

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 14/14

**For Consideration by
the Metro Planning Committee on 27.6.2014**

**PROPOSED AMENDMENTS TO THE
APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/18**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/18 (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

On 4.6.2013, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/18. On 1.4.2014, the CE in C referred the approved OZP No. S/K14S/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

3. Background

- 3.1 As stated in 2014 Policy Address, the Government has to ensure that there will be adequate supply of land to achieve the target to provide a total of 470,000 housing units in coming ten years, with public housing accounting for 60%. The Government will continue to step up its efforts to boost land supply in the short, medium and long terms.
- 3.2 To meet the need for housing land supply, the Housing Department (HD) has identified a piece of government land (about 1.14 ha) between Hiu Ming Street and Hiu Kwong Street, in Kwun Tong (the Site) for public rental housing (PRH) development. The

Site is partly zoned “Open Space” (“O”) and partly “Green Belt” (“GB”). To take forward the PRH development, the Site is required to be rezoned for residential use.

4. Proposed Residential Development at Hiu Ming Street/Hiu Kwong Street Site - Amendment Item A

The Site and its Surroundings (Plans 3 to 5)

- 4.1 The Site (about 1.14 ha) is located in upper Kwun Tong which is a residential neighborhood supported by community and retail facilities. It comprises two platforms and a slope between Hiu Ming Street and Hiu Kwong Street (**Plans 3 and 4**). The lower platform (29mPD) abutting Hiu Ming Street is zoned “Open Space” (“O”) and is occupied by three tennis courts within the Hiu Ming Street Playground. The upper platform (62mPD to 68mPD) abutting Hiu Kwong Street is also zoned “O” and occupied by a basketball court within the Hiu Kwong Street Recreation Ground and part of the landscaped sitting-out area of the Hiu Kwong Street Park Strip. The area in the middle is a slope mainly zoned “Green Belt” (“GB”) with some vegetation (Aerial and Site Photos at **Plans 4 to 5**).
- 4.2 In general, the Site is surrounded by high-rise residential developments, some schools, open spaces and slopes, with the following characteristics (**Plan 3**):
- (a) to its immediate southeast of the Site are the remaining part of the Hiu Ming Street Playground accommodating a children playground, a basketball court and a football field, and Hiu Kwong Street Park Strip; and a slope running continuously to the southeast;
 - (b) to its immediate north are an emergency vehicular access (EVA) of the private residential buildings, namely, Fu Wah Court (153mPD), Hiu Wah Building (153 mPD), and an ex-cinema, namely, Golden Valley (72 mPD);
 - (c) to its south and southeast along Hiu Ming Street and Hiu Kwong Street are G/IC sites comprising six schools and a vocational institution (5 - 9 storeys, 46mPD - 109mPD);
 - (d) to its further east and west are two large public housing estates, namely, Sau Mau Ping Estate (150mPD - 227 mPD), and Tsui Ping Estate (110mPD - 127mPD) respectively. A PRH-cum-community hall development (150mPD) is planned at Sau Ming Road to the northeast; and

- (e) to its immediate north is a walkway system comprising a footbridge, a footpath and lift towers proposed to be implemented by CEDD in 2008 (**Drawing 2**).

The Rezoning Proposal

- 4.3 Taking into account the character of the surrounding developments and site constraints, HD proposes to place a high-rise PRH block (with shops on the lowest floor of the building) on the lower platform of the Site and a low-rise block on the upper platform to accommodate car park and social welfare facility. The PRH and low-rise blocks will be connected by an internal footbridge in the form of a landscaped deck running across the slope. A preliminary conceptual layout for the PRH development prepared by HD is shown at **Drawings 1 and 2**.

Reprovisioning Arrangement

- 4.4 The Site is being occupied by three tennis courts, a basketball court and a landscaped sitting-out area. HD proposes to reprovide the affected ball courts at the children playground of Hiu Ming Street Playground and integrate with the adjoining basketball court to form a node for active sports. The proposed low-rise block at Hiu Kwong Street will incorporate a roof garden with children playground which will be designed in a way to integrate with the adjoining Hiu Kwong Street Park Strip (**Drawing 2**). According to HD, the service of the three tennis courts at lower platform and the basketball court at upper platform will not be affected as construction of the PRH/low-rise block will only commence upon relocation of these ball courts. During the construction period, the basketball court at Hiu Ming Street Playground will however need to be suspended for use for about two years. The children playground will be permanently closed and replaced with the new ball courts. The Director of Leisure and Cultural Service (DLCS) has no in-principle objection to the reprovisioning arrangement.
- 4.5 The Planning Brief will set out the requirements for the roof garden of the low-rise block to be designed in a way to integrate and connect with the adjoining Hiu Kwong Street Park Strip.

Planning Intention/Landuse Compatibility

- 4.6 The Site (1.14 ha) is proposed to be rezoned from “O” (7,591 m²) and “GB” (3,776 m²) to “R(A)”. The planning intention of the “R(A)” site is 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 a building.

- 4.7 The Site is located within a residential neighbourhood predominantly for high-rise, public and private housing developments zoned “R(A)”. The proposed residential use of the Site is considered compatible with the land use setting in the area. The proposed PRH development could facilitate HD to carry out comprehensive planning of the Site while at the same time optimize the use of scarce land by re-arranging the ball courts.

Proposed Development Parameters

- 4.8 The proposed development is restricted to a maximum PR of 7.5 for domestic building and a total PR of 9.0 for composite development as in the “R(A)” zone in the area. A building height (BH) restriction of 150mPD (about 41 storeys) is proposed for the PRH block at the lower platform. The proposed BH is broadly the same as the existing private residential buildings to its north (153mPD) and the nearest PRH buildings (Annex Block of Sau Yat House) within the Sau Mau Ping Estate (150mPD) to its east. A lower BH restriction of 80mPD (maximum 3 storeys) is proposed for the car park block at the upper platform and the adjoining slope to prevent excessive development. In accordance with the established procedure, the future PRH development of the Site will be guided by a planning brief.
- 4.9 Based on the above development parameters, HD has estimated that about 1,100 PRH units can be provided with an estimated population of 3,000 persons. The relocation of ball courts is tentatively scheduled for commencement in 2016. The PRH development will commence upon completion of the relocation works, and the whole development is scheduled for completion in 2022.

Visual Aspect

- 4.10 Despite the Site is located in a built-up area, it is immediately surrounded on all sides by existing local roads/EVA and open-air playground/park which can serve as visual reliefs in the locality. The proposed BH restriction of 80mPD for the low-rise block at Hiu Kwong Street is much lower than the surrounding high-rise developments as stated in paragraph 4.8 above. The proposed BH restriction of 150mPD for the PRH block is broadly the same as those of the residential blocks in the area. Moreover, HD’s proposed sitting of the PRH block at the lower platform which is further away (about 30m) from the nearest high-rise blocks of Fu Wah Court could provide a wider visual buffer.
- 4.11 HD has conducted a visual appraisal (VA) (**Attachment IV**) to assess the possible visual impact of the proposed development on the surrounding areas. Local public open spaces and major activity/pedestrian nodes i.e. Sau Mau Ping Memorial Park, Hiu Ming Street Playground, Entrance Plaza of Sau Mau Ping Shopping Centre and

sitting-out area of Hiu Lai Court are selected as viewing points for the VA. As shown in the photomontages (**Drawings 3a to d**) prepared by HD, the proposed development is not noticeable when viewed from Sau Mau Ping Memorial Park and is not visually incompatible with the surrounding residential developments from the other viewing points. In all, it would not impose significant visual impact on the existing character of the locality. The Planning Brief to be prepared for the development will require HD to explore more design measures including greening, colour and façade treatment at the detailed design stage so as to further enhance the visual harmony of the area. The Chief Town Planner/Urban Design and Landscape (CTP/UD&L) of PlanD has no adverse comment on the proposed rezoning and the visual appraisal conducted by HD.

Air Ventilation Aspect

- 4.12 In general, the annual prevailing winds in the area are from easterly to north-easterly directions and the summer prevailing winds are from south-westerly to southerly directions. HD has prepared an air ventilation appraisal (**Attachment VI**) to review and evaluate the potential air ventilation impact on the pedestrian wind environment within and in the vicinity of the Site. The Site is located within a built-up area, surrounded by high-rise and medium-rise buildings on three sides. While it does not fall within the breezeways under the summer and annual prevailing winds, it lies within one of the air paths under the annual prevailing winds and the less frequent summer southerly prevailing wind for the area.
- 4.13 The disposition of the proposed PRH block is aligned with Hiu Ming Street and a separation distance is maintained with the surrounding high-rise building as far as possible. Also, a large void at 9/F and 10/F of the PRH block (**Figure 5 of Attachment VI**) is provided to allow penetration of winds at pedestrian level. With such building disposition and design, HD's air ventilation appraisal report concludes that the PRH development would not have significant adverse impact on the existing wind environments in the surrounding area. To further enhance the ventilation performance, the report recommends to provide more voids and permeable structures such as louver gates in lift lobby on ground floor of the PRH block, and to divide the PRH block into two. The Planning Brief will set out the design requirements recommended in the air ventilation appraisal and the need to explore further measures to improve the air ventilation performance of the scheme and its surrounding areas. The CTP/UD&L has no adverse comments on air ventilation appraisal and the proposed rezoning from air ventilation point of view.

Traffic Aspect

- 4.14 The Site is located in a well-developed district with well connected road network served by public transport while the MTR Kwun Tong Station is about 550m away. There are a number of bus/mini-bus routes operating along Hiu Kwong Street and Tsui Ping Road providing services to various railway stations and transport nodes while a red mini-bus route runs along Hiu Ming Street providing services to MTR Kwun Tong Station during school hours.
- 4.15 According to HD, loading/unloading bays will be provided in the PRH block at Hiu Ming Street while about 30 car parking spaces will be provided at the low-rise block at Hiu Kwong Street. A traffic impact assessment (TIA) for the development has been carried out by HD and has concluded that the existing and future traffic circulation at all the adjacent road junctions will operate with acceptable reserved capacities. The Commissioner for Transport (C for T) considers the TIA acceptable in-principle. An executive summary of the TIA is at **Attachment V**.
- 4.16 For pedestrian connectivity, a public walkway system comprising footpath, footbridge and lift towers is proposed by CEDD to the north of the Site as part of the comprehensive network to enhance the connectivity between uphill areas of Sau Mau Ping and low land areas around MTR Kwun Tong Station (**Drawing 2**). With this footbridges/lift tower in place, the pedestrian connectivity to the transport nodes and community facilities in the area will be enhanced. In addition, the landscaped deck connecting the two platforms (with about 30m level difference) within the development could facilitate tenants of the PRH block to access the low-rise block.

Landscape and Tree Preservation Aspects

- 4.17 CTP/UD&L considers that the intention of the “GB” zone is to contain urban development by natural features, and the proposed rezoning would mean a loss of green buffer and reducing the proper function of the “GB” zone.
- 4.18 The formed slope in the middle of the Site is partly covered with vegetation while a few large trees are found at the park area in the upper platform. Slope stabilization works are required for the proposed housing development. The Director of Agriculture, Fisheries and Conservation (DAFC) has no in-principle objection to the rezoning proposal. He advises that the slope at the Site is generally covered with common plantation species. Since the proposed landscaped deck encroaches onto the slope, the trees there will be affected. Also, there are two semi-mature *Ficus microcarpa* with trunks measuring over 1m at the northern fringe of the upper platform at Hiu Kwong Street (Site Photos at **Plan 5e**). HD has indicated that they will preserve the trees on

the slope as far as possible and that the two concerned mature trees would unlikely be affected by the PRH scheme as there would be no construction and site formation works at this locality. Nevertheless, HD will design the low-rise block at the upper platform away from the two concerned trees as far as practicable.

- 4.19 To address the concerns from DAFC and CTP/UD&L, the Planning Brief will set out the requirements for HD to conduct tree survey and preserve mature trees or trees with good landscape value, and to provide greening on the slope upon completion of its stabilization works so as to maintain the existing green buffer as far as possible.

Environmental and Infrastructural Aspects

- 4.20 Given that the Site is located within a well-developed district served with infrastructure network and the small scale of the proposed development, concerned Government departments including the Director of Drainage Services (DDS) and Director of Water Supplies (DWS) have confirmed that there are no insurmountable problem for the provision of water supplies and adverse impacts on the drainage and sewerage networks and have no objection to the proposed development. DEP also has no adverse comments on the proposed PRH development from environmental point of view.

5. Provision of Open Space and G/IC Facilities

- 5.1 Taking into account the proposed PRH development with an estimated population of about 3,000, the OZP area will have a planned population of 298,200. Taking into account the existing and planned open space provisions in the area and the provision standard in the Hong Kong Planning Standards and Guidelines (HKPSG), there is an overall surplus of 23.02 ha of open space after the proposed rezoning (a surplus of 23.51 ha of local open space (LO), and deficit of 0.49 ha of district open space). Given the significant surplus of LO, the proposed rezoning of the two “O” sites (0.76 ha), which are also planned LOs, would not have adverse impact on the adequacy of open space provision in the area.
- 5.2 According to HKPSG, the planned provision for various community facilities in the area is generally sufficient except for a few facilities including sports ground/sports complex, post office and primary school classrooms (**Attachment VII**). The requirement of primary school classrooms is assessed by the Secretary for Education (SED) based on the school zone and they have no comment on the rezoning of the Site. The Government will continue to monitor if the shortfall could be addressed by the provision at other sites in the concerned district. Regarding the shortfall in post office, the Postmaster General has advised that the Site is within the serving catchment

area of their existing post office network and they have no plans to set up another post office in the vicinity. The deficits in sports ground/complex can be met at the Kwun Tong District level as a whole.

- 5.3 In view of the request from the Director of Social Welfare (DSW) for more welfare facilities at the Site, HD is liaising with DSW on the appropriate welfare facility to be incorporated in the PRH development which will then be set out in the planning brief.

6. Proposed Amendments to the Plan of the OZP

The proposed amendment as shown on the draft Kwun Tong (South) Plan No. S/K14S/18A at **Attachment I** is as follow:

Amendment Item A (about 1.14ha)

Rezoning of a piece of land between Hiu Ming Street and Hiu Kwong Street from “O” and “GB” to “R(A)” with stipulation of BH restrictions in accordance with section 4 above.

7. Proposed Amendments to the Notes of the OZP

The proposed amendments to the Notes of OZP (with additions highlighted in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment II** for Members’ consideration. The major amendment includes the incorporation of a BH restriction clause in the Notes of the “R(A)” zone.

8. Revision to the Explanatory Statement of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K14S/19.

10. Consultation

Departmental Consultation

- 10.1 The proposed amendments have been circulated to the relevant Government bureau/departments. Comments of the SED, Director of Housing, DLCS, C for T, DAFC, DEP, Postmaster General, DSW, DWS, DDS and CTP/UD&L, PlanD have been incorporated into the above paragraph, where appropriate.
- 10.2 The following concerned bureau/departments have no in-principle objection to/no adverse comment on the proposed amendments :
- (a) District Lands Officer/Kowloon East, Lands Department;
 - (b) Chief Building Surveyor/Kowloon, Buildings Department;
 - (c) Chief Highway Engineer/Kowloon, Highways Department;
 - (d) Director of Fire Services;
 - (e) District Officer (Kwun Tong), Home Affairs Department;
 - (f) Project Manager (Kowloon) and Head of the Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
 - (g) Commissioner of Police;
 - (h) Government Property Administrator;
 - (i) Director of Food and Environmental Hygiene; and
 - (j) Head of Energizing Kowloon East Office, Development Bureau.

Local Consultation

- 10.3 On 18.3.2014, the Kwun Tong District Council (KTDC) was consulted on the proposed rezoning of the Site for PRH development. Relevant extract of the minutes of the KTDC meeting is at **Attachment VIII**. In general, the KTDC has no in-principle objection to the proposed development but expressed concern on the capacity of the traffic infrastructure, insufficient community facilities, reprovisioning arrangement of the affected recreational facilities and impacts on the nearby schools and residential developments. Incorporation of more community/social welfare facilities was also requested. Four submissions from the schools along Hiu Ming Street (**Attachments VIII-a to d**) regarding the residential use were received via KTDC. The submissions raise concerns mainly on the traffic impact and land use compatibility of the proposed residential development. HD also briefed two of the schools (the Hong Kong Institute of Vocational Education (Kwun Tong) and the Mission covenant Church Holm Glad College) on the PRH scheme on 2.5.2014.

- 10.4 Subsequent to the KTDC meeting, HD and PlanD held a local consultation meeting with residents of Fu Wah Court and Hiu Wah Building and staff/students of the nearest school (The CCC Mong Man Wai College) on 13.4.2014. The school and residents expressed their objections to the PRH development scheme mainly on the grounds of traffic and visual impacts of the proposed development, environmental nuisance during its construction period, its close proximity to their school/residential blocks, and the temporary/permanent reprovisioning arrangement of the ball courts.
- 10.5 Moreover, HD held a meeting with a Legislative Councilor Member (Hon. WU Chi Wai) with attendance of CEDD and PlanD on 24.4.2014. Enquiries concerning the proposed PRH development from the Residents of Tsui Ping Estate concerning the Clearance of Playground Project (翠屏區關注遊樂場清拆計劃居民) were received by PlanD.
- 10.6 Departmental responses to the views of KTDC, the local consultation meeting and the written enquiries received by PlanD are set out in **Attachment IX**.

Public Consultation

- 10.7 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K14S/19 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. KTDC will also be consulted on the proposed amendments before or during the exhibition period of the draft Kwun Tong (South) OZP No. S/K14S/18A.

11. Decision Sought

Members are invited to:

- 11.1 agree to the proposed amendments to the approved Kwun Tong (South) OZP and the Notes and that the draft Kwun Tong (South) OZP No. S/K14S/18A at **Attachment I** (to be renumbered to S/K14S/19 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition under section 5 of the Ordinance; and
- 11.2 adopt the revised ES at **Attachment III** for the draft Kwun Tong (South) OZP No. S/K14S/18A as an expression of the planning intentions and objectives of the Board for various land use zonings of the Plan and the revised ES will be published together with the Plan.

12. Attachments

Attachment I	Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/18A
Attachment II	Revised Notes of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/18A
Attachment III	Revised Explanatory Statement of the Draft Kwun Tong (South) Outline Zoning Plan Outline Zoning Plan No. S/K14S/18A
Attachment IV	Visual Appraisal Report
Attachment V	Executive Summary of the Traffic Impact Assessment
Attachment VI	Executive Summary of the Air Ventilation Appraisal Report
Attachment VII	Provision of Major Community Facilities in the OZP area
Attachment VIII	Relevant Extract of Minutes of the KTDC on 18.3.2014 and written submissions received at the KTDC meeting on 18.3.2014
Attachment IX	Departmental Responses to the Comments from KTDC meeting on 18.3.2014, local consultation meeting on 13.4.2014, and the written submissions
Drawing 1	Preliminary Conceptual Layout for the Proposed PRH Development
Drawing 2	Reprovisioning Arrangement of the Affected Ball Courts and Sitting-out Area
Drawings 3a to 3d	Photomontages for Proposed PRH Site
Plan 1	Approved Kwun Tong (South) OZP No. S/K14S/18 (Reduced)
Plan 2	Location of the Proposed Amendment Item A on the OZP
Plan 3	Site Plan
Plan 4	Aerial photo
Plans 5a to 5e	Site Photos

PLANNING DEPARTMENT

JUNE 2014

圖例 NOTATION

- ZONES**
- 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/C] 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**
- RAILWAY AND STATION [Symbol] 鐵路及車站
 - RAILWAY AND STATION (UNDERGROUND) [Symbol] 鐵路及車站(地下)
 - RAILWAY AND STATION (ELEVATED) [Symbol] 鐵路及車站(高架)
 - MAJOR ROAD AND JUNCTION [Symbol] 主要道路及路口
 - ELEVATED ROAD [Symbol] 高架道路
- MISCELLANEOUS**
- BOUNDARY OF PLANNING SCHEME [Symbol] 規劃範圍界線
 - URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA [Symbol] 市區重建局發展計劃範圍
 - BUILDING HEIGHT CONTROL ZONE BOUNDARY [Symbol] 建築物高度管制區界線
 - MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) [Symbol] 最高建築物高度(在主水平基準上若干米)
 - MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES [Symbol] 《註釋》內訂明最高建築物高度限制
 - PETROL FILLING STATION [P F S] 加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	1.21	0.31	商業
RESIDENTIAL (GROUP A)	137.51	35.50	住宅(甲類)
RESIDENTIAL (GROUP B)	14.46	3.73	住宅(乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	45.15	11.65	政府、機構或社區
OPEN SPACE	41.43	10.69	休憩用地
OTHER SPECIFIED USES	46.82	12.09	其他指定用途
GREEN BELT	28.50	7.35	綠化地帶
NULLAH	0.06	0.02	明渠
MAJOR ROAD ETC.	67.17	17.34	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.06	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	367.40	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/K14S/18 的修訂
AMENDMENT TO APPROVED PLAN No. S/K14S/18

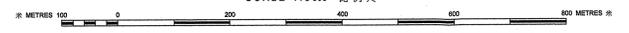
AMENDMENT EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE 按照城市規劃條例第5條展示的修訂

AMENDMENT ITEM A [Symbol] 修訂項目A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觀塘南部(九龍規劃區第14區部分)分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (SOUTH) - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺



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/K14S/18A

KOWLOON PLANNING AREA NO. 14 (PART)

APPROVED DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO.
S/K14S/184

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

NOTES

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

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

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

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

KOWLOON PLANNING AREA NO. 14 (PART)

**APPROVED ~~DRAFT~~ KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/18A**

Schedule of Uses

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COMMERCIAL (1)

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) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) 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 commercial developments, which may include shop, service, place of entertainment and eating place serving the needs of local workers.

(Please see next page)

COMMERCIAL (1) (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 heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) 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.
- (3) 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.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution School (not elsewhere specified) Shop and Services 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)", 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 (89) and/or (910) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) On land designated "Residential (Group A)", for a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (89) and/or (910) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated "Residential (Group 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 gross floor area of 134,352m².
- (4) On land designated "Residential (Group A)-2", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum domestic and non-domestic plot ratio of 4.5 and 1.5 respectively, and a ~~the~~ maximum building height of 150 metres above Principal Datum (mPD), or the plot ratio and height of the existing building, whichever is the greater.
- (5) For the purpose of paragraphs (1) and (4), on land designated "Residential (Group A)" and "Residential (Group A)2", 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 (4) 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.
- (6) On land designated "Residential (Group A)" abutting both Hiu Kwong Street and Hiu Ming Street, 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 mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.**
- ~~(6)~~(7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1), (2) and (4) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

~~(7)~~(8) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) to (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, 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.

~~(8)~~(9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (1), (2), (3) or (4) above 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/gross floor area specified in paragraphs (1) to (4) above may thereby be exceeded.

~~(9)~~(10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height -development-restrictions stated in paragraphs (1) to (4) and (6) above 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) Market 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

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.

(Please see next page)

RESIDENTIAL (GROUP B) (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 5.0, or the plot ratio of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretakers' office or caretakers' quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal 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 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 (1)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

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

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
<u>For "Business" only</u>	
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 Bus Depot (on land designated "OU (Business 1)" only) 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) 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
<u>For "Business" only</u> (Cont'd)	
Schedule II: for industrial or industrial-office building @	
<p>Ambulance 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^Δ) 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 Warehouse (excluding Dangerous Goods Godown)</p>	<p>Broadcasting, Television and/or Film Studio Bus Depot (on land designated "OU (Business 1)" only) Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre 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 Recreation, Sports or Culture Private Club Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor) Vehicle Repair Workshop Wholesale Trade</p>

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

Office

(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 uses 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 heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) 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.
- (3) 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.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(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
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For "Petrol Filling Station" only

Petrol Filling Station

Government Use (not elsewhere specified)
Utility Installation not Ancillary to the
Specified Use

Planning Intention

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

(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
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For "Sewage Treatment Plant" only

Sewage Treatment/Screening Plant

Government Use (not elsewhere specified)
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public.

Remarks

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

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 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 AREA NO. 14 (PART)

APPROVED ~~DRAFT~~ KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/184

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 14 (PART)

APPROVED-DRAFT KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/18A

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KOWLOON PLANNING AREA NO. 14 (PART)

**APPROVED-DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO.
S/K14S/184**

(Being an Approved 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 Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/18 (the Plan). 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 On 9 January 1959, the draft Ngau Tau Kok Village - Proposed Layout Plan No. LK 15/24/2, being the first statutory plan covering the western part of the Kwun Tong area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). On 9 June 1959, the then Governor-in-Council (G in C) under the then section 8(1) of the Ordinance, approved the draft Layout Plan. In January 1964, the approved Layout Plan was referred back to the Board for amendment. On 25 September 1964, the Ngau Tau Kok Village Layout Plan No. LK 14/17, which replaced the Plan No. LK 15/24/2, was gazetted under section 5 of the Ordinance, and was subsequently approved by the then G in C on 9 March 1965 under the then section 8(1) of the Ordinance.
- 2.2 On 9 May 1984, the Board was directed under section 3 of the Ordinance to prepare a draft statutory plan for the Kwun Tong and Lam Tin areas. On 26 August 1986, the approved Ngau Tau Kok Village Layout Plan was referred back to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 11 December 1987, the draft Kwun Tong OZP No. S/K14/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 6(7) and 7 of the Ordinance. On 1 May 1990, the then G in C agreed to refer the OZP No. S/K14/4 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance.
- 2.3 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board on 3 February 1993, under section 3(1)(a) of the Ordinance, to prepare a separate draft OZP for the Anderson Road Quarries and the adjoining area to tie in with the rehabilitation scheme of Anderson Road Quarries. In this connection, the land north of Sau

Mau Ping Road was excised from the draft Kwun Tong OZP and the OZP was re-named as the draft Kwun Tong (South) OZP. On 21 May 1993, the draft Kwun Tong (South) OZP No. S/K14S/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 7 of the Ordinance.

- 2.4 On 14 September 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/6. On 19 September 2000, the CE in C referred the approved OZP No. S/K14S/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 10 July 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/8. On 25 September 2001, the CE in C referred the approved ~~Kwun Tong (South)~~ OZP No. S/K14S/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 16 March 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/10. On 5 October 2004, the CE in C referred the approved ~~Kwun Tong (South)~~ OZP No. S/K14S/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 27 March 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/14. On 5 June 2007, the CE in C referred the approved ~~Kwun Tong (South)~~ OZP No. S/K14S/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.8 On 5 October 2007, the draft Kwun Tong (South) OZP No. S/K14S/15, mainly indicating two areas of the Plan replaced by the draft Urban Renewal Authority (URA) Kwun Tong Town Centre – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/1 and the draft ~~Urban Renewal Authority~~ URA Kwun Tong Town Centre – Yuet Wah Street Site DSP No. S/K14S/URA2/1, was exhibited for public inspection under section 5 of the Ordinance. ~~During the two-month exhibition period, a total of 5 representations were received. On 14 December 2007, the representations were published for public comments. 1 comment was received during the publication period. On 14 March 2008, the Board considered the representations and comment and decided not to uphold the representations.~~
- 2.9 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/16. ~~On 12 September 2008, the approved Kwun Tong (South) OZP No. S/K14S/16 was exhibited for public inspection under section 9(5) of the Ordinance. On 7 February 2012, the CE in C referred the approved OZP No. S/K14S/16 to the Board for amendment under section 12(1)(b)(ii) of the~~

Ordinance. The reference back of the OZP was notified in the Gazette on 17 February 2012 under section 12(2) of the Ordinance. The OZP was subsequently amended once and was exhibited for public inspection under section 5 of the Ordinance.

~~2.10~~ On 23 March 2012, the draft Kwun Tong (South) OZP No. S/K14S/17 (the Plan), incorporating amendments including the rezoning of a site at Sau Ming Road from "Government, Institution or Community" ("G/IC") to "Residential (Group A) 2" ("R(A)2") and other technical amendments, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition of the draft OZP, a total of four representations were received. On 1 June 2012, the Board published the representations for three weeks for public comment. A total of two comments were received. On 31 August 2012, the Board considered the representations and comments and noted one supporting representation and decided not to uphold the remaining three representations.

~~2.11~~ On 4 June 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently re-numbered as S/K14S/18. On 14 June 2013, the approved Kwun Tong (South) OZP No. S/K14S/18 (the Plan) was exhibited under section 9(5) of the Ordinance. On 1 April 2014, the CE in C referred the approved OZP No. S/K14S/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

2.11 On xx xx 2014, the draft Kwun Tong (South) OZP No. S/K14S/19 (the Plan), incorporating amendments mainly to rezone a site between Hiu Ming Street and Hiu Kwong Street from "Open Space" ("O") and "Green Belt" ("GB") to "Residential (Group A)" ("R(A)"), was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport network 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. It is a small-scale plan and transport alignments and boundaries between land use zones may be subject to minor adjustments as detailed planning proceeds.

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>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by Hoi Bun Road, Shun Yip Street and Ngau Tau Kok Road to the west; Chun Wah Road and Sau Mau Ping Road to the north; and Lei Yue Mun Road and King Yip Street to the south. The eastern boundary largely follows the district administrative boundary for the Kwun Tong District. The boundary of the Area is shown in a heavy broken line on the Plan and includes the two areas designated as "URA Kwun Tong Town Centre DSP Area". It covers about 387 hectares of land.
- 5.2 The Area can be separated into two portions in terms of land use. The portion to the south-west of Kwun Tong Road, which was formed by reclamation in the 1950's, is a long-established industrial area. The existing industrial area is however under transformation to meet the changing needs of the industrial and business sectors. The portion to the north-east of Kwun Tong Road and Lei Yue Mun Road is predominantly occupied by residential developments, particularly public housing estates.

6. POPULATION

According to the ~~2006-2011~~ Population By-eCensus, the population ~~in~~ of the area ~~Area~~ was about ~~296,000~~ 307,900 persons. If the planned uses on the OZP are developed, the planned population for the area would be about ~~319,700~~ 318,700 persons. The increase in population is mainly due to the ~~completion of major public housing projects including the comprehensive redevelopment of Lei Yue Mun Road Estate (currently known as Lei On Court), Upper Ngau Tau Kok Estate, Sau Mau Ping Estate and Lam Tin Estate in the Area~~ planned development projects of the URA Kwun Tong Town Centre in the Area.

7. BUILDING HEIGHT RESTRICTIONS IN KWUN TONG BUSINESS AREA

- 7.1 As revealed from the public consultations undertaken under the Study of Urban Design Guidelines for Hong Kong (2003), the community was in general support of the initiative to instigate height control in the statutory plans to protect views to the ridgelines from popular vantage points. In taking this forward, proposals for building height restriction for the Kwun Tong and Kowloon Bay Business Areas were 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.
- 7.2 In main, the building height restrictions are to preserve the views to the Kowloon Ridgelines from the vantage points recommended in the Urban

Design Guidelines Study, taking into account the local area context and the need to maintain visually compatible building masses in the wider setting. There are four height bands – 100 metres above Principal Datum (mPD), 130mPD, 160mPD and 200mPD in the Kwun Tong Business Area, for preserving views to the ridgelines and reinforcing discernible district centre character at the main activity node of the Kwun Tong Mass Transit Railway (MTR) Station and Town Centre. These height bands help achieve a stepped height profile for visual permeability, reduce the solidness of Kwun Tong Business Area and maintain a more intertwined relationship with the Victoria Harbour edge. Sharp contrast and significant visual barrier to adjacent major residential development such as Laguna City is also avoided.

7.3 Building height restrictions for Government, institution, community (*GIC*) and utility sites in Kwun Tong Business Area in height bands of 15mPD and 40mPD are also incorporated to provide visual relief to the high density environment of the Kwun Tong Business Area.

7.4 A minor relaxation clause in respect of the building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
and
- (d) ~~achieving green design and other design merits.~~
- (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.

7.5 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. LAND USE ZONINGS

8.1 "Commercial (1)" ("C(1)") - Total Area 1.21 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include shop, service, place of entertainment and eating place serving the needs of the local workers.
- 8.1.2 There are a total of seven sites under "C(1)" zoning. They are located in Kwun Tong Business Area to the south of Kwun Tong Road. These commercial sites, which are either located near road junctions or major transport interchanges, have been developed to provide commercial facilities for the workers. Multi-storey car parks are incorporated in some of the developments.
- 8.1.3 A maximum plot ratio of 12.0 is imposed on these commercial sites so as not to aggravate the existing traffic problems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.1.4 Developments and redevelopments in the "C(1)" sites are subject to maximum building heights of 100mPD or 130mPD as stipulated on the Plan. Minor relaxation of the building height restrictions may be considered by the Board through the planning permission system pursuant to ~~para-~~paragraphs 7.4 and 7.5 above. Each application for minor relaxation of building height restriction will be considered on its own merits.
- 8.1.5 Minor relaxation of the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

8.2 "Residential (Group A)" ("R(A)") - Total Area ~~136.37~~137.51-ha

- 8.2.1 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.
- 8.2.2 Existing public rental housing estates in the Area include Lok Wah Estate, Upper Ngau Tau Kok Estate, Garden Estate, Sau Mau Ping Estate, Wo Lok Estate, Wan Hon Estate, Tsui Ping Estate, Kai Tin Estate, Ping Tin Estate, On Tin Estate, Hing Tin Estate, Lam Tin Estate and Tak Tin Estate. Existing Home Ownership Scheme developments include Lok Nga Court, Lei On Court, On Kay Court, Chun Wah Court, Cheung Wo Court, Hong Tin Court, Hong Yat Court, Hiu Lai Court, Po Pui Court, Hong Wah Court and Hong Ying Court.

8.2.3 A site along Sau Ming Road, which is zoned “R(A)2” is proposed for public rental housing (*PRH*) cum community hall development. To prevent massive and out-of-context development, the site is subject to a maximum building height of 150mPD as stated in the Notes, a maximum domestic plot ratio of 4.5 and a maximum non-domestic plot ratio of 1.5. Various Government, institution or community (GIC) facilities including a community hall, a small public library and a study area would be provided within the development. *A site between Hiu Ming Street and Hiu Kwong Street is proposed for PRH development and is subject to maximum building heights of 80mPD (for the upper platform and its adjoining slope) and 150mPD (for the lower platform) as shown on the Plan.*

8.2.4 A wide range of GIC facilities such as primary schools, community halls, children and youth centres, elderly centres, local open space, indoor games halls, markets and shopping centres are provided within these estates to serve the residents. Some of the community facilities are free-standing within the housing estates. They are counted as follows:

<u>Name of Estate</u>	<u>No. of Free-standing Facilities</u>
Lok Wah Estate	2 primary schools and 1 community centre
Tsui Ping Estate	1 primary school
Lam Tin Estate (adjacent to Phases 7 & 8)	1 planned municipal services building
Ping Tin Estate	2 primary schools
Sau Mau Ping Estate	3 <u>4</u> existing and 1 planned primary schools and 1 community hall
Upper Ngau Tau Kok Estate	1 primary school

These school and GIC facilities, existing or planned, are zoned “R(A)” on the OZP so as to allow for flexibility in the comprehensive planning and development of these large residential sites.

8.2.5 Existing private residential developments include those in the vicinity of the town centre of the Area, between Kwun Tong Road and Ngau Tau Kok Road, as well as those at Hiu Kwong Street.

8.2.6 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 gross floor areas for these developments/redevelopments, the ~~lands~~ sites 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.

- 8.2.7 The northern part of Sceneway Garden which is a comprehensive private residential development above the public transport interchange is within the "R(A)1" zone. The southern part of the development is built on top of the Lam Tin MTR Station on the other side of Lei Yue Mun Road which falls within the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, that is outside the Plan area. A landscaped deck is built over the road linking the two parts of the development together. To ensure that the intensity of this private development is under statutory planning control, a maximum domestic gross floor area is imposed under the Notes of the Plan.
- 8.2.8 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios or gross floor areas may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.2.9 To provide design flexibility, Minor—minor relaxation of the development plot ratio/gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. However, for any existing building with plot ratio/gross floor area already exceeding the plot ratio/gross floor area restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances. Each application will be considered on its own merits.

8.3 "Residential (Group B)" ("R(B)") - Total Area 14.46 ha

- 8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The private residential developments along Kung Lok Road and Yuet Wah Street fall within this zone.
- 8.3.2 Developments within this zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing and planned road network.
- 8.3.3 Minor relaxation of the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance. 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. Each application will be considered on its own merits.

8.4 “Government, Institution or Community” (“G/IC”) - Total Area 45.15 ha

- 8.4.1 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.
- 8.4.2 Major existing GIC facilities include United Christian Hospital at Sau Nga Road, Ngau Tau Kok Jockey Club Clinic, Lam Tin Polyclinic at Kai Tin Road, Kwong Yam Home for the Aged at Kung Lok Road, Ngau Tau Kok Complex, **Lam Tin Complex**, two divisional police stations at Hong Ning Road and Lei Yue Mun Road, two fire stations at Hoi Yuen Road and Tseung Kwan O Road, two market complexes at Ngau Tau Kok Road and Shui Wo Street, an indoor games hall at Hiu Kwong Street, a swimming pool complex near Kwun Tong Recreation Ground, service reservoirs, and a number of primary and secondary schools.
- 8.4.3 Developments and redevelopments in the “G/IC(1)” sites in Kwun Tong Business Area to the south of Kwun Tong Road are subject to a maximum building height of 15mPD or 40mPD as stipulated on the Plan. Minor relaxation of the building height restrictions may be considered by the Board through the planning permission system pursuant to ~~para-~~**paragraphs 7.4 and 7.5** above. Each application for minor relaxation of building height restriction will be considered on its own merits.

8.5 “Open Space” (“O”) - Total Area ~~42.19~~ **41.43**-ha

- 8.5.1 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.
- 8.5.2 Major existing open spaces in the Area include ~~Kwun Tong Recreation Ground~~, Hong Ning Road Recreation Ground, **Sau Ming Road Park**, Sau Nga Road Recreation Ground, Hoi Bun Road Park, Lam Tin Park, Hong Ning Road Park, the playgrounds at Kung Lok Road, Yuet Wah Street, Hiu Ming Street, Tsun Yip Street, and a number of smaller rest gardens at various locations. The ~~open space site~~ **Kwun Tong Recreation Ground** at Sau Ming **Kwun Tong** Road is currently **being redeveloped** under construction. Additional sites have been reserved at Kai Tin Road and Tseung Kwan O Road.
- 8.5.3 Soccer pitches and play-areas are also provided on top of the decked service reservoirs and local open spaces are provided within public housing estates and comprehensive private housing developments.

8.6 “Other Specified Uses” (“OU”) - Total Area 46.82 ha

- 8.6.1 This zoning covers land allocated for specific uses which include Business, Petrol Filling Station and Sewage Treatment Plant.
- 8.6.2 About 45.57 ha of land is zoned “OU” annotated “Business” (“OU(B)”). 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 and industrial-office (I-O) buildings. As it is not possible to phase out existing polluting and hazardous industrial uses all at once on land zoned “OU(B)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in the Kwun Tong Business 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. The setback requirements are stipulated in departmental outline development plans and enforced through lease modification process where appropriate. Development within this zone is subject to a maximum plot ratio of 12.0 as specified in the Notes. Reference should be made to the relevant Town Planning Board Guidelines.
- 8.6.3 A site at How Ming Street to the northwest of Tsun Yip Street Playground is zoned “OU” annotated “Business 1” (“OU(B)1”). It is also for general employment uses with the same planning intention as stated in paragraph 8.6.2. However, in order to make provision for redevelopment of the existing bus depot if necessary, ‘Bus Depot’ use is included in Column 2 of the “OU(B)1” zone to allow the Board to scrutinise any submitted proposals to its satisfaction.
- 8.6.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.6.5 The sewage treatment plant at Wing Yip Street zoned “OU” annotated “Sewage Treatment Plant” is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public.
- 8.6.6 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites are subject to maximum building heights ranging from 100mPD to 200mPD. Development and redevelopment in the “OU” annotated “Sewage Treatment Plant” site is subject to a maximum building height of 15 mPD. Minor relaxation of the building height restrictions may be considered by the Board through the planning permission system pursuant to para. 7.4 above. *The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor*

relaxation of building height restriction. Each application for minor relaxation of building height relaxation will be considered on its own merits.

8.6.7 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites are subject to maximum plot ratio of 12. Minor relaxation of the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance. 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. Each application will be considered on its own merits.

8.6.8 The petrol filling station at Kwun Tong Road zoned “OU” annotated “Petrol Filling Station” is intended primarily for the provision of petrol filling stations serving the needs of local residents as well as the general public.

8.7 “Green Belt” (“GB”) - Total Area ~~28.88~~ 28.50-ha

8.7.1 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. 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.

8.7.2 It includes Ma Yau Tong West and Ma Yau Tong Central landfill sites. Restoration works for recreational afteruse are currently in progress. Part of Lam Tin Park and hillslopes at various locations are also within this zone.

9. COMMUNICATIONS

9.1 Roads

9.1.1 The primary distributors in the Area include Kwun Tong By-pass and Tseung Kwan O Road. Kwun Tong By-pass along the south-western boundary of the Area links Eastern Harbour Crossing in the south-east and Tseung Kwan O Tunnel via Tseung Kwan O Road in the north-east. This By-pass also forms part of the road network connecting the Eastern Harbour Crossing to the approaches of the Tate’s Cairn Tunnel portal at Diamond Hill. Tseung Kwan O Road links Tseung Kwan O New Town via Tseung Kwan O Tunnel, which forms the principal access from the main urban areas to the New Town.

9.1.2 Major district distributors in the Area include Kwun Tong Road, Lei Yue Mun Road and Wai Yip Street. These distributors, running in a north-west and south-east direction, connect the Area, in particular

Kwun Tong Business Area, with Central and West Kowloon. The business area is also served by local distributors including Hung To Road, Lai Yip Street, Tsun Yip Street and Hoi Yuen Road.

- 9.1.3 Sau Mau Ping Road, Tsui Ping Road, Hip Wo Street and Hong Ning Road are the major local distributors in the north-eastern part of the Area. The main function of these roads is to serve the residents of the public and private housing developments in the Area. Sau Mau Ping Road at the northern edge of the Area together with Shun Lee Tsuen Road and Po Lam Road also provide external linkages to Central and West Kowloon to the west, and Sai Kung and Tseung Kwan O to the east.

9.2 Mass Transit Railway

The existing MTR Kwun Tong Line runs along Kwun Tong Road and Lei Yue Mun Road on elevated tracks. It connects Tseung Kwan O Line with interchange at MTR Yau Tong Station for harbour crossing. There are two stations in the Area, namely, MTR Ngau Tau Kok Station and MTR Kwun Tong Station.

9.3 Public Transport

Apart from the MTR, the Area is also well 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 industrial developments in the Area.

10. URBAN RENEWAL AUTHORITY (URA) DEVELOPMENT SCHEME PLAN (DSP) AREA

- 10.1 Two areas have been designated as “Urban Renewal Authority (URA) Development Scheme Plan DSP Areas”. The land use zonings of the areas are depicted on the relevant URA Development Scheme Plans (DSPs) and they will be implemented by the URA.
- 10.2 The DSP for Kwun Tong Town Centre - Main Site covers an area of about 4.63 ha. ~~URA intends to redevelop this area~~ The site is intended for comprehensive development/redevelopment of the area for residential, Government and/or commercial uses with the provision of open space and other community and supporting facilities. ~~for residential, commercial, GIC and open space uses.~~ The DSP for Kwun Tong Town Centre - Yuet Wah Street Site covers an area of about 0.43 ha. The site is intended primarily for medium-density residential developments with the provision of GIC facilities. The draft URA Kwun Tong Town Centre - Main Site DSP No. S/K14S/URA1/1 was exhibited for public inspection under section 5 of the Ordinance on 5 October 2007.
- ~~10.3 The DSP for Kwun Tong Town Centre - Yuet Wah Street Site covers an area of about 0.43 ha. URA intends to redevelop this area for medium density residential development with the provision of GIC facilities. The draft URA~~

~~Kwun Tong Town Centre - Yuet Wah Street Site DSP No. S/K14S/URA2/1 was exhibited for public inspection under section 5 of the Ordinance on 5 October 2007.~~

- 10.43 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft URA Kwun Tong Town Centre - Main Site DSP and Yuet Wah Street Site DSP which were subsequently renumbered as S/K14S/URA1/2 and S/K14S/URA 2/2 respectively. On 12 September 2008, the approved URA Kwun Tong Town Centre - Main Site DSP No. S/K14S/URA1/2 and Yuet Wah Street Site DSP No. S/K14S/URA2/2 were exhibited for public inspection under section 9(5) of the Ordinance.

11 UTILITY SERVICES

- 11.1 The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available. No difficulty is envisaged in meeting the future requirements. ~~Upgrading of the existing fresh water and salt water supply systems will be carried out to cope with the increase of water demand for the additional population while~~ i Improvement works to the existing drainage and sewerage systems may be required for the possible change of stormwater flow due to topographic changes arising from development.
- 11.2 The project of "East Kowloon Sewerage Improvement and Pollution Control" undertaken by the Drainage Services Department to improve the existing sewerage system and abate the pollution problem in East Kowloon has been completed.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zoning are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an "existing use right" should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.

- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications will take into account all relevant planning considerations which may include departmental outline development plans and guidelines published by the Board. The outline development 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 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

JUNE 2013 **JUNE 2014**

**Visual Appraisal (VA) for the Proposed Public Rental Housing (PRH) Development
at Hiu Ming Street and Hiu Kwong Street, Kwun Tong**

1. Site Particulars and Proposed Development

- 1.1 The subject site is zoned “Open Space” (“O”) and “Green Belt” (“GB”). It is bounded by the Hiu Ming Street on the south-west, Hiu Kwong Street on the north-east, Hiu Ming Street Playground on the south-east, and private residential developments on the north-west. With an area of about 1.13ha, it comprises a lower platform at 29mPD and an upper platform at 61 to 68mPD separated by steep slopes of 32 to 39m high.
- 1.2 To facilitate the PRH development, the site will be rezoned to “Residential (Group A)” and be subject to a total plot ratio (PR) of maximum 9.0 and a domestic PR of maximum 7.5. The building height restriction (BHR) of 150mPD at lower platform is comparable to the adjacent private developments of Fu Wah Court and Hiu Wah Building of 153mPD, and slightly higher than Hiu Ming Court and Hiu Kwong Court of 132mPD in the further north-west. Under the current planning concept, one PRH block was preliminarily proposed at the lower platform for production of some 1,100 flats. A low-rise auxiliary block of maximum 80mPD will be built at the upper platform; and this low-rise block will be linked to the PRH block via a landscaped deck. The VA has been conducted based on these parameters.
- 1.3 The Sau Mau Ping and Sau Mau Ping South Estates are located up the hill across Hiu Kwong Street and its abutting slopes. The domestic buildings of the two estates range from 150 to 227mPD. The height profile decreases gradually towards the south-western direction, across the subject site at maximum 150mPD, down to 73 to 113mPD at Tsui Ping North Estate, 45 to 57mPD at Wo Lok Estate, and gently up again for private developments near the Hip Wo Street at 63 to 76mPD. Meanwhile, the north-west to south-east direction, between Hiu Kwong and Hiu Ming Streets, is characterized by extensive slopes and low-rise schools. They altogether create a generally open and green strip along the direction.
- 1.4 The VA will take into account the planned PRH-cum-Community Hall development at Sau Ming Road (SMR) which will have a building height of maximum 150mPD.

2. Viewpoints

- 2.1 As agreed with Planning Department, the following four viewpoints from different directions and distances were selected (**Plan 1**). These viewpoints represent the views of pedestrian nodes which are accessible by the public and/or key public open spaces in the vicinity:

Viewpoint A : the Sau Mau Ping Memorial Park at Tsui Ping Road is a local open space accessible by the public;

Viewpoint B : the Hiu Ming Street Playground is a local open space with active recreational facilities of tennis courts, basketball court as well as soccer pitch. Because of the clustering of six secondary schools and one educational institution at the southern end of Hiu Ming Street, the pedestrian flow along Hiu Ming Street is particularly high when

students attend or leave schools;

Viewpoint C : the entrance plaza of Sau Mau Ping Shopping Centre encountered high pedestrian flow as it serves the retail needs of the Sau Mau Ping and Sau Mau Ping South Estates of some 46,000 residents as well as Hiu Lai Court of some 16,700 residents; and

Viewpoint D : while the sitting out area of Hiu Lai Court did not encounter particularly high pedestrian flow, it was considered appropriate to assess the views which people would perceive in future while waiting at bus stops.

3. Visual Appraisal

- 3.1 Four photomontages (**Plans 2 to 5**) were prepared to illustrate the visual effect of the proposed development, taking into account that of the planned SMR, at the above mentioned viewpoints.
- 3.2 From **Viewpoint A** (looking SE to the site from a distance of 215m), the proposed development would not cause any visual impact since the block will be screened off by the existing trees at the Park (**Plan 2**).
- 3.3 From **Viewpoint B** (looking N to the site from a distance of 140m), the proposed development would block some of the sky view when looking at such a close distance. However, as part of the building is screened off by the existing trees, the overall visual effect remains acceptable when compared with the building mass of the Sau Fu and Sau On Houses of 164mPD, as well as Sau Ming House of 153mPD on the right (**Plan 3**).
- 3.4 From **Viewpoint C** (looking S to the site from a distance of 290m), the visual impact is insignificant as only a very small portion of the proposed PRH block will be visible behind the existing trees and the future SMR (**Plan 4**).
- 3.5 From **Viewpoint D** (looking SE to the site from a distance of 208m), the existing private building Hiu Ming Court of 132mPD sitting on the foreground dominates the sky view. The proposed PRH block would be partly screened off by existing trees and it blends in well with the surrounding settings (**Plan 5**).
- 3.6 Based on the above appraisal, it is suggested that the proposed PRH development will not induce significant visual impact to the environment. Indeed, because of the mostly built-up area and the undulating topography in the vicinity, the proposed block would be partially or wholly blocked by existing buildings and trees. It was difficult to find appropriate pedestrian nodes accessible by the public or key public open spaces, at reasonable distances, where the proposed block is visible in entirety.

4. Further measures to improve the visual outlook

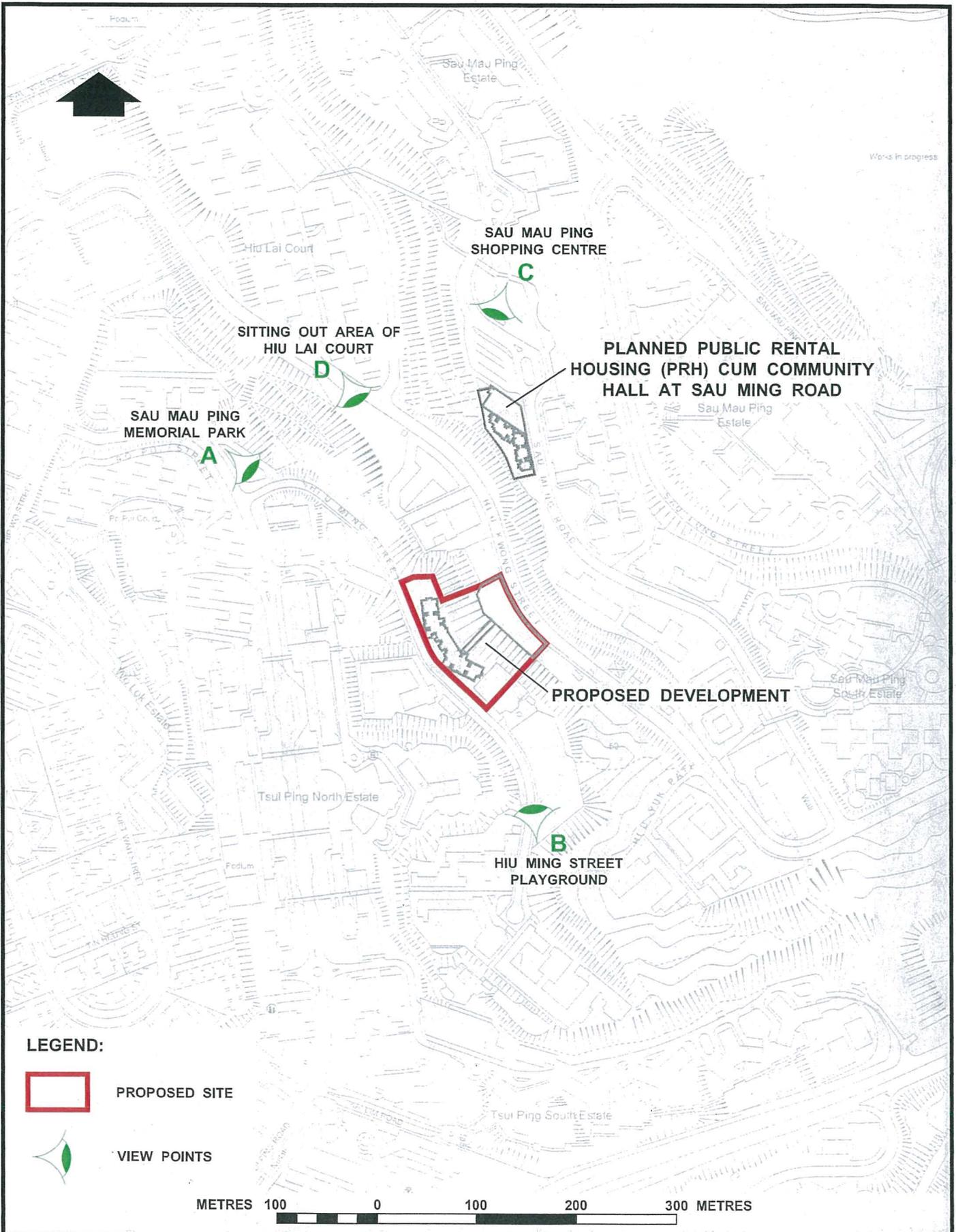
- 4.1 The elongated site configuration and topography have dictated and limited the layout and disposition of the PRH block located at the lower platform. Notwithstanding, we

would adopt the following design measures to further improve the visual outlook of the PRH and auxiliary blocks:

- (a) The auxiliary block of maximum 80mPD is located at the upper platform and will be linked to the PRH block by a landscaped deck to enhance the visual amusement.
- (b) A roof garden is planned above the auxiliary block. The design concept is to integrate the roof garden with the adjoining Hiu Kwong Street Park Strip thus to maintain a continuing green open space, both visually and functionally. We would endeavor to maximize the green coverage through planting and landscaping, and to provide effective pedestrian links to the PRH block as well as the Park Strip.
- (c) The building height of the proposed PRH block is in accordance with the restriction of 150mPD which is comparable to the adjacent private residential developments of 153 and 132mPD. Located at the lower platform, direct line of sight from the adjoining private buildings has been minimised. Though with limited scope, the orientation and disposition of the block will be carefully designed to mitigate the visual impact to the adjacent buildings as far as possible. Moreover, shop front would be added underneath the PRH block to increase the transparency of the edge of the block, so as to enhance the visual experience along Hiu Ming Street.
- (d) The slopes separating the two platforms would not be built over except that a landscape deck would lie across it to facilitate tenants' access to and from the auxiliary block. We would preserve the existing trees on slopes as far as practicable. In case of tree removal, the affected trees would be compensated by whips; also groundcovers or climbers would be provided where appropriate.
- (e) The color scheme of the auxiliary and PRH blocks will be carefully worked out, together with appropriate facade design and treatments such as the provision of green walls, planter boxes and coloured patterns etc. which would help add visual interest to the development.
- (f) In view of the long frontage of the PRH block along Hiu Ming Street, we would explore the feasibility to split the PRH block into two with reasonable separation distance so as to minimize the visual impact.

5. Conclusion

- 5.1 Based on the VA in Section 3 and the design measures as proposed in Section 4, it is concluded that the proposed PRH development will not cause visual impact or adversely affect the visual amenity of the assessment area. We would explore design measures in more details at later stage to further enhance the visual interest.



LEGEND:

-  PROPOSED SITE
-  VIEW POINTS

METRES 100 0 100 200 300 METRES

LOCATION PLAN AND VIEWPOINTS

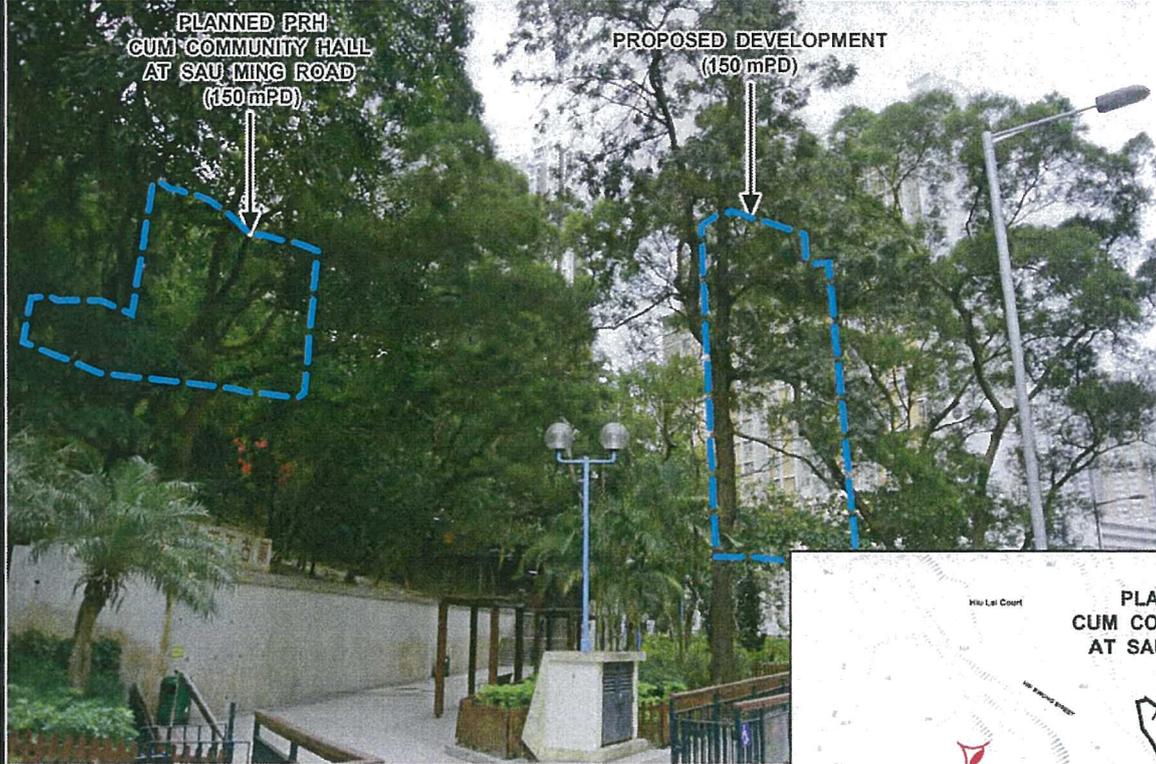
 **HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 1

DATE:
12. 5. 2014



Existing View



With Proposed Development



LEGEND:

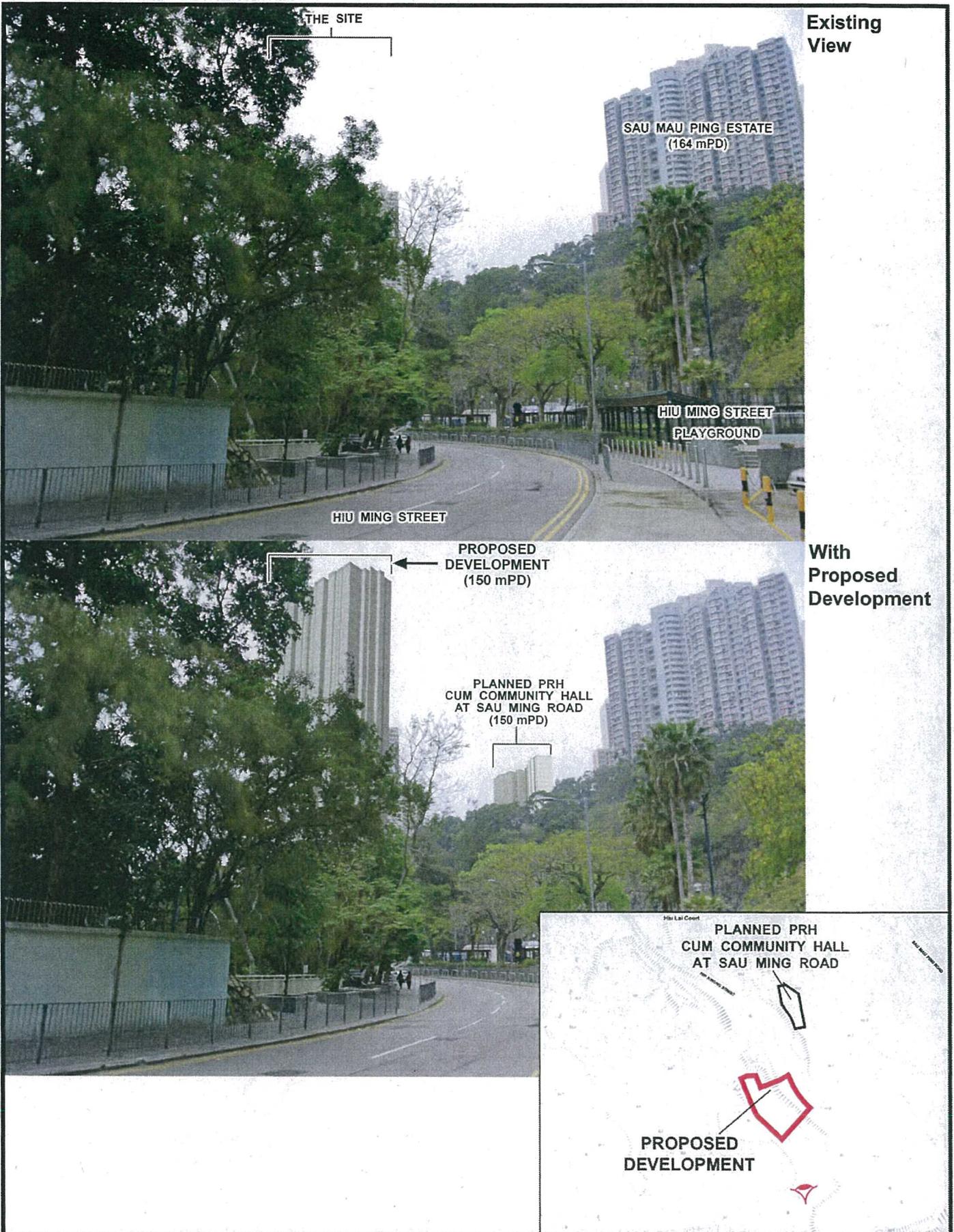
 Behind Existing Building

**PHOTOMONTAGE AT VIEW POINT A
(VIEW FROM THE SAU MAU PING MEMORIAL PARK)**

 **HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 2

**DATE :
12. 5. 2014**



Existing View

With Proposed Development

**PHOTOMONTAGE AT VIEW POINT B
(VIEW FROM HIU MING STREET PLAYGROUND)**



**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 3

**DATE :
12. 5. 2014**

Existing View



With Proposed Development



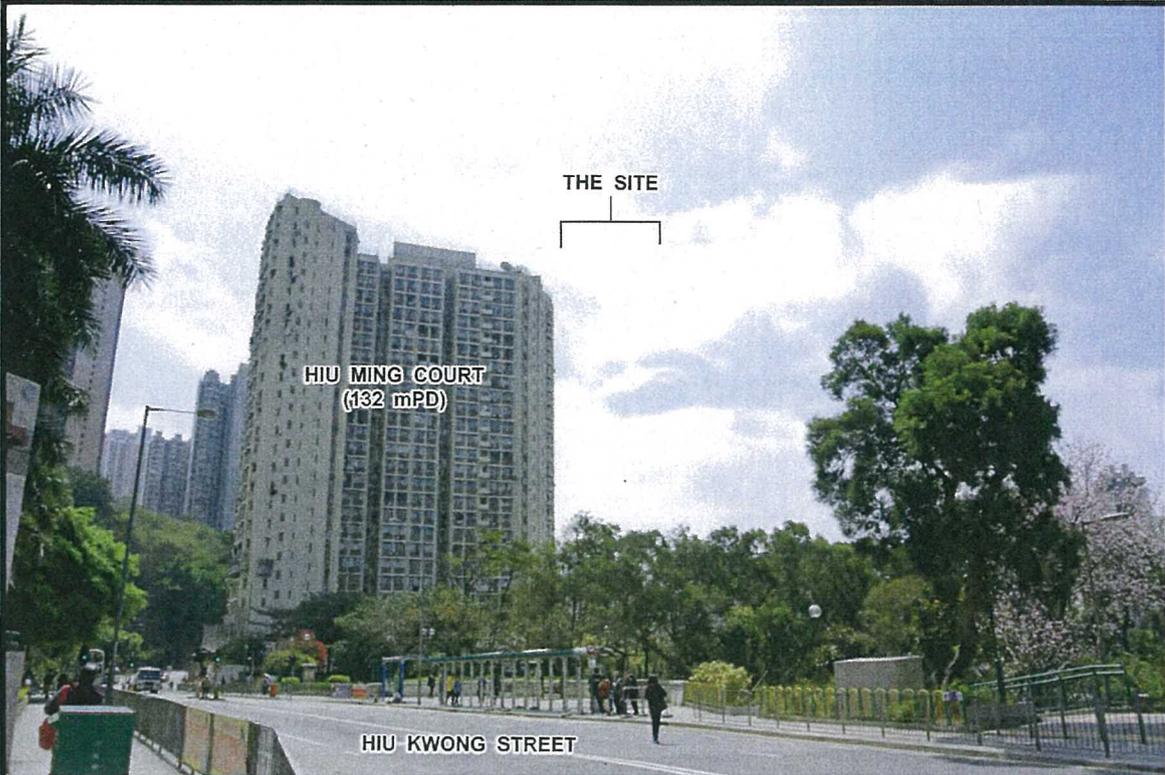
**PHOTOMONTAGE AT VIEW POINT C
(VIEW FROM ENTRANCE PLAZA OF SAU MAU PING
SHOPPING CENTRE)**



**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 4

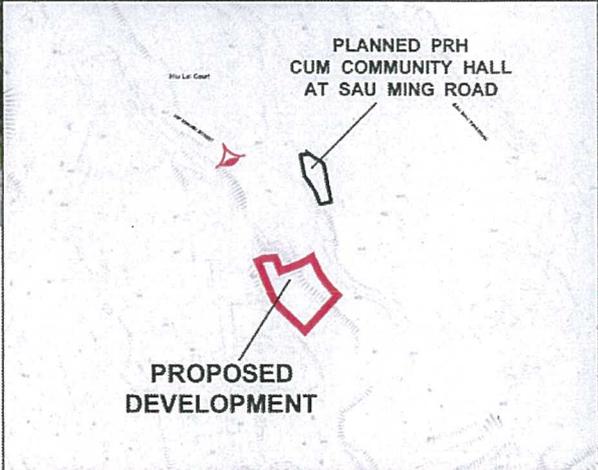
**DATE :
12. 5. 2014**



Existing View



With Proposed Development



**PHOTOMONTAGE AT VIEW POINT D
(VIEW FROM SITTING OUT AREA OF HIU LAI COURT)**

 **HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 5

**DATE :
12. 5. 2014**

**Public Rental Housing Development in
Hiu Ming Street Site
Traffic Impact Assessment
Executive summary**

Introduction

AECOM was commissioned by the Hong Kong Housing Authority (HKHA) to conduct a Traffic Impact Assessment study (The Study) for the proposed Public Rental Housing (PRH) development in Hiu Ming Street Site in Kwun Tong (The Development).

This Study is to appraise the likely traffic impact generated by the Development and provide mitigation measures, if necessary.

The objectives of the Study are as follows:-

- To assemble available data relevant to the Study, identify deficiency areas and conduct necessary surveys to establish the existing traffic conditions in the area of influence;
- To forecast the traffic and transport conditions in the design year by taking account of the traffic growth and all other planned developments and identify any traffic/transport deficiency areas;
- To estimate the traffic demand generated by the Development and assess its impact on the adjacent road system; and
- To identify the optimum provision of transport facilities for the Development, including parking and goods loading/unloading facilities.

Existing Situation

The proposed Development Site is located at Hiu Ming Street, Kwun Tong, to the east of Tsui Ping North Estate and at the downhill of Hiu Kwong Street Recreation Ground. The Development Site is surrounded by high-rise residential developments, some schools, open spaces and slopes.

The results of the traffic analysis indicate that the junction of Hiu Ming Street / Tsui Ping Road in the vicinity of the Development is currently operating satisfactorily.

The footpaths at Hiu Ming Street in the vicinity of the Development are operating satisfactorily.

There are currently 13 bus routes, 5 GMB routes and few RMB routes operating near the proposed Development.

Future Situation & Subject Development

The subject site will produce about 1,100 residential flats for tentative population intake by 2021/22.

The loading/ unloading will access to Hiu Ming Street and is expected to operate as priority arrangement. The car park will access to Hiu Kwong Street and is also expected to operate as priority arrangement.

Traffic Impact Assessment

The likely volume of traffic generated by the Development was estimated based on relevant trip rates provided in 'Traffic Rates for Residential Developments at 95% Confidence Level' adopted in the Transport Planning and Design Manual (TPDM) and TD 05/2006- Traffic Generation Survey 2006.

The planned Year of Completion for the Development is 2021/22. The design year for traffic forecast is set at 2025, i.e. 3 years after the planned completion of the Development.

To evaluate the associated traffic impact likely to be induced by the Development during the Design Year of 2025, two scenarios were analysed and compared. The first scenario is the Reference Scenario (without the Development). The second scenario is the Design Scenario (with the Development).

The modelling approach for this Traffic Impact Assessment is based on the latest 2008 K2 Base District Traffic Model (BDTM). The 2008 K2 BDTM covering mainly Kwun Tong, Sau Mau Ping, Lam Tin, Choi Hung, Wong Tai Sin and Hung Mom areas have been adopted, with further refinements and updates based on the available road network and development assumptions.

According to the development schedule, it is expected that the Development would generate a total of some 127 and 77 two-way traffic (in pcus) during the morning and evening peak hours respectively. Assessment on the operational performance of the road network in Year 2025 is conducted and the findings revealed that the critical junctions would have no capacity problem in both the reference (without development) and design cases (with development). The existing junctions will be able to accommodate all the future generated traffic.

Public Transport Provision

The Site is well served by various modes of public transport services in close vicinity with about 20 bus, GMB and RMB routes. Existing bus stops and GMB/ RMB stands

are available at Hiu Ming Street, Hiu Kwong Street and Tsui Ping Road within walking distance of 200m from the Site. In view of the small scale of the development, extra demand can be catered by existing public transport facilities.

Pedestrian Assessment

The pedestrian walkway assessment framework is based on the level of service (LOS) documented in the Highway Capacity Manual 2000 (HCM). Assessment for the footpaths of Hiu Ming Street is carried out and the result shows that the concerned footways of about 3m wide will operate at LOS A and are able to cope with the future development and through pedestrian flows. According to HCM, at a walkway LOS A, pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected and conflicts between pedestrians are unlikely.

Conclusion

Traffic impact assessment has been carried out for design year 2025. Traffic generation and attraction for the subject site were estimated using trip rates provided in the TPDM and TD 05/2006 Traffic Generation Survey 2006. The 2025 background traffic flows were forecasted by traffic model. Pedestrian generation and attraction for the subject site were estimated by survey. The 2025 background pedestrian flows were forecasted by growth factor.

The assessment results indicate that the existing and future traffic circulation at all the critical adjacent junctions will operate with acceptable reserve capacities. It is considered that the traffic impact caused by the Development is minimal and can be smoothly accommodated by the adjacent road network, pedestrian and transport facilities.

Provision of ingress/egress point, parking spaces, loading/unloading bays, pedestrian and public transport facilities were examined. No substantial problem is anticipated.

The TIA study has demonstrated that the proposed development will not cause any significant traffic impact and is acceptable from the traffic point of view.

Issue No. : 1
Issue Date : June 2014
Project No. : 1189

**AIR VENTILATION ASSESSMENT
FOR THE PUBLIC RENTAL
HOUSING DEVELOPMENT AT
HIU MING STREET AND HIU
KWONG STREET**

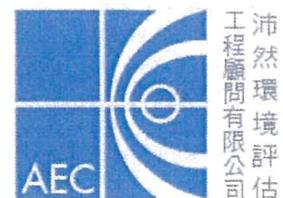
Executive Summary of Expert Evaluation

Report Prepared by:
Allied Environmental Consultants Ltd.

COMMERCIAL-IN-CONFIDENCE

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Issue No. : 1
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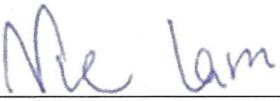
**AIR VENTILATION ASSESSMENT
FOR THE PUBLIC RENTAL
HOUSING DEVELOPMENT AT
HIU MING STREET AND HIU
KWONG STREET**

Executive Summary of Expert Evaluation

Report Prepared by:
Allied Environmental Consultants Ltd.

COMMERCIAL-IN-CONFIDENCE

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Air Ventilation Assessment (Expert Evaluation) for the Public Rental Housing Development at Hiu Ming Street and Hiu Kwong Street

Executive Summary

1. Allied Environmental Consultants Limited (AEC) was commissioned by Hong Kong Housing Authority (HKHA) to conduct the Expert Evaluation on Air Ventilation Assessment (AVA-EE) for the Proposed Development at Hiu Ming Street and Hiu Kwong Street (the Subject Site).
2. This AVA-EE is aimed to qualitatively review and evaluate the potential air ventilation impact on the pedestrian wind environment within and in the vicinity of the Subject Site using the methodology framework as set out in *Technical Circular No. 1/06 and its Annex A - Technical Guide for Air Ventilation Assessment for Development in Hong Kong* issued jointly by Housing, Planning and Lands Bureau and Environment, Transport and Work Bureau (Technical Guide).
3. The Subject Site is an area with three tennis courts, a basketball court, a playground and open area. The Subject Site is positioned at an elevation of about 29-66mPD throughout where the site area is surrounded by mid- and high-rise buildings on three sides.
4. Tsui Ping Commercial Complex, The Mission Covenant Church Holm Glad College, The Church Of Christ In China Mong Man Wai College, St. Matthew's Lutheran School, Leung Shek Chee College and HKTA Ching Chung Secondary School are mid-rise buildings. Other buildings surrounding the Subject Site such as Tsui Ping (North) Estate and Sau Mau Ping Estate are high-rise buildings which cause impediment to the wind flow under annual and summer prevailing wind conditions. Wind flow relies on road carriageways and open space. The major wind corridors are gaps between buildings, the streets and open area located at the vicinity of the Subject Site for annual and summer prevailing winds.
5. With regard to the neighbourhood buildings of the Subject Site, high-rise residential towers with higher elevation are located to the N, E and S of the Subject Site while that with lower elevation are located to the W. The Proposed Development does not lie within the breezeways for the area, or the major air paths under summer SSW (predominant) and SW prevailing wind conditions (Figure 3). However, it lies within one of the major air paths under annual ENE (predominant), E, NE winds when portion of the wind shall skim over the low-rise Sau Mau Ping Shopping Centre and reattached to the ground and arrive the Subject Site and other downwind areas (Figures 1 and 2), and under less frequent summer prevailing S winds but could flow through the adjoining Hiu Ming Street and Hiu Kwong Street (Figure 4). Air ventilation impact is expected

to impose on the surrounding area. Details would be evaluated in the Initial Study.

6. Good design features were incorporated into the design scheme, which includes:
 - The proposed blocks would be located away from the private residential blocks at the north as far as possible to facilitate air ventilation to pass through the Subject Site to the downwind side under annual ENE, E and NE prevailing wind conditions at the pedestrian level (Figure 5).
 - A large void is designed on about 9-10/F of the residential block (Figure 6). It increases the permeability of the building which allows air ventilation at pedestrian level. Details would be evaluated in the AVA Initial Study.
7. The ventilation performance is expected to be further improved with the void area. Therefore for better wind penetration through the Subject Site to the surroundings, recommendations such as reduction of building structure at ground level are implemented into the proposed recommended scheme development. With the following measures, the Proposed Development is expected to have a better permeability for wind to pass through the Subject Site to the surrounding area. Dividing the domestic block into two blocks is even a direct measure to enhance air ventilation.
 - Create openness in lobby area and increase permeable structure at ground level such that portion of the annual and summer prevailing winds at ground level shall pass through this wind corridor.
 - Provide additional void areas as opening and increase permeable structure such as adopting louver gates in lift lobby at ground level such that portion of the annual and summer prevailing winds at ground level shall pass through this wind corridor, which further enhance the air ventilation at lower and pedestrian levels.
 - Divide the domestic block into two blocks instead of the design of void on about 9-10/F in order to provide a wind corridor for better air ventilation performance. The details and the efficient width of the wind corridor would be evaluated in the AVA Initial Study.
8. HKHA may consider to incorporate the abovementioned recommended design measures in the proposed recommended design development to improve the air ventilation performance of the Project.
9. Lastly, in order to optimize the Proposed Development scheme and to demonstrate the effectiveness of the proposed design features, an AVA Initial Study would be conducted in the detailed design stage.

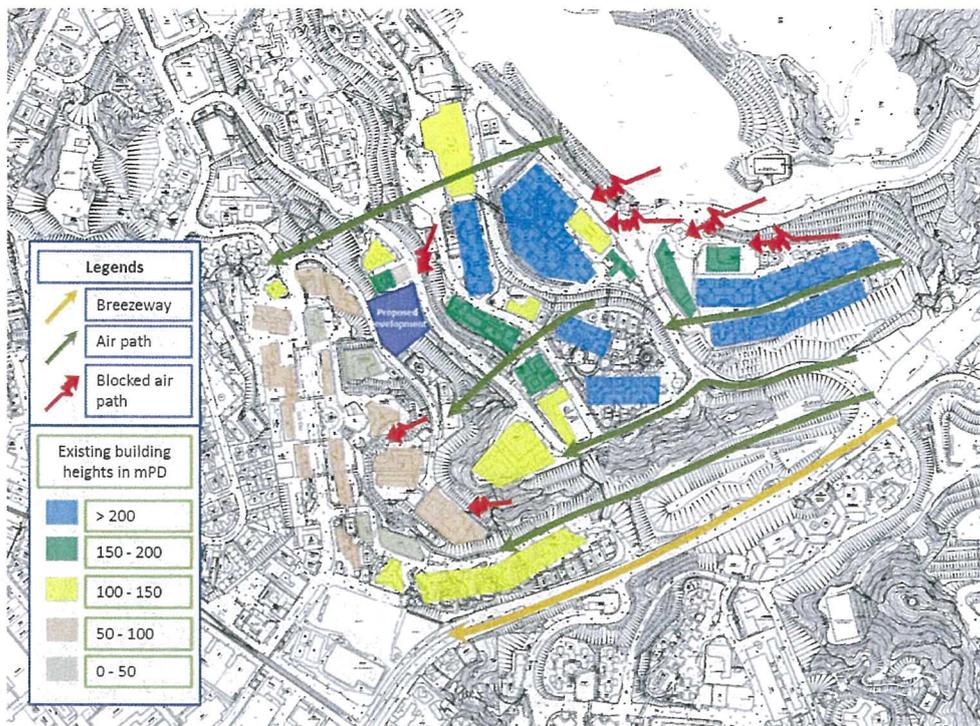


Figure 1 Major Wind Flow Pattern to the Proposed Development under Annual Prevailing Wind (ENE / E) Condition

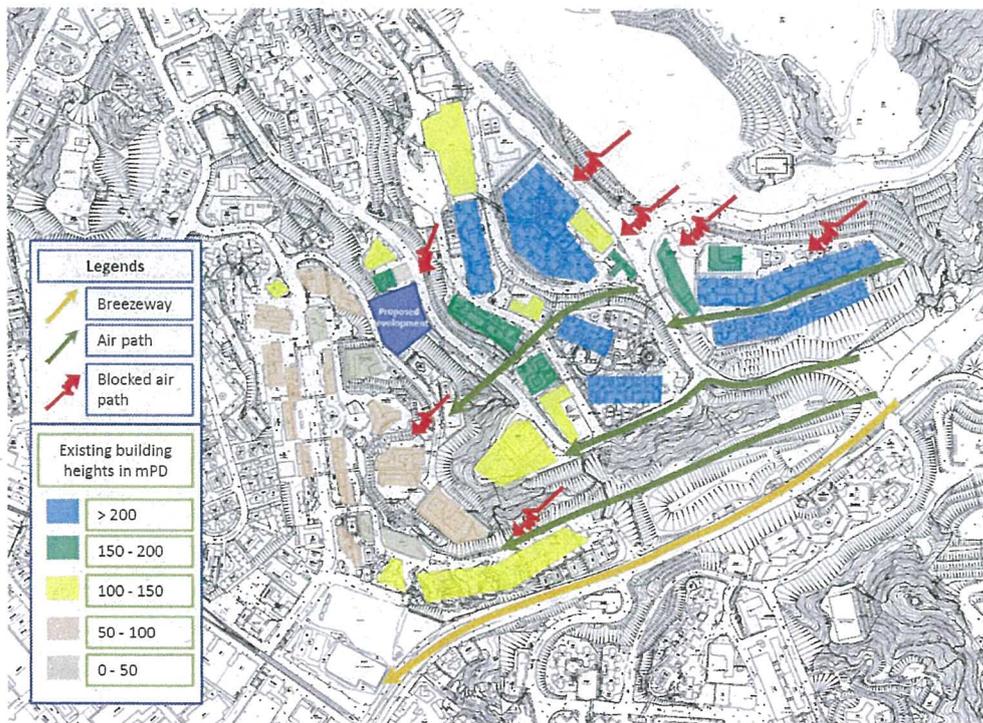


Figure 2 Major Wind Flow Pattern to the Proposed Development under Annual Prevailing Wind (NE) Condition

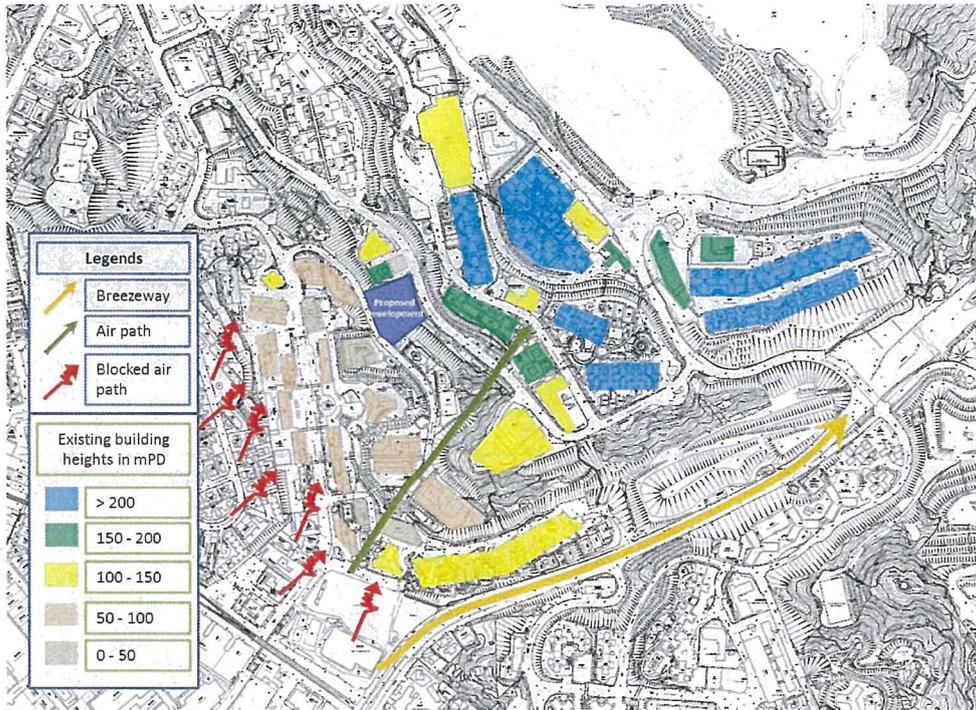


Figure 3 Major Wind Flow Pattern to the Proposed Development under Summer Prevailing Wind (SSW, SW) Condition

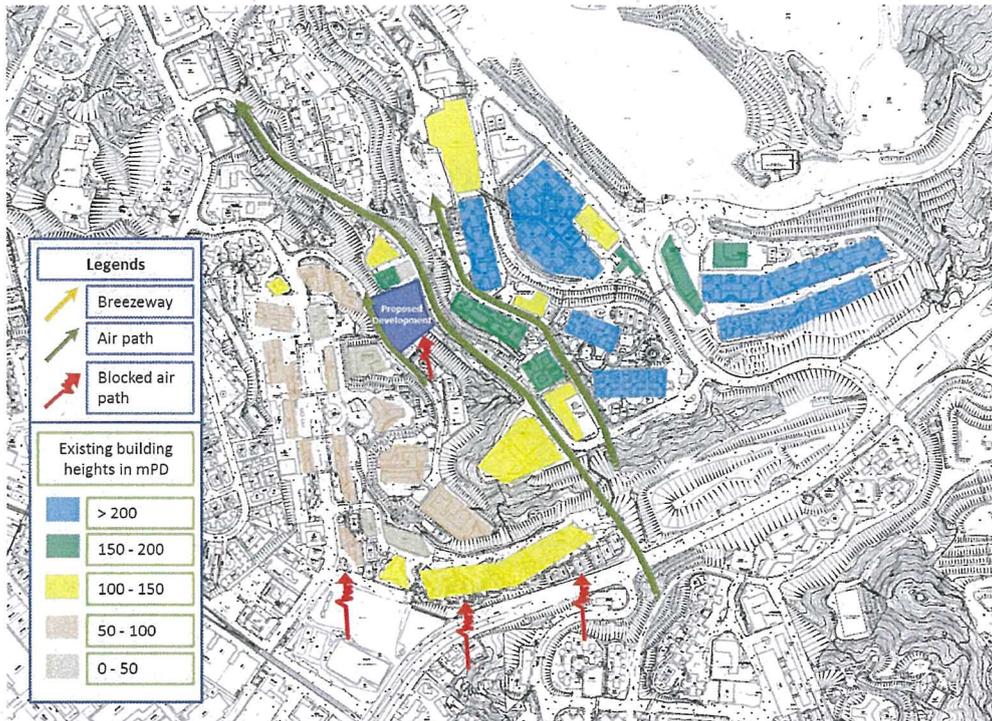


Figure 4 Major Wind Flow Pattern to the Proposed Development under Summer Prevailing Wind (S) Condition

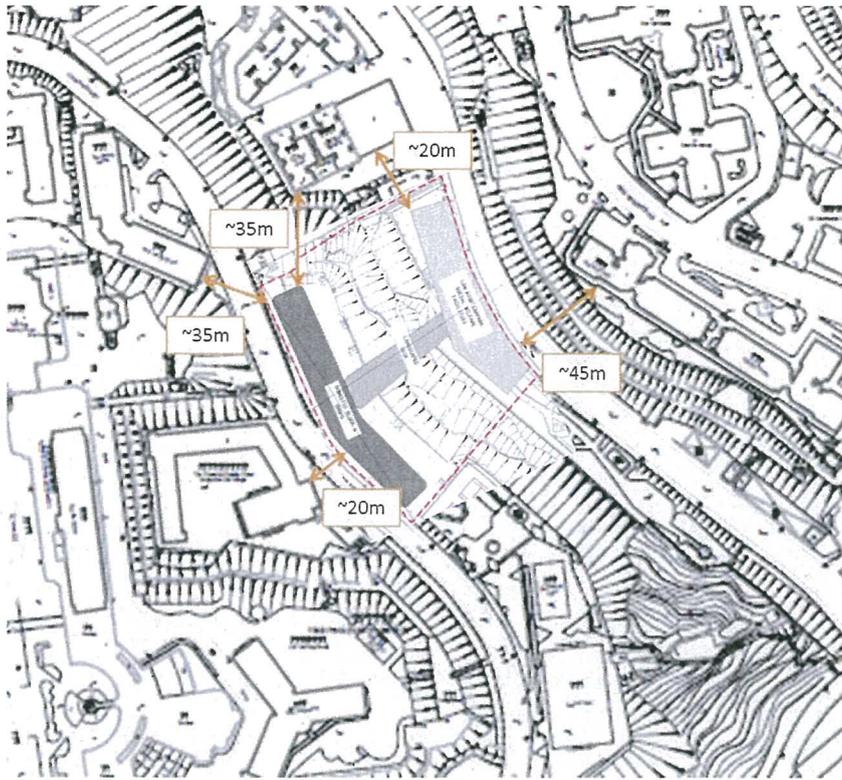


Figure 5 Distance from surrounding Buildings of Proposed Initial Scheme Development

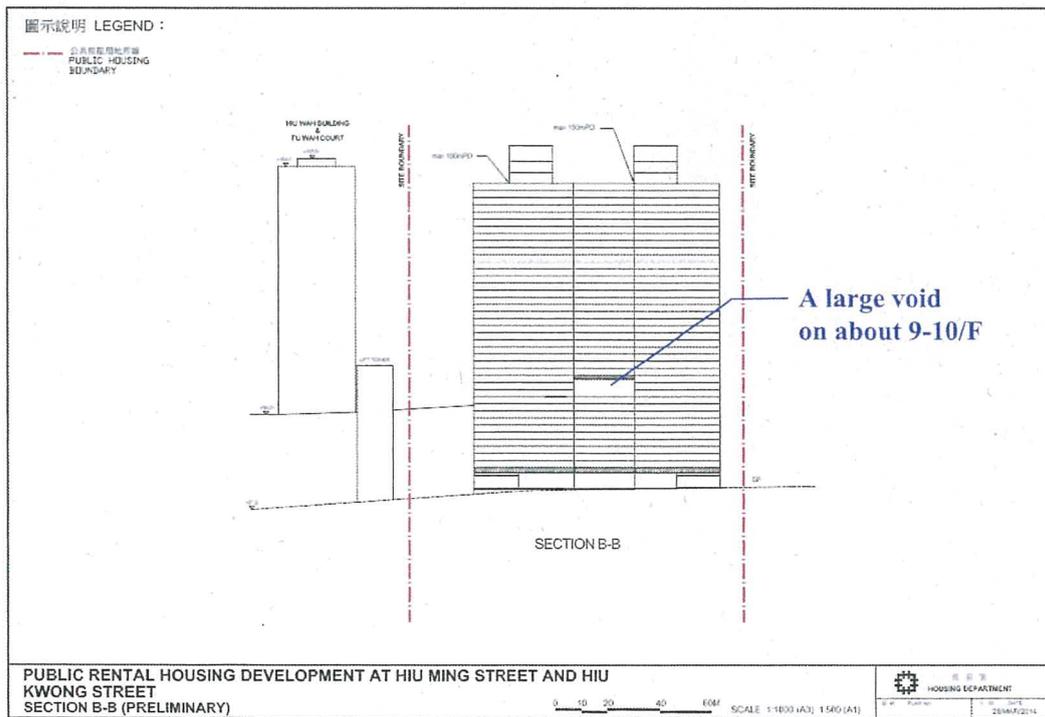


Figure 6 Diagram showing the design of a large void in the domestic block

**Provision of Major Community Facilities in
Kwun Tong (South) Outline Zoning Plan No. S/K14S/18 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	
District Open Space	10 ha per 100,000 persons	29.82ha	15.91	29.33	-0.49ha
Local Open Space	10 ha per 100,000 persons	29.82ha	52.71	53.33	+23.51ha
Sports Centre	1 per 50,000 to 65,000 persons	4	4	4	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	1	0	0	-1
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	1	1	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	4	8	9	+5
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	1	3	3	+2
Library	1 district library for every 200,000 persons	1	5	5	+4
Special Clinic/ Polyclinic	1 whenever a regional or district hospital is built	Not Applicable (NA)	1	1	NA
Clinic/Health Centre	1 per 100,000 persons	3	3	3	0
District Police Station	1 per 200,000 to 500,000 persons	0	2	2	+2

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	
Divisional Police Station	1 per 100,000 to 200,000 persons	1	2	2	+1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Post Office	1 per 30,000 persons	9	5	5	-4
Secondary School	1 whole-day classroom for 40 persons aged 12 -17	381 classrooms	557	557	+176 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11	588 classrooms	462	492	-96 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	148 classrooms	153	153	+5 Classrooms

Note:

1. The population of the Area in 2011 was about 307,900.
2. The planned population of the Area (including the rezoning proposals) would be about 298,203 (usual residents and mobile residents). If transient population (e.g. tourists) is included, the figure would be about 318,690.
3. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school, sports ground. The shortfall in the OZP area could be addressed by the provision in the adjoining area, subject to the assessment of concerned departments.

議項 II—曉明街和曉光街公共房屋發展計劃

(觀塘區議會文件第 8/2014 號)

10. 主席歡迎房屋署高級建築師(18)許炳照先生、建築師(95)康嘉裕先生、高級規劃師(8)黃玉玲女士及規劃署高級城市規劃師/九龍 5 王鳳兒女士參加討論。

11. 房屋署許炳照先生介紹文件。

12. 議員提出的查詢及意見如下：

12.1 劉定安議員對計劃表示支持，並指出署方近期在觀塘區興建公屋的規模均為插針式小型發展項目，未能滿足廣大公屋輪候人士的需要。此外，又查詢署方：(i)商舖規模太小如何能滿足居民的日常需要；以及(ii)與鄰近屋邨的交通配套將作何改善。

12.2 蘇麗珍議員指出，在該位置興建公屋有助活化社區，為區內日趨老化的人口，注入生氣，而擬建升降機塔亦能利便居民往來翠屏邨。同時，又促請署方考慮：(i)重置後的曉光街籃球場位置偏遠，居民不易到達；(ii)把曉光街籃球場搬遷後騰出的用地改作停車場用途對空氣質素有否帶來的負面影響；(iii)在現有三個網球場的位置興建公屋，落成後可提供的單位不多，但卻可能造成屏風效應，有礙空氣流通及期望能優化相關設計；以及(iv)擬建行人天橋的位置正處於現有一條消防通道，且須經過一棵大樹；若興建的話，會否將對附近居民構成的影響減至最少。

12.3 潘兆文議員有見於市民對公屋的需求殷切，故支持署方的計劃，並促請署方考慮優化上落山的交通配套，盡量為市民提供方便。

12.4 蔡澤鴻議員查詢署方：(i)擬建公屋單位的面積大小與及一人、二人及三人以上單位的分佈情況；以及(ii)有否就日後的交通流量進行交通影響評估，若然，評估工作是由哪個部門負責。

12.5 黎樹濠議員指出他已在曉明街擬建公屋計劃地區工作了30年，一直以來，也有監察翠屏邨及秀茂坪邨的重建工作；並

隨即申報其為鄰近一所中學的校董。他表示，有關地段為一死胡同，沿途建有三所中學和一間專上學院，學生人數共約五千，故在上課前及下課後的人流極多。學校除擔心學生與居民在上述時段出現上下山爭路的情況外，亦預計在兩者的距離很近時學校運作與居民的出入在交通及行人配套上勢必帶來一定壓力。另外，在施工期間，籃球場將會暫停使用，惟附近學校須經常借用該些球場作體育活動或比賽用途。他建議署方考慮在上述期間讓學校仍能有效地使用替代球場。就日後公屋與學校運作可能產生的噪音問題，他建議署方考慮協助學校申請相關撥款，加裝空調設備，以減少噪音帶來的影響。由於擬建公屋與曉明街的斜坡路段甚為接近，他呼籲署方妥善地規劃公屋的座向，避免過於靠近斜坡。最後，他查詢署方將如何一併優化該區的康樂設施，照顧居民需要。另外，他亦促請署方考慮(i)把一些社區康樂設施設於大廈低層，以確保康樂設施數目不會減少；以及(ii)借助天橋作分流，把人潮帶至翠屏道，避免居民與學生出現爭路的情況。

- 12.6 馮美雲議員指出，該區蒙民偉書院校長也曾向她表達憂慮，擔心計劃可能產生噪音，且在社區設施及交通配套方面亦會造成一定壓力。她建議署方考慮就計劃作出深入的交通評估。
- 12.7 陳耀雄議員在考慮到公屋輪候人數眾多的情況下，對計劃表示支持。他促請署方就發展計劃一併改善周邊的規劃佈局，增加社區設施，優化行人連繫系統的配套設施，務求盡量減低對附近學生及居民出入的影響；以及加強與居民、當區議員及附近學校校長的溝通。
- 12.8 柯創盛議員查詢署方：(i)整個計劃工程的造價；(ii)有否深入研究重建屋邨的可行性及計劃對地區的長遠影響；以及(iii)計劃的交通影響評估細節、數據與結果。此外，亦促請署方考慮：(i)多些諮詢區內不同持份者(例如學校、議員、居民等)的意見；以及(ii)加強日後計劃落實後的地區協調工作，特別是聯絡及溝通方面的工作。
- 12.9 陳華裕議員建議署方考慮：(i)優化曉光街、曉明街的現時情況，令居民日後可以擁有較佳的生活配套；(ii)長遠改善由曉明街步行前往觀塘港鐵站須途經翠屏北邨翠樟樓後一段尚未有行人設施連繫的缺點，以改善微氣候；(iii)把曉明街公屋發展往後移，減低地盤對鄰近居民造成的壓迫感；(iv)審慎規劃

未來公屋單位的大小分佈比例；以及(v)提升商舖面積大小的比率。

12.10 潘進源議員支持計劃的推行，並建議署方考慮：(i)先行興建新籃球場和足球場，以確保當區居民得以享用康樂設施；(ii)明確標示曉明街路段汽車出入口的位置；以及(iii)增加平台兩至三層，以增加可作政府及公共機構用途的樓面面積。

12.11 洪錦鉉議員支持計劃並查詢署方：(i)計劃中的無障礙升降機塔是否與安達臣道發展計劃中提出的升降機塔是同一個建議；(ii)計劃中的交通影響評估的詳細結果；以及(iii)計劃公屋居民的公共交通配套為何。

12.12 顏汶羽議員指出計劃中的行人系統並非新的建議，議員較早時也曾在區議會會議上提出討論，並對擬議連接系統進行多次實地視察。至於日後居民只能在曉光街乘搭交通工具，他促請署方與相關部門合作，加強秀茂坪區往外的交通配套，以配合未來三千多名住戶出入該區交通需求。

12.13 譚肇卓議員指出，計劃中的行人系統並非新的設計，未能為區內提供新的規劃設施。他建議署方以宏觀的視野，整體地考慮並制定區內的交通配套、房屋規劃等，避免重蹈三彩地區配套不足的問題。

12.14 張琪騰議員促請署方全面地規劃曉光街一帶的交通配套，並就康樂設施的重置安排作出詳細規劃。在碧雲道用地發展方面，他建議署方考慮：(i)居民的實際需要，並適時知會區議會一些細節上的改動；(ii)興建多些兩房(四至六人)單位；以及(iii)盡快興建門診診所，照顧區內居民的醫療需要。

12.15 陳汶堅議員查詢署方：(i)行人系統天橋是否已經落實興建；以及(ii)該行人通道有否把秀茂坪區及目前曉明街計劃的預計行人流量計算在內；而有關項目會否影響該區日後的交通情況。

12.16 張順華議員查詢署方，除現時曉明街計劃及較早前在觀塘區數個位置興建類似形式的公屋外，有否其他同類單幢式公屋計劃將會推出。

12.17 馮錦源議員促請署方注意在區內興建更多公屋計劃的情況下，必須同時顧及交通網絡的整體規劃是否配合得當。

12.18 黃帆風議員表示，由於市民對公屋的需求十分殷切，他贊成署方善用土地資源，並優化已經規劃的房屋計劃。此外，又促請署方考慮：(i)因應額外人口而重新添加相關康樂設施的供應；(ii)與附近學校及康樂及文化事務署早些就康體設施的重置安排妥為溝通；以及(iii)把籃球場置於室內，並提供足夠的社區設施。

12.19 姚柏良議員建議署方在發展公屋計劃的同時，亦能為附近居民提供更多康樂設施。

12.20 黃春平議員指出，署方就計劃製作的設計圖十分悅目，他建議署方可考慮：(i)把區內所有新房屋計劃的建議一次性諮詢區議會；以及(ii)可否因應曉光街與曉明街地面的水平相距頗遠，而增建更多社區設施，例如供年輕人使用的文康設施。

13. 署方就議員的意見及查詢回應如下：

13.1 不搬遷現有籃球場的可行性：署方指出，當前的構思是把現有籃球場改建為停車場及商舖(兩或三層高的建築物)，天台部份用作休憩公園希望藉此與曉光街公園連成一體，令整個公園的使用不致受到破壞。再者，綠化後的天台又可供附近富華閣、曉華大廈的居民享用。署方表示，日後進行有關規劃時，會把新籃球場盡量安排在居民易於到達的位置。

13.2 籃球場改建為停車場對附近居民的影響：署方闡釋有關區域的噪音及空氣質素時指出，由於目前的計劃規模不算大，故產生的交通流量相對較少，而有關停車場亦只提供兩個輕型貨車位、十多個電單車位及三十多個私家車位，故對居民的影響料應不大。何況，出入口將設於遠離曉華大廈及富華閣的位置。此外，署方亦已聘請顧問公司，進行微氣候研究，以確保現有計劃對附近樓宇影響輕微。

13.3 網球場改建公屋會否造成屏風效應：署方表示，由於市區土地短缺，為了應付社會對住屋的渴求，有關方面必須對每一幅可建樓房的市區用地採取均衡發展的取態；更何況，市區

公屋向來備受申請者歡迎。鑑此，有關方面經考慮整個地盤的各項環境因素後，認為在現議的網球場位置建屋能同時滿足社會對公屋的需求，又可解決球場重置的安排。若把公屋放在曉光街位置，則未能提供足夠空間重置多個球場。

13.4 途經富華閣及曉華大廈的行人天橋：署方表示，知悉該處現為一消防通道，而土木工程拓展署亦會就有關安排和消防處商討。我們會和土木工程拓展署及消防處跟進，確保消防通道符合法例要求。

13.5 地盤間的樹木處理：署方表示，在設計階段便會就樹木的狀況作出詳細評估，並在擬定設計圖則時，盡量予以配合。

13.6 計劃對附近交通流量的影響：署方指出，建議的公屋車輛主要會從曉光街進出，且數量較少，故相信曉光街應可以容納增多的少量車輛流量。曉明街方面，署方預計只有少量汽車(例如垃圾車等)進出；故經初步評估後，認為要應付額外增多的車流問題不大。關於行人設施方面，署方指出土木工程拓展署已就安達臣道石礦場用地發展於去年9月諮詢觀塘區議會，其時已透露容後將有多條行人升降機通道接連觀塘港鐵站；而按目前的計劃，亦有兩條升降機塔通道設施接連翠屏邨和觀塘港鐵站。此外，區內的行人通道設施亦將予以優化。

13.7 計劃中設施的重置安排：署方透露會先把球場重置，而在新球場重建期間，除了位於曉明街的籃球場外，其他舊有的多個球場仍將繼續如常運作。

13.8 休憩空間設計：署方表示，鑑於曉光街現時已是一個公園，故未來平台花園亦會與該公園連接起來。此外，亦會預留空間作小型餐廳及商舖用途。待有關天橋系統完成後，居民更可方便地往來秀茂坪購物商場。

13.9 工程噪音及污染問題：署方承諾在施工期間將採取一切措施，減輕噪音對附近學校的影響，例如會減少挖掘次數等；並確保一切安排均符合相關法例的要求。此外，亦會與附近學校保持緊密聯繫，在考試期間或上下課時段，盡量減少工程車出入的次數。

- 13.10 斜坡安全問題：署方指出該斜坡在1976年也曾發生山泥傾瀉，其後政府予以加固至合乎規格。為發展目前計劃，署方將首先加固上述斜坡以達致既定的安全規格，然後才展開公屋工程。
- 13.11 公屋地盤與附近學校的距離：署方表示會因應地勢，把建議的公屋盡量遠離學校。
- 13.12 單位面積：署方表示，該計劃會提供一/二人、二/三人、一房和兩房單位，不會過於側重小型或大型單位，並在佈局上盡量作出安排。
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- 13.13 與當區居民及學校就計劃保持聯絡：署方承諾會加強與當區居民及附近學校的溝通工作，並優化相關的聯繫網絡。
- 13.14 計劃工程造价：署方表示，由於計劃現時仍處於初步階段，故暫時未能提供工程造价。及至稍後階段，署方會向區議會提供有關數據。
- 13.15 加高平台層數的建議：署方指出，目前建議的層數是避免對富華閣及曉華大廈的景觀造成太大影響。同時，亦是以確保平台可與曉光街公園連成一體作為考慮。
- 13.16 區內公屋發展整體規劃的可行性：署方表示，由於發展計劃必須配合公屋需求，加上希望計劃可以盡快落實，故每有具體方案的初議，便會盡快諮詢區議會的意見。
- 13.17 單棟式公屋的成效與管理問題：署方的立場是盡量善用市區珍貴的土地資源，興建更多公屋，為公屋申請者盡早提供合適的單位。
- 13.18 重置籃球場安排：署方解釋，由於必須先把洗手間和更衣室、辦事處及網球場重置。一俟新的球場設施完成後，舊有設施將予以圍封，因此在施工期間，曉明街所有網球場及足球場、曉華大廈籃球場將繼續如常開放予公眾使用。總的來說，在重置球場施工期間，只是少了一個位於曉明街遊樂場的籃球場供市民及學校使用(即重置後球場可使用所在位置)。
- 13.19 行人過路設施與人流增多加建天橋的可能：署方表示會與土

本工程拓展署聯絡，共同研究是否有此需要。

13.20 單位數量的分佈：署方表示，有關單位的分配安排仍在修改中，初步構思是一至二人的單位，約佔總單位數目兩成多；其他即三人、一房和兩房單位約佔總單位數目約七至八成。此外，署方亦將按地勢作出適當的調整。

13.21 相關的公共交通服務：署方指出，土木工程拓展署今後將興建多部升降機塔及行人扶手電梯，以改善行人設施；故居民日後可循此前往曉光街乘搭小巴；或利用秀明道房屋計劃的升降機塔到巴士站乘搭 1A 線巴士；又或取道日後的行人天橋系統直抵觀塘港鐵站。

13.22 新房屋計劃集中一次過諮詢區議會的可行性：署方解釋，由於不同工程項目各有不同的工序時間表，而在諮詢區議會之前亦已與相關政府部門作出初步溝通，以期達至一個較成熟的建議。若情況許可，署方將來可考慮盡量採取整體性的策略諮詢區議會的意見。

13.23 在擬議房屋計劃內增加社區設施的建議：署方會與社會福利署磋商有何設施可以加進擬議的房屋計劃內。就文康設施方面，署方指出，現時已有多種球類活動設施供青少年使用，而日後的平台花園又能為長者提供較靜態的休閒設施。

13.24 曉明街/曉光街附近居民與學校對建議房屋計劃的意見：署方指出，上述人士的意見大多可透過協商式解決或減輕有關工程的影響。署方承諾會與相關持份者(包括附近的居民、學校和附近私人樓宇業主立案法團)繼續溝通，以解決令他們感到困擾的問題，以期共同建立一個和諧社區。

14. 主席報告在會前收到附近四間學校(香港專業教育學院(觀塘)、聖公會梁季彝中學、基督教聖約教會堅樂中學及中華基督教會蒙民偉書院)的信函。信內提及四校對擬建房屋計劃的意見，並已轉交署方妥為跟進。

15. 主席總結，議員在發言中並未提出對上述房屋計劃的反對意見，而當中更有多位議員對計劃表示支持。他呼籲署方及有關政府部門能與議員建立互信，並表示已請區議會屬下房屋事務委員會和交通及運輸委員會繼續跟進這項計劃的進度。最後，他促請規劃署在未來兩年作出類似規劃時，盡量可一次性地諮詢區議會的意見，讓區議會掌握較為全面的房屋規劃資訊。

**Proposed Public Rental Housing (PRH) Development
at Hiu Ming Street and Hiu Kwong Street, Kwun Tong
HD's Responses to Comments**

(A) Summary of comments from Kwun Tong District Council on 18 March 2014

Comments	HD's Responses / Follow-up Actions
1. Infill development cannot meet the demand in the General Waiting List.	The Housing Authority (HA) will consider all sites regardless of their size for public housing development under the principle of optimal utilisation of land resources to maintain the most cost effective and sustainable development. Though land identified in the built up area for public housing development is relatively small, the development in this area can allow us to make better use of the existing infrastructure and facilities in the district.
2. Instead of a piecemeal approach, HD should provide KTDC the holistic picture showing all sites that will be available in the coming two years. Any other infill development in the pipeline?	To provide a full picture to DC members, DEVB consulted the Kwun Tong DC on 13 May 2014 the 13 sites in Kwun Tong which would be available in the coming five years and require OZP amendments, including the Hiu Ming Street/ Hiu Kwong Street PRH scheme.
3. The retail provision should be increased to meet the daily needs of residents. To fully utilize the site, the height of the car park block shall be increased to accommodate more retails or G/IC facilities.	The retail floor space would be slightly increased from 180m ² internal floor area (IFA) to 200m ² IFA (subject to review). There are major commercial centers in the vicinity such as Sau Mau Ping Shopping Center and Tsui Ping Shopping Centre. The need for retail provision should have been satisfied. The latest proposal is to provide the retail shops on the ground level of the PRH block which is considered more convenient to the students of the schools nearby. HD would try to integrate the design of the roof garden above the low-rise auxiliary block with

Comments	HD's Responses / Follow-up Actions
	<p>the adjoining Hiu Kwong Street Park Strip. In this regard, the height of the auxiliary block could not be increased too substantially or else the integral design concept would be compromised.</p> <p>HD is liaising with SWD the provision of welfare facility.</p>
<p>4. The traffic impact should be comprehensively assessed, with the findings of the traffic impact assessment (TIA) disclosed.</p> <p>Which department is responsible for the assessment?</p>	<p>HD had conducted the TIA which concluded that the proposed development would not induce insurmountable traffic and transport problem to the locality. In view of the small scale of the development, the traffic impact to the neighbourhood, and in particular Hiu Ming Street, would be minimal. TD had no in-principle objection to the proposed PRH development.</p>
<p>5. The basketball court at Hiu Kwong Street after relocation is too far and not convenient for use by local residents.</p>	<p>HD proposes to relocate the existing basketball court at Hiu Kwong Street to Hiu Ming Street to free up land for the proposed development on one hand; and cluster all ball courts at Hiu Ming Street Playground to form an active sports node for more effective management on the other. This helps to optimise the utilisation of valuable land resources. The pedestrian link linking Hiu Kwong Street and Hiu Ming Street, proposed by CEDD, would provide a convenient means to access the relocated basketball court at Hiu Ming Street.</p>
<p>6. Constructing a carpark at the Hiu Kwong Street basketball court will result in adverse air quality.</p>	<p>The ingress/egress of the future car park will be located away from the existing private buildings as far as practicable. EPD had no in-principle objection to the proposed PRH development. HD will also conduct Environmental Assessment Study at later design stage to confirm that the development would not induce adverse air quality impact on the surrounding environment.</p>

Comments	HD's Responses / Follow-up Actions
7. The proposed development will bring about wall effect to the surrounding environment.	HD had conducted the preliminary air ventilation assessment (AVA) which concluded that the site is not located in the breezeway for the area and the project would not cause significant adverse impact on the existing wind environments in the surrounding areas, and some design refinement is recommended to further enhance the air ventilation.
8. CEDD's pedestrian link will occupy the existing EVA of Hiu Wah Building and Fu Wah Court and affect the existing valuable trees.	The proposed pedestrian link is outside the Hiu Ming Street/ Hiu Kwong Street PRH scheme. CEDD had consulted FSD on the proposed pedestrian link, and FSD advised that the fire services requirements of the private developments, upon completion of the pedestrian link, could still be met by another EVA between Fu Wah Court and Hiu Kwong Court/Hiu Ming Court. Moreover, the section of the captioned link in front of Hiu Wah Building and Fu Wah Court will be at grade with covered walkway and impact to the trees will be minimal.
9. Considering the high demand for PRH, the proposed PRH development was supported.	Noted.
10. What are the flat size distributions? More large flats should be provided for 4 to 6-person families.	Roughly about 30-40% are 1 or 2-person and 2 or 3-person units, and 60-70% are one and two bedroom units. The provision of different flat sizes has taken into account the demand in the General Waiting List.
11. As the existing basketball courts are frequently used, HD was requested to facilitate continuous use of basketball courts at reprovisioned sites to minimize disturbance to users.	One basketball court at Hiu Ming Street Playground will have to be suspended for use for about two years during the construction period. The other basketball court and three tennis courts would be available for continuous use throughout.

Comments	HD's Responses / Follow-up Actions
<p>12. To mitigate against the air and noise impacts on the Mong Man Wai College during construction period, HD should assist the College to install air-conditioning and to bear the additional electricity fee.</p>	<p>HD would take the following measures to combat against the noise and air pollution problems during construction:</p> <ul style="list-style-type: none"> a) To design to reduce the amount of excavation works, thus reduce the nuisances to the existing environment. b) To closely monitor the contractor to strictly comply with the law of the noise and air pollution. c) To closely liaise with schools for the examination period in order to have better arrangement with contractor to reduce the nuisance to schools.
<p>13. HD should ensure that the recreational facilities would not be reduced upon development, and improve the recreational facilities in the area as a whole.</p>	<p>All affected ball courts will be reprovisioned at the Hiu Ming Street Playground. Upon development, the whole area will be revitalized with improved and integrated open space design.</p>
<p>14. The pedestrian linkage facilitating movement between Sau Ming Road, Hiu Kwong Street, Hiu Ming Street and Tsui Ping Estate at different levels are supported. Is the pedestrian link a committed project; and did the proposed link take into account the demand arisen from the additional population of 3000 persons from the proposed development?</p> <p>Because of the clustering of schools and institution along Hiu Ming Street, there will be conflict between road users, residents and students when attending or leaving schools. A footbridge over Hiu Ming Street may help divert pedestrians to the Tsui Ping Estate.</p>	<p>According to CEDD, the pedestrian link was proposed as part of the Development of Anderson Road Quarry site project and is programmed to be completed between 2018 and 2021. It will be able to address the needs arising from the additional population from the proposed development.</p> <p>HD had conducted the TIA and found that the width of the existing footpath at Hiu Ming Street is capable to operate satisfactorily catering for additional population of the development.</p>

Comments	HD's Responses / Follow-up Actions
15. Construction costs of the proposed development.	HD is still assessing the costs involved and will inform KTDC at appropriate time.
16. Had HD studied the feasibility of redeveloping the aged estates in the district?	The feasibility of redeveloping the aged estates in the Kwun Tong District is under separate study.
17. HD should strengthen the communication with local stakeholders and consult them at appropriate time.	Noted. The first consultation with local residents of private developments nearby and students/staff of the Mong Man Wai College was conducted on 13 April 2014. HD also had separate meetings with the Institute of Vocational Education (IVE) and The Mission Covenant Church Holm Glad College on 2 May 2014. Meeting would be arranged to meet S.K.H. Leung Kwai Yee Secondary School.
18. Enhance the overall environment of Hiu Kwong and Hiu Ming Streets and provide residents with a better living environment with sufficient supporting facilities.	The proposed development would take the opportunity to revitalize the area around Hiu Kwong and Hiu Ming Streets, with improved and integrated open space and provision of retail facilities to meet the daily needs of local residents and students.
19. Set back the proposed PRH block to allow more open area along Hiu Ming Street. Orientation of the block should be carefully designed to avoid being too close to the slope.	Despite the linear and narrow configuration of the site, HD would refine the scheme to achieve an optimal block disposition and orientation as far as practicable.
20. Clear indication of the ingress and egress of the future car park at Hiu Kwong Street.	Noted. There will be clear indication of the ingress and egress of the future car park.
21. Strengthen the public transport connection between the Sau Mau Ping Area and outside areas to meet the demand arisen from the additional population of 3,000 people.	HD would keep close liaison with TD. TD has been closely monitoring passenger demand in the vicinity from time to time, and would adjust the public transport service level as appropriate.

Comments	HD's Responses / Follow-up Actions
22. Inform KTDC should there be further amendments to the scheme.	HD will inform KTDC should there be substantial changes to the scheme.

(B) Summary of comments in the letters from:

- The S.K.H. Leung Kwai Yee Secondary School (聖公會梁季彝中學) dated 12.3.2014;
- The Mission Covenant Church Holm Glad College (基督教聖約教會堅樂中學) dated 14.3.2014;
- The Hong Kong Institute of Vocational Education (Kwun Tong) (香港專業教育學院 (觀塘)) dated 14.3.2014; and
- The C.C.C. Mong Man Wai College (中華基督教會蒙民偉書院) dated 17.3.2014

Comments	HD's Responses
1. HD should assess the traffic impact especially that of Hiu Ming Street where high pedestrian flow was encountered during school hours and public examination seasons, and ensure road safety of pedestrians particularly that of students. Also to improve the pedestrian linkage between Tsui Ping Estate (next to Tsui Yung House) and Hiu Ming Street.	HD had conducted the TIA and found that the width of the existing footpath at Hiu Ming Street is capable to operate satisfactorily catering additional population of the Development. Also, PRH block at Hiu Ming Street will only have loading/unloading bays while the ancillary car park is located at Hiu Kwong Street. As such, no significant road traffic will be generated along Hiu Ming Street.
2. Ensure that the soccer pitch and tennis courts will continue to be in service; and there would be sufficient tennis courts for use upon completion of the project.	The soccer pitch would not be affected by the proposed development. All three tennis courts would be reprovided at Hiu Ming Street Playground for use before commencement of works and therefore, they would be in continuous service throughout.
3. Air quality and noise nuisance during construction period would adversely affect the school's operation. Air conditioning might be one mitigation measure but that would impose additional electricity fee to the students.	HD would take the following measures to combat against the noise and air pollution problems during construction: a) To design to reduce the amount of excavation works, thus reduce the nuisances to the existing environment. b) To closely monitor the contractor to strictly comply with the law of the noise and air pollution. c) To closely liaise with schools for the examination period in order to have better arrangement with contractor to reduce the nuisance to schools.

<p>4. Revitalize the area as a whole with improved and sufficient supporting facilities such as eating places for residents and students.</p> <p>The additional population will impose pressure on the existing retail facilities (e.g. eating places).</p>	<p>Preliminarily, about 200m² IFA retail facilities would be provided on the ground level of the PRH block at Hiu Ming Street. Together with the rooftop garden and integrated design with the adjoining open space, as well as the re-arranged ball courts and CEDD's proposed pedestrian link, the area as a whole would be revitalized.</p>
<p>5. The site is too close to the Mong Man Wai College. Noise impact arisen from normal school activities might affect the future residents of the PRH.</p>	<p>The PRH block would be oriented away from the school as far as practicable. During intake, the residents would be briefed of the surrounding land uses.</p>
<p>6. Safety of the slopes which had records of various landslides between 1970s and 1990s.</p>	<p>The slopes have been stabilised after the landslides between 1970s and 1990s to current safety standard by Geotechnical Engineering Office. Nevertheless, HD would conduct stability review of the concerned slopes and to carry out stability enhancement works as necessary.</p>
<p>7. Upon development, there would be a loss of open space and tennis courts.</p>	<p>HD proposes to relocate the basketball court at Hiu Kwong Street and three tennis courts at Hiu Ming Street to free up land for the proposed development on one hand; and cluster all ball courts at Hiu Ming Street Playground to form an active sports node for more effective management on the other. The tennis courts will be in continuous service throughout. There will be a loss of some open space, but the development would optimize the utilization of valuable land resources and revitalize the area as a whole with improved and integrated open space design.</p>

(C) Summary of comments from local consultation on 13 April 2014

Comments	HD's Responses / Follow-up
<p>1. Objected to the proposed PRH development at the existing three tennis courts because of its wall effect and proximity to the slopes thus causing adverse impact on air ventilation, yet the yield was too small to help relieve the high demand of the Waiting List.</p>	<p>The objective of the Government and HA is to provide PRH to low income families who cannot afford private rental accommodation. In this regard, the HD will consider all sites regardless of their size for public housing development under the principle of optimal utilisation of land resources to maintain the most cost effective and sustainable development. For the subject development, HD had conducted the preliminary technical assessments including traffic impact assessment, visual appraisal and air ventilation assessment etc. which concluded that the site is feasible for PRH development. These assessments would be submitted to relevant government departments for agreement.</p> <p>HD had conducted the preliminary air ventilation assessment (AVA) which concluded that the site is not located in the breezeway for the area and the project would not cause significant adverse impact on the existing wind environments in the surrounding areas, and some design refinement is recommended to further enhance the air ventilation.</p>
<p>2. Objected to relocate the basketball court at Hiu Kwong Street, which is frequently used by residents of Fu Wah Court, Hiu Wah Building, Hiu Kwong Court and Hiu Ming Court.</p>	<p>HD proposes to relocate the existing basketball court at Hiu Kwong Street to Hiu Ming Street to free up land for the proposed development on one hand; and cluster all ball courts at Hiu Ming Street Playground to form an active sports node for more effective management on the other. This helps to optimise the utilisation of valuable land resources. The pedestrian link linking Hiu Kwong Street and Hiu Ming Street, proposed by CEDD, would provide a convenient means to access the relocated basketball court at Hiu Ming Street.</p>

Comments	HD's Responses / Follow-up
<p>3. Objected to convert the basketball court into a carpark because it will result in adverse air quality problem thus affecting the 440 households (mostly elderly) of Fu Wah Court and Hiu Wah Building and those living in the Home for the Aged in Fu Wah Court.</p> <p>The location of the carpark should be revised with ingress/egress at Hiu Ming Street.</p>	<p>The ingress/egress of the future car park will be located away from the existing private buildings as far as practicable. EPD has no in-principle objection to the proposed PRH development. HD will also conduct Environmental Assessment Study at later design stage to confirm that the development would not induce adverse air quality impact on the surrounding environment.</p> <p>The flat land area at Hiu Ming Street is not large enough to accommodate the carpark. Moreover, Hiu Ming Street is a dead end street with high pedestrian flow. Hiu Kwong Street is wider than Hiu Ming Street and it is more desirable to have the carpark at Hiu Kwong Street to reduce impact on traffic.</p>
<p>4. Objected to CEDD's proposed pedestrian link which would occupy the existing EVA of Fu Wah Court and Hiu Wah Building and affect the mature trees of "Feng Shui" value.</p> <p>It will affect the elderly centre which is situated close to the link. The issue of privacy shall be addressed for the design of pedestrian link.</p>	<p>CEDD's proposed pedestrian link is outside the PRH project scheme. It is understood that CEDD had consulted FSD on the proposed pedestrian link, and FSD advised that the fire services requirements of the private developments, upon completion of the pedestrian link, could still be met by another EVA between Fu Wah Court and Hiu Kwong Court/Hiu Ming Court. Moreover, the section of the subject pedestrian link in front of Hiu Wah Building and Fu Wah Court will be at grade with covered walkway and impact to the trees will be minimal. It will not affect the existing elderly centre and should not have any privacy issue.</p>
<p>5. The green belt and open space in urban area is already very limited. The proposed development will require felling of existing trees on slopes and destroy the green environment and reduce outdoor active and passive recreation area. Clustering all ball courts in one area will also cause</p>	<p>The existing provision of open space in Kwun Tong District is adequate to serve the existing and planned population in the District.</p> <p>The proposed rezoning would involve 0.76 ha and 0.38ha of land zoned "Open Space" and "Green Belt" respectively. HD is still reviewing the number of trees being affected.</p>

Comments	HD's Responses / Follow-up
<p>inconvenience to users.</p> <p>HD to advise the area of the affected green belt, open space, ball courts, as well as the no. of trees.</p>	<p>AFCD has advised that the Site is generally covered with common plantation species. In any case, HD would preserve the existing trees on slopes as far as practicable. In case of tree removal, the affected trees would be compensated by whips; also groundcovers or climbers would be provided where appropriate.</p> <p>The proposed re-arrangement of ball courts would form an active sports node thus facilitate more effective management. The pedestrian link linking Hiu Kwong Street and Hiu Ming Street, proposed by CEDD, would provide a convenient means to access the ball courts at Hiu Ming Street. Together with the rooftop garden of the future estate and integrated design with the adjoining open space, the environment would be improved as a whole.</p>
<p>6. The United Hospital was in serious shortage of wards to meet the needs of local residents. The additional population would aggravate the problem.</p>	<p>The planning of medical services is under the purview of the Department of Health. The draft Planning Brief for the subject PRH development and respective OZP amendments were circulated to the Department of Health in January and April 2014 respectively and no adverse comment was received.</p>
<p>7. The private residents cannot use the future carpark, yet there is always surplus in the carparks of public housing estates. This is a waste of resources.</p>	<p>Some of the estate carparks did encounter high vacancy rates, such as those in Sau Mau Ping Estate which was divested to The Link. The letting of car parks in divested estates to non-residents are under the purview of The Link.</p>
<p>8. When the residents purchased their units, they were told that no building would be built at the tennis courts. The proposed rezoning of the green belt and open space into residential will adversely affect the view which the residents of Hiu Wah Building and Fu Wah Court are enjoying.</p>	<p>In view of the pressing need for housing land supply, the Government has to step up its effort to identify more suitable sites. HD would locate the PRH block away from the private buildings as far as practicable.</p>

Comments	HD's Responses / Follow-up
<p>9. Can the public use the rooftop garden?</p>	<p>The rooftop garden would fall within the future Vesting Order, and chiefly be used to serve the tenants of the PRH development in accordance with the HKPSG requirements.</p>
<p>10. The proposed PRH block would result in wall effect especially to the Mong Man Wai College given its close proximity. The flats will overlook the classrooms of Mong Man Wai College, and vice versa.</p> <p>Did the proposed development pass the wind tunnel test?</p>	<p>The PRH block would be oriented away from the school as far as practicable.</p> <p>HD had conducted the preliminary air ventilation assessment (AVA) which concluded that the site is not located in the breezeway for the area and the project would not cause significant adverse impact on the existing wind environments in the surrounding areas, and some design refinement are recommended to further enhance the air ventilation.</p>
<p>11. Infill development would not be cost effective. The PRH and auxiliary blocks need to be separately constructed and is a waste of public resources.</p> <p>HD was requested to consider PRH development on other GIC land, or those with existing built structures.</p>	<p>The HD will consider all sites regardless of their size for public housing development under the principle of optimal utilisation of land resources to maintain the most cost effective and sustainable development. The design of the subject development has taken into account the configuration and topographical characteristics of the site.</p>
<p>12. The existing public transport services were already insufficient to meet the local demand. HD should demonstrate how the existing services could cope with the needs of the increased population.</p> <p>Proposed to add a bus stop near the basketball court at Hiu Kwong Street.</p>	<p>HD would keep close liaison with TD. TD has been closely monitoring passenger demand in the vicinity from time to time, and would adjust the public transport service level as appropriate.</p> <p>At present, there are two bus stops designated in Hiu Kwong Street downhill bound, namely one near Leung Shek Chee College, and the other near Hiu Lai Court. TD has noted the suggestion and would review the bus stop arrangement with the bus company to cater passenger need.</p>

Comments	HD's Responses / Follow-up
<p>13. The government shall pay for the additional air conditioning fee and double glazed window to combat against the noise impact for the school.</p> <p>Also concern on air quality during construction period.</p>	<p>HD would take the following measures to combat against the noise and air pollution problems during construction:</p> <ul style="list-style-type: none"> a) To design to reduce the amount of excavation works, thus reduce the nuisances to the existing environment. b) To closely monitor the contractor to strictly comply with the law of the noise and air pollution. c) To closely liaise with schools for the exam period in order to have better arrangement with contractor to reduce the nuisance to schools.
<p>14. Has the PRH proposal already been confirmed for implementation and any opportunity for residents and the schools to raise their views to the Administration?</p>	<p>The purpose of the local consultation is to let the local stakeholders to have more understanding of the scheme. Upon receiving the public views, HD will consider whether there is any scope to refine the scheme before submitting to PlanD for OZP amendments. Under the Town Planning Ordinance, the public could submit their views in the form of representations to the OZP amendments during the 2-month publication period. Representers would also be invited to the hearing meeting conducted by the Town Planning Board (TPB), and express their views in person. TPB will decide whether to uphold the representations after considering the departmental views and the views of the representers.</p>

(D) Summary of comments from LegCo Member Hon Wu Chi Wai

Comments	HD's Responses
<p>1. Concerned about the scheme design such as orientation, development intensity and parameters, as well as slope works.</p> <p>The development would block the views of the adjacent private developments. What measures would be taken to minimize the impact?</p>	<p>The subject site will be rezoned from “Open Space” and “Green Belt” to “Residential (Group A)”. The maximum plot ratio (PR) permissible is 9.0, of which the domestic part should not exceed 7.5. The high rise PRH block of maximum 150mPD would be located at the lower platform at Hiu Ming Street, whilst a low-rise auxiliary block of maximum 80mPD would be located at the upper platform at Hiu Kwong Street.</p> <p>A detailed stability review on all the concerned slopes would be conducted. Slope stabilisation/enhancement works would be carried out if found necessary.</p> <p>The design had taken into account the surrounding buildings and settings, and the PRH block would locate away from the private buildings as far as practicable.</p>
<p>2. The overall planning, procedure and timeline of the subject development.</p>	<p>Upon submission of the necessary technical assessments by HD, the OZP amendments for rezoning the concerned site from “Open Space” and “Green Belt” to residential use would be submitted to the Town Planning Board (TPB) for consideration.</p> <p>Upon the TPB's agreement, amendments to the Plan will be exhibited for 2 months for public inspection under the Town Planning Ordinance. During this exhibition period, any person may make representation to the Board in respect of the proposed amendments.</p> <p>The representations received will then be exhibited for public comment for 3 weeks. The</p>

Comments	HD's Responses
	<p>representer(s)/commenter(s) will then be invited to the hearing meeting held by the TPB. Upon completion of the representation consideration process, the Board is required to submit the draft plan incorporating the amendments together with the representations, comments and further representations to the Chief Executive in Council for approval within 9 months upon the expiry of the 2-month plan exhibition period. Details of the plan making procedure are available at the TPB's website: http://www.info.gov.hk/tpb/en/plan_making/participate.html#mkp</p>
<p>3. What community/welfare facility (and area) would be provided? Whether the existing provision of community/welfare facilities and open space in Kwun Tong District are in accordance with the HKPSG requirements.</p>	<p>HD is liaising with Social Welfare Department the appropriate welfare facility to be incorporated in the development.</p> <p>Taking into account the proposed PRH development with an estimated population of about 3,000, the OZP area will have a planned population of 295,340. Taking into account the existing and planned open space provisions in the area and the provision standard in the Hong Kong Planning Standards and Guidelines (HKPSG), there is an overall surplus of 24.36 ha of open space after the proposed rezoning (a surplus of 24.56 ha of local open space (LO), and deficit of 0.20 ha of district open space). Given the significant surplus of LO, the proposed rezoning of the two "O" sites (0.75 ha), which are also planned LOs, would not have adverse impact on the adequacy of open space provision in the area.</p> <p>According to HKPSG, the planned provision for various community facilities in the area is generally sufficient except for a few facilities including sports ground/sports complex, post office and primary school classrooms. The</p>

Comments	HD's Responses
	<p>requirement of primary school classrooms is assessed by the Secretary for Education (SED) based on the school zone and they have no comment on the rezoning of the Site. The Government will continue to monitor if the shortfall could be addressed by the provision at other sites in the concerned district. Regarding the shortfall in post office, the Postmaster General has advised that the Site is within the serving catchment area of their existing post office network and they have no plans to set up another post office in the vicinity. The deficits in sports ground/complex can be met at the Kwun Tong District level as a whole.</p>
<p>4. The design and programme of the proposed pedestrian link. Was the pedestrian link a committed project and who would be responsible for its maintenance?</p> <p>As CEDD's proposed pedestrian link was planned at earlier stage, it had unlikely taken into account the PRH project. Whether the link could accommodate additional pedestrian flow arising from the project and effectively divert the pedestrian flow was doubted.</p> <p>The proposed link would affect private land at the Tsui Ping (North) Estate and the Incorporated Owners (IO) might object to the proposal. Had CEDD consulted the IO? If so, what was the result; and if not, when would CEDD consult the IO? It should not be assumed that the link would be implemented and would effectively divert the pedestrians.</p>	<p>The proposed pedestrian link is outside the PRH project scheme. As advised by CEDD,</p> <ul style="list-style-type: none"> • the pedestrian link was proposed as part of the Development of Anderson Road Quarry site project and is programmed to be completed between 2018 and 2021. CEDD will start the detailed design of the pedestrian link in late 2014; • the pedestrian link will be able to address the needs arising from the additional population from the proposed development; • CEDD planned to consult the Incorporated Owners of Tsui Ping (North) Estate upon finalizing the scheme of the proposed pedestrian links in detailed design stage in late 2014; and • the link connecting Tsui Ping (South) Estate and Hiu Ming Street would be a request of local improvement which is not related to the Development of Anderson Road Quarry project.

Comments	HD's Responses
<p>Would CEDD study the feasibility of a pedestrian link connecting Tsui Ping (South) Estate and Hiu Ming Street?</p>	
<p>5. As the tennis courts are frequently used by local residents and students, how would HD minimize the inconvenience caused to users?</p>	<p>All three tennis courts would be reprovisioned before commencement of works and therefore, they would be available for continuous use throughout.</p>
<p>6. The development would involve substantial slope stabilization and site formation works, which would be very costly and would likely cause air quality and noise nuisance to the local residents and students nearby.</p> <p>HD was requested to provide the cost and time involved, as well as the quantum of construction waste.</p>	<p>HD would take the following measures to combat against the noise and air pollution problems during construction:</p> <ul style="list-style-type: none"> a) To design to reduce the amount of excavation works, thus reduce the nuisances to the existing environment. b) To closely monitor the contractor to strictly comply with the law of the noise and air pollution. c) To closely liaise with schools for the exam period in order to have better arrangement with contractor to reduce the nuisance to schools. <p>Tentatively, the relocation of ball courts and relevant site formation works would commence in 2016, and the whole development will be completed in 2022. The cost involved is being assessed.</p>
<p>7. The subject site is very close to the Mong Man Wai College and the Hiu Wah Building. There were already concerns/objections on basis of nuisance during construction period, adverse impact to the air ventilation in the surrounding area, and degraded environment etc.</p>	<p>The PRH block would be oriented away from the school and located away from the private buildings as far as practicable. HD would take measures to combat against the noise and air pollution problems during construction (see item 6 above). On air ventilation aspect, HD had conducted the preliminary air ventilation assessment (AVA) which concluded that the site</p>

Comments	HD's Responses
	<p>is not located in the breezeway for the area and the project would not cause significant adverse impact on the existing wind environments in the surrounding areas, and some design refinement is recommended to further enhance the air ventilation.</p>
<p>8. HD was suggested to build the PRH block at the existing soccer pitch and basketball court at Hiu Ming Street Playground for lower construction cost.</p>	<p>HD's preliminary study showed that it was not feasible nor viable to develop the PRH at the soccer pitch and basketball court at Hiu Ming Street Playground because of the followings:</p> <ul style="list-style-type: none"> (a) In addition to the existing rock slope near the soccer pitch, a 100m long natural terrain located at the crest of the rock slope would also affect the PRH development at soccer pitch. Detailed natural terrain assessment would be required as well as the design of necessary mitigation works to reduce the risk of natural terrain hazard, and HD would have to take up the future management and maintenance responsibility of the natural terrain. These would increase the construction and recurrent costs of the project. (b) About 5m wide drainage reserve is found across the soccer pitch, which would have adverse impact on the planning and design of the development. (c) After relocating and rearranging the existing tennis courts at Hiu Ming Street and existing basketball courts at Hiu Kwong Street, it could spare more area for housing development. If we switch to build on the existing soccer pitch and basketball court at Hiu Ming Street, flat production would be reduced as less flat land is available; and the upper and lower platforms are separated by

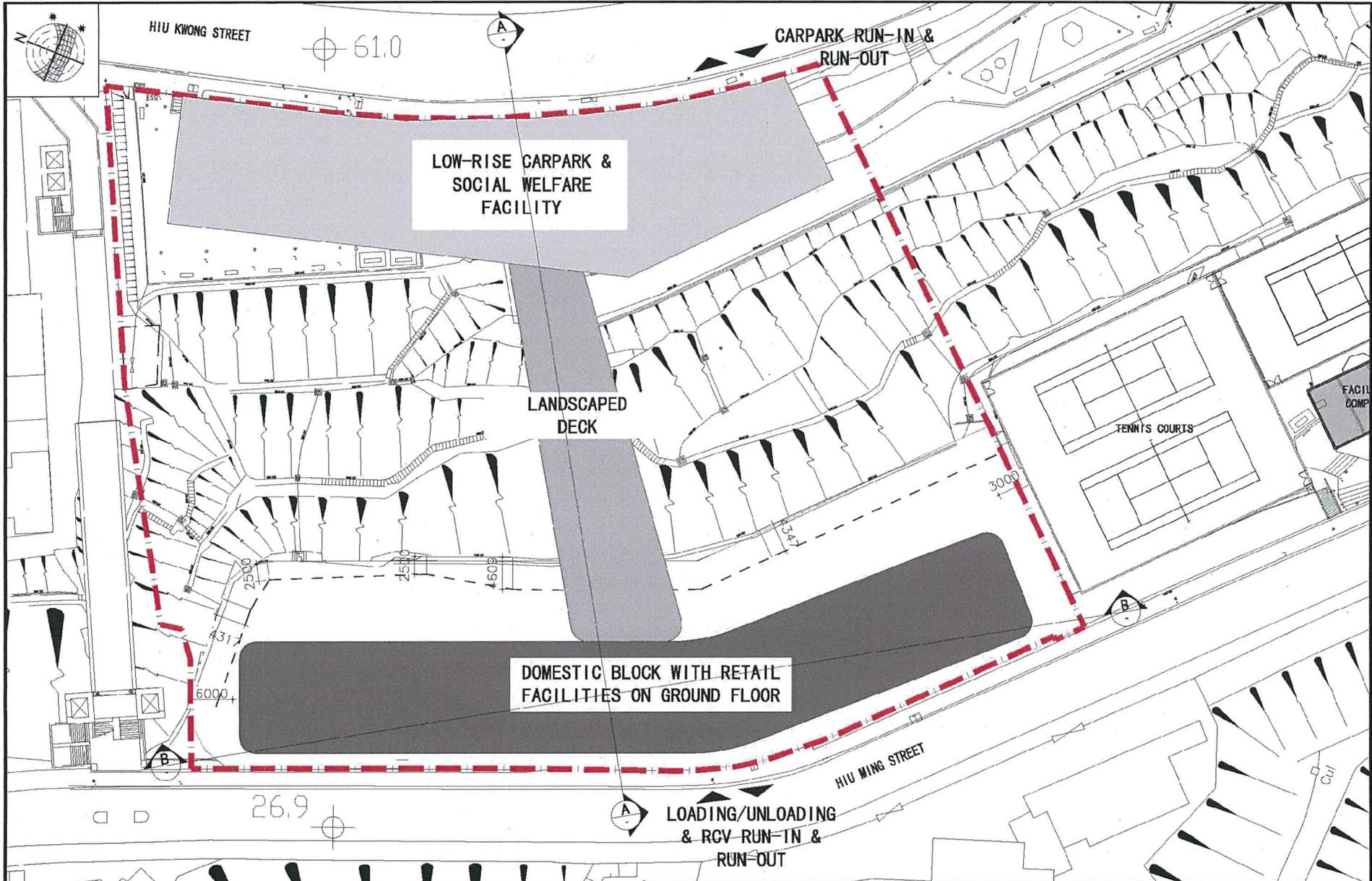
Comments	HD's Responses
	huge slopes which render it technically difficult to connect the two platforms.

(E) Summary of comments from the Residents of Tsui Ping Estate Concerning the Clearance of Playgroup Project (翠屏邨關注遊樂場清拆計劃居民)

Comments	PlanD's Responses
<p>1. Object to the demolition of Hiu Ming Street Playground (the Playground) to facilitate residential development. The following issues should be properly addressed.</p> <p>(a) The population density in the district is high, and many schools are located along Hiu Ming Street, but there has always been a problem of insufficient recreational facilities for years.</p> <p>(b) The Playground is the only recreational facility in the area</p> <p>(c) The tennis courts, basketball court in the in the Playground are heavily used by the community; clearance of these facilities will affect the users and is disregarding the needs/views of the community.</p> <p>(d) The open space in the area has already been reduced when the greenery area in Tsui Ping Estate was developed into Tsui Mei House years ago.</p> <p>(e) Despite the concerned ball courts will be reprovided in the PRH scheme, the additional population (i.e. 3000 persons) will aggravate the shortfall of recreational facilities.</p> <p>(f) The additional 3,000 population is significant and will overload the traffic capacity of Hiu Ming Street and its vicinity and affect community environment.</p>	<p>HD has taken into consideration the environment, population density and recreational facilities in preparing/designing the PRH development. To ensure the proposed development would be compatible with the surrounding environment, relevant technical assessments were submitted to departments concerned for consideration.</p> <p>Regarding open space issues, sufficient public open space has been provided for in the Kwun Tong district in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). As for the affected ball court facilities, HD will reprovide them all. According to HD, the basketball court and three tennis courts within the Site would be available for continuous use before the new ones are reprovided in the vicinity. During the construction of the new ball courts, only one basketball court within the Hiu Ming Street Playground will be suspended for use. HD will endeavor to shorten the time of suspension as far as possible.</p>

Comments	PlanD's Responses
<p>PlanD should study the existing and future population densities (e.g. Anderson Road, Sau Mau Ping Estate and along Hiu Ming Street), provision of recreational and open space facilities, transport planning and noise and environmental impacts, and then inform the residents.</p> <p>The residents should have a platform to express their concerns. Please also advise the timing and means of consultation of the OZP amendments.</p>	<p>Upon the Board's agreement, amendments to the Plan will be exhibited for 2 months for public inspection under the Town Planning Ordinance. During this exhibition period, any person may make representation to the Board in respect of the proposed amendments.</p>
<p>2. Please explain why there is already adequate provision of public open space in the Kwun Tong District.</p> <p>Please take into account the special circumstances of Hiu Ming Street as the area is dominated by old estates (inadequate open space facilitates as compared with the new residential developments) as well as several schools, thus there is a genuine need for adequate recreational facilities/open space to meet the demand. The additional population from the proposed PRH development will bring about noise, environmental and various community issues.</p> <p>From visual perspective, the area is surrounded by low-rise schools and the housing estates in the vicinity are only about 20 storey high. The proposed 40-storey PRH block as proposed by HD is double the height of the nearby buildings and is considered incompatible with the surrounding.</p>	<p>The standard for provision of open space is a minimum of 20 ha per 100 000 persons (i.e. 2m² per person), of which, a minimum of 10 ha per 100 000 persons (i.e. 1m² per person) are required for both District Open Space and Local Open Space.</p> <p>According to the 2011 Population Census, the existing population of the Kwun Tong district is about 622,000 persons. If the planned uses on the OZP are developed, the planned population would be about 697,000 persons. Taking into account the provision standard in the HKPSG, 139ha of public open space is required for the Kwun Tong district. There is already an existing provision of about 170ha of public open space (56.6ha for district open space and 113.55ha of local open space). Overall speaking, there is adequate open space provision in the area to meet the needs of the residents.</p> <p>Apart from the HKPSG, other factors including geographic location, disposition of open spaces in the area etc would be considered when planning for open space and recreational</p>

Comments	PlanD's Responses
<p>Relevant Government departments including Transport Department (TD), Environmental Protection Department (EPD), and Education Bureau (EDB) should be consulted before the proposed amendments are to be considered by the Town Planning Board.</p>	<p>facilities. The affected ball court facilities would all be reprovided by HD. According to HD, the basketball court and three tennis courts would be available for continuous use before the new ones are reprovided in the vicinity.</p> <p>Regarding the concerns on traffic, noise and visual matters, similar comments were received from other local consultations/lobby meetings. HD is in the process of reviewing and fine-tuning their design as well as preparation of relevant technical assessments. PlanD has also consulted relevant departments including TD, EPD and EDB regarding the proposed amendments to the Plan.</p>
<p>3. Please explain the grounds of agreeing to converting the Hiu Kwong Street Playground to residential use and significantly reduce the open space us in the vicinity of Tsui Ping Estate.</p>	<p>In view of the pressing housing need, the Government needs to step up its efforts to boost land supply in the short, medium and long terms. Noting that HD will relocate all the ball courts in the vicinity of the site and provide a children playground in the roof garden of the low-rise block. Departmental concerns have no objection to the proposed PRH scheme.</p>



PUBLIC RENTAL HOUSING DEVELOPMENT AT HIU MING STREET AND HIU KWONG STREET - PRELIMINARY CONCEPTUAL PLAN

0 5 10 20 30M SCALE 1:500 (A3) 1:250 (A4)

 房屋署 HOUSING DEPARTMENT	
圖號 PLAN No. SCHEME 1	日期 DATE 13/JUN/2014

(資料來源：繪圖由房屋署提交)
(Source: Drawing Submitted by Housing Department)

參考編號 REFERENCE No. M/K14S/14/13	繪圖 DRAWING 1
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曉明街和曉光街公共房屋發展計劃 - 初步設計圖
 Proposed Public Rental Housing (PRH) Development at
 Hiu Ming Street and Hiu Kwong Street - Preliminary Conceptual Plan

0 10 20 40 60米

房屋署
HOUSING DEPARTMENT

編號 PLAN No.

日期 DATE:
13/JUN/2014

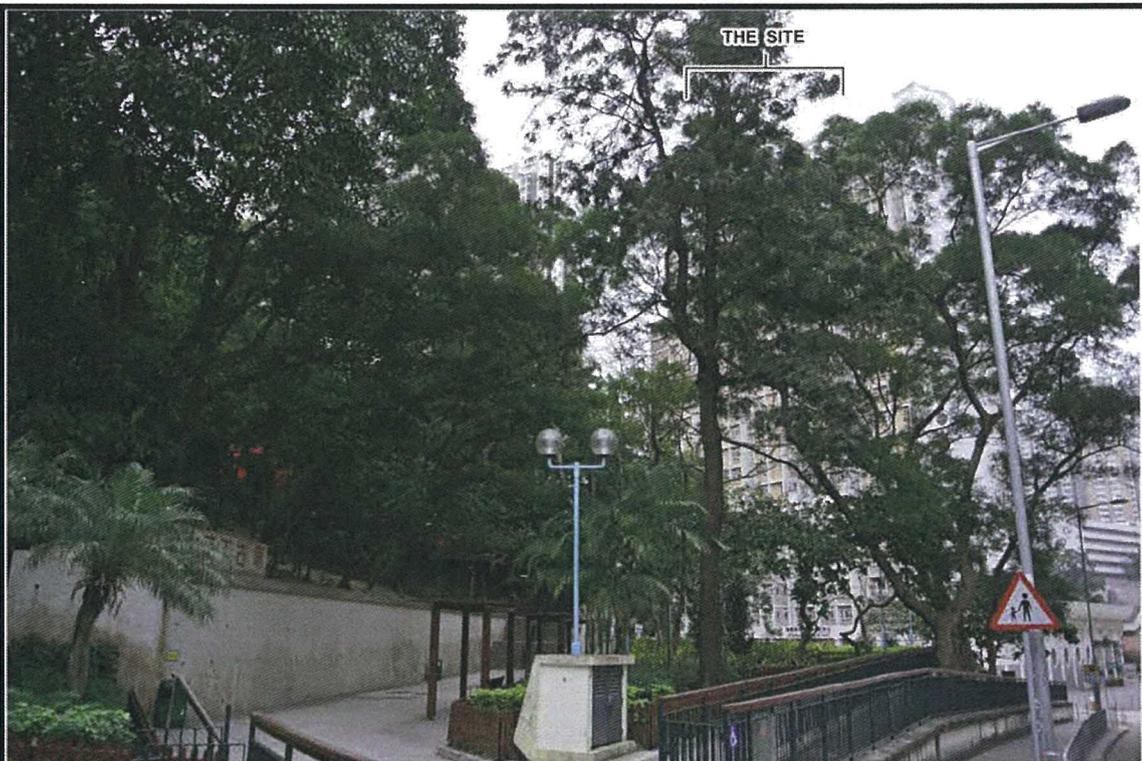
14_0623KLN

參考編號
REFERENCE No.

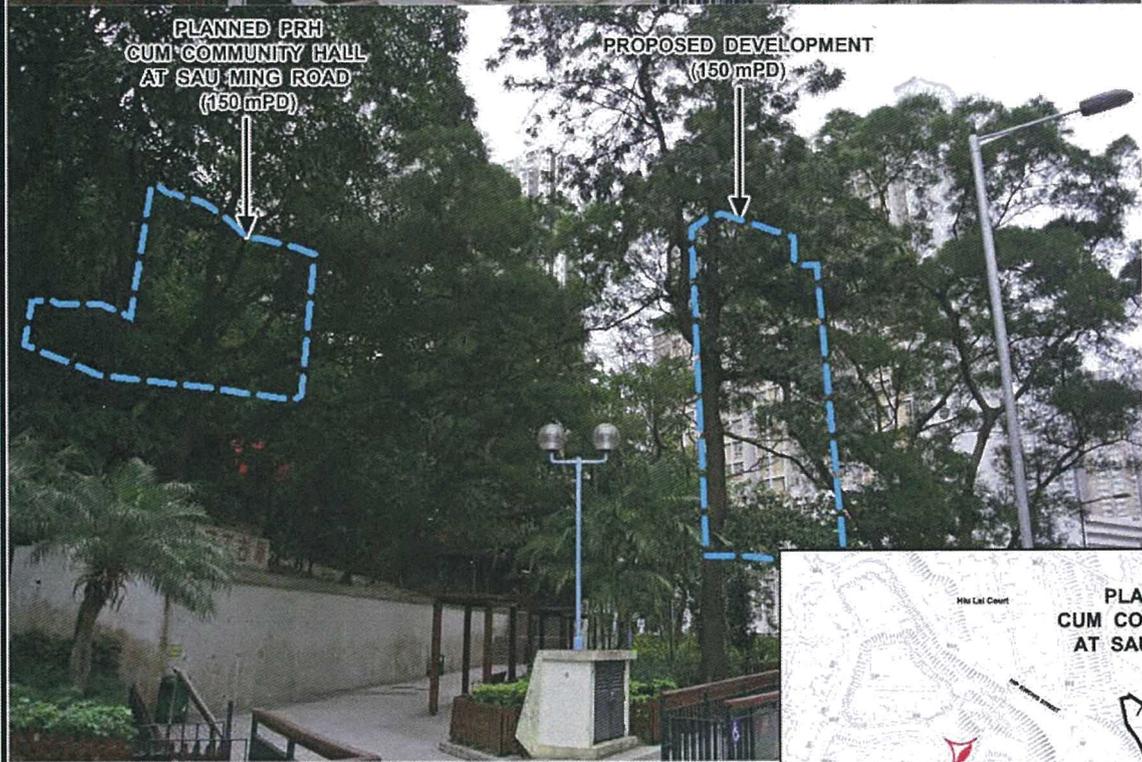
M/K14S/14/13

繪圖
DRAWING
2

(資料來源：繪圖由房屋署提交)
 (Source: Drawing Submitted by Housing Department)



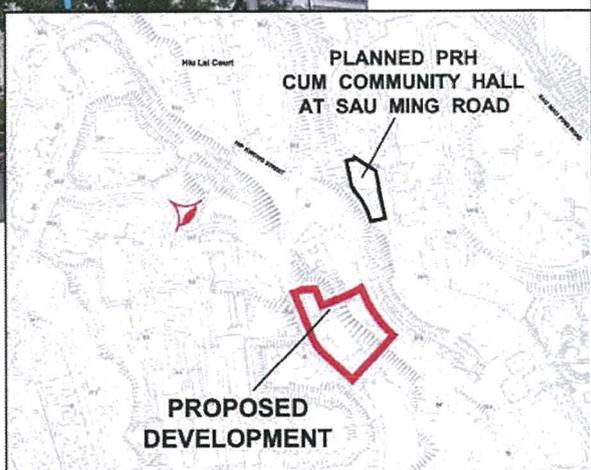
Existing View



With Proposed Development

LEGEND:

 Behind Existing Building



PHOTOMONTAGE AT VIEW POINT A
(VIEW FROM THE SAU MAU PING MEMORIAL PARK)

 HOUSING DEPARTMENT
PLANNING SECTION

PLAN 2

DATE :
12. 5. 2014

14_0474KLN_VPA

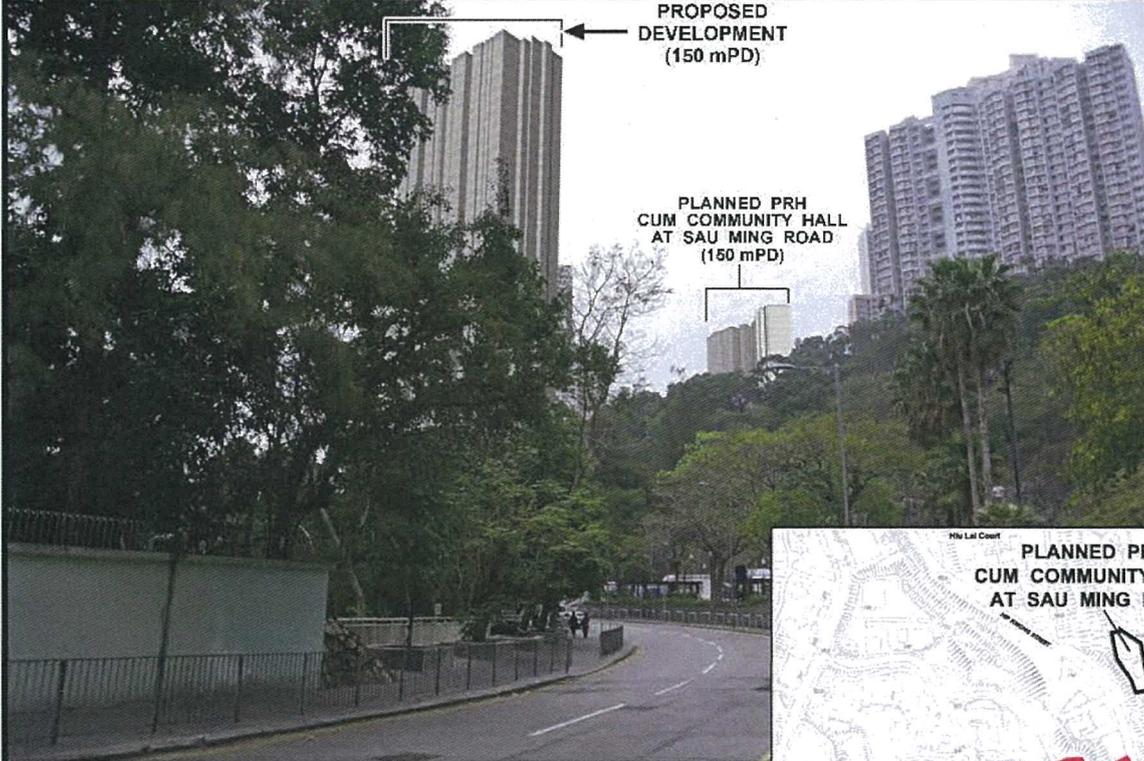
(資料來源：繪圖由房屋署提交)
(Source: Drawing Submitted by Housing Department)

參考編號
REFERENCE No.
M/K14S/14/13

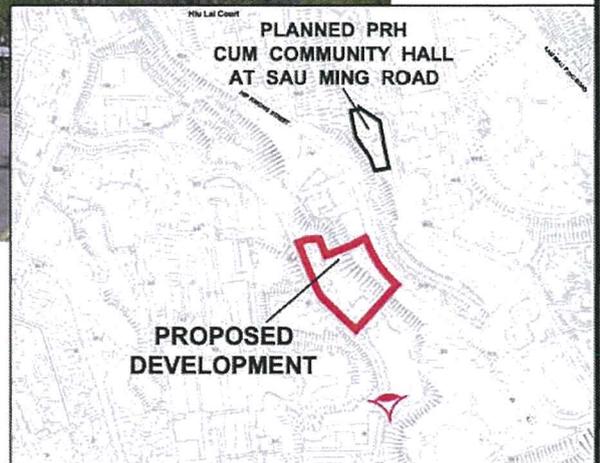
繪圖
DRAWING
3a



Existing View



With Proposed Development



**PHOTOMONTAGE AT VIEW POINT B
(VIEW FROM HIU MING STREET PLAYGROUND)**



**HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 3

**DATE :
12. 5. 2014**

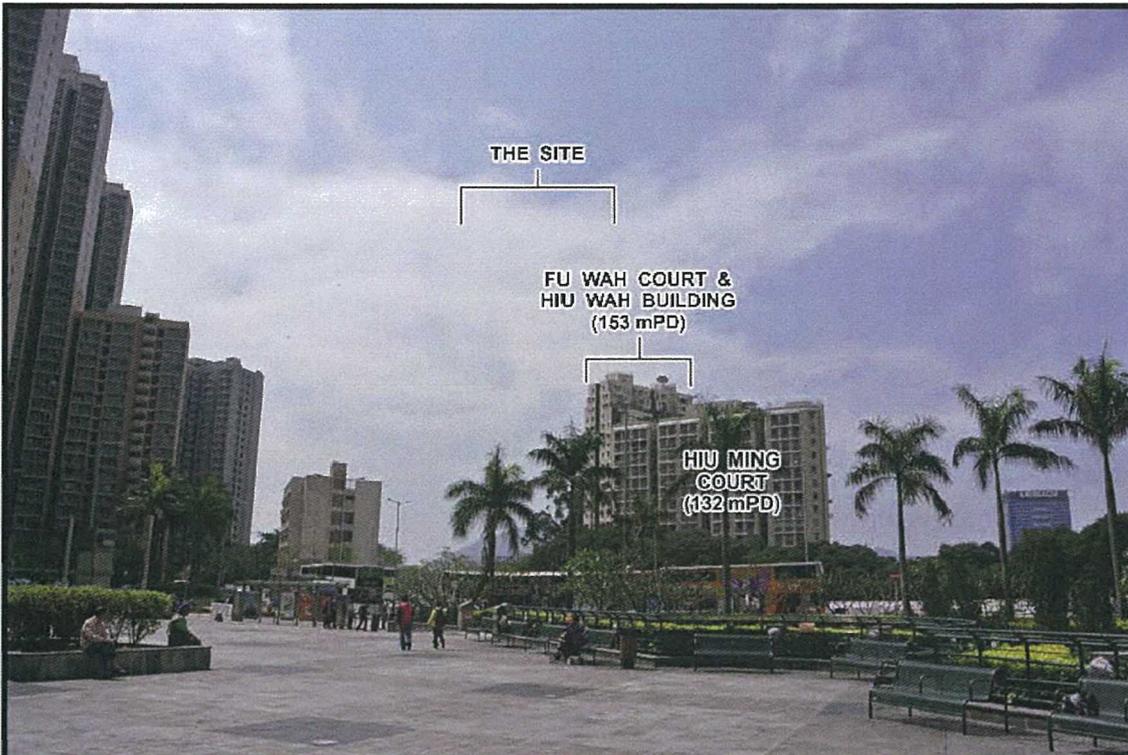
14_0474KLN_V7B

(資料來源：繪圖由房屋署提交)
(Source: Drawing Submitted by Housing Department)

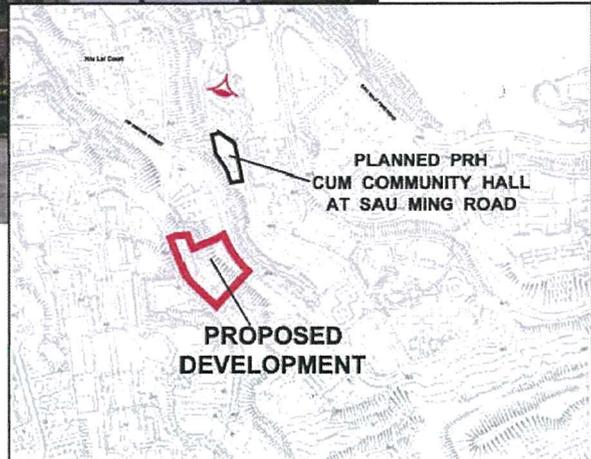
參考編號
REFERENCE No.
M/K14S/14/13

繪圖
**DRAWING
3b**

Existing
View



With
Proposed
Development



**PHOTOMONTAGE AT VIEW POINT C
(VIEW FROM ENTRANCE PLAZA OF SAU MAU PING
SHOPPING CENTRE)**

 **HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 4

**DATE :
12. 5. 2014**

14_0474KLN_vpC

(資料來源：繪圖由房屋署提交)
(Source: Drawing Submitted by Housing Department)

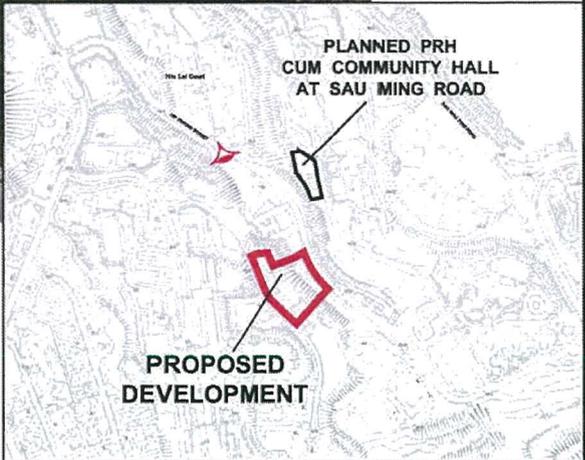
參考編號
REFERENCE No.
M/K14S/14/13

繪圖
DRAWING
3c

Existing View



With Proposed Development



**PHOTOMONTAGE AT VIEW POINT D
(VIEW FROM SITTING OUT AREA OF HIU LAI COURT)**

 **HOUSING DEPARTMENT
PLANNING SECTION**

PLAN 5

**DATE :
12. 5. 2014**

14_0474KLN_vpD

(資料來源：繪圖由房屋署提交)
(Source: Drawing Submitted by Housing Department)

參考編號
REFERENCE No.
M/K14S/14/13

繪圖
**DRAWING
3d**



圖例 NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	RA	住宅 (甲類)
RESIDENTIAL (GROUP B)	RB	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	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 (GROUND LEVEL)	[Symbol]	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	[Symbol]	鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	[Symbol]	市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築物高度 (在主要基準面上若干米)
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	百分比 %	
COMMERCIAL	1.21	0.31	商業
RESIDENTIAL (GROUP A)	136.37	35.30	住宅 (甲類)
RESIDENTIAL (GROUP B)	14.49	3.73	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	45.15	11.65	政府、機構或社區
OPEN SPACE	42.10	10.89	休憩用地
OTHER SPECIFIED USES	48.82	12.60	其他指定用途
GREEN BELT	28.88	7.45	綠化地帶
MULLAH	0.09	0.02	廟地
MAJOR ROAD ETC.	67.17	17.35	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.06	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	357.40	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2013年6月4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
4 JUNE 2013

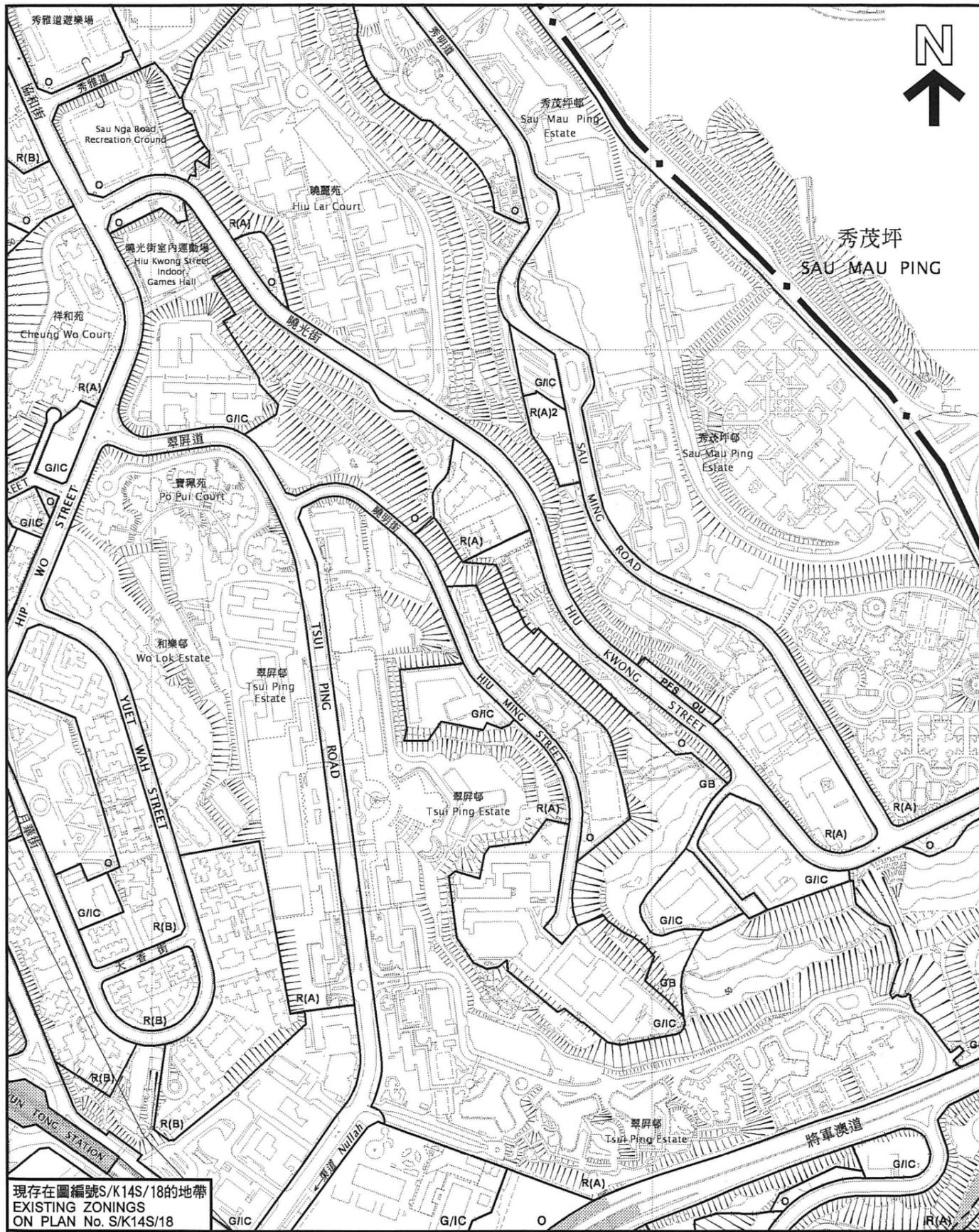
Signed Ms Kinnie WONG 黃潔怡女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的觀塘南部 (九龍規劃區第14區部分) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (SOUTH) - OUTLINE ZONING PLAN

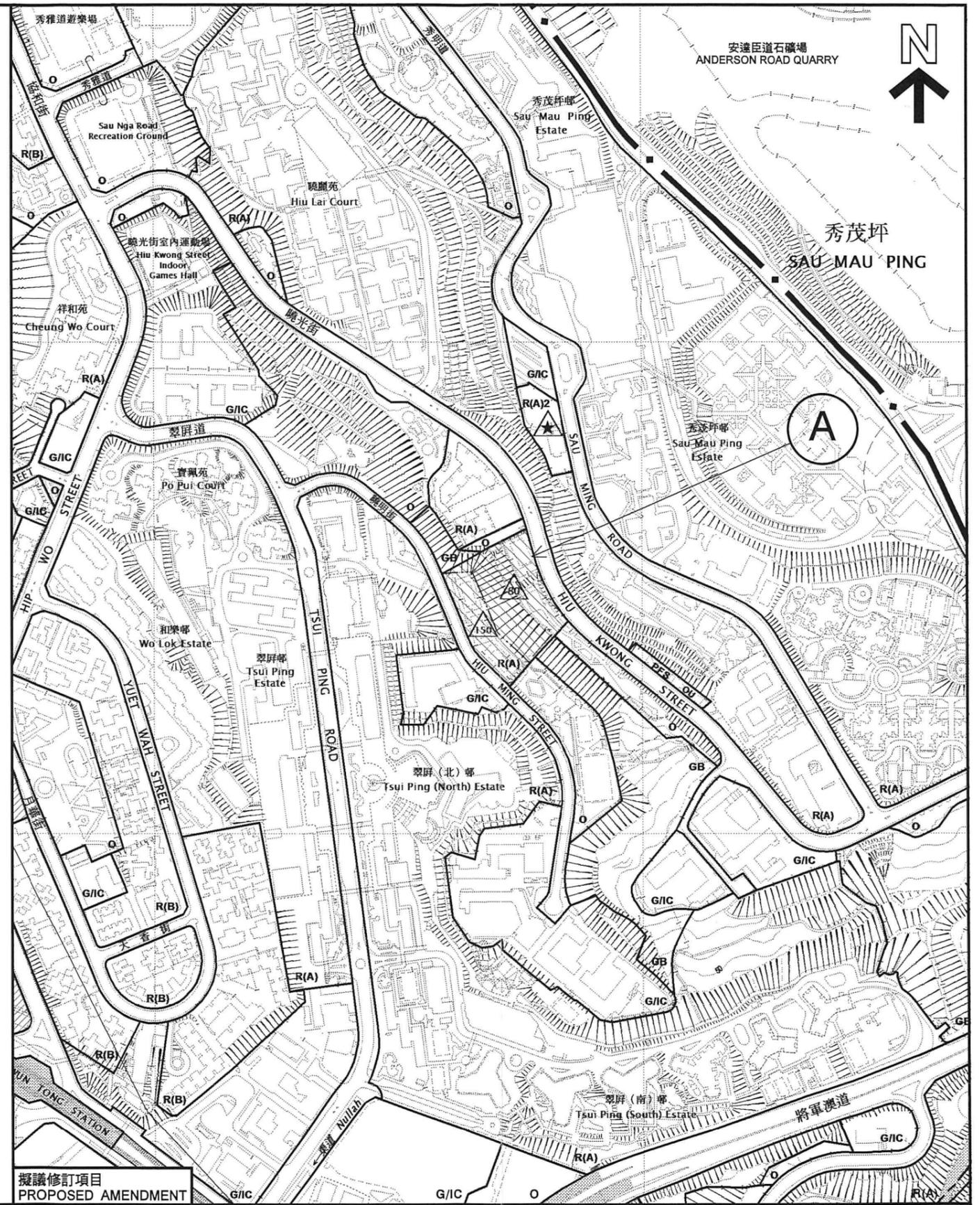


規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K14S/18



現存在圖編號S/K14S/18的地帶
EXISTING ZONINGS
ON PLAN No. S/K14S/18



擬議修訂項目
PROPOSED AMENDMENT

位置圖 LOCATION PLAN

觀塘(南部)分區計劃大綱核准圖編號 S/K14S/18 作出的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18



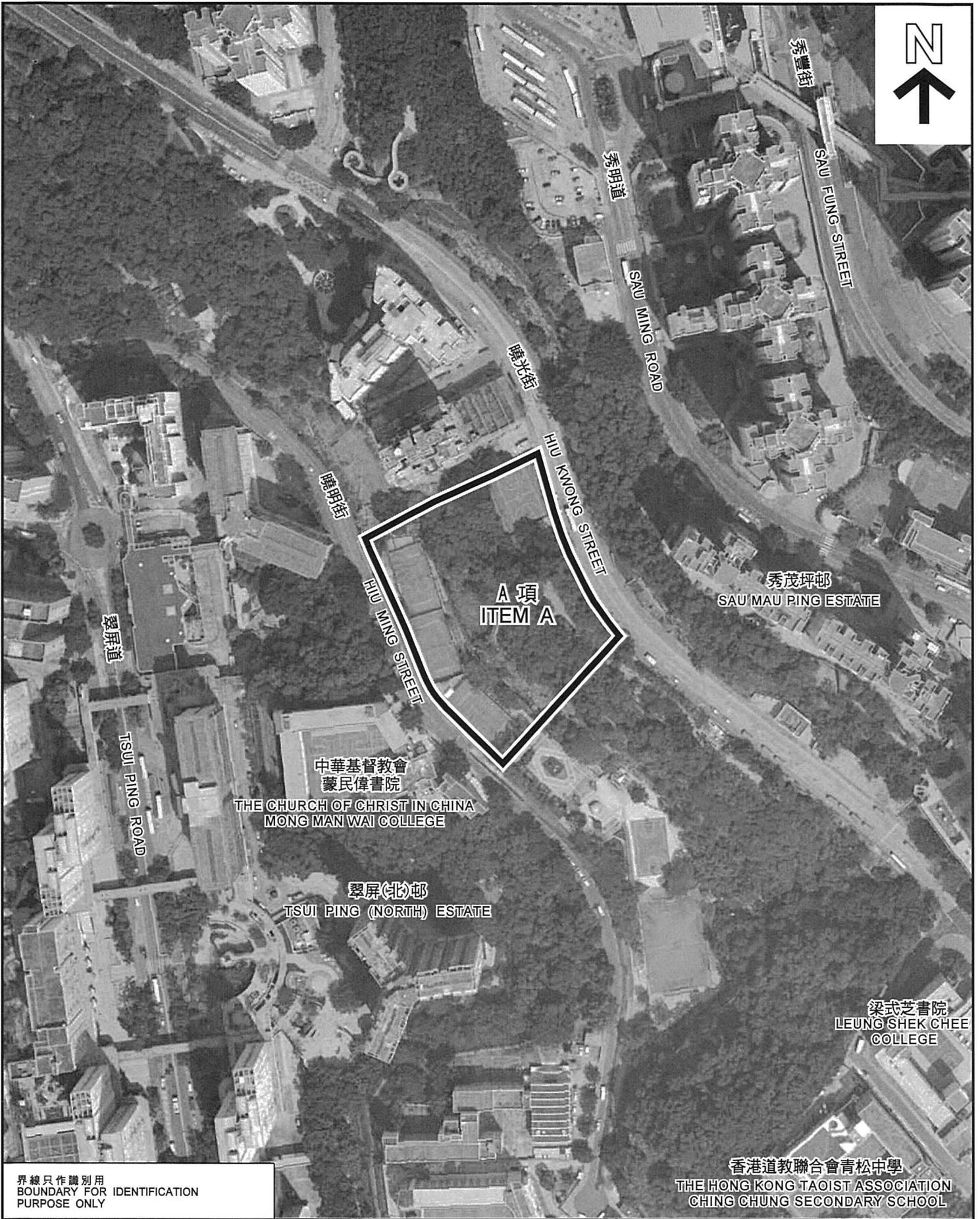
本摘要圖於2014年6月18日擬備，
所根據的資料為於2013年6月4日
核准的分區計劃大綱圖編號 S/K14S/18
EXTRACT PLAN PREPARED ON 18.6.2014
BASED ON OUTLINE ZONING PLAN No.
S/K14S/18 APPROVED ON 4.6.2013

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K14S/14/13

圖 PLAN
2



界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

香港道教聯合會青松中學
THE HONG KONG TAOIST ASSOCIATION
CHING CHUNG SECONDARY SCHOOL

本圖於2014年4月25日擬備，
所根據的資料為地政總署於
2012年9月28日拍得的航攝照片
編號 CS39607
PLAN PREPARED ON 25.4.2014
BASED ON AERIAL PHOTO No.
CS39607 TAKEN ON 28.9.2012
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

觀塘(南部)分區計劃大綱核准圖
編號 S/K14S/18 作出的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED
KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

規劃署
PLANNING
DEPARTMENT

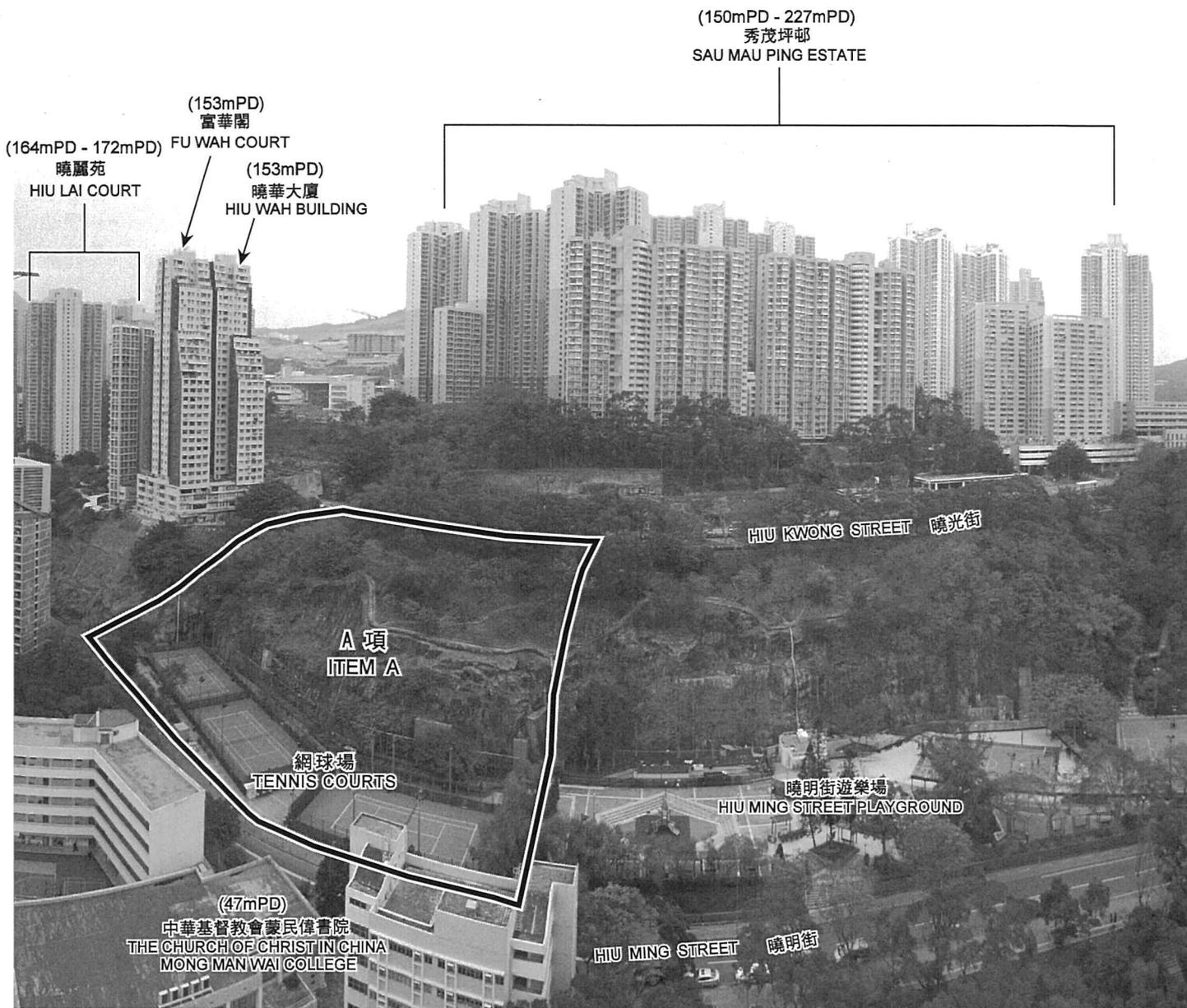


參考編號
REFERENCE No.

M/K14S/14/13

圖 PLAN

4



照片 1 - 曉明街遊樂場現有的網球場及毗鄰的綠化斜坡
 PHOTO 1 - EXISTING TENNIS COURTS AT HIU MING STREET PLAYGROUND AND THE ADJOINING GREEN SLOPE

界線只作識別用
 BOUNDARY FOR IDENTIFICATION
 PURPOSE ONLY

實地照片 SITE PHOTO

本摘要圖於2014年6月23日擬備，
 所根據的資料為房屋署攝於
 2014年2月11日的實地照片
 EXTRACT PLAN PREPARED ON 23.6.2014
 BASED ON SITE PHOTO TAKEN ON 11.2.2014
 BY HOUSING DEPARTMENT

觀塘(南部)分區計劃大綱核准圖
 編號 S/K14S/18 作出的擬議修訂
 PROPOSED AMENDMENT TO THE APPROVED
 KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

規劃署
 PLANNING
 DEPARTMENT

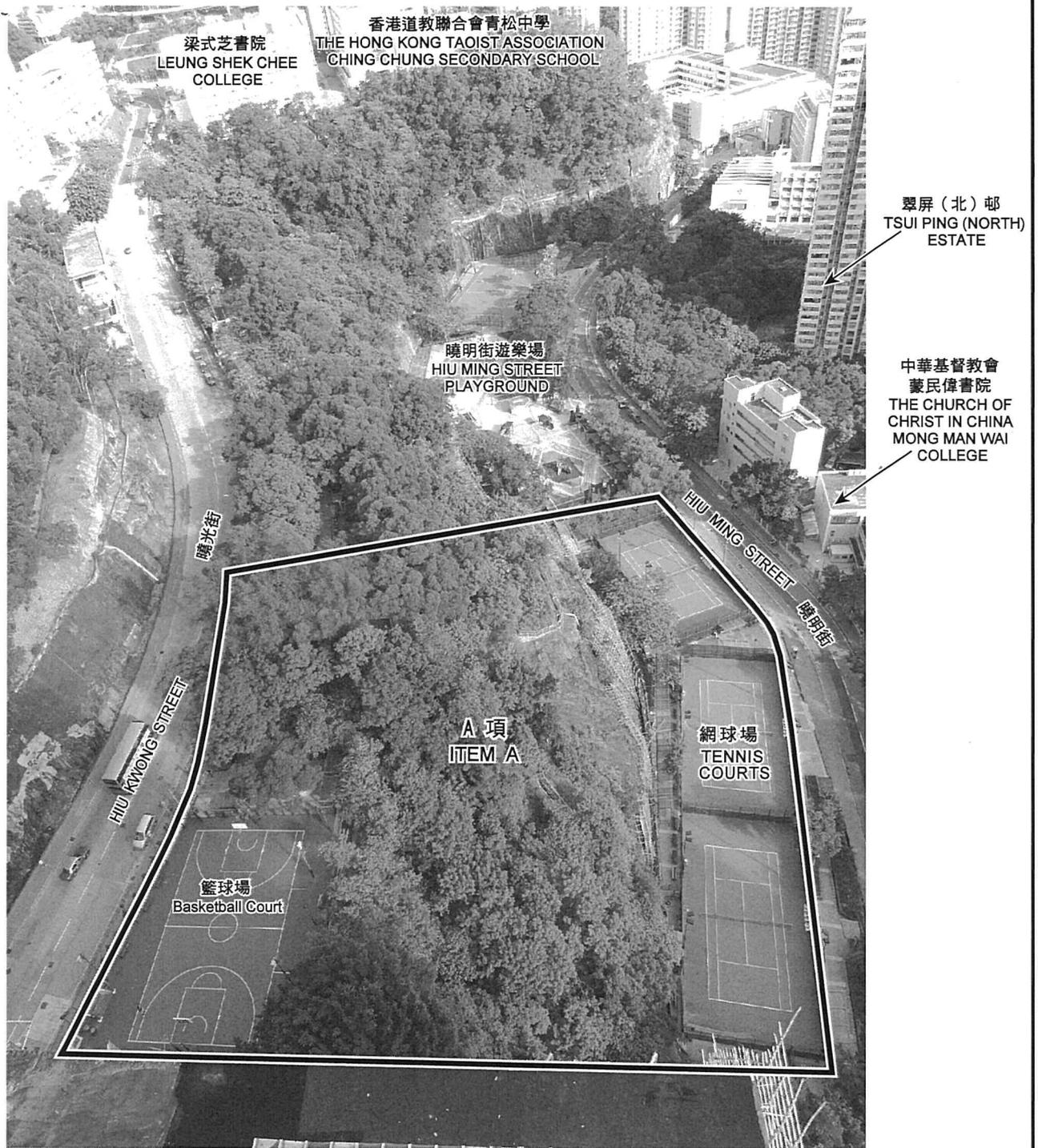


參考編號
 REFERENCE No.

M/K14S/14/13

圖 PLAN

5a



照片2 - 現有的網球場、籃球場及毗鄰的綠化斜坡
 PHOTO 2 - EXISTING TENNIS COURTS AND BASKETBALL COURT AND THE ADJOINING GREEN SLOPE

界線只作識別用
 BOUNDARY FOR IDENTIFICATION
 PURPOSE ONLY

本摘要圖於2014年4月25日擬備，
 所根據的資料為攝於2013年5月29日
 的實地照片
 EXTRACT PLAN PREPARED ON 25.4.2014
 BASED ON SITE PHOTO TAKEN ON 29.5.2013

實地照片 SITE PHOTO

觀塘(南部)分區計劃大綱核准圖
 編號 S/K14S/18 作出的擬議修訂
 PROPOSED AMENDMENT TO THE APPROVED
 KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

**規劃署
 PLANNING
 DEPARTMENT**



參考編號
 REFERENCE No.

M/K14S/14/13

圖 PLAN

5b



照片3 - 曉光街遊樂場現有的籃球場

PHOTO 3 - EXISTING BASKETBALL COURT AT HIU KWONG STREET RECREATION GROUND



照片4 - 現時的曉光街草坪公園

PHOTO 4 - EXISTING HIU KWONG STREET PARK STRIP

本摘要圖於2014年4月29日擬備，
所根據的資料為房屋署攝於
2014年2月11日及2013年9月13日
的實地照片
EXTRACT PLAN PREPARED ON 29.4.2014
BASED ON SITE PHOTOS TAKEN ON 11.2.2014
AND 13.9.2013 BY HOUSING DEPARTMENT

實地照片 SITE PHOTOS

觀塘(南部)分區計劃大綱核准圖
編號 S/K14S/18 作出的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED
KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

**規劃署
PLANNING
DEPARTMENT**



參考編號
REFERENCE No.

M/K14S/14/13

圖 PLAN

5c



照片5 - 曉明街遊樂場
PHOTO 5 - HIU MING STREET PLAYGROUND



照片6 - 曉明街遊樂場
PHOTO 6 - HIU MING STREET PLAYGROUND



照片7 - 曉明街遊樂場-網球場
PHOTO 7 - HIU MING STREET PLAYGROUND-TENNIS COURTS

本摘要圖於2014年4月29日擬備，
所根據的資料為攝於2013年9月15日
的實地照片
EXTRACT PLAN PREPARED ON 29.4.2014
BASED ON SITE PHOTOS TAKEN ON 15.9.2013

實地照片 SITE PHOTOS

觀塘(南部)分區計劃大綱核准圖
編號 S/K14S/18 作出的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED
KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K14S/14/13

圖 PLAN

5d



照片8 - 細葉榕
PHOTO 8 - FICUS MICROCARPA



照片9 - 細葉榕
PHOTO 9 - FICUS MICROCARPA

本摘要圖於2014年4月29日擬備，
所根據的資料為攝於2014年3月7日及
2014年2月28日的實地照片
EXTRACT PLAN PREPARED ON 29.4.2014
BASED ON SITE PHOTOS TAKEN ON 7.3.2014
AND 28.2.2014

實地照片 SITE PHOTOS

觀塘(南部)分區計劃大綱核准圖
編號 S/K14S/18 作出的擬議修訂
PROPOSED AMENDMENT TO THE APPROVED
KWUN TONG (SOUTH) OUTLINE ZONING PLAN No. S/K14S/18

**規劃署
PLANNING
DEPARTMENT**



參考編號
REFERENCE No.

M/K14S/14/13

圖 PLAN

5e