



Our Ref: URA260812008

By Hand and By Email

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

28 August 2026

Dear Sir/ Madam,

Section 16 Planning Application for Proposed Minor Relaxation of the Maximum Domestic GFA for the Permitted Residential Development of the Urban Renewal Authority Sai Yee Street/ Flower Market Road Development Scheme ("YTM-013")

**Planning Application No. A/K3/603
-Submission of Response-to-Departmental Comments-**

We refer to the captioned s.16 planning application submitted to the Town Planning Board (TPB) on 24 June 2026.

To address the departmental comments received via the Tsuen Wan and West Kowloon District Planning Office, Planning Department (TWK DPO, PlanD) in August 2026, we submit herewith four (4) copies of the Responses to Departmental Comments table (**R to C Table**), together with the relevant replacement pages of the Planning Statement (**Appendix 1**), responses to public comments (**Appendix 2**), replacement pages of the Traffic Impact Assessment (**Appendix 3**), replacement pages of Environmental Assessment (**Appendix 4**), replacement pages of the Sewerage Impact Assessment (**Appendix 5**), replacement pages of the Drainage Impact Assessment (**Appendix 6**) for TPB's consideration.

Should you have any queries, please do not hesitate to contact me at [REDACTED] or our Ms. Mable Kwan at [REDACTED] / Ms. Kelly Lin at [REDACTED]. Thank you.

Yours faithfully,



Mike Kwan
General Manager, Planning & Design
Urban Renewal Authority

encl.

cc. DPO/Tsuen Wan & W Kln, PlanD (Attn: Mr. Steven Siu, Mr. Kervis Chan and Ms. Sylvia Lam)

Section 16 Planning Application for Proposed Minor Relaxation of the Maximum Domestic GFA for the Permitted Residential Development of the Urban Renewal Authority Sai Yee Street/ Flower Market Road Development Scheme (YTM-013) (Planning Application No. A/K3/603)

Responses to Departmental Comments Table

Nos.	Comments received from:
1.	Commissioner of Police (CP)
2.	Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD)
3.	Tsuen Wan and West Kowloon District Planning Office, Planning Department (TWK DPO, PlanD)
4.	Commissioner for Transport (C for T)
5.	Director of Environmental Protection (DEP)
6.	Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD)

- Appendix 1: Replacement pages of the Planning Statement (PS)
- Appendix 2: Responses to public comments
- Appendix 3: Replacement pages of the Traffic Impact Assessment (TIA)
- Appendix 4: Replacement pages of the Environmental Assessment (EA)
- Appendix 5: Replacement pages of the Sewerage Impact Assessment (SIA)
- Appendix 6: Replacement pages of Drainage Impact Assessment (DIA)

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Responses to Departmental Comments Table

Departmental Comments	Responses
1. Comments from Commissioner of Police (CP)	
<i>Received via email dated 7 Aug 2026</i>	
Widening of Pedestrian Crossings (a) Chapter 5 of the Traffic Impact Assessment (TIA) indicates that the signalized crossings across Prince Edward Road West / Fa Yuen Street (P4) and Sai Yee Street near Prince Edward Road West (P16) are already overloaded during existing weekend peak hours. With the additional foot traffic generated by the proposed development, further congestion at these crossings is expected. Overcrowding at these key crossings will cause pedestrian queues to spill off the footpaths and onto active traffic lanes. This creates a severe risk of traffic accidents and will demand continuous and substantial police manpower deployment for crowd and traffic control. The proposed physical widening of signalized crossings (i.e. P4 and P16) should therefore be mandatory.	Noted. The two proposed signalized crossings were already proposed in the TIA at the DSP planning stage to address the local traffic conditions. It is not resulted from the current S.16 planning application. Upon implementation of the approved DSP, URA will implement the proposed physical widening of signalized crossings (P4 and P16), subject to technical feasibility and agreement with relevant Government departments. The detailed design, layout, implementation programme of the proposed widening will be further developed in the implementation stage in consultation with TD, HKPF and other relevant Government departments as appropriate.

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Supplementary Assessments (b) In the weeks leading up to Lunar New Year, the Flower Market area experiences massive surges in patrons and continuous commercial delivery activities. During this period, a significant amount of commercial vehicles and private vehicles of patrons converge on the area simultaneously while traffic and pedestrian flows far exceed typical weekend levels. Meanwhile, the Mong Kok Stadium regularly hosts sporting events with a seating capacity of around 6,600 and its events tend to generate considerable influxes and outflow of spectators. In this regard, it is recommended that a supplementary traffic, pedestrian and logistics assessment specifically modeling event days at Mong Kok Stadium and the pre-LNY surge period be conducted to reflect the implications on traffic signal optimization, traffic and pedestrian safety, and objectively evaluate the sufficiency of loading areas and parking provisions.	Noted. Please be informed that the submitted TIA of this S16 Planning Application is prepared based on the prevailing standards and requirements for conducting a TIA to assess the traffic and pedestrian implications of the proposed development, which is based on normal daily traffic forecast conditions, including normal weekdays and weekends as accepted by Transport Department (TD). The concern on pre-LNY surge period and event days at Mong Kok Stadium involve more specific traffic and pedestrian circumstances, which can be considered for further examination/ supplementary assessment, if necessary, at the detailed design stage upon liaison with relevant Government departments.

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Public Vehicle Park (PVP) Queuing Management (a) In the event of the PVP in Site B reaching full capacity, vehicles waiting to enter are highly likely to queue along Boundary Street and tail back toward Tai Hang Tung Road and Nathan Road, thereby paralyzing major arterial traffic. In this regard, the developer should ensure an internal vehicular holding area within the site footprint before the PVP's entry gate to contain waiting vehicles off the public road. In addition, an automated and real-time display system on the PVP's parking availability should be installed on approach roads (e.g. Boundary Street and Sai Yee Street) AND linked to traffic platforms of the Transport Department in order to divert drivers upstream when the PVP is full.	Sufficient internal queueing / holding space will be provided within Site B before the entry control point of the PVP, such that vehicles waiting to enter the PVP can be accommodated within the site and will not queue back onto the public road. The detailed design of the vehicular access, gate arrangement, queueing space, circulation layout and car park management measures will be developed in the detailed design stage in consultation with TD, HKPF and other relevant Government departments as appropriate. Moreover, an automated real-time parking availability display system for the PVP will be explored during the detailed design stage, including the feasibility of providing advance parking information on approach roads and linking such information to relevant traffic information platforms of TD, subject to technical feasibility and agreement with the relevant authorities.
2. Comments from Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD)	
<i>Received via email dated 7 Aug 2026</i>	
Urban Design and Visual (a) while she has no adverse comments on the application from urban design and visual perspectives, the applicant should note our detailed comments on the notional scheme	Noted.

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and planning statement (PS) in para. 1(d) below. (b) the Site is located in a transitional area in Mong Kok East with dense urban core of Mong Kok to the south and west and low-density residential areas in Shek Kip Mei and Kowloon Tong to the north and northeast respectively. To the immediate west and south of the Site is characterized by low to medium-rise residential developments with building height restriction (BHR) of 115mPD. To the immediate east and north of the Site is Mong Kok Stadium with BHR of 35mPD and Tai Hang Tung Recreation Ground respectively. The proposed minor relaxation of maximum domestic gross floor area restriction does not involve additional building height beyond the restriction set out in the approved Development Scheme Plan No. S/K3/URA5/2 (the DSP). In view of the above, it is unlikely that the proposed development will induce significant adverse effect on the visual character of the surrounding townscape; and (c) the proposed development has incorporated (i) a minimum 20m-wide Waterway Park following the alignment of the existing nullah; (ii) podium setback at ground level facing Sai Yee Street and Flower Market Road; (iii) a building/ podium separation of not less than 15m-	Noted. Noted.

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wide in a north-south direction; (iv) a staggered height design stepping down from 150mPD in the western part to not more than 130mPD in the eastern part; and (v) three pedestrian connections between the Site and its surrounding areas, in accordance with the DSP. It is considered that the above design measures may promote visual interest and pedestrian comfort and enhance pedestrian connectivity; (d) detailed comments on the notional scheme and PS: i. although a staggered height design of 150mPD and 130mPD is proposed under the notional scheme, it is noted in paras. 3.2.11 and 4.6.13 of the PS that such design will only be maintained “as far as practicable”. As previously commented during the pre-submission stage, a VIA was conducted to assess the visual impact of such height profile in support of the DSP during the previous OZP amendment stage. Such expression should be deleted to respect the stepped height concept as set out in the ES of the DSP. ii. as shown in the notional scheme, two footbridges are proposed between T1 and T3. Discussion on whether the	Noted. Para. 3.2.11 and 4.6.13 are revised accordingly and provided in the replacement pages of the Planning Statement (PS) (see Appendix 1). Noted. The final design of the proposed footbridges between T1 and T3 will ensure visual permeability and maintain a sense of visual continuity and

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footbridges would allow visual permeability and maintain a sense of visual continuity and openness in urban setting should be supplemented with reference to para. 7.24 of the ES of the DSP. iii. it is noted that the pedestrian subway between the PVP and the southern street frontage of the Waterway Park proposed in the previous OZP amendment stage has been removed under the current submission. In accordance with para. 7.32 of the ES of the DSP, appropriate pedestrian connections between the PVP and the southern street frontage of the Waterway Park should be provided to promote the “Park n’ Walk” concept. iv. it is noted that a pedestrian subway is proposed connecting the PVP towards Prince Edward Road West (Figure 3.2b refers) without discussion in the PS.	openness in the urban setting according to para. 7.24 of the ES of the DSP, and the prevailing regulations and guidelines. For clarity, Para. 3.2.11 of the PS is revised and provided in the replacement pages (see Appendix 1). Noted. Figure 3.1 is revised to incorporate the appropriate pedestrian connection between the PVP and the southern street frontage of the Waterway Park will be provided (see Appendix 1). Noted. The proposed pedestrian subway refers to the potential pedestrian subway connecting Site A1 in the “OU(MU)2” zone and the PVP in “OU(MU)1” zone as shown in Figure 3.1. and covered in para 3.2.10 of the PS for realising the “Park n Walk” concept advocated under the DSP. Figure 3.2b has been revised for clarity (see Appendix 1).
Air Ventilation (a) <u>reservation</u> on the application from air ventilation perspective;	Noted. Compared with the approved DSP and based on the liaison with

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(b) as shown in the notional scheme, it appears that permeable elements are not adopted at the podium of Sub-area (1) of the “OU(MU)2” zone. According to para. 7.27 of the ES of the DSP, in the event that the proposed wind enhancement features are not adopted in the future design scheme, further AVA study should be conducted by the project proponent in accordance with the joint Housing, Planning and Lands Bureau – Environment, Transport and Works Bureau Technical Circular No.1/06 on AVA (or its latest version) for demonstrating that the performance of any future development would not be worse than the proposed scheme adopted in the AVA 2024.	relevant Government departments, the notional design of the Current Indicative Proposal has adjusted the distribution and locations of GIC and retail facilities within the podium levels as per departmental comments. Despite this, permeable elements at podium of Site B will still be provided as a wind enhancement feature to maintain good air ventilation at pedestrian level (see Appendix 1 for the revised section in Figure 3.2a). As the subject S.16 is a “non-scheme-based” application, the design in the current S.16 is indicative only. The final design of the wind enhancement features (including the permeable elements) are subject to detailed design in future for implementation. As required in the ES of the approved DSP, the above feature will be provided as far as practical, subject to liaison and agreement with relevant Government departments in the approved DSP. In the event that the wind enhancement features are not adopted in the future design scheme, URA would conduct further AVA study as stated in the ES to demonstrate similar wind ventilation performance of the final scheme design and seek UD&L’s agreement.

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<i>Received via email dated 14 Aug 2026</i>	
Landscape (a) no in-principle objection to the application from landscape planning perspective; (i) based on aerial photographs taken in 2025, the Site was situated in an area of Institutional Landscape character comprising dense tree clusters and recreation facilities, with low/medium density residential areas. The proposed minor relaxation of maximum domestic gross floor area restriction is considered not incompatible with the landscape character of the area zoned “OU(MU)2”; (ii) with reference to the above aerial photo, DPO’s site photos taken in July 2026, and our site visit on 3.8.2026, distinctive landscape resources were observed on site, namely three Old and Valuable Trees (OVTs), four Stone Wall Trees (SWTs) and five mature trees; (iii) with reference to para. 4.6.15 of the Planning Statement, it is noted that all OVTs, SWTs, and mature trees are proposed to be retained, and no distinctive	Noted. Noted. Noted. Noted.

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landscape resources will be affected; (iv) in view of the above, significant adverse landscape impact arising from the proposed development is not anticipated. (b) Para. 4.6.15 of the Planning Statement - it is stated that all mature trees observed on the Site (Scheme area) will be retained. However, with reference to the Tree Treatment Schedule attached to the Approved DSP, three mature trees (namely T183, T186 & T187) were recommended to be felled. Presumably, these mature trees will be retained as proposed.	Noted. Noted. Para. 4.6.15 of the PS is revised and provided in Appendix 1.
<u>Advisory Comments</u> (c) Approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval. (d) The applicant is reminded that approval of the application does not imply approval of the site coverage of greenery requirements under PNAP APP-152. The site coverage of greenery calculation should be submitted separately to Building Department (BD) for approval.	Noted. Noted.

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3. Tsuen Wan & West Kowloon District Planning Office, Planning Department (TWK DPO, PlanD)	
<i>Received via email dated 7 Aug 2026</i>	
Increase in Provision of Flats (a) Please explain how the current application can contribute to the housing supply as compared to the notional scheme under the Development Scheme Plan; (b) please clarify whether the proposed increase in residential units under the current notional scheme will affect the amenity for the future residents and existing community; (c) owing to the additional flat units and population, please further clarify the mitigation measures to be taken to address the potential noise conflicts from Flower Market operations (e.g.	Under the Current Indicative Proposal, the increase in domestic GFA in Site B will deliver an addition of about 200 flats to the market by 2036 compared with the approved DSP, contributing to the Government's housing targets. The actual provision of flats is subject to detailed design. The proposed increase in domestic GFA (resulting in increase in residential units) will not affect the amenities proposed in the approved DSP. As stated in the approved DSP, in Site B, not less than 16,200s.qm. of POS will be provided for leisure and recreational activities, and about 20,000s.qm. non-domestic GFA is allowed for provision of GIC facilities for the existing community and future residents to address their needs. Moreover, a PVP of about 220 parking spaces will be offered to meet the parking demand in the area. Besides, private open space and ancillary parking spaces will be provided according to HK PSG requirements. Collectively, these provisions are considered sufficient to accommodate the increased population in the proposed development. Under the Current Indicative Proposal, residential towers in the Application Site are carefully designed and concentrate at Sub-area (1) of Site B (the Application Site), separated by Waterway Park for at

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loading/ unloading activities in the early morning);	least 70m from Flower Market Road where flower shops cluster. Waterway Park can provide good buffer in between to mitigate the noise impact of Flower Market operations. Considering the scale of the Flower Market, the 70m distance and the width of Flower Market Road, the noise from the operation of the Flower Market is expected to be insignificant. For the Flower Market to the east of Yuen Ngai Street, the line of sight between the windows of the residential flats in the Application Site and the Flower Market is mostly blocked by the structure of the existing Mong Kok Stadium. For the portion of the Flower Market to the west of Yuen Ngai Street, the line of sight between the windows of the residential flats in the Application Site and the Flower Market is also partially blocked by the proposed one-storey retail block and the potential facilities in the Waterway Park in the future. Therefore, the potential noise from the Flower Market will not be a major concern for the residential flats in the Application Site.

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Underground connection (d) it is noted that the proposed underground connection between the PVP and the southern street frontage of the Waterway Park is missing on the notional scheme, please review/ clarify.	Please see our response to UD/L's comment under Urban Design and Visual para. (d) (iii).
<i>Received via email dated 14 Aug 2026</i>	
(e) Please provide responses to the public comments received on the planning application during the statutory publication period as appropriate.	The responses to public comment are appended in Appendix 2.
4. Commissioner for Transport (C for T)	
<i>Received via email dated 14 Aug 2026</i>	
(a) The proposed arrangement of skewed pedestrian crossing in Diagram 5.1 is not preferred. Please review.	The proposed skewed pedestrian crossing in current TIA is the same as that at the DSP stage. Based on the review of the existing site conditions at the Prince Edward Road West pedestrian crossing near Fa Yuen Street, there is currently a flyover structural column located on one side of the crossing, while structural columns of a graded historic building are located on the other side at the kerb. These site constraints limit the extent to which the crossing can be widened in a straight crossing arrangement. The detailed design of the skewed pedestrian crossing would consider tactile paving to be oriented in parallel to the opposite side in order to provide appropriate directional guidance and

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	maintain safety for people with visual impairment, in accordance with the relevant HyD standard design. Similar arrangements can be found at the junction of Boundary Street and Nathan Road and at the junction of Boundary Street and Tai Nan Street, where the tactile paving arrangement is designed to suit the skew crossing alignment. Please note that the stop line and some road markings in Drawing 5.1 in the Traffic Impact Assessment (TIA) have been updated (See Appendix 3). While noting TD's comment on the proposal, the final design of the proposal will be determined at detailed design stage, subject to liaison and agreement with TD, HyD and relevant Government departments.
(f) According to Section 3.2, pedestrians would cross Sai Yee Street to travel along the major pedestrian routes to Prince Edward MTR Station. Please review if improvement of at-grade pedestrian crossing facilities along the identified major pedestrian routes would be required in case the proposed pedestrian subways/pedestrian footbridges are not proceeded.	The LOS and V/C at the crossings at Sai Yee Street (P11, P13 & P16) in design year have been assessed and presented in Tables 5-5 and 5-6 of the TIA report and it has been noted that the crossing at P16 will be overloaded during Saturday and Sunday peaks. The TIA at DSP stage already proposed possible widening at the crossing at Sai Yee Street as mitigation measures as shown in Drawing No. 5.1 in TIA (see Appendix 3). The same mitigation measures is proposed in the current TIA of S.16 planning application. In addition, as discussed in the Supplementary LOS Assessment submitted at DSP stage, footpath

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	widening is also proposed widening along part of Playing Field Road which was identified as another major pedestrian route to Prince Edward MTR Station. The Supplementary LOS Assessment is appended to this TIA for reference and is separate from this S16 Planning Application. Section 5.2.8 of the TIA report (See Appendix 3) is supplemented accordingly. The final design and implementation of the proposed pedestrian improvement measures will be determined at detailed design stage and are subject to agreement with TD and other relevant Government departments.																																																																								
(g) Please note the updated information on public transport services as follows: Franchised Bus <table><tr><th>ROUTE NO.</th><th colspan="2">ROUTING</th><th>FREQUENCY (MINUTES)</th></tr><tr><td>1</td><td>Chik Yuen Estate</td><td>Star Ferry</td><td>5-15</td></tr><tr><td>2</td><td>Cheung Sha Wan (So Uk Estate)</td><td>Star Ferry</td><td>15-25</td></tr><tr><td>2A</td><td>Mai Foo</td><td>Lok Wah</td><td>15-25</td></tr><tr><td>6E</td><td>Lai Yue Mun Estate</td><td>Cheung Sha Wan (So Uk Estate)</td><td>15:05 (1 departure)</td></tr><tr><td></td><td>Cheung Sha Wan (So Uk Estate)</td><td>Lai Yue Mun Estate</td><td>15:05 (1 departure)</td></tr><tr><td>6P</td><td>Lai Yue Mun Estate</td><td>Cheung Sha Wan (So Uk Estate)</td><td>15:25 (1 departure)</td></tr><tr><td></td><td>Cheung Sha Wan (So Uk Estate)</td><td>Lai Yue Mun Estate</td><td>25</td></tr><tr><td>20A</td><td>Kai Tak Cruise Terminal</td><td>West Kowloon Station</td><td>20-30</td></tr><tr><td>35A</td><td>Kwai Chung (On Yuen Estate)</td><td>Tsim Sha Tsui East</td><td>5-15</td></tr><tr><td>37</td><td>Olympic Station</td><td>Kwai Chung (Central)</td><td>15-25</td></tr><tr><td>55X</td><td>Tsim Mun (Long King Estate)</td><td>Mong Kok East Station</td><td>5-15</td></tr><tr><td>102</td><td>Mai Foo</td><td>Shau Kei Wan</td><td>5-15</td></tr><tr><td>104</td><td>Shau Shui Po (Pak Tin Estate)</td><td>Kennedy Town</td><td>15-30</td></tr><tr><td>111</td><td>Siu Sai Wan (Admiral Resort)</td><td>Cheung Sha Wan (Shau Mong Road)</td><td>4-20</td></tr><tr><td>234X</td><td>Tsim Mun Tsim East (Mody Road)</td><td>Tsim Mun (Bayview Garden)</td><td>15-30</td></tr><tr><td>261B</td><td>Tsim Mun (San Shing Estate) to Kwun Wat</td><td>Kowloon Station</td><td>15-15</td></tr><tr><td>A30</td><td>Airport</td><td>Ho Man Tin</td><td>05-120</td></tr></table>	ROUTE NO.	ROUTING		FREQUENCY (MINUTES)	1	Chik Yuen Estate	Star Ferry	5-15	2	Cheung Sha Wan (So Uk Estate)	Star Ferry	15-25	2A	Mai Foo	Lok Wah	15-25	6E	Lai Yue Mun Estate	Cheung Sha Wan (So Uk Estate)	15:05 (1 departure)		Cheung Sha Wan (So Uk Estate)	Lai Yue Mun Estate	15:05 (1 departure)	6P	Lai Yue Mun Estate	Cheung Sha Wan (So Uk Estate)	15:25 (1 departure)		Cheung Sha Wan (So Uk Estate)	Lai Yue Mun Estate	25	20A	Kai Tak Cruise Terminal	West Kowloon Station	20-30	35A	Kwai Chung (On Yuen Estate)	Tsim Sha Tsui East	5-15	37	Olympic Station	Kwai Chung (Central)	15-25	55X	Tsim Mun (Long King Estate)	Mong Kok East Station	5-15	102	Mai Foo	Shau Kei Wan	5-15	104	Shau Shui Po (Pak Tin Estate)	Kennedy Town	15-30	111	Siu Sai Wan (Admiral Resort)	Cheung Sha Wan (Shau Mong Road)	4-20	234X	Tsim Mun Tsim East (Mody Road)	Tsim Mun (Bayview Garden)	15-30	261B	Tsim Mun (San Shing Estate) to Kwun Wat	Kowloon Station	15-15	A30	Airport	Ho Man Tin	05-120	Noted. The relevant table in the TIA report has been updated (See Appendix 3).
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1	Chik Yuen Estate	Star Ferry	5-15																																																																						
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Departmental Comments	Responses
(h) For this sizable re-developement, PPF concept and approach should be adopted to conduct pedestrian planning. The five plans, i.e Urban Design Plan, Urban Grid Plan, Pedestrian Network Plan, Link and Place Typology Plan and Pedestrian Improvement Plan, should be provided for TD's further comment.	Noted. During the DSP stage, confirmation was previously sought from TD on the scope of the PPF study, and confirmed that the PPF study will not form part of the DSP submission. URA will submit the PPF study separately for TD's review, which will be separated from the current s.16 planning application.
(i) It is noted in previous submissions for the proposed development that the relevant design for PPF assessment to be submitted separately and it would not form part of the submission for the DSP. However, it appears necessary to plan for pedestrians/walkability in connection with the captioned project and the DSP should presumably incorporate necessary pedestrian planning elements and enhancement measures for completeness. We opine to have the PPF concept assessment to be conducted, which provide an appropriate approach for integrated land use and traffic planning to facilitate the aforesaid tasks and results for incorporation into DSP, and hence the relevant design in the TIA together with the DSP for TD's comment. We reserve our further comments on walkability at the moment.	The S.16 Planning Application has included a TIA covering both traffic and pedestrian assessments for evaluating the impacts of the proposed increase in domestic GFA in Site B. Several pedestrian improvement measures have been proposed in the TIA to enhance the surrounding pedestrian environment. In addition, to bring further planning gains to the community, several separate public works / revitalization works (not forming part of the DSP) previously proposed are maintained in the S16 Planning Application and stated in the PS and shown in Figure 3.1, with a view to enhancing the walkability and accessibility of the area. The URA will continue to liaise with the relevant Government departments at the implementation stage with a view to taking forward the proposed connections to enhance walkability in the area. As for the PPF study, it is not in the nature of a technical assessment supporting the S.16 Planning

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(j) Section 5.2: In addition to the fulfilment of LOS requirement, the report should also demonstrate how the minimum footpath width as stated in Annex E of TPDM Vol.6 is achieved for TD's further comment. In particular, it would be crucial to recognise the need for three-zone concept as stipulated in HKPSG and TPDM to determine the overall footpath width including the spaces for not only the Through Zone but also the Building Frontage Zone and the Street Furniture & Greening Zone when opportunity arises.	Application, and is therefore not a submission required by the Town Planning Board (TPB) for consideration. As previously discussed with TD at the DSP stage, the PPF review area and the pedestrian links to be examined are entirely outside the redevelopment site. The PPF study should therefore serve as a general review of the existing conditions in the vicinity of the Project area, and as a reference for the relevant Government departments in formulating a longer-term vision to enhance walkability in the wider area. In view of the above, the URA will separately submit the PPF study relating to the Project for TD's review and consideration during the implementation stage. Please note that the submitted TIA for the S16 Planning Application has already covered the scope and typical requirements of a TIA in assessing the LOS and V/C ratios of the concerned footpath sections and pedestrian crossings in its vicinity. With the appropriate mitigation measures proposed in the TIA, the proposed minor relaxation in domestic GFA in Site B will not give rise to any adverse pedestrian impact from a pedestrian traffic point of view. Please also note that the potential application of the three-zone concept to the new footpath sections surrounding

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(k) Further to Para.5.2.6, provision of ground floor set-back with building canopies should be considered suitably in sites A1 to A5 to provide minimum footpath width in existing area.	the development sites, as stipulated in the HKPSG and TPDM, will be considered in the PPF study to be separately submitted to TD for consideration. Please be informed that the current s.16 planning application is for Site B of the DSP only. The information on Site A1 to A5 of the DSP is mentioned for completeness and for information only. They do not constitute to the current S.16 planning application. Nevertheless, TD's comment on Site A1 to A5 are noted. The feasibility of providing a ground floor setback with building canopies will be considered at the detailed design stage.

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5. Director of Environmental Protection (DEP)	
<i>Received via email dated 14 Aug 2026</i>	
(a) Having reviewed the Environmental Assessment (EA) and Sewerage Impact Assessment (SIA) submitted by the applicant, the environmental issues of the updated development scheme are summarized below: (i) On air quality, while insurmountable impact is not anticipated, the applicant shall beef up the discussion of air quality impact of the ASRs due to the design change when comparing to the approved DSP scheme in the EA (see specific comments on planning statement below in (c)). An updated Air Quality Impact Assessment (AQIA) submission is required in the land grant condition to ensure the later new/revised design of the proposed development would be designed to demonstrate compliance with the Air Quality Objectives (AQOs). (ii) On noise, according to the EA, exceedance of fixed noise impact was identified at the flat units along the façade of Tower 1 and Tower 3 with a direct view to the Mong Kok Stadium. With only considered the architectural design of the building, the maximum	Noted. Noted.

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stadium noise is found to be ~72dB(A) in Tower 1 and ~71dB(A) in Tower 3, exceeding the relevant noise standard 70dB(A) for daytime and evening time (ANL of “ASR C” with no night-time operation of the stadium). As for traffic noise impact, with mitigated measures such as acoustic windows, acoustic balconies and fixed glazing, the compliance rate of traffic noise impact is ~97.8% only and noise exceedance is found in 34 no. of unit flats. For railway noise arising from the East Rail line located ~200m from the Site B Sub-area (1), the predicted noise levels have complied with the relevant criteria. Hence, our previous advice on the approved DSP in 2024 requiring Noise Impact Assessment (NIA) submission in land grant to ensure full noise compliance remains valid. URA’s commitment of conducting a NIA (including on site measurement and mock up tests if necessary) at detail design stage under land grant to achieve 100% traffic noise compliance rate and exhaust all possible means of noise mitigation measures (e.g. revision of building layout and single aspect building design if	

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no other measures is found suitable) to tackle the fixed noise from Mong Kok Stadium is noted in previous email correspondence. (iii) On land contamination, it is noted from the EA that the conclusion for land contamination for the DSP scheme remains valid and therefore there is no updated submission of land contamination assessment. Our advice in 2024 is still valid as re-capped: <i>“potential land contamination issues may arise from the historical land use (i.e. electrical substation at Site B), ... further investigation will be conducted during a later stage. Land contamination assessment clause should be imposed in the land grant condition to ensure submission of a detailed land contamination assessment and remediation (if needed) for the proposed development site prior to development of the Site.”</i> (iv) On sewerage, according to the submitted SIA, insurmountable sewerage impact arising from the proposed development is not anticipated. Since the current notional design is subject to	Noted. Noted.

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change at detailed design stage, a SIA submission clause should be imposed in the land grant condition of the subject site to ensure the proposed development would not cause adverse sewerage impact to the nearby sewerage system. (b) Having considered the above, we have no objection on the subject development from environmental planning perspective since insurmountable environmental impact arising from the updated scheme is not anticipated. Similar to our advice in 2024, technical assessment clauses (AQIA, NIA, land contamination assessment, SIA) are required to be imposed in the land grant conditions to require URA to conduct detailed assessment during design stage.	Noted.
(c) specific textual comment on the planning statement, EA and SIA for the applicant's/consultant's follow up: Planning Statement (June 2026) 1. S.4.6.6 – Please review to revise as follows: No Adverse Noise Impact <i>4.6.6 Assessment on the potential noise impact has been included in the EA report (Appendix B refers). The assessment</i>	Noted. Para. 4.6.6 is revised and provided in the replacement pages of the PS (See Appendix 1).

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<i>results indicated that with the proposed mitigation measures, such as provision of enhanced acoustic window, acoustic balcony, fixed glazing etc., a 97.8% compliance of HKPSG's road traffic noise standard of 70 dB(A) would be achieved and no <u>insurmountable</u> adverse road traffic noise is anticipated. Furthermore, the assessment results confirm that subject to mock test of the proposed mitigation measures such as acoustic balcony and window at the detailed design stage, there will be no <u>insurmountable</u> adverse noise impact arising from the Mong Kok Stadium on the proposed development. <u>Noise impact assessment will be conducted based on the finalized layout at detailed design stage and all possible means of noise mitigation measures would be further explored to ensure full noise compliance.</u></i> 2. To tally with above comment #1 and the sub-title for other environmental aspects, please review to revise the sub-title of S.4.6.7, S.4.6.8, 4.6.10 and 4.6.12.	Noted. The sub-titles of para.4.6.7 to 4.6.12 of the PS are reviewed and revised accordingly (See Appendix 1).
<u>Environmental Assessment (EA) Report (V1.0, June 2026)</u> 3. Section 3 – Air Quality: It is suggested to remove the discussion about the PATH background and the use of AERMOD instead of CALINE4 to avoid confusion. Please focus on discussing the change in air quality impact of the ASRs due to the design	Noted. The discussion about the PATH background and the use of AERMOD instead of CALINE4 has been removed to avoid confusion. Instead, the change in use of Tower 3 from a hotel/ office tower under the Approved DSP to residential flats has been discussed.

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change when comparing to the approved DSP scheme (for example, the change of domestic GFA and openable windows/fresh air intakes). Despite the qualitative review, please also document that in accordance with the relevant requirements under the approved DSP, the applicant shall submit a detailed AQIA (for the entire development area) during the land grant application stage to demonstrate compliance with the Air Quality Objectives (AQOs). 4. S.4.6.4 and S.6.1.7 - Since there is stadium noise exceedance and the mitigation measures will be further explored at detailed design stage, please revised “<i>no <u>insurmountable</u> adverse noise impact from Mong Kok Stadium</i>”.	In addition, since the notional layout is conceptual and indicative for assessment purposes under the current S.16 Application, the air quality impact of the Proposed Development shall be revisited at a later stage to confirm compliance with the Air Quality Objectives (AQOs) under the new/revised design. Sections 3.2, 3.3 & 6.1.3 of the Environmental Assessment have been revised accordingly (See Appendix 4). Noted. Sections 4.6.4 and 6.1.7 of the Environmental Assessment have been revised (See Appendix 4).
<u>Sewerage Impact Assessment (SIA)</u> Please find below the specific comment on the SIA to facilitate the preparation of an updated SIA at later stage. <i>Specific comment on SIA</i> 5. Please be reminded that the implementation of local sewer connection/ upgrading/ diversion works shall meet the satisfaction of DSD. Please also seek DSD’s view and agreement on the SIA.	Noted. The Sewerage Impact Assessment (SIA) report has been submitted to both EPD and DSD for approval. The responses to DSD’s comments on the SIA are presented in part 6 of this R-to-C table.

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6. The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel) as well as all Response to Comments from EPD and DSD. Please also highlight the revised/ updated content of the SIA report in the next submission to facilitate review.	Noted. Softcopy of the report (in pdf) and calculation spreadsheet (in Excel) have been submitted to EPD on 17 Jul 2026 and to DSD on 18 Aug 2026.
Section 2.1.2 7. Please review and confirm whether the “Boundary Sports Centre No.1 and No.2” and “Boundary Street Sports Centres” stated in Section 2.1.2 are referring to the same premises.	Noted. They refer to the same premises. “Boundary Street Sports Centres” in Section 2.1.2 of the SIA has been removed accordingly and found in the replacement pages in Appendix 5.
Section 2.3.1 and Section 2.3.2 8. It is noted from Section 2.3.1 and Section 2.3.2 that there is an ongoing sewerage project (PWP No. 4389DS) in the concerned catchment area. Please seek DSD’s subject team advices on the latest project schedule and the sewerage design regarding the concerned sewer upgrading works and update the corresponding paragraphs in the SIA as appropriate.	According to the information from DSD website, the completion date of the upgrading works has been delayed to early 2027. Section 2.3.2 of the SIA has been updated (See Appendix 5). During the detailed design stage, DSD will be consulted and the proposed sewerage system of the proposed development will be reviewed based on the latest drainage layout.
Section 3.4 and Appendix 3-4 8. For those manholes with unknown or doubtful invert level, manhole survey	Manhole survey will be conducted in detailed design stage. SIA will then be

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may be required to determine the actual invert levels and pipe capacity. Please agree with DSD on the result of manhole survey. The consultant should revise the hydraulic calculation based on the actual invert level of the concerned manholes when appropriate. Section 3.4.16, Section 3.4.17 and Section 3.4.18	revisited during detailed design stage and submitted to EPD and DSD for approval.
10. For the sake of clarity, please state the party/parties responsible for the construction and maintenance of the proposed new manholes/sewers and the upgrading works.	The detailed connection arrangements, responsibilities for the investigation, design, construction, repair and maintenance of the proposed new manholes/sewers and the upgrading works will be discussed among URA/its joint venture partners/its assignees and relevant Government departments in detailed design stage. Section 3.4.20 of the SIA is supplemented (See Appendix 5).
Section 3.4.11 and Figure 3-3c 11. Please clarify whether the proposed new manhole indicated in Section 3.4.11 (FMH-01) is referring to the manhole indicated in Figure 3-3c (FTMH-A01).	FTMH-A01 is proposed in Site A1 to collect the sewage generated from Site A1. The sewage is further discharged to a new manhole FMH-01 to the south. Both manholes are illustrated in Figure 3-3c of the SIA.
Section 3.4.18 and calculation spreadsheet 12. It is noted that the exact location of proposed manholes and invert levels	Noted. SIA will be revisited should there be any change in design parameter and manhole configurations.

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of concerned sewers will be subject to manhole survey and detailed design. Should there be any change in development parameters and/or the manhole settings (including the pipe materials and invert levels of concerned sewers), a revised SIA to assess the potential impact(s) and demonstrate the effectiveness of mitigation measures on the existing sewerage system will need to be submitted for EPD's approval accordingly.	
6. Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD)	
<i>Received via email on 21 August 2026</i>	
<u>Drainage Impact Assessment</u>	
(a) As the drainage system in this area is subject to tidal influence, with reference to Section 6.4 of SDM, the applicant shall consider the effect of the tide and review the drainage impact assessment for the proposed connection pipes and diversion scheme. Review of the drainage system beyond the connection points shall be included.	The extreme sea level of 21st century has been assessed based on a 50-year return period. The extreme sea level of 21st century is not expected to reach the ground level of the proposed development. Therefore, flooding and/or backwater effect during extreme storm surge is not anticipated. The use of one-way valve at the discharge pipe is proposed to further reduce the chance of potential backwater. Section 3.5 & 4.1.7 of DIA have been supplemented accordingly (See Appendix 6).
(b) In view of the proposed significant change of unpaved area to paved area, particularly under Site B, the applicant shall consider measures to mitigate additional discharge, e.g. retention and detention facilities,	As stated in Section 3.2.4 of the DIA, the proposed development under the S.16 Planning Application is not expected to reduce the total unpaved area of Site B compared with the existing condition (i.e. Boundary Street Sports Ground and Sai

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blue-green design under Clause 3.2.2 of SDM. <u>Sewerage Impact Assessment</u> (a) In accordance with the EPD's Guidelines, the sewage flows should be estimated based on the cumulative average flows/contributing population from all the upstream catchment areas concerned. However, this methodology/approach is not adopted in the sewage flow estimation for pipe segment upstream of FMH4017913 and FMH4046196. This could lead to uncertainty in the subsequent assessment, which may over-estimate or under-estimate the hydraulic impact in checking against the various upper-bound and lower-bound requirements. Please provide justifications and supporting assumptions for not using the EPD's methodology/approach in your sewage flow estimation. Please note that the proposed methodology/approach should be subject to the views and agreement of the SIG/EPD as the planning authority of sewerage infrastructure.	Yee Street Children's Playground). A fully paved scenario for all the Sites of the Scheme has been adopted only for a conservative assessment. Detailed design of Site B, as well as Sites A1 to A5 (not forming part of this S16 Planning Application) will be further developed and subject to agreement with LCSD and relevant Government departments. Please be informed that the full capacity of the upstream sewers has been adopted during the DSP stage as well as this S16 Planning Application to represent the maximum peak flow rate from the upstream sewers. This method can ensure that the upstream peak flow from the upstream catchments will not be underestimated. The current methodology in the SIA report was also adopted in the SIA report for this project at DSP planning, which EPD had no adverse comment on this approach.

Appendix 1

**Replacement pages of
the Planning Statement**

Proposal shown in **Figure 3.1** is for illustrative purposes only and will be subject to change at the detailed design stage.

Provision of Open Space and GIC Facilities in Site B

- 3.2.8 Under the “Single Site, Multiple Uses” initiative (SSMU), the multi-purpose GIC complex with a GFA of about 20,000sq.m. proposed in the approved DSP will be maintained, subject to timely confirmation of usage, funding and operation needs from the relevant Government departments and technical feasibility. The GIC complex is intended for the reprovisioning/ upgrading of the existing affected GIC and sports/ recreational facilities, the provision of a district health centre and new GIC facilities¹, subject to on-going liaison and agreement with relevant Government bureaux and departments.
- 3.2.9 Waterway Park of not less than 8,800sq.m. will be created in Site B to build a new iconic green hub complementing the adjoining Flower Market precinct. Detailed landscape design of Waterway Park will follow the Explanatory Statement (ES) of the approved DSP, subject to agreement with LCSD and other relevant departments. The overall provision of public open space with an area of not less than 16,200sq.m. within Site B will remain unchanged in the subject S16 Planning Application.

Public Vehicle Park and “Park n Walk” Concept

- 3.2.10 The proposed PVP at Site B (see **Table 3.2**) under the approved DSP will be provided. The number of car parking spaces and loading/ unloading bays is subject to liaison with relevant Government departments at the detailed design stage. Subject to technical feasibility, the “Park n Walk” concept as advocated under the DSP by means of appropriate pedestrian connections between Site B and its surrounding areas (**Figure 3.1** refers) will be kept in the subject S16 Planning Application.

Urban Design of the Current Indicative Proposal

- 3.2.11 On urban design, the maximum building heights in Sub-area (1) and Sub-area (2) are maintained at 150mPD and 30mPD respectively. The wind enhancement features and design merits as stated in the ES of the approved DSP will be **maintained, which include:**
- The Waterway Park with a minimum width of 20m following the nullah alignment within the “OU(MU)2” zone;
 - Permeable elements at podium of Sub-area (1) of Site B to be provided as far as practicable;

¹ Such as Integrated Family Service Centre and Special Child Care Centre, subject to liaison with relevant Government departments.

- A building/ podium separation within Sub-area (1) of not less than 15m in width in a north-south direction. Under the current notional design, footbridges are proposed to connect T1 and T3 (see **Figure 3.2a**). They will be suitably provided to allow visual permeability and maintain a sense of visual continuity and openness in urban setting;
- A staggered building height profile within Sub-area (1) of Site B, stepping down from 150mPD at the western part to not more than 130mPD at the eastern part; and
- Podium setback at ground level facing Sai Yee Street and Flower Market Road.

3.3 Retain Planning Gains of the Approved DSP

3.3.1 The Current Indicative Proposal will retain the planning gains under the approved DSP, including:

- Shaping the Scheme as an anchor development at the Nullah Road DN, with the proposed mixed-use developments to create synergy and serve as a catalyst for urban regeneration in the area;
- Forming a Waterway Park of about 8,800sq.m. in Site B to become a new public realm and district landmark in Mong Kok for public enjoyment. The whole Scheme (i.e. Site A and Site B) aims to provide public open space of not less than 17,000sq.m. in total to facilitate various activities and good accessibility as a public realm for public enjoyment;
- Adopting “linked-site” approach and echoing the SSMU initiatives to optimize land potential by developing multi-purpose GIC complex to create a “socio-economic activity hub” in the area;
- Enhancing road and pedestrian networks by providing a PVP to alleviate the district parking and loading/ unloading needs in relation to the operation of Flower Market, and podium setback at appropriate locations to enhance pedestrian circulation; and
- Adopting “integrated approach” of urban renewal actions by proposing potential pedestrian connections with adjoining areas (See **Figure 3.1**) to improve walkability, place-making works to shape back lanes abutting the Scheme to enrich local character².

² These urban renewal initiatives are outside the Scheme and may be implemented in form of public works of URA initiatives as appropriate. The details and implementation of these initiatives are subject to feasibility and further liaison and agreement with relevant Government bureaux/ departments and/ or stakeholders.

Noise Impact

- 4.6.6 Assessment on the potential noise impact has been included in the EA report (**Appendix B** refers). The assessment results indicated that with the proposed mitigation measures, such as provision of enhanced acoustic window, acoustic balcony, fixed glazing etc., a 97.8% compliance of HKPSG's road traffic noise standard of 70 dB(A) would be achieved and no **insurmountable** road traffic noise is anticipated. Furthermore, the assessment results confirm that subject to mock test of the proposed mitigation measures such as acoustic balcony and window at the detailed design stage, there will be no **insurmountable** noise impact arising from the Mong Kok Stadium on the proposed development. **Noise impact assessment will be conducted based on the finalized layout at detailed design stage and all possible means of noise mitigation measures would be further explored to ensure full noise compliance.**

Waste Management Impact

- 4.6.7 Assessment on the potential waste management impact has been included in the EA report (**Appendix B** refers) and the findings show that with appropriate site management and mitigation measures, no adverse waste management impact is anticipated.

Land Contamination Impact

- 4.6.8 According to the Land Contamination Assessment of the approved DSP, potential land contamination is unlikely to arise from the activities within the Scheme.

Drainage Impact

- 4.6.9 A Drainage Impact Assessment (DIA) has been conducted to evaluate the potential drainage impact of the Scheme (**Appendix C** refers). To facilitate the proposed development and the separate public works/ urban renewal initiatives to provide underground pedestrian connection, diversion of existing pipes and new pipes are proposed as appropriate. The findings concluded that with the proposed new pipes and upgrades, the downstream pipes will be able to cater for the expected peak stormwater flow, and thus no adverse impact to the public drainage system arising from the proposed development with the proposed increase in domestic GFA in the Application Site is anticipated.

Sewerage Impact

- 4.6.10 A Sewerage Impact Assessment (SIA) has been conducted to estimate the sewerage flow in both the existing and future scenarios with and without the proposed development respectively (**Appendix D** refers). The SIA report concluded that with the proposed diversion of existing pipes and new pipes to be connected with the existing sewerage systems, manholes and sewers, the existing public sewerage system

would have sufficient capacity to cater for the sewerage generated by the proposed development. No adverse impact to the sewerage system arising from the proposed increase in domestic GFA in the Application Site is anticipated.

Water Supply Impact

4.6.11 A Water Supply Impact Assessment (WSIA) has been conducted (**Appendix E** refers) and the findings concluded that with proposed pipe modification and new pipes, the existing fresh and salt water supply systems in the vicinity are adequate to meet the demand arising from the Scheme with the proposed increase in domestic GFA in the Application Site.

Air Quality Impact

4.6.12 The Air Quality Impact Assessment (AQIA) of the Approved DSP demonstrated that no adverse air quality impact on the proposed development in the whole DSP area is anticipated. Besides, with the implementation of appropriate dust suppression measures and good site practices, no adverse air quality impact is anticipated during the construction stage.

No Adverse Visual Impact

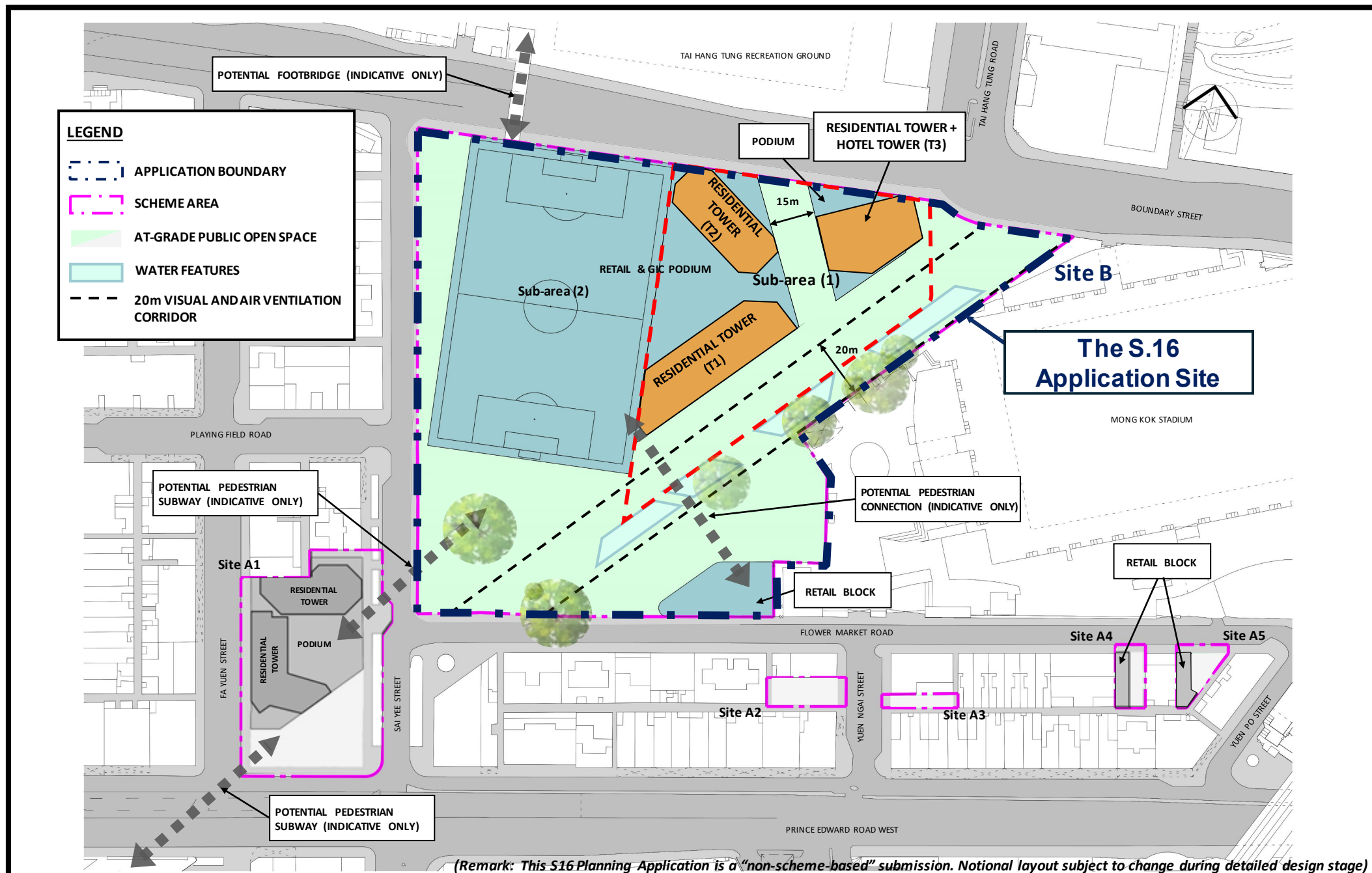
4.6.13 The number of building towers and the maximum building heights of 150mPD and 30mPD under the approved DSP will be maintained in the S16 Planning Application. The staggered building height profile as stated in the ES of the approved DSP will also be adopted and **maintained at** Sub-area (1) of Site B, stepping down from 150mPD at the western part to not more than 130mPD in the eastern part. Given that there is no change in BHR and number of towers under the S16 Application, and as demonstrated in the Visual Impact Assessment (VIA) of the approved DSP, no significant visual impact arising from the proposed development on the surrounding built environment is anticipated.

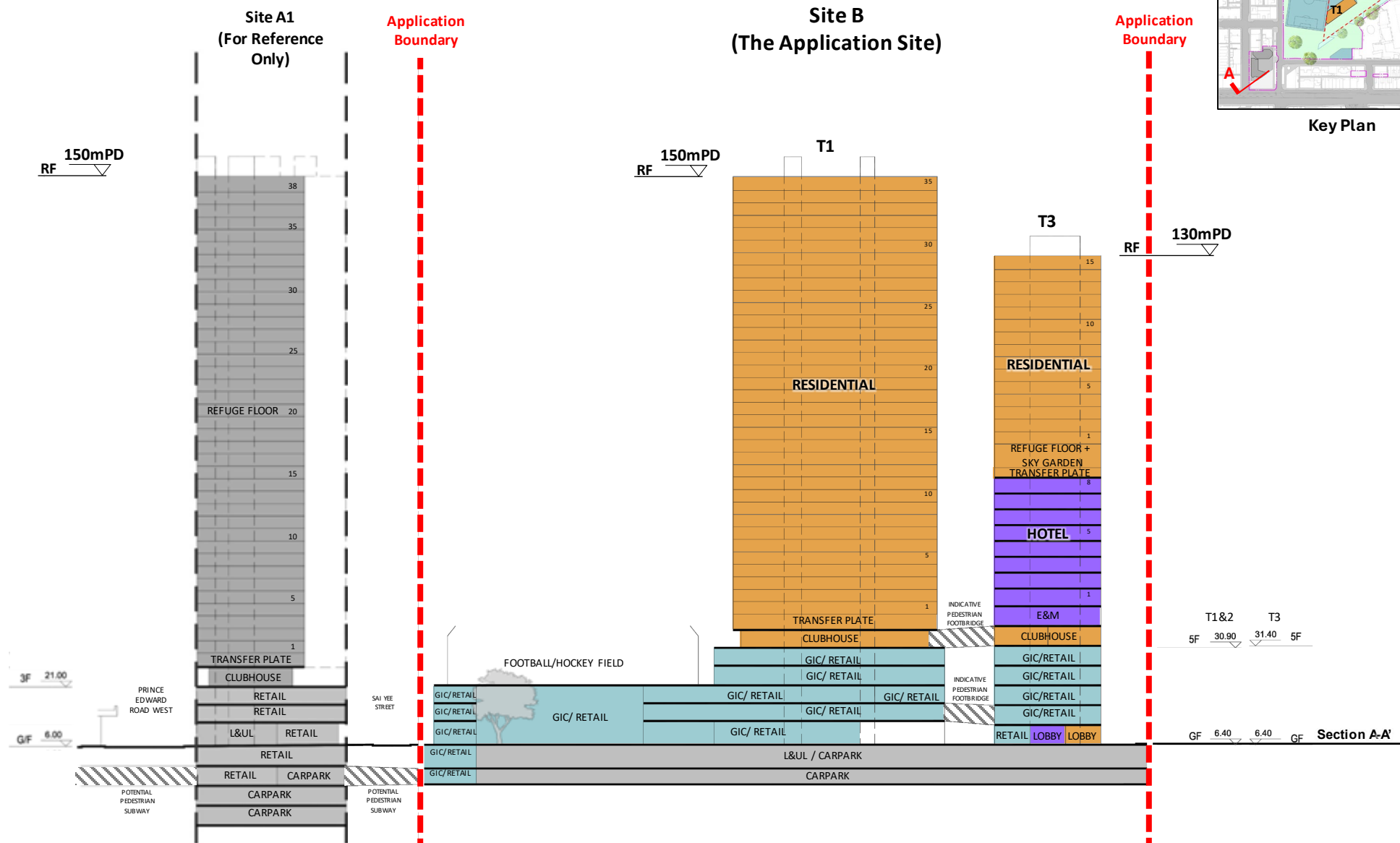
No Adverse Air Ventilation Impact

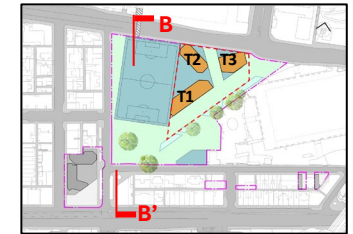
4.6.14 As mentioned, there will be no change to the BHR and number of building towers. The proposed change in maximum domestic GFA can be accommodated within similar building envelope. As demonstrated in the notional block plan in **Figure 3.1**, the disposition of buildings and intended urban design features are largely similar with those in the notional scheme under the approved DSP. The Waterway Park at Site B will be also kept and act as the major ventilation corridor running in a northeast and southwest direction. Given that the design merits stated in **Section 3.2.9** will be retained and as demonstrated in the Air Ventilation Assessment (AVA) of the approved DSP, no adverse air ventilation impact is anticipated.

Landscape and Greenery

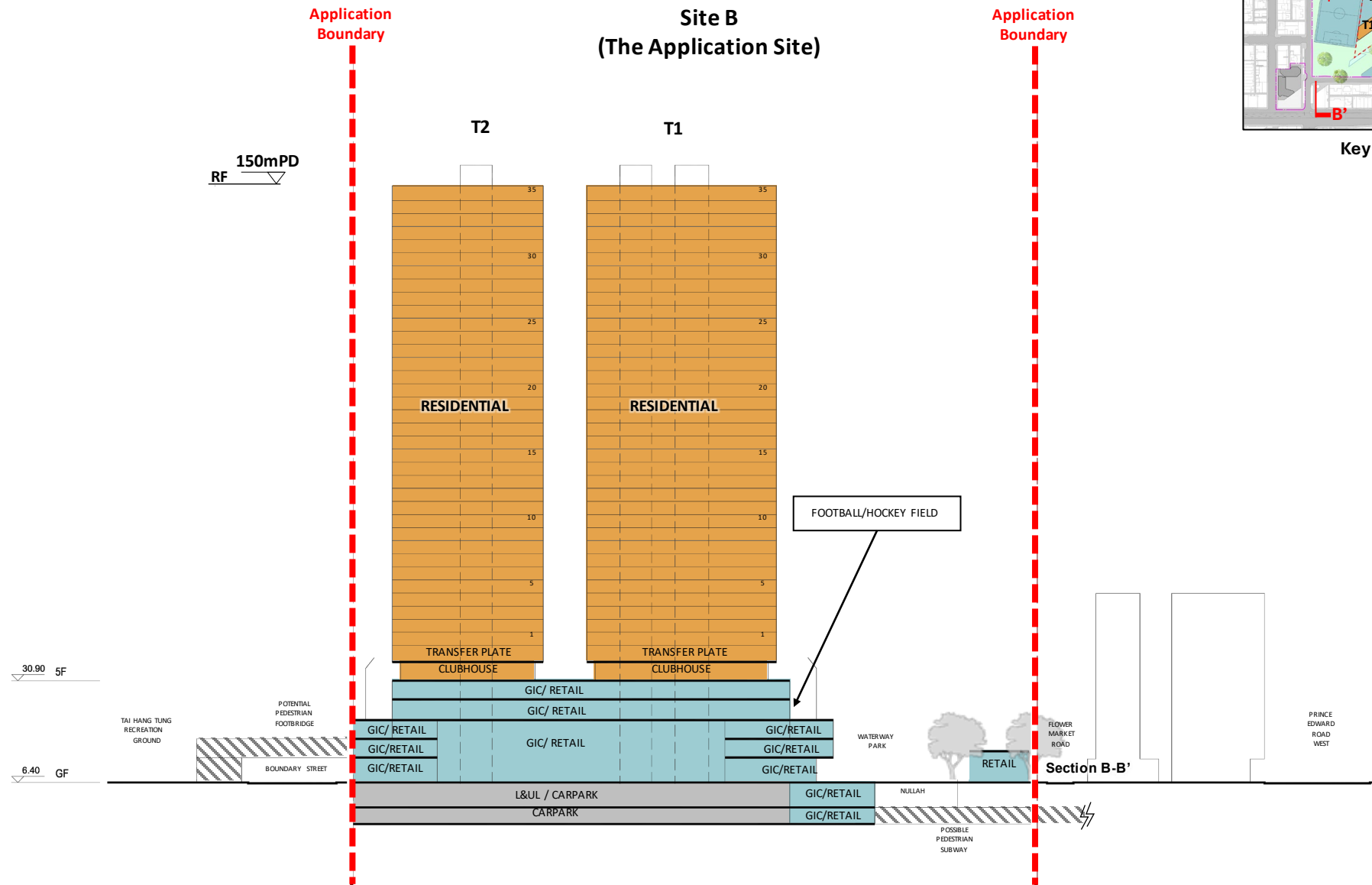
- 4.6.15 All Old and Valuable Trees (OVT) and Stone Wall Trees (SWT) within the Scheme area identified in the tree survey report of the approved DSP will be retained. The overall landscaping and greening proposal of the Scheme including the Waterway Park in the Application Site will follow the ES of the approved DSP and is subject to further liaison with relevant Government departments where appropriate.







Key Plan



(Remark: This S16 Planning Application is a “non-scheme-based” submission. Notional layout will be subject to change during detailed design stage)

Appendix 2

Responses to public comments

Section 16 Planning Application for Proposed Minor Relaxation of the Maximum Domestic GFA for the Permitted Residential Development of the Urban Renewal Authority Sai Yee Street/ Flower Market Road Development Scheme (YTM-013) (Planning Application No. A/K3/603)

Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on impacts on sports, recreational and GIC facilities			
1	<u>Concerns on the sufficiency of sports, recreational and GIC facilities</u> The proposed increase in domestic GFA and the resultant increase in population will strain on the current sports, recreational and GIC facilities in the district. (「社區配套不足」、「醫療、教育以及康樂基礎設施承受更大壓力」、「區內體育及康樂設施已長期不足」)	As stated in the approved DSP, in Site B, not less than 16,200s.qm. of public open space will be provided for leisure and recreational activities, and about 20,000s.qm. GFA is allowed for reprovision of the affected and provision of new GIC facilities for the existing community and future residents to address their needs. These planning merits will be maintained in the this S16 Planning Application. Furthermore, private open space will be provided according to HKPSG requirements. Collectively, these provisions are considered sufficient to accommodate the increased population in the proposed development.	2,3,7,8,9, 10
2	<u>Concern on the potential loss of sports and recreational facilities</u> The proposed development will cause a loss of the existing sports and recreational facilities currently serving citizens of various age groups, and potentially strain on the nearby facilities during the construction period. (「若重建最終導致運動場消失、康體設施減少及	Please be clarified that the affected sports and recreational facilities will be reprovisioned and upgraded within the future development with agreement with LCSD. The proposed development will not cause any loss of existing sports and recreational facilities. To address the local needs of sports and recreational facilities during the construction period, an interim 11-a-side soccer pitch will be provided in Kai Tak.	7,8,9

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Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
	公共空間縮減，將與改善居民生活質素的原意背道而馳」、「如果少了這個運動複合設施為大家服務，市民嘅運動休憩場所將會消失」)		
3	<u>Concern on the demolition of the Sai Yee Street Public Toilet</u> The current proposal does not appear to include reprovisioning of the affected Sai Yee Street Public Toilet. The 24-hour public toilet is deemed as essential for professional drivers. Therefore, a new 24-hour public toilet in the future development and interim arrangement during the construction period are requested. (「未見重建有 24 小時可以使用的公廁」、「希望盡可能在原地重建 24 小時運作的公廁」)	Please be clarified that the Sai Yee Street Public Toilet will be reprovisioned in the future development in Site B. It will remain operation till the construction of the future development is completed to ensure seamless transition. The operational details, management and final design of the reprovisioned public toilet are subject to liaison and agreement with FEHD.	5

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Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on potential traffic and pedestrian impacts			
4	<u>Concerns on the traffic impact</u> The proposed minor relaxation of domestic GFA and the resultant increase in population are anticipated to create more traffic and pedestrian flows, worsening traffic and pedestrian congestion, especially at Sai Yee Street, Flower Market Road, Playing Field Road and Yuen Ngai Street. (「放寬總樓面面積將增加人口及車流，加劇交通擠塞與空氣污染」、「洗衣街與花墟一帶的交通在假日及繁忙時間已極為擠塞」、「花墟道、洗衣街、運動場道和園藝街非常多行人，行車流重」)	Please be clarified that there is no change in total GFA in Site B, and please note that as stated in para 4.6.4 of the Planning Statement, a Traffic Impact Assessment (TIA) was conducted and the findings show that the Current Indicative Proposal with the proposed increase in domestic GFA will not induce any adverse impact on traffic and pedestrian walking environment. The traffic impact is acceptable from traffic engineering point of view. Moreover, the proposed traffic and pedestrian measures in the approved DSP will be maintained to address local traffic and pedestrian demands, which includes a public vehicle park (PVP) with about 220 carpark spaces to be provided in Site B to alleviate the district parking and loading/unloading needs in relation to the operation of Flower Market. Subject to technical feasibility and agreement with the relevant Government departments, the “Park n Walk” concept as advocated under the DSP by means of appropriate pedestrian connections between Site B and its surrounding areas as shown in Figure 3.1 of the Planning Statement will be maintained. In addition, podium setback at ground level facing Sai Yee Street and Flower Market Road is proposed to enhance pedestrian circulation. Meanwhile, the back lanes abutting the Sites A2 – A5 will be revitalised as the “Third Street” through placemaking works, further extending the vibrant streetscape in the Flower Market precinct. Together, these proposed initiatives shall serve to enhance road and pedestrian networks in the Flower Market.	2,3,4

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Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on the proposed building height and bulk			
5	<u>Concerns on the proposed building height and bulk</u> The proposed increase in domestic GFA and the proposed building height of 150mPD will cause visual obstruction. (「我以前享用無盡的天空」、「增加樓面與建築公用體積將對周邊構成更重視覺壓迫」、「反對建做高度住宅+酒店 150mPD」)	Please be clarified that despite the proposed increase in domestic GFA, there will be no change to the building height restriction (maximum 150mPD) and number of building towers compared with the approved DSP. As demonstrated by the notional block plan in Figure 3.1 of the Planning Statement, the proposed change in maximum domestic GFA can be accommodated within similar building heights as that under the approved DSP. In addition, the current building design maintains the staggered building height profile stepping down from 150mPD to not more than 130mPD, the building/ podium separation within Sub-area (1) of not less than 15m in width in a north-south direction and the Waterway Park with a minimum width of 20m following the nullah alignment within the "OU(MU)2" zone according to the ES of the DSP for ensuring visual permeability. Given that the notional layout of the S16 Planning Application is largely similar with that of the approved DSP, and based on the Visual Impact Assessment of the approved DSP, no significant visual impact arising from the proposed development on the surrounding built environment is anticipated.	1,2,4

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Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on the proposed domestic and non-domestic mix			
6	<u>Concerns on the appropriateness of the proposed increase in domestic GFA</u> The proposed increase in domestic GFA is questioned and hotel use is suggested for the commercial portion to leverage on the site's proximity to Flower Market and other nearby tourist attractions.	Please be clarified that the subject S16 Planning Application preserves the "OU(MU)" zoning of the Application Site. The Current Indicative Proposal maintains a significant GFA of 19,710sqm for non-domestic uses. This ensures the proposed development will be a vibrant mixed-use development and not a purely residential one, in line with the original planning intention. The primary objective of the subject S16 Planning Application is to introduce a greater flexibility for the GFA mix between domestic and non-domestic uses. The public comment correctly notes the current "unoptimistic office market sentiment." The proposed relaxation allows the development to adapt to prevailing market conditions at the detailed design stage. This ensures the optimal use of land resources and timely realization of the Scheme, and is also in line with TPB's comment recommended to URA to carefully consider the proportion of the commercial component at Site B. In addition, under the Current Indicative Proposal, about 5,000sqm of GFA is proposed for hotel use. Together with the proposed retail use and the Waterway Park, the mixed-use development in Site B is expected to attract patronage from diverse visitors and tourists to enhance vibrancy of the Flower Market precinct.	6

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Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on the Waterway Park			
7	<u>Concerns on the intent of Waterway Park</u> There is reservation about the proposed Waterway Park because the area around Sai Yee Street and Flower Market Road is not a natural waterfront, nor does it have any rivers, waterways, or relevant historical background. The proposed park and Urban Waterway are artificial landscape concept which could not substitute the sports facilities and fulfill the community's need for sports and recreational spaces. (「洗衣街及花墟道一帶既非海濱地區，亦沒有天然河流、水道或相關歷史背景」、『城市水道』較像人造景觀項目，而非真正因應社區需要而制定的規劃方案」)	YTM-013 was formulated under the Master Urban Renewal Concept Plan (MRCP) of the District Study for Yau Ma Tei and Mong Kok (YMDS) as an early project and formed part of the “Mong Kok East – Nullah Road Urban Waterway” Development Node (DN). Waterway Park will be the strategic anchor of the proposed Urban Waterway, serving as a new public realm and integrate with the proposed mixed-use development to shape the Nullah Road DN as a “socio-economic activity hub” for the wider area as envisioned in YMDS. Please note that the proposals in the YMDS underwent a series of public and stakeholders’ consultations. The final MRCP of YMDS was published in 2022. The approved DSP of YTM-013 follows the recommendations in the YMDS to formulate the Waterway Park as a DN, which has also gone through public consultation during the DSP planning stage and subsequently approved by TPB. As stated in the approved DSP, the affected sports and recreational facilities will be reprovisioned in the future development in a GIC complex to meet the community's need for sports and recreational spaces. Through careful landscaping and master layout design, the Waterway Park will integrate with the proposed GIC facilities at the podium of Site B, being the green hub for public leisure and recreation.	8,10

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Appendix 2 - Responses to Public Comments

Para.	Summary of Public Comments	URA's Responses	Relevant to Public Comment No.
Concerns on the urban renewal strategy			
8	<u>Concerns on the urgency of the proposed urban renewal in the Flower Market</u> URA's resources should be prioritized for districts with more urgent dilapidation issues, such as Tai Kok Tsui, Sham Shui Po and To Kwa Wan. The Flower Market precinct still retains its intact community functions and therefore, URA is suggested shift its focus away from this area and prioritize redevelopment in areas with greater urgent needs to improving building safety and local living environments. (「香港目前仍有不少地區較花墟一帶有更急切的重建需要」、「市建局在推動大型特色項目之餘，應更積極處理上述更迫切的舊區重建工作，改善市民居住安全及生活環境」)	URA has fully recognised the redevelopment needs in various districts with ageing housing stocks. YTM-013 is designed to address the long-standing local issues and redevelopment need itself. The Mong Kok East area has severe traffic congestion, lack of public open space, and fragmented community facilities. In the YTM-013 project, there are a total of 23 buildings in Sites A1-A5 aged between 66 and 78 years. Most of the building blocks are without lifts and the serviceability of these buildings is generally poor. This shows the needs on redevelopment to replace these old and dilapidated buildings into new and safe buildings to improve the built environment in the area. Taking a broader view of the Yau Ma Tei / Mong Kok areas, URA adopts a district-based planning approach based on the recommendations/ master plan formulated in YMDS. YTM-013 is a strategic early-launched initiatives under the YMDS, which is proposed to be a strategical Development Node (DN) to strengthen and enhance the area as a social-economic activity hub in a long run. In selecting the redevelopment projects, URA has adopted careful and prudent considerations, taking into account a basket of factors in order to carefully use the resources and to maintain sustainable built environment, through adoption of URA's 4R integrated approach and multi-pronged actions, i.e. "Redevelopment", "Rehabilitation", "pReservation" and "Revitalisation" to promote holistic urban regeneration.	8,10

Appendix 3

Replacement pages of

Traffic Impact Assessment

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

- 3.1.1 The existing road network in the vicinity of the proposed development at Mong Kok is shown in the location plan in **Drawing No. 2.1**.
- 3.1.2 The proposed development (Site A1 to A5 and Site B) is bounded by Boundary Street to the north, Fa Yuen Street to the east, Prince Edward Road West to the south and Yuen Po Street to the west.
- 3.1.3 Boundary Street and Prince Edward Road West act as the key primary distributors for the traffic access to/from the development.
- 3.1.4 The local streets surrounding the proposed developments such as Fa Yuen Street, Playing Field Road, Sai Yee Street and Flower Market Road are either provided with metered parking spaces, or are characterised by intensive kerbside activities, and are mainly in one-way directional traffic movement.

3.2 Public Transport Services

- 3.2.1 There is a well-established public transport system including railway, franchised buses, green mini-buses and taxis in the area surrounding the proposed developments. The details of the public transport services are summarized in **Table 3-1** and the location of public transport facilities are shown in **Drawing No. 3.1**.
- 3.2.2 There are currently 2 MTR stations (Prince Edward Station and Mong Kok East Station) located within 500m walking distance from the subject sites, and around 120 nos. of bus routes and 20 nos. of GMB routes serving the vicinity of subject sites.

Table 3-1 Public Transport Services in the vicinity of the Proposed Development

Franchised Bus

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
1	Chuk Yuen Estate	<->	Star Ferry	9-30
1A	Sau Mau Ping (Central)	<->	Star Ferry	7-20
2	Cheung Sha Wan (So Uk Estate)	<->	Star Ferry	15-25
2A	Mei Foo	<->	Lok Wah	12-25
2D	Wong Tai Sin	<->	Chak On Estate	20-30
2X	Choi Fook	<->	Mei Foo	20-30
3C	Tsz Wan Shan (North)	<->	China Ferry Terminal	12-30
3X ⁽²⁾	Tsz Wan Shan (North)	->	China Ferry Terminal	15-35
	Jordan (West Kowloon Station)	->	Tsz Wan Shan (North)	30
6	Lai Chi Kok	<->	Star Ferry	8-25
6C	Kowloon City Ferry	<->	Mei Foo	10-25

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
6D	Ngau Tau Kok	<->	Mei Foo	12-30
6E ⁽²⁾	Lei Yue Mun Estate	->	Cheung Sha Wan (So Uk Estate)	18:05 (1 departure)
	Cheung Sha Wan (So Uk Estate)	->	Lei Yue Mun Estate	07:40 (1 departure)
6F	Kowloon City Ferry	<->	Cheung Sha Wan (Lai Kok Estate)	25-35
6P ⁽²⁾	Lei Yue Mun Estate	->	Cheung Sha Wan (So Uk Estate)	18:20 (1 departure)
	Cheung Sha Wan (So Uk Estate)	->	Lei Yue Mun Estate	20
12A	Cheung Sha Wan (Hoi Tat Estate)	<->	Whampoa Garden	10-30
13P ⁽²⁾	Po Tat	->	Cheung Sha Wan (Lai Kok Estate)	07:40 (1 departure)
20A	Kai Tak Cruise Terminal	<->	West Kowloon Station	20-30
24	Kai Yip	<->	Mong Kok (Circular)	25-35
27	Shun Tin	<->	Mong Kok (Circular)	6-20
30X	Tsuen Wan (Allway Gardens)	<->	Whampoa Garden	13-30
32	Olympic Station	<->	Tsuen Wan (Shek Wai Kok)	20-30
33A	Tsuen Wan (Nina Tower)	<->	Mong Kok (Park Avenue)	17-30
35A	Kwai Chung (On Yam Estate)	<->	Tsim Sha Tsui East	5-25
35X ⁽¹⁾	Kwai Chung (On Yam Estate)	<->	Tsim Sha Tsui East	20-30
36B	Lei Muk Shue	<->	Jordan (West Kowloon Station)	12-25
36X ⁽²⁾	Lei Muk Shue	<->	Tsim Sha Tsui East (Mody Road)	20-30
37	Olympic Station	<->	Kwai Shing (Central)	10-25
41A	Tsing Yi (Cheung On Estate)	<->	Tsim Sha Tsui East	10-25
42	Tsing Yi (Cheung Hong Estate)	<->	Shun Lee	15-25
42A	Tsing Yi (Cheung Hang Estate)	<->	Jordan (West Kowloon Station)	4-20
43C ⁽¹⁾	Tsing Yi (Cheung Hong Estate)	<->	Island Harbourview	15-33
44	Mong Kok East Station	<->	Tsing Yi Estate	9-25
45	Kowloon City Ferry	<->	Kwai Chung (Lai Yiu Estate)	20-40
50	Tuen Mun (Ching Tin Estate)	<->	Kowloon Station	20-30
52X	Tuen Mun Central	<->	Mong Kok (Park Avenue)	6-25
52P	So Kwun Wat	->	Mong Kok (Park Avenue)	08:00 (1 departure)
58X	Tuen Mun (Leung King Estate)	<->	Mong Kok East Station	6-25
59X	Tuen Mun Pier Head	<->	Mong Kok East Station	3-21
60X	Tuen Mun Central	<->	Jordan (West Kowloon Station)	6-21
63X	Hung Shui Kiu (Hung Fuk Estate)	<->	Jordan (West Kowloon Station)	12-30
66X	Tuen Mun (Tai Hing Estate)	<->	Olympic Station	10-30
67X	Tuen Mun (Siu Hong Court)	<->	Mong Kok East Station	7-25
68X	Hung Shui Kiu (Hung Fuk Estate)	<->	Mong Kok (Park Avenue)	9-25

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
69X	Tin Shui	<->	Jordan (West Kowloon Station)	12-30
79X	Cheung Sha Wan (Kom Tsun Street)	<->	Queen's Hill	20-45
81	Wo Che	<->	Jordan (West Kowloon Station)	11-30
87B	Sun Tin Wai	<->	Island Harbourview	15-30
87C	Kam Ying Court	<->	Hung Hom Station	12-20
87D	Kam Ying Court	<->	Hung Hom Station	6-25
87E ⁽²⁾	Nai Chung	<->	Tsim Sha Tsui	07:40 (1 departure)
	Tsim Sha Tsui East (Mody Road)	->	Nai Chung	18:00 (1 departure)
93K	Po Lam	<->	Mong Kok East Station	17-30
95	Tsui Lam	<->	Kowloon Station	12-30
98C	Hang Hau (North)	<->	Mei Foo	10-30
98E ⁽²⁾	Hang Hau (North)	<->	Mei Foo	20
98S ⁽²⁾	Hang Hau (North)	<->	Mei Foo	20
102	Mei Foo	<->	Shau Kei Wan	5-21
102P ⁽²⁾	Mei Foo	<->	Shau Kei Wan	13-15
102R ⁽⁴⁾	Happy Valley Race Course	->	Mei Foo	-
104	Sham Shui Po (Pak Tin Estate)	<->	Kennedy Town	14-30
112	North Point (Pak Fuk Road)	<->	Cheung Sha Wan (So Uk Estate)	5-30
113	Choi Hung	<->	Kennedy Town (Belcher Bay)	15-30
117	Sham Shui Po (Yen Chow St)	<->	Happy Valley (Lower)	12-30
118	Siu Sai Wan (Island Resort)	<->	Cheung Sha Wan (Sham Mong Road)	4-20
118P ⁽¹⁾	Siu Sai Wan (Island Resort)	<->	Cheung Sha Wan (Sham Mong Road)	7-20
171	Lai Chi Kok	<->	South Horizons	12-30
171A ⁽¹⁾	Lei Tung Estate	->	Lai Chi Kok	15-30
171P ⁽¹⁾	South Horizons	->	Lai Chi Kok	25
203C	Tsim Sha Tsui East (Mody Road)	<->	Sham Shui Po (Tai Hang Tung)	20-30
203S ⁽¹⁾	Chak On Estate	->	Tsim Sha Tsui East (Mody Road)	07:45 (1 departure)
213D	Sau Mau Ping (Central)	<->	Mong Kok (Circular)	10-30
230X ⁽¹⁾	Tsuen Wan (Allway Gardens)	->	Whampoa Garden	15-30
234P ⁽²⁾	Tsuen Wan (Bayview Garden)	->	Star Ferry	08:10 (1 departure)
234X	Tsim Sha Tsui East (Mody Road)	<->	Tsuen Wan (Bayview Garden)	15-30
238P ⁽¹⁾	Tsuen Wan (Riviera Gardens)	->	China Ferry Terminal	12-34
238X	Tsuen Wan (Riviera Gardens)	<->	China Ferry Terminal	12-25

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
242X ⁽²⁾	Tsing Yi (Cheung Hang Estate)	<->	Tsim Sha Tsui	15-20
252B ⁽¹⁾	Handsome Court	->	Tsim Sha Tsui	15-20
259B ⁽²⁾	Tuen Mun Pier Head	->	Tsim Sha Tsui	10-15
259C ⁽²⁾	Sun Tuen Mun Centre	->	Tsim Sha Tsui	35
260B ⁽²⁾	Tuen Mun Central	->	Tsim Sha Tsui	11-12
261B ⁽¹⁾	Tuen Mun (Sam Shing Estate)/ So Kwun Wat	->	Kowloon Station	10-15
265B	Tin Heng Estate	<->	Mong Kok (Park Avenue)	6-25
268X	Hung Shui Kiu (Hung Fuk Estate)	<->	Jordan (West Kowloon Station)	6-35
269X ⁽²⁾	Tin Shui	<->	Jordan (West Kowloon Station)	15
270B	Sheung Shui	<->	Olympic Station	12-35
272E ⁽²⁾	Tai Po (Tai Wo)	<->	Mong Kok (Park Avenue)	10-30
272X	Tai Po Central	<->	Mong Kok East Station	25-35
281A	Kwong Yuen	<->	Kowloon Station	10-30
293S ⁽³⁾	Mei Foo	<->	Hang Hau (Ngan O Road)	20-40
296C	Sheung Tak	<->	Cheung Sha Wan (Hoi Ying Estate)	15-30
296P ⁽²⁾	Sheung Tak	->	Lai Chi Kok Station	07:45 (1 departure)
	Lai Chi Kok Station	->	Sheung Tak	17:45 (1 departure)
298X ⁽¹⁾	Hang Hau (North)	<->	Mei Foo	20-30
793	Tseung Kwan O Industrial Estate	<->	So Uk	15-20
795 ⁽²⁾	Tseung Kwan O Industrial Estate	<->	Cheung Sha Wan (Hoi Tat)	15-20
795X	Oscar By The Sea	<->	So Uk	15-30
904	Kennedy Town (Belcher Bay)	<->	Lai Chi Kok	18-30
905	Exhibition Centre Station	<->	Lai Chi Kok	6-30
970	So Uk Estate	<->	Cyberport	5-20
970X	Aberdeen	<->	Cheung Sha Wan (Kom Tsun Street)	9-25
A20	Airport	<->	Ho Man Tin	60-120
A21	Airport	<->	Hung Hom Station	8-30
E21	SKYCITY Transport Terminal	<->	Island Harbourview	12-30
E21A	Ho Man Tin (Oi Man Estate)	<->	Tung Chung (Yat Tung Estate)	20-30
E21B	Ho Man Tin (Oi Man Estate)	<->	Tung Chung (Yat Tung Estate)	20-30
E21C ⁽²⁾	Island Harbourview	->	Aircraft Maintenance Area	06:30 (1 departure)
	Aircraft Maintenance Area	->	Island Harbourview	18:05 (1 departure)
E21D	SKYCITY Transport Terminal	<->	Island Harbourview	15-30
N21 ⁽³⁾	Airport (Ground Transportation Centre)	<->	Tsim Sha Tsui (Star Ferry)	20-30

5.2.7 The results of pedestrian assessment at P4 and P16 with proposed widening schemes in 2039 design scenario are summarized in **Tables 5-7** and **Table 5-8**. The results indicate that the V/C ratio will be within capacity (< 1.0) under the proposed improvement schemes.

Table 5-7 Pedestrian Walkway Assessment – 2039 Weekday (Design With Development and Proposed Improvement)

CROSSING	LOCATION	CROSSING WIDTH (M)	PEAK	GREEN TIME PROPORTION	CAPACITY (PED/HR) ⁽¹⁾	2-WAY PED FLOW (PED/HR)	V/C RATIO
P4	Boundary Street	3.6	Weekday AM	0.22	4,600	735	0.16
			Weekday PM	0.22	4,600	2,505	0.54
P16	Prince Edward Road West	6.5	Weekday AM	0.24	4,350	760	0.17
			Weekday PM	0.24	4,350	2,380	0.55

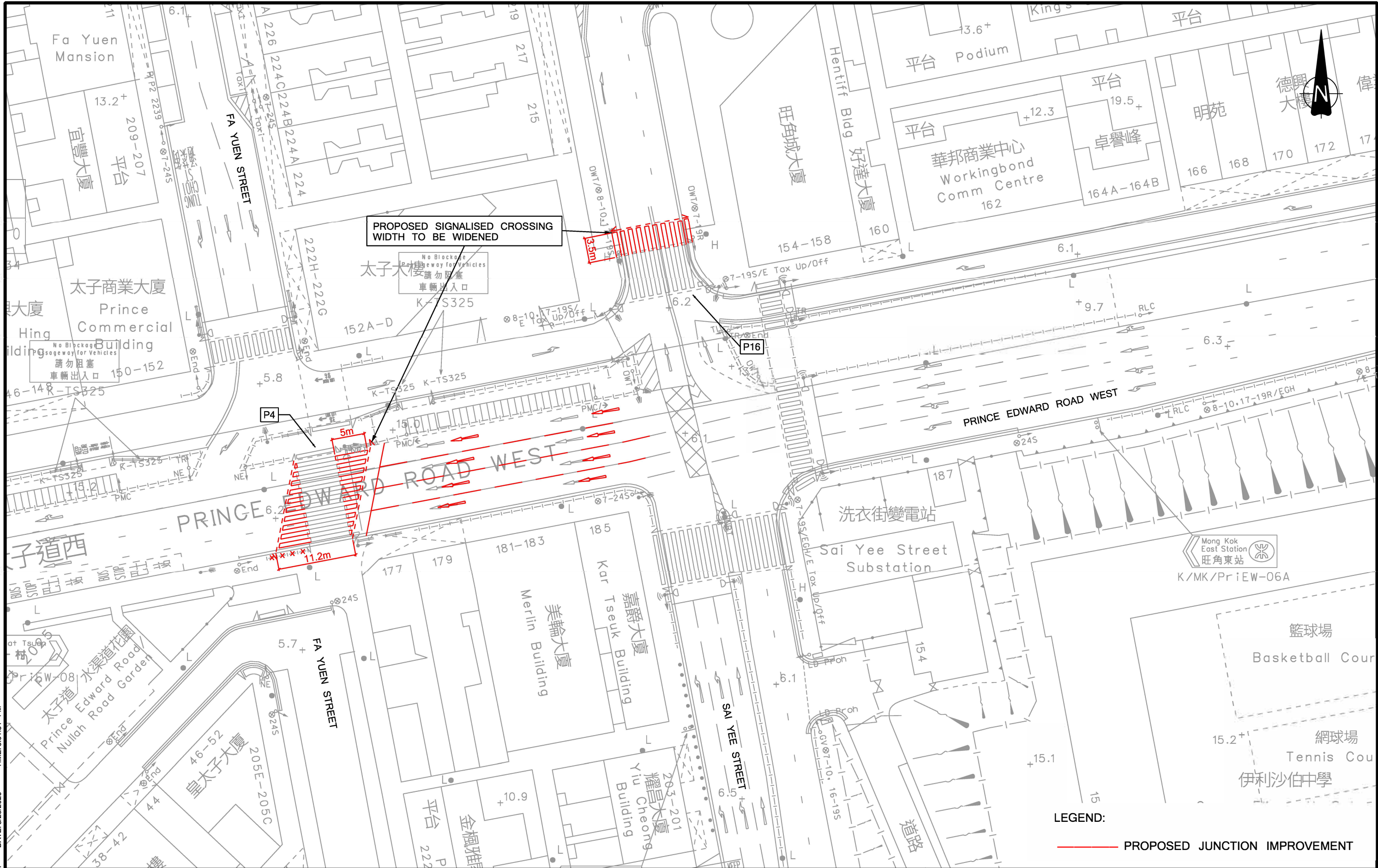
Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent

Table 5-8 Pedestrian Walkway Assessment – 2039 Weekend (Design With Development and Proposed Improvement)

CROSSING	LOCATION	CROSSING WIDTH (M)	PEAK	GREEN TIME PROPORTION	CAPACITY (PED/HR) ⁽¹⁾	2-WAY PED FLOW (PED/HR)	V/C RATIO
P4	Boundary Street	3.6	Saturday	0.22	4,600	3,385	0.74
			Sunday	0.22	4,600	3,725	0.81
P16	Prince Edward Road West	6.5	Saturday	0.24	4,350	4,000	0.92
			Sunday	0.24	4,350	3,975	0.91

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent

5.2.8 In addition to the footpath sections adjacent to the development site, a pedestrian assessment of the major pedestrian routes leading to Prince Edward MTR Station was also conducted. As stated in the supplementary technical note submitted to TD at the DSP stage, attached in **Appendix C**, footpath widening along Playing Field Road between Sai Yee Street and Tung Choi Street is proposed as a pedestrian improvement measure to enhance the walking environment. The detailed design and implementation of the proposed footpath widening will be subject to further review and agreement with the relevant Government departments.



LEGEND:
— PROPOSED JUNCTION IMPROVEMENT

-	-	-	-
-	-	-	-
-	-	-	-
A	MINOR AMENDMENT	CYH	20AUG26
Rev.	Description	Checked	Date

Project Title

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF THE MAXIMUM DOMESTIC GFA OF SITE B FOR THE URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME ("YTM-013"), MONG KOK, KOWLOON

Drawing Title			
PROPOSED WIDENING OF SIGNALISED CROSSINGS			
Designed	HMC	Checked	CYH
Scale	1:500(A3)	Date	AUG 2026
Drawing No.	5.1	Rev.	A



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Appendix C

SUPPLEMENTARY LOS ASSESSMENT (SUBMITTED AT DSP STAGE, For reference only)

TIA SUPPLEMENTARY TECHNICAL NOTE



1.1 Level of Service (LOS) Assessment on Major Pedestrian Routes to Prince Edward MTR Station

- 1.1.1 On top of the LOS assessments for the footpath sections immediately adjacent to the YTM-013 project site as illustrated in the submitted TIA report, LOS on major pedestrian routes between the project site and the nearby Prince Edward MTR Station is assessed.
- 1.1.2 The major pedestrian routes from the major development (Site A1 and B) to Prince Edward MTR Station will be along the northern footpath at Prince Edward Road West or the southern footpath at Playing Field Road, which the critical footpath sections are identified as FP1 to FP5 as shown in **Drawing No. APP1**.
- 1.1.3 The existing pedestrian flows (weekday and weekend peaks) and the LOS of the identified footpath sections are presented in **Table APP-1** and **Table APP-2** respectively.

Table APP-1 Pedestrian Walkway Assessment – Existing Weekday

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
FP1	2.7	115	110	2.8	2.7	A	A
FP2	2.0	105	100	3.5	3.3	A	A
FP3	1.0	95	90	6.3	6.0	A	A
FP4	2.6	195	540	5.0	13.8	A	A
FP5	2.3	185	530	5.4	15.4	A	A

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

Table APP-2 Pedestrian Walkway Assessment – Existing Weekend

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK
FP1	2.7	370	270	9.1	6.7	A	A
FP2	2.0	360	260	12.0	8.7	A	A
FP3	1.0	350	250	23.3	16.7	C	B
FP4	2.6	675	555	17.3	14.2	B	A
FP5	2.3	665	545	19.3	15.8	B	A

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

- 1.1.4 The reference and design pedestrian flows in year 2038 during both weekday and weekend are derived based on the methodology in Chapter 4 of the submitted TIA report. **Table APP-3** and **Table APP-4** present the footpath LOS assessment in 2038 weekday and weekend reference scenario (without proposed development) respectively, while **Table APP-5** and **Table APP-6** present the footpath LOS assessment in 2038 weekday and weekend design scenario (with proposed development) respectively.

Table APP-3 Pedestrian Walkway Assessment – 2038 Weekday (Reference Without Proposed Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
FP1	2.7	120	115	3.0	2.8	A	A
FP2	2.0	110	105	3.7	3.5	A	A
FP3	1.0	100	95	6.7	6.3	A	A
FP4	2.6	205	565	5.3	14.5	A	A
FP5	2.3	195	555	5.7	16.1	A	B

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

Table APP-4 Pedestrian Walkway Assessment – 2038 Weekend (Reference Without Proposed Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK
FP1	2.7	385	280	9.5	6.9	A	A
FP2	2.0	375	270	12.5	9.0	A	A
FP3	1.0	365	260	24.3	17.3	C	B
FP4	2.6	705	580	18.1	14.9	B	A
FP5	2.3	695	570	20.1	16.5	B	B

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

Table APP-5 Pedestrian Walkway Assessment – 2038 Weekday (Design With Proposed Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
FP1	2.7	245	860	6.0	21.2	A	B
FP2	2.0	235	860	7.8	28.7	A	C
FP3	1.0	225	815	15.0	54.3	A	E
FP4	2.6	260	1005	6.7	25.8	A	C
FP5	2.3	250	995	7.2	28.8	A	C

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

Table APP-6 Pedestrian Walkway Assessment – 2038 Weekend (Design With Proposed Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK
FP1	2.7	1130	1025	27.9	25.3	C	C
FP2	2.0	1130	1025	37.7	34.2	D	D
FP3	1.0	1085	980	72.3	65.3	E	E
FP4	2.6	1145	1020	29.4	26.2	C	C
FP5	2.3	1135	1010	32.9	29.3	C	C

Note: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant 'living' pedestrian activities.

- 1.1.5 The assessment results indicate that during 2038 with the proposed developments, the existing narrow section at Playing Field Road (FP2 and FP3) will reach LOS D and E during weekday PM peak and weekend peaks, which will not be a favourable walking condition to cater future pedestrian demand.

2.1 Potential Improvement Measure

- 2.1.1 In view that the concerned pavement at sections FP2 and FP3 at Playing Field Road adjoin to existing private lots / developments outside URA's scheme area, potential improvement measures can only be proposed by widening the footpath towards the existing carriageway.
- 2.1.2 The existing footpath sections FP2 and FP3 are narrowed due to the shop frontages occupying certain portions of the Playing Field Road pavement, as a result the effective clear width adopted for LOS assessment is only at 2.0m and 1.0m respectively.
- 2.1.3 It is proposed to widen the footpath at FP2 and FP3 by reducing the carriageway width into 5.5m as shown in **Drawing No. APP2**. The road width for one-way carriageway is made reference to Transport Planning and Design Manual Volume 2 Chapter 3.4, such that carriageway width of one-way traffic at service roads for all vehicles is 5.5m which is sufficient for normal operation. The proposed scheme details at FP2 and FP3 are summarized in **Table APP-7**.

Table APP-7 Proposed Improvement Scheme Details for FP2 and FP3

SECTION	EXISTING CONDITIONS			PROPOSED SCHEME		
	CARRIAGEWAY CLEAR WIDTH (m) ⁽¹⁾	FOOTPATH WIDTH (m) ⁽²⁾	ADOPTED EFFECTIVE FOOTPATH WIDTH FOR LOS ASSESSMENT (m) ⁽³⁾	CARRIAGEWAY CLEAR WIDTH (m)	FOOTPATH WIDTH (m)	ADOPTED EFFECTIVE FOOTPATH WIDTH FOR LOS ASSESSMENT (m) ⁽³⁾
FP2	6.8	2.7	2.0	5.5 [-1.3m]	4.0 [+1.3m]	3.3 [+1.3m]
FP3	7.0	2.5	1.0	5.5 [-1.5m]	4.0 [+1.5m]	2.5 [+1.5m]

Notes: (1) Width measured between on-street metered parking spaces at two sides along one-way carriageway of Playing Field Road.

(2) Width measured from building line to kerb.

(3) Taken account of the existing shop frontage occupation at footpath.

- 2.1.4 Under the proposed improvement scheme, the LOS assessment in 2038 design scenario of weekday and weekend peak are summarized in **Table APP-8** and **Table APP-9** respectively.

Table APP-8 Pedestrian Walkway Assessment – Existing Weekday

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
FP2	2.0 + 1.3 = 3.3	235	860	4.7	17.4	A	B
FP3	1.0 + 1.5 = 2.5	225	815	6.0	21.7	A	B

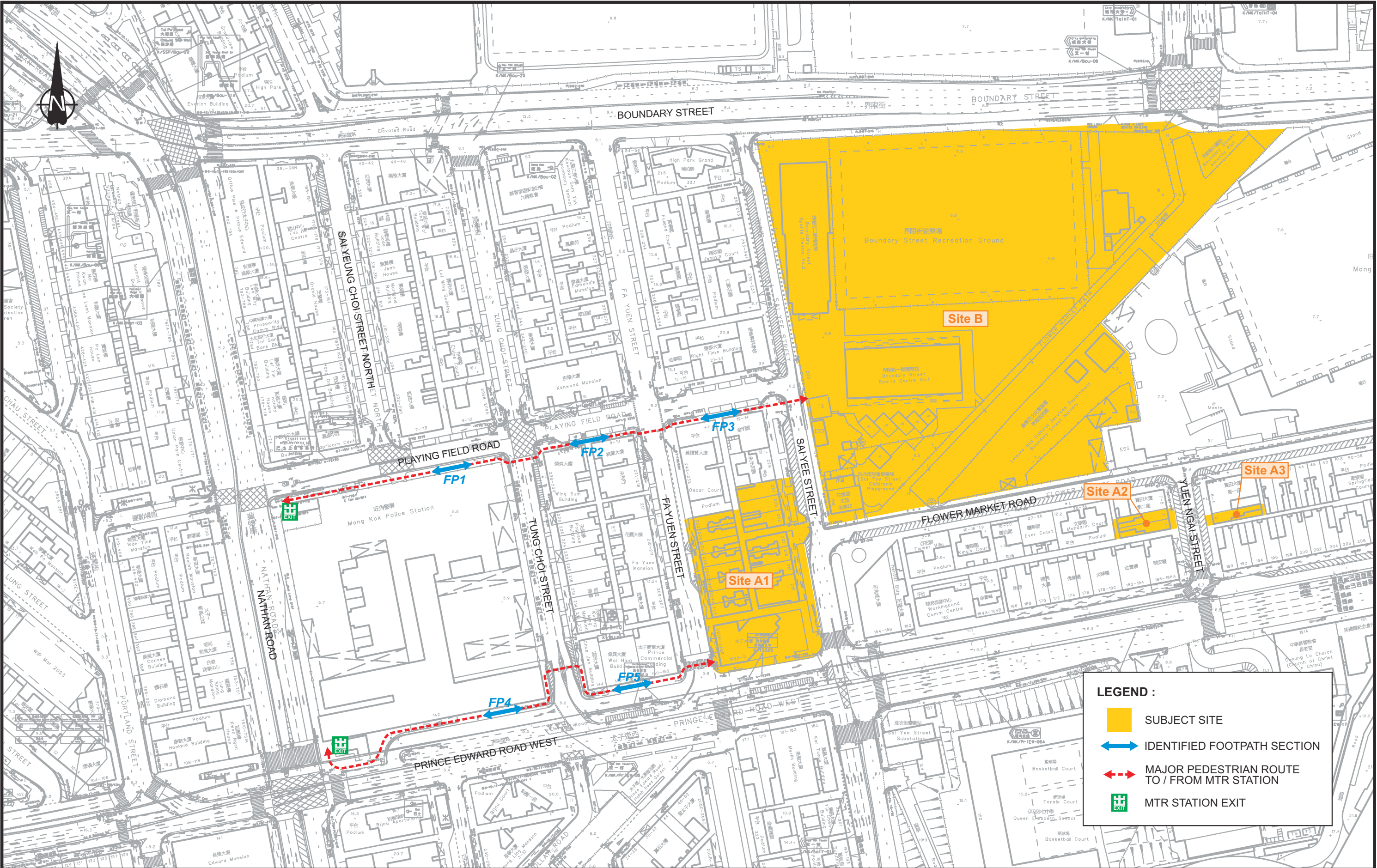
Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

Table APP-9 Pedestrian Walkway Assessment – Existing Weekend

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS ⁽¹⁾	
		SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK	SATURDAY PEAK	SUNDAY PEAK
FP2	2.0 + 1.3 = 3.3	1130	1025	22.8	20.7	B	B
FP3	1.0 + 1.5 = 2.5	1085	980	28.9	26.1	C	C

Note: (1) Level of Service (“LOS”) is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. In general, LOS C is desirable for most design at streets with dominant ‘living’ pedestrian activities.

- 2.1.5 The results indicate that the widened footpath section of Playing Field Road (FP2 and FP3) would achieve an acceptable LOS C or above which is acceptable from traffic point of view. As the project is still in planning stage, the detailed design, funding and implementation of the footpath widening works will be determined in the subsequent stages. With the proposed footpath widening improvement the carriageway of Playing Field Road can still be maintained to have 5.5m width with the existing on-street parking spaces re-aligned alongside.



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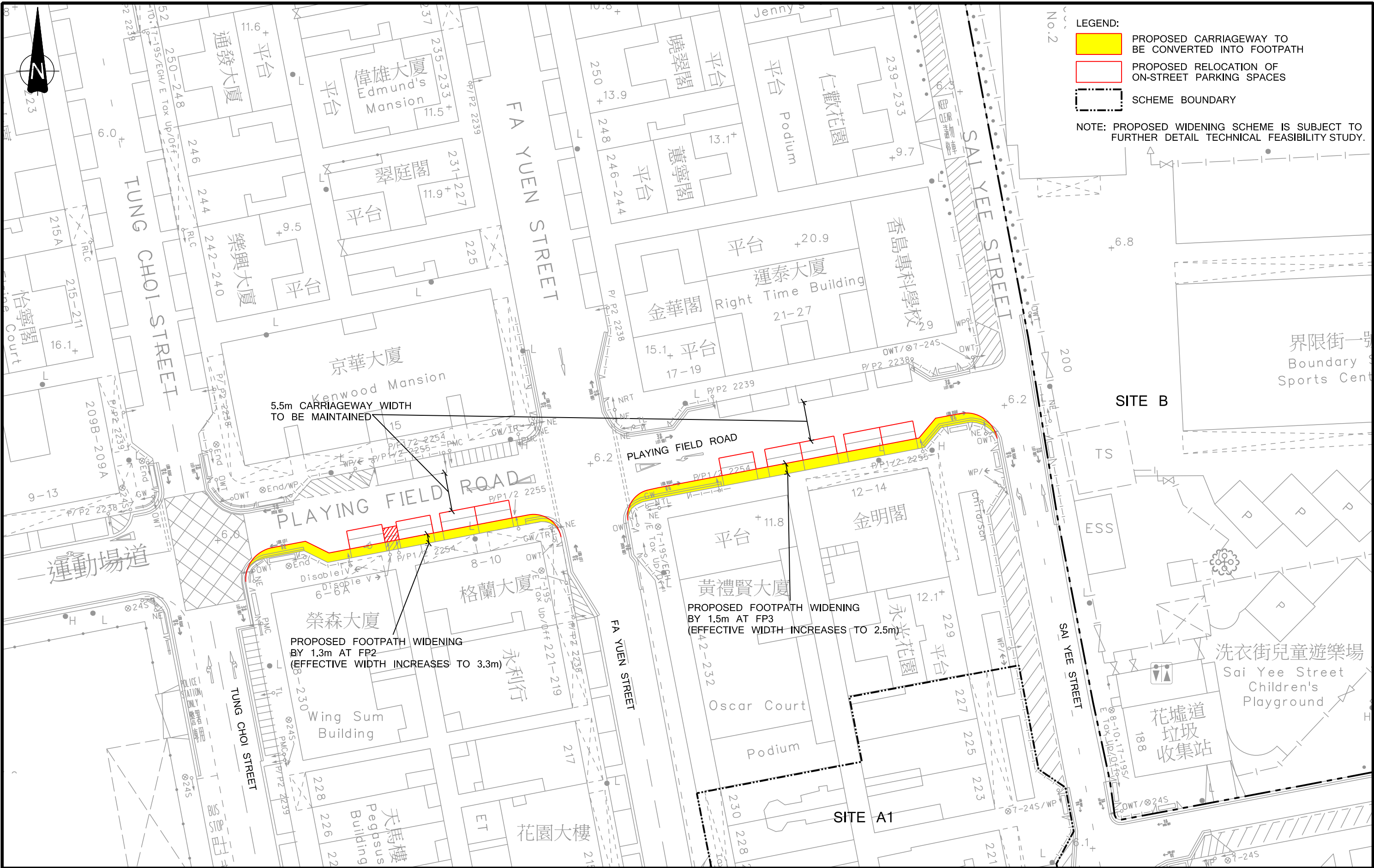
Rev.	Description	Checked	Date
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Project Title
URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title							
MAJOR PEDESTRIAN ROUTE TO / FROM PRINCE EDWARD MTR STATION							
Designed	CHM	Checked	HWL	Scale	NTS	Date	MAY 2024

APP1	Rev.
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Rev.	Description	Checked	Date

Project Title

URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MAEKET ROAD
DEVELOPMENT SCHEME (YTM-013)

Drawing Title

POTENTIAL IMPROVEMENT SCHEME
AT PLAYING FIELD ROAD FOOTPATH (FP2 AND FP3)

Designed CHM	Checked HWL	Scale 1:500(A3)	Date MAY 2024	Drawing No. APP2	Rev. -
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SYSTRA
MVA

Appendix 4

Replacement pages of the Environmental Assessment

3 REVIEW OF OPERATION PHASE AIR QUALITY IMPACT

3.1 Introduction

- 3.1.1 In the previously approved EA report, air model results with additional 5% traffic generation induced by the Scheme as a sensitivity test show that the predicted air quality at all proposed residential flats, external façades of non-residential areas, and Scheme boundaries complies with the AQOs for RSP, FSP, and NO₂.

3.2 Changes in the Current S.16 Application

- 3.2.1 Under the current S.16 Application, there is no major change in the building layout and footprint, and no change in the total GFA or building height of the towers, compared with the Approved DSP.

- 3.2.2 However, for Tower 3 (Hotel/Office Tower under the Approved DSP), the use of some non-residential areas that rely on fresh air intakes under the Approved DSP has been changed to residential flats that rely on openable windows for ventilation.

- 3.2.3 Considering that the assessment points in the previously approved EA report not only cover the site boundary but also the façades of each podium and the towers up to roof level, and with no air pollutant exceedance identified in the previously approved EA report, it is expected that no adverse air quality impact due to vehicular or marine traffic emissions is anticipated for the Proposed Development under the current S.16 Application, regardless of the type of ventilation.

- 3.2.4 Since the notional layout is conceptual and indicative for assessment purposes under the current S.16 Application, the air quality impact of the Proposed Development shall be revisited at a later stage to confirm compliance with the Air Quality Objectives (AQOs) under the new/revised design.

3.3 Conclusion

- 3.3.1 Although the use of Tower 3 has been revised since the DSP, it is expected that the conclusions in the approved EA report remain valid, and no adverse air quality impact due to vehicular or marine traffic emissions is anticipated for the Proposed Development under the current S.16 Application.

- 4.5.52 The noise reduction level for each room configuration should be determined by the deviation between measured indoor and outdoor noise levels. According to IND-TM, the ANL within a building is 10 dB(A) lower than that at the façade. With a maximum noise exceedance of 2 dB(A), the indoor noise level must be at least 12 dB(A) lower than the outdoor noise level for the corresponding room configurations. The maximum noise exceedance level shall be further confirmed by the noise model based on the finalized layout plan. Details of the mock-up test will be confirmed at a later design stage based on the finalized layout.

4.6 Conclusion

- 4.6.1 The noise impact during the construction phase is considered insignificant. Subject to detailed site works arrangement, mitigation measures shall be implemented if necessary and applicable in accordance with ProPECC PN 1/24 during construction to minimize construction noise impact on the nearby NSRs.
- 4.6.2 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The planned fixed noise source from the proposed Scheme should not induce any adverse noise impact when the maximum allowable SWLs has been implemented properly.
- 4.6.3 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings disposition, buildings orientation, architectural fins and windows locations. In the base scenario, ~96.7% of flats comply with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic window, acoustic balcony and fixed glazing are incorporated into the proposed development, the compliance rate by flat has been increased to ~97.8%. The notional design is for technical assessment of the subject non-scheme-based application and will be subject to change at the detailed design stage upon approval of the subject S.16 Application. The current assessment is based on a notional design and its anticipated result, of which baffle type acoustic window, acoustic balcony and fixed glazing have been adopted to achieve the noise compliance level. The detailed layout in the future proposed development will be subject to detailed design, site constraints and feasibility.
- 4.6.4 The maximum stadium noise is found to be ~72dB(A) in Tower 1 of Site B at the representative noise assessment points based on the notional layout plan. Given the stadium noise is marginally above the criteria, the adoption of acoustic window and acoustic balcony is considered as feasible mitigation measures to address the excessive stadium noise, subject to the detailed design. Mock-up test, based on the finalised layout, will be conducted in the later detailed design stage, if required, to ensure the acoustic performance of the acoustic windows and acoustic balconies against stadium noise. With careful design and the proper implementation of the proposed mitigation measures, no **insurmountable** noise impact from Mong Kok Stadium on the proposed development is anticipated.
- 4.6.5 Based on a simplified railway noise calculation, it is expected that the railway noise level at the noise sensitive receivers of the Site will comply with the relevant criteria. Therefore, no adverse noise impact is anticipated from the East Rail Line.

6 CONCLUSION

- 6.1.1 An Environmental Assessment has been carried out to evaluate the potential environmental impacts likely to arise from this S.16 application.
- 6.1.2 The key environmental issues associated with this S.16 Application are potential noise impacts during both the construction and operational phases, as well as waste management during the construction phase.

Air Quality (Operation Phase)

- 6.1.3 Although the use of Tower 3 has been revised since the DSP, it is expected that the conclusions in the approved EA report remain valid, and no adverse air quality impact due to vehicular or marine traffic emissions is anticipated for the Proposed Development under the current S.16 Application.

Noise

- 6.1.4 The noise impact during the construction phase is considered insignificant. Subject to detailed site works arrangement, mitigation measures shall be implemented if necessary and applicable in accordance with ProPECC PN 1/24 during construction to minimize construction noise impact on the nearby NSRs.
- 6.1.5 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The planned fixed noise source from the proposed Scheme should not induce any adverse noise impact when the maximum allowable SWLs has been implemented properly.
- 6.1.6 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings disposition, buildings orientation, architectural fins and windows locations. In the base scenario, ~96.7% of flats comply with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic window, acoustic balcony and fixed glazing are incorporated into the proposed development, the compliance rate by flat has been increased to ~97.8%. The notional design is for technical assessment of the subject non-scheme-based application and will be subject to change at the detailed design stage upon approval of the subject S.16 Application. The current assessment is based on a notional design and its anticipated result, of which baffle type acoustic window, acoustic balcony and fixed glazing have been adopted to achieve the noise compliance level. The detailed layout in the future proposed development will be subject to detailed design, site constraints and feasibility.
- 6.1.7 The maximum stadium noise is found to be ~72dB(A) in Tower 1 of Site B at the representative noise assessment points based on the notional layout plan. Given the stadium noise is marginally above the criteria, the adoption of acoustic window and acoustic balcony is considered as feasible mitigation measures to address the excessive stadium noise, subject to the detailed design. Mock-up test, based on the finalised layout, will be conducted in the later detailed design stage, if required, to ensure the acoustic performance of the acoustic windows and acoustic balconies against stadium noise. With careful design and the proper implementation of the proposed mitigation measures, no insurmountable noise impact from Mong Kok Stadium on the proposed development is anticipated.

Appendix 5

**Replacement pages of the
Sewerage Impact Assessment**

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

- 2.1.1 To demonstrate the complete picture of the future development in the urban context, the assessment will describe the Proposed Development of the whole DSP (i.e. both Site A and Site B) (the Scheme). The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445m²) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 1-1**.
- 2.1.2 Site B of the Scheme (the Application Site) is currently occupied by various leisure, recreation and GIC facilities, including Boundary Sports Centre No.1 and No.2, Boundary Street Recreation Ground, Sai Yee Street Children’s Playground, Boundary Street Amenity Plot, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department (“LCSD”) Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath. There is no private lot within Site B.
- 2.1.3 Site A of the Scheme (not forming the Application Site) comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.

2.2 The Proposed Development

Approved DSP and S.16 Application

- 2.2.1 According to the approved DSP of the Scheme, Site B, the Application Site, is zoned “Other Specified Uses (Mixed Uses) 2” (“OU(MU)2”), and is further divided into Sub-area (1) and Sub area (2). Sub-area (1) of Site B will be for a high-rise development with a maximum domestic gross floor area (“GFA”) of 46,605m² and a total GFA of 64,530 m², as well as a building height restriction (“BHR”) of 150mPD adopting a stepped height profile. Sub-area (2) of “OU(MU)2” zone comprises the Waterway Park and ancillary retail/ commercial uses and LCDS’s sports/ GIC facilities with a BHR of 30mPD. It has a maximum non-domestic GFA of 8,955 m²
- 2.2.2 Site A (not forming the Application Site) is zoned “Other Specified Uses (Mixed Uses) 1” (“OU(MU)1”) and it consists of 5 Sub-areas – Sub-areas (1) to (5) (i.e. Sites A1 – A5). Site A1 will be developed for residential development cum commercial podium, with a BHR of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5.
- 2.2.3 Under this minor relaxation application, the maximum domestic GFA of Sub-area (1) in Site B is proposed to increase from 46,605m² to approximately 53,775m², equivalent to an increase in DPR from 6.5 to 7.5 (see **Table 2-1**). The total GFA for Sub-area (1) remains at 64,530m² (PR = 9.0). The development parameters of Sub-area (2) of Site B remain the same as the under the previously endorsed DSP.

Comparison between the Approved DSP and Current S.16 Application Proposal (Site B)

- 2.2.4 A comparison between the development parameters of the approved DSP and that of the S.16 Application is provided in **Table 2-1** below.

2.3 Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2

- 2.3.1 It should be noted that there is an ongoing project by the Drainage Services Department (DSD) called the Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2 (PWP No. 4389DS)¹, which covers a large area of Kowloon.
- 2.3.2 Considering that the planned completion date of the DSD's project is in **early 2027**, according to the implementation programme provided by the URA, the construction works of the Proposed Development will commence after the completion of the DSD's Project PWP No. 4389DS. As a result, the sewer works of the URA's Scheme will not interface with the DSD's project.
- 2.3.3 During the detailed design stage, DSD will be consulted and the proposed sewerage system of the Proposed Development will be reviewed based on the latest drainage layout.

¹ PWP No. 4389DS - Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2
https://www.dsd.gov.hk/EN/Our_Projects/All_Projects/4389DS.html

Table 3-10 Proportion of Peak Flow to Full Capacity (Proposed New Sewers)

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PP-A01	FTMH-A01	FMH-01	120.4	55.3	46%
PP-A04	FTMH-A04	FMH4084221	56.4	0.7	1%
PP-A05	FTMH-A05	FMH4018214	56.4	0.7	1%
PP-B01	FTMH-B01	FMH4017915	256.4	145.5	57%
PP01	FMH4017916	FMH4018199	1137.9	642.8	56%
PP02	FMH4018197	FMH-01	1146.3	647.6	56%
PP03	FMH-01	FMH4017920	1146.7	661.8	58%
PP04	FMH4017920	FMH-02	1151.2	661.8	57%
PP05	FMH-02	FMH-03	1421.8	661.8	47%
PP06	FMH-03	FMH4017922	1461.3	661.8	45%
PP07	FMH4018194	FMH-04	42.3	14.7	35%
PP08	FMH-04	FMH-05	26.7	14.7	55%
PP09	FMH-05	FMH-06	23.6	14.7	62%
PP10	FMH-06	FMH-07	23.6	14.7	62%
PP11	FMH-07	FMH-01	92.3	14.7	16%

[1] The proposed new pipes will be either PE pipes or precast concrete pipes with PVC or equivalent lining.

Table 3-11 Proportion of Peak Flow to Full Capacity (Proposed Upgrading)

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01	FMH4017914	FMH4017915	877.7	497.2	57%
PS02	FMH4017915	FMH4017916	1065.3	642.8	60%
PS03	FMH4018199	FMH4018200	1234.9	642.8	52%
PS04	FMH4018200	FMH4018197	1153.7	647.6	56%
PS05	FMH4018202	FMH4018200	89.5	7.8	9%
PS06	FMH4017922	FMH4017923	1414.5	661.8	47%
PS15	FMH4079142	FMH4079141	19.2	14.7	77%
PS16	FMH4079141	FMH4079140	17.6	14.7	83%
PS17	FMH4079140	FMH4018194	18.9	14.7	78%

[1] The proposed upgrades pipes will be either PE pipes or precast concrete pipes with PVC or equivalent lining.

3.4.19 The necessity and arrangement of temporary sewer diversion will be subject to detailed design. By implementing appropriate works sequencing and temporary sewer diversion measures in the implementation stage, it is anticipated that any potential sewerage impact during the sewerage works can be effectively mitigated.

3.4.20 The detailed connection arrangements, responsibilities for the investigation, design, construction, repair and maintenance of the proposed new manholes/sewers and the upgrading works will be discussed among URA/its joint venture partners/its assignees and relevant Government departments in detailed design stage.

Appendix 6

**Replacement pages of the
Drainage Impact Assessment**

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

Pipe Section	Upstream Manhole	Downstream Manhole	Diameter (m)	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PP-A01	STMH-A01	to Nullah	0.500	588.1	290.0	49%
PP-A02	STMH-A02	SMH4020522	0.225	72.2	25.5	35%
PP-A03	STMH-A03	SMH4020520	0.225	72.2	11.8	16%
PP-A04	STMH-A04	SMH4098783	0.225	72.2	22.0	30%
PP-A05	STMH-A05	SMH4020531	0.225	72.2	23.7	33%
PP-B01	STMH-B01	to Nullah	0.900	2735.8	1901.7	70%
PP-D01	SMH4020120	SMH-D01	1.700	3998.0	2684.3	67%
PP-D02 [2]	SMH-D01	SMH4020576	1.700	4192.4	2871.1	68%
PP-D03	SMH4020139	SMH-D01	0.400	275.2	124.9	45%

Note:

[1] The calculation is detailed in **Appendix 3-2**.[2] New pipe PP-D02 is not required under Alternative Scenario as illustrated in **Section 3.5**.

[3] Unless specified, the proposed pipes will be either PE pipes or precast concrete pipes with PVC or equivalent lining.

Table 3-8 Proportion of Peak Flow to Full Capacity (Proposed Upgrades)

Pipe Section	Upstream Manhole	Downstream Manhole	Diameter (m)	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01	SMH4020140	SMH4093500	0.300	269.8	124.9	46%
PS02	SMH4093500	SMH4020139	0.300	212.2	124.9	59%
PS03 [3]	SMH4020576	SMH4059700	1.700	4522.0	3307.6	73%
PS04 [3]	SMH4059700	SMH4020571	1.700	4522.0	3307.6	73%
PS05 [3]	SMH4020571	SMH4020572	1.700	4522.0	3307.6	73%
PS06 [3]	SMH4020572	SMH4020585	1.700	4522.0	3307.6	73%
PS07 [3]	SMH4020585	SMH4059701	1.700	4522.0	3307.6	73%
PS08 [3]	SMH4059701	SMH4059702	1.700	4522.0	3307.6	73%
PS09 [1]	SMH4059702	to Nullah	0.750	4605.4	3307.6	72%

Note:

[1] PS09 consist of 4 pipes

[2] The calculation is detailed in **Appendix 3-2**.[3] Upgrade is not required for PS03 – PS08 under Alternative Scenario as illustrated in **Section 3.5**.

[4] Unless specified, the proposed upgrades pipes will be either PE pipes or precast concrete pipes with PVC or equivalent lining.

3.5 Review of Sea Level at the End of 21st Century

3.5.1 The stormwater from the Proposed Development of the Scheme, as well as the stormwater from the catchment to be diverted (Catchment B3), will be either directly or indirectly discharged to the decked nullah. Although the Scheme is more than 1km away from the outlet of the decked nullah located at New Yau Ma Tei Typhoon Shelter, the tide could potentially affect the water level in the decked nullah and the stormwater discharge of the Proposed Development and the planned diversion.

3.5.2 According to Tables 8 and 9 of SDM Corrigendum No. 1/2022, the Design Extreme Sea Levels and Mean Higher High Water (MHHW) Levels with a 50-year return period at North Point / Quarry Bay (from 1954 to 2019) are 3.66 mPD and 2.01 mPD, respectively.

3.5.3 With consideration of climate change, the extreme sea level with a 50-year return period at the end of the 21st century may reach 4.51 mPD ($= 3.66 + 0.47 + 0.14 + 0.24$) under extreme storm surge events, while the MHHW Level will be 2.86 mPD ($= 2.01 + 0.47 + 0.14 + 0.24$), according to Tables 29, 30b and 31 of the SDM Corrigendum.

3.5.4 Considering that the Proposed Development and Catchment B3 are located on ground of at least 6.0 mPD, the extreme sea level of the 21st century is not expected to reach the ground level of the Scheme and Catchment B3. Therefore, flooding and/or backwater effects during extreme storm surge are not anticipated. The use of a one-way valve at the discharge pipe is proposed to further reduce the chance of potential backwater.

3.6 Potential Alternative Scenario

3.6.1 As stated in **Section 3.4.2**, the existing 975mm stormwater pipes along Sai Yee Street between the public existing stormwater manholes SMH4020120 to SMH4020145 along Sai Yee Street (**Figure 3-2**) are planned for removal due to the potential underground pedestrian connection between Site A1 and Site B.

3.6.2 As the alignment and design of the potential underground pedestrian connection is subject to detailed design, if the affected area of the underground pedestrian connection is limited to a certain elevation, e.g.: 1mPD or lower, it is possible that the existing 975mm stormwater pipes along Sai Yee Street (between SMH4020120 to SMH4020145) can be kept and the diversion of the stormwater pipe along Playing Field Road (between SMH4020120 & SMH4020576) is no longer required.

3.6.3 In this case, the stormwater of the Catchment B3 can be diverted to SMH4020120 as illustrated in **Figure 3-4**. The proposed new pipe PP-D02 and the upgrade of PS03 - PS08 (in **Figures 3-3b & 3-3c**) are no longer required as those pipes are not affected by the Scheme. However, the modification of PS09 shall still be required to leave a sufficient room for the potential sewer above PS09 as stated in **Section 3.4.17**. The potential diversion route of the potential alternative scenario is illustrated in **Figure 3-4**.

4 CONCLUSION

- 4.1.1 This Drainage Impact Assessment has been undertaken to assess the potential drainage impact of the Proposed Development and to serve as a supporting document for the S.16 Application to the TPB for consideration.
- 4.1.2 The stormwater discharge from Site A1 is proposed to be connected to the decked nullah through the proposed pipe PP-A01, which has a diameter of 500mm and a slope of 1:50.
- 4.1.3 The stormwater discharge from Sites A2, A3, A4, and A5 is proposed to be connected to nearby public stormwater manholes through the proposed pipes PP-A02, PP-A03, PP-A04, and PP-A05, respectively. These pipes have a diameter of 225mm and a slope of 1:50.
- 4.1.4 The stormwater discharge from Site B is proposed to be connected to the decked nullah through the proposed pipes PP-B01, which has a diameter of 900mm and a slope of 1:50.
- 4.1.5 There are three proposed new stormwater pipes (PP-D01 to PP-D03) for the purpose of stormwater diversion. PP-D01 and PP-D02 are 1700mm pipes designed to divert stormwater from Sai Yee Street to Fa Yuen Street. PP-D03 is a 400mm pipe intended to divert stormwater from the existing developments to the north of Site A1.
- 4.1.6 There are nine pipes (PS01 to PS09) proposed to be upgraded and/or modified. The slope of PS01 and PS02 is proposed to be reversed to change the flow direction. PS03 to PS07 are planned for upgrading from 900mm pipes to 1700mm pipes with revised invert levels to accommodate the increased stormwater flow. PS08 is proposed to upgrade from twin 700mm pipes to a single 1700mm pipe; while PS09 is proposed to upgrade from twin 700mm pipes to four 750mm pipes with revised invert levels to cater for the increased stormwater flow.
- 4.1.7 The extreme sea level of 21st century is not expected to reach the ground level of the Proposed Development. Therefore, flooding and/or backwater effect during extreme storm surge is not anticipated. The use of one-way valve at the discharge pipe is proposed to further reduce the chance of potential backwater.
- 4.1.8 With the proposed new pipes and upgrades, the downstream pipes will be able to cater for the expected peak stormwater flow, thus no adverse drainage impact arising from the Proposed Development with the minor relaxation of domestic GFA in Site B under the S.16 Application is anticipated.
- 4.1.9 It should be noted that the designs of the potential underground pedestrian connection is subject to detailed design. If the affected area of the underground pedestrian connection is limited to a certain elevation, it is possible that the existing 975mm stormwater pipes along Sai Yee Street can be kept and the diversion of the stormwater pipe at manhole SMH4020120 is no longer required. In this case, the stormwater of the Catchment B3 can be diverted to SMH4020120 with a much smaller pipe. The proposed new pipe PP-D-02 and the upgrade of PS03 - PS08 (**Figures 3-3b & 3-3c**) are also no longer required as they are not affected by the Scheme. However, the modification of PS09 shall still be required to leave a sufficient room for the potential sewer above PS09. Under this alternative scenario, there is also no adverse impact arising from the Proposed Development anticipated.
- 4.1.10 During the detailed design stage, a comprehensive site survey will be conducted to ascertain the site conditions and layout. An appropriate drainage proposal will be developed, subject to further liaison with the relevant government departments.