

KOWLOON PLANNING AREA NO. 2

DRAFT YAU MA TEI OUTLINE ZONING PLAN NO. S/K2/22

EXPLANATORY STATEMENT

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Yau Ma Tei Outline Zoning Plan (OZP) No. S/K2/22. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 The first statutory plans covering the Yau Ma Tei area, included Plan No. LK 2/18 (for Yau Ma Tei) and Plan No. S/K6/1 (for Mong Kok and Yau Ma Tei (East)), were gazetted on 11 November 1955 and 17 May 1985 respectively under the Town Planning Ordinance (the Ordinance). Subsequently, opportunity was taken to recast the planning area boundaries to conform with those of the relevant District Boards and one single OZP was prepared for the entire Yau Ma Tei district. Accordingly, the draft Yau Ma Tei OZP No. S/K2/1 was exhibited on 26 September 1986 for public inspection under section 5 of the Ordinance. Since then, the OZP had been amended several times and exhibited for public inspection under section 7 of the Ordinance.
- 2.2 On 26 October 1993, the then G in C referred the Yau Ma Tei OZP No. S/K2/5 to the Board for amendment under section 9(1)(c) of the Ordinance. Since then, the OZP had been amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 29 September 1998, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/9. On 10 October 2000, the CE in C referred the approved OZP No. S/K2/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance.

- 2.4 On 1 April 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/15. On 8 July 2003, the CE in C referred the approved OZP No. S/K2/15 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 2 November 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/17. On 9 May 2006, the CE in C referred the approved OZP No. S/K2/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.6 On 6 May 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Yau Ma Tei OZP, which was subsequently re-numbered as S/K2/20. On 21 October 2008, the CE in C referred the approved OZP No. S/K2/20 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 31 October 2008 under section 12(2) of the Ordinance.
- 2.7 On 29 October 2010, the draft Yau Ma Tei OZP No. S/K2/21, incorporating amendments mainly to impose building height restrictions for various zones as well as to rezone a completed residential development previously covered by Land Development Corporation Development Scheme Plan and a number of sites to appropriate zonings to reflect their existing uses, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, nine representations were received. In the first three weeks of the public inspection period of the representations, a total of 702 comments were received. Upon consideration of the representations and comments on 13 May 2011, the Board decided to partially meet one representation and not to uphold the remaining representations. The proposed amendment to the OZP was published under section 6C(2) of the Ordinance on 3 June 2011. As no further representation was received, the Board on 29 July 2011 agreed that the plan should be amended by the proposed amendment.
- 2.8 On 16 May 2014, the draft Yau Ma Tei OZP No. S/K2/22 (the Plan), incorporating amendments to rezone a site at No. 54 Waterloo Road from “G/IC” to “G/IC(2)” with revision to the building height restriction and stipulation of setback requirement was exhibited for public inspection under section 7 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 networks so that developments and redevelopments 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 the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculations. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Yau Ma Tei area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better 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 (<http://www.info.gov.hk/tpb>).

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in West Kowloon and forms the central part of the Yau Tsim Mong Administration District. It is bounded by Jordan Road and Gascoigne Road to the south, the Mass Transit Railway (MTR) East Rail Line to the east, Dundas Street to the north, and West Kowloon Reclamation to the west. The boundary of the Area is delineated in a heavy broken line on the Plan. It covers about 122 hectares of land.
- 5.2 The Area comprises two distinct parts. The area to the west of Nathan Road is one of the older parts of the urban area with predominantly residential use. Whereas the sites along Nathan Road are dominated by commercial or commercial/residential buildings.
- 5.3 To the east of Nathan Road, flat land gives way to undulating ground. Developments are more dispersed and of more recent origin. Queen

Elizabeth Hospital, a number of low-density residential developments, grass pitches and recreation clubs are found in this part of the Area.

6. POPULATION

According to the 2011 Population Census, the population of the Area was about 65,300. It is estimated that the planned population of the Area would be about 80,600.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. Some of the high-rise redevelopments erected in the Area in recent years following the relocation of the airport in Kai Tak and the removal of the airport height restrictions are considered undesirable from the urban design perspective as they are visually incompatible and out-of-context with the local built environment. In order to prevent excessively tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, building height restrictions are imposed for various zones on the Plan.
- 7.2 The proposed building height restrictions have taken into account the existing topography and site levels, the foothill setting, the local character, existing townscape and building height profile, the local wind environment and measures suggested for ventilation improvements, areas of local attractions, the building height restriction under the lease and the Urban Design Guidelines. Except for the existing high-rise towers up to 132 metres above Principal Datum (mPD) bounded by Waterloo Road, Portland Street, Man Ming Lane and Shanghai Street, the proposed building height bands of 80mPD to 100mPD in the Area for the “Commercial” (“C”), “R(A)” and “R(B)” zones decrease progressively from Nathan Road. The proposed building height bands help preserve views to the ridgelines and achieve a stepped height profile for visual permeability and wind penetration and circulation.
- 7.3 Moreover, specific building height restrictions for the “G/IC” and “OU” zones in terms of mPD and/or number of storeys, which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. In general, low-rise developments, normally with a height of not more than 13 storeys, will be subject to building height restrictions in terms of number of storeys (excluding basement floor(s)) so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall

within visually more prominent locations and/or major breathing spaces. For taller developments, usually more than 13 storeys, the building height restrictions are specified in terms of mPD to provide certainty and clarity of the planning intention.

- 7.4 An air ventilation assessment (AVA) by expert evaluation has been undertaken to assess the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height restrictions shown on the Plan have taken into account the findings of the AVA.
- 7.5 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan for various zones in order to provide incentive for developments/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 application 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;
 - (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 site constraints, 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.
- 7.6 However, for existing buildings where the building heights have already exceeded the maximum building height restrictions in terms of mPD or number of storeys as shown on the Plan or stipulated in the Notes, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 7.7 Building Setbacks

Setback of buildings from streets play a key role in creating/widening air

paths to improve air ventilation of the local area.

- (a) To enhance the north-south air flow in the inner part of the Kowloon Peninsula, a building setback of 3m from the lot boundary above 15m measured from the mean street level for the sites on both sides of Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street is imposed.
- (b) The east-west air path at Kansu Street will be widened by imposing a 6m setback of building from the lot boundary above 15m measured from the mean street level for the “C” zone abutting the northern curb of Kansu Street to improve air penetration and visual permeability upon redevelopment.

7.8 Non-Building Area

The existing public open space to the south of the residential development of ‘8 Waterloo’ together with Yunnan Lane is situated at a location where the southerly wind changes its course from Temple Street to Portland Street. To preserve this air path, the public open space together with Yunnan Lane is designated as a non-building area (NBA). The intention for the designation of the NBA is for air ventilation above ground and such a restriction will not apply to underground developments.

- 7.9 The above building setbacks and non-building area should be taken into account upon future redevelopment of the sites. A minor relaxation clause has been incorporated in the Notes of the relevant zones to allow minor relaxation of the stated building setback requirements and NBA restrictions under exceptional circumstances.

7.10 Building Gaps

The AVA suggested designating a number of building gaps on the Plan to enhance the air flow at various locations. However, as these proposed building gaps would traverse individual small lots, consideration would be given to implementing the proposed building gaps should there be amalgamation of small lots into a larger site upon redevelopment, which could accommodate the imposition of the building gaps. Each case will be considered on its own merits. The intention of imposing building gaps is specified in the Explanatory Statement of the Plan for long-term implementation.

- (a) To extend the Man Ming Lane air path eastwards, an east-west air path will be created by demarcating a strip of 15m-wide land above podium level across the buildings at 502-512 Nathan Road.
- (b) To extend the Hamilton Street air path westwards, an east-west air path will be created by demarcating 2 strips of 15m-wide land above podium level across the two “R(A)” zones bounded by Canton Road,

Pitt Street, Ferry Street and Dundas Street.

- (c) To welcome the wind from the harbour to the inner area, an east-west air path to align with Wing Sing Lane is created by proposing a strip of 16m-wide land above podium level traversing the residential block to the east of Prosperous Garden.
- (d) To facilitate the summer easterlies and westerlies, two east-west air paths will be created by demarcating 4 strips of 10m-wide land above podium level across the two “R(A)” zones bounded by Canton Road, Jordan Road, Ferry Street and Saigon Street.

7.11 The streets in the Area generally follow a north-south and east-west grid pattern. The street orientation is in parallel with the annual prevailing wind coming from the northeast, east and west, and summer prevailing wind from the southeast and southwest directions. The grid street pattern of the Area serves as an important wind path system and should be preserved as far as possible.

8. LAND USE ZONINGS

8.1 Commercial (“C”) : Total Area 6.77 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centres serving the immediate neighbourhood.
- 8.1.2 Sites zoned “C” are mainly found on both sides of Nathan Road, which is the main commercial spine within the Yau Ma Tei district. Many of these sites have been developed for commercial purposes including shops, department stores, cinemas, hotels, restaurants and offices. The commercial developments along Nathan Road have been fulfilling the need for commercial expansion in the main urban area. Commercial uses such as retail shops, offices and restaurants are permitted as of right on any floor of a building within this zone.
- 8.1.3 Developments within this zone are subject to a maximum plot ratio of 12.0 to restrain traffic growth which will otherwise overload the existing and planned transport networks and sewerage system capacities.
- 8.1.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio of 12.0 may be increased by what is permitted to be exceeded under Regulation 22.

- 8.1.5 Developments within the “C” zone are subject to a maximum building height restriction of 100mPD.
- 8.1.6 Minor relaxation of plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.1.7 However, for any existing building with plot ratio/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.1.8 In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (see paragraph 7.7(a) above), and a minimum building setback of 6m from the lot boundary above 15m measured from the mean street level abutting the northern curb of Kansu Street (see paragraph 7.7(b) above) shall be provided. Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.2 Residential (Group A) (“R(A)”) : Total Area 13.72 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 buildings within this zone range from four-storey tenements completed immediately after the World War II to recently developed multi-storey buildings. The ground and first floors of these buildings are mostly occupied by shops and service trades. This land use zoning is designed to allow this pattern of land use to continue, but in a controlled manner.
- 8.2.3 In consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities as envisioned in the Kowloon Density Study Review completed in early 2002, developments or redevelopments within this zoning 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 area (GFA) for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used 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.

- 8.2.4 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.2.5 For new developments/redevelopments within the “R(A)” zone that are adjacent to major roads, measures to mitigate the traffic noise impacts should be taken into account. Effort should also be made to reduce the noise level at source, such as provision of noise reducing friction course on road surface.
- 8.2.6 A site at 855-865 Canton Road, which is occupied by an existing commercial/GIC/residential development (known as Winfield Building) with shops on G/F, residential care home for the elderly on 1/F and 2/F and other GIC facilities on 3/F to 5/F, has been rezoned from “G/IC” to “R(A)” to reflect the predominantly residential nature of the existing development at the site.
- 8.2.7 Developments and redevelopments within this zone are subject to a maximum building height of 80mPD. Nonetheless, to cater for amalgamation of sites and inclusion of on-site parking and loading/unloading and other supporting facilities for larger sites, a maximum building height of 100mPD will be permitted for sites with an area of 400m² or more, except on land designated “R(A)1” and “R(A)2”.
- 8.2.8 The site bounded by Public Square Street and Tung Kun Street was developed for residential and commercial uses with community facilities and public open space (known as Prosperous Garden) by the Hong Kong Housing Society in 1995. The site is zoned “R(A)1” subject to maximum domestic and non-domestic GFA of 87 600m² and 6 418m² respectively, of which not less than 2 088m² for GIC facilities shall be provided. A public open space of not less than 5 850m² at ground level shall be provided.
- 8.2.9 The sites to the west of Ferry Street were developed as a private residential development (known as Man Wah Sun Chuen) in the 1960’s. Since the sites are located in a windward direction near the seafront, they are zoned “R(A)2” subject to a building height restriction of 80mPD without the 20m allowance of building height as mentioned in paragraph 8.2.7 above.

- 8.2.10 Minor relaxation of plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.2.11 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.2.12 In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (as detailed in paragraph 7.7(a) above) shall be provided. Under exceptional circumstances, minor relaxation of the setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.3 Residential (Group B) (“R(B)”): Total Area 7.41 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 zone covers residential development mainly in the King’s Park area. Very few uses other than residential use are permitted as of right in this zone, although provision is made for certain commercial uses to be considered upon application to the Board.
- 8.3.2 Developments within this zone are subject to a maximum plot ratio or GFA control in order to restrain traffic growth which will otherwise overload the existing and planned transport networks.
- 8.3.3 The ex-Government Quarters site at King’s Park Rise has been redeveloped and is now known as King’s Park Hill. The site is zoned “R(B)1” subject to a maximum GFA of 22 400m² and a maximum building height of 85mPD.
- 8.3.4 Part of the ex-British Military Hospital site at the junction of Princess Margaret Road and Wylie Road has been redeveloped and is now known as Parc Palais. The site is zoned “R(B)2” subject to a maximum GFA of 84 000m² and a maximum building height of 130mPD. A mini-bus layby is provided within this site.

- 8.3.5 Developments and redevelopments within the “R(B)” zone are subject to a maximum building height restriction of 90mPD, or the height of the existing building, whichever is the greater.
- 8.3.6 Minor relaxation of plot ratio/GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.3.7 However, for any existing building with plot ratio/GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8.4 Government, Institution or Community (“G/IC”) : Total Area 30.43 ha

- 8.4.1 Land zoned for this purpose is intended to provide for major Government uses and other community facilities to serve the needs of the residents in the Area and, where appropriate, those in the adjoining districts. 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 uses include Queen Elizabeth Hospital, Kwong Wah Hospital, King’s Park Hockey Ground, Yau Ma Tei Fruit Market, Kowloon Government Offices, Yau Ma Tei Police Station, Hong Kong Red Cross Blood Transfusion Centre and several schools. The ex-military staff quarters fronting Wylie Road is reserved for primary school use.
- 8.4.3 Developments and redevelopments within this zone are subject to building height restrictions in terms of number of storeys (excluding basement floors(s)) or mPD as stipulated on the Plan, or the height of the existing building, whichever is the greater. Building height restrictions for most of the “G/IC” zones are stipulated in terms of number of storeys except the relatively high-rise GIC uses, such as Kwong Wah Hospital (excluding Tung Wah Group of Hospitals Museum) and Queen Elizabeth Hospital, so as to reflect their new development proposals and/or to provide a more clear control over the building height profile.
- 8.4.4 Minor relaxation of the building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

- 8.4.5 However, for any existing building with building height already exceeding the relevant restriction as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.4.6 In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street, Arthur Street, Woosung Street (between Kansu Street and Saigon Street) and Parkes Street (as detailed in paragraph 7.7(a) above) shall be provided.
- 8.4.7 A site at No. 54 Waterloo Road is zoned “G/IC(2)” which is for the provision of religious and social welfare facilities. To facilitate streetscape improvement and at-grade greening/tree planting and enhance air ventilation, a minimum setback of 3m from the lot boundary abutting Waterloo Road shall be provided.
- 8.4.8 Under exceptional circumstances, minor relaxation of setback requirements may be considered by the Board on application under section 16 of the Ordinance.

8.5 Government, Institution or Community (1) (“G/IC(1)”) : Total Area 0.96 ha

- 8.5.1 A site at the junction of Chatham Road South and Princess Margaret Road is zoned “G/IC(1)” which is intended primarily to provide land for higher educational facilities and railway facilities together with the provision of a public open space. In order to address the concerns of the Board on the proposed development for higher educational facilities, any new development, except alteration and/or modification to an existing building, requires permission from the Board under section 16 of the Ordinance. In submitting the section 16 planning application, the following information should also be provided:
- (i) the accessibility of the public open space within the development to the public;
 - (ii) the pedestrian circulation arrangement of the development;
 - (iii) landscape and urban design proposals within the development, including a tree preservation proposal;
 - (iv) the details and proposed area to be reserved for the incorporation of railway-related facilities;
 - (v) the access arrangement to the MTR Ho Man Tin Substation;

and

(vi) such other information as may be required by the Board.

8.5.2 Minor relaxation of GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.

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

8.6 Open Space (“O”) : Total Area 18.73 ha

8.6.1 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.

8.6.2 The existing open spaces in the western part of the Area comprise mainly the open ground on top of the Yau Ma Tei Service Reservoir, children’s playgrounds and small rest gardens. In the east, the open space at King’s Park includes a children’s playground, basketball and tennis courts, a rest garden, walking trails and sitting-out areas. The existing grass pitches within the ex-British Military Hospital site, i.e. King’s Park Sports Ground, are retained for open space purposes.

8.7 Other Specified Uses (“OU”) : Total Area 8.87 ha

8.7.1 This zone is intended primarily to provide/reserve land for specified purposes/uses.

8.7.2 The site previously covered by the approved Land Development Corporation Waterloo Road/Yunnan Lane Development Scheme Plan No. S/K2/LDC1/4 has been developed as a residential development (known as 8 Waterloo) with the in-situ preservation of the former pumping station of the Water Supplies Department (also known as Red Brick Building) and the provision of a public open space. The site is zoned “OU (Residential Development with Historical Building Preserved)”, intended primarily for residential development, and subject to a maximum GFA of 29 017m² and a maximum building height of 132mPD for the residential portion and a maximum building height of 2 storeys (excluding basement floors(s)) for the historical building. A public open space of area not less than 1 650m² shall be provided at ground level. The Red

Brick Building has been renovated and converted by the Leisure and Cultural Services Department into a training venue for the Xiqu Activity Centre at the former Yaumatei Theatre (Grade 2 historical building). In order to enhance the local air ventilation performance, a minimum building setback of 3m from the lot boundary above 15m measured from the mean street level abutting Portland Street shall be provided. The public open space together with Yunnan Lane is at a location where the southerly wind changes its course from Temple Street to Portland Street and is designated as an NBA. This NBA is required for air ventilation purpose and such a restriction will not apply to underground developments. Under exceptional circumstances, minor relaxation of the setback requirement and the NBA restriction may be considered by the Board under section 16 of the Ordinance.

- 8.7.3 The sports and recreation clubs, which are located mainly at Gascoigne Road and Wylie Road in the eastern part of the Area, are zoned “OU (Sports and Recreation Club)”. In order to ensure that the building height will be in keeping with the character of the surrounding areas, developments/redevelopments within this “OU” zone are restricted to a maximum building height of 1 storey for Club de Recreio; 2 storeys for India Club, YMCA King’s Park Centenary Centre, Hong Kong Chinese Civil Servants’ Association, Municipal Services Staff Recreation Club and Pakistan Club; and 3 storeys for The Filipino Club and South China Athletic Association Tennis Centre. For all these sites, basement floor(s) may be disregarded in determining the number of storeys.
- 8.7.4 Minor relaxation of GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.5 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 8.7.5 However, for any existing building with GFA/building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 8.7.6 In submitting a planning application to the Board for Red Brick Building, the applicant should make reference to the conservation principles as stated in the Conservation Guidelines drawn up by the Antiquities and Monuments Office (AMO).

8.8 Green Belt (“GB”) : Total Area 2.16 ha

- 8.8.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.
- 8.8.2 This zoning mainly covers steep hill slopes which are unsuitable for urban development. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.
- 8.8.3 The vegetated hill slopes near the residential development of King's Park Hill is within this zone.

9. COMMUNICATIONS

9.1 Roads

- 9.1.1 Nathan Road, Jordan Road, Waterloo Road, Gascoigne Road and Princess Margaret Road are part of the primary distributor road network in the north-south and east-west directions.
- 9.1.2 Other major roads in the Area include Hung Hom By-pass, Princess Margaret Road Link and the proposed Central Kowloon Route.

9.2 Mass Transit Railway

The Area is served by the MTR Tsuen Wan Line running beneath Nathan Road. There are two stations, namely Yau Ma Tei Station and Jordan Station with entrances distributed at convenient locations. The proposed MTR extension from Yau Ma Tei to Hung Hom is under active planning.

9.3 Pedestrian Circulation

- 9.3.1 A number of pedestrian subways are provided/proposed along Nathan Road to enhance pedestrian and vehicular traffic. To link up West Kowloon Reclamation area and the hinterland in Yau Ma Tei, a number of footbridges/subways are provided at the junctions of Waterloo Road/Ferry Street, Jordan Road/Ferry Street, and across Ferry Street near Prosperous Garden.
- 9.3.2 To improve the pedestrian environment, pedestrian schemes have been implemented in the crowded parts of Jordan area. These include a full-time pedestrian scheme at Nanking Street (between Parkes Street and Shanghai Street) and a part-time pedestrian scheme at Temple Street (between Jordan Road and Kansu Street).

Other traffic improvement schemes along sections of Nanking Street, Pilkem Street, Shanghai Street, Bowring Street, Saigon Street, Parkes Street, Woosung Street, Ning Po Street and Pak Hoi Street are implemented or under detailed planning.

10. UTILITY SERVICES

The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available and no difficulties are anticipated in meeting the future requirements.

11. CULTURAL HERITAGE

The Old South Kowloon District Court, Club de Recreio and India Club at Gascoigne Road; Tin Hau Temple at Temple Street; Tung Wah Group of Hospitals Museum within the compound of Kwong Wah Hospital; Yau Ma Tei Police Station at Canton Road; Yau Ma Tei Theatre and Yau Ma Tei Wholesale Fruit Market at Waterloo Road; The Former Pumping Station of Water Supplies Department at Shanghai Street; and Municipal Services Staff Recreation Club at Wylie Path are graded historical buildings located within the Area. Prior consultation with the AMO of Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect the above historical buildings and their immediate environs.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. 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 relevant 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 Yau Tsim Mong 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 the departmental outline development plans, layout plans and the guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
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