

**Town Planning Application under Section 16 of  
The Town Planning Ordinance**

**for**

**Proposed Flat, Shop and Services and Eating Place**

**at**

**Kowloon Inland Lot 6414**

**at**

**33 Sheung Heung Road**

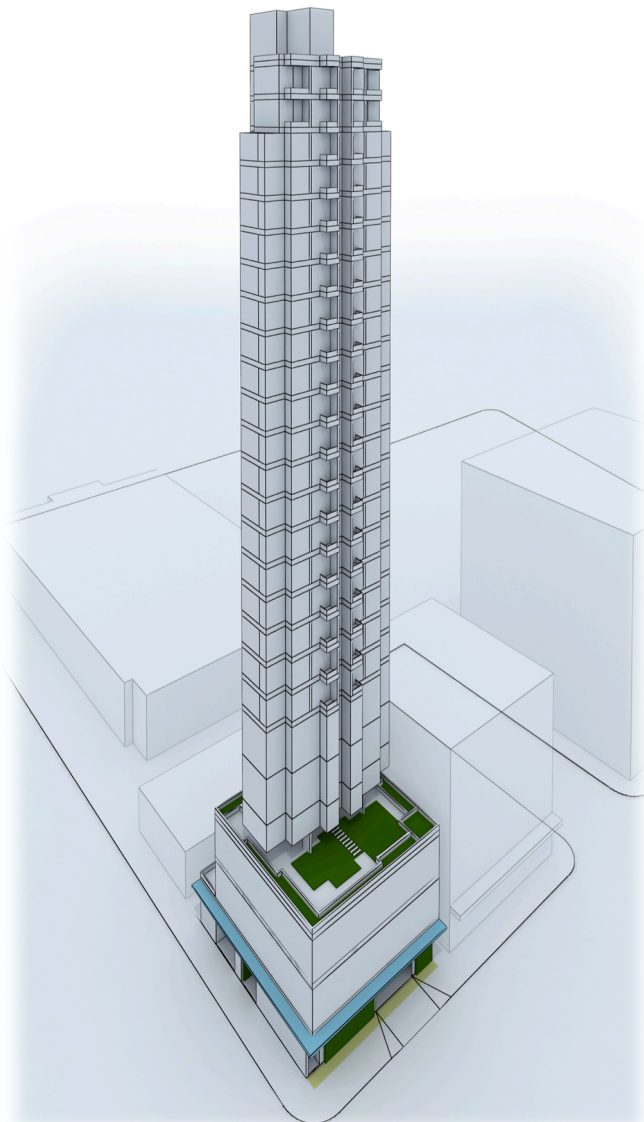
**under the**

**Approved Ma Tau Kok  
Outline Zoning Plan No. S/K10/30**

**by**

**Fairmile Consultants Limited**

**11 January 2024**



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## **1. Introduction and Executive Summary**

This Section 16 Application is submitted on behalf of Red Carpet Limited (“the Owner”) to seek approval from the Town Planning Board (“TPB”) under Section 16 of the Town Planning Ordinance for a Proposed Flat, Shop and Services and Eating Place development at Kowloon Inland Lot 6414 at 33 Sheung Heung Road (the “Site”). The Site falls within an area zoned “Residential (Group E)” (“R(E)”) under the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/30 (the “OZP”).

The Site is located at the junction of Sheung Heung Road and Ha Heung Road in To Kwa Wan and covering a site area of about 390m<sup>2</sup>. It is now occupied by an industrial building built in 1956. The proposed development comprises of one tower block of 25 storeys (excluding two levels of basement carpark) and building height of 110.8mPD, with residential use above three levels of retail podium, where the proposed development is in-line with the objective of the R(E) zone.

The planning justification and merits are summarized as follows: -

- a. the proposed development is in-line with the planning intention of the R(E) zone to phase out existing and obsolete industrial uses;
- b. the proposed development is in-line with the Government’s policy on increasing housing supply by providing about 76 small-sized flats;
- c. the proposed development will enhance local vibrancy with appropriate mix of uses such as retail podium and open space/ greening;
- d. the proposed development is compatible with the surrounding residential sites;
- e. the proposed development complies with Sustainable Building Design Guidelines on building setback;
- f. provision of weather-proof canopy and vertical greenings for enhancing walking experience and streetscape;
- g. the proposed development will provide flat roofs and a landscape sky garden for in-district air ventilation and leisure use;
- h. the proposed development complies with the Hong Kong Planning Standards and Guidelines (“HKPSG”) on the required number of parking spaces and loading/unloading bays; and
- i. the required traffic, environmental, sewerage, air quality, noise, waste, land contamination and quantitative risk assessments have been conducted and demonstrate that the proposed development will not have adverse impacts to the neighbourhood.

Since this submission is in-line with the intention of the OZP and brings planning gains to the neighbourhood, we wish the Town Planning Board to consider this submission favourably.



## 1. 引言及行政摘要

(內容如有差異，請以英文版本為準)

申請人 **Red Carpet Limited** 擬就城市規劃條例第 16 條向城市規劃委員會(「城規會」)申請，將現時在馬頭角分區計劃大綱核准圖編號 **S/K10/30** 內被劃為「住宅(戊類)」地帶的土瓜灣上鄉路 **33** 號九龍內地段第 **6414** 號(「申請地點」)，作擬議分層住宅、商店及服務行業及食肆發展(「擬議發展」)。

申請地點位於土瓜灣上鄉路及下鄉路的交界，地盤面積約 **390** 平方米。現時一座建於 **1956** 年的工業樓宇座落在申請地點。此擬議發展符合「住宅(戊類)」地帶的規劃意向，計劃涉及一幢 **25** 層高(不包括兩層停車場地庫)的住宅大廈，並在建築物的最低三層設零售平台，而建築物高度為主水平基準以上 **110.8** 米。

是次申請的規劃理據及優點概括如下：-

- a. 擬議發展符合分區計劃大綱圖「住宅(戊類)」地帶的規劃意向，並提供機會以逐步淘汰現有而過時的工業用途；
- b. 透過提供約 **76** 個小型住宅單位以符合政府增加房屋供應的政策；
- c. 透過適當地混合如零售平台及休憩用地／綠化等的不同用途，擬議發展能為該區注入活力；
- d. 擬議發展與周邊住宅用地相容；
- e. 擬議發展遵守「可持續建築設計指引」中有關樓宇後移的準則；
- f. 擬議發展透過提供全天候簷篷及垂直綠化以改善行人體驗及街道景觀；
- g. 擬議發展亦提供平台及景觀花園，以促進區內空氣流動及作休憩用途；
- h. 擬議發展遵守「香港規劃標準與準則」中有關泊車及上落客貨設施的標準；以及
- i. 各種技術評估結果顯示擬議發展將不會對交通、環境、排污、空氣質素、嘈音、廢物管理、土地及風險管理造成負面影響。

因本規劃申請符合分區計劃大綱圖的規劃意向，並為社區帶來規劃裨益，我們懇請城規會對本規劃申請作出正面積極的考慮。

## **2. Site Background**

### **2.1 Location**

The Site is a corner site (Class B site) and is located at the junction of Sheung Heung Road and Ha Heung Road in To Kwa Wan. Immediately to the east of the Site is Luen Fat Mansion. To the north is Cheung Ning Street Refuse Collection Point. To the west is Ha Heung Road. To the south is Sheung Heung Road.

### **2.2 Land Status**

The Site is zoned “Residential (Group E)” (“R(E)”) under the Approved Ma Tau Kok Outline Zoning Plan No. S/K10/30. An industrial building named “Ting Sun Plaza” currently occupies the Site. It was built in 1956, covering a site area of about 390m<sup>2</sup> and with GFA of about 3,511m<sup>2</sup>. Under the Agreement for Sale and Purchase, the lot has been owned by Red Carpet Limited since 1987.

The basic land lease conditions of the Site are as follows:

- a. Site Area: About 390.192m<sup>2</sup>
- b. User Restrictions: For industrial purpose only;  
subject to non-offensive trade clause

### **2.3 Adjacent Land Use and Developments**

The area is mainly occupied by industrial buildings and some residential flats that were recently redeveloped from industrial buildings within the zoning of R(E). The redevelopment trend of which is in-line with the planning intention of phasing out existing industrial use through redevelopment to avoid perpetuation of industrial/ residential interface problem.

### **2.4 Accessibility**

The Site fronts onto two main roads, Sheung Heung Road and Ha Heung Road. The ingress/egress point for the carpark and loading/unloading bays is located at Sheung Heung Road.

Various modes of public transportation including bus, Green Minibus, railway and ferry are available in the vicinity. The nearest Green Minibus stop is at the junction of Sheung Heung Road and Cheung Ning Street about 28m away from the Site. The nearest bus stop is at To Kwan Road outside Honour Building about 115m away from the Site. The nearest railway station is Exit A of To Kwa Wan Station at Lok Shan Road and is about 200m away from the Site. The nearest ferry pier is Kowloon City Ferry Pier, which is about 440m away from the Site. The provision of public transport in the vicinity is abundant and is shown below in Figure 1.

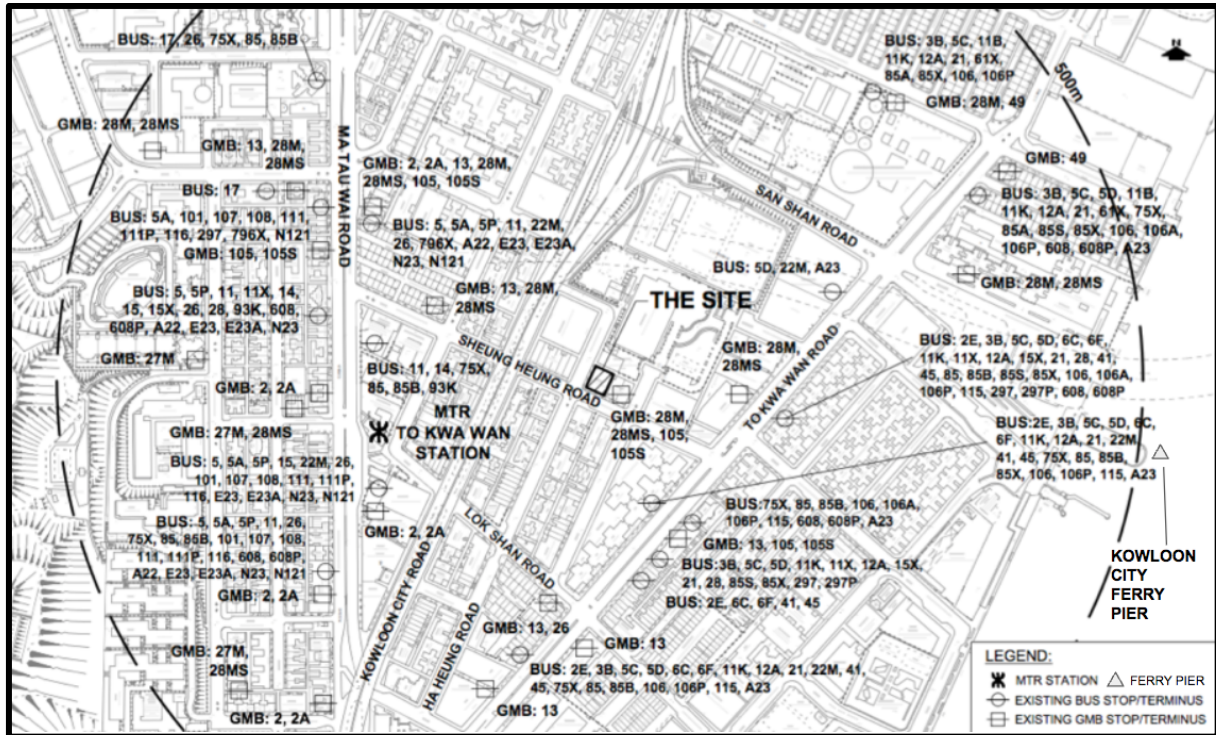


Figure 1: Provision of Public Transport in the Vicinity of the Site

## 2.5 Similar Applications

There are eight similar Section 16 applications in the Ma Tau Kok area involving seven sites (Nos. A/K10/178, A/K10/180, A/K10/181, A/K10/186, A/K10/209, A/K10/237, A/K10/266 and A/K10/267) that were approved for flat, shop and services and eating places uses within R(E) zone. In particular, application A/K10/267 is located 45m to the west of the Site and separated by Ha Heung Road. All these applications, mapped out in Figure 2, were approved with conditions by the Town Planning Board mainly on the grounds that the proposed uses would help reflect the planning intention of the R(E) zone, by phasing out existing industrial uses and providing an opportunity for redevelopment of isolated industrial buildings.

33 Sheung Heung Road, To Kwa Wan  
 Section 16 Planning Application for Proposed Flat, Shop and Services and Eating Place

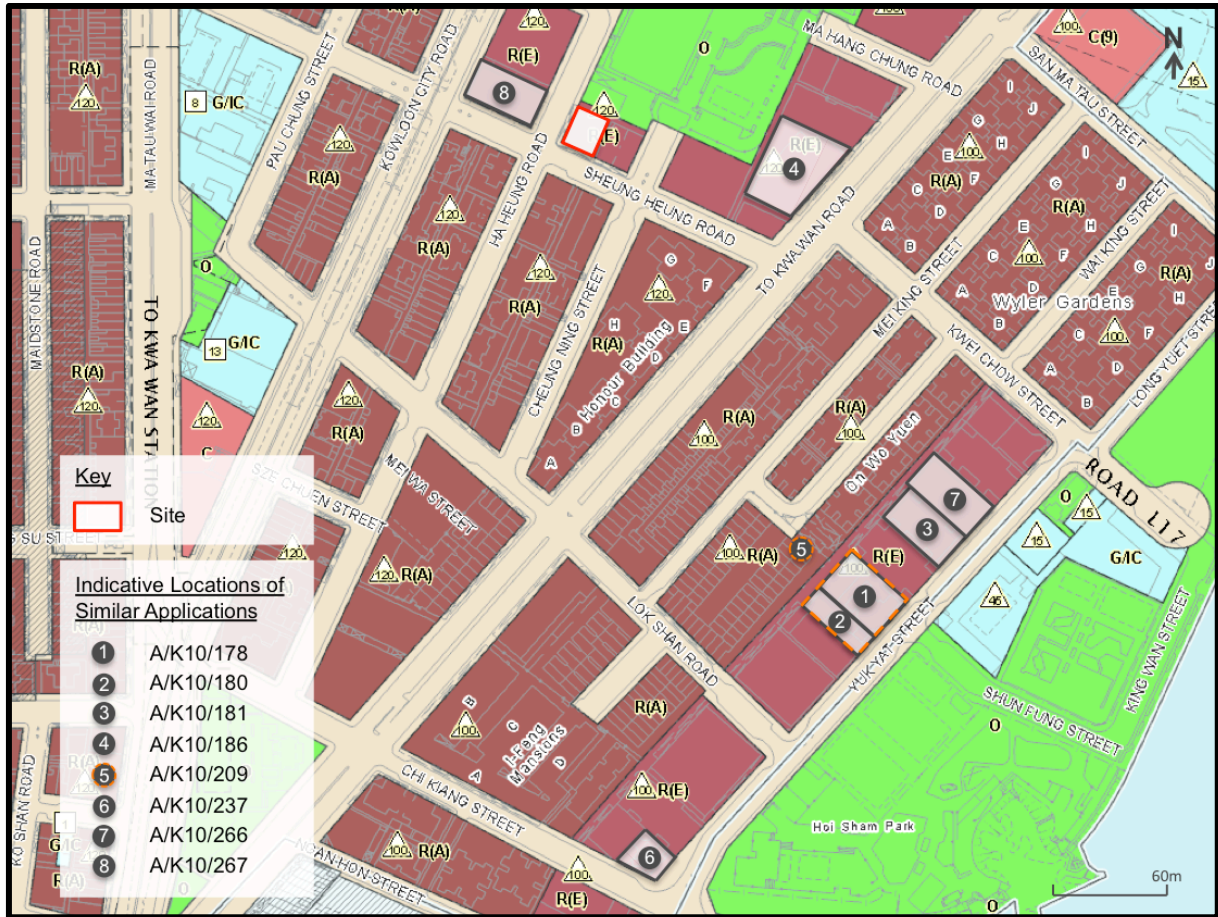


Figure 2: Location Map of Similar Applications



## 2.6 Development Parameters

The development parameters of the proposed development are as follows:

<b>Development Parameters of the Proposed Development</b>		
Site Area	About 390.192m <sup>2</sup>	
Proposed Uses	Flat, Shop and Services and Eating Place	
<b>Plot Ratio</b>		
(i) Domestic	7.5	
(ii) Non-domestic	1.5	
(iii) Total Plot Ratio	9	
<b>Gross Floor Area</b>		
(i) Domestic	About 2,926.44m <sup>2</sup>	
(ii) Non-domestic	About 585.288m <sup>2</sup>	
(iii) Total Gross Floor Area	About 3,511.728m <sup>2</sup>	
Building Height	110.8mPD	
Site Coverage	37.5%	
No. of Storeys	25 (Excluding 2 levels of basement)	
Open Space	About 265m <sup>2</sup>	
Site Coverage of Greenery	About 20%	
<b>Parking Spaces</b>		
Private Car	13	
Motorcycle	2	
<b>Loading/Unloading Bays</b>		
Light Goods Vehicles	2	
<b>Building Floors</b>		
<i>Floors</i>	<i>Main Uses</i>	<i>Floor Height</i>
6/F – 25/F	Residential Flats	3.5m
5/F	Electrical and Mechanical Floor	5m
4/F	Clubhouse	5m
(No Floor Number)	Transfer Plate	3m
3/F	Sky Garden	5m
1/F – 2/F	Shop and Services, Eating Place and Flat Roofs for Retail Tenants	5m
G/F	Entrance Lobbie and Loading/Unloading Bays	5m
B2 – B1	Carpark	5m

### **3. Planning Gains and Justifications**

#### **3.1 In-line with the Planning Intention of the R(E) Zone**

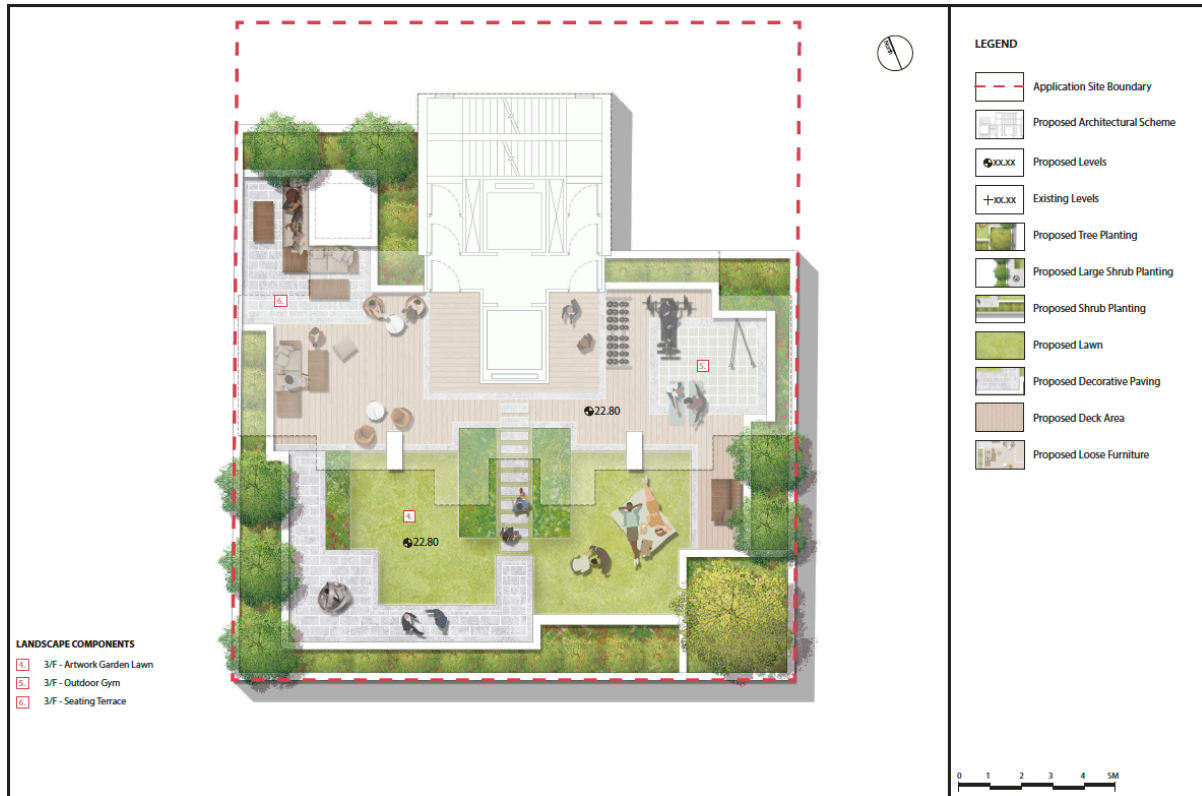
The proposed development of the existing industrial building into residential flats is in-line with the planning intention of the R(E) zone of phasing out existing industrial use through redevelopment to avoid perpetuation of industrial/residential interface problem. Together with other industrial buildings in the vicinity, the Site has been rezoned as R(E) since 1999. The proposed development will act as a catalyst to induce similar redevelopments of nearby industrial buildings.

#### **3.2 In-line with the Government Policy on Increasing Housing Supply**

The Government has adopted a multi-pronged approach to address the problem of housing shortage in Hong Kong. The proposed development will provide about 76 private residential units by 2027. This will contribute to the short-term provision of small-sized flats, and respond to the housing demand.

#### **3.3 Compliance with Sustainable Building Design Guidelines**

Under the requirements set out in PNAP APP-152 – Sustainable Building Design Guidelines (“APP-152 SBDG”), no building separation at both low and high zones is required in the proposed development, the building setback requirement has thus been complied with. Since the site area is less than 1,000m<sup>2</sup>, there is no greening requirement for the Site. However, the applicant has pledged to provide greenery on the landscape sky garden to achieve about 20% of site coverage as a gesture of goodwill, in order to improve the living environment of the future users of the building, as well as of the neighbourhood and the public. For details of green coverage of 3/F Sky Garden, please see Figure 3.



**Figure 3: Green Coverage of 3/F Sky Garden**

### **3.4 Appropriate Mix of Uses to Enhance Local Vibrancy**

The To Kwa Wan area is undergoing urban regeneration and numerous residential redevelopment projects are underway. The provision of shop and services and eating place at the low zone of the Site will offer a wider selection of goods and services to the residents and workers within the neighbourhood. By fostering the local transition from the existing industrial use to residential and retail uses, this development brings in a more appropriate mix of uses and enhances the robustness and vibrancy of the area.



## **4. Design Merits**

### **4.1 Compatibility with the Surrounding Residential Developments**

All residential developments on R(A) or R(E) zones along Sheung Heung Road are restricted to the building height limit of 120mPD. The proposed development will not exceed 120mPD in order to respect the building height profile in To Kwa Wan area, i.e. 100mPD to the east of To Kwa Wan Road and 120mPD to the west of To Kwa Wan Road. Also, by providing dining and retail facilities at the low zone of the proposed development, it will enhance the selection of goods and services in the neighbourhood and foster the economic vibrancy along Sheung Heung Road.

### **4.2 Weather-proof Canopy, Building Setback and Vertical Greening for Pedestrian Pathway Enhancement**

The proposed development will provide weather-proof canopies above the pedestrian footpaths along Sheung Heung Road and Ha Heung Road fronting the Site. Since Sheung Heung Road is one of the main pedestrian thoroughfares between the waterfront and the inner residential area of To Kwa Wan, the provision of canopies will enhance the safety and comfort for pedestrians walking along Sheung Heung Road especially under poor weather conditions. Also, a 1m wide building setback with decorative paving will be provided at the ground floor of the Sheung Heung Road frontage, giving rise to a 4m wide footpath and enhancing the capacity and circulation of this major pedestrian pathway in the district. Furthermore, the residential lobby entrance at the ground floor of the Site, the canopies and vertical greening will facilitate a more pleasant on-street environment for the neighbourhood. Figures 4, 5 and 6 demonstrate the details of the weather-proof canopy, building setback and vertical greening for pedestrian pathway enhancement.

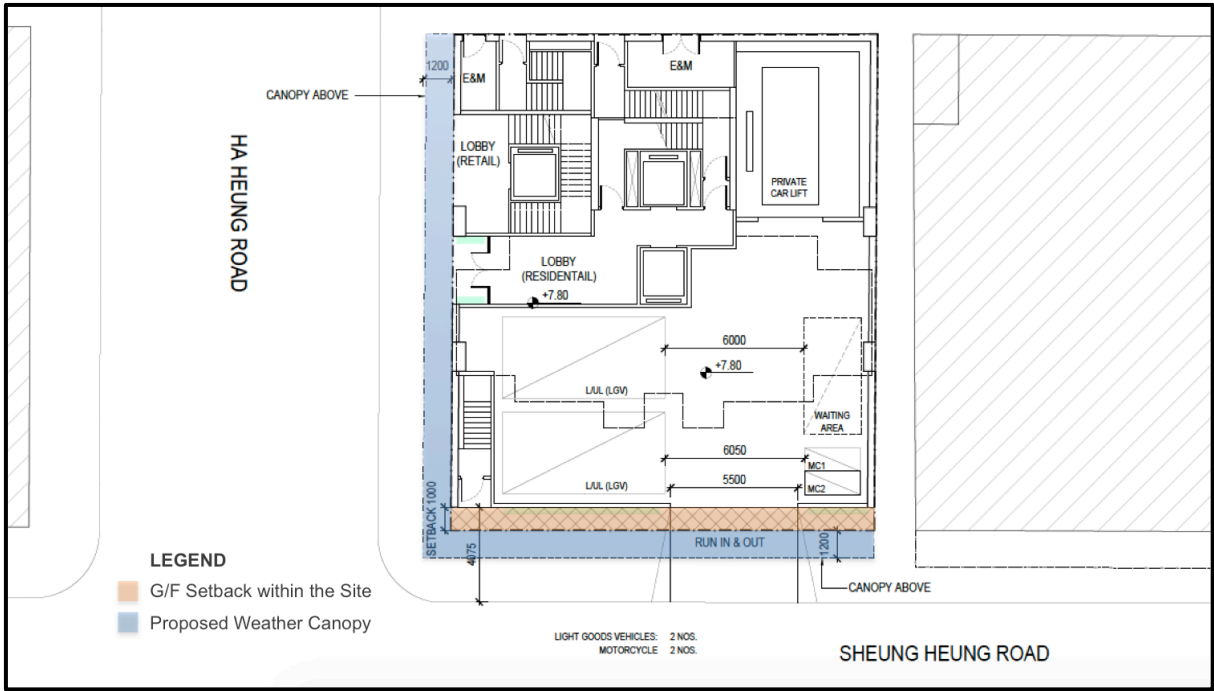


Figure 4: Layout of Widened Pedestrian Footpaths and Building Setback at G/F

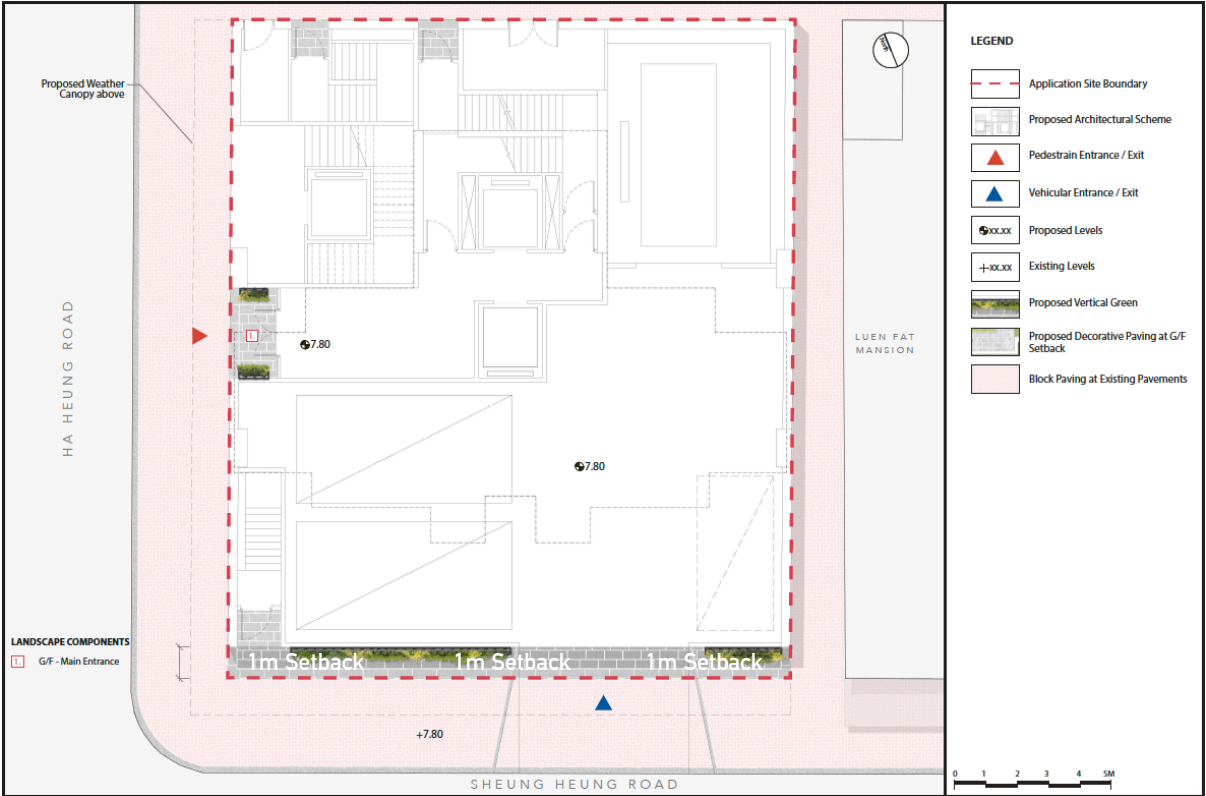
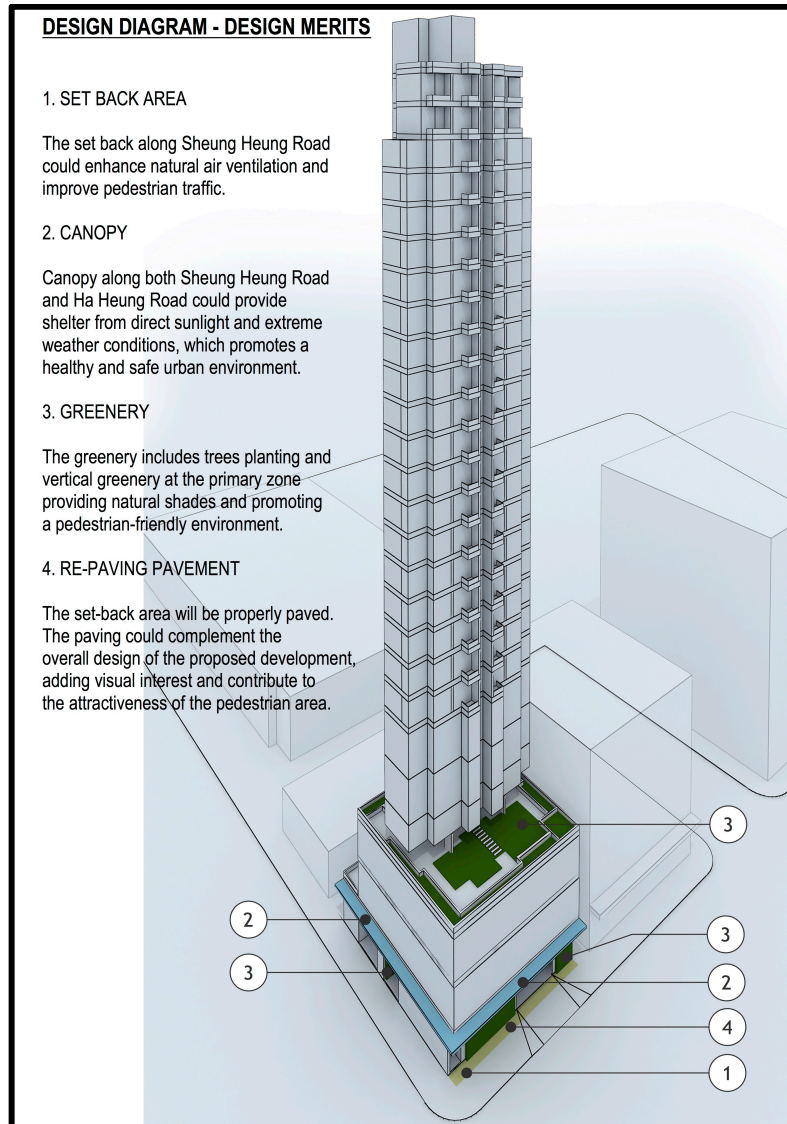


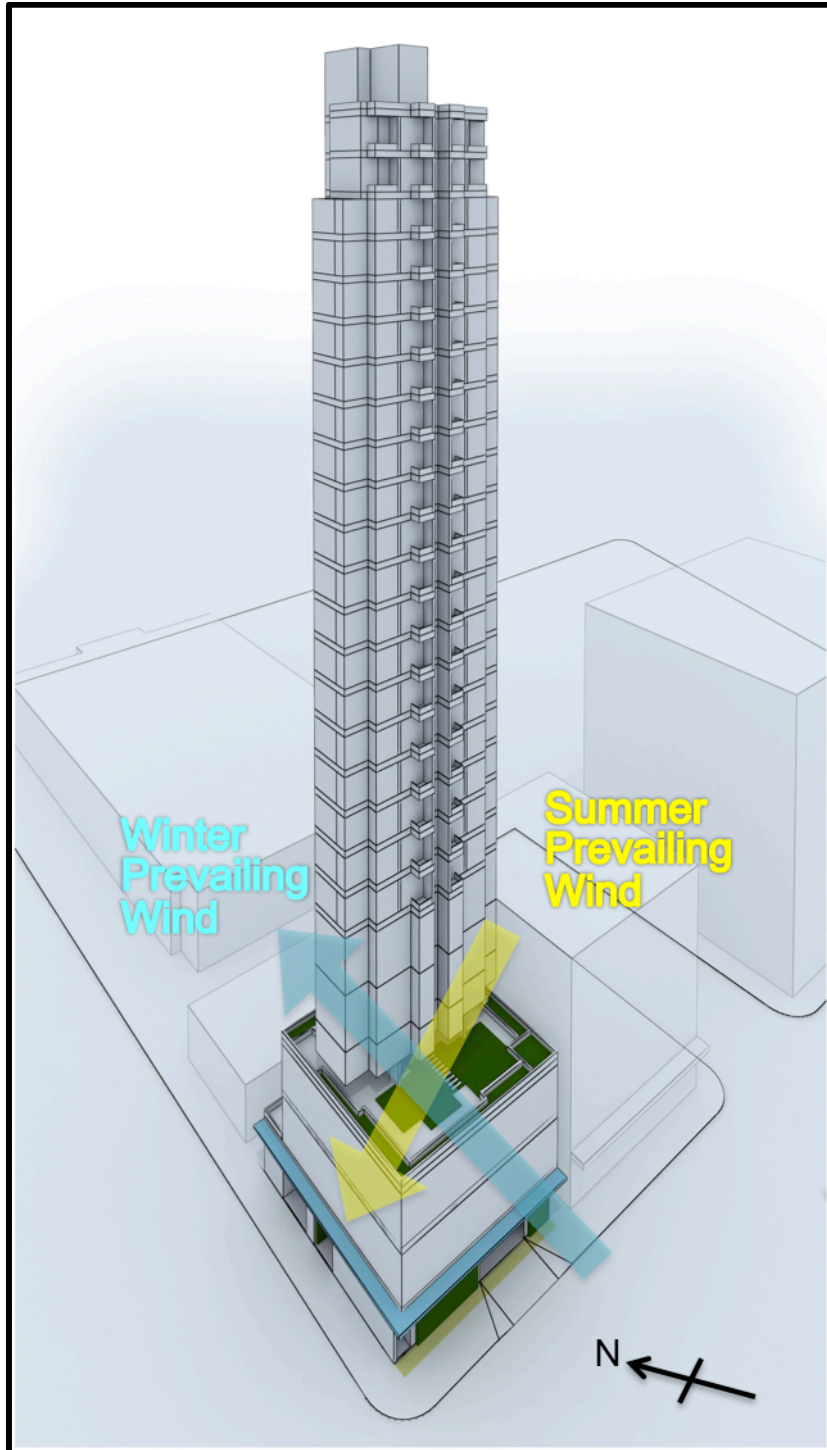
Figure 5: Design of Weather-proof Canopy above Pedestrian Footpaths, Building Setback with Decorative Paving and Vertical Greening at G/F



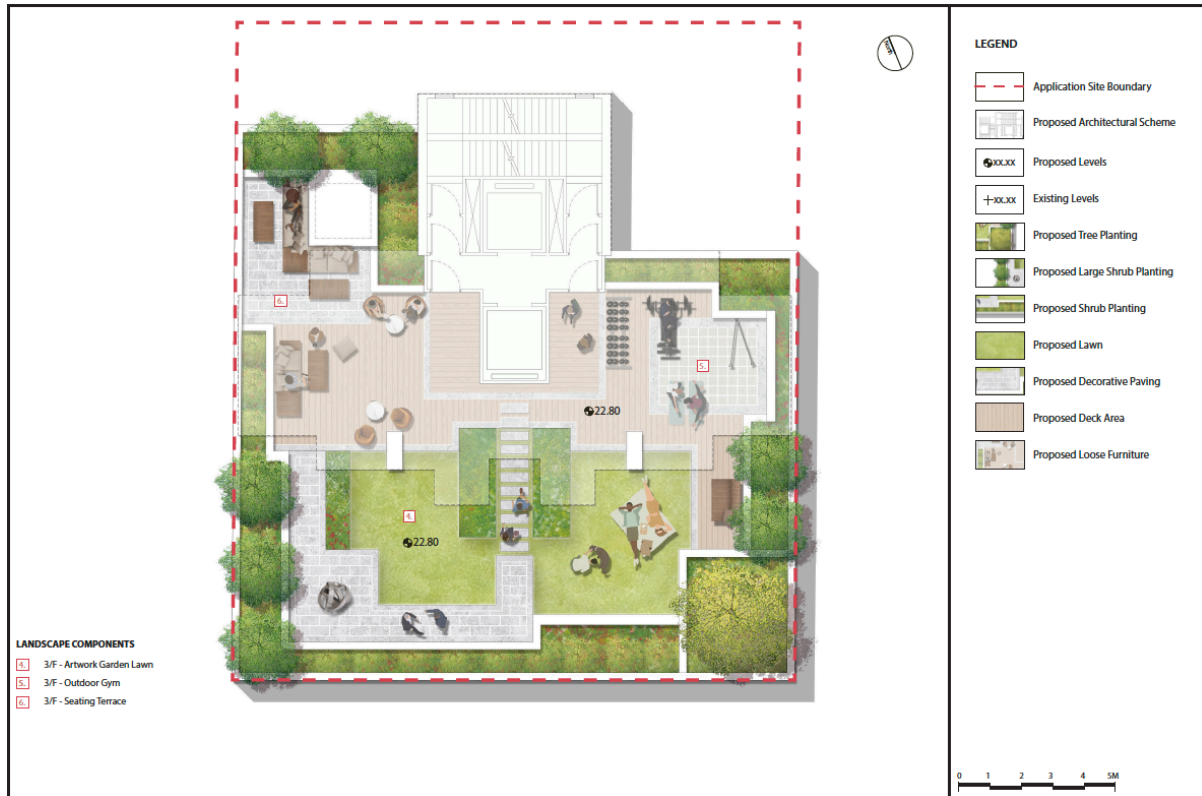
**Figure 6: Illustration showing Design Merits of Weather-proof Canopy, Building Setback with Re-paved Pavement and Greenery**

#### **4.3 Provision of Flat Roofs and Landscape Sky Garden for In-district Air Ventilation and Leisure Use**

Although the Site does not fall within the landscape sensitive area and there are no existing trees within the Site boundary, the proposed development will provide both covered and uncovered greenery at the landscape sky garden on 3/F together with improved fresh air and direct sunlight, creating a pleasant green open area for leisure purpose (passive recreational use). Also, the cross-ventilated open sky garden of the Site will allow the prevailing wind to penetrate from all directions. The prevailing wind from To Kwa Wan waterfront may cut through the open sky garden towards the densely populated area to the west of the Site. Such cross-ventilated sky garden at the low zone of the proposed development will facilitate better air ventilation and circulation to the street level. Figures 7 and 8 illustrate the provision of landscape sky garden for in-district air ventilation and leisure use.



**Figure 7: Illustration of the Facilitation of In-district Air Ventilation by Landscape Sky Garden**

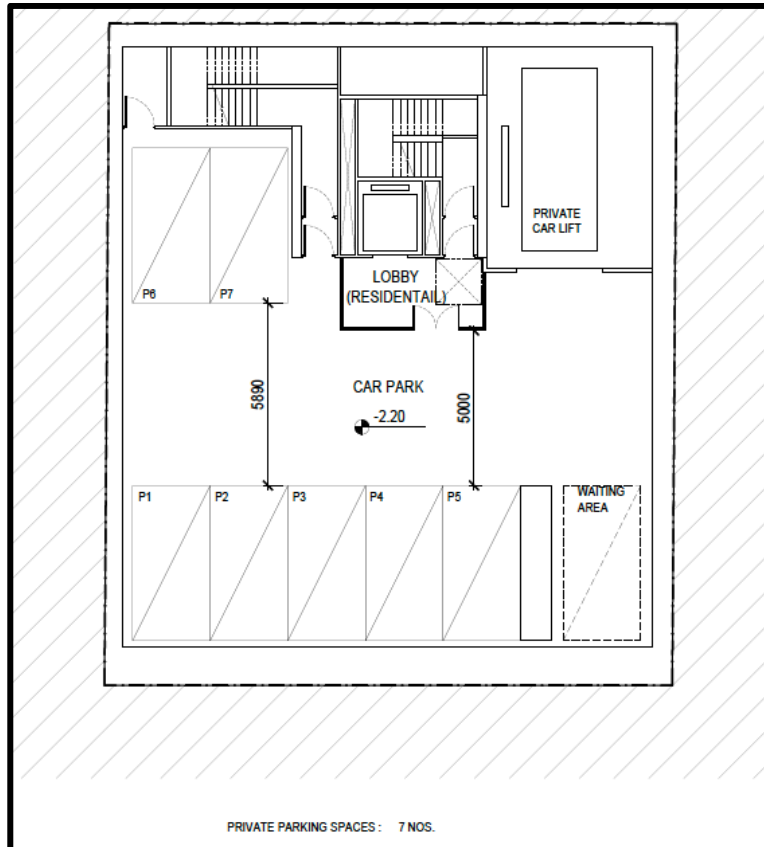


**Figure 8: Greenery and Open Space on 3/F Sky Garden**

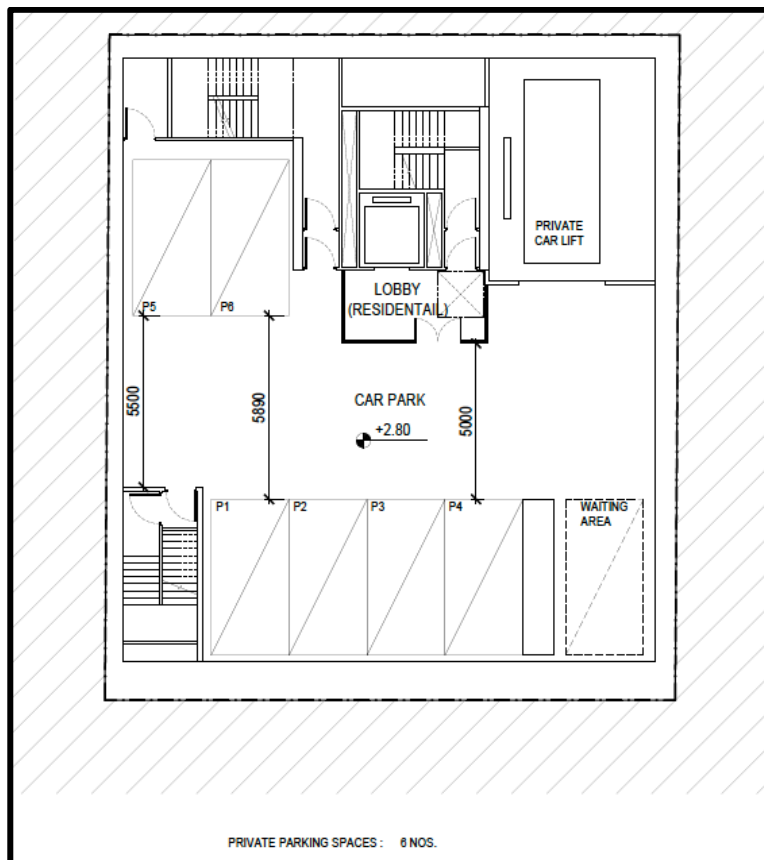
**4.4 Compliance to the Required Number of Parking Spaces and Loading/Unloading Bay under the Hong Kong Planning Standards and Guidelines**

Although the proposed development is of limited scale and is in close proximity to various public transport facilities, a total of 13 private car parking spaces, two motorcycle parking spaces and two loading/unloading bays for goods vehicles will be provided within the Site. The said provision is in accordance with the requirements under HKPSG, and will avoid the exacerbation of on-street illegal parking and loading/unloading activities arising from the proposed development. Please refer to Figures 9, 10 and 11.

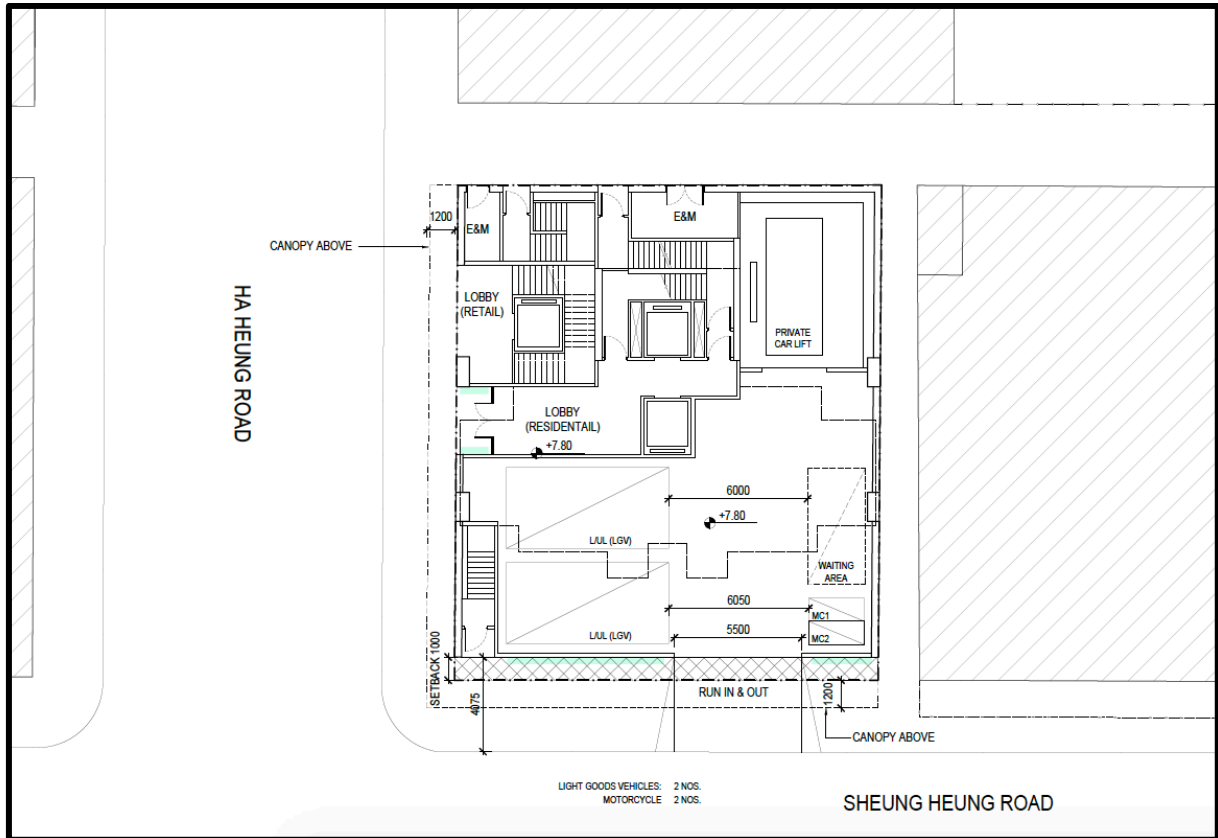




**Figure 9: B2 Private Parking Spaces**



**Figure 10: B1 Private Parking Spaces**



**Figure 11: G/F Loading/Unloading Bays and Motorcycle Parking Spaces**



## 5. Professional Verification on the Proposed Development through Technical Assessments

### 5.1 Landscape Master Plan and Greening Initiatives

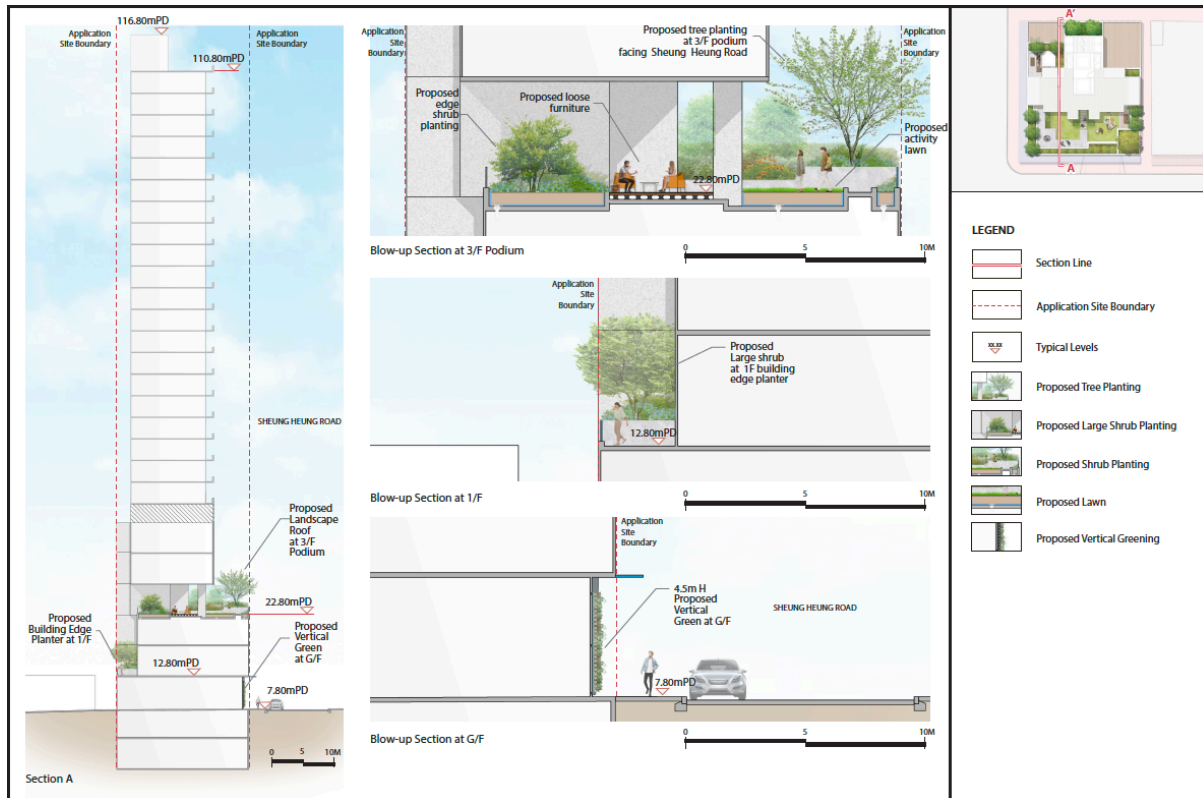
The Site is located in an area with an urban character dominated by a dense mixture of residential and industrial buildings. No existing tree is surveyed within the Site. Adverse landscape impact is not anticipated. In fact, this redevelopment will provide much needed greening and improve the streetscape along Sheung Heung Road with the provision of enhanced pedestrian pathway, weather-proof canopy and green façade. For the landscape master plan and greening initiatives, please refer to Figure 12.



**Figure 12: Provision of Open Space, Enhanced Pedestrian Pathway, Weather-proof Canopy and Green Façade**

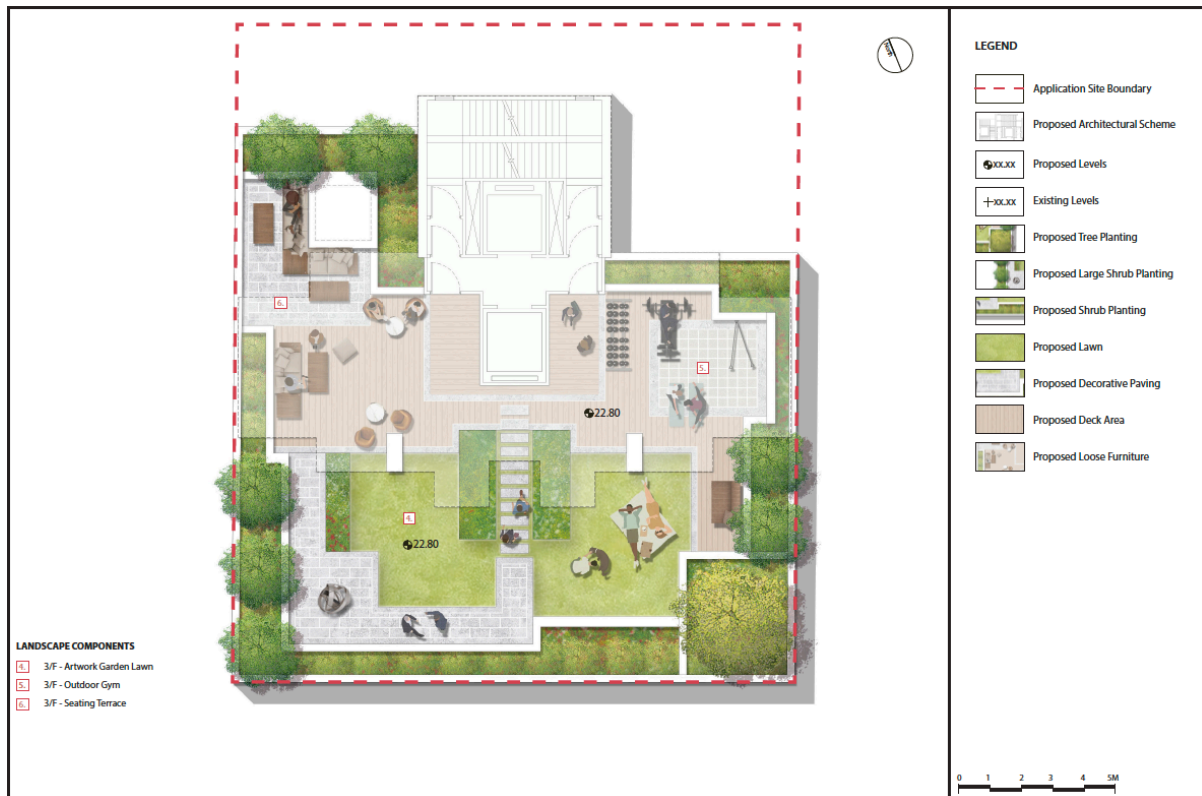
The soft landscape design approach, together with irrigation and drainage, and featuring paving, planters, lighting and site furniture, provides a green and tranquil environment for future residents, their visitors and nearby neighbours.

The proposed G/F landscape is designed to soften the architectural form for pedestrians. The proposal includes the provision of vertical greening at the building frontage of Sheung Heung Road and the residential lobby at Ha Heung Road. Figure 13 demonstrates the said landscape design components.



**Figure 13: Soft Landscape Design Approach with Vertical Greening**

With the tower setback at 3/F, the proposed landscape treatment on the open sky garden at 3/F will create a needed green oasis and ecological pocket for the occupants. It will also create an opening within the dense urban environment, hence enhancing local visual interest, air ventilation and also providing a pleasing city landscape in the neighbourhood. The sky garden on 3/F will be used as a private open space for the occupants daily from 7am to 10pm. The sky garden is proposed to be managed and maintained by the applicant. For the layout of 3/F Sky Garden please refer to Figure 14.



**Figure 14: Greenery and Open Space on 3/F Sky Garden**

The calculation of proposed open space is provided as follows:

Type of Open Space	Location	Uncovered/ Covered	Proposed Uses	Approx. Area
Private	1/F & 3/F	Uncovered	Passive Uses	185m <sup>2</sup>
Private	3/F	Covered	Passive Uses	80m <sup>2</sup>
			<b>Total</b>	<b>265m<sup>2</sup></b>

Based on the estimated domestic and non-domestic population of 192 and 140 and their minimum open space requirements of 0.5m<sup>2</sup> and 1m<sup>2</sup> per person respectively, the aggregated open space requirement of about 262m<sup>2</sup> is therefore satisfied by the provision of the proposed open space at 1/F and 3/F. Also, the green coverage will be about 20% for the proposed development. Since there is no greening requirement for the Site with a site area of less than 1,000m<sup>2</sup> as per APP-152 SBDG, such provision of greenings can be seen as a design merit, planning gains and of great benefit to the neighbourhood. The Landscape Master Plan and Greening Initiatives Report is attached in Appendix 2.

## **5.2 Traffic Impact Assessment and Public Benefits from the Transport Perspective**

The Traffic Impact Assessment demonstrated that the proposed development will not result in adverse traffic impact to the surrounding road network and is acceptable from the traffic engineering perspective. The car parking (13 spaces), loading/unloading (2 spaces) and motorcycle parking (2 spaces) are provided

based on the requirements set forth by HKPSG. The said parking facilities are located on the ground floor and two basement levels with access to Sheung Heung Road. As a result, the said provision would avoid the exacerbation of on-street illegal parking and loading/unloading activities arising from the proposed development. Also, the change from industrial to residential use of the Site will likely reduce the traffic of goods vehicles along Sheung Heung Road, hence improving vehicular circulation in the nearby road network. The existing and future junction performances are listed below in Tables 1 and 2, while the detailed Traffic Impact Assessment is attached in Appendix 3.

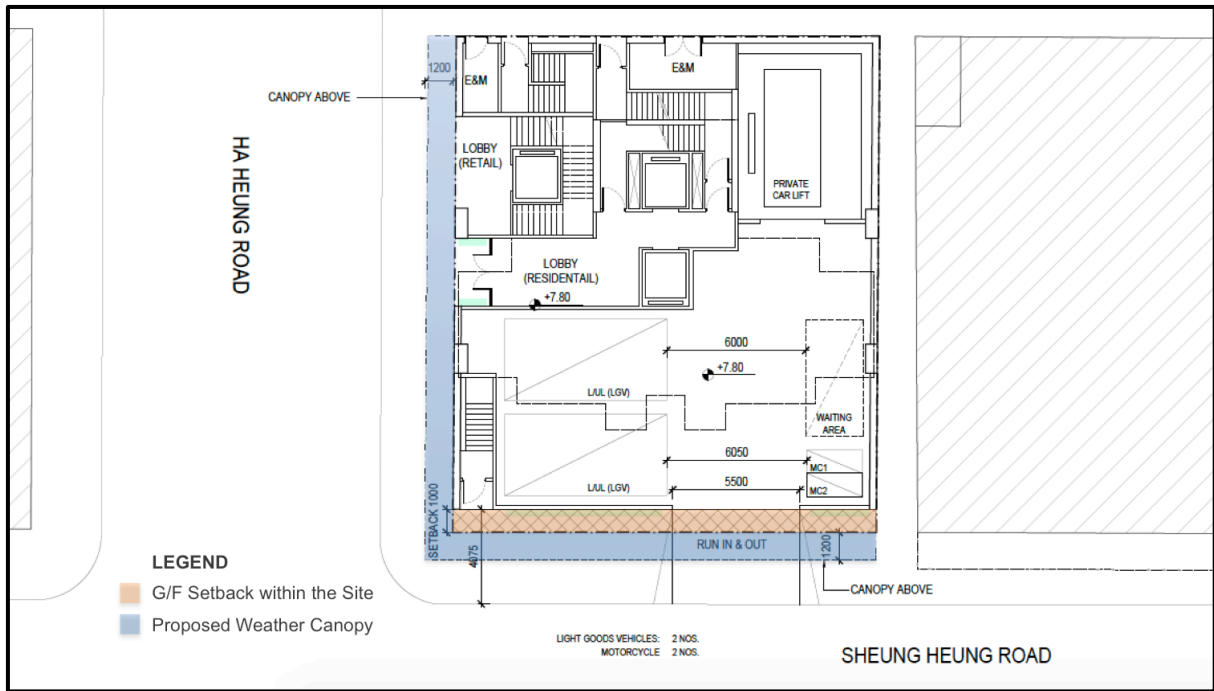
No.	Junction Location	Type/Capacity Index <sup>(1)</sup>	AM Peak Hour	PM Peak Hour
J1	Sheung Heung Road / To Kwa Wan Road	Signalized/RC	213%	212%
J2	Lok Shan Road / To Kwa Wan Road	Signalized/RC	168%	150%
J3	San Shan Road / To Kwa Wan Road	Signalized/RC	98%	127%
J4	Ha Heung Road / Lok Shan Road	Priority/DFC	0.29	0.42
J5	Sheung Heung Road / Ma Tau Wai Road	Priority/DFC	0.39	0.33
J6	Tin Kwong Road / Ma Tau Wai Road / Pak Tai Street / Ma Hang Chung Road	Signalized/RC	29%	31%

**Table 1: Existing Junction Performance**

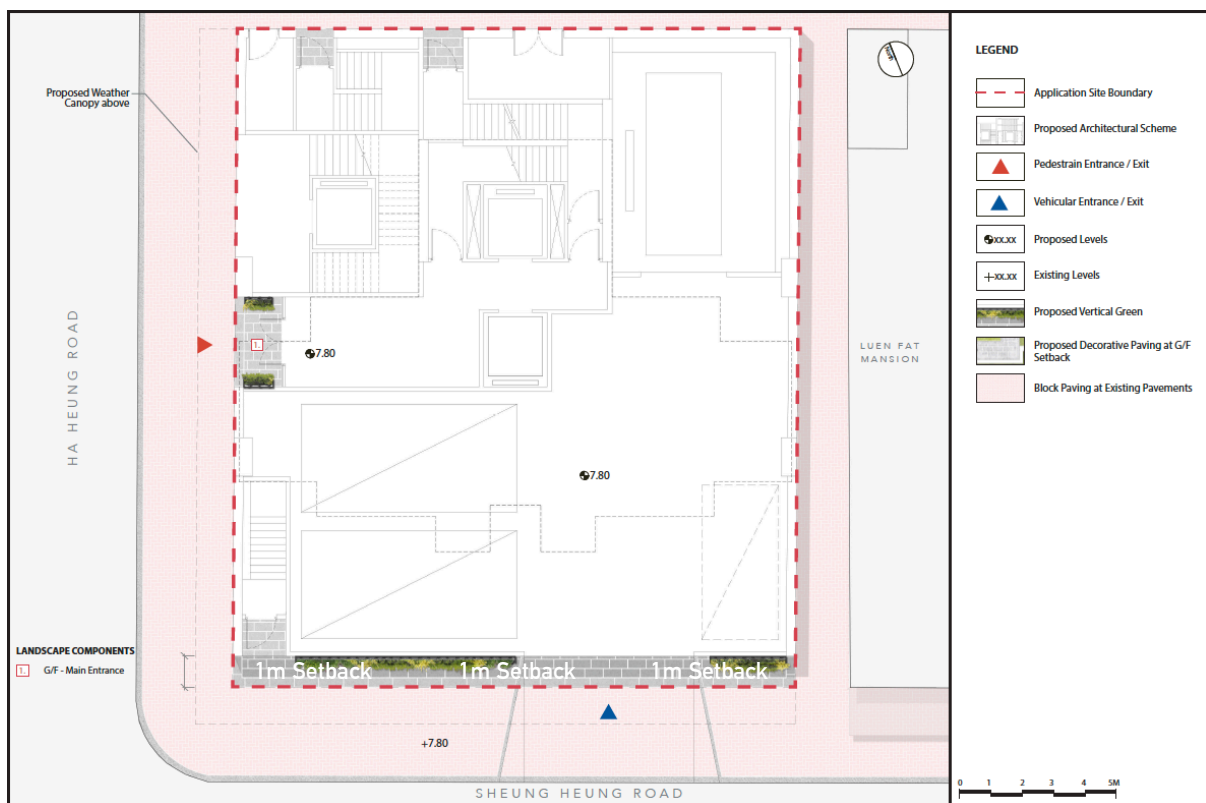
No.	Junction Location	Type/Capacity Index <sup>(1)</sup>	2030 Reference		2030 Design	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
J1	Sheung Heung Road / To Kwa Wan Road	Signalized/RC	154%	162%	153%	161%
J2	Lok Shan Road / To Kwa Wan Road	Signalized/RC	113%	107%	112%	107%
J3	San Shan Road / To Kwa Wan Road	Signalized/RC	53%	58%	52%	58%
J4	Ha Heung Road / Lok Shan Road	Priority/DFC	0.33	0.48	0.33	0.48
J5	Sheung Heung Road / Ma Tau Wai Road	Priority/DFC	0.47	0.39	0.47	0.39
J6	Tin Kwong Road / Ma Tau Wai Road / Pak Tai Street / Ma Hang Chung Road	Signalized/RC	15%	19%	15%	19%

**Table 2: Future Junction Performance**

Pedestrian circulation will be improved with the pedestrian footpath of about 4m wide, resulting from the design of 1m wide building setback on the ground floor at the Sheung Heung Road frontage. The setback will also be incorporated with the weather-proof canopy and vertical greening for streetscape and pathway enhancement. For the layout of the said features please refer to Figures 15 and 16.



**Figure 15: Layout of Widened Pedestrian Footpaths and Building Setback at G/F**



**Figure 16: Design of Weather-proof Canopy above Pedestrian Footpaths, Building Setback and Vertical Greening at G/F**



### **5.3 Quantitative Risk Assessment**

Quantitative Risk Assessment has been conducted to evaluate the risk levels associated with the existing Ma Tau Kok Gas Production Plant with consideration of the surrounding population, including that of the proposed development in the Base Case (2023) and the Operation Phase (2028). For Individual Risk, the contour of  $10^{-5}$  per year with consideration of an exposure factor of 30% is marginally confined within the site boundary of the Plant and does not surround or touch the Site. For Societal Risk, the F-N curves of both the Base Case and the Operation Phase of the proposed commercial development are within "ALARP" region, while the difference in terms of Potential Loss of Life values between the Base Case and the Operation Phase is about 3%. The above demonstrated that the risks associated with the Plant with consideration of the surrounding population, including that of the proposed development in the Operation Phase are in compliance with Hong Kong Risk Guidelines.

### **5.4 Sewerage Impact Assessment**

A new terminal manhole (TFMH-01) will be constructed at the Site to collect sewage from the proposed development. The existing manhole will be demolished and the existing sewer will not be used. The sewage generated from the Site will be discharged through the new terminal manhole (TFMH-01) to the existing manhole (FMH4025672) via a new polyethylene pipe.

The sewage generated from the Site could be attributed to the discharge from residential units, clubhouse and retail (G/F to 2/F). In accordance with Environmental Protection Department's Guidelines for Estimating Sewerage Flows for Sewerage Infrastructure Planning (Version 1.0) (the GESF), the potential sewerage impact arising from the proposed development has been quantitatively assessed by comparing the estimated sewage flow from the proposed development and the capacity of the existing sewerage system in the vicinity. Based on the assessment results, the existing sewerage system will still operate under capacity with the proposed development, by allowing a minimum freeboard of 1m at peak flow and adopting a safety factor of 1.15, i.e. overflow will not occur at a flow rate 1.15 times the peak flow. Therefore, unacceptable sewerage impact is not anticipated. Details of such information are enclosed in the Environmental Assessment in Appendix 5.

### **5.5 Air Quality and Noise Impact Assessment**

Air quality impact has been assessed in relation to the emission from roads and highways, industrial operation, the construction phase and the operation phase. Firstly, the minimum buffer distance of the Site from road carriages as suggested by HKPSG is satisfied, meaning no adverse air quality impact due to emission from roads and highways is expected. Secondly, no adverse air quality impact due to industrial emission and fixed sources is expected since there is no chimney stack identified within 200m of the Site, and no odorous smell from the nearby refuse collection point as well as from other emissions is observed on

Site and in the surrounding. Thirdly, the emission from the construction phase is to be kept to an acceptable level by stringent compliance with relevant guidelines regarding fugitive dust and exhaust emission and adoption of good practices. Fourthly, the proposed development is not considered environmentally polluting in nature, yet the Applicant will strictly observe and follow the practice note regarding the control of air pollution in car parks and ensure the air quality would not be excessively deteriorated due to the operation of car park.

For noise impact, a road traffic noise impact assessment and a fixed noise impact assessment for the proposed development was undertaken. The road traffic noise impact assessment was conducted based on the worst-case scenario within 15 years from tentative completion year of the proposed development. The initial result demonstrated that there will be an exceedance of the road traffic noise at 74.4 dB(A), which is 4.4 dB(A) higher than the maximum noise level prescribed in the prevailing guideline. To combat the high noise level arisen from road traffic, the use of fixed glazing with maintenance window and/or baffle type acoustic window are used for the affected residential units where applicable. With the noise mitigation measures in place, the ensuing prediction of traffic noise level in the residential units suggested that full compliance of road traffic noise standard can be achieved and there will be no unacceptable road traffic noise impact on the proposed development. Fixed noise impact assessment was also conducted to determine the potential noise impacts arising from nearby fixed noise sources on the proposed development. The fixed noise sources include several garages, a metal cutting shop, a recycling services shop and an electric substation. Results indicate that the noise level by designated noise sensitive receivers at noise-prone locations within the proposed building were proved to be in compliance with the standard set forth by HKPSG. With practical noise mitigation measures, noise generating onsite equipment in the proposed development is given due attention to mitigate its potential noise impact brought to the neighbourhood.

Details of the above assessments are enclosed in the Environmental Assessment in Appendix 5.

## **5.6 Waste Management and Land Contamination**

For waste management, the regulations and requirements regarding waste management is summarized in Appendix 5. The general waste management strategy is to avoid waste generation in the first place. Source reduction and on-site segregation are to be adopted to ensure the storage, handling, and delivery of waste. At the stage of site clearance and demolition, inert and non-inert construction and demolition (C&D) materials will be generated. There are four categories of waste types including site clearance, C&D materials, general refuse and chemical waste. These materials are to be transported to public landfill by contractors with dumping licences issued by Civil Engineering and Development Department under the authority of the Director of Lands. During the operation phase, licensed contractors will regularly collect waste at proper refuse collection points provided at the Site.



For land contamination, the Site is currently occupied by an industrial building. The site observation indicates the presence of land contamination issues, e.g. discharging oil, fuels and lubricant discharged by car repairing workshops etc. Further detailed assessment will be provided before commencement of proposed development to comply with relevant regulations and guidelines.

## **6. Implementation**

Upon approval of the Section 16 application, a lease modification is intended to be submitted for “Flat” use and for the ingress and egress point through the strip of Government land between the Site and Sheung Heung Street. Once approved, the intention is to redevelop the Site into residential flat use. The development is intended to be completed in 2027.

## **7. Conclusion**

This Planning Statement is submitted to the Town Planning Board in support of the planning application under Section 16 of the Town Planning Ordinance for Proposed Flat, Shop and Services and Eating Place at 33 Sheung Heung Road.

This planning application is in-line with the planning intention of the R(E) zone, and from the technical assessments, the proposed development will bring many public gains to the neighbourhood such as expediting the urban redevelopment by the transformation of existing and obsolete industrial building into modern residential high-rise; mix of uses to enhance local vibrancy; better pedestrian safety and amenity; open space, greening, better air ventilation and sunlight penetration; and avoiding the exacerbation of on-street illegal parking and loading/unloading activities.

We look forward to a favourable approval of this application from the Town Planning Board.