

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDNANCE**

**APPLICATION NO. A/K1/267**

<b><u>Applicant</u></b>	:	Leisure and Cultural Services Department (LCSD) represented by KJL Limited
<b><u>Site</u></b>	:	2 Science Museum Road and 100 Chatham Road South, Tsim Sha Tsui, Kowloon
<b><u>Site Area</u></b>	:	About 28,354m <sup>2</sup>
<b><u>Land Status</u></b>	:	Government Land (GL)
<b><u>Plan</u></b>	:	Approved Tsim Sha Tsui (TST) Outline Zoning Plan (OZP) No. S/K1/28
<b><u>Zonings</u></b>	:	“Other Specified Uses” annotated “Museums” (“OU(Museums)”) (about 97.95%) [(i) maximum building height (BH) of 30 metres above Principal Datum (mPD); (ii) maximum site coverage (SC) of 60%; and (iii) minimum building setback of 7m from site boundary abutting Chatham Road South]  Area shown as ‘Road’ (about 2.05%)
<b><u>Application</u></b>	:	Proposed Minor Relaxation of BH and SC Restrictions for permitted ‘Museums’ use

**1. The Proposal**

- 1.1 The applicant seeks planning permission for proposed minor relaxation of BH and SC restrictions from 30mPD to 38mPD (+8m or +26.7%) and 60% to 71.9% (+11.9 or +19.8%) respectively for permitted “Museum” use to facilitate the expansion of Hong Kong Science Museum (HKScM) and Hong Kong Museum of History (HKMH) at the application site (the Site). The Site falls primarily within an area zoned “OU(Museums)”<sup>1</sup> on the approved TST OZP No. S/K1/28 (**Plan A-1**). According to the Notes of the OZP for “OU(Museums)” zone,

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<sup>1</sup> The Site also includes a minor portion (about 579m<sup>2</sup> or 2.05%) slightly encroaching onto the adjacent area shown as ‘Road’ on the OZP, which can be considered as minor boundary adjustment.

developments are subject to maximum BH restriction of 30mPD, maximum SC restriction of 60% and minimum building setback of 7m from site boundary abutting Chatham Road South. Minor relaxation of the BH and SC restrictions may be considered by the Town Planning Board (the Board) under section 16 of the Town Planning Ordinance.

- 1.2 According to the indicative scheme (**Drawing A-1**), three new annex buildings are proposed at the eastern corner (i.e. Annex 1) and south-western portion of the Site (i.e. Annexes 2A and 2B) to make use of the existing open-air car park and hard-paved open area respectively for better site utilisation. The proposed BHs will be ranged from 36.25mPD to 38mPD (at main roof) and an additional GFA of 33,280m<sup>2</sup> will be provided. The overall SC of the Site will increase from about 56% to 71.9% upon completion of the development. A building separation of about 10m will be provided between Annexes 2A and 2B (**Drawing A-20**). The proposed annex buildings consists of museum galleries, education facilities and other museum supporting facilities (i.e. offices, workshops, storage areas and a café) (**Drawings A-2 to A-10**).
- 1.3 The proposed landscape features include a new landscaped plaza on G/F (**Drawing A-11**), a reconfigured landscaped central courtyard on 1/F (**Drawing A-12**), a public roof garden on Annex 1 and green roofs of Annexes 2A and 2B (**Drawing A-13**). According to the applicant, the overall public open space (POS) provision within the Site will be increased from 10,070m<sup>2</sup> to 10,100m<sup>2</sup> (+30m<sup>2</sup>). Meanwhile, a minimum 30% of greening ratio (including 15% at-grade greenery areas) will also be provided within the Site upon the completion of the development. The existing 7m landscaped setback from site boundary abutting Chatham Road South will not be affected by the proposal (**Drawing A-1**).
- 1.4 As revealed by the tree survey, there are 132 trees within the Site without rare tree species or old and valuable tree (OVT) (Appendix II of SPS at **Appendix Ia**). Whilst 66 trees in poor condition/without high amenity value are proposed to be felled, 66 new trees will be planted within the Site, which represents a compensatory tree planting ratio of 1:1 in quantity.
- 1.5 Two new entrances are proposed at G/F of Annex 1 abutting the junction of (J/O) Granville Road and Science Museum Road, and G/F of Annex 2A providing direct access to the central courtyard and the entrance lobby of HKScM and HKMH on 1/F via internal staircase/escalators (**Drawings A-4 and Plan A-4**). The Site is also connected to the existing footbridge system crossing Granville Road and Chatham Road South via the pedestrian access extended from the central courtyard on 1/F, Annexes 2A and 2B and a new link bridge (**Drawing A-5 and Plan A-5**). To improve pedestrian connection to the TST East area, three new at-grade pedestrian crossings are proposed along Granville Road (**Drawing A-4 and Plan A-4**).
- 1.6 Vehicular ingress/egress points with coach drop off area are proposed along Granville Road and Science Museum Road (**Drawing A-4**). A total of 40 parking spaces, 2 loading/unloading (L/UL) bays and 6 coach drop off spaces will be

provided on B1/F and G/F of the proposed annex buildings (**Drawings A-3 and A-4**).

- 1.7 The block plan, floor plans, section plan, landscape plans, open space plans, photomontages and artist's impressions submitted by the applicant are shown in **Drawings A-1 to A-19**. The major development parameters and main floor uses of the proposed annex buildings, and the existing HKScM and HKHM are summarised as follows:

	Proposed Annex Buildings Major Development Parameters			Existing HKScM and HKHM Major Development Parameters of
	Annex 1	Annex 2A	Annex 2B	
GFA (about)	9,496m <sup>2</sup> #	23,784m <sup>2</sup> #		33,158m <sup>2</sup>
No. of storey	5 (above 2 basement levels)	5 (above 2 basement levels)	5 (above 2 basement levels)	4 (no basement)
Max BH (mPD) (main roof)	37.7mPD	38mPD	36.25mPD	28.4mPD
Max Floor to Floor Height (about)	8.25m	7.8m	6.5m	5.7m – 5.9m
Parking Space	40 spaces#			16 parking spaces and 8 coach Drop-off
L/UL Bay	2 bays#			
Coach Drop-off	6 spaces#			
	Proposed Main Floor Uses#			Existing HKScM and HKHM Main Floor Uses
B2/F – B1/F	<ul style="list-style-type: none"><li>• Parking facilities</li><li>• Office</li><li>• Storage</li></ul>	<ul style="list-style-type: none"><li>• Education facilities</li><li>• Office</li><li>• Storage</li></ul>		-
G/F	<ul style="list-style-type: none"><li>• Drop-off area</li></ul>	<ul style="list-style-type: none"><li>• Workshop</li><li>• Café</li><li>• L/UL bay</li></ul>	<ul style="list-style-type: none"><li>• Education facilities</li></ul>	<ul style="list-style-type: none"><li>• Museum gallery</li></ul>
1/F – 3/F	<ul style="list-style-type: none"><li>• Museum gallery</li><li>• Education facilities</li><li>• Storage</li></ul>	<ul style="list-style-type: none"><li>• Museum gallery</li><li>• Office</li><li>• Storage</li></ul>	<ul style="list-style-type: none"><li>• Museum gallery</li></ul>	<ul style="list-style-type: none"><li>• Museum gallery</li><li>• Office</li><li>• Central courtyard</li><li>• Entrance lobby</li></ul>
4/F	<ul style="list-style-type: none"><li>• Museum gallery</li></ul>	<ul style="list-style-type: none"><li>• Office</li></ul>	<ul style="list-style-type: none"><li>• Museum gallery</li></ul>	-
R/F	<ul style="list-style-type: none"><li>• Landscape Garden</li></ul>	-	-	-

# Subject to further refinement at the detailed design stage.

1.8 A comparison of the overall development parameters of the Site between the existing condition and the proposed scheme is summarised as follows:

Development Parameters	Existing (a)	Proposed Scheme with New Annexes (b)	Difference (b) - (a)
Site Area	28,050m <sup>2</sup>	28,354m <sup>2</sup>	+304m <sup>2</sup> (+1.08%)
Total GFA	33,158m <sup>2</sup>	66,438m <sup>2</sup>	+33,280m <sup>2</sup> (+100.37%)
Plot Ratio	1.18	2.34	+1.16 (+98.31%)
Max BH (mPD) (main roof)	28.4mPD	38mPD	+9.6m (+33.8%)
Max No. of storeys	4 storeys (no basement)	5 storeys (above 2 basement levels)	+1 storey (+25%) (above ground)
Floor to Floor Height (about)	5.7m to 5.9m	3.7m to 8.25m	+2.35m (max.) (+39.83%)
SC	56%	71.9%	+15.9 (+28.39%)
Open Space	10,070m <sup>2</sup>	10,100m <sup>2</sup>	+30m <sup>2</sup> (+0.29%)

1.9 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 11.8.2022 **(Appendix I)**
- (b) Supplementary Planning Statement (SPS) with technical assessments **(Appendix Ia)**
- (c) Further Information (FI) received on 22.11.2022\* **(Appendix Ib)**
- (d) FI received on 6.1.2023\* **(Appendix Ic)**

Remarks: <sup>@</sup> accepted but not exempted from publication and recounting requirements

\* accepted and exempted from publication and recounting requirements

## 2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in **Appendices I to Ic**. They can be summarised as follows:

- (a) As announced in 2018 Policy Address, the Government planned to expand the HKScM and HKMH to support the development of museums, expand the audience base and further promote science, technology, engineering and mathematics (STEM) education, history, arts and culture. Meanwhile, the Financial Secretary has also set aside \$20 billion for improving and development of cultural facilities in the 2018-19 budget and the expansion of HKScM and HKMH is included in the project list. The proposed expansion is in line with Government's policy to enhance education and awareness of science and history of the public.
- (b) The proposed expansion is designed to meet the world-class museum standard in terms of span, height, climate control, etc., which would result in higher demand on headroom and spatial requirement. There is a need for minor relaxation of BH and SC restrictions to meet the demand on the spatial requirement of international museum standard and to improve the quality of exhibition and education facilities.

- (c) The iconic circular building form of Annex 2B will create visual prominence and interest to the townscape (**Drawing A-19**). The proposed building separation between Annexes 2A and 2B will enhance air ventilation and visual permeability, and help breaking down the building mass (**Drawing A-20**). The innovative-designed façade will improve streetscape and street vibrancy (**Drawings A-18 and A-19**). The museum complex will become a local cultural icon and tourist destination upon completion of the expansion project.
- (d) The landscape design aims to provide a quality and vibrant open space that would enhance public realm and museum-going experience. The existing 7m landscaped setback area along Chatham Road South will be maintained (**Drawing A-1**). Landscape features such as landscaped plaza, central courtyard and rooftop landscaped garden will be provided for public enjoyment (**Drawings A-11 to A-13**). There will be no loss in POS provision arising from the proposal.
- (e) A new entrance is proposed on G/F of Annex 2A to improve the accessibility and enhance the arrival experience (**Drawing A-4 and Plan A-4**). In addition, the proposed set of escalators at G/F of Annex 1 abutting the J/O Granville Road and Science Museum Road would provide easy access for visitors. The new pedestrian crossings along Granville Road will provide safe access for visitors from TST East area.
- (f) The proposed redevelopment is in line with the planning intention of “OU(Museums)” zone and meets the criteria for consideration of BH relaxation set out in Explanatory Statement (ES) of the OZP (see paragraph 8.2 below). As demonstrated by various technical assessments, the proposed redevelopment will not generate adverse impacts on traffic, environmental, visual, air ventilation, landscape, geotechnical, sewerage and drainage aspects.

### **3. Compliance with the “Owner’s Consent/Notification” Requirements**

As the Site involves GL only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) is not applicable.

### **4. Background**

- 4.1 The Site was rezoned from “Open Space” (“O”) and “Government, Institution or Community” (“G/IC”) uses to “OU(Museums)” on the TST OZP No. S/K1/2 (gazetted on 21.3.1986) with the intention to develop new museums with the provision of open space at the Site. The HKScM and HKMH were completed and opened for public use in 1991 and 1998 respectively.
- 4.2 On 25.4.2008, the draft TST OZP No. S/K1/23 was gazetted. Development restrictions including maximum BH of 30mPD, maximum SC of 60% and

minimum building setback of 7m from site boundary abutting Chatham Road South were imposed to the “OU(Museums)” zone on the OZP to reflect the as-built conditions of the completed HKScM and HKMH.

## **5. Previous Applications**

According to the Notes of the previous OZPs before 2008, any developments falling within the “OU(Museums)” zone required planning permission from the Board. The Site is the subject of two previous applications (Nos. A/K1/49 and A/K1/78) submitted by the then Director of Urban Services for the same use (**Plan A-1**) for the development of the existing HKScM and HKHM respectively. Both applications were approved with conditions by the Committee on 14.8.1987 and 19.5.1995 respectively on the consideration that the proposal was not incompatible with existing buildings in the vicinity; there was no significant visual impact to the surrounding areas; and the relevant Government departments had no adverse comment.

## **6. Similar Application**

There is no similar application within the OZP.

## **7. The Site and its Surrounding Areas (Plans A-1 to A-9)**

7.1 The Site is:

- (a) bounded by Science Museum Road, Chatham Road South, Granville Road and Cheong Wan Road. A setback of minimum 7m from site boundary abutting Chatham Road South is provided;
- (b) currently occupied by HKScM and HKMH (with a BH of 28.3mPD) with a central courtyard on 1/F, and lower plaza and vehicular drop off area on G/F; and
- (c) connected to the footbridge across Granville Road and Chatham Road South through a pedestrian connection extended from the central courtyard on 1/F at the southern tip of the Site (**Plans A-8 and A-9**).

7.2 The surrounding areas have the following characteristics:

- (a) to the north and northeast across Cheong Wan Road and Chatham Road South are the Gun Club Hill Barracks and Main Campus of Hong Kong Polytechnic University (PolyU);
- (b) to the east, south and southeast are mainly commercial developments with BHs ranging from about 49mPD to 97mPD (i.e. Concordia Plaza, Harbour Crystal Centre, East Ocean Centre and Energy Plaza) and the Urban Council Centenary Garden (**Plan A-2**);

- (c) to the west across Chatham Road South is the St. Mary Canossian College, Rosary Church and medium/high-rise commercial developments with BHs ranging from about 53.5mPD to 69mPD (**Plan A-2**); and
- (d) well-served by various modes of public transport. The Cross Harbour Tunnel bus interchange and MTR Hung Hom Station are located about 315m to the northeast of the Site (**Plans A-1 and A-4**).

## **8. Planning Intention**

- 8.1 The “OU(Museums)” zone is primarily intended to provide/reserve land for museum use.
- 8.2 A minor relaxation clause in respect of the BH restriction is incorporated into the Notes of the OZP to provide incentive for developments/redevelopments with design merits/planning gains. Each application for minor relaxation of BH restrictions will be considered on its own merits and the relevant criteria for consideration of such relaxation as stated in paragraph 7.5 of the ES of the OZP are as follows:
  - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
  - (c) providing better streetscape/good quality street level space;
  - (d) providing separation between buildings to enhance air ventilation and visual permeability;
  - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the OZP; and
  - (f) other factors, such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

## **9. Comments from the Relevant Government Departments**

- 9.1 The following Government departments have been consulted and their views on the application are summarised as follows:

### **Land Administration**

9.1.1 Comments of the District Lands Officer/Kowloon West, LandsD (DLO/KW, LandsD):

- (a) no objection to the application; and
- (b) the Site falls mainly within the site allocated to LCSD under permanent government land allocation (GLA-K 265) with minor portion falling on unleased and unallocated government land under the purview of Transport Department (TD) and Highways Department (HyD). It is presumed that that the project proponent, LCSD, would liaise with TD and HyD on any interface issues and the future maintenance and management arrangement.

### **Traffic**

9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) no in-principle objection from traffic engineering viewpoint subject to the incorporation of the following approval condition:  
  
the implementation of traffic management control measure(s) and/or restriction on access arrangement and/or tree transplantation to facilitate the local traffic improvement proposal as proposed by the applicant to the satisfaction of C for T or of the Board;
- (b) the applicant shall ensure the feasibility of vehicle manoeuvring to/from the development at the vehicular access, and that no reverse movement from/onto the public road is needed. TD reserves the right to comment on the layout in later stage of the project;
- (c) the applicant shall implement the proposed arrangements for the ingress and egress of the loading bay at the forecourt, and L/UL area of lorry parking;
- (d) the applicant shall carry out tree transplantation to facilitate the proposed local traffic improvement proposal for junction of Chatham Road South/Cheong Wan Road/Austin Road; and
- (e) the applicant shall carry out Road Safety Audit shall be carried out for the proposed works in accordance with Transport Planning and Design Manual Volume 5 Chapter 7.

## **Environment**

### 9.1.3 Comments of the Director of Environmental Protection (DEP):

- (a) insurmountable environmental impact associated with the proposed development is not anticipated and she has no in-principle objection to the application;
- (b) the following approval conditions should be imposed should the Board decide to approve the application:
  - (i) the submission of a revised Sewerage Impact Assessment (SIA) to the satisfaction of DEP or of the Board; and
  - (ii) the implementation of the local sewerage upgrading/sewerage connection works identified in the revised SIA in planning condition above to the satisfaction of the Director of Drainage Services or of the Board; and
- (c) other detailed comments are set out in **Appendix II**.

## **Urban Design, Air Ventilation and Landscape**

### 9.1.4 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

#### **Urban Design and Visual**

- (a) the number of storey of the proposed blocks (5-storey) is similar to the existing museum complex (4-storey), and the requirement of additional BH seems to be arising from the relatively high floor-to-floor height adopted for the museum facilities. Given the context and as illustrated in the Visual Impact Assessment (VIA), the proposed development with a BH of about 38mPD would unlikely induce significant adverse effects on the visual character of the surrounding townscape;
- (b) the 7m-wide setback along Chatham Road South as required under the OZP will be maintained, and the tree avenue along Chatham Road South as well as the landscape buffer at the road junction of Granville Road and Chatham Road South have generally been retained. POS of about 10,100m<sup>2</sup> is provided within the subject site. Annex 2 will create a new public lobby at G/F, together with the transformation of the existing roundabout into a plaza, becoming the main entrance to the museum complex. It is also connected with the existing footbridge to the south of the Site at 1/F, providing connection to the 1/F central courtyard. Annex 1 will create a new entrance along Granville Road connecting to the 1/F central courtyard. As illustrated in the artist's impressions, Annexes 1 and

2B would address the corners of the Site with their iconic architectural design, which may add a unique character to the museum complex. Green roofs are provided atop all three blocks, while a publicly accessible rooftop garden is provided at Annex 1. Landscape treatments in the form of trees and planting areas are provided at all floors of the proposed development except for the 3/F. The above design measures may strengthen pedestrian connectivity and a sense of place, as well as promote pedestrian comfort and visual interest;

#### Air Ventilation

- (c) an AVA has been carried out to compare the pedestrian wind environment in the surroundings of the proposed scheme with that in the baseline scheme (i.e. existing condition);
- (d) the proposed scheme includes a 10m to 16m building separation between the Annexes 2A and 2B and round façade design and elevated tower at 1/F of Annex 2B to alleviate the potential impact due to the development. The proposed scheme can maintain a 7m setback from Chatham Road South as set out in the ES of the OZP;
- (e) with the proposed wind enhancement features, the simulation results show that under both annual and summer conditions, the overall performances of the pedestrian wind environment in the surrounding areas and immediate vicinity of the Site for both baseline scheme and proposed scheme are generally comparable;

#### Landscape

- (f) the Site is situated in an area of urban landscape character predominated by a mix of commercial and industrial-office development, Government, institution and community (GIC) facilities and open space, etc. The Site is currently occupied by two existing museums with existing landscape resource. Existing road-side trees outside the Site are observed. The proposed development is not incompatible with the surrounding environment. Hence, she has no objection to the application from landscape planning perspective;
- (g) with reference to the submitted landscape design proposal (LDP) (Appendix II of **Appendix Ia**), 132 existing trees are identified within the Site. 56 trees are purposed to be retained, 10 trees are purposed to be transplanted, and 66 trees are proposed to be felled. According to the applicant, 66 new trees are proposed within the Site to mitigate the landscape impact. No rare or protected tree species or OVTs are found within the Site. Landscape provisions such as tree planting and planters are proposed on G/F, multi-functional central courtyard on 1/F, inaccessible green roof and

accessible roof garden on R/F. The proposed coverage of greenery with minimum 30% coverage of greenery including 15% at-grade greenery areas would be provided for the Site; and

- (h) other detailed comments are set out at **Appendix II**.

### **Fire Safety**

#### 9.1.5 Comments of the Director of Fire Services (D of FS):

- (a) no comment on the application; and
- (b) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. In addition, the arrangement of emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by the Buildings Department (BD).

### **Other**

#### 9.1.6 Comments of the Commissioner of Police (C of P):

- (a) no adverse comment on the application; and
- (b) the applicant should be reminded to arrange queuing space for parking within the parameter of the museum, so as to avoid stacking of vehicles along Chatham Road South and Granville Road.

#### 9.2 The following departments have no comment on/objection to the application:

- (a) Chief Engineer/Construction Division, Water Supplies Department (CE/C, WSD);
- (b) Chief Highway Engineer/Kowloon, Highways Department (CHE/K), HyD;
- (c) Director of Food and Environmental Hygiene;
- (d) District Officer (Yau Tsim Mong), Home Affairs Department
- (e) Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD);
- (f) Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD);
- (g) Head of Geotechnical Engineering Office, Civil Engineering and Development Department; and
- (h) Chief Building Surveyor/Kowloon, BD.

## **10. Public Comments Received During Statutory Publication Period**

During the statutory public inspection period, a total of seven public comments were received, including one supporting comment from an individual and six comments from TST Residents Concern Group, Management Office of New East Ocean Centre and two individuals expressing concerns/objecting to the application (**Appendix III**). The major grounds of public views are summarised as follows:

### *Supporting View (1)*

- (a) the proposed minor relaxation of BH and SC restrictions will facilitate the expansion of HKScM and HKMH;

### *Objecting Views/Concerns (6)*

- (b) the proposal will cause adverse impacts on traffic, pedestrian flow, visual and air ventilation aspects and creating a wall effect to the surroundings;
- (c) there are concerns on the loss of trees and reduction on open space provision. The existing green buffer along Chatham Road South should be retained. The pedestrian connection should be improved and barrier free crossing should be provided over Chatham Road South;
- (d) the expansion should be accommodated on the current footprint of the museum or the existing car park area at the J/O of Granville Road and Science Museum Road. The open area at the PolyU site is also suitable for the proposed expansion; and
- (e) there is lack of community consultation.

## **11. Planning Considerations and Assessments**

- 11.1 The applicant seek permission for the proposed minor relaxation of BH restriction from 30mPD to 38mPD (+8mPD or +26.7%) and SC restriction from 60% to 71.9% (+11.9 or +19.8%) for permitted 'Museums' use to facilitate the expansion of HKScM and HKMH at the Site. The proposed expansion of the existing museums is in line with the planning intention of the "OU(Museums)" zone, which is primarily intended to provide/reserve land for museum developments.

### *Planning and Design Merits*

- 11.2 According to the indicative scheme, the proposed three new annex buildings at the eastern corner (i.e. Annex 1) and south-western portion of the Site (i.e. Annexes 2A and 2B) have made use of the existing open-air car park and hard-paved open area respectively. The existing BH and SC restrictions under the OZP were imposed mainly to reflect the existing museum developments on the Site. The proposed on-site expansion with minor increase in BH and SC will enable better use of the valuable land resources and optimisation of development potential (**Drawing A-1**). The proposal will provide an additional 33,280m<sup>2</sup> GFA

for museum related education and exhibition purposes, which is in line with Government's policy initiatives to support the development of museums, expand the audience base and further promote STEM education, history, arts and culture. The proposal will also enhance cultural vibrancy of the TST East area by providing a wide variety of exhibitions, educational programmes, events and leisure spaces.

- 11.3 The Site is mainly surrounded by existing commercial developments with BHs ranging from about 49mPD to 97mPD to the east, south and west (**Plan A-2**). The number of storey (above ground) of the proposed annex buildings (5-storey) is similar to the existing museum complex (4-storey) (**Drawing A-10**) while the iconic architectural design of Annexes 1 and 2B may add unique character to the museum complex (**Drawings A-18 and A-19**). A building separation of about 10m between Annexes 2A and 2B will be provided to enhance visual permeability (**Drawing A-20**).
- 11.4 Landscape provisions include a new landscaped plaza on G/F (**Drawing A-11**), a reconfigured landscaped central courtyard (**Drawing A-12**), green roof of Annexes 2A and 2B, and a publicly accessible roof garden on Annex 1 (**Drawing A-13**). No rare or protected tree species or OVTs are found within the Site. 66 new trees are proposed within the Site to compensate 66 existing trees proposed to be felled which are in poor condition/without high amenity value. There will be no loss in POS provision arising from the proposed minor relaxation of SC restriction. Upon completion of the development, the POS provision within the Site will increase from 10,070m<sup>2</sup> to 10,100m<sup>2</sup> (+30m<sup>2</sup>) and minimum 30% green coverage (including 15% at-grade greenery areas) will be provided (**Drawings 11 and 13**). The 7m-wide landscaped setback along Chatham Road South and the landscape buffer at the J/O Granville Road and Chatham Road South will also be retained to maintain good quality streetscape (**Drawings A-1, A-4 and A-11**).
- 11.5 To enhance the overall pedestrian connectivity and accessibility between the museum complex and the surrounding neighbourhood, two new entrances are proposed at G/F of Annex 1 abutting J/O of Granville Road and Science Museum Road and G/F of Annex 2A, both of which will provide direct accesses to the central courtyard and the entrance lobby of HKScM and HKMH on 1/F (**Drawing A-4 and Plan A-4**). The Site is also connected to the existing footbridge system crossing Granville Road and Chatham Road South via the pedestrian access extended from the central courtyard on 1/F, Annexes 2A and 2B, and a new link footbridge link (**Drawing A-5 and Plan A-5**). Three at-grade pedestrian crossings are proposed along Granville Road to improve pedestrian connection to the TST East area (**Drawings A-4 and Plan A-4**).
- 11.6 Having reviewed the site context, and the submitted LDP and VIA, CTP/UD&L, PlanD has no objection to the application from landscape planning perspective, and considers that the proposed development is not incompatible with the surrounding developments and would unlikely induce significant adverse effects on the visual character of the surrounding townscape. The design measures as stated in paragraphs 11.3 to 11.5 above may strengthen pedestrian connectivity and a sense of place, as well as promote pedestrian comfort and visual interest.

CA/CMD2, ArchSD has no comment on the application from architectural and visual impact point of view.

#### Technical Aspects

- 11.7 CTP/UD&L of PlanD considers that significant adverse air ventilation impact on the overall pedestrian wind environment is not anticipated. The TIA submitted demonstrated that the proposed redevelopment will not cause adverse traffic impact to the surrounding areas. C for T has no adverse comment on the application subject to the incorporation of the approval condition as set out in paragraph 12.2(a) below.
- 11.8 The PER and SIA submitted have demonstrated that insurmountable environmental and sewerage impacts associated with the proposed development is not anticipated. In this regard, DEP has no objection to the application from the environmental and sewerage aspects subject to the imposition of the approval conditions as set out in paragraphs 12.2(b) and (c) below. Other relevant government departments consulted including D of FS, DSD, HyD, and WSD have no adverse comment on or no objection to the application.
- 11.9 Taken into account paragraphs 11.3 to 11.7 above, the approval of the application is in line with the criteria for consideration of BH relaxation under ES of the OZP as summarised in paragraph 8.2, i.e. provision of better streetscape and good quality street level space, provision of building separation to enhance air ventilation and visual permeability, and improvements to townscape and amenity of the locality.

#### Public Comments

- 11.10 Regarding the objections/concerns raised in the public comments, the planning assessments above and the departmental comments in paragraph 9 are relevant. In response to the suggestion of using the PolyU site for the proposed expansion, it should be noted that the site is zoned “G/IC” on the TST OZP (**Plan A-1**) planned for long term educational institution use. The proposal has made use of the existing open-air car park and open area within the Site for proposed on-site expansion, which enables more efficient use of land resource and optimises site utilisation.

### **12. Planning Department’s Views**

- 12.1 Based on the assessments made in paragraph 11 above, and having taken into account the public comments mentioned in paragraph 10, the Planning Department has no objection to the application.
- 12.2 Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 13.1.2027, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted

is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the implementation of traffic management control measure(s) and/or restriction on access arrangement and/or tree transplantation to facilitate the local traffic improvement proposal as proposed by the applicant to the satisfaction of the Commissioner for Transport or of the Town Planning Board.
- (b) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board; and
- (c) the implementation of the local sewerage upgrading/sewerage connection works identified in the revised Sewerage Impact Assessment in planning condition (b) above to the satisfaction of the Director of Drainage Services or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix IV**.

12.3 There is no strong reason to recommend rejection of the application.

**13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

**14. Attachments**

<b>Appendix I</b>	Application Form received on 11.8.2022
<b>Appendix Ia</b>	Supplementary Planning Statement with Technical Assessments
<b>Appendix Id</b>	FI received on 22.11.2022
<b>Appendix Ic</b>	FI received on 6.1.2023
<b>Appendix II</b>	Detailed Departmental Comments
<b>Appendix III</b>	Public Comments

<b>Appendix IV</b>	Recommended Advisory Clauses
<b>Drawing A-1</b>	Block Plan
<b>Drawings A-2 to A-9</b>	Floor Plans
<b>Drawing A-10</b>	Section Plan
<b>Drawings A-11 to A-13</b>	Landscape Proposal
<b>Drawings A-14 and A-15</b>	Open Space Plan
<b>Drawings A-16 and A-17</b>	Photomontages
<b>Drawings A-18 and A-19</b>	Artist's Impression
<b>Drawing A-20</b>	Proposed Building Separation
<b>Plan A-1</b>	Location Plan
<b>Plan A-2</b>	Site Plan
<b>Plan A-3</b>	Aerial Photo
<b>Plans A-4 and A-5</b>	Pedestrian Access Plans on G/F and 1/F
<b>Plans A-6 to A-9</b>	Site Photos

**PLANNING DEPARTMENT  
JANUARY 2023**