

圖例
NOTATION

ZONES — 地帶

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

COMMUNICATIONS — 交通

RAILWAY AND STATION (UNDERGROUND)	MTR STATION	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	MTR STATION	鐵路及車站（高架）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道

MISCELLANEOUS — 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	120	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	7.47	2.19	商業
RESIDENTIAL (GROUP A)	68.30	20.01	住宅（甲類）
RESIDENTIAL (GROUP B)	4.74	1.39	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	47.36	13.88	政府、機構或社區
OPEN SPACE	48.66	14.26	休憩用地
OTHER SPECIFIED USES	40.49	11.86	其他指定用途
GREEN BELT	52.63	15.42	綠化地帶
MAJOR ROAD ETC.	71.61	20.99	主要道路等
TOTAL PLANNING SCHEME AREA	341.26	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於２０２２年１２月６日 根據城市規劃條例第９（１）（ａ）條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 6 DECEMBER 2022

Ms Carmen KONG 江嘉敏女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

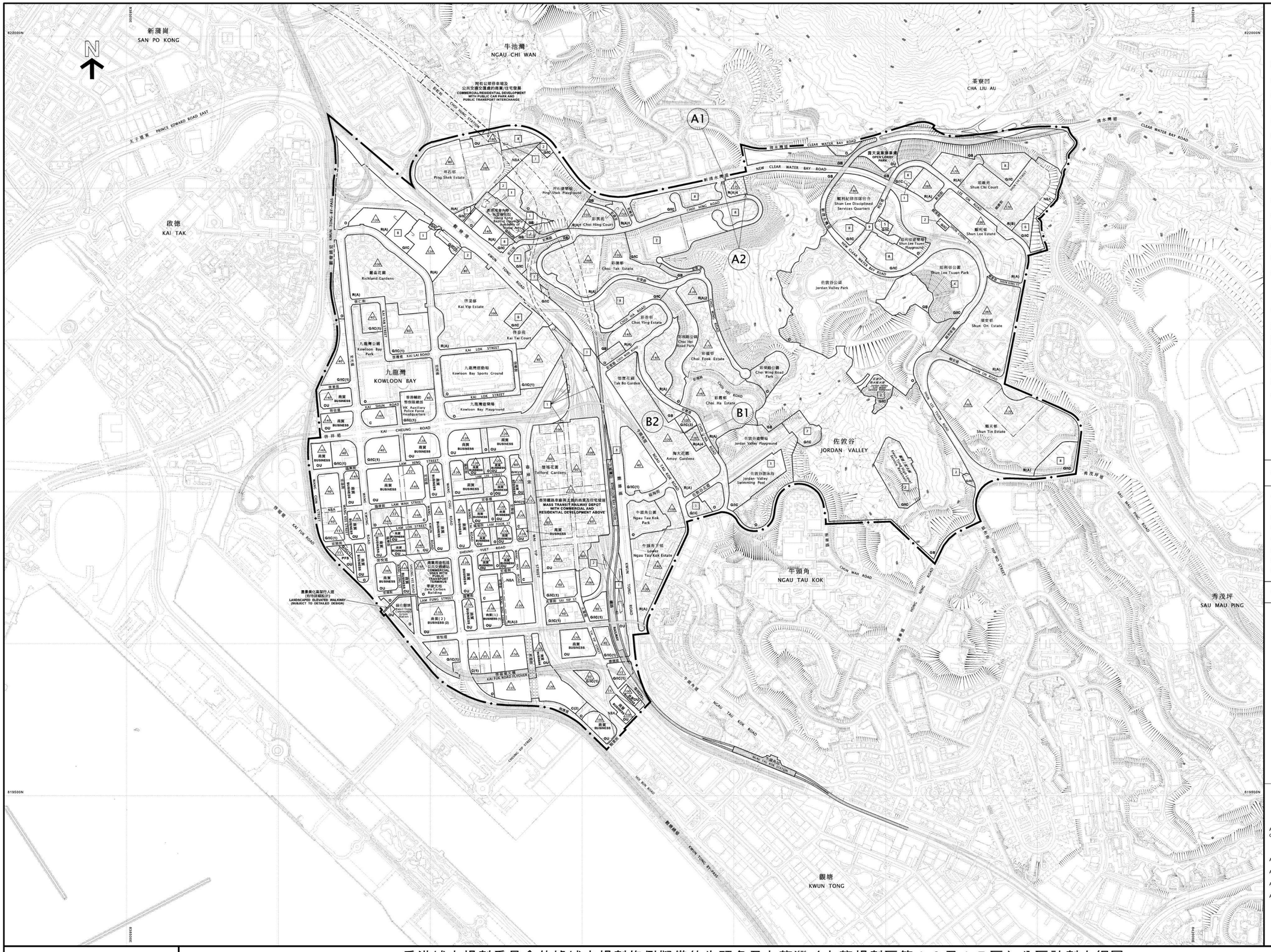
香港城市規劃委員會依據城市規劃條例擬備的牛頭角及九龍灣（九龍規劃區第１３及１７區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

※ METRES 100 0 200 400 600 800 METRES ※

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

圖則編號 PLAN No. S/K13/32



圖例
NOTATION

ZONES — 地帶

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

COMMUNICATIONS — 交通

RAILWAY AND STATION (UNDERGROUND)	MTR STATION	鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)	MTR STATION	鐵路及車站（高架）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道

MISCELLANEOUS — 其他

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	120	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	8	最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站
NON-BUILDING AREA	NBA	非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	7.47	2.19	商業
RESIDENTIAL (GROUP A)	69.00	20.22	住宅（甲類）
RESIDENTIAL (GROUP B)	4.74	1.39	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	46.66	13.67	政府、機構或社區
OPEN SPACE	48.66	14.26	休憩用地
OTHER SPECIFIED USES	40.49	11.86	其他指定用途
GREEN BELT	52.63	15.42	綠化地帶
MAJOR ROAD ETC.	71.61	20.99	主要道路等
TOTAL PLANNING SCHEME AREA	341.26	100.00	規劃範圍總面積

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

核准圖編號 S/K13/32 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K13/32

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條展示的修訂
AMENDMENT ITEM A1	修訂項目 A 1 項
AMENDMENT ITEM A2	修訂項目 A 2 項
AMENDMENT ITEM B1	修訂項目 B 1 項
AMENDMENT ITEM B2	修訂項目 B 2 項

（參看附表）
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的牛頭角及九龍灣（九龍規劃區第 1 3 及 1 7 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREAS No. 13 & 17 - NGAU TAU KOK & KOWLOON BAY - OUTLINE ZONING PLAN

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

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

圖則編號 PLAN No. **S/K13/32A**

KOWLOON PLANNING AREAS NO. 13 & 17

~~APPROVED~~ *DRAFT* NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/32*A*

(Being a~~n Approved~~ ***Draft*** Plan for the Purposes of the Town Planning Ordinance)

NOTES

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

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

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

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

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

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

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

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

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

(ii) after the publication of the first plan,

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

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

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

(5) Road junctions, alignment of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/public light bus stop or lay-by, cycle track, railway track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse and grave.

(8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and on-street vehicle park require permission from the Town Planning Board.

(9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREAS NO. 13 & 17

~~APPROVED~~ *DRAFT* NGAU TAU KOK AND KOWLOON BAY
OUTLINE ZONING PLAN NO. S/K13/32*A*

Schedule of Uses

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OTHER SPECIFIED USES	13
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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel (on land designated "Commercial (2)" only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Hospital Hotel (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Wholesale Trade

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

Remarks

(1) On land designated "Commercial", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(2) On land designated "Commercial (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 204,600m^2 and the maximum building height, in terms of mPD, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public transport interchange as required by the Government shall be provided. A public open space of not less than 6,300m^2, of which not less than 4,400m^2 is at-grade at the southeastern corner of the "Commercial (1)" zone abutting Cheung Yip Street and Kai Fuk Road Flyover, shall be provided.

(3) On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum GFA of 201,400m^2 and the maximum building height, in terms of mPD, as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater. A public open space of not less than 11,800m^2, of which not less than 8,400m^2 is at-grade at the northern portion of the "Commercial (2)" zone mainly underneath Kai Fuk Road Flyover, shall be provided.

(4) On land demarcated for a 16m-wide building gap from Lam Wah Street to Lam Lok Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

(5) In determining the relevant maximum plot ratio/GFA for the purposes of paragraphs (1) to (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, on land designated "Commercial (1)" and "Commercial (2)" may also be disregarded.

(6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/GFA for the building on land to which paragraphs (1) to (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/GFA specified in paragraphs (1) to (3) above may thereby be exceeded.

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

(8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "Residential (Group A)3" only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

(1) On land designated "Residential (Group A)" ("R(A)"), "R(A)2"***,*** ~~and~~ "R(A)3" ***and "R(A)4"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (~~9~~ ***8***) and/or (~~10~~ ***9***) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.

(2) For a non-domestic building to be erected on land designated "R(A)", "R(A)2" and "R(A)3", the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (~~9~~ ***8***) and/or (~~10~~ ***9***) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

(3) On land designated "R(A)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 6.0 and a maximum non-domestic plot ratio of 1.0, or the plot ratio of the existing building, whichever is the greater.

(4) For the purposes of paragraphs (1) and (3), no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable –

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

(ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (3) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.

~~(5) On land designated "R(A)2", an indoor recreation centre shall be provided.~~

~~(6)~~ ***(5)*** On land designated "R(A)", "R(A)1", "R(A)2"***,*** ~~and~~ "R(A)3" ***and "R(A)4"***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

~~(7)~~ ***(6)*** In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community (GIC) facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

~~(8)~~ ***(7)*** In determining the relevant maximum plot ratio for the purposes of paragraphs (1) to (3), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. On land designated "R(A)3" ***and "R(A)4"***, in determining the relevant maximum plot ratio, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

~~(9)~~ ***(8)*** Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1), (2)***,*** or (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) to (3) above may thereby be exceeded.

~~(10)~~ ***(9)*** Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1) to (3) and (~~6~~***5***) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~(11)~~ ***(10)*** Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Planning Intention

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

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area (GFA) of 89,800m^2 and the maximum building height in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) In determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

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

(4) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restriction as shown on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services (not elsewhere specified) Utility Installation for Private Project Zoo

Planning Intention

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

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

(2) On land designated "G/IC(2)", no addition, alteration and/or modification to an existing building shall result in a total development in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater. Any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Town Planning Board under section 16 of the Town Planning Ordinance.

(3) In determining the relevant maximum building height in terms of number of storeys for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.

(4) On land designated "G/IC(1)", a minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

(5) On land designated "G/IC(3)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 16,500m^2, a maximum non-domestic GFA of 4,125m^2 and the maximum building height, in terms of mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(6) In determining the maximum GFA for the purposes of paragraph (5) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions stated in paragraphs (1), (2) and (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(8) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

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

Remarks

(1) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

(2) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OTHER SPECIFIED USES

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

For "Business" only

Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Use (Police Reporting Centre, Post Office only)
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△])
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Religious Institution
Research, Design and Development Centre
School (excluding free-standing purpose-designed building and kindergarten)
Shop and Services
Training Centre
Utility Installation for Private Project
Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Non-polluting Industrial Use (not elsewhere specified)
Petrol Filling Station
School (not elsewhere specified)
Social Welfare Facility (excluding those involving residential care)
Vehicle Repair Workshop (on land designated "OU(Business)1" only)
Warehouse (excluding Dangerous Goods Godown)
Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Business" only (Cont'd)

Schedule II: for industrial or industrial-office building [@]

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Bus Depot
Cargo Handling and Forwarding Facility (not elsewhere specified)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods [△])
Office (excluding those involving direct provision of customer services or goods)
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Research, Design and Development Centre
Shop and Services (Motor Vehicle Showroom on ground floor, Service Trades only)
Utility Installation for Private Project
Vehicle Repair Workshop (on land designated "OU(Business)1" only)
Warehouse (excluding Dangerous Goods Godown)

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods[△], the following use is always permitted :

Office

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
~~Educational Institution (ground floor only)~~
Industrial Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
~~Place of Entertainment (ground floor only)~~
Place of Recreation, Sports or Culture (not elsewhere specified)
Private Club
~~Religious Institution (ground floor only)~~
Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)
~~Training Centre~~
Vehicle Repair Workshop (not elsewhere specified)
Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

△ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(2) A minimum of 3m-wide non-building area(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

(3) On land demarcated for a 15m-wide building gap from Lam Hing Street to Lam Wah Street as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.

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

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Remarks (Cont'd)

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

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the non-building area restrictions as shown on the Plan and stated in paragraph (2) above and the building gap restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Railway" only

Railway Mass Transit Railway Station	Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of land for the open-air railway, the Kowloon Bay Mass Transit Railway (MTR) Station and the associated facilities.

Remarks

(1) No new development except one-storey structure ancillary to the railway and MTR Station shall be permitted.

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

(3) In determining the relevant maximum number of storey(s) for the purposes of paragraphs (1) and (2) above, any basement floor(s) may be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Mass Transit Railway Depot with Commercial and Residential Development Above" only

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution (in free-standing purpose-designed building, in a commercial building or in the non-domestic part of a commercial/ residential building only)
Exhibition or Convention Hall
Flat
Government Use (not elsewhere specified)
Library
Mass Transit Railway Depot
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
Residential Institution
School (in free-standing purpose-designed school building, in a commercial building or in the non-domestic part of a commercial/residential building only)
Shop and Services (not elsewhere specified)
Social Welfare Facility
Utility Installation for Private Project
Broadcasting, Television and/or Film Studio
Educational Institution (not elsewhere specified)
Government Refuse Collection Point
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Recyclable Collection Centre
School (not elsewhere specified)
Shop and Services (Motor-vehicle Showroom only)

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mass Transit Railway Depot with Commercial and Residential Development Above" only (Cont'd)

Planning Intention

This zone is intended primarily for the provision of land for Mass Transit Railway depot together with commercial and residential development above.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 278,703m^2, a maximum non-domestic GFA of 177,031m^2 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the GFA and height of the existing building, whichever is the greater.

(2) A public transport terminus shall be provided.

(3) On land demarcated for 15m-wide (north-south) and 22m-wide (east-west) building gaps as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.

(4) In determining the relevant maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, may also be disregarded.

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

(6) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restrictions stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Commercial Uses with Public Transport Terminus" only

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre
Religious Institution
Research, Design and Development Centre
School
Shop and Services
Social Welfare Facility (excluding those involving residential care)
Training Centre
Utility Installation for Private Project

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Government Refuse Collection Point
Hospital
Hotel
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Wholesale Trade

Planning Intention

This zone is intended primarily for the provision of a commercial development with a public transport terminus.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Commercial Uses with Public Transport Terminus" only (Cont'd)

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0 and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.

(2) A public transport terminus comprising three bus bays and one green minibus bay shall be provided.

(3) On land demarcated for a 15m-wide building gap from Lam Lok Street to Sheung Yuet Road as shown on the Plan, no new development (except minor addition, alteration and/or modification not affecting the building height of the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction of 22mPD.

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

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

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

(7) Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Commercial/Residential Development with Public Car Park and Public Transport Interchange" only

Ambulance Depot
Flat
Government Use (not elsewhere specified)
House
Library
Market
Place of Recreation, Sports or Culture
Public Clinic
Public Transport Terminus or Station (excluding open-air terminus or station)
Public Vehicle Park (excluding container vehicle)
Residential Institution
School (in free-standing purpose-designed building only)
Social Welfare Facility
Utility Installation for Private Project

Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Refuse Collection Point
Hotel
Institutional Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Office
Place of Entertainment
Private Club
Public Convenience
Public Utility Installation
Religious Institution
School (not elsewhere specified)
Shop and Services (not elsewhere specified)
Training Centre

In addition, the following uses are always permitted in the purpose-designed non-residential portion of an existing building, excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Commercial/Residential Development
with Public Car Park and Public Transport Interchange" only (Cont'd)

Planning Intention

This zone is intended primarily for a residential development with commercial uses, public car park and public transport interchange. Commercial uses are always permitted in the purpose-designed non-residential portion of the commercial and residential building.

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area (GFA) of 19,138m^2, a maximum non-domestic GFA of 13,366m^2 and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(2) A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided.

(3) In determining the relevant maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park (excluding public car park), loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport interchange, as required by the Government, may also be disregarded.

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Petrol Filling Station" only	
Petrol Filling Station	Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations.

Remarks

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

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

For "Landscaped Elevated Walkway" only

Landscaped Elevated Walkway
Government Use

Planning Intention

This zone is intended primarily for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting pedestrian walkway system in Kowloon Bay Business Area with Kai Tak area.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Open Lorry Park" only	
Open Public Vehicle Park (lorry only)	Government Use Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of an open-air lorry park.

Remarks

No new development except one-storey structure ancillary to the open-air lorry park shall be permitted.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

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

KOWLOON PLANNING AREAS NO. 13 & 17

~~Approved~~ *DRAFT* NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/32*A*

EXPLANATORY STATEMENT

KOWLOON PLANNING AREAS NO. 13 & 17

~~APPROVED~~ *DRAFT* NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/32*A*

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KOWLOON PLANNING AREAS NO. 13 & 17

~~APPROVED~~ *DRAFT* NGAU TAU KOK AND KOWLOON BAY OUTLINE ZONING PLAN NO. S/K13/32*A*

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ~~approved~~ ***draft*** Ngau Tau Kok and Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/32***A***. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 The first statutory plan No. S/K13/1 covering the Ngau Tau Kok and Kowloon Bay areas was gazetted on 22 August 1986 under section 5 of the Town Planning Ordinance (the Ordinance). Since then, the OZP had been amended twice and exhibited for public inspection under section 7 of the Ordinance.

2.2 On 7 March 1989, the then Governor-in-Council considered the draft OZP No. S/K13/4 and agreed to refer the draft OZP to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZP was subsequently amended seven times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

2.3 On 15 December 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/12. On 11 May 1999, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once and exhibited for public inspection under section 5 of the Ordinance.

2.4 On 28 March 2000, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/14. On 10 October 2000, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K13/18. On 26 November 2002, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended six times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

2.6 On 12 September 2006, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/25. On 6 July 2010, the CE in C referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/25 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under sections 5 and 7 of the Ordinance.

2.7 On 28 April 2020, the CE in C, under section 9***(1)(a)*** of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/30. On 1 June 2021, the CE in C referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/30 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the approved OZP was notified in the Gazette on 11 June 2021 under section 12(2) of the Ordinance.~~ ***The OZP was then amended and exhibited for public inspection under Section 5 of the Ordinance on 31 December 2021.***

~~2.8 On 31 December 2021, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/31, incorporating amendments mainly to include the rezoning of the sites to the south of the Kowloon Bay Business Area (KBBA) from "Government, Institution or Community (1)" ("G/IC(1)"), "Other Specified Uses" ("OU") annotated "Business" ("OU(Business)"), "OU" annotated "Refuse Transfer Station" and areas shown as 'Road' to "Commercial (1)" ("C(1)"), "Commercial (2)" ("C(2)"), "Open Space" ("O") and areas shown as 'Road', as well as the rezoning of the existing Yip On Factory Estate site from "OU(Business)" and an area shown as 'Road' to "Residential (Group A)3" ("R(A)3") was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of seven valid representations were received. On 25 March 2022, the representations were published for three weeks for public comments and two valid comments were received. After giving consideration to the representations and comments on 19 August 2022, the Board decided not to uphold the representations and that no amendment should be made to the draft OZP to meet the representations.~~

2.~~9~~ ***8*** On 6 December 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ngau Tau Kok and Kowloon Bay OZP, which was subsequently renumbered as S/K13/32. ~~On 16 December 2022, the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/32 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~ ***On 3 February 2025, the Secretary for Development referred the approved Ngau Tau Kok and Kowloon Bay OZP No. S/K13/32 to the Board for amendment under section 12 (1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14 February 2025 under section 12(2) of the Ordinance.***

2.9 On (date) (month) 2025, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/33 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include the rezoning of two sites at Choi Hing Road and Choi Ha Road from "Government, Institution or Community" ("G/IC") to "Residential (Group A)4" ("R(A)4").

3. OBJECT OF THE PLAN

3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.

3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Ngau Tau Kok and Kowloon Bay area and not to overload the road network in this area.

4. NOTES OF THE PLAN

4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

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

5. THE PLANNING SCHEME AREA

5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by New Clear Water Bay Road and Clear Water Bay Road to the north, Kwun Tong By-pass to the west, Shun Yip Street and Chun Wah Road to the south, and Hong Ning Road, Sau Mau Ping Road and Lee On Road to the east. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 341 hectares of land.

5.2 The Area is divided by Kwun Tong Road into two distinct portions. The land in the west, which was primarily formed by reclaiming Kowloon Bay, is known as ***Kowloon Bay Business Area (***KBBA***)***, which is one of the major employment centres in the main urban area. The Ngau Tau Kok/Jordan Valley area to the east of Kwun Tong Road is hilly and dominated by residential development, particularly public housing estates located at the foothills.

6. POPULATION

Based on the ~~2016 Population By-census~~ ***2021 Population Census***, the population of the Area was estimated by the Planning Department as about ~~176,900~~ ***175,400*** persons. It is estimated that the planned population of the Area would be about ~~192,500~~ ***199,100*** persons.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

7.1 In taking forward the Study of Urban Design Guidelines for Hong Kong (2003), proposals for building height restrictions for the Kowloon Bay and Kwun Tong Business Areas have been prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment. In February 2005, subsequent to the study of "Building Height Restrictions for Kwun Tong and Kowloon Bay Business Areas", building height restrictions for various zones in the KBBA, i.e. the area mainly bounded by major roads of Kwun Tong By-pass, Kwun Tong Road, Kai Cheung Road and Shun Yip Street, were incorporated in the draft OZP No. S/K13/22.

7.2 In order to provide better planning control on the development intensity and building height upon development/redevelopment, to address public aspirations for greater certainty and transparency in the statutory planning system and to meet the growing community aspirations for a better living environment, the Kowloon OZPs are subject to revisions to incorporate appropriate building height restrictions to guide future development/redevelopment. In the absence of building height control, excessively tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area. In order to prevent excessively tall or out-of-context buildings, to preserve some key urban design attributes such as the public view to the ridgelines and to provide better control on the building heights of developments in the Area, building height restrictions are imposed for all development zones (outside KBBA) on the Plan.

7.3 The Area falls within the view fan of Quarry Bay Park vantage point and partly within the view fan of Hong Kong Convention and Exhibition Centre (HKCEC) New Wing vantage point. In main, the building height restrictions are to preserve the views to the ridgelines of Lion Rock, Tsz Wan Shan and Kowloon Peak, taking into account the Urban Design Guidelines, natural topography, local area context and characteristics, local wind environment, the existing building height profile, the building height of the developments in the adjoining

planning areas as well as visual compatibility of building masses in the wider setting. There are ~~fourteen~~ building height bands varying from 15 metres above Principal Datum (mPD) to 180mPD adopted for the "Commercial" ("C"), "C(1)", "C(2)", ~~"Residential (Group A)" (~~"R(A)"~~)~~, ~~"Residential (Group A)1" (~~"R(A)1"~~)~~, ~~"Residential (Group A)2" (~~"R(A)2"~~)~~, "R(A)3", ***"R(A)4",*** "Residential (Group B)" ("R(B)"), "G/IC(1)", ~~"Government, Institution or Community (3)" (~~"G/IC(3)"~~)~~ and "OU" zones.

7.4 The ~~six~~ height bands **varying from** ~~of~~ 100mPD~~, 120mPD, 135mPD, 140mPD, 150mPD and~~ **to** 170mPD for the "C", "C(1)", "C(2)", ***"Other Specified Uses" ("OU") annotated "Business" (***"OU(Business)"***)*** and "OU" annotated "Commercial Uses with Public Transport Terminus" ("OU(Commercial Uses with Public Transport Terminus)") zones in KBBA are to preserve a minimum of 20% building-free zone of Kowloon Ridgelines from Quarry Bay Park vantage point but allowing punctuation effect at the saddle of Sha Tin Pass and to preserve the distinguished backdrop of Kowloon Peak from HKCEC New Wing vantage point. These height limits would also help to create a discernible townscape, to accentuate a high-rise business node in the southern part of KBBA, to reinforce the business image of the area flanking along Kwun Tong By-pass and Kai Tak, and to avoid extreme height contrast with the adjacent Telford Gardens while allowing greater visual penetration to the Victoria Harbour from the inland area of Ngau Tau Kok. For the southern tip of KBBA, a height limit of 100mPD is imposed to conform to the height profile of the Kwun Tong Business Area. The high-rise business cluster of 170mPD in KBBA steps down gradually to the medium-rise residential developments at its fringes including Kai Yip Estate, Richland Gardens and Telford Gardens, which are subject to varying height bands of 60mPD, 80mPD and 100mPD.

7.5 The high-rise cluster of residential developments includes Lower Ngau Tau Kok Estate which is subject to maximum height bands of 100mPD, 120mPD and 140mPD, ~~and~~ the private housing developments along Ngau Tau Kok Road which are subject to a maximum building height of 120mPD ***and a proposed housing development at Choi Ha Road which is subject to a maximum building height of 140mPD***. The area to the north of Lower Ngau Tau Kok Estate, which is in close proximity to the Mass Transit Railway (MTR) Kowloon Bay Station, ~~is partly being~~ ***has been*** redeveloped ***partly*** as East Kowloon Cultural Centre (EKCC) and partly ~~has been redeveloped~~ as Ngau Tau Kok Park. The ~~proposed~~ EKCC, Ngau Tau Kok Park, together with Lower Ngau Tau Kok Estate and Upper Ngau Tau Kok Estate (which falls within Kwun Tong (South) OZP), ~~will form~~ ***formed*** a high-rise residential cum civic node in the area and optimise the development potential by capitalising the good accessibility of the MTR Kowloon Bay Station.

7.6 Another high-rise cluster of residential developments can be found on the western platform of Jordan Valley, which is covered by "Planning and Engineering Feasibility Study for Development near Choi Wan Road and Jordan Valley" conducted by the then Civil Engineering Department in 1997 to examine the development potential of the area for residential and GIC purposes. The study recommended preservation of the visual amenity of the Jordan Valley ridgeline and development of high-rise residential buildings (40-storey) on the western platforms at 20mPD, 40mPD and 60mPD, forming a 3-tier

height profile against the natural backdrop of the ridgeline. The ~~completed~~ residential developments on the western platform of Jordan Valley including Choi Ha Estate, Choi Ying Estate, Choi Hing Court, Choi Tak Estate***,*** ~~and~~ Choi Fook Estate ***and a proposed housing development at Choi Hing Road*** are subject to maximum height bands of 140mPD, 150mPD, 160mPD***,*** ~~and~~ 170mPD ***and*** **175mPD**. The building height bands generally follow the gradually slope-up terrain of the cluster, and descend in the west to the ~~former Kai Tak Mansion site~~ ***Uptown East*** with a maximum building height of 140mPD, and the planned residential development site zoned "R(A)" at Wang Chiu Road with a maximum building height of 120mPD.

7.7 The eastern platform of Jordan Valley near the foothill of Kowloon Peak is currently occupied by Shun Lee Estate, Shun On Estate, Shun Tin Estate, Shun Chi Court and Shun Lee Disciplined Services Quarters. This area should be kept as medium-rise developments with height limits at the level of New Clear Water Bay Road so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenity of the area as far as possible.

7.8 Building height restrictions are also imposed for the "G/IC" and its sub-zones, as well as "OU (Petrol Filling Station)" ("OU(PFS)") zone in terms of mPD or number of storeys, which mainly reflect the existing building heights of the developments. Due regard has also been given to the nature of the existing facilities/uses on the sites, the existing development intensity and their respective as-built conditions, and the need to cater for the wide variety of their operational requirements and uses. Unless there are committed proposals for known developments or a need to meet the minimum height requirement, the existing "G/IC" and its sub-zones and "OU(PFS)" site will broadly be kept to their existing heights to serve as spatial and visual relief to the densely built-up area.

7.9 In general, low-rise GIC developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storey(s) (excluding basement floor(s)) so as to allow more design flexibility, in particular for GIC facilities with specific functional requirements. However, for GIC developments falling within KBBA and other visually prominent locations and major breathing spaces where more stringent height controls are warranted, and higher developments usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.

7.10 Within the KBBA, building height restrictions of 15mPD, 40mPD and 60mPD are imposed on sites zoned "G/IC(1)", so as to provide visual relief within a high-rise and high-density environment, to provide diversity of building heights, to avoid significant adverse visual impact to the adjoining residential developments, and for "G/IC(1)" sites in the south-eastern part of KBBA, to maintain visual access to the harbour from the inland area.

7.11 Two Expert Evaluation (EE) on air ventilation assessment (AVA) have been undertaken in 2010 and 2019 to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within

the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken the findings of the AVA into consideration.

7.12 In general, a minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits. Each application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvement;

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

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

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

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

(f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

7.13 However, for existing buildings where the building height has already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8. NON-BUILDING AREAS AND BUILDING GAPS

8.1 According to the findings of the AVA, the prevailing wind of the Area comes from the north-easterlies, easterlies and south-easterlies, while the summer winds are mainly easterlies, south-easterlies, southerlies and south-westerlies. The KBBA includes some open spaces and "G/IC" sites whilst the Ngau Tau Kok Valley comprises vast open spaces and green belts, all serve as air ventilation pockets. The Ngau Tau Kok area is adjacent to Kowloon Peak in the north and Tan Shan to the east thus enjoys downhill valley wind towards the lowland adjoining the Victoria Harbour.

8.2 For KBBA, Kai Cheung Road is a main east-west breezeway in the area. Wang Tai Road/Lam Wah Street and Sheung Yuet Road leading from Telford Gardens also form major breezeways bringing wind from the east to the west.

The main north-south breezeways in the area include Wang Kwong Road, Wang Chiu Road, Wang Tai Road, Wang Hoi Road, Wai Yip Street, the linear "O" zone extending from Kai Cheung Road in the north to Wang Yuen Street in the south. For Ngau Tau Kok/Jordan Valley area, the main east-west breezeways are New Clear Water Bay Road and Sau Mau Ping Road whereas the main north-south breezeways are Kwun Tong Road and Ngau Tau Kok Road. There are also southwest-northeast breezeways which include the Jordan Valley, Ngau Tau Kok Road, Lee On Road, Shun Chi Street and Shun Lee Tsuen Road. Southeast-northwest breezeways include Ngau Tau Kok Road, Choi Ha Road and Shun On Road.

8.3 The existing open areas in the form of green belts, open space, patches of green slopes and low-rise GIC developments, which are important ventilation pockets in the Area, should be maintained to allow wind penetration. As KBBA is the gateway to sea breeze, it is essential that the "G/IC" and "OU" sites at the waterfront should be maintained as low-rise, i.e. 40mPD or below, to allow permeability of sea breeze to KBBA.

8.4 KBBA is mainly occupied by low-rise to medium-rise industrial and industrial-office buildings with narrow roads. The business area is planned for medium-rise to high-rise commercial and non-polluting industrial buildings (120mPD to 170mPD). Given the maximum building height and the width of the blocks, the negative impact on air ventilation cannot be mitigated unless effective road spacing (measured from building facade-to-facade) is increased from 10m-25m to 30m or beyond. The AVA Study recommends that the urban linear parks and open space should be maintained as well as practical setbacks from the roads and building gaps should be introduced within KBBA, which can improve the permeability of sea breeze towards Kowloon Bay and the overall air ventilation in KBBA.

8.5 As for large-scale medium-rise/high-rise residential developments at the fringes of KBBA and within Ngau Tau Kok/Jordan Valley area, which is a hilly area, there are no significant negative air ventilation impacts due to the abundant provision of open space, green belt and/or low-rise GIC developments in the vicinity. Nevertheless, the layout and disposition of building blocks of the existing/proposed residential developments on certain sites may have some negative impacts on the local air ventilation.

8.6 Taking into account the findings of the AVA Study and other site-specific AVA, the following mitigation measures including non-building areas (NBAs) and building gaps have been incorporated into the Plan:

<u>NBAs and building gaps in areas within KBBA</u>

(a) A 5m-wide NBA is designated from the lot boundary of the "R(A)3" zone abutting the eastern side of Wang Mau Street, i.e. the existing Yip On Factory Estate site so as to extend the breezeway of the linear open space from Kai Cheung Road southward to Sheung Yee Road upon redevelopment of the lot. This NBA helps to improve the air ventilation in KBBA.

(b) A minimum of 3m-wide NBA is designated from the lot boundaries within the "G/IC(1)", "O" and "OU(Business)" zones abutting both sides of Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road). These NBAs, upon development/redevelopment of the lots, could help improve the effectiveness of the two roads functioning as major breezeways as well as create a pleasant pedestrian environment by allowing street planting on wider pavement in KBBA.

(c) A 15m-wide strip of NBA is designated at the southern boundary of the "G/IC(1)" site for Hongkong Post Central Mail Centre (CMC) at Wang Chin Street. The NBA will serve as an extension of Lam Wah Street to funnel easterlies and sea breeze in KBBA.

(d) A strip of land along Shun Yip Street at the south-eastern periphery of the "OU(Business)" zone at the junction of Wai Yip Street and Shun Yip Street is designated as a NBA to enhance the wind performance at pedestrian level.

(e) Three strips of land within the "C", "OU(Business)" and "OU(Commercial Uses with Public Transport Terminus)" zones from Lam Hing Street to Sheung Yuet Road with widths of 15m and 16m, taking into account the variation of lot boundaries, are demarcated as building gaps where no building shall exceed a maximum building height of 22mPD (the height of the existing bus depot). These building gaps, upon redevelopment of the lots, help to extend the breezeway of Sheung Yee Road and improve wind permeability in KBBA.

<u>NBAs and building gaps in areas outside KBBA</u>

(f) The existing north-eastern vegetated slopes within the "R(A)" zone of Ping Shek Estate is designated as a NBA in order to maintain the existing vegetated slopes, together with the adjacent "Green Belt" ("GB") zone and Ping Shek Playground, as a green and air ventilation pocket in the area.

(g) The existing slopes at the eastern periphery of the "R(B)" zone of Shun Chi Court is designated as a NBA to preserve the vegetated slopes as an extension of the "GB" zone and as an air ventilation pocket.

(h) Three strips of lands are demarcated as building gaps within "OU" annotated "Mass Transit Railway Depot with Commercial and Residential Development Above" ("OU(Mass Transit Railway Depot with Commercial and Residential Development Above)") zone of Telford Gardens. Two 22m-wide building gaps, running in east-west direction where no building shall exceed a maximum building height of 22mPD, could serve as wind corridors connecting air paths of Wang Tai Road and Sheung Yuet Road to Kwun Tong Road. Another 15m-wide building gap runs in north-south direction from Kai Cheung Road to Tai Yip Street where no building shall exceed a maximum building height of 22mPD. The building height of 22mPD is the height of the existing MTR depot. These building gaps are to be provided upon future redevelopment of Telford Gardens.

8.7 The above NBAs and building gaps should be incorporated upon development and redevelopment of the sites. As the designation of NBAs is primarily for the purpose of above ground air ventilation, the NBA requirements will not apply to underground developments. No above ground structure is allowed except for ~~landscape feature~~ ***landscaping***, boundary fence/~~boundary~~ wall ***or minor structure including footbridge connection or covered walkway*** that is designed to allow high air porosity, ~~and minor structure for footbridge connection or covered walkway~~ may be allowed. Moreover, minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the NBA and building gap restrictions as shown on the Plan or stipulated in the Notes of the Plan under exceptional circumstances.

8.8 In general, future developments/redevelopments where podia are allowed are encouraged to provide setback from site boundary, recess the lower floors from key wind corridors, delineate NBAs, and adopt suitable building design measures to minimise any possible adverse impacts, which include small-scale and permeable podium, wider building gaps, and aligning podium edge to the building edge in order to create downwash to reach pedestrian level.

8.9 In addition, the AVA Study recommends layouts for building disposition in major private and public housing and commercial developments of KBBA in the Area for future redevelopment of the sites. The general principles for the building disposition are to reduce obstruction to prevailing winds and maximise open courtyard within the estates as well as open up the wind corridors in KBBA in order to improve air ventilation and permeability in the Area. Reference should be made to the layouts for the building disposition of specific sites recommended in the AVA Study.

8.10 For specific sites including the public housing developments of Ping Shek Estate, Choi Tak Estate, Lower Ngau Tau Kok Estate and a reserved site at Wang Chiu Road, where large-scale development or redevelopment may be possible, detailed AVAs on a site-by-site basis should be undertaken and addressed in the Planning Briefs.

9. LAND USE ZONINGS

9.1 "Commercial" ("C") - Total Area 7.47 ha

9.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

9.1.2 There are a total of seven sites in KBBA within this zone. Within the developments, a range of commercial facilities such as banks, offices, restaurants, fast food shops and retail shops can be provided. Hotel use is also allowed within "C(2)" zone. Some developments will also incorporate multi-storey car parks for vehicles visiting KBBA.

9.1.3 A maximum plot ratio of 12.0 is imposed on the commercial sites zoned "C" with due regard to the capacity of the road network of the Area.

9.1.4 The "C(1)" and "C(2)" zones are located at the heart of the Kowloon Bay Action Area (KBAA) which is envisioned to become a hub primarily for commercial uses providing office, hotel, retail and other ancillary facilities, open spaces and public transport facilities. In order to achieve an optimal development intensity and balance the infrastructural constraints particularly the local road network capacity in the Area, a maximum gross floor area (GFA) of 204,600m^2 and 201,400m^2 is stipulated for "C(1)" and "C(2)" zones respectively. Out of the maximum GFA of 201,400m^2 for the "C(2)" zone, a maximum GFA of 201,000m^2 is for the commercial development to the south of Kai Fuk Road Flyover and a built-over area of about 400m^2 is for arts, cultural and creative uses which is encouraged to be provided mainly underneath Kai Fuk Road Flyover. To enhance pedestrian connectivity, a convenient and direct pedestrian network comprising pedestrian streets, walkways, footbridges, open space network and lifts, should be provided to connect the KBAA with other parts of the KBBA, the MTR Kowloon Bay Station and the waterfront promenade in Kai Tak Development.

9.1.5 Within the "C(1)" zone, an at-grade public transport interchange (PTI) (with a clear headroom of at least 10m) with openings on northern and southern facades aligned with Wang Tai Road, as required by the Government shall be provided to facilitate air ventilation. A public open space in private development (POSPD) of not less than 6,300m^2 shall be provided, of which not less than 4,400m^2 shall be provided at-grade at the southeastern corner of the "C(1)" zone abutting Cheung Yip Street and Kai Fuk Road Flyover. The said POSPD will be provided in the form of a central plaza as a welcoming entrance to the developments from all directions in order to create synergy with the Cheung Yip Street (proposed to be pedestrianised) for public enjoyment. Commercial uses and ancillary uses underneath the at-grade POSPD at basement level(s) are allowed. Moreover, a NBA of 15m wide in north-south direction aligned with Wang Mau Street within the "C(1)" zone should be provided to facilitate air ventilation. Besides, the building(s) on the site within the "C(1)" zone should be set back from the zoning boundary abutting Sheung Yee Road (from Wang Chiu Road to Wang Mau Street) by 6m and set back from the zoning boundary abutting Kai Fuk Road Flyover by 10m to enhance the pedestrian environment on ground level. Underground developments and elevated walkway are always permitted within the proposed NBA and setback areas.

9.1.6 Within the "C(2)" zone, a POSPD of not less than 11,800m^2, of which not less than 8,400m^2 (including a built-over area of about 400m^2 allowing arts, cultural and creative uses as stated in paragraph 9.1.4 above) shall be provided at-grade at the northern portion of the "C(2)" zone mainly underneath Kai Fuk Road Flyover. The at-grade POSPD mainly underneath Kai Fuk Road Flyover serves as a natural extension

of the proposed at-grade POSPD within the "C(1)" zone and the POSPD is encouraged to be utilised for arts, cultural and creative uses. Commercial uses and ancillary uses underneath the at-grade POSPD at basement level(s) are allowed. In addition, the section of 25m-wide Cheung Yip Street shown as 'Pedestrian Precinct/Street' within the "C(2)" zone on the Plan, which is proposed to be pedestrianised, will be designated as a NBA with commercial uses and ancillary uses allowed at basement level(s) only, in order to facilitate air ventilation and to provide improved accessibility to the surrounding developments. Besides, the building(s) on the site within the "C(2)" zone should be set back from the southern boundary of the aforesaid at-grade POSPD in the "C(2)" zone mainly underneath Kai Fuk Road Flyover and the zoning boundary abutting Wai Yip Street by 10m to allow provision of pavement, greening and emergency vehicular access to the development, and set back from the zoning boundary abutting Hoi Bun Road by 8m to 15m to allow provision of roadside amenity planting and visual buffer to enhance the environment and to preserve the existing trees on site. Underground developments and elevated walkway are always permitted within the proposed NBA and setback areas. The aforesaid NBA and setback requirements of the "C(1)" and "C(2)" zones will be specified in the land leases as appropriate. To facilitate better connection between different parts of the commercial developments within KBAA, minor structure for footbridge connection on the aforesaid NBAs and setback areas within the "C(1)" and "C(2)" zones may be allowed. In addition, in order to enhance vibrancy, the building(s) within the "C(1)" and "C(2)" zones should provide shop frontage along the pedestrianised Cheung Yip Street, Sheung Yee Road, as well as facing the at-grade POSPD underneath the Kai Fuk Road Flyover.

9.1.7 Developments and redevelopments within the "C" zone and the sub-zones are subject to maximum building heights from 120mPD to 170mPD as stipulated on the Plan. A 16m-wide building gap, where no building shall exceed a maximum building height of 22mPD, taking into account the lot boundary, is designated on the western boundary of the "C" site to the east of Lam Wah Street Playground to improve air ventilation of the Area. To create a building height profile compatible with the surrounding context of the skyline of Kowloon East descending from the hinterland to the promenade, a stepped building height profile for KBAA is adopted. The proposed building height descends from 150/120mPD in the "C(1)" zone to 135/120mPD in the "C(2)" zone to the south. Besides, a strip of area of 35m wide is subject to a maximum building height of 35mPD within the "C(1)" zone, which acts as a low-rise podium of the development for wind penetration. A terracing arrangement of POSPDs at various podium levels is also encouraged to facilitate visual connection with the at-grade open space.

9.1.8 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

~~9.1.9 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.12 and 7.13 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~9.1.10 However, for any existing building with plot ratio/GFA already exceeding the relevant restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

~~9.1.11 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA/building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.~~

~~9.1.12~~ ***9.1.9*** In determining the maximum GFA of the development/redevelopment in the "C(1)" and "C(2)" zones, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

~~9.1.13~~ ***9.1.10*** The GFA controls under "C(1)" and "C(2)" zones are regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

9.2 "Residential (Group A)" ("R(A)") - Total Area ~~68.30~~ ***69.00***

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

9.2.2 Existing public rental housing estates including Lower Ngau Tau Kok Estate, Kai Yip Estate, Ping Shek Estate, Shun Lee Estate, Shun On Estate, Shun Tin Estate, Choi Ha Estate, Choi Fook Estate, Choi Ying Estate and Choi Tak Estate are within this zone. They are covered by seven height bands of 80mPD, 100mPD, 120mPD, 140mPD, 160mPD, 170mPD and 180mPD. For Ping Shek Estate, a maximum building height of 80mPD is imposed for the western part of the estate, stepping up to 100mPD in the eastern part of the estate while the green slopes at the north-eastern portion of Ping Shek Estate are designated as NBA to maintain air ventilation in the area. Kai Yip Estate is subject to height bands of 80mPD in the north and 100mPD in the south. Choi Ha Estate and Choi Ying Estate are subject to a height band of 140mPD. Western part of Choi Tak Estate is subject to a building height restriction of 160mPD while Choi Fook Estate and eastern part of Choi Tak Estate are subject to a maximum building height of 170mPD. Lower Ngau Tau Kok Estate is subject to three height bands of 100mPD, 120mPD and

140mPD. For the housing estates at the foothill of the Kowloon Peak near New Clear Water Bay Road, Shun Lee Estate is subject to height limits of 170mPD and 180mPD, whereas Shun Tin Estate is 160mPD and 170mPD and Shun On Estate is 180mPD.

9.2.3 A site reserved for public housing development at Wang Chiu Road is subject to a maximum building height of 120mPD. To maintain the connecting air path between Wang Chiu Road and Kwun Tong Road/Lung Cheung Road, a NBA of not less than 25m wide in a north-south direction at the eastern portion shall be provided. Subject to quantitative AVA, a bridge-over structure for recreation facilities/building services may be provided within this NBA. Moreover, podiums and residential towers on the site should be set back from Wang Chiu Road and Kwun Tong Road/the ramp leading to Kwun Tong By-pass by not less than 5m and 20m respectively to allow better wind penetration along these roads. The NBA and setback requirements and any other mitigation measures, such as at-grade ventilation passages, minimised podium structures and building separation between towers, ~~will be~~ ***have been*** specified in the Planning Brief as appropriate.

9.2.4 The existing Home Ownership Scheme (HOS) development, Choi Hing Court is zoned "R(A)1". This sub-zone is subject to a maximum domestic and non-domestic plot ratio of 6.0 and 1.0 respectively. A building height restriction of 150mPD is imposed to create a stepped building height profile progressively increasing from 150mPD at these sites, to 160mPD and 170mPD at Choi Tak Estate to the south, and up to 190mPD at the peak of the Jordan Valley ridgeline. To enhance the air ventilation of the locality, a building gap in northeast-southwest direction is provided in the central part of the western "R(A)1" zone. A NBA is also provided at the northern part of the eastern "R(A)1" zone to widen the air path along New Clear Water Bay Road.

9.2.5 A site at Choi Wing Road for Choi Fook Estate Phase 3 development is zoned "R(A)2" and subject to the same height band of the adjoining Choi Fook Estate, i.e. 170mPD. An indoor recreation centre ~~and a market shall be~~ ***has been*** provided within this sub-zone.

9.2.6 A site bounded by Wang Yuen Street, Wai Yip Street, Sheung Yee Road and Wang Mau Street (i.e. the existing Yip On Factory Estate site) is zoned "R(A)3" for public housing development subject to a maximum building height of 120mPD. An AVA-EE has been carried out for the site and several mitigation measures, including building separations in north-south and east-west directions have been proposed. As one of the mitigation measures, a 17m-wide NBA in north-south direction aligned with Wang Hoi Road shall be provided within "R(A)3" zone to facilitate air ventilation. A quantitative AVA shall be carried out at the detailed design stage. A Planning Brief setting out the planning parameters and special design requirements (including the building separation requirement) ~~will be~~ ***has been*** prepared to guide the development. Appropriate and convenient pedestrian connection and passageway should be provided as far as practicable to connect the podium of the

development with the elevated footbridge system along Wai Yip Street and Sheung Yee Road for the use of the residents, users of the GIC/retail facilities and members of the public.

9.2.7 Two sites located at Choi Hing Road and Choi Ha Road are zoned "R(A)4" for housing development and subject to a maximum domestic and total plot ratio of 7.5 and 9.0. The maximum building height restrictions of 175mPD and 140mPD are imposed for Choi Hing Road and Choi Ha Road Sites respectively. Due to the proximity of the sites to roads, buffer distance requirements for all air emission sources including roads in the vicinity of the sites, as specified in Chapter 9 of the Hong Kong Planning Standards and Guidelines should be observed and complied with.

9.2.~~7~~ ***8*** Within large housing developments, there is a wide range of low-rise free-standing GIC facilities including schools, community halls, children and youth centres, elderly centres, social and welfare centres as well as ancillary facility buildings such as car park, shopping centres and markets serving the residents of the estates. Such low-rise free-standing GIC and ancillary facility buildings should be kept as breathing spaces and visual relief to the building masses. No new addition, alteration and/or modification to or redevelopment of these existing individual free-standing GIC and ancillary facility buildings shall result in a total development and/or redevelopment in excess of the height of the existing building. On land designated "R(A)3" ***and "R(A)4",*** any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may also be disregarded. All public housing estates are governed by Planning Briefs. The layout and design of these GIC and ancillary facility buildings should be comprehensively reviewed with the support of relevant impact assessments on air ventilation and visual aspects upon future redevelopment of the estates.

9.2.~~8~~***9*** Existing Private Sector Participation Scheme development of Richland Gardens and HOS development of Kai Tai Court are subject to a height band of 100mPD. As for existing private residential developments abutting Ngau Tau Kok Road including Amoy Gardens**,** Tak Bo Garden as well as those in their vicinity, a height band of 120mPD is imposed.

9.2.~~9~~***10*** In regard to the former low-rise residential development of Kai Tak Mansion, a maximum building height of 140mPD is imposed for the site. An updated EE on AVA was conducted for the Kai Tak Mansion site in 2016 to review the air ventilation impact of the future development at the site. In order to address the potential air ventilation issues, a quantitative AVA is required at the detailed design stage to identify effective mitigation measures, such as NBA/building gap/setback, to facilitate a permeable building design and to minimise adverse air ventilation impact on the surrounding low-rise buildings, in particular the two Grade 1 historic buildings within the site of the ex-Royal Air Force (RAF) Station (Kai Tak) Officers' Quarters Compound, namely RAF Officers Mess and Annex Block No. 2. Such

requirement ~~would be considered in the lease modification stage~~ ***has been stipulated in lease conditions***. In addition, the future developer is encouraged to adopt suitable design measures to minimise the visual impact on the surrounding areas and to consult the Antiquities and Monuments Office (AMO) under Development Bureau on the proposal with reference to its impacts on and compatibility with the adjoining historic buildings.

9.2.~~10~~***11*** In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for the developments/redevelopments, the lands for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.

9.2.~~11~~***12*** In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

9.2.~~12~~***13*** For large housing development sites, it is necessary to provide varying building height profile within the same building height band to avoid wall effect of buildings, add variation to the sites and improve the air ventilation at street level.

~~9.2.13 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.12 and 7.13 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.~~

~~9.2.14 However, for any existing building with plot ratio already exceeding the plot ratio restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

~~9.2.15 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.~~

9.2.~~16~~***14*** The plot ratio control under "R(A)3" ***and "R(A)4"*** zone***s*** is regarded as being stipulated in a "new or amended statutory plan"

according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

9.3 "Residential (Group B)" ("R(B)") - Total Area 4.74 ha

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

9.3.2 Shun Chi Court, a HOS, is the only site zoned for this purpose. This zone is intended for medium-density residential development. Under this zoning, commercial uses are prohibited unless otherwise approved by the Board under the planning permission system. Developments within this zone are subject to a maximum GFA of 89,800m^2. It is also subject to a maximum building height of 170mPD so as to maintain an open vista along the southern side of New Clear Water Bay Road, and preserve the public view and amenities of the area.

9.3.3 The existing green slopes along the eastern boundary of Shun Chi Court are designated as NBA to maintain air ventilation in the area.

~~9.3.4 To provide design/architectural flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.12 and 7.13 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.~~

~~9.3.5 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restriction may be considered by the Board on application under section 16 of the Ordinance.~~

9.4 "Government, Institution or Community" ("G/IC") - Total Area ~~47.36~~ ***46.66***

9.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. These low-rise and low-density GIC developments should serve as spatial and visual relief within the high-rise densely built-up urban area.

9.4.2 Major existing developments in this zone, which are mainly located in Ngau Tau Kok/Jordan Valley area, are subject to maximum building height in terms of number of storeys varying from one storey to nine storeys (excluding basement floor(s)). They include a number of primary and secondary schools, a special school, Jordan Valley Swimming Pool, Shun Lee Tsuen Sports Centre cum Shun Lee Tsuen Park, a fire station, service reservoirs, electricity substations (ESS), and

a MTR vent shaft to the northeast of Ping Shek Estate. Sam Shan Kwok Wong Temple to the south of Ping Shek Estate, which is a Grade 3 historic building, is also zoned "G/IC" and subject to a maximum building height of 1 storey. In the Kowloon Bay area, the Kowloon Bay Dry Weather Flow Interceptor Pumping Chamber at Kwun Tong Road is zoned "G/IC" and subject to a maximum building height of 1 storey.

9.4.3 For major planned GIC developments in Ngau Tau Kok/Jordan Valley area, sites are reserved along Choi Hing Road for school developments to meet educational need of the district, as well as service reservoir extension~~, an ESS and a social welfare facility~~ to serve both the new developments and the wider district. In the Kowloon Bay area, the "G/IC" zone at Wang Chiu Road to the northeast of Richland Gardens is reserved for development of a secondary school, which is subject to a maximum building height of 8 storeys.

9.4.4 "G/IC(1)" sites are mainly located within KBBA subject to three height bands of 15mPD, 40mPD and 60mPD. The existing and planned utility facilities include an ESS and a proposed refuse collection point at Wang Chin Street subject to a building height band of 15mPD.

9.4.5 Major existing "G/IC(1)" developments, which are subject to a building height band of 40mPD, include educational facilities of primary schools, secondary schools near Kai Yip Estate and Richland Gardens and three vocational training centres at Tai Yip Street; Government facilities of Hong Kong Auxiliary Police Force Headquarters at the junction of Wang Chiu Road and Kai Cheung Road, Fire Services Department Kowloon East Divisional Headquarters cum Kowloon Bay Fire Station at Kai Cheung Road, Kowloon East Police Operational Base, Ngau Tau Kok Sub-divisional Police Station and Ngau Tau Kok Ambulance Depot located along Siu Yip Street, a police vehicle pound at the junction of Wang Chiu Road and Sheung Yee Road, utility facilities of an ESS cum pump house along Wang Kwong Road and a telephone exchange at Siu Yip Street, Hongkong Post CMC at the junction of Wang Chin Street and Lam Hing Street, and the international school at the junction of Wang Kwong Road and Kai Cheung Road. A 15m-wide NBA is designated at the southern boundary of Hongkong Post CMC so as to funnel easterlies and sea breeze to the KBBA.

9.4.6 Existing developments of Kowloon Bay Health Centre and Alice Ho Miu Ling Nethersole Nursing Home and nearby schools at Kai Yan Street/Kai Lai Road, HKU School of Professional and Continuing Education Kowloon East Campus at Wang Hoi Road and Water Supplies Department Kowloon East Regional Building at Wai Yip Street, are also zoned "G/IC(1)" subject to a maximum building height of 60mPD.

9.4.7 Major planned developments zoned "G/IC(1)" with a building height of 40mPD within KBBA include the proposed Hongkong Post Headquarters near the junction of Wang Chin Street and Wang Kee Street and a proposed religious institution at the junction of Wang

Kwong Road and Kai Wah Street.

9.4.8 A minimum of 3m-wide NBA(s) from the lot boundaries zoned "G/IC(1)" abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road to Kai Fuk Road) shall be provided.

9.4.9 The site to the north of Lower Ngau Tau Kok Estate reserved for the proposed EKCC is also zoned "G/IC(1)" and subject to a maximum building height of 40mPD.

9.4.10 Two sites at Kwun Tong Road near Ping Shek Estate are zoned "G/IC(2)". One of the sites is the Officers' Quarters Compound of ex-RAF Station (Kai Tak) located at the southeast of Ping Shek Estate, within which there are two Grade 1 historic buildings, namely RAF Officers Mess and Annex Block No. 2. The site is currently occupied by the Academy of Visual Arts of Hong Kong Baptist University and is subject to a maximum building height of 1 to 2 storeys. Another site is located to the north of Kai Yip Estate along Kwun Tong Road, in which the Grade 1 Headquarters Building of ex-RAF Station (Kai Tak) is located within the site. The site is now being occupied by the Caritas Family Crisis Support Centre and is subject to a maximum building height of 2 storeys. In order to preserve the historic buildings in-situ, any addition, alteration and/or modification to (except those minor alteration and/or modification works which are ancillary and directly related to the always permitted uses) the existing historic buildings requires planning permission from the Board. No demolition or redevelopment of the existing historic buildings is allowed.

9.4.11 Cheerful Court, which is a senior citizen residence located at Choi Ha Road, is zoned "G/IC(3)". Development/redevelopment within this zone is subject to a maximum GFA of 16,500m^2 for domestic use and 4,125m^2 for non-domestic use, and a maximum building height of 100mPD to reflect the completed development.

9.4.12 This zoning also covers some of the existing schools, adjacent ball courts, local open space and refuse collection point within public housing estates, which are common facilities shared by the schools and residents of the estates.

~~9.4.13 Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.12 and 7.13 above would be relevant for the assessment of minor relaxation of building height restriction. Each application will be considered on its own merits.~~

~~9.4.14 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.~~

9.5 "Open Space" ("O") - Total Area 48.66 ha

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

9.5.2 Major existing open space include Ping Shek Playground, Kowloon Bay Playground, Kowloon Bay Park, open space at Zero Carbon Building, Ngau Tau Kok Park, Jordan Valley Playground, Jordan Valley Park, Shun Lee Tsuen Playground, Shun Lee Tsuen Park, and various parks and sitting-out areas in the Area. In relation to the housing developments at Choi Fook Estate and Choi Ying Estate, two sites to the northeast and northwest of Choi Ha Estate and a site at the junction of Kwun Tong Road and Choi Wan Road have been developed as Choi Wing Road Park, Choi Hei Road Park and Choi Wan Road Sitting-out Area respectively.

9.5.3 There are a number of sites reserved for open spaces. A site is reserved for a district open space at Prince Edward Road East/Kwun Tong Road. Several sites including one bounded by Kai Fuk Road, Sheung Yee Road and Wang Tung Street, one to the north of Wang Tai Road, one to the north of Wang Mau Street and two abutting the western and southeastern boundary of the "C(2)" zone have also been reserved for local open spaces.

9.5.4 Local open spaces are provided within the public housing estates, HOS developments, private comprehensive residential developments and KBBA to serve the residents and working population in the Area.

9.5.5 A minimum of 3m-wide NBA(s) from the lot boundaries abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided.

~~9.5.6 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA restrictions may be considered by the Board on application under section 16 of the Ordinance.~~

9.6 "Other Specified Uses" ("OU") - Total Area 40.49 ha

9.6.1 This zoning covers land allocated for specific uses which include Business, Railway, Mass Transit Railway Depot with Commercial and Residential Development Above, Commercial Uses with Public Transport Terminus, Commercial/Residential Development with Public Car Park and Public Transport Interchange, Petrol Filling Station, Landscaped Elevated Walkway and Open Lorry Park.

9.6.2 About 20.97 ha of land is zoned "OU(Business)". This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and

other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office (I-O) buildings. To allow provision of vehicle repair workshop at a site at Sheung Yee Road and Wang Tai Road, the site is zoned "OU(Business)1", with 'Vehicle Repair Workshop' as a use always permitted for industrial or industrial-office building, and as a use that requires planning permission for open-air development or for building other than industrial or industrial-office building.

9.6.3 As it is not possible to phase out existing polluting and hazardous industrial uses all at once on lands zoned "OU(Business)", it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in the Kowloon Bay area until the whole area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand may also be required. Development within the "OU(Business)", "OU(Business)1" and "OU(Business)2" zones are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 170mPD. Reference should also be made to the relevant Town Planning Board Guidelines. To improve air ventilation of KBBA, a minimum of 3m-wide NBA(s) from the lot boundaries of the "OU(Business)" zones abutting Wang Kwong Road and Wang Chiu Road (between Kai Cheung Road and Kai Fuk Road) shall be provided. Moreover, a strip of land along the south-eastern boundary of the "OU(Business)" zone at the junction of Wai Yip Street and Shun Yip Street is designated as NBA to enhance the wind performance at pedestrian level. In addition, a 15m-wide building gap (where no building shall exceed the maximum building height of 22mPD) is demarcated within the "OU(Business)" zone from Lam Hing Street to Lam Wah Street.

9.6.4 A site at the junction of Sheung Yuet Road and Wang Kwun Road is zoned "OU(Commercial Uses with Public Transport Terminus)", known as Enterprise Square. The site has been developed as a public transport terminus with commercial uses above. In order to restrain traffic growth which will otherwise overload the existing and planned transport network, developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 140mPD. A public transport terminus comprising three bus bays and one green minibus bay shall be provided within the zone. A 15m-wide building gap, where no building shall exceed the maximum building height of 22mPD, is demarcated on the western boundary of the zone from Lam Lok Street to Sheung Yuet Road to improve air ventilation of the Area.

9.6.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

9.6.6 Two sites zoned "OU(PFS)" at Kai Fuk Road are intended primarily for the provision of petrol filling stations serving the needs of the local residents as well as the general public. Both sites are subject to a maximum building height of 15mPD.

9.6.7 The open-air railway, MTR Kowloon Bay Station and associated facilities are zoned "OU" annotated "Railway". Within this zone, a building height restriction of 3 storeys is imposed for the MTR Kowloon Bay Station along Kwun Tong Road, and 1 to 2 storeys as shown on the Plan for the associated facilities such as warehouses, a control tower and a pumping house. No new development except one-storey structure ancillary to the railway and the MTR Station shall be permitted.

9.6.8 The comprehensive development at the MTR Kowloon Bay Depot is zoned "OU(Mass Transit Railway Depot with Commercial and Residential Development Above)". This zone is intended primarily for the provision of land for MTR depot together with commercial and residential development above. The development comprises the MTR depot, two commercial towers including MTR Headquarters Building and a large commercial/residential development known as Telford Gardens and Telford Plaza. Apart from office and shopping facilities, a wide range of community facilities including a recreational club and a cinema are provided to cater for the needs of the residents. The UOW College Hong Kong (Kowloon Bay Campus) is also accommodated within the development. Developments and redevelopments within this zone are subject to a maximum GFA of 278,703m^2 for domestic use and 177,031m^2 for non-domestic use, and maximum building heights of 60mPD and 100mPD. A public transport terminus shall be provided within this zone. Three building gaps shall be provided within the zone upon redevelopment in order to improve air ventilation in the area. Two 22m-wide building gaps run parallel to Wang Tai Road and Sheung Yuet Road in east-west direction, and one 15m-wide building gap runs parallel to Tai Yip Street in north-south direction are demarcated, on which no building shall exceed a maximum building height of 22mPD.

9.6.9 A site located to the northeast of Ping Shek Estate along New Clear Water Bay Road is zoned "OU" annotated "Commercial/Residential Development with Public Car Park and Public Transport Interchange". The site is occupied by a residential development with commercial uses known as 8 Clear Water Bay Road, public transport interchange and 'park-and-ride' facility in the podium serving the wider district. It is subject to a maximum GFA of 19,138m^2 for domestic use and 13,366m^2 for non-domestic use, and a maximum building height of 180mPD. A public car park with 450 parking spaces and a public transport interchange comprising four bus bays, three public light bus and taxi bays and one general vehicle layby shall be provided within the zone. ~~Minor relaxation of the number of parking spaces may be considered by the Board on application under section 16 of the Ordinance.~~

9.6.10 A strip of land spanning over Sheung Yee Road and Kai Fuk Road is

zoned "OU" annotated "Landscaped Elevated Walkway". This zone is primarily intended for the provision of landscaped elevated walkway to create an enhanced pedestrian environment for connecting the pedestrian walkway system in KBBA with Kai Tak area.

9.6.11 The open lorry park at Lee On Road is zoned "OU" annotated "Open Lorry Park", intended primarily to provide land for the development of an open-air lorry park. No building structure except one-storey structure ancillary to the open-air lorry park shall be erected within the site.

~~9.6.12 Minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.12 and 7.13 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.~~

~~9.6.13 However, for any existing building with plot ratio/GFA already exceeding the relevant restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

~~9.6.14 Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of NBA and building gap restrictions may be considered by the Board on application under section 16 of the Ordinance.~~

9.7 "Green Belt" ("GB") - Total Area 52.63 ha

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

9.7.2 This zoning covers mainly steep hill slopes at the eastern periphery, the slopes created in connection with the formation of development platforms for the housing developments at Choi Tak Estate, Choi Ying Estate and Choi Fook Estate as well as the hill slopes in the eastern part of Jordan Valley. It includes strips of land near Tak Bo Garden and Ping Shek Playground and they are densely vegetated. Hill slopes near Choi Wing Road are also within this zone. These slopes are not suitable for urban type development and will be retained in their natural state. Passive recreational uses may however be possible at certain locations. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

9.8 Minor Relaxation Clause

9.8.1 For the zone(s) where minor relaxation of relevant restriction(s) is

applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.12 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

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

9.8.3 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, under exceptional circumstances, minor relaxation of NBA/building gap restrictions as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The NBA restriction will not apply to underground development. Without compromising the intention of designating the NBAs for air ventilation, landscaping, boundary fence/wall or minor structure including footbridge connection and covered walkway that allowed high air porosity, may be allowed within the NBAs stipulated in the Notes of the Plan.

10. COMMUNICATIONS

10.1 Roads

10.1.1 The Area is linked with other districts mainly by Kwun Tong Road, which is a primary distributor road connecting the Area with Kwun Tong and Cha Kwo Ling to the south and Wong Tai Sin to the north. New Clear Water Bay Road and Clear Water Bay Road run along the northern boundary, connecting the Area with Sai Kung to the east and other parts of Kowloon to the west.

10.1.2 Kwun Tong By-pass runs along the Kowloon Bay area connecting to the Tate's Cairn Tunnel in Diamond Hill, the Eastern Harbour Crossing in Cha Kwo Ling and Tseung Kwan O Tunnel near Lam Tin.

10.1.3 The district distributor road network in the Area consists of Lee On Road, Ngau Tau Kok Road, Wai Yip Street, Wang Chiu Road and Wang Kwong Road. There are many local roads within the Kowloon Bay area. In connection with the newly completed Choi Tak Estate, Choi Ying Estate and Choi Fook Estate, a new road network comprising Choi Wing Road, Choi Hing Road and the extended Choi Ha Road was built to serve the new development while the elevated portion of Choi Ha Road linking the new development to the northbound of Kwun Tong Road provides an alternative link to the existing primary distributor.

10.2 Mass Transit Railway

The Area is well served by the MTR system. MTR Kowloon Bay Station is located at the centre of the Area while Choi Hung Station is at the northern periphery of the Area.

10.3 Public Transport

Apart from the MTR, the Area is served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential and working population in the Area.

11. UTILITY SERVICES

The Area is well served with water supply, drainage, and sewerage systems as well as electricity, gas and telephone services. Some sewerage and drainage upgrading works are required in the Area in order to cope with the future development.

12. CULTURAL HERITAGE

12.1 There are four graded historic buildings in the Area which should be preserved in-situ, namely Headquarters Building of the ex-RAF Station (Kai Tak) (Grade 1) to the north of Kai Yip Estate, RAF Officers Mess (Grade 1) and Annex Block No. 2 (Grade 1) of Officers' Quarters Compound of ex-RAF Station (Kai Tak) to the southeast of Ping Shek Estate, and Sam Shan Kwok Wong Temple (Grade 3) adjoining Ping Shek Estate. On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which all of the buildings within the Area have been accorded grading. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the website of the AAB at http://www.aab.gov.hk.

12.2 Prior consultation with the AMO should be made if any development, redevelopment or rezoning proposals that may affect the above sites/historic buildings, new items, any other historic structures identified and their immediate environs.

13. IMPLEMENTATION

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should

refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Architectural Services Department and the Highways Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.

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

TOWN PLANNING BOARD
~~DECEMBER 2022~~ ***FEBRUARY 2025***

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土木工程拓展署
Civil Engineering and
Development Department

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

Final Planning Report (PR) for Amendment to OZPs

5221603(TO2)-OR017-02

February 2025

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1. Introduction

1.1 Background

1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other development purposes.

1.1.2 A potential site (the Site) located to Choi Hing Road has been identified for the residential development. The Site is located at the northeast periphery of the cluster of sites zoned “G/IC” along Choi Hing Road. The site is currently zoned "Government, Institution or Community" ("G/IC") on the Approved Ngau Tau Kok & Kowloon Bay Outline Zoning Plan S/K13/32. The eastern part is currently used as a temporary works area by the Highways Department under GLA-TNK 2164, and the western part is currently used as a fee-paying public carpark under STT KX3048.

1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

1.2 Structure of the Report

1.2.1 This Report contains the following sections in addition to this introduction:

- Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
- Section 3 summaries the findings from the technical assessments; and
- Section 4 presents the conclusion

1.3 Abbreviation

1.3.1 The following abbreviations are used in this Report:

ADWF	Average Dry Weather Flow
AQOs	Air Quality Objectives
ASRs	Air Sensitive Receivers
BH	Building Height
CLP	China Light and Power Ltd
DFC	Design Flow/Capacity Ratio
DP	Designated Project

DSD	Drainage Services Department
EAS	Environmental Assessment Study
EIAO	Environmental Impact Assessment Ordinance
EPD	Environmental Protection Department
FWSR	Fresh Water Service Reservoir
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
GFA	Gross Floor Area
GGS	Goodview Garden Station
GIC	Government, Institution and Community
G/IC	Government, Institution or Community
GMB	Green Minibus
HKPSG	Hong Kong Planning Standards and Guidelines
LCA	Landscape Character Areas
LTHS	Long Term Housing Strategy
LOP	Lok On Pai
LR	Landscape Resources
LRT	Light Rail Transit
LVIA	Landscape and Visual Impact Assessment
L/UL	Loading / Unloading
MDD	Mean Daily Demand
MLD	Million Litre Per Day
MTR	Mass Transit Railway
MTRCL	MTR Corporation Limited
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OU	Other Specified Uses
OZP	Outline Zoning Plan
PKSPS	Pak Kok Sewage Pumping Station
PPSTW	Pillar Point Sewage Treatment Works.
PTI	Public Transport Interchange
PDWF	Peak Dry Weather Flow
R(A)	Residential (Group A)
RC	Reserve Capacity
SDM	Stormwater Design Manual
SI	Site Investigation
SAI	Site of Archaeological Interest
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir

TD	Transport Department
TKT	Tan Kwai Tsuen
TM	Tuen Mun
TME	Tuen Mun East
TIA	Traffic Impact Assessment
TPEDM	Territorial Population and Employment Data Matrix
VPs	Viewing Points
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. Overview

2.1 Site Context

A. Location

2.1.1 The Site is located at the northeast periphery of the cluster of sites zoned "G/IC" along Choi Hing Road, which mainly include existing schools and service reservoirs. Choi Wan Estate, a variety of community facilities and retail facilities is also located to the north of the Site. Location plan of the Site is shown in **Figure 2.1**.

B. Statutory Zoning

2.1.2 The Site falls into the "Government, Institution or Community" ("G/IC") zone on the Approved Ngau Tau Kok & Kowloon Bay Outline Zoning Plan S/K13/32 (Approved OZP) gazetted on 16 December 2022. The Site is subject to a building height restriction of 8 storeys (western portion) and 2 storeys (eastern portion). The "G/IC" zone is intended "*primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory*".

C. Existing Land Use

2.1.3 The Site is currently used as temporary maintenance depot by Highways department under Temporary Government Land Allocation namely GLA-TNK2164 and a fee-paying public carpark under STT no. KX3048.

D. Surrounding Land Uses and Development

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

D1 - Residential Developments

2.1.5 In proximity to the Site, there is a number of high-rise high-density residential developments including Choi Wan (I) Estate, Choi Wan (II) Estate, Choi Fung Court, Choi Fai Estate, Choi Tak Estate, Choi Hing Court and Choi Fook Estate with BHR ranging from +160mPD to +170mPD. The details and location of the residential developments are indicated in **Table 2.1** and **Figure 2.2**.

Table 2.1 - Nearby Residential Developments near Choi Hing Road

Residential Development		Housing Type	OZP Zoning	Existing Building Height (mPD)	PR and BHR stipulated under OZP
Choi Wan (I) Estate	彩雲(一)邨	Public	R(A)	105.5 - 126.8	PR 7.5* or PR: 9.0** BHR: Nil
Choi Wan (II) Estate	彩雲(二)邨	Public	R(A)	116.8 - 143.3	PR: 7.5* or PR: 9.0** BHR: Nil

Residential Development		Housing Type	OZP Zoning	Existing Building Height (mPD)	PR and BHR stipulated under OZP
Choi Fung Court	彩峰苑	HOS	R(A)	111.8 - 150.4	PR: 7.5* or PR: 9.0** BHR: Nil
Choi Fai Estate	彩輝邨	Public	R(A)	206.3 - 206.7	PR: 7.5* or PR: 9.0** BHR: Nil
Choi Tak Estate	彩德邨	Public	R(A)	136.2 - 173.6	PR: 7.5* or PR: 9.0** BHR: 160 and 170
Choi Hing Court	彩興苑	HOS	R(A)1	133.2 - 148.2	PR: 6.0* or PR: 7.0** BHR: 150
Choi Fook Estate	彩福邨	Public	R(A) R(A)2	166.5 - 173.9 188.1	PR: 7.5* or PR: 9.0** BHR: 170

*For a domestic building
**For a partly domestic and partly non-domestic building

2.1.6 Choi Wan (I) Estate and Choi Wan (II) Estate are both long-standing public housing estates, built over 45 years ago. Choi Fai Estate, on the other hand, is a newer public housing estate constructed 1995. The developments fall within an area zoned “R(A)” on the approved Ngau Chi Wan OZP. According to the Notes of the OZP, it is intended primarily for high-density residential development. The “R(A)” zone is subject to a maximum PR of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non- domestic, of which the domestic part should not exceed 7.5, or the PR of the existing building, whichever is the greater.

2.1.7 Choi Hing Court is a Home Ownership Scheme development which is completed in 2019. The estate falls within the zoning of “R(A)1” on the approved Ngau Tau Kok & Kowloon Bay OZP. On the land designated “R(A)1” which is subject to a maximum domestic plot ratio of 6.0 and a maximum non-domestic PR of 1.0 and a maximum building height of +150mPD, or the PR or BH of the existing building, whichever is the greater.

2.1.8 Choi Fook Estate and its Phase 3 development are public housing fall within an area zoned “R(A)” and “R(A)2” on approved Ngau Tau Kok & Kowloon Bay OZP respectively. The “R(A)” and “R(A)2” zone are subject to a maximum PR of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non- domestic, of which the domestic part should not exceed 7.5, or the PR of the existing building, whichever is the greater. On land designated “R(A)2” an indoor recreation centre shall be provided.

2.1.9 There are a completed Transitional Housing Development operated by Lok Sin Tong Benevolent Society and a Light Public Housing Development under construction and target to complete in early 2025 at Choi Hing Road. Both temporary housing developments will be operated for about 5 years. The development falls within the zoning of “Government, Institution or Community”

("G/IC") which the planning intention is for the provision of provision of Government, institution or community facilities. As stipulated in the approved zoning plan, there is no plot ratio restriction. The site is subject to a maximum building height of 8-storeys. Temporary use within 5 years or less shall be always permitted under the said OZP.

D2 - GIC Facilities

2.1.10 GIC facilities such as, two primary schools (namely Choi Wan Saint Joseph's Primary School and Good Hope School (Primary School)), three secondary schools (namely St. Joseph's Anglo-Chinese School, Sing Ying Secondary School and Good Hope School), a school for social development (namely Caritas Mother Teresa School), three Nursery Schools (namely Hong Kong Young Women's Christian Association Choi Wan Nursery School, Kam Lam Catholic Kindergarten and Good Hope School (Kindergarten)) and two water service reservoir (namely Choi Wan Road Salt Water Service Reservoir and Choi Wan Road Fresh Water Service Reservoir are located in the vicinity of the site.

D3 - Open Space and Others Facilities/Uses

2.1.11 Choi Wan (II) Estate's Children Playground is located to the north of the Site across New Clear Water Bay Road. Ping Shek Playground is located to the further west of the Site along New Clear Water Bay Road. To the further southeast of the Site across Ping Shan is Jordan Valley Park. The Open Spaces accommodates a cluster of recreational facilities.

E. Accessibility

2.1.12 Pedestrian and vehicular access to the site is available from the existing public roads, i.e., Choi Hing Road and New Clear Water Bay Road.

2.1.13 The Site has good accessibility to public transport network as it is within 1km walking distance from the Choi Hung MTR Station. There are also various franchised buses and GMB services along New Clear Water Bay Road (about 300m) A elevated walkway located to the west of the Site connects Choi Wan (II) Estate and Choi Wan Shopping Centre. Choi Tak Shopping Centre can also be reached via Choi Hing Road. It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, franchised buses and green minibuses. The variety of public transport options provide the Site with convenient access to all parts of Hong Kong.

2.1.14 The existing pedestrian linkage to the Site is shown in **Figure 3.1**.

2.2 Key Considerations

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

A. Environmental (Noise Issues)

2.2.2 The Site is bounded by New Clear Water Bay Road and Choi Hing Road. Orientation and arrangement of the proposed housing block will be affected by the noise impact (e.g. air borne or ground borne noise including fixed plant noise

and road traffic noise) from these nearby transportation infrastructures and should be taken into account in developing building layout. The housing block shall be evaluated to take into account of environmental impact.

B. Environmental (Air Quality Impact)

2.2.3 The Site is bounded by New Clear Water Bay Road, and Choi Hing Road. The specified buffer distance shall be provided from sources of pollution (roads) to the proposed housing development for acceptable air quality.

2.2.4 The proposed housing block shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from HKPSG for active and passive recreational uses from primary distributor and district distributor is listed as **Table 2.2** below.

Table 2.2 Summary of Required Buffer Distance

Road	Type of Road	Required Buffer Distance (m)
New Clear Water Bay Road	Primary Distributor	>20m
Choi Hing Road	District Distributor	>10m

C. Provision of GIC Facilities

2.2.5 The Social Welfare Department (SWD) had initially proposed three welfare facilities to be accommodated in the proposed development. An area of about 10% of the domestic GFA will be reserved for provision of welfare facilities. The details of the welfare facilities are listed in **Table 2.3**.

Table 2.3 - Details of the Welfare Facilities

Proposed Facilities	Ancillary requirements
Hostel for Severely Mentally Handicapped Persons	i) Should be paired up with DAC. ii) Should be situated at a height not more than 24 metres iii) One designated parking spaces measuring 8.0 metres in length and 3.0 metres in width with a minimum headroom of 3.3 metres above street level should be provided
Day Activity Centre	i) Should be paired up with HSMH ii) Should be situated at a height not more than 24 metres above street level
Supported Hostel for Mentally Handicapped Persons	i) Should be situated at a height not more than 24 metres above street level

2.2.6 The actual provision of welfare facilities shall be confirmed with SWD in future stages.

2.3 Justifications for Residential Development and Zoning Amendment

A. Residential Development

2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.

2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi- pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land. Optimizing the use of G/IC sites is one of the major land supply initiatives.

2.3.3 As stated in The Chief Executive's 2019 Policy Address, it is suggested to review G/IC sites and put forward concrete proposals for sites including developing residential projects and public facilities under a mixed development mode in order to increase the housing supply.

2.3.4 Moreover, the Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high-density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.

2.3.5 The Site, which currently zoned as “G/IC” under the OZP. The area is government land. The eastern part is currently used as a temporary maintenance depot by the Highways Department under GLA-TNK 2164, and the western part is currently used as a fee-paying public carpark under STT KX3048. The western portion and the eastern portion of the Site were originally reserved for social welfare services complex and electricity substation respectively with no implementation programme. The proposed development will provide about 10% of the domestic GFA for social welfare development in response to the public demand. The development of the planned ESS in the Eastern portion is expected to be beyond CLP’ immediate 10-year development plan. The ESS is therefore considered no longer required at the Site and will be provided in other available sites when necessary.

2.3.6 The Site is situated in an area predominated by high-rise high-density residential developments intermixed with various low-rise GIC facilities. By rezoning the Site from “G/IC” to residential development, the area can be used for high-density residential development and is compatible with the surrounding developments.

2.3.7 The site is already well-served by nearby facilities, being in close proximity to regional shopping centres (e.g. Choi Wan Commercial Complex, Choi Wan Market and Choi Tak Shopping Centre), community facilities and amenities (e.g.

Choi Wan (II) Estate Kai Fai House Children's Playground, Ping Shek Playground, Jat's Incline Morning Walkers Garden and Home Affairs Department Choi Wan Estate Community Centre), and in 5-minute walking distance to franchised bus and green minibus services. Therefore, the site has the potential to support a high-density residential development, offering residents convenience in meeting their daily needs

2.3.8 In addition, the Government had obtained funding for the investigation and detailed design for the Smart and Green Mass Transit System (SGMTS) in East Kowloon. The proposed SGMTS is targeted to connect the uphill areas in Kowloon East to the existing railway system with estimated completion by 2033. A Choi Wan station was proposed along the New Clear Water Bay road. With vastly improved infrastructure, the rezoning of site will be a positive step towards better utilising the added capacity brought by such developments to deliver housing, rather than putting greater pressure on places where infrastructure may lag behind the pace of housing development and population growth.

B. Development Intensity

B1). Plot Ratio

2.3.9 The PR shall be determined by considering the planning context of Choi Wan and western platform of Jordan Valley. The surrounding lands zoned "R(A)". "R(A)1" and "R(A)2" are intended primarily for high-density residential developments.

2.3.10 According to the Notes for the approved Ngau Tau Kok & Kowloon Bay OZP no. S/K13/32, the planning intention of "R(A)" and "R(A)2" zones with PR up to 7.5 is for domestic or 9 for maximum total PR with domestic PR not more than 7.5. The zones of "R(A)1" is intended for residential developments with domestic PR of 6 and maximum non-domestic PR of 1.

2.3.11 The site is located in urban area with mature supporting facilities around. It is near the existing Choi Hing Road. To unleash the development potential and contribute to meeting the acute housing need in Hong Kong, a higher domestic PR of 7.5 and total PR of 9.0 is suggested. Same plot ratio is applied in the adjacent residential developments in Ngau Tau Kok, e.g. Choi Tak Estate, Choi Wan Estate.

B2). Maximum BH

2.3.12 There are in general four main building height bands – +140mPD, +150mPD, +160mPD and +170mPD in the Area for the "R(A)", "R(A)1" and "R(A)2" – create a stepped building height profile progressively from former Kai Tak Mansion site to the peak of the Jordan Valley ridgeline. According to Chapter 11 of the HKPSG on Urban Design Guidelines, development height should enhance the district character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood

2.3.13 The site is located in the proximity of the existing high-rise cluster of residential development on the western platform of Jordan Valley and Choi Wan. The site is also situated on a higher platform acceding from the western platform of Jordan Valley with a street level of about +67 to +70mPD.

2.3.14 To better utilise the land resource and to follow the general planning context for the "R(A)" zones at Choi Wan and western platform of Jordan Valley, a building height restriction of +175mPD is recommended for the proposed housing development at the site.

B3). Supports for the Proposed Development Intensity

2.3.15 The relevant technical assessments in **Section 3** demonstrated the rezoning of the Site for the development intensity with proposed mitigation measures during construction and operation will not induce adverse impacts to the surroundings. The proposed high-density residential development is technically feasible.

C. Other Development Parameters

2.3.16 In addition to the plot ratio and BH, the flat size used for developing the optimize scheme should be assumed.

2.3.17 According to the HKPSG Ch.2 Table 8, the initial flat size assumption for the Residential Zone 1 in Kowloon is 50m^2.

2.4 Proposed Zoning Amendment

2.4.1 The Site is proposed to be rezoned for residential uses with GIC and retail facilities. To take forward the Development, it is proposed to rezone the Site from "G/IC" to residential zoning with proposed domestic plot ratio of 7.5, non-domestic plot ratio of 1.5 and the maximum BH of +175mPD. The floor space that is constructed or intended for use solely as GIC facilities within the Development should be disregarded when determining the maximum plot ratio.

2.5 Proposed Development

2.5.1 The key parameters for the Development are given in Table 2.4. The conceptual scheme for the Development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, is shown in Figure 2.3a to Figure 2.3b.

Table 2.4 - Summary of Proposed Development Scheme

Site Area		3,800 m^2
Plot Ratio (PR) (Total/ Domestic/ Non-domestic)[1]		9/7.5/1.5
Gross Floor Area (GFA)[2]	**Domestic**	28,500 m^2
	Non-domestic	5,700 m^2
	GIC Facilities	About 10% of domestic GFA (for social welfare facilities)[3] - 50-place Hostel for Severely Mentally Handicapped Persons - 50-place Day Activity Centre - 30-place Supported Hostel for Mentally Handicapped Persons
Building Height		+171.8mPD
No. of Storeys	**Domestic**	26

	Podium	4
	Basement	2
Site Coverage	**Domestic**	About 37.4%
	Podium	About 96.7%
No. of Blocks		1
Average Flat Size		50 m^2
Estimated No. of Flats		570
Estimated No. of Population[4]		1,482
Tentative Intake Year		2030/31
Parking Spaces, Loading/Unloading Bays[5]		
Domestic		
- **Private Car Parking Spaces**		97 - 170
- **Visitor Parking Spaces**		5
- **Motorcycle Parking Spaces**		5 - 7
- **Loading/Unloading Bay**		1
Retail		
- **Car Parking Spaces**		19 - 38
- **Motorcycle Parking Space[5]**		1 - 4
- **Visitor Parking Spaces**		/
- **Loading/Unloading Bay**		6
Social Welfare Facilities		
- **Shar Loading/Unloading Bay or lay-by for ambulance**		1
- **Designated parking space for private light-bus**		1
Accessible Parking Spaces		2 - 3

Remarks:

(1) For sensitivity testing purpose, the technical impacts for a scenario for domestic PR 7.5 and total PR 9.0 has been assessed

(2) Areas for the underground carpark, GIC facilities and other similar facilities are excluded from the maximum domestic total GFA.

(3) The types of GIC facilities are preliminary for assessing technical feasibility and will be confirmed by SWD in later stage.

(4) 2.6 person per flat is adopted for population estimation.

(5) Unless otherwise specified, number of parking and L/UL facilities is prepared in accordance with HKPSG where high-end standard is adopted for parking estimation.

2.5.2 According to the OZP, the maximum BH for the residential development in the vicinity of the proposed housing site is Choi Fai Estate at about +206.3mPD with existing ground level at +98.9mPD. A maximum BH of +175mPD is adopted for the Site where the existing ground level is around +66.4mPD.

2.5.3 According to the indicative scheme, the Development contains a building block with net BH up to around 105m (including the domestic portion and a four-storey podium for GIC facilities, retail uses and recreational facilities (i.e. clubhouse)). Two-storey basement will provide at least 213 nos. of private car parking spaces for the Development.

2.5.4 One vehicular access serving for both ingress and egress of the basement carpark and loading / unloading spaces of the development is proposed at the southeast corner of the Site towards Choi Hing Road, which is the only public

access road connecting the Site. The proposed location of run-in/out is in line with the current run-in/out location of the Site.

2.5.5 The Development will also provide adequate local open space to meeting the standard for provision of local open space (1m^2 per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the Development is 1,482m^2. Based on the indicative scheme, the total open space provision achieves about 1,880m^2. The open space indicative plan is enclosed in **Figure 3.31.**

2.5.6 A conceptual landscape plan for the Development is enclosed in **Figure 2.4a**. The outdoor area at 3/F will be public podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (8 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3. Technical Assessments

3.1 Traffic Aspect

A. Proposed Development

3.1.1 Parking and Servicing Facilities Provision

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

Table 3.1 - Proposed Parking and Loading / Unloading Facilities Provision

Parking and Loading / Unloading Facilities	HKPSG / Government Department Requirements	Required Provision (nos.)
Domestic (570 flats + 10% (1), average flat size of 50 sqm GFA, 1 blocks)		
Residential Car Parking Space	GPS x R1 x R2 x R3, in which • GPS = 1 space per 4-7 flats • R1 = 1.2 • R2 = 1 • R3 = 0.90	97 - 170
Visitor Car Parking Space	5 spaces per block	5 (incl. 1 no. accessible parking space)
Motorcycle Parking Space	1 space per 100-150 flats	5 - 7
Loading / Unloading Bay for Goods Vehicle	1 bay for each housing block	1
Service Vehicle Space	1 space around each block	1
Retail (5,700 sqm GFA)		
Car Parking Space	1 space per 150 - 300 sqm GFA	19 - 38
Motorcycle Parking Space	5 - 10% of total provision for private cars	1 - 4
Loading / Unloading Bay	1 bay for every 800 to 1,200 sqm GFA	5 - 8
Social and Welfare Facilities		
Shared Loading / Unloading Bay or Lay-by for ambulance(3)	Nil	1 (requested by SWD)
Designated Parking Space for Private Light Bus(2) (W: 3m x L: 8m x H: 3.3m)	Nil	1 (requested by SWD)
Proposed Development		
Accessible Parking Spaces	• 2 nos. for development with total number of parking spaces of 51 - 150 • 3 nos. for development with total number of parking spaces of 151 - 250	2 - 3

Remarks: (1) An allowance of +10% on the number of flats were applied for assessment purpose.

(2) The designated parking space is provided for Hostel for Severely Mentally Handicapped Persons (HSMH).

(3) The shared loading/unloading or lay-by is provided for Supported Hostel for Persons in Mental Recovery (SHOS(PMR)) and HSMH. The location should be in close proximity to the entrance of HSMH.

3.1.2 Vehicular Access Arrangement

3.1.2.1. There are two potential vehicular access locations at the Site:

(i) West access – existing run in/out on the cul-de-sac of Choi Hing Road, opposite to the access of St Joseph's Anglo-Chinese School;

(ii) South access – existing run in/out of the HyD Depot on Choi Hing Road (Proposed location)

3.1.2.2. It is noted that there will be a new slip road connecting the New Clear Water Bay Road with Choi Hing Road proposed by TD. It is observed from the preliminary road alignment that the proposed slip road will interrupt the vehicular access at the west access of the Site.

3.1.2.3. It is proposed to maintain the existing run-in / out on Choi Hing Road of the HyD Depot as the future vehicular access of the proposed development. The location of the proposed vehicular access and the preliminary access arrangement is illustrated in **Figure 3.2**.

3.1.2.4. The vehicular access shall allow a feasible entry of maximum size of 11.0m long HGV to suit the anticipated traffic needs with corresponding parking, loading/unloading facilities.

3.1.3 Pedestrian Access Arrangement

3.1.3.1. The existing pedestrian facilities are well-developed in the vicinity of the proposed development. Pedestrian can access the proposed development at Choi Hing Road via the surrounding pedestrian facilities (e.g. footpaths, at grade pedestrian crossings, footbridges, etc.) to / from nearby bus and green minibus (GMB) servicing points and MTR Choi Hung Station. The anticipated major pedestrian routes and the stops of buses and minibuses are shown in **Figure 3.1**.

B. Traffic Impact

3.1.4 General

3.1.4.1. The proposed development will be served by urban trunk (Kwun Tong Road) and primary distributors (New Clear Water Bay Road, Clear Water Bay Road and Lung Cheung Road), and local distributor (Choi Hing Road, Choi Ha Road and Choi Wing Road).

3.1.4.2. A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2034 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.2**. The locations of assessed road links and junctions are shown in **Figure 3.2**.

Table 3.2 – TIA Assessment Scenarios

Year	Scenario	Description
2024	Observed Scenario	2024 Observed Traffic Flows
2034	Reference Scenario	2031 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before "Intake Year + 3"

3.1.5 Junction Assessments

3.1.5.1. The surveyed traffic demand and traffic forecast results are adopted for the junction assessments. The Observed Scenario is based on the observed traffic flows from vehicular survey; the Reference Scenario (without the proposed development) is based on the reference traffic forecast in year 2034; and the Design Scenario (with the proposed development) is based on the design traffic forecast in year 2034.

3.1.5.2. The performance of priority junctions / roundabouts and signal-controlled junctions are represented in terms of design flow / capacity (DFC) ratio and reserve capacity (RC) respectively. The performance of the assessed junctions under all assessment scenarios are summarized in **Table 3.3**.

Table 3.3–Junctions Performance

Index *(1)*	Junction	Type	Reserve Capacity (RC) or Design Flow / Capacity (DFC) Ratio					
			Year 2024 Observed Scenario		Year 2034 Reference Scenario		Year 2034 Design Scenario	
			AM	PM	AM	PM	AM	PM
J1	Choi Hing Road / Choi Hing Lane	Priority Junction	0.73	0.47	0.39	0.33	0.43	0.37
J2	Choi Hing Road / Choi Wing Road	Priority Junction	0.28	0.15	0.29	0.16	0.29	0.16
J3	Kwun Tung Road / Choi Shek Lane	Priority Junction	0.54	0.28	0.57	0.29	0.60	0.30
J4	New Clear Water Bay Road / Choi Hing Lane	Signal Controlled Junction	51%	70%	78%	104%	69%	98%
J5	New Clear Water Bay Road / Clear Water Bay Road (Lower)	Signal Controlled Junction	20%	24%	**7%**	**14%**	**7%**	**14%**
J6	Lung Cheung Road / Clear Water Bay Road	Signal Controlled Junction	**10%**	16%	**0%**	**4%**	**0%**	**4%**
J7	Clear Water Bay Road Crossing near Tsui Shek House	Signal Controlled Junction	>100%	>100%	>100%	>100%	>100%	>100%
J8	Choi Wing Road / Choi Ha Road	Signal Controlled Junction	>100%	>100%	>100%	>100%	>100%	>100%

Index (1)	Junction	Type	Reserve Capacity (RC) or Design Flow / Capacity (DFC) Ratio					
			Year 2024 Observed Scenario		Year 2034 Reference Scenario		Year 2034 Design Scenario	
			AM	PM	AM	PM	AM	PM
J9	Choi Ha Road / Slip Road to Kwun Tong Road	Signal Controlled Junction	>100%	>100%	>100%	>100%	>100%	>100%

Notes: Numbers are rounded for presentation.
Remarks: (1) Refer to Figure 3.3.

3.1.5.3. As shown in **Table 3.3**, all priority junctions / roundabouts have DFC ratio less than 0.85 and most of the assessed junctions would operate with acceptable performance with RC greater than 15% for signal controlled junctions except junction J5 and J6.

3.1.5.4. However, it should be noted that J5 and J6 will operate in similar capacity in both AM and PM peak for both 2034 Reference and 2034 Design scenarios. The net change of the traffic flows by the proposed development would account for 0% in RC in both AM and PM peak. Hence, the net impact imposed by the proposed development on junction performance of J5 and J6 is insignificant.

3.1.6 Vehicular Queue Length Analysis

3.1.6.1. In accordance with the Chapter 2.5 of TPDM Volume 4, queue length assessments have been conducted for the signalized junctions to investigate the potential traffic impact. The estimated average queue length is summarized in **Table 3.4**.

Table 3.4 Vehicle Queue Length Analysis

No. (1)	Junction	Arm	Length of Stacking Area (m)	Estimated Queue Length (m)					
				Year 2024 Observed Scenario		Year 2034 Reference Scenario		Year 2034 Design Scenario	
				AM	PM	AM	PM	AM	PM
J4	New Clear Water Bay Rd	WB	>100	45	31	37	25	40	26
	Choi Hing Lane	NB	70	31	18	30	18	33	20
	New Clear Water Bay Rd	EB	>100	32	22	31	21	32	22
J5	New Clear Water Bay Road	WB	>100	65	51	73	55	74	56
	Clear Water Bay Road	SB	>100	60	54	69	63	69	62
	Clear Water Bay Road	EB	>100	65	63	74	69	74	69
J6	Lung Cheung Road	SB	>100	37	43	41	47	40	47
	Clear Water Bay Road	WB	>100	65	67	77	78	76	78
	Lung Cheung Road	NB	80	56	62	63	70	64	71
J7	Clear Water Bay Road	SB	70	9	9	13	12	13	12
J8	Choi Wing Road	WB	55	8	5	8	5	8	5
	Choi Ha Road	NB	>100	13	11	13	12	13	12
	Choi Wing Road	EB	>100	14	10	14	10	14	10

No. (1)	Junction	Arm	Length of Stacking Area (m)	Estimated Queue Length (m)					
				Year 2024 Observed Scenario		Year 2034 Reference Scenario		Year 2034 Design Scenario	
				AM	PM	AM	PM	AM	PM
J9	Choi Ha Road	WB	70	13	8	14	8	14	8
	Choi Ha Road	SB	>100	15	8	15	9	15	9

3.1.6.2. The queue lengths of all assessment scenarios are within the stacking area of the junction. The impact to the queue length by the Proposed Development is minimal comparing to 2034 Reference scenario.

3.1.7 Public Transport Service

3.1.7.1. Currently, there are several service points for franchised buses and green minibus (GMB) along New Clear Water Bay Road, Choi Hing Road. The service details of the existing public transport services in the vicinity of the subject site are given in **Table 3.5** and illustrated in **Figure 3.3**.

Table 3.5 – Existing Public Transport Services

Route No.	Origin – Destination		Remarks
Franchised Bus			
2X	Choi Fook	Mei Foo	Daily
3M	Tsz Wan Shan (North)	Choi Wan	Daily
3M	Choi Wan	Tsz Wan Shan (South)	Mon - Fri (Except PH): AM Peak
9	Choi Fook	Tsim Sha Tsui East (Mody Road)	Daily
10	Choi Wan	Tai Kok Tsui	Daily, (Circular)
13X	Choi Fook	Tsim Sha Tsui East	Mon - Fri (Except PH): AM Peak
14D	Yau Tong	Choi Hung	Mon - Fri (Except School & PH): AM Peak
14D	Lam Tin (Kwong Tin Estate)	Choi Hung	Mon - Fri (Except School & PH): AM Peak
21	Choi Wan	Hung Hom Station	Daily
26	Shun Tin	Tsim Sha Tsui East	Daily
26M	Choi Hung	Kwun Tong	Daily, (Circular)
26X	Tsim Sha Tsui East	Shun Tin	Mon - Fri (Except PH): PM Peak
27	Shun Tin	Mong Kok	Daily, (Circular)

Route No.	Origin – Destination		Remarks
27X	Shun Tin	Olympic Station	Mon - Fri (Except PH): AM Peak
28B	Choi Fook	Kai Tak (Kai Ching Estate)	Daily
29M	Shun Lee	San Po Kong	Daily, (Circular)
42	Tsing Yi (Cheung Hong Estate)	Shun Lee	Daily
88	Sau Mau Ping (Central)	Tai Wai Station	Daily
91	Clear Water Bay	Diamond Hill Station	Daily
91	Choi Hung Bbi - Pik Hoi House	Clear Water Bay	Daily: AM Peak
91M	Po Lam	Diamond Hill Station	Daily
91P	Diamond Hill Station	H.K.U.S.T (North)	Mon - Fri (Except PH): AM Peak
91P	H.K.U.S.T. (South)	Ping Shek / Choi Hung Station	Mon - Fri (Except PH): PM Peak
92	Sai Kung	Diamond Hill Station	Daily
95	Tsui Lam	Kowloon Station	Daily
96R	Diamond Hill Station	Wong Shek Pier	Sat, Sun & PH
111P	Choi Fook	Central (Macau Ferry)	Mon - Sat (Except PH): AM Peak
213A	On Tat	Ping Shek / Choi Hung Station	Mon - Fri (Except PH): AM Peak
213D	Sau Mau Ping (Central)	Mong Kok	Daily, (Circular)
214	Yau Tong	Cheung Sha Wan (Kom Tsun Street)	Daily
214	Po Tat	Lai Chi Kok Station	Mon - Fri (Except School & PH): AM Peak
214P	On Sau Road	Lai Chi Kok Station	Mon - Fri (Except School & PH): AM Peak
290	Hang Hau (North) (Tseung Kwan O Hospital)	Tsuen Wan West Station	Daily
290A	Tseung Kwan O (Choi Ming)	Tsuen Wan West Station	Daily
290A	Upper Sau Mau Ping	Tsuen Wan West Station	Mon - Fri (Except PH): AM Peak
290B	Tseung Kwan O Industrial Estate	Tsuen Wan West Station	Mon - Fri (Except PH): PM Peak
290X	Lohas Park Station	Tsuen Wan West Station	Daily

Route No.	Origin – Destination		Remarks
290X	Tsuen Wan West Station	Lohas Park Station (Via Fasa)	Mon - Fri (Except PH): AM Peak
290X	Tiu Keng Leng Station	Tsuen Wan West Station	Mon - Fri (Except PH): AM Peak
291P	H.K.U.S.T. (South)	Mong Kok	Mon - Fri (Except PH): PM Peak
292P	Sai Kung	Kwun Tong	Mon - Fri (Except PH): AM Peak
606	Choi Wan	Siu Sai Wan (Island Resort) (Eastbound Omit Tung Shing Court)	Daily
606	Choi Wan	Siu Sai Wan (Island Resort) (Via Choi Ha Road, Omit Tung Shing Court)	Sun & PH: AM Peak
606A	Choi Wan (Fung Shing Street)	Shau Kei Wan (Yiu Tung Estate)	Mon - Sat (Except PH): AM Peak
A28	Lohas Park	Airport (Via Cathay City)	Daily: AM Peak
A28	Lohas Park	Airport (Via Cathay City & Sky City Road East)	Mon - Sat (Except PH): AM Peak
A28	Airport	Lohas Park (Via Sky City Road East)	Mon - Sat (Except PH): PM Peak
A28	Lohas Park	Airport	Daily
E22P	Yau Tong	Skycity	Mon - Fri (Except PH): AM Peak
N26	Yau Tong	Tung Chung Station	Daily, Overnight
N214	Yau Tong	Mei Foo	Daily, Overnight
N216	Yau Tong	Hung Hom Station	Daily, Overnight
N290	Tsuen Wan West Station	Lohas Park Station	Daily, Overnight
Green Minibus			
16	Jat's Incline (Choi Wan Estate)	Ping Shek Estate	Daily, (Circular)
16A	Fung Shing Street	Ping Shek Estate (Supplementary Service Route)	Daily, (Circular)
16B	Scenic View	Ping Shek Public Transport Interchange (Supplementary Service Route)	Daily

Route No.	Origin – Destination		Remarks
16S	Aria	Ping Shek Estate (Supplementary Service Route)	Daily, (Circular)
49	Shun Tin	Kowloon City Ferry	Daily, (Circular): AM & PM Peak
49M	Shun Tin	Ping Shek (Supplementary Service Route)	Daily, (Circular)
54S	Shun Lee Disciplined Services Quarters	Wong Tai Sin (Shatin Pass Road) (Special Departures)	Daily, (Circular)
68	Choi Wan Estate	Kowloon Bay	Daily, (Circular)
82	Choi Hing Court	Kai Tak	Daily
83A	Choi Fook Estate	Ping Shek (Special Service Route)	Daily
83M	Ngau Tau Kok (On Wah Street)	Ping Shek	Daily
1	Sai Kung	Kowloon Bay (Telford Gardens)	Daily
1A	Pak Sha Wan	Diamond Hill (Choi Hung Road) Public Transport Interchange (Short Working Service)	Daily: AM Peak
1A	Fui Yiu Lane	Diamond Hill (Choi Hung Road) Public Transport Interchange (Short Working Service)	Mon - Sat (Except PH): AM Peak
1A	Sai Kung North	Diamond Hill (Choi Hung Road) Public Transport Interchange (Short Working Service)	Daily: AM Peak
1A	Sai Kung	Diamond Hill (Choi Hung Road) Public Transport Interchange	Daily
1S	Sai Kung	Diamond Hill (Choi Hung Road) Public Transport Interchange (Overnight Service)	Daily, Overnight
11	Hang Hau Village	Choi Hung Station (Lung Cheung Road) (Normal Route)	Daily
11B	Hong Kong University of Science and Technology (South Station)	Choi Hung Station (Lung Cheung Road) (Evening special trips Route)	Mon - Fri (Except PH): PM Peak
11B	Hong Kong University of Science and Technology (North Station)	Choi Hung Station (Lung Cheung Road) (Morning special trips Route)	Mon - Fri (Except PH): AM Peak
11S	Po Lam	Choi Hung Station (Lung Cheung Road) (Overnight Service Route)	Daily, Overnight

Route No.	Origin – Destination		Remarks
12	Sai Kung	Po Lam	Daily
16	Jat's Incline (Choi Wan Estate)	Ping Shek Estate	Daily, (Circular)
16A	Fung Shing Street	Ping Shek Estate (Supplementary Service Route)	Daily, (Circular)
16B	Scenic View	Ping Shek Public Transport Interchange (Supplementary Service Route)	Daily
16S	Aria	Ping Shek Estate (Supplementary Service Route)	Daily, (Circular)
49	Shun Tin	Kowloon City Ferry	Daily, (Circular): AM & PM Peak
49M	Shun Tin	Ping Shek (Supplementary Service Route)	Daily, (Circular)
54S	Shun Lee Disciplined Services Quarters	Wong Tai Sin (Shatin Pass Road) (Special Departures)	Daily, (Circular)
68	Choi Wan Estate	Kowloon Bay	Daily, (Circular)
82	Caritas Mother Teresa School	Kai Tak	Daily
83A	Choi Fook Estate	Ping Shek (Special Service Route)	Daily
83M	Ngau Tau Kok (On Wah Street)	Ping Shek	Daily

Sources: HKeMobility website (as of 24 June 2024).

3.1.7.2. MTR Choi Hung Station is also located at about 950m from the Site.

3.1.7.3. The proposed development will be well served by these existing public transport services currently provided in the vicinity.

3.2 Drainage Aspect

A. General

3.2.1 Considering the Site is located in urban area and it is a redevelopment of converting the fee-paying carpark and maintenance depot into a private residential development, the catchment area, surface runoff characteristic such as the extent of paved area regarding the Site shall remain the same after the redevelopment under the proposed scheme at current stage of feasibility study. The total surface runoff of the catchments would not be adversely increased due to the redevelopment. Thus, adverse effect to the existing downstream drainage system due to the proposed redevelopment is not anticipated and a detailed DIA is considered not necessary at this stage of feasibility study (**Figure 3.13**).

3.2.2 Any further assessment if required may be carried out at later stage such as in detailed sign of the proposed development subject to agreement with relevant B/Ds.

3.3 Sewerage Impact

A. General

3.3.1 The sewerage impact assessment is conducted in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).

3.3.2 10% variation of population and non-domestic development are allowed for design flexibility of the proposed development for the sewerage impact assessment.

B. Existing Sewerage System

3.3.3 There are two sewage tapping points FTH4005285 and FTH 4005287. Each of them connects to the existing public sewerage system through an existing 225mm dia. pipeline along Choi Hing Road at DSD manhole FMH4055325 and FMH4055278 respectively. The layout plan of the existing sewerage system is shown as **Figure 3.4.**

3.3.4 There are existing 225mm, 300mm and 375mm dia. pipelines along Choi Hing Road. The flow is further conveyed along Kwun Tong Road at DSD manhole FMH4033422 by pipe with 1050mm diameter which directs the flow to Kwun Tong Intermediate Pumping Station. The flows are ultimately discharged to the Kwun Tong Preliminary Treatment Works and then the Stonecutters Island Sewage Treatment Works.

C. Impact Assessment

3.3.5 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 652.23m^3/day. As the contributing population is ranging from 1,000 to 5,000, the proposed sewerage shall be designed with a peaking factor of 6 (including stormwater allowance) for facility with existing upstream sewerage in accordance with the GESF. The projected Peak Dry Weather Flow (PDWF) generated from the Development would be 0.0409m^3/s.

3.3.6 Sewage generated from the proposed development will be discharged via the existing tapping point FTH4005287 and conveyed to Kwun Tong Intermediate Pumping Station through the existing public sewerage system. Existing pipes from FMH4055325 to Kwun Tong Intermediate Pumping Station are found to be sufficient to accommodate the additional flow due the proposed development.

3.3.7 Currently, existing manhole FMH4055280 is serving the Caritas Mother Teresa School, HyD's temporary works area, a carpark and St. Joseph's Anglo-Chinese School. Apart from the addition population due to the proposed housing development, the additional population brought by Transitional Housing and Light Public Housing at the end of Choi Hing Road, to be operated from Q1 2024 and Q1 2025 respectively and the operation period is 5 years. The project is expected to be completed in Q1 2029 and Q1 2030. Therefore, both temporary housing developments are not considered.

3.3.8 Sewage generated from the proposed development will be discharged via the proposed terminal manhole and conveyed to Kwun Tong Intermediate Pumping Station through the existing sewerage system. Existing pipes at the downstream are found to be sufficient to accommodate the additional flow due the proposed development

D. Proposed Sewerage System

3.3.9 Existing sewage tapping points and public sewers are proposed to be utilised to convey the sewage flow to existing public sewerage system located along Choi Hing Road.

3.4 Water Supply Impact

A. General

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

B. Existing Water Supply System

3.4.2 There is an existing 200mm dia. D.I. fresh watermain located at the east of the Site along Choi Hing Road. This existing 200mm dia. D.I. pipe is feed by Ngau Chi Wan High Level FWSR (NCW FWSR). The existing fresh water system is shown in **Figure 3.5**.

3.4.3 The Site at Choi Hing Road falls within the supply zone of Sau Mau Ping SWPS (SMP SWPS). There is two existing 100mm dia. D.I. salt water main located at the footpath of Choi Hing Road. The existing salt water supply system is shown in **Figure 3.6**

C. Water Demand

3.4.4 The fresh water and flushing water demand for the Development are estimated based on the residential population and land use. The intake year of the proposed development would be year 2030/2031 tentatively.

3.4.5 The estimated total Mean Daily Demand (MDD) of fresh water for the Development at the Site with 10% allowance would be approximately 0.656MLD (i.e. 656m^3/day). The estimated total MDD of flushing water for the Development with 10% allowance would be approximately 0.185MLD (i.e. 185m^3/day).

D. Proposed Water Supply Works

Fresh Water Main

3.4.6 DN150 D.I fresh water main is proposed to distribute the fresh water and fire service at the footpath along Choi Hing Road from the existing fresh water supply system (i.e existing DN400 D.I) to the Site.

Flushing Water Main

3.4.7 DN100 D.I flushing water main is proposed to distribute the flushing water at the footpath along Choi Hing Road from the existing flushing water supply system (i.e existing DN150 D.I) to the Site.

3.4.8 The proposed fresh water main connection and salt water main connection are indicated in **Figure 3.8** and **Figure 3.9**.

3.5 Utility Impact Assessment

3.5.1 Existing record of CLP cables, gas mains, HKT cables, drainage, sewerage, watermain and road lighting records have been collected from various utilities undertakers and relevant government departments. Details refer to **Figure 3.10 to Figure 3.14.**

3.5.2 All the existing records showed that the underground utilities laid outside the boundary of the proposed housing site. Therefore, these underground utilities are unlikely affect or to be affected by the proposed housing development.

3.5.3 Provision of new utilities to the proposed housing site can be achieved by extending/tee-off from the existing utilities locally at Choi Hing Road.

3.5.4 Therefore, the existing and proposed utilities will not have insurmountable impact on the proposed housing development and based on findings of this report, no major infrastructures works related to utilities would be required for the proposed housing development.

3.6 Geotechnical and Site Formation Assessment

A. General

3.6.1 The site area is currently occupied by the open carpark and site office / storage. The site is considered relatively flat at +67.9mPD and +70.7mPD. There will be no substantial site formation works proposed.

3.6.2 A review of the historical site investigation (SI) indicates that the site was composed of fill overlying Completed Decomposed Granite. Rockhead level would be shallowly encountered below a layer of backfilling materials at the southern portion of the Site. The rockhead generally deepens towards the north of the Site. However, it should be noted that this is based on limited information and rockhead level is expected to vary across the site.

B. Geotechnical Constraint and Considerations

3.6.3 Existing Structures

3.6.3.1. The works area has occupied at the upper platform, while open car park is located at the lower platform. It is expected that these facilities / temporary structures will be removed prior to any site development. Therefore, no significant impact is identified for the development.

3.6.4 Existing Registered & Unregistered Features

3.6.4.1. The feature no. 11NE-A/FR462 is located at east of the Site. It is a part of former geotechnical feature no. 11NE-A/C63 which landslide failure was recorded in

1989. The failure was severe erosion induced by infiltration due to heavy rainfall. Details could be referred to GCO Incident No. K89/5/62. 11NEA/FR462 was then formed under site formation of Jordan Valley Development in 2006. It is a 49m long fill slope with vegetation surface, comprising of a toe wall with masonry facing. The fill slope part is max. 8m high with average slope angle of 30 degree. The toe wall is a R.C. wall with max. height of 7m and wall angle of 87 degree. Based on the SIS, the existing CTL category is defined as 2. The maintenance responsibility of the Feature lies with CEDD. CEO Checking Certificate no. GEO/ME 005/2011 is noted and Checking Status reveals the feature was upgraded to current standard in Ginfo.

3.6.4.2. The feature no. 11NE-A/C893 is also located at east of the Site. It was formed under site formation of Jordan Valley Development in 2005. It is a 32m long cut slope with shotcrete and vegetation cover. The slope is max. 18m high with average slope angle of 70 degree. Based on the SIS, the existing CTL category is defined as 3. The maintenance responsibility of the Feature lies with LandsD. CEO Checking Certificate no. GEO/ME 016/2008 is noted and Checking Status reveals the feature was formed to current standard in Ginfo.

3.6.4.3. The eastern portion of feature no. 11NE-A/C874 is located at south of the Site. It was formed under site formation of Jordan Valley Development in 2006. It is a 570m long cut slope with shotcrete cover. The slope is max. 25m high with average slope angle of 72 degree. Based on the SIS, the existing CTL category is defined as 2. The maintenance responsibility of the Feature lies with HyD. CEO Checking Certificate no. GEO/ME 026/2008 is noted and Checking Status reveals the feature was formed to current standard in Ginfo.

3.6.4.4. A slope is observed between the upper and lower platforms. Its height is about 1.5m with avg. slope angle of 30 degree. It should be formed during the site formation of Jordan Valley Development. No available study / assessment is found.

3.6.4.5. The location of the existing registered and unregistered features is shown in **Figure 3.15**.

C. Proposed Building Foundation

3.6.5 Based on the existing SI data within and in the vicinity of the site, rockhead level is expected to be encountered below ground few meters. Hence, shallow foundations on bedrock for residential buildings are considered feasible which would not induce excessive settlements and affect the nearby existing structures. However, it is reiterated that drillhole no. DH7A indicated that rockhead may drop suddenly near north of the Site.

3.7 Environmental Impact

A. General

3.7.1 The total area of the Site is approximately 0.38 ha and estimated total flat number of the Development is estimated to be around 570 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as

any DP items. Therefore, no DP items of the EIAO is anticipated for the Development.

3.7.2 A Preliminary Environmental Review has been undertaken to identify and assess the potential environmental impacts in respect of air quality, noise, water quality and land contamination.

B. Impact Assessment

3.7.3 Air Quality

3.7.3.1. The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 3.16**.

3.7.3.2. Background air quality has also been predicted based on hourly concentration data extracted from the EPD's "Smart Air Modelling Platform" PATH v3.0 model released on 31 Jan 2024, which developed by EPD to simulate air quality over Hong Kong. The Proposed Development falls within the PATH Grid (44,35) and (45,35). The pollutants concentration data predicted by PATH-v3.0 in Year 2025 are summarised in **Table 3.6**.

Table 3.6 - Background Concentrations of Air Pollutants in Year 2025 Predicted by the PATH-v3.0 Model

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m³)	
			(44,35)	(45,35)
RSP	10th Highest 24-hour	100 (9)	55	56
	Annual	50	21	21
FSP	19th Highest 24-hour	50 (18)	33	34
	Annual	25	13	13
NO_2	19th Highest 1-hour	200 (18)	76	68
	Annual	40	15	13
SO_2	4th Highest 10-minute	500 (3)	24	23
	4th Highest 24-hour	50 (3)	7	7
O_3	10th Highest 8-hour	160 (9)	174	172
CO	1st Highest 1-hour	30,000	579	576
	1st Highest 8-hour	10,000	554	549

Notes:
(a) The AQMS data are extracted from EPD's Smart Air Modelling Platform (SAMP) website.
(b) Data in brackets means allowance of AQOs.
(c) Underlined value means exceedance of AQOs.

3.7.3.3. Potential air quality impacts during the operation phase of the Proposed Development are expected from vehicular emissions from surrounding roads. New Clear Water Bay Road, Choi Hing Road are situated immediately north and south of the Proposed Development respectively. The road types of these roads are primary distributor (PD) and local distributor (LD) respectively. According to Table 3.1 in Chapter 9 of HKPSG, air sensitive uses (including ASRs with openable windows and fresh air intake) should not be located within a 20m buffer distance for PD and a 5m buffer distance for LD, measured from the road kerbs. **Figure 3.18** illustrates the buffer zone and the buffer distance. As the domestic block of the Proposed Development in the indicative layout is

beyond the buffer distance, it is regarded as complying with the HKPSG buffer distance recommendations.

3.7.3.4. A very small portion of the podium and the open space of the welfare facilities in the Proposed Development along New Clear Water Bay Road will encroach into the buffer zone. It is advised that no openable windows and fresh air intake are designed to be located in the buffer zone.

3.7.3.5. In view of the above, adverse air quality impact from vehicular emissions on nearby roads during the operation phase is not anticipated.

3.7.4 Noise Impact

3.7.4.1. The study area for this noise impact assessment is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 3.18**. To mitigate the potential exceedance during the construction stage, adoption of quieter construction methods and use of quality powered mechanical equipment, noise barrier and noise enclosure should be adopted. In addition, good site practices should be adopted to abate noise impacts during the construction phase of the Project and noise mitigation measures stipulated in EPD's "Recommended Pollution Control Clauses for Construction Contracts" should be followed.

3.7.4.2. The road traffic noise impact imposed on planned NSRs of the Proposed Development would be generated by the existing and planned roads within 300m from the boundary of the Site. The major roads considered for road traffic noise impact assessment include New Clear Water Bay Road on the north and Choi Hing Road on the south of the Site. The assessment has been carried out based on the projected peak hourly traffic flow in Year 2046 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Development.

3.7.4.3. All residential dwellings with openable windows for prescribed ventilation purposes have been assigned with noise assessment points (NAPs). The locations of NAPs for road traffic noise impact assessment have been indicated in **Figures 3.19** and **3.20**.

3.7.4.4. Road traffic noise exceedances are predicted at the residential NAPs with direct line-of-sight to New Clear Water Bay Road, with a maximum predicted noise level at 75 dB(A), ie exceedance of 5 dB(A). The compliance rate is 30%.

3.7.4.5. For the social welfare facilities, the noise levels along the building façade have been predicted. It is recommended that noise sensitive uses (e.g. domestic, educational, or medical) should be carefully considered with reference to the predicted noise levels and the HKPSG noise criteria during detailed design stage of the Project. Furthermore, areas with predicted noise level exceeding the 70 dB(A) noise criteria (highest road traffic noise criteria in HKPSG) have been identified. Noise mitigation measures should be investigated and provided if predicted noise levels exceed over the relevant noise criteria for different types of noise sensitive uses.

3.7.4.6. In light of noise exceedances at the proposed residential block, noise mitigation measure of acoustic windows (baffle type) (AW(BT)) given in the "Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private

Residential Developments against Road Traffic Noise Impact" (ProPECC PN 5/23) issued by EPD have been proposed to be provided. **Figure 3.21** and **Figure 3.22** indicates the locations of the proposed AW(BT) for typical floors and social welfare facilities respectively.

3.7.4.7. An assessment on fixed plant noise and railway noise impact was conducted based on the information available at feasibility study stage. Potential fixed plant noise within 300m of the Project Site, as shown in **Figure 3.23** were identified by desktop review and site surveys. Identified fixed plant noise sources include louvres for mechanical ventilation at St. Joseph's Anglo-Chinese School Substation (F01), chillers at the rooftop of St. Joseph's Anglo-Chinese School (F02) and chillers at the rooftop of Sing Yin Secondary School (F03).

3.7.4.8. Based on the assessment results, all NAPs of the proposed residential block comply with the relevant noise criteria. There are no significant fixed plant noise sources within 300m of the Proposed Development.

3.7.4.9. Potential noise sources from the Proposed Development (e.g. E&M rooms) will be designed to meet the relevant noise criteria stipulated in the HKPSG and relevant Technical Memorandum issued under the NCO. Noise mitigation measures should be provided as necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise standard of the HKPSG and the NCO.

3.7.5 Water Quality

3.7.5.1. The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. The 500m water quality study area and location of WSRs are shown in **Figure 3.24**. Within 500m Study Area from the Project Site, there are three surface drainage systems (i.e. Jordan Valley located 240m southeast of the Site and Jat's Incline located 430m northeast of the Site).

3.7.5.2. During the operational phase, sewage discharge will be the major water pollution source throughout the operation phase of the Proposed Development. Sewage generated from the Proposed Development should be collected and conveyed to the nearest public sewerage system via proper connections to minimise water quality impact from the operation of the Proposed Development. All sewage discharged shall comply with the TM-DSS controlled under the WPCO. Hence, no adverse sewerage impact is expected.

3.7.5.3. The surface runoff from the Development might also induce potential water quality impacts. The Site will be paved in impermeable surfaces within the Site. With the provision of drainage system, no adverse water quality impact due to surface runoff is anticipated.

3.7.5.4. The sewage generated from the Development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Meanwhile, relevant measures and best practices as stated in ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department" would be implemented. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be

controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. Thus, no adverse water quality impact is anticipated during the operational phase. For the current preliminary layout, the building is still in early stage of design development and subject to further changes. Further submission might be required subject to further changes during design stage by future developer.

3.7.6 Land Contamination

3.7.6.1. Historical aerial photographs and topographic maps were reviewed to identify previous land uses at the Site and any previous contaminative activities.

3.7.6.2. According to EPD, there have been no recorded instances of chemical spillage and land contamination on the Site. Additionally, the FSD has confirmed the Site have no records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods. Therefore, no potential source of land contamination are anticipated from the existing operation identified on Site.

3.8 Landscape and Visual Aspect

A. General

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

B. Impact Assessment

3.8.2 Tree Survey

3.8.2.1. A total of 21 trees of 11 species with a trunk diameter larger than 95mm measured at 1,300mm above ground level were surveyed. The surveyed trees were found scattered around the site area along the surrounding boundary. The trees were generally well maintained and in average condition. The average crown size was 4.4m, average tree height at 6.3m and average 178.5mm DBH.

3.8.2.2. No Old and Valuable Trees or Trees of Particular Interest was identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.

3.8.2.3. A total of 9 surveyed trees will be affected by the Development and associated site formation works and are recommended to be removed. Details of the tree survey including tree assessment schedule, tree survey plan and tree photographs are enclosed in **Figure 3.25**, **Figure 3.26** and **Figure 3.27a – 3.27h**. The summary of affected trees is listed in **Table 3.7**.

Table 3.7 - Summary of Affected Trees by Proposed Development and Associated Works

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
CHR-T007	*Ficus religiosa*	菩提樹	9.0	240	8.0	Remove
CHR-T008	*Acacia confusa*	台灣相思	7.0	180	5.0	Remove
CHR-T009	*Leucaena leucocephala*	銀合歡	5.0	110	3.0	Remove
CHR-T010	*Ficus religiosa*	菩提樹	7.0	120	3.0	Remove
CHR-T011	*Ficus virens*	大葉榕	6.0	100	2.0	Remove
CHR-T012	*Ficus virens*	大葉榕	6.0	110	4.0	Remove
CHR-T013	*Ficus virens*	大葉榕	4.0	110	5.0	Remove
CHR-T019	*Mallotus paniculatus*	白楸	4.5	100	6.0	Remove
CHR-T021	Averrhoa carambola	楊桃	3.0	115	2.0	Remove

3.8.3 Landscape Character Areas and Landscape Resources

3.8.3.1. The Site is located at the northeastern corner of Ngau Chi Wan and is backed by the Ping Shan green belt. The area is primarily comprising of Residential Urban Landscape (LCA1), Institutional Landscape (LCA2), Uphill and Hillside Landscape (LCA3), Transportation Corridor Landscape (LCA4) and Miscellaneous Urban Fringe Landscape (LCA5). The baseline condition of Landscape Character Areas (LCAs) within the 100m study boundary have been identified in **Figure 3.28** and **Figure 3.29** respectively and listed in the table below:

Table 3.8 - Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA1	Residential Urban Landscape	Medium	The proposed development adds one residential block to an area mostly occupied by institution facilities. The proposed residential tower is much taller than the surrounding buildings at +171.8mPD. It is expected that there would be moderate impact to the character of this LCA.	Intermediate	Moderate
LCA2	Institutional Landscape	Medium	The proposed building is located at the fringe of the existing cluster of institutional buildings. They are expected to cause intermediate impact to the surrounding landscape characters.	Intermediate	Moderate

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA3	Uphill and Hillside Landscape	Medium	The proposed building is located close to Ping Shan green belt. It is expected to cause intermediate impact to the surrounding landscape characters.	Intermediate	Moderate
LCA4	Transportation Landscape	Low	The proposed development shall add one additional building along New Clear Water Bay Road. It is expected to cause small impact to the surrounding landscape characters	Small	Slight
LCA5	Miscellaneous Urban Fringe Landscape	Low	The proposed building shall add one building block to this location. It is expected to cause little impact to the surrounding landscape characters	Intermediate	Slight

3.8.3.2. Given the relatively modest scale of the Development within an already developed residential area, it is expected that the main source of impact on landscape resources of those five LCAs as mentioned in Table 3.8 would primarily only stem from construction activities. The following table summarises this finding.

Table 3.9 - Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR1 Residential Urban Landscape						
LR1-1	Choi Wan (II) Estate	Construction activities and blockage of views caused by the additional residential tower.	Noise and air pollution during construction of the new tower.	Slight	Medium	Slight
LR2 Institutional Landscape						
LR2-1	St. Joseph's Anglo-Chinese School	Construction activities and blockage of views caused by the additional residential tower.	Noise and air pollution during construction of the new tower.	Intermediate	Low	Slight
LR2-2	Caritas Mother Teresa School	Construction activities and blockage of views caused by the	Noise and air pollution during construction of the new tower.	Intermediate	Low	Slight

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
		additional residential tower.				
LR3 Uphill and Hillside Landscape						
LR3.1	Ping Shan Green Belt	Construction activities and blockage of views caused by the additional residential tower.	Noise and air pollution during construction of the new tower.	Small	Medium	Slight
LR4 Transportation Corridor Landscape						
LR4.1	New Clearwater Bay Road	Construction activities and blockage of views caused by the additional residential tower.	Nil	Negligible	Medium	Negligible
LR5 Miscellaneous Urban Fringe Landscape						
LR5-1	The Site	Construction activities caused by the additional residential tower.	Loss of trees due to the proposed site formation work.	Intermediate	Low	Slight

3.8.4 Baseline Visual Conditions

3.8.4.1. The site is located at a relatively closed corner of Choi Hing Road has a restricted view opening to the southwest direction. The Ping Shan green belt forms the backdrop of the Site. The New Clear Water Bay Road runs adjacent to the Site runs at a northeast / southwest direction defines the open visual axis. The surrounding institutions and residential development to the southwest include St. Joseph's Anglo-Chinese School (+96.2mPD), Caritas Mother Teresa School (+105.2mPD) and Kai Fai House of Choi Wan (II) Estate (+116.8mPD) in the northwest direction. These buildings and the Ping Shan green belt largely define the visual envelope of the proposed development, and the visual permeability would be available mainly through the surrounding transportation corridor landscape Immediately around the site area, the visual elements are dominated by the high-rise residential towers. At the medium and long range, the Jordan Valley Playground and the vegetated knoll of towards the north of Ngau Tau Kok, and Lok Wah Estate in the south marks the visual backdrop of the area.

3.8.4.2. Since the proposed development is surrounded by the Ping Shan green belt in the east and southeastern direction, institutional buildings in the south and southwestern direction and public housing developments in the northwest direction, the key visual impacts to be assessed would be the impact of the additional tower to the existing landscape context. Eight (8) key public Viewing Points (**Figures 3.30a and 3.30b**) are used to illustrate the visual impacts from all four sides of the proposed development. Photographs taken from these existing viewpoints are shown in **Figures 3.30**.

Table 3.10 – Key Public Viewing Points

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP1 (Figure 3.30c)	From Ngau Chi Wan Park (elev. About +87.0mPD).	670	This view taken from Ngau Chi Wan Park looking towards the southeastern direction illustrates the overall impact on skyline and assesses the impact of the proposed development fitting together with the existing housing developments and parks elements in upper Ngau Chi Wan area as an urban cluster. View towards the proposed development is medium. Sensitivity of public viewers of this VP is considered High.
VP2 (Figure 3.30d)	From Jat's Incline Morning Trail (elev. about +124mPD).	400	This view taken from a platform at Jat's Incline Morning Trail illustrates the overall impact of skyline and assess the impact of proposed development fitting together with the existing parks elements and adjacent housing developments. View towards the proposed development is medium. Sensitivity of public viewers of this VP is considered High.
VP3 (Figure 3.30e)	From Clear Water Bay Road Temporary Sitting-out Area. (elev. About +130.0mPD).	380	This view taken from the Clear Water Bay Road Temporary Sitting-out Area illustrates the impact of skyline and views towards the Ngau Chi Wan direction and assess the overall visual impacts for visitors and recreational users at the sitting-out area. Sensitivity of public viewers of this VP is considered Medium.
VP4 (Figure3. 30f)	From Ping Shan Morning Trail (East). (elev. About +117.0mPD).	85	This view is taken from the Ping Shan Morning Trail overlooking the Site from the eastern direction illustrates the visual impacts on skyline and assesses the impact of the proposed development fitting together with the existing developments and the proposed transitional and light public housing in Ngau Chi Wan area as an urban cluster. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered High.
VP5 (Figure 3.30g)	From Ping Shan Morning Trail. (South) (elev. About +160.0mPD).	220	This view taken from Ping Shan Morning Trail from a southern direction illustrates the overall impact on the skyline and assesses the impact of the proposed development fitting together with the surrounding institutional, residential developments and proposed transitional and light public housing as an urban cluster. View towards the proposed development is medium. Sensitivity of public viewers of this VP is considered High.
VP6 (Figure 3.30h)	From Footbridge outside Choi Wan Commercial Complex Phase 1. elev. +54.0mPD).	300	This view taken from the footbridge outside Choi Wan Commercial Complex Phase 1 direction illustrates the overall impact on the skyline and assesses the impact of the proposed development fitting together with the surrounding institutional, residential developments and the

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
			proposed transitional and light public housing as an urban cluster. View towards the proposed development is medium. Sensitivity of public viewers of this VP is considered Medium.
VP7 (Figure 3.30i)	From Quarry Bay Park (QBP) (Strategic Viewpoint VP4, elev. +11.27mPD)	4,800	This view taken from Strategic Viewpoint VP4 at QPB to assess the proposed development in relation to the "Ridgeline" and the 20% Building Free Zone". Sensitivity of public viewers of this VP is considered Medium to High.
VP8 (Figure 3.30j)	From Hong Kong Conventional and Exhibition Centre (HKCEC) (Strategic Viewpoint VP5, elev. +6.5mPD)	7,000	This view taken from Strategic Viewpoint VP5 at HKCEC to assess the proposed development in relation to the "Ridgeline" and the 20% Building Free Zone". Sensitivity of public viewers of this VP is considered Medium to High.

3.8.5 Potential Visual Impacts

3.8.5.1. Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the eight selected viewpoints are given in **Table 3.11** and **Figure 3.30c to 3.30**j. The visual impact assessment is formulated on the basis of the comparison between the existing condition and indicative scheme of the proposed development with planned condition. The following table summarizes these impacts:

Table 3.11 – Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP1 (Figure 3.30c)	From Ngau Chi Wan Park (elev. About +87.0mPD) .	Before: This is view taken from Ngau Chi Wan Park towards the Ping Shan green belt direction with open sky, Choi Wan Estate, Choi Fai Estate and the Shun Lee Disciplined Services Quarters in the background from the northwestern direction. After: The proposed Tower partially fills the gap between the Shun Lee Disciplined Services Quarters and Choi Wan Estate from this viewpoint. The ridgeline of Ping Shan green belt and sky view is partially blocked. It is considered that the change in visual composition is slight with slight obstruction to the sky view in the background.	There is slight obstruction to the sky from this viewpoint with existing buildings of lower building heights in the foreground	The proposed building block fills the gap between existing buildings and blocking the ridgeline of Ping Shan green belt and slight obstruction of the open sky. The effect on public viewers is considered negligible to slightly adverse.	There is partial blockage to the sky. The effect on visual resources is negligible to slightly adverse.
VP2 (Figure	From Jat's Incline	Before: This is a view taken from a platform at the Jat's	There is partial obstruction to the	The building block add obstructions to the	There is partial blockage to the sky.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
3.30d)	Morning Trail (elev. about +124mPD).	Incline Morning Trail and the existing view sees a large area of open sky with Choi Yip House on the right-hand-side in the foreground. The Good Hope Convent building is in the middle ground behind some vegetation. After: The proposed development stands out in the background and partially blocks the open sky view and the Ping Shan ridgeline, *while portion of the ridgeline would be screened off by existing vegetation in the foreground*	open sky and the Ping Shan Ridgeline, while portion of the ridgeline would be screened off by existing vegetation in the foreground.	existing open sky view and blocking the ridgeline of Ping Shan, *while portion of the ridgeline would be screened off by existing vegetation in the foreground*. The effect on public viewers is considered slightly adverse.	The effect on visual resources is slightly adverse.
VP3 (Figure 3.30e)	From Clear Water Bay Road Temporary Sitting-out Area. (elev. About +130.0mPD).	Before: This is a view taken from a platform inside Clear Water Bay Road Temporary Sitting-out Area sees a partially obstructed sky behind trees and vegetation towards the western direction. After: From this view, the foreground with visual elements including vegetation and open sky at the background, the proposed tower is in view but will be mostly blocked by the visual elements.	There is limited obstruction to the open sky.	The building block adds minimal obstructions to the existing open sky view. The effect on public viewers is considered negligible.	There is minimal blockage to the sky. The effect on visual resources is negligible.
VP4 (Figure 3.30f)	From Ping Shan Morning Trail (East). (elev. About +117.0mPD).	This view is taken from Ping Shan Morning Trail (East). overlooking the Ngau Chi Wan cityscape with a large area of open sky, institutional buildings and residential towers. After: From this view, a portion of the open sky and Ngau Chi Wan cityscape will be blocked by the proposed development. It is considered that the change in visual composition is significant, which is also characterized by the residential blocks and the	There is considerable obstruction to the sky from this viewpoint. The depth of view would be reduced by the dominance of the proposed development in the foreground.	The proposed building block stands out from the existing building clusters in Ngau Chi Wan area. The effect on recreation users at this location is considered moderately to significantly adverse	There is considerable blockage to the sky. The effect on visual resources is moderately to significantly adverse .

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		lower institutional building blocks in the foreground.			
VP5 (Figure 3.30g)	From Ping Shan Morning Trail (South). (elev. About +160.0mPD).	Before: This is a view taken from Ping Shan Morning Trail from a southern direction overlooking the upper Ngau Chi Wan area with institutional buildings in the foreground, public housing developments in the mid-range distance and the Kowloon Peak and the open sky as a backdrop After: From this view, the proposed building block will partially block the vegetations at the Kowloon Peak. There is no blockage to the open sky.	There is no obstruction to the sky from this viewpoint There is partial obstruction to the mountain backdrop considering the Kowloon Peak is much taller in the background.	The building block does not cause obstructions to the open sky. The effect on public viewers is considered slight to moderately adverse.	There is no blockage to the sky. The effect on visual resources is slight to moderately adverse.
VP6 (Figure 3.30h)	From Footbridge outside Choi Wan Commercial Complex Phase 1. elev. +54.0mPD).	This is a view taken from the footbridge outside Choi Wan Commercial Complex with a view of the New Clear Water Bay Road in the foreground, institutional buildings and Ping Shan green belt in the mid-range distance and the Shun Lee Disciplined Services Quarters and the open sky in the background from the western direction. After: The proposed building is prominent from this viewpoint, and it almost shields the Shun Lee Disciplined Services Quarters. There is partially blockage of the sky by the proposed tower.	There is partial obstruction to the open sky. There is small portion of obstruction to the mountain backdrop considering the Ping Shan is in the background	The building block add partial obstructions to the existing open sky view. The effect on public viewers is considered slightly to moderately adverse.	There is partial blockage to the sky. The effect on visual resources is slightly to moderately adverse.
VP7 (Figure 3.30i)	From Quarry Bay Park (QBP) (Strategic Viewpoint VP4, elev. +11.27mPD)	This view is taken from the Strategic Viewpoint VP4 from QBP and the view is a panoramic view of East Kowloon developments with the ridgeline that spans from Kowloon Peak in the east	There is no obstruction to the open sky view and has negligible impact to the view of the mountain backdrop.	The building block does not add obstructions to the existing open sky view and has negligible impact to the view of the mountain backdrop. The effect	There is no obstruction to the open sky view and has negligible impact to the view of the mountain backdrop. The effect on visual resources

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		towards Beacon Hill to the West as a backdrop. After: The proposed development is blocked by the buildings at the foreground and does not intrude into the 20% Building Free Zone of the Strategic Viewpoint VP4.		on public viewers is considered Negligible. .	is Negligible.
VP8 (Figure 3.30j)	From Hong Kong Convention al and Exhibition Centre (HKCEC) (Strategic Viewpoint VP8, elev. +6.5mPD)	This view is taken from the Strategic Viewpoint VP5 from HKCEC and the view is a panoramic view Hung Hom with the ridgeline that spans from Kowloon Peak in the east towards Tsz Wan Shan to the West as a backdrop. After: The proposed development is blocked by the buildings at the foreground and does not intrude into the 20% Building Free Zone of the Strategic Viewpoint VP5.	There is no obstruction to the open sky view and has negligible impact to the view of the mountain backdrop.	The building block does not add obstructions to the existing open sky view and has negligible impact to the view of the mountain backdrop. The effect on public viewers is considered Negligible. .	There is no obstruction to the open sky view and has negligible impact to the view of the mountain backdrop. The effect on visual resources is Negligible.

3.8.5.2. Considering the visual impacts from the 8 viewpoints covering angles from all around the site area, the visual impacts ranges from 'negligible' to 'moderately to significantly adverse'.

Table 3.12 – Summary of Ratings of Visual Impacts

Code	Vantage Point	Overall Visual Impact of VP
VP1	From Ngau Chi Wan Park	Negligible to slightly adverse
VP2	From Jat's Incline Morning Trail	Slightly adverse
VP3	From Clear Water Bay Road Temporary Sitting-out Area	Negligible.
VP4	From Ping Shan Morning Trail (East).	Moderately to significantly adverse
VP5	From Ping Shan Morning Trail (South).	Slight to moderately adverse.
VP6	From Footbridge outside Choi Wan Commercial Complex Phase 1.	Slightly to moderately adverse
VP7	From Quarry Bay Park (QBP) (Strategic Viewpoint)	Negligible.
VP8	From Hong Kong Conventional and Exhibition Centre (HKCEC) (Strategic Viewpoint)	Negligible.

3.8.6 Conclusion

3.8.6.1. The key landscape and visual impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the proposed tower, and the blockage of the sky caused by the additional of the proposed building.

3.8.6.2. The mitigation measures to address these impacts are relatively straightforward. Regarding the number of trees impacted, it is recommended that these trees be compensated on-site. Additional new tree planting shall also be provided in the future landscape area of the Development to satisfy greenery coverage requirement. Additional mitigation measures are listed in **Table 3.13**.

Table 3.13 – Additional Mitigation Measures for Landscape and Visual Impact

No.	Additional mitigation measures
(a)	Careful manage construction activities to minimise disturbances during construction
(b)	Optimise the layout and orientation of the building to minimise blockage and shadows, which would minimise the visual blockage
(c)	Incorporating podium design such as landscaping, vertical greening, edge planting and etc to alleviate the visual and landscape impact of the developments
(d)	Sensitive façade treatment to enhance the podium design and soften the visual mass of the podium for alleviating visual impact
(e)	Incorporate compensatory tree planting

3.8.6.3. The proposed development involves limited change in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the site area.

Table 3.14 – Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LCA1	Residential Urban Landscape	Moderate	a, b, c, d, e	Slight
LCA2	Institutional Landscape	Moderate	a, b, c, d	Slight
LCA3	Uphill and Hillside Landscape	Moderate	a, b, c, d, e	Slight
LCA4	Transportation Landscape	Slight	a, b, c, d,	Negligible
LCA5	Miscellaneous Urban Fringe Landscape	Slight	a, b, c, d, e	Negligible
LR1-1	Choi Wan (II) Estate	Slight	a, b, c, d,	Negligible
LR2.1	St. Joseph's Anglo-Chinese School	Slight	a, b, c, d, e	Slight
LR2.2	Caritas Mother Teresa School	Slight	a, b, c, d, e	Slight
LR3.1	Ping Shan Green Belt	Slight	a, b, c, d, e	Slight

LR4.1	New Clearwater Bay Road	Negligible	a, b, c, d, e	Negligible
LR5-1	The Site	Slight	a, b, c, d, e	Negligible

3.8.6.4. As far as the visual impacts are concerned, it is recommended that mitigation measures (b) to (e) as listed in **Table 3.13** are incorporated into the design of the Development as far as possible to further minimize the limited impacts.

3.8.6.5. A conceptual landscape plan for the Development is enclosed in **Figure 2.4a**. The outdoor area at 3/F will be podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (8 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3.8.6.6. Apart from the greenery provision requirement, the proposed development shall also comply with the building separation and building setback requirements as stipulated under the Sustainable Building Design Guidelines.

3.8.6.7. The overall LVIA concludes that the landscape impacts of the proposed development are acceptable, and that the visual impacts of the proposed development are negligible to moderately to significantly adverse.

3.9 Air Ventilation Impact

3.9.1 According to the Term Consultancy for Expert Evaluation on AVA (PLN AVA 2015) for Ngau Tau Kok and Kowloon Bay Planning Area (January 2019), the Site does not fall within any identified air paths/breezeways. The proposed residential development at the Site would unlikely fall within the criteria requiring an AVA as set out under the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular on AVA No. 1/06 and is not expected to create any significant adverse air ventilation impact. As such, an AVA is not required under the subject Study.

3.10 Heritage Impact

3.10.1 Review has been conducted based on the available information at the Antiquities and Monuments Office (AMO) website for identification of sites of cultural heritage significance. Based on the review conducted, there are no declared monuments, graded historic buildings and sites of archaeological interest identified in the vicinity or within the proposed Project Site.

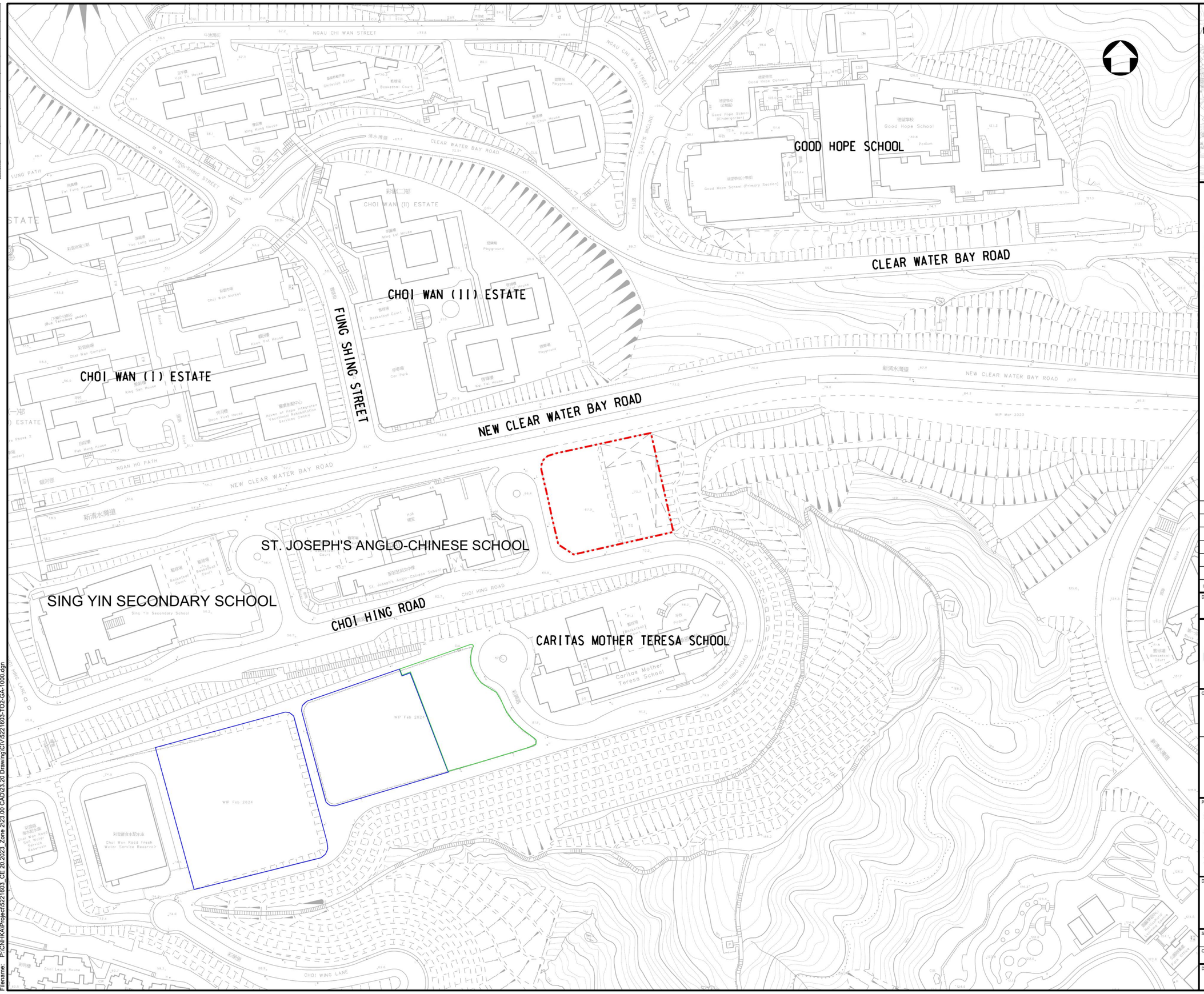
3.10.2 Since no identified historic buildings were within 50 m from the Project Site, no adverse impact is anticipated for these historic buildings.

3.10.3 No Site of Archaeological Interest was identified in the vicinity with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office.

4. Conclusion

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

Figures



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LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- LOK SIN TONG BENEVOLENT SOCIETY
- LIGHT PUBLIC HOUSING DEVELOPMENT

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2023	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 2

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Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 2.1
Revision: B

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User name: CHAN9162 Date:17/10/2024 Time: 8:54:40
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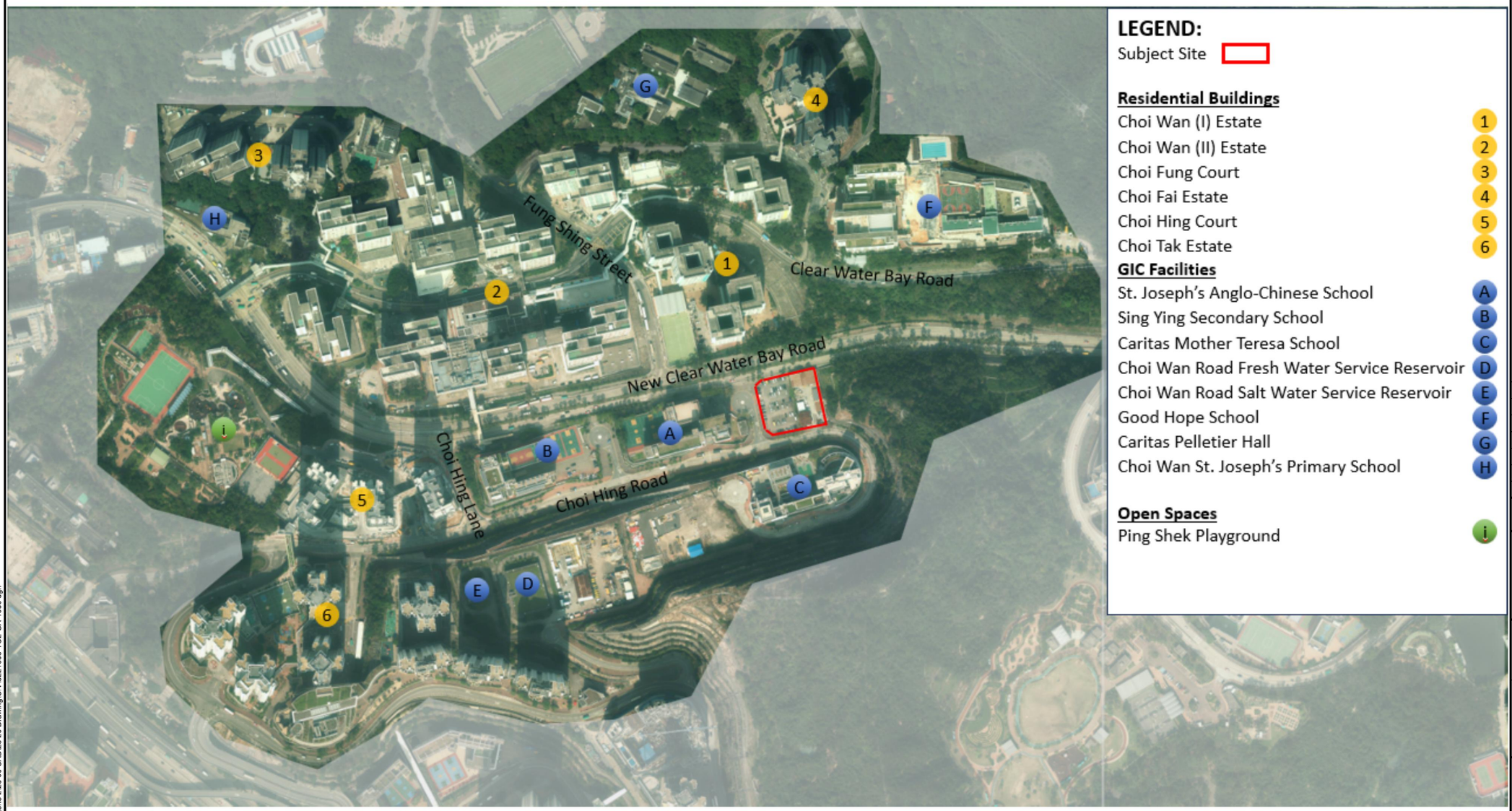


LEGEND:

Subject Site

Residential Buildings

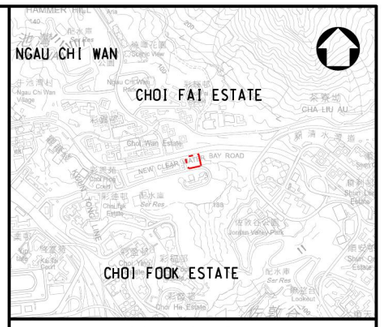
Choi Wan (I) Estate	1
Choi Wan (II) Estate	2
Choi Fung Court	3
Choi Fai Estate	4
Choi Hing Court	5
Choi Tak Estate	6

GIC Facilities

St. Joseph's Anglo-Chinese School	A
Sing Ying Secondary School	B
Caritas Mother Teresa School	C
Choi Wan Road Fresh Water Service Reservoir	D
Choi Wan Road Salt Water Service Reservoir	E
Good Hope School	F
Caritas Pelletier Hall	G
Choi Wan St. Joseph's Primary School	H

Open Spaces

Ping Shek Playground	i



LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

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Drawing Number: Figure 2.2
Revision: A

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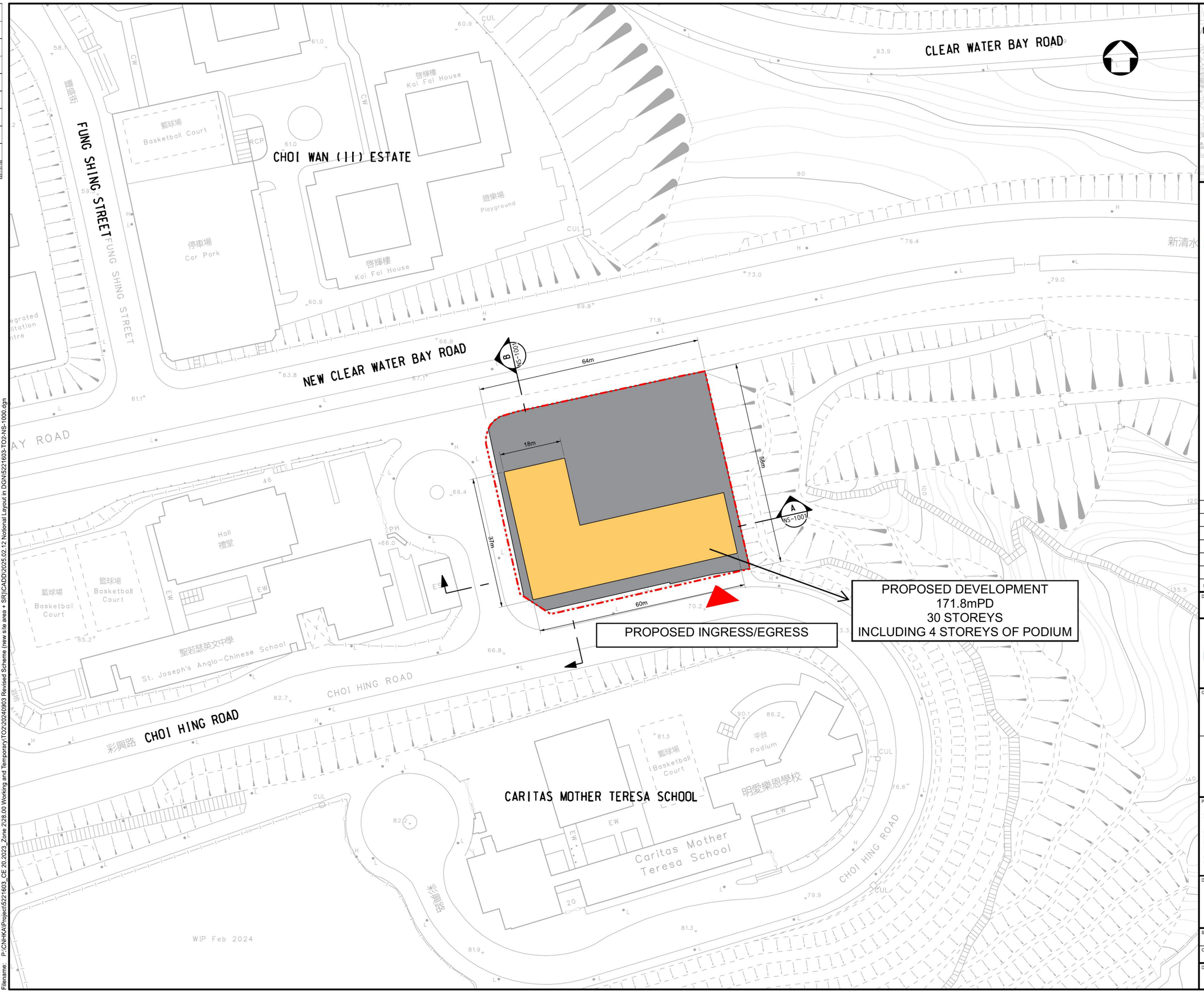

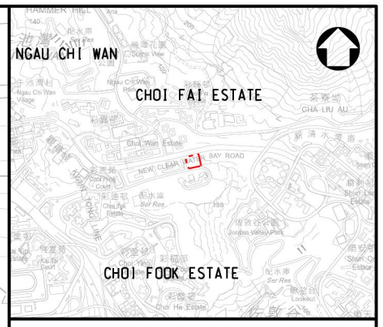

LOCATION PLAN
SCALE 1:15000

LEGEND:

- STUDY AREA
- PROPOSED DOMESTIC BLOCK
- PROPOSED PODIUM BLOCK

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

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Drawing Number: Figure 2.3a
Revision: A

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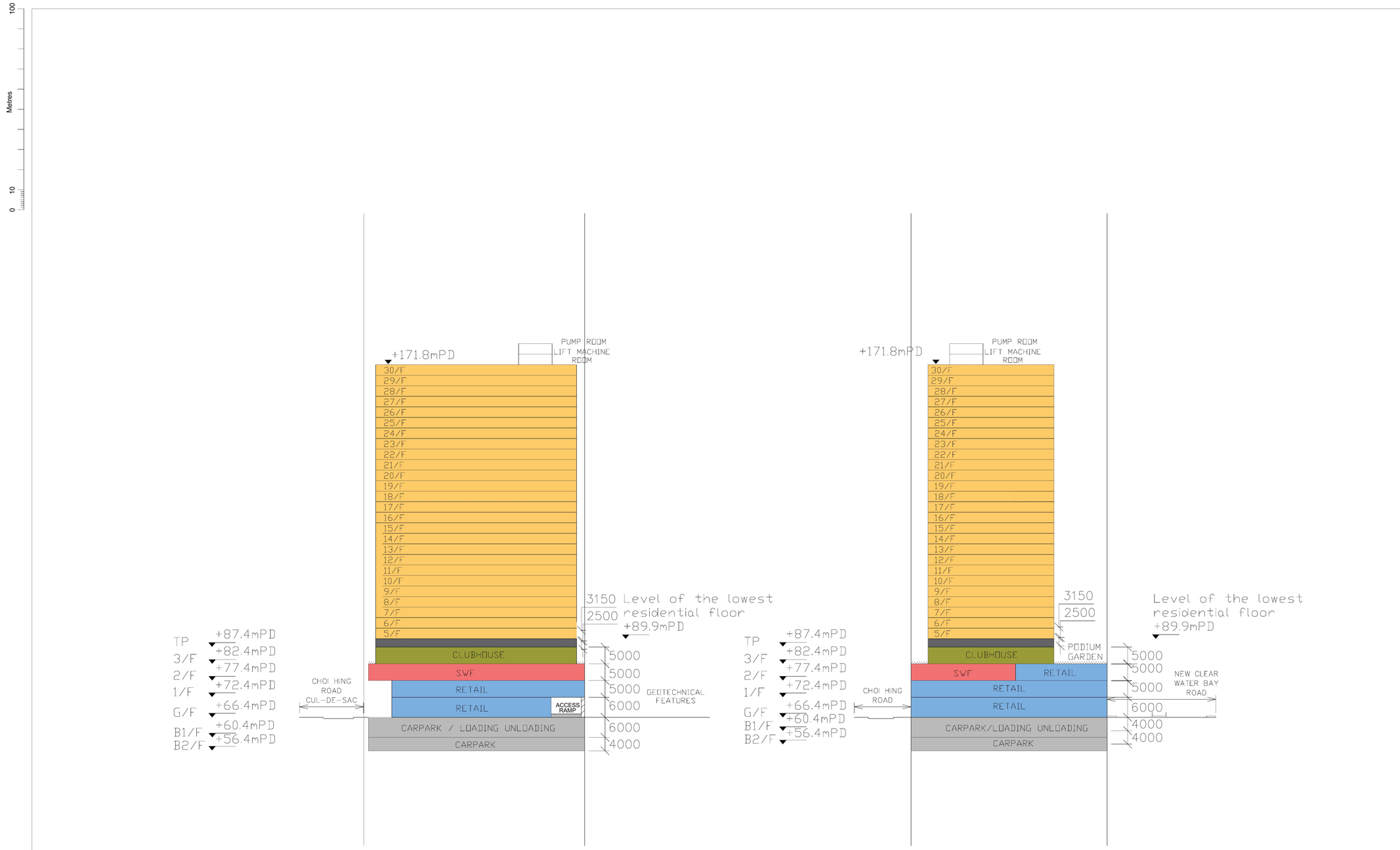

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Suitability: -

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Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

NOTIONAL SCHEME
(ELEVATION)

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	KC	HN	KC	LL
Original Size: A1	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025

Drawing Number: FIGURE 2.3b

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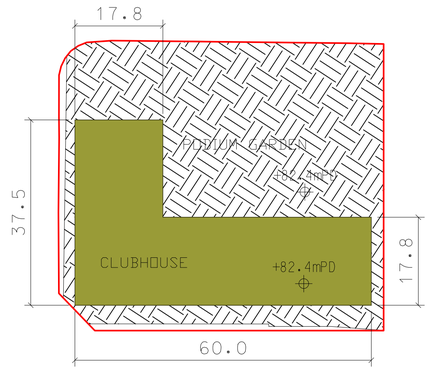
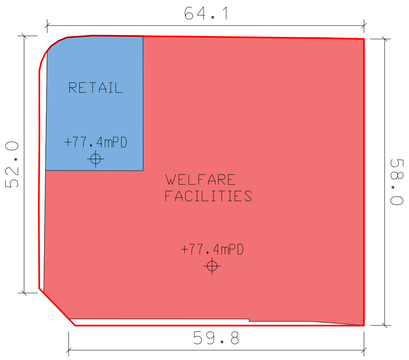


3/F FLOOR PLAN



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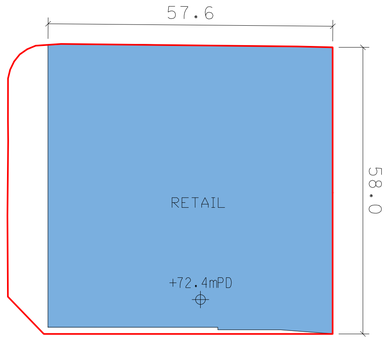
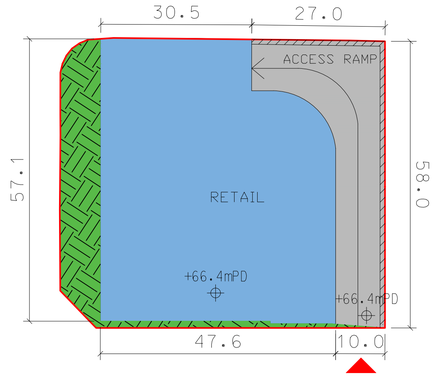
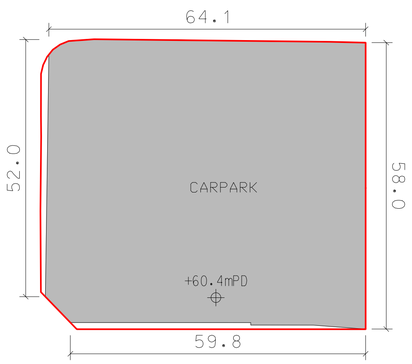


1/F FLOOR PLAN

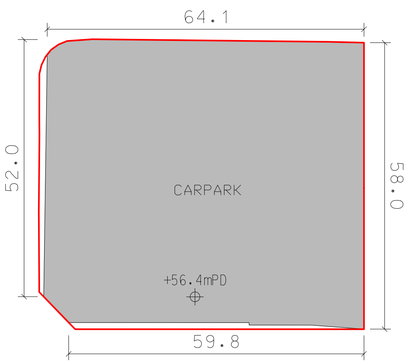


PROPOSED INGRESS / EGRESS
TO CHOI HING ROAD

G/F FLOOR PLAN



B1/F FLOOR PLAN



B2/F FLOOR PLAN

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- PROPOSED WELFARE FACILITIES
- PROPOSED CLUBHOUSE
- PROPOSED NON-DOMESTIC AREA
- PROPOSED ACCESS RAMP / CARPARK
- PROPOSED PODIUM GRADEN
- PROPOSED OPEN SPACE
- PROPOSED STRUCTURAL ZONE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title
NOTIONAL SCHEME
(FLOOR PLAN)

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Revision: -

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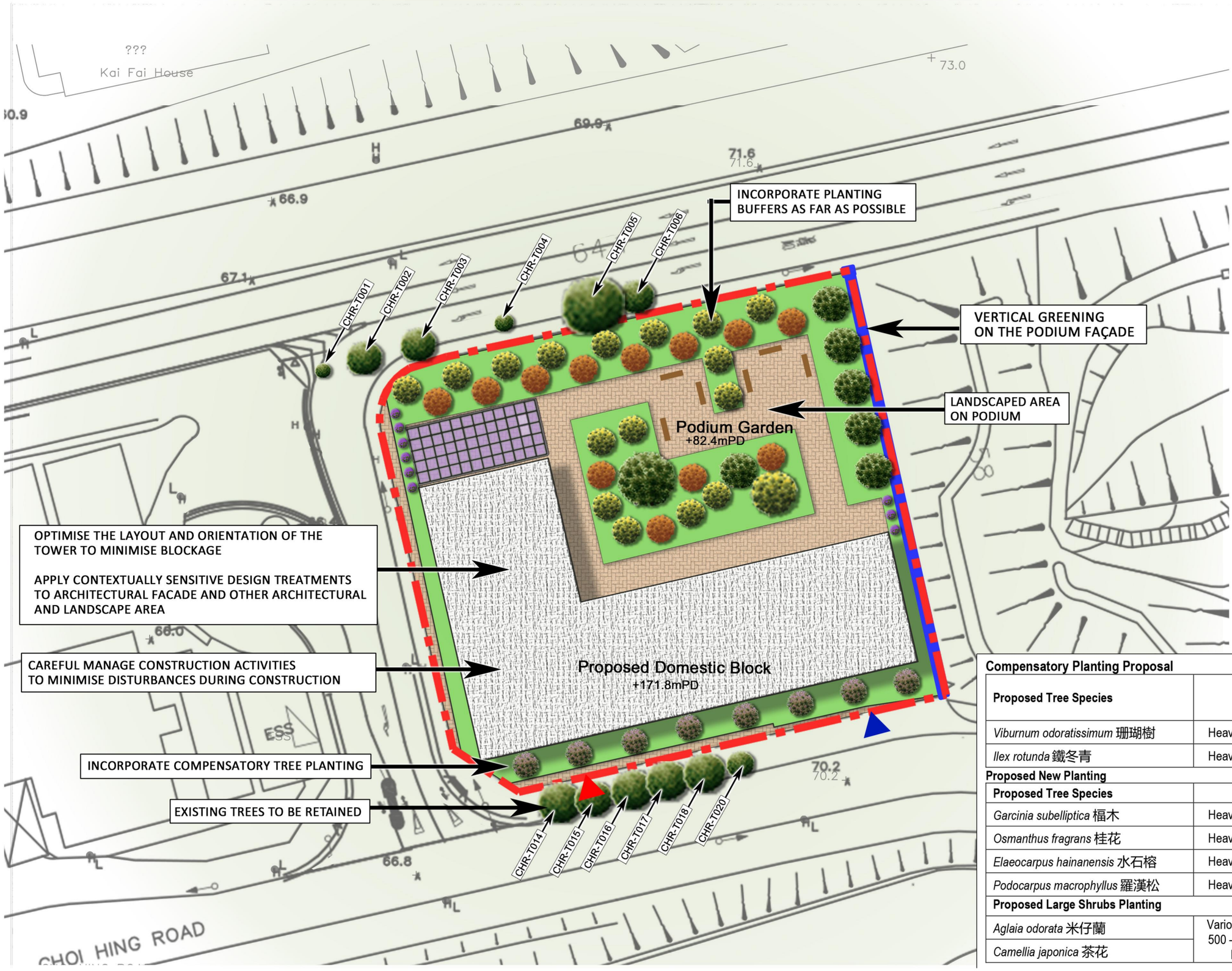

LEGEND

- Boundary of Proposed Development
- Proposed Building Block
- Proposed Planting at Podium Floor +82.4mPD
- Proposed Paved Area on Podium +82.4mPD
- Vertical Greening on the Podium Façade
- Bench
- Proposed Community Play Area (131 m²)
- Proposed Compensatory Tree Planting
- Existing Trees (Retained with Tree No.)
- Proposed Large Shrub Planting
- Proposed New Tree Planting
- Proposed Vehicular Access
- Proposed Pedestrian Access
- SCALE 1:500 @A3

Compensatory Planting Proposal

Proposed Tree Species	Size	Native/Exotic	No. of Compensatory Trees
Viburnum odoratissimum 珊瑚樹	Heavy Standard	Native	4
Ilex rotunda 鐵冬青	Heavy Standard	Native	4

Proposed New Planting

Proposed Tree Species	Size	Native/Exotic	Quantity
Garcinia subelliptica 福木	Heavy Standard	Exotic	17
Osmanthus fragrans 桂花	Heavy Standard	Exotic	2
Elaeocarpus hainanensis 水石榕	Heavy Standard	Exotic	12
Podocarpus macrophyllus 羅漢松	Heavy Standard	Native	5
Proposed Large Shrubs Planting			
Aglaia odorata 米仔蘭	Various between 500 – 800mm in height.		6
Camellia japonica 茶花			3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Conceptual Landscape Plan (with mitigation measures)

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: Figure 2.4a

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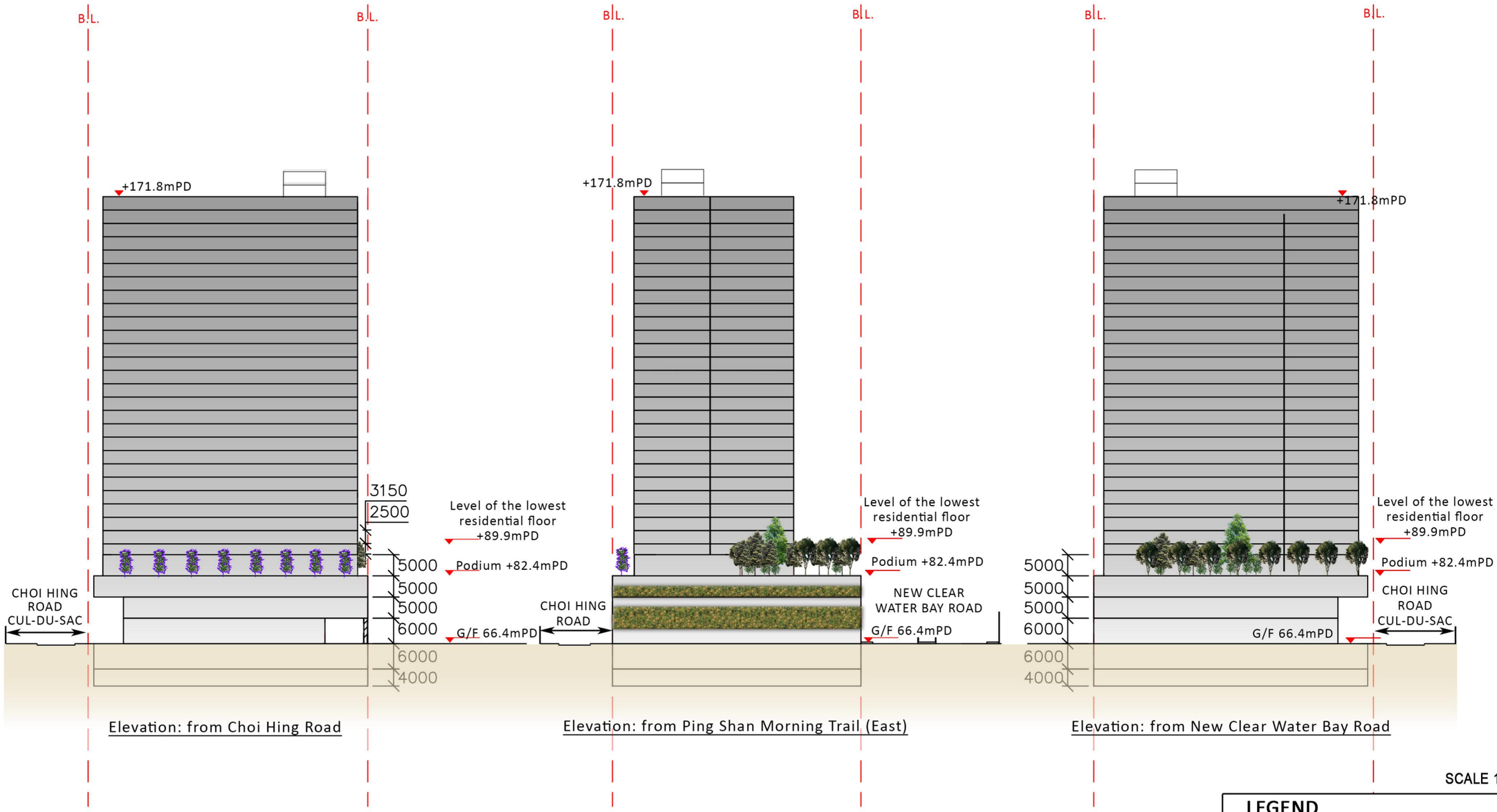

SECTION A-A SECTION A-A SECTION B-B SECTION B-B

SCALE 1:1000 @A3

LEGEND

- PROPOSED COMPENSATORY TREE PLANTING
- PROPOSED NEW TREE PLANTING
- PROPOSED VERTICAL GREENING ON BUILDING FACADE

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Elevations

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Drawing Status

Drawing Number: Figure 2.4b

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P2	35	40	36	41	216	156
P3	140	12	143	12	323	127
P4	187	123	191	126	371	241
P5	84	40	86	41	266	156
P6	5	9	5	9	185	124
P7	275	84	281	86	461	201
FB1	508	375	519	383	699	498

LEGEND:

- SUBJECT SITE
- P1 — KEY PEDESTRIAN FACILITY
- MAJOR PEDESTRIAN ROUTINGS OF THE PROPOSED DEVELOPMENT
- GREEN MINIBUS STOP
- BUS STOP
- PROPOSED ROAD IMPROVEMENT WORKS BY TD

SWEPT PATH CHECKING FOR RUN-IN/OUT

SIGHTLINE CHECKING FOR RUN-IN/OUT

AC: 4.5m
BC: 60m
CD: 60m

FE: 50m

GH: 70m

Rev.	Date	Description	By	Chk'd	App'd
C	JAN 2025	COMMENTS RECEIVED AND UPDATED	VAR	WT	LL
B	SEP 2024	COMMENTS RECEIVED AND UPDATED	VAR	WT	LL
A	JUN 2024	FIRST ISSUE	VAR	WT	LL

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Suitability: -

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AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
ANTICIPATED MAJOR PEDESTRIAN ROUTING AND PROPOSED ACCESS ARRANGEMENT

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N.T.S.	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A1	JAN 2025	JAN 2025	JAN 2025	JAN 2025

Drawing Number: Figure 3.1

Revision: C

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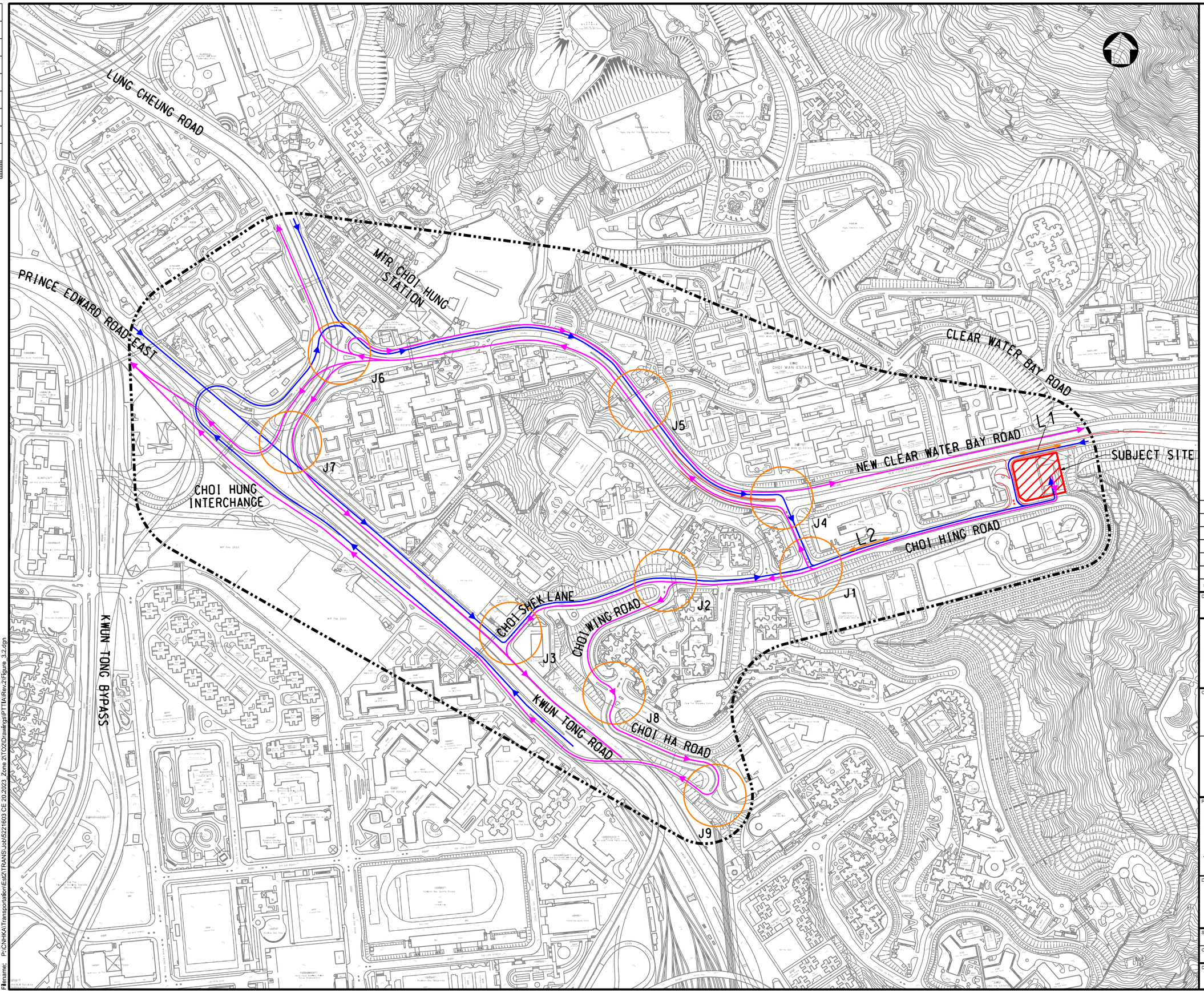

LEGEND:

- AREA OF INFLUENCE
- SUBJECT SITE
- PROPOSED VEHICULAR INGRESS ROUTING
- PROPOSED VEHICULAR EGRESS ROUTING
- J1 KEY JUNCTIONS
- L1 KEY ROAD LINKS
- PROPOSED ROAD IMPROVEMENT WORKS BY TD

Rev.	Date	Description	By	Chk'd	App'd
C	FEB 2025	COMMENTS RECEIVED AND UPDATED	VAR	WT	LL
B	SEP 2024	LAYOUT UPDATED	VAR	WT	LL
A	JUN 2024	FIRST ISSUE	VAR	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title:
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
LOCATION PLAN AND AREA OF INFLUENCE

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1:2500	PT	VAR	WT	LL
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Drawing Number: Figure 3.2

Revision: C

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LUNG CHEUNG ROAD

PRINCE EDWARD ROAD EAST

MTR CHOI HUNG STATION

CHOI HUNG INTERCHANGE

KWUN TONG BYPASS

CHOI SHEK LANE

CHOI WING ROAD

KWUN TONG ROAD

CHOI HA ROAD

CLEAR WATER BAY ROAD

NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

SUBJECT SITE

BUS ROUTE NOS:
3D, 3M, 9, 10, 11C, 11, 26M, 62X, 69C, 95, 111, 252X, 258D, 258P, 259D, 267X, 268C, 269C, 671, 671X, A26, A28, E22, E22P, E22X, N3D, N26, N29, N121, N216

GMB ROUTE NOS:
1, 1A, 1S, 11, 11B, 11S

BUS ROUTE NOS:
26M, 27, 27X, 29M, A28, E22P, N26, N216

GMB ROUTE NOS:
54, 68

BUS ROUTE NOS:
3X, 10, 14D, 21, 26, 26X

GMB ROUTE NOS:
54S

GMB ROUTE NOS:
68

BUS ROUTE NOS:
26, 26M, 26X, 27, 29M, 42, 88, 95, 213D, 214, 606, 606A, N216

BUS ROUTE NOS:
3M, 10, 21, 91, 91M, 92, 292P, 606, 606A,

GMB ROUTE NOS:
1, 1A, 1S, 11, 11S, 16, 16A, 16B, 16S, 68

GMB ROUTE NOS:
1A, 1S, 11, 11B, 11S, 16, 16A, 16S,

BUS ROUTE NOS:
3M, 10, 14D, 21, 26, 26M, 26X, 27, 27X, 29M, 42, 88, 91, 91M, 91P, 92, 95, 96R, 213D, 214, 290, 290A, 290B, 290X, 606, 606A, A28, E22P, N216, N26, N290

GMB ROUTE NOS:
16B, 68

BUS ROUTE NOS:
3M, 10, 21, 606, 606A

GMB ROUTE NOS:
1, 1A, 1S, 11, 11B, 11S, 16, 16A, 16S, 49, 54, 54S, 68

BUS ROUTE NOS:
606, 606A

BUS ROUTE NOS:
1A, 2A, 2X, 5M, 11B, 11D, 13D, 14, 15, 16, 16P, 17, 28, 93K, 101, 107, 111P, 296C, 296P, 297, 302, 302A, 793, 797, A22, N29, N121, N293, N796

BUS ROUTE NOS:
3M, 9, 10, 14D, 21, 26, 26M, 26X, 27, 29M, 42, 88, 91, 91M, 91P, 92, 92R, 96R, 111, 213A, 213D, 214, 214P, 290, 290A, 290B, 290X, 291P, 292P, 606, 606A, A28, E22P, N26, N214, N216, N290

GMB ROUTE NOS:
16B, 49, 49M, 54M, 82, 83A, 83M

GMB ROUTE NOS:
49, 49M, 54S, 68

GMB ROUTE NOS:
46, 82, 102, 102B, 102S, 111

GMB ROUTE NOS:
46

BUS ROUTE NOS:
1A, 2A, 2X, 11B, 11D, 13D, 13P, 14, 15, 16, 16P, 17, 27X, 93K, 101, 107, 296C, 296P, 793, A22, N293

BUS ROUTE NOS:
9, 111P, 606, 606A

GMB ROUTE NOS:
83A

BUS ROUTE NOS:
74X

GMB ROUTE NOS:
82

BUS ROUTE NOS:
9, 27X, 111P

GMB ROUTE NOS:
49, 49M, 54S

GMB ROUTE NOS:
82

GMB ROUTE NOS:
83M

GMB ROUTE NOS:
82, 83M

BUS ROUTE NOS:
14D, 26, 26M, 26X, 27, 27X, 29M, 42, 88, 91P, 95, 96R, 213A, 213D, 214, 214P, 290, 290A, 290B, 290X, 291P, A28, E22P, N214, N216, N26, N290

GMB ROUTE NOS:
83A

BUS ROUTE NOS:
1A, 2A, 2B, 2X, 3D, 5M, 6D, 6P, 9, 11B, 11C, 13D, 17, 78P, 89B, 89C, 89X, 93K, 101, 296C, 606, 606A, 671, A22, N3D, N29, N121, N293, N796

GMB ROUTE NOS:
83A, 83M

GMB ROUTE NOS:
82, 102, 102B, 102S

BUS ROUTE NOS:
1A, 2A, 2X, 6D, 6P, 13D, 16, 40, 89, 89B, 89X, 101, 296C, N121, N293

GMB ROUTE NOS:
83A

BUS ROUTE NOS:
2X, 9, 28B, 111P

BUS ROUTE NOS:
11D, 14, 15, 16, 42C, 62P, 62X, 69C, 74C, 74D, 74E, 74F, 74P, 74X, 80X, 83A, 83X, 89D, 252X, 258A, 258D, 258P, 258S, 259D, 267X, 268A, 268C, 269C, 277A, 277E, 277P, 277X, 292P, X42C

LEGEND:

- AREA OF INFLUENCE
- SUBJECT SITE
- BUS STOP / TERMINUS
- GREEN MINIBUS STOP / TERMINUS
- MTR STATION EXITS

Rev.	Date	Description	By	Chk'd	App'd
B	JAN 2025	COMMENTS RECEIVED AND UPDATED	VAR	WT	LL
A	JUN 2024	FIRST ISSUE	VAR	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING PUBLIC TRANSPORT SERVICES

Scale	Designed	Drawn	Checked	Authorised
1:2500	PT	VAR	WT	LL
Original Size: A1	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025

Drawing Number: Figure 3.3

Revision: B

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User name: CHAN1088 Date:2/18/2025 Time:12:22:42 PM
Filename: P:\CNHKA\Transportation\Est2\TRANS\Job\5221603 CE 20.2023_Zone 2\TO2\Drawings\PT\IA\Rev.2\Figure_3.3.dgn

Millimetres 0 10 100

CHOI WAN (II) ESTATE

FUNG SHING STREET

CLEAR WATER BAY ROAD

NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

Kai Fai House 啓輝樓

Basketball Court 籃球場

Car Park 停車場

Playground 遊樂場

Hall 禮堂

St. Joseph's Anglo-Chinese School 聖若瑟英文中學

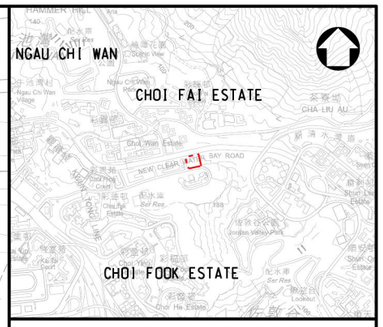
Caritas Mother Teresa School 明愛樂恩學校

Podium 平台

TS

ESS

WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING SEWERAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.4

Revision: B

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User name: CHAN9162 Date:22/10/2024 Time: 11:28:45
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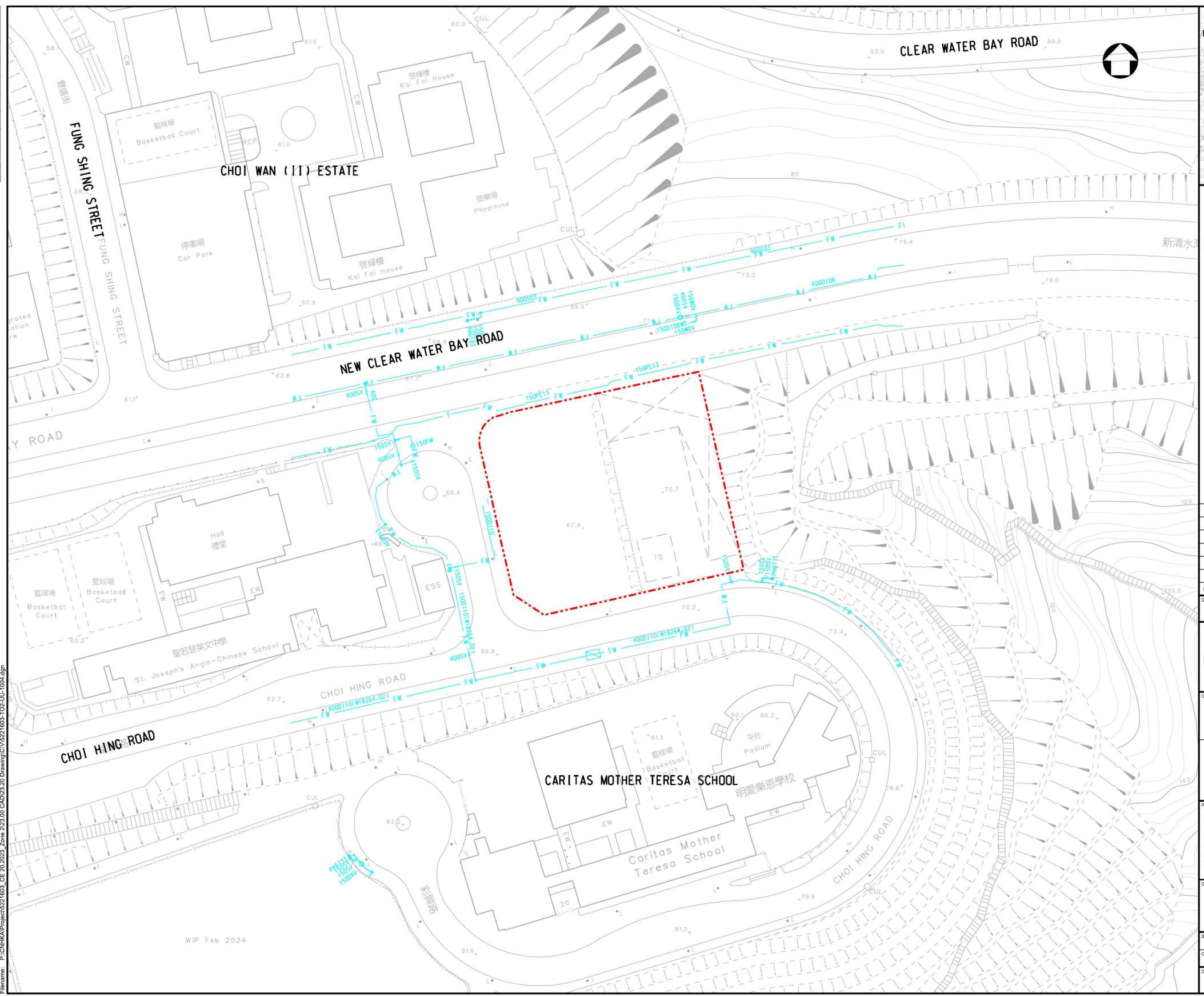

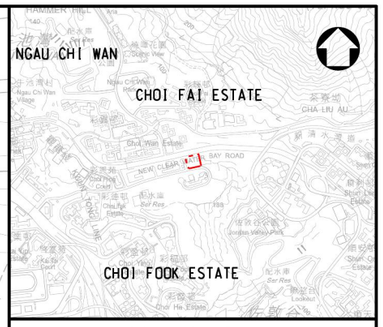

LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

FW EXISTING FRESH WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING FRESH WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.5

Revision: B

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User name: CHAN9162 Date:22/10/2024 Time: 11:27:58
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO2-UU-1004.dgn

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CLEAR WATER BAY ROAD

NEW CLEAR WATER BAY ROAD

FUNG SHING STREET

CHOI WAN (II) ESTATE

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

Kai Fai House 啓輝樓

Basketball Court 籃球場

Car Park 停車場

Playground 遊樂場

Hall 禮堂

St. Joseph's Anglo-Chinese School 聖若瑟英文中學

Caritas Mother Teresa School 明愛樂恩學校

Podium 平台

TS

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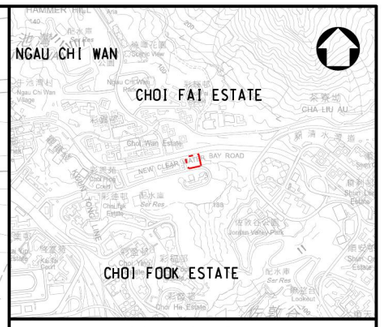
WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

SW EXISTING SALT WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING SALT WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.6

Revision: B

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User name: CHAN9162 Date:22/10/2024 Time: 11:27:50
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Millimetres 0 10 100

CHOI WAN (II) ESTATE

FUNG SHING STREET

CLEAR WATER BAY ROAD

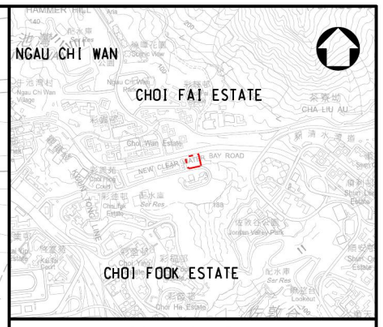
NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

EXISTING TERMINAL MANHOLE
TO BE MODIFIED FOR FUTURE DEVELOPMENT

WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM
- EXISTING SEWERAGE SYSTEM TO BE ABANDONED

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	HN	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
PROPOSED SEWERAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	HN	HN	KC	LL
Original Size: A1	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025	Date: FEB 2025

Drawing Number: Figure 3.7

Revision: A

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User name: YIPT8153 Date:17/2/2025 Time: 9:48:05 pm
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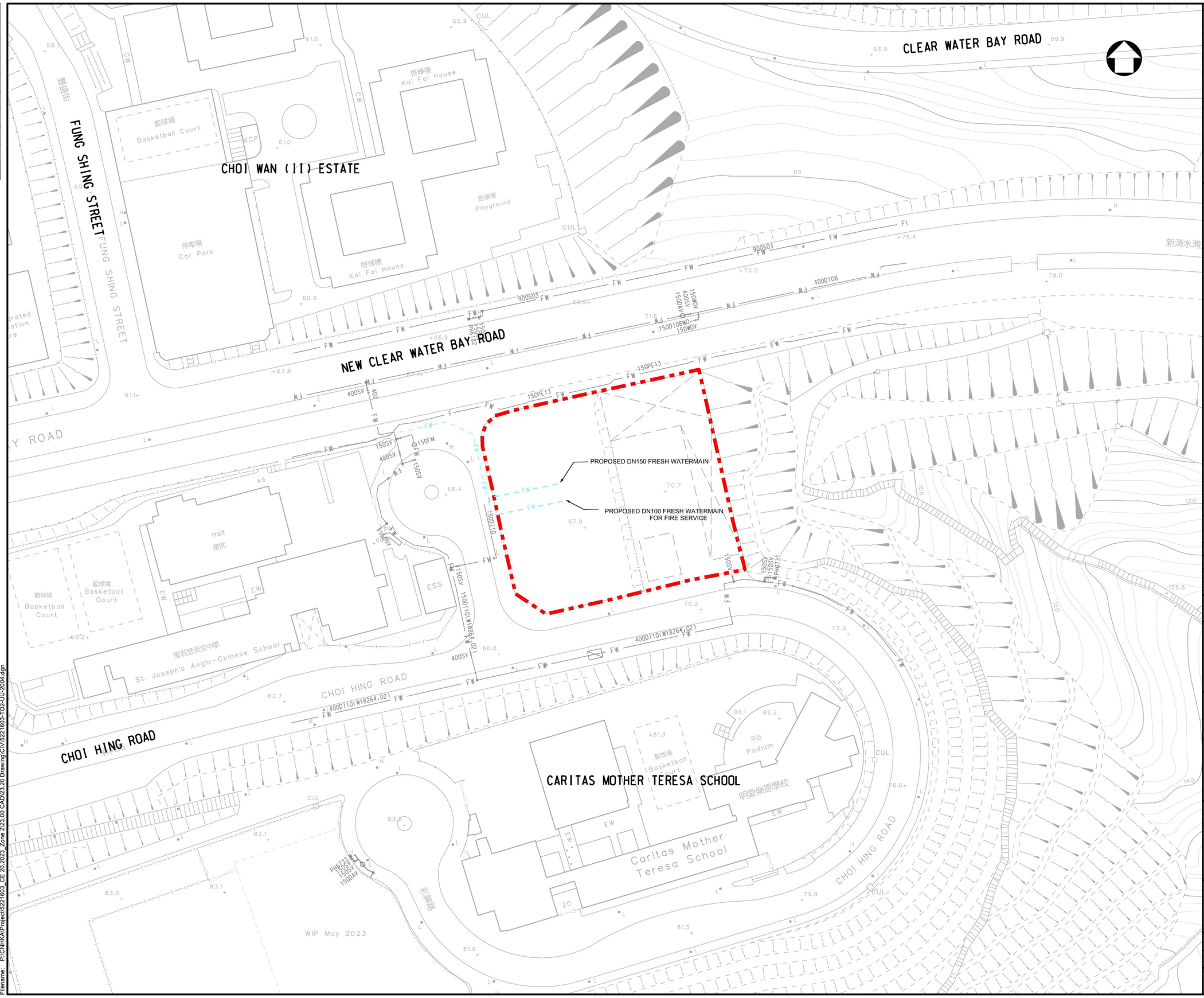

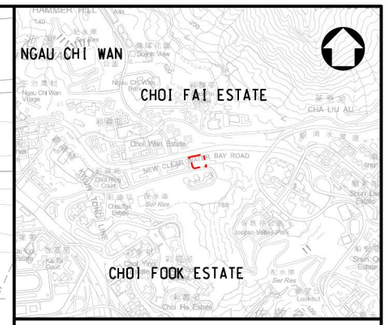

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- FW — EXISTING FRESH WATER MAIN
- FW — PROPOSED FRESH WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
PROPOSED FRESH WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.8
Revision: A

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User name: CHAN9162 Date:20/2/2024 Time: 10:02:17
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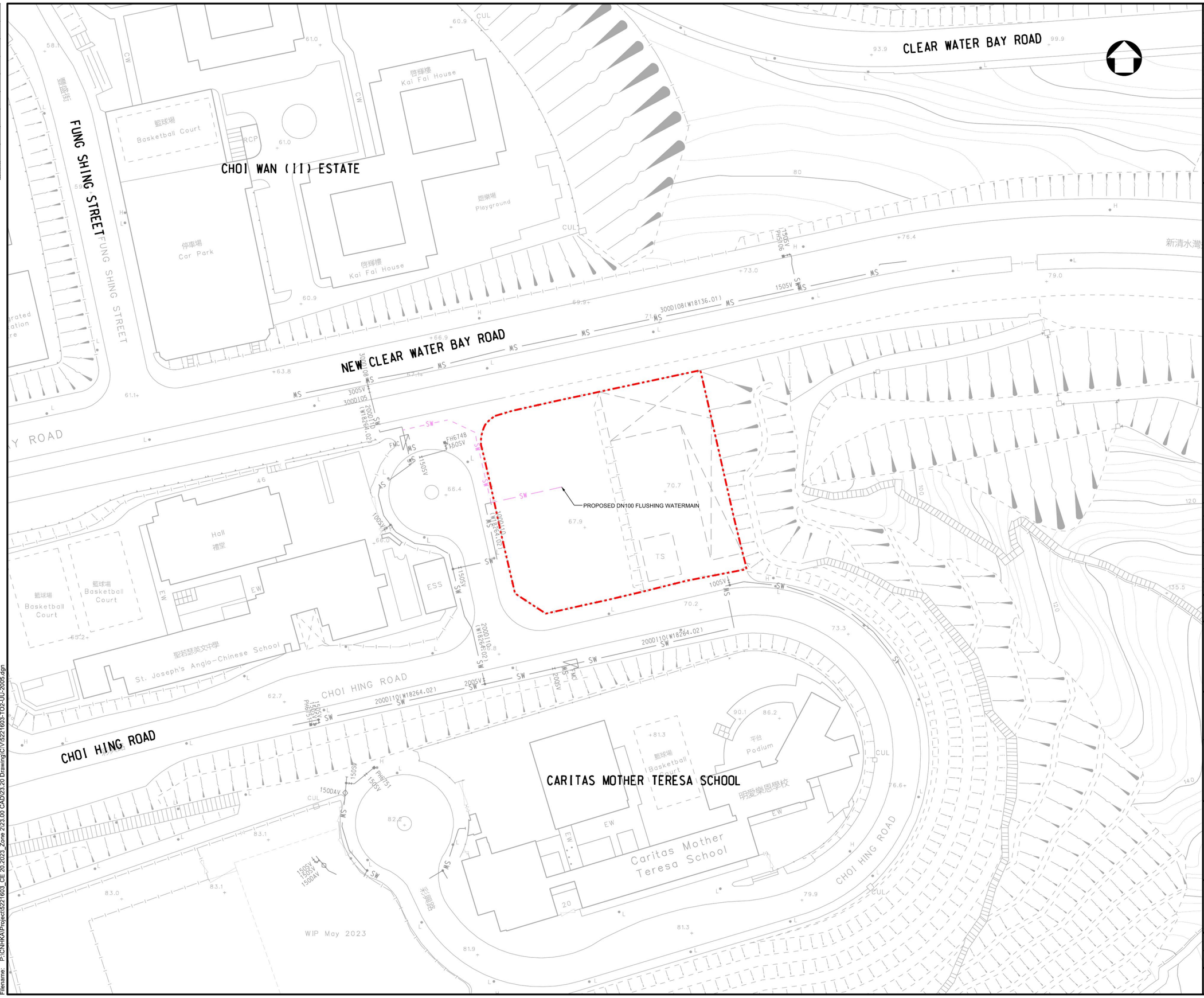

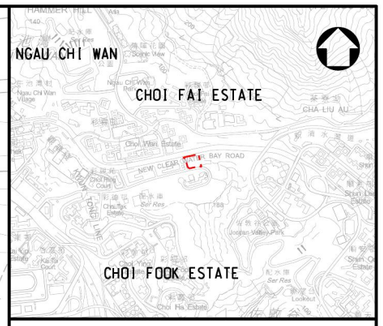

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- SW — EXISTING SALT WATER MAIN
- SW — PROPOSED SALT WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
PROPOSED SALT WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.9
Revision: A

User name: CHAN9162 Date:20/2/2024 Time: 10:02:20
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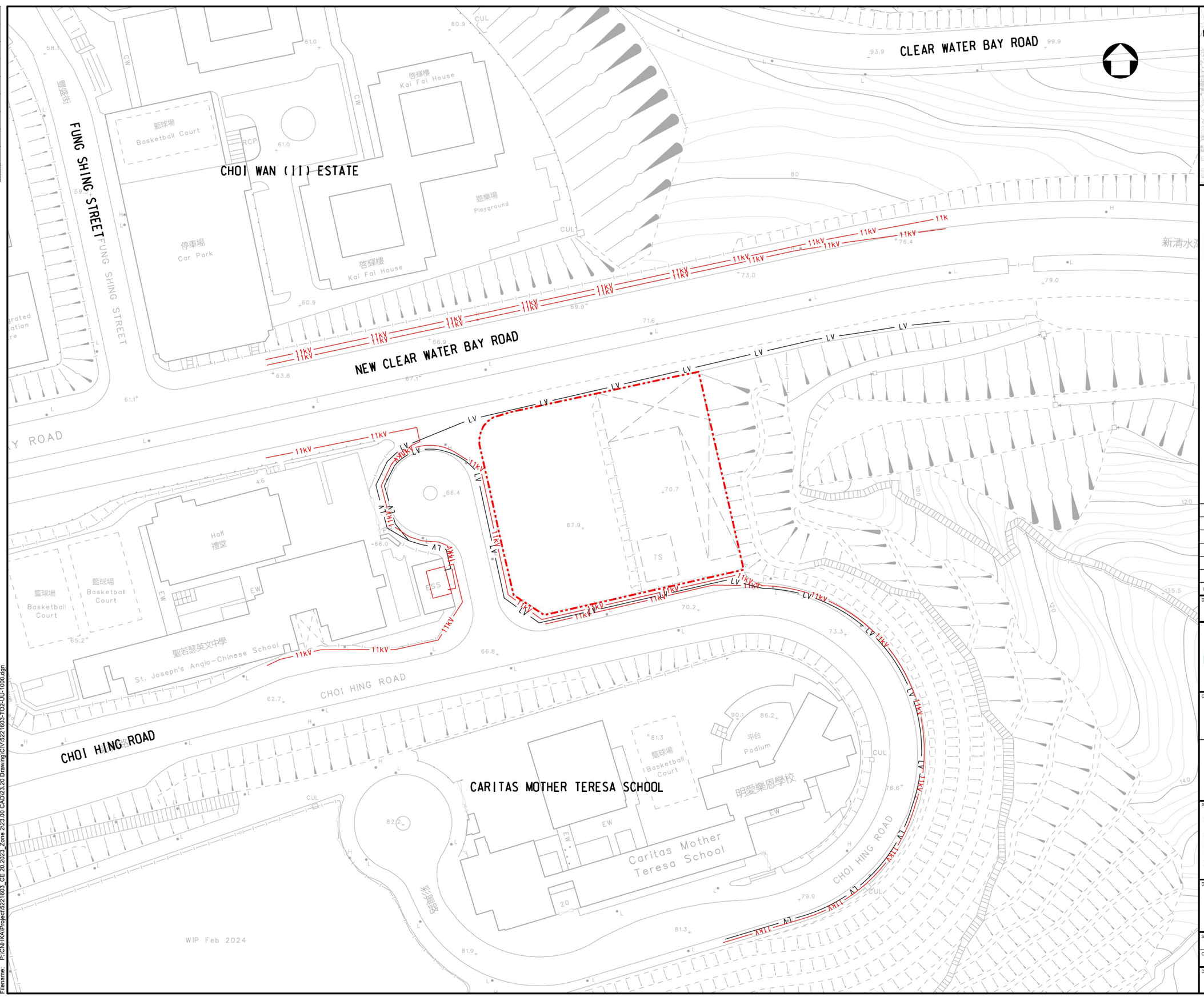

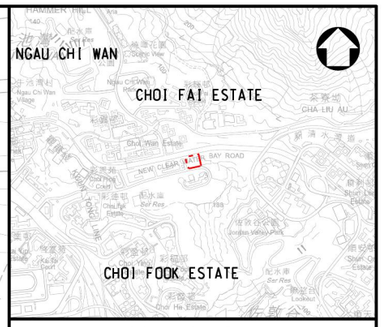

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- 11kV — EXISTING 11kV POWER CABLE
- LV — EXISTING LV POWER CABLE

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING POWER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.10

Revision: B

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User name: CHAN9162 Date:22/10/2024 Time: 11:28:32
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FUNG SHING STREET

CHOI WAN (II) ESTATE

CLEAR WATER BAY ROAD

NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

Kai Fai House 啓輝樓

Basketball Court 籃球場

Car Park 停車場

Playground 遊樂場

Hall 禮堂

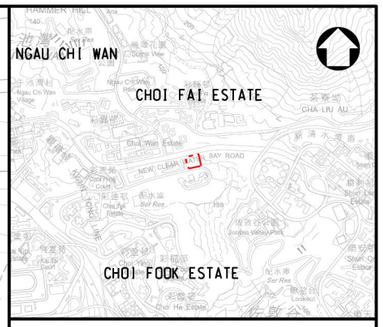
St. Joseph's Anglo-Chinese School 聖若瑟英文中學

Caritas Mother Teresa School 明愛樂恩學校

Podium 平台

HKT

WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

HGC EXISTING HUTCHISON GLOBAL COMMUNICATION CABLES

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

EXISTING HKT CABLE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.11

Revision: B

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User name: CHAN9162 Date:22/10/2024 Time: 11:28:25
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CLEAR WATER BAY ROAD

FUNG SHING STREET

CHOI WAN (II) ESTATE

NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

籃球場 Basketball Court

停車場 Car Park

啓輝樓 Kai Fai House

遊樂場 Playground

Hall 禮堂

聖若瑟英文中學 St. Joseph's Anglo-Chinese School

平台 Podium

明愛樂恩學校 Caritas Mother Teresa School

MP400 STEEL

MP400

MP400PE

MP90PE

MP110PE

LPB63PE

LPB160PE

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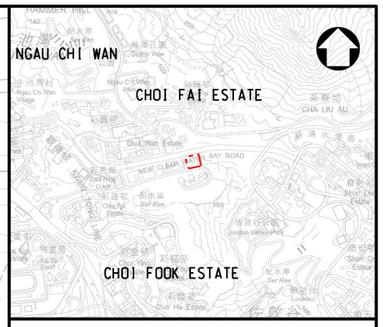
ESS

TS

TPH

WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

EXISTING GAS MAIN

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

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Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING GAS SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.12

Revision: B

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User name: CHANG162 Date:22/10/2024 Time: 11:28:15
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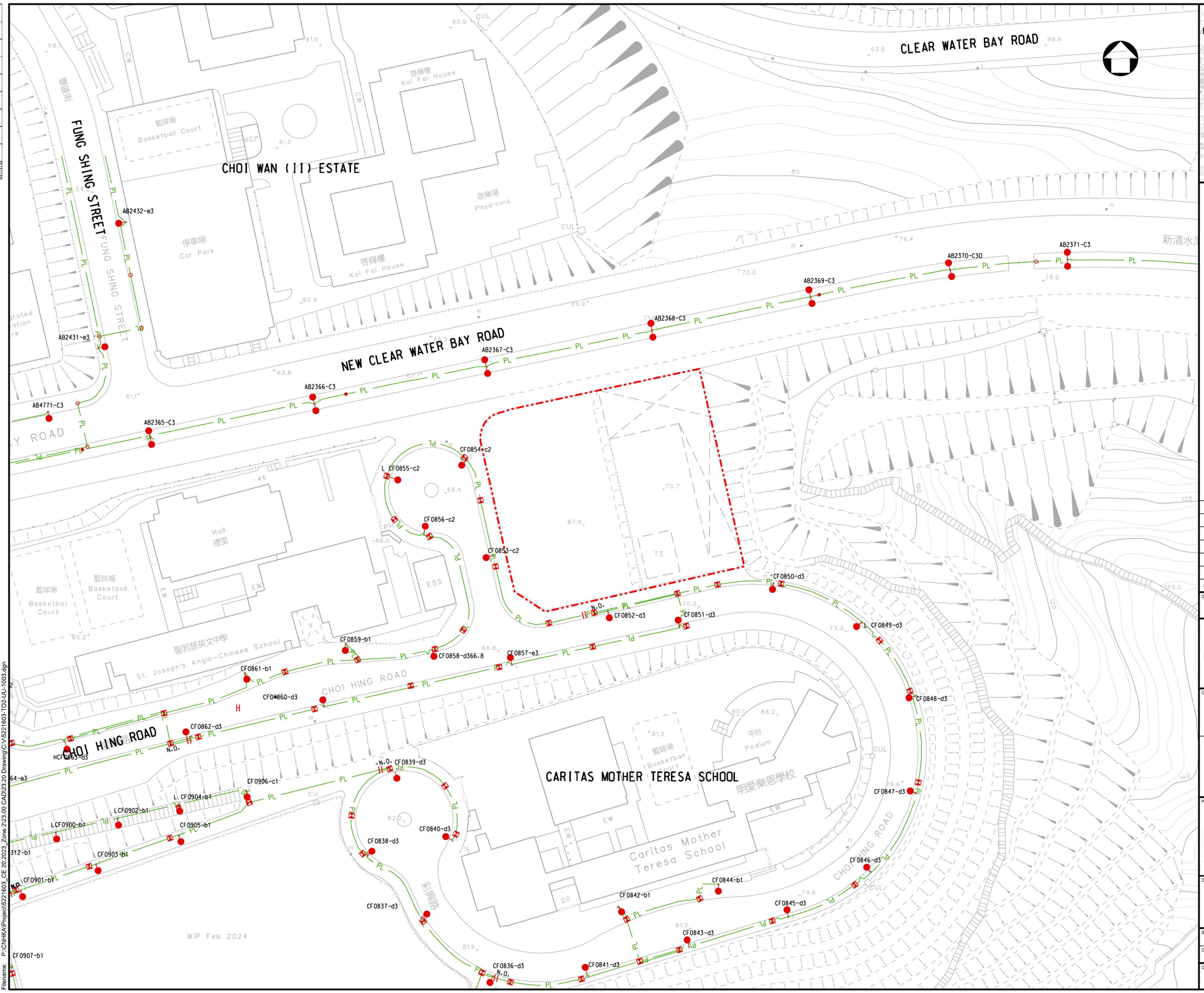

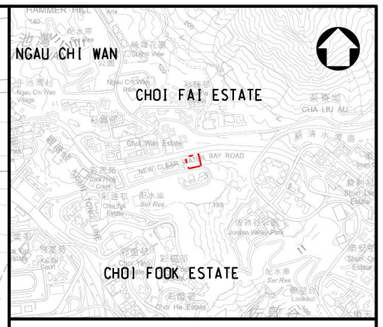

LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

EXISTING PUBLIC LIGHTING SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size	Date	Date	Date	Date
A1	DEC 2023	DEC 2023	DEC 2023	DEC 2023

Drawing Number: Figure 3.13

Revision: B

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Millimetres 0 10 100
User name: CHAN9162 Date:22/10/2024 Time: 11:28:08
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\C\V5221603-TO2-LIU-1003.dgn

Millimetres 0 10 100

CLEAR WATER BAY ROAD

CHOI WAN (II) ESTATE

FUNG SHING STREET

NEW CLEAR WATER BAY ROAD

CHOI HING ROAD

CARITAS MOTHER TERESA SCHOOL

Kai Fai House 啓輝樓

Basketball Court 籃球場

Car Park 停車場

Playground 遊樂場

Hall 禮堂

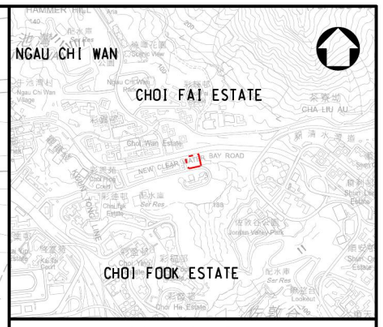
Podium 平台

St. Joseph's Anglo-Chinese School 聖若瑟英文中學

明愛樂恩學校

Caritas Mother Teresa School

WIP Feb 2024



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING DRAINAGE SYSTEM
- EXISTING MANHOLE FOR DRAINAGE SYSTEM
- EXISTING BOX CULVERT

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2024	SECOND ISSUE	KLC	WT	LL
A	DEC 2023	FIRST ISSUE	KLC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: –

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
EXISTING DRAINAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	NL	KLC	WT	LL
Original Size: A1	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023	Date: DEC 2023

Drawing Number: Figure 3.14

Revision: B

User name: CHAN9162 Date:22/10/2024 Time: 11:28:53
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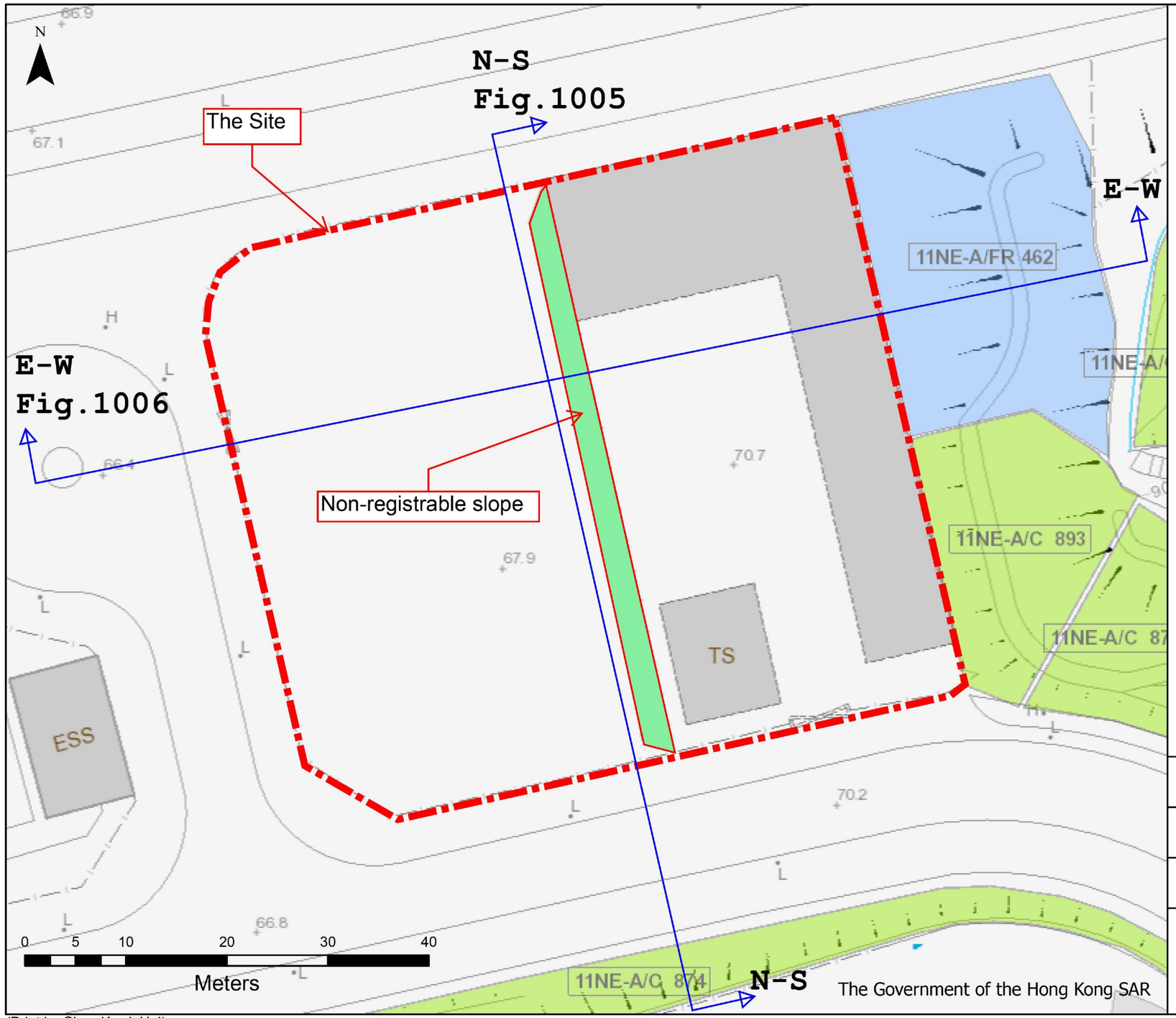

(Print by Chan Kwok Hei)

Man Made Slope

Man-made Features

- Cut slopes
- Disturbed terrain
- Fill slopes
- NT defence measures
- NT stabilisation measures
- Retaining walls

Slope Features

Division

Scale 1:500

Date 31/7/2024

GEOTECHNICAL ENGINEERING OFFICE

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Rev.	Date	Description	By	Chk'd	App'd
B	OCT 2023	SECOND ISSUE	JC	WT	LL
A	JUL 2024	FIRST ISSUE	JC	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

GEOTECHNICAL FEATURE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	JC	JC	WT	LL
Original Size: A1	Date: JUL 2024	Date: JUL 2024	Date: JUL 2024	Date: JUL 2024

Drawing Number: Figure 3.15

Revision: A

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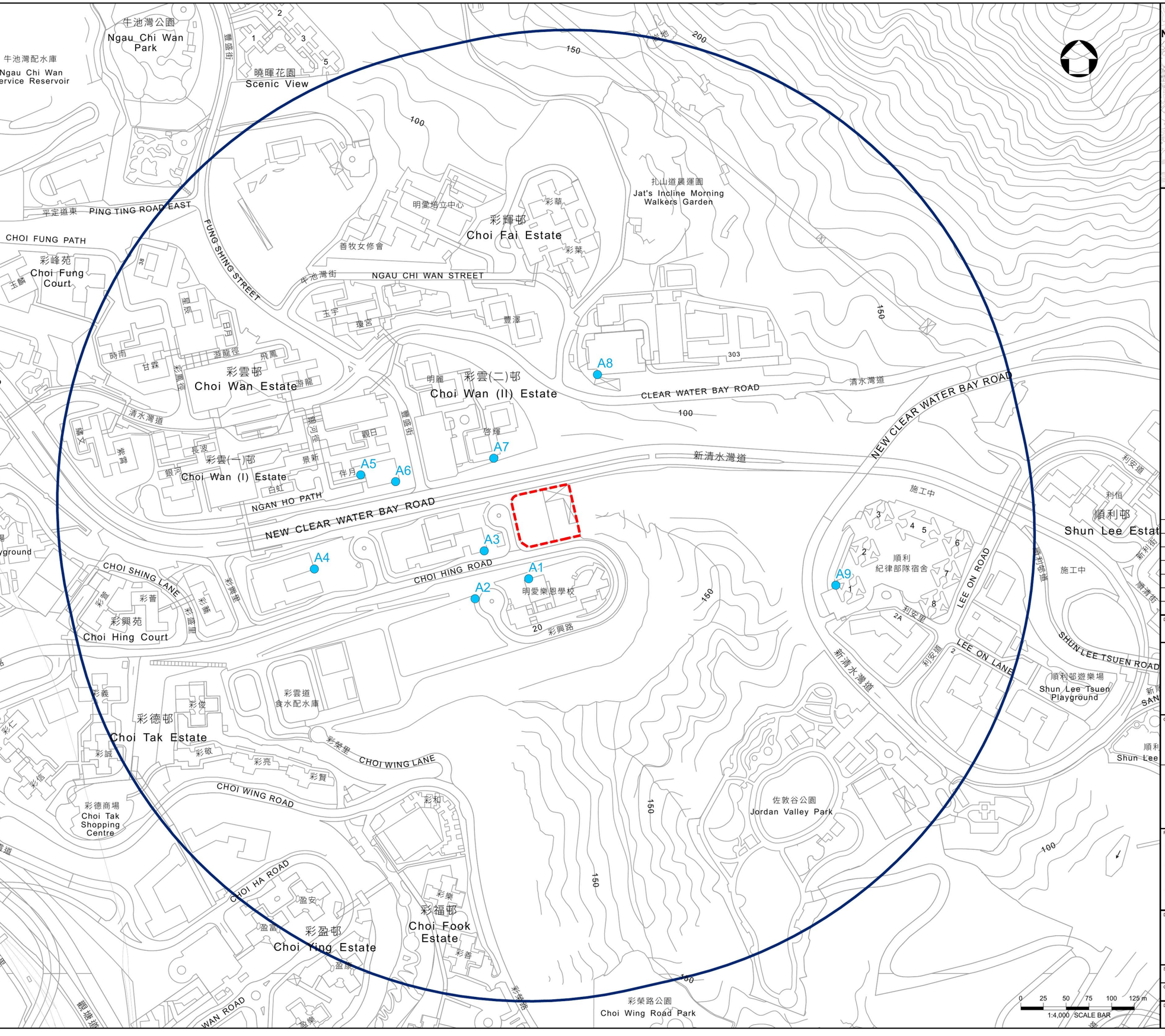
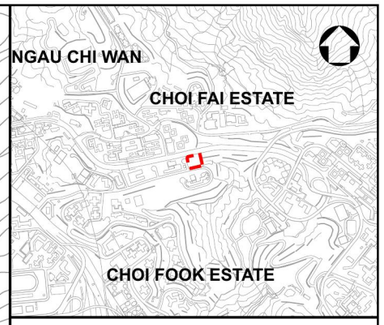
Filename: $FILE$





LOCATION PLAN
SCALE 1:30000

LEGEND:

- Air Sensitive Receivers (ASRs)
- Project Site
- 500m Study Area

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
500m Study Area and Representative Air Sensitive Receivers

Scale	Designed	Drawn	Checked	Authorised
1:4000	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.16

Revision: A

Date: 21/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_ASR.mxd

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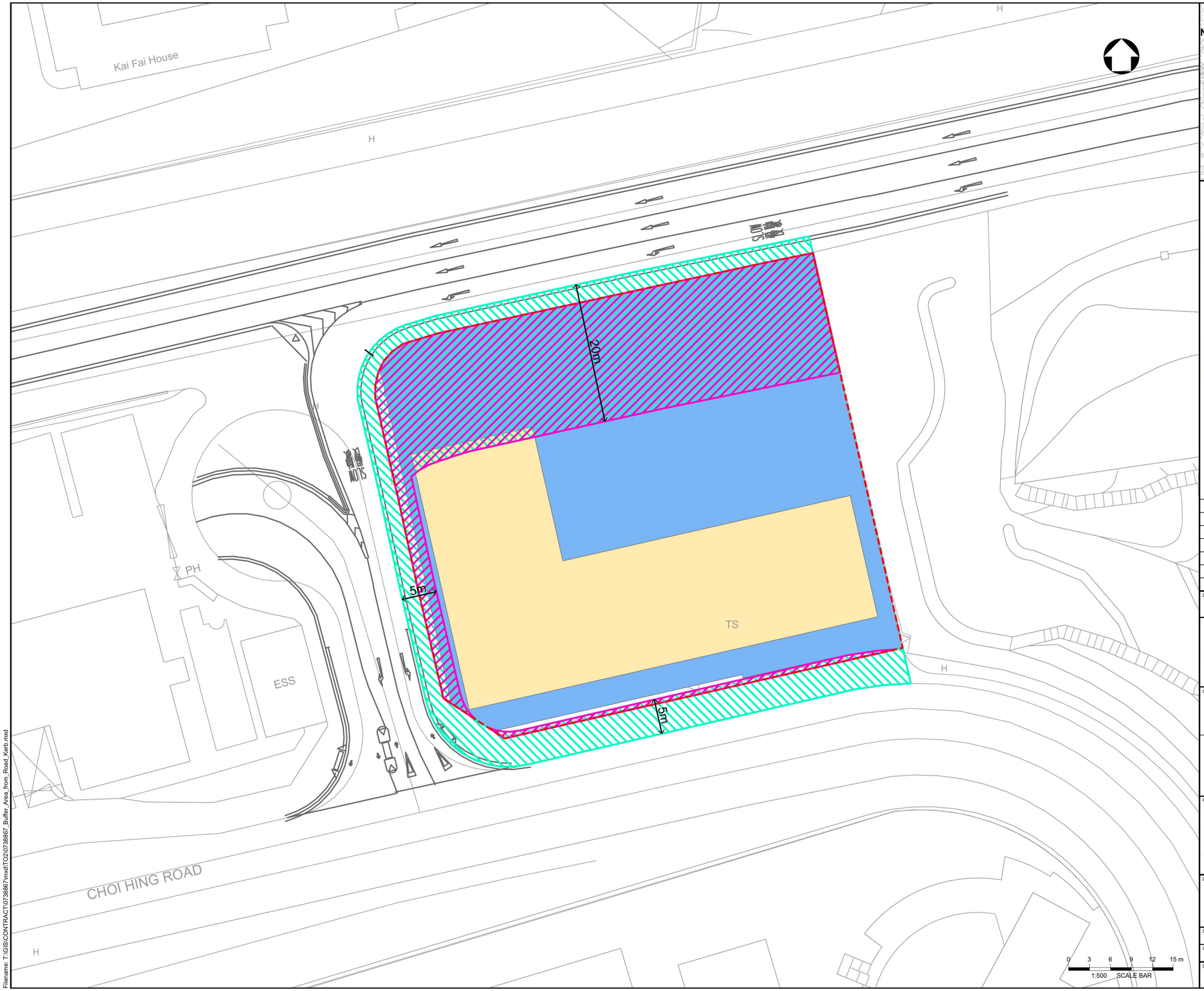

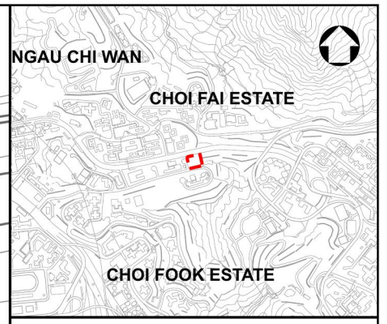

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Proposed Domestic Block
- Proposed Non-Domestic Podium
- Proposed Roads
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Buffer Area from Road Kerb

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.17

Revision: A

Date: 22/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_Buffer_Area_from_Road_Kerb.mxd

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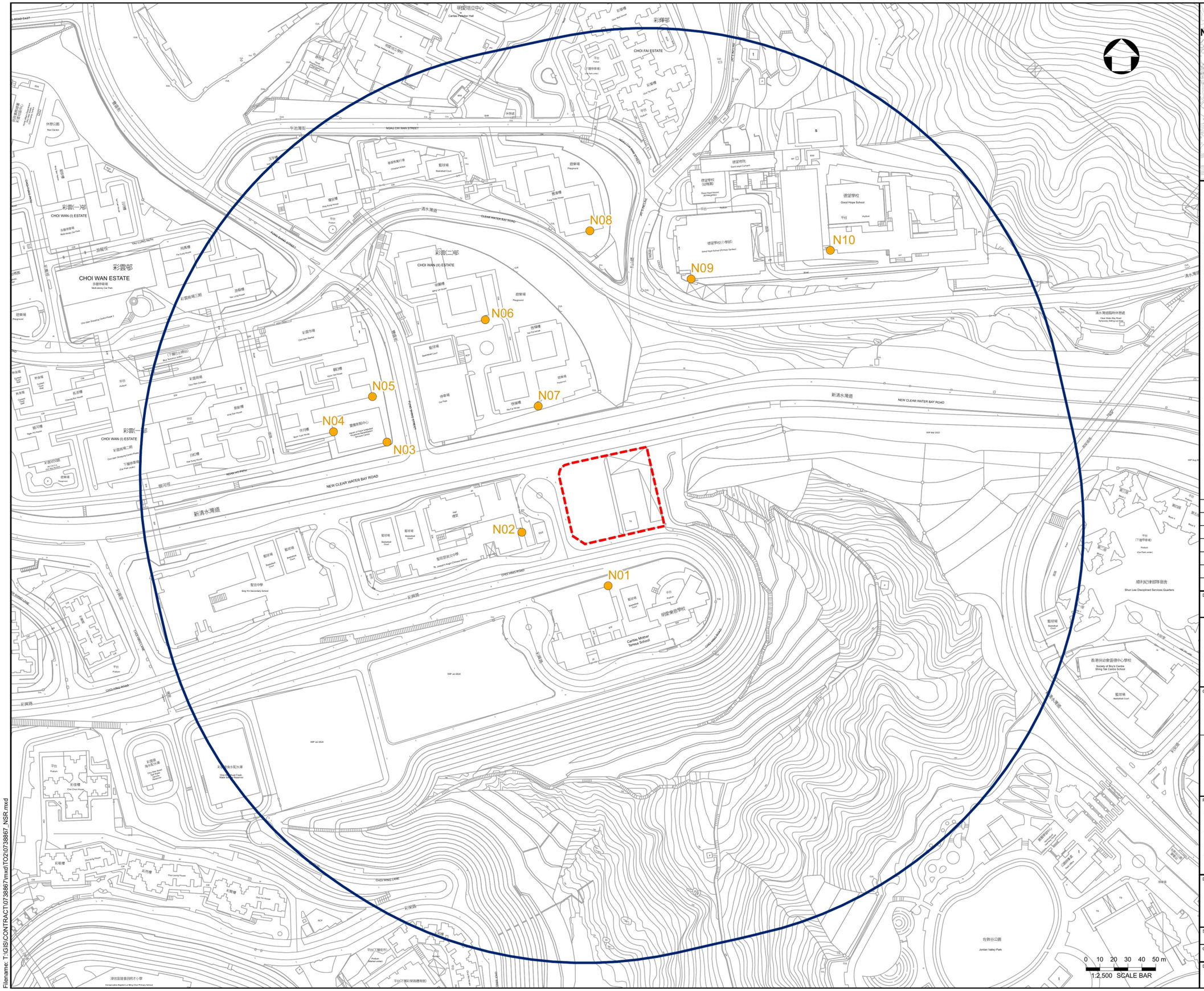

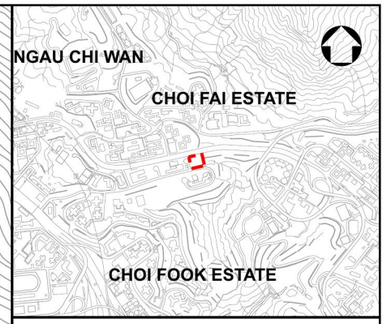

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- 300m Assessment Area
- Noise Sensitive Receivers (NSRs)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: ###

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Locations of Representative Noise Sensitive Receivers for Construction Noise Impact Assessment

Scale	Designed	Drawn	Checked	Authorised
1:2500	VAR	VAR	WT	LL
Original Size	**Date**	**Date**	**Date**	**Date**
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.18

Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_NSR.mxd

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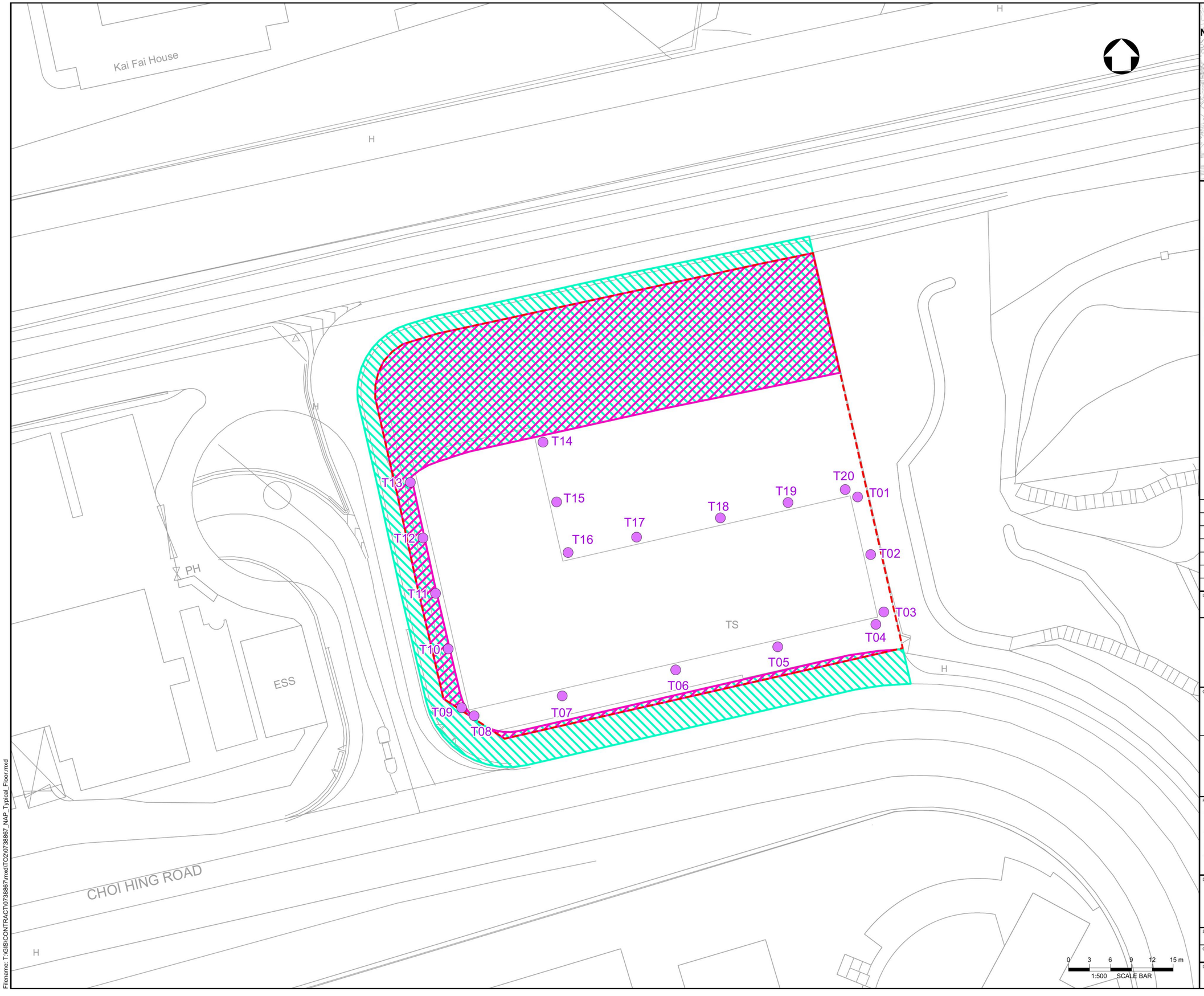

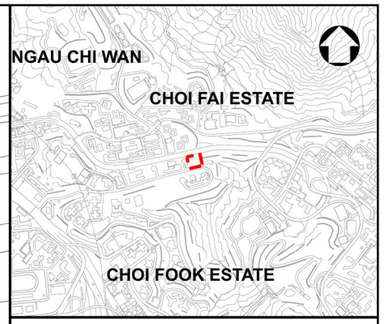

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

Locations of Representative Noise Assessment Points for Road Traffic Noise Impact Assessment - Typical Floor

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.19

Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_NAP_Typical_Floor.mxd

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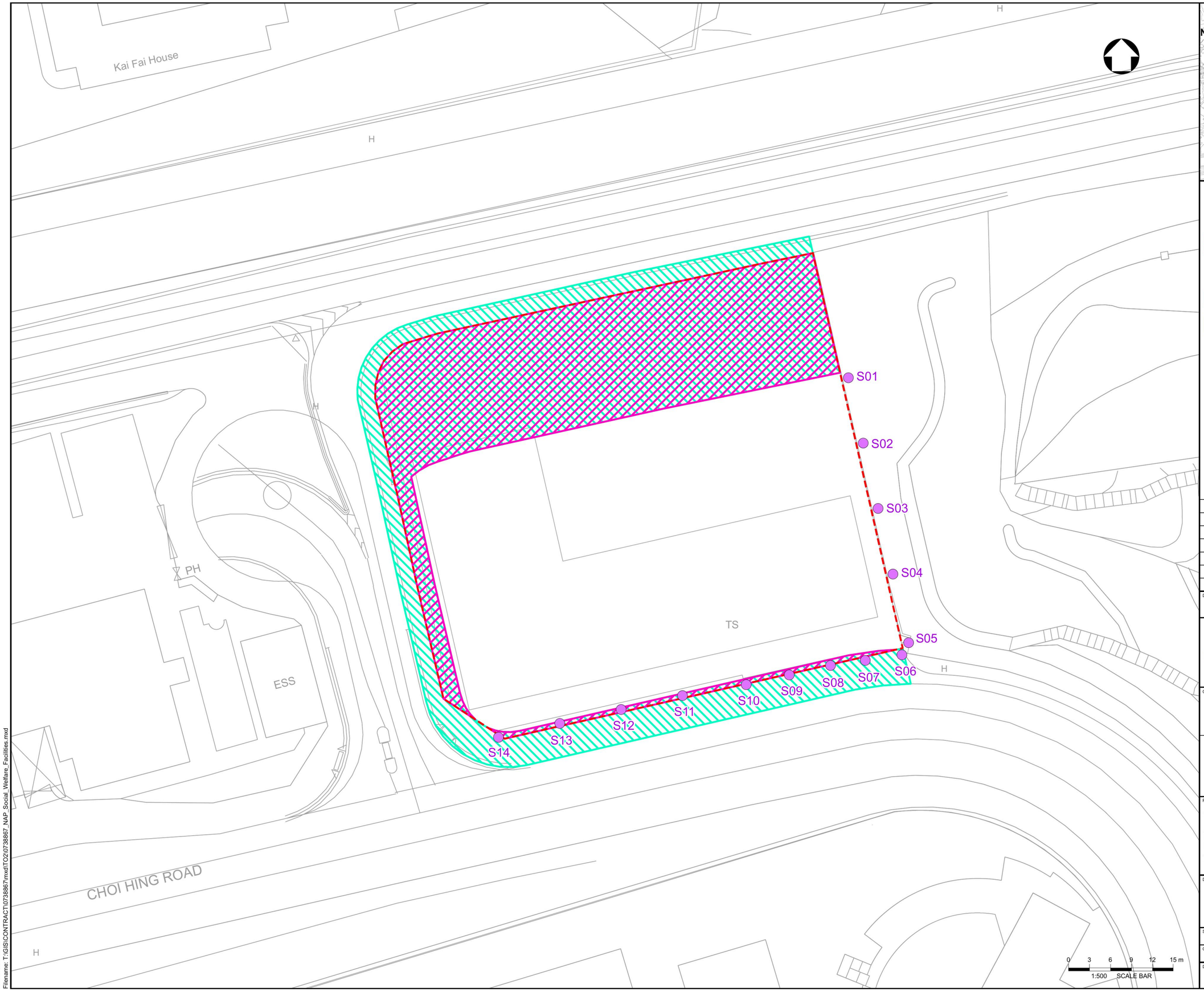

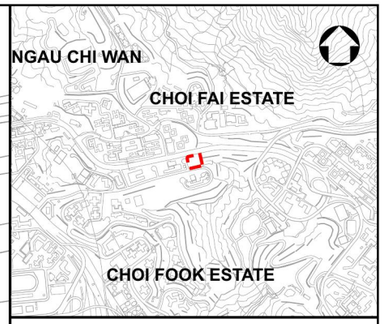

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

Locations of Representative Noise Assessment Points for Road Traffic Noise Impact Assessment - Social Welfare Facilities

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	WT	LL
Original Size	**Date**	**Date**	**Date**	**Date**
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.20

Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_NAP_Social_Welfare_Facilities.mxd

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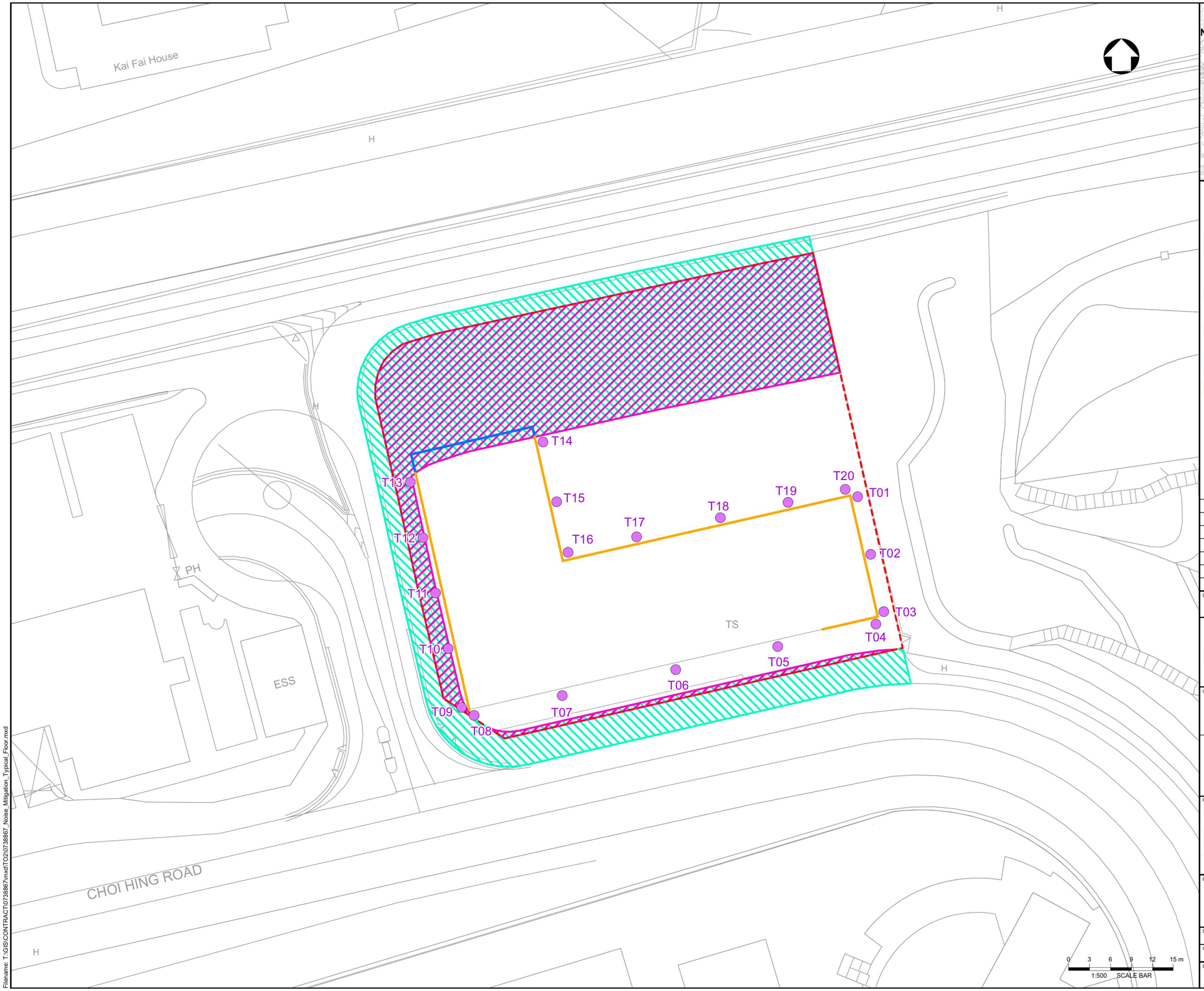

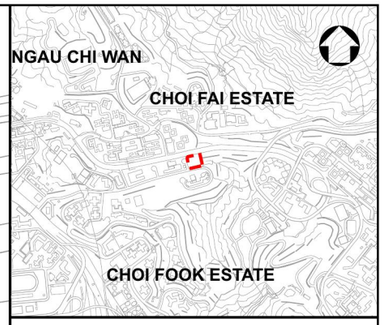

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- No Prescribed Windows for Ventilation
- Acoustic Window (Baffle Type)
  (Floors to be adopted with Acoustic Window (Baffle Type) can be referred to Appendix 4.5)
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Proposed Noise Mitigation Measures for Road Traffic Noise Impact Assessment - Typical Floor

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.21
Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_Noise_Mitigation_Typical_Floor.mxd

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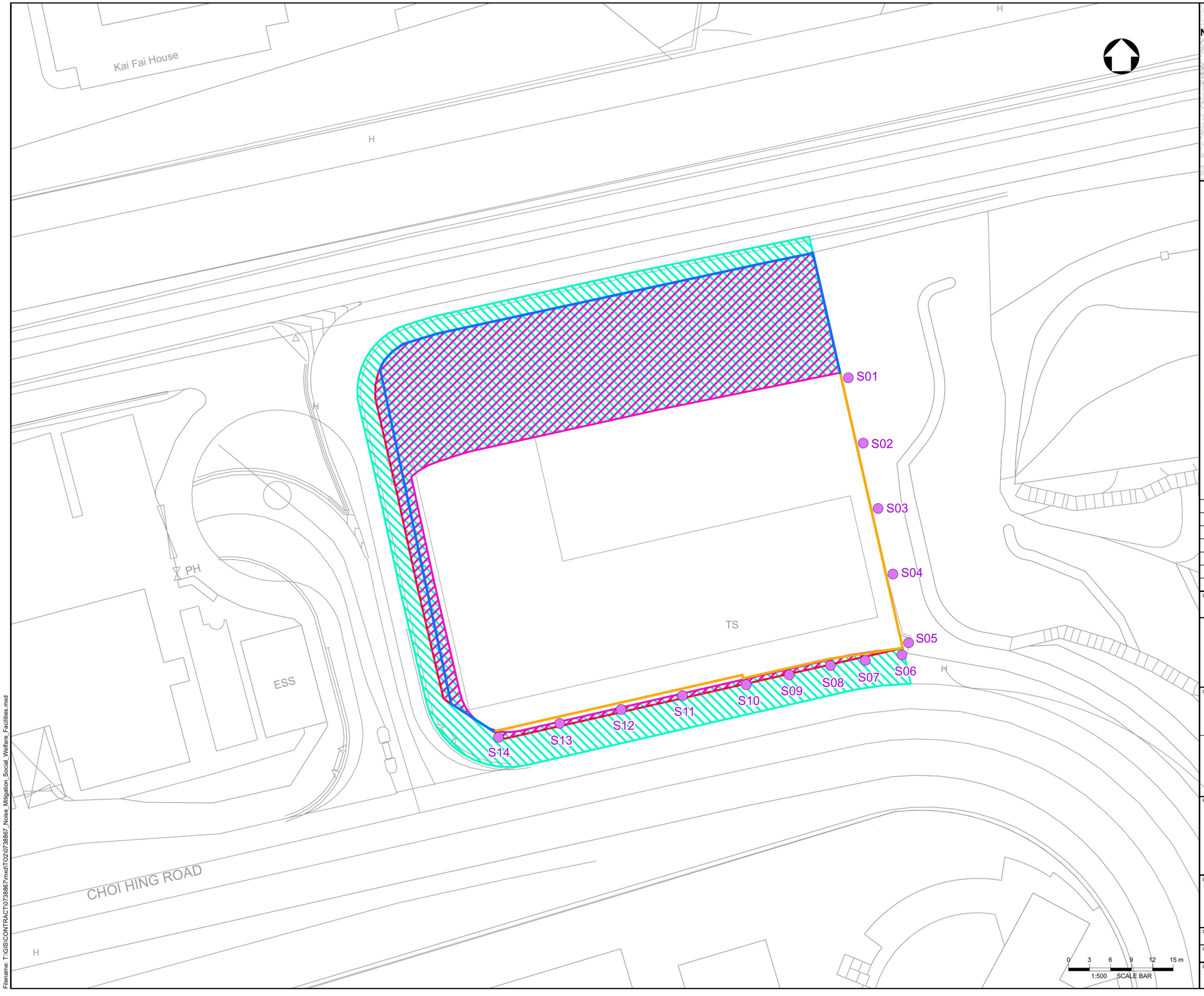

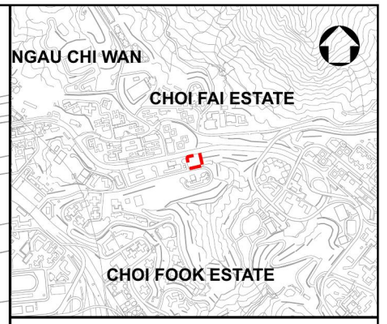

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- No Prescribed Windows for Ventilation
- Predicted Noise Level > 70 dB(A) (not recommended for noise sensitive use, adopt appropriate noise mitigation measures if necessary)
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Proposed Noise Mitigation Measures for Road Traffic Noise Impact Assessment - Social Welfare Facilities

Scale	Designed	Drawn	Checked	Authorised
1:500	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.22

Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_Noise_Mitigation_Social_Welfare_Facilities.mxd

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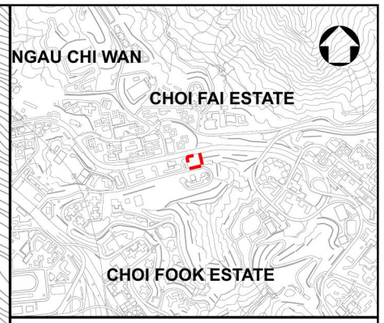

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- 300m Assessment Area
- Fixed Plant Noise Source

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: ---

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title
Locations of Potential Fixed Plant Noise Sources within 300m of the Project Site

Scale	Designed	Drawn	Checked	Authorised
1:3000	VAR	VAR	WT	LL
Original Size	Date	Date	Date	Date
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.23

Revision: A

Date: 25/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO2\0738867_Fixed_Plant_Noise_Sources.mxd

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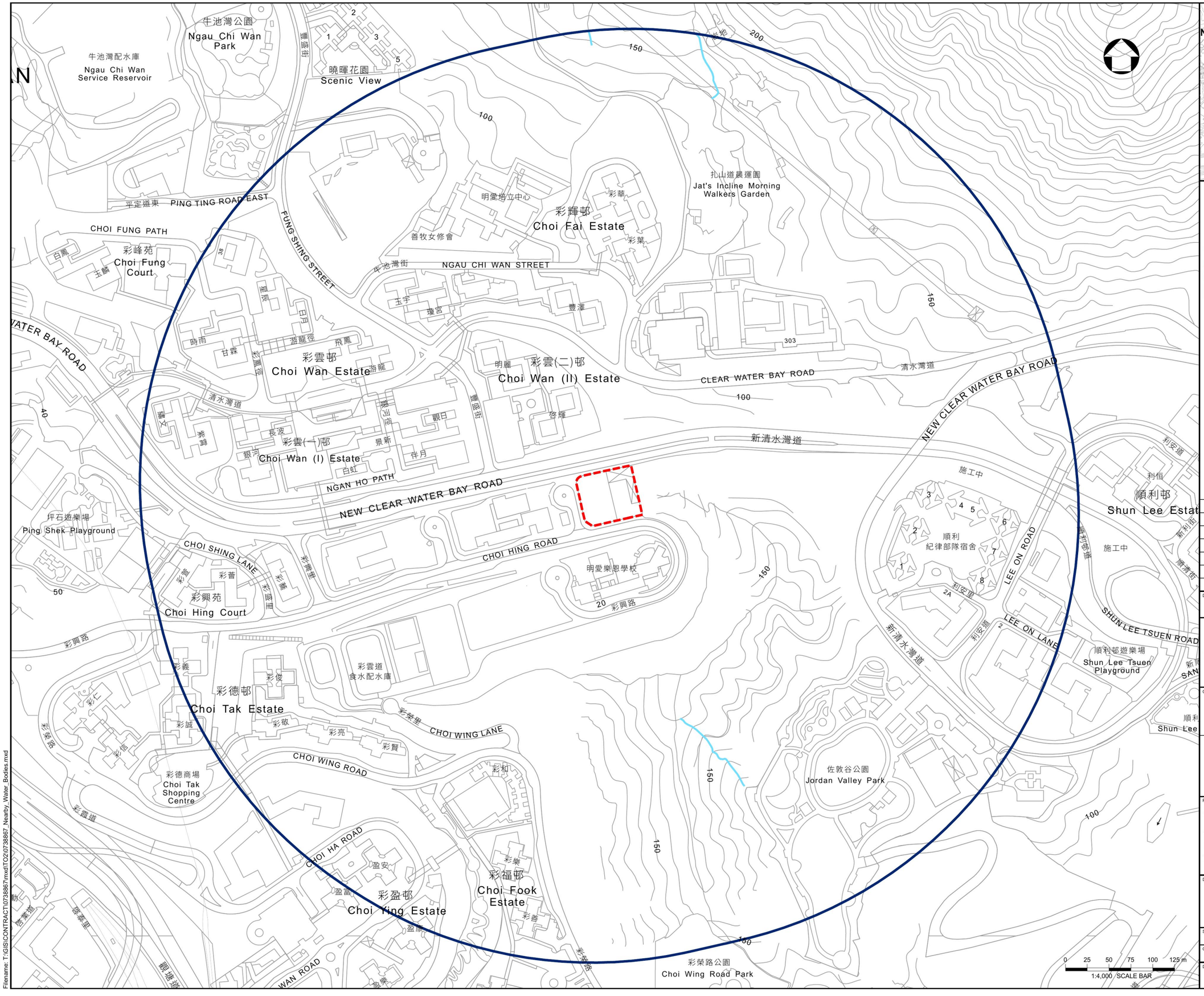

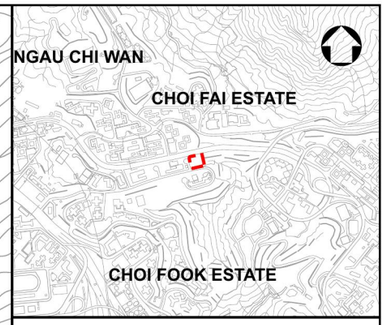

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Bodies of Water
- Project Site
- 500m Study Area

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
500m Study Area and Nearby Bodies of Water

Scale	Designed	Drawn	Checked	Authorised
1:4000	VAR	VAR	WT	LL
Original Size	**Date**	**Date**	**Date**	**Date**
A3	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.24

Revision: A

Date: 21/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\T02\0738867_Nearby_Water_Bodies.mxd

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

Conducted by: Mr. CHOI Kwok Fai
RSTMP Reg. No. TM322117

20250211 Rev. 2

Tree Assessment Schedule

Date of Assessment: 27th March 2024

Tree No. CHR-	Species			Measurements			Amenity Value (High(H)/ Medium(M)/ Low(L))	Form (Good(G)/ Average(A)/ Poor(P))	Health Condition (Good(G)/ Average(A)/ Poor(P))	Structural Condition (Good(G)/ Average(A)/ Poor(P))	Old & Valuable Tree (Yes(Y)/ No(N))	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Maintenance Department to Provide Comments on TPRP		Additional Remarks
	Scientific Name	Chinese Name	Native / Exotic (Na/Ex)	Height (m)	DBH (mm)	Crown Spread (m)						(High(H)/ Medium(M)/ Low(L))	Remarks			Before	After	
T001	*Xanthostemon chrysanthus*	金蒲桃	Ex	6.0	130	2.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches; leaning trunk
T002	*Melaleuca cajuputi subsp. cumingiana*	白千層	Ex	9.0	250	4.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches; included bark between branches
T003	*Aleurites moluccana*	石栗	Ex	8.0	290	4.5	M	P	A	A	N	L	b c	NIL	Retain			co-dominant branches; girdling root
T004	*Xanthostemon chrysanthus*	金蒲桃	Ex	6.0	120	2.0	M	A	A	A	N	M		NIL	Retain			co-dominant branches; sign of borer on trunk
T005	*Peltophorum pterocarpum*	盾柱木	Ex	9.0	350	8.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches; wounded branch; sign of wood borer on branch; sign of borer on trunk; trunk girdling root
T006	*Peltophorum pterocarpum*	盾柱木	Ex	7.5	240	4.0	M	P	A	A	N	L	b	NIL	Retain			co-dominant branches; broken branch; sign of borer on trunk
T007	*Ficus religiosa*	菩提樹	Ex	9.0	240	8.0	M	P	A	P	N	L	b c f	NIL	Remove			asymmetric canopy; co-dominant branches; engulfed fence in trunk; grew adjacent to hard structure; restricted for root expansion (more than 1 side)
T008	*Acacia confusa*	台灣相思	Ex	7.0	180	5.0	L	P	A	P	N	L	a b c d f	NIL	Remove			asymmetric canopy; co-dominant trunks; engulfed fence in trunk; grew adjacent to hard structure
T009	*Leucaena leucocephala*	銀合歡	Ex	5.0	110	3.0	L	P	A	P	N	L	a b c d e f	NIL	Remove			asymmetric canopy; co-dominant trunks; engulfed fence in trunk; grew adjacent to hard structure
T010	*Ficus religiosa*	菩提樹	Ex	7.0	120	3.0	M	P	A	P	N	L	b c	NIL	Remove			co-dominant trunks; embedded materials in trunk
T011	*Ficus virens*	大葉榕	Na	6.0	100	2.0	M	P	A	P	N	L	b	NIL	Remove			engulfed fence in trunk; grew together with another tree
T012	*Ficus virens*	大葉榕	Na	6.0	110	4.0	M	P	A	A	N	L	b c	NIL	Remove			co-dominant trunks; engulfed fence in trunk
T013	*Ficus virens*	大葉榕	Na	4.0	110	5.0	M	P	A	A	N	L	b c	NIL	Remove			multi-trunks
T014	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	5.5	230	5.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches; wounded trunk
T015	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	5.0	210	4.5	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches
T016	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	5.5	190	5.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches
T017	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	6.0	190	5.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches
T018	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	6.0	200	5.0	M	A	A	A	N	L	c	NIL	Retain			co-dominant branches
T019	*Mallotus paniculatus*	白楸	Na	4.5	100	6.0	L	P	A	P	N	L	a b c d	NIL	Remove			co-dominant branches; engulfed fence in trunk; trunk strangled by Ficus; grew together with another tree
T020	*Koelreuteria bipinnata*	複羽葉欒樹	Ex	4.0	100	3.5	L	P	P	A	N	L	a b d	NIL	Retain			co-dominant branches
T021	*Averrhoa carambola*	楊桃	Ex	3.0	115	2.0	L	P	P	A	N	L	a b d	NIL	Remove			asymmetric canopy; sparse foliage; dead branches; low bifurcated branch; abnormal bark cracks on trunk
										Qty:	0			Qty:	0			

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by

Suitability for Transplanting:
- a - low amenity value
- b - poor health, structure or form
- c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
- d - low chance of survival upon transplanting
- e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
- f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

Conservation Status:
1 - Scheduled under Cap. 96
2 - Protected under Cap. 586
3 - Rare and Precious Plants of Hong Kong
- *Extinct (EX)*
- *Extinct in the Wild (EW)*
- *Critically Endangered (CR)*
- *Endangered (EN)*
- *Vulnerable (VU)*
- *Near Threatened (NT)*
- *Least Concern (LC)*

4 - China Plant Red Data Book
- *Endangered (E)*
- *Rare (R)*
- *Vulnerable (V)*

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title: Tree Assessment Schedule

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size: A1	Date -	Date -	Date -	Date -

Drawing Number: Figure 3.25a
Revision: -

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SCALE 1:500 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Tree Treatment Plan with Conceptual Landscape Plan Overlay

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Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number

Figure 3.25b

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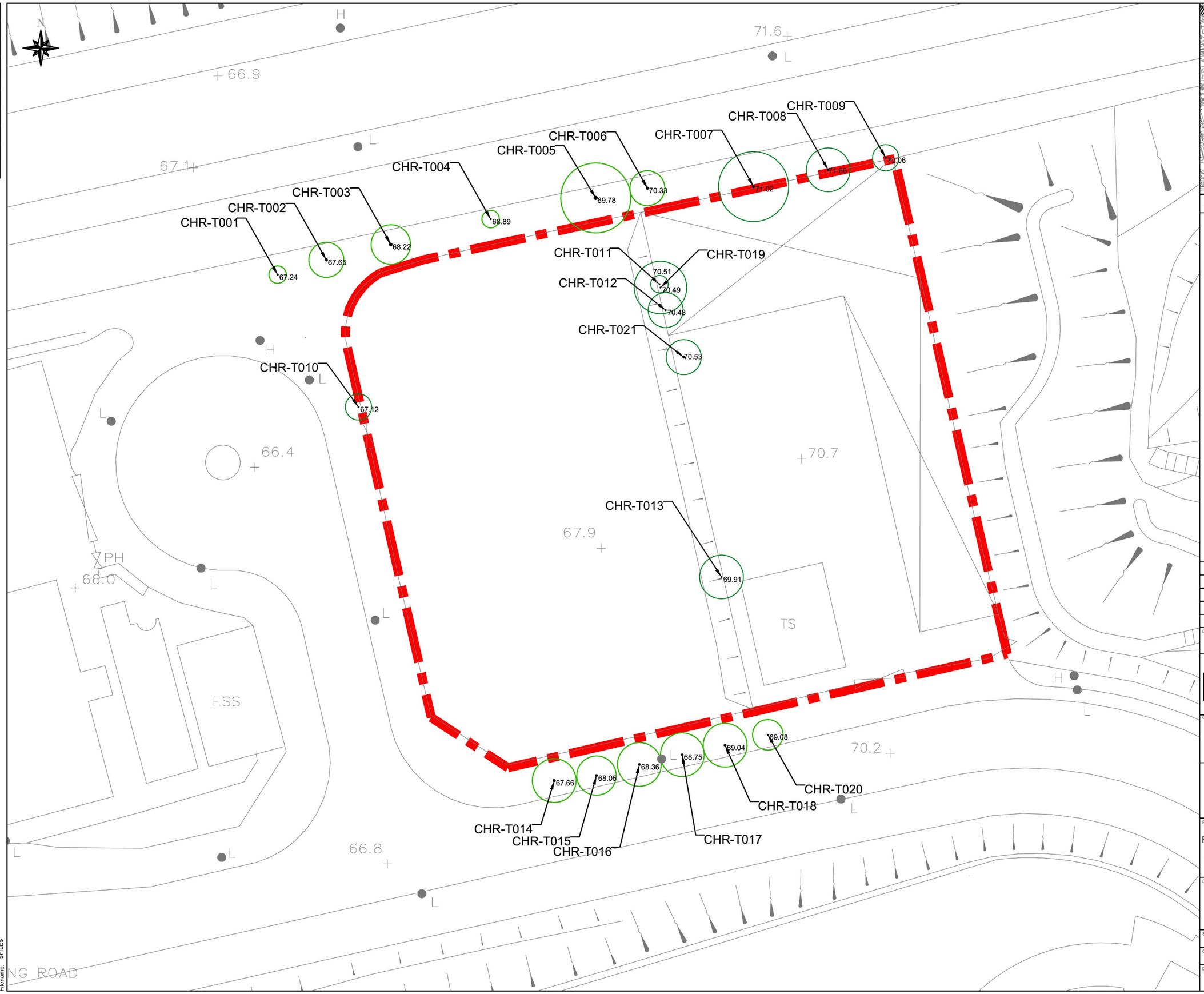

Key Plan (N.T.S.)

NOTES

1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:

CHOI HING ROAD SITE BOUNDARY

CHR-T001
EXISTING TREE

Rev.	Date	Description	By	Chk'd	App'd
A	02/25	ADD TREE	HT	AW	
-	04/24	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程1組
Civil Engineering Office
Housing Projects 1 Unit

Project Title

CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027)- FEASIBILITY STUDY

Drawing Title

CHOI HING ROAD (TO2)
TREE SURVEY PLAN

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1:200 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
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Drawing Number: Figure 3.26

Revision: A

Millimetres 0 10 100

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Filename: $FILE$

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for Proposed Housing and Other Developments in Zone 2 (2023-2027) - Feasibility Study
Choi Hing Road (TO2) Tree Photos



CHR-T001 (1)



CHR-T001 (2)



CHR-T002 (1)



CHR-T002 (2)



CHR-T002 (3)



CHR-T003 (1)



CHR-T003 (2)



CHR-T003 (3)

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rawing Status: FEASIBILITY STUDY
Suitability: -

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– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

rawing Title: Tree Photos

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riginal Size	Date	Date	Date	Date
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rawing Number: Figure 3.27a
Revision: A

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Millimetres 0 10 100

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Choi Hing Road (TO2) Tree Photos



CHR-T003 (4)



CHR-T004 (1)



CHR-T004 (2)



CHR-T004 (3)



CHR-T005 (1)



CHR-T005 (2)



CHR-T005 (3)



CHR-T005 (4)

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

rawing Title:
Tree Photos

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riginal Size	Date	Date	Date	Date
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rawing Number: Figure 3.27b
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Choi Hing Road (TO2) Tree Photos



CHR-T005 (5)



CHR-T005 (6)



CHR-T006 (1)



CHR-T006 (2)



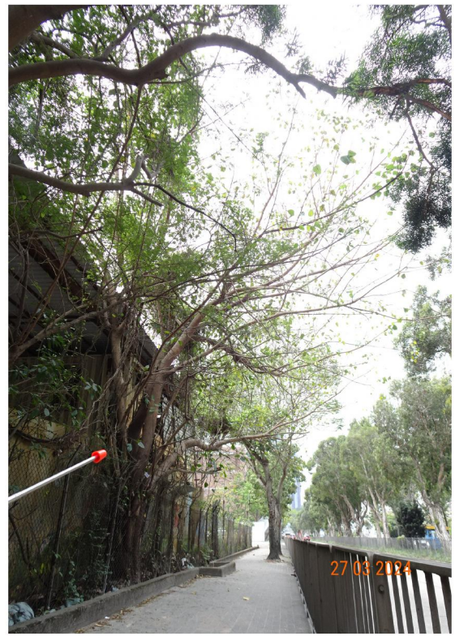
CHR-T006 (3)



CHR-T006 (4)



CHR-T007 (1)



CHR-T007 (2)

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Suitability: -

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Tree Photos

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Drawing Number: Figure 3.27c
Revision: A

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Choi Hing Road (TO2) Tree Photos



CHR-T007 (3)



CHR-T007 (4)



CHR-T008 (1)



CHR-T008 (2)



CHR-T008 (3)



CHR-T008 (4)



CHR-T008 (5)



CHR-T008 (6)

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Tree Photos

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Drawing Number: Figure 3.27d
Revision: A

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Choi Hing Road (TO2) Tree Photos



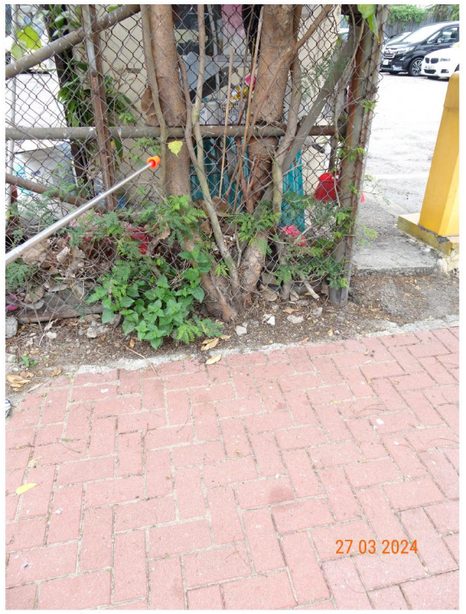
CHR-T009 (1)



CHR-T009 (2)



CHR-T009 (3)



CHR-T010 (1)



CHR-T010 (2)



CHR-T010 (3)



CHR-T011 (1)



CHR-T011 (2)

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Suitability: -

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– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Tree Photos

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Drawing Number: Figure 3.27e
Revision: A

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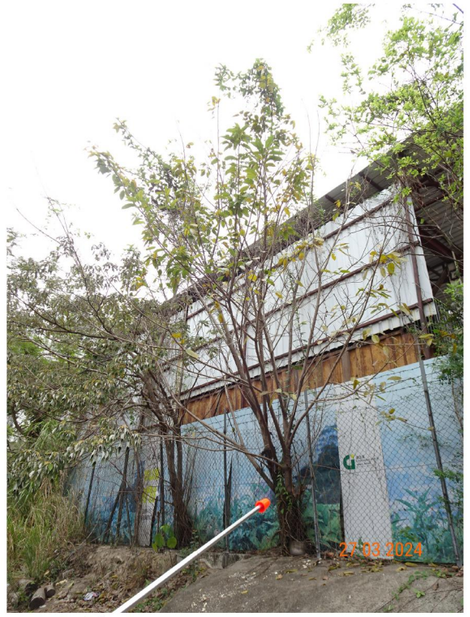
for Proposed Housing and Other Developments in Zone 2 (2023-2027) - Feasibility Study
Choi Hing Road (TO2) Tree Photos



CHR-T011 (3)



CHR-T012 (1)



CHR-T012 (2)



CHR-T013 (1)



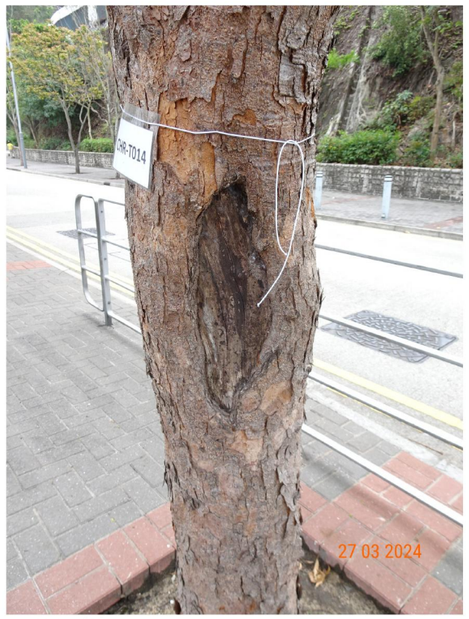
CHR-T013 (2)



CHR-T014 (1)



CHR-T014 (2)



CHR-T014 (3)

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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title:
Tree Photos

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Drawing Number: Figure 3.27f
Revision: A

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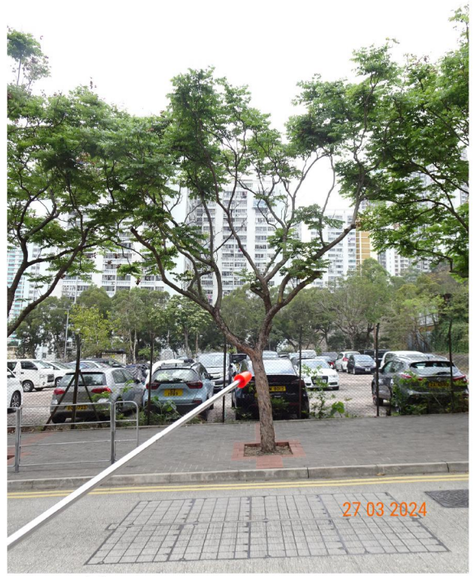
Agreement No. CE 20/2023 (CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing and Other Developments in Zone 2 (2023-2027) - Feasibility Study
Choi Hing Road (TO2) Tree Photos



CHR-T015 (1)



CHR-T015 (2)



CHR-T016 (1)



CHR-T016 (2)



CHR-T017 (1)



CHR-T017 (2)



CHR-T018 (1)



CHR-T018 (2)

Rev.	Date	Description	By	Chk'd	App'd
A	OCT 2024	FIRST ISSUE	NL	WT	LL

rawing Status: FEASIBILITY STUDY
Suitability: -

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土木工程拓展署
Civil Engineering and Development Department

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EAST DEVELOPMENT OFFICE

roject Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

rawing Title
Tree Photos

cale	Designed	Drawn	Checked	Authorised
1:1000	VAR	NL	WT	LL
riginal Size	Date	Date	Date	Date
A1	OCT 2024	OCT 2024	OCT 2024	OCT 2024

rawing Number: Figure 3.27g
Revision: A

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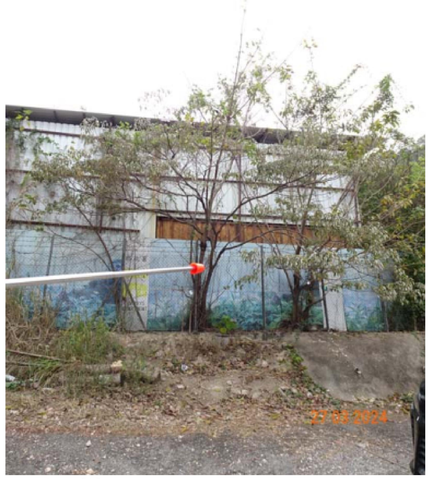
Agreement No. CE20/2023(CE) Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing Development in Zone 2 (2023-2027) - Feasibility Study
Choi Hing Road (TO2) Tree Photos



CHR-T019 (1)



CHR-T019 (2)



CHR-T019 (3)



CHR-T019 (4)



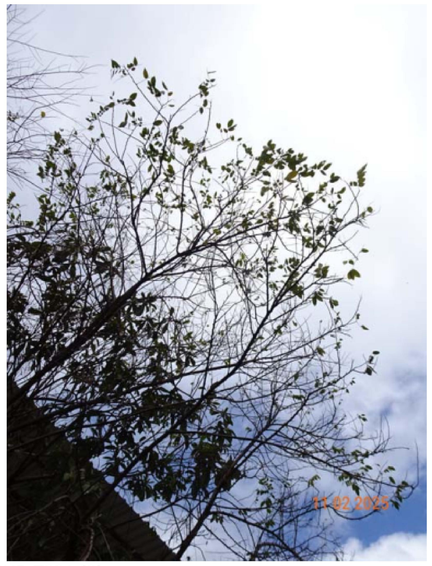
CHR-T020 (1)



CHR-T020 (2)



CHR-T021 (1)



CHR-T021 (2)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title
Tree Photos

Scale	Designed	Drawn	Checked	Authorised
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Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.27h
Revision: -

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Choi Hing Road (TO2) Tree Photos



CHR-T021 (3)



CHR-T021 (4)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

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Suitability: -

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Client

土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 2 – CHOI HING ROAD

Drawing Title

Tree Photos

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N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.27i

Revision: -

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LEGEND

- LR1 Residential Urban Landscape
  - LR1.1 Choi Wan Estate
- LR2 Institutional Landscape
  - LR2.1 St. Joseph's Anglo-Chinese School
  - LR2.2 Caritas Mother Teresa School
- LR3 Uphill and Hillside Landscape
  - LR3.1 Ping Shan Green Belt
- LR4 Transportation Corridor
  - LR4.1 New Clearwater Bay Road
- LR5 Miscellaneous Urban Fringe Landscape
  - LR5.1 Study Site
- 500m Radius Study Area
- Study Site Boundary

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi **H**ing Road Site)
Landscape Resources

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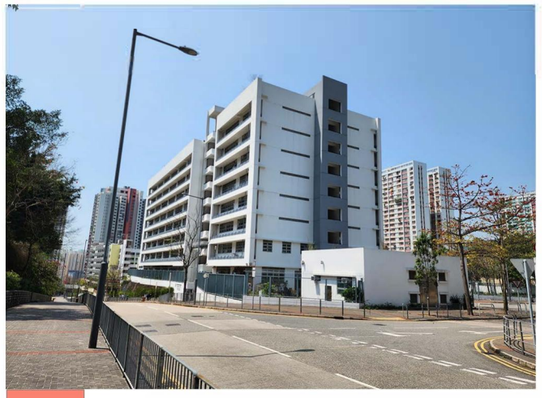
LCA1 Residential Urban Landscape



LCA3 Institutional Landscape



LCA3 Uphill and Hillside Landscape

LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Institutional Landscape
- LCA3 Uphill and Hillside Landscape
- LCA4 Transportation Corridor Landscape
- LCA5 Miscellaneous Urban Fringe Landscape
- 100m Radius Study Area
- Study Site Boundary



LCA4 Transportation Corridor Landscape



LCA5 Miscellaneous Urban Fringe Landscape

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Photos of Landscape Character Area

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VP1

VP2

VP3

VP4

VP5

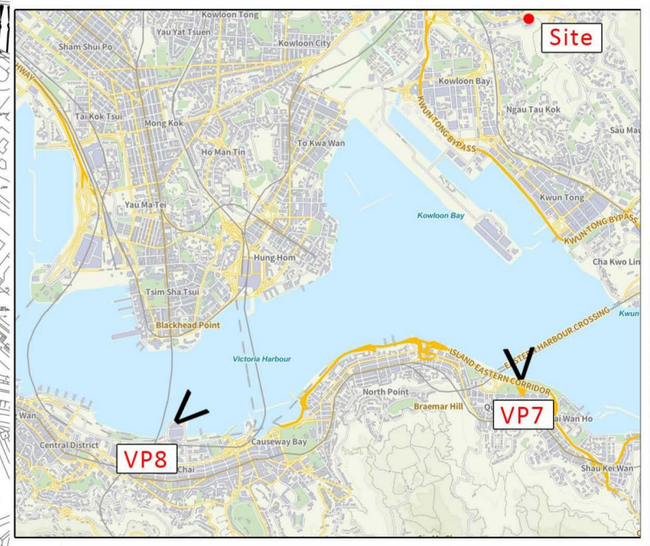
VP6

SITE

LEGEND

- Choi Hing Road Site Boundary
- Horizontal Distance 3x Height of Development
- Key Public Viewpoint and Number (e.g. VP6)
- Visual Envelope

Purple line indicates the horizontal extent of 3x the building height of 105.4m (i.e. 316m).



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Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi **H**ing Road Site)
Key Public Viewpoints

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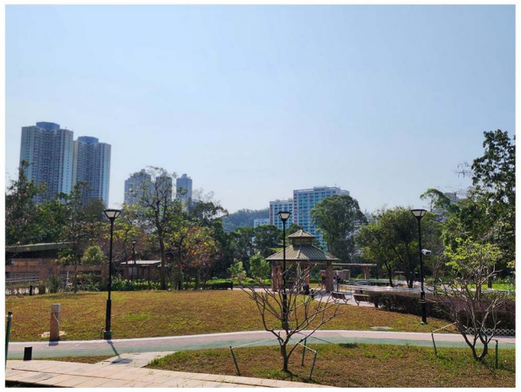

VP1 From Ngau Chi Wan Park (670m)



VP2 - From Jat's Incline Morning Trail (400m)



VP3 - From Clear Water Bay Road Temporary Sitting-out Area (380m)



VP4 - From Ping Shan Morning Trail (East) (85m)



VP5 From Ping Shan Morning Trail (South) (220m)



VP6 - From Footbridge at Choi Wan Commercial Complex Phase 1 (300m)



VP7 - From Quarry Bay Park (Strategic Viewpoint VP4) (4,800m)



VP8 - From Hong Kong Conventional and Exhibition Centre (Strategic Viewpoint VP5) (7,000m)

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Key Public Viewpoints

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Client

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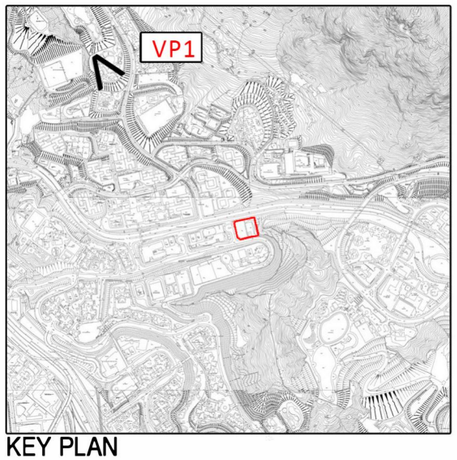
VP1 - Before



KEY PLAN



VP1 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP1 From Ngau Chi Wan Park (670m)

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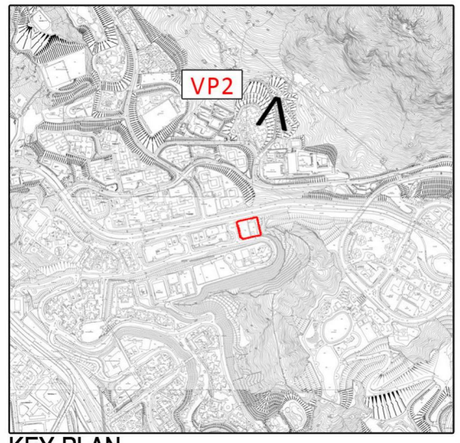
VP2 - Before



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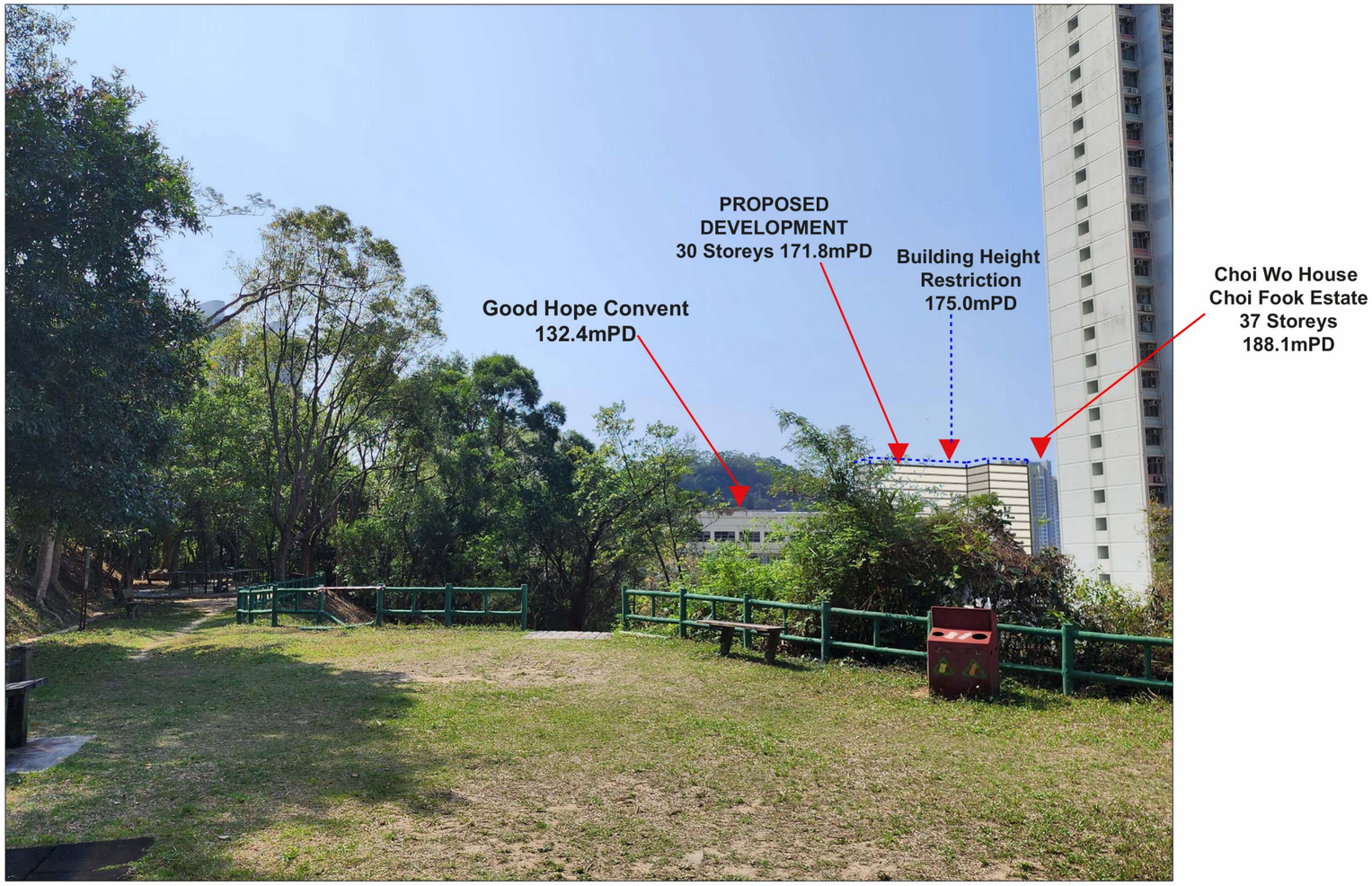

VP2 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP2 - From Jat's Incline Morning Trail (400m))

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Drawing Number

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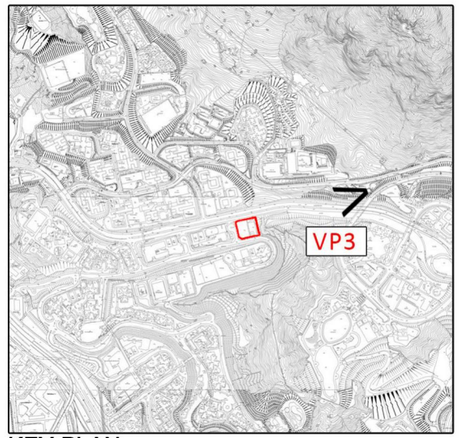
VP-3 Before



KEY PLAN



VP3 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP3 - From Clear Water Bay Road Temporary Sitting-out Area (380m)

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Drawing Number

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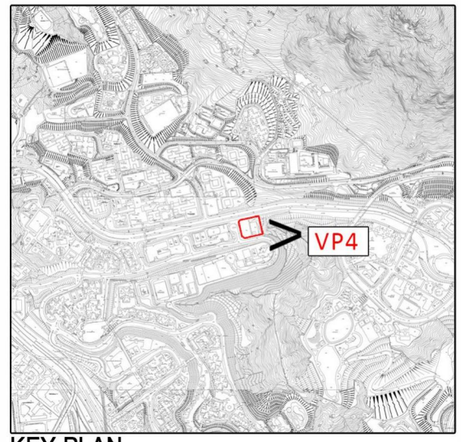
VP-4 Before



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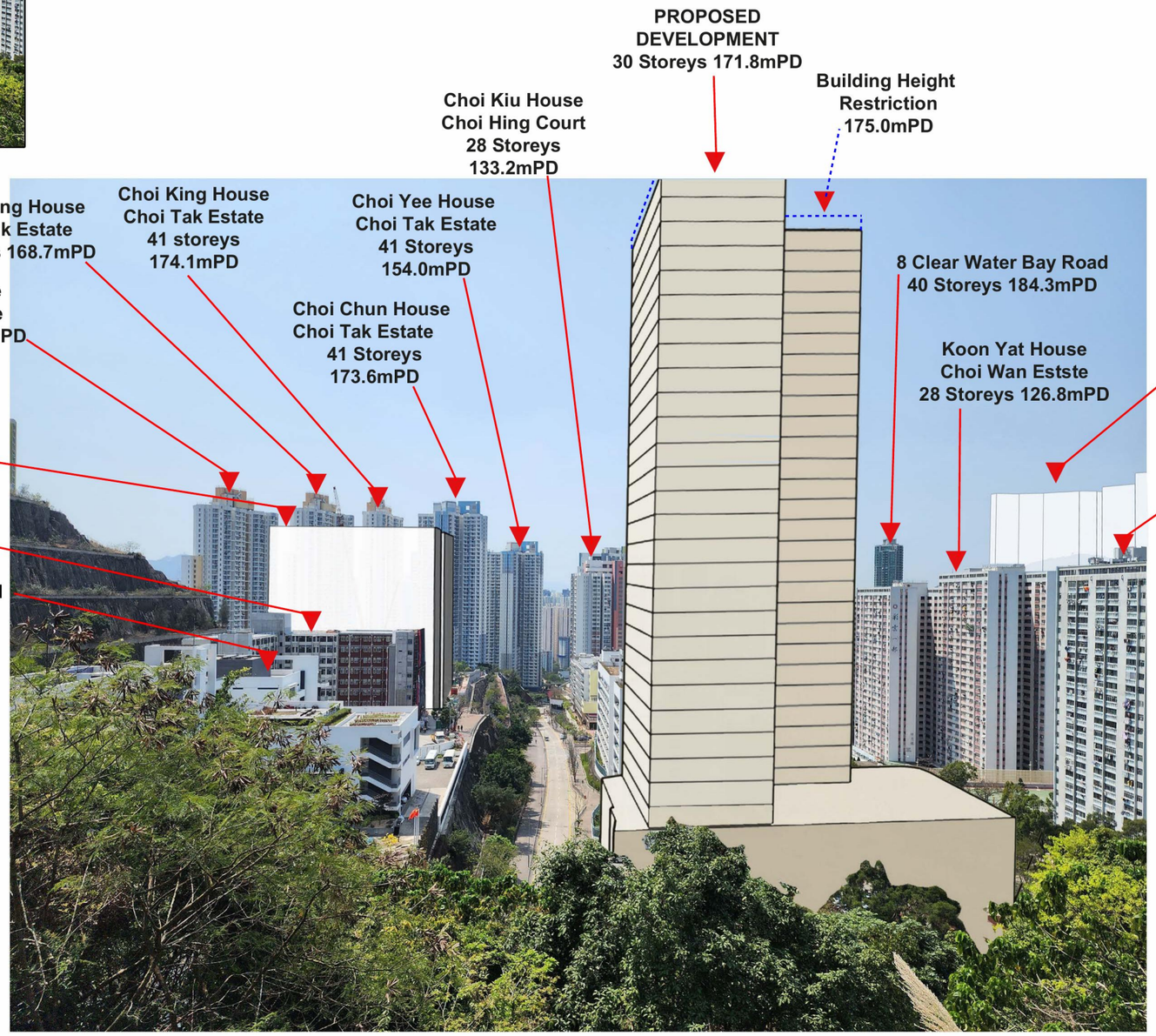

VP4 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP4 - From Ping Shan Morning Trail (East) (85m)

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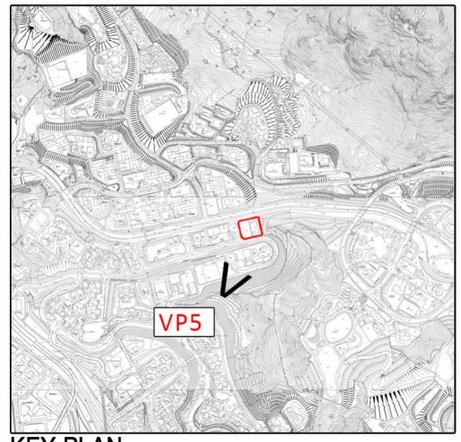
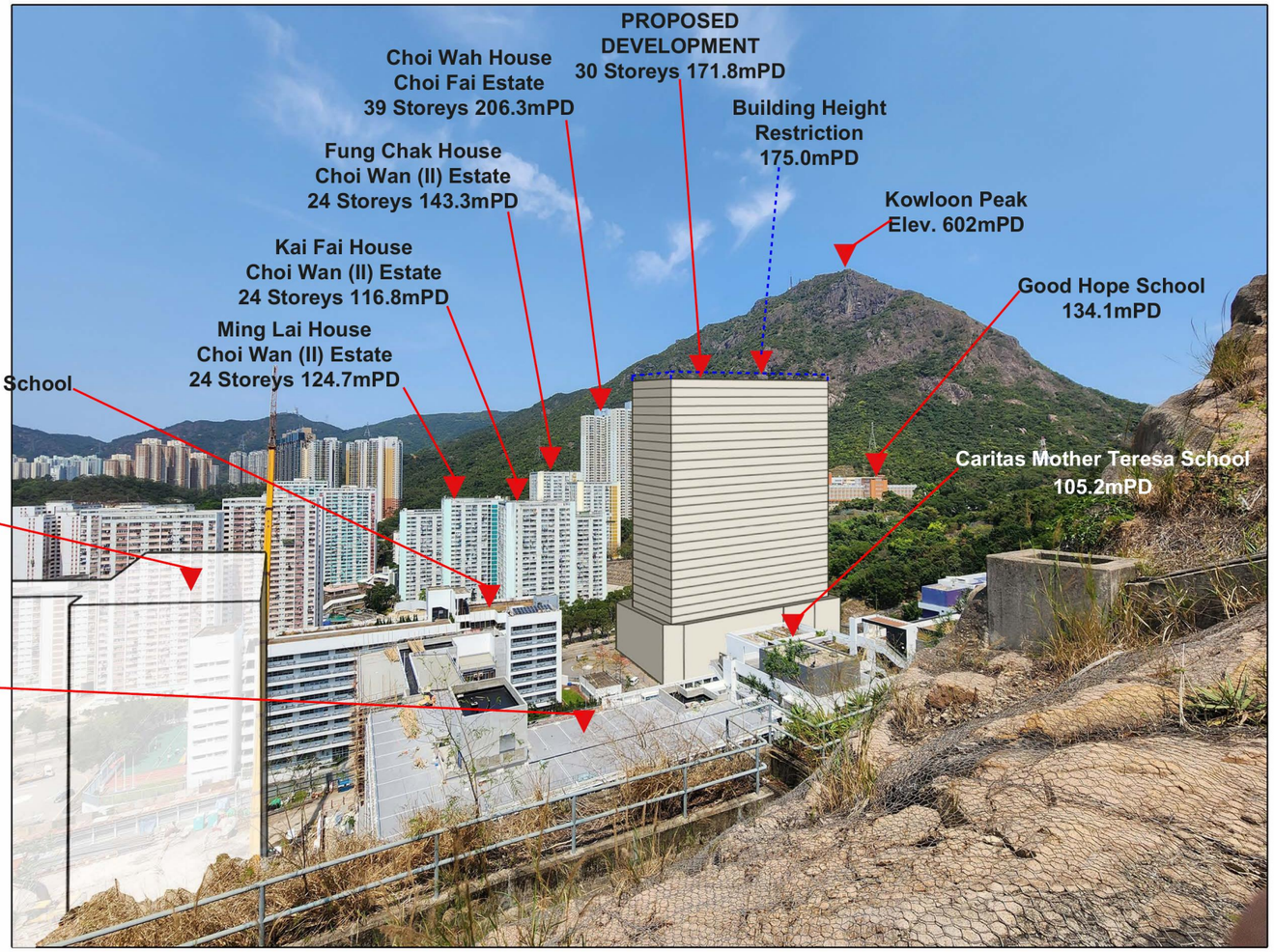
VP5 - Before



KEY PLAN



VP5 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP5 From Ping Shan Morning Trail (South) (220m)

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Drawing Number

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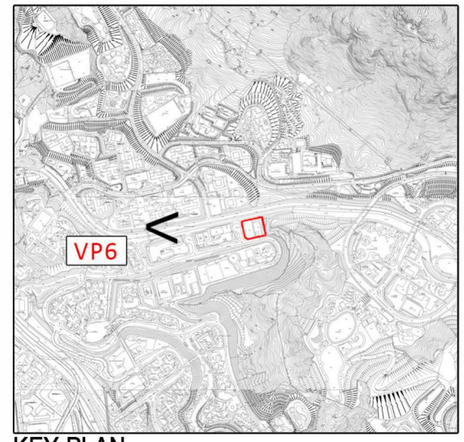
VP6 - Before



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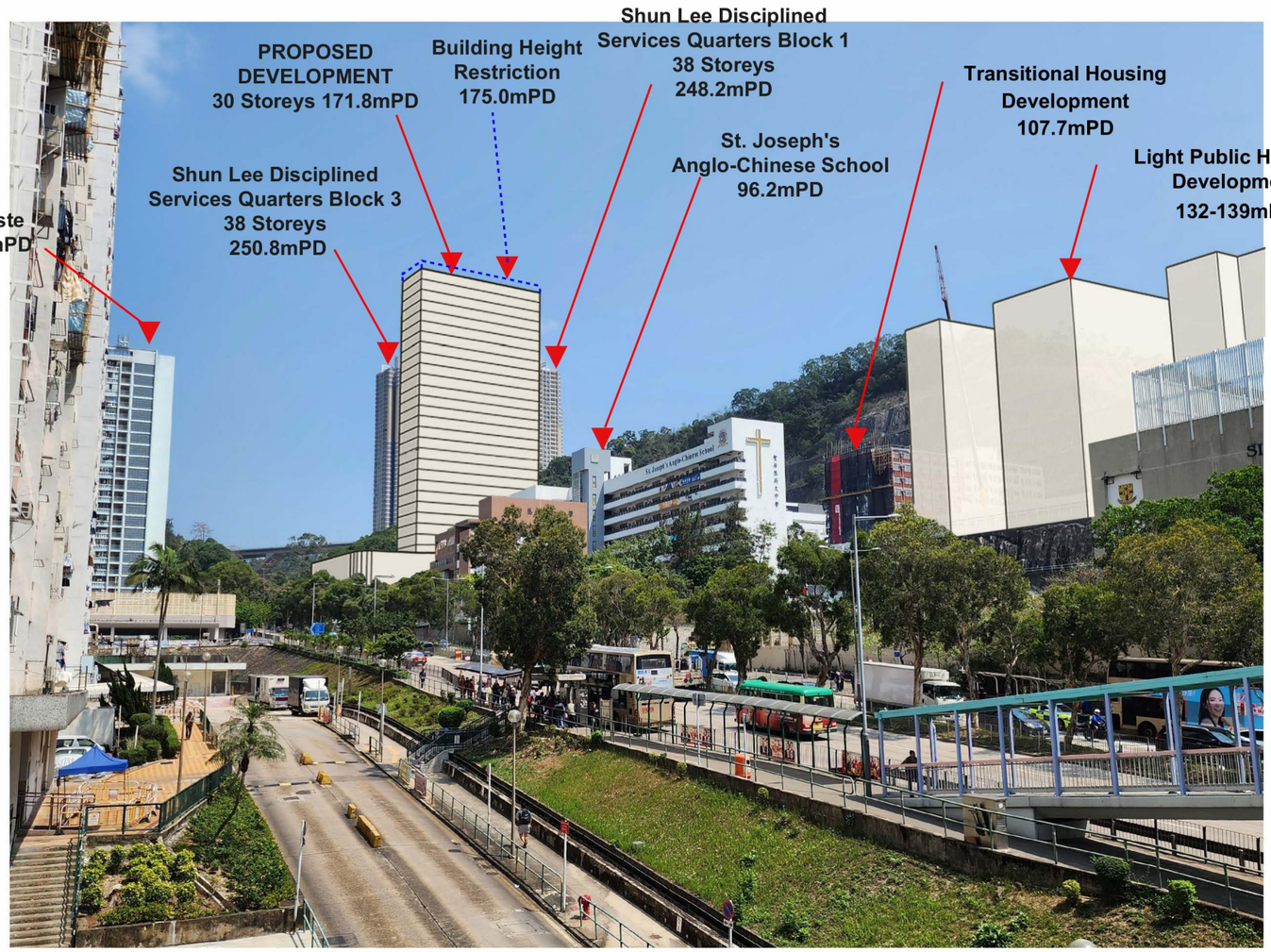

VP6 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP6 - From Footbridge at Choi Wan Commercial Complex Phase 1 (300m)

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VP7 - Before





VP7 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP7 - From Quarry Bay Park (Strategic Viewpoint VP4) (4,800m)

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Drawing Status

Drawing Number

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VP8 - Before





VP8 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)

VP8 - From Hong Kong Conventional and Exhibition Centre (Strategic Viewpoint VP5) (7,000m)

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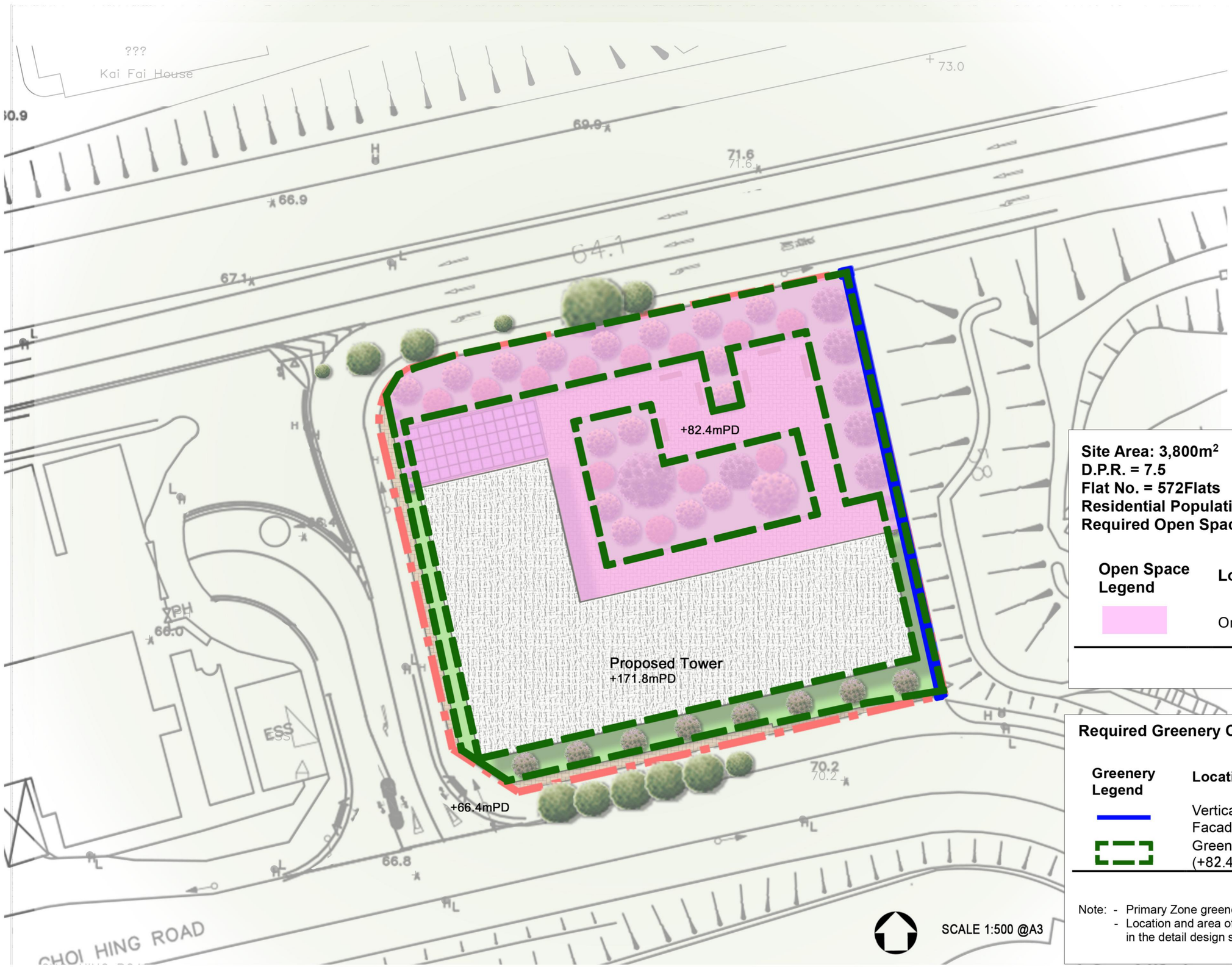

LEGEND

- Boundary of Proposed Development
- Proposed Open Space On Podium (+82.4mPD)

Site Area: 3,800m²
D.P.R. = 7.5
Flat No. = 572Flats
Residential Population: 1,635
Required Open Space: 1,635m²

Open Space Legend	Location	Area (m²) (Approx)
	On Podium	1,880
	Total:	1,880

Required Greenery Coverage: 760m² (20%)

Greenery Legend	Location	Area (m²) (Approx)
	Vertical Green on Building Facade	400
	Greenery on Podium Level (+82.4mPD)	1,400
	Total:	1,800

Note: - Primary Zone greenery provision by vertical greening.
- Location and area of greenery are indicative only and shall be confirmed in the detail design stage of the proposed development

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO2 (Choi Hing Road Site)
Open Space Indicative Plan

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土木工程拓展署
Civil Engineering and
Development Department

Agreement No. CE 20/2023 (CE)
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing and Other Developments in Zone 2 (2023 - 2027)
- Feasibility Study
(Task Order 4 – Choi Ha Road Site)

Final Planning Report (PR) for Amendment to Outline Zoning Plans

5221603(TO4)-OR018-02

February 2025

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1. Introduction

1.1 Background

1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other development purposes.

1.1.2 A potential site (the Site) located to Ex-Maryknoll Secondary School has been identified for the residential development. The Site is located in the eastern part of Kowloon Bay. The Site is currently zoned "Government, Institution or Community" ("G/IC") on the Approved Ngau Tau Kok & Kowloon Bay Outline Zoning Plan S/K13/32. The Site is currently allocated to Customs & Excise Department for Youth / Staff Training and Storage Area under TGLA No. GLA-TKE 2828 for a term of one year certain commencing on 31.8.2023 thereafter quarterly. The existing TGLA to Customs & Excise Department will be terminated in Q1 2025.

1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

1.2 Structure of the Report

1.2.1 This Report contains the following sections in addition to this introduction:

- Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
- Section 3 summaries the findings from the technical assessments; and
- Section 4 presents the conclusion

1.3 Abbreviation

1.3.1 The following abbreviations are used in this Report:

ADWF	Average Dry Weather Flow
AQOs	Air Quality Objectives
ASRs	Air Sensitive Receivers
BH	Building Height
CLP	China Light and Power Ltd
DFC	Design Flow/Capacity Ratio
DP	Designated Project

DSD	Drainage Services Department
EAS	Environmental Assessment Study
EIAO	Environmental Impact Assessment Ordinance
EPD	Environmental Protection Department
FWSR	Fresh Water Service Reservoir
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
GFA	Gross Floor Area
GGS	Goodview Garden Station
GIC	Government, Institution and Community
G/IC	Government, Institution or Community
GMB	Green Minibus
HKPSG	Hong Kong Planning Standards and Guidelines
LCA	Landscape Character Areas
LTHS	Long Term Housing Strategy
LOP	Lok On Pai
LR	Landscape Resources
LRT	Light Rail Transit
LVIA	Landscape and Visual Impact Assessment
L/UL	Loading / Unloading
MDD	Mean Daily Demand
MLD	Million Litre Per Day
MTR	Mass Transit Railway
MTRCL	MTR Corporation Limited
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OU	Other Specified Uses
OZP	Outline Zoning Plan
PKSPS	Pak Kok Sewage Pumping Station
PPSTW	Pillar Point Sewage Treatment Works.
PTI	Public Transport Interchange
PDWF	Peak Dry Weather Flow
R(A)	Residential (Group A)
RC	Reserve Capacity
SDM	Stormwater Design Manual
SI	Site Investigation
SAI	Site of Archaeological Interest
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir

TD	Transport Department
TKT	Tan Kwai Tsuen
TM	Tuen Mun
TME	Tuen Mun East
TIA	Traffic Impact Assessment
TPEDM	Territorial Population and Employment Data Matrix
VPs	Viewing Points
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. Overview

2.1 Site Context

A. Location

2.1.1 The Site is located in the Nagu Tau Kok area and predominantly surrounded by various residential developments, such as Amoy Gardens to the south and southwest, Cheerful Court at the immediate north, Choi Ha Estate to the further north and northeast and Choi Fook Estate to the further north of the Site. The Jordan Valley Playground, a major open space in Kowloon Bay area, is also located to the southeast of the Site. Location plan of the Site is shown in **Figure 2.1**.

B. Land Use Zoning and Land Status

2.1.2 The Site falls within the "Government, Institution or Community" ("G/IC") zone on the Approved Ngau Tau Kok & Kowloon Bay Outline Zoning Plan (OZP) No. S/K13/32 gazetted on 16 December 2022. The Site is subject to a building height restriction of 8 storeys. The "G/IC" zone is intended "*primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments*".

C. Existing Land Use

2.1.3 The Site was formerly held under NKIL 4495 by the Catholic Diocese of Hong Kong ("CDHK") as Maryknoll Secondary School which was surrendered to the Government on 31.8.2023.

2.1.4 The Site is currently allocated to Commissioner of Customs and Excise for Youth / Staff Training and Storage Area under TGLA No. GLA-TKE 2828 for a term of one year certain commencing on 31.8.2023 and thereafter quarterly.

2.1.5 The strip of government land designated as "Drainage Reserve" area and serving as a means of escape of the users of adjacent Amoy Plaza and carpark at about 300m^2 along the western boundary of the Ex-Maryknoll Secondary School boundary has also been included as the "Potential Expansion Area" to form part of the Site for technical assessments under conservative approach. At the finalization stage, issues involving means of escape over the PEA arise and they are to be resolved.

D. Surrounding Land Uses and Development

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

D1 - Residential Developments

2.1.7 In proximity to the study area, there is a number of high-density residential developments including Amoy Gardens, The Aperture, Choi Ha Estate, Choi Fook Estate and Choi Ying Estate with Building Height Restriction ranging from

120mPD to 170mPD. The details and location of the residential developments are indicated in **Table 2.1** and **Figure 2.2**.

Table 2.1 - Nearby Residential Developments near Choi Ha Road

Residential Building/Development		Housing Type	Block Nos.	No. of Storeys (1)	Existing Building Height (main roof level in mPD)
Amoy Gardens	淘大花園	Private	19	27-35	100.1-118.6
Lee Kee Building	利基大廈	Private	4	24	85.9
Wang Kwong Building	宏光樓	Private	3	26	94.8-95.9
Jade Field Garden	嘉和園	Private	3	29	97.9-99.9
Tak Bo Garden	得寶花園	Private	8	28-35	105.3-124.7
Choi Ha Estate	彩霞邨	Public	3	35	136.9-137.8
Choi Fook Estate	彩福邨	Public	5	37-41	166.5-188.1
Choi Ying Estate	彩盈邨	Public	5	40	132.5-135.3
The Aperture	皓日	Private	1	33	115.8

Remark:
(1): Information source: Hong Kong CSDI Portal

2.1.8 Amoy Gardens, Lee Kee Building, Wang Kwong Garden, Jade Field Garden, Tak Bo Garden, Choi Ha Estate, Choi Fook Estate and Choi Ying Estate have been built for more than 10 to 30 years whereas The Aperture is newly completed. According to the approved Ngau Tau Kok and Kowloon Bay Outline Zoning Plan No. S/K13/32, these nine residential developments fall within the zoning of "Residential (Group A)" ("R(A)"). As stipulated in Explanatory Statement for the outline zoning plan, such zoning areas were intended primarily for high-density residential developments and no new development for a domestic or non-domestic building shall exceed a maximum domestic plot ratio of 7.5 or a maximum non-domestic plot ratio of 9.0 subject to the case. The Building Height Restriction ranges from 120mPD to 170mPD as stipulated in the zoning plan.

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

Table 2.2 - Planning Context of Surrounding Residential Developments under the OZP

Residential Building/Development		Zoning Types	Max. Plot Ratio (Domestic / Total)	Building Height Restriction (mPD)
Amoy Garden	淘大花園	R(A)	7.5 / 9.0	120
Lee Kee Building	利基大廈	R(A)	7.5 / 9.0	120
Wang Kwong Building	宏光樓	R(A)	7.5 / 9.0	120

Residential Building/Development		Zoning Types	Max. Plot Ratio (Domestic / Total)	Building Height Restriction (mPD)
Jade Field Garden	嘉和園	R(A)	7.5 / 9.0	120
Tak Bo Garden	得寶花園	R(A)	7.5 / 9.0	120
Choi Ha Estate	彩霞邨	R(A)	7.5 / 9.0	140
Choi Fook Estate	彩福邨	R(A)	7.5 / 9.0	170
Choi Ying Estate	彩盈邨	R(A)	7.5 / 9.0	140
The Aperture	皓日	R(A)	7.5 / 9.0	120

D2 - GIC Facilities

2.1.10 GIC facilities such as East Kowloon Cultural Centre, Jordan Valley Swimming Pool and a Bus Terminus are located in the vicinity of the study area. An existing Senior Citizen Residences Scheme named “Cheerful Court” is located to the northwest of the Site.

D3 - Open Space and Others Facilities/Uses

2.1.11 Near the southeast of study area is an open space, namely Jordan Valley Playground. Other surrounding open spaces Choi Hei Road Park and Choi Ha Road Sitting-out Area are located to the northwest and southeast of the Site respectively.

E. Accessibility

2.1.12 Pedestrian and vehicular access to the study area is available from the existing public road, i.e. Choi Ha Road.

2.1.13 The study area has a good accessibility as it is within 750m walking distance from the Kowloon Bay MTR Station. There are also various franchised buses and GMB services along Ngau Tau Kok Road (about 500m walking distance from the subject site) and Kwun Tong Road (about 750m walking distance from the subject site). It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, franchised buses and green minibuses. The variety of public transport options provide the study area with convenient access to all parts of Hong Kong.

2.1.14 The existing pedestrian linkage to the study area is shown in **Figure 2.3**.

2.2 Key Considerations

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

A. Environmental (Noise Issues)

2.2.2 The Site is bounded by Choi Ha Road to the northeast. The road traffic noise and fixed plant noise would have the potential to induce noise impacts to the proposed housing site.

2.2.3 Orientation and arrangement of the proposed housing block will be affected by the noise impact (e.g. air borne or ground borne noise including fixed plant noise and road traffic noise) from these nearby transportation infrastructures and should be taken into account in developing building layout. The housing block shall be evaluated to take into account of environmental impact.

B. Environmental (Air Quality Impact)

2.2.4 The Site is bounded by Choi Ha Road. The specified buffer distance shall be provided from sources of pollution (roads) to the proposed housing development for acceptable air quality.

2.2.5 The proposed housing/commercial block shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from Hong Kong Planning Standards and Guidelines (HKPSG) for active and passive recreational uses from local distributors are listed as below.

Table 2.3 Summary of Required Buffer Distance

Road	Type of Road	Required Buffer Distance (m)
Choi Ha Road	Local Distributor	>5m

C. Proposed Run-in/out

2.2.6 The Site is bounded by Choi Ha Road, which is a steep road of maximum 11% vertical gradient climbing from south to north adjacent to the Site. Due to the large vertical gradient, the location of the proposed run-in/out would determine the level of the ground floor of future development.

2.2.7 Under TGLA No. GLA-TKE 2828, passage of motor vehicles is permitted through the run-in/out at the southeast corner of the Site, which is adjacent to the existing carpark entrance of Amoy Gardens.

D. Provision of GIC Facilities

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

Table 2.4 - Details of the Welfare Facilities

Proposed Facilities	Ancillary requirements
District Elderly Community Centre Sub-base	Special Requirements: Height not more than 24 meters above the ground and accessible by lift

Proposed Facilities	Ancillary requirements
Short-term Food Assistance Service Team (STFAST)	Loading / Unloading Bay Requirement: Shared lay-by with 3.5 metres in width and 11 metres in length with a minimum headroom of 4.7 metres in general condition. Special Requirements: If not located at ground floor, must be accessible by cargo lift.
Day Care Centre for the Elderly	Special Requirements: To be placed not more than 24m above ground level Location at ground floor or a vehicular accessible floor is most preferred

2.2.9 Subject to the local site constraints, the actual provision of welfare facilities shall be confirmed with SWD in future stages.

2.3 Justifications for Residential Development and Zoning Amendment

A. Residential Development

2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.

2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi-pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land. Optimizing the use of G/IC sites is one of the major land supply initiatives.

2.3.3 As stated in The Chief Executive's 2019 Policy Address, it is suggested to review G/IC sites and put forward concrete proposals for sites including developing residential projects and public facilities under a mixed development mode in order to increase the housing supply.

2.3.4 Moreover, the Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high-density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.

2.3.5 The Site, which currently zoned as “G/IC” under the OZP is a vacant school premises and currently using as temporary youth training centre of Hong Kong Custom and Excise Department. The school premise was returned to Government by the operation organisation and planned for residential development use by the Government.

2.3.6 The Site is situated in a residential area predominated by high-density residential developments such as Amoy Gardens, Choi Ha Estate and Cheerful Court (Senior Citizen Residence). By rezoning the Site from "G/IC" to residential zone, the area can be used for high-density residential development which is also compatible with the surrounding developments.

2.3.7 The Site is already well-served by nearby facilities, being in close proximity to regional shopping centre (i.e. Amoy Plaza and Telford Plaza), community facilities (East Kowloon Cultural Centre) and amenities (e.g. Jordan Valley Playground, Choi Hei Road Park and Choi Ha Road Sitting-out Area), and the walking distance to the Kowloon Bay MTR Station is about 500m, franchised bus and GMB services. Therefore, the Site has the potential to support a high-density residential development, offering residents convenience in meeting their daily needs.

B. Development Intensity

B1 - Plot Ratio

2.3.8 The plot ratio shall be determined by considering the planning context of Ngau Tau Kok and Kowloon Bay areas. The surrounding areas zoned "Residential (Group A)" ("R(A)") are intended preliminary for high-density residential developments.

2.3.9 According to the Notes for the approved Ngau Tau Kok & Kowloon Bay OZP No. S/K13/32, the planning intention of "R(A)" zone with maximum domestic plot ratio (PR) 7.5 or total PR 9 is for housing development.

2.3.10 The study area is next to the existing Amoy Gardens and Choi Ha Estate. To unleash the development potential and contribute to meeting the acute housing need in Hong Kong, same development density of domestic PR 7.5 or total PR 9 with the adjacent residential developments is suggested.

B2 - Maximum BH

2.3.11 There are in general four main building height bands – +100mPD, +120mPD, +140mPD, and +170mPD in the vicinity of the Site in Ngau Tau Kok area for the "R(A)" – creating a stepped building height profile progressively from the Lower Ngau Tau Kok Estate, Amoy Gardens to the upper part of the Choi Fook Estate. According to Chapter 11 of the HKPSG on Urban Design Guidelines, developments should be specified with development height that should enhance the district character of specific localities, retain characteristic mountain backdrop and respect the character of neighbourhood.

2.3.12 The study area is located in between of the existing high-rise cluster of residential development of Amoy Gardens at +120mPD and Choi Ha Estate at 140mPD across Choi Ha Road. The Site is situated at a slope with street level ranging about +12 to +27mPD ascending from Ngau Tau Kok Road (about 5mPD) to Choi Ha Road (about +11 to +27.6mPD). The proposed number of storeys (i.e. about 34 storeys including podium but excluding basement carpark) of the Site is similar to surrounding developments (e.g. Amoy Gardens 27 to 35 storeys and Choi Ha Estate at 35 storeys). To follow the general planning density and building height profile in the surrounding area, a maximum building height of 140mPD is recommend for the proposed housing development at the

study area and considered compatible with surrounding residential clusters.

B3 - Supports for the Proposed Development Intensity

2.3.13 The relevant technical assessments in **Section 3** demonstrated the rezoning of the Site for the Development intensity with proposed mitigation measures during construction and operation will not induce adverse impacts to the surroundings. The proposed high-density residential development is technically feasible.

C. Other Development Parameters

2.3.14 In addition to the plot ratio and BH, the flat size used for developing the optimize scheme should be assumed.

2.3.15 According to the HKPSG Ch.2 Table 8, the initial flat size assumption for the Residential Zone 1 in Kowloon is 50m^2.

2.4 Proposed Zoning Amendment

2.4.1 The Site is proposed to be rezoned for residential uses with retails and GIC facilities. To take forward the Development, it is proposed to rezone the Site from "G/IC" to residential zone with proposed domestic plot ratio of 7.5, non-domestic plot ratio of 1.5 and the maximum BH of +140mPD. The floor space that is constructed or intended for use solely as GIC facilities within the Development should be disregarded when determining the maximum plot ratio.

2.5 Proposed Development

2.5.1 The key parameters for the Development are given in **Table 2.5**. The conceptual scheme for the Development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, is shown in **Figure 2.3a** to **Figure 2.3c**.

Table 2.5 - Summary of Proposed Development Scheme

Site Area		2,800 m^2
Plot Ratio (PR) (Total/ Domestic/ Non-domestic)[1]		9/7.5/1.5
Gross Floor Area (GFA)[2]	**Domestic**	21,000 m^2
	Non-domestic	4,200 m^2
	GIC Facilities	About 5% of the domestic GFA (for social welfare facilities) - District Elderly Community Centre Sub-base - Short-term Food Assistance Service Team - 60-place Day Care Centre for the Elderly
Building Height		+139.1mPD
No. of Storeys	**Domestic**	30
	Podium	4
	Basement	2
Site Coverage	**Domestic**	About 31%
	Podium	About 78%
No. of Blocks		1
Average Flat Size		50 m^2
Estimated No. of Flats		420
Estimated No. of Population[3]		1,092
Tentative Intake Year		2031/32
Parking Spaces, Loading/Unloading Bays[4]		
Domestic - **Private Car Parking Spaces** - **Visitor Parking Spaces** - **Motorcycle Pakring Spaces** - **Loading/Unloading Bay**		 94 5 5 1
Retail - **Car Parking Spaces** - **Motorcycle Parking Space[5]** - **Visitor Parking Spaces** - **Loading/Unloading Bay**		 31 24 / 6
Social Welfare Facilities - **Share-use lay-by** - **Designated parking space for private light-bus**		 1 4
Accessible Parking Spaces		2

Remarks:

(1) For sensitivity testing purpose, the technical impacts for a scenario for domestic PR 7.5 and total PR 9.0 has been assessed

(2) Areas for the underground carpark, GIC facilities and other similar facilities are excluded from the maximum domestic total GFA.

(3) 2.6 person per flat is adopted for population estimation.

(4) Unless otherwise specified, number of parking and L/UL facilities is prepared in accordance with HKPSG where high-end standard is adopted for parking estimation.

(5) An additional 20 motorcycle parking spaces are requested by Transport Department (TD) to meet the parking demand of motorcycles for commercial use of the area. According to TD, this additional provision as ancillary parking to the retail portion, which would not affect the development potential of the site.

2.5.2 According to the OZP, the BH restriction for the residential clusters zoned "R(A)" in the vicinity of the proposed housing site are +120 mPD and +140mPD. With consideration that the Site is located on a slope area with existing ground level from around +12 to +27mPD comparing to the surrounding private housing developments (e.g. Amoy Gardens, Lee Kee Building) from around +5mPD to +20mPD, a maximum BH of +140mPD is adopted for the Site to achieve similar development density with the surrounding area.

2.5.3 According to the indicative scheme, the Development contains a building block with BH of 139.1m for building height restriction at 140mPD. The domestic floor area of each floor is around 880m^2 . A four-storey podium with area of around 2,100m^2 each will be proposed for using as retails, GIC facilities and recreational facilities (i.e. clubhouse). Two-storey basement will provide at least 130 nos. of carpark for the Development.

2.5.4 One vehicular access serving for both ingress and egress of the basement carpark and loading / unloading spaces of the development is proposed at the southeast corner of the Site towards Choi Ha Road, which is the only public access road connecting the Site. The proposed location of run-in/out is in line with the current run-in/out location of the Site.

2.5.5 The Development will also provide adequate local open space to meeting the standard for provision of local open space (1m^2 per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the Development is 1,092m^2. Based on the indicative notional scheme, the total open space provision achieves about 1,441m^2 (shown in **Figure 3.33**).

2.5.6 A conceptual landscape plan for the Development is enclosed in **Figure 2.4**. The outdoor area at 3/F will be podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (17 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3. Technical Assessments

3.1 General

3.1.1 The study is tasked to examine the feasibility of developing the former Maryknoll Secondary School (ex-MSS) site into private housing development, and the possibility of including the adjoining strip of government land at the southwestern part of the site (i.e. the Potential Expansion Area (PEA)) into the redevelopment.

3.1.2 Notional schemes on the ex-MSS site (the Study Scheme) and inclusion of PEA have been drawn up. At the finalization stage, issues involving means of escape over the PEA arise and they are to be resolved. Given the objective of the Study and the change in circumstances to include the PEA, it is decided that the Study Scheme, which covers the ex-MSS site, forms the core of the study reports (including the planning report and final reports) supported by worst-case assessments where appropriate.

3.1.3 Visually due to site constraints, the Study Scheme on the ex-MSS site without PEA would produce a taller building. The building profile of Study Scheme therefore represents the worst-case situation and accordingly formed the basis of preliminary Environmental Review and Outline Landscape Plan are conducted based on the layout of the Study Scheme, the core of the study.

3.1.4 In terms of infrastructure, the higher population and GFAs resulted from a larger site with PEA represent the worst-case situation. These figures formed the basis of related assessments including Traffic and Transport Impact Assessment, Sewerage Impact Assessment, Water Supply Impact Assessments, Geotechnical Assessment and Sustainability Assessment.

3.2 Traffic Aspect

A. Proposed Development

3.2.1 Parking and Servicing Facilities Provision

3.2.1.1. The provision of parking and loading / unloading (L/UL) facilities of the Development will be referenced to the HKPSG and reviewed by the future developer. The proposed parking and L/UL facilities provision are summarized in **Table 3.1** taken into account the larger population intake arising from the inclusion of PEA.

Table 3.1 - Proposed Parking and Loading / Unloading Facilities Provision

Parking and Loading / Unloading Facilities	HKPSG / Government Department Requirements	Adopted Provision (nos.)
Domestic (465 flats, average flat size of 50 sqm GFA, 1 block)		
Residential Car Parking Space	GPS x R1 x R2 x R3, in which • GPS = 1 space per 4-7 flats • R1 = 1.2 • R2 = 0.75 • R3 = 0.90	54 - 94
Visitor Car Parking Space	5 spaces per block	5 (1)

Parking and Loading / Unloading Facilities	HKPSG / Government Department Requirements	Adopted Provision (nos.)
Motorcycle Parking Space	1 space per 100-150 flats	4 - 5
Loading / Unloading Bay	1 bay for each housing block	1
Retail (4,650 sqm GFA)		
Car Parking Space	1 space per 150 - 300 sqm GFA	16 - 31
Motorcycle Parking Space	5 - 10% of total provision of private cars under Chapter 8 of HKPSG + additional 20 spaces for visitors (3)	21 - 24
Loading / Unloading Bay	1 bay for every 800 to 1,200 sqm GFA	4 - 6
Social and Welfare Facilities		
Shared-use lay-by (W: 3.5m x L: 11m x H: 4.7m)	1 space (2)	1
Designated parking space for private light-bus (W: 3m x L: 8m x H: 3.3m)	4 spaces (2)	4
Proposed Development		
Accessible Parking Spaces	2 nos. for development with total number of parking spaces of 51 - 150	2

Remarks: (1) Included 1 number of accessible parking space, inclusive.
(2) Quantity as advised by SWD. The proposed parking and loading/unloading facilities would be exclusively use amongst the social welfare facilities only.
(3) An additional 20 motorcycle parking spaces are requested by Transport Department (TD) to meet the parking demand of motorcycles for commercial use of the area. According to TD, this additional provision as ancillary parking to the retail portion, which would not affect the development potential of the site.

3.2.2 Vehicular Access Arrangement

3.2.2.1. There are two potential vehicular access locations at the site:

(i) North access - Opposite to the access of Choi Ha Estate Carpark;

(ii) South access - Next to the vehicular access of adjacent Amoy Gardens Carpark. (Proposed location)

3.2.2.2. In view of traffic design, it is considered that the signal control at Choi Ha Road Pedestrian Crossing (i.e. junction J3) may accumulate short vehicle queueing on both bounds along Choi Ha Road.

3.2.2.3. Nevertheless, the existing traffic control measure with “Keep Clear” road marking at Choi Ha Road westbound would control the traffic flow along Choi Ha Road, without blocking the south access movement from the subject site.

3.2.2.4. The traffic condition with north access has been reviewed. During vehicle green time of J3, Choi Ha Road westbound traffic flow may block the egress movement from north access. During vehicle red time of J3, short vehicle queue along Choi Ha Road eastbound may block the right turn movement from north access. Therefore, the provision of vehicular access at south access would minimize the potential traffic interface with the existing traffic signal.

3.2.2.5. In view of safety, visibility from both north and south access locations are considered acceptable towards the Amoy Plaza carpark access, Choi Ha Estate carpark access, and Choi Ha Road both directions. Safety measures such as warning signages and appropriate road markings at the potential conflict points between vehicles and pedestrians shall be reviewed and considered by the future developer, subject to the detailed design arrangement.

3.2.2.6. In short, it is proposed to maintain the existing run-in / out at Choi Ha Road (i.e. south access) as the future vehicular access due to the existing traffic control measure and adequate visibility. The remaining site access (i.e. north access) is proposed to reinstate the footway-vehicle crossing (i.e. run-in) to footpath, to be reviewed by the future developer.

3.2.2.7. The location of the proposed vehicular access and the preliminary access arrangement is illustrated in **Figure 3.1a to 3.1b**.

3.2.2.8. The vehicular access shall allow a feasible entry of maximum size of 11.0m long HGV to suit the anticipated traffic needs with corresponding parking, loading/unloading facilities.

3.2.3 Pedestrian Access Arrangement

3.2.3.1. The existing pedestrian facilities are well-developed in the vicinity of the subject site, which is located at the eastern side of Kwun Tong Road near Kowloon Bay MTR Station. Pedestrian can access the subject site via the surrounding pedestrian facilities (e.g. footpaths, public pedestrian passage, at-grade pedestrian crossings, footbridges, etc.) to / from nearby bus and green minibus (GMB) servicing points and Kowloon Bay MTR Station. The anticipated major pedestrian routings are shown in **Figure 3.2**.

3.2.3.2. Besides, there is an existing 24-hour public passage via Cheerful Court connecting to private footpath in Amoy Gardens. Pedestrian may utilize the private footpath in view of the shortest route choice towards Ngau Tau Kok Road and Kowloon Bay MTR Station.

3.2.3.3. Although there is a public passage next to Cheerful Court are a widely-used route connecting the Ngau Tau Kok Uphill areas to Ngau Tau Kok road, alternative pedestrian routings with barrier-free design are considered to enhance the local connectivity, including:

1) Construction of a new footbridge system connecting Choi Ha Estate, proposed private development and Amoy Plaza which linking to the planned link bridge between East Kowloon Cultural Centre (EKCC) and Amoy Plaza; and

2) Modification of existing public staircases next to Cheerful Court connecting to the private path of Amoy Gardens into escalator.

3.2.3.4. However, considering the level differences between the Choi Ha Estate, the proposed development site and Amoy Plaza, the proposed footbridge system may require a lot of modification works of the existing structures in Choi Ha Estate and Amoy Plaza. Also, the proposed works involve the complicated access right, implementation and management issues between the future developer, owner of the concerned properties and Housing Department. It

requires long-term liaison and discussion between the parties which is not feasible to be conducted during the feasibility study stage. The overall programme of footbridge may unavoidable affect the land value and the overall implementation programme of the proposed private housing development.

3.2.3.5. On the other hands, the alternative is to modify of the existing staircases next to Cheerful Court into escalator had been considered. However, it is found that the proposal is not feasible due to the existing staircases is surrounded by development with no room for expansion. The existing narrow staircase at about 3m in width appears not feasible to accommodate a two-way escalator in order to achieve a barrier-free route.

3.2.3.6. Therefore, the pedestrian generated by the proposed development is expected to continue use the existing staircase or via Choi Ha Road eastbound to reach Ngau Tau Kok road. The barrier-free connectivity shall be further review by the Government in due course.

B. Traffic Impact

3.2.4 General

3.2.4.1. The Development will be served by an urban trunk road Kwun Tong Road, district distributors Kai Cheung Road, Ngau Tau Kok Road and Chun Wah Road, and local distributors Fuk To Street as well as Choi Ha Road, Choi Wan Road and Jordan Valley North Road.

3.2.4.2. A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2035 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.2**. The locations of assessed road links and junctions are shown in **Figure 3.3**.

Table 3.2 – TIA Assessment Scenarios

Year	Scenario	Description
2024	Existing Scenario	2024 Observed Traffic Flows
2035	Reference Scenario	2032 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before "Intake Year + 3" and without Potential Residential Site
2035	Design Scenario	Reference scenario + Traffic Generations from Future Residential Development at Site

3.2.5 Junction Assessments

3.2.5.1. The surveyed traffic demand and traffic forecast results from Section 4 are adopted for the junction assessments. The Observed Scenario is based on the observed traffic flows from vehicular survey; the Reference Scenario (without the proposed development) is based on the reference traffic forecast in year 2035; and the Design Scenario (with the proposed development) is based on the design traffic forecast in year 2035.

3.2.5.2. The performance of priority junctions / roundabouts and signal-controlled junctions are represented in terms of design flow / capacity (DFC) ratio and

reserve capacity (RC) respectively. The performance of the assessed junctions under all assessment scenarios are summarized in **Table 3.3**.

Table 3.3 – Junctions Performance

Index (1)	Junction	Type	Reserve Capacity (RC) or Design Flow / Capacity (DFC) Ratio					
			Year 2024 Observed Scenario		Year 2035 Reference Scenario		Year 2035 Design Scenario	
			AM	PM	AM	PM	AM	PM
J1	Choi Ha Road / Choi Wan Road	Roundabout	0.22	0.21	0.25	0.24	0.28	0.26
J2	Choi Ha Road / Choi Hei Road	Priority Junction	0.23	0.21	0.26	0.23	0.27	0.25
J3	Choi Ha Road Pedestrian Crossing	Signal Controlled Junction	>100%	>100%	>100%	>100%	>100%	>100%
J4	Choi Ha Road / Jordan Valley North Road	Signal Controlled Junction	>100%	>100%	99%	90%	87%	82%
J5	Ngau Tau Kok Road / Jordan Valley North Road	Signal Controlled Junction	31%	45%	17%	29%	16%	27%
J6	Choi Ha Road / Chun Wah Road	Signal Controlled Junction	69%	35%	52%	21%	50%	21%
J7	Fuk To Road / Ngau Tau Ko Road	Priority Junction	0.43	0.26	0.50	0.34	0.50	0.34
J8	Ngau Tau Kok Road / Chun Wah Road	Signal Controlled Junction	32%	46%	18%	31%	17%	29%

Notes: Numbers are rounded for presentation.
Remarks: (1) Refer to Figure 3.3.

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

3.2.6 Vehicular Queue Length Analysis

3.2.6.1. In view of the close distance between the preliminary site access and junction J3 (Choi Ha Road pedestrian crossing), the anticipated vehicle queueing at J3 has been estimated to investigate the potential traffic impact. The estimated average queue length is summarized in **Table 3.4**.

Table 3.4 – Vehicle Queue Length Analysis

Index	Junction	Arm	Estimated Averaged Queue Length (m)			
			Year 2035 Reference		Year 2035 Design	
			AM	PM	AM	PM
J3	Choi Ha Road Pedestrian Crossing	Choi Ha Road NB	16	19	17	20
		Choi Ha Road SB	16	23	17	24

3.2.6.2. The estimated queue length reviews that the potential northbound peak traffic queue would be covering the south access, while the southbound peak traffic queue would be covering the north access and Choi Ha Estate Carpark access. Nonetheless, traffic control measure with the existing "Keep Clear" road marking at the south access would provide adequate clearance for the future access operation.

3.2.7 Public Transport Service

3.2.7.1. Currently, there are several service points for franchised buses and green minibus (GMB) along Choi Ha Road, Choi Hei Road, Chun Wah Road and Ngau Tau Kok Road and also at Ngau Tau Kok (Jordan Valley North Road) Bus Terminus. The service details of the existing public transport services in the vicinity of the subject site are provided in **Table 3.5** and illustrated in **Figure 3.4**.

Table 3.5 – Existing Public Transport Services

Route No.	Origin	Destination
Franchised Bus		
1A	Sau Mau Ping (Central)	Star Ferry
2A	Lok Wah	Mei Foo
2X	Choi Fook	Mei Foo
3D	Tsz Wan Shan (Central)	Kwun Tong (Yue Man Square)
3D ^	Tsz Wan Shan (South)	Kwun Tong (Yue Man Square)
3D ^	Ching Hong House	Kwun Tong (Yue Man Square)
5M	Kai Tak (Tak Long Estate)	Kowloon Bay Station (Circular)
6D	Ngau Tau Kok	Mei Foo
6P ^	Cheung Sha Wan (So Uk Estate)	Lei Yue Mun Estate
11B	Kwun Tong (Tsui Ping Road)	Kowloon City Ferry
11C	Chuk Yuen Estate	Sau Mau Ping (Upper)
11D	Lok Fu	Kwun Tong Ferry
13D	Po Tat	Island Harbourview
13P ^	Po Tat	Cheung Sha Wan (Lai Kok Estate)
13X	Po Tat	Tsim Sha Tsui East
13X ^	Choi Fook	Tsim Sha Tsui East
14	Lei Yue Mun Estate	China Ferry Terminal
15	Ping Tin	Hung Hom (Hung Luen Road)
15X ^	Lam Tin (Kwong Tin Estate)	Hung Hom Station
16	Lam Tin (Kwong Tin Estate)	Mong Kok (Park Avenue)
16 ^	Ping Tin	Mong Kok (Park Avenue)
17	Kwun Tong (Yue Man Square)	Ho Man Tin (Oi Man Estate)
28	Lok Wah	Star Ferry

Route No.	Origin	Destination
28B	Choi Fook	Kai Tak (Kai Ching Estate)
28B	Kai Tak (Kai Ching Estate)	Choi Fook (Via Ngau Tau Kok Terminus)
33B	Tsuen Wan West Station	Yau Tong
38	Kwai Shing (East)	Ping Tin
40	Tsuen Wan (Belvedere Garden)	Laguna City
40A ^	Kwai Hing Station	Ping Tin
40B ^	Kwai Chung Estate	Ping Tin
40P	Tsuen Wan (Nina Tower)	Kwun Tong Ferry
42C	Tsing Yi (Cheung Hang Estate)	Lam Tin Station
62P ^	Tuen Mun Central	Lei Yue Mun Estate
62X	Siu Hong Station (South)	Lei Yue Mun Estate
69C	Tin Yan Estate	Kwun Tong Ferry
69C ^	Kwun Tong Ferry	Tin Yan Estate
74C ^	Kau Lung Hang	Kwun Tong Ferry
74D	Kau Lung Hang	Kwun Tong Ferry
74E ^	Tai Mei Tuk	Kwun Tong Ferry
74F ^	Kwun Tong Ferry	Education University Of Hong Kong
74P ^	Kwun Tong Ferry	Tai Po Central
74P ^	Hong Kong Science Park	Kwun Tong Ferry
74X	Tai Po Central	Kwun Tong Ferry
74X ^	Kwong Fuk Estate	Kwun Tong Ferry
74X ^	Wan Tau Tong B/T	Kwun Tong Ferry
78P ^	Queen's Hill Fanling	Kwun Tong (Lei Yue Mun Road)
80	Mei Lam	Kwun Tong Ferry
80P ^	Hin Keng	Kwun Tong Ferry
80X	Chun Shek	Kwun Tong Ferry
80X ^	Jat Min Chuen Street	Kwun Tong Ferry
80X ^	Sun Tin Wai	Kwun Tong Ferry
83A ^	Shui Chuen O	Kwun Tong Ferry Pier
83X	Wong Nai Tau	Kwun Tong Ferry
83X ^	Shui Chuen O	Kwun Tong Ferry
88X	Sui Wo Court	Ping Tin
89	Lek Yuen	Kwun Tong (Tsui Ping North Estate)
89B	Shatin Wai	Ngau Tau Kok
89C	Heng On	Kwun Tong (Tsui Ping Road)
89D	Wu Kai Sha Station	Lam Tin Station
89D ^	Lam Tin Station	Wu Kai Sha Station (Omit Choi Hung)
89P	Ma On Shan Town Centre	Lam Tin Station
89P ^	Hang Hong Street	Lam Tin Station
89X	Shatin Station	Kwun Tong (Tsui Ping Road)
93K	Po Lam	Mong Kok East Station
93P ^	Po Lam	Mong Kok (Park Avenue)
101	Kwun Tong (Yue Man Square)	Kennedy Town

Route No.	Origin	Destination
101 ^	Kwun Tong (Yue Man Square)	Des Voeux Rd Central
101 ^	Kwun Tong (Yue Man Square)	Belcher's Street
101 ^	Central (Des Voeux Road Central)	Kwun Tong (Yue Man Square)
101X	Kennedy Town	Kwun Tong (Yue Man Square)
101X ^	Kwun Tong (Yue Man Square)	Kennedy Town (Via Kowloon Bay Business Area)
213X	On Tai (South) (Hang Tai House)	Tsim Sha Tsui (Circular)
234C ^	Sham Tseng	Kwun Tong (Tsui Ping North Estate)
252X	Handsome Court	Lam Tin Station
252X ^	So Kwun Wat	Lam Tin Station
252X ^	Lam Tin Station	Tuen Mun (Chi Lok Fa Yuen)
258A ^	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station
258D	Tuen Mun (Po Tin Estate)	Lam Tin Station
258P ^	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station
258P ^	Lam Tin Station	Hung Fuk Estate Hung Tin Road
258S ^	Tuen Mun (Shan King Estate)	Lam Tin Station
259D	Tuen Mun (Lung Mun Oasis)	Lei Yue Mun Estate
259D ^	Yuet Wu Villa	Lei Yue Mun Estate
267X ^	Tuen Mun (Siu Hong Court)	Lam Tin Station
268A ^	Long Ping Estate	Kwun Tong Ferry
268C	Long Ping Station	Kwun Tong Ferry
268C ^	Silver Field Garden	Kwun Tong Ferry
268C ^	Kwun Tong Ferry	Long Ping Station
269C	Tin Shui Wai Town Centre	Kwun Tong Ferry
269C ^	Tin Tsz	Kwun Tong Ferry
274X ^	Kwun Tong Ferry	Tai Po Central
277A	Sha Tau Kok	Lam Tin Station
277E	Sheung Shui (Tin Ping)	Lam Tin Station
277P ^	Sheung Shui (Tin Ping)	Lam Tin Station
277X ^	Fanling (Luen Wo Hui)	Lam Tin Station
277X ^	Fanling (Wah Ming)	Lam Tin Station
292P ^	Sai Kung	Kwun Tong
296C	Sheung Tak	Cheung Sha Wan (Hoi Ying Estate)
606	Choi Wan	Siu Sai Wan (Island Resort)
606A ^	Choi Wan (Fung Shing Street)	Shau Kei Wan (Yiu Tung Estate)
671	Diamond Hill Station	Ap Lei Chau Lee Lok St
671X ^	Ap Lei Chau Lee Lok St	Diamond Hill Station
A22	Lam Tin Station	Airport (Ground Transportation Centre)
A26	Yau Tong	Airport
A29	Tseung Kwan O (Po Lam)	Airport (Ground Transportation Centre)
A29	Tseung Kwan O (Po Lam)	Airport (Via Asiaworld-Expo)
E22	Lam Tin (North)	Skycity

Route No.	Origin	Destination
E22A	Tseung Kwan O (Hong Sing Garden)	Skycity
E22C	Tiu Keng Leng Station	Aircraft Maintenance Area
E22X	Yau Tong	Skycity
N3D *	Kwun Tong (Yue Man Square)	Tsz Wan Shan (Central)
N29 *	Tseung Kwan O (Hong Sing Garden)	Tung Chung Station
N121 *	Central (Macau Ferry)	Ngau Tau Kok
N293 *	Sheung Tak	Mong Kok (Park Avenue)
N796 *	Tsim Sha Tsui East (Chatham Road South)	Lohas Park
N796 *	Lohas Park	Tsim Sha Tsui (Circular)
NA29 *	Tseung Kwan O (Po Lam)	Airport / Hzmb Hong Kong Port
X42C	Tsing Yi (Cheung Hang Estate)	Yau Tong
X42C ^	Hong Cheung House, Cheung Hong Estate	Yau Tong
X42P ^	Tsing Yi Station	Lam Tin Station
Green Minibus		
35	Choi Ha Estate	Hong Lee Court
48	Shun Lee	Kowloon Bay (Circular)
56	Richland Gardens	Shung Yan Street
62S *	Tsim Sha Tsui	Lam Tin (Kwong Tin Estate)
83M	Ngau Tau Kok (On Wah Street)	Ping Shek
89A	On Tai Estate	Amoy Gardens (Ngau Tau Kok B/T)
89C	On Tat Estate	Amoy Gardens (Ngau Tau Kok B/T)
102	Hang Hau Station	San Po Kong
102B	Yuk Ming Court	Choi Hung (Circular)
102S *	Hang Hau Station PTI	San Po Kong (Overnight)
501S *	Sheung Shui Station	Yue Man Square

Sources: *HKeMobility website (as of 24 June 2024).*
Remarks: *^ Peak hours services*
** Overnight services*

3.2.7.2. Based on the above results, the existing public transport services in the vicinity of the subject site have surplus to accommodate the additional passenger demand during the peak hour in Reference and Design Scenarios. The Development will not induce adverse transport impact on the existing public transport services.

3.2.7.3. The proposed development will be well served by these existing public transport services currently provided in the vicinity.

3.3 Drainage Aspect

A. General

3.3.1 Considering the Site is located in urban area and it is a redevelopment of converting the ex-Maryknoll Secondary School Site into a private residential development, the catchment area, surface runoff characteristic such as the

extent of paved area regarding the Site shall remain the same after the redevelopment under the proposed scheme at current stage of feasibility study. The total surface runoff of the catchments would not be adversely increased due to the redevelopment. Thus, adverse effect to the existing downstream drainage system due to the proposed redevelopment is not anticipated and a detailed DIA is considered not necessary at this stage of feasibility study.

3.3.2 Any further assessment if required may be carried out at later stage such as in detailed sign of the proposed development subject to agreement with relevant B/Ds.

3.4 Sewerage Impact

A. General

3.4.1 The sewerage impact assessment is conducted in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).

3.4.2 10% variation of population and non-domestic development are allowed for design flexibility of the proposed development for the sewerage impact assessment.

B. Existing Sewerage System

3.4.3 There is an existing 225mm dia. public sewer connected between DSD manhole FMH4033581 and FMH4033582 within the potential expansion area of the Site situated at the unallocated government land between the Ex-Maryknoll Secondary School and Amoy Gardens. The layout plan of the existing sewerage system is shown as **Figure 3.5**.

3.4.4 Based on desktop checking of the drainage layout under BRAVO, it is identified that the sewage flow generated from the Ex-Maryknoll Secondary School is being conveyed by internal foul pipes to DSD manhole FMH4033581 and to subsequent the public sewerage system.

3.4.5 For existing premises in the vicinity, including Amoy Gardens and Cheerful Court, no sewage inflow to the existing 225mm dia. sewer within the Site based on the desktop checking.

3.4.6 Despite that the existing sewer within the Site appears to be serving only the Ex-Maryknoll Secondary School, it is premature to conclude that the existing sewer should be abandoned based on the information from preliminary desktop checking. Hence, it is recommended that the proposed modification works of the existing sewer within the Site shall be further investigated subjected to more detailed utility survey by future developer.

3.4.7 In addition, there are existing 300mm dia. pipelines along Choi Ha Road, and it is connected to DSD manhole FMH4033571 at Jordan Valley North Road.

3.4.8 The flow is further conveyed along Kwun Tong Road from DSD manhole FSH4000980 by pipe with 1650mm diameter which directs the flow to Kwun Tong Intermediate Pumping Station. The flows are ultimately discharged to the

Kwun Tong Preliminary Works and then the Stonecutters Island Sewage Treatment Works.

C. Impact Assessment

3.4.9 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 633.52m^3/day. As the contributing population is ranging from 1,000 to 5,000, the proposed sewerage shall be designed with a peaking factor of 6 (including stormwater allowance) for facility with existing upstream sewerage in accordance with the GESF. The projected Peak Dry Weather Flow (PDWF) generated from the Development would be 0.0440m^3/s.

3.4.10 Sewage generated from the proposed development will be discharged via the proposed terminal manhole FTMH1 and conveyed to Kwun Tong Intermediate Pumping Station through the existing sewerage system. Existing pipes at the downstream are found to be sufficient to accommodate the additional flow due to the proposed Development.

D. Proposed Sewerage System

3.4.11 A new sewerage system will be required to collect sewage flow within the site and convey sewage flow from the site to existing public sewerage system. A terminal manhole FTMH1 are proposed at the north of the site. New 225mm dia. (OD 236mm) HDPE pipes are proposed from the terminal manhole FTMH1 to connect with existing manhole FMH4033566. The layout of the proposed sewerage system for the proposed development is shown as **Figure 3.6.**

3.5 Water Supply Impact

A. General

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

B. Existing Water Supply System

3.5.2 There is an existing 200mm dia. D.I. fresh watermain located at the east of the Site along Choi Ha Road. This existing 200mm dia. D.I. pipe is feed by Tsz Wan Shan Fresh Water Service Reservoir (TWS FWSR). The TWS FWSR has a design capacity of 76,302m^3 with Top Water Level (TWL) and Invert Level (IL) at 89.916mPD and 83.820mPD respectively. The existing fresh water system is shown in **Figure 3.7**.

3.5.3 The Site falls within the supply zone of Jordan Valley Salt Water Service Reservoir (JV SWSR) and Cha Kwo Leng Salt Water Pumping Station (CKL SWPS). JV SWSR has a design capacity of 7,500m^3 with Top Water Level (TWL) and Invert Level (IL) at 75.000mPD and 68.625mPD respectively, while CKL SWPS has a capacity of 199.58 MLD. There is another existing 150mm dia. D.I. salt water main located at the east of the Site along Choi Ha Road. The existing salt water supply system is shown in **Figure 3.8**.

C. Water Demand

3.5.4 The fresh water and flushing water demand for the Development are estimated based on the residential population and land use. The intake year of the proposed development would be year 2031/2032 tentatively.

3.5.5 The estimated total Mean Daily Demand (MDD) of fresh water for the Development at the Site with 10% allowance would be approximately 0.693MLD (i.e. 693m^3/day). The estimated total MDD of flushing water for the Development with 10% allowance would be approximately 0.144MLD (i.e. 144m^3/day).

D. Impact Assessment

3.5.6 Fresh Water Supply

3.5.6.1. The existing capacity of TWS FWSR is 76,302 m^3. As the proposed development will induce a peak fresh water demand of 2,079 m^3/day, which accounts for 2.72% of the existing capacity of TWS FWSR only.

3.5.6.2. The capacity of the TWS FWSR is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.

3.5.7 Flushing Water Supply

3.5.7.1. The existing capacity of JV SWSR is 7,500 m^3. As the proposed development will induce a peak flushing water demand of 288 m3/day, which accounts for 3.84% of the existing capacity of JV SWSR only.

3.5.7.2. The capacity of the JV SWSR is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.

E. Proposed Water Supply Works

3.5.8 Fresh Water Main

3.5.8.1. DN150 fresh water main and DN100 fresh water main are proposed to distribute the fresh water and fire service to the Site respectively across Choi Ha Road. The proposed tee-off is located opposite to the Site to connect the existing DN200 D.I. fresh water main along Choi Ha Road. The preliminary estimated residual head of the fresh water supply system are 21.44m under daily operation with exclusion of fire service, which can satisfy the requirement of 20m. In case there is fire, the residual head of the fresh water supply for fire service is 22.03m, which is larger than the required discharge pressure of 17m.

3.5.9 Flushing Water Main

3.5.9.1. DN80 flushing water main is proposed to distribute the flushing water to the Site across Choi Ha Road. The proposed tee-off is located opposite to the Site to connect the existing DN150 D.I. flushing water main along Choi Ha Road. The preliminary estimated residual head of the flushing water supply system is 39.10m, which can satisfy the requirement of 15m.

3.5.9.2. The proposed fresh water main connection and salt water main connection are indicated in **Figure 3.9** and **Figure 3.10**.

3.6 Utility Impact Assessment

3.6.1 Existing record of CLP cables, gas mains, HGC cables, HKBN cables, HKT cables, TGT cables, drainage, sewerage, watermain and road lighting records have been collected from various utilities undertakers and relevant government departments. Details refer to **Figure 3.11 to Figure 3.15.**

3.6.2 Based on the information shown on the collected underground utilities records, a CLP transformer room and HKT cables were found within the boundary of the proposed housing site. It is recommended that these utilities shall be diverted or removed to maximize the housing development potential.

3.6.3 In addition, existing public drains were identified to be lying within the potential expansion area of the Site. As the drains are interconnected to the surface channel of existing staircases of Cheerful Court to receive its surface runoff, in view of the potential implications due to modification / diversion of these channels, it is recommended to retain the existing drains within the Site with associated drainage reserve for DSD's routine maintenance.

3.6.4 Public sewers are identified within the potential expansion area of the Site. The impacts on the existing sewerage system will be addressed separately in Preliminary Sewerage Impact Assessment Report.

3.6.5 For other underground utilities, they mainly laid outside the boundary of the proposed housing site. The proposed modification of existing run-in/out abutting to the Site are considered as minor works and the underground utilities are also unlikely to affect or to be affected by the proposed housing development.

3.6.6 Provision of new utilities to the proposed housing site can be achieved by extending/tee-off from the existing utilities locally at Choi Ha Road.

3.6.7 Therefore, the existing and proposed utilities will not have insurmountable impact on the proposed housing development and based on findings of this report, no major infrastructures works related to utilities would be required for the proposed housing development.

3.7 Geotechnical and Site Formation Assessment

A. General

3.7.1 The ground level of the existing school campus is ranging from about +27.4mPD at Choi Ha Road to +12mPD at toe of existing retaining wall (i.e. 11NE-C/R50).

3.7.2 A review of the historical site investigation (SI) indicates that the site was composed of fill overlying Completed Decomposed Granite. Rockhead level is varies from +11.42mPD to +20.95mPD at the northern portion of Site. However, it should be noted that this is based on limited information and rockhead level is expected to vary across the site.

B. Geotechnical Constraint and Considerations

3.7.3 Existing Structures

3.7.3.1. Residential blocks of Amoy Gardens and Cheerful Court are located close to the Site. In addition, drainage reserved area is located between Amoy Gardens and geotechnical feature no. 11NE-C/R50. The existing structure will be demolished for the proposed site formation works for the development. Therefore, detailed assessment of the ground movement and structural impact assessment shall be carried out. Instrumentation and Monitoring works would also be required to monitor the impact due to the project. Detailed underground utilities survey shall be carried out before excavation and piling works prior to the commencement of the works.

3.7.3.2. The site does not fall into the MTR Protection Zone.

3.7.4 Existing Registered & Unregistered Features

3.7.4.1. The geotechnical feature no. 11NE-C/R50 was assessed and the stability is found satisfactory according to the previous review and stage 2 study. The demolition works and minor site formation works would not have adverse impact on its stability. The surcharge of the existing school and upslope will be removed / trimmed which it is beneficial to the feature. Nevertheless, the wall stability shall be further assessed in later stages of the project because the final design is currently pending.

3.7.4.2. A fill slope with 3.5m of height and 30 degree of slope angle was formed during the site formation of Ex-Maryknoll Secondary School and retained by the feature no. 11NE-C/R50. No available study / assessment is found.

3.7.4.3. Some cut slopes with about 2.2m of height and 45 degree of slope angle was formed during the site formation of Ex-Maryknoll Secondary School. No available study / assessment is found.

3.7.4.4. R.C.C. retaining walls are reversed L-shaped with about 1.8m retaining height, which was also constructed during the site formation of Ex-Maryknoll Secondary School to retain Choi Ha Road. No available study / assessment is found.

3.7.4.5. The unregistered features would be modified by the proposed geotechnical works to ensure sufficient stability. They should be further identified and reviewed the stability in detailed geotechnical assessment stage before any actual site works.

3.7.4.6. The location of the existing registered and unregistered features is shown in **Figure 3.16.**

C. Proposed Building Foundation

3.7.5 Based on the existing SI data within and in the vicinity of the site, rockhead level is varies from +11.42mPD to +20.95mPD at the northern portion of Site. Hence, shallow foundations on bedrock for residential buildings are considered feasible if basements are proposed, which would not induce excessive settlements and affect the nearby existing structures.

3.7.6 It is also considered that foundation types such as pre-bored H-pile socketed in rock and bored pile socketed / founded on rock, which would induce less geotechnical concern to the ground movements and other existing nearby facilities, are feasible for residential buildings without basements.

D. Existing DSD Reserve Zone

3.7.7 A 625 dia. stormwater pipe and a 225mm dia. foulwater pipe are located in DSD Reserve Zone, which is also the proposed potential expansion area. The foundation schemes are recommended to be found / socketed into bedrock, therefore impacts due to foundation on the existing drainage is considered minimal. However, ELS works for foundation may cause impacts on the drainages due to ground movement. Therefore, the stability of drainage shall be taken into account in ELS design. Nevertheless, drainage impact assessment report and monitoring & instrumentation plan shall be provided by the designer.

3.8 Environmental Impact

A. General

3.8.1 The total area of the Site is approximately 0.31 ha and estimated total flat number of the Development is estimated to be around 420 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as any DP items. Therefore, no DP items of the EIAO is anticipated for the Development.

3.8.2 A Preliminary Environmental Review has been undertaken to identify and assess the potential environmental impacts in respect of air quality, noise, water quality and land contamination.

B. Impact Assessment

3.8.3 Air Quality

3.8.3.1. The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 3.17**.

3.8.3.2. Background air quality has also been predicted based on hourly concentration data extracted from the EPD's "Smart Air Modelling Platform" PATH v3.0 model released on 31 Jan 2024, which developed by EPD to simulate air quality over Hong Kong. The Proposed Development falls within the PATH Grid (44,34). The pollutants concentration data predicted by PATH-v3.0 in Year 2025 and Year 2030 (i.e. tentative population intake year) are summarised in **Table 3.6**.

Table 3.6 - Background Concentrations of Air Pollutants in Year 2025 and Year 2030 Predicted by the PATH-v3.0 Model

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m³)	
			Year 2025	Year 2030
RSP	10th Highest 24-hour	100 (9)	56	51
	Annual	50	22	20
FSP	19th Highest 24-hour	50 (18)	34	30
	Annual	25	14	12

Pollutant	Averaging Time	AQO	Pollutant Concentration (μg/m³)	
			Year 2025	Year 2030
NO_2	19th Highest 1-hour	200 (18)	90	81
	Annual	40	18	16
SO_2	4th Highest 10-minute	500 (3)	23	21
	4th Highest 24-hour	50 (3)	7	7

Notes:
(a) The AQMS data are extracted from EPD's Smart Air Modelling Platform (SAMP) website.
Data in brackets means allowance of prevailing AQOs

3.8.3.3. Potential air quality impacts during the operation phase of the Proposed Development are expected from vehicular emissions on surrounding roads. Choi Ha Road is situated immediately east of the Proposed Development and its road type is local distributor (LD). According to Table 3.1 in Chapter 9 of HKPSG, air sensitive uses (including ASRs with openable windows and fresh air intake) should not be located within a 5m buffer distance for LD, measured from the road kerb of Choi Ha Road. **Figure 3.18** illustrates the buffer zone and the buffer distance. As the domestic block of the Proposed Development in the indicative layout is beyond the buffer distance, it is regarded as complying with the HKPSG buffer distance recommendations.

3.8.3.4. A very small portion of the non-domestic block podium and the open space of the welfare facilities in the Proposed Development notional scheme along Choi Ha Road will encroach into the buffer zone. It is advised that no openable windows and fresh air intake are designed to be located in the buffer zone.

3.8.3.5. In view of the above, adverse air quality impact from vehicular emissions on nearby roads during the operation phase is not anticipated.

3.8.4 Noise Impact

3.8.4.1. The study area for this noise impact assessment is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 3.19**. To mitigate the potential exceedance during the construction stage, adoption of quieter construction methods and use of quality powered mechanical equipment, noise barrier and noise enclosure should be adopted. In addition, good site practices should be adopted to abate noise impacts during the construction phase of the Project and noise mitigation measures stipulated in EPD's "Recommended Pollution Control Clauses for Construction Contracts" should be followed.

3.8.4.2. The road traffic noise impact imposed on planned NSRs of the Proposed Development would be generated by the existing and planned roads within 300m from the boundary of the Site which are indicated in **Figure 3.19**. The major roads considered for road traffic noise impact assessment include Hoi Chu Road on the north and Hang Fu Road on the south of the Site. The assessment has been carried out based on the projected peak hourly traffic flow in Year 2046 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the Development.

3.8.4.3. All residential dwellings with openable windows for prescribed ventilation purposes have been assigned with noise assessment points (NAPs). The

locations of NAPs for road traffic noise impact assessment have been indicated in **Figures 3.20** and **3.21**.

3.8.4.4. Road traffic noise exceedances are predicted at the residential NAPs facing Choi Ha Road, with a maximum predicted noise level at 74 dB(A), ie exceedance of 4 dB(A). The compliance rate is 82%.

3.8.4.5. For the social welfare facilities, the noise levels along the building façade have been predicted. It is recommended that noise sensitive uses (e.g. domestic, educational, or medical) should be carefully considered with reference to the predicted noise levels and the HKPSG noise criteria during detailed design stage of the Project. Furthermore, areas with predicted noise level exceeding the 70 dB(A) noise criteria (highest road traffic noise criteria in HKPSG) have been identified. Noise mitigation measures should be investigated and provided if predicted noise levels exceed over the relevant noise criteria for different types of noise sensitive uses.

3.8.4.6. In light of noise exceedances at the proposed residential block, noise mitigation measure of acoustic windows (baffle type) (AW(BT)) given in the "Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact" (ProPECC PN 5/23) issued by EPD have been proposed to be provided. **Figure 3.22** and **Figure 3.23** indicates the locations of the proposed AW(BT) for typical floors and social welfare facilities respectively.

3.8.4.7. An assessment on fixed plant noise and railway noise impact was conducted based on the information available at feasibility study stage. Potential fixed plant noise and railway noise sources within 300m of the Project Site, as shown in **Figure 3.24** were identified by desktop review and site surveys. Identified fixed plant noise sources include chillers at the podium of Amoy Garden and the public address (PA) system at Kowloon Bay Station. Also, the Kwun Tong Line railway near Kowloon Bay Station is located to the west/southwest of the Project Site, with its closest point at around 250m from the Project Site.

3.8.4.8. Based on the assessment results, all NAPs of the proposed residential block comply with the relevant noise criteria. For the social welfare facilities, the predicted noise levels at S06 – S08 are higher than 65 dB(A). These NAPs are directly facing chiller F01. Direct noise mitigation measures such as acoustic fin would not be effective at mitigating the noise exceedances. Therefore, it is recommended that no noise sensitive uses should be assigned at these areas, as indicated in **Figure 3.25**.

3.8.4.9. With proper design of the social welfare facilities, the Proposed Development will not be subject to adverse fixed plant noise impact. Potential noise sources from the Proposed Development (e.g. E&M rooms) will be designed to meet the relevant noise criteria stipulated in the HKPSG and relevant Technical Memorandum issued under the NCO. Noise mitigation measures should be provided as necessary. As such, it is anticipated that the fixed plant noise impact on the surrounding NSRs due to the operation of the Proposed Development will not exceed the relevant noise standard of the HKPSG and the NCO.

3.8.5 Water Quality

3.8.5.1. The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. The 500m water quality study area and location of WSRs are shown in **Figure 3.26**. Within 500m Study Area from the Project Site, Jordan Valley Channel is the nearest watercourse that is located approximately 135m southeast from the Project Site.

3.8.5.2. During the operational phase, sewage generated from the Proposed Development would be the major pollutant sources to the water quality. Sewage would be generated from the Development throughout the operational phase. The sewage generated from the Development would be collected and discharged to the nearest public sewerage system. Thus, no sewage will be released to the environment without treatment and no adverse water quality impact is anticipated during operational phase.

3.8.5.3. The surface runoff from the Development might also induce potential water quality impacts. The Site will be paved in impermeable surfaces within the Site. With the provision of drainage system, no adverse water quality impact due to surface runoff is anticipated.

3.8.5.4. The sewage generated from the Development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Meanwhile, relevant measures and best practices as stated in ProPECC PN 5/93 “Drainage Plans Subject to Comment by the Environmental Protection Department” would be implemented. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. Thus, no adverse water quality impact is anticipated during the operational phase. Further submission might be required subject to further changes during design stage by future developer.

3.8.6 Land Contamination

3.8.6.1. Historical aerial photographs and topographic maps were reviewed to identify previous land uses at the Site and any previous contaminative activities.

3.8.6.2. According to historical aerial photographs extracted from LandsD (photographs ref no.: 1967-5493, 19278, A06334, CN21278, RW04992 and E167186C), the Development Site was Maryknoll Secondary School since 1967 and no significant land use changes until now remain unchanged until now. No potentially contaminating land uses/ activities (i.e. vehicle maintenance/repair workshop or refuelling activities) were observed in the review.

3.9 Landscape and Visual Aspect

A. General

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

Planning Applications to the Town Planning Board.

B. Impact Assessment

3.9.2 Tree Survey

3.9.2.1. A total of 17 trees of 10 species with a trunk diameter larger than 95mm measured at 1,300mm above ground level were surveyed. The surveyed trees were found scattered around the site area along the surrounding boundary. The trees were generally well maintained and in average condition. The average crown size was 4.6m, average tree height at 11m and average 381mm DBH.

3.9.2.2. No Old and Valuable Trees or Trees of Particular Interest was identified in the tree survey. There were also no protected or rare and precious plant species identified in the survey.

3.9.2.3. A total of 17 surveyed trees will be affected by the Development and associated site formation works and are recommended to be removed. Details of the tree survey including tree assessment schedule, tree treatment plan, tree survey plan and tree photographs are enclosed in **Figure 3.27a – 3.27b**, **Figure 3.28** and **Figure 3.29a – 3.29j**. The summary of affected trees is listed in **Table 3.7**.

Table 3.7 - Summary of Affected Trees by Proposed Development and Associated Works

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
T001	*Ficus microcarpa*	細葉榕	4.5	350	2.0	Remove
T002	*Aleurites moluccana*	石栗	14.0	450	7.0	Remove
T003	*Aleurites moluccana*	石栗	16.0	550	9.0	Remove
T004	*Litsea glutinosa*	潺槁樹	2.5	140	2.5	Remove
T005	*Araucaria columnaris*	柱狀南洋杉	12.0	320	1.5	Remove
T006	*Macaranga tanarius var. tomentosa*	血桐	8.0	160	3.0	Remove
T007	*Aleurites moluccana*	石栗	11.0	300	5.0	Remove
T008	*Aleurites moluccana*	石栗	12.0	430	5.0	Remove
T009	*Sterculia lanceolata*	假蘋婆	9.0	250	4.5	Remove
T010	*Delonix regia*	鳳凰木	10.0	450	5.0	Remove
T011	*Aleurites moluccana*	石栗	11.0	400	5.0	Remove
T012	*Citrus maxima*	柚	9.0	200	4.0	Remove
T013	*Ficus elastica*	印度榕	11.0	598	6.0	Remove
T014	*Aleurites moluccana*	石栗	15.0	570	5.0	Remove
T015	*Aleurites moluccana*	石栗	11.0	350	4.0	Remove
T016	*Aleurites moluccana*	石栗	24.0	800	7.0	Remove

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment
	Scientific Name	Chinese Name				
T017	*Schefflera heptaphylla*	鴨腳木	7.0	160	2.0	Remove

3.9.3 Landscape Character Areas and Landscape Resources

3.9.3.1. The site area is on Choi Ha Road and is surrounded by Amoy Gardens to its south and west, Cheerful Garden to its north, Choi Ha Estate and Jordan Valley Playground Phase 1 to its east. The area is primarily comprises of Residential Urban Landscape to the south and west (LCA1), and Park Urban Landscape represented by Jordan Valley Playground to the east (LCA2). The baseline condition of Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the 100m study boundary have been identified in **Figure 3.30** and **Figure 3.31** respectively and listed in the table below:

Table 3.8 - Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA1	Residential Urban Landscape	High	The proposed development adds one residential block to an area already occupied by a number of existing residential towers. All residential towers are shorter than the proposed buildings. It is expected that there would be little impact to the character of this LCA.	Small	Slight
LCA2	Park Urban Landscape	Medium	The proposed building is located within the existed cluster of high-rise residential blocks. They are expected to cause little impact to the surrounding landscape characters.	Negligible	Negligible
LCA3	Institutional Landscape	Low	The proposed development shall add one building block at this location. It is expected to cause little impact to the surrounding landscape characters.	Intermediate	Slight

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

Table 3.9 - Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR1 Residential Urban Landscape						
LR1.1	Amoy Gardens	Construction activities and blockage caused by the additional residential tower.	Noise and air pollution during construction and shadows casted by the new tower.	Intermediate	Medium	Moderate
LR1.2	Cheerful Court	Construction activities and blockage caused by the additional residential tower.	Noise and air pollution during construction and shadows casted by the new tower.	Intermediate	Medium	Moderate
LR1.3	Choi Ha Estate	Construction activities and blockage caused by the additional residential tower.	Noise and air pollution during construction and shadows casted by the new tower.	Negligible	Medium	Negligible
LR2 Park Urban Landscape						
LR2.1	Jordan Valley Playground Phase 1	Construction activities and blockage caused by the additional residential tower.	Noise and air pollution during construction by the new tower.	Negligible	Medium	Negligible
LR3 Institutional Landscape						
LR3.1	The Site	Construction activities caused by the additional building tower.	Loss of trees due to the proposed site formation work.	Intermediate	Low	Moderate

3.9.4 Baseline Visual Conditions

3.9.4.1. The site is located within a largely built-up area surrounded by high-rise residential towers to the immediate south and west side and public housing development to the east side. The major surrounding towers and their number of residential storeys include Amoy Gardens A to S (27-35 storeys, about +100.1 to +118.59mPD), Cheerful Court A to B (20 storeys, about +106.5mPD), Choi Ha Estate 1 to 3 (35 storeys, about +137.8mPD). These buildings largely define the visual envelope of the proposed development, and the visual

permeability would be available through the surrounding park urban landscape and roads.

3.9.4.2. Immediately around the site area, the visual elements are dominated by the high-rise residential towers. At the medium and long range, the Jordan Valley Playground and the vegetated knoll of towards the north of Ngau Tau Kok, and Lok Wah Estate in the southeast marks the visual backdrop of the area.

3.9.4.3. Since the proposed development is surrounded by existing residential blocks particularly on the south and west side intermixed with open spaces and recreational facilities, the key visual impacts to be assessed would be the impact of the additional towers to the existing cluster. Eight (8) key public Viewing Points are used to illustrate the visual impacts from all four sides of the proposed development. Photographs taken from these existing viewpoints are shown in **Figure 3.32**.

Table 3.10 – Key Public Viewing Points

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP1 (Figure 3.32c)	From Footbridge at Kowloon Bay MTR Station (elev. About + 7.0 mPD)	260	This view taken from the footbridge outside Exit B of Kowloon Bay MTR Station illustrates the overall impact on skyline and assesses the impact of the proposed development fitting together with the existing residential developments as an urban cluster. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered Low.
VP2 (Figure 3.32d)	From Choi Ha Road Sitting-out Area Vicinity (elev. +6.2mPD)	250	This view taken from the opposite side of Chun Wah Road outside Choi Ha Road Sitting-out Area illustrating the view of daily commuters passing through Choi Ha Road Sitting-out Area. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered Medium.
VP3 (Figure 3.32e)	From Jordan Valley Playground Phase 2 Stage 2. (elev. +22.8mPD))	280	This view taken from the viewing platform inside Jordan Valley Playground Phase 2 Stage 2 southeast of the site area illustrates the overall impact on the skyline and assesses the impact of the proposed development fitting together with the existing residential developments as an urban cluster. Viewers experience full exposure of the proposed development. Sensitivity of public viewers of this VP is considered Medium to High.
VP4 (Figure 3.32f)	From Choi Hei Road Park (elev. +38.5mPD)	220	This view is taken from the pedestrian ramp of Choi Hei Road Park illustrates the visual impacts for visitors and recreational users to Choi Hei Road Park. View towards the proposed development is short. Sensitivity of public viewers of this VP is considered Medium..
VP5 (Figure 3.32g)	From Pavilion infront of Choi Sing House, Choi	120	This view taken from the pavilion in front of Choi Sing House, Choi Ha Estate illustrates the overall impact on the skyline and assesses the impact of the proposed development fitting together with the

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
	Ha Estate (elev. About +4 0.0mPD)		existing residential developments as an urban cluster. View towards the proposed development is medium. Sensitivity of public viewers of this VP is considered Medium.
VP6 (Figure 3.32h)	From Connecting Footbridge at Ngau Tau Kok Park (elev. About +10.5mPD)	345m	This view taken from the connecting footbridge between Lower Ngau Tau Kok Estate and Kowloon Bay MTR Station illustrating the impact of the proposed development of daily commuters at mid-range distance towards the Amoy Gardens direction. Sensitivity of public viewers of this VP is considered medium.
VP7 (Figure 3.32i)	From Quarry Bay Park (QBP) (Strategic Viewpoint VP4, elev. +11.27mPD)	3,800	This view taken from Strategic Viewpoint VP4 at QPB to assess the proposed development in relation to the "Ridgeline" and the 20% Building Free Zone". Sensitivity of public viewers of this VP is considered Medium to High.
VP8 (Figure 3.32j)	From Hong Kong Conventional and Exhibition Centre (HKCEC) (Strategic Viewpoint VP5, elev. +6.5mPD)	6,400	This view taken from Strategic Viewpoint VP5 at HKCEC to assess the proposed development in relation to the "Ridgeline" and the 20% Building Free Zone". Sensitivity of public viewers of this VP is considered Medium to High.

3.9.5 Potential Visual Impacts

3.9.5.1. Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the eight selected viewpoints are given in **Table 3.10** and **Figure 3.32a to 3.32j**. The visual impact assessment is formulated on the basis of the comparison between the existing condition and indicative scheme of the proposed development with planned condition. The following table summarizes these impacts:

Table 3.11 – Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP1 (Figure 3.32c)	From Footbridge at Kowloon Bay MTR Station (elev. About + 7.0 mPD, Viewing distance 260m).	Before: This is an overall view of the building cluster of Amoy Gardens and neighbouring developments, footbridges and East Kowloon Cultural Centre with open sky view from the southwest direction.	The proposed tower fills in the gap between the residential towers. There is limited additional obstruction to the sky from this viewpoint considering existing buildings are in the foreground.	The proposed building block blends well with the existing residential towers and have limited additional obstruction to the existing sky view. The effect on public viewers is considered slightly adverse.	The proposed tower fills in the gap between the residential towers. There is limited additional obstruction to the sky from this viewpoint considering existing buildings are in the foreground.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP2 (Figure 3.32d)	From Choi Ha Road Sitting-out Area Vicinity. (elev. +6.2mPD. Viewing distance 250m).	Before: This is a view taken from opposite side of Chun Wah Road outside Choi Ha Road Sitting-out Area and the existing view sees a large area of open sky behind residential towers and vegetation. After: From this view, Choi Ha Road Sitting-out Area is at the foreground with visual elements including vegetation and skyline and open sky at the background. Due to proximity to the Choi Ha Road Sitting-out Area and visual elements in the foreground, the proposed tower is in view from this VP with partial obstruction to the sky view but will be partially blocked by the visual elements. The proposed tower fills the gap and blends with Amoy Gardens and could be seen as an extension to Amoy Gardens.	There is partial obstruction to the open sky.	The building block add obstructions to the existing open sky view. The effect on public viewers is considered Slightly to Moderately adverse.	There is partial blockage to the sky. The effect on visual resources is Slightly to Moderately adverse.
VP3 (Figure 3.32e)	From Jordan Valley Playground Phase 2 Stage 2. (elev. +22.8mPD,Viewing distance 280m.)	Before: This is a view taken from the platform of Jordan Valley Playground Phase 2 Stage 2 overlooking the city view of Ngau Tau Kok and the existing view sees a large area of open sky behind residential towers. After: This VP gives a panoramic view of the building clusters of Ngau Tau Kok area. With the existing high-rise developments such as Amoy Gardens, Lower Ngau Tau Kok Estate,	There is partial obstruction to the open sky and cause reduction in depth of view.	The building block add obstructions to the existing open sky view. The effect on public viewers is considered Moderately adverse.	There is partial blockage to the sky and cause reduction in depth of view The effect on visual resources is moderately adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		Choi Ha Estate and Choi Ying Estate, the proposed development would induce partial obstruction to the open sky and reduction in depth of view.			
VP4 (Figure 3.32f)	From Choi Hei Road Park (elev. +38,5mPD, Viewing distance 220m).	This view is taken from the ramp at Choi Hei Road Park towards the proposed building with a large area of open sky behind residential towers and some vegetation After: From this view, the proposed Tower is largely blocked by Cheerful Court. It is considered that the change in visual composition in particular the obstruction to the sky view is slight to moderate, which is also characterized by high rise building blocks at the foreground.	There is additional obstruction to the sky from this viewpoint considering existing building is in the foreground.	The proposed building block blends well with the existing residential towers and have limited additional obstruction to the existing sky view. The effect on public viewers is considered slight to moderate.	Blockage to the sky and the effect on visual resources is slight to moderate. .
VP5 (Figure 3.32g)	From Pavilion infront of Choi Sing House, Choi Ha Estate (elev. About +4 0.0mPD. Viewing Distance 120m).	Before: This is a view taken from the pavilion in front of Choi Sing House, Choi Ha Estate towards the proposed development with the landscaped area of Choi Ha Estate in the foreground and Amoy Gardens and Cheerful Court in the background. with open sky behind the building cluster. After: From this view, the proposed building is dominating the view andblocks the visual elements including skyline and open sky in the background.	There is additional obstruction to the sky from this viewpoint considering existing buildings are in the background.	The building block add obstructions to the existing open sky view. The effect on public viewers is considered moderately adverse.	There is partial blockage to the sky. The effect on visual resources is moderately adverse. .
VP6	Connecting	This is a view taken	There is no	There is no blockage	There is no

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
(Figure 3.32h)	Footbridge at Ngau Tau Kok Park (elev. About +10.5mPD. Viewing Distance 345m)	from the connecting footbridge between Lower Ngau Tau Kok Estate and Kowloon Bay MTR Station with open sky and residential towers of Kwai Wah House of Lower Ngau Tau Kok Estate, Amoy Gardens building clusters as the visual elements. After: The proposed tower is shielded by the Kwai Wah House and Amoy Gardens. It is considered that the change in visual composition is negligible which is also characterized by the high-rise building blocks of Amoy Gardens at the foreground	blockage to the open sky.	to the open sky view. The effect on public viewers is considered negligible.	blockage to the open sky. The effect on visual resources is negligible.
VP7 (Figure 3.32i)	From QBP (Strategic Viewpoint VP4, elev. +11.27mPD. Viewing Distance 3,800m)	This view is taken from the Strategic Viewpoint VP4 from QBP and the view is a panoramic view of East Kowloon developments with the ridgeline that spans from Kowloon Peak in the east towards Beacon Hill to the West as a backdrop. After: The proposed development blends with the overall skyline and does not intrude into the 20% Building Free Zone of the Strategic Viewpoint VP4.	There is no obstruction to the open sky.	The building block does not add obstructions to the existing open sky view. The effect on public viewers is considered Negligible. .	There is no obstruction to the open sky. The effect on visual resources is Negligible.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP8 (Figure 3.32j)	From HKCEC (Strategic Viewpoint VP5, elev. +6.5mPD. Viewing Distance 6,400m)	This view is taken from the Strategic Viewpoint VP5 from HKCEC and the view is a panoramic view Hung Hom with the ridgeline that spans from Kowloon Peak in the east towards Tsz Wan Shan to the West as a backdrop. After: The proposed development is blocked by the buildings at Kowloon Bay area and does not intrude into the 20% Building Free Zone of the Strategic Viewpoint VP5.	There is no obstruction to the open sky.	The building block does not add obstructions to the existing open sky view. The effect on public viewers is considered Negligible. .	There is no obstruction to the open sky. The effect on visual resources is Negligible.

3.9.5.2. Considering the visual impacts from the 8 viewpoints covering angles from all around the site area, the visual impacts ranges from 'negligible' to 'moderately adverse'.

Table 3.12 – Summary of Ratings of Visual Impacts

Code	Vantage Point	Overall Visual Impact of VP
VP1 (Figure 3.32c)	From Footbridge at Kowloon Bay MTR Station	Slightly adverse
VP2 (Figure 3.32d)	From Choi Ha Road Sitting-out Area Vicinity	Slightly to Moderately adverse
VP3 (Figure 3.32e)	From Jordan Valley Playground Phase 2 Stage 2	Moderately adverse
VP4 (Figure 3.32f)	From Choi Hei Road Park	Slightly to Moderately adverse
VP5 (Figure 3.32g)	From Pavilion Infront of Choi Sing House, Choi Ha Estate	Moderately adverse
VP6 (Figure 3.32h)	From Connecting Footbridge at Ngau Tau Kok Park	Negligible
VP7 (Figure 3.32i)	From QBP (Strategic Viewpoint VP4)	Negligible
VP8 (Figure 3.32j)	From HKCEC (Strategic Viewpoint VP5)	Negligible

3.9.6 Conclusion

3.9.6.1. The key landscape and visual impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the proposed tower, and the blockage of the sky caused by the additional of the proposed building.

3.9.6.2. The mitigation measures to address these impacts are relatively straightforward. Regarding the number of trees impacted, it is recommended that these trees be compensated on-site. Additional new tree planting shall also be provided in the future landscape area of the Development to satisfy greenery coverage requirement. Additional mitigation measures are listed in **Table 3.13**.

Table 3.13 – Additional Mitigation Measures for Landscape and Visual Impact

No.	Additional mitigation measures
(a)	Careful manage construction activities to minimise disturbances during construction
(b)	Optimise the layout and orientation of the building to minimise blockage and shadows, which would minimise the visual blockage
(c)	Incorporating podium design such as landscaping, edge planting and etc to alleviate the visual and landscape impact of the developments
(d)	Sensitive façade treatment such as the form, textures, finishes and colours of the proposed development to enhance the podium design and soften the visual mass of the podium for alleviating visual impact
(e)	Incorporate compensatory tree planting

3.9.6.3. The proposed development involves limited change in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the site area.

Table 3.14 – Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LR1-1	Amoy Gardens	Moderate	a, b, c, d, e	Slight
LR1-2	Cheerful Court	Moderate	a, b, c, d, e	Slight
LR1-3	Choi Ha Estate	Moderate	a, b, c, d, e	Slight

3.9.6.4. As far as the visual impacts are concerned, it is recommended that mitigation measures (b), (c), (d) and (e) as listed in **Table 3.13** are incorporated into the design of the Development as far as possible to further minimize the limited impacts.

3.9.6.5. A conceptual landscape plan for the Development is enclosed in **Figure 2.4**. The outdoor area at 3/F will be podium garden with tree planting. Screen tree provided around the garden for creating a more secluded and private outdoor space. New native tree planting with a ratio of 1:1 (17 nos.) is proposed for the removal of trees due to the site formation work. The Development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines.

3.9.6.6. Apart from the greenery provision requirement, the Development shall also comply with the building separation and building setback requirements as stipulated under the Sustainable Building Design Guidelines.

3.9.6.7. The overall LVIA concludes that the landscape impacts of the proposed development are acceptable, and that the visual impacts of the proposed development are negligible to moderately adverse.

3.10 Air Ventilation Impact

3.10.1 According to the Term Consultancy for Expert Evaluation on AVA (PLN AVA 2015) for Ngau Tau Kok and Kowloon Bay Planning Area, the Site does not fall within any identified air paths/breezeways. The proposed residential development at the Site would unlikely fall within the criteria requiring an AVA as set out under the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular on AVA No. 1/06 and is not expected to create any significant adverse air ventilation impact. As such, an AVA is not required under the subject Study.

3.11 Heritage Impact

3.11.1 Historic Buildings and Declared Monuments in the vicinity were reviewed with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office. No Declared Monument and historic building were identified in the vicinity of the Project Site. The nearest identified historic building is the Ex-Royal Air Force Station (Kai Tak), Officers' Quarters Compound, RAF Officers Mess. It is a Grade 1 Historic Building and located about 0.9 km from the Project boundary.

3.11.2 Since no identified historic buildings were within 50 m from the Project Site, no adverse impact is anticipated for these historic buildings.

3.11.3 No Site of Archaeological Interest was identified in the vicinity with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office.

4. Conclusion

4.1.1 The findings of the above assessments covering visual and infrastructure aspects have demonstrated that with mitigation/ design measure in areas where warranted, the proposed redevelopment of the ex-MSS site would not result in significant insurmountable impacts, and inclusion of the PEA is technically feasible.

Figures

CHOI WAN ROAD

TAK BO GARDEN

CHOI HEI ROAD PARK

CHOI WING ROAD

CHOI WING ROAD PARK

CHOI HEI ROAD

CHOI HA ROAD

CHOI HA ESTATE

CHEERFUL COURT

EX-MARYKNOLL SECONDARY SCHOOL SITE

POTENTIAL EXPANSION AREA

AMOY GARDENS

NGAU TAU KOK ROAD

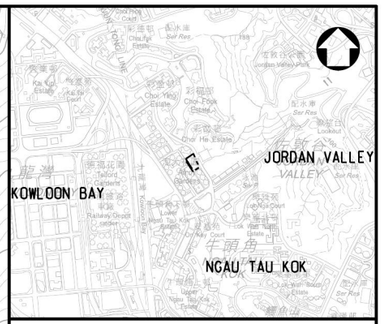
KWUN TONG ROAD

JORDAN VALLEY NORTH ROAD

JORDON VALLEY SWIMMING POOL

CHUN WAH ROAD

NGAU TAU KOK PARK



LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	OCT 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 4

Scale	Designed	Drawn	Checked	Authorised
1:1000	JL	KLC	KC	LL
Original Size: A1	Date: OCT 2023	Date: OCT 2023	Date: OCT 2023	Date: OCT 2023

Drawing Number: Figure 2.1

Revision: A

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User name: YIPT8153 Date:5/9/2024 Time: 10:11:26 am
Filename: P:\CN\HKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO4\Thomas CE20.2023 TO4\Miscellaneous\20240827 Update GA\5221603-TO4-GA-1000.dgn



LEGEND:

POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
LOCATION PLAN
FOR SURROUNDING LAND USES
AND DEVELOPMENT

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: FIGURE 2.2

Revision: -

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User name: YEUN1372 Date: 10/28/2024 Time: 6:43:21 PM
Filename: P:\CN\HK\Project\5221603_CE 20.2023_Zone 2\20.00 Project Deliverables\20.10 Report\TO4\TR24_Planning Report (OR018)\Figure\Drawing Frame\5221603-TO4-LU-1000.dgn

Millimetres 0 10 100

CHEERFUL COURT

CHOI HA ESTATE

AMOY GARDENS

CHOI HA ROAD

NGAU TAU KOK ROAD

PROPOSED DEVELOPMENT
139.1mPD
34 STOREYS
INCLUDING 4 STOREYS OF PODIUM

PROPOSED INGRESS / EGRESS

A
NS-1001

B
NS-1001

44m
8m
31m
24m
10m
6m
35m

WIP Nov 2023

JORDAN VALLEY
KOWLOON BAY
NGAU TAU KOK

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- PROPOSED DOMESTIC BLOCK
- PROPOSED CLUBHOUSE
- PROPOSED NON-DOMESTIC BLOCK
- PROPOSED WELFARE FACILITIES WITH OPEN SPACE
- PROPOSED CARPARK

Rev.	Date	Description	By	Chk'd	App'd
-	NOV 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
NOTIONAL SCHEME

Scale	Designed	Drawn	Checked	Authorised
1:500	KC	TY	KC	LL
Original Size: A1	Date: NOV 2024	Date: NOV 2024	Date: NOV 2024	Date: NOV 2024

Drawing Number: Figure 2.3a
Revision: -

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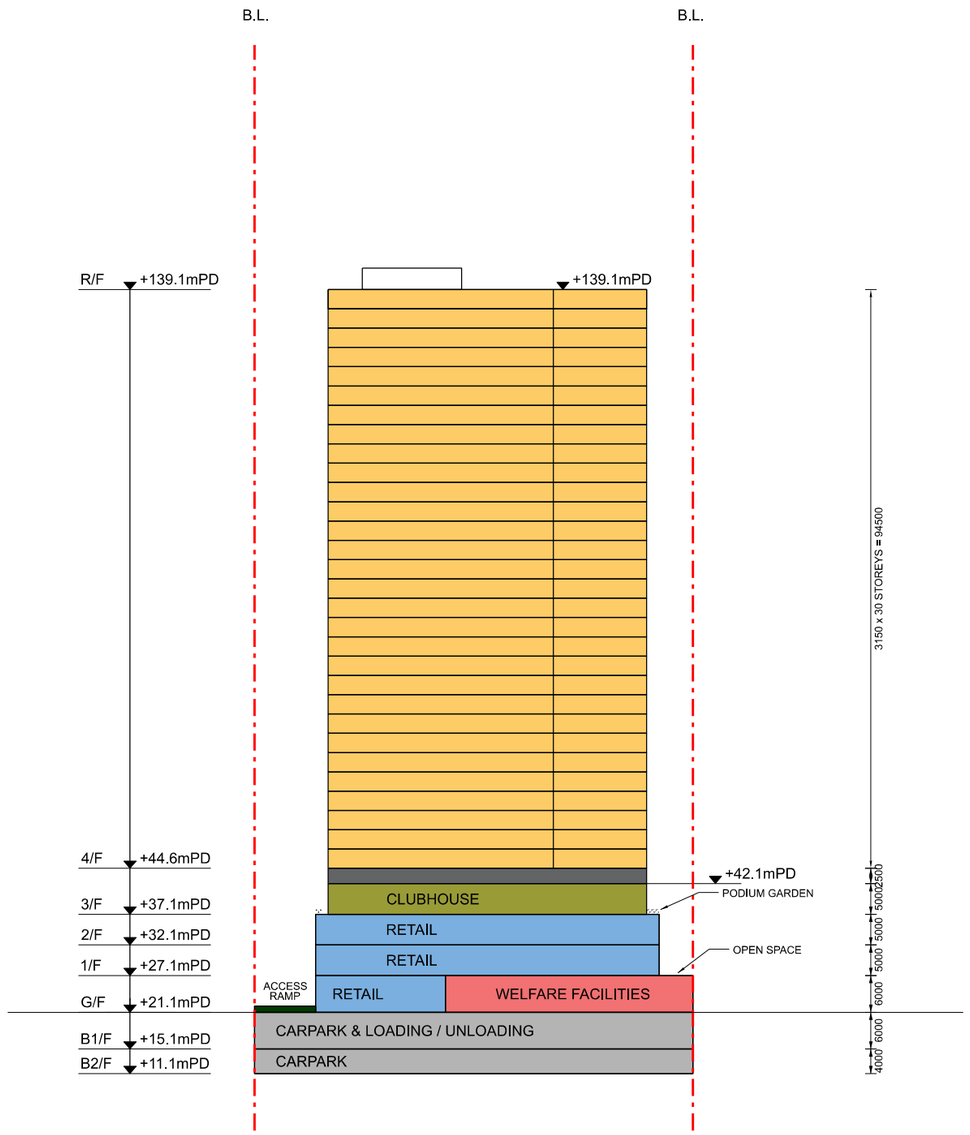
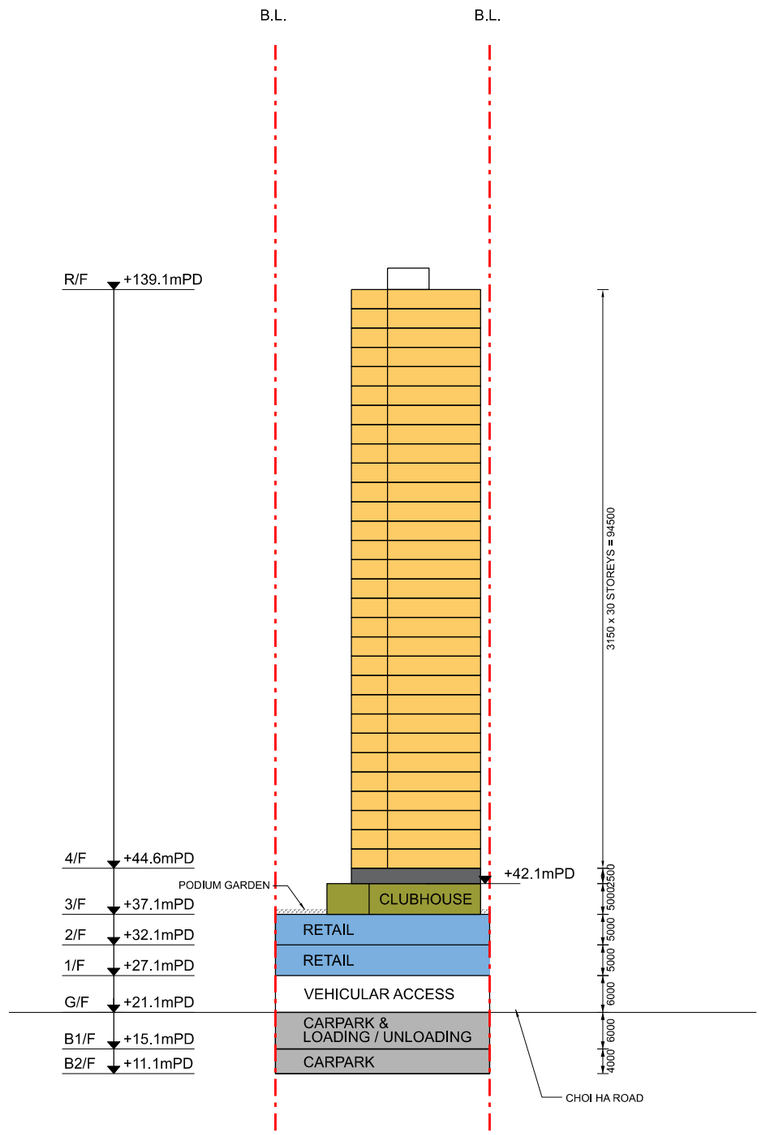
User name: YIPT8153 Date:17/2/2025 Time: 7:56:45 pm
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\28.00 Working and Temporary\TO4\Notional Layout\2025.02.17 Update Annotation\5221603-TO4-NS-1000_without PEA r2.dgn



ELEVATION A - A



ELEVATION B - B

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- PROPOSED DOMESTIC BLOCK
- PROPOSED CLUBHOUSE
- PROPOSED NON-DOMESTIC BLOCK
- PROPOSED WELFARE FACILITIES WITH OPEN SPACE
- PROPOSED CARPARK

Rev.	Date	Description	By	Chk'd	App'd
-	JUL 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
NOTIONAL SCHEME
(ELEVATION)

Scale	Designed	Drawn	Checked	Authorised
1:500	KC	TY	KC	LL
Original Size	Date	Date	Date	Date
A1	JUL 2024	JUL 2024	JUL 2024	JUL 2024

Drawing Number: Figure 2.3b
Revision: -

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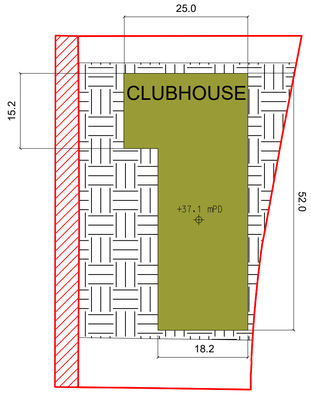
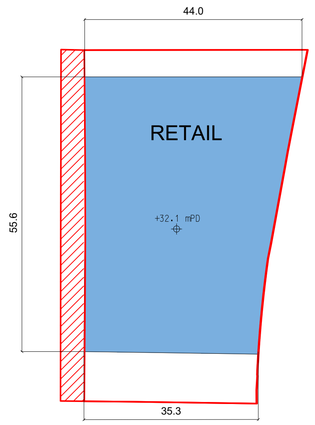
User name: YIPT8153 Date:17/2/2025 Time: 7:59:54 pm
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO4\Notional Layout\2025.02.17 Update Annotation\5221603-TO4-NS-1001_without PEA.dgn

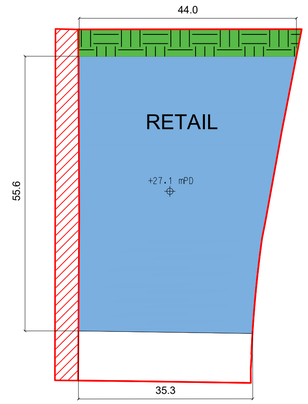
Metres 0 10 100



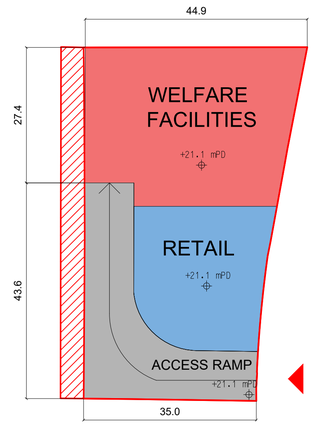
3/F FLOOR PLAN



2/F FLOOR PLAN

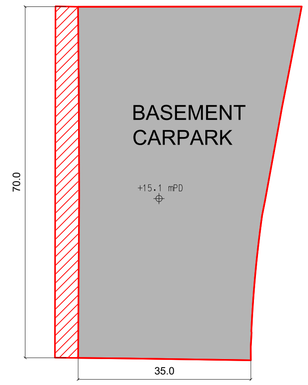


1/F FLOOR PLAN

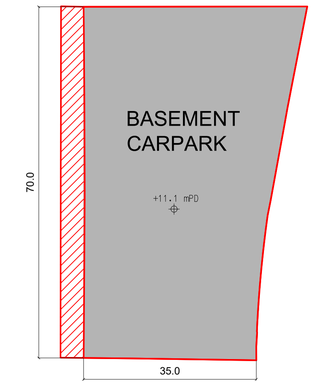


PROPOSED INGRESS / EGRESS TO CHOI HA ROAD

G/F FLOOR PLAN



B/1 FLOOR PLAN



B/2 FLOOR PLAN

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- PROPOSED CLUBHOUSE
- PROPOSED NON-DOMESTIC AREA
- PROPOSED WELFARE FACILITIES
- PROPOSED ACCESS RAMP / CARPARK
- PROPOSED PODIUM GRADEN
- PROPOSED OPEN SPACE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 CEDD Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
NOTIONAL SCHEME
(FLOOR PLANS)

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	KC	HN	KC	LL
Original Size	Date	Date	Date	Date
A1	FEB 2025	FEB 2025	FEB 2025	FEB 2025

Drawing Number: FIGURE 2.3c

Revision: -

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

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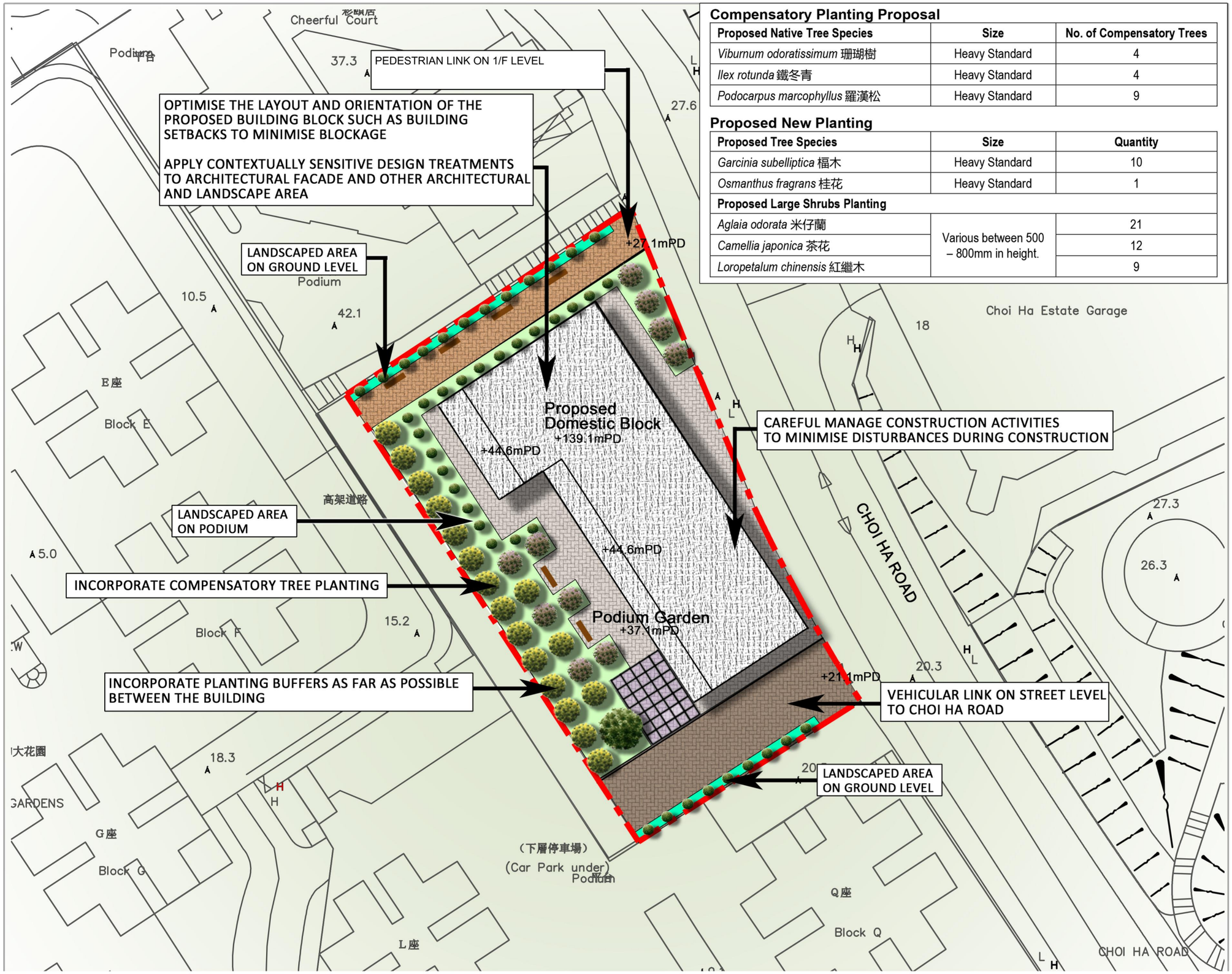

Compensatory Planting Proposal

Proposed Native Tree Species	Size	No. of Compensatory Trees
Viburnum odoratissimum 珊瑚樹	Heavy Standard	4
Ilex rotunda 鐵冬青	Heavy Standard	4
Podocarpus marcophyllus 羅漢松	Heavy Standard	9

Proposed New Planting

Proposed Tree Species	Size	Quantity
Garcinia subelliptica 福木	Heavy Standard	10
Osmanthus fragrans 桂花	Heavy Standard	1
Proposed Large Shrubs Planting		
Aglaia odorata 米仔蘭	Various between 500 – 800mm in height.	21
Camellia japonica 茶花		12
Loropetalum chinensis 紅繼木		9

LEGEND

- Proposed Development Site Boundary
- Proposed Building Block
- Proposed Planting at Podium Garden +37.1mPD
- Proposed Planting Area at Connection to Choi Ha Road
- Proposed Paved Area at Podium Garden +37.1mPD
- PROPOSED PAVED AREA AT 1/F +27.1mPD
- Proposed Paving at Access Ramp, G/F
- Proposed Community Play Area (about 104 sq. m.)
- Bench
- Proposed Compensatory Tree Planting
- Proposed Large Shrub Planting
- Proposed New Tree Planting

SCALE 1:500 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)
Conceptual Landscape Plan (with mitigation measures)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 2.4**

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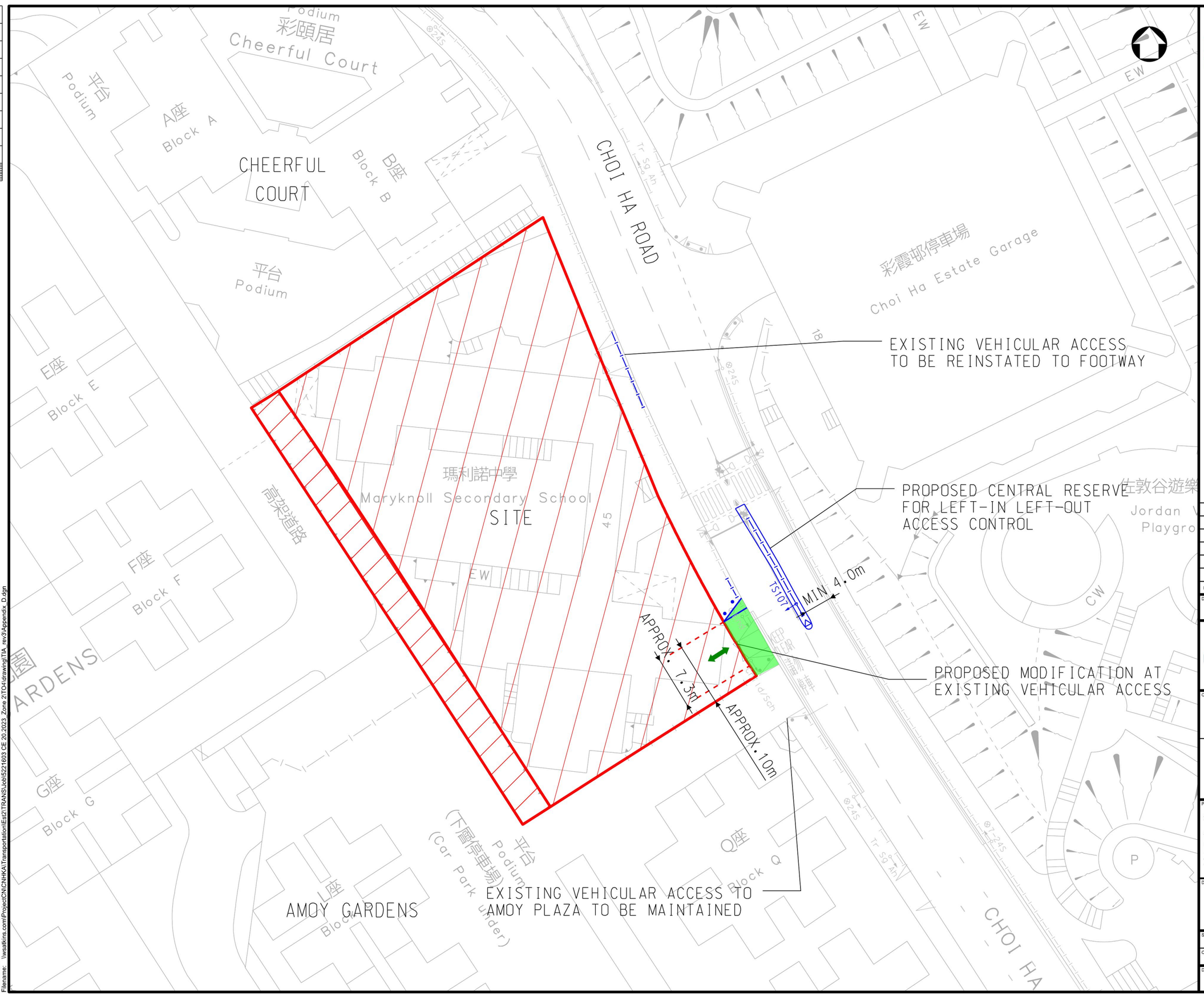

Rev.	Date	Description	By	Chk'd	App'd
A	OCT 2024	AMENDMENTS	VAR	KC	LL
-	AUG 2024	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
VEHICULAR ACCESS ARRANGEMENT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500 @A3	VAR	KVL	KC	LL
Original Size: A1	Date: OCT 2024	Date: OCT 2024	Date: OCT 2024	Date: OCT 2024

Drawing Number: Figure 3.1a

Revision: A

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User name: $USERNAME$ Date:24/1/2025 Time:16:04:25
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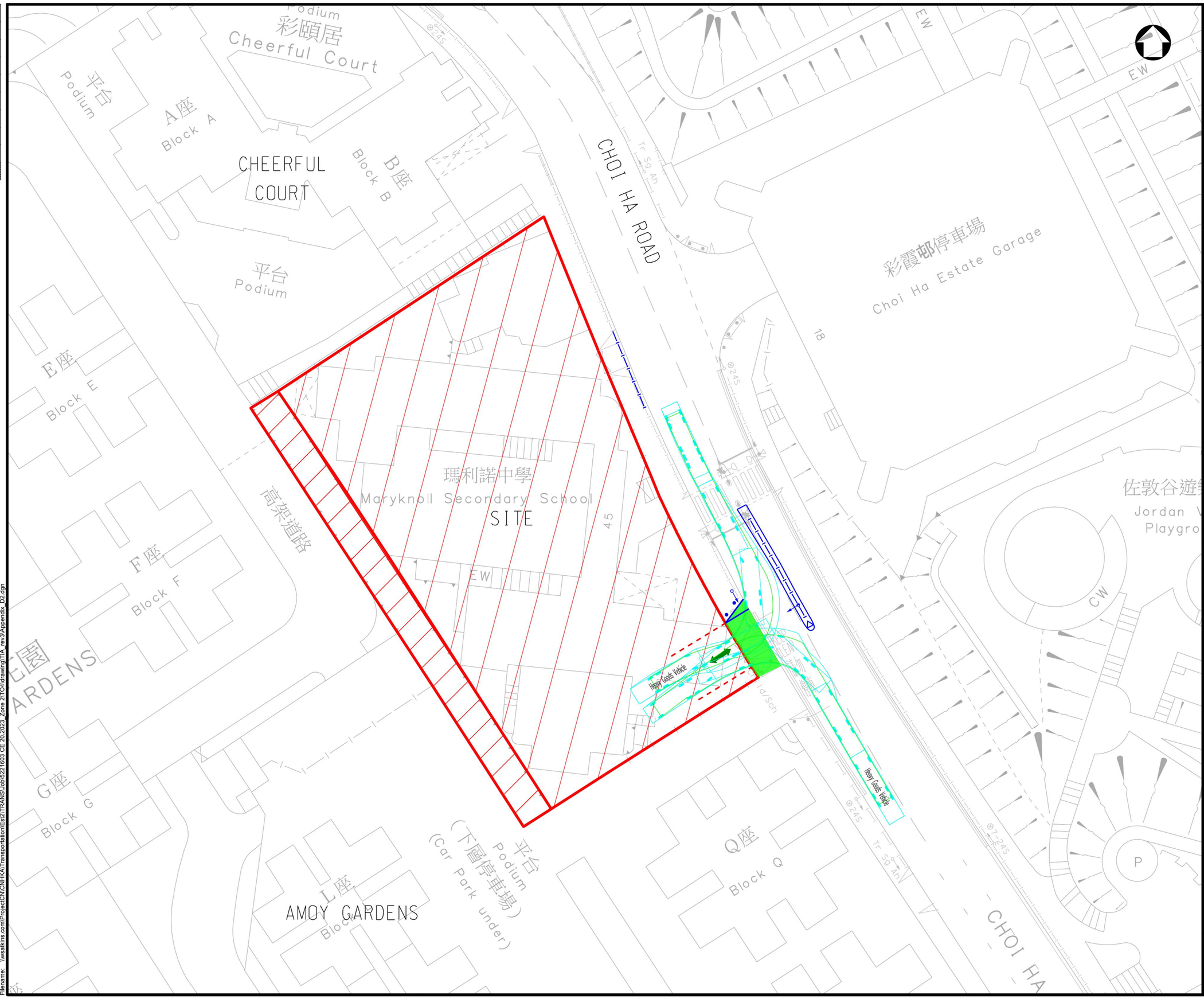

LEGEND:

- SUBJECT SITE
- POTENTIAL EXPANSION AREA
- PROPOSED VEHICULAR ACCESS
- PROPOSED MODIFICATION AT ACCESS
- PROPOSED ROADWORKS
- SWEPTPATH ANALYSIS (11.0m VEHICLE)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
VEHICULAR ACCESS ARRANGEMENT PLAN - SWEPTPATH ANALYSIS

Scale	Designed	Drawn	Checked	Authorised
1:500 @A3	VAR	KVL	KC	LL
Original Size	Date	Date	Date	Date
A1	OCT 2024	OCT 2024	OCT 2024	OCT 2024

Drawing Number: Figure 3.1b

Revision: A

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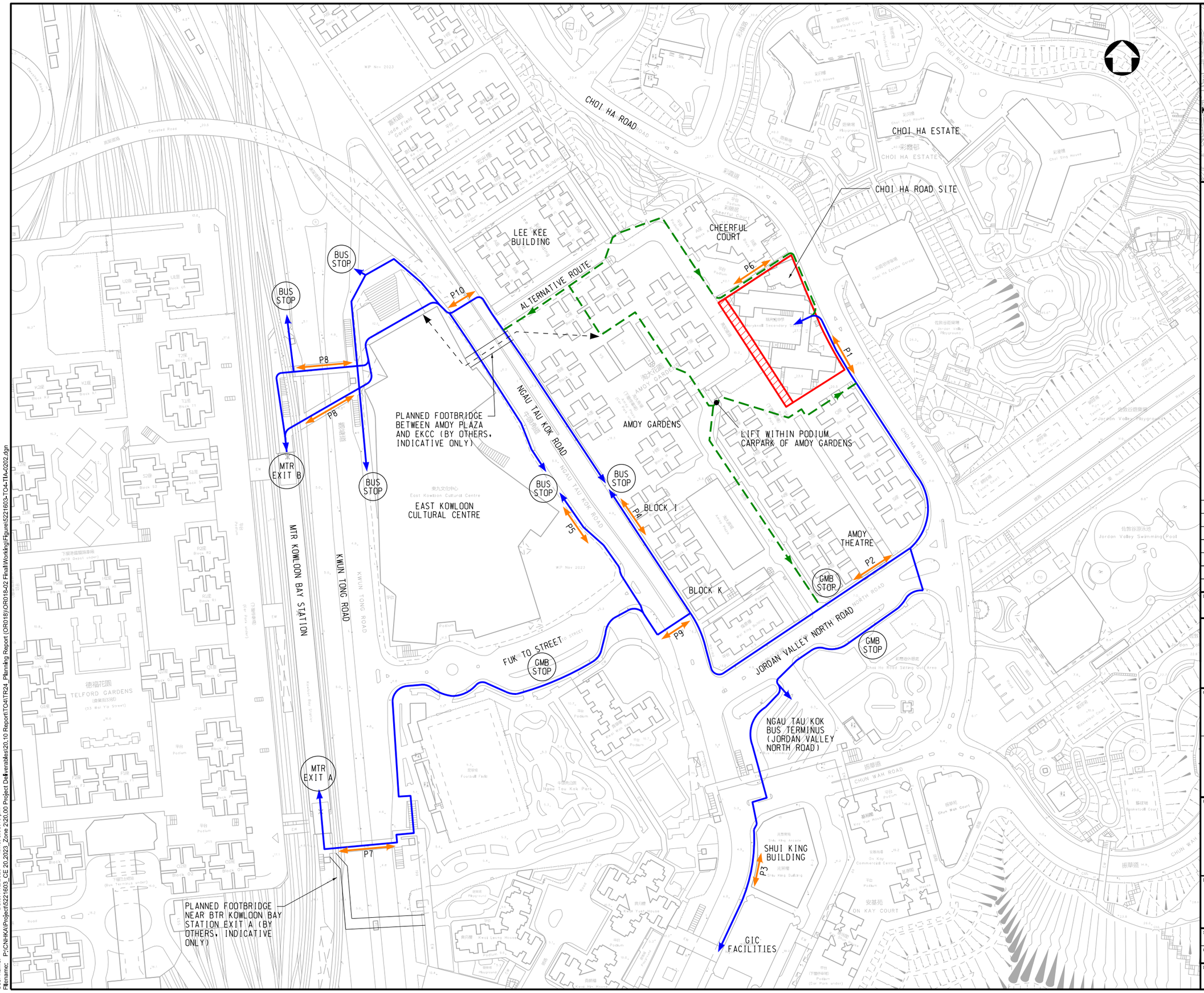
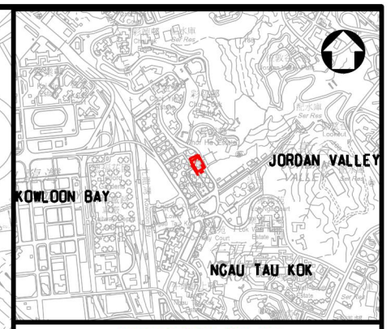

CHOI HA ROAD
CHOI HA ESTATE
CHOI HA ROAD SITE
LEE KEE BUILDING
CHEERFUL COURT
ALTERNATIVE ROUTE
P10
P6
P1
BUS STOP
P8
P8
MTR EXIT B
BUS STOP
PLANNED FOOTBRIDGE BETWEEN AMOY PLAZA AND EKCC (BY OTHERS, INDICATIVE ONLY)
AMOY GARDENS
LIFT WITHIN PODIUM CARPARK OF AMOY GARDENS
NGAU TAU KOK ROAD
EAST KOWLOON CULTURAL CENTRE
BUS STOP
BUS STOP
P5
P4
BLOCK I
AMOY THEATRE
P2
GMB STOP
BLOCK K
P9
JORDAN VALLEY NORTH ROAD
GMB STOP
FUK TO STREET
GMB STOP
MTR KOWLOON BAY STATION
KWUN TONG ROAD
NGAU TAU KOK BUS TERMINUS (JORDAN VALLEY NORTH ROAD)
MTR EXIT A
P7
SHUI KING BUILDING
P3
GIC FACILITIES
PLANNED FOOTBRIDGE NEAR BTR KOWLOON BAY STATION EXIT A (BY OTHERS, INDICATIVE ONLY)
TELFORD GARDENS
Ngau Tau Kok Park
Football Field
Jordan Valley Swimming Pool
Jordan Valley Playground
Choi Ha Road Sitting Out Area
Choi Hei Road Playground
Choi Yat House
Choi Sing House
Choi Ha Estate Garden
Cheerful Court
Choi Hei Road Basketball Court
Choi Yat Basketball Court
Choi Yat Tennis Court
Choi Yat Podium
Choi Sing Podium
Choi Yat Estate Garden
Choi Yat Estate Garden Podium
Choi Yat Estate Garden Basketball Court
Choi Yat Estate Garden Tennis Court
Choi Yat Estate Garden Playground
Choi Yat Estate Garden Sitting Out Area

KWUN TONG ROAD
CHOI HA ROAD
49%(46%)
30%(72%)
CHOI HA ROAD
CHOI WAN ROAD
J1
TAK BO GARDEN
CHOI WING ROAD
CHOI HEI ROAD
CHOI HA ESTATE
CHOI HA ROAD
J2
6%(11%)
21%(9%)
KAI CHEUNG ROAD
CHEERFUL COURT
EXISTING RUN-IN TO BE REINSTATED TO FOOTWAY
CHOI HA ROAD SITE
J3
POTENTIAL EXPANSION AREA
PROPOSED VEHICULAR ACCESS TO BE MAINTAINED
NGAU TAU KOK ROAD
AMOY GARDENS
PLANNED EAST KOWLOON CULTURAL CENTRE
KWUN TONG ROAD
KOWLOON BAY MTR STATION
J4
J7
JORDAN VALLEY NORTH ROAD
FUK TO STREET
J5
J6
CHUN WAH ROAD
35%(11%)
22%(20%)
4%(5%)
J8
24%(22%)
10%(2%)
CHUN WAH ROAD
LOK NGA COURT
LOK WAH NORTH ESTATE



LOCATION PLAN
SCALE 1:15000

LEGEND:

- AREA OF INFLUENCE
- SUBJECT SITE
- J1 — KEY JUNCTIONS
- ANTICIPATED VEHICULAR INGRESS ROUTING
- 100%(100%) — INGRESS AM(PM) PEAK FLOW SPLIT
- ANTICIPATED VEHICULAR EGRESS ROUTING
- 100%(100%) — EGRESS AM(PM) PEAK FLOW SPLIT
- PROPOSED VEHICULAR ACCESS

Rev.	Date	Description	By	Chk'd	App'd
C	SEP 2024	AMENDMENTS	KLC	KC	LL
B	JUL 2024	AMENDMENTS	KLC	KC	LL
A	MAY 2024	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
LOCATION PLAN AND AREA OF INFLUENCE

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	VAR	KLC	KC	LL
Original Size	Date	Date	Date	Date
A3	SEP 2024	SEP 2024	SEP 2024	SEP 2024

Drawing Number: Figure 3.3
Revision: C

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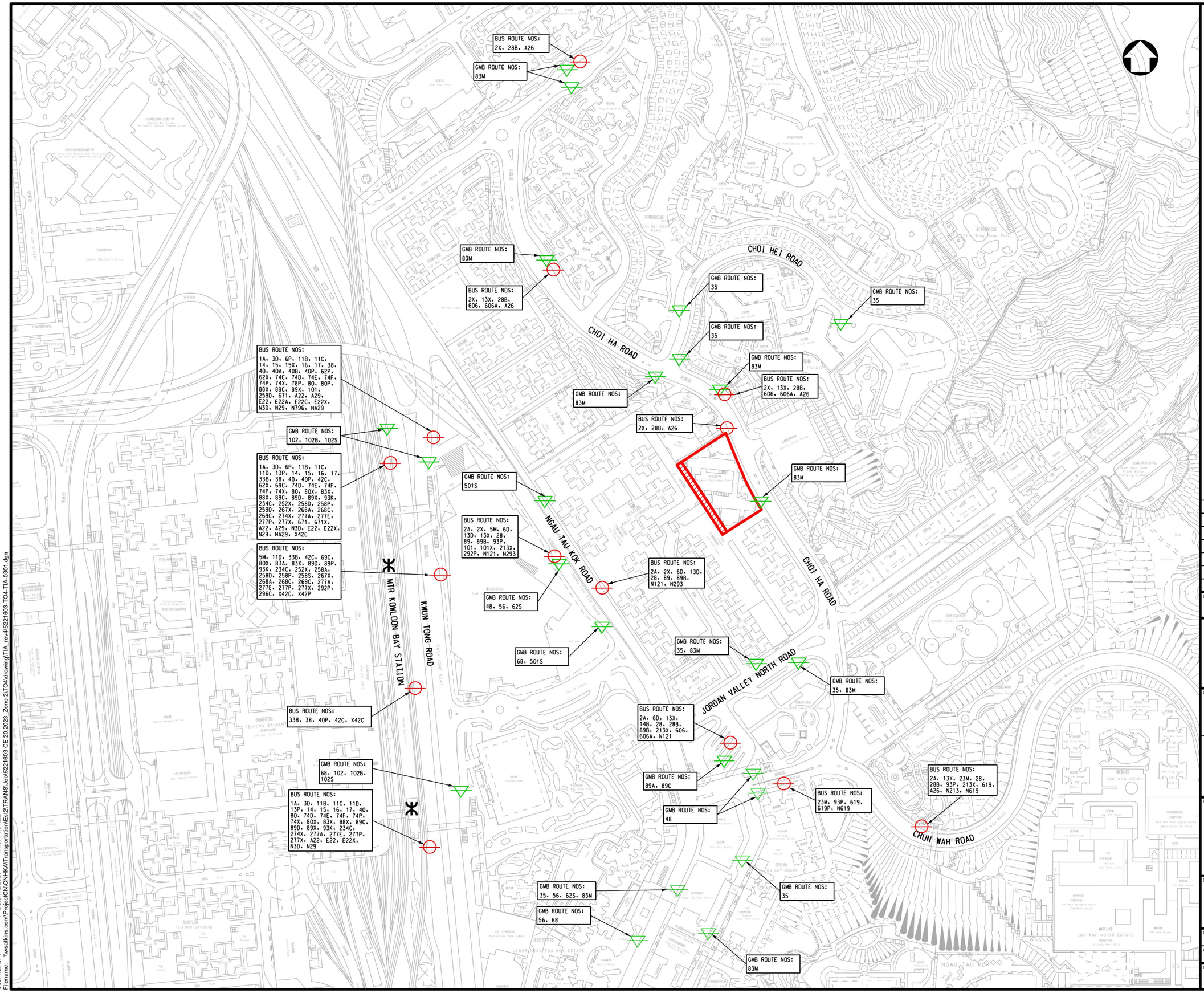

NOTES:

1. SOURCE OF INFORMATION FROM HKEMOBILITY WEBSITE (AS OF 30 APRIL 2024)

LEGEND:

- SUBJECT SITE
- POTENTIAL EXPANSION AREA
- BUS STOP / TERMINUS
- GREEN MINIBUS STOP / TERMINUS
- MTR STATION

Rev.	Date	Description	By	Chk'd	App'd
C	FEB 2025	AMENDMENTS	KLC	KC	LL
B	JUL 2024	AMENDMENTS	KLC	KC	LL
A	MAY 2024	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING PUBLIC TRANSPORT SERVICES

Scale	Designed	Drawn	Checked	Authorised
1:3000	KVL	KVL	KC	LL
Original Size	Date	Date	Date	Date
A3	FEB 2025	FEB 2025	FEB 2025	FEB 2025

Drawing Number: Figure 3.4

Revision: C

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User name: $USERNAME$ Date: 7/2/2025 Time: 14:54:22
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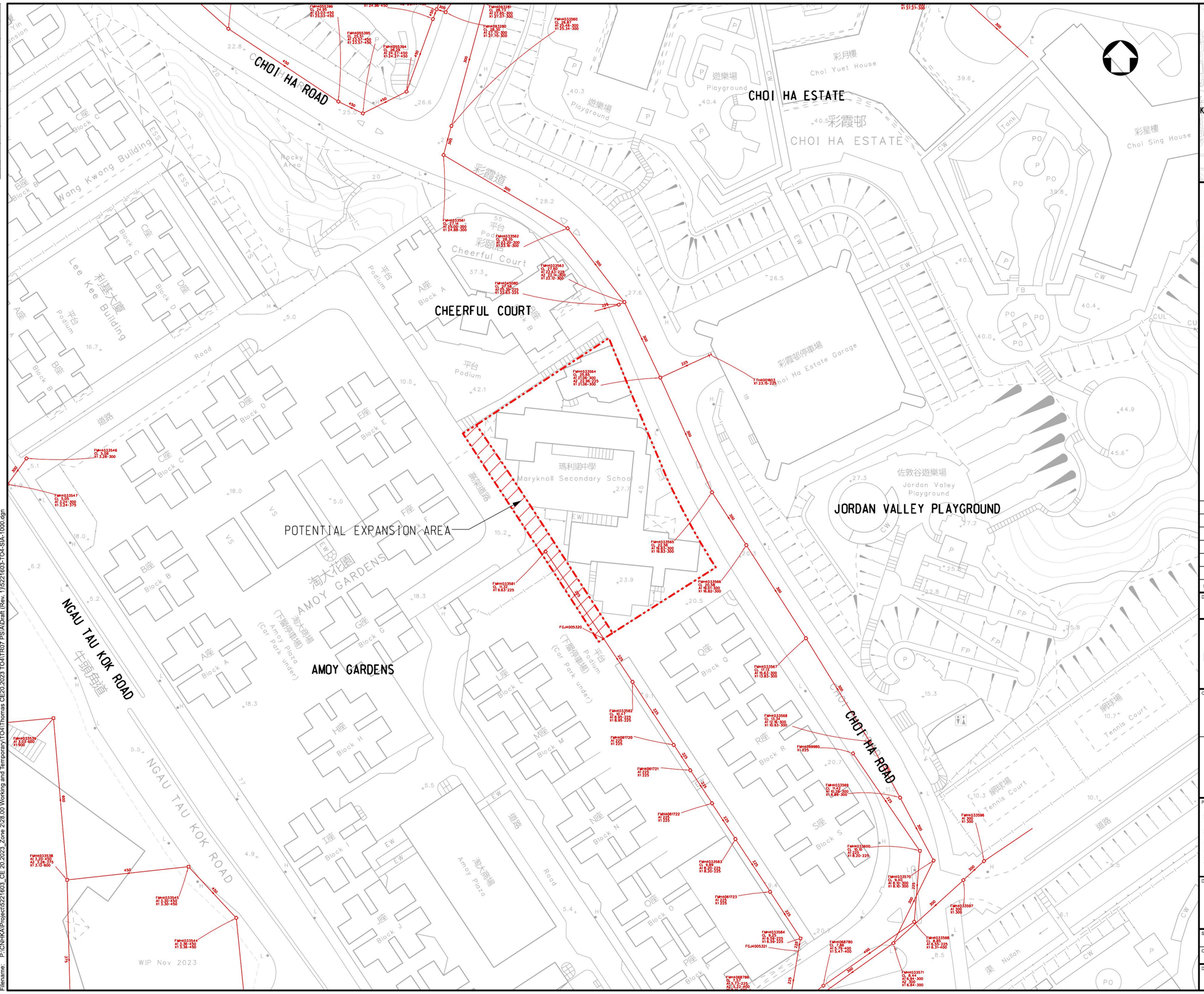

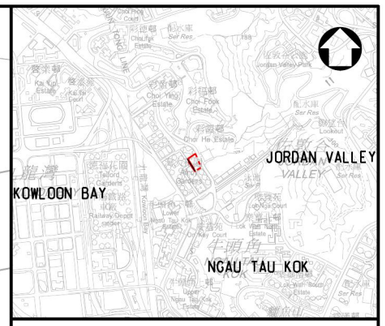

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- EXISTING SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING SEWERAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	TY	TY	KC	LL
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.5

Revision: A

User name: YIPT8153 Date:28/8/2024 Time: 4:27:09 pm
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\28.00 Working and Temporary\TO4\Thomas CE20.2023 TO4\TR07 PSIA\Draft (Rev. 1)\5221603-TO4-SIA-1000.dgn

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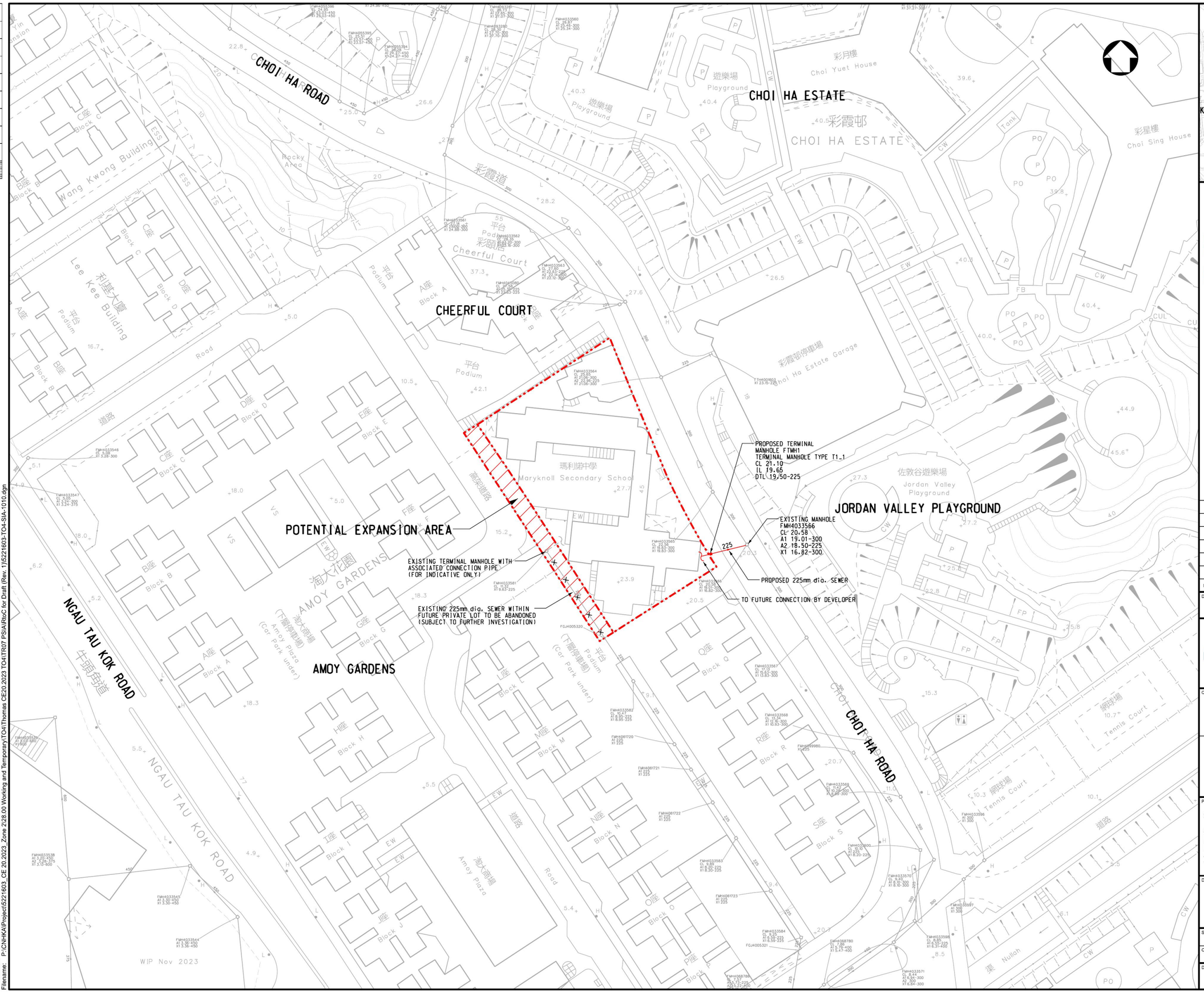

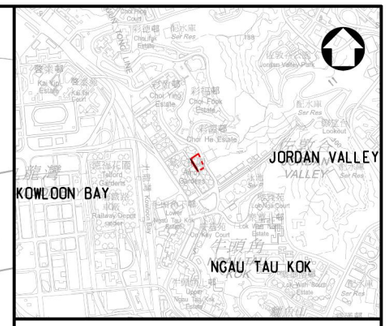

LOCATION PLAN

SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- EXISTING SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM
- EXISTING SEWERAGE SYSTEM TO BE ABANDONED
- PROPOSED SEWERAGE SYSTEM
- PROPOSED SEWERAGE TERMINAL MANHOLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
PROPOSED SEWERAGE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	TY	TY	KC	LL
Original Size	Date	Date	Date	Date
A1	FEB 2024	FEB 2024	FEB 2024	FEB 2024

Drawing Number: Figure 3.6

Revision: A

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User name: YIPT8153 Date:19/11/2024 Time: 11:22:00 am
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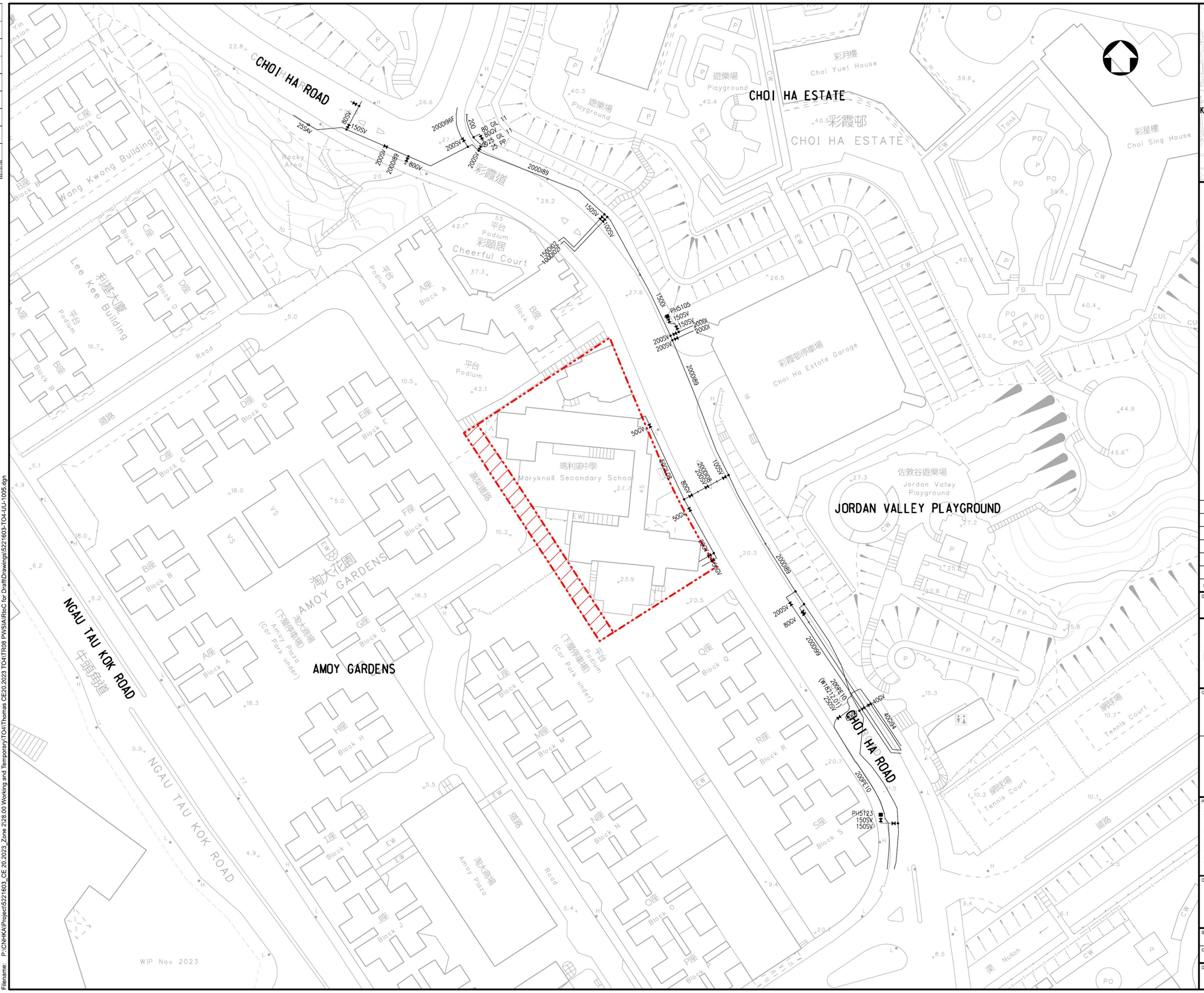

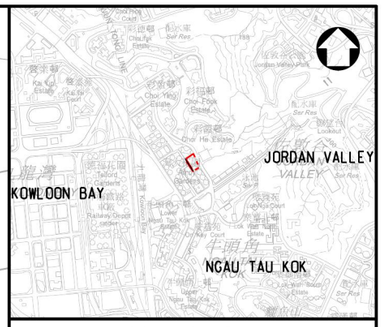

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- EXISTING FRESH WATER MAINS

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING FRESH WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	KC	LL
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.7

Revision: A

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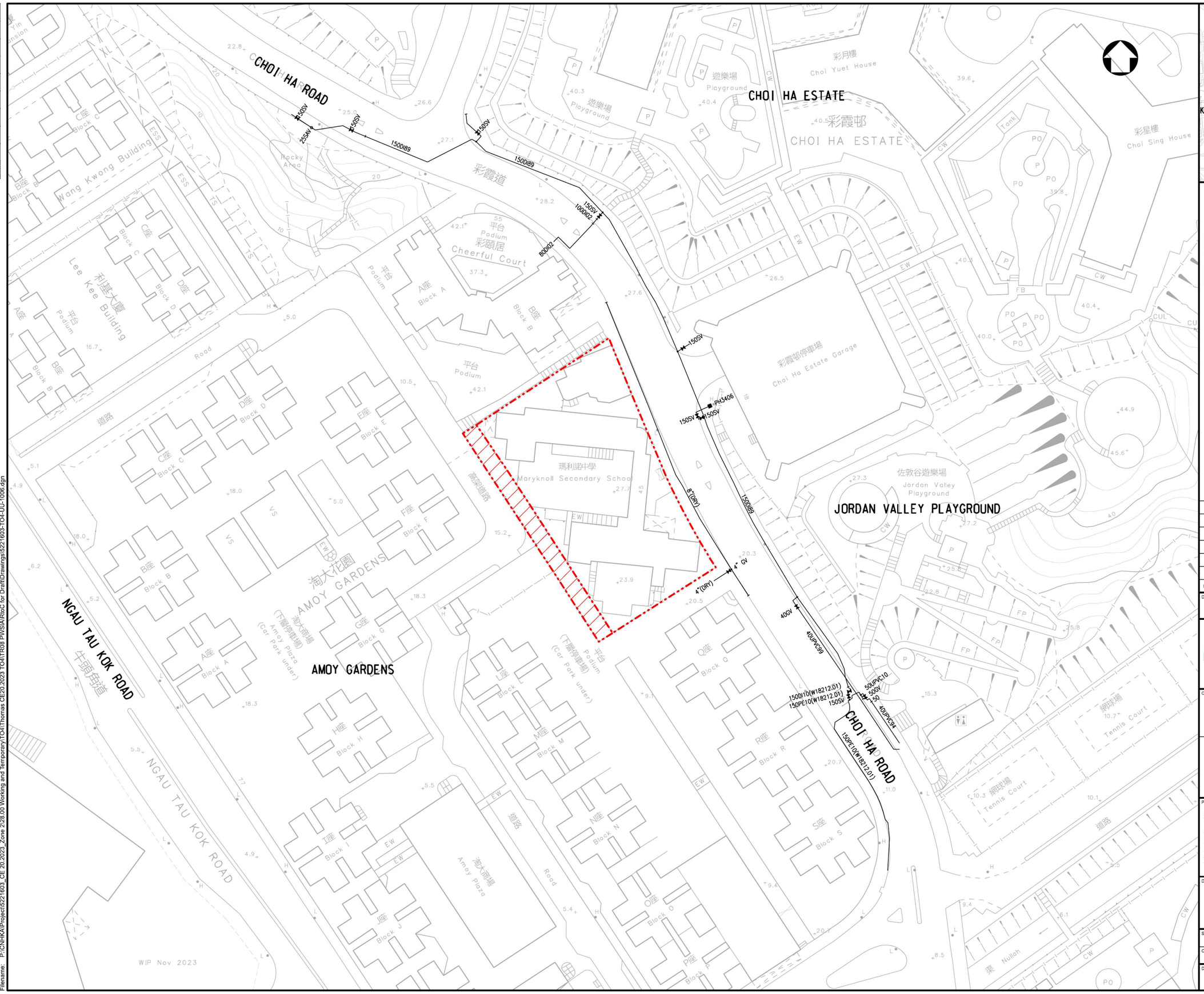

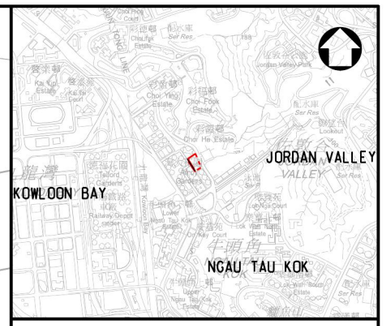

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- EXISTING SALT WATER MAINS

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title
EXISTING SALT WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	KC	LL
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.8
Revision: A

User name: YIPT8153 Date:3/10/2024 Time: 11:09:05 am
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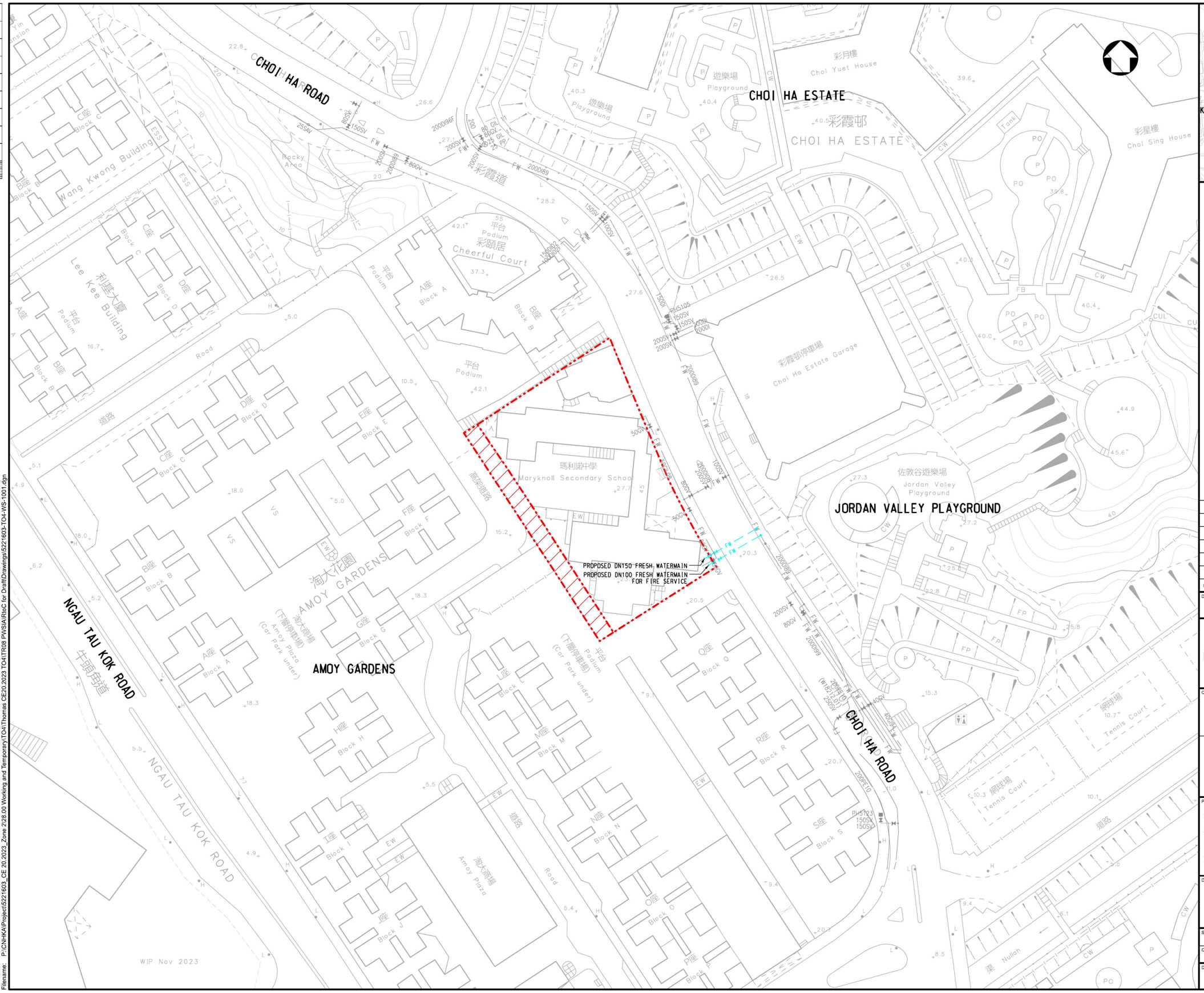

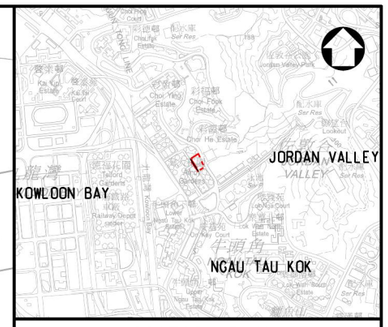

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- FW — EXISTING FRESH WATER MAIN
- FW — PROPOSED FRESH WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	AUG 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED FRESH WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	TY	TY	KC	LL
Original Size: A1	Date: AUG 2024	Date: AUG 2024	Date: AUG 2024	Date: AUG 2024

Drawing Number: Figure 3.9

Revision: A

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User name: YIPT8153 Date:30/9/2024 Time:3:50:52 pm
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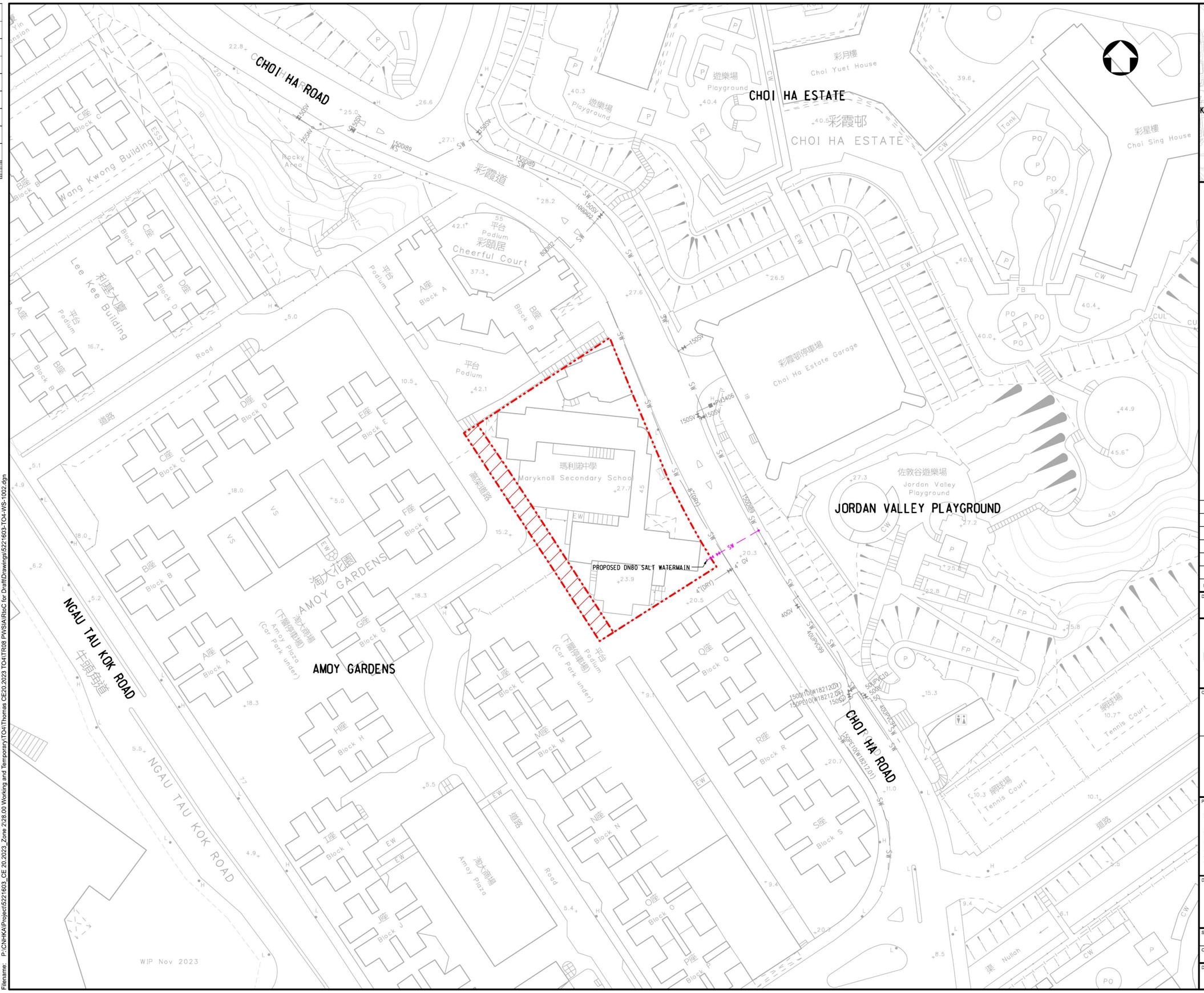

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- POTENTIAL EXPANSION AREA
- SW — EXISTING SALT WATER MAIN
- SW — PROPOSED SALT WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	AUG 2024	FIRST ISSUE	TY	KC	LL

Drawing Status: **FEASIBILITY STUDY**

Suitability: -

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED SALT WATER MAINS

Scale	Designed	Drawn	Checked	Authorised
1:500	TY	TY	KC	LL
Original Size: A1	Date: AUG 2024	Date: AUG 2024	Date: AUG 2024	Date: AUG 2024

Drawing Number: Figure 3.10

Revision: A

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User name: YIPT8153 Date:30/9/2024 Time: 3:57:00 pm
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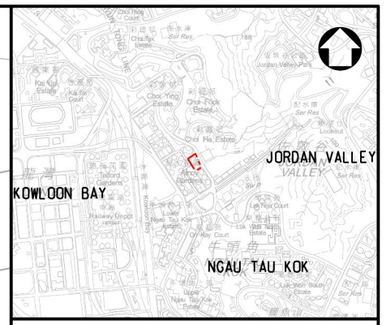
Millimetres 0 10 100

CHOI HA ROAD
CHOI HA ESTATE
彩霞邨
CHOI HA ESTATE
彩霞道
Rocky Area
Wang Kwong Building
Lee Kee Building
利基大廈
Cheerful Court
彩頤居
Choi Yuet House
彩月樓
Choi Sing House
彩星樓
Choi Ha Estate Garage
彩霞邨停車場
遊樂場 Playground
JORDAN VALLEY PLAYGROUND
佐敦谷遊樂場 Jordan Valley Playground
Maryknoll Secondary School
瑪利諾中學
AMOY GARDEN
海大花園
Amoy Plaza
海大廣場
(Car Park under)
NGAU TAU KOK ROAD
牛頭角道
CHOI HA ROAD
Tennis Court
網球場
Nullah
Road
道路
Podium
平台
Block A 至 Block S
A座 至 S座
11kV
LV
FB
PO
P
CW
EW
ESS
TS
VS



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- 11kV — EXISTING 11kV POWER CABLE
- LV — EXISTING LV POWER CABLE
- POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING POWER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	KC	LL
Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: Figure 3.11
Revision: A

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User name: CHAN9162 Date:20/2/2024 Time:11:01:53
Filename: P:\CNHKA\Project\5221603_CE 20-2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO4-ULL-1000.dgn

Millimetres 0 10 100

CHOI HA ROAD
CHOI HA ESTATE
彩霞邨
CHOI HA ESTATE
JORDAN VALLEY PLAYGROUND
AMOY GARDEN
NGAU TAU KOK ROAD
CHOI HA ROAD
彩霞道
Wang Kwong Building
Lee Kee Building
Cheerful Court
彩頤居
Choi Yuet House
彩月樓
Choi Sing House
彩星樓
Choi Ha Estate Garage
彩霞邨停車場
Maryknoll Secondary School
瑪利諾中學
Jordan Valley Playground
佐敦谷遊樂場
Playground
遊樂場
Amoy Plaza
海大商場
AMOY GARDENS
海大花園
Tennis Court
網球場
Road
道路
Nullah
渠
Rocky Area
Podium
平台
Car Park under
(下層停車場)
Block A 至 Block S
A座 至 S座
Tank
FB
PO
VS
ESS
TS
FP
EW
CW
CUL
HGC

KOWLOON BAY
JORDAN VALLEY
NGAU TAU KOK

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HGC — EXISTING HUTCHISON GLOBAL COMMUNICATION CABLES
- EXISTING JOINT BOX
- POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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EAST DEVELOPMENT OFFICE

Project Title:
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING HGC CABLE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: Figure 3.12
Revision: A

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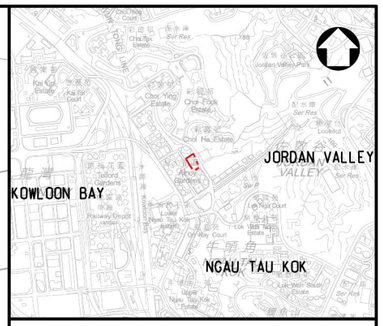

LOCATION PLAN

SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HKBN — EXISTING HONG KONG BROADBAND CABLES
- EXISTING HONG KONG BROADBAND JOINT BOX
- POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title:
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING HKBN CABLE SYSTEM

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Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: Figure 3.13

Revision: A

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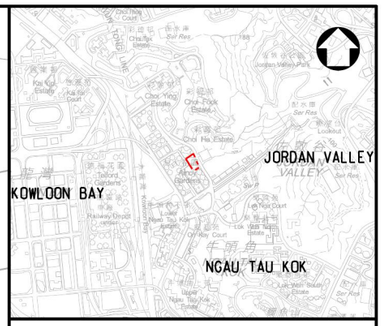

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING HONG KONG TELECOM CABLE
- EXISTING HONG KONG TELECOM JOINT BOX
- POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
EXISTING HKT CABLE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	KC	LL
Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: Figure 3.14

Revision: A

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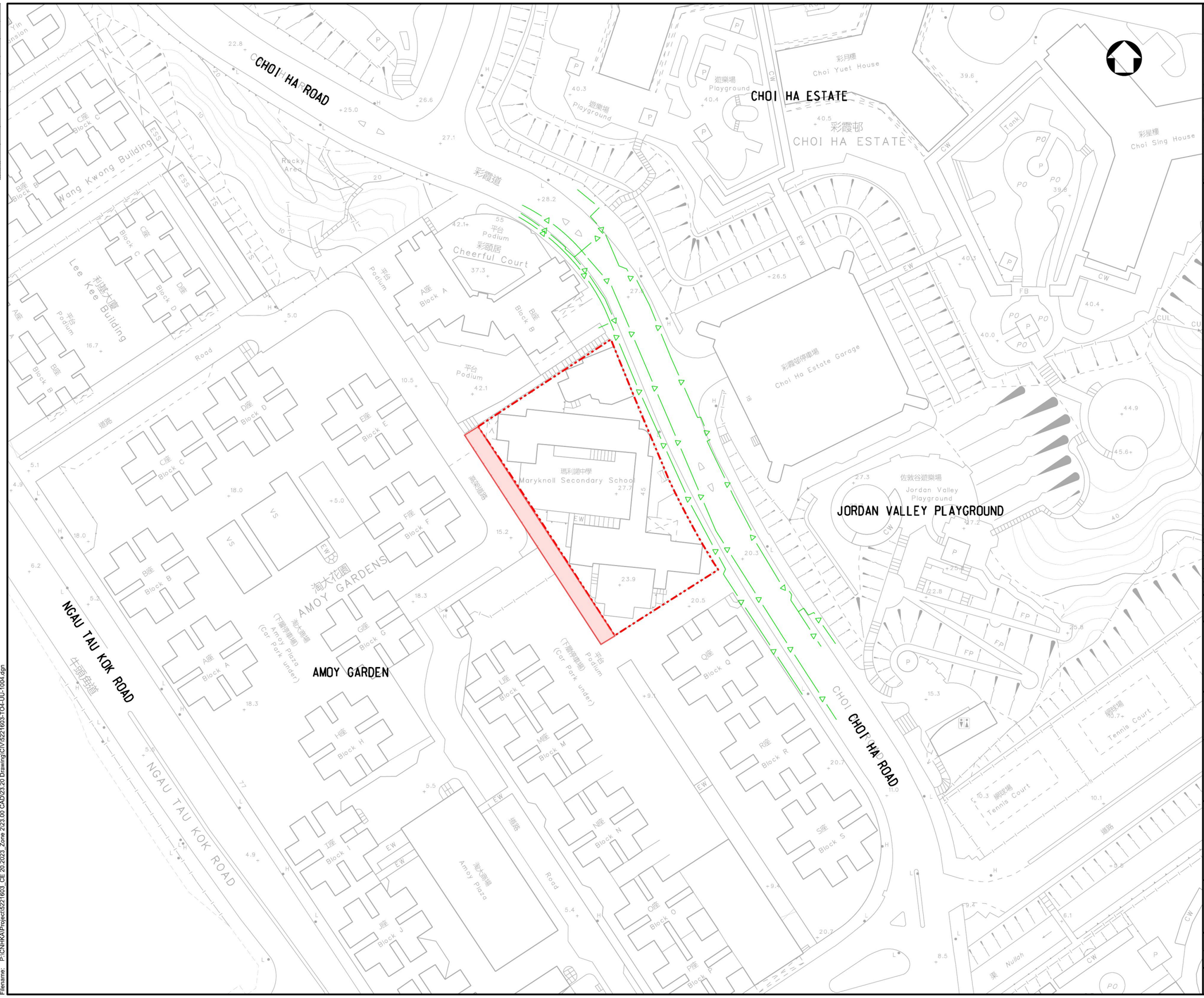

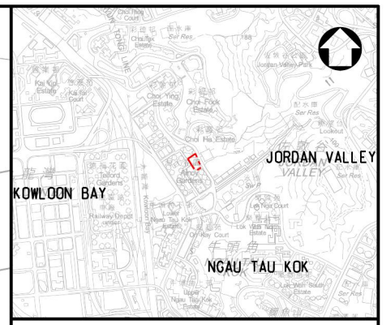

LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING GAS MAIN
- POTENTIAL EXPANSION AREA

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

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Project Title
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TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title
EXISTING GAS SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023	Date: NOV 2023

Drawing Number: Figure 3.15
Revision: A

User name: CHAN9162 Date:20/2/2024 Time: 11:03:46
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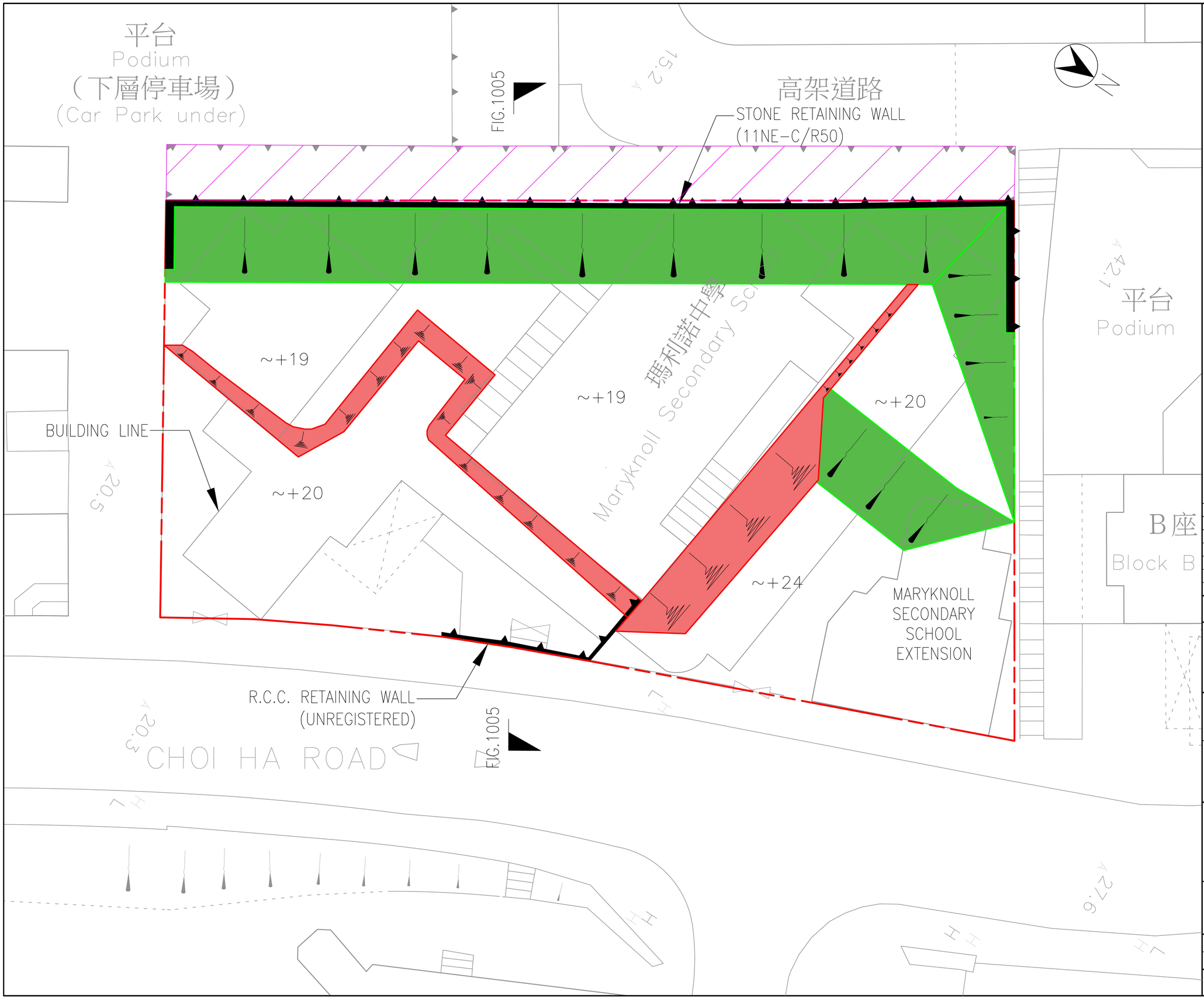

LEGEND:

- EXISTING 30° FILL SLOPE BELOW STRUCTURES (UNREGISTERED)
- EXISTING 45° CUT SLOPE BELOW STRUCTURES (UNREGISTERED)
- POTENTIAL EXPANSION AREA
- PROPOSED DEVELOPMENT SITE BOUNDARY

NOTE:

ALL GEOTECHNICAL FEATURES SHALL BE REVIEWED AFTER DEMOLITION OF EXISTING SCHOOL AND VERIFIED ON SITE.

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENT IN ZONE 2 (2023 - 2027) - FEASIBILITY STUDY
TASK ORDER 4 - EX-MARYKNOLL SECONDARY SCHOOL

Drawing Title

GEOTECHNICAL FEATURE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:150	JC	JC	KC	LL
Original Size	Date	Date	Date	Date
A1	AUG 2024	AUG 2024	AUG 2024	AUG 2024

Figure Number: Figure 3.16

Revision: -

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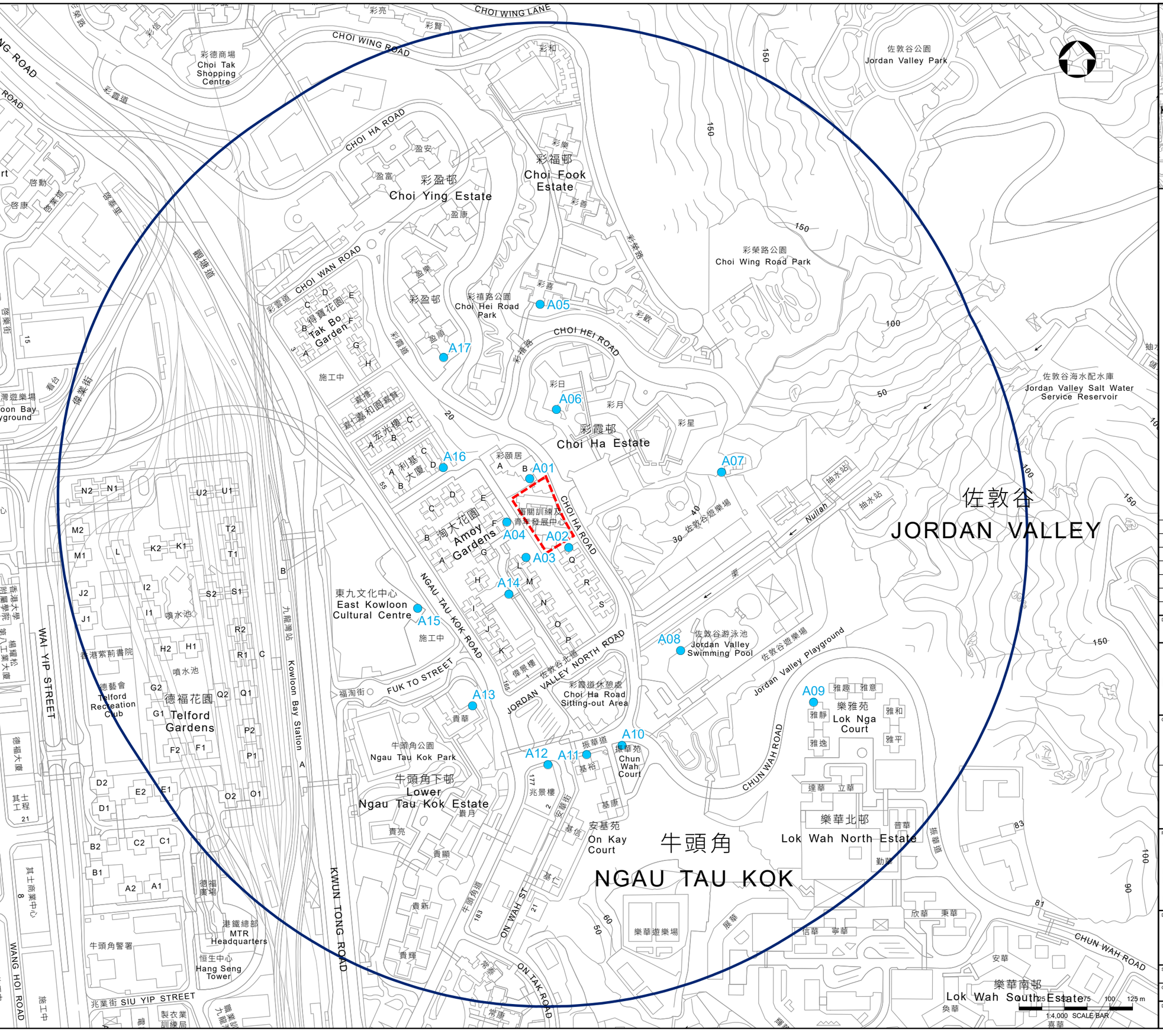

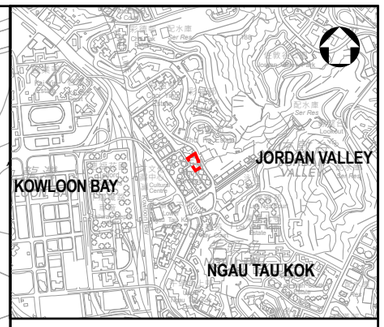

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Air Sensitive Receivers (ASRs)
- Project Site
- 500m Study Area

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: --

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EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
500m Study Area and Representative Air Sensitive Receivers

Scale	Designed	Drawn	Checked	Authorised
1:4000				
Original Size	**Date**	**Date**	**Date**	**Date**
A3				

Drawing Number: Figure 3.17

Revision:

1:4,000 SCALE BAR 0 25 50 75 100 125 m

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_ASR.mxd

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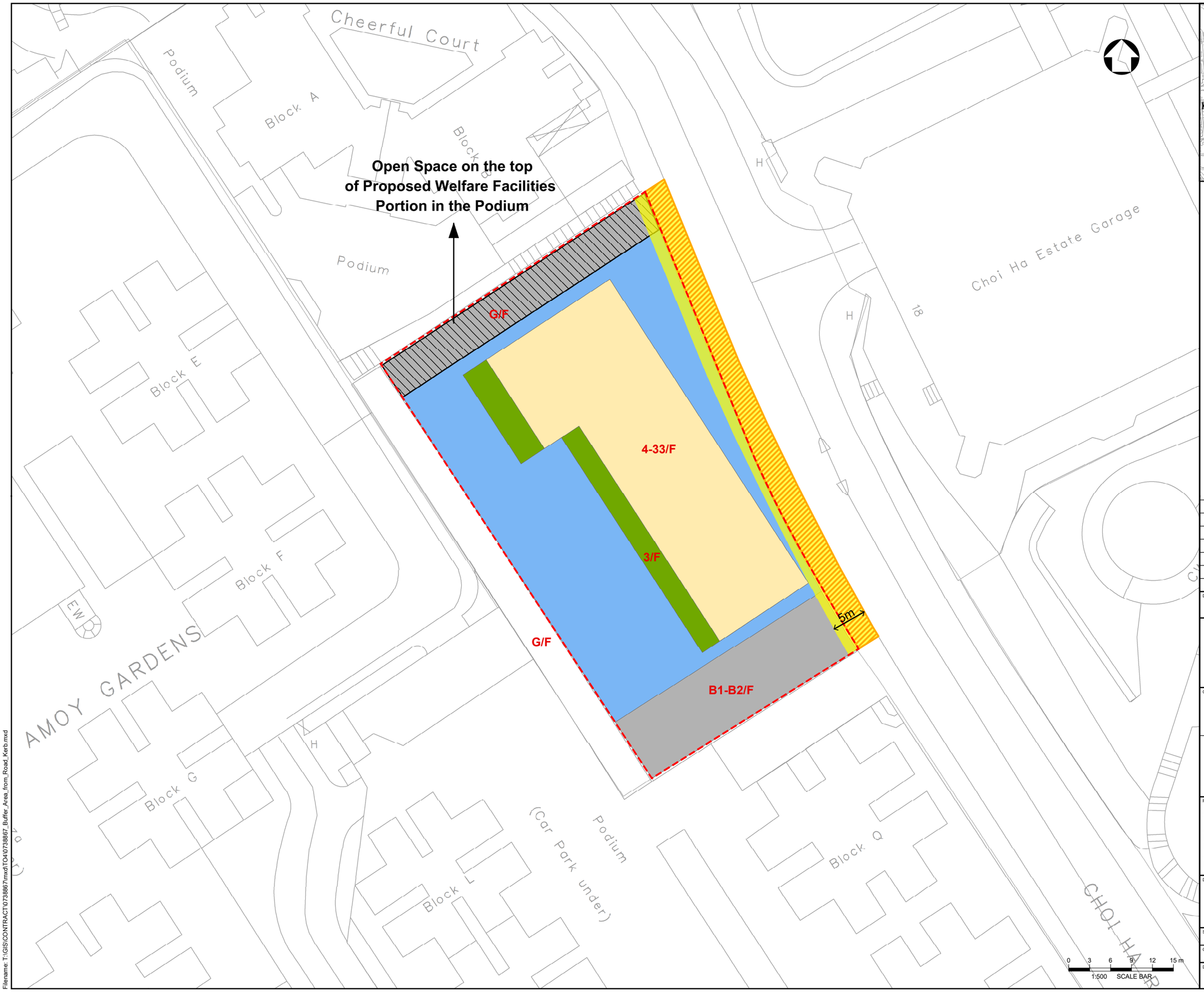

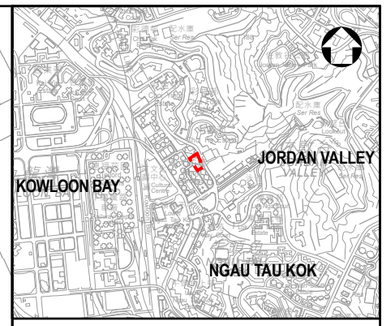

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Proposed Carpark
- Proposed Clubhouse
- Proposed Domestic Block
- Proposed Non-Domestic Podium (including Retail and Welfare Facilities)
- Proposed Open Space on Drainage Reserve
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Buffer Area from Road Kerb

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size	Date	Date	Date	Date
A3				

Drawing Number: Figure 3.18

Revision:

Date: 22/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_Buffer_Area_from_Road_Kerb.mxd

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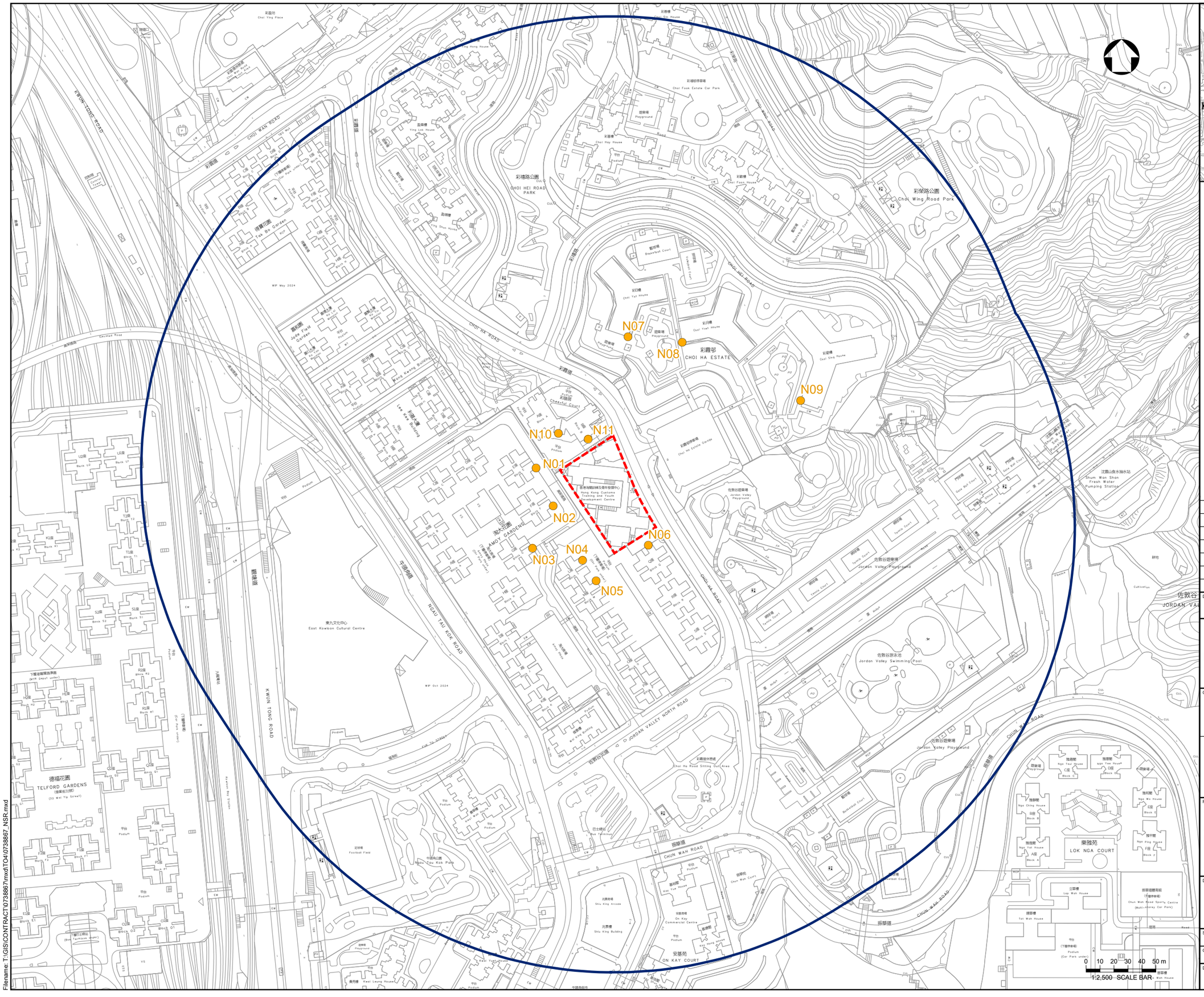
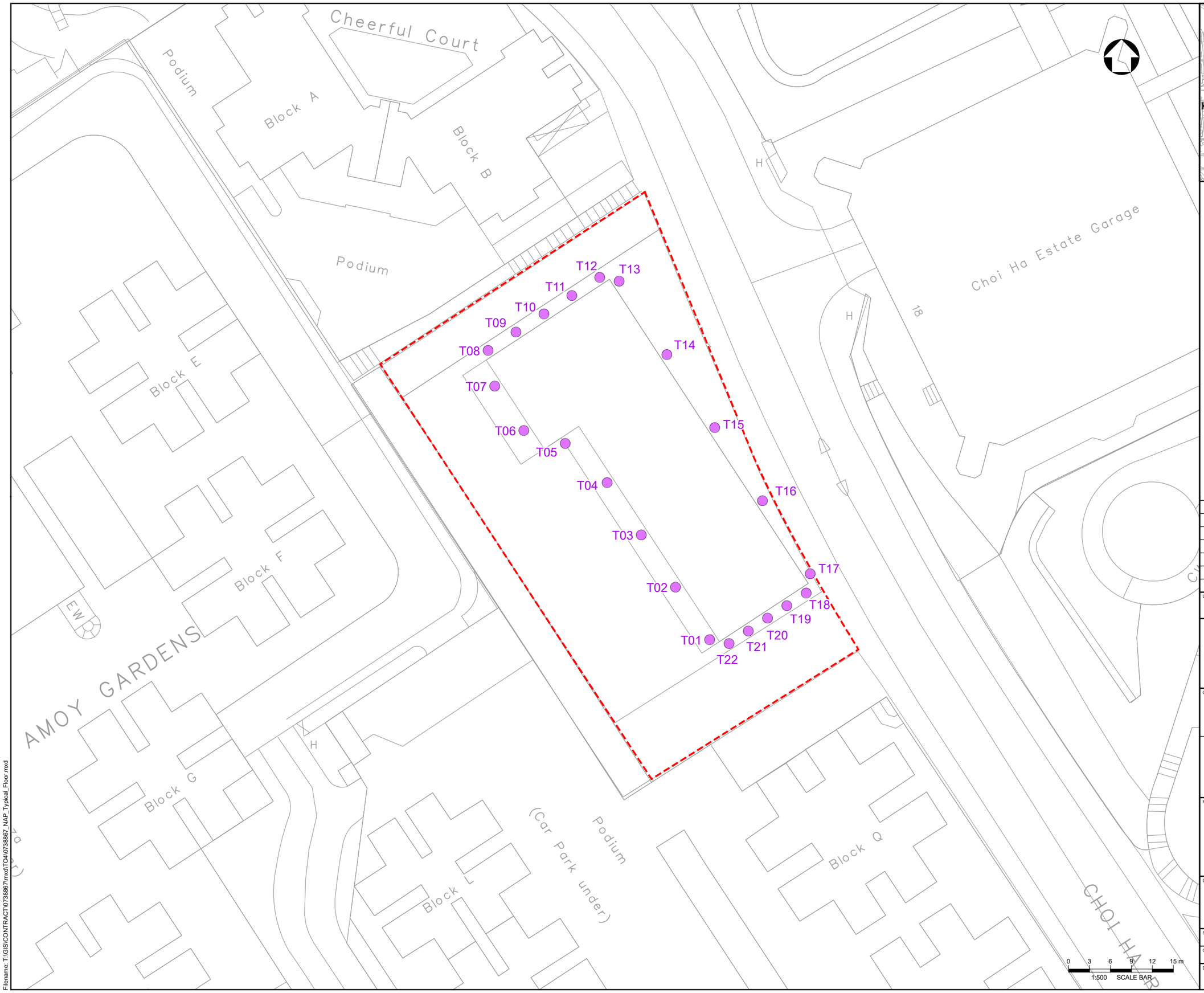
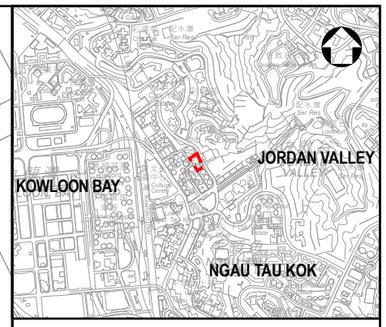

N01
N02
N03
N04
N05
N06
N07
N08
N09
N10
N11
CHOI HA ESTATE
CHOI HEI ROAD PARK
Choi Wing Road Park
Choi Fook Estate Car Park
Choi Hay House
Choi Yat House
Choi Yuet House
Choi Sing House
Choi Foon House
Choi Ha Estate Garden
Choi Ha Road Sitting Out Area
Cheerful Court
Choi Wan Estate
Choi Wan Road Park
Choi Wan Road Sports Centre
Choi Wan Road Playground
Choi Wan Road Basketball Court
Choi Wan Road Tennis Court
Choi Wan Road Badminton Court
Choi Wan Road Swimming Pool
Choi Wan Road Municipal Services Building
Choi Wan Road Car Park
Choi Wan Road Bus Terminus
CHOI WAN ROAD
CHOI HEI ROAD
CHOI HA ROAD
CHOI WAN ROAD
CHUN WAH ROAD
CHUN WAH ROAD
CHUN WAH ROAD
JORDAN VALLEY NORTH ROAD
KWUN TONG ROAD
KWUN TONG ROAD
NGAU TAU KOK ROAD
KWUN TONG BYPASS
TAIHANG ROAD
TAIHANG DRIVE
Tai Yip Street
Tai Yip Street
Tai Yip Street





LOCATION PLAN
SCALE 1:30000

LEGEND:

Project Site

Representative Noise Assessment Points

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Locations of Noise Assessment Points for Road Traffic Noise Impact Assessment - Typical Floor

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.20

Revision:

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_NAP_Typical_Floor.mxd

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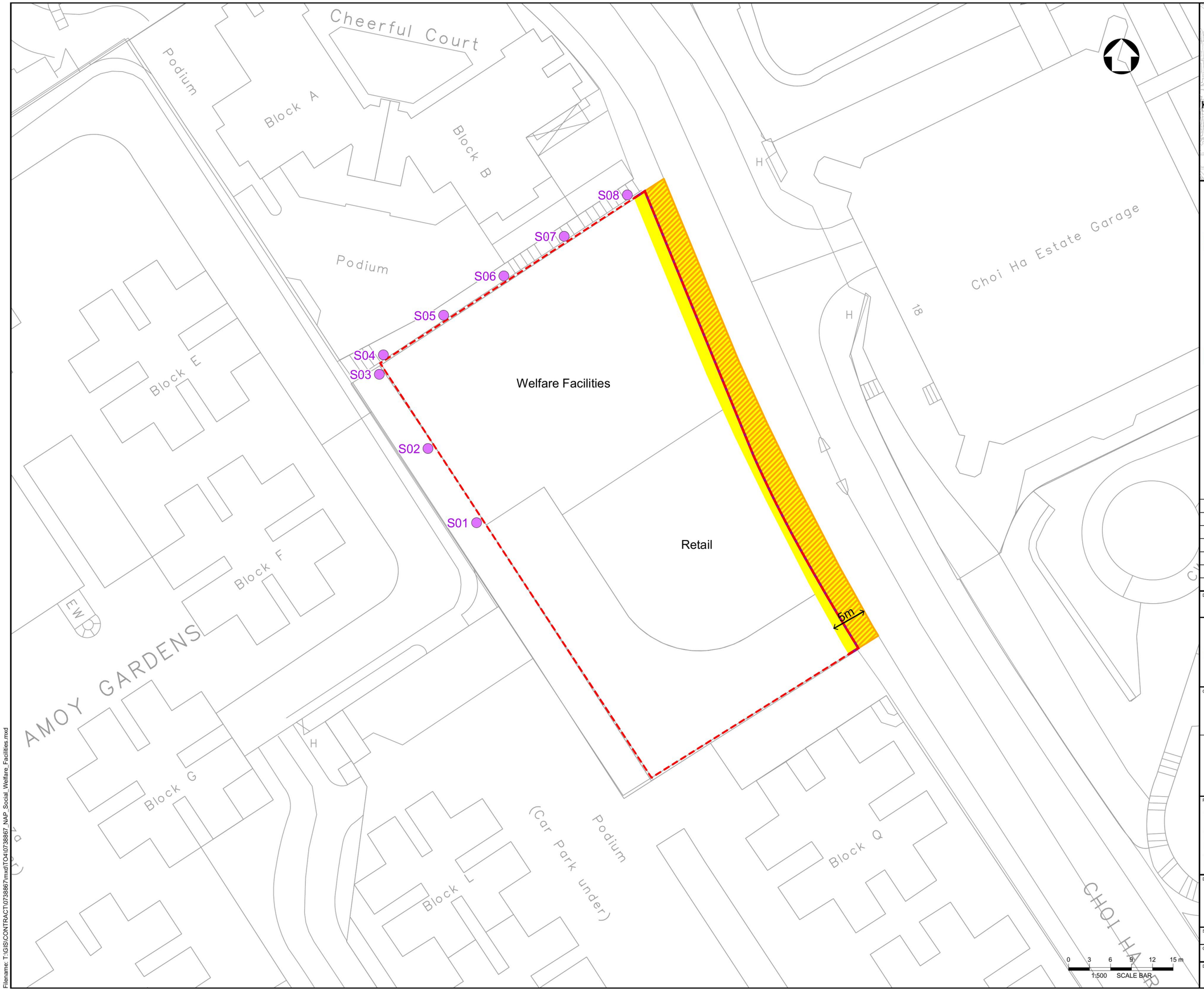

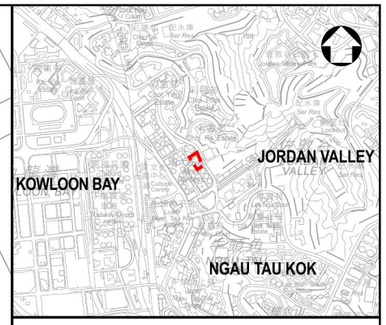

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- No Prescribed Windows for Ventilation
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Locations of Noise Assessment Points for Road Traffic Noise Impact Assessment - Social Welfare Facilities

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.21

Revision:

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_NAP_Social_Welfare_Facilities.mxd

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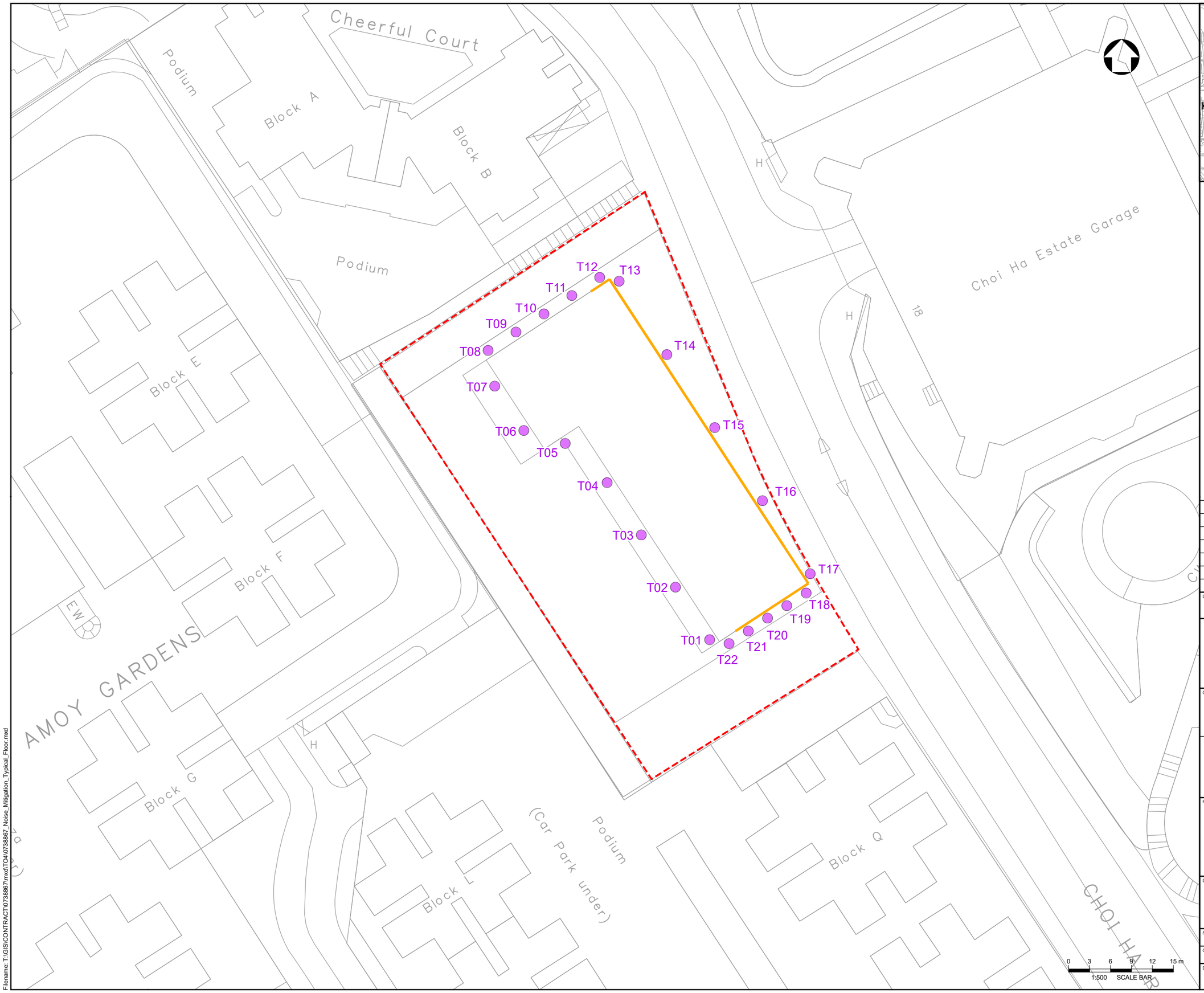

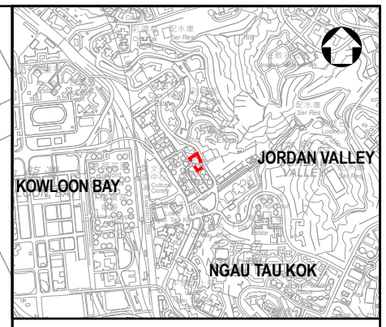

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- Acoustic Window (Baffle Type)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Proposed Noise Mitigation Measures for Road Traffic Noise Impact Assessment - Typical Floors

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.22

Revision:

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_Noise_Mitigation_Typical_Floor.mxd

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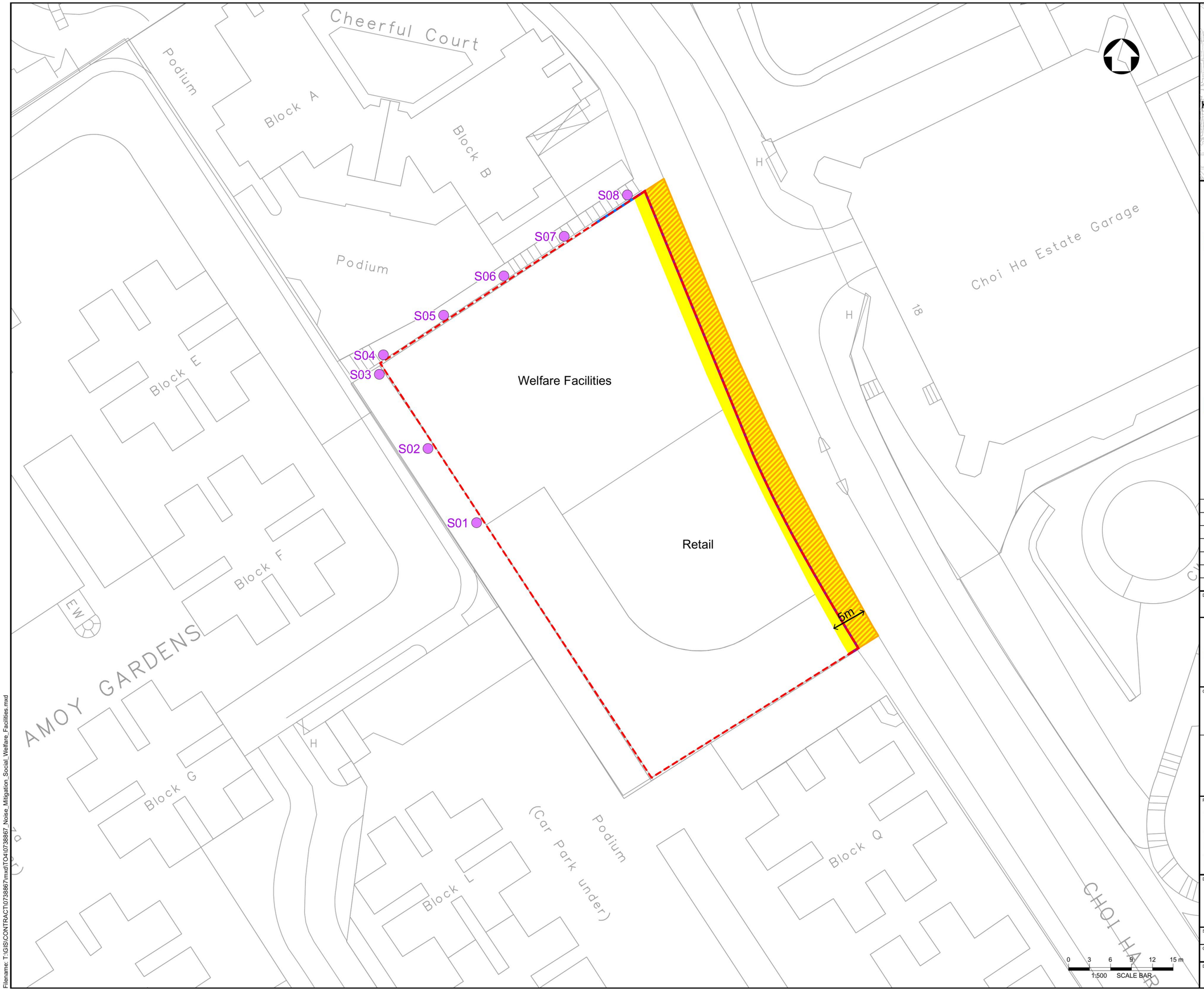

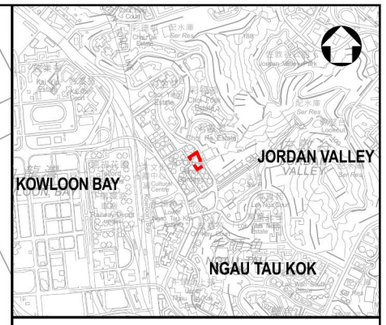

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- No Prescribed Windows for Ventilation
- Predicted Road Traffic Noise Level > 70 dB(A) (not recommended for noise sensitive use, adopt appropriate noise mitigation measures if necessary)
- Buffer Area from Road Kerb
- Buffer Area within the Project Site

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Proposed Niose Mitigation Measures for Road Traffic Noise Impact Assessment - Social Welfare Facilities

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.23

Revision:

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_Noise_Mitigation_Social_Welfare_Facilities.mxd

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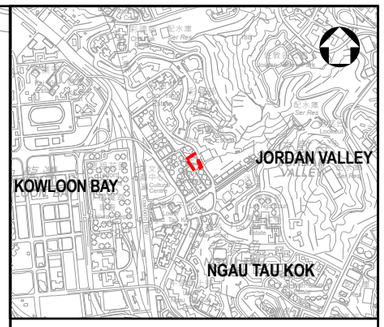

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- 300m Study Area
- Fixed Plant Noise Source

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: –

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Locations of Potential Fixed Plant Noise Sources within 300m of the Project Site

Scale	Designed	Drawn	Checked	Authorised
1:3000				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.24

Revision:

Date: 18/10/2024
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_Fixed_Plant_Noise_Sources.mxd

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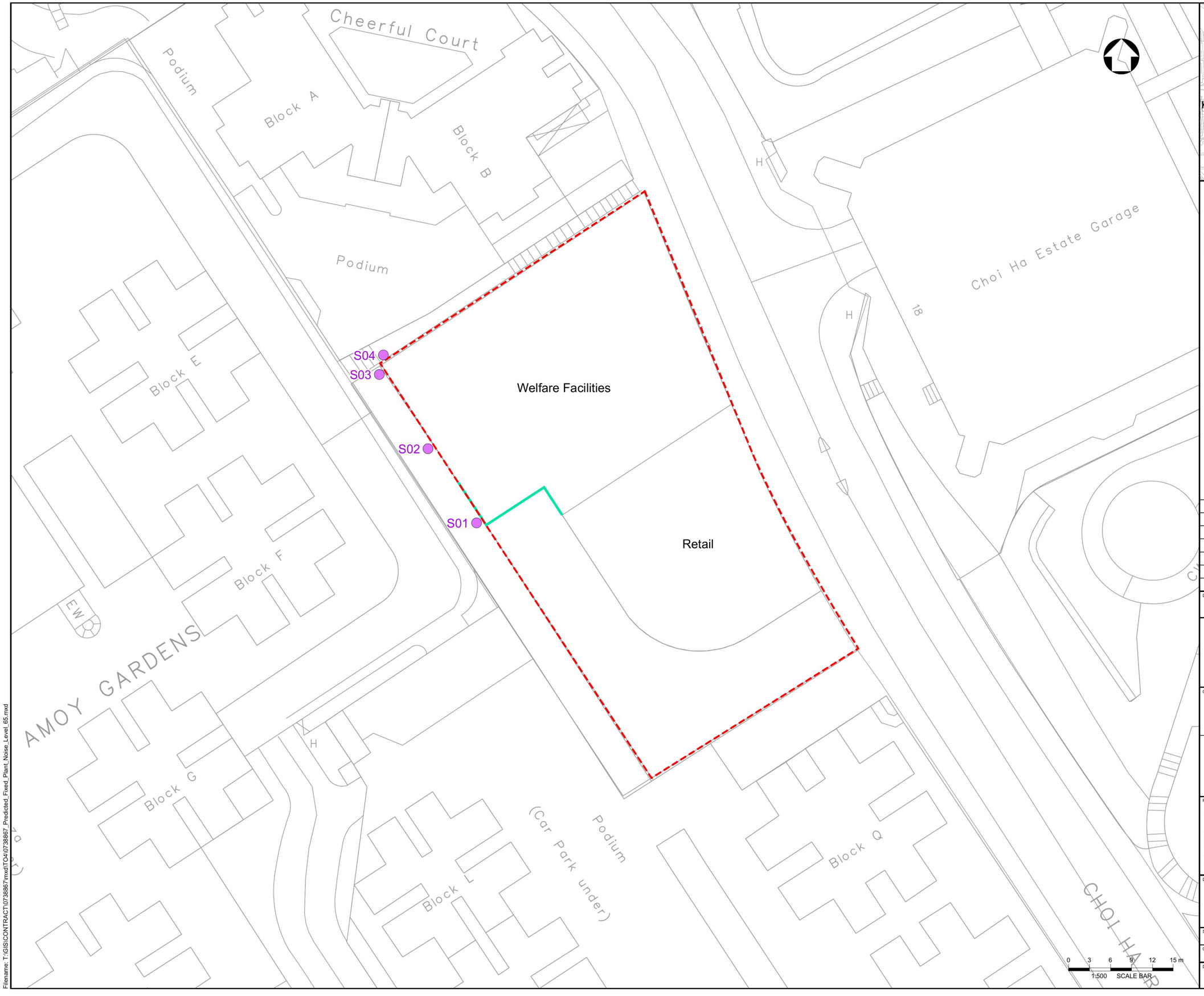

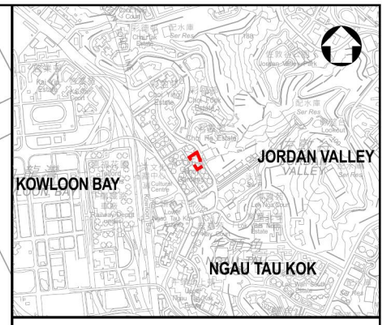

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- Representative Noise Assessment Points
- Predicted Fixed Plant Noise Level > 65 dB(A) (not recommended for noise sensitive use)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
Locations of Predicted Fixed Plant Noise Levels > 65 dB(A)

Scale	Designed	Drawn	Checked	Authorised
1:500				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.25

Revision:

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TO4\0738867_Predicted_Fixed_Plant_Noise_Level_65.mxd

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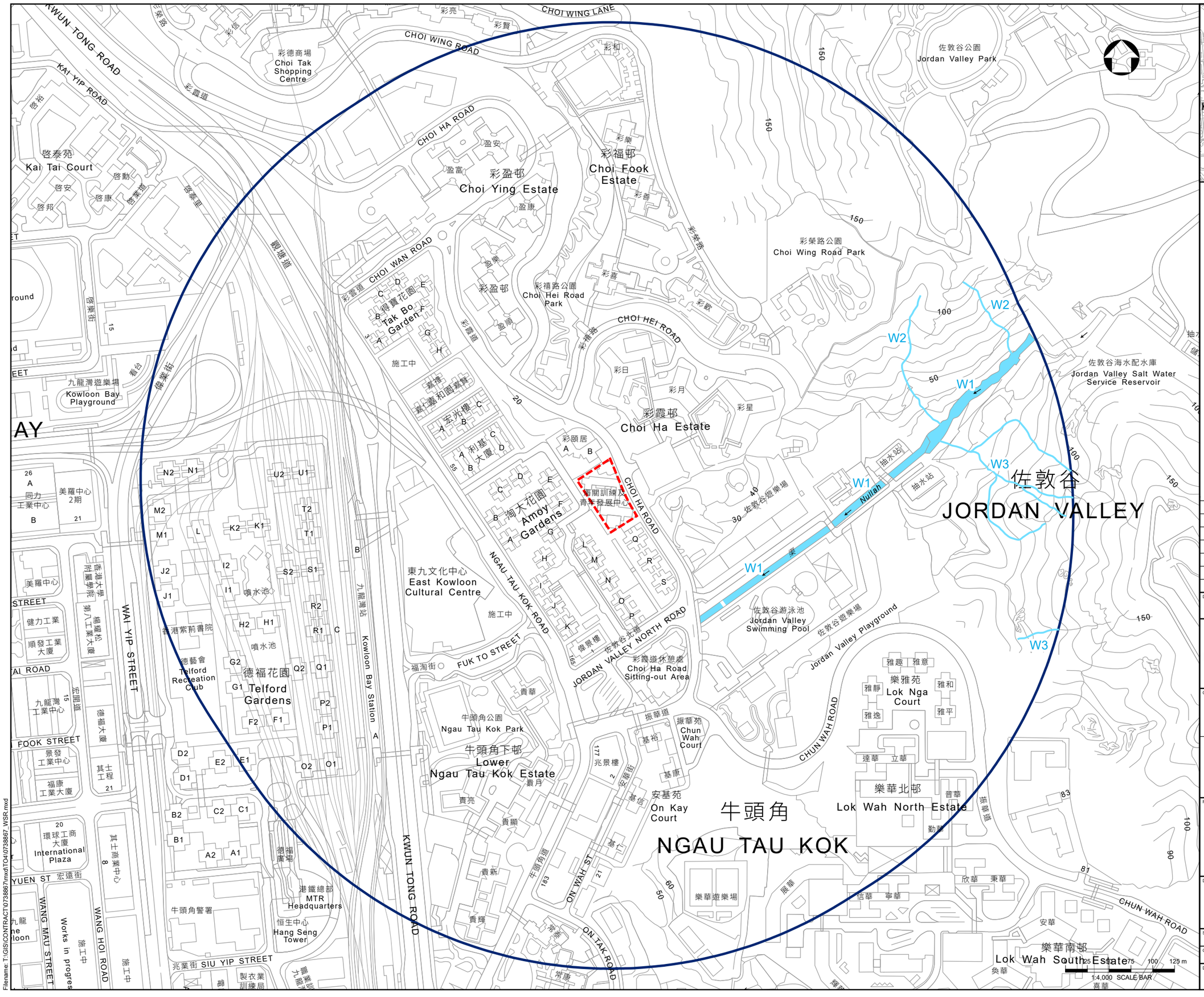

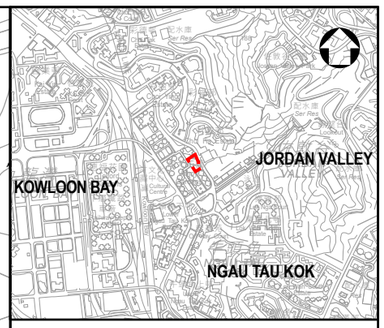

LOCATION PLAN
SCALE 1:30000

LEGEND:

- Project Site
- 500m Study Area
- Water Sensitive Receivers (WSRs)

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY (TASK ORDER 4 – EX-MARYKNOLL SECONDARY SCHOOL SITE)

Drawing Title:
500m Study Area and Representative Water Sensitive Receivers

Scale	Designed	Drawn	Checked	Authorised
1:4000				
Original Size: A3	Date	Date	Date	Date

Drawing Number: Figure 3.26
Revision:

1:4,000 SCALE BAR 0 25 50 75 100 125 m

Date: 21/1/2025
Filename: T:\GIS\CONTRACT\0738867\mxd\TOA\0738867_WSR.mxd

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Tree No. EMK-	Species			Measurements			Co-ordinates		Reduced Level (mPD)	Amenity Value (High(H)/ Medium(M)/ Low(L))	Form (Good(G)/ Average(A)/ Poor(P))	Health Condition (Good(G)/ Average(A)/ Poor(P))	Structural Condition (Good(G)/ Average(A)/ Poor(P))	Old & Valuable Tree (Yes(Y)/ No(N))	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Maintenance Department to Provide Comments on TPRP		Additional Remarks
	Scientific Name	Chinese Name	Native / Exotic (Na/Ex)	Height (m)	DBH (mm)	Crown Spread (m)	Northing (m)	Easting (m)							(High(H)/ Medium(M)/ Low(L))	Remarks			Before	After	
T001	*Ficus microcarpa*	細葉榕	Na	4.5	350	2.0	820684.319	840392.751	24.37	L	P	A	P	N	L	a b	NIL	Remove			dead wood on trunk
T002	*Aleurites moluccana*	石栗	Ex	14.0	450	7.0	820689.725	840391.105	24.17	M	A	A	A	N	L	c f	NIL	Remove			co-dominant branches; grew adjacent to hard structure; restricted for root expansion (more than 1 side)
T003	*Aleurites moluccana*	石栗	Ex	16.0	550	9.0	820651.881	840403.874	21.08	M	A	A	A	N	L	c f	NIL	Remove			crown conflict with structure; co-dominant branches; hard paved root zone; restricted for root expansion (1 side)
T004	*Litsea glutinosa*	潺槁樹	Na	2.5	140	2.5	820642.020	840388.663	19.59	L	P	A	A	N	L	a b c d f	NIL	Remove			asymmetric canopy; co-dominant branches; hard paved root zone; restricted for root expansion (1 side); on slope
T005	*Araucaria columnaris*	柱狀南洋杉	Ex	12.0	320	1.5	820641.287	840387.383	18.92	L	A	A	A	N	L	a c d f	NIL	Remove			hard paved root zone; restricted for root expansion (1 side); on slope
T006	*Macaranga tanarius var. tomentosa*	血桐	Na	8.0	160	3.0	820638.401	840383.094	16.46	L	P	A	A	N	L	a b f	NIL	Remove			hard paved root zone; on slope
T007	*Aleurites moluccana*	石栗	Ex	11.0	300	5.0	820638.307	840380.514	15.58	L	A	A	A	N	L	a c f	NIL	Remove			asymmetric canopy; crown conflict with structure; dead branch; hard paved root zone; on slope
T008	*Aleurites moluccana*	石栗	Ex	12.0	430	5.0	820643.020	840377.729	15.69	L	A	A	A	N	L	a c f	NIL	Remove			asymmetric canopy; crown conflict with structure; hard paved root zone; restricted for root expansion (1 side); on slope
T009	*Sterculia lanceolata*	假蘋婆	Na	9.0	250	4.5	820644.017	840376.261	15.53	L	P	A	A	N	L	a b c f	NIL	Remove			asymmetric canopy; crown conflict with structure; curved trunk; hard paved root zone; on slope
T010	*Delonix regia*	鳳凰木	Ex	10.0	450	5.0	820651.269	840372.441	16.14	L	P	A	A	N	L	a b c f	NIL	Remove			asymmetric canopy; low live-crown ratio; co-dominant branches; wounded branch; leaning trunk; crooked trunk; canker on trunk; hard paved root zone; history of root-plate movement; on slope
T011	*Aleurites moluccana*	石栗	Ex	11.0	400	5.0	820653.721	840372.970	16.56	L	P	A	A	N	L	a b c f	NIL	Remove			asymmetric canopy; low live-crown ratio; crown conflict with structure; hard paved root zone; on slope
T012	*Citrus maxima*	柚	Ex	9.0	200	4.0	820661.451	840365.550	15.88	L	P	A	A	N	L	a b c d f	NIL	Remove			asymmetric canopy; co-dominant branches; hard paved root zone; on slope
T013	*Ficus elastica*	印度榕	Ex	11.0	598	6.0	820665.850	840364.790	16.62	L	P	A	A	N	L	a b c f	NIL	Remove			asymmetric canopy; multi-trunks; hard paved root zone; on slope
T014	*Aleurites moluccana*	石栗	Ex	15.0	570	5.0	820670.330	840359.629	16.28	L	A	A	A	N	L	a c f	NIL	Remove			hard paved root zone; restricted for root expansion (more than 1 side); on slope
T015	*Aleurites moluccana*	石栗	Ex	11.0	350	4.0	820698.337	840350.801	16.81	L	P	A	P	N	L	a b c	NIL	Remove			asymmetric canopy; broken branch; exposed dead wood on trunk; wounded trunk; hard paved root zone
T016	*Aleurites moluccana*	石栗	Ex	24.0	800	7.0	820702.749	840357.615	17.92	L	P	A	A	N	L	a b c f	NIL	Remove			low live-crown ratio; crown conflict with structure; curved trunk; hard paved root zone; on slope
T017	*Schefflera heptaphylla*	鴨腳木	Na	7.0	160	2.0	820664.572	840365.475	16.53	L	P	A	P	N	L	a b c f	NIL	Remove			asymmetric canopy; crown suppressed by adjacent trees; co-dominant branches; embedded materials in trunk; hard paved root zone; on slope
													Qty:	0		Qty:	0				

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD

Suitability for Transplanting:
- a - low amenity value
- b - poor health, structure or form
- c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
- d - low chance of survival upon transplanting
- e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
- f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

Conservation Status:
1 - Scheduled under Cap. 96
2 - Protected under Cap. 586
3 - Rare and Precious Plants of Hong Kong
- *Extinct (EX)*
- *Extinct in the Wild (EW)*
- *Critically Endangered (CR)*
- *Endangered (EN)*
- *Vulnerable (VU)*
- *Near Threatened (NT)*
- *Least Concern (LC)*

4 - China Plant Red Data Book
- *Endangered (E)*
- *Rare (R)*
- *Vulnerable (V)*

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE ASSESSMENT SCHEDULE

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.27a
Revision: -

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Filename: P:\CN\HK\Projects\5221603_CE 20.2023_Zone 2\20.00 Project Deliverables\20.10 Report\TO4\TR24_Planning Report (OR018)\Figure\Drawing Frame\5221603-TO4-UU-1000.dgn



Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)
Tree Treatment Plan with Conceptual Landscape Plan Overlay

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number

Figure 3.27b

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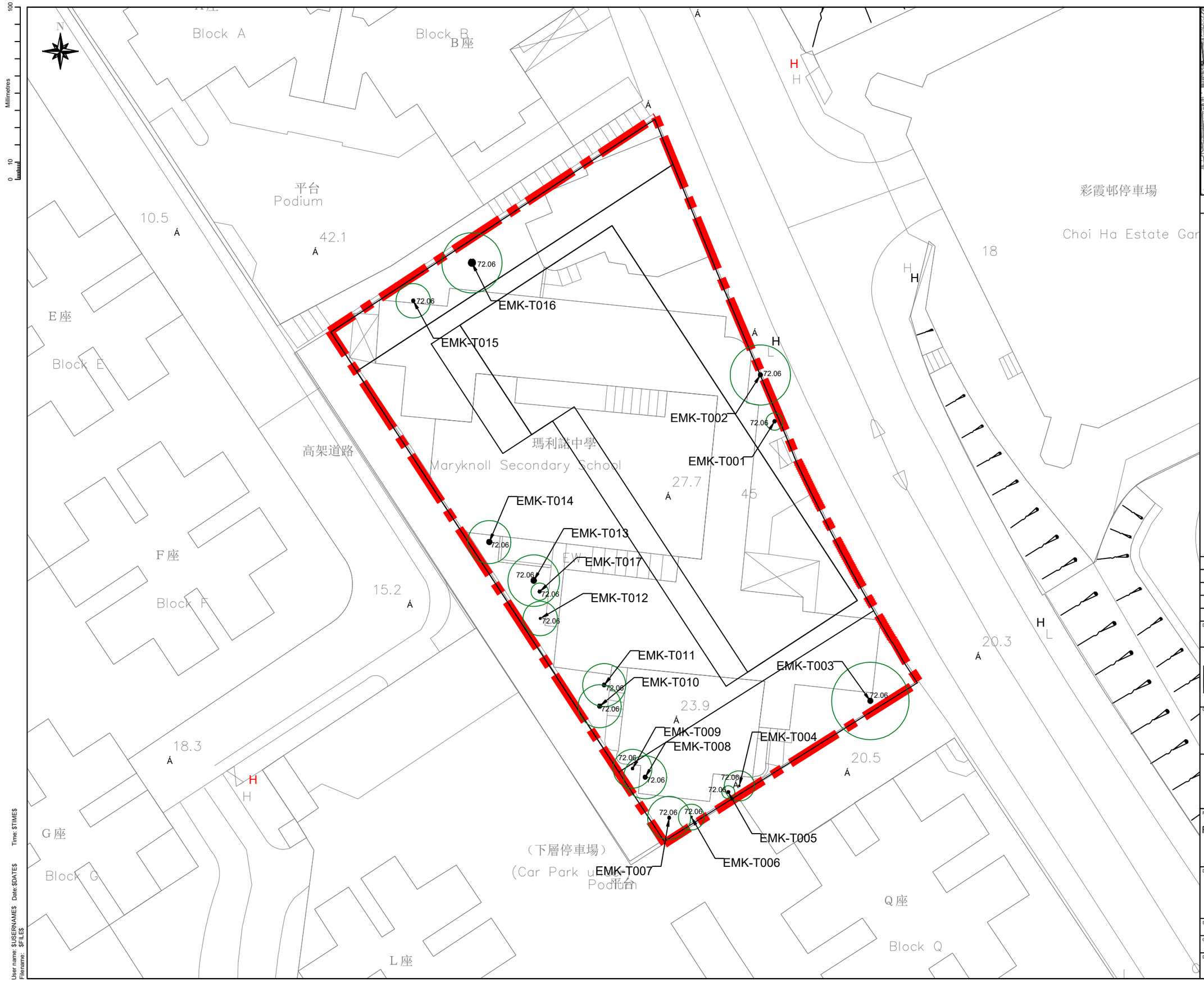

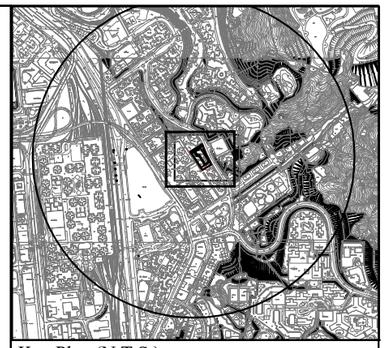

Key Plan (N.T.S.)

NOTES
1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:
- CHOI HING ROAD SITE BOUNDARY
- EMK-T001 EXISTING TREE

Rev.	Date	Description	By	Chk'd	App'd
B	11/24	Rev. Layout	HT	AW	
A	10/24	Gen. Rev.	HT	AW	
-	04/24	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

土木工程處
房屋工程1組
Civil Engineering Office
Housing Projects 1 Unit

Project Title: CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027)- FEASIBILITY STUDY

Drawing Title: Ex-MARYKNOLL SECONDARY SCHOOL (TO4) TREE SURVEY PLAN

Scale	Designed	Drawn	Checked	Authorised
1:200 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
A1		04/2024	04/2024	

Drawing Number: Figure 3.28
Revision: B

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

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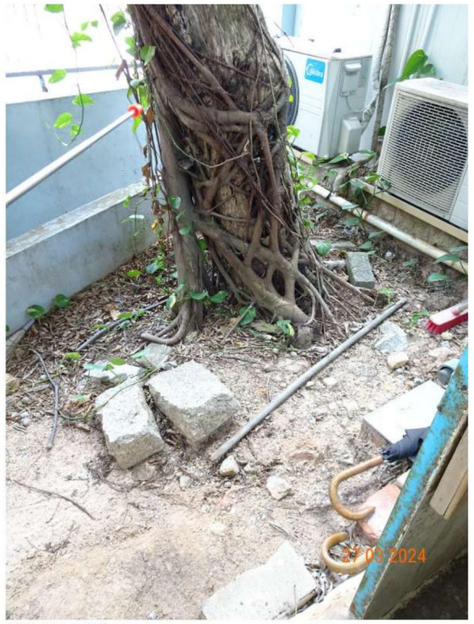

EMK-T001 (1)



EMK-T001 (2)



EMK-T001 (3)



EMK-T001 (4)



EMK-T002 (1)



EMK-T002 (2)



EMK-T003 (1)



EMK-T003 (2)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE PHOTOS
(SHEET 1 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.29a

Revision: -

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EMK-T003 (3)



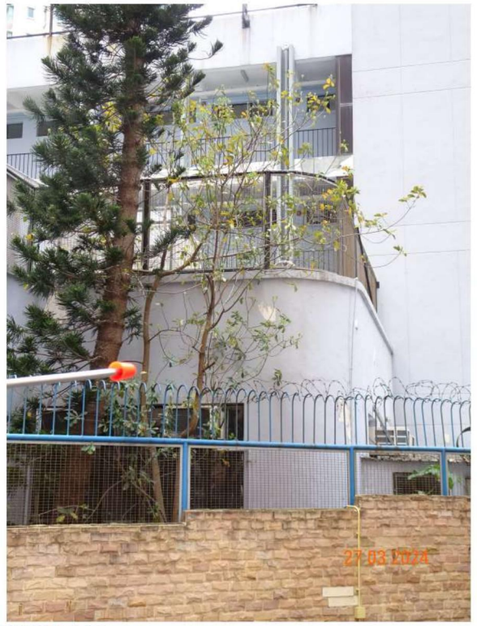
EMK-T003 (4)



EMK-T004 (1)



EMK-T004 (2)



EMK-T004 (3)



EMK-T005 (1)



EMK-T005 (2)



EMK-T005 (3)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title

TREE PHOTOS
(SHEET 2 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29b

Revision: -

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User name: YEUN1372 Date:10/28/2024 Time:6:43:21 PM
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EMK-T006 (1)


EMK-T006 (2)


EMK-T006 (3)


EMK-T006 (4)


EMK-T007 (1)


EMK-T007 (2)


EMK-T007 (3)


EMK-T007 (4)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE PHOTOS
(SHEET 3 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.29c

Revision: -

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User name: YEUN1372 Date:10/28/2024 Time: 6:43:21 PM
Filename: P:\CNHKA\Project\5221603_CE 20.2022_Zone 2\20.00 Project Deliverables\20.10 Report\TO4\TR24_Planning Report (OR018)\Figure\Drawing Frame\5221603-TO4-UU-1000.dgn


EMK-T007 (5)


EMK-T008 (1)


EMK-T008 (2)


EMK-T008 (3)


EMK-T009 (1)


EMK-T009 (2)


EMK-T009 (3)


EMK-T009 (4)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE PHOTOS
(SHEET 4 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29d

Revision: -

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EMK-T009 (5)



EMK-T010 (1)



EMK-T010 (2)



EMK-T010 (3)



EMK-T010 (4)



EMK-T010 (5)



EMK-T010 (6)



EMK-T010 (7)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title

TREE PHOTOS
(SHEET 5 OF 10)

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29e

Revision: -

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EMK-T010 (8)



EMK-T010 (9)



EMK-T010 (10)



EMK-T011 (1)



EMK-T011 (2)



EMK-T011 (3)



EMK-T011 (4)



EMK-T011 (5)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title

TREE PHOTOS
(SHEET 6 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.29f

Revision: -

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EMK-T012 (1)



EMK-T012 (2)



EMK-T012 (3)



EMK-T012 (4)



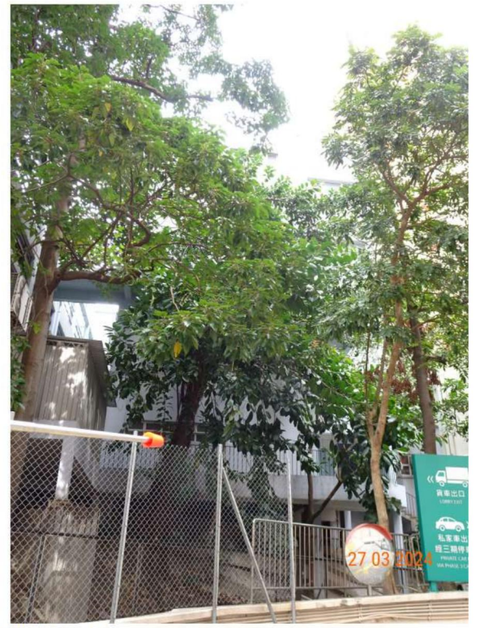
EMK-T013 (1)



EMK-T013 (2)



EMK-T013 (3)



EMK-T013 (4)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE PHOTOS
(SHEET 7 OF 10)

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29g

Revision: -

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User name: YEUN1372 Date:10/28/2024 Time: 6:43:21 PM
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EMK-T013 (5)


EMK-T013 (6)


EMK-T013 (7)


EMK-T013 (8)


EMK-T014 (1)


EMK-T014 (2)


EMK-T014 (3)


EMK-T015 (1)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

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Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title

TREE PHOTOS
(SHEET 8 OF 10)

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29h

Revision: -

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Filename: P:\CNHK\Project\5221603_CE 20.2023_Zone 2\20.00 Project Deliverables\20.10 Report\TO4\TR24_Planning Report (OR018)\Figure\Drawing Frame\5221603-TO4-UU-1000.dgn



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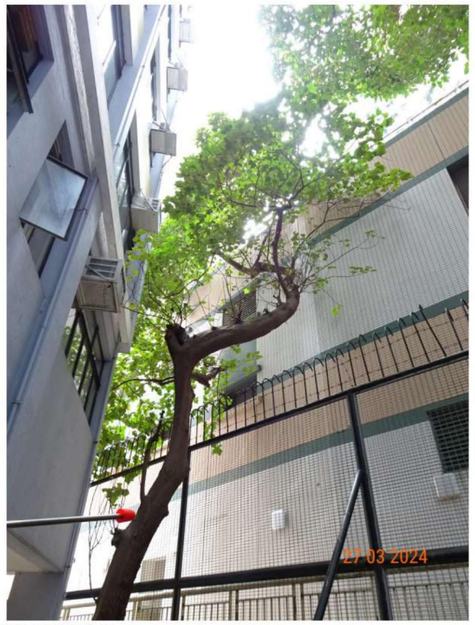
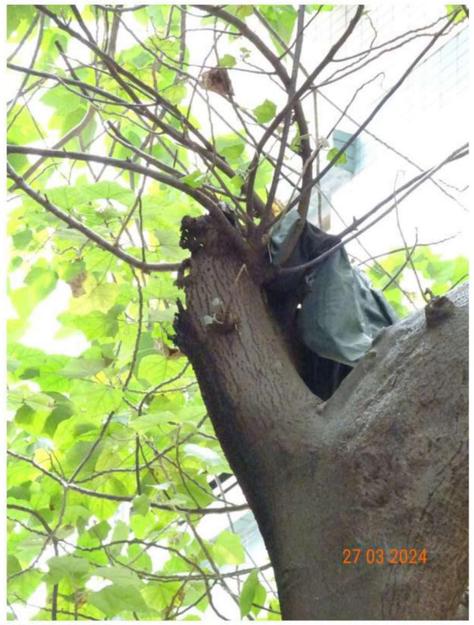


EMK-T015 (3)



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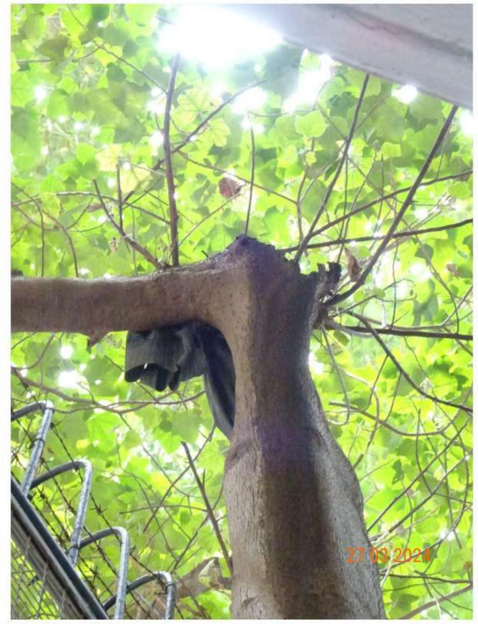


EMK-T015 (5)



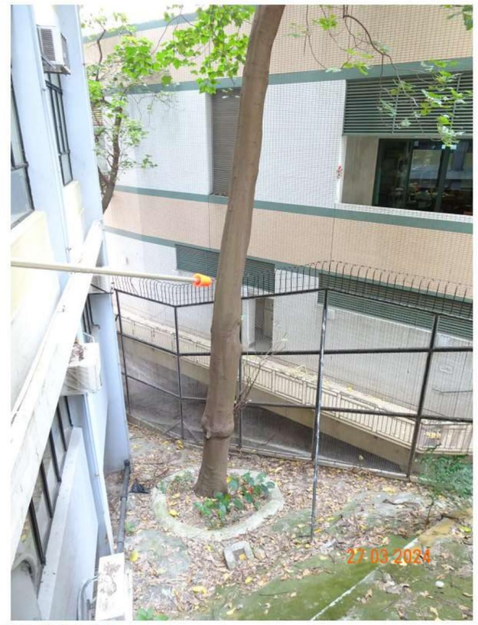
EMK-T015 (6)



EMK-T015 (7)



EMK-T016 (1)



EMK-T016 (2)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title

TREE PHOTOS
(SHEET 9 OF 10)

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: Figure 3.29i

Revision: -

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EMK-T016 (3)



EMK-T016 (4)



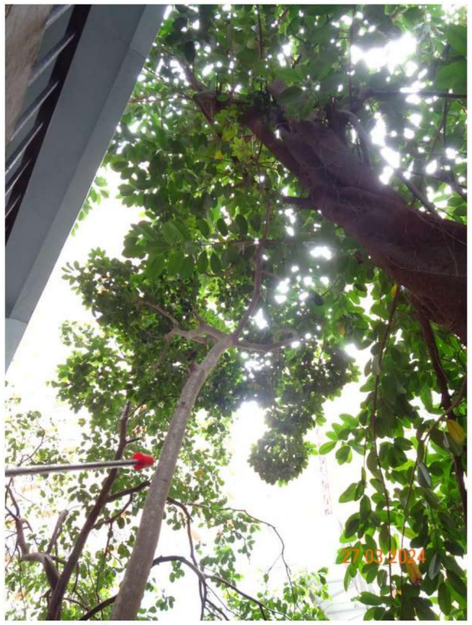
EMK-T017 (1)



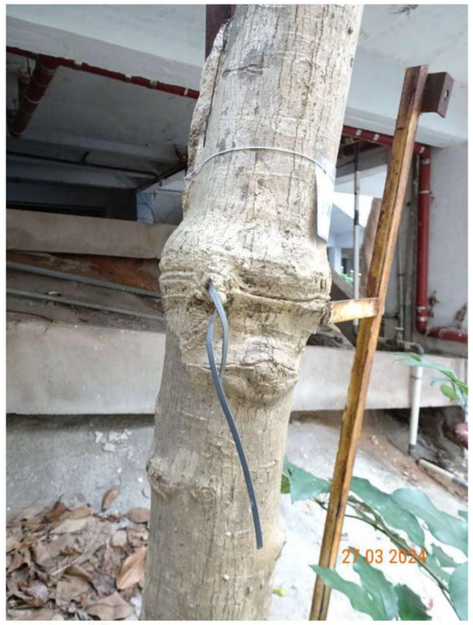
EMK-T017 (2)



EMK-T017 (3)



EMK-T017 (4)



EMK-T017 (5)



EMK-T017 (6)

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 4 – CHOI HA ROAD

Drawing Title:
TREE PHOTOS
(SHEET 10 OF 10)

Scale	Designed	Drawn	Checked	Authorised
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Original Size: A1	Date: -	Date: -	Date: -	Date: -

Drawing Number: Figure 3.29j

Revision: -

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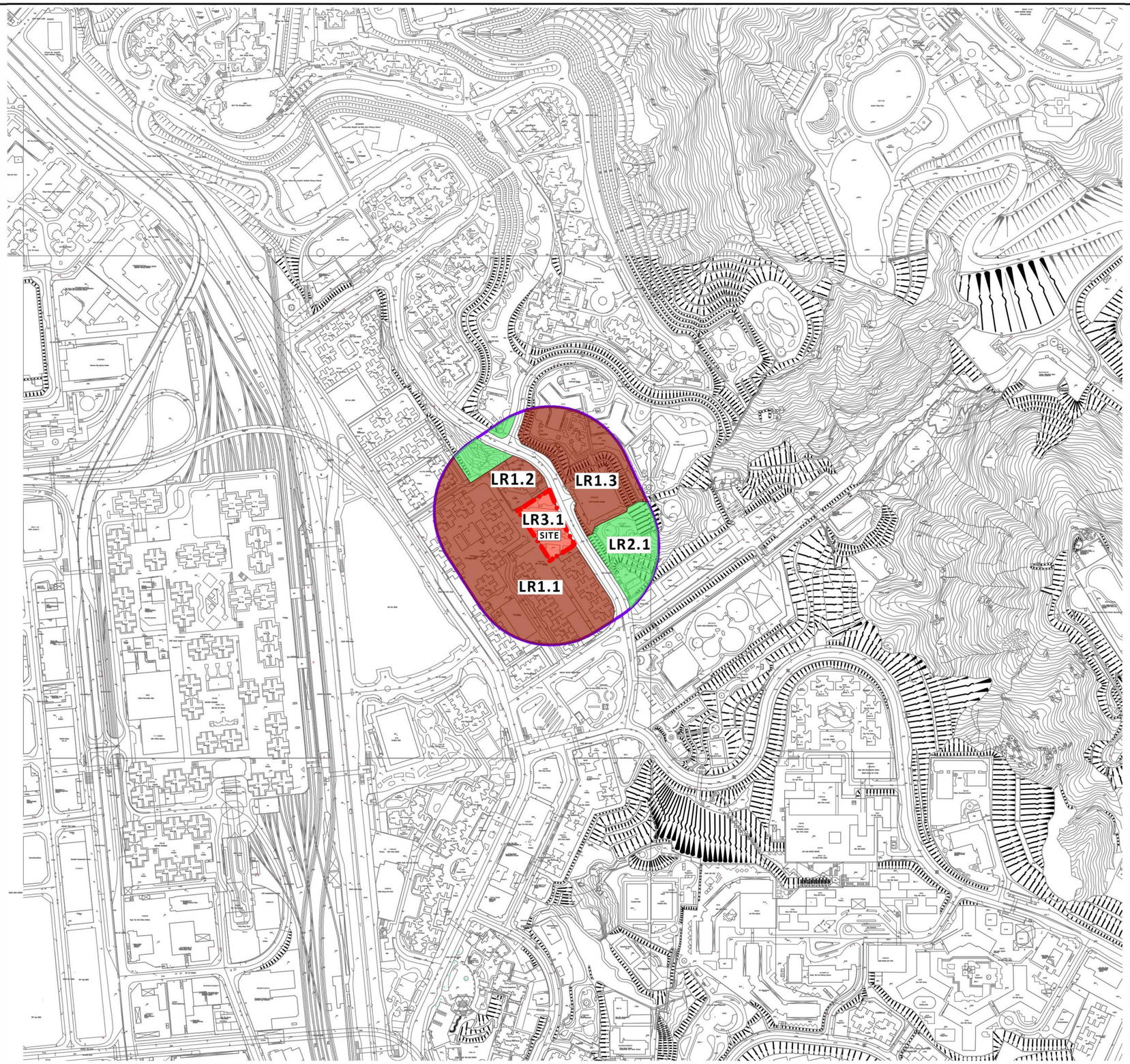

LEGEND

- LR1 Residential Urban Landscape
  - LR1.1 Amoy Garden
  - LR1.2 Cheerful Court
  - LR1.3 Choi Ha Estate
- LR2 Park Urban Landscape
  - LR2.1 Jordan Valley Playground
- LR3 Institutional Landscape
  - LR3.1 Study Site
- 100m Radius Study Area
- Proposed Development Site Boundary

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)
Landscape Resources

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 3.30**

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LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Park Urban Landscape
- LCA3 Institutional Landscape
- 100m Radius Study Area
- Proposed Development Site Boundary

SCALE 1 : 500

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)
Landscape Character Area

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 3.31**

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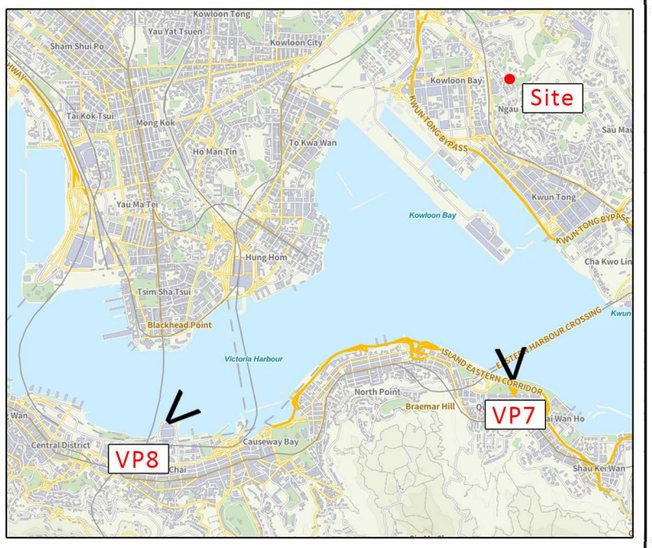
LEGEND

- Proposed Development Site Boundary
- 3X Building Height Area
- Key Public Viewpoint and Number (VP6)
- Visual Envelope

VP1
VP2
VP3
VP4
VP5
VP6
SITE



Pink line indicates the horizontal extent of 3x the building height of 118m (i.e. 354m).

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)

Visual Envelope and Key Public Viewpoints

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 3.32a**

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VP1 From Footbridge at Kowloon Bay MTR Station (260m)



VP2 - From Choi Ha Road Sitting-out Area Vincinity (250m)



VP3 - From Joprdan Valley Playground Phase 2 Stage 2 (280m)



VP4 From Choi Hei Road Park (220m)



VP5 From Pavilion in front of Choi Sing House, Choi Ha Estaste (120m)



VP6 - From VP Connecting Footbridge at Ngau Tau Kok Park (345m)



VP7 - From Quarry Bay Park (Strategic Viewpoint VP4) (3,800m)



VP8 - From Hong Kong Convention and Exhibition Centre (Strategic Viewpoint VP5) (6,400m)

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO4 (Choi Ha Road Site)
Key Public Viewpoints Photos

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 3.32b**

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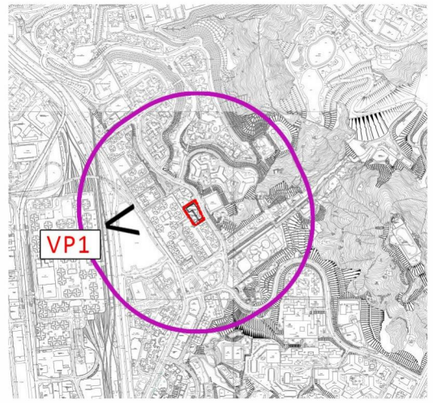
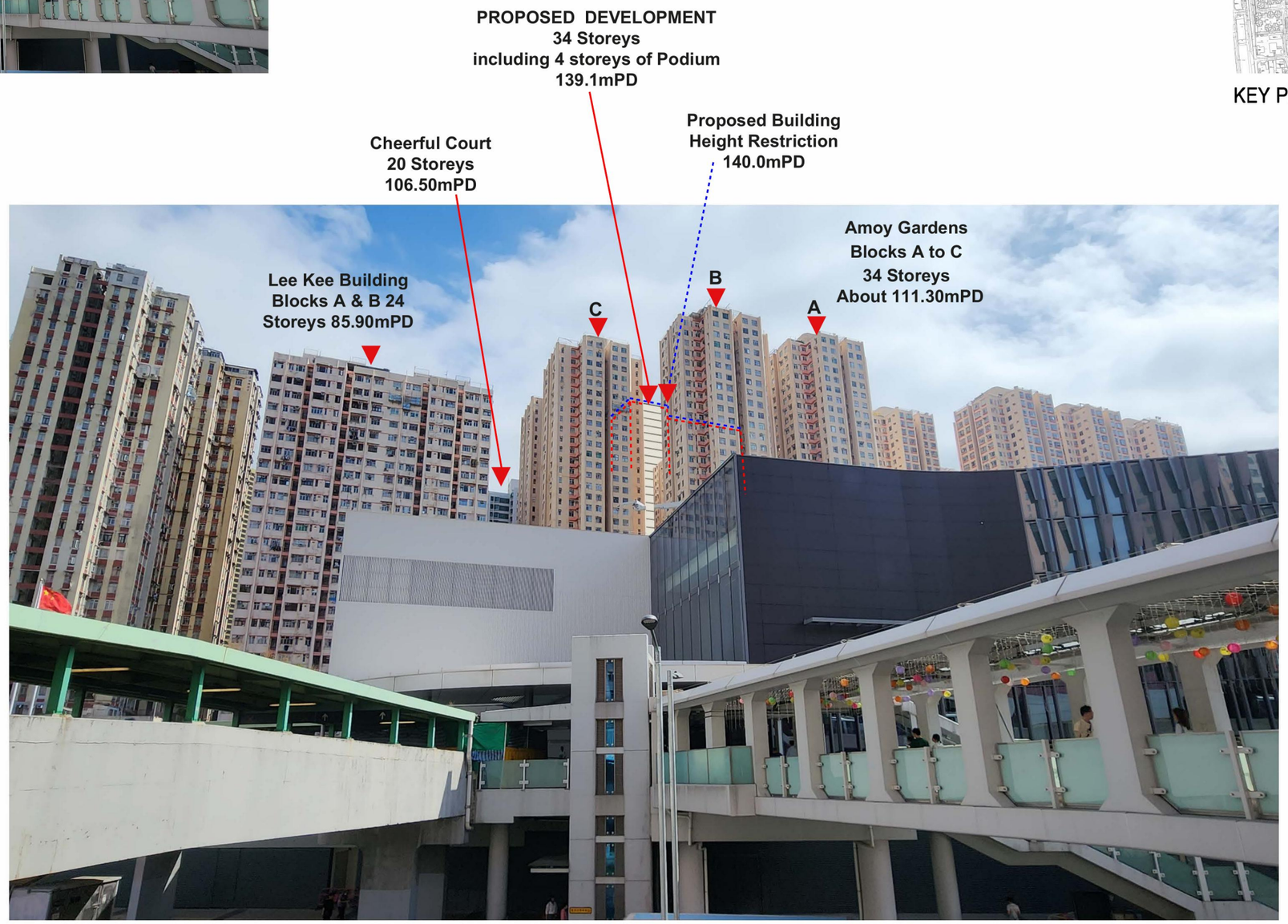
VP1 Before



KEY PLAN



VP1 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP1 - From Footbridge at Kowloon Bay MTR Station (260m)

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Client

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Civil Engineering and
Development Department

Drawing Status

Drawing Number

Figure 3.32c

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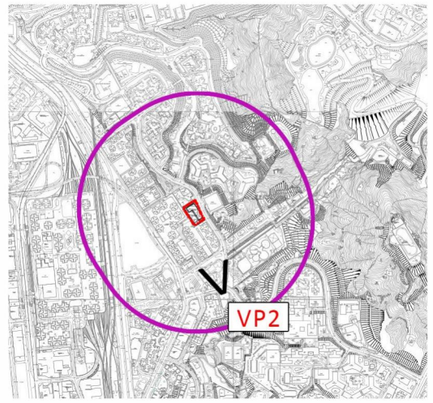
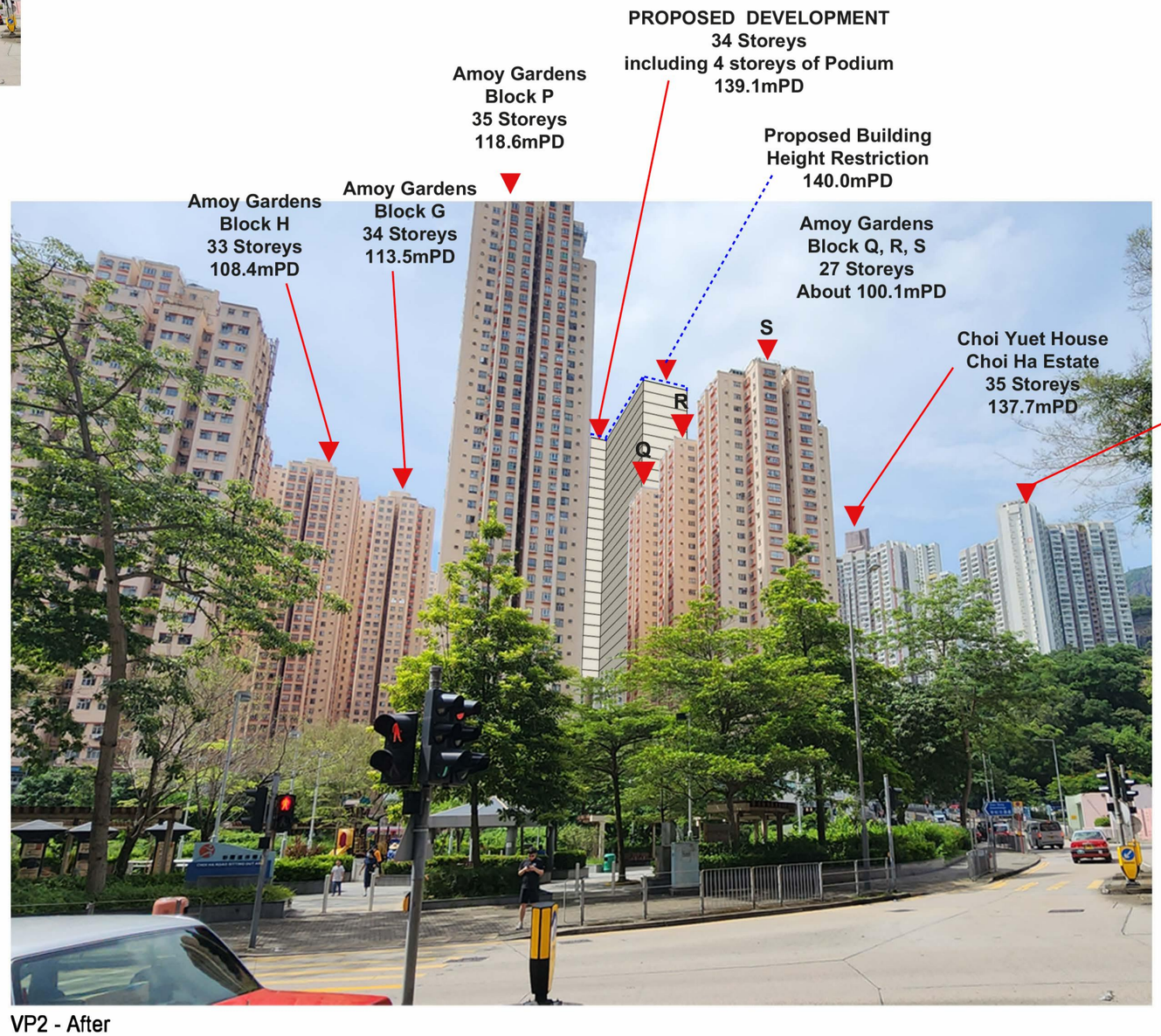
VP2 - Before



KEY PLAN



VP2 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP2 - From From Choi Ha Road Sitting-out Area Vicinity (250m)

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Civil Engineering and
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Drawing Status

Drawing Number

Figure 3.32d

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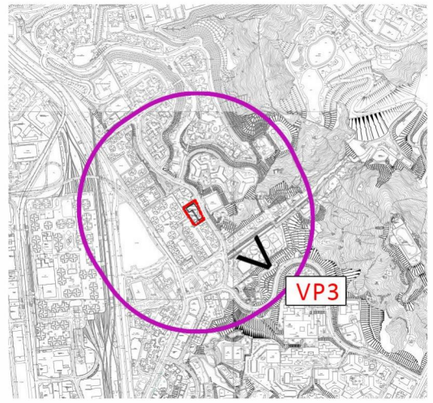
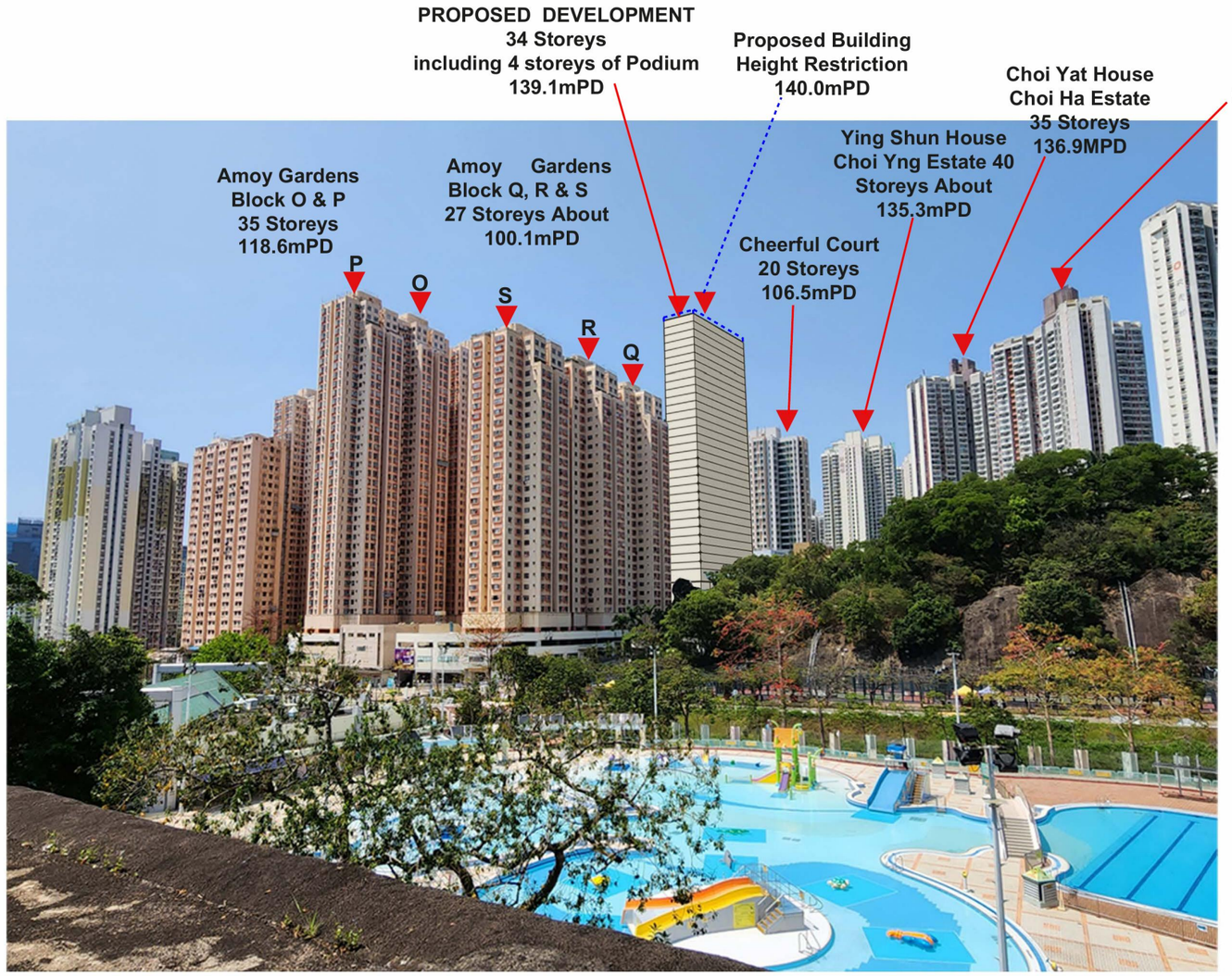
VP3 - Before



KEY PLAN



VP3 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP3 - From Jordan Valley Playground Phase 2 Stage 2 (280m)

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Civil Engineering and
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Drawing Status

Drawing Number

Figure 3.32e

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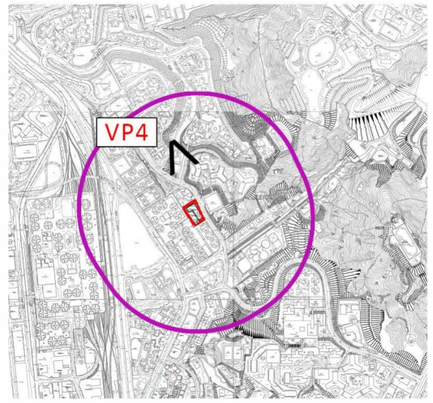
VP4 - Before



KEY PLAN



VP4 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP4 - From Choi Hei Road Park (220m)

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Civil Engineering and
Development Department

Drawing Status

Drawing Number

Figure 3.32f

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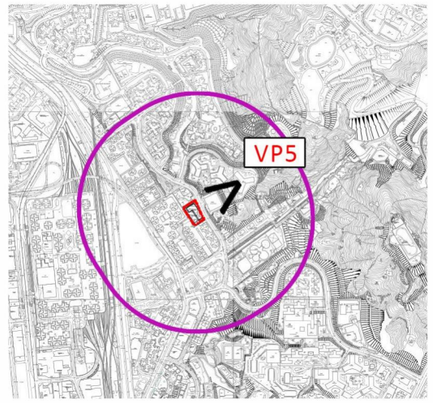
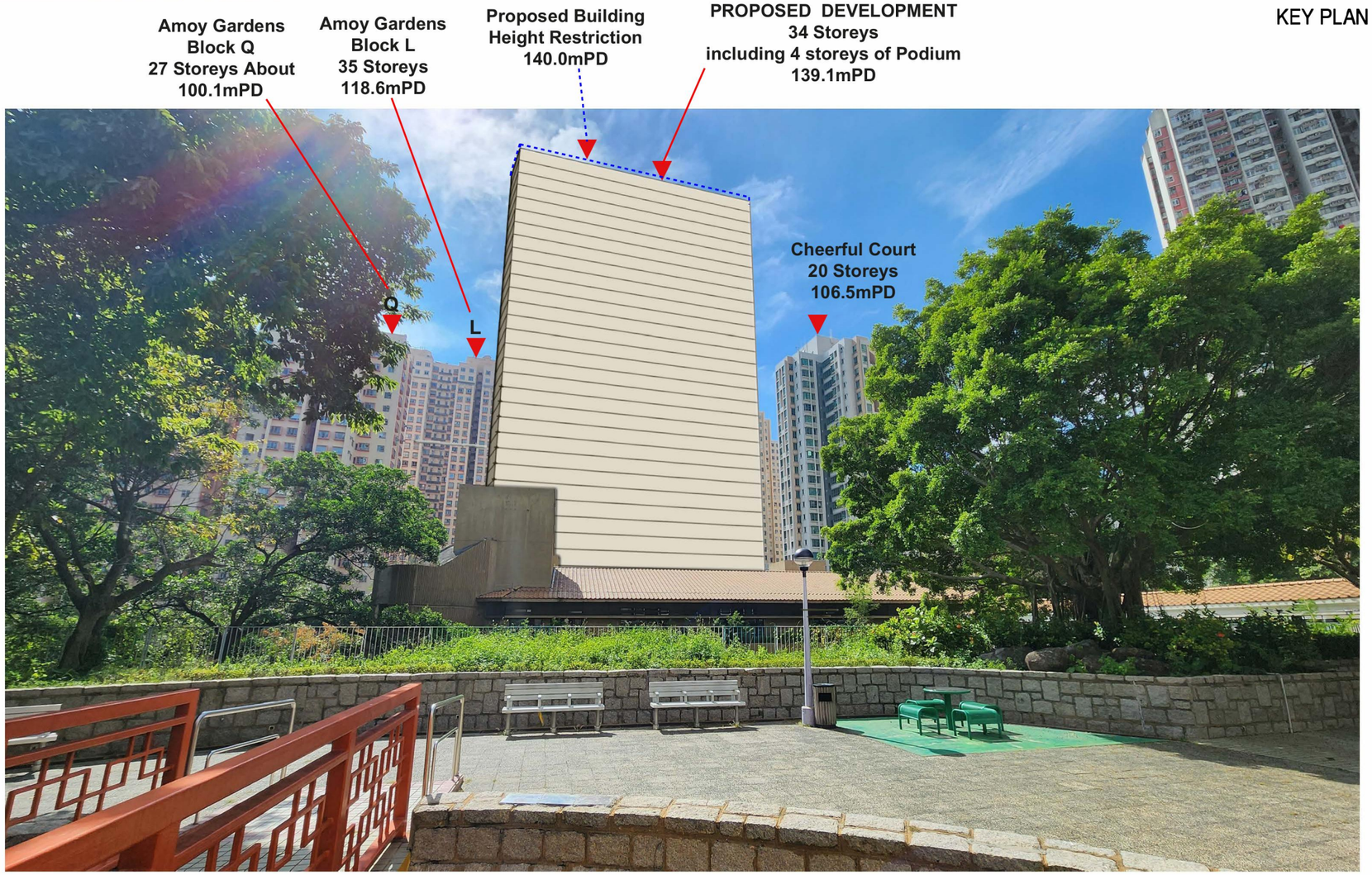
VP5 - Before



KEY PLAN



VP5 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP5 - From Pavilion in front of Choi Sing House, Choi Ha Estaste (120m)

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Civil Engineering and
Development Department

Drawing Status

Drawing Number

Figure 3.32g

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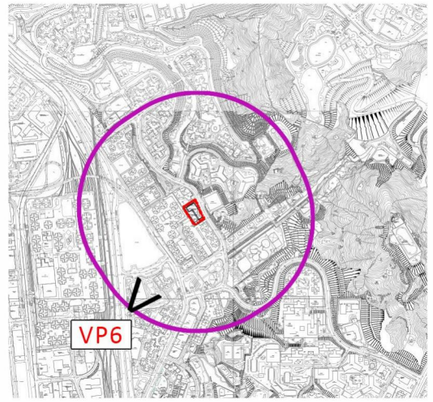
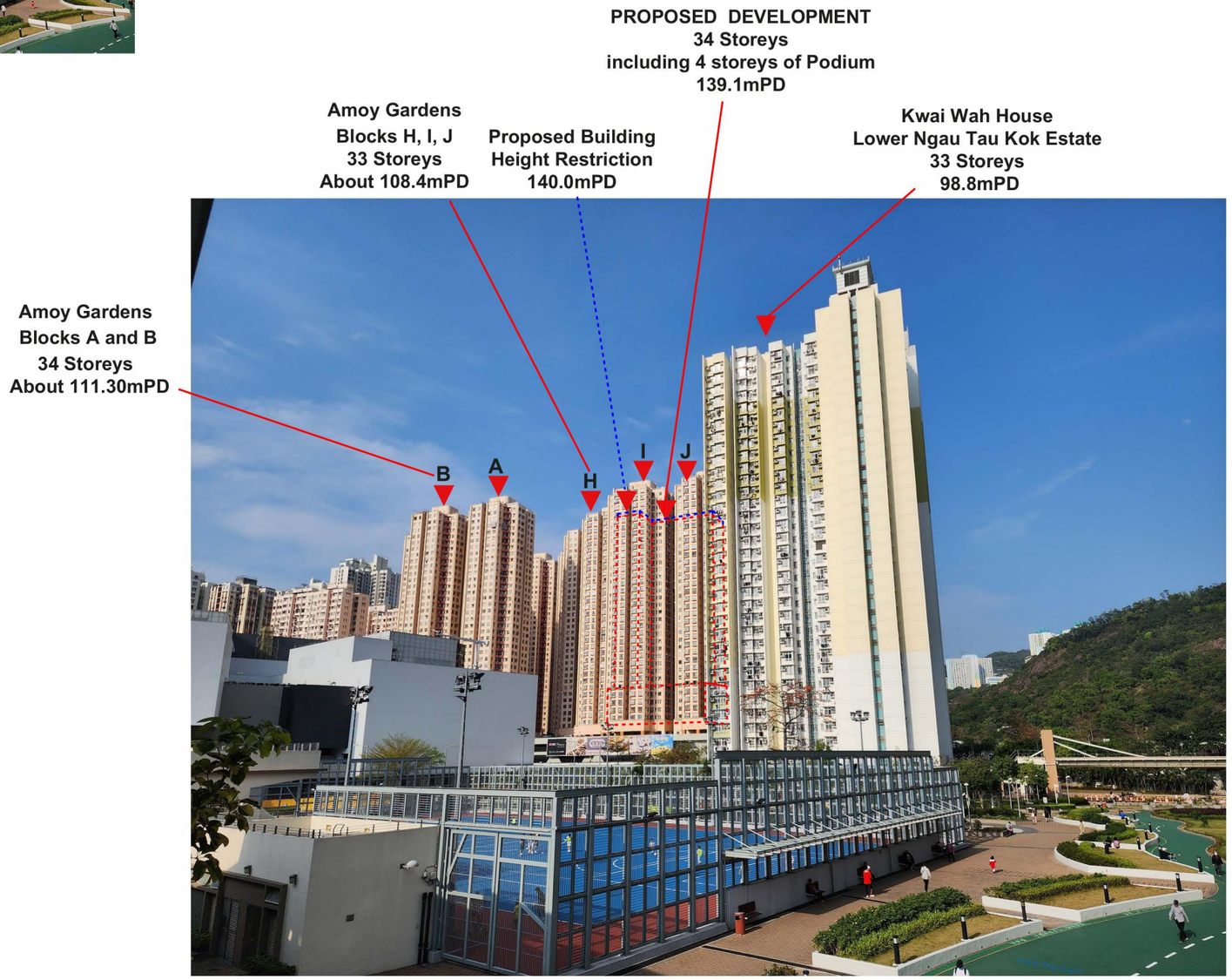
VP6 - Before



KEY PLAN



VP5 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP6 - From Connecting Footbridge at Ngau Tau Kok Park (345m)

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Civil Engineering and
Development Department

Drawing Status

Drawing Number

Figure 3.32h

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VP7 - Before





VP7 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP7 – From Quarry Bay Park (Strategic Viewpoint VP4) (3,800m)

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Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: **Figure 3.32i**

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VP8 - Before





VP8 - After

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
VP8– From Hong Kong Conventional and Exhibition Centre (Strategic Viewpoint VPS) (6,400m)

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Civil Engineering and Development Department

Drawing Status

Drawing Number

Figure 3.32j

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Site Area: 2,800m²
D.P.R. = 7.5
Flat No. = 420Flats
Residential Population: 1,092
Required Open Space: 1,092m²

Open Space Legend	Location	Area (m²) (Approx)
	On-grade	240
	On Podium	1,080
	Total:	1,320

Required Greenery Coverage: 560m² (20%)

Greenery Legend	Location	Area (m²) (Approx)
	Greenery on G/F (+22.1mPD) and 1/F (+27.1mPD)	100
	Greenery on Podium Level (+37.1mPD)	630
	Total:	730

Note: - Primary Zone measured from mean street level +23.4mPD.
- Location and area of greenery are indicative only and shall be confirmed in the detail design stage of the proposed development

LEGEND

- Proposed Development Site Boundary
- Proposed Open Space On Podium (+37.1mPD)
- Proposed Open Space On 1/F (+27.1mPD)

+27.1mPD
+32.1mPD
Podium Garden
+32.1mPD
+21.1mPD
+66.4mPD
平台
Podium
彩霞邨停車場
Choi Ha Estate Garage
CHOI HA ROAD
高架道路
E座
Block E
F座
Block F
G座
Block G
Q座
Block Q
L座
（下層停車場）
(Car Park under) Podium
10.5
42.1
27.6
18
27.3
26.3
20.3
20.5
18.3
15.2
5.0

SCALE 1:500 @A3

Project Title
Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2
– TO4 (Choi Ha Road Site)
Open Space Indicative Plan

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Provision of Open Space and Major Government, Institution or Community Facilities in Ngau Tau Kok & Kowloon Bay (KPA 13 & 17) Planning Area

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons[#]	19.28 ha	30.42 ha	43.33 ha	+24.05 ha
Local Open Space	10 ha per 100,000 persons[#]	19.28 ha	29.79 ha	36.18 ha	+16.90 ha
Sports Centre	1 per 50,000 to 65,000 persons[#] (assessed on a district basis)	2	3	3	+1
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons[#] (assessed on a district basis)	0	1	1	+1
Swimming Pool Complex – standard	1 complex per 287,000 persons[#] (assessed on a district basis)	0	0	0	0
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	0	1	+1
Divisional Police Station	1 per 100,000 to 200,000 persons	0	0	0	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	0
Community Hall	No set standard	N.A.	2	2	N.A.
Library	1 district library for every 200,000 persons[π] (assessed on a district basis)	0	1	1	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6[#]	88 classrooms	99 classrooms	114 classrooms	+26 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11[#] (assessed by EDB on a district/school network basis)	280 classrooms	245 classrooms	245 classrooms	-35 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17[#] (assessed by EDB on a territorial-wide basis)	241 classrooms	281 classrooms	311 classrooms	+70 classrooms
Hospital	5.5 beds per 1,000 persons^ (assessed by Hospital Authority on a regional/cluster basis)	1,095 beds	0 beds	0 beds	-1,095 beds
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	1	2	2	+1
Child Care Centre	100 aided places per 25,000 persons[#] (assessed by SWD on a local basis)	772 places	113 places	301 places	-471 places[@] (A long-term target assessed on a wider spatial context by SWD[@])
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24[#] (assessed by SWD on a local basis)	2	4	4	+2
Integrated Family Services Centre	1 for 100,000 to 150,000 persons[#] (assessed by SWD on a service boundary basis)	1	2	2	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above[#] (assessed by SWD)	N.A.	2	2	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing[#] (assessed by SWD)	N.A.	7	7	N.A.
Community Care Services (CCS) Facilities (Elderly)	17.2 subsidised places per 1,000 elderly persons aged 65 or above[#*] (assessed by SWD on a district basis)	1099 places	653 places	703 places	-396 places[@] (A long-term target assessed on a wider spatial context by SWD[@])
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above[#] (assessed by SWD on a cluster basis)	1361 beds	910 beds	1,120 beds	-241 beds[@] (A long-term target assessed on a wider spatial context by SWD[@])
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6[#] (assessed by SWD on a district basis)	136 places	162 places	347 places	+211 places
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above[#] (assessed by SWD on a district basis)	390 places	0 places	0 places	-390 places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Residential Care Services (Rehabilitation)	36 subvented places per 10,000 persons aged 15 or above[#] (assessed by SWD on a cluster basis)	610 places	160 places	210 places	-400 places[@] (A long-term target assessed on a wider spatial context
Community Rehabilitation Day Centre	1 centre per 420,000 persons[#] (assessed by SWD on a district basis)	0	0	0	0
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons[#] (assessed by SWD on a district basis)	1	1	1	0
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons[#] (assessed by SWD on a district basis)	1	0	0	-1

Note:
The planned resident population is 192,800. If including transients, the overall planned population is about 199,100. The population figures have been adjusted downwards to the nearest hundred for assessment purpose.

\# The requirements exclude planned population of transients.

^ The deficit in provision is based on OZP planned population while the Hospital Authority plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. The Kowloon East Cluster provides services for residents in Kwun Tong and Sai Kung districts.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ The deficit in provision is based on OZP planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

π Small libraries are counted towards meeting the HKPSG requirement.

February 2025