloon Route (CKR) and associated Ho Man Tin Access Shaft, Housing Authority Mock-up Centre at the proposed Site was removed in 2019 and the area was served as site office for the CKR project until now. No potentially contaminating land uses/ activities (i.e. vehicle maintenance/repair workshop or refuelling activities) were observed in the review.

# 3.8 Landscape and Visual Aspect

## A. General

3.8.1 The landscape and visual impact assessment (LVIA) was conducted with reference to the relevant standards and guidelines including but not limited to DEVB TC(W) No. 4/2020 – Tree Preservation, EIAO Guidance Note No. 8/2023 – Preparation of Landscape and Visual Impact Assessment under the EIAO and TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board.

#### **B.** Impact Assessment

#### 3.8.2 <u>Tree Survey</u>





- 3.8.2.1. A tree survey was conducted for trees located at the study area on 11th and 16th of April 2024. A total of 53 trees of 15 species with a trunk diameter larger than 95mm measured at 1,300mm above ground level were surveyed. The trees were generally in average condition. The average crown size was 4m, average tree height at 6.7m and average 327.7mm DBH.
- 3.8.2.2. No Old and Valuable Trees were identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.
- 3.8.2.3. There were three trees with DBH measurements greater than 1000mm which were considered as Tree of Particular Interest identified in the survey.
- 3.8.2.4. A total of 22 trees are proposed to be retained in-situ while 31 surveyed trees are proposed to be removed due to direct conflict with the Project's site formation works and/or associated road works. Details of the tree survey including tree assessment schedule, tree treatment plan and tree survey plan are enclosed in Figure 3.23, Figure 3.24a and Figure 3.24b. The summary of affected trees is listed in Table 3.8.

Table 3.8 – The summary of affected trees

| Tree ID | Spe                                     | cies         | Height | DBH  | Spread | Proposed  |
|---------|---|--------------|--------|------|--------|-----------|
| No.     | Scientific Name                         | Chinese Name | (m)    | (mm) | (m)    | Treatment |
| T002    | Leucaena leucocephala                   | 銀合歡          | 5.0    | 180  | 3.0    | Remove    |
| T003    | Leucaena leucocephala                   | 銀合歡          | 5.0    | 100  | 2.0    | Remove    |
| T004    | Leucaena leucocephala                   | 銀合歡          | 5.0    | 100  | 1.5    | Remove    |
| T005    | Leucaena leucocephala                   | 銀合歡          | 3.5    | 130  | 1.5    | Remove    |
| T006    | Ficus religiosa                         | 菩提樹          | 8.0    | 1100 | 8.0    | Remove    |
| T028    | Bauhinia variegata                      | 宮粉羊蹄甲        | 5.0    | 180  | 2.0    | Remove    |
| T029    | Celtis sinensis                         | 朴樹           | 5.5    | 220  | 4.0    | Remove    |
| T030    | Celtis sinensis                         | 朴樹           | 6.0    | 300  | 4.0    | Remove    |
| T031    | Celtis sinensis                         | 朴樹           | 6.5    | 160  | 3.5    | Remove    |
| T032    | Casuarina equisetifolia                 | 木麻黄          | 7.0    | 340  | 4.0    | Remove    |
| T033    | Ficus microcarpa                        | 細葉榕          | 7.5    | 650  | 7.0    | Remove    |
| T034    | Leucaena leucocephala                   | 銀合歡          | 8.0    | 110  | 1.5    | Remove    |
| T035    | Leucaena leucocephala                   | 銀合歡          | 8.5    | 160  | 2.0    | Remove    |
| T036    | Bombax ceiba                            | 木棉           | 9.0    | 310  | 3.5    | Remove    |
| T037    | Elaeocarpus hainanensis                 | 水石榕          | 9.5    | 280  | 2.0    | Remove    |
| T038    | Melaleuca cajuputi<br>subsp. cumingiana | 白千層          | 10.0   | 320  | 1.5    | Remove    |
| T039    | Melaleuca cajuputi subsp. cumingiana    | 白千層          | 11.5   | 320  | 2.0    | Remove    |
| T040    | Melaleuca cajuputi<br>subsp. cumingiana | 白千層          | 9.0    | 310  | 1.5    | Remove    |





| Tree ID | Spe                                     | Species      |     |      |     | Proposed  |
|---------|---|--------------|-----|------|-----|-----------|
| No.     | Scientific Name                         | Chinese Name | (m) | (mm) | (m) | Treatment |
| T041    | Ficus microcarpa                        | 細葉榕          | 8.0 | 800  | 5.0 | Remove    |
| T042    | Livistona chinensis                     | 蒲葵           | 3.5 | 190  | 2.0 | Remove    |
| T043    | Ficus altissima                         | 高山榕          | 4.5 | 300  | 4.5 | Remove    |
| T044    | Ficus altissima                         | 高山榕          | 8.0 | 430  | 7.0 | Remove    |
| T045    | Delonix regia                           | 鳳凰木          | 6.5 | 250  | 2.0 | Remove    |
| T046    | Delonix regia                           | 鳳凰木          | 5.0 | 220  | 4.0 | Remove    |
| T047    | Phoenix roebelenii                      | 日本葵          | 3.5 | 95   | 1.5 | Remove    |
| T048    | Phoenix roebelenii                      | 日本葵          | 3.5 | 95   | 1.5 | Remove    |
| T049    | Phoenix roebelenii                      | 日本葵          | 3.5 | 95   | 1.5 | Remove    |
| T050    | Melaleuca cajuputi<br>subsp. cumingiana | 白千層          | 9.0 | 310  | 1.5 | Remove    |
| T051    | Melaleuca cajuputi<br>subsp. cumingiana | 白千層          | 8.0 | 340  | 3.5 | Remove    |
| T052    | Leucaena leucocephala                   | 銀合歡          | 4.5 | 160  | 3.0 | Remove    |
| T053    | Leucaena leucocephala                   | 銀合歡          | 5.0 | 280  | 4.0 | Remove    |

Remarks: (1) Tree of Particular Interest.

#### 3.8.3 Landscape Character Areas and Landscape Resources

3.8.3.1. The site area is a city lot that is surrounded by the Ho Man Tin West FWSR in the north-western direction, the Ho man Tin Playground and Ho man Tin Sorts Centre in the South and the residential development, Ultima to the southeast. The area is primarily comprising of Residential Urban Landscape to the, east, west and northwest (LCA1), Mixed Urban Landscape in the southeast (LCA2), Institutional Landscape represented by the Housing Authority Headquarters and Ho Man Tin Government Offices in the north (LCA3), Park Urban Landscape represented by the Ho Man Tin Reservoir Playground and Ho Man Tin Playground Park to the east, south and west (LCA4), and Transportation Landscape of MTR Shatin Central Link, Princess Margaret Road and Chatham Road North (LCA5). The baseline condition of Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the 500m study boundary have been identified in Figure 3.25 and Figure 3.26 respectively and listed in the table below.

Table 3.9 - Unmitigated Impacts on Landscape Character Areas

|      |                                      |               | garea parte on = an area oape on   |                         |                        |
|------|--------------------------------------|---------------|--|-------------------------|------------------------|
| Code | Landscape<br>Character Area<br>(LCA) | Compatibility | Description of Unmitigated Impact  | Reversibility of Change | Magnitude of<br>Change |
| LCA1 | Residential<br>Urban<br>Landscape    | High          | The proposed development adds one residential block to an area already occupied by several existing buildings including neighbouring residential development and institutional facilities. The proposed residential tower is compatible with its | Irreversible            | Negligible             |





| Code | Landscape<br>Character Area<br>(LCA) | Compatibility | Description of Unmitigated Impact  | Reversibility of Change | Magnitude of Change |
|------|--------------------------------------|---------------|--|-------------------------|---------------------|
|      |                                      |               | neighbouring development at 156.1mPD. It is expected that there would be negligible impact to the character of this LCA.   |                         |                     |
| LCA2 | Mixed Urban<br>Landscape             | High          | The proposed building is located quite far away from this character area. It is expected to cause negligible impact to this landscape character area.  | N/A                     | Negligible          |
| LCA3 | Institutional<br>Landscape           | Medium        | This LCA will be affected by adding one building block at the proposed development location. The potential impact to other institutions within this LCA is minimal with the proposed development is located at a distance separated by the Ho Man Tin West Fresh Water Service Reservoir and the future ventilation building of the Central Kowloon Route. It is expected to cause intermediate impact to this landscape character area. | Irreversible            | Intermediate        |
| LCA4 | Park Urban<br>Landscape              | Medium        | The proposed building is located close to the Ho Man Tin West Fresh Water Service Reservoir and Ho Man Tin Park and Ho Man Tin Sports Centre. It is expected to cause intermediate impact to the surrounding landscape characters.   | Irreversible            | Intermediate        |
| LCA5 | Transportation<br>Landscape          | medium        | The proposed development shall add one additional building along Fat Kwong Street but is in character with the buildings in the vicinity of the proposed development. It is expected to cause small impact to the surrounding landscape characters.  | Irreversible            | Small               |

3.8.3.2. Potential impacts would result from the temporary and permanent above ground structure elements during the construction and operation phase. The sources of impacts are listed in the following table:

Table 3.10 - Sources of Impacts during Construction and Operation Phase

| Code         | Description                                     |
|--------------|---|
| Construction | on Phase  |
| C1           | Removal of vegetation due to site clearance     |
| C2           | Site formation works & excavation works         |
| C3           | Construction of roads and associated facilities |
| C4           | Construction of underground utilities           |
| C5           | Construction traffic                            |
| C6           | Temporary site office, machinery and works area |
| C7           | After dark site lighting                        |
| Operation    | Phase   |





| 01 | Operation of recidential development                     |
|----|--|
| ΟĪ | Operation of residential development                     |
| 02 | Permanent removal of existing trees and other vegetation |

3.8.3.3. Given the relatively modest scale of the Development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only stem from construction activities. The following table summarises this finding.

Table 3.11 - Unmitigated Impacts on Landscape Resources

| Code    | Landscape<br>Resource<br>(LR)                               | Sources of Impact                       | Description of<br>Unmitigated<br>Impact  | Magnitude of<br>Change | Sensitivity to<br>Change | Significance of<br>Impact |
|---------|---|---|--|------------------------|--------------------------|---------------------------|
|         | etation inside Res  | sidential Dev                           | elopment   |                        |                          |                           |
| LR1-1   | Ultima  | C1, C2,<br>C3, C5,<br>C6, C7,<br>O1, O2 | Construction activities and blockage caused by the additional residential tower. | Intermediate           | Medium                   | Moderate                  |
| LR1-2   | Kwun Fai<br>Court   | C2, C3,<br>C5, C6,<br>C7,<br>O1         | Construction activities and blockage caused by the additional residential tower. | Small                  | Medium                   | Slight /<br>Moderate      |
| LR1-3   | Ho Man Tin<br>Estate  | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-4   | Oi Man Estate   | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-5   | Chun Man<br>Court   | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-6   | Carmel on<br>The Hill                                       | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-7   | Cascades  | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-8   | One Homantin  | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-9   | Ellery Terrace  | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-10  | Dragon View   | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR1-11  | Parc Palais   | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR2 Veg | etation inside Ins  | titutions                               |  |                        |                          |                           |
| LR2-1   | Ho Man Tin<br>West Fresh<br>Water Service<br>Reservoir      | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR2-2   | Housing<br>Authority<br>Headquarters                        | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-3   | Housing<br>Authority<br>Headquarters<br>Building Block<br>3 | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-4   | Sheung Kung<br>Hui Tsoi Kung<br>Po Secondary<br>School      | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |





| Code   | Landscape<br>Resource<br>(LR)  | Sources of Impact                       | Description of<br>Unmitigated<br>Impact                            | Magnitude of<br>Change | Sensitivity to<br>Change | Significance of Impact    |
|--------|--|---|--|------------------------|--------------------------|---------------------------|
| LR-2-5 | Hong Kong<br>Metropolitan<br>University  | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-6  | HKMU Jockey<br>Club Institute<br>of Healthcare                                   | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-7  | Auxiliary<br>Medical<br>Service<br>Headquarters                                  | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-8  | Martha Boss<br>Community<br>Centre<br>Lutheran<br>Church-Hong<br>Kong Synod      | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-9  | HKMU Jubilee<br>College  | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-10 | Kowloon City District Headquarters and Hung Hom Divisional Police Station        | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-11 | Civil Engineering and Development Building                                       | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-12 | Ho Man Tin<br>Government<br>Offices  | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-13 | Holy Trinity<br>Church<br>Secondary<br>School                                    | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-14 | Carmel<br>Secondary<br>School  | Nil                                     | Nil  | Negligible             | Low                      | Insubstantial             |
| LR2-15 | Hong Kong<br>Rugby<br>Football Union<br>and King's<br>Park Sports<br>Association | Nil                                     | Nil  | Negligible             | Medium                   | Insubstantial             |
| LR2-16 | The Site   | C1, C2,<br>C3, C5,<br>C6, C7,<br>O1, O2 | Construction activities caused by the additional residential tower | Large                  | Medium                   | Moderate /<br>Substantial |
|        | etation inside Par   | -                                       |  | I                      | I                        | <u> </u>                  |
| LR3-1  | Ho Man Tin<br>Park and Ho  | C1, C2,<br>C6, C7,                      | Construction activities and  | Intermediate           | Medium                   | Slight                    |





| Code    | Landscape<br>Resource<br>(LR)                         | Sources of Impact | Description of<br>Unmitigated<br>Impact                    | Magnitude of<br>Change | Sensitivity to Change | Significance of Impact |
|---------|---|-------------------|--|------------------------|-----------------------|------------------------|
|         | Man Tin<br>Sports Centre                              | 01, 02            | blockage caused<br>by the additional<br>residential tower. |                        |                       |                        |
| LR3-2   | Ho Man Tin<br>East Service<br>Reservoir<br>Playground | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-3   | Ho Man Tin<br>East Sitting-<br>Out Area               | Nil               | Nil  | Negligible             | N/A                   | Insubstantial          |
| LR3-4   | Sheung Lok<br>Street Garden<br>(Stage II)             | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-5   | Sheung Lok<br>Street Garden                           | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-6   | Ko Shan<br>Road Park                                  | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-7   | Fat Kwong<br>Street Garden                            | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-8   | Fat Kwong<br>Street<br>Playground                     | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-9   | Yan Fung<br>Street Rest<br>Garden                     | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-10  | Chung Yee<br>Street Garden                            | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR3-11  | King's Park<br>High Level<br>Service<br>Reservoir     | Nil               | Nil  | Negligible             | Medium                | Insubstantial          |
| LR4 Veg | etation along Tra                                     | nsportation (     | Corridor   |                        |                       |                        |
| LR4-1   | MTR (Shatin<br>Central Link)                          | Nil               | Nil  | Negligible             | N/A                   | Insubstantial          |
| LR4-2   | Princess<br>Margaret<br>Road                          | Nil               | Nil  | Negligible             | Low                   | Insubstantial          |
| LR4-3   | Chatham<br>Road North                                 | Nil               | Nil  | Negligible             | N/A                   | Insubstantial          |
| LR4-4   | Fat Kwong<br>Street                                   | Nil               | Nil  | Negligible             | N/A                   | Insubstantial          |

## 3.8.4 <u>Baseline Visual Conditions</u>

3.8.4.1. The site is located within a largely built-up area surrounded by open spaces, residential developments and various government offices and institutions with building heights between +65.9mPD and +91.3mPD. The private residential development, Ultima which was completed in 2016 with building heights between +132mPD and +153.2mPD is located just to the east of the Site. The public housing estate, Oi Man Estate is located to its west with building heights between +88.4mPD and +88.7mPD. Further to its northeast is the Ho Man Tin Estate with building heights between +158.9mPD and +167.3mPD. There are





government office buildings such as the Housing Authority Headquarters with +88.3mPD, Ho Man Tin Government Offices with +91.3mPD, Hong Kong Metropolitan University with 88.2m to it northern Direction. These buildings largely define the visual envelope of the proposed development, and the visual corridors would be located through the park urban landscape and roads.

- 3.8.4.2. Immediately around the site area, the visual elements are dominated by the open spaces at the Ho Man Tin West FWSR and the Ho Man Tin Park and Ho Man Tin Sports Centre. At the medium and long range, the Ho Man Tin East Service Reservoir Playground, Chatham Road North and the King's Park Hockey Ground marks the visual backdrop of the area.
- 3.8.4.3. Since the proposed development is surrounded by residential and government offices buildings, particularly on the north and east side, the wide-open view from the parks and open spaces in the southern and western direction, the key visual impacts to be assessed would be the impact of the additional building block to the existing context. Six (6) key public Viewing Points are used to illustrate the visual impacts from all four sides of the proposed development. Photographs taken from these existing viewpoints are shown in **Figure 3.27b**.

Table 3.12 – Key Public Viewing Points

| Code                     | Vantage Point  | Viewing<br>Distance (m) | Justification of Selection  |
|--------------------------|--|-------------------------|---|
| VP1<br>(Figure<br>3.27c) | From King's Park<br>Hockey Ground<br>Spectator Stand<br>(+12.0mPD)                                     | 770                     | This is a long-range view taken from the spectator stand inside King's Park Hockey Ground illustrates the visual impact of the proposed development on the recreational users. Sensitivity of public viewers of this VP is considered Medium.   |
| VP2<br>(Figure<br>3.27d) | From Chatham Road<br>North (+14.8mPD)  | 550                     | This is a medium-range view taken from the pedestrian walkway along Chatham Road North illustrates the view of daily commuters travelling along this route. Sensitivity of public viewers of this VP is considered Medium.  |
| VP3<br>(Figure<br>3.27e) | From Ho Man Tin<br>East Service<br>Reservoir Playground<br>(+66.8mPD)                                  | 350                     | This is a medium-range view taken from the northern end of Ho Man Tin East Service Reservoir Playground illustrates the overall visual impacts for visitors and recreational users at the facility. Sensitivity of public viewers of this VP is considered Medium to High.                |
| VP4<br>(Figure<br>3.27f) | From Pedestrian Walkway along Fat Kwong Street outside Housing Authority Headquarters (about +47.5mPD) | 220                     | This is a short-range view is taken from the pedestrian walkway along Fat Kwong Street looking towards the southern direction and assess the visual impact of the proposed development on the travellers along this route. Sensitivity of public viewers of this VP is considered Medium. |
| VP5<br>(Figure<br>3.27g) | From Amenity Area in<br>Oi Man Estate<br>(+46.8mPD)  | 170                     | This is a short-range view taken from the amenity area in Oi Man Estate illustrates the visual impact of the proposed development on the recreational users. Sensitivity of public viewers of this VP is considered Medium.   |





| Code                     | Vantage Point                      | Viewing<br>Distance (m) | Justification of Selection   |
|--------------------------|------------------------------------|-------------------------|--|
| VP6<br>(Figure<br>3.27h) | From Ho Man Tin<br>Park (+54.2mPD) | 130                     | This is a short-range view taken from the basketball court inside the Ho Man Tin Park illustrates the view experienced by the park user at close range. Viewers experience full exposure of the proposed development. Sensitivity of public viewers of this VP is considered Medium to High. |

## 3.8.5 Potential Visual Impacts

3.8.5.1. Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the six selected viewpoints are given in **Table 3.13** and **Figure 3.25c to 3.25h**. The visual impact assessment is formulated on the basis of the comparison between the existing condition and indicative scheme of the proposed development with planned condition. The following table summarizes these impacts:

Table 3.13 – Visual Impacts on Key Public Views

| Code                     | Vantage<br>Point   | Visual Composition  | Visual<br>Obstruction   | Effect on Public Viewers  | Effect on Visual<br>Resources   |
|--------------------------|--|---|---|---|---|
| VP1<br>(Figure<br>3.27c) | From King's<br>Park Hockey<br>Ground<br>Spectator<br>Stand<br>(+12.0mPD) | Before: This is an overall view of the skyline of Ho Man Tin area from the southwestern direction with the King's Park Hockey Ground in the foreground and residential developments in King's Park framing the view and the proposed development and Ho Man Tin area forms the background.  After: With the existing development, Uitima and Ho Man Tin Estate just behind the proposed tower, it appears to be blended in with the surroundings without significant impact to the overall skyline. | There is partial obstruction to the sky from this viewpoint considering existing buildings are similar in height in the background. | The building block add obstructions to the existing open sky view. The effect on public viewers is considered slightly adverse. | There is partial blockage to the sky. The effect on visual resources is slightly adverse.   |
| VP2<br>(Figure<br>3.27d) | From<br>Chatham Rd<br>North<br>(+14.8mPD)                                | Before: This is a view taken along the pedestrian walkway along the Chatham Road North with partial view of the residential developments, Ultima, the proposed development, In One and Onmantin in the  | The proposed development is completely blocked by the proposed Hong Kong Polytechnic University Expansion.                          | There is negligible effect on public viewers.   | There is negligible blockage to the open sky. The effect on visual resources is negligible. |





| Code                     | Vantage<br>Point  | Visual Composition  | Visual<br>Obstruction  | Effect on Public Viewers  | Effect on Visual Resources   |
|--------------------------|---|---|--|---|--|
|                          |   | background and the proposed Hong Kong Polytechnic University Expansion in the foreground. The existing view sees a large area of open sky towards the direction of King's Park High Level Service Reservoir Playground.   |  |   |  |
|                          |   | After: From this view, the proposed Hong Kong Polytechnic University Expansion on Ho Man Tin Slope in the foreground and the vegetation below the King's Park High Level Service Reservoir Playground is at the middle ground. The proposed development is completely blocked by the proposed Hong Kong Polytechnic University Expansion. |  |   |  |
| VP3<br>(Figure<br>3.27e) | From Ho Man<br>Tin East<br>Service<br>Reservoir<br>Playground<br>(+66.8mPD)           |   | There is partial obstruction to the open sky.                | The building block adds obstructions to the existing open sky view. The effect on public viewers is considered slightly adverse.          | There is partial blockage to the sky. The effect on visual resources is slightly adverse.            |
| VP4<br>(Figure<br>3.27f) | From Pedestrian Walkway along Fat Kwong Street outside Housing Authority Headquarters | This view is taken from the pedestrian walkway opposite to the Housing  | There is partial obstruction to the sky from this viewpoint. | The proposed building block filled the sky view between existing buildings. The effect on public viewers of commuters at this location is | There is partial<br>blockage to the<br>sky. The effect on<br>visual resources is<br>slightly adverse |





| Code                     | Vantage<br>Point   | Visual Composition  | Visual<br>Obstruction  | Effect on Public Viewers   | Effect on Visual Resources  |
|--------------------------|--|---|--|--|---|
|                          | (about<br>+47.5mPD)  | After: From this view, the upper portion of the proposed development will block the existing sky view. The existing trees in the middle ground will block the low-rise HMTVB and the lower portion of the proposed development. The combined effect would reduce the depth of view towards the direction of the proposed development.   |  | considered slightly adverse  |   |
| VP5<br>(Figure<br>3.27g) | From<br>Amenity Area<br>in Oi Man<br>Estate<br>(+46. 8mPD) | Before: This is a view taken from an amenity area on top of the carpark in Oi Man Estate towards the east with vegetations on the western slopes of the Ho Man Tin West Fresh Water Service Reservoir. Kar Man House and Kin Man House of Oi Man Estate, Tower 6 to 8 of Ultima and open sky forms the backdrop of this viewpoint.  | There is partial obstruction to the sky from this viewpoint considering Tower 6 to 8 of Ultima as background | The building block adds obstructions to the existing open sky view. The effect on public viewers is considered slightly adverse to moderately adverse. | There is partial blockage to the sky. The effect on visual resources is slightly adverse to moderately adverse. |
|                          |  | After: From this view, Towers 7 & 8 of Ultima are visible in the background. The lower portion of the proposed development would be blocked by the vegetation on the western slopes of the Ho Man Tin West Fresh Water Service Reservoir. The overall visual composition remains unchanged with the upper floor of the proposed residential block would obstruct the open sky view. |  |  |   |
| VP6<br>(Figure<br>3.27h) | From Ho Man<br>Tin Park<br>(+54.2mPD)                      | This is a view taken from<br>the basketball court of Ho<br>Man Tin Park with the<br>canopy of the spectator<br>stand and ball court in the<br>foreground, Tower 6, 7 and<br>8 of Ultima and Ho Man Tin<br>Estate and open sky   | There is partial obstruction to the open sky.  | The building block add partial obstructions to the existing open sky view. The effect on public viewers is considered Moderately adverse.              | There is partial blockage to the sky. The effect on visual resources is moderately adverse.                     |





| Code | Vantage<br>Point | Visual Composition   | Visual<br>Obstruction | Effect on Public Viewers | Effect on Visual Resources |
|------|------------------|--|-----------------------|--------------------------|----------------------------|
|      |                  | forming the backdrop of this viewpoint.  |                       |                          |                            |
|      |                  | After: The proposed building is prominent in this view and the skyline is partially blocked and reduce the depth of view when viewing from this viewpoint. |                       |                          |                            |

3.8.5.2. Considering the visual impacts from the 6 viewpoints covering angles from all around the site area, the visual impacts ranges from 'negligible' to 'moderately adverse'.

Table 3.14 – Summary of Ratings of Visual Impacts

|                | rable 3.14 – Summary of Natings of Vis        | uai iiiipacis                  |
|----------------|---|--------------------------------|
| Code           | Vantage Point                                 | Overall Visual Impact of VP    |
| VP1            | From King's Park Hockey Ground Spectator      | Slightly adverse               |
| (Figure 3.27c) | Stand   |                                |
| VP2            | From Chatham Rd North                         | Negligible                     |
| (Figure 3.27d) |   |                                |
| VP3            | From Ho Man Tin East Service Reservoir        | Slightly adverse               |
| (Figure 3.27e) | Playground                                    | 0 ,                            |
| VP4            | From Pedestrian Walkway along Fat Kwong       | Slightly adverse               |
| (Figure 3.27f) | Street outside Housing Authority Headquarters | 0 ,                            |
| VP5            | From Amenity Area in Oi Man Estate            | Slightly adverse to moderately |
| (Figure 3.27g) |   | adverse                        |
| VP6            | From Ho Man Tin Park                          | Moderately adverse             |
| (Figure 3.27h) |   | ,                              |

#### 3.8.6 Conclusion

- 3.8.6.1. The key landscape and visual impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the proposed towers, and the blockage of the sky with reduction in depth of views caused by filling of gaps between existing residential blocks.
- 3.8.6.2. The mitigation measures to address these impacts are relatively straightforward. Regarding the number of trees impacted, it is recommended that these trees be compensated on-site. Additional new tree planting shall also be provided in the future landscape area of the Development to satisfy greenery coverage requirement. Additional mitigation measures are listed in **Table 3.15**.

Table 3.15 – Additional Mitigation Measures for Landscape and Visual Impact

| Tubio of te | 7 taattolla liittigattoli liitaatai to toi Eallaccape alla vicaal liitpact          |
|-------------|---|
| No.         | Additional mitigation measures  |
| (a)         | Careful manage construction activities to minimise disturbances during construction |





| (b) | Optimise the layout and orientation of the building to minimise blockage and shadows, which would minimise the visual blockage                           |
|-----|--|
| (c) | Incorporating podium design such as landscaping, vertical greening, edge planting and etc to improve the visual and landscape impact of the developments |
| (d) | Sensitive façade treatment to enhance the podium design and break down the visual mass of the podium for better visual impact                            |
| (e) | Incorporate compensatory tree planting   |

- 3.8.6.3. Compensatory trees are proposed at a 1:1 ratio for the 23 existing trees with DBH >95mm identified at the site area that are likely to be impacted by the proposed development (6 removed Leucaena leucocephala are not compensated). Subject to other site design considerations, native species are recommended for ecological value. Green space area should be minimum 20% of site area.
- 3.8.6.4. The proposed development involves limited change in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the site area.

Table 3.16 – Significance of Residual Impacts After Mitigation

| Code   | LCA / LR  | Significance of<br>Impact Before<br>Mitigation | Recommended<br>Mitigation<br>Measures | Significance of<br>Impact After<br>Mitigation |
|--------|---|--|---------------------------------------|---|
| LCA1   | Residential Urban<br>Landscape                      | Moderate                                       | a, b, c, d, e                         | Slight Adverse                                |
| LCA2   | Institutional<br>Landscape                          | Slight   | a, b, c, d,                           | Negligible                                    |
| LCA3   | Park Urban<br>Landscape                             | Moderate                                       | a, b, c, d, e                         | Slight Adverse                                |
| LR1-1  | Ultima  | Substantial                                    | a, b, c, d, e                         | Slight Adverse                                |
| LR1-2  | Kwun Fai Court                                      | Moderate Adverse                               | a, b, c, d                            | Negligible                                    |
| LR1-3  | Ho Man Tin Estate                                   | Slight Adverse                                 | a, b, c, d,                           | Negligible                                    |
| LR1-4  | Oi Man Estate                                       | Moderate Adverse                               | a, b, c, d, e                         | Negligible                                    |
| LR2-1  | Ho Man Tin West<br>Fresh Water Service<br>Reservoir | Moderate Adverse                               | a, b, c, d, e                         | Negligible                                    |
| LR2-2  | Housing Authority<br>Headquarters                   | Slight Adverse                                 | a, b, c, d                            | Negligible                                    |
| LR2-4  | Sheung Kung Hui<br>Tsoi Kung Po<br>Secondary School | Slight Adverse                                 | a, b, c, d                            | Negligible                                    |
| LR2-12 | Ho Man Tin<br>Government Offices                    | Slight Adverse                                 | a, b, c, d, e                         | Negligible                                    |
| LR3-1  | Ho Man Tin Park<br>and Ho Man Tin<br>Sports Centre  | Moderate Adverse                               | a, b, c, d, e                         | Negligible                                    |





| Code   | LCA / LR   | Significance of<br>Impact Before<br>Mitigation | Recommended<br>Mitigation<br>Measures | Significance of<br>Impact After<br>Mitigation |
|--------|--|--|---------------------------------------|---|
| LR3-2  | Ho Man Tin East<br>Service Reservoir<br>Playground | Slight Adverse                                 | a, b, c, d                            | Negligible                                    |
| LR3-10 | Chung Yee Street<br>Garden                         | Moderate Adverse                               | a, b, c, d, e                         | Negligible                                    |

- 3.8.6.5. As far as the visual impacts are concerned, it is recommended that mitigation measures (b) and (d) as listed in **Table 3.15** are incorporated into the design of the Development as far as possible to further minimize the limited impacts.
- 3.8.6.6. A conceptual landscape plan for the Development is enclosed in **Figure 3.28**. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (23 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.
- 3.8.6.7. Apart from the greenery provision requirement, the Development shall also comply with the building separation and building setback requirements as stipulated under PNAP-APP 152 SBDG.
- 3.8.6.8. The overall LVIA concludes that the landscape impacts of the proposed development are acceptable, and that the visual impacts of the proposed development are negligible to moderately adverse.

# 3.9 Air Ventilation Impact

## 3.9.1 General

- 3.9.1.1. Preliminary air ventilation assessment has been undertaken to review the existing wind environment of the Site and its surroundings; and assess qualitatively the potential air ventilation impacts on the surroundings using the methodology of AVA, based on the "Housing Planning and Lands Bureau Technical Circular No. 1/06, Environment, Transport and Works Bureau Technical Circular No. 1/06" issued on 19th July 2006 (the Technical Circular) and "Technical Guide for Air Ventilation Assessment for Development in Hong Kong Annex A" (the Technical Guide) of the Technical Circular.
- 3.9.1.2. According to the site wind availability analysis, the annual prevailing winds comes from ENE, E and ESE directions whilst the summer prevailing winds come from E, SSW and SW directions.

#### 3.9.2 Existing Wind Environment

3.9.3 Under the annual wind condition, the east-north-easterly and easterly annual prevailing wind will mainly come from Ma Tau Wai Area and Kowloon Bay (waterbody). A large portion of the east-north- easterly and easterly winds is expected to be obstructed by the high-rise residential developments situated in the upwind region. These will include Kwun Tak Court, Kwun Hei Court and Kwun Fai Court for east-north-easterly annual prevailing wind and Ultima for





easterly annual and summer prevailing wind. Nonetheless, it is expected that Sheung Lok Street with Sheung Lok Street Garden will form the major air paths to bring east-north-easterly and easterly prevailing winds to the Site.

- 3.9.4 In addition, the east-south-easterly annual prevailing wind will also mainly come from Ma Tau Wai Area and Kowloon Bay Kowloon Bay (waterbody) and a portion of east-south-easterly wind will be blocked by the high-rise residential development, Ultima. It is expected that Fat Kwong Street will form the major air path to bring annual east-south-easterly prevailing wind to the Site.
- 3.9.4.1. Under the summer wind condition, the south-south-westerly and south-westerly prevailing wind will mainly come from Hong Kong Rugby Union King's Park Sport Court channelized by Hau Man Street to reach the Site. Summer prevailing winds will be partially blocked by the medium-rise residential development namely Oi Man Estate. However, a portion of south-south-westerly and south-westerly prevailing wind will skim over the low-rise developments namely Trinity Church Secondary School and Carmel Secondary School and penetrate through Ho Man Tin Park to reach the Site. Trinity Church Secondary School, Carmel Secondary School and King's Park High Level Service Reservoir Playground and Ho Man Tin Park would form part of the air path with Hau Man Street. Nonetheless, a portion of south-westerly prevailing wind would be diverted to the Site by Ultima.

#### 3.9.5 Potential Problematic Areas

- 3.9.5.1. Potential problematic areas at pedestrian level within the assessment area are circled in yellow in **Figure 3.29**. In summary, these areas are identified and summarized as follows:
  - i. Open Space
    - Ho Man Tin Park
    - Carmel Village Street Garden
    - Sheung Lok Street Garden (Stage II)
  - ii. G/IC Facilities
    - Ling To Catholic Primary School
    - Ho Man Tin Ambulance Depot
    - Sheng Kung Hui Tsoi Kung Po Secondary School
    - Sheung Lok Street Garden (Stage II)
    - Ho Man Tin East Service Reservoir Playground
    - Ho Man Tin West Fresh Water Reservoir
  - iii. Residential Developments
    - Oi Man Estate
    - Carmel On The Hill
    - Chun Man Court





- Cascades
- Ho Man Tin Estate
- Kwun Fai Court
- Kwun Hei Court
- Kwun Tai Court

## 3.9.6 Qualitative Assessment of the Site

#### A. ENE & E Wind

- 3.9.6.1. With an annual wind frequency of 12.0% and 29.4% for ENE and E winds respectively, ENE and E winds are both major annual prevailing winds for the Site. Also, E wind is a major summer prevailing wind which contributes to 12.0% of summer wind frequency.
- 3.9.6.2. Sheung Lok Street and Sheung Lok Street Garden will act as major air path to bring ENE and E winds to reach the northern portion of the Project.
- 3.9.6.3. In the Baseline Scheme, a portion of the incoming ENE and E wind is expected to travel along Sheung Lok Street and Sheung Lok Garden and then skim over the low-rise temporary structures within the northern portion of the Site with minimal obstruction to reach the downwind regions including Ho Man Tin West FWSR and a cluster of residential developments of Oi Man Estate. Meanwhile, a portion of ENE and E wind will be obstructed by Ultima.
- 3.9.6.4. In the Proposed Scheme, a portion of the incoming ENE and E would be obstructed by the development in the southern portion of the Site. Nonetheless, the introduction of the >25m building setback to the northern site boundary and the northern portion of the proposed NBA at the existing slope near the eastern boundary are expected to allow incoming ENE and E wind to penetrate through the Site to ventilate the aforementioned downwind regions.
- 3.9.6.5. It is expected that with incorporation of the aforementioned good design feature in the Proposed Scheme, it is not expected that the Proposed Scheme would create significant adverse air ventilation impact to the surrounding pedestrian environment when compared with the Baseline Scheme.
- 3.9.6.6. **Figure 3.30** shows the major air paths for ENE and E winds for the Baseline Scheme and Proposed Scheme.

#### B. ESE Wind

- 3.9.6.7. With an annual wind frequency of 10.2% for ESE wind, ESE wind is a major annual wind for the Site.
- 3.9.6.8. Fat Kwong Street will act as the major air path, channelizing portion of ESE wind to the downwind area. Ultima, located to the southeast of the Site, is anticipated to block a portion of incoming ESE wind to the Site.
- 3.9.6.9. In the Baseline Scheme, a portion of ESE wind can reach the northern portion of the Site at the end of the continuous building façade of Ultima. ESE wind is then expected to skim over the low-rise temporary structures of the Site and





low-rise Ho Man Tin Ventilation Building (which is under construction) to reach the downwind regions including Ho Man Tin West FWSR, Ho Man Tin Ambulance Depot and cluster of residential developments and schools.

- 3.9.6.10. In the Proposed Scheme, the introduction of the >25m building setback to the northern site boundary and the northern portion of the proposed NBA at the existing slope near the eastern boundary are expected to allow incoming ESE wind to penetrate through the Site then skim over the low-rise Ho Man Tin Ventilation Building (which is under construction) to ventilate the aforementioned downwind regions.
- 3.9.6.11. It is expected that with incorporation of the aforementioned good design feature in the Proposed Scheme, it is not expected that the Proposed Scheme would create significant adverse air ventilation impact to the surrounding pedestrian environment when compared with the Baseline Scheme.
- 3.9.6.12. **Figure 3.31** shows the major air paths for ESE wind for the Baseline Scheme and Proposed Scheme.

#### C. SSW & SW Wind

- 3.9.6.13. With a summer wind frequency of 13.6% and 14.3% for SSW and SW winds respectively, SSW and SW winds are both major summer prevailing winds for the Site.
- 3.9.6.14. The incoming SSW and SW winds mainly comes from Hong Kong Rugby Union King's Park Sport Ground. It is anticipated a portion of SSW and SW wind skim over the low-rise developments namely Trinity Church Secondary School and Carmel Secondary School and penetrate through the airpath of King's Park High Level Service Reservoir Playground and Ho Man Tin Park to the east of Hau Man Street to reach the Site.
- 3.9.6.15. In Baseline Scheme, it is expected that SSW and SW wind is able to skim over the low-rise temporary structures in the Site to reach the downwind regions including cluster of residential developments of Ho Man Tin Estate, Kwun Fai Court and beyond.
- 3.9.6.16. In the Proposed Scheme, it is anticipated that a portion of SSW and SW wind will be obstructed by the proposed domestic block and podium in the Site which would induce wind blockage towards the pedestrian environment surrounding Tower 8 of Ultima. Nonetheless, the proposed NBA at the existing slope near the eastern site boundary and the ~5m width between the site boundary and podium of Ultima will effectively facilitate the SW wind diverted from Ultima and SSW wind towards the downwind regions. Additionally, the >5m building setback to the northwestern site boundary in addition to proposed diverted WSD's access road of approximately ~5m will allow a portion of SSW and SW wind to be diverted by the proposed development to reach the Ho Man Tin West FWSR, the low-rise Ho Man Tin Ventilation Building and beyond.
- 3.9.6.17. It is expected that with incorporation of the aforementioned good design features in the Proposed Scheme, it is not expected that the Proposed Scheme would create significant adverse air ventilation impact to the surrounding pedestrian environment when compared with the Baseline Scheme.





3.9.6.18. **Figure 3.32** shows the major air paths for SSW and SW winds for the Baseline Scheme and Proposed Scheme.

#### 3.9.7 Conclusion

- 3.9.7.1. The Site currently consists of low-rise temporary structures. The Site is bounded by Ho Man Tin West FWSR to the northwest, Fat Kwong Street to the east and Ultima to the southeast and Ho Man Tin Park and Ho Man Tin Sports Centre to the southwest. Due to the low-rise building nature of the existing condition, annual and summer mid-level prevailing winds are expected to skim over through the Site with minimal obstruction to the downwind regions.
- 3.9.7.2. For the Proposed Scheme, the scheme consists of one domestic block that comprises of a 24-storey domestic block atop a 2-storey podium with the clubhouse on first floor and lobby and social welfare facilities on ground with a building height restriction of +160mPD at main roof level to allow design flexibility for possible relocation of basement carpark to above-ground. From the qualitative directional analysis, it is anticipated that the Proposed Scheme would induce wind obstruction to a portion of SSW and SW wind but is not expected to create significant adverse air ventilation impact to the surroundings by introducing various good design features to facilitate wind penetration through the Site and to minimize the air ventilation impact induced by the Proposed Scheme to the downwind regions.
- 3.9.7.3. The various good design features incorporated in the Proposed Scheme are listed below and shown as **Figure 3.33**:
  - At least 25m wide building setback from the northern site boundary
  - At least 5m wide building setback from the north-western site boundary
  - An NBA at the existing slope near the eastern site boundary
- 3.9.7.4. Therefore, no significant adverse air ventilation impact to the surrounding pedestrian wind environment is anticipated .

# 3.10 Heritage Impact

- 3.10.1 Historic Buildings and Declared Monuments in the vicinity were reviewed with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office. No Declared Monument and historic building were identified in the vicinity of the Site.
- 3.10.2 Since no identified historic buildings were within 50 m from the Site, no adverse impact is anticipated for these historic buildings.
- 3.10.3 No Site of Archaeological Interest was identified in the vicinity with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office.





# 3.11 Quantitative Risk Assessment

- 3.11.1 A quantitative risk assessment has been conducted to estimate the risk level of the LPG storage installation in Oi Man Estate, Ho Man Tin.
- 3.11.2 The highest individual risk level is estimated to be lower than 1E-5 per year and the Site is outside the 1E-9 individual risk contour.
- 3.11.3 The societal risk level falls into the lower bound of the "as low as reasonably practicable" (ALARP) region for both construction and operation phase of the proposed development. Although mitigation measure could not be identified, good safety practices are recommended to enhance the safety of the personnel inside the proposed development site.
- 3.11.4 The risk level of the LPG storage installation is therefore complied with the Hong Kong Risk Guideline.





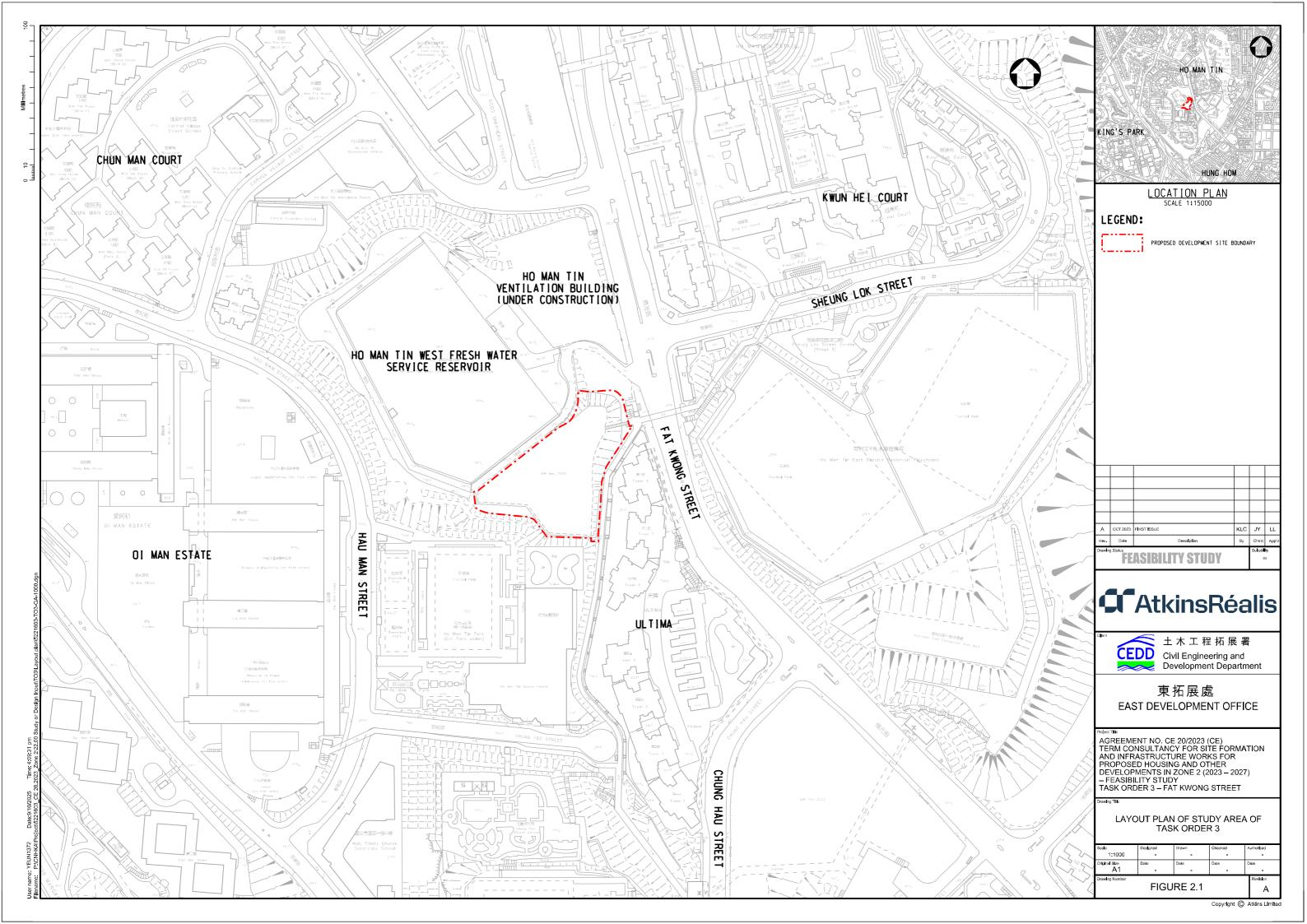
# 4. Conclusion

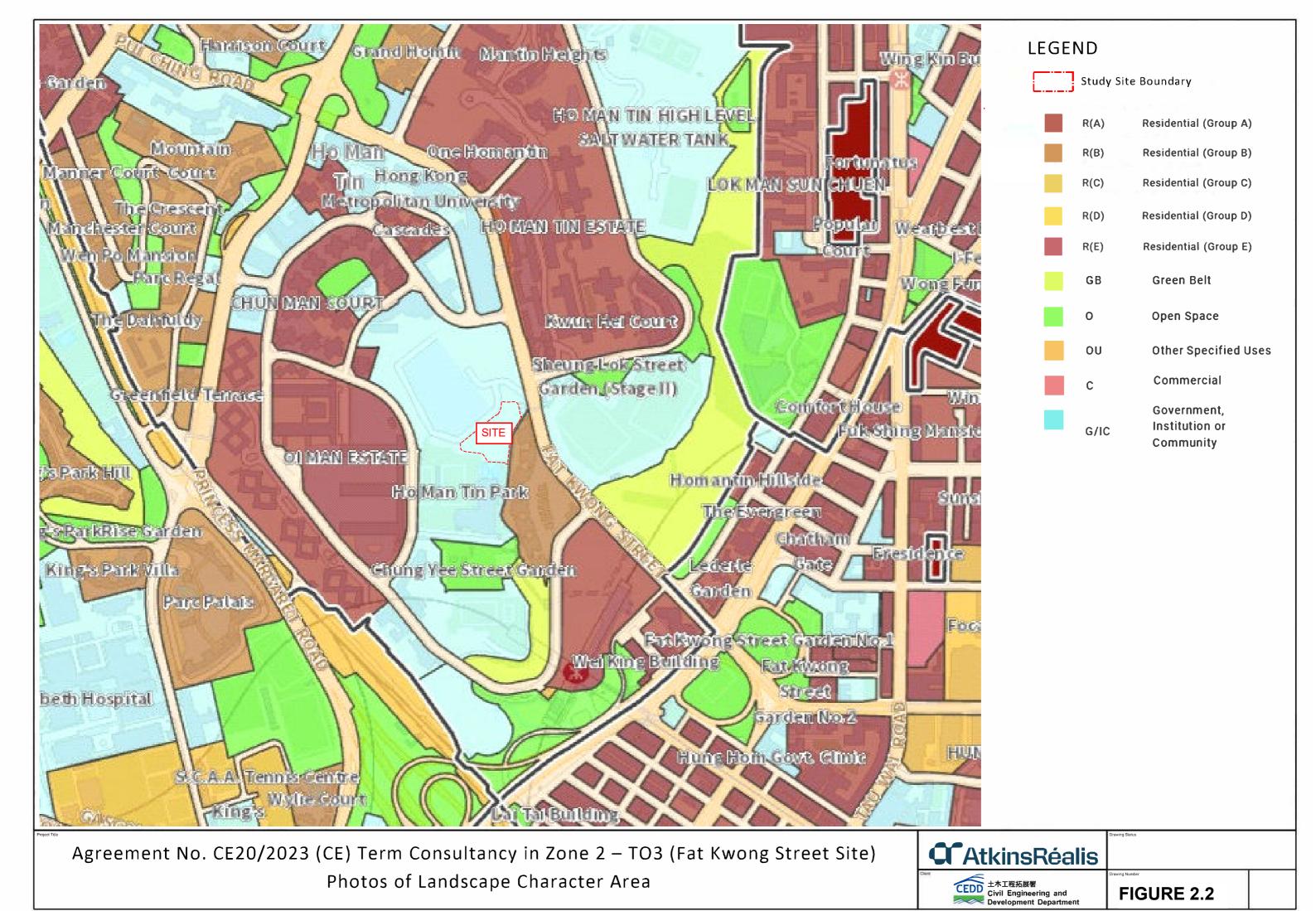
4.1.1 Various technical assessments have been conducted and it is concluded that the Development is technically feasible and no insurmountable impact for the Development is anticipated subject to the implementation of the recommended mitigation measures.



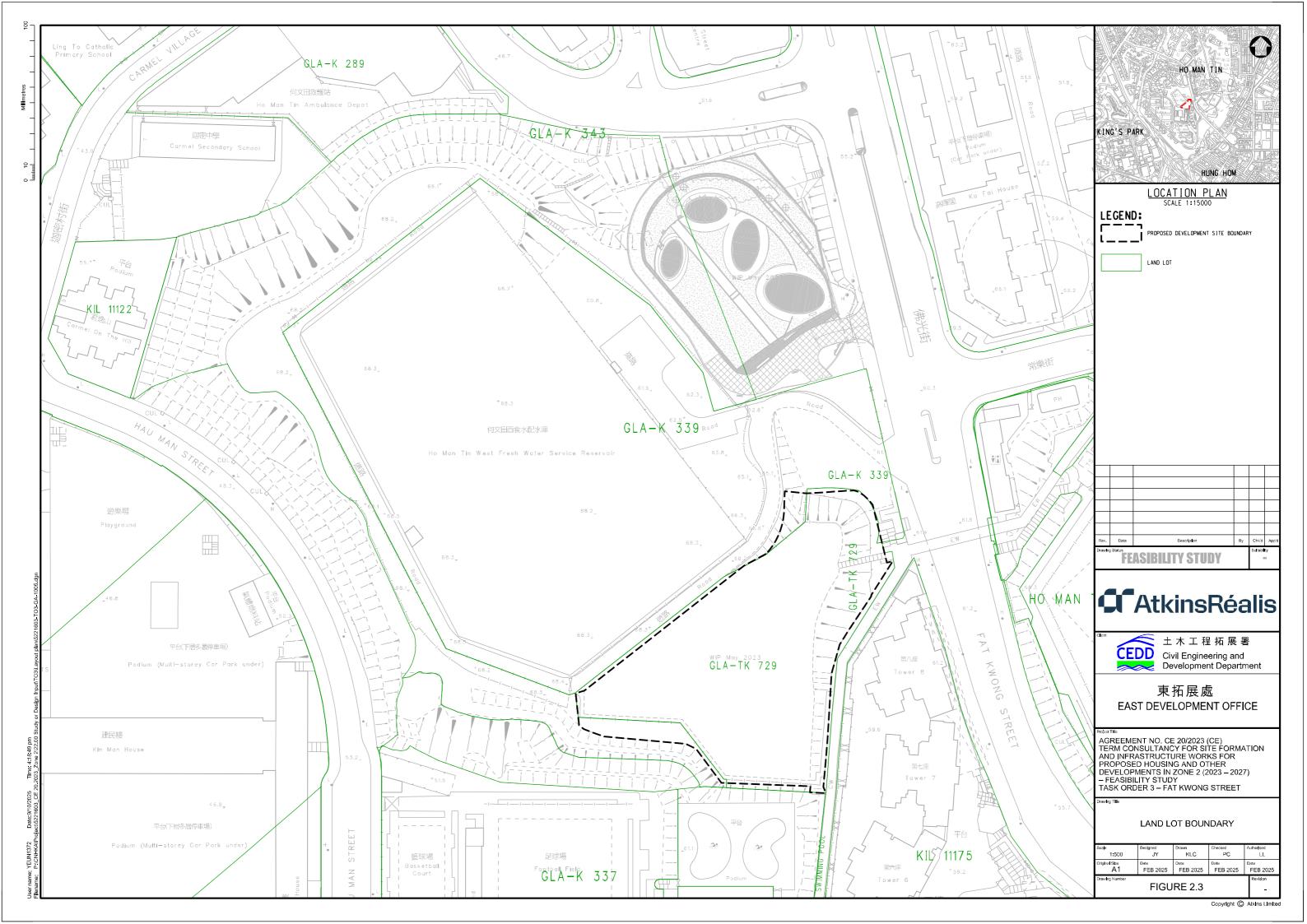


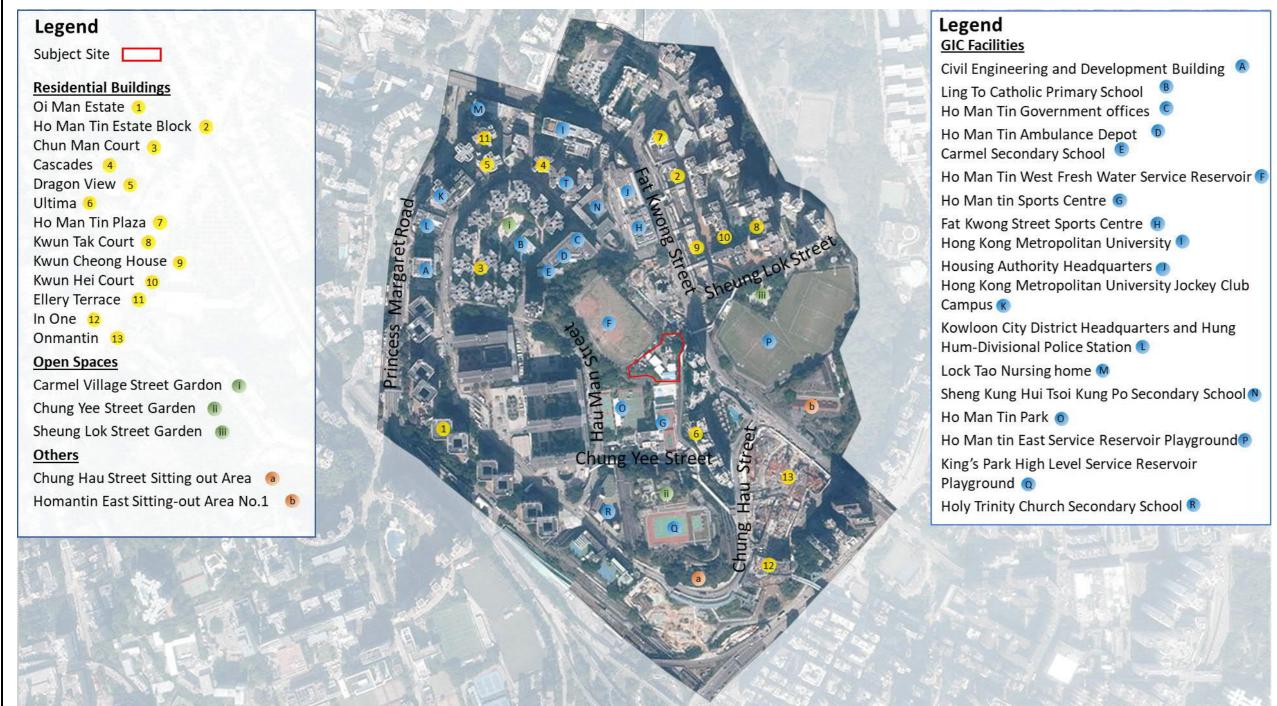
# **Figures**

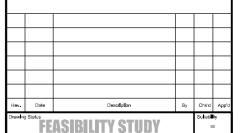




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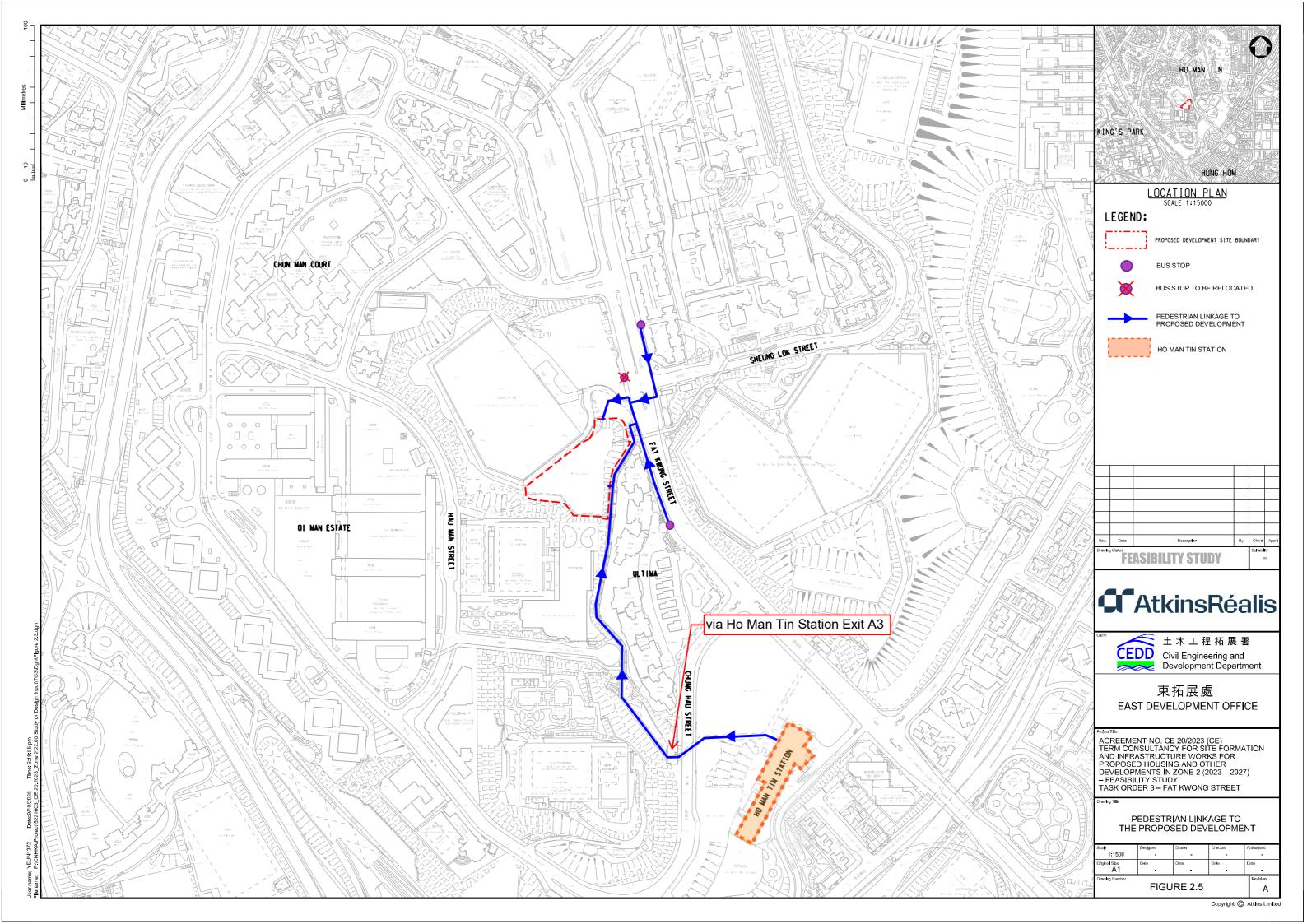
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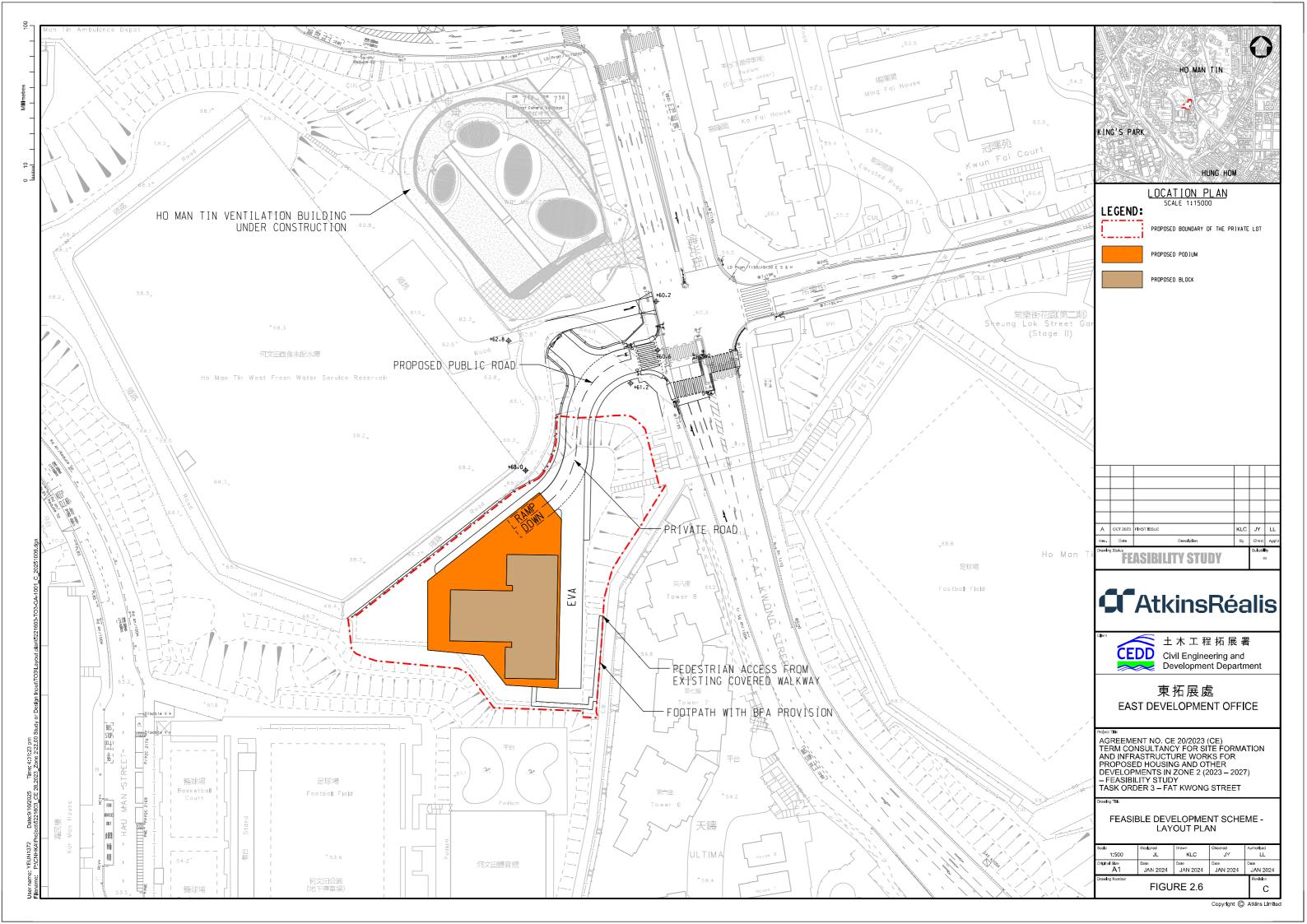
EAST DEVELOPMENT OFFICE

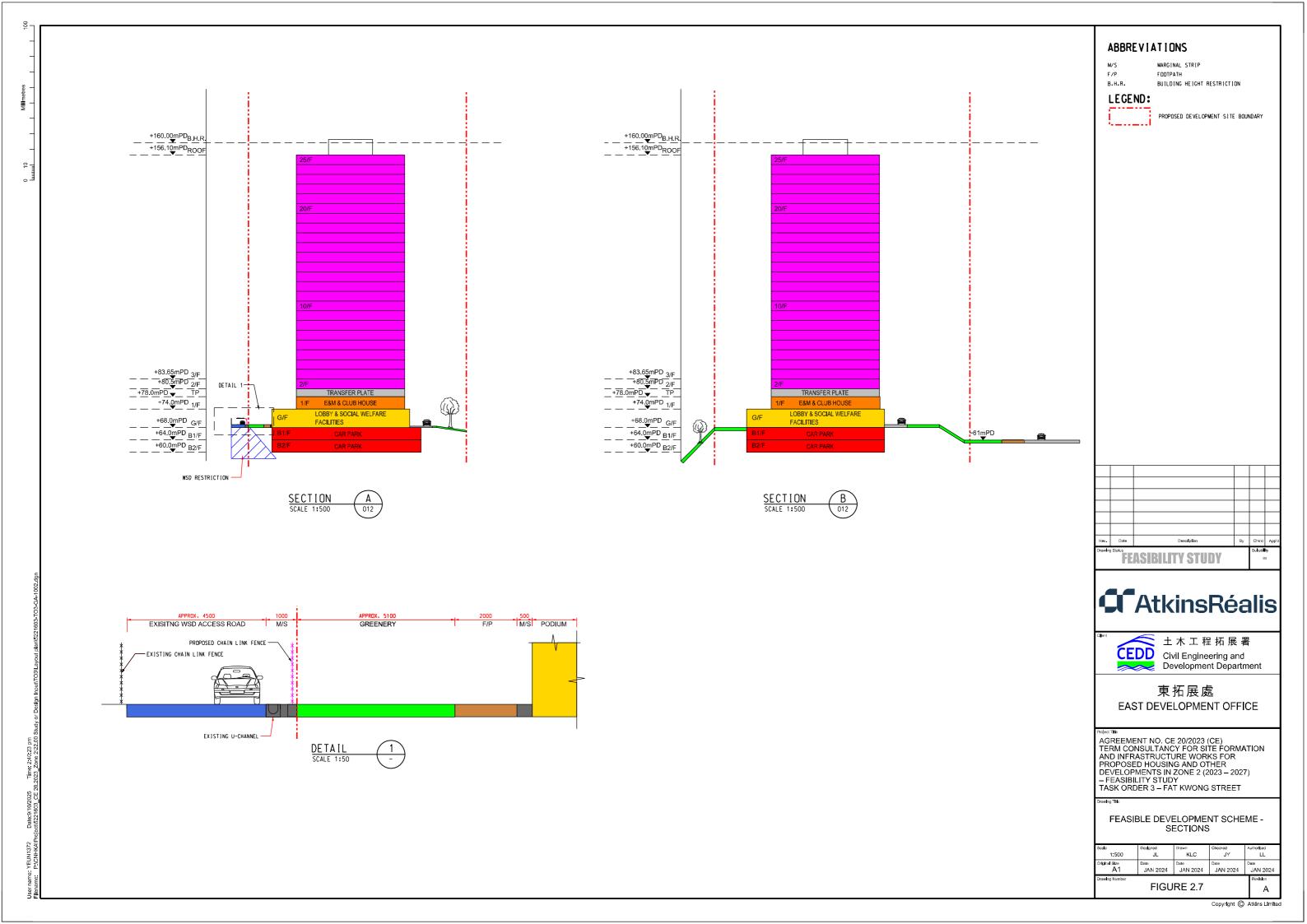
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
- FEASIBILITY STUDY
TASK ORDER 3 – FAT KWONG STREET

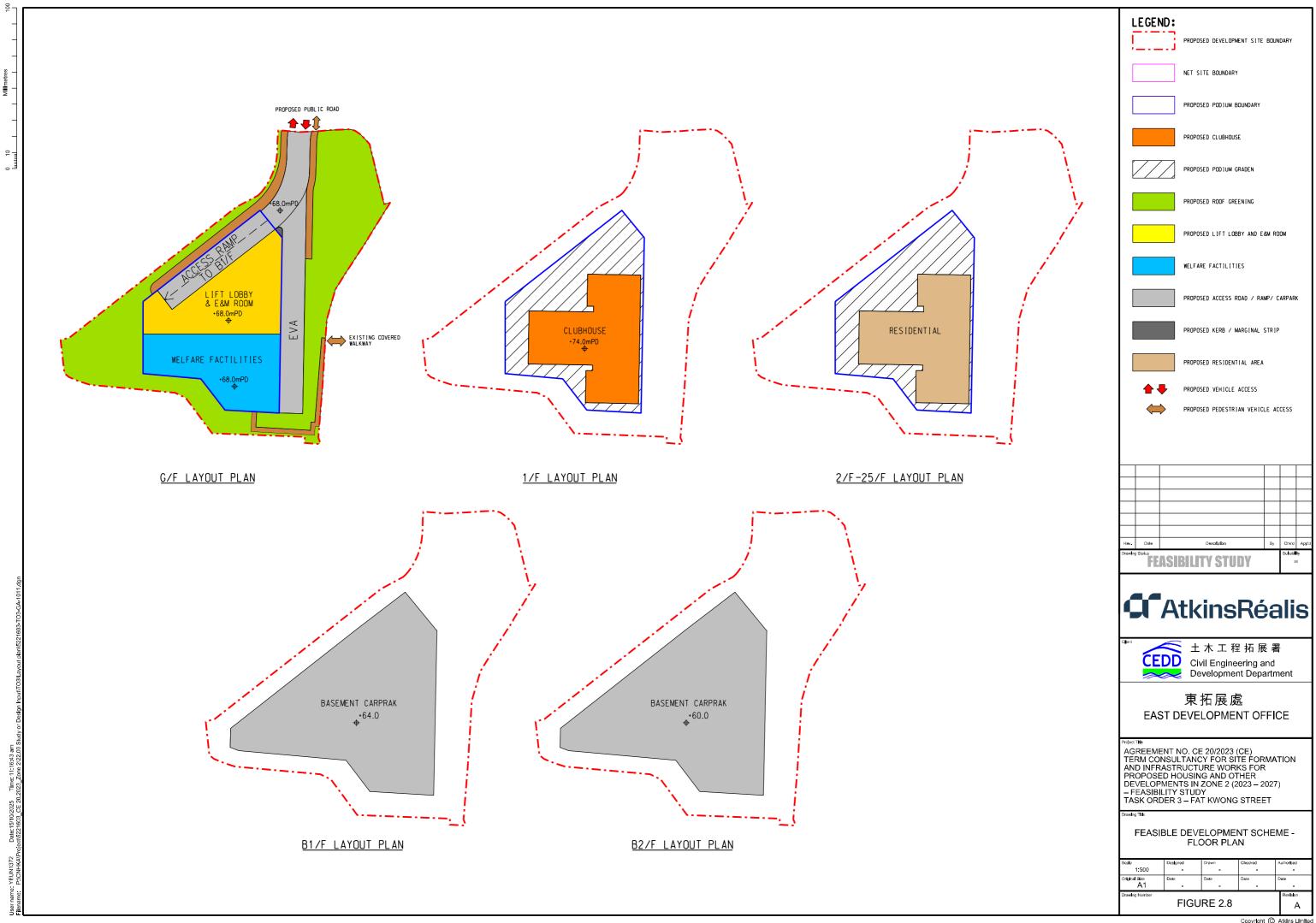
LOCATION PLAN FOR SURROUNDING LAND USE AND DEVELOPMENT

| Scale               | Designed | Drawn    | Checked | Authorised |
|---------------------|----------|----------|---------|------------|
| N.T.S.              | -        | -        | -       | -          |
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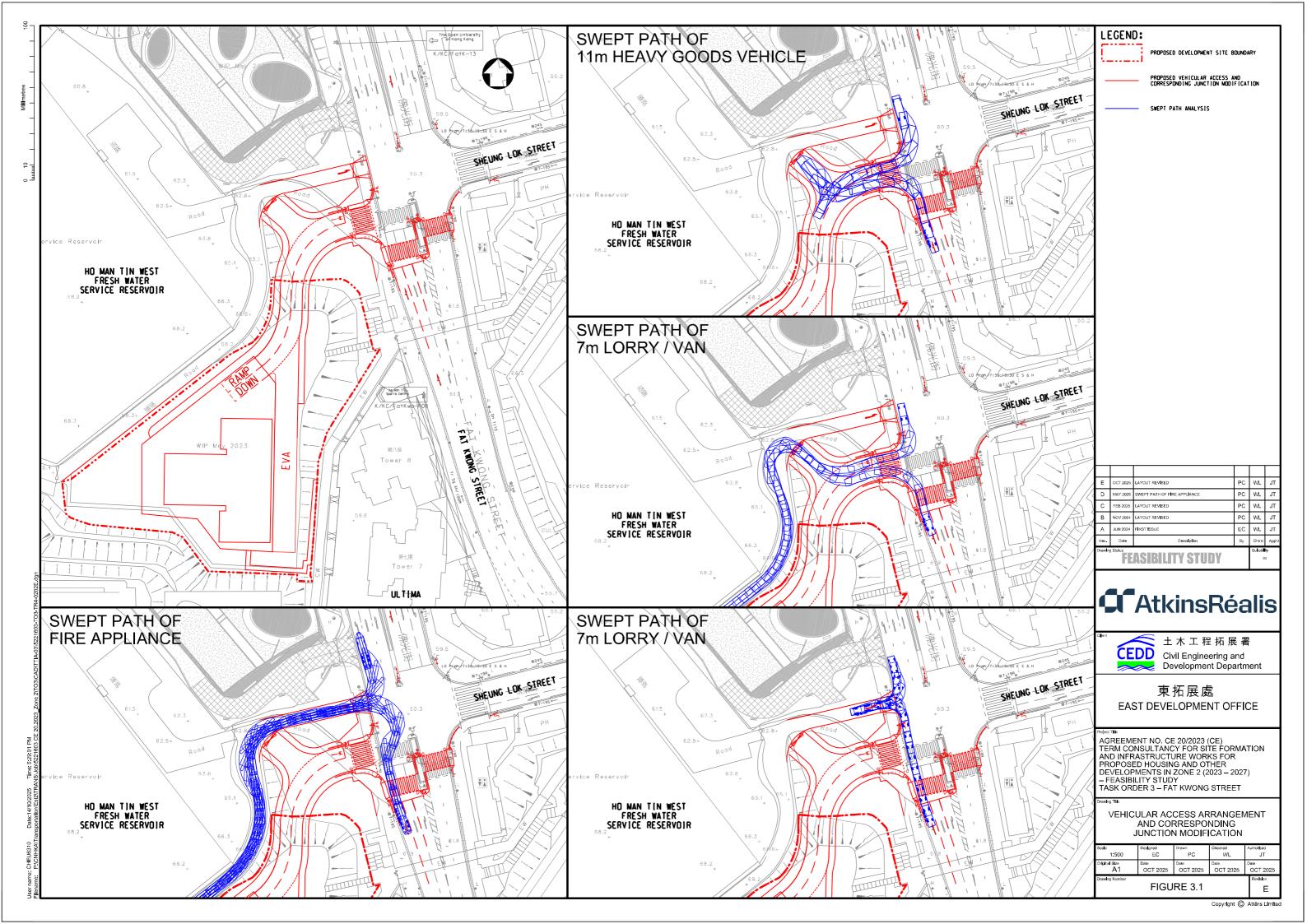


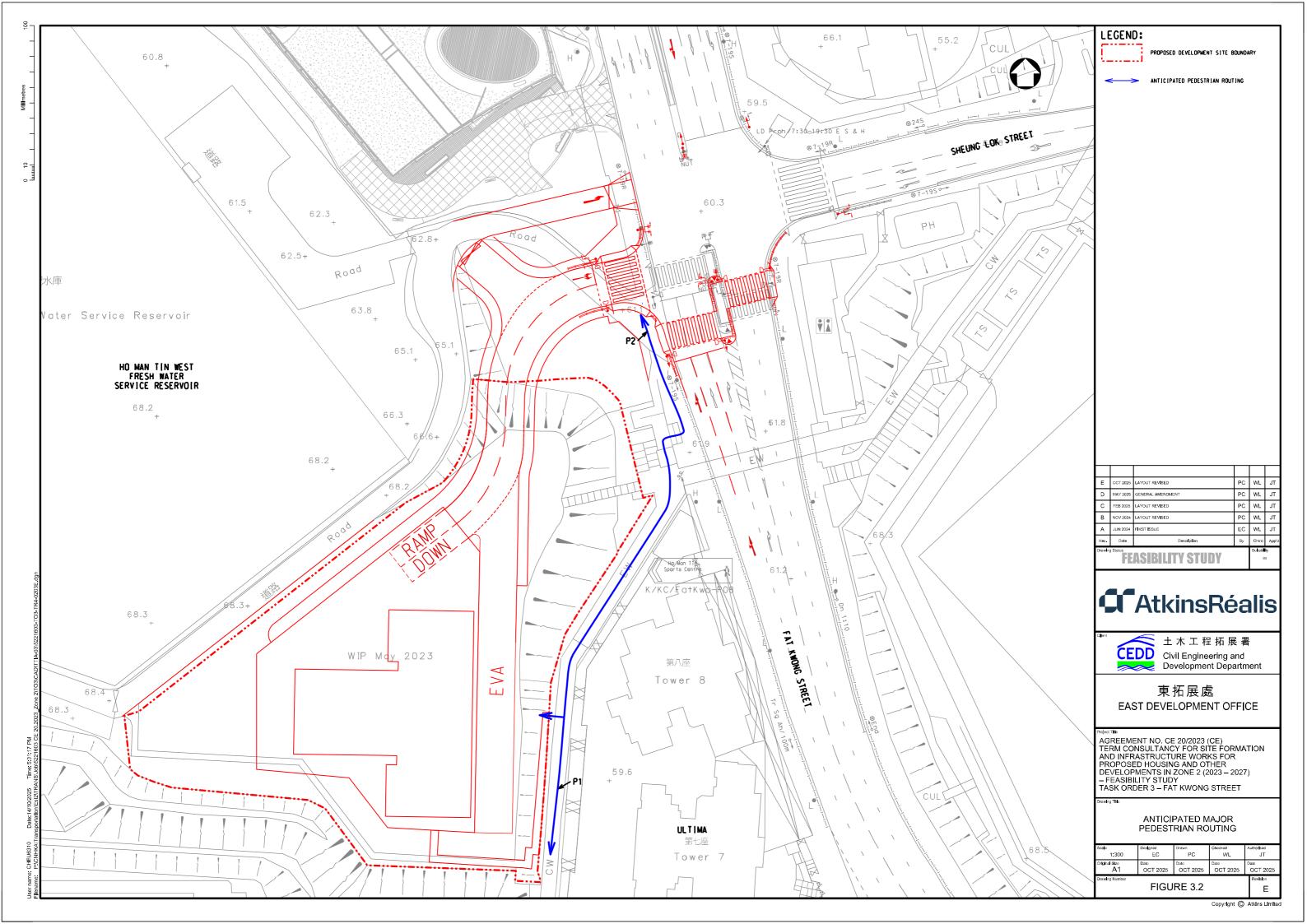


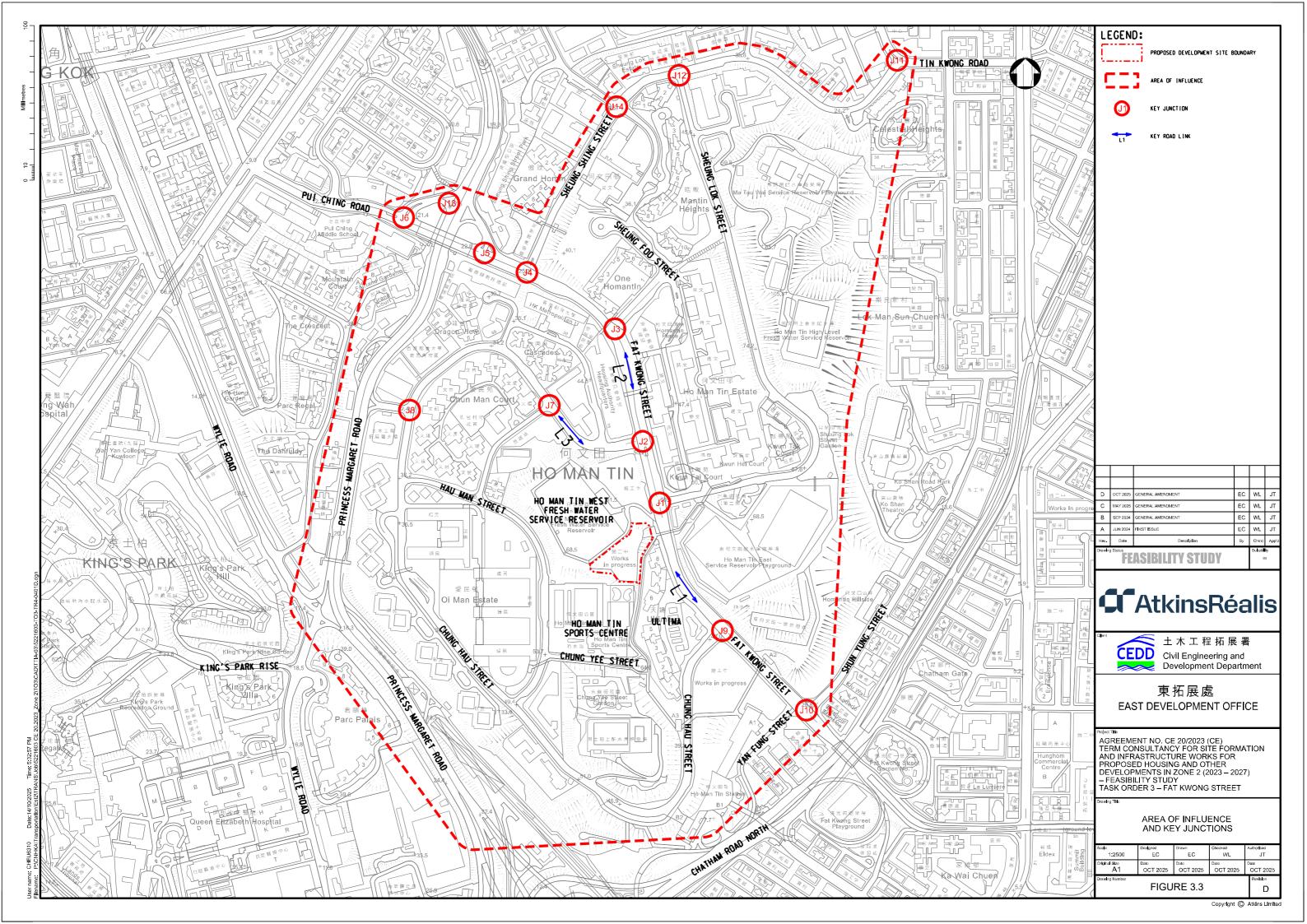


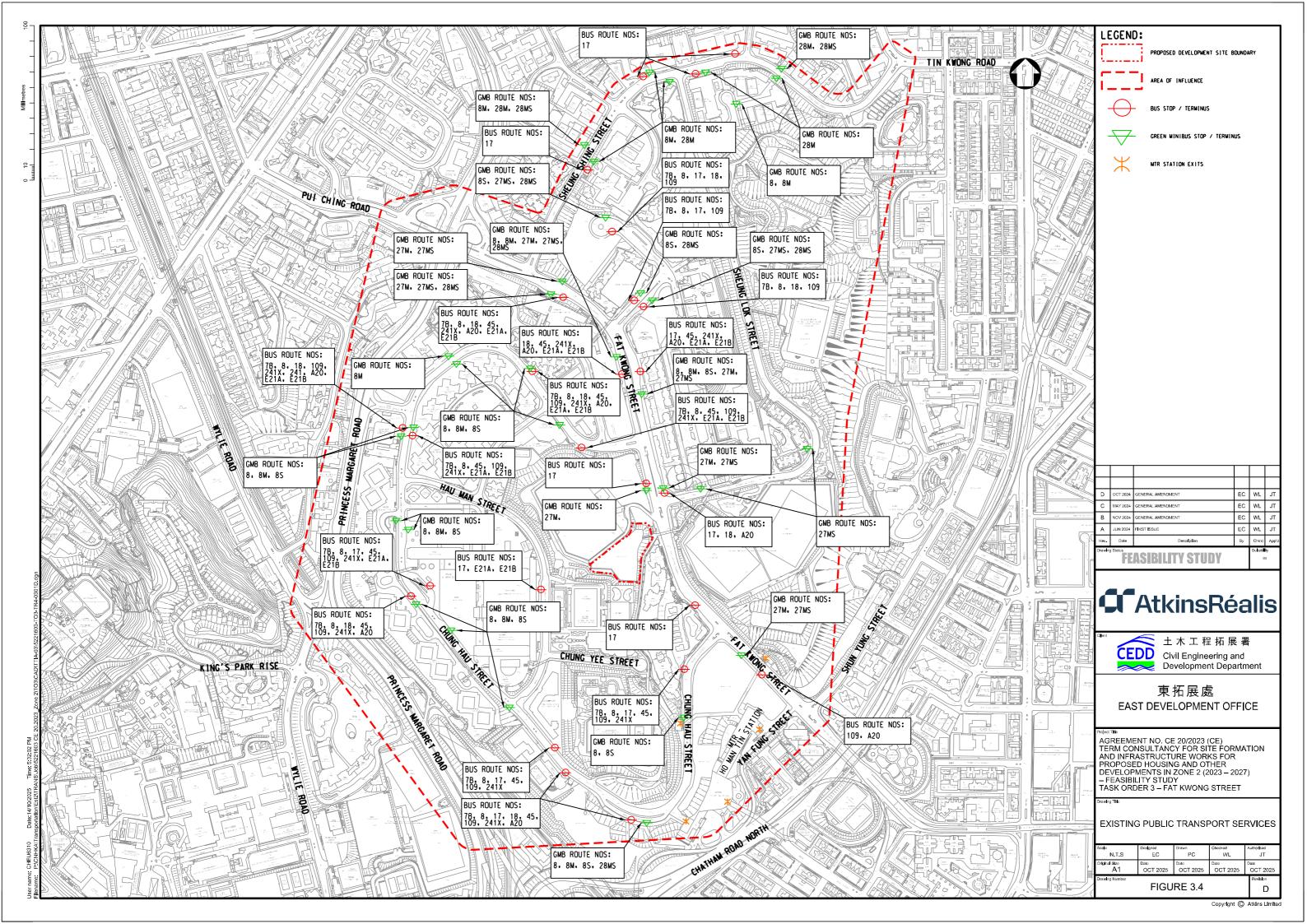


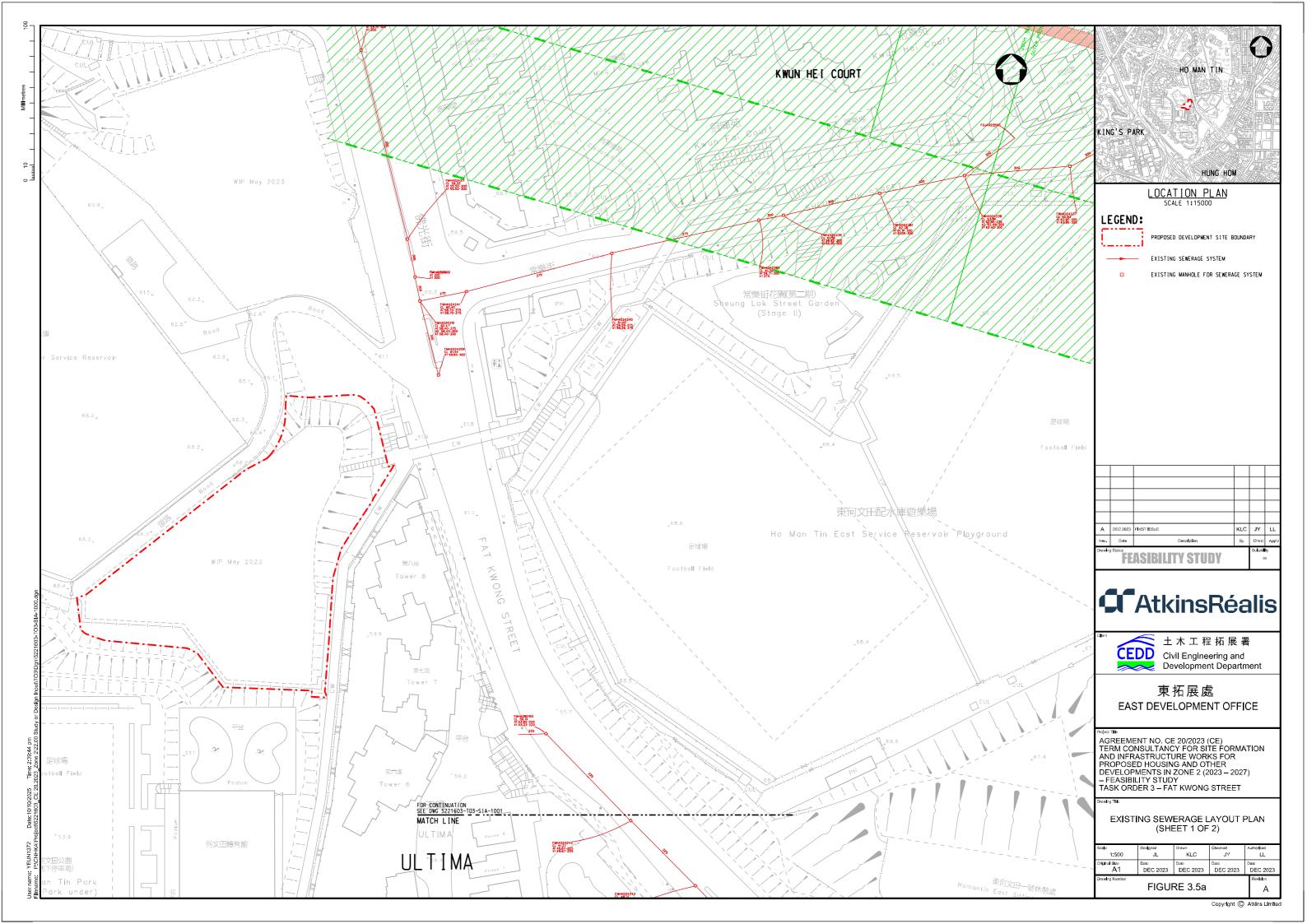
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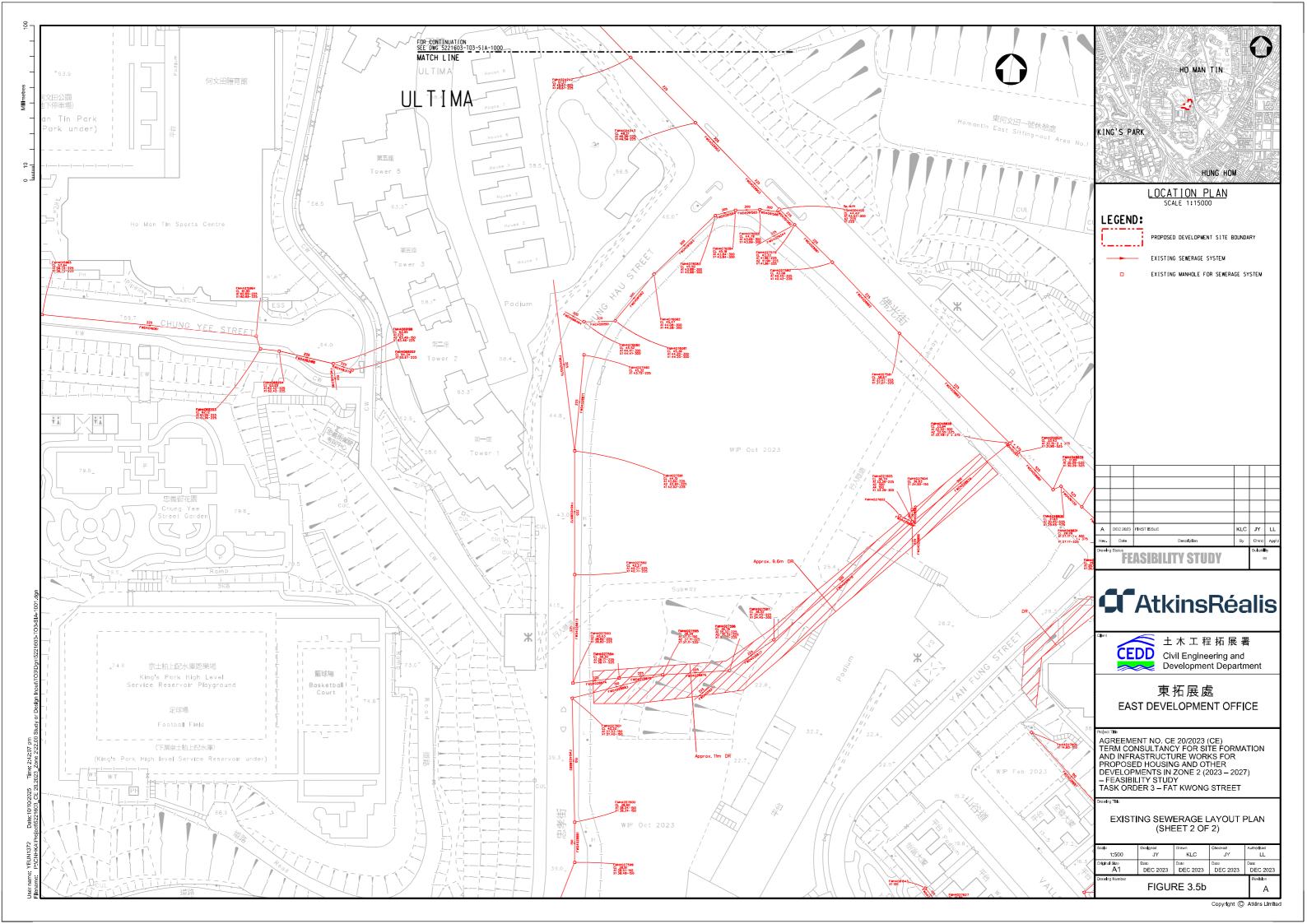


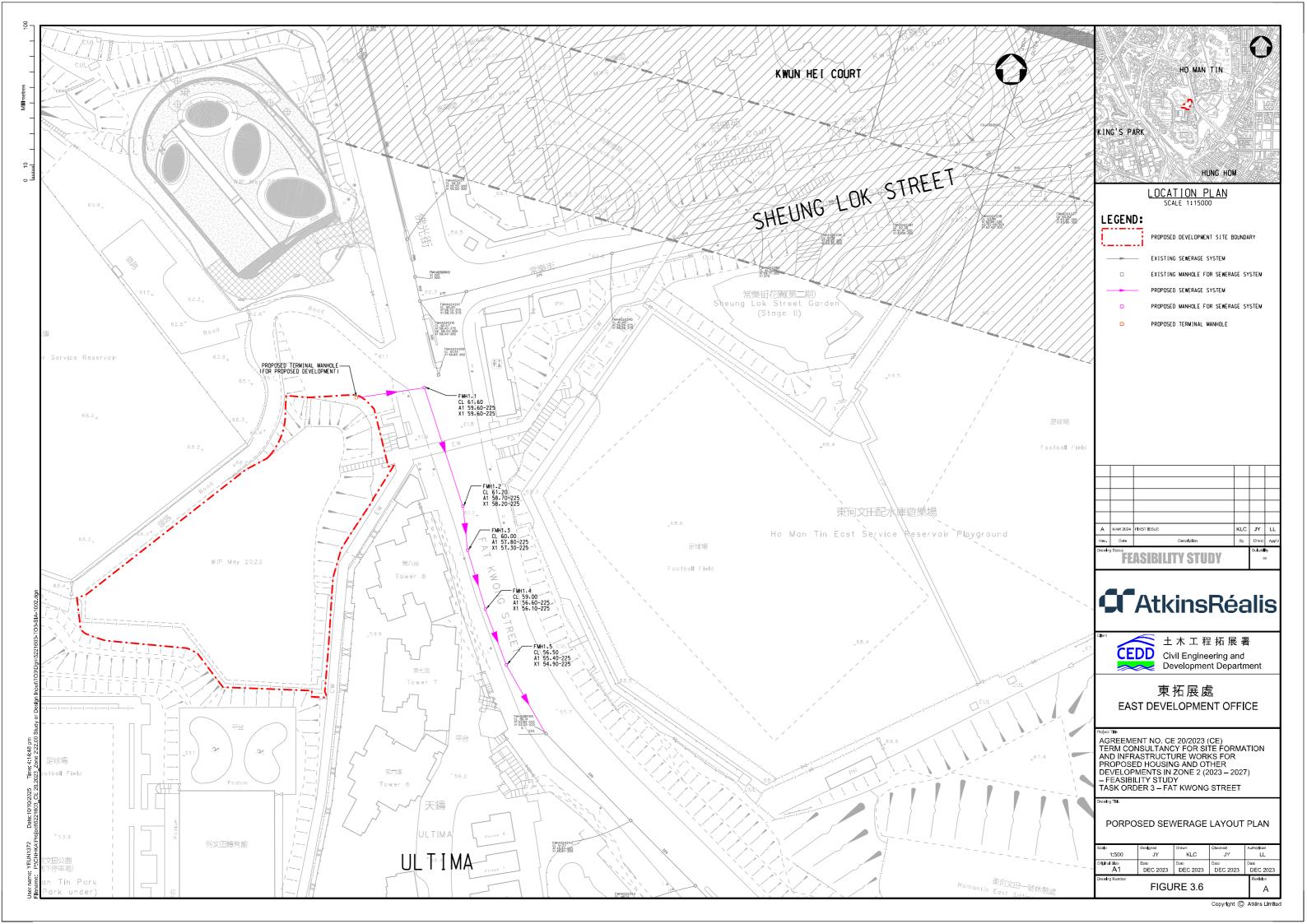


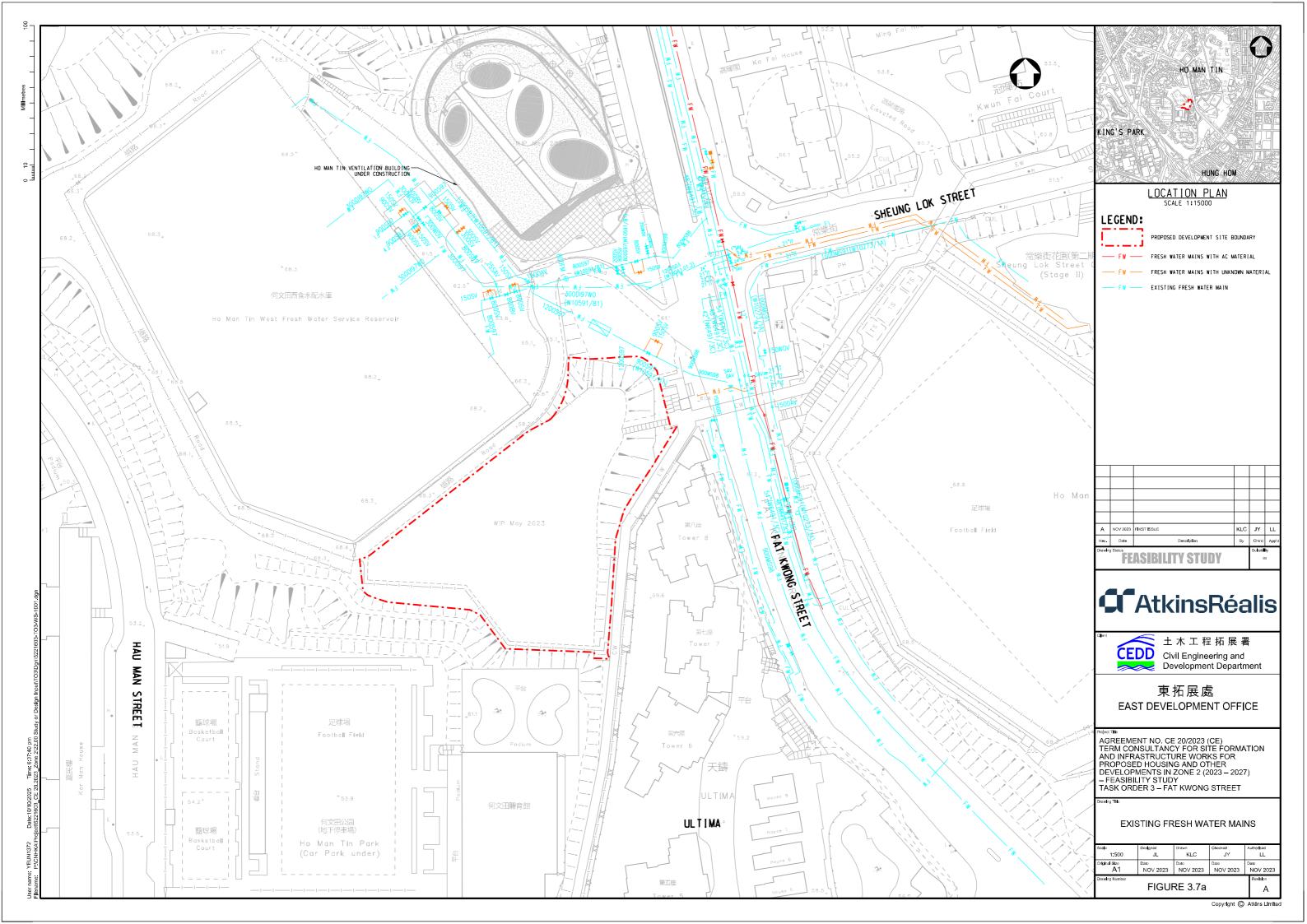


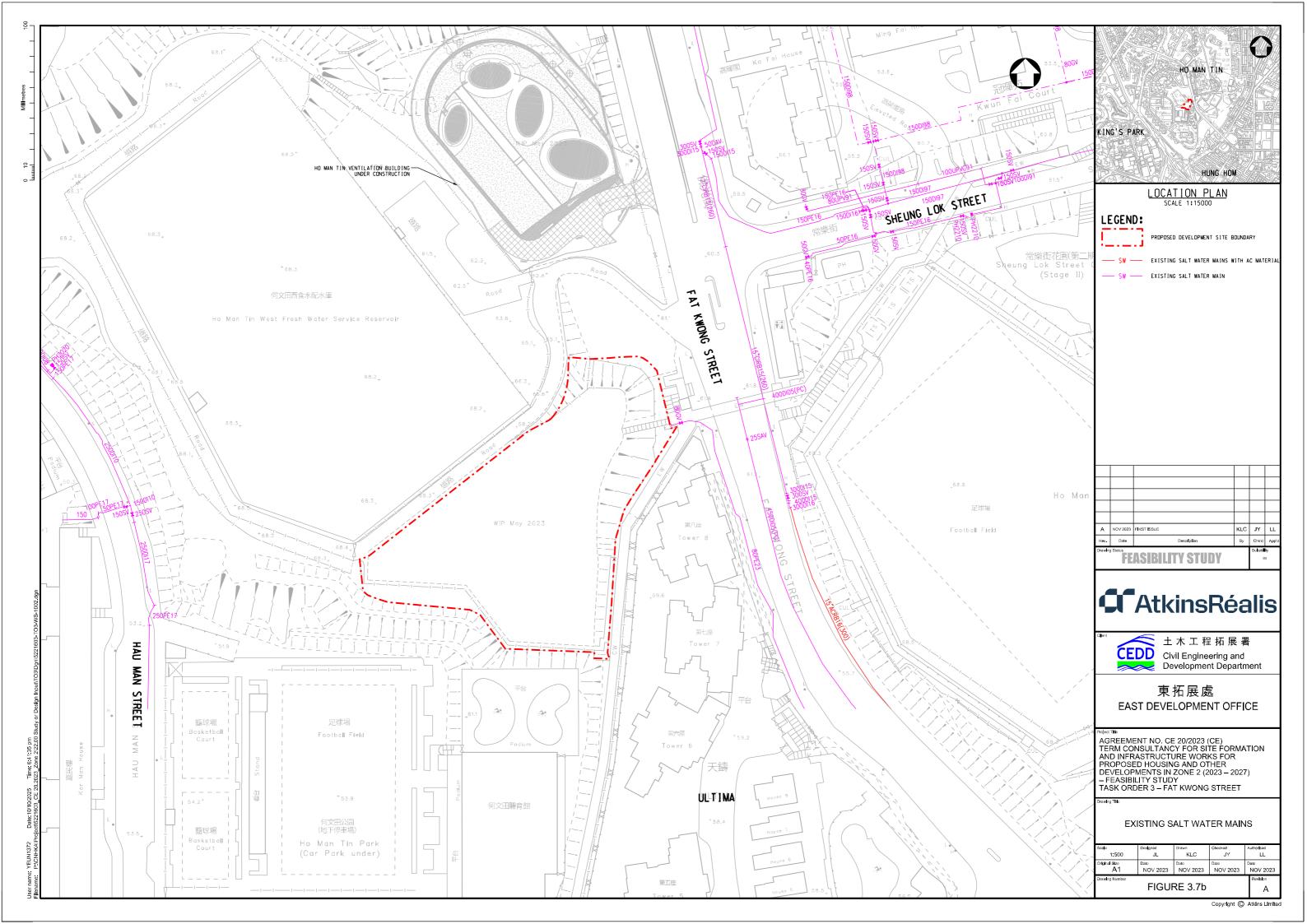


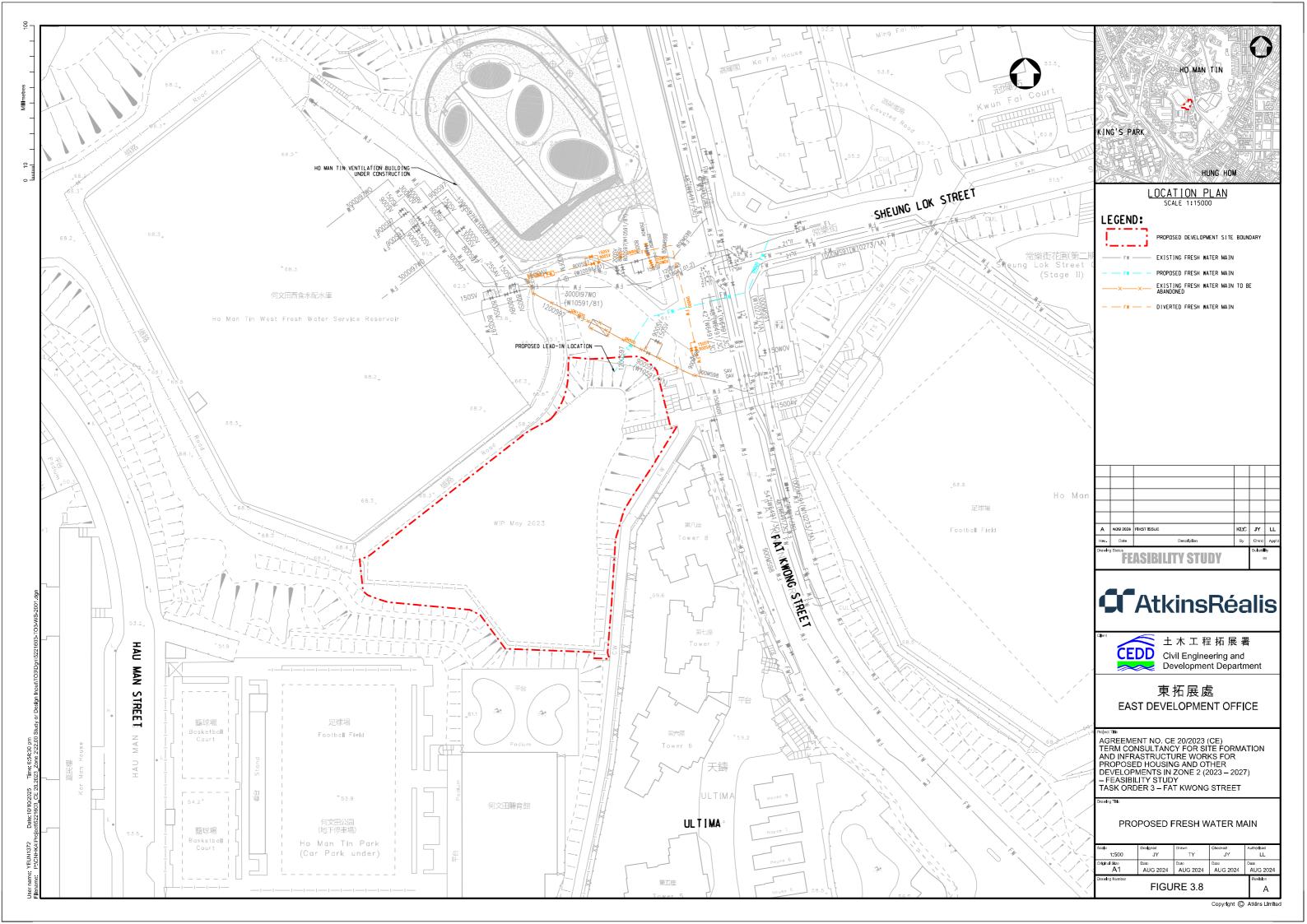


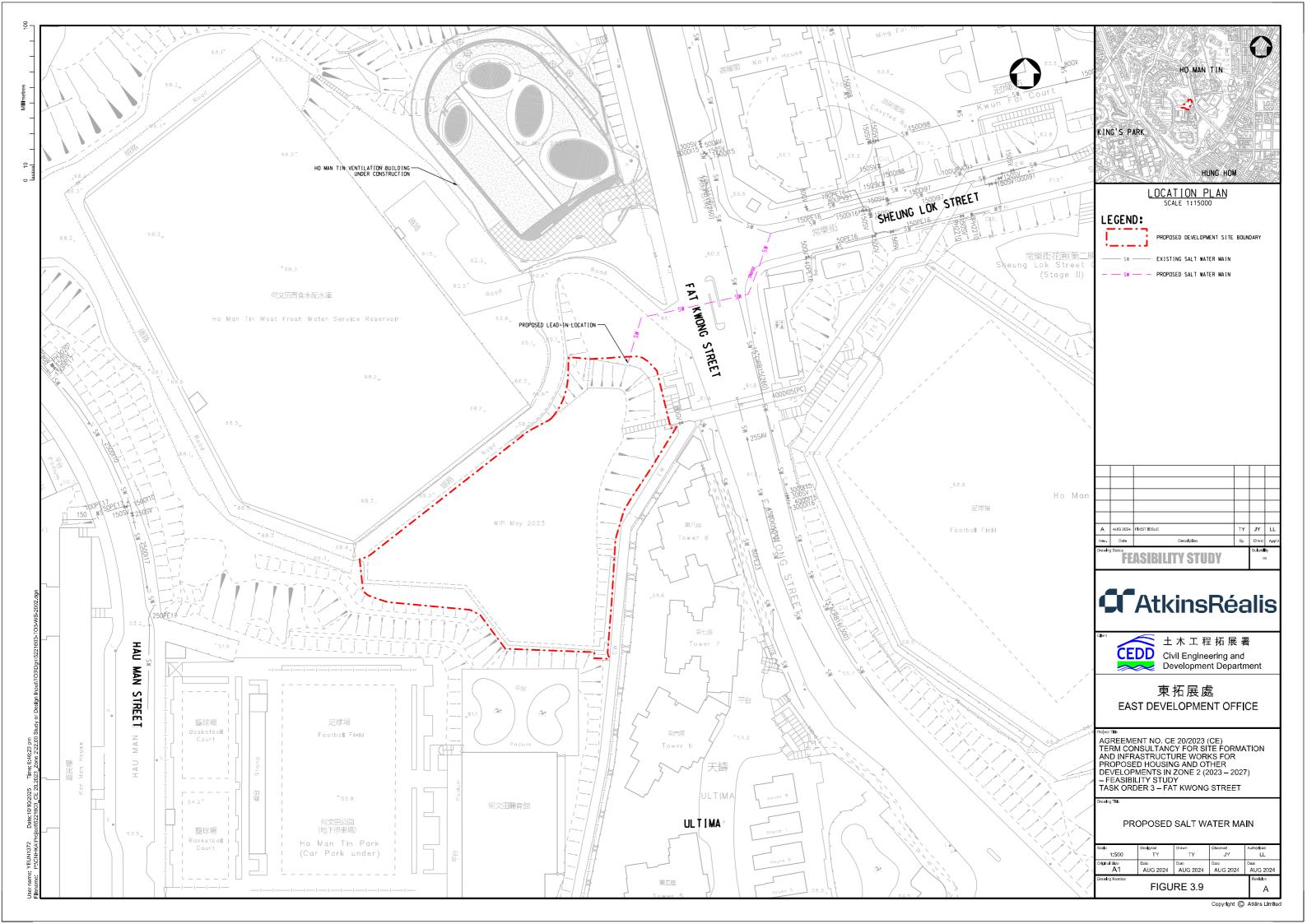


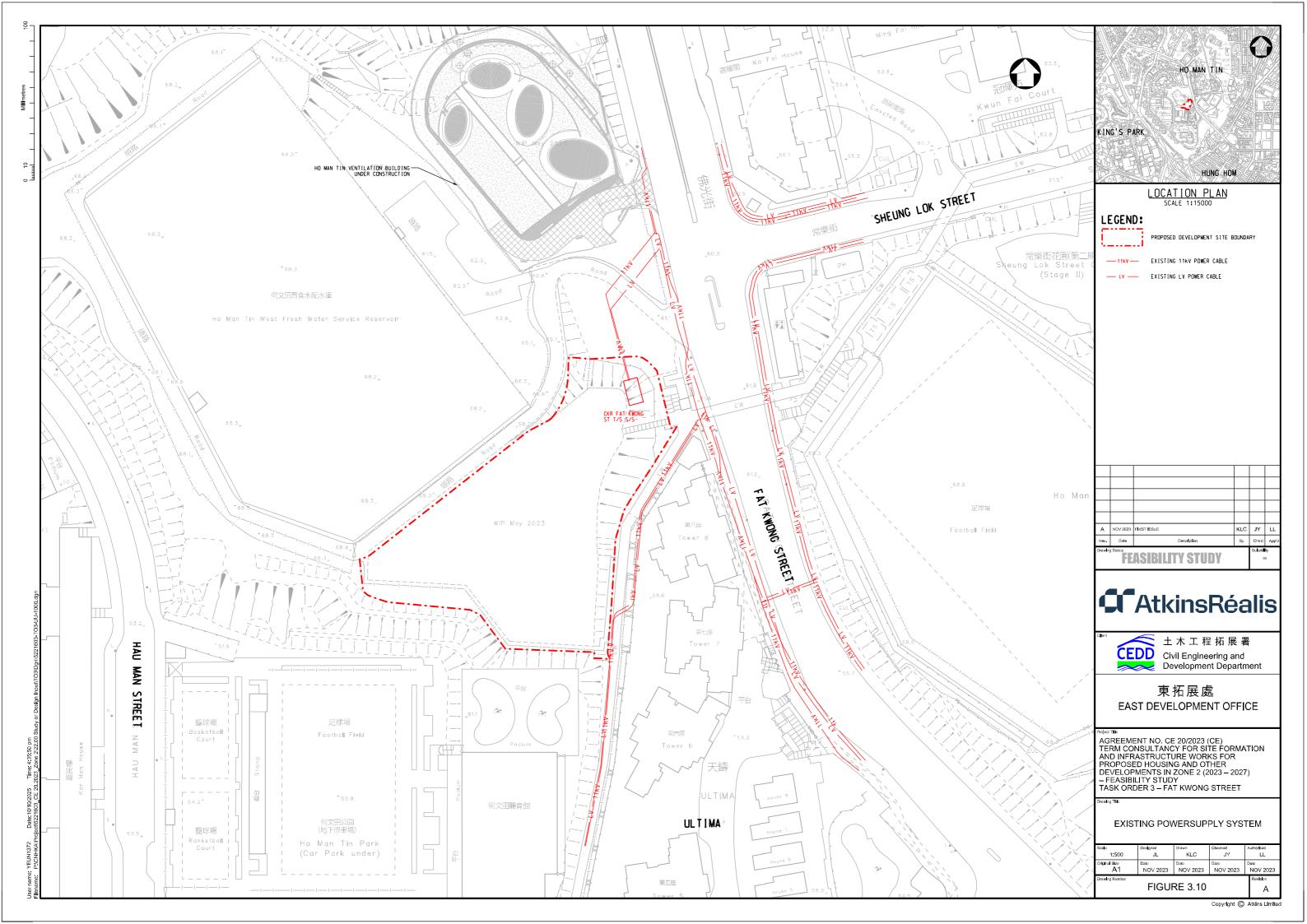


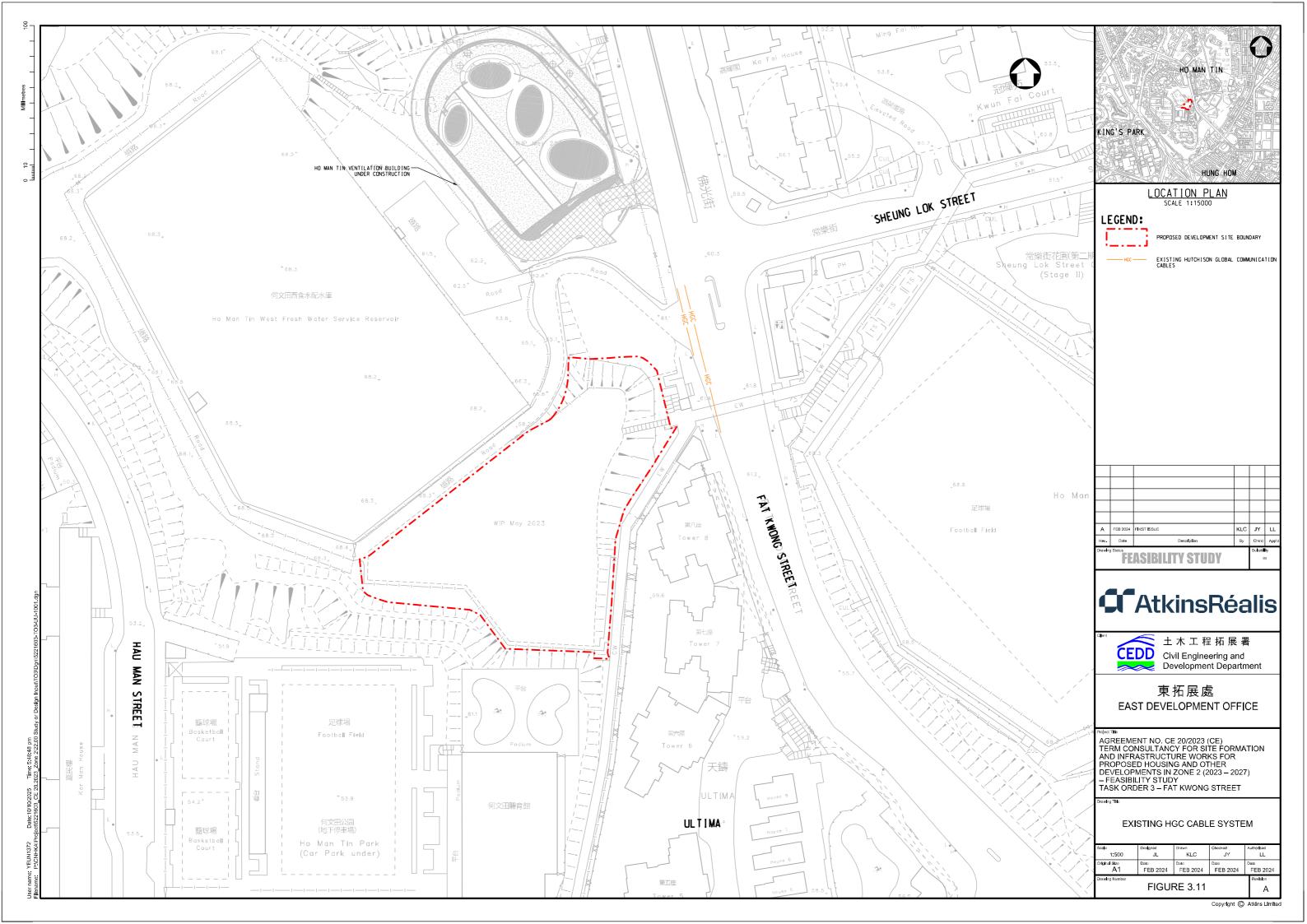


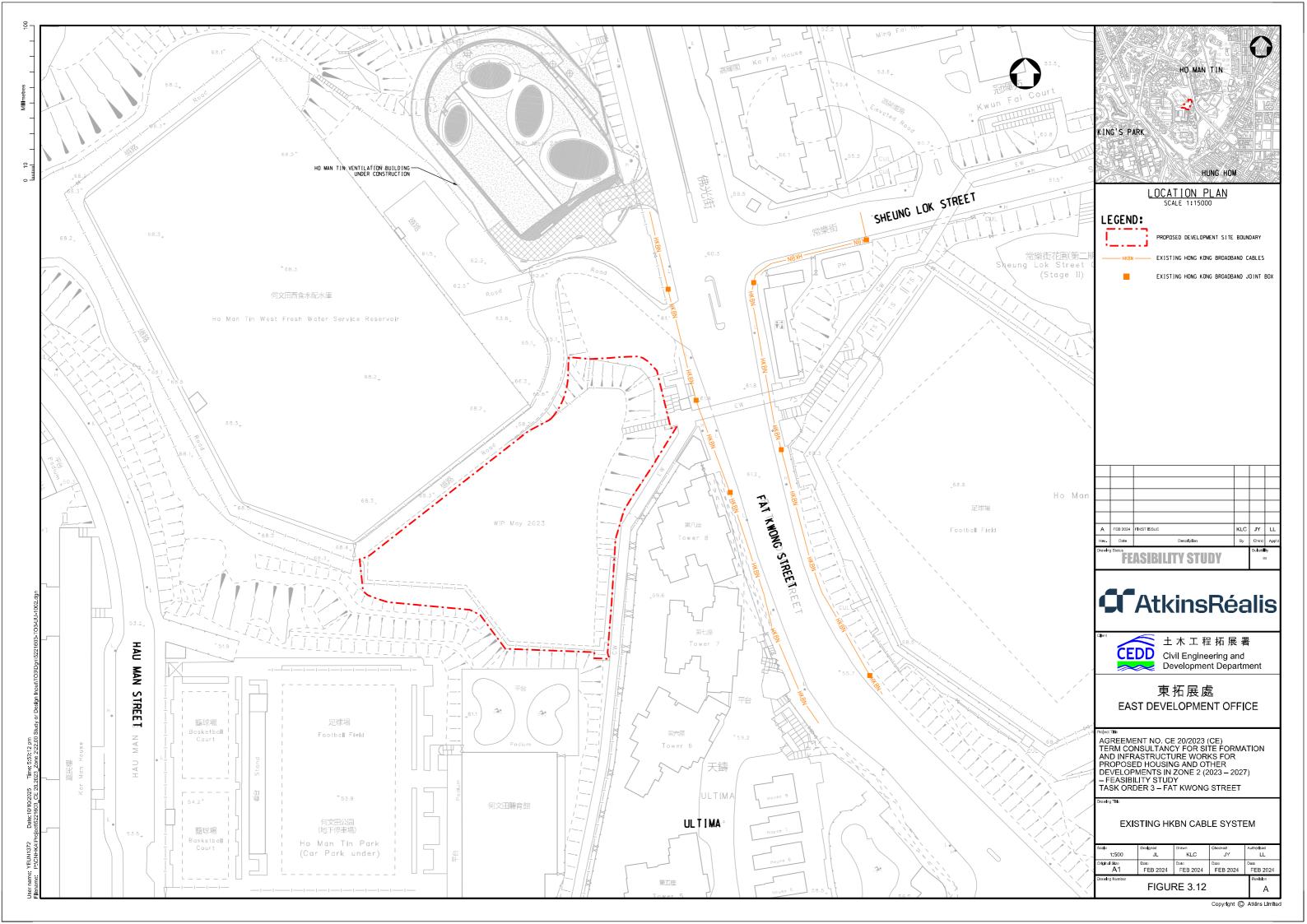


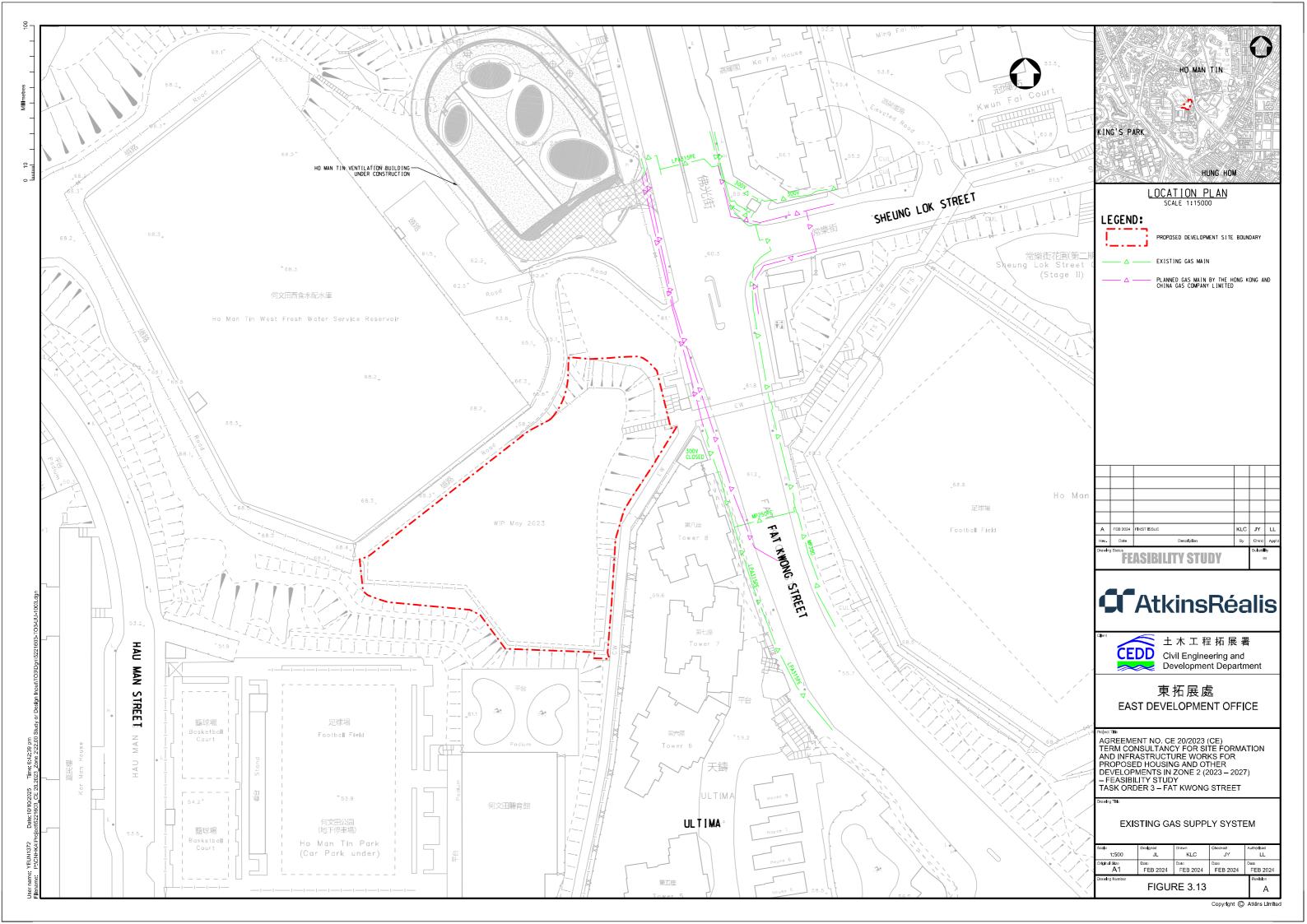


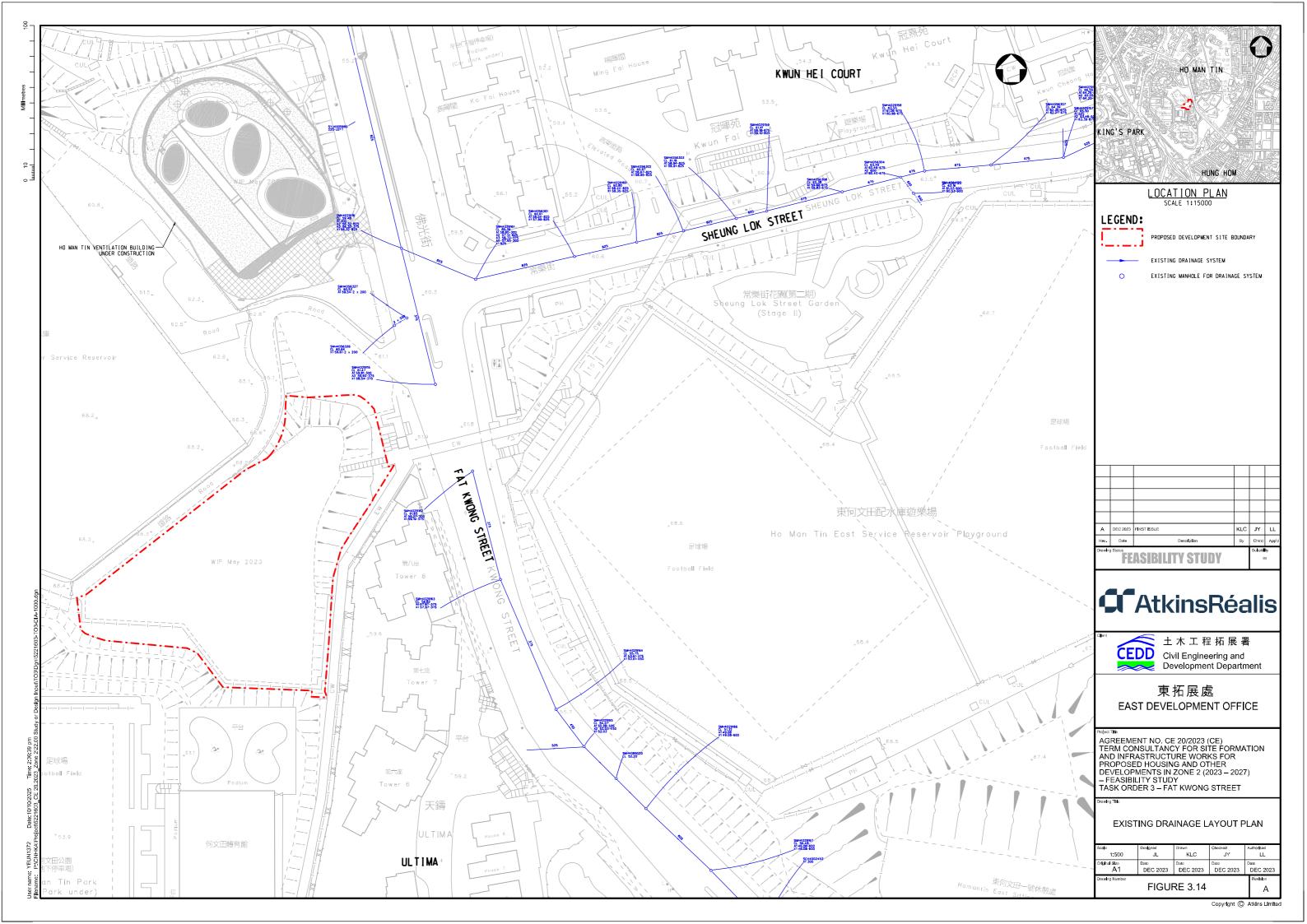


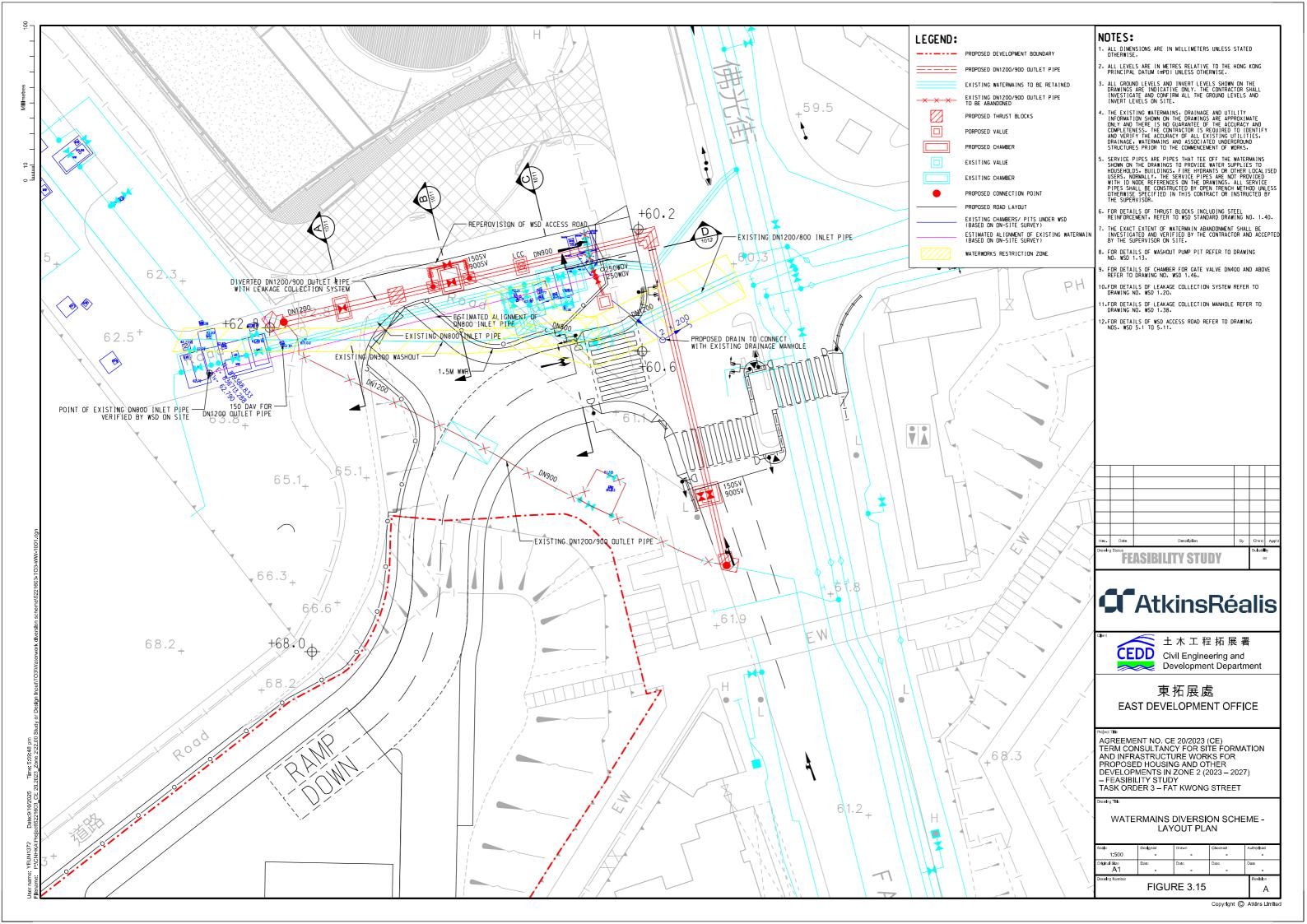


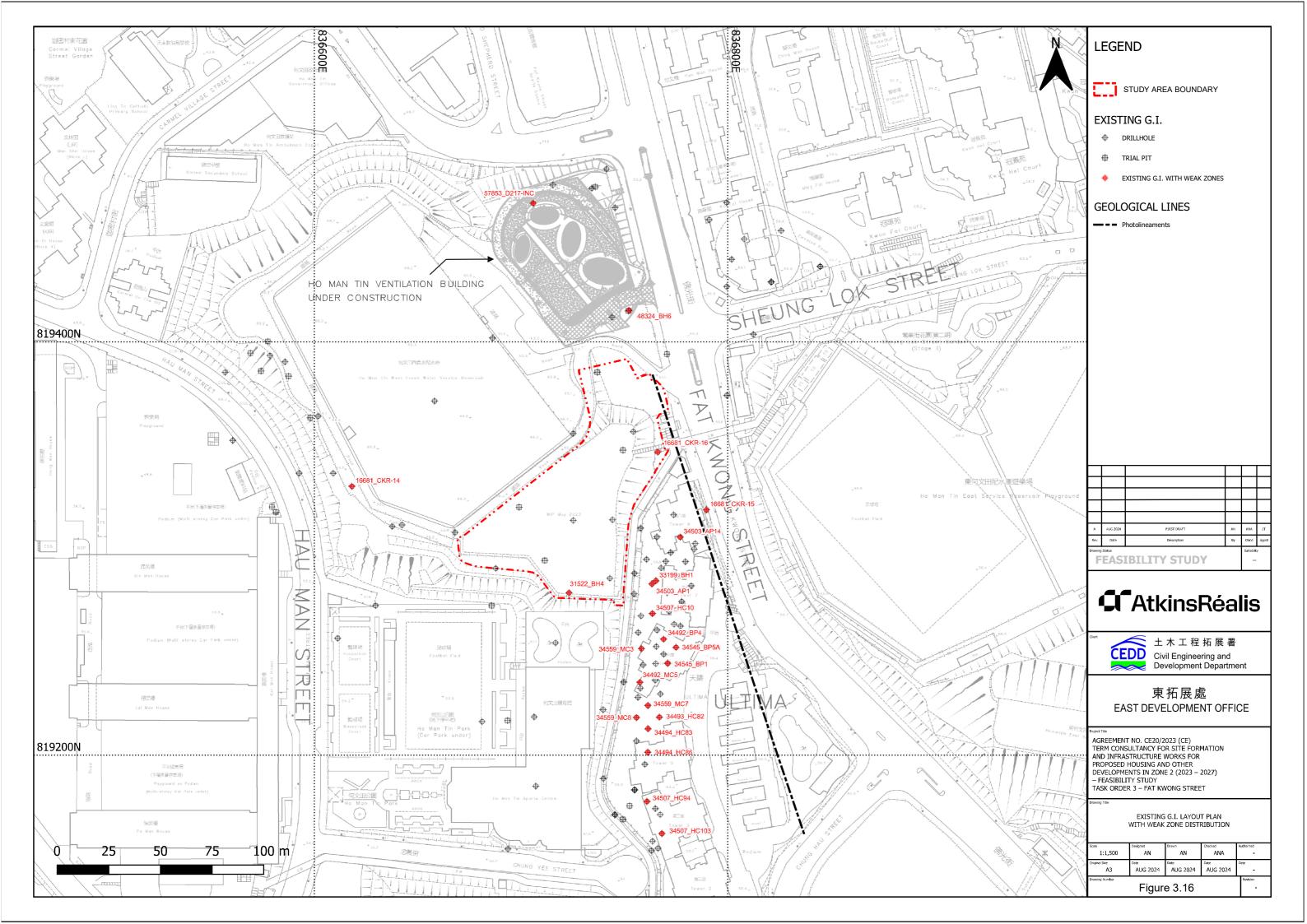


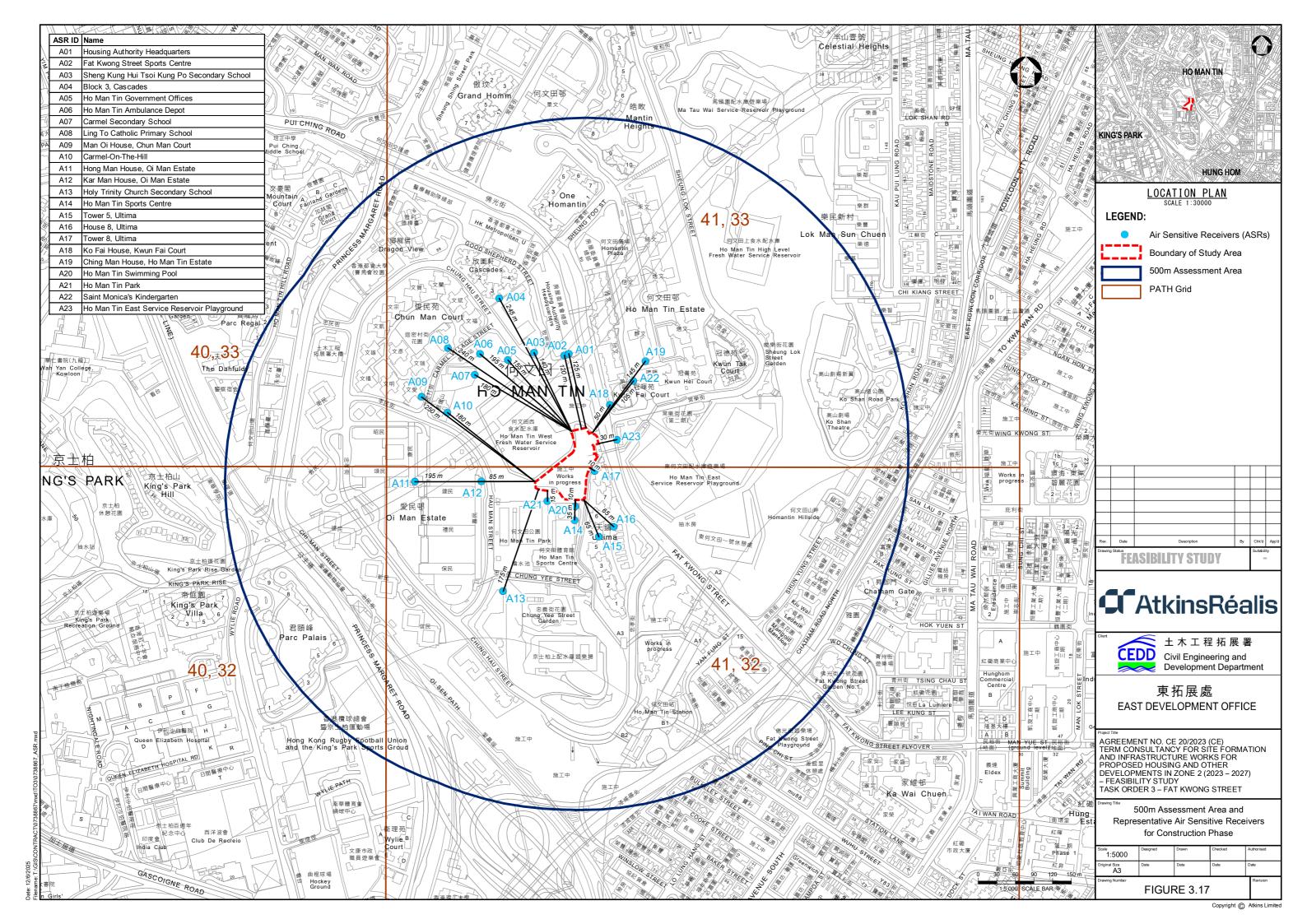


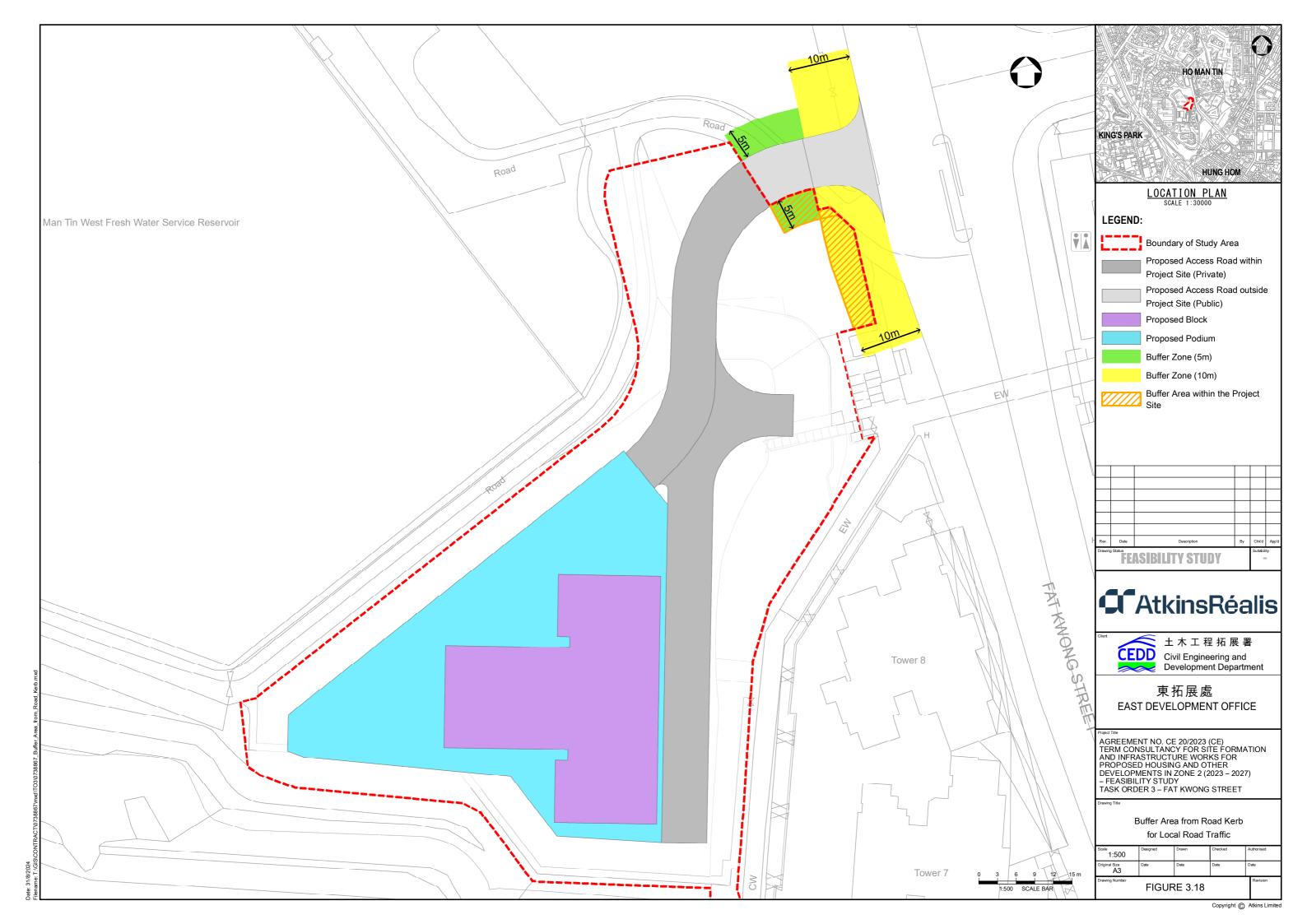


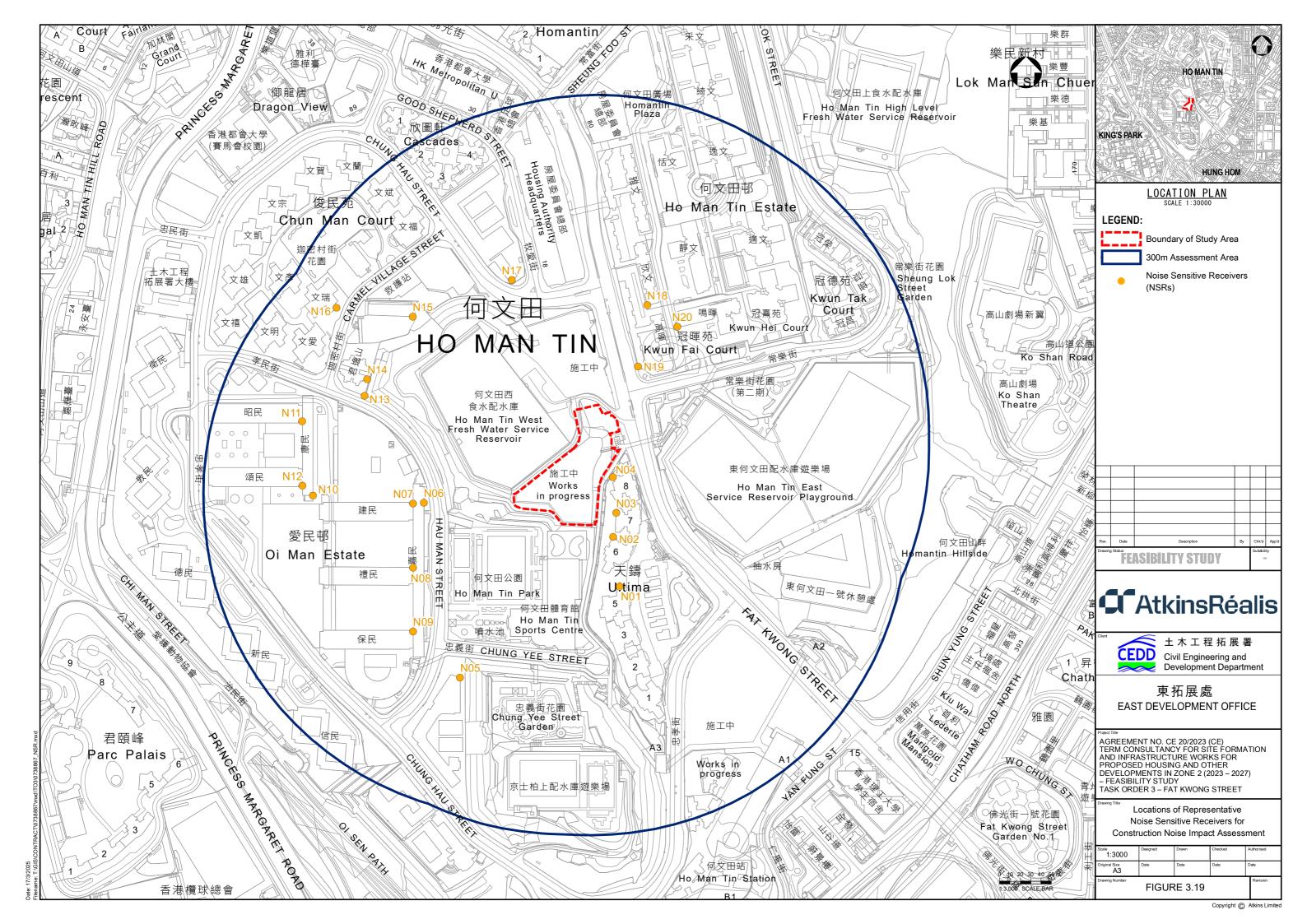


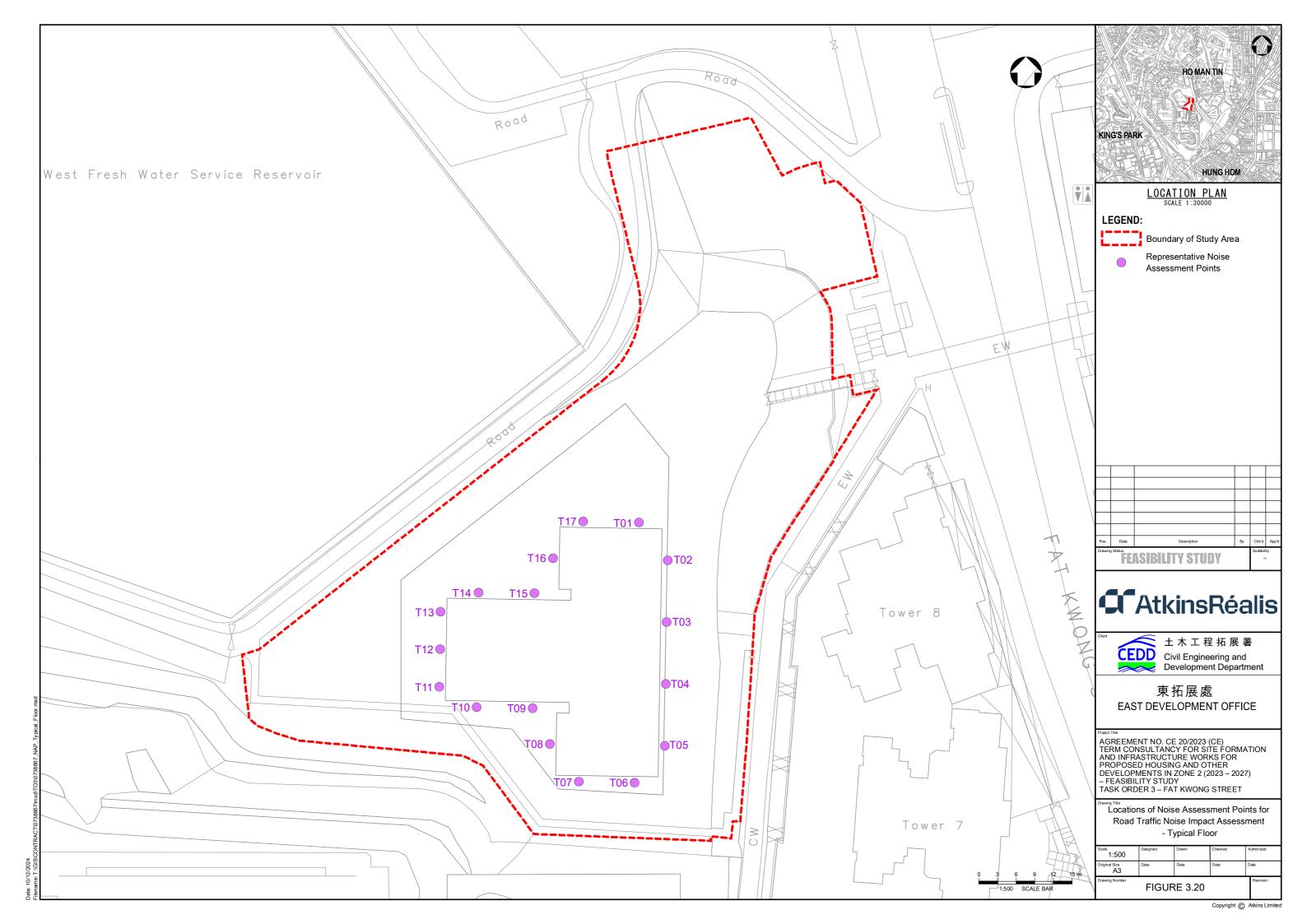


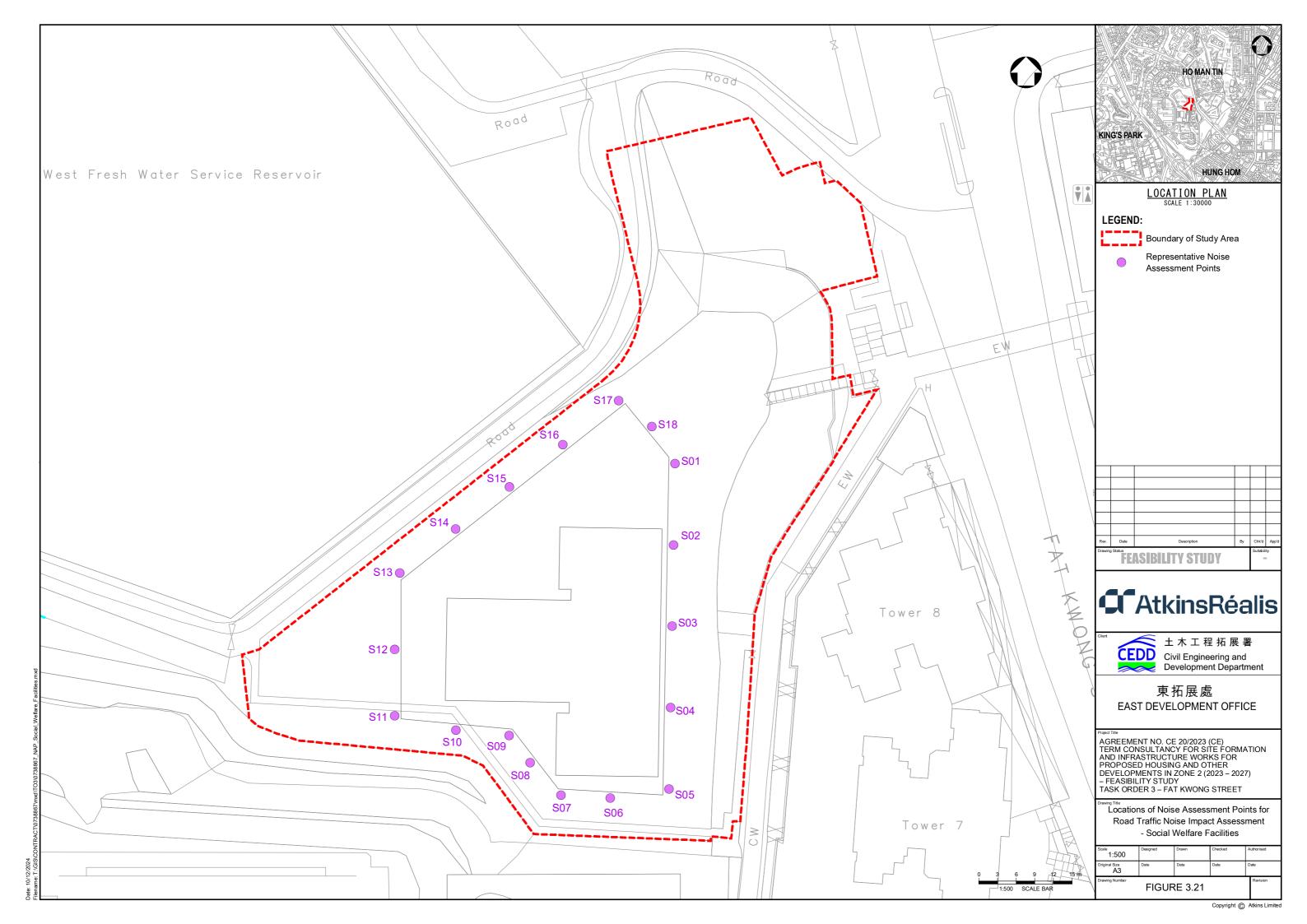


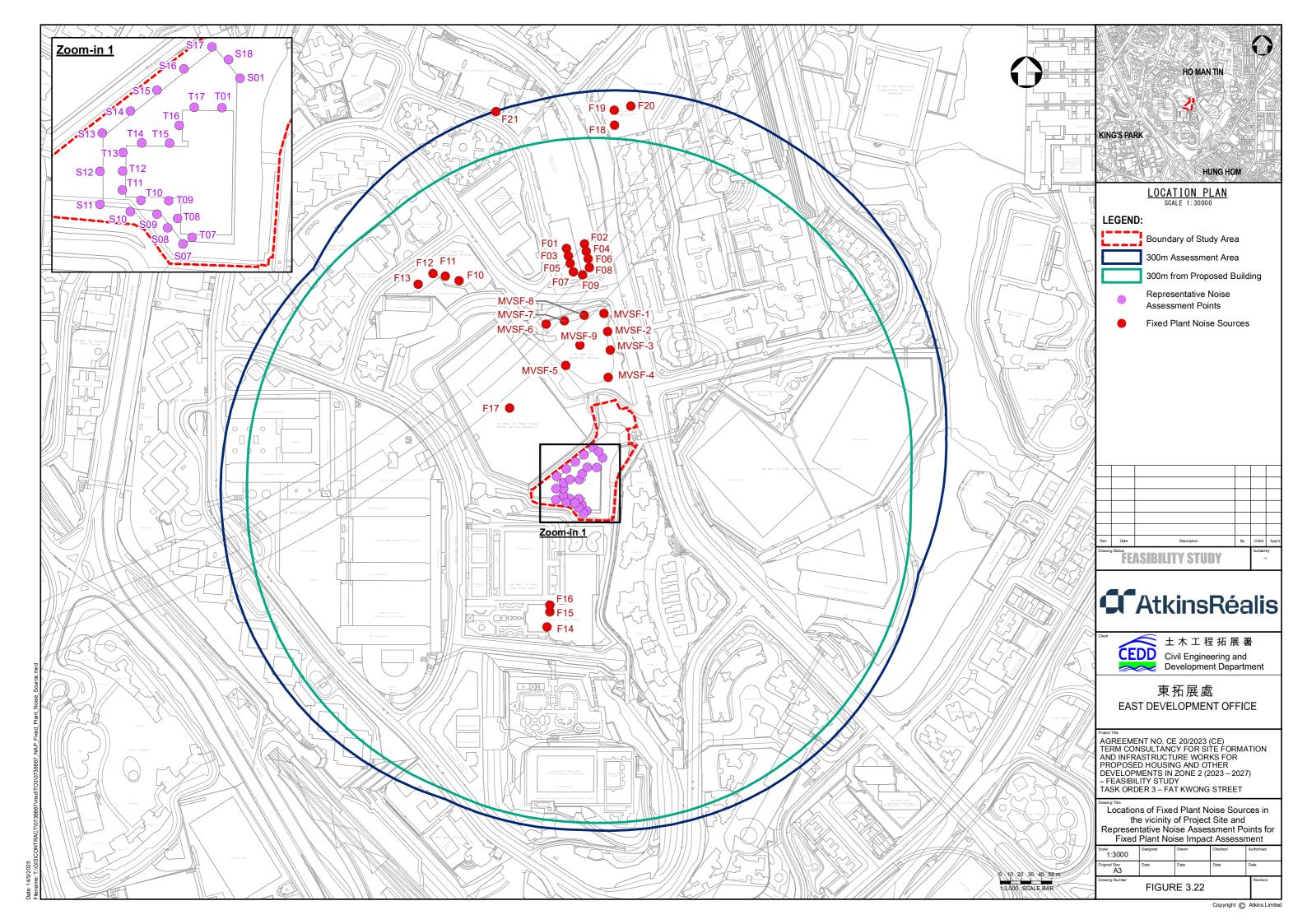












|                  | Species                                  |             |                     |            | Measurements |               |                          | Co-ordinates             |                  | Amenity<br>Value      | Form                    |                         | Structural<br>Condition | ondition Valuable  | Suitability for<br>Transplanting |               |                        | Recommendation                  | Maintenance Department to |       |  |
|------------------|--|-------------|---------------------|------------|--------------|---------------|--------------------------|--------------------------|------------------|-----------------------|-------------------------|-------------------------|-------------------------|--------------------|----------------------------------|---------------|------------------------|---------------------------------|---------------------------|-------|--|
| Tree No.<br>FKS- |  |             | Native /            | Height     | DBH          | Crown         | Northing                 | Easting                  | Reduced<br>Level | (High(H)/             | (Good(G)/               | (Good(G)/               | (Good(G)/               | Tree               | (High(H)/                        |               | Conservation<br>Status | (Retain/ Transplant/<br>Remove) | Provide Comments on TPRP  |       | Additional Remarks   |
|                  | Scientific Name                          | Chinese Nam | e Exotic<br>(Na/Ex) | (m)        | (mm)         | Spread<br>(m) | (m)                      | (m)                      | (mPD)            | Medium(M)/<br>Low(L)) | Average(A)/<br>Poor(P)) | Average(A)/<br>Poor(P)) | Average(A)/<br>Poor(P)) | (Yes(Y)/<br>No(N)) | Medium(M)/<br>Low(L))            | Remarks       |                        | kemove)                         | Before                    | After |  |
| T001             | Macaranga tanarius var. tomentosa        | 血桐          | Na                  | 3.5        | 200          | 3.0           | 819298.065               | 836668.928               | 68.44            | L                     | Р                       | P                       | Α                       | N                  | L                                | abc           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; sign of borer on trunk  |
| T002             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 5.0        | 180          | 3.0           | 819295.184               | 836679.334               | 68.33            | L                     | Р                       | A                       | Α                       | N                  | L                                | abcde         | NIL                    | Remove                          | LandsD                    |       | asymmetric canopy; co-dominant trunks  |
| T003             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 5.0        | 100          | 2.0           | 819294.419               | 836686.411               | 68.36            | L                     | Р                       | Α                       | Α                       | N                  | L                                | a b d e       | NIL                    | Remove                          | LandsD                    |       | epiphytic plant on trunk   |
| T004             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 5.0        | 100          | 1.5           | 819296.344               | 836694.444               | 68.28            | L                     | Р                       | Α                       | Р                       | N                  | L                                | a b d e       | NIL                    | Remove                          | LandsD                    |       | broken branch  |
| T005             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 3.5        | 130          | 1.5           | 819295.752               | 836698.656               | 68.22            | L                     | Р                       | Α                       | Р                       | N                  | L                                | a b c d e     | NIL                    | Remove                          | LandsD                    |       | leaning trunk; broken trunk  |
| T006             | Ficus religiosa                          | 菩提樹         | Ex                  | 8.0        | 1100         | 8.0           | 819295.136               | 836703.711               | 68.47            | L                     | Р                       | Α                       | Α                       | N                  | L                                | abc           | NIL                    | Remove                          | LandsD                    |       | multi-trunks (TPI)   |
| T007             | Ficus religiosa                          | 菩提樹         | Ex                  | 7.0        | 316          | 4.5           | 819289.509               | 836707.884               | 68.25            | L                     | Р                       | Α                       | Α                       | N                  | L                                | abc           | NIL                    | Retain                          | LandsD                    |       | multi-trunks   |
| T008             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 7.0        | 260          | 3.0           | 819286.135               | 836709.812               | 68.27            | L .                   | P                       | A                       | A                       | N                  | L .                              | abcde         | NIL                    | Retain                          | LandsD                    |       | leaning trunk; multi-trunks  |
| T009             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 5.5        | 120          | 2.0           | 819283.002               | 836712.122               | 68.02<br>68.19   | L                     | P<br>P                  | A                       | A                       | N                  | L                                | abcde         | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; leaning trunk   |
| T010<br>T011     | Bombax ceiba<br>Bombax ceiba             | 木棉木棉        | Ex<br>Ex            | 6.0<br>9.0 | 170<br>170   | 2.0<br>4.0    | 819280.994<br>819275.180 | 836714.549<br>836744.717 | 67.04            | L                     | A                       | A<br>A                  | A<br>A                  | N<br>N             | L                                | a b<br>a c f  | NIL<br>NIL             | Retain<br>Retain                | LandsD<br>LandsD          |       | trunk strangled by Ficus<br>hard paved root zone; on slope   |
| 1011             | BOITIBUX CEIBU                           | ハバ市         |                     | 9.0        | 170          | 4.0           | 819273.180               | 830744.717               | 07.04            | L                     | Α                       | A                       | - ^                     | IN                 | -                                | acı           | INIL                   | Retaili                         | LaliusD                   |       | co-dominant branches; co-dominant trunks; restricted for root expansion  |
| T012             | Schefflera actinophylla                  | 傘樹          | Ex                  | 6.0        | 184          | 4.0           | 819276.082               | 836746.632               | 68.40            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | (more than 1 side); on slope   |
| T013             | Schefflera actinophylla                  | 傘樹          | Ex                  | 6.0        | 300          | 6.0           | 819283.067               | 836747.043               | 67.57            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; co-dominant branches; leaning trunk; restricted for root expansion (more than 1 side); on slope |
| T014             | Bombax ceiba                             | 木棉          | Ex                  | 6.0        | 180          | 2.5           | 819287.597               | 836746.360               | 67.99            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; vines in crown; on slope  |
| T015             | Schefflera actinophylla                  | 傘樹          | Ex                  | 6.0        | 180          | 3.0           | 819288.136               | 836748.592               | 67.11            | М                     | А                       | Α                       | А                       | N                  | L                                | f             | NIL                    | Retain                          | LandsD                    |       | co-dominant branches; restricted for root expansion (more than 1 side);<br>on slope                                |
| T016             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 7.0        | 130          | 3.0           | 819296.076               | 836748.147               | 67.52            | L                     | Р                       | Α                       | Α                       | N                  | L                                | abdef         | NIL                    | Retain                          | LandsD                    |       | broken branch; crossed branches; on slope  |
| T017             | Macaranga tanarius var. tomentosa        | 血桐          | Na                  | 6.0        | 170          | 4.0           | 819296.490               | 836748.084               | 67.78            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; crossed branches; low bifurcated branch; on slope   |
| T018             | Macaranga tanarius var. tomentosa        | 血桐          | Na                  | 6.0        | 200          | 8.0           | 819297.277               | 836747.272               | 67.96            | М                     | Α                       | Α                       | Α                       | N                  | L                                | c f           | NIL                    | Retain                          | LandsD                    |       | co-dominant branches; on slope   |
| T019             | Macaranga tanarius var. tomentosa        | 血桐          | Na                  | 5.0        | 110          | 2.0           | 819300.035               | 836748.462               | 67.83            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; leaning trunk; on slope   |
| T020             | Macaranga tanarius var. tomentosa        | 血桐          | Na                  | 5.0        | 180          | 2.5           | 819301.271               | 836748.594               | 67.63            | М                     | Р                       | Α                       | Α                       | N                  | L                                | b c           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; co-dominant branches; low bifurcated branch;<br>leaning trunk                                   |
| T021             | Ficus microcarpa                         | 細葉榕         | Na                  | 13.0       | 800          | 10.0          | 819327.270               | 836749.782               | 68.05            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Retain                          | LandsD                    |       | co-dominant branches   |
| T022             | Ficus microcarpa                         | 細葉榕         | Na                  | 15.0       | 1500         | 16.0          | 819329.953               | 836751.660               | 68.08            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Retain                          | LandsD                    |       | co-dominant branches (TPI)   |
| T023             | Ficus altissima                          | 高山榕         | Ex                  | 7.0        | 330          | 12.0          | 819343.209               | 836756.361               | 68.29            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; co-dominant branches; restricted for root expansion (more than 1 side); on slope                |
| T024             | Celtis sinensis                          | 朴樹          | Na                  | 5.0        | 160          | 4.0           | 819337.287               | 836762.073               | 65.05            | М                     | Р                       | Α                       | Α                       | N                  | L                                | bcf           | NIL                    | Retain                          | LandsD                    |       | asymmetric canopy; co-dominant branches; on slope  |
| T025             | Ficus altissima                          | 高山榕         | Ex                  | 13.0       | 2600         | 18.0          | 819344.337               | 836766.988               | 63.55            | М                     | Α                       | Α                       | Α                       | N                  | L                                | c f           | NIL                    | Retain                          | LandsD                    |       | co-dominant branches; on slope (TPI)   |
| T026             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 4.0        | 142          | 1.5           | 819287.535               | 836708.167               | 68.35            | L                     | Р                       | Α                       | Α                       | N                  | L                                | abcde         | NIL                    | Retain                          | LandsD                    |       | co-dominant trunks; leaning trunk  |
| T027             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 4.5        | 130          | 1.5           | 819284.503               | 836711.132               | 68.25            | L                     | P                       | A                       | Α                       | N                  | L                                | abcde         | NIL                    | Retain                          | LandsD                    |       | leaning trunk  |
| T028             | Bauhinia variegata                       | 宮粉羊蹄甲       | Ex                  | 5.0        | 180          | 2.0           | 819355.567               | 836739.199               | 68.16            | L                     | P                       | A                       | A                       | N                  | L                                | abcd          | NIL                    | Remove                          | LandsD                    |       | asymmetric canopy; leaning trunk   |
| T029             | Celtis sinensis                          | 朴樹          | Na                  | 5.5        | 220          | 4.0           | 819360.888               | 836739.918               | 68.09            | M                     | A                       | A                       | A                       | N                  | L                                | Ť             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches; on slope   |
| T030<br>T031     | Celtis sinensis Celtis sinensis          | 朴樹<br>朴樹    | Na<br>Na            | 6.0        | 300<br>160   | 4.0<br>3.5    | 819364.841<br>819368.920 | 836739.949<br>836740.694 | 66.58<br>64.57   | M<br>M                | A<br>A                  | A<br>A                  | A<br>A                  | N<br>N             | L                                | f             | NIL<br>NIL             | Remove<br>Remove                | LandsD<br>LandsD          |       | co-dominant branches; on slope   |
| T031             | Casuarina equisetifolia                  | 木麻黄         | Ex                  | 7.0        | 340          | 4.0           | 819382.123               | 836743.343               | 63.29            | I                     | P                       | A                       | P                       | N                  | L                                | a b d         | NIL                    | Remove                          | LandsD                    |       | on slope<br>broken branch  |
| T033             | Ficus microcarpa                         | 細葉榕         | Na                  | 7.5        | 650          | 7.0           | 819358.302               | 836745.920               | 68.44            | M                     | Α Α                     | A                       | A                       | N                  | L                                | C             | NIL                    | Remove                          | LandsD                    |       | STOKETI STUTIET  |
| T034             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 8.0        | 110          | 1.5           | 819359.728               | 836748.844               | 67.93            | L                     | P                       | A                       | A                       | N                  | L                                | abde          | NIL                    | Remove                          | LandsD                    |       | crown suppressed by adjacent trees   |
| T035             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 8.5        | 160          | 2.0           | 819360.544               | 836748.960               | 68.16            | L                     | Р                       | Α                       | Р                       | N                  | L                                | a b c d e     | NIL                    | Remove                          | LandsD                    |       | leaning trunk; trunk chafing against hard structure; trunk chafing against hard structure                          |
| T036             | Bombax ceiba                             | 木棉          | Ex                  | 9.0        | 310          | 3.5           | 819364.027               | 836747.914               | 67.12            | L                     | Р                       | Α                       | Α                       | N                  | L                                | abc           | NIL                    | Remove                          | LandsD                    |       | co-dominant branches   |
| T037             | Elaeocarpus hainanensis                  | 水石榕         | Ex                  | 9.5        | 280          | 2.0           | 819340.479               | 836750.433               | 68.26            | L                     | P                       | Α                       | Α                       | N                  | L                                | abcd          | NIL                    | Remove                          | LandsD                    |       | crown suppressed by adjacent trees; dead branch; leaning trunk   |
| T038             | Melaleuca cajuputi subsp. cumingiana     | 白千層         | Ex                  | 10.0       | 320          | 1.5           | 819330.695               | 836734.429               | 68.19            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches   |
| T039             | Melaleuca cajuputi subsp. cumingiana     | 白千層         | Ex                  | 11.5       | 320          | 2.0           | 819333.810               | 836734.626               | 68.15            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches; leaning trunk  |
| T040             | Melaleuca cajuputi subsp. cumingiana     | 白千層         | Ex                  | 9.0        | 310          | 1.5           | 819336.288               | 836731.446               | 68.45            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches   |
| T041             | Ficus microcarpa                         | 細葉榕         | Na                  | 8.0        | 800          | 5.0           | 819328.358               | 836725.765               | 68.25            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches   |
| T042             | Livistona chinensis                      | 蒲葵          | Ex                  | 3.5        | 190          | 2.0           | 819339.786               | 836721.666               | 68.20            | L                     | Α                       | Α                       | Α                       | N                  | L                                | a             | NIL                    | Remove                          | LandsD                    |       | crown suppressed by adjacent trees   |
| T043             | Ficus altissima                          | 高山榕         | Ex                  | 4.5        | 300          | 4.5           | 819335.046               | 836709.896               | 68.73            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | co-dominant branches; broken branch  |
| T044             | Ficus altissima                          | 高山榕         | Ex                  | 8.0        | 430          | 7.0           | 819344.993               | 836722.983               | 67.86            | М                     | Α                       | Α                       | Α                       | N                  | L                                | С             | NIL                    | Remove                          | LandsD                    |       | asymmetric canopy; co-dominant branches; dead surface roots  |
| T045             | Delonix regia                            | 鳳凰木         | Ex                  | 6.5        | 250          | 2.0           | 819350.439               | 836727.300               | 67.65            | M                     | P                       | A                       | A                       | N                  | L                                | b c           | NIL                    | Remove                          | LandsD                    |       | asymmetric canopy; leaning trunk   |
| T046             | Delonix regia                            | 鳳凰木         | Ex                  | 5.0        | 220          | 4.0           | 819352.695               | 836730.906               | 67.88            | M                     | P                       | A                       | A                       | N                  | L .                              | b             | NIL                    | Remove                          | LandsD                    |       |  |
| T047             | Phoenix roebelenii                       | 日本葵         | Ex                  | 3.5        | 95           | 1.5           | 819346.425<br>819345.968 | 836727.633               | 68.27            | L                     | A                       | A                       | A                       | N                  | _ L                              | a             | NIL                    | Remove                          | LandsD                    |       |  |
| T048<br>T049     | Phoenix roebelenii<br>Phoenix roebelenii | 日本葵<br>日本葵  | Ex<br>Ex            | 3.5<br>3.5 | 95<br>95     | 1.5<br>1.5    | 819345.968<br>819347.859 | 836729.572<br>836730.299 | 68.27<br>68.23   | L                     | A<br>A                  | A<br>A                  | A<br>A                  | N<br>N             | L                                | a<br>a        | NIL<br>NIL             | Remove<br>Remove                | LandsD<br>LandsD          |       |  |
| T050             | Melaleuca cajuputi subsp. cumingiana     | 白千層         | Ex                  | 9.0        | 310          | 1.5           | 819347.859<br>819335.142 | 836737.344               | 68.41            | M                     | A                       | A                       | A                       | N                  | ı                                | C             | NIL                    | Remove                          | LandsD                    |       |  |
| T051             | Melaleuca cajuputi subsp. cumingiana     | 白千層         | Ex                  | 8.0        | 340          | 3.5           | 819320.490               | 836693.036               | 68.41            | M                     | A                       | A                       | A                       | N                  | M                                | <del>  </del> | NIL                    | Remove                          | LandsD                    |       | co-dominant branches   |
| T052             | Leucaena leucocephala                    | 銀合歡         | Ex                  | 4.5        | 160          | 3.0           | 819369.360               | 836768.964               | 61.63            | L                     | P                       | A                       | P                       | N                  | L                                | a b d e       | NIL                    | Remove                          | LandsD                    |       | hard pruned branch; crooked trunk  |
|                  | Leucaena leucocephala                    | 銀合歡         | Ex                  | 5.0        | 280          | 4.0           | 819367.613               | 836769.542               | 61.62            | L                     | Р                       | А                       | А                       | N                  | L                                | a b c d e     | NIL                    | Remove                          | LandsD                    |       | co-dominant branches; broken branch; dead branch; low bifurcated branch; wounded branch; leaning trunk             |

- No tree is registered as OVT referred to DEVB TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD
- 3 trees have DBH over 1000mm which are considered as Trees of Particular Interest (TPI). (FKS-T006, FKS-T022, FKS-T025)

- a low amenity value
- c irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)

Qty: 0

Qty: 0

- e undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
- f trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

- 1 Scheduled under Cap. 96
- 2 Protected under Cap. 586
- 3 Rare and Precious Plants of Hong Kong

Extinct (EX)

Extinct in the Wild (EW)

Critically Endangered (CR)

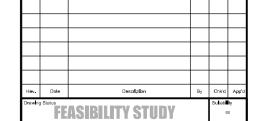
En dangere d (EN) Vulnerable (VU)

Least Concern (LC)

4 - China Plant Red Data Book En dangere d (E)

Rare (R)

Vulnerable (V)







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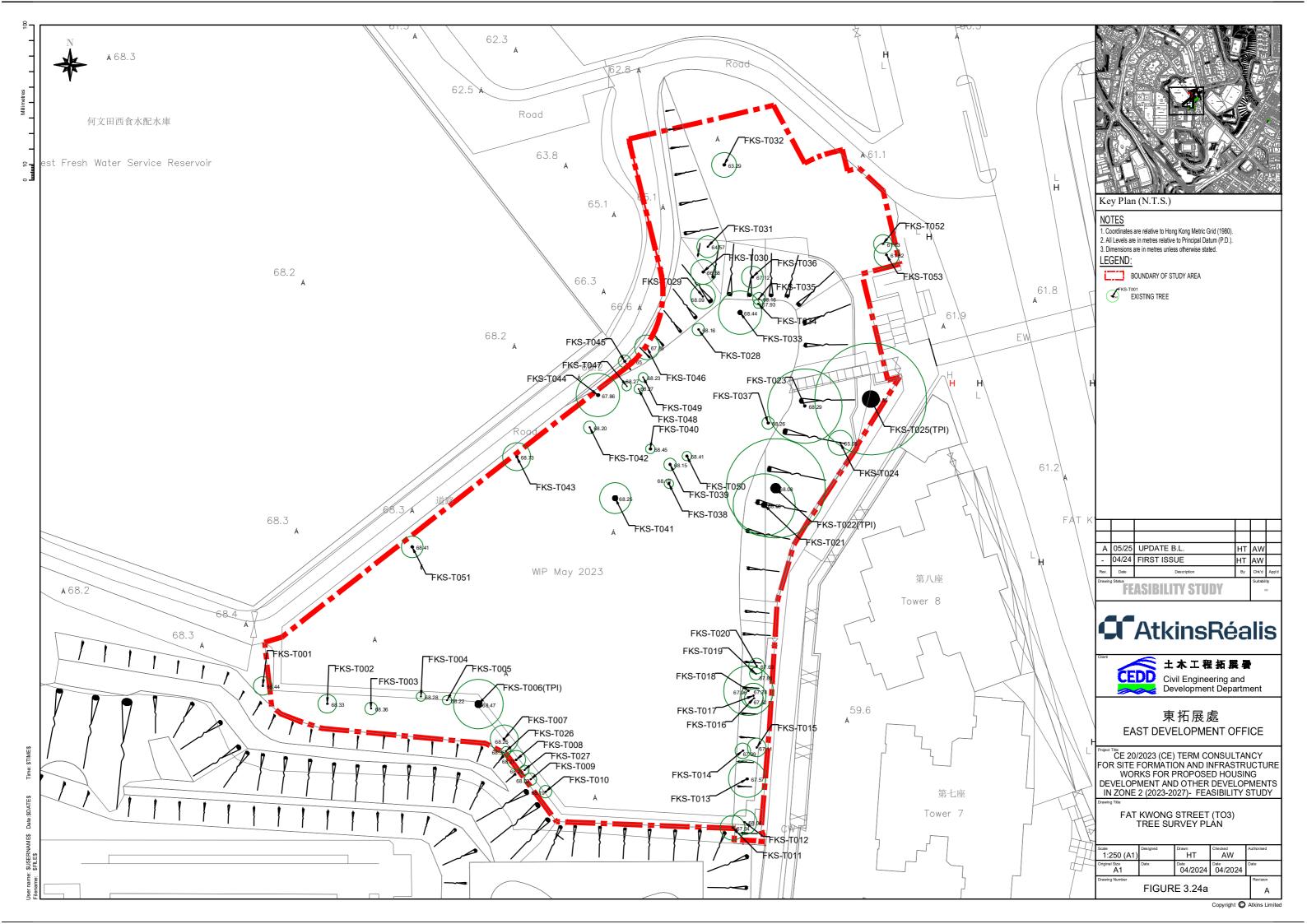
EAST DEVELOPMENT OFFICE

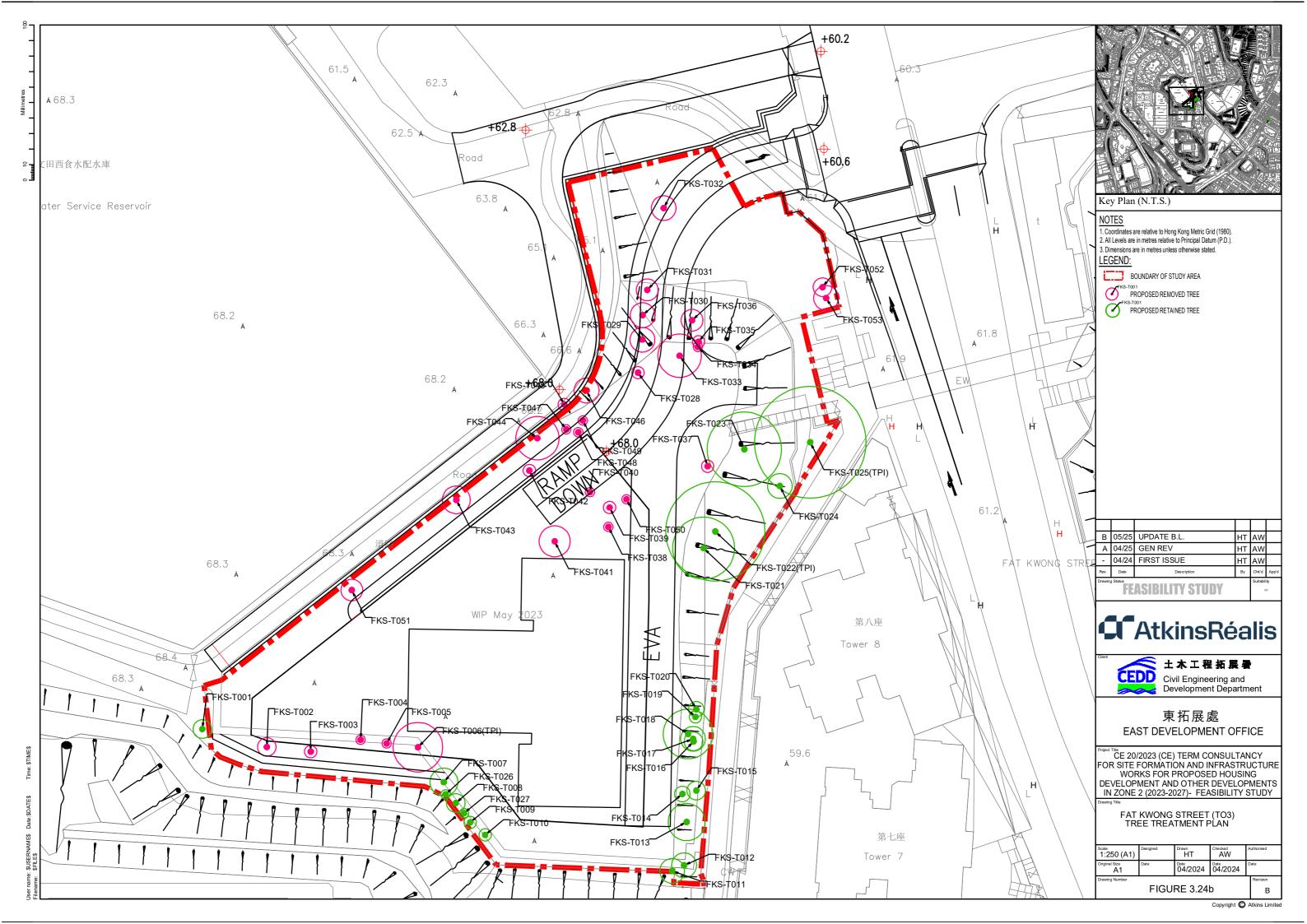
Project Table
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 3 – FAT KWONG STREET

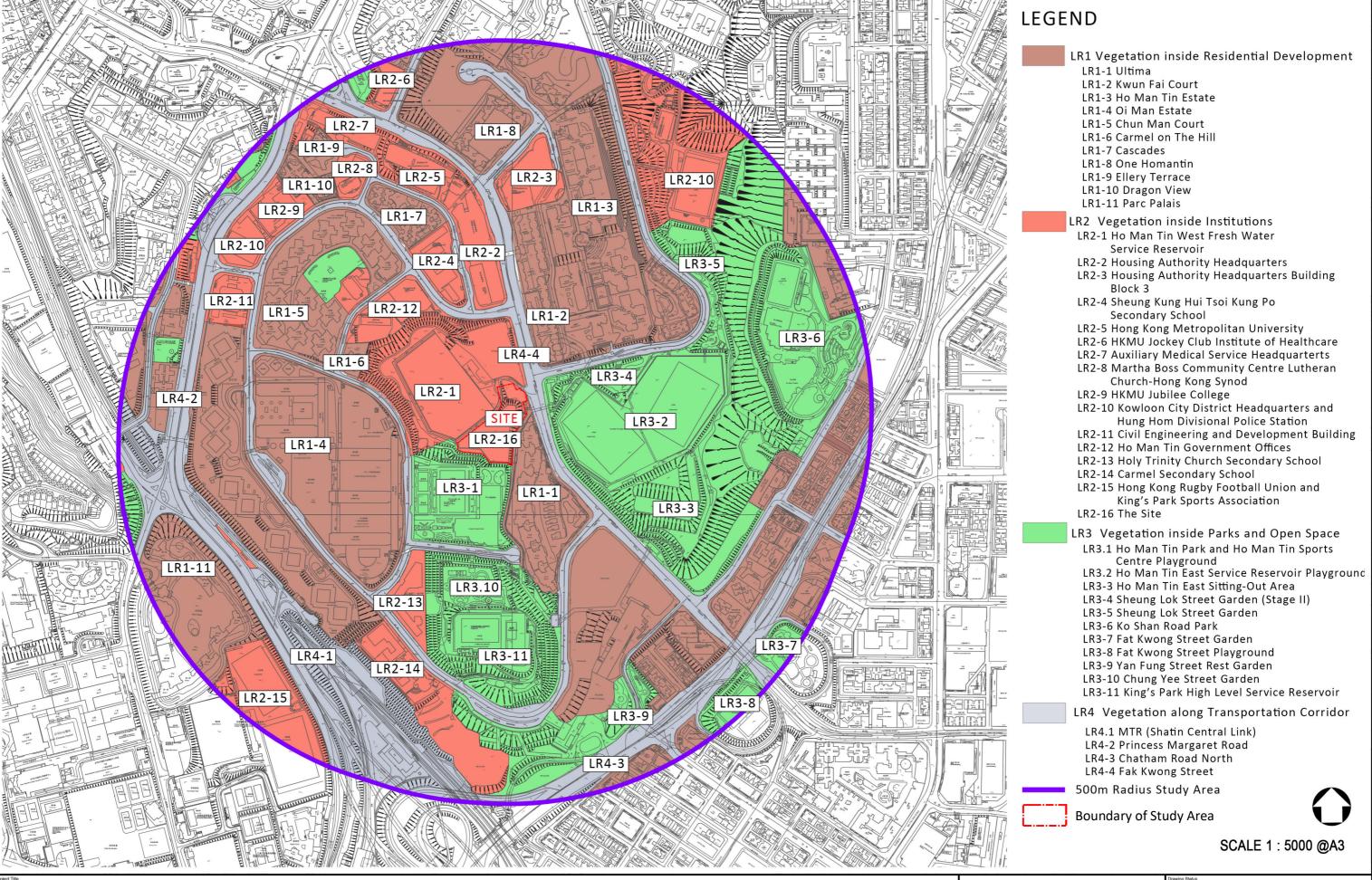
TREE ASSESSMENT SCHEDULE

| Scale               | Designed                 | Drawn  | Checked | Authorised |  |  |  |  |
|---------------------|--------------------------|--------|---------|------------|--|--|--|--|
| N.T.S.              | -                        | -      | -       | -          |  |  |  |  |
| Original Stze<br>A1 | Date -                   | Date - | Date -  | Date -     |  |  |  |  |
| Drawling Number     | awing Number FIGURE 3.23 |        |         |            |  |  |  |  |

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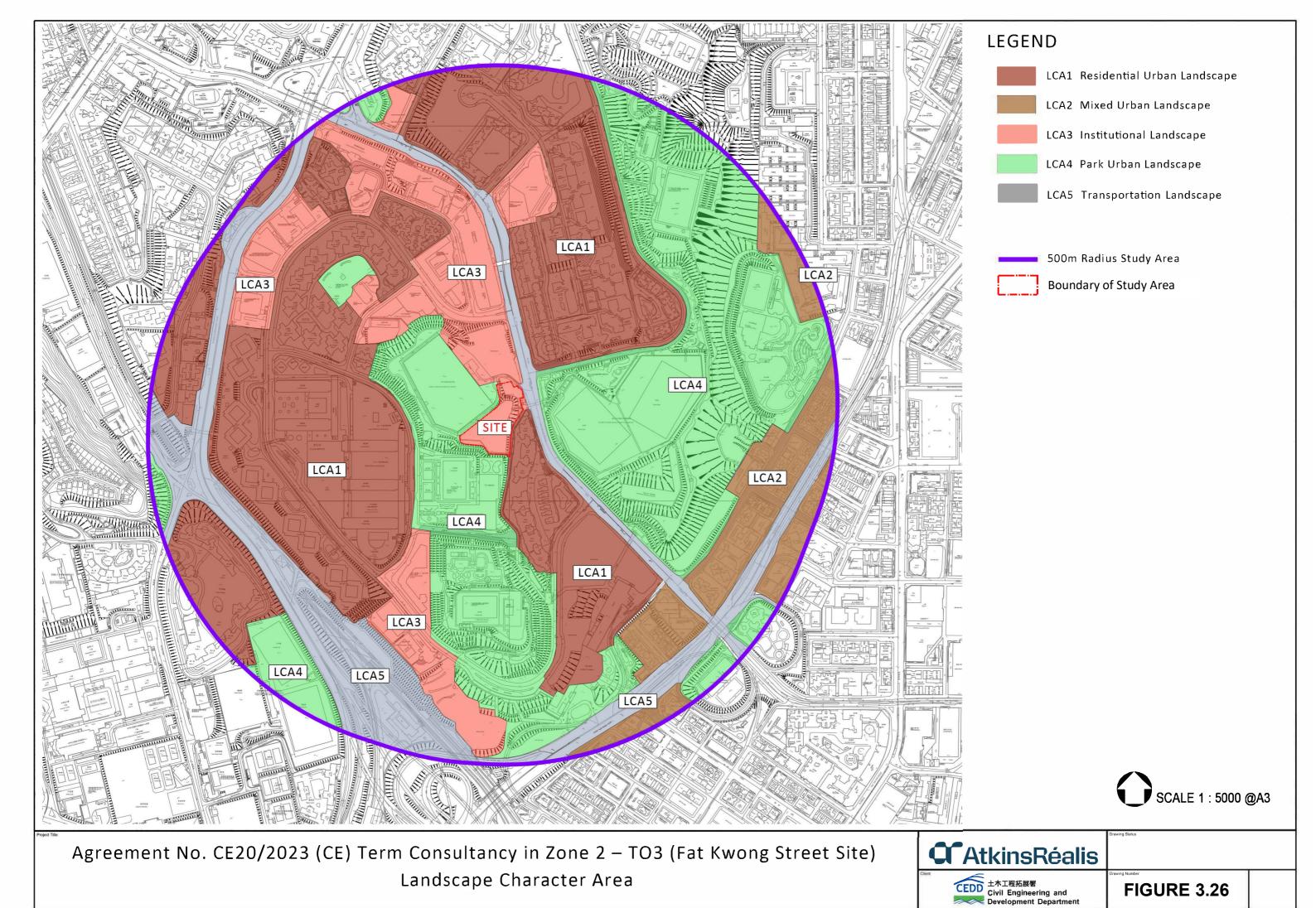
Landscape Resources



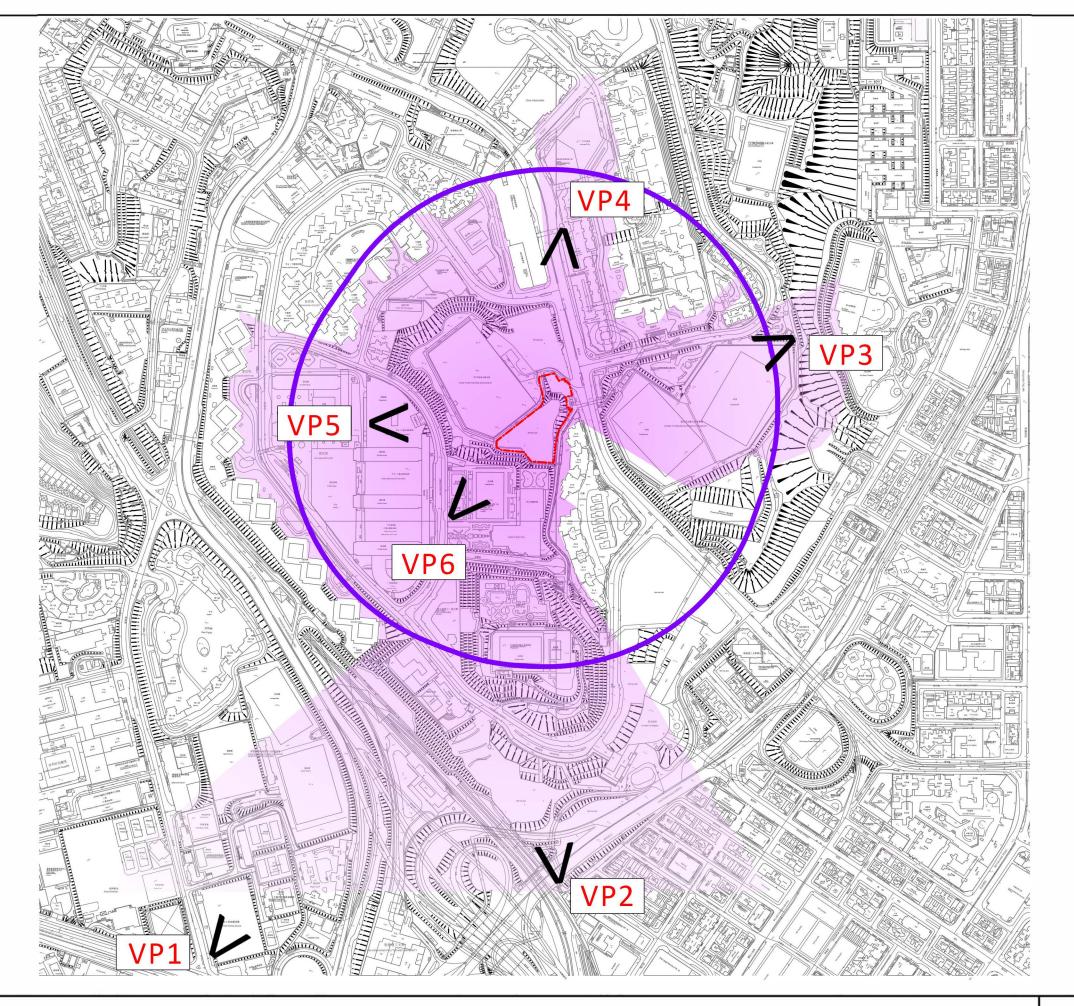
......

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Civil Engineering and
Development Department

FIGURE 3.25



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## LEGEND

Boundary of Study Area



Horizontal Distance 3x Height of Development (276m)



Key Public Viewpoint and Number



Visual Envelope

Purple line indicates the horizontal extent of 3x the building height of 92m (i.e. 276m), where beyond this the visual impact is generally expected to be insignificant.



SCALE 1 : 5000 @A3

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)

Key Public Viewpoints



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FIGURE 3.27a



VP1 From King's Park Hockey Ground Spectator Stand (770m. +12.0mPD)



VP2 - From Chatham Rd North (550m, +14.8mPD)



VP3 - From Ho Man Tin East Service Reservoir Playground (350m, +66.8mPD)



VP4 - From Pedestrian Walkway along Fat Kwong Street outside Housing Authority Headquarters (220m, about +47.5mPD)



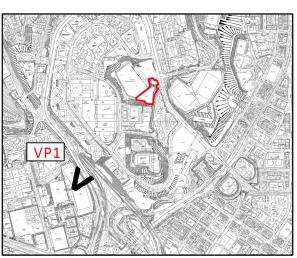
VP5 - From Amenity Area in Oi Man Estate (170m, +46.8mPD)



VP6 - From Ho Man Tin Park (130m, +54.2mPD)



VP1 - Before



Wylie Court Block A 20 Storeys +87.8mPD





VP1 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 - TO3 (Fat Kwong Street Site)

VP1 From King's Park Hockey Ground Spectator Stand (770m. +12.0mPD)



Drawing Sta

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Civil Engineering and
Development Department

FIGURE 3.27c



VP2 - Before

The Hong Kong
Polytechnic University
Campus Expansion
at Ho Man Tin Slope
13 Storeys

PROPOSED DEVELOPMENT 24 Storeys atop 2-Storeys Podium

(BH Restriction +160mPD

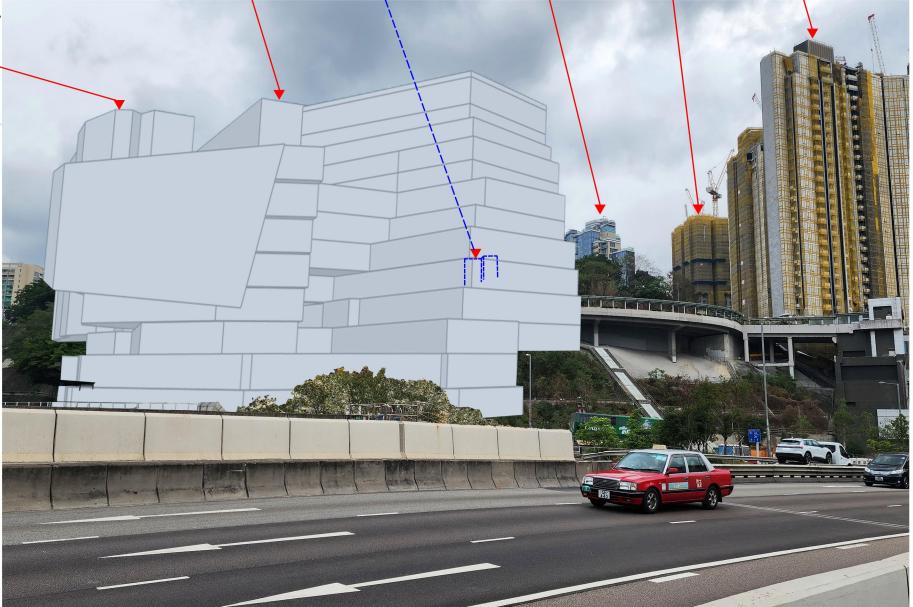
Ultima
Block 1-2
Onmantin
23-24 Storeys (under construction)
atop 1-3 Storeys Podium max. +130mPD

+132.0mPD - +133.2mPD

mPD In One (under construction) max. +130mPD VP2

KEY PL

The Hong Kong Polytechnic University Student Hostel at Ho Man Tin Slope 18 Storeys +83.0mPD



VP2 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)

VP2 - From Chatham Rd North (550m, +14.8mPD)



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FIGURE 3.27d

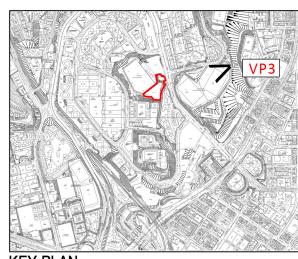


VP3 - Before

Ultima Block 6-8 23-24 Storeys atop 1-3 Storeys Podium +147.4mPD - +153.2mPD

Building Height
Restriction atop
+160mPD

PROPOSED DEVELOPMENT 24 Storeys atop 2-Storeys Podium +156.1mPD



KEY PLA



VP3 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)

VP3 - From Ho Man Tin East Service Reservoir Playground (350m, +66.8mPD)



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Civil Engineering and
Development Department

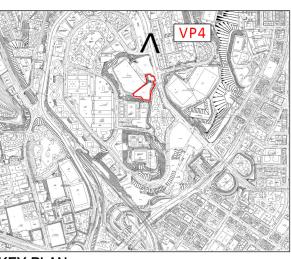
FIGURE 3.27e



VP4 - Before

Ultima
Block 6-8
23-24 Storeys
atop 1-3 Storeys Podium
+147.4mPD - +153.2mPD

PROPOSED DEVELOPMENT 24 Storeys atop 2-Storeys Podium +156,1mPD Housing Authority Headquarters +91.0mPD



KEY PLA

Ho Man Tin Ventilation Building (HMTVB) +71.35mPD



VP4 - After

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)

VP4 - From Outside Housing Authority (220m, about 47.5mPD)

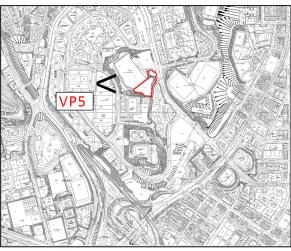


FIGURE 3.27f



VP5 - Before

Ultima Block 6-8 PROPOSED DEVELOPMENT 24 Storeys atop 2-Storeys Podium +156.1mPD 23-24 Storeys atop 1-3 Storeys Podium +147.4mPD - +153.2mPD



Kin Man House 16 Storeys +88.4mPD

Kar Man House 9 Storeys +70.7mPD



VP5 - After

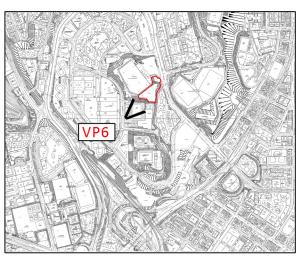
**AtkinsRéalis** Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)





**VP-6 Before** 





KEY PLA



VP6 - After

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO3 (Fat Kwong Street Site)

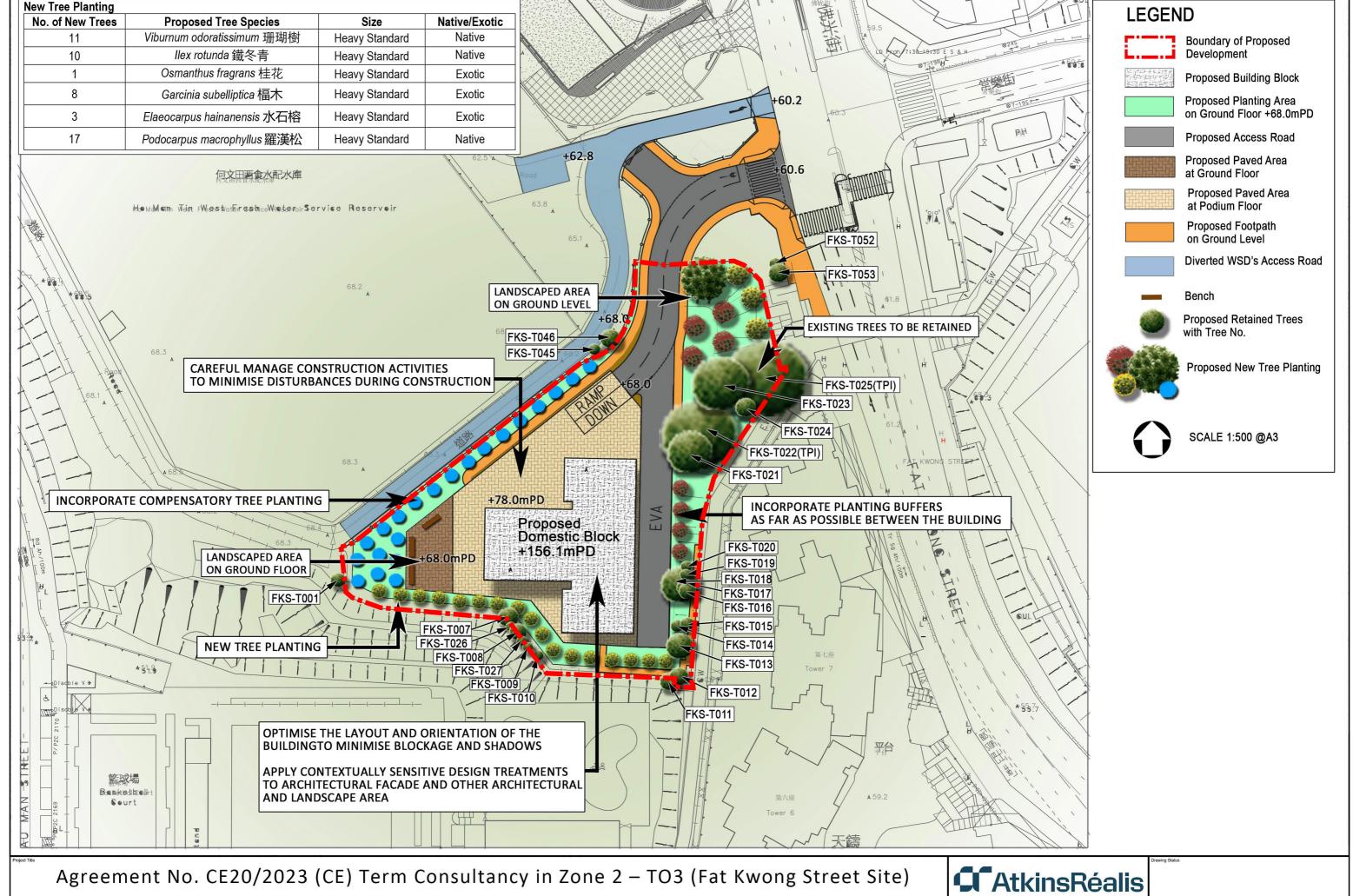
VP6 - From Ho Man Tin Park (130m, +54.2mPD)



Jiawing Status

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FIGURE 3.27h



Ce20/2023 (CE) Term Consultancy in Zone 2 – 103 (Fat Kwong Street Site)

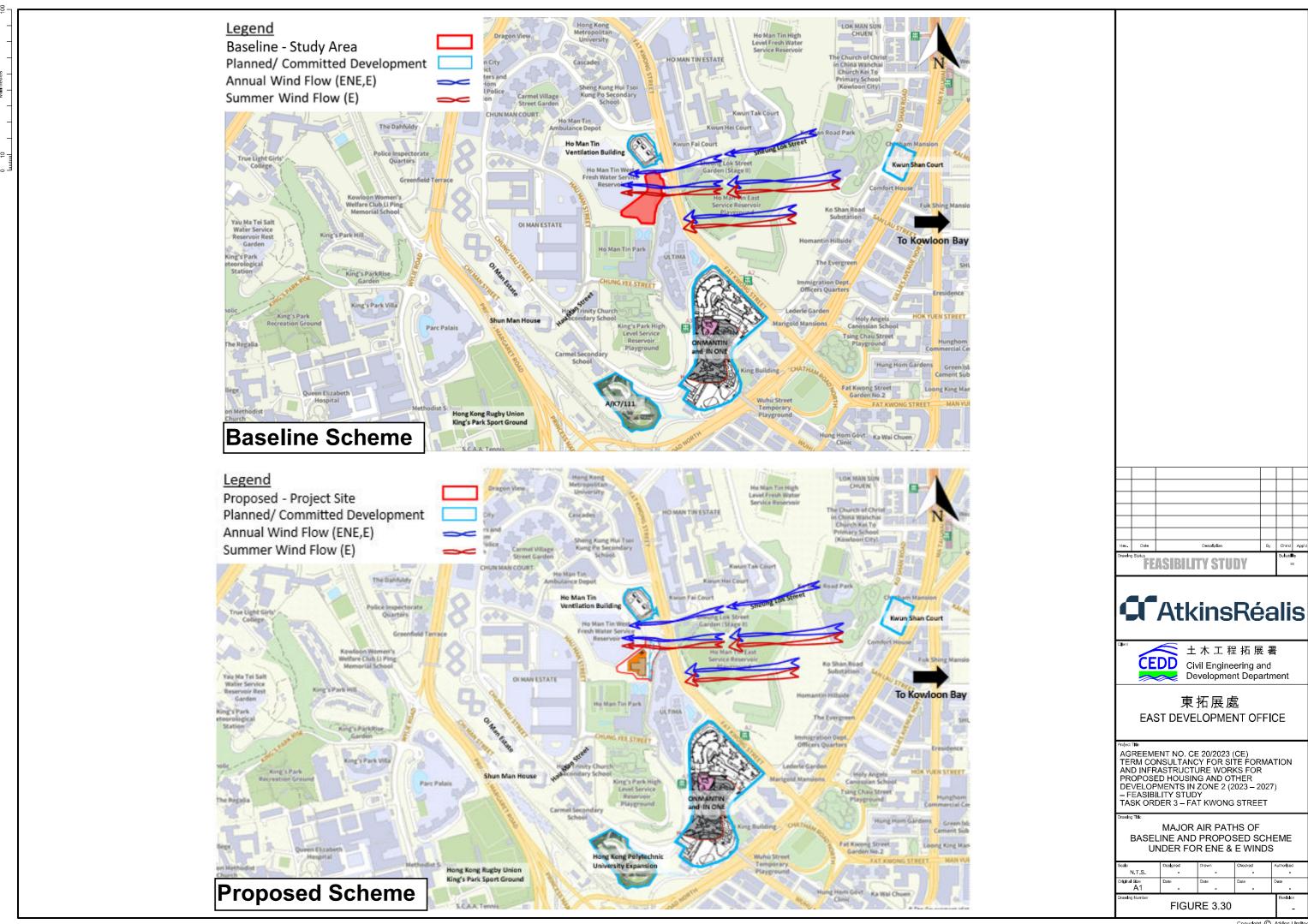
Conceptal Landscape Plan with Mitigation Mitigation Measures

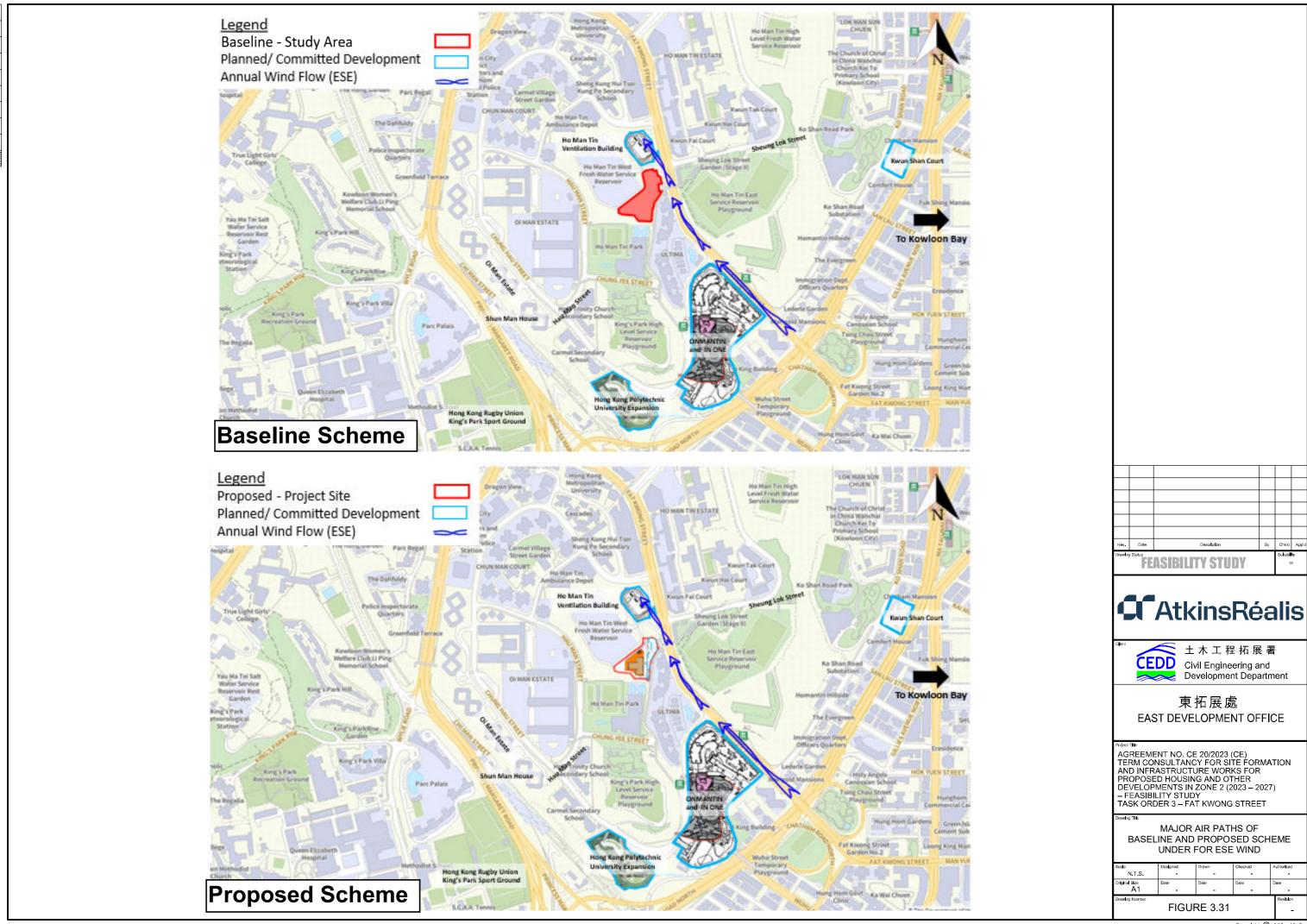


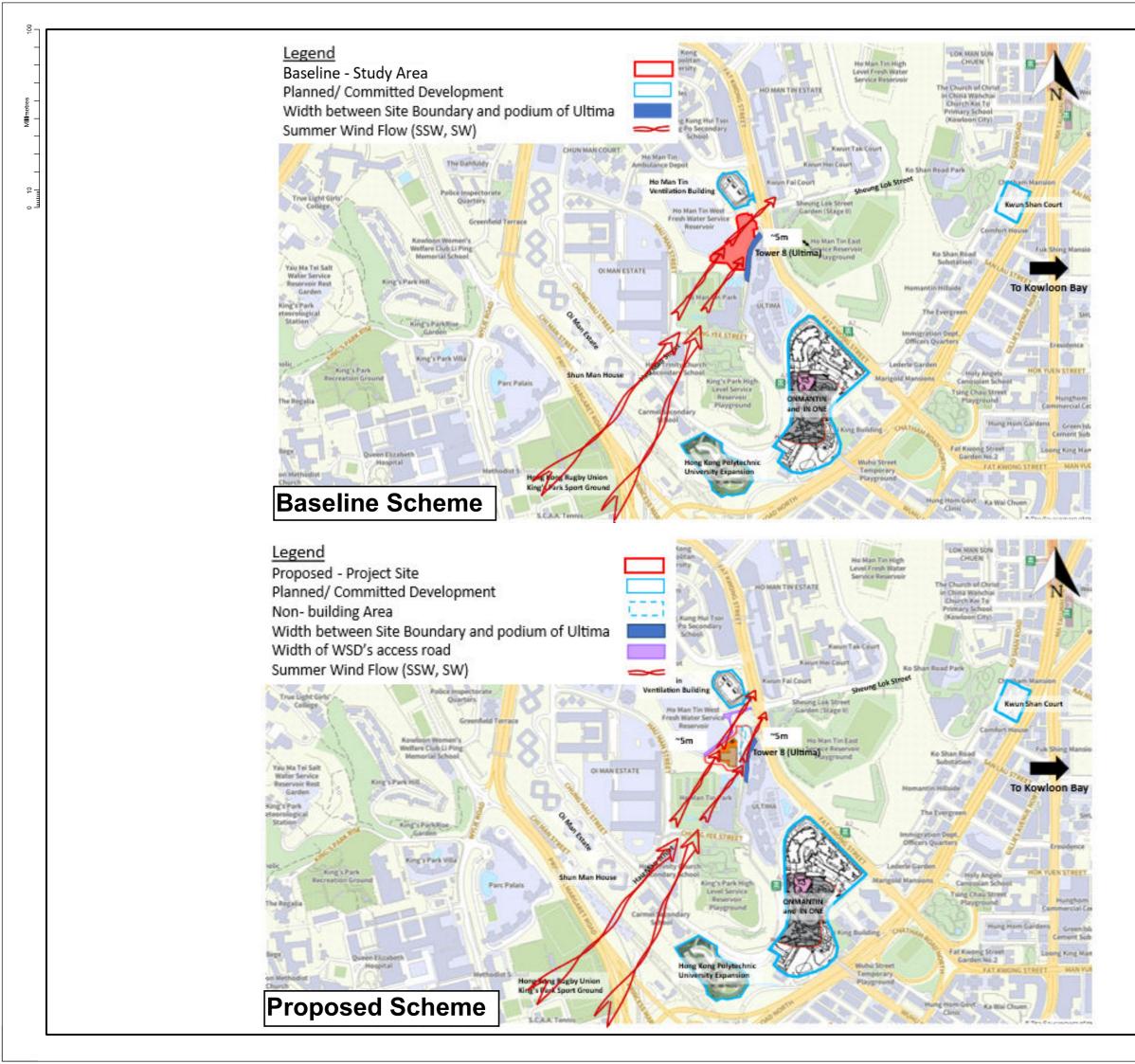
**FIGURE 3.28** 

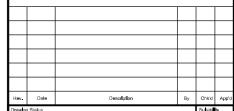
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FIGURE 3.29









FEASIBILITY STUDY





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東拓展處

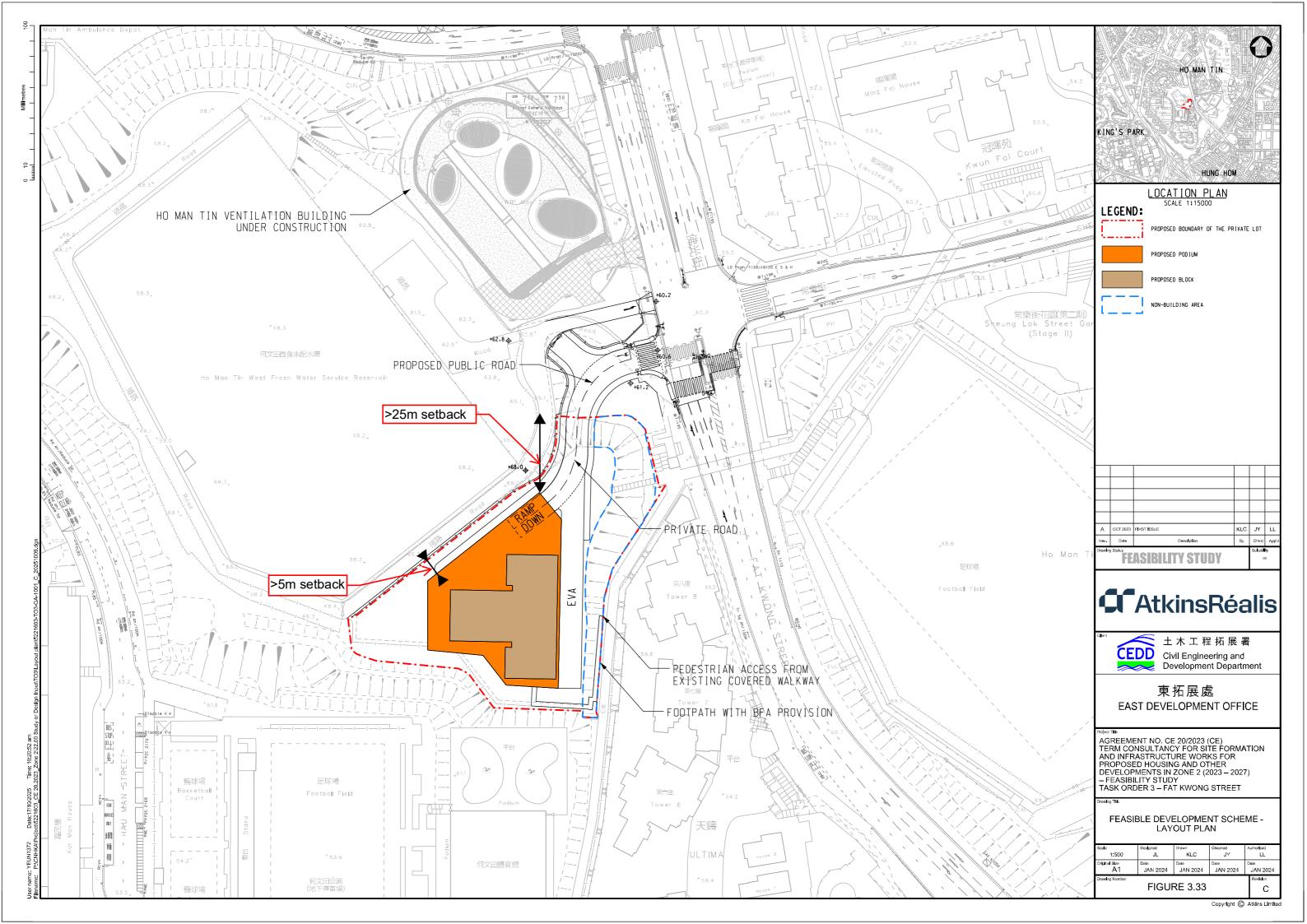
EAST DEVELOPMENT OFFICE

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR
PROPOSED HOUSING AND OTHER
DEVELOPMENTS IN ZONE 2 (2023 – 2027)
- FEASIBILITY STUDY
TASK ORDER 3 – FAT KWONG STREET

MAJOR AIR PATHS OF BASELINE AND PROPOSED SCHEME UNDER FOR SSW & SW WINDS

| Scale               | Designed | Drawn  | Checked | Authorised |  |
|---------------------|----------|--------|---------|------------|--|
| N.T.S.              | -        | -      | -       | -          |  |
| Original Size<br>A1 | Date -   | Date - | Date -  | Date -     |  |
| Drawing Number      |          |        |         | Revision   |  |

FIGURE 3.32



## **AtkinsRéalis**



## **AtkinsRéalis**

AtkinsRealis Asia Limited 13/F Wharf T&T Centre Harbour City, Tsim Sha Tsui Kowloon, Hong Kong

Tel (852) 2972 1000 Fax (852) 2890 6343

Info.HK@atkinsrealis.com

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## Provision of Major Community Facilities and Open Space in Kowloon City DC District

| Type of Facilities        | Hong Kong Planning<br>Standards and<br>Guidelines (HKPSG)<br>Requirements  | HKPSG<br>Requirement<br>(based on<br>planned<br>population) | Provision             |  | Sumplus/   |
|---------------------------|--|---|-----------------------|--|--|
|                           |  |   | Existing<br>Provision | Planned<br>Provision<br>(including<br>Existing<br>Provision) | Surplus/<br>Shortfall<br>(against<br>planned<br>provision) |
| District Open Space       | 10 ha per 100,000<br>persons#  | 51.73 ha  | 69.05 ha              | 104.29 ha  | 52.57 ha   |
| Local Open Space          | 10 ha per 100,000<br>persons#  | 51.73 ha  | 43.33 ha              | 52.33 ha   | 0.60 ha  |
| Secondary School          | 1 whole-day classroom<br>for 40 persons aged<br>12-17#<br>(assessed by Education<br>Bureau (EDB) on a<br>territorial-wide basis) | 360<br>classrooms   | 1,053<br>classrooms   | 1,083<br>classrooms  | 723<br>classrooms  |
| Primary School            | 1 whole-day classroom<br>for 25.5 persons aged<br>6-11#<br>(assessed by EDB on a<br>district/school network<br>basis)            | 573<br>classrooms   | 1,080<br>classrooms   | 1,170 classrooms   | 597<br>classrooms  |
| Kindergarten/ Nursery     | 34 classrooms for<br>1,000 children<br>aged 3 to under 6 <sup>#</sup>  | 200<br>classrooms   | 564<br>classrooms     | 582<br>classrooms  | 382<br>classrooms  |
| District Police Station   | 1 per 200,000 to<br>500,000 persons<br>(assessed on a regional<br>basis)   | 1   | 1                     | 1  | 0  |
| Divisional Police Station | 1 per 100,000 to<br>200,000 persons<br>(assessed on a regional<br>basis)   | 2   | 3                     | 3  | 1  |

| Type of Facilities                               | Hong Kong Planning<br>Standards and<br>Guidelines (HKPSG)<br>Requirements          | HKPSG<br>Requirement<br>(based on<br>planned<br>population) | Provision             |  | Surplus/   |
|--|--|---|-----------------------|--|--|
|  |  |   | Existing<br>Provision | Planned<br>Provision<br>(including<br>Existing<br>Provision) | Surplus/<br>Shortfall<br>(against<br>planned<br>provision) |
| Hospital   | 5.5 beds per 1,000   | 3,038   | 3,734                 | 6,252  | 3,214  |
|  | persons <sup>^</sup>   | beds  | beds                  | beds   | beds   |
|  | (assessed by Hospital<br>Authority on a<br>regional/cluster basis)                 |   |                       |  |  |
| Clinic/Health Centre                             | 1 per 100,000 persons  | 5   | 7                     | 8  | 3  |
|  | (assessed on a district basis)   |   |                       |  |  |
| Magistracy                                       | 1 per 660,000 persons  | 0   | 1                     | 1  | 1  |
| (with 8 courtrooms)                              | (assessed on a regional basis)   |   |                       |  |  |
| Child Care Centre                                | 100 aided places per   | 2,069   | 588                   | 1,288  | -781   |
|  | 25,000 persons <sup>#@</sup>   | places  | places                | places   | places**   |
|  | (assessed by Social<br>Welfare Department<br>(SWD) on a service<br>boundary basis) |   |                       |  |  |
| Integrated Children and<br>Youth Services Centre | 1 for 12,000 persons aged 6-24#  | 4   | 6                     | 6  | 2  |
|  | (assessed by SWD on a district basis)  |   |                       |  |  |
| Integrated Family<br>Services Centre             | 1 for 100,000 to<br>150,000 persons#   | 3   | 4                     | 5  | 2  |
|  | (assessed by SWD on<br>a service boundary<br>basis)                                |   |                       |  |  |
| District Elderly<br>Community Centres            | One in each new development area with a population of around 170,000 or above#     | N.A.  | 3                     | 3  | N.A.   |
|  | (assessed by SWD)  |   |                       |  |  |
|  |  |   |                       |  |  |

| Type of Facilities                             | Hong Kong Planning<br>Standards and<br>Guidelines (HKPSG)<br>Requirements  | HKPSG<br>Requirement<br>(based on<br>planned<br>population) | Provision             |  | Sumplus/   |
|--|--|---|-----------------------|--|--|
|  |  |   | Existing<br>Provision | Planned<br>Provision<br>(including<br>Existing<br>Provision) | Surplus/<br>Shortfall<br>(against<br>planned<br>provision) |
| Neighbourhood Elderly<br>Centres               | One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing#  (assessed by SWD) | N.A.  | 9                     | 15   | N.A.   |
| Community Care<br>Services (CCS)<br>Facilities | 17.2 subsidised places<br>per 1,000 elderly<br>persons aged 65 or<br>above <sup>#*@</sup> (assessed by SWD on<br>a district basis)                                 | 2,742<br>Places   | 867<br>places         | 1,787 places   | -955<br>Places**   |
| Residential Care Homes for the Elderly         | 21.3 subsidised beds<br>per 1,000 elderly<br>persons aged 65 or<br>above <sup>#@</sup> (assessed by SWD on<br>a cluster basis)                                     | 3,396<br>beds   | 2,517<br>beds         | 3,847<br>beds  | 451<br>beds  |
| Pre-school<br>Rehabilitation Services          | 23 subvented places<br>per 1,000 children<br>aged 0 – 6 <sup>#</sup><br>(assessed by SWD on<br>a district basis)   | 318<br>places   | 120<br>places         | 1,035<br>places  | 717 places   |
| Day Rehabilitation<br>Services                 | 23 subvented places<br>per 10,000 persons<br>aged 15 or above <sup>#</sup><br>(assessed by SWD on<br>a district basis)   | 988<br>places   | 802<br>places         | 1,272<br>places  | 284<br>places  |
| Residential Care<br>Services                   | 36 subvented places<br>per 10,000 persons<br>aged 15 or above <sup>#</sup><br>(assessed by SWD on<br>a cluster basis)  | 1,546<br>places   | 524<br>places         | 1,534 places   | -12<br>places**  |

| Type of Facilities  | Hong Kong Planning<br>Standards and<br>Guidelines (HKPSG)<br>Requirements                               | HKPSG<br>Requirement<br>(based on<br>planned<br>population) | Provision             |  | Surplus/   |
|---|---|---|-----------------------|--|--|
|   |   |   | Existing<br>Provision | Planned<br>Provision<br>(including<br>Existing<br>Provision) | Surplus/<br>Shortfall<br>(against<br>planned<br>provision) |
| Community<br>Rehabilitation Day<br>Centre                   | 1 centre per 420,000<br>persons#<br>(assessed by SWD on<br>a district basis)                            | 1   | 0                     | 0  | -1**   |
| District Support Centre<br>for Persons with<br>Disabilities | 1 centre per 280,000 persons#  (assessed by SWD on a district basis)                                    | 1   | 1                     | 3  | 2  |
| Integrated Community<br>Centre for Mental<br>Wellness       | 1 standard scale centre<br>per 310,000 persons <sup>#</sup><br>(assessed by SWD on<br>a district basis) | 1   | 1                     | 1  | 0  |
| Library   | 1 district library for every 200,000 persons <sup>π</sup> (assessed on a district basis)                | 2   | 4                     | 5  | 3  |
| Sports Centre   | 1 per 50,000 to 65,000 persons#  (assessed on a district basis)   | 7   | 5                     | 7  | 0  |
| Sports Ground/<br>Sport Complex                             | 1 per 200,000 to<br>250,000 persons <sup>#</sup><br>(assessed on a district<br>basis)                   | 2   | 2                     | 3  | 1  |
| Swimming Pool<br>Complex – standard                         | 1 complex per 287,000 persons#  (assessed on a district basis)  | 1   | 2                     | 2  | 1  |

## Note:

Facilities and open space figures of all OZPs (K7, K9, K10, K18 & K22) within Kowloon City DC district are included.

The planned resident population in Kowloon City DC district is about 517,300. If including transients, the overall planned population is about 552,500. All population figures have been adjusted to the nearest hundred.

- # The requirements exclude planned population of transients.
- ^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.
- \* Consisting of 40% centre-based CCS and 60% home-based CCS.
- @ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.
- $\pi$  Small libraries are counted towards meeting the HKPSG requirement.
- \*\* The deficit in provision is based on District Council planned population while the SWD adopts a wider spatial context/ cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

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