Urban Renewal Authority Development Scheme

Prepared under Section 25(3) of the Urban Renewal Authority Ordinance

Sai Yee Street / Flower Market Road

Development Scheme

YTM-013

市區重建局
URBAN RENEWAL AUTHORITY

Planning Report

March 2024

Book 1 of 2

PART 1

PLANNING REPORT

EXECUTIVE SUMMARY

1. The Urban Renewal Authority ("URA") submits this planning report to seek agreement of the Town Planning Board ("TPB") to exhibit the draft Development Scheme Plan ("DSP") No. S/K3/URA5/A for the proposed Development Scheme (the Scheme) at Sai Yee Street / Flower Market Road ("YTM-013") according to the Urban Renewal Authority Ordinance ("URAO") and the Town Planning Ordinance ("TPO").

2. The Scheme is located at Mong Kok East, close to the area commonly known as the Flower Market precinct. The Scheme comprises Site A and Site B. Site A is divided into 5 sub-sites, including a larger Site A1 and four piecemeal Sites A2 – A5; while Site B covers an area with several segregated open spaces and GIC/ sports facilities.

3. The Scheme is the first project to be implemented under the Master Urban Renewal Concept Plan ("MRCP") as devised from the District Study for Yau Ma Tei and Mong Kok ("YMDS"), and is in response to the 2023 Policy Address's directives to implement the recommendations of YMDS and to commence the redevelopment at "Nullah Road Urban Waterway" in Mong Kok East.

4. The Scheme will holistically re-plan and re-structure the area to create a Waterway Park and form as an integral part of the Mong Kok East – Nullah Road Urban Waterway Development Node ("Nullah Road DN"), which will link up with the proposed Urban Waterway to become a key district landmark with vibrancy and attractions, and to form as a "socio-economic activity hub" in Mong Kok East as envisioned in YMDS.

5. Mixed-use development featuring diverse and compatible uses is proposed to maintain flexibility for future development to meet the changing market and community needs. The mixed-use development incorporating a multi-purpose complex building (including sports facilities) will integrate with the provision of public open space. An "integrated approach" for urban renewal will be adopted by concerted efforts of various urban renewal initiatives to catalyse urban regeneration in the wider area and expedite the continued development of the Flower Market precinct.

6. The Scheme will realise YMDS's recommendation to create a Waterway Park covering an area of not less than 8,800sq.m. by re-structuring and opening up the existing segregated and piecemeal open spaces. The Waterway Park will become an iconic and sizable green hub with blue-green feature for public leisure, reviving the previous spatial setting of a nullah with water features, and rejuvenating the district. With the Waterway Park and other proposed public open space, the Scheme will provide public open space of not less than 17,000sq.m. in total for public enjoyment.

7. By adopting a cohesive design, the Waterway Park will become the "connector" along the axis of the Urban Waterway to integrate and create synergy among the proposed development, the Flower Market precinct, Mong Kok Stadium and the adjoining urban fabric, and thus shaping the Nullah Road DN as a vibrant "socio-economic activity hub" for the wider area.

8. Having the long-established local characters of the Flower Market precinct and the Government's initiative to develop "flower viewing hotspots" as promoted in the Policy Address 2023, the Waterway Park will facilitate flower viewing activities through cohesive landscape design and placemaking opportunities, which would reinforce the local characters of the Flower Market. New retail space at the podium of Site B will echo with the adjoining Waterway Park to provide a solution space for expansion of Flower Market activities.

9. To echo the "single site, multiple use" ("SSMU") initiative as pursued by the Government, subject to timely confirmation of funding and operational arrangement from the relevant Government bureaux/ departments, the Scheme aims to provide around 20,000sq.m. non-domestic GFA for GIC uses at Site B for both new provision and reprovisioning of GIC/ sports/ recreation facilities, which will optimize the land potential and add further planning gains.

10. An underground public vehicle park ("PVP") will be provided at Site B with enhanced accessibility to the peripherals to promote the "Park n' Walk" concept recommended in the Information Booklet of YMDS, to address the district parking and loading/ unloading demand and at the same time resolving the traffic problems associated with the Flower Market. Subject to technical feasibility and agreement with relevant Government departments, separate public works/ revitalisation initiatives to provide pedestrian footbridge/ subway connections extending from the Scheme area are proposed to improve walkability and connectivity.

11. An "integrated approach" for urban renewal will be implemented to comprehensively enhance and reinforce the Flower Market local characters by concerted efforts of the 4R initiatives. Apart from forming new gathering spots and retail frontage at the Scheme, subject to agreement and collaboration with relevant Government bureaux/ departments and related stakeholders, separate public works/ urban renewal initiatives will be explored to enhance the built environment of the Flower Market precinct, such as shaping the back lanes as the "Third Street" of the Flower Market precinct, and facelifting the space beneath the flyover along Prince Edward Road West.

12. With respect to the building height profile of the surrounding context, the proposed maximum building height of Site A1 and Site B is 150mPD for the Scheme being a DN at a strategic location in Mong Kok context (of which the Mong Kok OZP has the building height restrictions recently relaxed); together with the provision of both public open space and GIC facilities. High-rise developments at Site B will be concentrated at the northeast corner to maintain a minimum distance of 60m away from the existing residential buildings along Sai Yee Street. The Waterway Park at Site B and building setback at Site A1 will maintain the air ventilation and visual corridor along Flower Market Path and Nullah Road. A stepped height profile from 150mPD downwards towards Yau Yat Tsuen to the further northeast is proposed to respect the surrounding height profile.

行政摘要

1. 市區重建局（市建局）向城市規劃委員會（城規會）提交本規劃報告，以期城規會支持根據《市區重建局條例》及《城市規劃條例》展示洗衣街／花墟道發展計劃（發展計劃）（YTM-013）的發展計劃草圖編號 S/K3/URA5/A。

2. 發展計劃位於旺角東，鄰近花墟一帶，並分為地盤 A 及地盤 B。地盤 A 包含 5 個支地盤，分別為較大型的地盤 A1 及四個零碎的地盤 A2 – A5，而地盤 B 則包含數處被分割的休憩空間以及政府、機構或社區／體育設施。

3. 發展計劃是市建局完成《油麻地及旺角地區研究（油旺研究）》後，首個按照《油旺研究》所制訂的《市區更新大綱發展概念藍圖》而啟動的項目，同時回應《2023 年施政報告》以落實《油旺研究》的倡議及開展旺角東「水渠道城市水道」重建項目。

4. 發展計劃將整體重整及重新規劃土地用途，創造一個「水道公園」以構建「旺角東 – 水渠道城市水道」發展節點以及連繫「城市水道」，成為旺角東一處富有活力及社區魅力的重要地標及「社會經濟活動焦點」，實現《油旺研究》倡議。

5. 發展計劃採用混合用途發展模式，集合各項多元而兼容的用途，同時在項目內提供足夠彈性，務求配合不斷轉變的市場及社區需要。未來發展將設有多用途綜合大樓（當中包括體育設施），同時融合所提供的公眾休憩空間。另外，市建局會運用「融合策略」結合多種市區更新手法，帶動油旺地區的市區更新，同時推動花墟進一步發展。

6. 發展計劃將透過重整及開放現時分割而零散的休憩空間，提供一個面積不少於 8,800 平方米的「水道公園」，實現「油旺研究」的建議。「水道公園」藍綠元素俱備，將會成為一處地標式生態綠化節點，以重塑昔日水道氛圍及活化地區形象。連同其他擬議提供的公眾休憩空間，發展計劃將合共提供不少於 17,000 平方米的公眾休憩空間予市民享用。

7. 「水道公園」將以「城市水道」為中軸，在空間布局上擔當聯繫空間的樞紐角色，透過一體化設計融合擬議發展、花墟、旺角大球場及周邊城市空間，發揮協同效應，推動「水渠道城市水道」發展節點成為區內的「社會經濟活動焦點」，凝聚城市活力。

8. 因應花墟歷史悠久的地區特色以及《2023 年施政報告》所提出構建「賞花熱點」的倡議，「水道公園」將採納與花墟連貫的園境設計及鼓勵地方營造，在供市民賞花的同時強化花墟地區特色。地盤 B 基座發展亦會設有零售商鋪，呼應旁邊的「水道公園」及為花墟進一步發展提供額外空間。

9. 發展計劃亦將響應政府提倡的「一地多用」方針，旨在於得到相關政府部門適時確認撥款及營運安排後，目標提供約 20,000 平方米的非住用總樓面面積，以增設及重置政府、機構或社區／體育／康樂設施，達致地盡其用及增加規劃裨益。

10. 地盤 B 將設有一個地下公眾停車場，並加強與周邊的行人連接，推動《油旺研究 – 資料手冊》所倡議的「泊車後步行至內街」（Park n' Walk）概念，回應區內泊車及上落貨需求，同時解決花墟一帶的交通問題。若技術上可行並得到相關政府部門同意，將可從發展計劃範圍向外延伸處進行活化／工務工程以提供行人天橋／隧道連接，進一步提升區內的可行度及連接性。

11. 市建局會運用「融合策略」結合 4R 市區更新模式，整體提升及強化花墟地區特色。除了在發展計劃內新設聚腳點及臨街商舖帶，亦會視乎與政府部門及相關持份者之間的同意與合作，研究推動工務工程／市區更新工作，務求塑造後巷成為花墟的「第三條街」，以及活化太子道西行車天橋下的空間，進一步提升花墟一帶的環境。

12. 在配合周邊的建築物高度輪廓（即《旺角分區計劃大綱圖》建築物高度限制已獲整體放寬）的前提下，為配合發展計劃作為座落於旺角區策略性位置的發展節點，以及提供公眾休憩空間和政府、機構或社區設施，地盤 A1 及地盤 B 的最高建築物高度擬議為主水平基準以上 150 米。地盤 B 內的高層建築將集中於其東北角，並與洗衣街的現有住宅樓宇保持最少 60 米的距離。地盤 B 內的「水道公園」以及地盤 A1 的建築物後退將可保留沿花墟徑及水渠道的通風及視覺走廊。另外，樓宇高度將由主水平基準以上 150 米向其東北面的又一村方向以階級式下降，務求融合周邊的建築物高度輪廓。

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1. INTRODUCTION

1.1. In response to the 2023 Policy Address's directives to implement the recommendations of the District Study for Yau Ma Tei and Mong Kok ("YMDS") and to commence the redevelopment at "Nullah Road Urban Waterway" in Mong Kok East, the Urban Renewal Authority ("URA") commenced the Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance ("URAO").

1.2. The Scheme is the first project to be implemented under the recommendations of the Master Urban Renewal Concept Plan ("MRCP") as devised from YMDS. Being a part of the "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN"), the Scheme will serve as an anchor development catalysing urban regeneration in the area through a holistic re-structuring and replanning of land uses.

1.3. The Scheme was included in the URA's 22nd Business Plan, and thus approved by the Financial Secretary for commencement in 2023/24. On 14 December 2023, the URA's Board has approved the submission of the draft Development Scheme Plan ("DSP") of the Scheme under section 25(5) of the URAO to the Town Planning Board ("TPB"). The draft DSP no. S/K3/URA5/A for the Scheme has been prepared for the submission to the TPB.

1.4. Pursuant to section 23(1) of the URAO, the URA notified the public in the Government Gazette about the commencement of the Scheme on 15 March 2024. The draft DSP of the Scheme is now submitted under section 25(5) of the URAO to the TPB for consideration.

1.5. This planning report (**Part 1** of the whole report) is prepared to provide the TPB with the necessary background information and the planning proposal to facilitate its consideration of the exhibition of the draft DSP (**Part 2**) according to the URAO and the Town Planning Ordinance ("TPO"). Supplementary information, including the preliminary notional design of the proposed development, key technical assessments, the Stage 1 Social Impact Assessment ("Stage 1 SIA"), and the implementation approach are enclosed in **Part 3** for reference.

2. DEVELOPMENT SCHEME PLAN AREA

2.1. The Scheme is located in Mong Kok East in the Yau Tsim Mong ("YTM") District. The Scheme comprises Site A and Site B. **Plan 1** shows the location of the Scheme.

2.2. Site A of the Scheme comprises five sub-sites, which are numbered Sites A1 to A5 respectively. Site A1 is broadly bounded by Sai Yee Street to the east, Prince Edward Road West to the south, Fa Yuen Street to the west, and the existing buildings to the north. Site A2 abuts Yuen Ngai Street to the east and broadly bounded by the existing buildings to the south, west and north. Site A3 abuts Yuen Ngai Street to the west and broadly bounded by the existing buildings to the south, east and north. Sites A4 and A5 abut Flower Market Road to the north and broadly bounded by the existing buildings to the east, south and west.

2.3. Site B of the Scheme is broadly bounded by Mong Kok Stadium to the east, Flower Market Road to the south, Sai Yee Street to the west and Boundary Street to the north.

2.4. The total gross site area of the Scheme is about 29,315sq.m.. The Scheme area is shown on **Plan 2**. Buildings and land parcels within the Scheme area by each site are listed in **Table 1** as follows:

Table 1 Street Numbers of Buildings and Land Parcels within the Scheme Area

Site		Buildings / Land Parcels
A	A1	• 222G – 222H & 224 – 230 Fa Yuen Street (even nos.); • 152A – 152D Prince Edward Road West; • 215 – 227 Sai Yee Street (odd nos.); and • Some Government back lanes and surrounding public pavement.
	A2	• 1 – 3 Yuen Ngai Street (odd nos.); and • Surrounding public pavement within the site boundary.
	A3	• 2 Yuen Ngai Street; and • Surrounding public pavement within the site boundary.
	A4	• 58 – 60 Flower Market Road (even nos.); and • Surrounding public pavement within the site boundary.
	A5	• 66 – 68 Flower Market Road (even nos.); and • Surrounding public pavement within the site boundary.
B		• Boundary Street Recreation Ground; • Boundary Street Sports Centres Nos. 1 and 2; • Sai Yee Street Children's Playground; • Boundary Street Amenity Plot;

Site	Buildings / Land Parcels
	• Leisure and Cultural Services Department Boundary Street Nursery; • Sai Yee Street (Flower Market Road) Refuse Collection Point; • Sai Yee Street Public Toilet; • CLP Power Hong Kong Limited Boundary Street Sports Ground Substation; • The whole of Flower Market Path; and • Surrounding public pavement within the site boundary.

2.5. On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, the Scheme area is currently zoned "Residential (Group A)" ("R(A)"), "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"), "Government, Institution or Community" ("G/IC") and "Open Space" ("O") and areas shown as "Road". An extract of the OZP is shown on **Plan 3**.

3. PLANNING OBJECTIVES

3.1. The MRCP formulated under YMDS has a planning vision to *"regenerate Yau Mong into a livable, sustainable, diverse and vibrant metropolitan hub while reinforcing it as an area representing the rich local and cultural heritage of Hong Kong"*. Five Development Nodes ("DNs") located at strategic gateway locations were identified in the MRCP and were planned to serve as catalysts for urban regeneration, focal points for public to conglomerate, and provide opportunities for open space and other public gain. **Figure 1** presents the MRCP framework and the five DNs under YMDS.

3.2. The Scheme, forming a part of the Nullah Road DN, is one of the five DNs proposed under the MRCP framework as illustrated in **Figure 2**. According to YMDS – Information Booklet (p.18), the Nullah Road DN is composed of:

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New Waterway Park *to become a green hub for public leisure and recreation, with* ***a new multi-purpose complex building*** *accommodating existing and future uses under the "single site, multiple uses" initiative;*

Concentration of ***commercial/ service apartment (high-rise gateway tower & low-rise strip) and residential/ service apartment development*** *along the Urban Waterway, with special architectural design to further promote vibrancy and synergy along existing character streets;*

Pedestrian subway *connecting between north and south sides of the Urban Waterway will be proposed; and*

Integrated ***character street, open space, re-provision of public facilities and underground carpark.***

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Figure 1 ***MRCP Framework under YMDS***

(extracted from Diagram 3.2 of YMDS – Information Booklet)

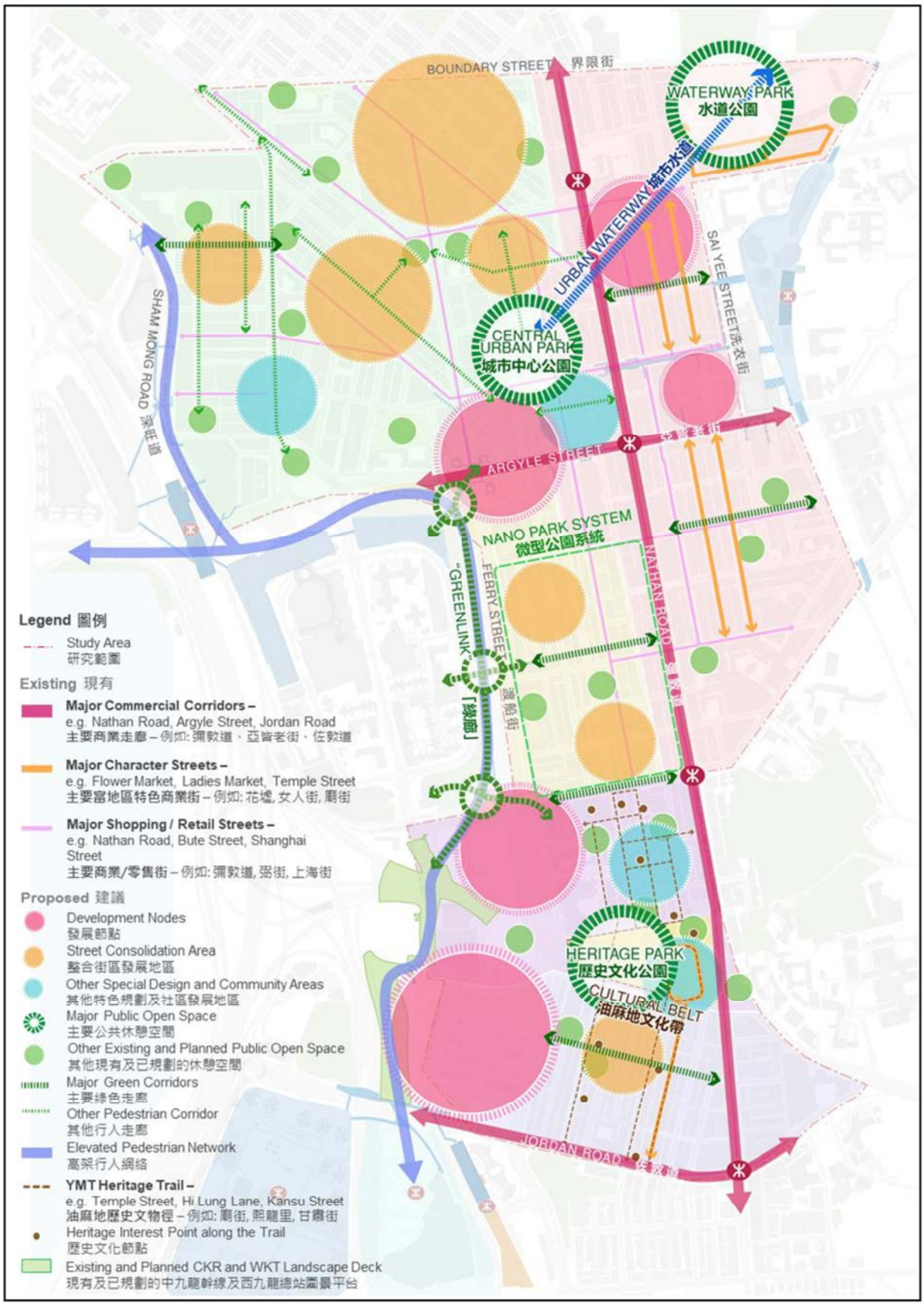


Figure 2 ***Mong Kok East – Nullah Road Urban Waterway Development Node***
(extracted from Diagram 4.2 of YMDS – Information Booklet)

3.3. As a part of the Nullah Road DN, the Scheme is the first project to be implemented under the MRCP framework of YMDS to realise the planning theme of Mong Kok East as an "Exuberant Commercial District" as envisaged from YMDS. Through a holistic re-structuring and replanning of land uses, the Scheme will develop a Waterway Park as the initial anchor of the proposed Urban Waterway, which will run through the heart of Mong Kok East under the MRCP framework. The Waterway Park will serve as a new public realm and integrate with the proposed mixed-use development to shape the Nullah Road DN as a "socio-economic activity hub" for the wider area as envisioned in YMDS. The Scheme will redevelop existing dilapidated buildings to enhance the built environment and to provide a solution space to enhance the long-established Flower Market characters. Under the "integrated approach" for urban renewal, the Scheme will integrate "Redevelopment", "Rehabilitation", "pReservation" and "Revitalisation" initiatives to create synergies of the Scheme with the adjoining area and multiply the planning gains of urban renewal works.

3.4. The Scheme, which is being planned in a holistic and district-based planning approach, is in line with the following objectives as promulgated in the Urban Renewal Strategy ("URS") published in 2011:

- Restructuring and replanning of concerned urban areas;
- Rationalising land uses within the concerned urban areas;
- Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
- Promoting sustainable development in the urban areas;
- Preserving as far as practicable local characteristics;
- Providing more open space and community/ welfare facilities; and
- Enhancing the townscape with attractive landscape and urban design.

4. HISTORICAL BACKGROUND AND EXISTING CONDITIONS

Historical Background

4.1. In the "Gazetteer of Xin'an County" (《新安縣志》) compiled in 1819, there was a record of "Mong Kok Village" (芒角村). This village was a Hakka settlement located approximately where Mong Kok is today, near the seaside area known as Mong Kok Tsui (芒角咀). It was named due to the abundance of miscanthus growing on this prominent coastal hill.

4.2. In 1860, the Convention of Peking was signed between the Great Qing and the United Kingdom, and the Kowloon Peninsula (including the area south of present-day Boundary Street and Stonecutters Island) was ceded to Britain. The British section of the Kowloon-Canton Railway was inaugurated in 1910, of which one of the seven stations was the Yau-Ma-Ti Station (also known as the MTR Mong Kok East Station now). It was not until 1915, after the completion of land reclamation and the construction of breakwaters, that Mong Kok began to flourish.

4.3. In 1924, the newly built pier at Shantung Street by the seaside was named "Mong Kok (旺角)", replacing the name "Mong Kok (芒角)". From that time onwards, Mong Kok has developed into a district known for light industry and home-based handicrafts. With the convenience of transportation between Mong Kok Pier and Hong Kong Island, the area around Shantung Street and Shanghai Street, where the pier was located, formed Mong Kok's commercial district. It thrived with numerous pawnshops, money exchange establishments, mahjong parlors, and embroidery shops, creating a bustling atmosphere. Commercial activities extended along two sides of Nathan Road and several key character streets developed with time goes, forming one of the busiest commercial and retail districts in Hong Kong till nowadays.

Mong Kok Flower Market Precinct

4.4. The Mong Kok Flower Market precinct possesses a long development history since the 1860s. At that time, many foreigners settled in this area who used to decorate their homes with flowers, attracted flower growers came to Boundary Street to sell flowers. Flower sales near Boundary Street gradually became a market, and Flower Market Road, Flower Market Path, Fa Yuen Street, Yuen Po Street, and Yuen Ngai Street were named after the Flower Market operation.

4.5. To date, the Flower Market has become a major flower wholesale and retail distribution centre with over 110 florists, offering an abundance of local and exotic blossoms, houseplants, garden supplies, etc. The Flower Market is now a favourite spot naturally overflown with visitors, especially during the festival periods, such as Lunar New Year and Valentine's Day.

4.6. The Flower Market precinct is identified as one of the key character streets in YMDS of which its local identify and characteristics should be embraced and enhanced by promoting street vibrancy and improving public realm environment.

Decked Nullah

4.7. There is a decked nullah running in a northeast to southwest direction in Mong Kok. The nullah was originally opened when a river of this portion was channelised in 1924 and became a nullah without decking to provide irrigation water for previous farmlands at the area along Sai Yee Street, Tung Choi Street and Sai Yeung Choi Street. The nullah gradually suffered from mosquito problems and bad smell due to sewage discharge from the surroundings. The nullah along Flower Market Path was then decked in 2010.

Existing Uses, Building and Living Conditions

4.8. The Scheme area is currently occupied by clusters of residential buildings with ground floor non-domestic uses observed at Sites A1 – A5, and a number of open spaces, and Government, institution or community ("GIC") facilities at Site B.

Sites A1 – A5

4.9. Sites A1 – A5 consist of 5 clusters of aged residential/ composite buildings of more than 60 years old. The cluster at Site A1 comprises buildings of 4 to 10 storeys high which were completed between 1952 (72 years old) and 1960 (64 years old). All buildings at Sites A2 – A5 are of 4 storeys high, and were built in 1948 (76 years old). According to GBP records, most of the building blocks within Sites A1 – A5 of the Scheme are without lifts (about 78%) and the serviceability of these buildings is generally poor. The ages, heights, and lift provisions of building blocks within the Scheme area are presented in **Plans 4**, **5 and 6** respectively.

4.10. Based on non-obtrusive site observations conducted in May – August 2023, the buildings within Sites A1 – A5 of the Scheme were used mainly for retail on the ground floors, and for residential on the upper floors. Some of the original units as shown in the GBP records were suspected to be subdivided into smaller units. There were also some non-domestic uses found on upper floors of the buildings. Suspected unauthorised building works ("UBW") were observed including structures on building roofs and at back lanes. The detailed uses, and the level of subdivision of the buildings within the Scheme area will be verified in the Freezing Survey and reported in the Stage 2 SIA as far as practicable. Site Photos of these existing buildings are presented on **Plans 9 and 10**.

4.11. According to the latest Buildings Department ("BD")'s records held by the URA, 18 out of 23 building blocks within Sites A1 – A5 (about 78%) have outstanding building orders or Fire Safety Notices (**Plan 7** refers).

Site B

4.12. Site B mainly comprises open space, GIC facilities and a public footpath, i.e., Flower Market Path, which connects Boundary Street and Flower Market Road to the north and south respectively. Site Photos of Site B are shown on **Plans 11 and 12**.

4.13. The major part of Site B is existing open space of about 15,815sq.m. in total, comprising Boundary Street Recreation Ground ("BSRG"), Sai Yee Street Children's Playground and Boundary Street Amenity Plot, which are all owned and managed by Leisure and Cultural Services Department ("LCSD").

4.14. BSRG provides one 11-a-side artificial turf football field, three outdoor table tennis tables and some sitting-out areas. Located inside BSRG are Boundary Street Sports Centres ("BSSC") Nos. 1 & 2, which were built in 1976 (48 years old) and 1987 (37 years old) respectively, and provide recreation facilities including two arenas, two multi-purpose activity rooms and two table tennis rooms.

4.15. Sai Yee Street Children's Playground to the south of BSRG mainly provides play equipment and some sitting-out areas; while at the north-eastern corner of Site B of the Scheme is Boundary Street Amenity Plot which is built for amenity purpose only with neither active nor passive recreation facilities.

4.16. Several existing GIC buildings are located to the south of BSRG, which include Sai Yee Street (Flower Market Road) Refuse Collection Point ("RCP") and Sai Yee Street Public Toilet ("PT") managed by FEHD, and CLP's Boundary Street Sports Ground Substation ("ESS"). The RCP and PT were built in 1982 (42 years old) and 1986 (38 years old) respectively.

4.17. The south-eastern portion of Site B is the LCSD Boundary Street Plant Nursery owned and managed by LCSD. It is a venue for the LCSD horticultural education programmes organized for members of the public, such as horticultural courses, school visits, outdoor learning activities. Advanced bookings/applications of the programmes are required by individuals or the general public for visits. The Plant Nursery has a site area of about 2,800sq.m., and is a fenced-off area comprising two buildings of 1 to 2 storeys completed in 1963 (61 years old), and some open area with planting structures.

Demographic Background

4.18. The population situated at Sites A1 – A5 of the Scheme area is estimated to be about 580 persons in around 275 households. There is no estimated population at Site B of the Scheme. Detailed demographic information of the Scheme will be ascertained after Freezing Survey ("FS") and incorporated in the Stage 2 SIA report.

Ownership Pattern

4.19. As at February 2024, most of the buildings within the Scheme Area (excluding GIC facilities within Site B of the Scheme) are under multiple ownerships (**Plan 8** refers).

Surrounding Land Uses

4.20. The Scheme is located at a transitional zone between the high-density residential and commercial development in Mong Kok East, and the less dense residential neighbourhoods in Kowloon Tong and Yau Tat Tsuen.

4.21. Buildings to the west and south of the Scheme area are mainly residential buildings of 10 to 15 storeys high which were completed in the 1960s and 1970s, except some new private developments, such as The Celebrity at Prince Edward Road West and High Park Grand at Boundary Street, were completed in 2009 and 2014 respectively. Flora and horticultural businesses are active along street frontages nearby which form the renowned Mong Kok Flower Market precinct. Active commercial and retail activities can be found to the further southwest of the Scheme area is the major commercial spine along Nathan Road with major commercial/ mixed development such as Pioneer Centre and Allied Plaza.

4.22. To the east and the north of the Scheme area are mainly open spaces, community facilities and low-rise developments. To the immediate east of the Scheme area is Mong Kok Stadium under the management of LCSD where major local and international football matches are held.

4.23. Tai Hang Tung Recreation Ground ("THTRG") is a large open space located to the north of the Scheme area across Boundary Street, which provides two 11-a-side football fields, one 7-a-side football field, one rugby pitch, two gateball courts, a jogging track, an elderly fitness area and sitting-out areas. To its northwest is Mission Hill where the ex-Sham Shui Po Service Reservoir, a Grade 1 historic building, is located.

4.24. Other open spaces/ low-rise developments in the vicinity include Fa Hui Park to the northeast of the Scheme area which provides various sports and leisure facilities, the Police Sports and Recreation Club to the northwest, and the low-density neighbourhoods of Yau Yat Tsuen and two primary schools to the northeast. To the further east of the Scheme area, there is also Yuen Po Street Bird Garden managed by LCSD which is another destination with bird stalls and landscaped sitting-out areas.

4.25. Moreover, there are several historic buildings in the vicinity. To the immediate south of Site A3 and Site A4 of the Scheme is the URA's Prince Edward Road West / Yuen Ngai Street Project (MK/02) which preserved and revitalised a cluster of Grade 2 pre-war buildings built in the 1930s. To the south of Site A1 of the Scheme are another Grade 3 historic buildings at 197-199 Prince Edward Road West which was converted to a hotel under the s.16 application no. A/K3/523 as approved on 19 March 2010.

Existing Traffic Network

4.26. The Scheme is situated at the busy urban core and surrounded by several major traffic roads connecting the district to the outer area. To the immediate north and south of the Scheme area are two primary distributors namely Boundary Street and Prince Edward Road West respectively which connect the western and central parts of Kowloon. Nathan Road to the further west of the Scheme area is another primary distributor running from north to south of the YTM District. In view of the high volumes of traffic at intersections between these major roads, two flyovers were erected along Prince Edward Road West and Boundary Street with landings near Yuen Ngai Street and Sai Yee Street respectively to divert traffic from and to the Sham Shui Po District where is to the further northwest of the Scheme area.

4.27. A grid street pattern was developed at the Flower Market precinct where the Scheme locates since the 1920s. The one-way northbound Sai Yee Street between Site A1 and Site B of the Scheme serves as a district distributor for traffic from the Mong Kok area to Boundary Street and thus towards Yau Yat Tsuen, Kowloon Tong and Kowloon City.

4.28. On-street parking spaces and loading/ unloading bays, which support the Flower Market activities of the area, are available along minor roads in the area, including Playing Field Road, Fa Yuen Street, Tung Choi Street, Yuen Ngai Street and Yuen Po Street. Two public vehicle parks are available at the nearby Grand Century Place and Mong Kok Stadium, which provide about 380 and 20 parking spaces respectively.

Existing Pedestrian Network

4.29. The distinct character of the Flower Market precinct attracts visitors and tourists which creates a high level of pedestrian flow. Within a 5-minute walk from the Scheme to its west is Prince Edward MTR Station, and Nathan Road which is covered by multiple bus routes connected to various districts.

4.30. Pedestrian circulations mainly concentrate in a northeast-southwest direction between the Flower Market precinct and Nathan Road, where MTR Station, major bus stops and the commercial spine locate at. Heavier pedestrian flows are observed during weekends, festive days, and in the occasion that major football matches or events are to be held at Mong Kok Stadium. Pedestrian crossings across Prince Edward Road West, Fa Yuen Street and Sai Yee Street are sometimes in a crowded condition.

4.31. Within Site B of the Scheme is Flower Market Path which connects the Flower Market precinct towards the low-density neighbourhood of Yau Yat Tsuen to the northeast of the Scheme. A lower pedestrian flow is observed along the path.

4.32. THTRG is situated to the north of the Scheme across Boundary Street. Its footpaths connect the area towards Tai Hang Tung Estate to its north, the Ex-Sham Shui Po Service Reservoir at Mission Hill to its northwest, and Sham Shui Po to its further northwest.

4.33. Site photos showing the nearby streets and pedestrian environment are shown in **Plans 9 – 12**.

Major Planned Developments in the Vicinity

4.34. YMDS has recommended several amendments to the Mong Kok OZP to tackle urban decay issues and incentivise private sector participation in the urban renewal process. These amendments included the rezoning of street blocks and land parcels along Flower Market Road into "OU(MU)", to allow a higher design flexibility and to enrich the commercial mix of redevelopments. For the "R(A)" zones along Sai Yee Street and Fa Yuen Street to the immediate west and north of Site A1, the maximum domestic plot ratio and the maximum building height were proposed to increase to 8.5 and 115mPD respectively. The maximum building height of the "Commercial" ("C") zones along Nathan Road were proposed to be relaxed to 140/160mPD. These amendments to the Mong Kok OZP were approved by the Chief Executive in Council ("CE in C") on 30 May 2023, and were incorporated into the current Mong Kok OZP no. S/K3/36.

4.35. Several new developments and redevelopments for residential and commercial uses were proposed in the vicinity. To the further south of the Scheme area in the Mong Kok East area is the planned commercial development at Sai Yee Street, zoned "Commercial (4)" ("C(4)") on the Mong Kok OZP and subject to a maximum building height of 320mPD. A layout plan of the proposed development is to be submitted by the respective land owner(s) to the Town Planning Board for approval. The completion of development is anticipated in 2030.

4.36. To the further north across THTRG and Woh Chai Street is Tai Hang Sai Estate where is zoned "Comprehensive Development Area" ("CDA") under the approved Shek Kip Mei OZP No. S/K4/31. Under the cooperation between the URA and the Hong Kong Settlers Housing Corporation Limited, according to the planning application no. A/K4/76 approved by the TPB on 10 December 2021, a comprehensive development, with a maximum building height of 160mPD, and the provision of Starter Homes, social welfare facilities and POS, was proposed with target completion in 2028.

5. EXISTING MAJOR DISTRICT PROBLEMS

5.1. Several existing district problems are identified in the area:

Segregated Open Space and Dilapidated GIC/ Sports Facilities

5.2. Although there are various open space and GIC/ sports facilities at Site B and its vicinity, these facilities are physically segregated by fencing and/or walls, which limits their accessibilities and are hardly noticeable by the public for access/ use.

5.3. Open space and sports facilities at Site B, including BSRG, BSSCs Nos. 1 and 2 and Sai Yee Street Children's Playground, are either fenced off and/or erected with walls, which makes these facilities rather invisible from the pavement along Sai Yee Street and Flower Market Road. Additionally, the RCP and PT within Site B situated at the junction of Sai Yee Street/ Flower Market Road induces an unwelcoming environment and obstructs the visibility of the entrance to BSRG and Sai Yee Street Children's Playground.

5.4. The Plant Nursery situated between Flower Market Road and Flower Market Path within Site B, which is a restricted area by applications/ appointments for visits only, has also physically segregated the open space and sports facilities at Site B from the busy activities at Flower Market precinct.

5.5. In a wider context, the open space and sports facilities within the Scheme is also physically segregated from the adjoining similar facilities, e.g. the THTRG to the north of Site B, by the heavily trafficked Boundary Street. There is no direct pedestrian connection between the Scheme area and THTRG, unless to walk further down towards the eastern side to the road junction of Boundary Street / Tai Hang Tung Road. The poor pedestrian connection between the two recreation grounds limits both accessibility and synergy among the places and its surroundings.

5.6. Similar problems also occur to the east of Site B at Mong Kok Stadium. Despite being a major sports ground for international/ key local sports matches, the small entrance plaza located at its southwestern part of the Stadium is largely blocked by fences/ walls, making the entrance rather invisible and unattractive. The Stadium is also segregated from the open space and recreational facilities at Site B by Flower Market Path and the Plant Nursery.

5.7. Furthermore, the existing Boundary Street Sports Centres ("BSSC") Nos. 1 & 2 were built in 1976 (48 years old) and 1987 (37 years old) respectively. Facilities of the two sports centres would need to be upgraded to meet community needs.

Traffic Congestion and Unfriendly Pedestrian Environment hinders Flower Market activities

5.8. The Flower Market precinct faces various traffic problems. Traffic entering the Flower Market precinct creates "bottleneck" at Sai Yee Street. The traffic congestion problem is worsened by intensive roadside activities such as loading/ unloading of goods. While there are on-street parking facilities provided in the vicinity, illegal on-street parking and double parking are very common in the area due to high parking demand. Traffic congestion is particularly serious during weekends and festive days such as Lunar New Year and Valentine's Day, when many people drive to the Flower Market precinct to purchase flowers.

5.9. Despite of the availability of a public vehicle park ("PVP") at Grand Century Place which provides about 380 parking spaces, its 10-minute walking distance from the Flower Market precinct is often discouraging to the Flower Market visitors. Meanwhile, another existing PVP at Mong Kok Stadium which is in close proximity to the Flower Market precinct provides 20 parking spaces only and can hardly satisfy the local parking demand.

5.10. The local parking demand is further stressed whenever there are football matches/ events at the nearby Mong Kok Stadium which has over 6,000 seats for spectators. Illegal parking and loading/ unloading activities are common along the local distributors such as Sai Yee Street, Playing Field Road, Flower Market Road and Yuen Ngai Street, which in turn exacerbates traffic congestion.

5.11. Pedestrian/ traffic conflicts are often found at the Flower Market precinct and its adjoining area. With the vibrant streetscape and busy pedestrian activities at the Flower Market precinct, its existing narrow pavement can hardly accommodate the busy pedestrian flow. Extensive roadside storage from shops, and loading/ unloading activities at roadsides further intensify the crowdedness in the area. Pedestrians need to walk on carriageways instead of pavements due to limited space.

5.12. Pedestrian safety concern is sometimes exacerbated by the frequent moving in/out of refuse collection vehicles ("RCVs") at the RCP situated at the road junction of Sai Yee Street / Flower Market Road. With the maneuvering of the RCVs and busy pedestrian flow at pavement of the junction of Sai Yee Street/ Flower Market Road, pedestrian safety concerns arise.

5.13. Furthermore, the lack of gathering space/ resting area in the Flower Market precinct also discourages visitors to stay and gather at the Flower Market precinct for longer time. Besides, given the Flower Market precinct is rather limited to flower shop activities without support of other types of retail/commercial facilities, it is difficult to create more diversified activities and synergies in the area as a destination.

5.14. The above problems and limitations of existing facilities and site condition would constraint the expansion of the flower market activities and the economic growth of the area. Solutions via replanning and restructuring and integration of various urban renewal initiatives shall provide opportunities to address the various problems identified in the area.

6. PLANNING AND USE PROPOSALS

Proposed Zonings and Development Intensity

6.1. To realise the Scheme as an integral part of the Nullah Road DN recommended in YMDS under a holistic planning approach, a tailor-made "OU(MU)" zoning is proposed in the draft DSP to allow flexibility to meet the changing market needs. Under the draft DSP, the Scheme areas in orange colour within Site A and Site B are proposed to be zoned "OU(MU)1" and "OU(MU)2" respectively, which are intended primarily for mixed non-industrial land uses. Flexible interchangeability of domestic and non-domestic Gross Floor Areas (GFAs) is adopted in the draft DSP to allow flexibility for a combination of various types of compatible uses, including residential, office, hotel, retail and GIC uses, either vertically within a building or horizontally over a spatial area.

6.2. For Site A, a linked site approach is adopted to achieve the planning benefits of the Transfer of Plot Ratio ("TPR") planning tool proposed under YMDS to incentivise private market participation. The development potential of the four individual small and isolated Sites A2 – A5 (i.e. Sub-areas (2) – (5) of the "OU(MU)1" zone) will be realised at Site A1 (i.e. Sub-area (1) of the "OU(MU)1" zone), which is a more strategic, sizeable and accessible site to tackle the problem of small and isolated sites with limited individual redevelopment potential. Open space and low-rise retail development are proposed at Sites A2 – A5 which are located at the central location of the Flower Market precinct to manifest its local characters. At-grade public open space of not less than 800sq.m. will be provided at Sites A1 – A5 in total.

6.3. For Site B, the existing segregated open space, amenity area, footpath, GIC/ sports facilities will be restructured and replanned to optimise land potential and echo the "single site, multiple use" ("SSMU") initiative. The "OU(MU)2" zone at Site B is divided into 2 Sub-areas in the draft DSP for a better control on urban design and tower disposition. At Sub-area (1) of the "OU(MU)2" zone, it is intended to provide a comprehensive mixed-use development integrating diverse and compatible uses including residential/ office/ hotel/ retail/ GIC uses. At Sub-area (2) of the "OU(MU)2" zone, it is intended to create a low-rise environment with an at-grade Waterway Park, GIC facilities and retail facilities/ frontage for recreation, leisure and entertainment uses. Public open space of not less than 16,200sq.m. is proposed at Site B, of which not less than 8,800sq.m. will be provided at-grade.

6.4. Overall, the Scheme would provide public open space in various levels and forms of not less than 17,000sq.m. in total, of which not less than 9,600sq.m. of the Scheme's total public open space provision is to be provided at-grade. The Scheme's total public open space provision is higher than the existing public open space provision of about 15,815sq.m. at Site B. The additional public open space provision will serve as the reprovisioning of the existing Prince Edward Road / Nullah Road Garden and Nullah Road Sitting-out Area (with an area of about 1,150sq.m. in total), so as to unleash their development potential in the possible future development of the Nullah Road DN.

6.5. Subject to timely confirmation from the relevant Government bureaux/ departments on funding, operational arrangement and detailed feasibility, the proposed development at the "OU(MU)2" zone aims to provide about 20,000sq.m. non-domestic GFA for both new and reprovisioned GIC facilities. The "Remarks" of the draft DSP Notes is proposed to include a clause that *"any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, or for the reprovisioning of existing public utility installation(s) within the boundaries of the Plan, may also be disregarded"*.

6.6. A maximum building height of 150mPD is proposed at Sub-area (1) of the "OU(MU)1" zone, and Sub-area (1) of the "OU(MU)2" zone. For Sub-area (2) of the "OU(MU)2" zone, a maximum building height of 30mPD is proposed. A maximum building height of 1 storey is proposed for Sub-areas (2) – (5) of the "OU(MU)1" zone for the provision of open space and low-rise retail development.

6.7. The proposed zonings, development parameters and maximum building heights are stipulated in the Notes of the draft DSP (**Part 2** of the whole report). Permissible maximum GFAs are summarised in below:

Table 2 Permissible Maximum GFAs stipulated in the Notes of the draft DSP

Proposed Zonings		**Maximum Domestic GFA**	**Maximum Total GFA**
OU(MU)1 (comprising Sub-area (1) to Sub-area (5))		28,798sq.m.	30,492sq.m.
OU(MU)2	**Sub-area (1)**	46,605sq.m.	64,530sq.m.
	Sub-area (2)	0	8,850sq.m.

Notional Design and Conceptual Layout

6.8. A notional design is prepared to demonstrate the proposed planning intention and development concepts of the Scheme. Indicative block plan and section plans of the notional design of the Scheme are provided in **Appendix 1.**

6.9. Under the current notional design, high-rise development is concentrated at the northern part of Site B (i.e. Sub-area (1) of the "OU(MU)2" zone) which comprises high-rise towers atop podia. The podia will be connected with the proposed at-grade Waterway Park at the southern part of Site B (i.e. Sub-area (2) of the "OU(MU)2" zone) with recreation and/or retail facilities. Ground floor retail shops frontage will be created at the podia along Sai Yee Street and the area facing the Waterway Park to enable extension of retail and flower market activities and vibrancy. Ancillary parking facilities and a public vehicle park ("PVP") together with some retail facilities are proposed at basement levels of Site B.

6.10. Under the current notional design, Site A1 comprises residential towers atop a commercial/ retail podium. An at-grade public open space is provided at the southern part which also serves as a part of the "Urban Waterway". At basement levels, both retail facilities and ancillary parking facilities will be provided. Small public open spaces with retail kiosks/ one-storey retail blocks are proposed at Sites A2, A3, A4 and A5.

6.11. The notional design presented in **Appendix 1**, including uses, GFA distribution, block and open space disposition, and building heights are indicative only to demonstrate concepts and merits of the proposed development, and to carry out the respective technical assessments. The following **Tables 3** and **4** demonstrate the proposed development parameters of the notional design.

Table 3 Site A – Proposed Development Parameters under Notional Design

Site Names	**Site A1**	**Site A2**	**Site A3**	**Site A4**	**Site A5**	**Site A Overall**
Zoning Names	**OU(MU)1** *Sub-area (1)*	**OU(MU)1** *Sub-area (2)*	**OU(MU)1** *Sub-area (3)*	**OU(MU)1** *Sub-area (4)*	**OU(MU)1** *Sub-area (5)*	
Gross Site Area	About 3,570sq.m.	About 268sq.m.	About 123sq.m.	About 233sq.m.	About 251sq.m.	About 4,445sq.m.
Net Site Area for GFA Calculation *(subject to site survey and detailed design)* Note 1	About 2,640sq.m.	About 239sq.m.	About 109sq.m.	About 202sq.m.	About 198sq.m.	About 3,388sq.m.
Development Parameters of the Notional Design Note 2						
Domestic GFA Note 2	23,716sq.m.	-	-	-	-	23,716sq.m. (PR = 7.0)
Retail GFA Note 2	6,576sq.m.	-	-	100sq.m.	100sq.m.	6,776sq.m. (PR = 2.0)
Total GFA Note 2	30,292sq.m.	-	-	100sq.m.	100sq.m.	30,492sq.m. (PR = 9.0)
At-grade public open space Note 2	About 500sq.m.	About 200sq.m.	About 100sq.m.	-	-	About 800sq.m.
Maximum Building Height	150mPD	1 storey				N/A
Average Flat Size (by GFA) Note 2	About 50sq.m.	N/A				About 50sq.m.
No. of Flats Note 2	About 474	N/A				About 474
Estimated Population Note 3	About 1,175	N/A				About 1,175
Internal Transport Facilities of the Proposed Development Note 4						
Private car parking spaces	108	N/A				108
Loading/ unloading bays	8	N/A				8
Motorcycle parking spaces	9	N/A				9
Remarks: Note 1 – Surrounding public streets and pavements are excluded from net site area for GFA calculation.						

Site Names	Site A1	Site A2	Site A3	Site A4	Site A5	Site A Overall
Zoning Names	**OU(MU)1** *Sub-area (1)*	**OU(MU)1** *Sub-area (2)*	**OU(MU)1** *Sub-area (3)*	**OU(MU)1** *Sub-area (4)*	**OU(MU)1** *Sub-area (5)*	
Note 2 – Indicative only, subject to CE in C approval of the DSP and detailed design at project implementation stage. Note 3 – Assumption of persons per flat ratio ("PPF") of 2.5 is adopted from the average household size of Yau Tsim Mong District in the 2021 Population Census. Note 4 – Subject to liaison and agreement with Transport Department ("TD").						

Table 4 Site B – Proposed Development Parameters under Notional Design

Site Name	Site B		
Zoning Names	**OU(MU)2** *Sub-area (1)*	**OU(MU)2** *Sub-area (2)*	**Overall**
Gross Site Area	About 7,170sq.m.	About 17,700sq.m.	About 24,870sq.m.
Net Site Area for GFA Calculation *(subject to site survey and detailed design)*	About 7,170sq.m.	About 17,700sq.m.	About 24,870sq.m.
Development Parameters of the Notional Design Note 1			
Domestic GFA Note 1	44,030sq.m. (PR = 6.1)	-	44,030sq.m.
Retail GFA Note 1	2,150sq.m. (PR = 0.3)	8,850sq.m. (PR = 0.5)	11,000sq.m.
Hotel / Office GFA Note 1	18,350sq.m. (PR = 2.6)	-	18,350sq.m.
Total GFA Note 1	64,530sq.m. (PR = 9.0)	8,850sq.m. (PR = 0.5)	73,380sq.m.
At-grade public open space Note 1	About 8,800sq.m.		About 8,800sq.m.
Public open space at podium level for the reprovisioning of existing football field Note 1	About 7,400sq.m.		About 7,400sq.m.
Non-domestic GFA for GIC Provision Note 2 *(proposed to be exempted from GFA calculation under the DSP)*	About 20,000sq.m.		About 20,000sq.m.
Maximum Building Height	150mPD	30mPD	N/A
Average Flat Size (by GFA) Note 2	About 50sq.m.	N/A	About 50sq.m.
No. of Flats Note 2	About 880	N/A	About 880

Site Name	**Site B**		
Zoning Names	**OU(MU)2** *Sub-area (1)*	**OU(MU)2** *Sub-area (2)*	**Overall**
Estimated Population Note 3	About 2,200	N/A	About 2,200
Internal Transport Facilities of the Proposed Development Note 4			
Private car parking spaces	N/A		415
Loading/ unloading bays	N/A		26
Motorcycle parking spaces	N/A		29
Public Vehicle Park	N/A		220 private car spaces + 10 loading/ unloading bays

Remarks:

Note 1 – Indicative only, subject to CE in C approval of the DSP and detailed design at project implementation stage.

Note 2 – Indicative only, subject to CE in C approval of the DSP, confirmation of funding, usage and operational needs from relevant Government bureaux/ departments, and detailed design at project implementation stage.

Note 3 – Assumption of PPF of 2.5 is adopted from the average household size of Yau Tsim Mong District in the 2021 Population Census.

Note 4 – Subject to liaison and agreement with TD.

6.12. As shown in **Table 2** above, the development parameters proposed in the draft DSP provide certain flexibilities under "OU(MU)" zone to meet the changing market and community needs. The notional design shown in **Appendix 1, Tables 3** and **4** are only conceptual and subject to changes in detailed design and project implementation stages. Alternative possible building forms and block layouts are shown in **Figure 3** below to demonstrate other possibilities under the draft DSP.

Figure 3 Flexibility of Block Layouts under the Draft DSP

Realise the "Nullah Road DN" and Create the Waterway Park

6.13. As envisioned in YMDS, the Scheme will holistically replan and restructure the area to create a Waterway Park as an integral part of the Nullah Road DN, which will feature the proposed Urban Waterway to become a key district landmark and form as a "socio-economic activity hub" in Mong Kok East. Mixed-use developments are proposed in the Scheme to inject economic activities and vibrancy to integrate with the leisure/ recreation uses to attain greater planning gains. The Scheme will become an anchor destination of the Nullah Road DN with a combination of shopping with social/ cultural, heritage, leisure and recreation attractions.

6.14. Through restructuring and replanning of the existing segregated open space, a Waterway Park of not less than 8,800sq.m. will be created at Site B, which will become a new iconic and sizable green hub with blue-green features for public leisure and recreation, so as to rejuvenate the district, revive the previous spatial setting of the nullah, and facilitate the water-friendly culture.

6.15. To recall the geographical memory of the nullah beneath the existing Flower Market Path, feasibility studies in collaboration with the relevant Government Departments were conducted to explore the possibility of opening up the decked nullah which revealed the potential hygienic and environmental concerns for opening up the decked nullah. Therefore, for public hygiene and environmental safety reasons, water features indicating the nullah alignment will be introduced at appropriate locations above and/or along the decked nullah as far as practicable to revive its spatial setting. Detailed design will be subject to liaison and agreement with relevant Government departments.

Waterway Park as a "Connector" with the Flower Market and Surrounding Recreation Facilities

6.16. The design of the Waterway Park will form an integral part of the Urban Waterway, serving as a "connector" to the various facilities in the wider area. Through careful landscaping and master layout design, the Waterway Park will integrate with the GIC complex proposed at the podium of Site B, the adjoining Mong Kok Stadium and Flower Market precinct as a diverse and vibrant destination.

6.17. Mixed-use developments with residential, commercial and GIC uses proposed at Site B will form a new neighbourhood with diverse leisure and commercial activities adjoining the Waterway Park conducive to patronage in the area. New ground floor retail shop frontage and podium setback will be created at the podia of Site B alongside Sai Yee Street and the Waterway Park to provide a solution space for the

continued development of the Flower Market, and extend the vibrant flower market activities towards the Waterway Park.

6.18. To enhance the connectivity with the adjoining Mong Kok Stadium, opportunities will be explored to break the barrier between the Waterway Park and Mong Kok Stadium through proper landscape design and hardware, cohesive landscaping and street furniture. It will greatly improve the sense of place for the plaza in front of Mong Kok Stadium, and fortify a synergy effect among the recreation and sports facilities at the two premises, especially when events are being held at Mong Kok Stadium.

6.19. Furthermore, as a continuation of the open space axis from the Waterway Park towards the heart of Mong Kok along the Urban Waterway proposed under YMDS, at-grade public open space is proposed at Site A1 to echo the Waterway Park. A cohesive landscape design between the Waterway Park and the at-grade public open space at Site A1 will be provided to strengthen the comprehensive open space network and alignment of the Urban Waterway, and further facilitate urban regeneration and activities towards the commercial spine along Nathan Road.

6.20. **Figure 4** shows an artist's impression of the Waterway Park as a "connector" to integrate and create synergy along the Urban Waterway: the proposed mixed-use development with GIC uses, the Mong Kok Stadium, the Flower Market precinct and the adjoining urban fabric. Upon completion, an axis will be formed along the Urban Waterway and shape the Nullah Road DN as a vibrant "socio-economic activity hub" for the wider area as envisioned in YMDS.

Figure 4 Artist's Impression of the Waterway Park as a "Connector"

(Artist's impression is indicative only and the notional design is subject to change in detailed design stage.)

Waterway Park and the Concept of "Flower Viewing Hotspot"

6.21. To echo the 2023 Policy Address's directives of the "Shining City Project" to beautify the cityscape and developing "flower viewing hotspots", the Waterway Park is at a strategic location of being located next to the Flower Market precinct. The Waterway Park will incorporate a colorful landscape design theme, with various planting areas, flowering trees and shrubs, appropriate soft and hard landscape and place-making opportunities, to create an attractive environment facilitating seasonal/ occasional flower viewing activities. The integration and synergy between the Waterway Park and the adjoining Flower Market precinct will further manifest the local character.

6.22. **Figure 5** shows an artist's impression of the Waterway Park facilitating flower viewing activities.

Figure 5 Artist's Impression of the Waterway Park facilitating Flower Viewing Activities

(Artist's impression is indicative only and the notional design is subject to change in detailed design stage.)

6.23. The Waterway Park will be constructed by the URA and will be handed over to the Government for ownership, management and maintenance upon completion. Detailed landscape design, provision of facilities and opening hours of the Waterway Park will be subject to detailed design and agreement with relevant Government departments.

6.24. Appropriate works area will be provided at both the Waterway Park at Site B and the at-grade public open space at Site A1 to facilitate the management and maintenance of the decked nullah by the Drainage Services Department ("DSD") and relevant Government departments. As advised by DSD, a reserve area of about 3m will be maintained along the decked nullah. An at-grade clearance along the reserve area will be maintained, with possible overhanging structures providing sufficient headroom to facilitate future maintenance of the decked nullah. Details will be liaised and agreed with DSD at the detailed design stage.

Multi-purpose Complex under the SSMU initiative

6.25. As recommended in YMDS, a new multi-purpose complex building accommodating existing and future uses under the SSMU initiative is proposed at the Scheme to optimize the land potential and add further planning gains. While the Scheme would redevelop and reprovision the existing GIC/ recreation/ sports facilities, to echo the SSMU initiative, it aims to provide around 20,000sq.m. non-domestic GFA for new/upgraded GIC/ recreation/ sports uses, subject to timely confirmation of funding availability and operational arrangement of the relevant Government bureaux/ departments.

6.26. A multi-purpose GIC complex is proposed to form an integral part of podia/ basement of the proposed development to re-provide/ upgrade and provide new GIC/ recreation/ sports facilities to meet the community needs. The existing football field will be reprovisioned as a public open space on a raised level at Site B.

6.27. Apart from restructuring the existing LCSD recreation/ sports facilities, the existing FEHD's RCP and PT at Site B will be reprovisioned within the GIC complex/ podia of the proposed development. A District Health Centre ("DHC") will also be provided at Site B as a permanent reprovisioned facility of the temporary Yau Tsim Mong DHC currently located at the ex-Mong Kok Market site.

6.28. Early liaison with relevant Government bureaux/ departments has been made on the reprovision and potential new provision of GIC facilities at the Scheme. The actual provision of GIC facilities will be subject to timely confirmation of funding, operational arrangement from the relevant Government bureaux/ departments and technical feasibility. Continuous liaison with relevant Government bureaux/ departments will be made during both planning and detailed design stages to finalise the GIC provision for meeting both community and operation needs. The arrangement of GIC/ recreation/ sports facilities is detailed in paras. 6.53 – 6.56.

6.29. Other than the Government facilities, an existing ESS located at LCSD's Boundary Street Recreation Ground will be affected by the Scheme. The necessity of reprovisioning of the ESS will be subject to further liaison with relevant Government bureaux/ departments and utility companies.

"Park n' Walk" Concept – Improving Traffic, Walkability and Connectivity

6.30. To address the district parking needs, and to alleviate the illegal parking and traffic problems related to the operation of the Flower Market and Mong Kok Stadium, the Scheme will promote the "Park n' Walk" concept as advocated in YMDS by providing a Public Vehicle Park ("PVP") at Site B as required by the Government, in addition to the ancillary parking provision for the proposed development. By utilising the underground space, about 220 private car spaces and 10 loading/ unloading bays will be provided for public use on top of the Scheme's ancillary parking provisions. The number of private car spaces and loading/ unloading bays of the PVP will be subject to liaison with relevant Government department(s) at detailed design stage.

6.31. The PVP would be provided with two vehicular accesses along Boundary Street to divert the traffic flow from Sai Yee Street and Flower Market Road, and to relieve the "bottleneck" and traffic congestion at the Flower Market precinct.

6.32. To encourage visitors and nearby business operators of the Flower Market to park their cars at the PVP, convenient pedestrian accesses to the PVP will be provided at appropriate locations along Sai Yee Street and Flower Market Road to enhance accessibility. An underground pedestrian connection is also proposed within Site B between the PVP and frontage of the Waterway Park facing Flower Market Road to facilitate visitors as well as Flower Market's operators to transport goods from and to the PVP.

6.33. To further enhance the pedestrian walkability and connectivity of the Scheme and its surroundings, potential pedestrian connections in different directions outside the Scheme would be explored to create a multi-level pedestrian network to alleviate existing conflicts of usages between vehicles and pedestrian commonly found at the Flower Market precinct, especially during festive periods.

6.34. At the southern part of Site B, a pedestrian subway across Sai Yee Street is proposed to link up Site A1 and Site B to connect the underground PVP towards basement of Site A1, where another subway opening will be provided to allow possible future subway extension towards Nathan Road/ Prince Edward MTR Station to enhance connectivity of the wider area.

6.35. At the northern part of Site B, a pedestrian footbridge is proposed to connect Site B with THTRG to overcome the physical segregation caused by the heavily trafficked Boundary Street between the two recreation spots. It would also improve the connectivity between the Scheme area towards the Ex-Sham Shui Po Service Reservoir at Mission Hill, Tai Hang Tung Estate, and the wider hinterland of Sham Shui Po.

6.36. The means of these potential pedestrian connections outside the Scheme area, either above ground, at-grade or underground, and their alignments are subject to technical feasibility and agreement with relevant Government departments in the implementation stage. Implementation of the pedestrian connections connecting to public area outside the Scheme are proposed to be undertaken as Government public works or URA's separate revitalisation initiatives not forming part of the Scheme. The ownership, management and maintenance of these pedestrian connections would be subject to liaison with relevant Government departments.

Reinforcing the Local Characters of the Flower Market Precinct via the "Integrated Approach" for Urban Renewal

6.37. The unique and long-established local characters of vibrant streetscape and concentration of flora and horticultural businesses at the Flower Market precinct, as one of the key character streets, is recommended to be reinforced in YMDS. Thus, an "integrated approach" for urban renewal that encompasses the 4R initiatives, namely "Redevelopment", "Rehabilitation", "pReservation" and "Revitalisation", will be adopted and implemented to comprehensively enhance and reinforce the Flower Market local characters.

6.38. At Site B, new ground floor retail frontage is proposed by podium setback facing Sai Yee Street and the Waterway Park to create rooms for expansion of retail activities, particularly flower shops, to complement the existing Flower Market ambience and allowing further expansion of the Flower Market precinct. Moreover, subject to detailed design and agreement with relevant Government departments, open-air kiosk space and/or low-rise retail kiosks with flowering landscaping may be provided at the Waterway Park facing Flower Market Road to create synergy with the business activities along Flower Market Road. **Figure 6** illustrates the retail frontage design at Site B facing Sai Yee Street.

Figure 6 Artist's Impression of the Retail Frontage Design along Sai Yee Street

(Artist's impression is indicative only and the notional design is subject to change in detailed design stage.)

6.39. The piecemeal Sites A2 – A5 located at the centre of the Flower Market precinct possess limited redevelopment potentials. By adopting a linked site approach, Sites A2 – A5 will have their development potentials mostly realised at Site A1, which is located at the strategic and central junction of the Flower Market precinct as well as the future Urban Waterway, so as to achieve the planning benefits of the TPR planning tool.

6.40. Site A1 will be developed as a mixed-use development with an at-grade public open space at its southeast corner for a new open space for public use and potential place-making activities to reinforce the Flower Market local characters. Ground floor shops with street frontage will be maximised at Site A1 for vibrant streetscape and retail character along Prince Edward Road West and Sai Yee Street. For Sites A2 – A5, public open space and one-storey retail blocks are proposed as gathering spots to integrate with the vibrant retail frontage of the Flower Market precinct, and to rejuvenate the urban fabric.

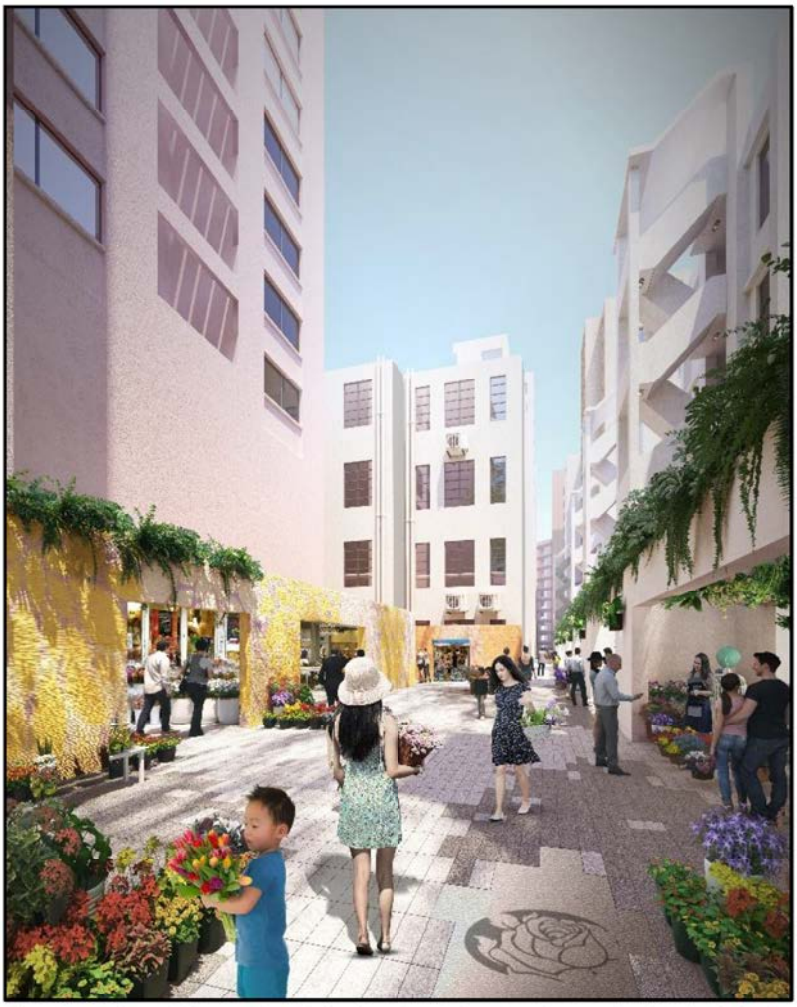
6.41. Adjacent to Sites A3 – A5 is another completed URA Preservation and Revitalization project at Prince Edward Road West / Yuen Ngai Street (MK/02) which has preserved and revitalised a cluster of Grade 2 pre-war tenement buildings. Optimising the opportunities brought by the Scheme, the back lanes abutting Sites A2 – A5 are proposed to be revitalised as the "Third Street" of the Flower Market precinct.

Rehabilitation/ revitalisation of the back lanes such as facelifting, wall murals, pavement paintings, place-making and beautification works, are proposed to turn the back lane into an attractive and walkable pedestrian route in the area. New retail frontage facing the back lane could be formed via opening up of backyards of buildings at MK-02 to create a new frontage and enhance vibrancy at the back lane.

6.42. By concerted efforts of the 4R initiatives, the "Third Street" will further extend the vibrant streetscape of Flower Market Road and Prince Edward Road West, and connect the Flower Market precinct, the preserved pre-war buildings at MK-02 and the nearby Yuen Po Street Bird Garden, thus further enriches the local character and historical setting of the area.

6.43. **Figure 7** shows an artist's impression of the "Third Street" of the Flower Market created via the "integrated approach" for urban renewal.

Figure 7 Artist's Impression of the "Third Street" of the Flower Market



(Artist's impression is indicative only and the notional design is subject to change in detailed design stage.)

6.44. The implementation and details of the aforementioned rehabilitation and revitalisation works will be subject to detailed design and agreement with relevant Government departments and land lot owners of the nearby buildings, which does not form part of the Scheme.

6.45. To further reinforce the local character of the Flower Market via the "integrated approach", revitalisation works is proposed to enhance the pedestrian crossing at the Prince Edward Road West/ Fa Yuen Street junction, where is located at the gateway of the Flower Market precinct. Subject to agreement with relevant Government departments, motorcycle spaces beneath the flyover along Prince Edward Road West would be relocated for rejuvenating the space via amenity and beautification works, so as to create a more welcoming gateway of the Flower Market precinct. The revitalisation works will also materialise the proposed Urban Waterway extended from the Waterway Park at Site B towards the commercial spine along Nathan Road. The revitalisation works is proposed to be implemented in form of the Government's public works. **Figure 8** shows the existing condition of the space beneath the flyover along Prince Edward Road West.

Figure 8 Space beneath the flyover along Prince Edward Road West

6.46. Based on preliminary observations at the site, there are about 20 flower related shops being affected by the Scheme, which constitutes to only about 17% of the similar shops in the area forming the Flower Market precinct. Nevertheless, given the strong local culture of flora and horticultural businesses, the URA may explore an appropriate arrangement to facilitate the affected flora and horticultural business operators to continue their business operations, and to retain the local cultural and business characters as far as practicable. The decanting strategy will be further explored subject to the collection of stakeholders' views and detailed design

consideration. Details on the observation of local business environment and possible mitigation measures is detailed in Stage 1 Social Impact Assessment ("Stage 1 SIA") report in **Appendix 11**.

Urban Design and Staggered Building Height Profile

6.47. With respect to the high-density building height profile of the surrounding context based on the Mong Kok OZP with building height restrictions recently relaxed, a maximum building height of Site A1 and Site B of 150mPD is proposed for the Scheme being a DN as envisioned in YMDS. The proposed maximum building height is in line with the intention of the proposed "OU(MU)" zoning to allow flexibility for the redevelopment for a diverse combination of compatible uses.

6.48. Moreover, the Scheme will provide public open space of not less than 17,000sq.m., which is more than 55% of the gross site area of about 29,315sq.m. The proposed development also aims to provide about 20,000sq.m. non-domestic GFA for GIC/ sports uses. In view of the above, the maximum building height of 150mPD will favor the optimization of development potential without reducing the provisions of public open space and/or GIC facilities.

6.49. At Site B, for better urban design and tower disposition, the area is divided into Sub-area (1) and Sub-area (2). High-rise development will only be concentrated at Sub-area (1) at the northeast corner of Site B (i.e. Sub-area (1)) to maintain a minimum distance of 60m away from the existing residential buildings along Sai Yee Street. At the Sub-area (2) of Site B, a maximum building height of 30mPD is proposed, which is mainly for the provision of GIC/ sports facilities, retail facilities and the at-grade Waterway Park, and to maintain a low-rise context along Sai Yee Street and Flower Market Road. Besides, the Waterway Park will be of about 20m in width along the decked nullah alignment at Site B to serve as a major air ventilation and visual corridor of the area.

6.50. To respect a cascading downward profile from the Mong Kok East area towards Yau Yat Tsuen and Kowloon Tong to the east, a staggered height profile will be adopted for the proposed development at Sub-area (2) of Site B, where taller building(s) will be positioned at the western part and lower building(s) will be positioned at the east.

6.51. The proposed maximum building height of 150mPD at Site A1, which is generally compatible with the surrounding context, can allow the more strategic and accessible Site A1 to absorb the development potential from the piecemeal Sites A2 – A5. With the building height of 150mPD for a mixed development at Site A1, building setback at the southeast corner above the decked nullah alignment can be provided to preserve a visual and air ventilation corridor extending from the Waterway Park towards Nathan Road, forming a major open space network along the proposed Urban Waterway.

6.52. Design measures promoted in the Sustainable Building Design Guidelines ("SBD Guidelines"), including building setbacks and building separations, may also be adopted as appropriate in the detailed design stage to further enhance the overall performance in urban design, visual permeability and air ventilation.

Arrangement of GIC / Recreation / Sports Facilities

6.53. Seamless relocation of DHC, RCP and PT to the proposed development at Site B would be targeted, subject to liaison and detailed arrangement with relevant Government bureaux/ departments and construction arrangement at implementation stage.

6.54. For the existing 11-a-side football field affected by the Scheme, an interim reprovisioning arrangement will be provided before demolition, subject to liaison with LCSD and relevant Government bureaux/ departments. The existing LCSD Plant Nursery within Site B will be relocated off-site for the formation of the Waterway Park. Preliminary agreement with LCSD and relevant Government departments has been made to relocate the Plant Nursery to a site in Kowloon before construction commences at Site B.

Phased Development

6.55. To materialise the planning gains as early as possible, and to minimise the disturbance to the services of existing GIC facilities, a phased implementation of the proposed development in the Scheme may be explored and subject to technical feasibility and agreement with relevant Government departments. Detailed programme and arrangement will be subject to collection of views from stakeholders, detailed design, GIC reprovisioning schedule, construction programme and other relevant factors at implementation stage.

6.56. For Site A, its redevelopment will be implemented upon completion of acquisition and issuance of land grant. The detailed programme will be subject to acquisition progress, land grant processing and other relevant factors at implementation stage.

Separate Public Works/ Urban Renewal Initiatives outside the Scheme

6.57. Under an "integrated approach" for urban renewal, various separate public works/ urban renewal initiatives outside the Scheme are proposed to optimise the planning gains. These separate urban renewal initiatives, which do not form part of the Scheme, include:

- Potential pedestrian connections (refer to paras. 6.33 – 6.36);
- Rehabilitation, preservation and revitalization works for shaping the "Third Street" of the Flower Market (refer to paras. 6.41 – 6.44); and
- Revitalisation works beneath the flyover along Prince Edward Road West (refer to para. 6.45).

6.58. Subject to further liaison and agreement with relevant Government bureaux/ departments, these initiatives may be implemented in form of public works or URA initiatives as appropriate. The implementation and details of these initiatives, including action parties, funding, detailed design, management and maintenance, are subject to feasibility and agreement with relevant Government bureaux/ departments and/or stakeholders.

7. TECHNICAL ASSESSMENTS

7.1. Various technical assessments for aspects including tree, landscape, visual, social, traffic, environmental, air ventilation, drainage, sewerage, and water supply, were conducted based on the notional design (**Appendix 1**), to assess the technical feasibility and potential impact of the proposed development.

7.2. Considering that flexibility for different uses is promoted in the Scheme to meet future market and community needs, to ascertain the technical feasibility, on top of the notional design, a conservative approach is adopted for GFA-sensitive assessments for aspects including traffic, environmental, drainage, sewerage and water supply by adding an extra 10,000sq.m. non-domestic GFA for GIC uses up to a total of 30,000sq.m. GFA, and a +5% sensitivity test.

7.3. With practical mitigation measures proposed, when necessary, it is concluded that the proposed development will not induce any adverse impact in all the aforementioned aspects.

Tree Survey and Preliminary Tree Preservation Proposal

7.4. A tree survey report has been prepared (**Appendix 2** refers) to record the conditions of the existing vegetation, propose preliminary treatment and mitigated measures for the affected trees.

7.5. A total of 212 trees (with diameter at breast height ("DBH") of 95mm or above) are identified within or straddling the boundaries of the Scheme area. The majority of existing trees were found to be in poor to fair form, fair health and low to fair amenity value. Three Old and Valuable Trees ("OVTs") and four Stone Wall Trees ("SWTs") are recorded on site. Two mature trees with DBH of 1,000mm, including one of the four SWTs, are also identified. All OVTs, SWTs and mature trees are proposed to be retained while the remaining existing trees are proposed to be retained or transplanted as far as practicable. If any tree is to be felled, compensatory planting will be adopted according to the prevailing guidelines and agreement with relevant Government departments. Subject to DSP approval, proposed treatment of the affected trees will be further liaised with LCSD and/or relevant Government departments upon DSP approval.

Preliminary Landscape Design

7.6. **Appendix 3** presents the preliminary landscape design of the proposed development. The proposed development will provide diverse open spaces including the Waterway Park, at-grade public open space at Site A and streetscape enhancement to improve the built environment of the area. Planting of flowering trees and colourful shrubs is proposed at the Waterway Park and at-grade public open space to facilitate flower viewing activities, echo the concept "flower viewing hotspot", and strengthen the local characters of the Flower Market precinct.

7.7. Detailed landscape design is subject to change in project implementation stage and the layout arrangement of the Waterway Park will be further liaised with LCSD and relevant Government departments.

Visual Impact Assessment

7.8. A Visual Impact Assessment ("VIA") has been conducted (**Appendix 4** refers) to study the potential visual impact with the implementation of the Scheme in accordance with the Town Planning Guidelines No.41. Visual impact is assessed for both local and strategic viewing points.

7.9. To comprehensively compare the visual impact of the proposed development, two sensitivity tests, namely Sensitivity Test 1 (with 20m decrease in height of residential towers at Site B) and Sensitivity Test 2 (with 20m increase in height of residential towers at Site B), have also been prepared for scenario testing. The two sensitivity tests are for reference only and intend to demonstrate the possible visual changes of the surroundings before and after the proposed developments with assumption of the possible future redevelopments in the nearby area under the proposed development.

7.10. The assessment concludes that development will be visually compatible with the surrounding built environment and would not create a significant visual impact in general.

Traffic Impact Assessment

7.11. A Traffic Impact Assessment ("TIA") (**Appendix 5** refers) has been conducted to assess the traffic impact of the Scheme and the proposed provision of internal transport facilities of the proposed development, including the provision of PVP in addition to ancillary parking provisions. Two run-in/outs along Boundary Street are proposed for the PVP which will help relieve the "bottleneck" caused by the converging trips reaching the Flower Market precinct.

7.12. The TIA demonstrates that the Scheme will induce no adverse traffic impact on the local traffic network and the pedestrian walking environment. The proposed parking provision aligns with the requirements in the Hong Kong Planning Standards and Guidelines and are acceptable from traffic engineering point of view.

Air Ventilation Assessment

7.13. An Air Ventilation Assessment ("AVA") with Computational Fluid Dynamics ("CFD") analysis has been conducted to assess the ventilation performance of the area surrounding the Scheme (**Appendix 6** refers).

7.14. A comparison of air ventilation performance has been made between the notional design under the draft DSP (the Proposed Scheme) and an OZP-compliant Scheme (the Baseline Scheme). The Waterway Park at Site B and the building setback from the decked nullah alignment at Site A1 can preserve the major ventilation corridor running in a northeast to southwest direction. Results indicate that in both annual and summer conditions, the ventilation performance at pedestrian level in the surrounding context will be slightly improved in general. Therefore, no adverse air ventilation impact is anticipated.

Environmental Assessment

7.15. An Environmental Assessment ("EA") has been conducted and the report is included as **Appendix 7**. The study concluded that no adverse impact on air quality, noise impact, land contamination and waste management is anticipated with mitigation measures adopted if necessary.

7.16. The Air Quality Impact Assessment ("AQIA") reports that the predicted concentrations of all the concerned parameters, including NO_2, RSP and FSP, at all sensitive receivers ("ASRs") of the Scheme would comply with the prevailing Hong Kong Air Quality Objectives. Therefore, it is anticipated that all ASRs will not be subject to adverse air quality impact. Besides, with the implementation of appropriate dust suppression measures and good site practices, no adverse air quality impact is anticipated during construction stage.

7.17. On Noise Impact Assessment ("NIA"), the assessment concludes that based on the notional design, with appropriate mitigation measures such as acoustic windows and acoustic balconies adopted, no adverse traffic noise impact is anticipated. The potential noise impact from the fixed noise sources has also been assessed and no adverse noise impact is anticipated. The assessment also concludes that no adverse noise impact is anticipated from the East Rail Line to the east of the Scheme area.

7.18. A Land Contamination Appraisal has been carried out for the Scheme area. Locations with potential land contamination due to the historical and existing uses have been identified. Based on the existing uses identified during site visits, potential land contamination is unlikely to arise from the activities of the Scheme area. The necessity of conducting re-appraisal and further site walkovers will be determined after land resumption.

7.19. On waste management, appropriate sustainable measures/ approaches to waste management are proposed to produce less waste and reuse or recover value from waste, no adverse environmental impacts arising from handling, storage, transportation or disposal of the wastes generated the construction and operation stage of the Scheme are envisaged.

Drainage Impact Assessment

7.20. A Drainage Impact Assessment ("DIA") has been conducted (**Appendix 8** refers) to estimate the drainage runoff within the northeast Mong Kok area under existing condition, and the future condition with the proposed development.

7.21. To facilitate the proposed development and the separate public works/ urban renewal initiatives to provide underground pedestrian connections, diversion of existing pipes and laying of new pipes are proposed, where appropriate. The DIA report concludes with the proposed new pipes and upgrades, the downstream pipes will be able to cater for the expected peak stormwater flow, thus no adverse drainage impact arising from the proposed development is anticipated.

Sewerage Impact Assessment

7.22. A Sewerage Impact Assessment ("SIA") has also been conducted (**Appendix 10** refers) to estimate the sewerage flow within the northeast Mong Kok area under the existing condition, and the future condition with the proposed development.

7.23. The SIA report concludes that the impact of the capacities of the existing/ planned sewerage system due to the increase in population and GFA from the proposed development of the Scheme will be acceptable. With the proposed diversion of existing pipes and proposed new pipes to connect with the existing systems, manholes and sewers, the existing public sewerage system would have sufficient capacity to cater for the proposed development.

Water Supply Impact Assessment

7.24. A Water Supply Impact Assessment ("WSIA") has been conducted (**Appendix 10** refers). Findings of WSIA conclude that there would be no adverse impact to the water supply due to the proposed development of the Scheme.

Stage 1 Social Impact Assessment

7.25. In accordance with the URS, Social Impact Assessment reports are to be prepared to assess the likely impact of the implementation of the Scheme and to propose mitigation measures to minimise any social impact.

7.26. A non-obtrusive Stage 1 Social Impact Assessment ("Stage 1 SIA") has been conducted and the report is included as **Appendix 11**. The report highlights characteristics of the local population and business activities, which shall be prepared for and borne in mind during implementation of the Scheme. The Stage 2 Social Impact Assessment ("Stage 2 SIA") report is under preparation based on factual data and opinions collected from the freezing survey and SIA interviews, which has been conducted on the commencement of the Scheme. The Stage 2 SIA report will be submitted to the TPB separately.

8. PLANNING MERITS

8.1. Formulated under the MRCP framework recommended in YMDS, the Scheme will achieve the following planning merits:

- Shaping a synergistic anchor development at the Mong Kok East – Nullah Road Urban Waterway Development Node ("Nullah Road DN") by restructuring and replanning the land uses as the first implementation of a project under YMDS, serving as a catalyst for urban regeneration;

- Creating a new Waterway Park covering an area of about 8,800sq.m. as the initial anchor of the Urban Waterway proposed in YMDS by amalgamating existing segregated and piecemeal open spaces, becoming a district landmark of the Scheme for forming the Scheme as a "socio-economic activity hub" in Mong Kok East;

- Shaping the Waterway Park as a "connector" to integrate and create synergy among the proposed development with GIC facilities, the Flower Market precinct, Mong Kok Stadium and the adjoining urban fabric; echoing the development of "flower viewing hotspots"; and providing a solution space for expansion of Flower Market activities;

- Providing public open space of not less than 17,000sq.m. in total at the Scheme to facilitate various activities and good accessibility as a public realm for public enjoyment;

- Echoing the "single site, multiple use" ("SSMU") initiative to optimize the land potential by developing multi-purpose complex building with GIC uses which aims to provide about 20,000sq.m. non-domestic GFA for both new and reprovisioned GIC/ sports/ recreation facilities;

- Providing a public vehicle park in addition to ancillary parking provisions to address the district parking and loading/ unloading demand and resolve local traffic problems, and provide new pedestrian connections to create a multi-level pedestrian network to improve walkability and connectivity under the "Park n' Walk" concept promoted in YMDS;

- Tackling the problem of piecemeal sites in the vicinity with low redevelopment potential via a linked site approach and achieving the planning benefits of TPR concept proposed under YMDS;

- Redeveloping existing aged buildings and GIC facilities within the Scheme area into quality mixed-use development with compatible uses including residential/ commercial/ retail and GIC uses to generate more housing supply, social gains and vibrancy in the urban area; and

- Enhancing the townscape, urban design and environment through sensible building layout and design.

8.2. As an "integrated approach" to undertake urban renewal works, subject to agreement with relevant Government bureaux/ departments and stakeholders, if any, separate urban renewal initiatives in the area adjoining the Scheme, which are to be explored and/or implemented under either Government public works or URA's initiatives, will further optimise the planning gains as follows:

- Proposed pedestrian connections between the Scheme area and the surrounding to improve walkability and connectivity of the area, in particularly adding convenience to visitors to the Flower Market precinct, and users of the sports and GIC facilities and PVP;

- Rehabilitation, preservation, revitalisation and placemaking works to shape the back lanes abutting Sites A2 – A5 for a "Third Street" of the Flower Market precinct to enrich the local characters; and

- Pedestrian crossing enhancement and facelifting of the space beneath the flyover along Prince Edward Road West as the gateway of the Flower Market precinct, and a continuation of the proposed Urban Waterway towards Nathan Road.

9. IMPLEMENTATION

9.1. The tentative implementation programme for the Scheme is attached in **Appendix 12**. The URA may implement the Scheme in association with one or more parties or implementing the Scheme by itself alone.

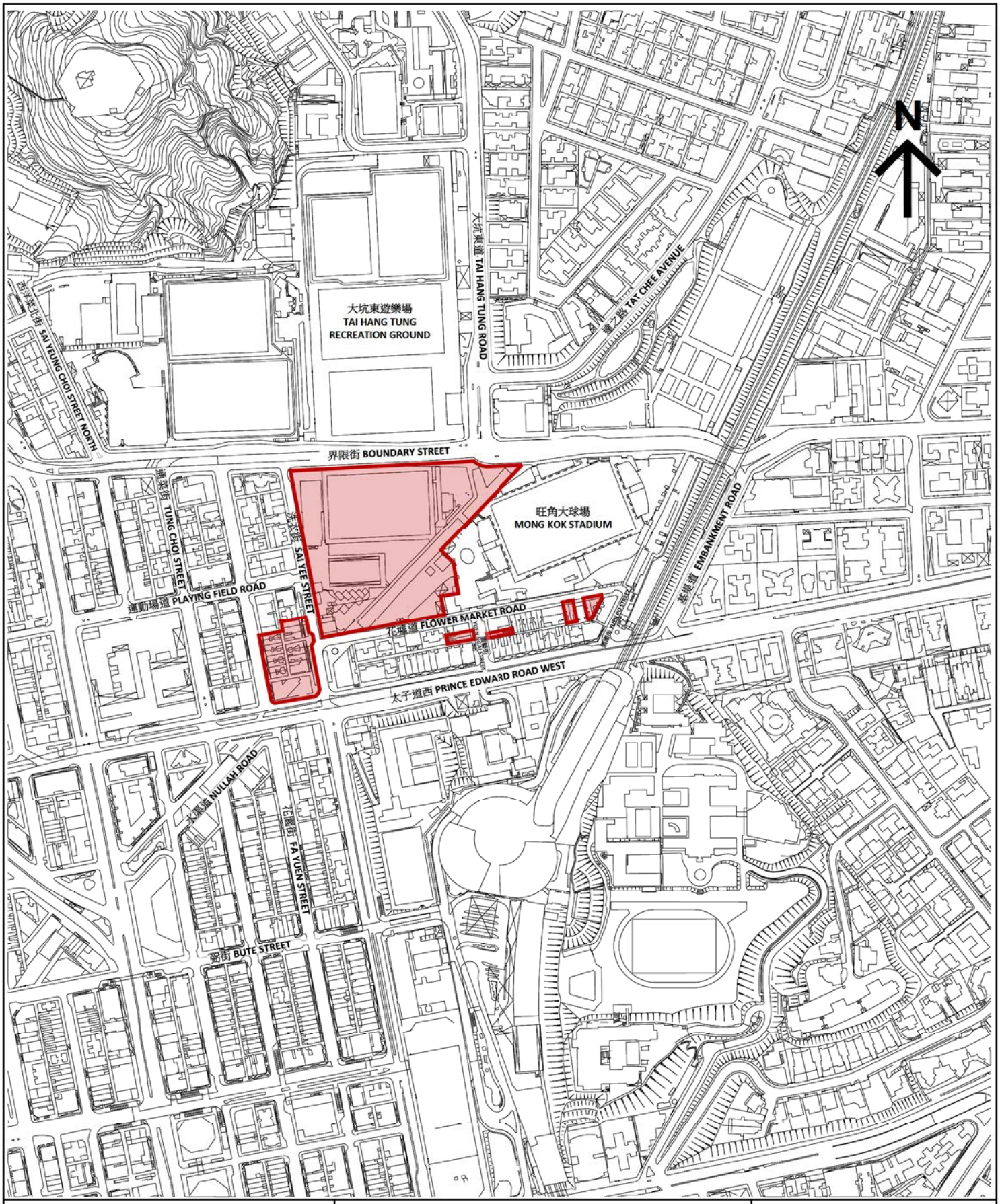
9.2. The URA does not own or lease any land within the boundaries of the Scheme and will acquire all the private lots within the Scheme area. The URA intends to acquire the property within the Scheme area by purchase under the prevailing acquisition policy. An owner of domestic and non-domestic property will receive the market value of his property (valued on vacant possession basis). Under the prevailing policies, as for the owner-occupier of domestic property, on top of the said market value, the URA will pay a Home Purchase Allowance, which is assessed based on a 7-year notional replacement unit of similar size within the same locality.

9.3. Supplementary documents detailing the URA's acquisition, compensation, rehousing and ex-gratia allowance principles, which are subject to prevailing policies at the time of issuing acquisition offers, are attached in **Appendices 13** and **14** respectively.

9.4. Prevailing policies relating to property acquisition, compensation, rehousing and ex-gratia allowances will be reviewed by the URA from time to time. The policies will be published on the URA's website and communicated to affected persons when issuing the acquisition offers. For details of the mitigation measures and acquisition policies for the Scheme, please refer to the Stage 1 SIA report (**Appendix 11**).

9.5. Any information contained in this document relating to acquisition, compensation and rehousing arrangement are with reference to the URA's prevailing policy on compensation and re-housing arrangement ("Compensation Package") offered by the URA to owners/ tenants at the time of issuance of this document. The Compensation Package may be subject to change from time to time upon any review carried out by the URA. The Compensation Package to be offered by the URA to owners/ tenants affected by the URA's project shall be that Compensation Package prevailing at the time of offer. Nothing contained in this document shall constitute any representation or warranty on the part of the URA or give rise to any expectation that the Compensation Package contained in this document will not be changed at the time of implementation of the project.

URBAN RENEWAL AUTHORITY
MARCH 2024



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14B, 11-NW-14D, 11-NW-15A, 11-NW-15C, 11-NW-19B, 11-NW-20A

LOCATION PLAN

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

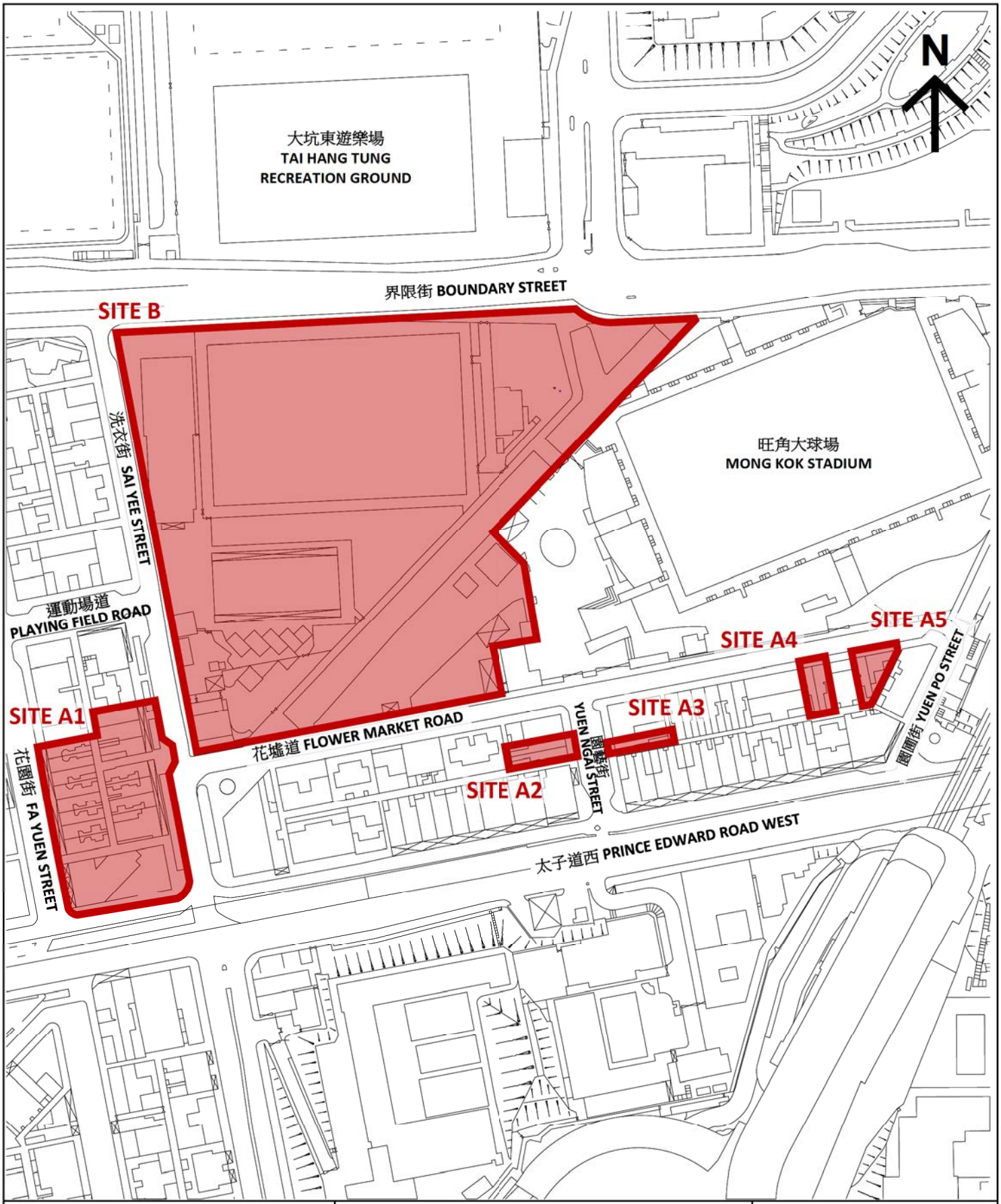
SCALE 1 : 5000

METRES 100 0 100 200 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 1



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

SCHEME AREA

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

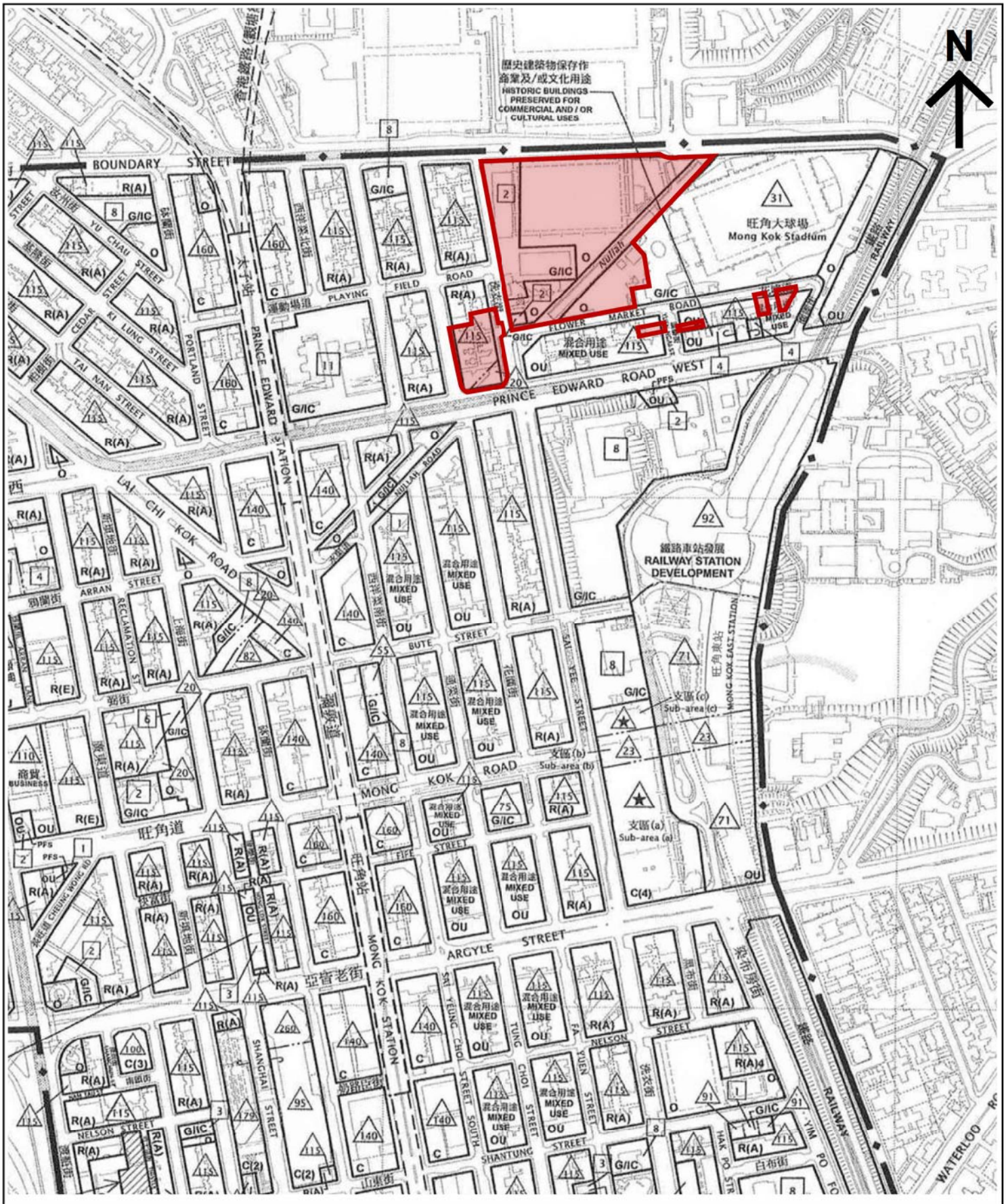
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 2



THE SCHEME

EXTRACT PLAN BASED ON
APPROVED MONG KOK
OUTLINE ZONING PLAN NO. S/K3/36

EXISTING ZONINGS OF THE DEVELOPMENT SCHEME

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

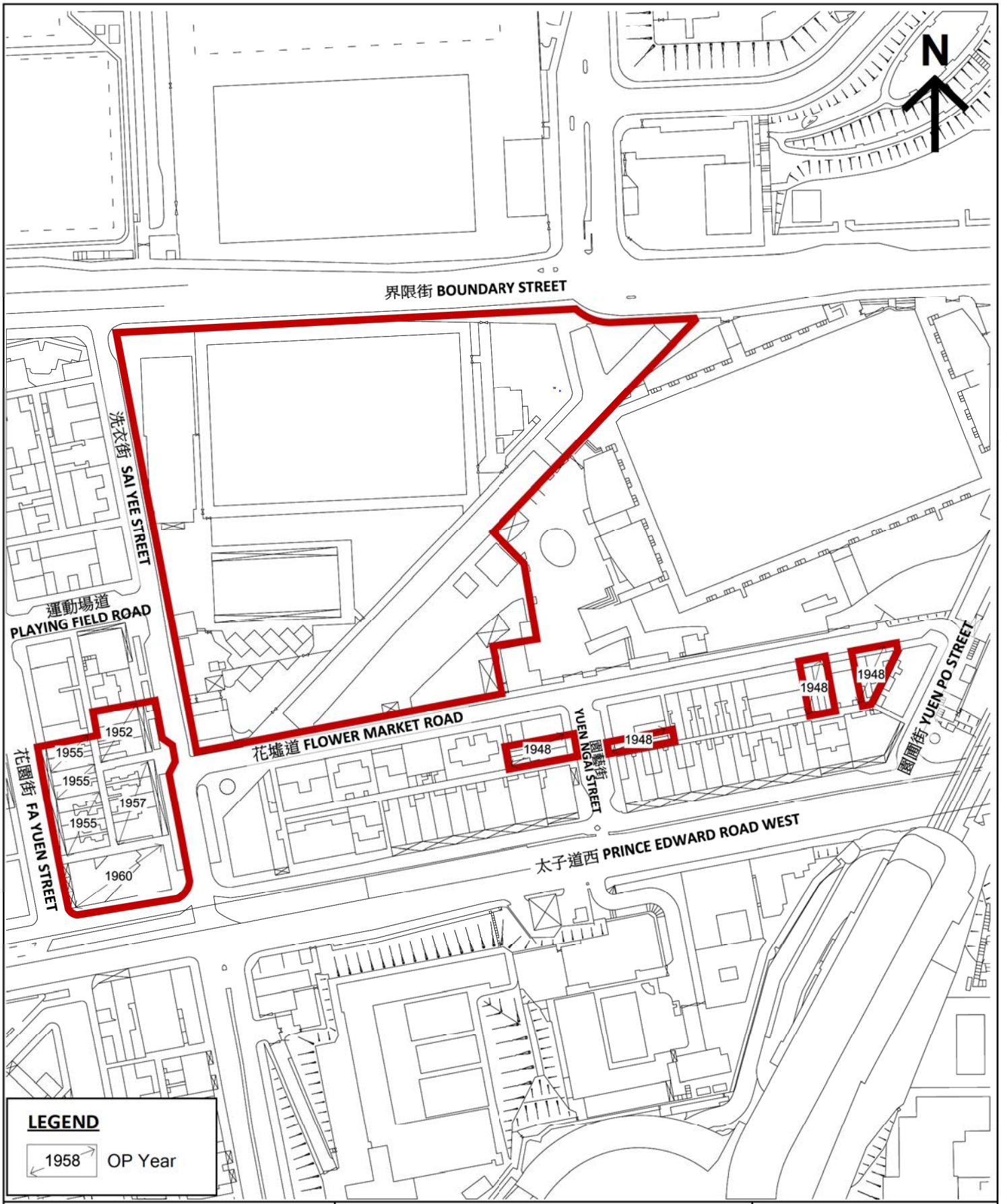
SCALE 1 : 5000

METRES 100 0 100 200 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 3



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

BUILDING AGE
(PRIVATE DEVELOPMENTS ONLY)

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

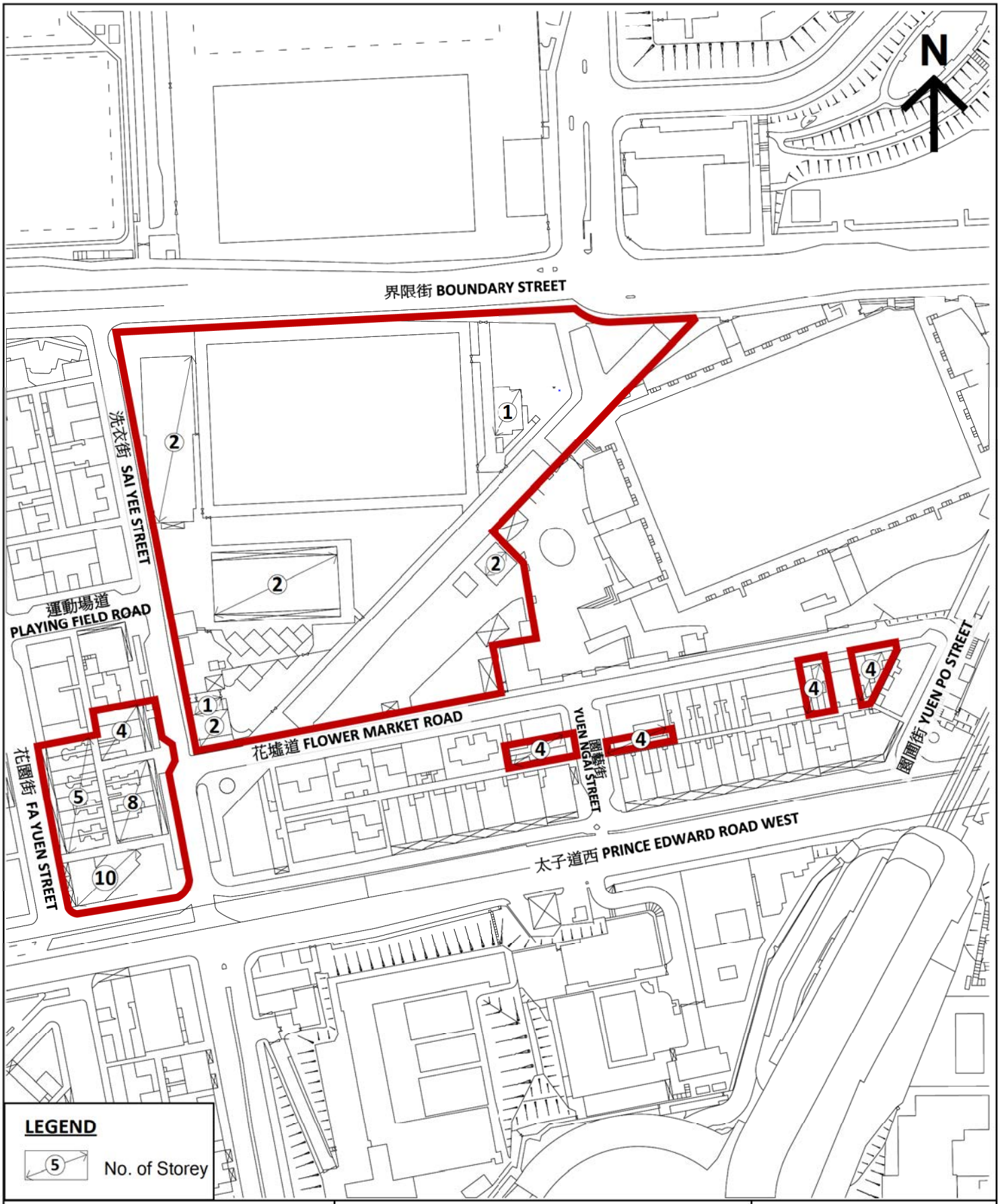
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 4



EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

BUILDING HEIGHT

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

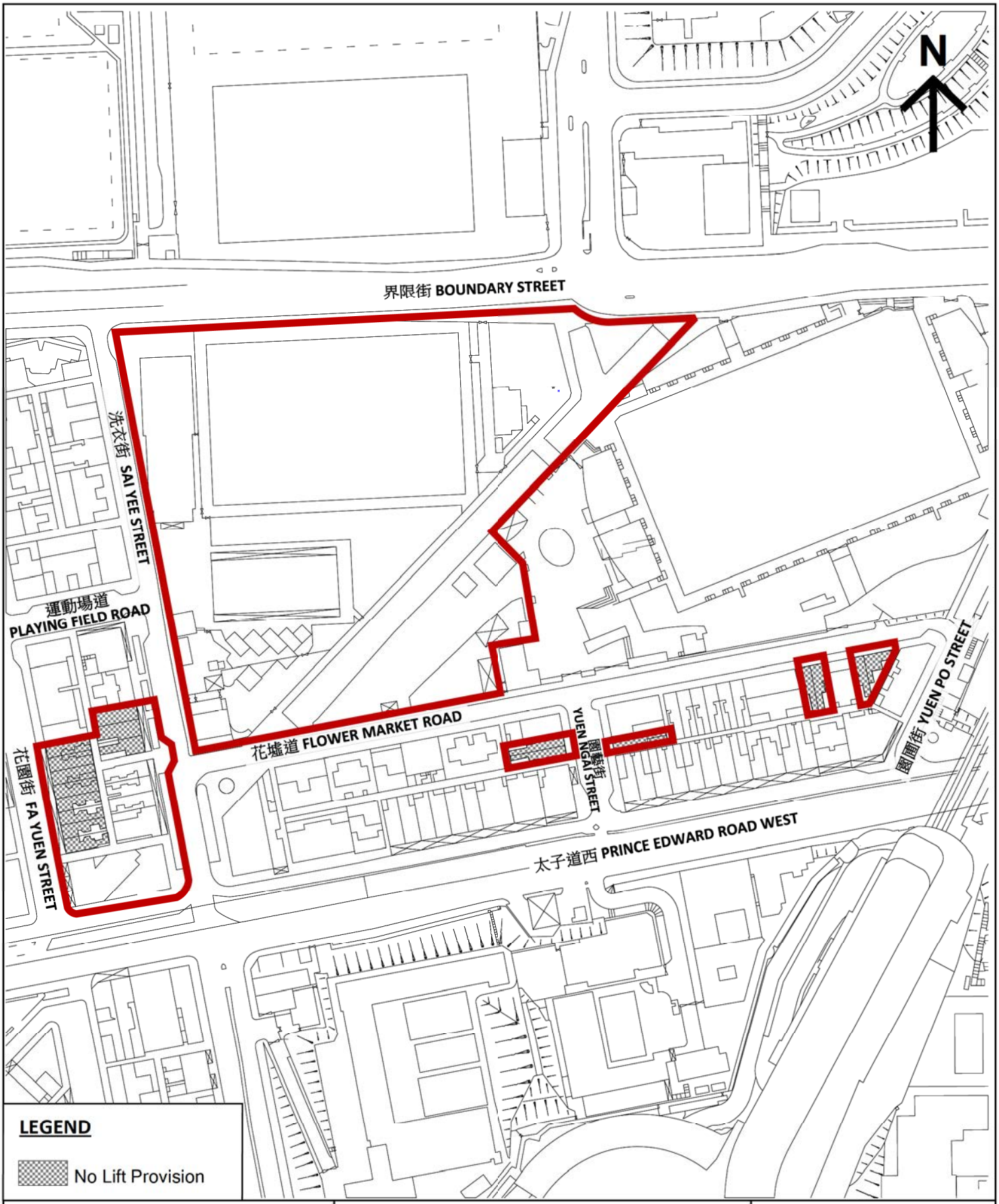
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 5



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

LIFT PROVISION (PRIVATE DEVELOPMENTS ONLY)

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

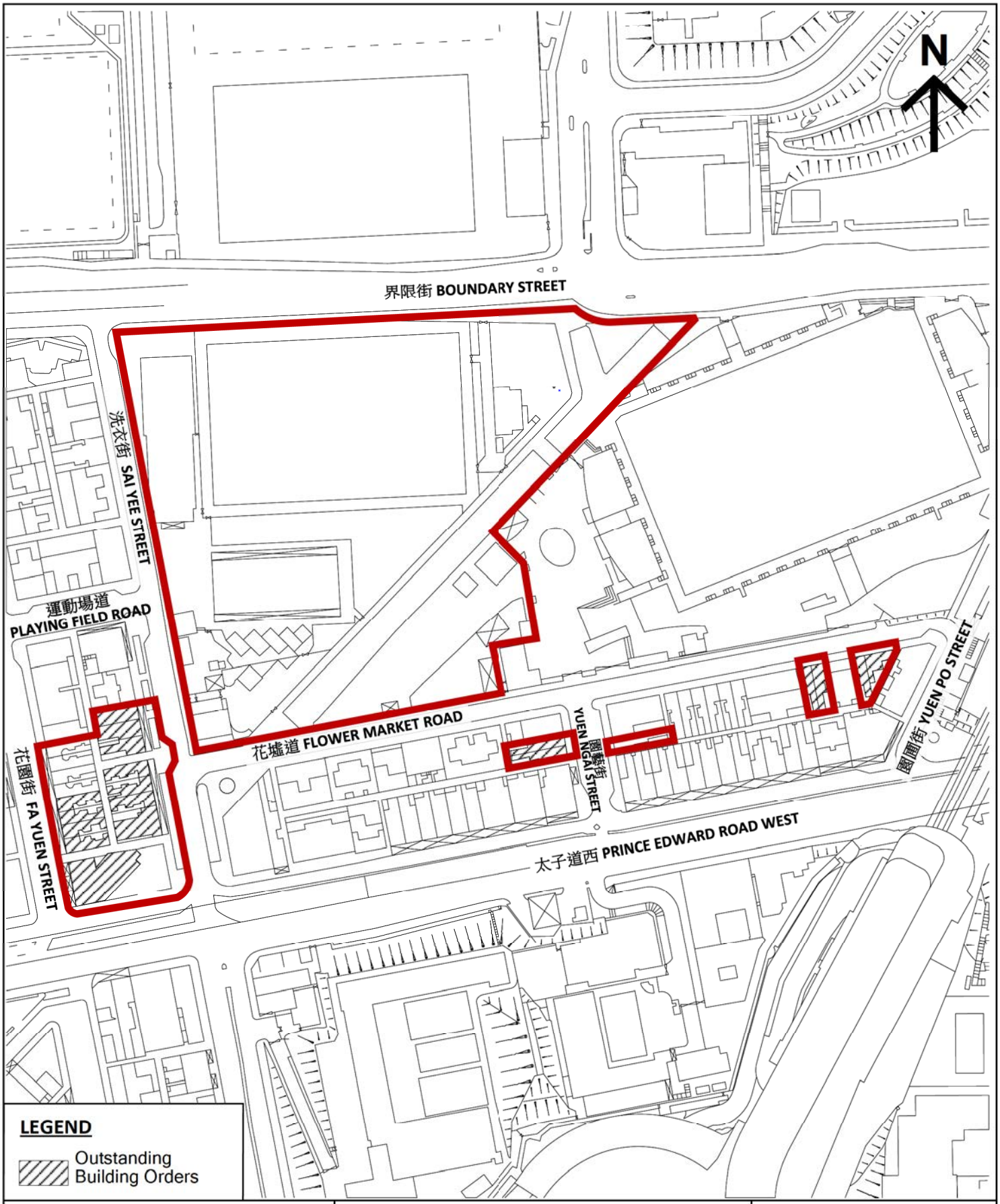
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 6



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

OUTSTADNING BUILDING ORDERS (PRIVATE DEVELOPMENTS ONLY)

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

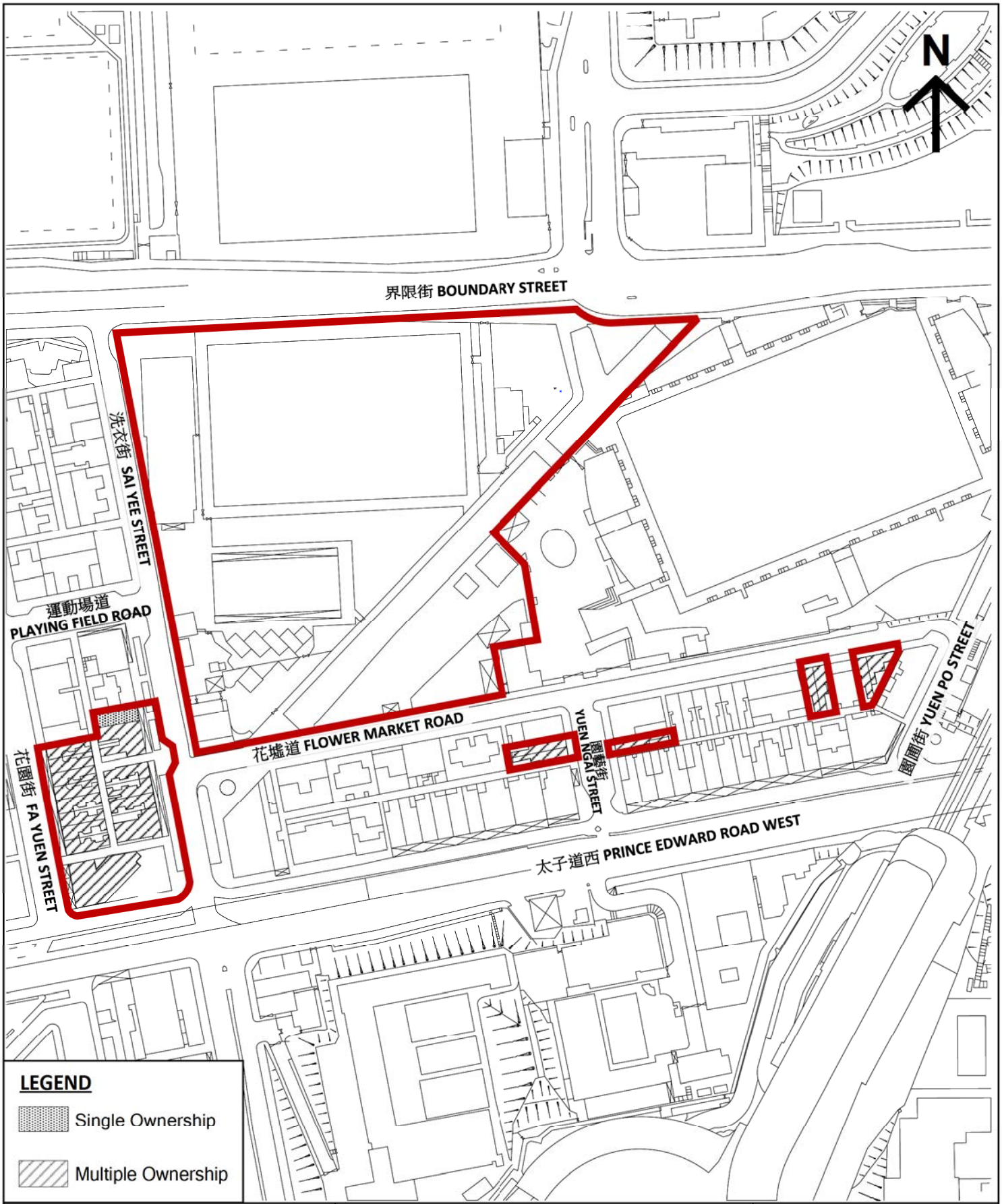
SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 7



THE SCHEME

EXTRACT PLAN PREPARED ON 31.10.2023
BASED ON SURVEY SHEET No. 11-NW-14D

OWNERSHIP PATTERN (PRIVATE DEVELOPMENTS ONLY)

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

SCALE 1 : 2000

METRES 20 0 20 40 60 80 100 METRES

市區重建局
URBAN RENEWAL AUTHORITY

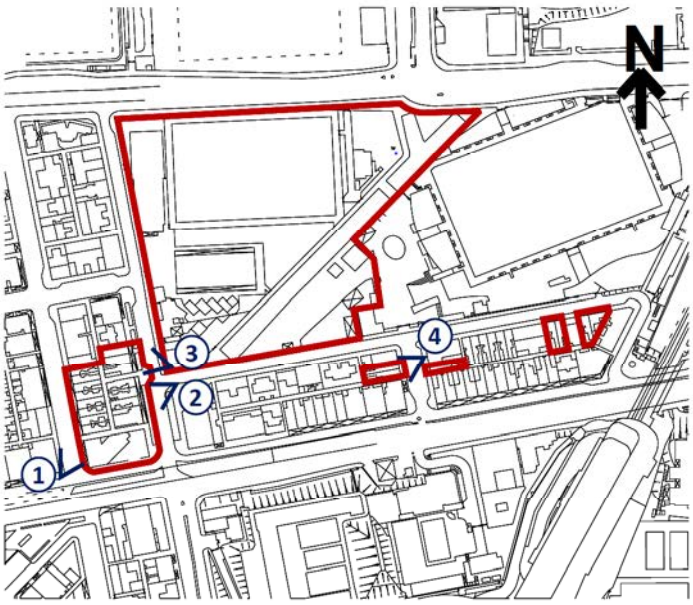
YTM-013

PLAN 8

VIEW 1: BUILDINGS WITHIN SCHEME AREA ALONG FA YUEN STREET

VIEW 2: BUILDINGS WITHIN SCHEME AREA ALONG SAI YEE STREET

VIEW 3: BUILDINGS WITHIN SCHEME AREA ALONG SAI YEE STREET



VIEW 4: BUILDINGS WITHIN SCHEME AREA ALONG YUEN NGAI STREET

THE SCHEME

PHOTOS TAKEN IN MAY - AUGUST 2023

SITE PHOTOS

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

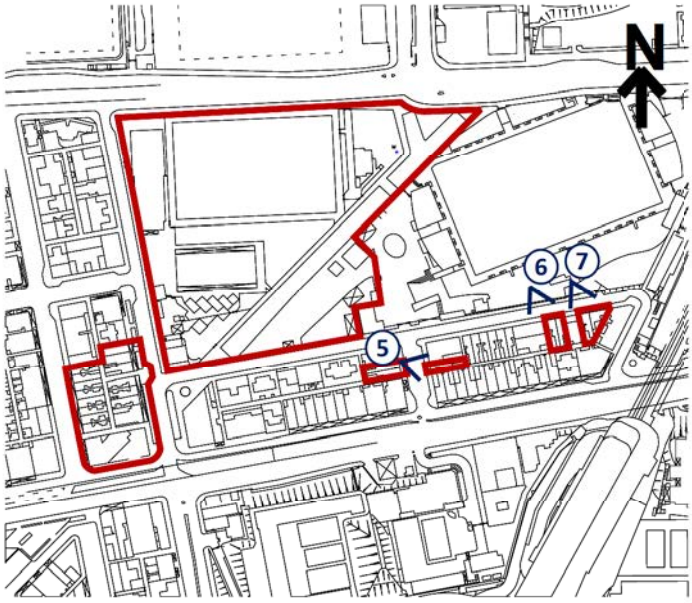
市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN 9

VIEW 5: A BUILDING WITHIN SCHEME AREA ALONG YUEN NGAI STREET

VIEW 6: BUILDINGS WITHIN SCHEME AREA ALONG FLOWER MARKET ROAD



VIEW 7: BUILDINGS WITHIN SCHEME AREA ALONG FLOWER MARKET ROAD

THE SCHEME

PHOTOS TAKEN IN MAY - AUGUST 2023

SITE PHOTOS

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

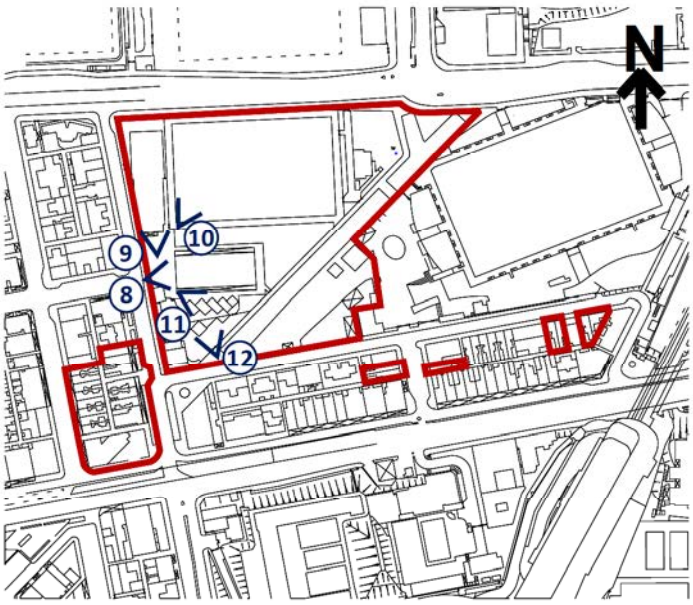
PLAN 10

VIEW 8: BOUNDARY STREET SPORTS CENTRE NO.1

VIEW 9: BOUNDARY STREET SPORTS CENTRE NO.2

VIEW 10: BOUNDARY STREET RECREATION GROUND

VIEW 11: BOUNDARY STREET RECREATION GROUND



VIEW 12: SAI YEE STREET CHILDREN'S PLAYGROUND

THE SCHEME

PHOTOS TAKEN IN
MAY - AUGUST 2023

SITE PHOTOS

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

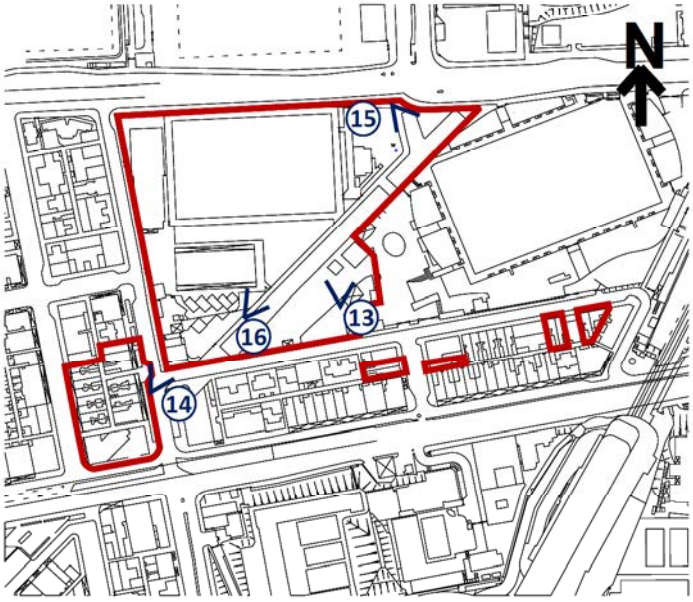
PLAN
11

VIEW 13: LCSD BOUNDARY STREET PLANT NURSERY

VIEW 14: SAI YEE STREET (FLOWER MARKET ROAD) REFUSE COLLECTION POINT-CUM-SAI YEE STREET PUBLIC TOILET

VIEW 15: BOUNDARY STREET AMENITY PLOT

VIEW 16: FLOWER MARKET PATH



THE SCHEME

PHOTOS TAKEN IN
MAY - AUGUST 2023

SITE PHOTOS

DEVELOPMENT SCHEME
AT SAI YEE STREET / FLOWER MARKET ROAD

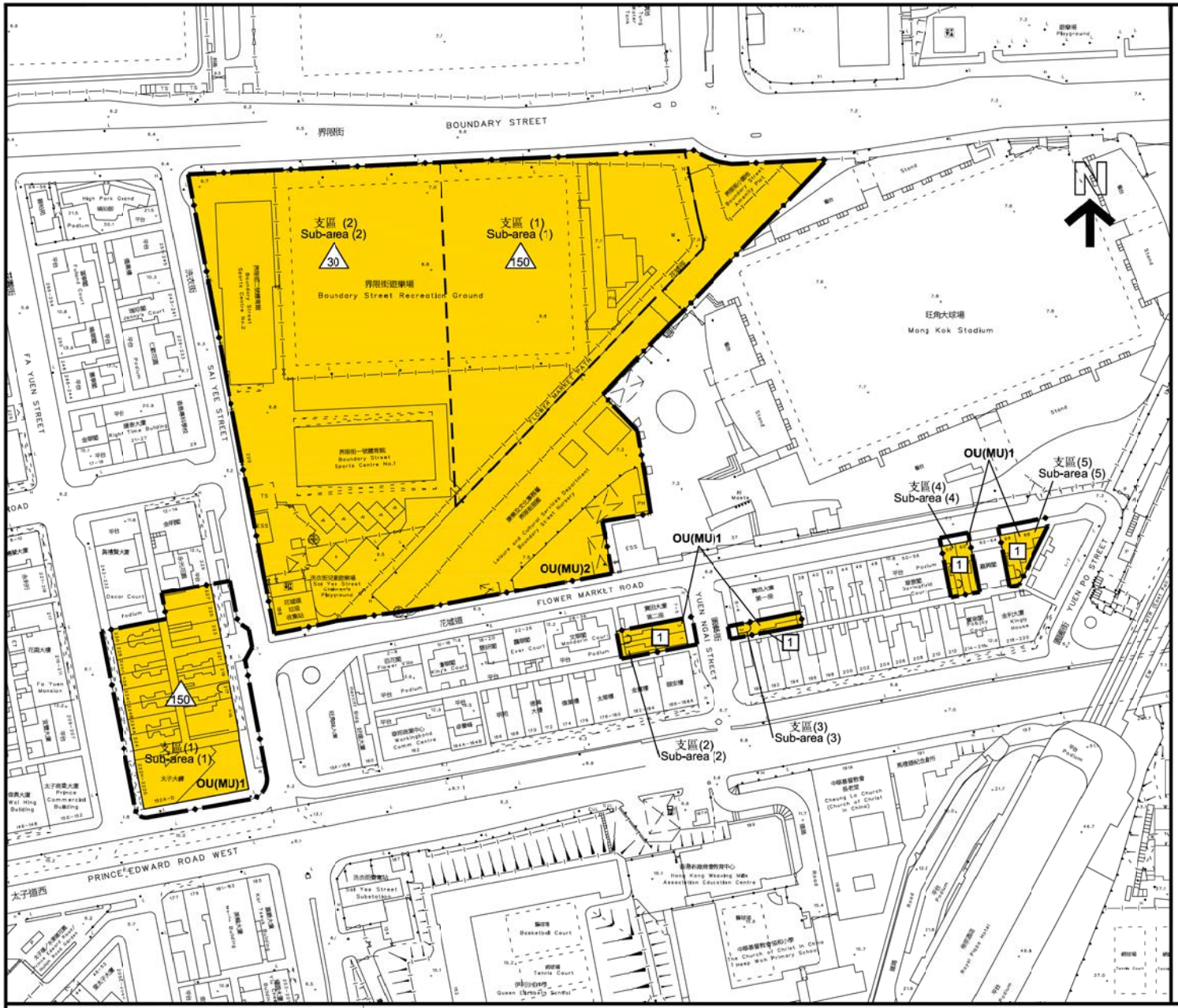
市區重建局
URBAN RENEWAL AUTHORITY

YTM-013

PLAN
12

PART 2

DRAFT DEVELOPMENT SCHEME PLAN



圖例
NOTATION

BOUNDARY OF DEVELOPMENT SCHEME ..... 發展計劃範圍界線

OTHER SPECIFIED USES (MIXED USE) ..... OU ..... 其他指定用途 (混合用途)

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM) ..... 150 ..... 最高建築物高度 (在主水平基準上若干米)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) ..... 1 ..... 最高建築物高度 (樓層數目)

夾附的<<註釋>>屬這份圖則的一部分

THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

2023年 月 日城市規劃委員會根據市區重建局條例第25(6)(a)條認為圖則適宜公布，並於2023年 月 日按照城市規劃條例第5條展示。

PLAN DEEMED SUITABLE BY THE TOWN PLANNING BOARD FOR PUBLICATION UNDER SECTION 25(6)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE ON 2023 AND EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 2023.

SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的市區重建局洗衣街/花墟道發展計劃圖則
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME PLAN

SCALE 1 : 1500 比例尺

米 METRES 15 0 15 30 45 60 75 METRES米

依據市區重建局條例第25(3)(a)條擬備
PREPARED UNDER SECTION 25(3)(a) OF THE URBAN RENEWAL AUTHORITY ORDINANCE

圖則編號 PLAN No. S/K3/URA5/A

DRAFT URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPNENT SCHEME PLAN NO. S/K3/URA5/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority 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 boundaries between zones and Sub-areas may be subject to minor adjustments as detailed planning proceeds.

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

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

(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.

(11) Any development not compatible with the Urban Renewal Authority's Development Scheme for the area is prohibited by virtue of section 25(4) of the Urban Renewal Authority Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPNENT SCHEME PLAN NO. S/K3/URA5/A

Schedules of Uses

S/K3/URA5/A

OTHER SPECIFIED USES

For "Mixed Use" Only

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

Schedule I: for non-residential building or non-residential portion of a building upon development/redevelopment/conversion

Ambulance Depot
Commercial Bathhouse/ Massage Establishment (in non-residential building only)
Eating Place
Educational Institution
Exhibition or Convention Hall
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
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)
Recyclable Collection Centre
Religious Institution
School
Shop and Services
Social Welfare Facility
Training Centre
Utility Installation for Private Project
Wholesale Trade
Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment (not elsewhere specified)
Flat
Hospital
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Petrol Filling Station
Residential Institution

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (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

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

Flat
Government Use (Police Reporting Centre, Post Office only)
House
Residential Institution
Social Welfare Facility (residential care facility only)
Utility Installation for Private Project

Eating Place
Educational Institution
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
Institutional Use (not elsewhere specified)
Library
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Religious Institution
School
Shop and Services
Social Welfare Facility (not elsewhere specified)
Training Centre

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

Planning Intention

This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/ redevelopment/ conversion to residential uses, or a combination of various types of compatible uses including residential, commercial, Government, institution or community, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market and community needs. Physical segregation has to be provided between the residential and non-residential portions within a new/ converted building to prevent nuisance causing by non-residential uses to the residents.

On land designated "OU(MU)1", there are five sub-areas. The planning intention for the area designated "Sub-area (1)" is for a comprehensive residential development with commercial facilities and at-grade open space. The planning intention for the areas designated "Sub-area (2)", "Sub-area (3)", "Sub-area (4)" and "Sub-area (5)" is for the provision of at-grade open space and/or the development of low-rise retail blocks.

On land designated "OU(MU)2", there are two sub-areas. The planning intention for the area designated "Sub-area (1)" is for a comprehensive mixed-use development with a combination of residential/ commercial/ hotel/ office/ retail uses and the provision of Government, institution or community facilities. The planning intention for the area designated "Sub-area (2)" is for the provision of an at-grade waterway park, Government, institution or community facilities, and retail facilities. An underground public vehicle park is to be provided on land designated Sub-area (1) and/or Sub-area (2) of "OU(MU)2".

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

Remarks

(1) On land designated "OU(MU)1", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area ("GFA") of 28,798m^2 and a total GFA of 30,492m^2.

(2) On land designated "OU(MU)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 and total GFA specified below:

Sub-area	Maximum GFA for Domestic Use (m^2)	Total GFA (m^2)
Sub-area (1)	46,605	64,530
Sub-area (2)	0	8,850

(3) No new development, or addition, alternation 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.

(4) On land designated "OU(MU)1", at-grade public open space of not less than 800m^2 shall be provided within the Sub-areas in total.

(5) On land designated "OU(MU)2", public open space of not less than 16,200m^2 shall be provided within the Sub-areas in total, of which not less than 8,800m^2 is to be provided at-grade.

(6) On land designated "OU(MU)2", an underground public vehicle park shall be provided. Any floor space that is constructed or intended for use solely as public vehicle park as required by the Government, may be disregarded.

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

(7) For the purposes of paragraphs (1) and (2) above, 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 GFA and/or maximum GFA(s), or the domestic and/or non-domestic GFA(s) of the existing building, whichever is the greater, subject to, as applicable –

(i) the GFA(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 GFA and/or maximum GFA(s) stated in paragraphs (1) and (2) 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.

(8) In determining the relevant maximum GFA for the purposes of paragraphs (1), (2), (6) and (7) 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, can be disregarded. Any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, or for the reprovisioning of existing public utility installation(s) within the boundaries of the Plan, may also be disregarded.

(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 for the building on land to which paragraphs (1) and (2) 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 GFA specified in paragraphs (1) and (2) above may thereby be exceeded.

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" Only (Cont'd)

(10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and building height restrictions as stated in paragraphs (1), (2) and (3) above, and minor relaxation of the area requirements for public open space as stated in paragraphs (4) and (5) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(11) Upon development/ redevelopment/ conversion of a building to a mixed-use development, the residential and non-residential portions within a building shall be physically segregated through appropriate building design. The provision of residential and non-residential uses on the same floor will not be permitted. Under exceptional circumstances, relaxation of the requirement for physical segregation and no inter-mixing on the same floor may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

DRAFT URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPNENT SCHEME PLAN NO. S/K3/URA5/A

EXPLANATORY STATEMENT

DRAFT URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPNENT SCHEME PLAN NO. S/K3/URA5/A

DRAFT URBAN RENEWAL AUTHORITY
SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPNENT SCHEME PLAN NO. S/K3/URA5/A

(Being a Draft Plan for the Purposes of the Town Planning Ordinance prepared by the Urban Renewal Authority under section 25 of the Urban Renewal Authority Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance (the 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 Urban Renewal Authority ("URA") Sai Yee Street/ Flower Market Road Development Scheme Plan ("DSP") No. S/K3/URA5/A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the area covered by the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1. In the URA's 22nd Business Plan (2023/24) which was approved by the Financial Secretary, the Sai Yee Street/ Flower Market Road Development Scheme (YTM-013) (the Development Scheme) was proposed to be processed as a Development Scheme under section 25 of the Urban Renewal Authority Ordinance ("URAO").

2.2. On 15 March 2024, pursuant to section 23(1) of the URAO, the URA notified in the Government Gazette the commencement of implementation of the Development Scheme.

2.3. On the same day of commencement (i.e. 15 March 2024), the URA submitted the draft DSP of the Development Scheme to the Board under section 25(5) of the URAO.

2.4. On [DD MMM YYYY], the Board, under section 25(6)(a) of the URAO, deemed the draft URA Sai Yee Street / Flower Market Road DSP as being suitable for publication. Under section 25(7) of the URAO, the draft DSP, which the Board has deemed suitable for publication, is deemed to be a draft plan prepared by the Board for the purposes of the Ordinance.

2.5. On [DD MMM YYYY], the draft URA Sai Yee Street/ Flower Market Road DSP No. S/K3/URA5/1 (the Plan) was exhibited under section 5 of the Ordinance. By virtue of section 25(9) of the URAO, the Plan has from the date replaced the approved Mong Kok Outline Zoning Plan ("OZP") No. S/K3/36 in respect of the area delineated and described herein.

3. OBJECT OF THE PLAN

The Plan illustrates that the Development Scheme Area (the Area) is designated as "Other Specified Uses" specified "Mixed Use" ("OU(MU)") and areas shown as 'Road'. The Scheme intends to achieve a holistic re-planning of land uses in the Sai Yee Street/ Flower Market Road area through redevelopment of various existing Government, institution or community ("GIC") facilities with adjoining urban fabric for a comprehensive mixed-use development with a combination of various types of compatible uses including residential, commercial (hotel/ office), retail, GIC, open space, cultural, recreational and entertainments uses. The Area is planned to be developed by means of the Development Scheme prepared under section 25 of the URAO.

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 in the 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 https://www.tpb.gov.hk/.

5. AREA COVERED BY THE PLAN

5.1. The Development Scheme boundary is shown in heavy broken line on the Plan. The Area is covered by "OU(MU)1" zone and "OU(MU)2" zone.

5.2. Within the "OU(MU)1" zone, there are five Sub-areas. Sub-area (1) is broadly bounded by Sai Yee Street to the east, Prince Edward Road West to the south, Fa Yuen Street to the west, and the existing buildings to the north. Sub-area (2) abuts to Yuen Ngai Street to the east and broadly bounded by the existing buildings to the south, west and north. Sub-area (3) abuts to Yuen Ngai Street to the west and broadly bounded by the existing buildings to the south, east and north. Sub-areas (4) and (5) abut to Flower Market Road to the north and broadly bounded by the existing buildings to the east, south and west.

5.3. The "OU(MU)2" zone is broadly bounded by Mong Kok Stadium to the east, Flower Market Road to the south, Sai Yee Street to the west and Boundary Street to the north. Within the "OU(MU)2" zone, there are two Sub-areas: Sub-area (1) and Sub-area (2).

5.4. With a total gross site area of about 29,315m^2 (subject to site survey), the Area includes buildings built on private lots, GIC facilities, open space, government footpaths/ lanes, and the surrounding public pavement.

5.5. Before the exhibition of the Plan, on the approved Mong Kok OZP No. S/K3/36, Sub-area (1) of the "OU(MU)1" zone was zoned "R(A)" and an area shown as 'Road'; Sub-areas (2), (3), (4) and (5) of the "OU(MU)1" zone were zoned "OU(MU)" and areas shown as "Road"; and "OU(MU)2" site was zoned "Government, Institution or Community" ("G/IC"), "Open Space" ("O") and areas shown as 'Road'.

6. EXISTING CONDITIONS

6.1. Sub-area (1) of the "OU(MU)1" zone consists of residential buildings of 4 to 10 storeys, and were completed between 1952 and 1960. They are predominantly occupied by domestic uses on the upper floors and non-domestic uses on the ground floors. The majority of buildings are without lift. Roadside storage and back lane obstruction are often found.

6.2. Sub-areas (2), (3), (4) and (5) of the "OU(MU)1" zone consists of residential buildings of 4 storeys with non-domestic uses on ground floor. All buildings, built in 1948, are without lift and the serviceability is poor.

6.3. The "OU(MU)2" zone mainly consists of a cluster of existing open space and GIC facilities. The open space includes Boundary Street Recreation Ground, Sai Yee Street Children's Playground and Boundary Street Amenity Plot; while the GIC facilities include Boundary Street Sports Centre Nos. 1 and 2, which were built in 1976 and 1987 respectively, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, and an electric substation. The "OU(MU)2" zone also covers the whole Flower Market Path and the Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery.

6.4. A decked nullah running from northeast to southwest direction exists underground along the Flower Market Path between Boundary Street and Flower Market Road and between Sai Yee Street and Prince Edward Road West within the Area.

7. PLANNING AND LAND USE PROPOSALS

7.1. In 2017, the URA commenced the District Study for Yau Ma Tei and Mong Kok ("YM Study") to map out a blueprint for restructuring and regenerating the old districts to enhance land use efficiency and optimise redevelopment potential. Master Urban Renewal Concept Plans ("MRCPs") of different scenarios were devised with a view to regenerate the Yau Mong Areas into a livable, sustainable, diverse and vibrant metropolitan hub.

7.2. Five Development Nodes ("DNs") at strategic gateway locations were identified in the YM Study. Under a holistic planning approach, DNs are planned to serve as catalysts for urban regeneration, focal points for public to conglomerate, and provide opportunities for open space and other public gain. The Development Scheme is located at the Mong Kok East – Nullah Road Waterway DN proposed in the YM Study.

7.3. On the Plan, the Area is zoned "OU(MU)" and areas shown as 'Road'. The Notes of the Plan broadly indicates the intended land uses within the Area. The total area of the DSP is about 29,315m^2, of which the area covered by the "OU(MU)" zone is about 28,258m^2 (subject to site survey).

Uses

7.4. The "OU(MU)" zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/ redevelopment/ conversion to residential uses, or a combination of various types of compatible uses including residential, commercial, Government, institution or community, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market and community needs. Physical segregation has to be provided between the residential and non-residential portions within a new/ converted building to prevent nuisance causing by non-residential uses to the residents.

7.5. On land designated "OU(MU)1", there are five Sub-areas. The planning intention for the area designated Sub-area (1) is for a comprehensive residential development with commercial facilities and at-grade open space. The planning intention for the areas designated Sub-area (2), Sub-area (3), Sub-area (4) and Sub-area (5) is for the provision of at-grade open space and/or development of low-rise retail blocks. Sub-area (1) of the "OU(MU)1" zone is subject to a maximum building height of 150 meters above Principal Datum (mPD); while Sub-areas (2), (3), (4) and (5) of the "OU(MU)1" zone are subject to a maximum building height of 1 storey.

7.6. On land designated "OU(MU)2", there are two Sub-areas. The planning intention for the area designated Sub-area (1) is for a comprehensive mixed-use development with a combination of residential/ commercial/ hotel/ office/ retail uses and the provision of Government, institution or community facilities. The planning intention for the area designated Sub-area (2) is for the provision of an at-grade waterway park, Government, institution or community facilities, and retail facilities. An underground public vehicle park is to be provided on land designated Sub-area (1) and/or Sub-area (2) of "OU(MU)2". Sub-areas (1) and (2) of the "OU(MU)2" zone are subject to maximum building heights of 150mPD and 30mPD respectively.

7.7. The gross floor area ("GFA") controls under both "OU(MU)1" and "OU(MU)2" zones are regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Notes No. 4 "Development Control Parameters Plot Ratio/ Gross Floor Area" ("JPN4"), and shall be subject to the streamlining arrangements stated therein.

7.8. In any circumstance, on land designated Sub-area (1) of "OU(MU)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 GFA of 28,798m^2 and a total GFA of 30,492m^2.

7.9. To provide design flexibility, minor relaxation of the GFA and building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Government, Institution or Community Facilities

7.10. Subject to timely confirmation of usage, funding, operational needs and detailed design by relevant Government bureaux/ departments, the Scheme aims to provide about 20,000m^2 GFA for GIC uses at the "OU(MU)2" zone to enable the re-provisioning of GIC facilities, including the existing sports centres, refuse collection point and public toilet within the Development Scheme Boundaries, and a district health centre, with additional GFA for new GIC facilities to meet the community needs. The GIC facilities, except for the electric substation, will be handed over to relevant Government bureaux/ departments for ownership, management and maintenance upon completion.

7.11. The actual GIC facilities provision and total GIC GFA will be subject to the timely confirmation of usage, funding and operational needs from relevant Government bureaux/ departments and power companies, as well as views from local stakeholders timely raised during the land grant preparation stage,

and confirmation/ refinement of detailed design to be agreed by relevant Government bureaux/ departments before and/or after land grant execution.

7.12. In determining the relevant maximum GFA of the development and/or redevelopment, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, or for the reprovisioning of existing public utility installation(s) within the boundaries of the Plan, may be disregarded. The proposed GIC GFA shall be exempted from GFA calculation under JPN4.

Waterway Park and Open Space

7.13. Subject to detailed design, not less than 17,000m^2 public open space in various levels and forms will be introduced in the DSP. It will include at-grade/ above ground/ below ground, covered and un-covered landscaped/ sitting area, active or passive activity space.

7.14. At the "OU(MU)2" zone, public open space of not less than 16,200m^2 will be provided within the Sub-areas in total, of which not less than 8,800m^2 is to be provided at-grade. The at-grade public open space is intended for creating an at-grade Waterway Park as a green hub for public leisure and recreation with new blue-green feature to rejuvenate the city image of Mong Kok. Water features will be introduced at appropriate locations above and/or along the decked nullah alignment as far as practicable to recall the memory and local characters of the nullah. Ownership, management and maintenance matters of the Waterway Park will be handed over to relevant Government departments upon completion. Provision of facilities and opening hours of the Waterway Park is subject to detailed design and agreement by relevant Government departments.

7.15. At the "OU(MU)1" zone, at-grade public open space of not less than 800m^2 will be provided within the Sub-areas in total. The at-grade public open space in these Sub-areas will create synergy with the Waterway Park to enhance overall landscape and pedestrian environment in the area. It will also provide additional landscaped open space for visitors/ shoppers to the adjoining Flower Market precinct. Ownership, management and maintenance matters of the at-grade public open space at the "OU(MU)1" zone are subject to further liaison with relevant Government departments at detailed design/ land grant preparation stage.

7.16. The at-grade public open space within the "OU(MU)1" zone and "OU(MU)2" zone can serve the purposes of natural lighting, ventilation and means of escape to meet the requirements under relevant regulations. The requirements would be reflected in the lease conditions as appropriate.

7.17. The existing football field at Boundary Street Recreation Ground will be reprovisioned as public open space at the podium level at the "OU(MU)2" zone for public use. Ownership, management and maintenance matters of the reprovisioned football field will be handed over to LCSD upon completion.

7.18. To provide design flexibility, minor relaxation of the area requirements for public open space may be considered by the Board on application under section 16 of the Ordinance taking into account its individual planning and design merits.

Landscaping and Greening

7.19. A cohesive landscaping, tree planting and greening will be designed, where appropriate and applicable, in the proposed development. The existing Old and Valuable Trees ("OVTs") and Stone Wall Trees ("SWTs") within the "OU(MU)2" zone or straddling at the boundaries of the Area are to be preserved as far as practicable and be integrated into the design of the

Waterway Park. Multi-level greening may be provided according to the Sustainable Building Design Guidelines ("SBDG") to enhance the local streetscape and walking environment.

Urban Design, Building Setback and Staggered Height Design

7.20. At the "OU(MU)2" zone, a building setback of about 20m in width along the decked nullah from the eastern boundary of the "OU(MU)2" zone is proposed to enhance visual permeability and air circulation. Design measures promoted in the SBDG, including building/ podium setback and building separations, may also be adopted as appropriate in the proposed development to enhance building permeability and visual comfort, in particularly at the pedestrian level. The setback and separation proposals are subject to detailed design on the feasibility and agreement with relevant Government departments.

7.21. To respect a cascading downward profile from the Mong Kok East area towards the Kowloon Tong area to the east, a staggered height profile for the proposed development will be adopted at Sub-area (1) of the "OU(MU)2" zone. Taller tower blocks with building height of not more than 150mPD will be dispositioned at the western part and lower tower blocks towards the east of that Sub-area.

Underground Public Vehicle Park

7.22. To optimise underground space and address district parking needs, an underground public vehicle park will be provided at the basement of the "OU(MU)2" zone for public use as required by the Government. The numbers of car parking spaces and loading/ unloading bays of the public vehicle park will be subject to liaison with relevant Government department(s) at detailed design stage. Ownership, management and maintenance of the underground public vehicle park will be determined at development stage.

7.23. In determining the relevant maximum GFA of the development and/or redevelopment, any floor space that is constructed or intended for use solely as the public vehicle park, as required by the Government, may be disregarded.

Internal Transport Facilities

7.24. Ancillary car parking spaces and loading/unloading bays will be provided for the proposed development of the Scheme. The numbers of car parking spaces and loading/unloading bays will be based on the relevant requirements under the Hong Kong Planning Standards and Guidelines and subject to agreement with relevant Government department(s) at detailed design stage.

Pedestrian Circulation

7.25. To promote the "Park n' Walk" concept, subject to technical feasibility, appropriate pedestrian connections, either above ground, at-grade or underground, would be provided within the "OU(MU)2" zone between the public vehicle park ("PVP") and the southern street frontage of the Waterway Park, to encourage visitors/ business operators to park their cars and walk to the Waterway Park and Flower Market precinct and its surrounding.

7.26. To enhance pedestrian walkability and connectivity of the Area with the surroundings, three direct pedestrian connections in different directions would be explored at detailed design stage: (i) between the "OU(MU)2" zone and Tai Hang Tung Recreation Ground; (ii) between the "OU(MU)2" zone and Sub-area (1) of the "OU(MU)1" zone; and (iii) possible subway opening for pedestrian connection from Sub-area (1) of the "OU(MU)1" zone towards Prince Edward MTR Station and/or the commercial spine along Nathan Road. The means of pedestrian connections, whether above ground, at-grade or underground, would be subject to technical feasibility and agreement with relevant Government departments. The three potential pedestrian connections

will be under separate public works/ revitalisation initiatives not forming part of the Scheme.

Preservation of Local Characteristics and Street Vibrancy

7.27. The Area is part of the Flower Market precinct which has a unique and long-established local character of vibrant streetscape and concentration of flora and horticulture businesses.

7.28. To further manifest the street vibrancy, at-grade open space will be provided at "OU(MU)1" zone to provide open air space for leisure and potential place-making initiatives at the Flower Market precinct for public enjoyment.

7.29. Subject to detailed design, one-storey retail blocks may be provided at Sub-areas (2), (3), (4) and (5) of the "OU(MU)1" zone to maintain a continuous retail frontage along Flower Market Road and Yuen Ngai Street. Ground floor shops with street frontage will be provided at Sub-area (1) of the "OU(MU)1" zone and the "OU(MU)2" zone to manifest the vibrant streetscape and retail character along Sai Yee Street and the Flower Market precinct. At the "OU(MU)2" zone, subject to detailed design, open-air space and/or low-rise retail kiosks may also be provided at the Waterway Park fronting Flower Market Road to integrate with the vibrant streetscape and local characters of the Flower Market area.

Separate Public Works/ Revitalisation Initiatives

7.30. Taking the opportunity of redevelopment, separate public works/ revitalisation initiatives are proposed to rejuvenate the back lanes abutting Sub-areas (2), (3), (4) and (5) of the "OU(MU)1" zone, and the space underneath the viaduct along Prince Edward Road West via facelifting, place-making and/or beautification works in connection with the new open spaces and retail portions/ blocks to enhance the environment.

7.31. Together with the separate public works/ revitalisation initiatives for the three direct pedestrian connections as proposed in paragraph 7.26 above, the various public works/ revitalisation initiatives can enhance walkability and create synergy effects of urban renewal actions. The proposed public works/ revitalisation initiatives do not form part of the Scheme and shall be subject to feasibility, liaison and agreement with relevant Government departments and stakeholders.

Phased Development

7.32. To materialise the planning gains as early as possible, and to minimise the disturbance to the services of existing GIC facilities, implementation of the proposed development is proposed to be carried out in phases. The detailed programme and phasing arrangements are subject to acquisition progress, land grant processing, GIC reprovisioning schedule and other relevant factors.

8. IMPLEMENTATION OF THE DEVELOPMENT SCHEME

8.1. The proposals set out in the Plan form an integral part of the Development Scheme for the Area.

8.2. The URA does not own or lease any land within the boundaries of the Development Scheme but intends to acquire the properties within the Area of the Development Scheme. With respect to any of such properties which cannot be acquired by purchase, the Secretary for Development would consider, upon the application of the URA, recommending to the Chief Executive in Council the resumption of properties under the Lands Resumption Ordinance, if necessary.

8.3. All eligible tenants will be offered an ex-gratia payment package in accordance with URA's policy. The URA has already entered into agreement with the Hong Kong Housing Society ("HKHS") and the Hong Kong Housing

Authority ("HKHA") for the purpose of making available rehousing units by HKHS or HKHA to rehouse affected tenants who satisfy the eligibility criteria of HKHS or HKHA.

8.4. Non-domestic tenants of properties acquired by URA whose tenancies are terminated by URA due to implementation of the Development Scheme may be offered an ex-gratia allowance to assist in their business relocation.

8.5. Details of the acquisition, rehousing and ex-gratia allowance policies are subject to the URA's prevailing policies at the time of acquisition. The URA may implement the Development Scheme on its own or in association with one or more partners.

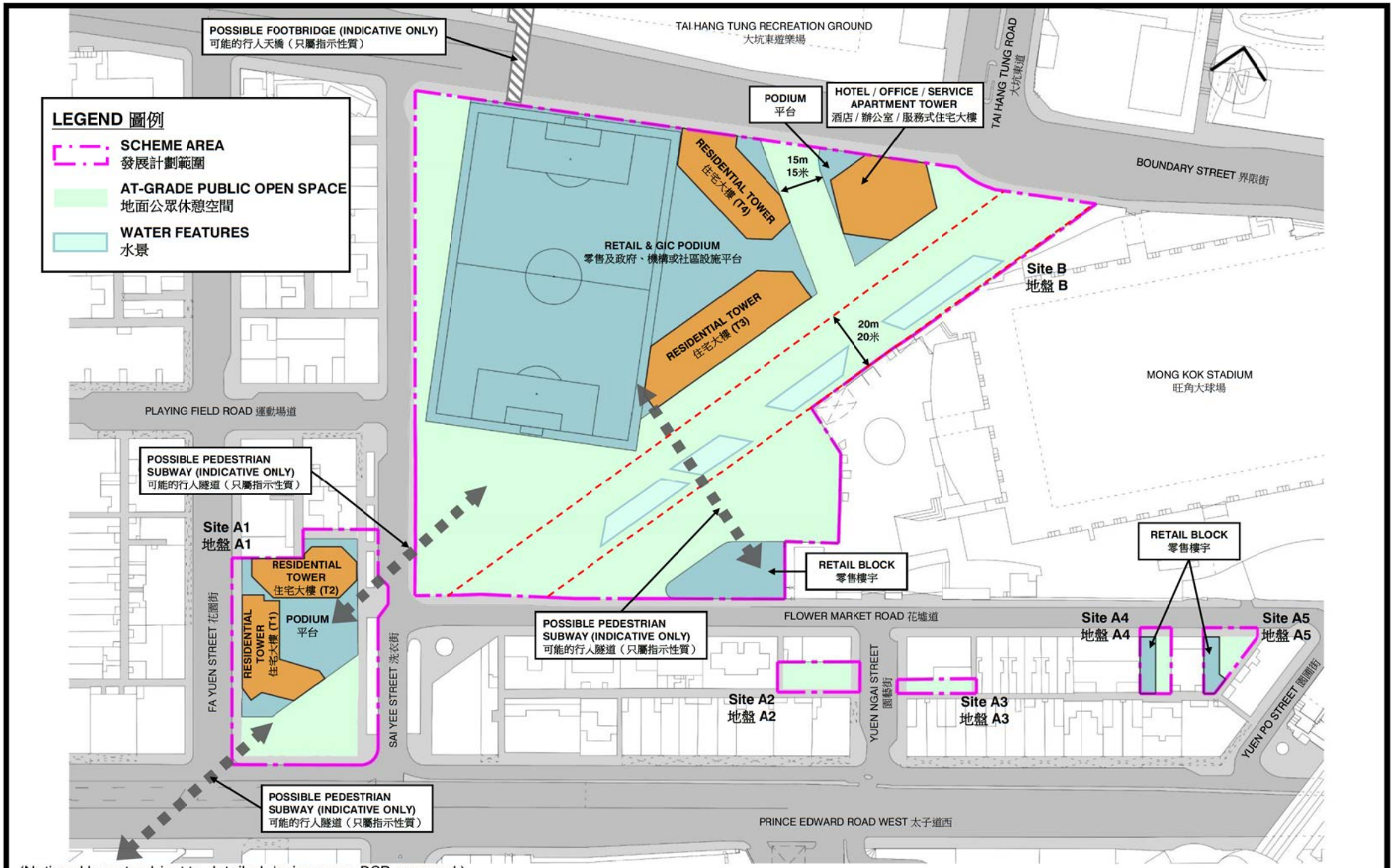
TOWN PLANNING BOARD
[MMM YYYY]

PART 3

SUPPLEMENTARY INFORMATION

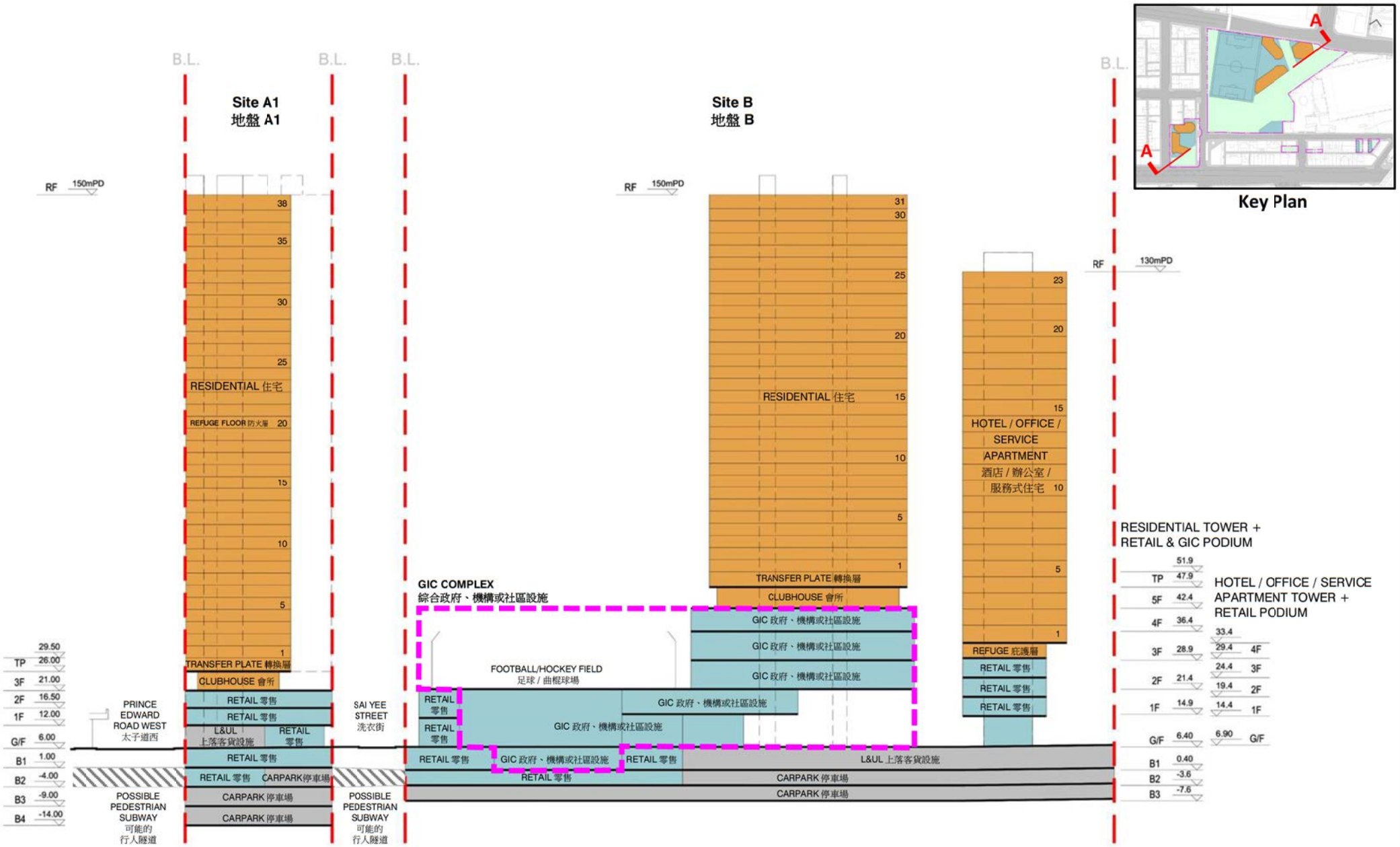
Appendix 1

Preliminary Design



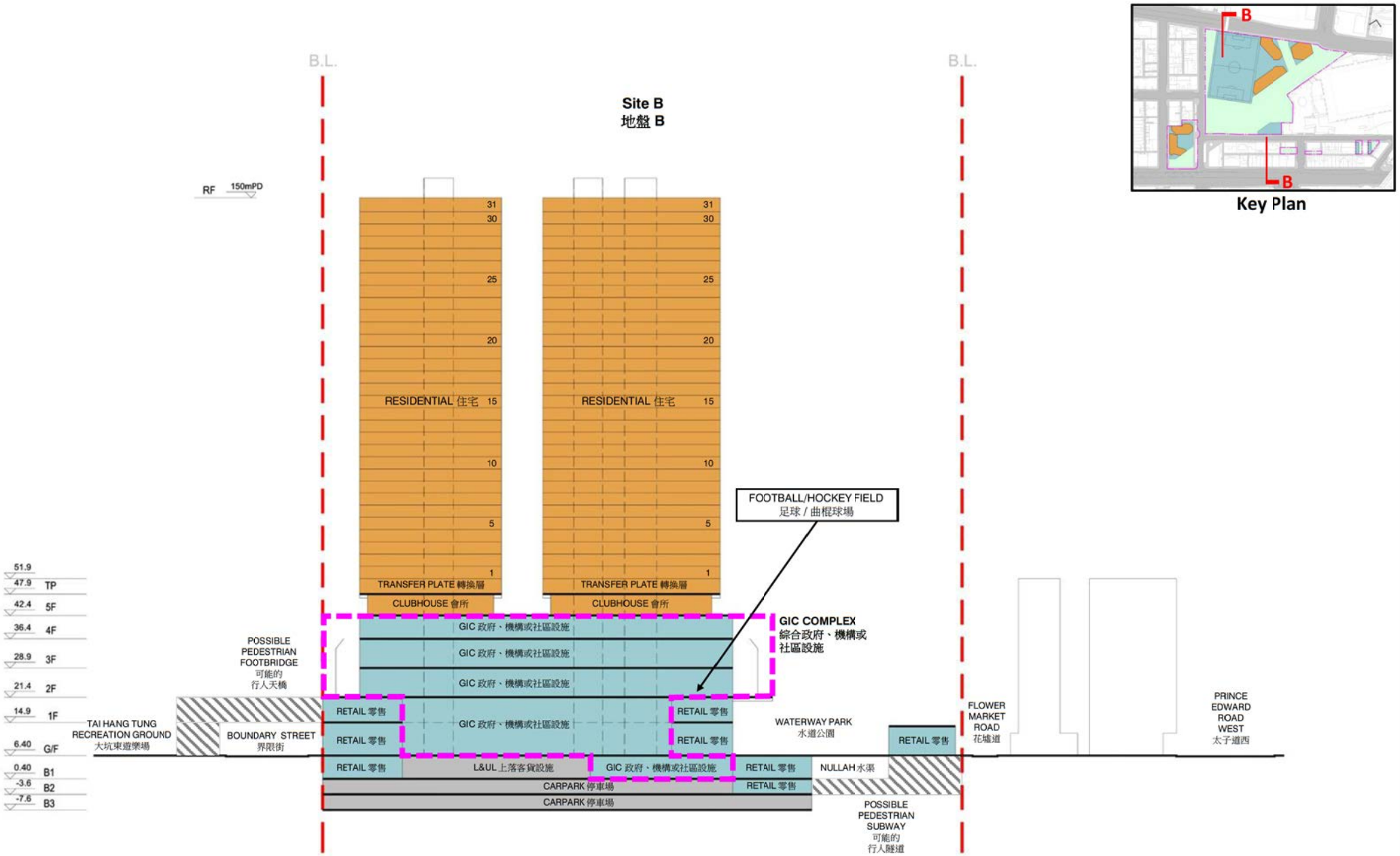
(Notional layout subject to detailed design upon DSP approval.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013)	**Figure 1.1**	**Notional Scheme – Block Plan**	Not drawn to scale March 2024



(Notional layout subject to detailed design upon DSP approval.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013)	**Figure 1.2**	**Notional Scheme – Schematic Section A-A**	Not drawn to scale March 2024



(Notional layout subject to detailed design upon DSP approval.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013)	**Figure 1.3**	**Notional Scheme – Schematic Section B-B**	Not drawn to scale March 2024

Appendix 2

Tree Survey and Preliminary Tree Preservation Proposal

TERM LANDSCAPE ARCHITECTURE CONSULTANCY SERVICES FOR
URA'S SAI YEE STREET / FLOWER MARKET ROAD
DEVELOPMENT SCHEME (YTM-013)

TREE SURVEY REPORT AND PRELIMINARY TREE PRESERVATION PROPOSAL

MAR 2024

CLIENT:
URBAN RENEWAL AUTHORITY

ENDORSED BY: _____

PREPARED BY: _____

EARTHASIA LTD.
11/F, COFCO Tower,
262 Gloucester Road,
Causeway Bay,
Hong Kong

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SECTION 1
BACKGROUND INFORMATION

1.1 Introduction

This tree survey report and tree preservation proposal contains the tree assessment and survey findings of existing trees and a preliminary tree preservation proposal in response to the Sai Yee Street/ Flower Market Road Development Scheme ("proposed development"). In the following sections, the methodology and findings of the tree survey, descriptions of the type, extent and conditions of existing trees affected by the proposed development and preservation recommendations will be presented.

Earthasia Ltd. is commissioned by the URA to conduct an tree survey and prepare a preliminary tree preservation proposal to support the submission of a draft Development Scheme Plan ("DSP") of the Scheme with its planning proposal to the Town Planning Board ("TPB") for consideration.

1.2 The Scheme Area and Existing Uses

The Urban Renewal Authority ("URA") has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance ("URAO"). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan ("MRCP") as devised from the URA's District Study for Yau Ma Tei and Mong Kok ("YMDS"), and is part of the proposed "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN").

The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m2, the Scheme is divided into Site A (about 4,445m2) and Site B (about 24,870m2). The location of the Scheme is shown on Appendix A.

Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.

Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.

On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road".

1.3 Proposed Development

Draft DSP

Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.

Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

Notional Design

A notional design is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as "Waterway Park", is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.

To enhance walkability and connectivity, four pedestrian connections are proposed:

(i) Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;

(ii) Subway to connect between Site A1 and Site B;

(iii) Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and

(iv) Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.

All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.

The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

Development Parameters

This assessment is prepared based on the following development parameters and notional design, which are subject to DSP approval and changes at detailed design stage:

Site A	**A1**	**A2**	**A3**	**A4**	**A5**
Gross Site Area	About 3,570m²	About 268m²	About 123m²	About 233m²	About 251m²
	About 4,445m²				
Net Site Area (subject to survey)	About 2,640m²	About 239m²	About 109m²	About 202m²	About 198m²
	About 3,388m²				
Development Parameters under the draft DSP					
Zoning	OU(MU)1				
Maximum Domestic GFA	28,798m²				
Maximum Total GFA	30,492m²				
At-grade Open Space	About 800m²				
Notional Design					
Domestic GFA Notes 1	23,716m²	-	-	-	-
Non-Domestic GFA Note 1	6,576m²	-	-	100m²	100m²
No. of building blocks Note 2	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats Note 2	474	-	-	-	-
Average Flat Size Note 2	50m²	-	-	-	-

Site B			
Gross Site Area	About 24,870m²		
Development Parameters under the draft DSP			
Zoning	OU(MU)2		
	Sub-area (1)	**Sub-area (2)**	**Total**
Net Site Area (subject to survey)	7,170m²	17,700m²	24,870m²
Maximum Domestic GFA	46,605m²	-	46,605m²
Maximum Total GFA	64,530m²	8,850m²	73,380m²
At-grade Open Space	About 8,800m²		
Notional Design			
Domestic GFA Note 1	44,030m²	-	44,030m²
Non-Domestic GFA Note 1 - Retail - Hotel/Office	20,500m² (2,150m²) (18,350m²)	8,850m² (8,850m²) -	29,350m² (11,000m²) (18,350m²)
GIC GFA (to be exempted from GFA calculation) Note 3	30,000m²		
No. of building blocks Note 2	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats Note 2	880	-	880

Site B			
Average Flat Size Note 2	$50m^2$	-	$50m^2$
Public Vehicle Park Note 4	About 235		

Remarks:
Note 1: Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
Note 2: Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
Note 3: The actual GIC GFA is not yet confirmed and subject to liaison with Government departments.
Note 4: Subject to liaison with Transport Department.

SECTION 2
TREE SURVEY METHODOLOGY

2.1 Tree Survey Methodology

A tree survey has been conducted to ascertain the extent of existing trees within the project site that would be affected directly and indirectly by the proposed development works. Every tree surveyed individually shall be recorded with the surveyed information in the tree survey plan (**Appendix B**), tree assessment schedule (**Appendix D)** and photographic record provided in **Appendix E.**

2.1.1 Definition

In accordance with Lands Department's LAO Practice Note Issue No. 6/2023, all existing trees if its trunk diameter measures 95mm or more at a height of 1.3m above ground level were identified.

2.1.2 Individual Tree Survey

Every tree surveyed individually shall be recorded with the following information.

- Tree ID Number
- Species
- Original Location
- Height
- Trunk Diameter at Breast Height
- Crown Spread
- Amenity Value
- Tree Form
- Health Condition
- Structural Condition
- Suitability for Transplanting
- Conservation Status
- Recommended Treatment
- Justification for Proposed Treatment
- Remarks

2.1.3 Tree Assessment Schedule

A Tree Assessment Schedule (**Appendix D)** recording the detailed information of existing trees together with photographic records of existing trees (**Appendix E)**. All surveyed trees shall be identified to confirm whether the trees are:

- Included in the Registration and Preservation of Old and Valuable Trees promulgated under Development Bureau Technical Circular (Works) No. 5/2020,
- Tree species included in the latest edition of the publication: *Rare and Precious Plants of Hong Kong,* issued by Agriculture, Fisheries and Conservation Department, and /or
- Potentially hazardous.

2.2 Terms Used in the Tree Assessment Schedule

2.2.1 Tree ID Number
Surveyed tree reference number recorded

2.2.2 Tree Species
Botanical names and Chinese names of the surveyed tree recorded

2.2.3 Height
Full height measured from ground level to the top branch in meter

2.2.4 Crown Spread
Diameter of tree canopy in meter

2.2.5 DBH
Diameter at breast height (DBH) of the main trunk measured at a height of 1300mm above ground level in milimeter (mm)

2.2.6 Health Condition
Estimate according to the Foliage, Exposed Roots, Branches and Trunk

(G) = Good	Without any visible disease or defect, sound and healthy tree
(A) = Average	With few visible defects or health problem
(P) = Poor	With many visible defects or health problem such as rot, cavities in the main trunk, insect or fungi attack, lack of vigour and crown die back, etc.

2.2.7 Form
Estimated according to the canopy, branch and trunk

(G) = Good	Well-balanced canopy and straight strong trunk(s) without any broken branch
(A) = Average	Slightly unbalanced canopy and non-straight trunk(s)
(P) = Poor	Heavily leaning, unbalanced canopy misshapen, awkwardly-forked trunk or with any broken branch or trunk

2.2.8 Structural Condition
Estimated according to the surface / exposed roots, branches and trunk

(G) = Good	Trees that are without any visible structural defects (e.g. large cavity or co-dominant branches with included bark) that can lead to tree failure causing collapse of tree parts or the whole tree and with a high chance of recovery and self-correction.
(A) = Average	Trees with incidence of intermediate extent of defects (e.g. large cavity or co-dominant branches with included bark) that can lead to tree failure causing collapse of tree parts or the whole tree and with chance of recovery with remedial measures and self-correction.

(P) = Poor	Trees that are badly damaged, with critical structural defects (e.g. large cavity or co-dominant branches with included bark) and/ or clearly suffering from advanced decay with a low chance of recovery, even with remedial measures.

2.2.9 Suitability for Transplanting

The survival rate after transplanting for individual tree is assessed and categorized as follows:

(H) = High
(M) = Medium
(L) = Low

The following criteria are taken into account:

- **Condition of the Tree** - trees with balanced form, in good health and with high amenity value are considered for transplanting
- **Size and Maturity** - small and younger trees have a better chance of surviving transplantation while larger, mature trees are difficult to transplant both logistically and in terms of survival rate
- **Species** - different tree species have better chances of survival or are better suited to transplanting than others
- **Access** - large machinery is required to lift the trees, steep slopes and rocky terrain therefore make it difficult to access trees
- **Trees Located on Sloping Ground** - for those trees located on sloping ground, they may not survive after transplanting even if they are accessible. It is difficult for their inclined root systems to adapt to the normally more gentle ground at the receptor site.

2.2.10 Remarks

Supplementary special features identified on site and having status / characteristics / condition as stated in the bullet points of Section ***2.1.3 Tree Assessment Schedule***.

SECTION 3
TREE SURVEY FINDINGS

3.1 General Description of Existing Trees

There are a total of **212 nos.** existing trees surveyed.

The tree species recorded are mostly common species in Hong Kong. There are **44 species**. Their height ranges from **2m to 24m**, crown spread from **1.5m to 24m**, and DBH from **95mm to 1850mm**, they are summarized in **Table 3.2 Tree Survey Details**.

3 nos. Registered Old and Valuable Trees (OVT), namely **T68 (with Registration No. LCSD YTM/112), T118 (with Registration No. LCSD YTM/106) & T209 (with Registration No. LCSD YTM/107)**, are recorded in this tree survey. Their species are *Ficus benjamina*, *Ficus microcarpa* & *Ficus rumphii* respectively.

4 nos. Stone Wall Trees (SWT), namely **T97 (with Registration No. DSD/YTM/00006), T99 (with Registration No. DSD/YTM/00004), T106 (with Registration No. DSD/YTM/00005), T116 (with Registration No. DSD/YTM/00002)** are recorded in this tree survey. T97, T99 and T106 are *Ficus microcarpa*, whereas T116 is *Ficus subpisocarpa*.

2 nos. existing trees are classified as mature trees due to their large trunk diameter (Trees with trunk diameter ≥ 1000mm (measured at 1.3m above ground level)). They are **T103 and T106** with DBH 1200mm & 1250mm respectively.

If any of the trees surveyed is a tree having status / characteristics / condition as:

- The tree is included in the Register of Old and Valuable Trees promulgated under Development Bureau Technical Circular (Works) No. 5/2020,
- The tree species is included in the latest edition of the publication *Rare and Precious Plants of Hong Kong* issued by Agriculture, Fisheries and Conservation Department, and
- The tree is potentially hazardous,

the relevant information will be indicated in the "Conservation Status" column of the Tree Assessment Schedule, and that if no such information is indicated in the "Conservation Status" column of the Tree Assessment Schedule, it means that the tree does not have such status/characteristics/condition.

3.2 Tree Survey Details

	Scientific Name	Chinese Name	Quantity (nos.)
1	*Ailanthus fordii*	常綠臭椿 (福氏臭椿)	5
2	*Albizia lebbeck*	大葉合歡	1
3	*Aleurites moluccana*	石栗	7
4	*Araucaria columnaris*	柱狀南洋杉	11
5	*Archontophoenix alexandrae*	假檳榔	23
6	*Artocarpus communis*	麵包樹	1
7	*Bauhinia × blakeana*	洋紫荊	1
8	*Bauhinia sp.*	羊蹄甲屬	10
9	*Bischofia javanica*	秋楓	2
10	*Bombex ceiba*	木棉	2
11	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	6
12	*Celtis sinensis*	朴樹	5
13	*Cerbera manghas*	海杧果	3
14	*Crateva unilocularis*	樹頭菜	2
15	*Dimocarpus longan*	龍眼	1
16	*Dracaena sp.*	龍血樹屬	1
17	*Eucalyptus robusta*	大葉桉	1
18	*Ficus benjamina*	垂葉榕	1
19	*Ficus microcarpa*	榕樹 (細葉榕)	7
20	*Ficus rumphii*	心葉榕 (假菩提樹)	1
21	*Ficus subpisocarpa*	筆管榕	2
22	*Ficus variegata*	青果榕	4
23	*Grevillea robusta*	銀樺	7
24	*Handroanthus chrysotrichus*	金風鈴木	1
25	*Ilex rotunda*	鐵冬青	5
26	*Juniperus chinensis*	龍柏	15
27	*Lagerstroemia indica*	紫薇	6
28	*Lagerstroemia speciosa*	大花紫薇	5
29	*Litsea glutinosa*	潺槁樹	3
30	*Livistona chinensis*	蒲葵	4
31	*Macaranga tanarius var. tomentosa*	血桐	1
32	*Magnolia grandiflora*	荷花玉蘭	3
33	*Melaleuca cajuputi subsp. cumingiana*	白千層	6
34	*Michelia × alba*	白蘭	6
35	*Michelia figo*	含笑	4
36	*Morus alba*	桑	1
37	*Phoenix roebelenii*	江邊刺葵 (日本葵)	7
38	*Podocarpus macrophyllus*	羅漢松	2

39	*Roystonea regia*	大王椰子 (王棕)	24
40	*Senna siamea*	鐵刀木	4
41	*Tabebuia argentea*	銀鱗金鈴木	4
42	*Tabebuia chrysantha*	黃鐘木 (風鈴木)	2
43	*Terminalia mantaly*	小葉欖仁	1
44	*Xanthostemon chrysanthus*	金蒲桃	4
Total Trees Surveyed			**212**

3.3 Reference

1. *LANDS DEPARTMENT PRACTICE NOTE ISSUE NO. 6/2023 – PROCESSING OF TREE PRESERVATION AND REMOVAL PROPOSALS FOR BUILDING DEVELOPMENT IN PRIVATE PROJECTS – COMPLIANCE WITH TREE PRESERVATION CLAUSE UNDER LEASE*
2. *DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 6/2015 - MAINTENANCE OF VEGETATION AND HARD LANDSCAPE FEATURES*
3. *DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 4/2020 - TREE PRESERVATION*
4. *DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 5/2017 - COMMUNITY INVOLVEMENT IN PLANTING WORKS*
5. *DEVELOPMENT BUREAU TECHNICAL CIRCULAR (WORKS) NO. 5/2020 - REGISTRATION AND PRESERVATION OF OLD AND VALUABLE TREES*
6. *ENVIRONMENT, TRANSPORT AND WORKS BUREAU TECHNICAL CIRCULAR (WORKS) NO. 11/2004 - CYBER MANUAL FOR GREENING*
7. *THROWER, S.L. HONG KONG TREES, THE URBAN COUNCIL HONG KONG 1998*
8. *WEBB, R. (ED.) TREE PLANTING & MAINTENANCE IN HONG KONG, HONG KONG GOVERNMENT PRINTER, HONG KONG 1991*
9. *CHECK LIST OF HONG KONG PLANTS, AFCD, 2012*
10. *RARE AND PRECIOUS PLANTS OF HONG KONG, AFCD, 2012*

SECTION 4
RECOMMENDATION ON TREE TREATMENT

4.1 Categories of Recommendation

The number and species of trees to be retained, transplanted or fell shall depend on various factors, e.g. cost of planting and transplanting, health, amenity value, size, survival rate, location and details of the proposed works.

The following definitions with regard to the recommendations for treatment for each tree in the Tree Assessment Schedule are used:

4.1.1 Retain

Trees in unaffected areas are recommended to be retained and will be protected during construction by temporary fencing when in proximity to construction works.

4.1.2 Transplant

Tree species that are rare or endangered are recommended to be transplanted. Trees approved to be transplanted will be relocated to a suitable location with consent of the Government.

4.1.3 Fell

Trees in direct conflict with the proposed works and are unsuitable for transplanting will be felled. This shall be the last resort if retain and transplant are both not feasible.

4.2 Criteria for Recommendation

The main criteria for judging 'Tree Treatment' for each tree are as follows:

4.2.1 Retain

The feasibility of retaining a tree has been considered with regards to the following:

- Potential damage to the trees as a result of the work.
- Changes to ground levels on a macro-scale that affects the ground water table and may cause severe stress.
- Special construction to maintain the existing ground.
- Conflict between tree roots and slope stabilization method.

4.2.2 Transplant

In situation where a tree is impossible to retain, then transplanting will be considered. In addition to DEVB TC(W) No. 4/2020 stating the consideration of tree transplanting in paragraph 8(a)-(f), the criteria upon which the assessment of transplanting trees are based on the following:

- Potential damage to the trees as a result of the work.
- Rarity of species - rare or endangered Hong Kong species.
- Distinctiveness - trees with high amenity value and high local importance.
- Condition of tree - trees with balanced form, good health and high amenity value.
- Maturity - younger trees have higher survival rate while mature trees do not.
- Species character - different tree species have different rates of survival.
- Rootball feasibility - tree growing on loosen rocky sub-base / slope or adjacent to important utility will not be considered.

4.2.3 Fell

The guidelines for the proposed felling of trees are:

- No irreplaceable rare tree species involved.
- Felling of trees would not cause a serious environmental impact.
- A genuine development or traffic need for tree felling exists, which cannot be reasonably overcome.
- The tree is not unusually large or is not a fine specimen of its type.
- The tree is in poor condition.

Compensatory planting / replanting are proposed for implementation whatever tree felling is involved.

4.3 Recommendation on Tree Treatment and Compensatory Planting

Under the current notional design, the proposed development works include the construction of residential and hotel/office towers atop podia with retail/ commercial/ GIC uses.

All OVTs, SWTs and mature trees will be retained.

The proposed engineering and architectural works have direct impacts on some of the existing trees which transplanting or felling will be necessary. As presented in Appendix C, the recommended tree treatment is as follows:

- 101 nos. of trees that are in conflict with proposed building footprints and EVA suggested to be fell are as follows:
  T3, T5-35, T39-46, T48-49, T54-59, T75, T77, T129-142, T144, T155, T157-173, T181-194, T204-205, T211-212.

- 9 nos. of trees that are in conflict with proposed building footprints suggested to be transplanted are as follows:
  T4, T154, T174-180

- The remaining 102 nos. of trees have no direct impact from the proposed works and are not within the 2m setback zone from the building footprint will be retained in-situ with proper tree protection during the construction stage works.

Summary table of tree treatment:

	Retain	Transplant	Fell
No. of trees affected due to direct conflict with works area (including those affected by the proposed podium)	102 out of 212 (48.11%)	9 out of 212 (4.24%)	101 out of 212 (47.64%)

The current notional design and the proposed tree treatment are indicative only and subject to change in detailed design stage. Subject to detail design, compensatory planting in 1:1 quantity ratio will be adopted as far as practicable according to the relevant Guidelines.

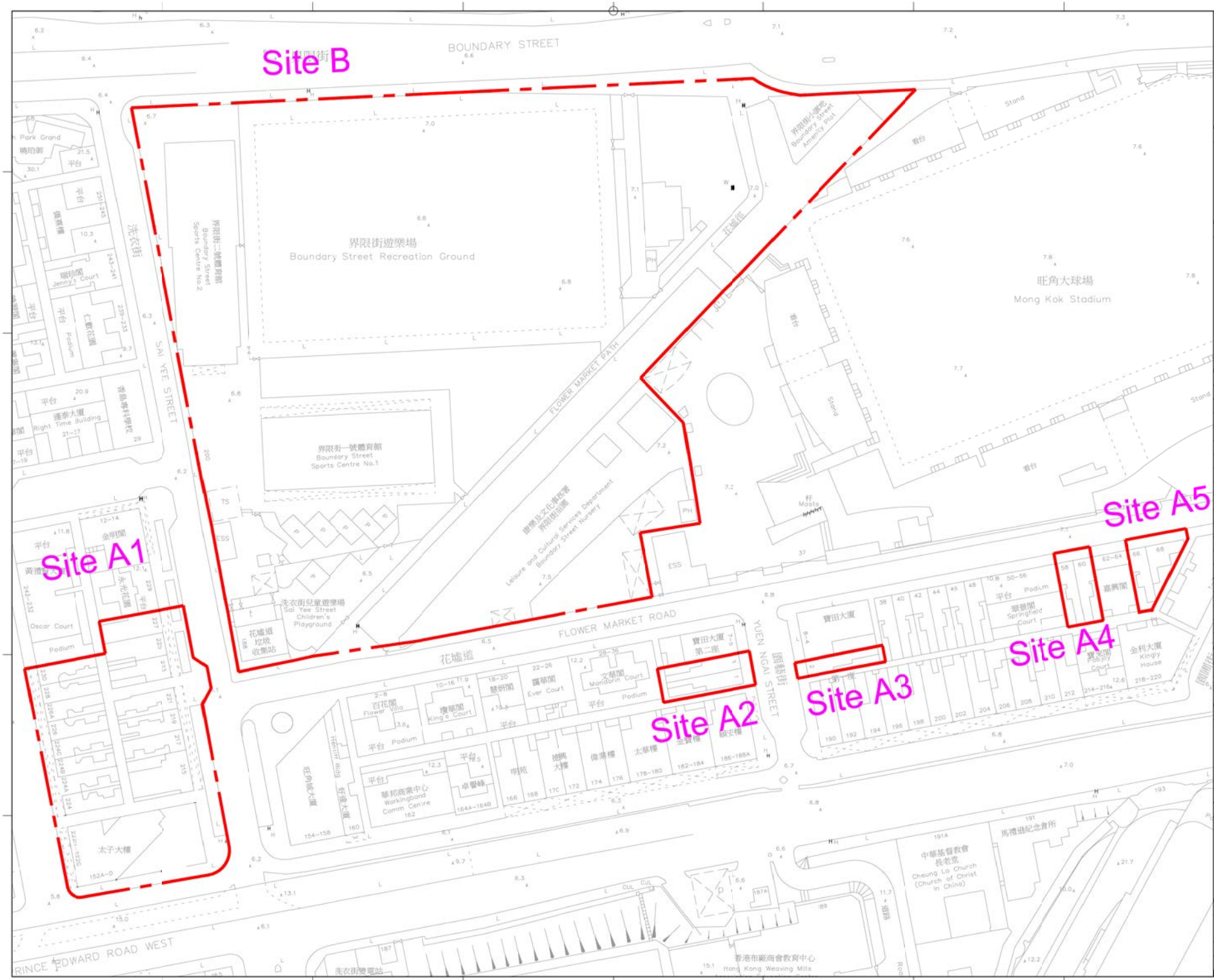
Effort will be made to maximize tree planting opportunities at planting areas within the proposed Waterway Park and at-grade open space to compensate loss of greenery to the local environment with the following considerations.

- Provide adequate space for recreational activities; and
- Avoid competition with retained trees.

As detailed design proceeds after the planning stage, a detailed Tree Preservation and Removal Proposal (TPRP) may be necessary to determine specific tree preservation zones (TPZ), new tree planting locations and species, and other details related to protecting existing trees and proposing new plantings on site.

APPENDIX A

SITE LOCATION



eadg 亞日國際
earthasia limited

香港銅鑼灣告士打道262號中糧大廈11樓1101-2室
Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2559 9438 Fax: (852) 2559 9841

CLIENT

URBAN RENEWAL AUTHORITY

NOTES

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REVISION

ISSUE	DESCRIPTION	DATE

DESIGN: -
DRAWN: -
CHECKED:
STAGE:

PROJECT: -

TERM LANDSCAPE ARCHITECTURE CONSULTANCY SERVICES FOR URA'S SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

TITLE:

LOCATION PLAN

SCALE: 1:1000 @A3

DRAWING NO.: LP-01

REVISION: -

DATE: 07/2023

REFERENCE:

earthasia design group

APPENDIX B

TREE SURVEY PLAN

1 TREE SURVEY PLAN SCALE 1 : 1000

earthasia limited
香港銅鑼灣告士打道262號中糧大廈11樓1101-2室
Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2599 9438 Fax: (852) 2599 9841

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DESIGN: -
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STAGE:

PROJECT:

TERM LANDSCAPE ARCHITECTURE CONSULTANCY SERVICES FOR URA'S SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

TITLE:

TREE SURVEY PLAN

SCALE: AS SHOWN
DRAWING NO.: TS-01
REVISION -
DATE: 08/2023
REFERENCE:

earthasia design group

APPENDIX C

TREE TREATMENT PLAN

1 TREE TREATMENT PLAN SCALE 1 : 1000

earthasia limited
香港銅鑼灣告士打道262號中糧大廈11樓1101-2室
Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2559 9438 Fax: (852) 2559 9841

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REVISION

ISSUE	DESCRIPTION	DATE

DESIGN: -
DRAWN: -
CHECKED:
STAGE:
PROJECT: -

TERM LANDSCAPE ARCHITECTURE CONSULTANCY SERVICES FOR URA'S SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

TITLE:

TREE TREATMENT PLAN

SCALE: AS SHOWN
DRAWING NO.: TT-01
REVISION -
DATE: 08/2023
REFERENCE:

earthasia design group

APPENDIX D

TREE ASSESSMENT SCHEDULE

Tree Assessment Schedule

Project: Term Landscape Architecture Consultancy Services for URA's DSai Yee Street / Flower Market Road Development Scheme (YTM-013)
Prepared by: KWOK Kenneth (ISA CA No.: HK-1798A) 28/07/2023
Field Survey was conducted/updated on 11, 13, 21, 24 & 25/7/2023
To be read in conjuction with drawing nos.: TS-01 (Tree Survey Plan) rev. -
TT-01 (Tree Treatment Plan) rev. -
rev.

Tree ID number	Species		Original location (Lot/ GA/ YA/ GHBA etc)	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting	Conservation status	Recommendation			Remarks
	Scientific name	Chinese name		Height (m)	DBH (mm)	Crown spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)		Recommendation in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	justification for proposed tree removal	
T 1	*Bauhinia sp.*	羊蹄甲屬	0	9	383	6	Low	Poor	Fair	Fair	Low	N/A	Retain	0	a, b, e	Restricted roots; Branch wound with epicormics; Epicormics along trunk; Suckers; Unbalanced crown; Abnormal bark crack; Co-dominant branches
T 2	*Bauhinia sp.*	羊蹄甲屬	0	9.5	403	6	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Branch wound with epicormics; Epicormics along lateral branches; Suckers; Multiple branches; Branch cavity with epicormics
T 3	*Juniperus chinensis*	龍柏	0	4	190	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Multiple branches
T 4	*Handroanthus chrysotrichus*	金風鈴木	0	5	95	2	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	-
T 5	*Araucaria columnaris*	柱狀南洋杉	0	13	241	3	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 6	*Roystonea regia*	大王椰子（王棕）	0	15	430	4.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 7	*Juniperus chinensis*	龍柏	0	5.5	181	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; Leaning with self-correction; Extensive structural roots
T 8	*Roystonea regia*	大王椰子（王棕）	0	19	513	4.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots; Broken fronds
T 9	*Juniperus chinensis*	龍柏	0	6.5	164	2.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 10	*Roystonea regia*	大王椰子（王棕）	0	17	526	4.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 11	*Araucaria columnaris*	柱狀南洋杉	0	19	436	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Bending trunk with self-correction; Extensive structural roots; Girdling roots; Root wound
T 12	*Tabebuia argentea*	銀鱗金鈴木	0	6.5	171	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b	Multiple branches
T 13	*Tabebuia argentea*	銀鱗金鈴木	0	5	150	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b	Co-dominant branches; Unbalanced crown; Bending trunk with self-correction
T 14	*Tabebuia argentea*	銀鱗金鈴木	0	5	146	3.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b	Multiple branches
T 15	*Tabebuia argentea*	銀鱗金鈴木	0	5.5	168	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b	Leaning with self-correction
T 16	*Araucaria columnaris*	柱狀南洋杉	0	22.5	630	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Leaning with self-correction; Extensive structural roots
T 17	*Araucaria columnaris*	柱狀南洋杉	0	24	545	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Leaning with self-correction; Extensive structural roots
T 18	*Araucaria columnaris*	柱狀南洋杉	0	23	541	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Leaning with self-correction; Extensive structural roots; Girdling roots
T 19	*Araucaria columnaris*	柱狀南洋杉	0	24	464	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Leaning with self-correction; Extensive structural roots
T 20	*Juniperus chinensis*	龍柏	0	6	147	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Bending trunk with self-correction

Tree Assessment Schedule

Project: Term Landscape Architecture Consultancy Services for URA's DSai Yee Street / Flower Market Road Development Scheme (YTM-013)

Prepared by: KWOK Kenneth (ISA CA No.: HK-1798A) 28/07/2023

Field Survey was conducted/updated on 11, 13, 21, 24 & 25/7/2023

To be read in conjuction with drawing nos.: TS-01 (Tree Survey Plan) rev. -

TT-01 (Tree Treatment Plan) rev. -

rev.

Tree ID number	Species		Original location (Lot/ GA/ YA/ GHBA etc)	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting	Conservation status	Recommendation			Remarks
	Scientific name	Chinese name		Height (m)	DBH (mm)	Crown spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)		Recommendation in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	justification for proposed tree removal	
T 21	*Roystonea regia*	大王椰子（王棕）	0	16	430	4.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 22	*Juniperus chinensis*	龍柏	0	5	151	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Co-dominant branches; Bending trunk with self-correction
T 23	*Roystonea regia*	大王椰子（王棕）	0	20	448	5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 24	*Juniperus chinensis*	龍柏	0	6	138	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; Leaning with self-correction; Extensive structural roots
T 25	*Roystonea regia*	大王椰子（王棕）	0	18	471	4.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots; Broken fronds
T 26	*Juniperus chinensis*	龍柏	0	6	171	3.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Leaning with self-correction
T 27	*Juniperus chinensis*	龍柏	0	6	151	3	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 28	*Roystonea regia*	大王椰子（王棕）	0	17	484	5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots
T 29	*Juniperus chinensis*	龍柏	0	5	196	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Bending trunk with self-correction
T 30	*Roystonea regia*	大王椰子（王棕）	0	15	492	5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Restricted roots; Broken fronds
T 31	*Juniperus chinensis*	龍柏	0	6	291	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Unbalanced crown; Extensive structural roots
T 32	*Archontophoenix alexandrae*	假槟榔	0	14	215	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	On slope
T 33	*Archontophoenix alexandrae*	假槟榔	0	14	226	1.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	On slope
T 34	*Archontophoenix alexandrae*	假槟榔	0	11.5	221	1.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	On slope
T 35	*Archontophoenix alexandrae*	假槟榔	0	10.5	182	1.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	Restricted root; Wilted fronds
T 36	*Archontophoenix alexandrae*	假槟榔	0	13.5	202	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 37	*Lagerstroemia indica*	紫薇	0	6.5	232	3.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, f	Extensive structural roots; Crossed branches; Hanging fronds
T 38	*Lagerstroemia indica*	紫薇	0	4	95	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Multiple branches; Unbalanced crown; suckers; Trunk woudn
T 39	*Archontophoenix alexandrae*	假槟榔	0	13.5	226	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	On slope; Trunk wound
T 40	*Lagerstroemia indica*	紫薇	0	6.5	200	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	On slope; Branch wound with epicormics; Extensive structural roots; Co-dominant branches; Suckers

Tree Assessment Schedule

Project: Term Landscape Architecture Consultancy Services for URA's DSai Yee Street / Flower Market Road Development Scheme (YTM-013)

Prepared by: KWOK Kenneth (ISA CA No.: HK-1798A) 28/07/2023

Field Survey was conducted/updated on 11, 13, 21, 24 & 25/7/2023

To be read in conjuction with drawing nos.: TS-01 (Tree Survey Plan) rev. -; TT-01 (Tree Treatment Plan) rev. -; rev.

Tree ID number	Species		Original location (Lot/ GA/ YA/ GHBA etc)	Measurements			Amenity value	Form	Health condition	Structural condition	Suitability for transplanting	Conservation status	Recommendation			Remarks
	Scientific name	Chinese name		Height (m)	DBH (mm)	Crown spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)		Recommendation in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	justification for proposed tree removal	
T 41	*Archontophoenix alexandrae*	假槟榔	0	14	251	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	On slope
T 42	*Cerbera manghas*	海杧果	0	12	553	7	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	On slope; Multiple trunks with included bark; Response growth at union; Trunk cavity; Extensive structural roots; Exposed roots;
T 43	*Archontophoenix alexandrae*	假槟榔	0	14	201	1.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	Trunk wound
T 44	*Lagerstroemia indica*	紫薇	0	5.5	175	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	On slope; Multiple branches; Crossed branches
T 45	*Eucalyptus robusta*	大葉桉	0	16	590	5.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Unbalanced crown; Trunk wound with epicormics; Branch wound with epicormics; Bending branches with self-correction; Epicormics along trunk; Co-dominant branches; Extensive structural roots
T 46	*Senna siamea*	鐵刀木	0	16	585	13	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Branch wound with epicormics; Co-dominant branches; Bending branches with self-correction; Extensive structural roots; Root flare was in conflict with hardscape
T 47	*Roystonea regia*	大王椰子（王棕）	0	17	394	5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	a	-
T 48	*Roystonea regia*	大王椰子（王棕）	0	17	369	5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	Broken fronds
T 49	*Roystonea regia*	大王椰子（王棕）	0	19	431	5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	f	-
T 50	*Michelia figo*	含笑	0	3.5	163	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	On slope; Branch wound with epicormics; Extensive structural roots
T 51	*Michelia figo*	含笑	0	3.5	180	3	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	On slope; Co-dominant branches; Extensive structural roots
T 52	*Michelia figo*	含笑	0	4.5	156	3	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	On slope; Co-dominant branches; Extensive structural roots; Exposed roots
T 53	*Michelia figo*	含笑	0	4	156	3	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	On slope; Co-dominant branches; Extensive structural roots; Unbalanced crown
T 54	*Cerbera manghas*	海杧果	0	12	570	9	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	On slope; Extensive structural roots; Exposed roots; Multiple branches; Branch wound with epicormics
T 55	*Cerbera manghas*	海杧果	0	12	475	8	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	On slope; Extensive structural roots; Exposed roots; Co-dominantbranches; Branch wound with epicormics; Unbalanced crown; Trunk cavity
T 56	*Livistona chinensis*	蒲葵	0	11	262	3	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	f	Dried fronds
T 57	*Livistona chinensis*	蒲葵	0	11	236	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b	Leaning with self-correction; Dried fronds
T 58	*Livistona chinensis*	蒲葵	0	10	262	3	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	On slope; Dried fronds
T 59	*Artocarpus communis*	麵包樹	0	10	409	6	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	Restricted roots; On slope; Unbalanced crown; Extensive structural roots; Trunk cavity
T 60	*Michelia × alba*	白蘭	0	17	446	8	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Girdling roots; Extensive structural roots; Sap flow; Buried root flare

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Field Survey was conducted/updated on 11, 13, 21, 24 & 25/7/2023

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T 61	*Aleurites moluccana*	石栗	0	15	690	10	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots; Multiple branches
T 62	*Livistona chinensis*	蒲葵	0	14	231	3	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	f	Dried fronds
T 63	*Magnolia grandiflora*	荷花玉蘭	0	13	242	5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, f	Unbalanced crown; Co-dominant branches; Extensive structural roots
T 64	*Magnolia grandiflora*	荷花玉蘭	0	13	289	4	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Unbalanced crown; Co-dominant branches
T 65	*Lagerstroemia indica*	紫薇	0	5	190	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Multiple trunks
T 66	*Juniperus chinensis*	龍柏	0	6	111	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning with self-correctio; Co-domirant branches
T 67	*Aleurites moluccana*	石栗	0	17	730	10	Low	Poor	Fair	Fair	Low	N/A	Retain	0	a, b, e, f	Restricted roots; Root flare girdled by T68; Co-dominant branches; Unbalanced crown; Extensive structural roots
T 68	*Ficus benjamina*	垂葉榕	0	19	1500	24	Medium	Fair	Fair	Fair	Low	Old and Valuable Tree: LCSD/YTM 112	Retain	0	e, f	Restrictre roots; Multiple branches; Branch wound with epicormics; Abnormal bark crack; Crossed branches
T 69	*Podocarpus macrophyllus*	羅漢松	0	8	250	2.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Multiple branches; Epicormics alongtrunk; Strangled by Ficus sp.
T 70	*Podocarpus macrophyllus*	羅漢松	0	6	225	2.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Unbalanced crown; Bending branches with self-correction
T 71	*Archontophoenix alexandrae*	假槟榔	0	16	270	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 72	*Archontophoenix alexandrae*	假槟榔	0	14	216	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 73	*Ficus microcarpa*	榕樹（細葉榕）	0	13	435	11	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Unbalanced crown; Dead branches; Co-dominant branches; Extensive structural roots; Response growth due to coflict with concrete kerb
T 74	*Ficus microcarpa*	榕樹（細葉榕）	0	13	645	11	Low	Poor	Fair	Fair	Low	N/A	Retain	0	a, b, e, f	Restricted roots; Unbalanced crown; Dead branches; Co-dominant branches; Lateral branches with self-correction; Response growth due to coflict with concrete kerb
T 75	*Litsea glutinosa*	潺槁樹	0	5	162	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Restricted roots; Topped leader with epicormics; Branch wound with epicormics
T 76	*Litsea glutinosa*	潺槁樹	0	5	170	4	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Epicormics proliferation for self-correction; Branch wound with epicormics; Response growth due to conflict with concrete
T 77	*Bischofia javanica*	秋楓	0	12	382	7	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	f	Epicormics along trunk
T 78	*Albizia lebbeck*	大葉合歡	0	17	860	12	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Bending trunk with self-correction; Branch wound with epicormics; Co-dominant branches; Extensive structural roots
T 79	*Caryota mitis*	短穗魚尾葵（小魚尾葵）	0	5	200	2.5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Multiple trunks
T 80	*Celtis sinensis*	朴樹	0	13	510	9	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Co-dominant branches; Extensive structural roots; Leaning with self-correction; Unbalanced crown

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rev.

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	Scientific name	Chinese name		Height (m)	DBH (mm)	Crown spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)		Recommendation in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	justification for proposed tree removal	
T 81	*Bauhinia × blakeana*	洋紫荊	0	9	215	5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Unbalanced crown; Suppressed by T80; Co-dominant branches
T 82	*Archontophoenix alexandrae*	假檳榔	0	5	133	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 83	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	0	5	170	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	Co-dominant trunks
T 84	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	0	4	125	1.5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 85	*Celtis sinensis*	朴樹	0	13	530	7	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Multiple branches; Unbalanced crown
T 86	*Bischofia javanica*	秋楓	0	13	284	7	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Co-dominant branches
T 87	*Roystonea regia*	大王椰子 (王棕)	0	5.5	150	2.5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Wilted fronds
T 88	*Roystonea regia*	大王椰子 (王棕)	0	5.5	213	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 89	*Roystonea regia*	大王椰子 (王棕)	0	4	160	1.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 90	*Roystonea regia*	大王椰子 (王棕)	0	4	195	1.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 91	*Roystonea regia*	大王椰子 (王棕)	0	3.5	180	1.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 92	*Roystonea regia*	大王椰子 (王棕)	0	4	195	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 93	*Roystonea regia*	大王椰子 (王棕)	0	3.5	137	1.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 94	*Roystonea regia*	大王椰子 (王棕)	0	4	162	1.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 95	*Xanthostemon chrysanthus*	金蒲桃	0	6	123	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Multiple branches
T 96	*Xanthostemon chrysanthus*	金蒲桃	0	6.5	115	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 97	*Ficus microcarpa*	榕樹 (細葉榕)	0	11	684	13	Low	Poor	Fair	Fair	Low	Stone Wall Tree: DSD/YTM/00006	Retain	0	b, e, f	Restricted roots; Co-dominant trunks; Trunk wound with epicormics; Unbalanced crown; Extensive structural roots; Leaning with self-correction; Branch wound with epicormics
T 98	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	0	9	209	2.5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Multiple trunks
T 99	*Ficus microcarpa*	榕樹 (細葉榕)	0	12	560	8	Low	Poor	Fair	Fair	Low	Stone Wall Tree: DSD/YTM/00004	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Leaning with self-correction; Epicormics proliferation for self-correction
T 100	*Celtis sinensis*	朴樹	0	13	361	7	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Leaning with self-correction; Unbalanced crown; Branch wound with epicormics; Slight dieback

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	Scientific name	Chinese name		Height (m)	DBH (mm)	Crown spread (m)	(High/ Medium/ Low)	(Good/ Average/ Poor)			(High/ Medium/ Low)		Recommendation in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	justification for proposed tree removal	
T 101	*Celtis sinensis*	朴樹	0	10	250	5.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Leaning with self-correction
T 102	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	0	7	124	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 103	*Ficus microcarpa*	榕樹 (細葉榕)	0	14	1200	19	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Abnormal foliage size at upper portion; Lignified propping roots; Chewing signs of foliage; Exposed roots; Co-dominant branches; Extensive structural roots Mature tree due to large trunk diameter
T 104	*Aleurites moluccana*	石栗	0	16	408	10	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Trunk crossed with T105; Epiphytes along trunk
T 105	*Ficus subpisocarpa*	筆管榕	0	5	208	8	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Trunk crossed with T104; Severe leaning; Epicormics proliferation for self-correction
T 106	*Ficus microcarpa*	榕樹 (細葉榕)	0	16	1250	19	Low	Poor	Fair	Fair	Low	Stone Wall Tree: DSD/YTM/00005	Retain	0	b, e	Restricted roots; Multiplebranches; Chewing signs of foliage; Epiphytes along branches Mature tree due to large trunk diameter
T 107	*Aleurites moluccana*	石栗	0	16	453	6	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots
T 108	*Xanthostemon chrysanthus*	金蒲桃	0	7	113	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 109	*Litsea glutinosa*	潺槁樹	0	7	341	4.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Multiple branches; Epicormics along branches
T 110	*Roystonea regia*	大王椰子 (王棕)	0	4	218	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 111	*Roystonea regia*	大王椰子 (王棕)	0	4.5	281	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 112	*Roystonea regia*	大王椰子 (王棕)	0	3.5	243	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 113	*Roystonea regia*	大王椰子 (王棕)	0	4	321	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 114	*Roystonea regia*	大王椰子 (王棕)	0	4	176	2	Medium	Fair	Fair	Fair	Medium	N/A	Retain	0	f	-
T 115	*Celtis sinensis*	朴樹	0	12	485	12	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Leaning with self-correction; Co-dominant branches; Unbalanced crown; Suppressed by T118
T 116	*Ficus subpisocarpa*	筆管榕	0	8	246	5	Low	Poor	Fair	Fair	Low	Stone Wall Tree: DSD/YTM/00002	Retain	0	b, e	Restricted roots; Severe leaning with self-correction; Unbalanced crown; Branch wound with epicormics; Root system proximal to T117
T 117	*Dimocarpus longan*	龍眼	0	11	244	4	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Trunk wound with epicormics; Branch wound with epicormics; Root system proximal to T116
T 118	*Ficus microcarpa*	榕樹 (細葉榕)	0	17	1850	24	Medium	Fair	Fair	Fair	Low	Old and Valuable Tree: LCSD/YTM 106	Retain	0	e, f	Restricted roots; On slope; Multiple branches; Branches crossed with T119; Expcsed roots; Response growth due to conflict with concrete slope
T 119	*Ficus variegata*	青果榕	0	12	340	7	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; On slope; Trunk wound; Trunk crossed with T120; Suppressed by T118; Unbalanced crown; Co-dominant branches; Branches crossed with T118; Response growth due to conflict with concrete slope
T 120	*Caryota mitis*	短穗魚尾葵 (小魚尾葵)	0	6	110	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; On slope; Trunk crossed with T119

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T 121	*Macaranga tanarius var. tomentosa*	血桐	0	3	110	4	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; On slope; Leaning with self-correcton; Co-dominant branches; Response growth due to conflict with concrete slope
T 122	*Ficus variegata*	青果榕	0	9	220	5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Basal wound; Leaning with self-correction
T 123	*Aleurites moluccana*	石栗	0	13	640	8	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots; Multiple branches; Branch wound with epicormics; Response growth due to conflict with concrete kerb and steel roof
T 124	*Aleurites moluccana*	石栗	0	16	610	8	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Girdling roots; Extensive structural roots; Co-dominant branches; Branch wound with epicormics
T 125	*Ficus variegata*	青果榕	0	11	250	5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Response growth due to conflict with raised planter
T 126	*Ficus variegata*	青果榕	0	11	320	7	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Extensive buttress roots; Unbalanced crown; Multiple branches; Leaning with self-correction; Response growth due to conflict with raised planter
T 127	*Bauhinia sp.*	羊蹄甲屬	0	8.5	278	3.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Girdling roots; Root wound; Leaning with self-correction; Trunk wound with epicormics; Pruned leader with epicormics
T 128	*Bauhinia sp.*	羊蹄甲屬	0	10	350	5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Trunk cavity with epicormics; Branch wound with epicormics; Leaning with self-correction
T 129	*Bombex ceiba*	木棉	0	4	130	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root flare is in conflict with hardscape
T 130	*Morus alba*	桑	0	5	150	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Basal wound; Unbalanced crown; Trunk wound; Branch wound with epicormics
T 131	*Bauhinia sp.*	羊蹄甲屬	0	10	418	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Numerous galls with epicormics ; Abnormal bark crack; Trunk cavity; Co-dominant branches; Branch wound with epicormics; Vertical trunk wound
T 132	*Bauhinia sp.*	羊蹄甲屬	0	10	370	4.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Trunk caivty with epicormics; Leaning with self-correction; Multiple branches with included bark; Branch wound with epicormics
T 133	*Bauhinia sp.*	羊蹄甲屬	0	11	450	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; Extensive structural roots; Basal cavity; Leaning with self-correction; Branch wound with epicormics; Branch cavity with epicormics; Topped leader with epicormics; Trunk wound with epicormics; Abnormal bark crack
T 134	*Grevillea robusta*	銀樺	0	18	505	6	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; Extensive structural roots; Co-domirant branches; Branch wound with epicormics
T 135	*Grevillea robusta*	銀樺	0	16	406	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	Restricted roots; Extensive structural roots; Co-dominant branches; Slight dieback
T 136	*Grevillea robusta*	銀樺	0	10	190	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Leaning with self-correction; Slight dieback
T 137	*Grevillea robusta*	銀樺	0	9	188	2.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	Girdling roots
T 138	*Grevillea robusta*	銀樺	0	14	398	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	Extensive structural roots; Slight dieback; Co-dominant branches with included bark; Response growth at union; Trunk wound with Ficus epiphytes
T 139	*Grevillea robusta*	銀樺	0	13	388	4	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	Branch wound with epicormics
T 140	*Grevillea robusta*	銀樺	0	14	391	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Numerous galls with epicormics; Co-dominant branches; Branch wound with epicormics

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T 141	*Juniperus chinensis*	龍柏	0	7	346	4.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Restricted roots; Multiple branches; Extensive structural roots
T 142	*Juniperus chinensis*	龍柏	0	7.5	271	4	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e	Restricted roots
T 143	*Michelia × alba*	白蘭	0	14	289	6	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots; Co-dominant branches
T 144	*Magnolia grandiflora*	荷花玉蘭	0	8.5	138	3	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	e, f	Extensive structural roots
T 145	*Juniperus chinensis*	龍柏	0	4.5	130	2.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning without self-correction; Suppressed by T147
T 146	*Juniperus chinensis*	龍柏	0	4.5	99	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning without self-correction; Suppressed by T147
T 147	*Michelia × alba*	白蘭	0	13	196	5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning with self-correction; Multiple branches; Unbalanced crown
T 148	*Michelia × alba*	白蘭	0	16	323	6	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Basal wound; Root wound; Extensive structural roots; Leaning with self-correction
T 149	*Michelia × alba*	白蘭	0	17	280	6	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots; Co-dominant branches; Response growth due to conflict with concrete kerb
T 150	*Michelia × alba*	白蘭	0	14	200	6	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Co-dominant branches
T 151	*Terminalia mantaly*	小葉欖仁	0	18	358	7.5	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e, f	Restricted roots; Extensive structural roots; Trunk wound with epicormics
T 152	*Tabebuia chrysantha*	黃鐘木（風鈴木）	0	12	213	4.5	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Bending trunk with self-correction
T 153	*Tabebuia chrysantha*	黃鐘木（風鈴木）	0	10	142	4	Low	Poor	Poor	Poor	Low	N/A	Retain	0	b, c, d, e	Dead tree; Restricted roots; Bending trunk with self-correction
T 154	*Lagerstroemia speciosa*	大花紫薇	0	4.5	106	2	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	f	Newly established
T 155	*Ilex rotunda*	鐵冬青	0	12	504	10	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Restricted roots; Branch cavity; Leaning with self-correction; Co-dominant branches; Large dead branches
T 156	*Dracaena sp.*	龍血樹屬	0	3	156	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots; Multiple trunks
T 157	*Araucaria columnaris*	柱狀南洋杉	0	12	246	3	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	On slope; Leaning with self-correction
T 158	*Senna siamea*	鐵刀木	0	16	640	7	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Restricted roots; On slope; Basal cavity; Root wound; Epicormics along branches; Co-dominant branches; Topped leader with epicormics; Branch cavity with epicormics
T 159	*Senna siamea*	鐵刀木	0	16	620	11	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	Restricted roots; Extensive structural roots; Root wound; Topped leader with epicormics; Branch cavity with epicormics; Branch wound with epicormics
T 160	*Senna siamea*	鐵刀木	0	16	460	6	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; On slope; Branch wound with epicormics; Epicormics along trunk; Leaning with self-correction; Topped leader with epicormics

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T 161	*Lagerstroemia indica*	紫薇	0	6	159	2.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, f	Extensive structural roots; Crossed branches; Multiple branches
T 162	*Archontophoenix alexandrae*	假槟榔	0	16	251	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root system proximal to lamp post
T 163	*Archontophoenix alexandrae*	假槟榔	0	17	286	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root system proximal to T164
T 164	*Archontophoenix alexandrae*	假槟榔	0	17	279	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Root system proximal to T163 & T165; Leanirg with self-correction
T 165	*Archontophoenix alexandrae*	假槟榔	0	18	225	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root system proximal to T164
T 166	*Archontophoenix alexandrae*	假槟榔	0	12	195	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 167	*Archontophoenix alexandrae*	假槟榔	0	14	234	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 168	*Archontophoenix alexandrae*	假槟榔	0	18	242	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 169	*Archontophoenix alexandrae*	假槟榔	0	15	211	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 170	*Archontophoenix alexandrae*	假槟榔	0	15	206	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 171	*Archontophoenix alexandrae*	假槟榔	0	14	225	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a	-
T 172	*Archontophoenix alexandrae*	假槟榔	0	16	244	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root system proximal to T173
T 173	*Archontophoenix alexandrae*	假槟榔	0	17	242	2.5	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	Root system proximal to T172
T 174	*Lagerstroemia speciosa*	大花紫薇	0	4.5	109	2	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 175	*Lagerstroemia speciosa*	大花紫薇	0	5.5	103	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 176	*Ilex rotunda*	鐵冬青	0	4.5	116	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 177	*Ilex rotunda*	鐵冬青	0	4.5	122	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 178	*Ilex rotunda*	鐵冬青	0	5.5	120	2	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 179	*Ilex rotunda*	鐵冬青	0	5.5	125	2.5	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established
T 180	*Lagerstroemia speciosa*	大花紫薇	0	5	96	2	Medium	Fair	Fair	Fair	Medium	N/A	Transplant	0	a	Newly established

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T 181	*Bauhinia sp.*	羊蹄甲屬	0	12	238	6	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted root; Branch wound with epicormics; Co-dominant branches
T 182	*Bauhinia sp.*	羊蹄甲屬	0	8	261	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Trunk wound with epicormics; Leaning with self-correction; Abrupt bending of trunk with self-correction
T 183	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	20	840	10	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; On slope; Extensive structural roots; Co-dominant branches with included bark; Response growth at union
T 184	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	15	540	6	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Restricted roots; On slope; Extensive structural roots; Co-dominant branches with included bark; Response growth at union; Unbalanced crown
T 185	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	16	510	5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	On slope; Extensive structural roots; Root wound; Branch wound with epicormics; Co-dominant branches with included bark; Response growth at union
T 186	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	19	850	8	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	Extensive structural roots; Root system proximal to hardscape; Co-dominant branches
T 187	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	17	840	7	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	On slope; Extensive structural roots; Exposed roots; Urbalanced crown; Co-dominant branches
T 188	*Melaleuca cajuputi subsp. cumingiana*	白千層	0	13	580	8	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, f	Restricted roots; Extensive structural roots; Co-dominant branches; Unbalanced crown
T 189	*Bauhinia sp.*	羊蹄甲屬	0	10	328	4	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Restricted roots; Branch wound with epicormics; Leaning with self-correction; Trunk cavity with epicormics
T 190	*Araucaria columnaris*	柱狀南洋杉	0	24	435	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e, f	On slope; Extensive structural roots; Girdling roots; Leaning with self-correction; Basal wound
T 191	*Araucaria columnaris*	柱狀南洋杉	0	21	411	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Leaning with self-correction
T 192	*Araucaria columnaris*	柱狀南洋杉	0	19	367	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	Leaning with self-correction
T 193	*Araucaria columnaris*	柱狀南洋杉	0	23	403	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e, f	On slope; Sap flow at root flare; Leaning with self-correction; Root system proximal to T194; Extensive structural roots
T 194	*Phoenix roebelenii*	江邊刺葵（日本葵）	0	3	110	1.5	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b, e	On slope; Leaning with self-correction; Root system proximal to T193
T 195	*Bombex ceiba*	木棉	0	16	530	8	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Multiple branches
T 196	*Crateva unilocularis*	樹頭菜	0	12	340	8	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e	Restricted roots; Leaning with self-correction; Co-dominant branches
T 197	*Crateva unilocularis*	樹頭菜	0	13	290	6	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Extensive structural roots; Leaning with self-correction; Trunk wound with epicormics
T 198	*Aleurites moluccana*	石栗	0	19	720	9	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b, e, f	Restricted roots; Trunk wound with epicormics; Branch wound with epicormics; Leaning with self-correction; Unbalanced crown; Co-dominant branches
T 199	*Ailanthus fordii*	常綠臭椿（福氏臭椿）	0	23	850	7	Low	Poor	Fair	Fair	Low	Cap96A	Retain	0	b, e	Restricted roots; Unbalanced crown; Leaning with self-correction
T 200	*Ailanthus fordii*	常綠臭椿（福氏臭椿）	0	22	770	8	Low	Poor	Fair	Fair	Low	Cap96A	Retain	0	b, e	Restricted roots; Leaning with self-correction; Installed cobra; Trunk wound; Co-dominant branches with included bark; Response growth at union

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T 201	*Ailanthus fordii*	常綠臭椿 (福氏臭椿)	0	23	680	8	Low	Poor	Fair	Fair	Low	Cap96A	Retain	0	b, e	Restricted roots; Leaning with self-correction; Unbalanced crown; Co-dominart branches with included bark; Response growth at anion; Cobra installation
T 202	*Ailanthus fordii*	常綠臭椿 (福氏臭椿)	0	22	530	7	Medium	Fair	Fair	Fair	Low	Cap96A	Retain	0	e	Restricted roots
T 203	*Ailanthus fordii*	常綠臭椿 (福氏臭椿)	0	24	540	8	Medium	Fair	Fair	Fair	Low	Cap96A	Retain	0	e	Restricted roots; Co-dominant branches
T 204	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	4.5	112	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b	Leaning with self-correction
T 205	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	4	112	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	b, e	Restricted roots; Leaning with self-correction
T 206	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	3.5	110	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning with self-correction
T 207	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	4	98	2	Low	Poor	Fair	Fair	Low	N/A	Retain	0	b	Leaning with self-correction
T 208	*Lagerstroemia speciosa*	大花紫薇	0	5.5	102	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 209	*Ficus rumphii*	心葉榕 (假菩提樹)	0	14	1100	22	Medium	Fair	Fair	Fair	Low	Old and Valuable Tree: LCSD/YTM 107	Retain	0	e	Restricted roots; Crossed trunks; Crossed branches; Co-dominant branches; Branch wound with epicormics; Root flare / trunk straddle on concrete wall; Response growth due to conflict with concrete wall; Girdling roots; Signs of Phauda flammans
T 210	*Xanthostemon chrysanthus*	金蒲桃	0	5	96	2	Medium	Fair	Fair	Fair	Low	N/A	Retain	0	e	Restricted roots
T 211	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	4	101	2	Low	Poor	Fair	Fair	Low	N/A	Fell	0	a, b e	On slope; Leaning with self-correction
T 212	*Phoenix roebelenii*	江邊刺葵 (日本葵)	0	4.5	111	2	Medium	Fair	Fair	Fair	Low	N/A	Fell	0	a, e	On slope

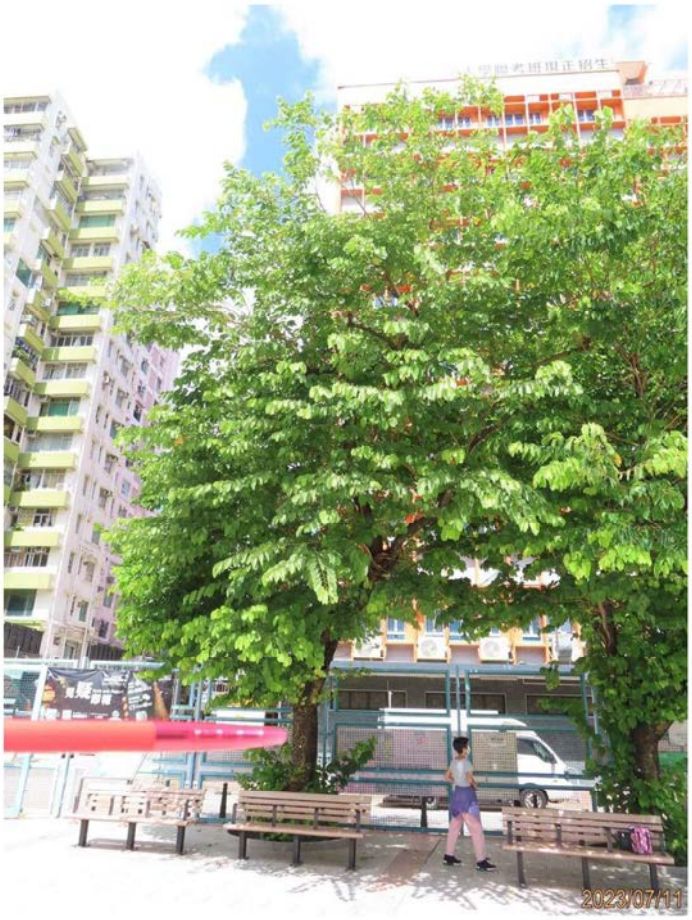
Remarks

a. In conflict with proposed engineering, architectural and landscape works, impossible to retain in-situ
b. Poor form (e.g. canopy lopsided & unbalanced, tree trunk leaning dangerously, tree trunk crooked, with hazard-beam bending)
c. Poor health (e.g. tree severely stressed, diseased, insect-pest infected, thin foliage density cover, dieback of canopy)
d. Poor structure (e.g. tree trunk decayed, with decayed hollow cavity, dangerous biburcation codominant stems with included-bark likely to split apart)
e. Root ball is not extractable for transplant (e.g. trees grown on slope/masonry wall; trees with roots are tangled together with adjacent tree)
f. Large surface root / buttress root which is not suitable for transplantation due to large exposed wound during root pruning phase.
g. Undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree);
h. Species not tolerant to transplantation
i. Undersized tree

Notes: For tree with large stature (Height equals or larger than 9m), tree transplant is not recommended due to extreme construction cost and logistic problem.

APPENDIX E

PHOTOGRAPHIC RECORD OF EXISTING TREES



T1 (1) WholeView

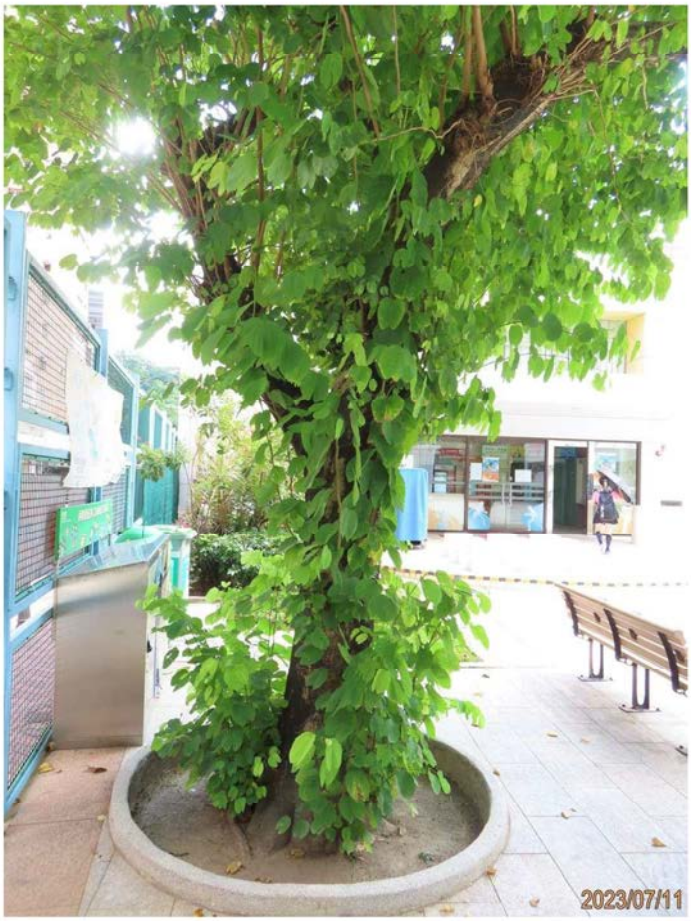
T1 (2) CrownCondition

T1 (3) TrunkCondition

T1 (4) RootCondition

T2 (1) WholeView

T2 (2) CrownCondition



T2 (3) TrunkCondition

T2 (4) RootCondition

T3 (1) WholeView

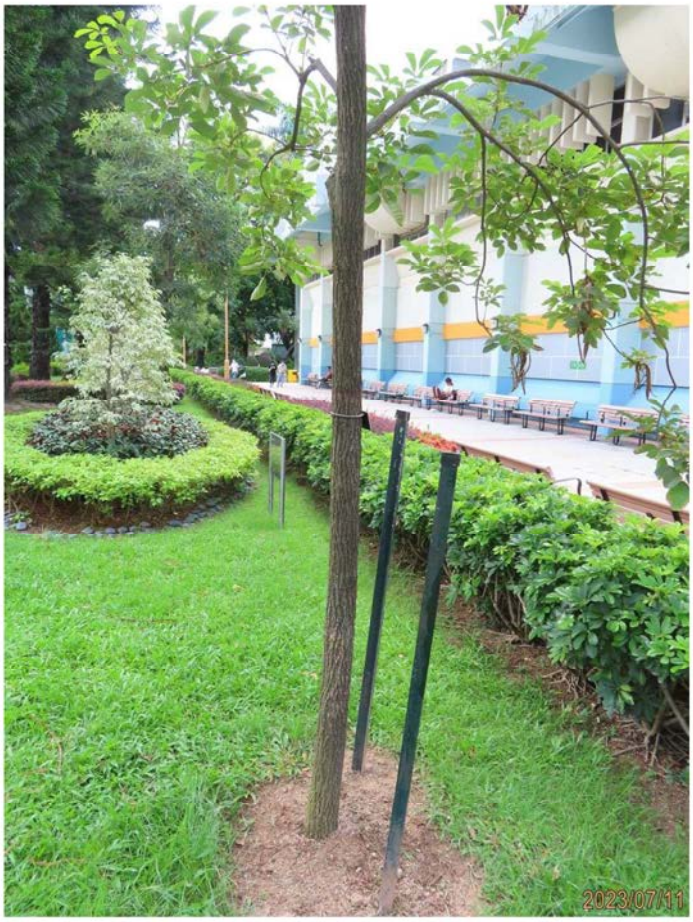
T3 (2) CrownCondition

T3 (3) TrunkCondition

T3 (4) RootCondition

T4 (1) WholeView

T4 (2) CrownCondition



T4 (3) TrunkCondition

T4 (4) RootCondition

T5 (1) WholeView

T5 (2) CrownCondition

T5 (3) TrunkCondition

T5 (4) RootCondition

T6 (1) WholeView

T6 (2) CrownCondition

T6 (3) TrunkCondition

T6 (4) RootCondition

T7 (1) WholeView

T7 (2) CrownCondition

T7 (3) TrunkCondition

T7 (4) RootCondition

T8 (1) WholeView

T8 (2) CrownCondition

T8 (3) TrunkCondition

T8 (4) RootCondition

T9 (1) WholeView

T9 (2) CrownCondition

T9 (3) TrunkCondition

T9 (4) RootCondition

T10 (1) WholeView

T10 (2) CrownCondition

T10 (3) TrunkCondition

T10 (4) RootCondition

T11 (1) WholeView

T11 (2) CrownCondition

T11 (3) TrunkCondition

T11 (4) RootCondition

T12 (1) WholeView

T12 (2) CrownCondition

T12 (3) TrunkCondition

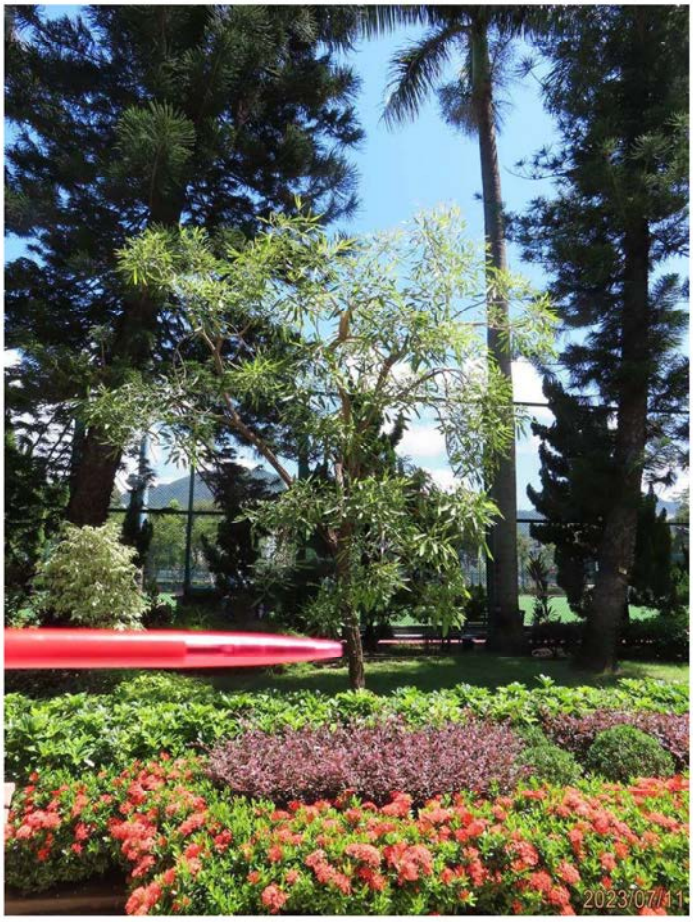
T12 (4) RootCondition

T13 (1) WholeView

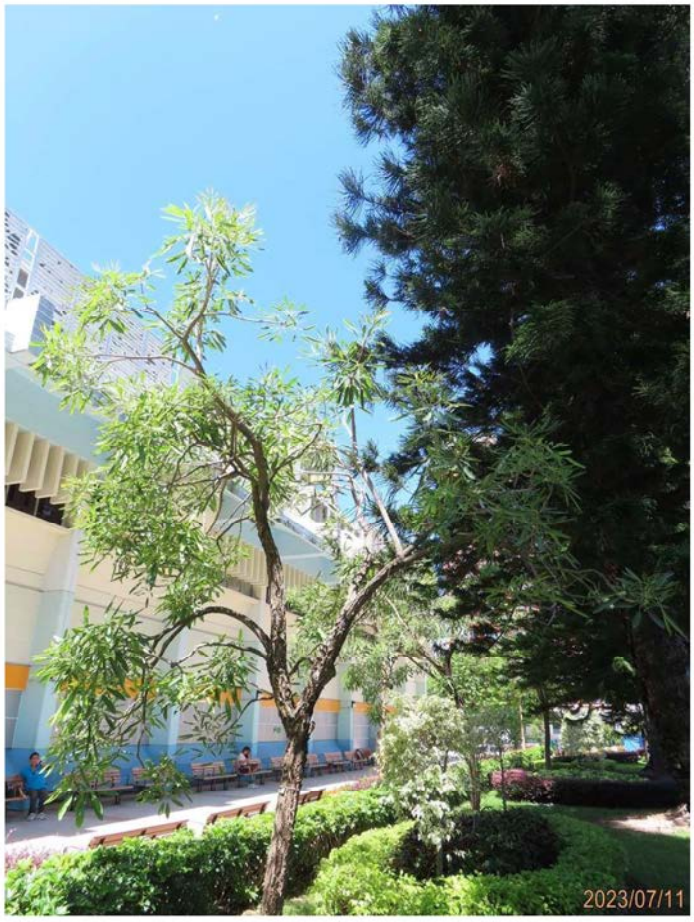
T13 (2) CrownCondition

T13 (3) TrunkCondition

T13 (4) RootCondition



T14 (1) WholeView



T14 (2) CrownCondition

T14 (3) TrunkCondition

T14 (4) RootCondition

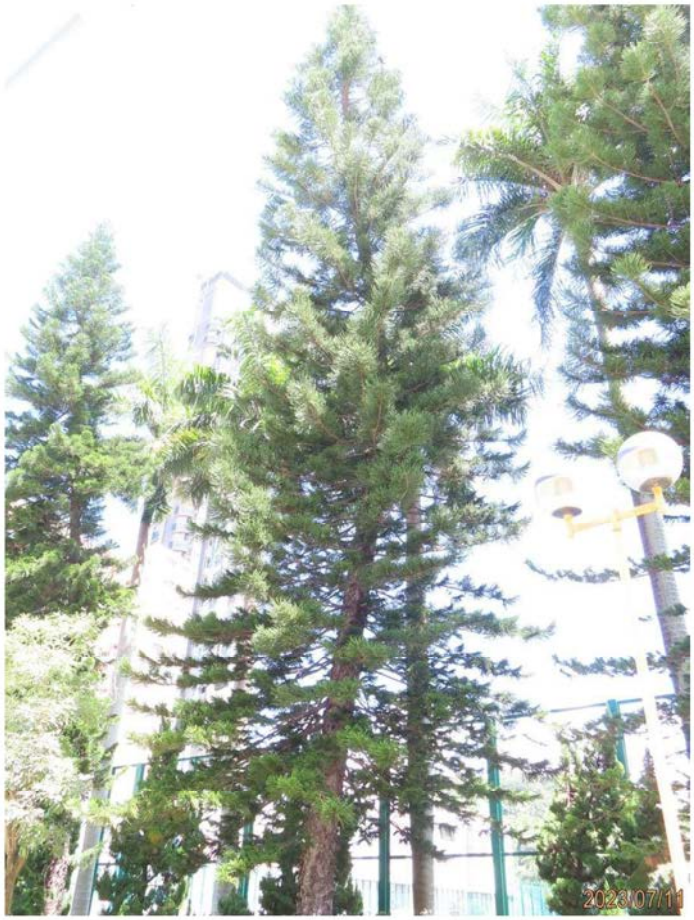
T15 (1) WholeView

T15 (2) CrownCondition

T15 (3) TrunkCondition

T15 (4) RootCondition

T16 (1) WholeView

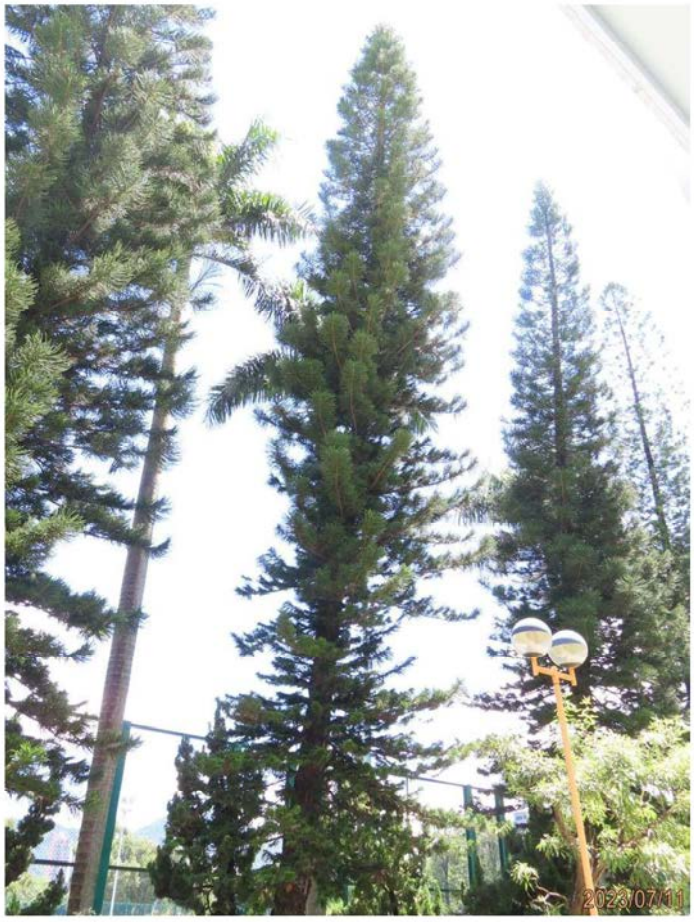


T16 (2) CrownCondition

T16 (3) TrunkCondition

T16 (4) RootCondition

T17 (1) WholeView



T17 (2) CrownCondition

T17 (3) TrunkCondition

T17 (4) RootCondition

T18 (1) WholeView

T18 (2) CrownCondition

T18 (3) TrunkCondition

T18 (4) RootCondition

T19 (1) WholeView

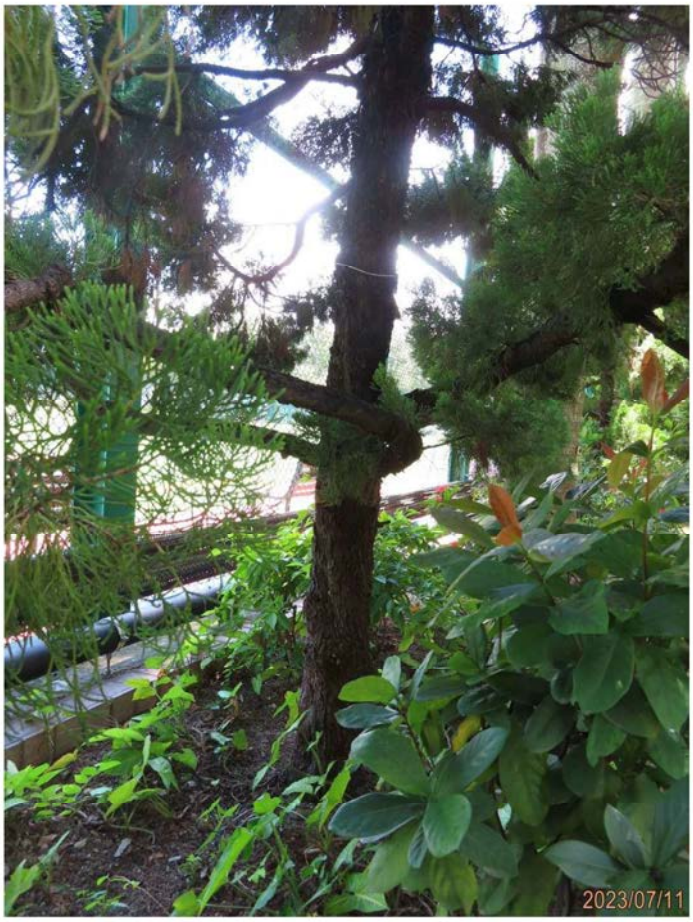
T19 (2) CrownCondition

T19 (3) TrunkCondition

T19 (4) RootCondition

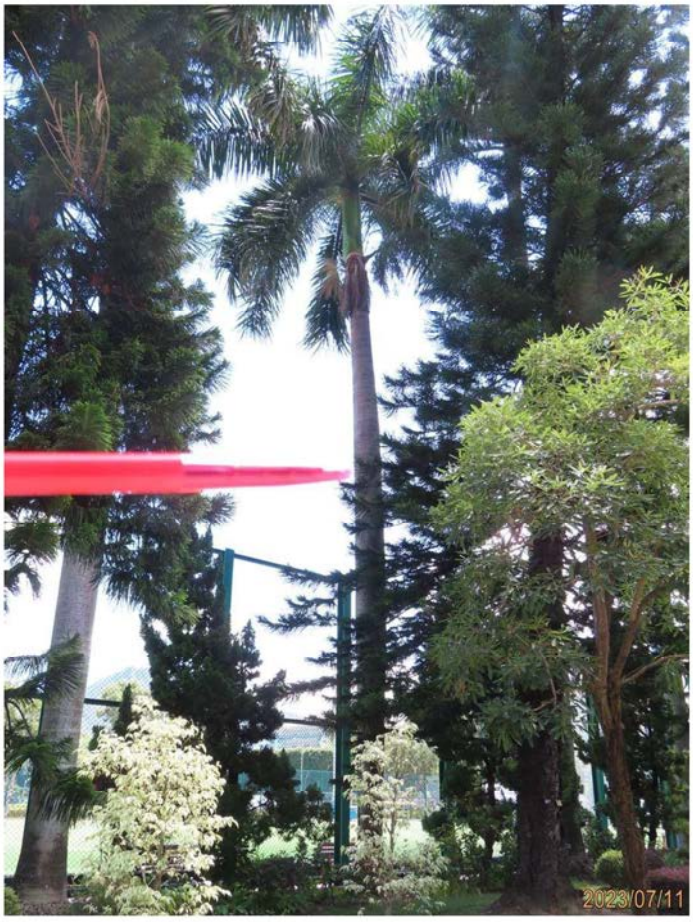
T20 (1) WholeView

T20 (2) CrownCondition



T20 (3) TrunkCondition

T20 (4) RootCondition



T21 (1) WholeView

T21 (2) CrownCondition

T21 (3) TrunkCondition

T21 (4) RootCondition

T22 (1) WholeView

T22 (2) CrownCondition

T22 (3) TrunkCondition

T22 (4) RootCondition

T23 (1) WholeView

T23 (2) CrownCondition

T23 (3) TrunkCondition

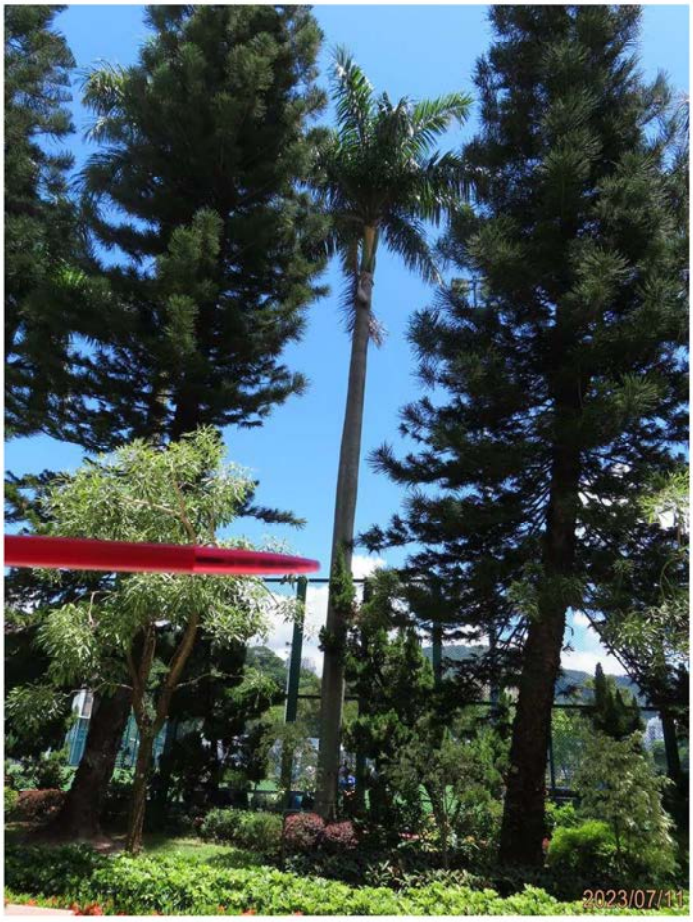
T23 (4) RootCondition

T24 (1) WholeView

T24 (2) CrownCondition

T24 (3) TrunkCondition

T24 (4) RootCondition



T25 (1) WholeView

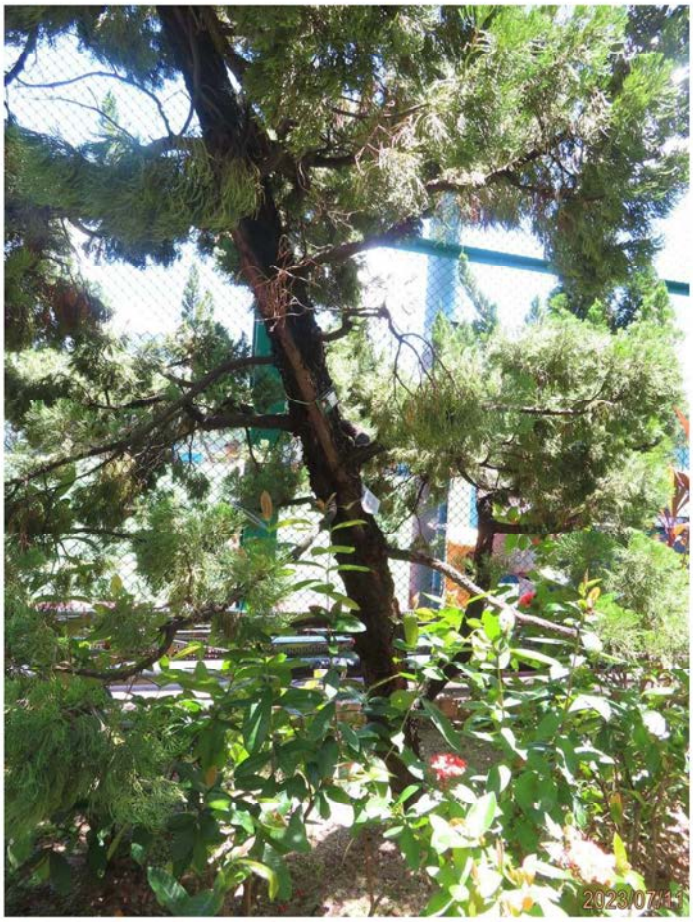
T25 (2) CrownCondition

T25 (3) TrunkCondition

T25 (4) RootCondition

T26 (1) WholeView

T26 (2) CrownCondition

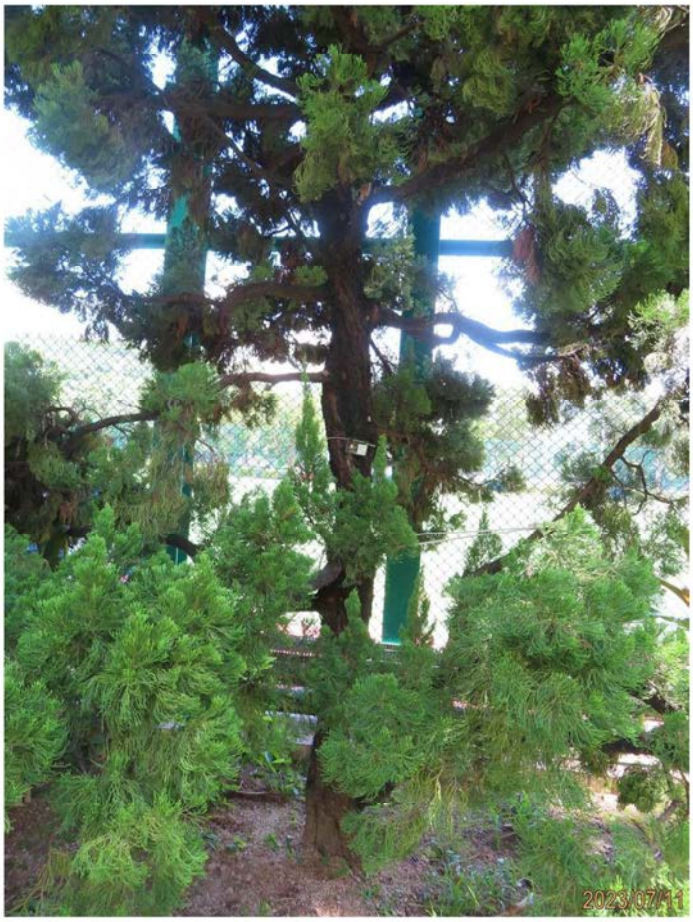


T26 (3) TrunkCondition

T26 (4) RootCondition

T27 (1) WholeView

T27 (2) CrownCondition



T27 (3) TrunkCondition

T27 (4) RootCondition

T28 (1) WholeView

T28 (2) CrownCondition

T28 (3) TrunkCondition

T28 (4) RootCondition

T29 (1) WholeView

T29 (2) CrownCondition

T29 (3) TrunkCondition

T29 (4) RootCondition

T30 (1) WholeView

T30 (2) CrownCondition

T30 (3) TrunkCondition

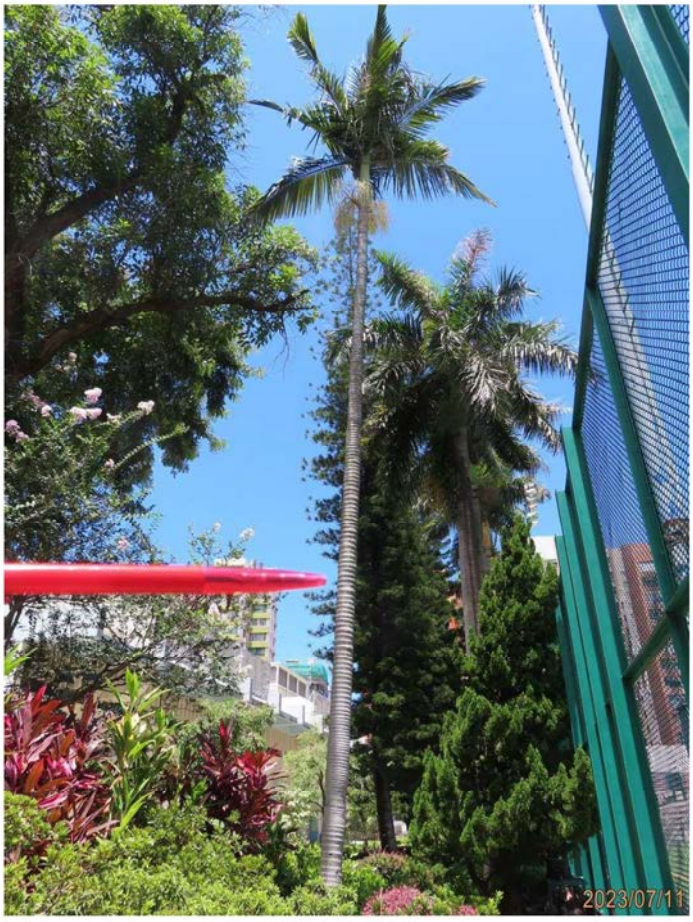
T30 (4) RootCondition

T31 (1) WholeView

T31 (2) CrownCondition

T31 (3) TrunkCondition

T31 (4) RootCondition

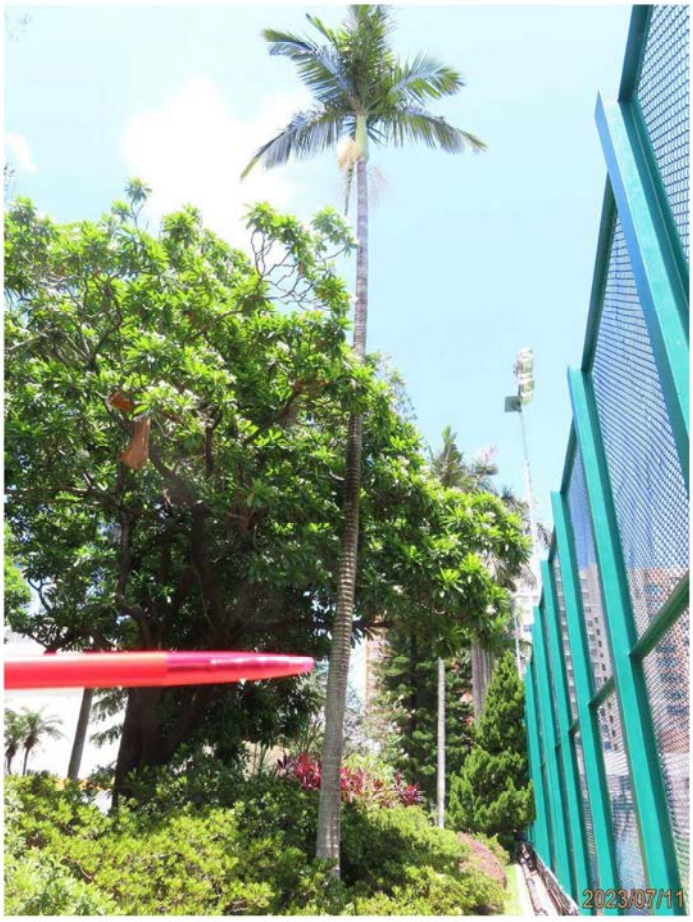


T32 (1) WholeView

T32 (2) CrownCondition

T32 (3) TrunkCondition

T32 (4) RootCondition



T33 (1) WholeView

T33 (2) CrownCondition

T33 (3) TrunkCondition

T33 (4) RootCondition

T34 (1) WholeView

T34 (2) CrownCondition

T34 (3) TrunkCondition

T34 (4) RootCondition

T35 (1) WholeView

T35 (2) CrownCondition

T35 (3) TrunkCondition

T35 (4) RootCondition

T36 (1) WholeView

T36 (2) CrownCondition

T36 (3) TrunkCondition

T36 (4) RootCondition

T37 (1) WholeView

T37 (2) CrownCondition

T37 (3) TrunkCondition

T37 (4) RootCondition

T38 (1) WholeView

T38 (2) CrownCondition

T38 (3) TrunkCondition

T38 (4) RootCondition

T39 (1) WholeView

T39 (2) CrownCondition

T39 (3) TrunkCondition

T39 (4) RootCondition

T40 (1) WholeView

T40 (2) CrownCondition

T40 (3) TrunkCondition

T40 (4) RootCondition

T41 (1) WholeView

T41 (2) CrownCondition

T41 (3) TrunkCondition

T41 (4) RootCondition

T42 (1) WholeView

T42 (2) CrownCondition

T42 (3) TrunkCondition

T42 (4) RootCondition

T43 (1) WholeView

T43 (2) CrownCondition

T43 (3) TrunkCondition

T43 (4) RootCondition

T44 (1) WholeView

T44 (2) CrownCondition

T44 (3) TrunkCondition

T44 (4) RootCondition

T45 (1) WholeView

T45 (2) CrownCondition

T45 (3) TrunkCondition

T45 (4) RootCondition

T46 (1) WholeView

T46 (2) CrownCondition

T46 (3) TrunkCondition

T46 (4) RootCondition

T47 (1) WholeView

T47 (2) CrownCondition

T47 (3) TrunkCondition

T47 (4) RootCondition

T48 (1) WholeView

T48 (2) CrownCondition

T48 (3) TrunkCondition

T48 (4) RootCondition

T49 (1) WholeView

T49 (2) CrownCondition

T49 (3) TrunkCondition

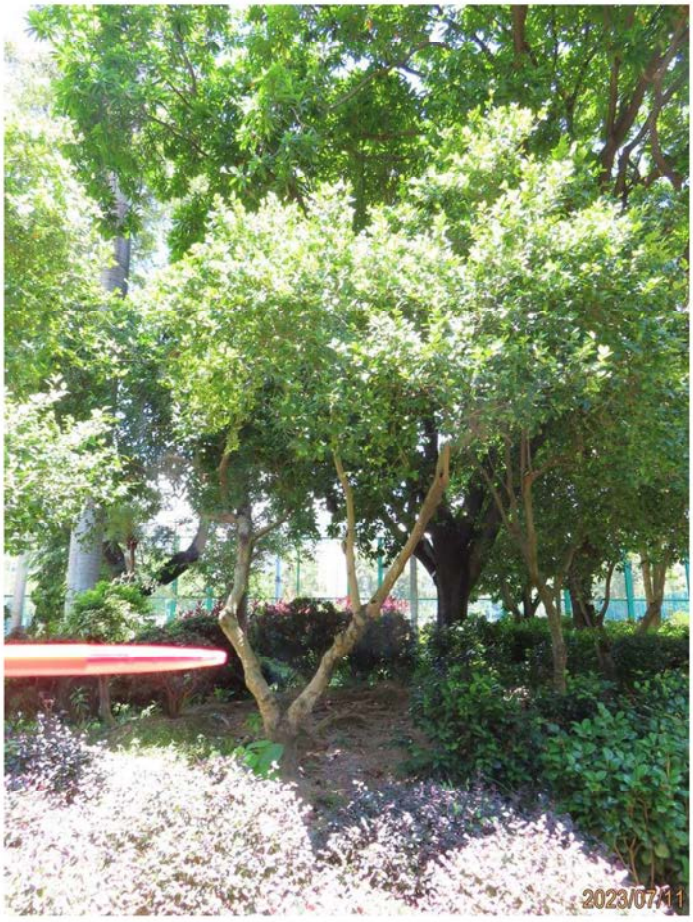
T49 (4) RootCondition

T50 (1) WholeView

T50 (2) CrownCondition

T50 (3) TrunkCondition

T50 (4) RootCondition



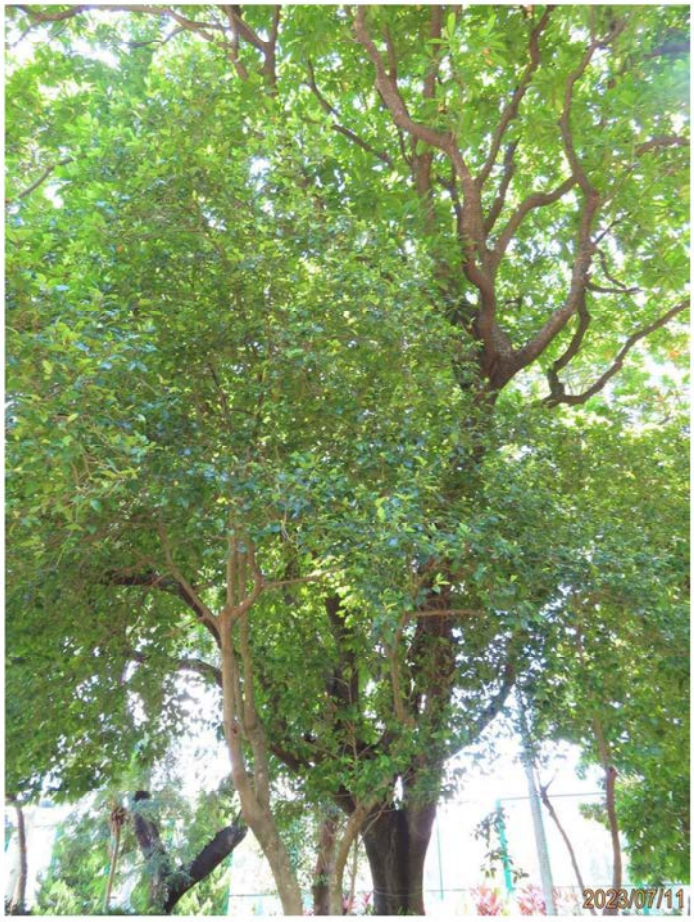
T51 (1) WholeView

T51 (2) CrownCondition

T51 (3) TrunkCondition

T51 (4) RootCondition

T52 (1) WholeView



T52 (2) CrownCondition

T52 (3) TrunkCondition

T52 (4) RootCondition

T53 (1) WholeView

T53 (2) CrownCondition

T53 (3) TrunkCondition

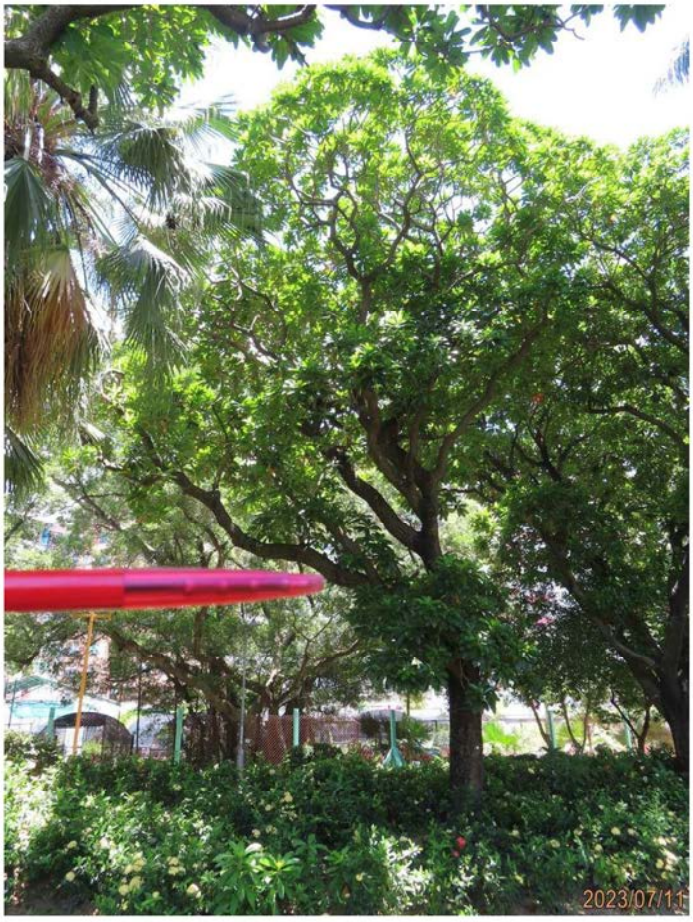
T53 (4) RootCondition

T54 (1) WholeView

T54 (2) CrownCondition

T54 (3) TrunkCondition

T54 (4) RootCondition



T55 (1) WholeView

T55 (2) CrownCondition

T55 (3) TrunkCondition

T55 (4) RootCondition

T56 (1) WholeView

T56 (2) CrownCondition

T56 (3) TrunkCondition

T56 (4) RootCondition

T57 (1) WholeView

T57 (2) CrownCondition

T57 (3) TrunkCondition

T57 (4) RootCondition

T58 (1) WholeView

T58 (2) CrownCondition

T58 (3) TrunkCondition

T58 (4) RootCondition

T59 (1) WholeView

T59 (2) CrownCondition

T59 (3) TrunkCondition

T59 (4) RootCondition

T60 (1) WholeView

T60 (2) CrownCondition

T60 (3) TrunkCondition

T60 (4) RootCondition

T61 (1) WholeView

T61 (2) CrownCondition

T61 (3) TrunkCondition

T61 (4) RootCondition

T62 (1) WholeView

T62 (2) CrownCondition

T62 (3) TrunkCondition

T62 (4) RootCondition

T63 (1) WholeView

T63 (2) CrownCondition

T63 (3) TrunkCondition

T63 (4) RootCondition

T64 (1) WholeView

T64 (2) CrownCondition

T64 (3) TrunkCondition

T64 (4) RootCondition

T65 (1) WholeView

T65 (2) CrownCondition

T65 (3) TrunkCondition

T65 (4) RootCondition

T66 (1) WholeView

T66 (2) CrownCondition

T66 (3) TrunkCondition

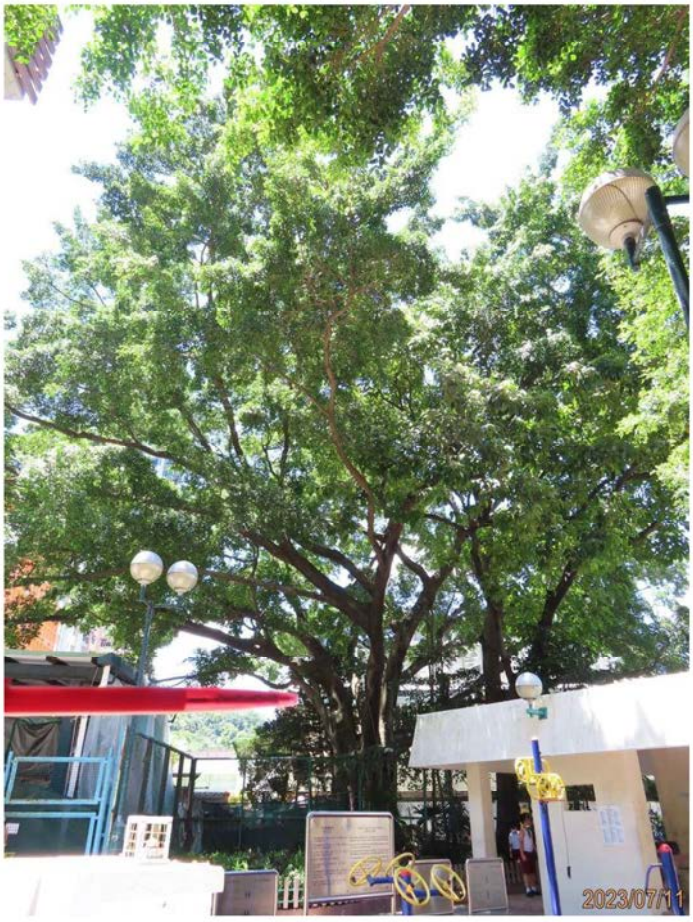
T66 (4) RootCondition

T67 (1) WholeView

T67 (2) CrownCondition

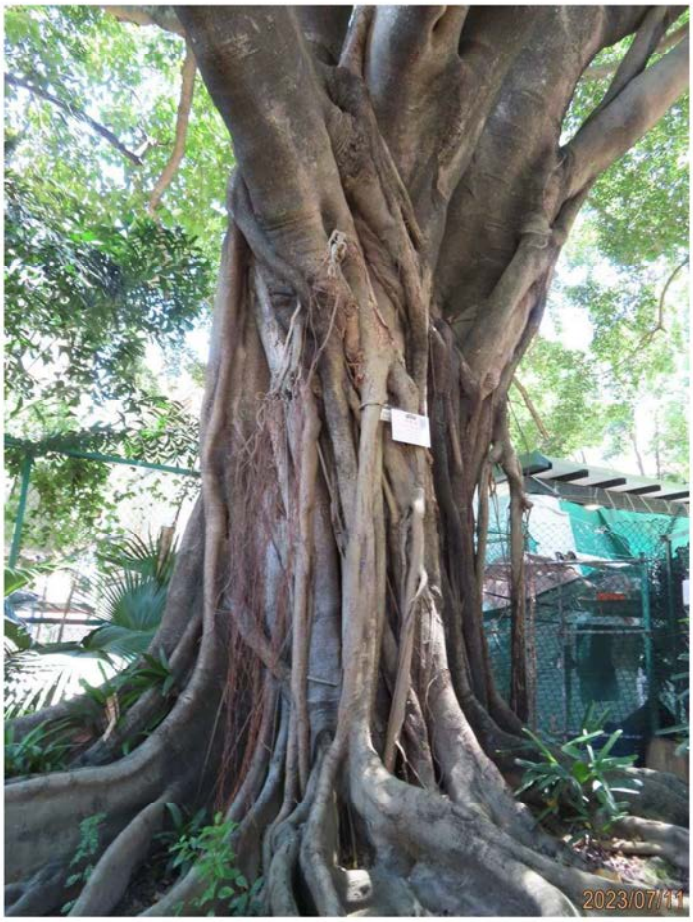
T67 (3) TrunkCondition

T67 (4) RootCondition



T68 (1) WholeView

T68 (2) CrownCondition



T68 (3) TrunkCondition

T68 (4) RootCondition

T69 (1) WholeView

T69 (2) CrownCondition

T69 (3) TrunkCondition

T69 (4) RootCondition

T70 (1) WholeView

T70 (2) CrownCondition

T70 (3) TrunkCondition

T70 (4) RootCondition

T71 (1) WholeView

T71 (2) CrownCondition

T71 (3) TrunkCondition

T71 (4) RootCondition

T72 (1) WholeView

T72 (2) CrownCondition

T72 (3) TrunkCondition

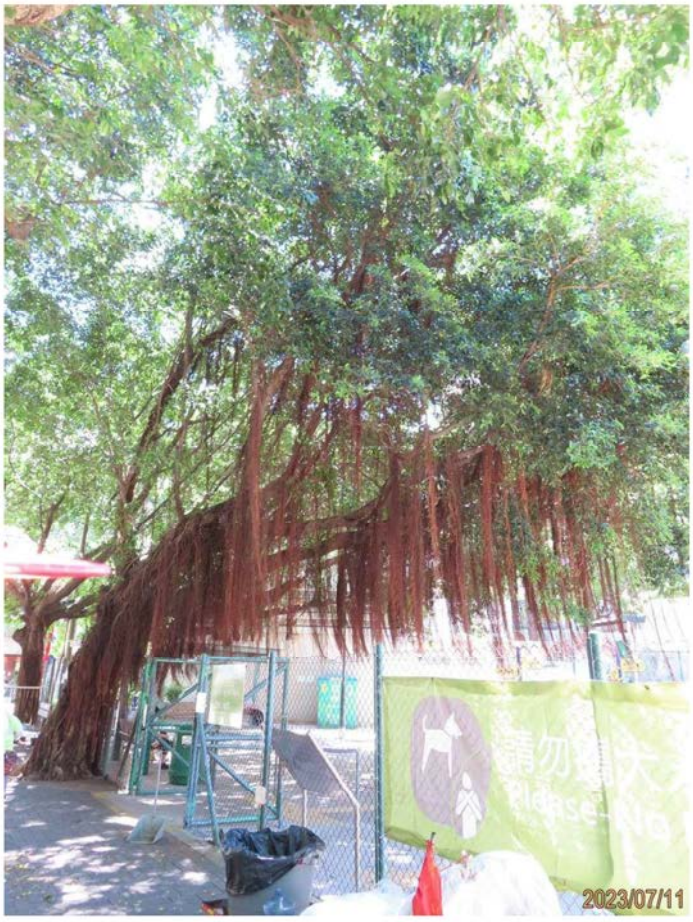
T72 (4) RootCondition

T73 (1) WholeView

T73 (2) CrownCondition

T73 (3) TrunkCondition

T73 (4) RootCondition

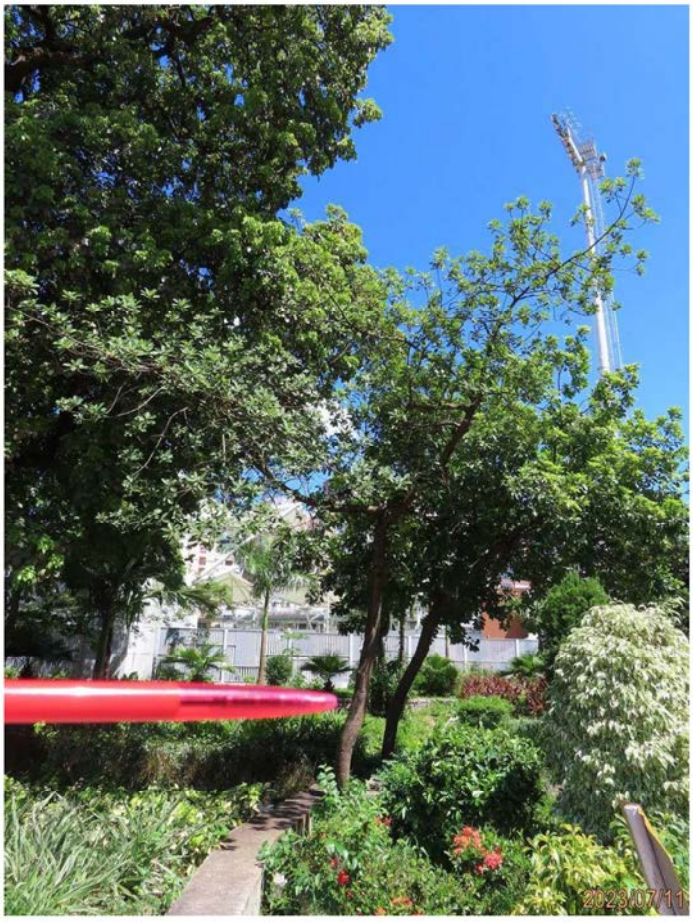


T74 (1) WholeView

T74 (2) CrownCondition

T74 (3) TrunkCondition

T74 (4) RootCondition



T75 (1) WholeView

T75 (2) CrownCondition

T75 (3) TrunkCondition

T75 (4) RootCondition

T76 (1) WholeView

T76 (2) CrownCondition

T76 (3) TrunkCondition

T76 (4) RootCondition

T77 (1) WholeView

T77 (2) CrownCondition

T77 (3) TrunkCondition

T77 (4) RootCondition

T78 (1) WholeView

T78 (2) CrownCondition

T78 (3) TrunkCondition

T78 (4) RootCondition

T79 (1) WholeView

T79 (2) CrownCondition

T79 (3) TrunkCondition

T79 (4) RootCondition

T80 (1) WholeView

T80 (2) CrownCondition

T80 (3) TrunkCondition

T80 (4) RootCondition

T81 (1) WholeView

T81 (2) CrownCondition

T81 (3) TrunkCondition

T81 (4) RootCondition

T82 (1) WholeView

T82 (2) CrownCondition

T82 (3) TrunkCondition

T82 (4) RootCondition

T83 (1) WholeView

T83 (2) CrownCondition

T83 (3) TrunkCondition

T83 (4) RootCondition

T84 (1) WholeView

T84 (2) CrownCondition

T84 (3) TrunkCondition

T84 (4) RootCondition

T85 (1) WholeView

T85 (2) CrownCondition

T85 (3) TrunkCondition

T85 (4) RootCondition

T86 (1) WholeView

T86 (2) CrownCondition

T86 (3) TrunkCondition

T86 (4) RootCondition

T87 (1) WholeView

T87 (2) CrownCondition

T87 (3) TrunkCondition

T87 (4) RootCondition

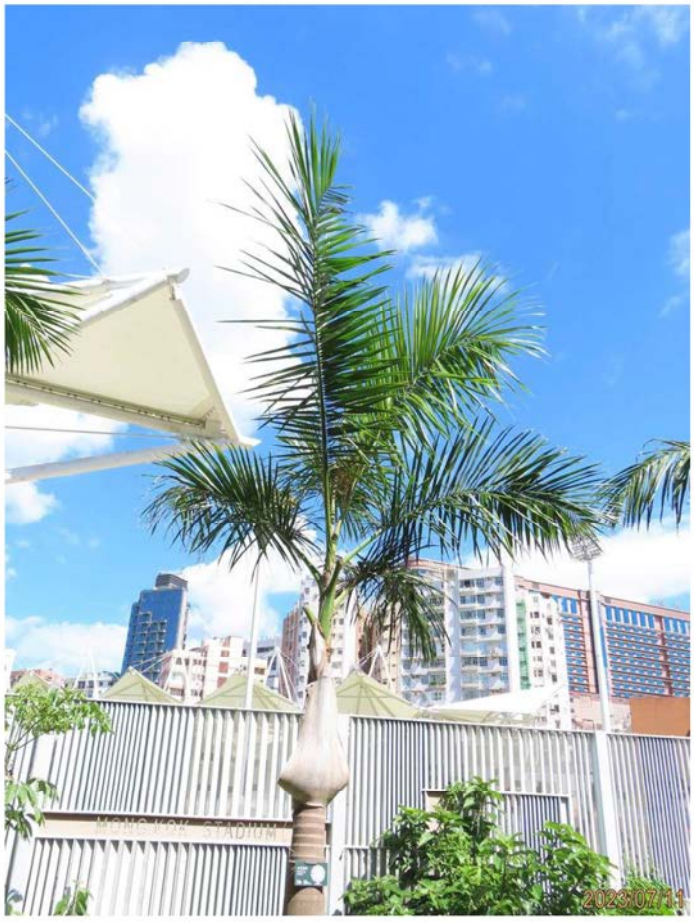
T88 (1) WholeView

T88 (2) CrownCondition

T88 (3) TrunkCondition

T88 (4) RootCondition

T89 (1) WholeView



T89 (2) CrownCondition

T89 (3) TrunkCondition

T89 (4) RootCondition

T90 (1) WholeView

T90 (2) CrownCondition

T90 (3) TrunkCondition

T90 (4) RootCondition

T91 (1) WholeView

T91 (2) CrownCondition

T91 (3) TrunkCondition

T91 (4) RootCondition

T92 (1) WholeView

T92 (2) CrownCondition

T92 (3) TrunkCondition

T92 (4) RootCondition

T93 (1) WholeView

T93 (2) CrownCondition

T93 (3) TrunkCondition

T93 (4) RootCondition

T94 (1) WholeView

T94 (2) CrownCondition

T94 (3) TrunkCondition

T94 (4) RootCondition

T95 (1) WholeView

T95 (2) CrownCondition

T95 (3) TrunkCondition

T95 (4) RootCondition

T96 (1) WholeView

T96 (2) CrownCondition

T96 (3) TrunkCondition

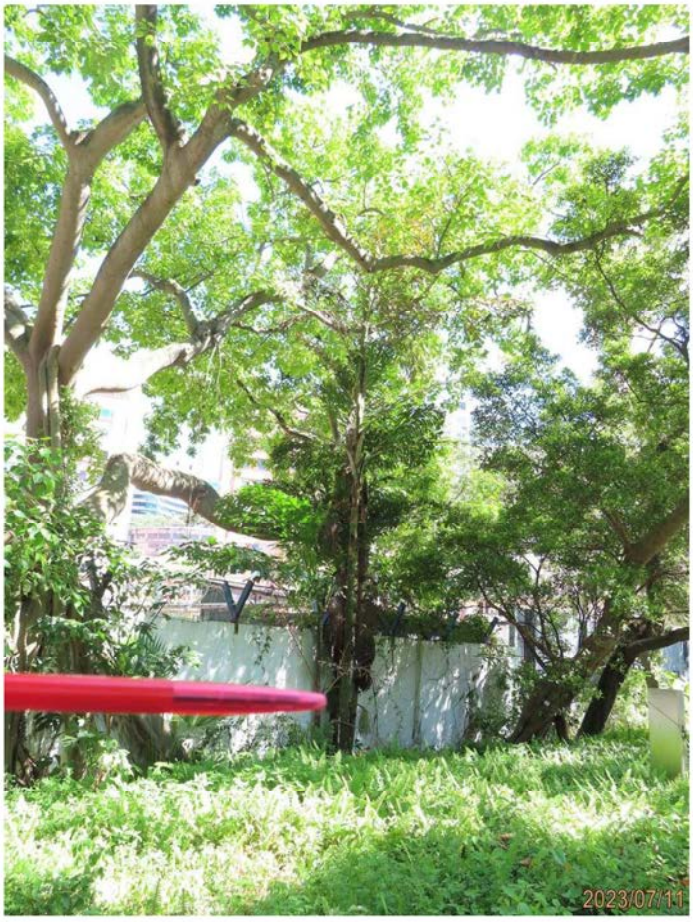
T96 (4) RootCondition

T97 (1) WholeView

T97 (2) CrownCondition

T97 (3) TrunkCondition

T97 (4) RootCondition



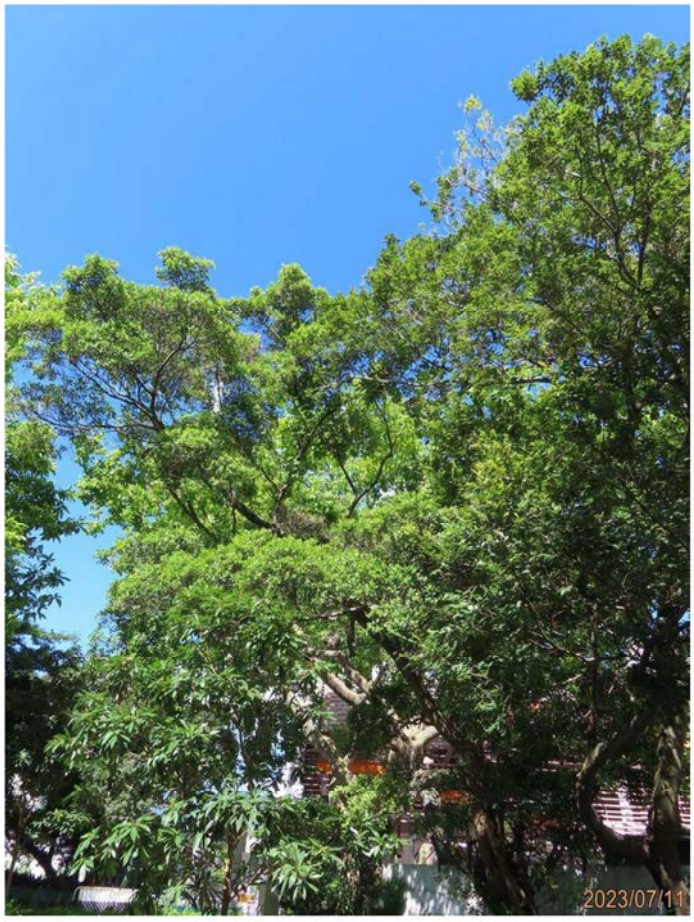
T98 (1) WholeView

T98 (2) CrownCondition

T98 (3) TrunkCondition

T98 (4) RootCondition

T99 (1) WholeView



T99 (2) CrownCondition

T99 (3) TrunkCondition

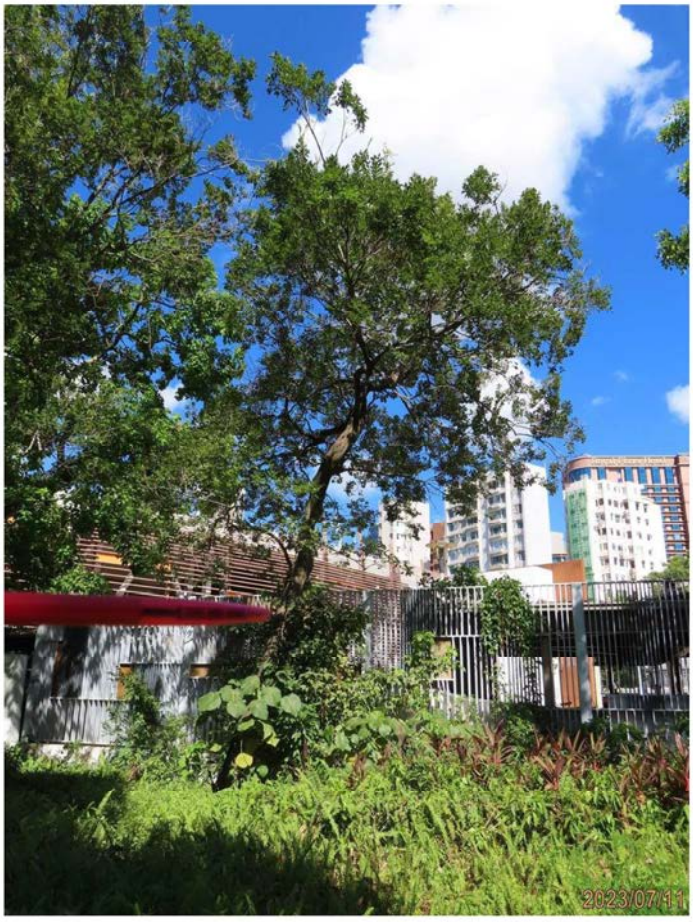
T99 (4) RootCondition

T100 (1) WholeView

T100 (2) CrownCondition

T100 (3) TrunkCondition

T100 (4) RootCondition



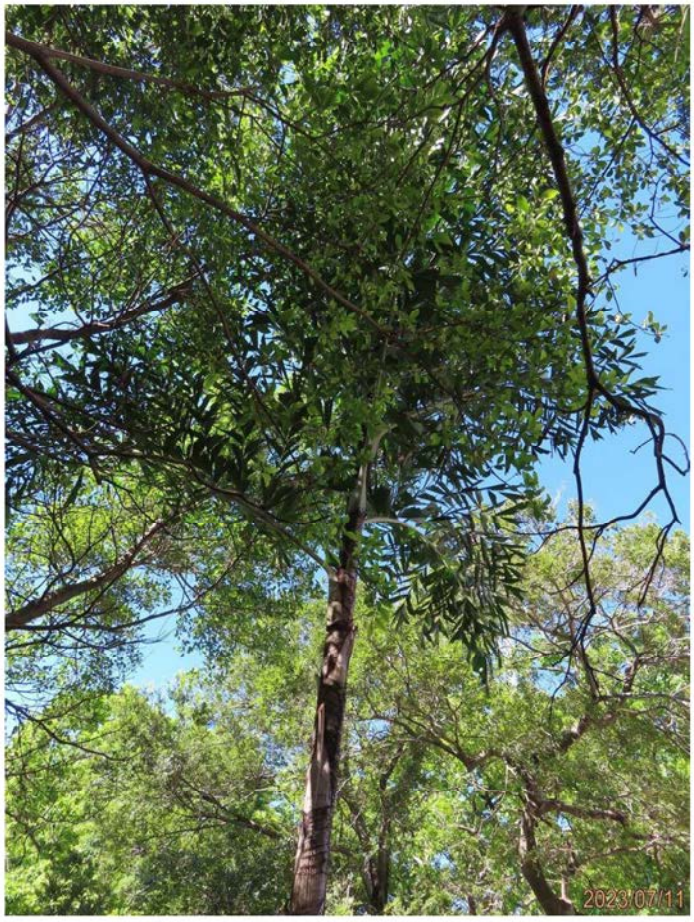
T101 (1) WholeView

T101 (2) CrownCondition

T101 (3) TrunkCondition

T101 (4) RootCondition

T102 (1) WholeView



T102 (2) CrownCondition

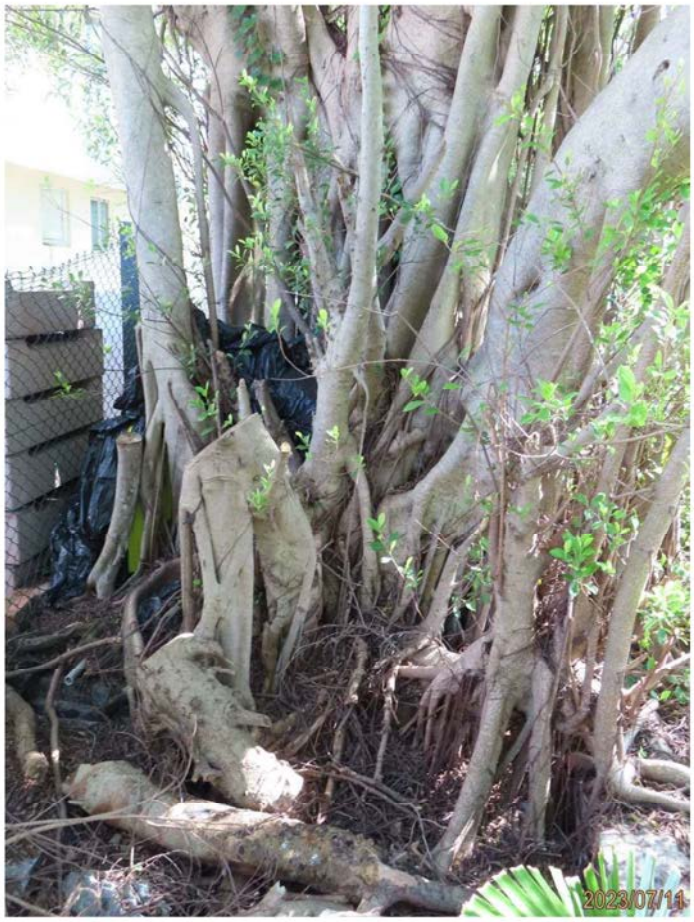
T102 (3) TrunkCondition

T102 (4) RootCondition

T103 (1) WholeView

T103 (2) CrownCondition

T103 (3) TrunkCondition



T103 (4) RootCondition

T104 (1) WholeView

T104 (2) CrownCondition

T104 (3) TrunkCondition

T104 (4) RootCondition

T105 (1) WholeView

T105 (2) CrownCondition

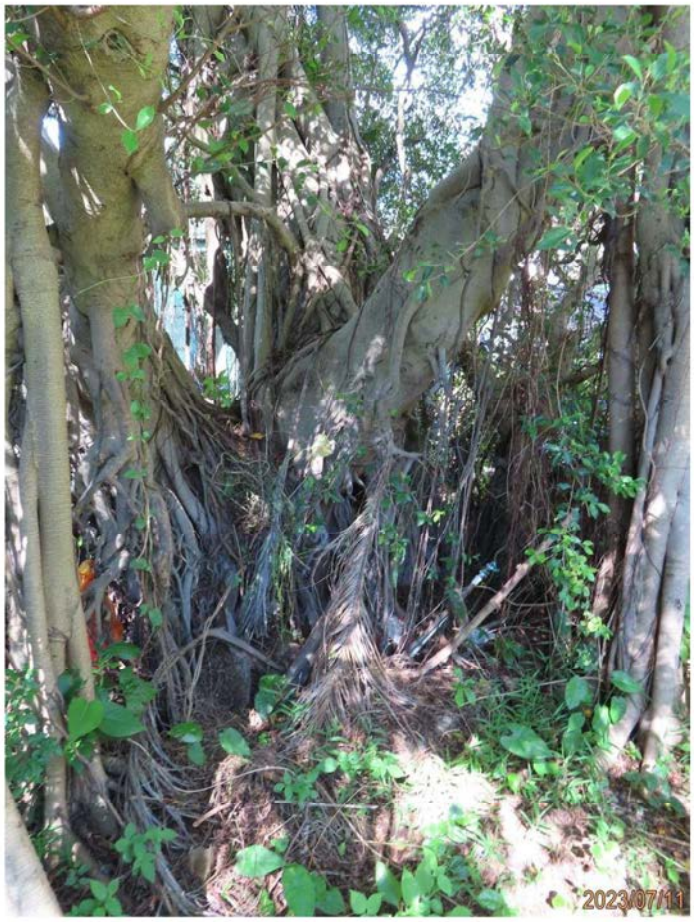
T105 (3) TrunkCondition

T105 (4) RootCondition

T106 (1) WholeView

T106 (2) CrownCondition

T106 (3) TrunkCondition



T106 (4) RootCondition

T107 (1) WholeView

T107 (2) CrownCondition

T107 (3) TrunkCondition

T107 (4) RootCondition

T108 (1) WholeView

T108 (2) CrownCondition

T108 (3) TrunkCondition

T108 (4) RootCondition

T109 (1) WholeView

T109 (2) CrownCondition

T109 (3) TrunkCondition

T109 (4) RootCondition

T110 (1) WholeView

T110 (2) CrownCondition

T110 (3) TrunkCondition

T110 (4) RootCondition

T111 (1) WholeView

T111 (2) CrownCondition

T111 (3) TrunkCondition

T111 (4) RootCondition

T112 (1) WholeView

T112 (2) CrownCondition

T112 (3) TrunkCondition

T112 (4) RootCondition

T113 (1) WholeView

T113 (2) CrownCondition

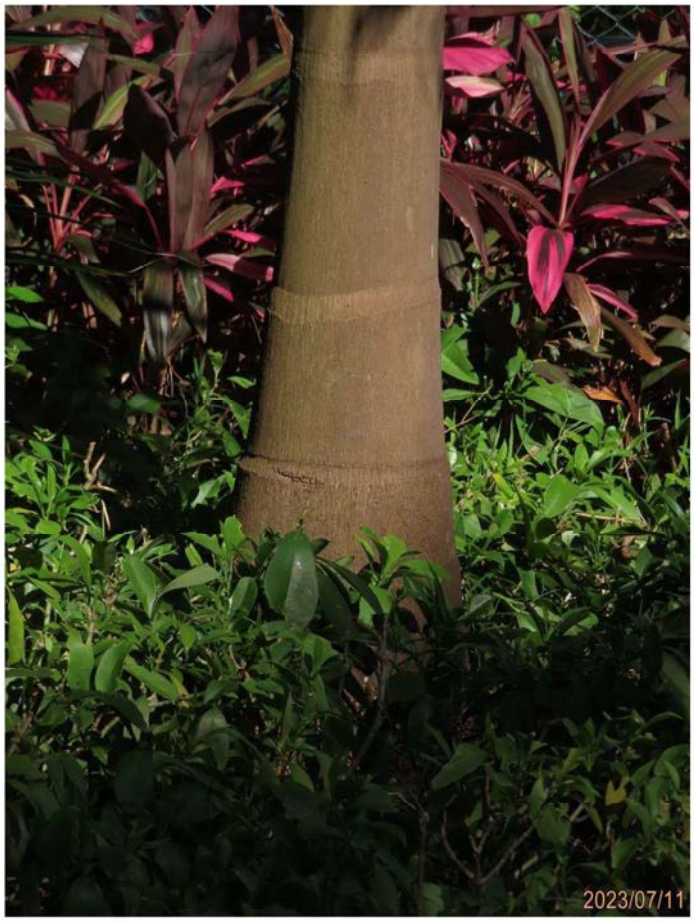
T113 (3) TrunkCondition

T113 (4) RootCondition

T114 (1) WholeView

T114 (2) CrownCondition

T114 (3) TrunkCondition



T114 (4) RootCondition

T115 (1) WholeView

T115 (2) CrownCondition

T115 (3) TrunkCondition

T115 (4) RootCondition

T116 (1) WholeView

T116 (2) CrownCondition

T116 (3) TrunkCondition

T116 (4) RootCondition

T117 (1) WholeView

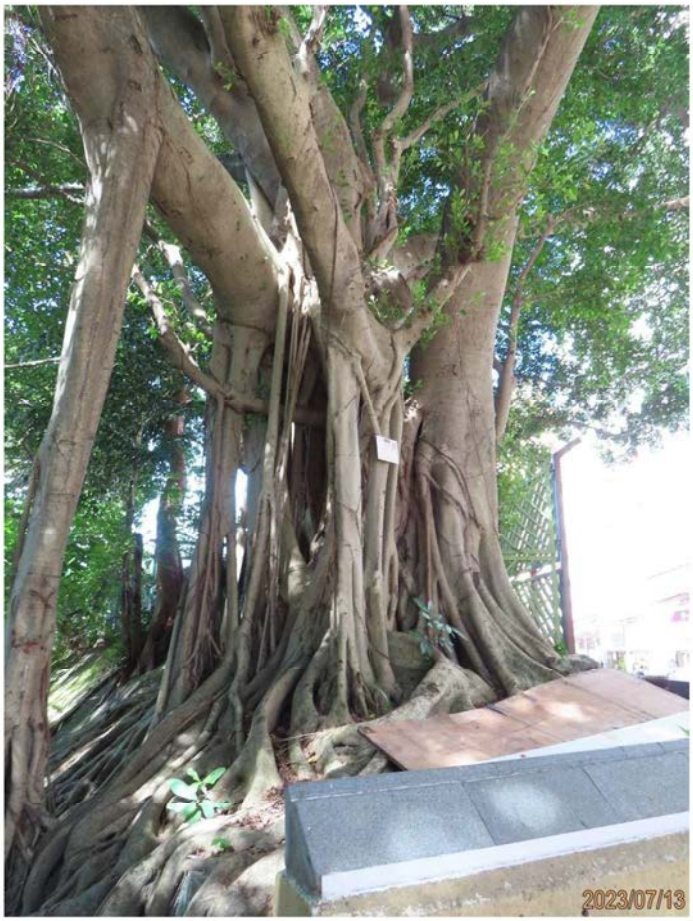
T117 (2) CrownCondition

T117 (3) TrunkCondition

T117 (4) RootCondition

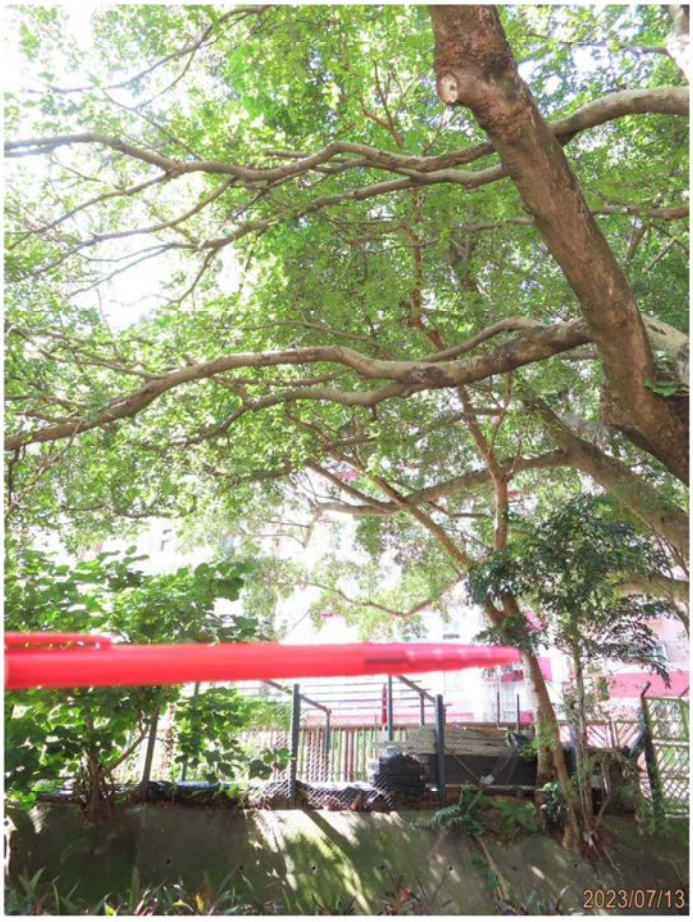
T118 (1) WholeView

T118 (2) CrownCondition

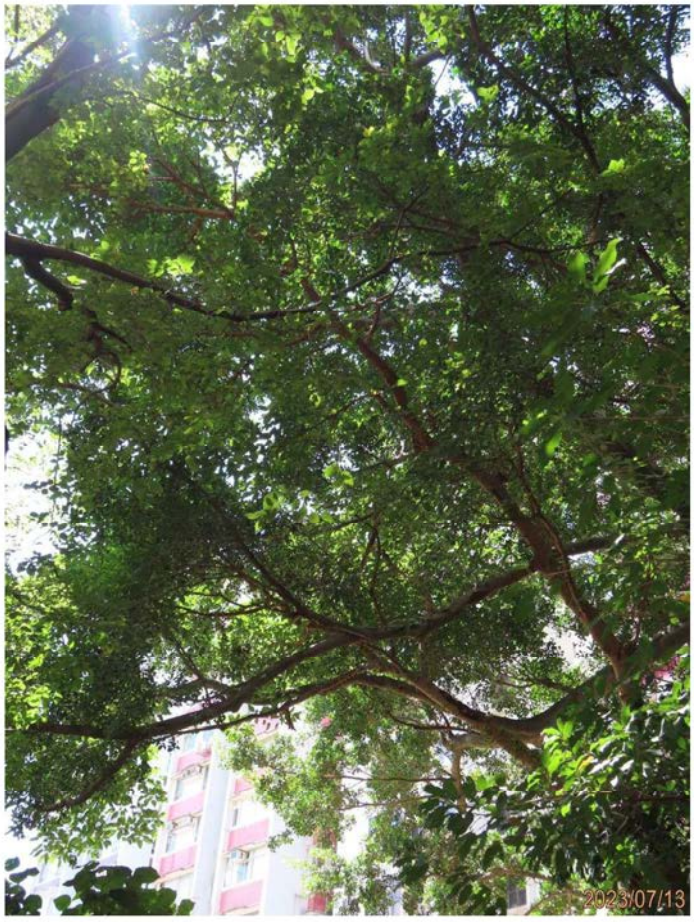


T118 (3) TrunkCondition

T118 (4) RootCondition



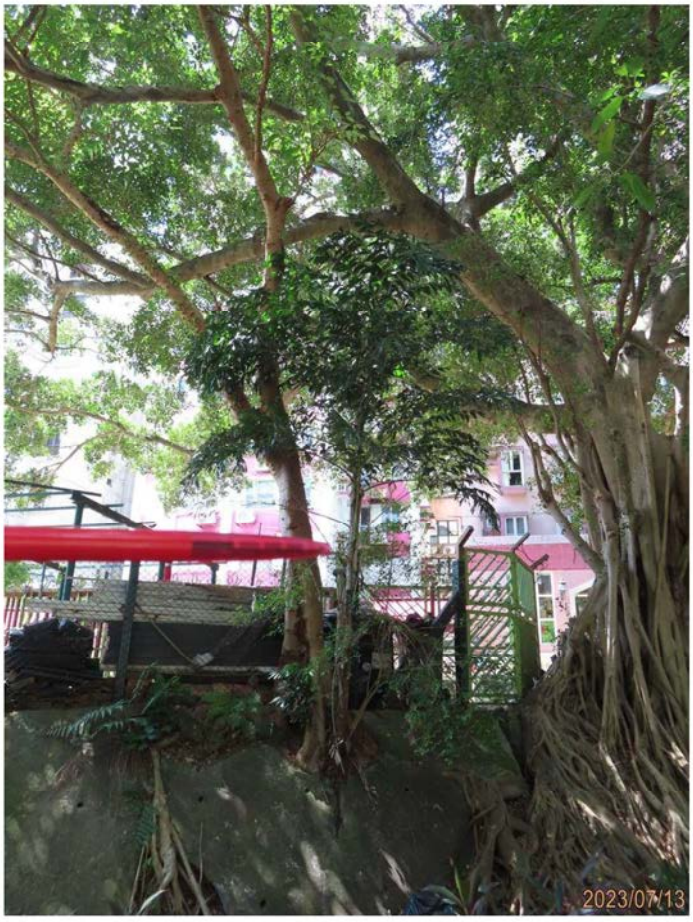
T119 (1) WholeView



T119 (2) CrownCondition

T119 (3) TrunkCondition

T119 (4) RootCondition



T120 (1) WholeView

T120 (2) CrownCondition

T120 (3) TrunkCondition

T120 (4) RootCondition

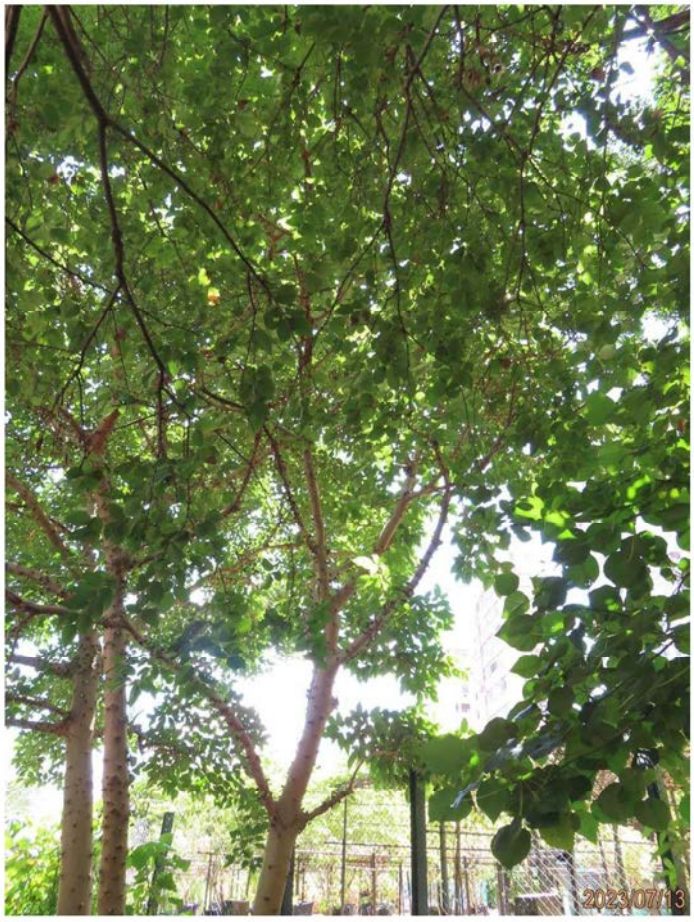
T121 (1) WholeView

T121 (2) CrownCondition

T121 (3) TrunkCondition

T121 (4) RootCondition

T122 (1) WholeView



T122 (2) CrownCondition

T122 (3) TrunkCondition

T122 (4) RootCondition

T123 (1) WholeView

T123 (2) CrownCondition

T123 (3) TrunkCondition

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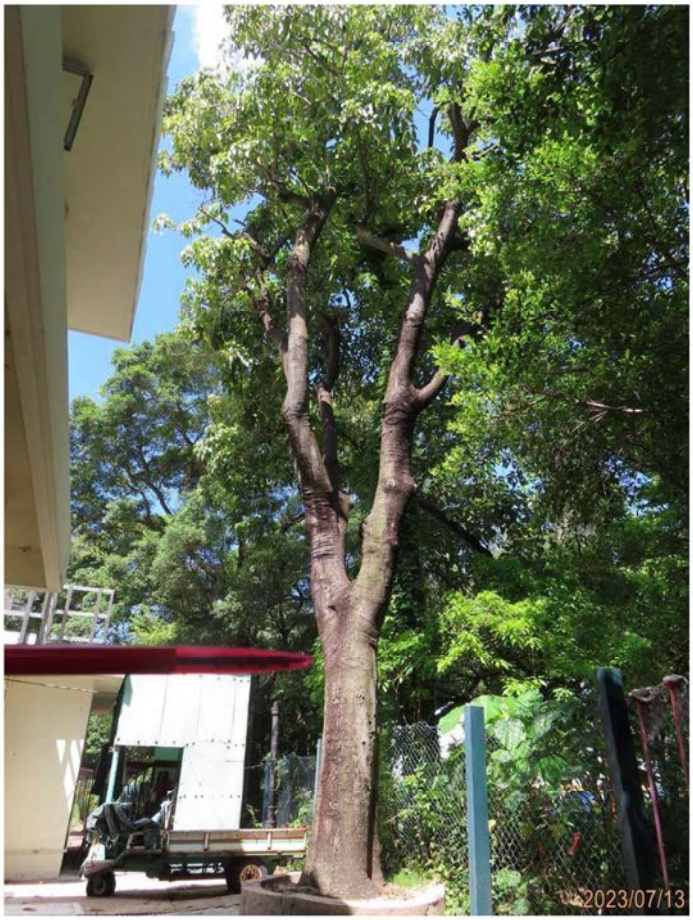

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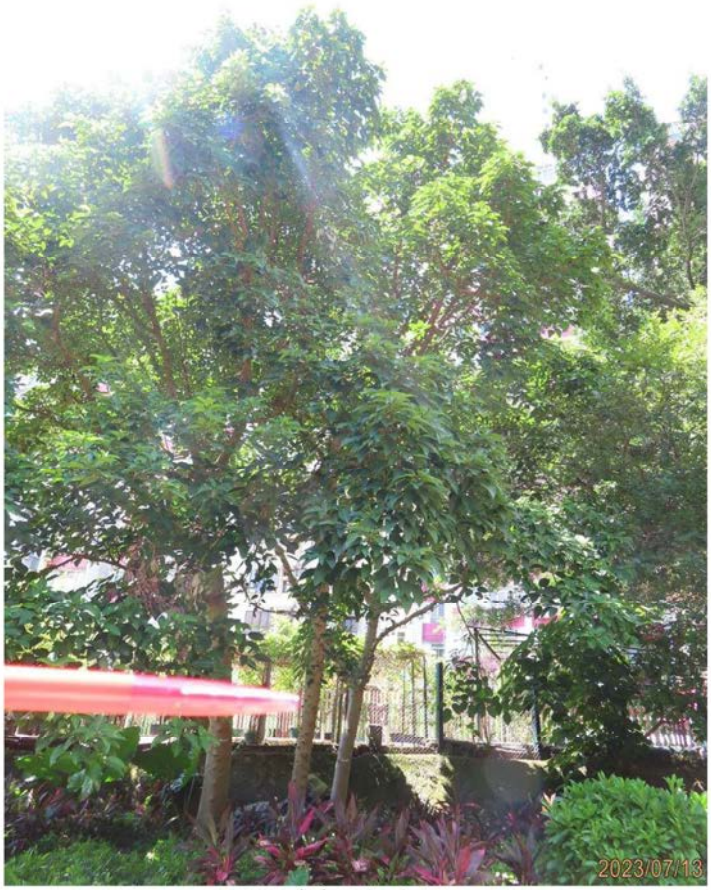

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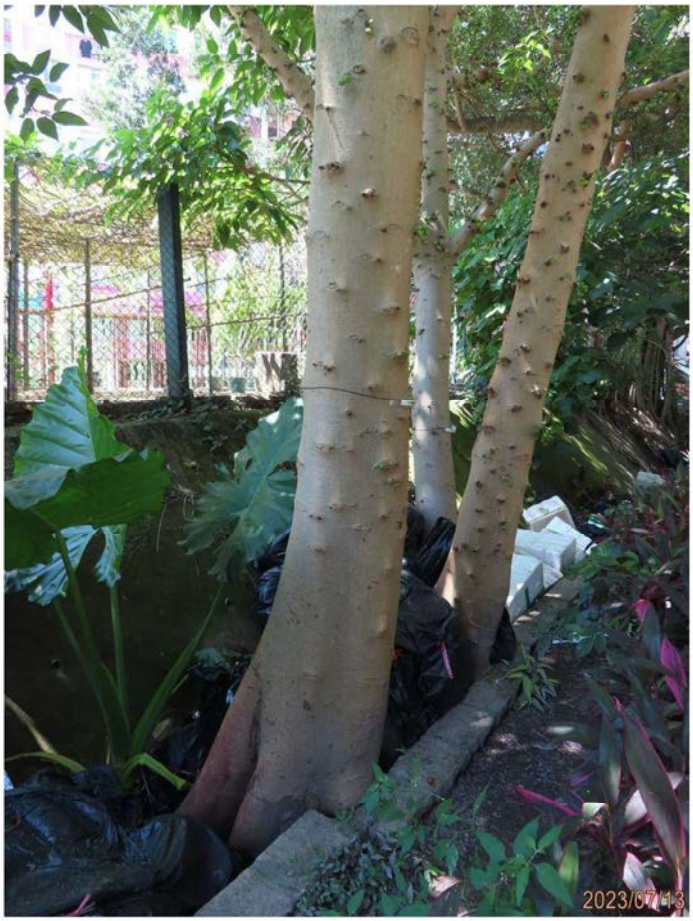

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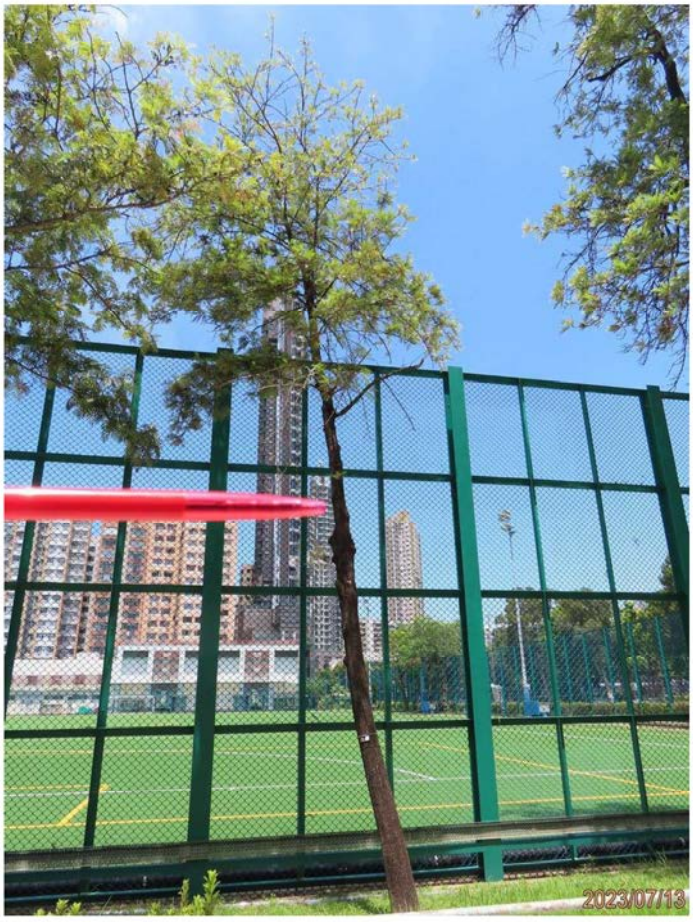

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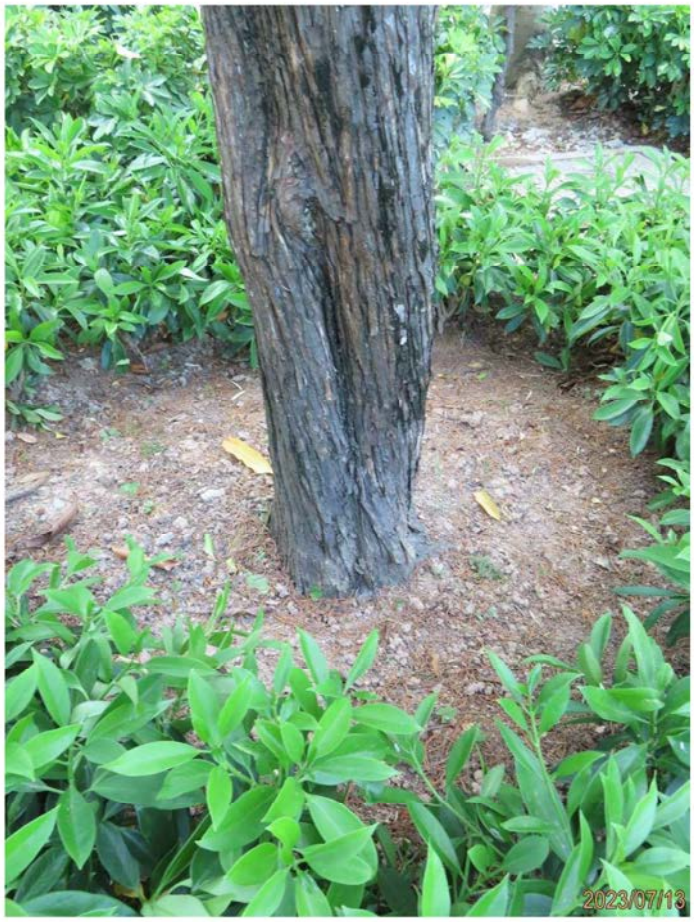

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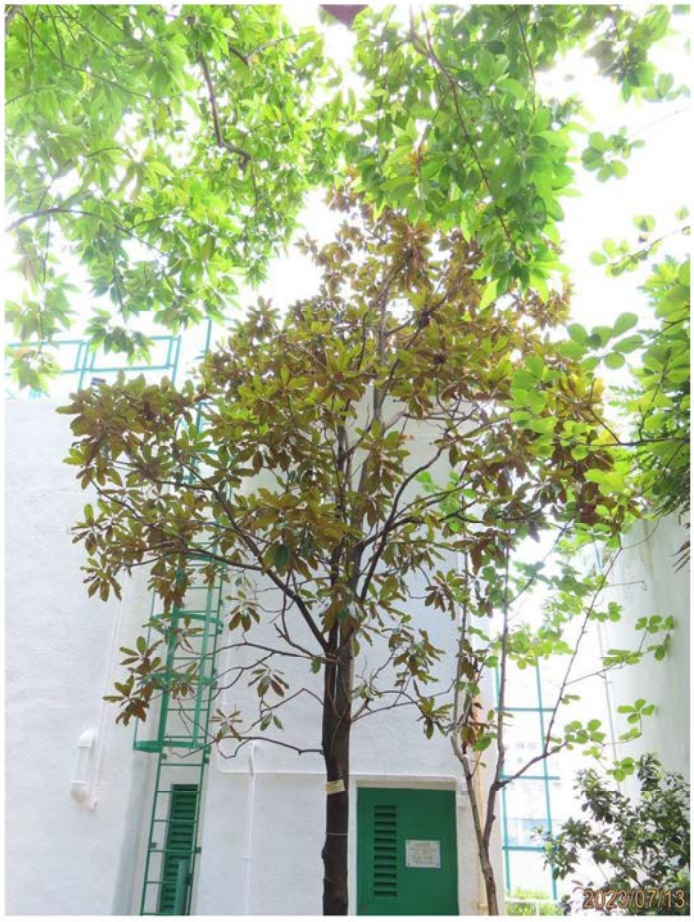

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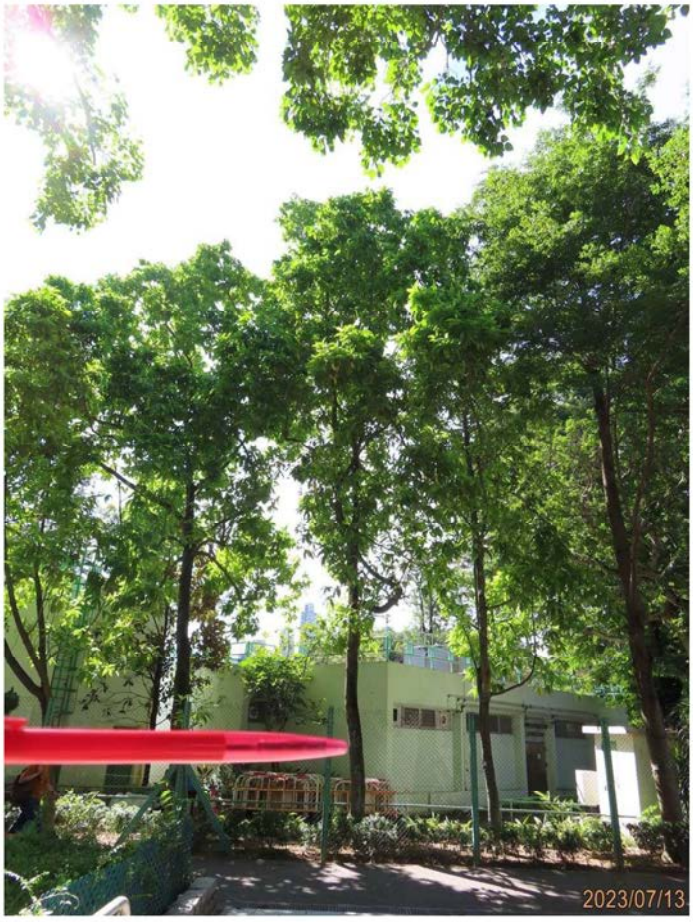

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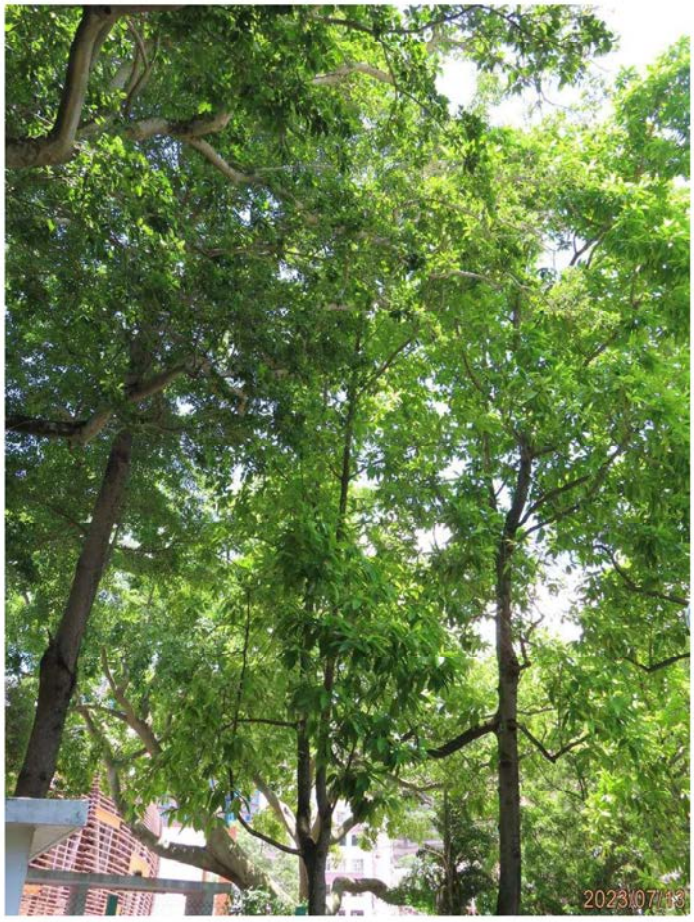

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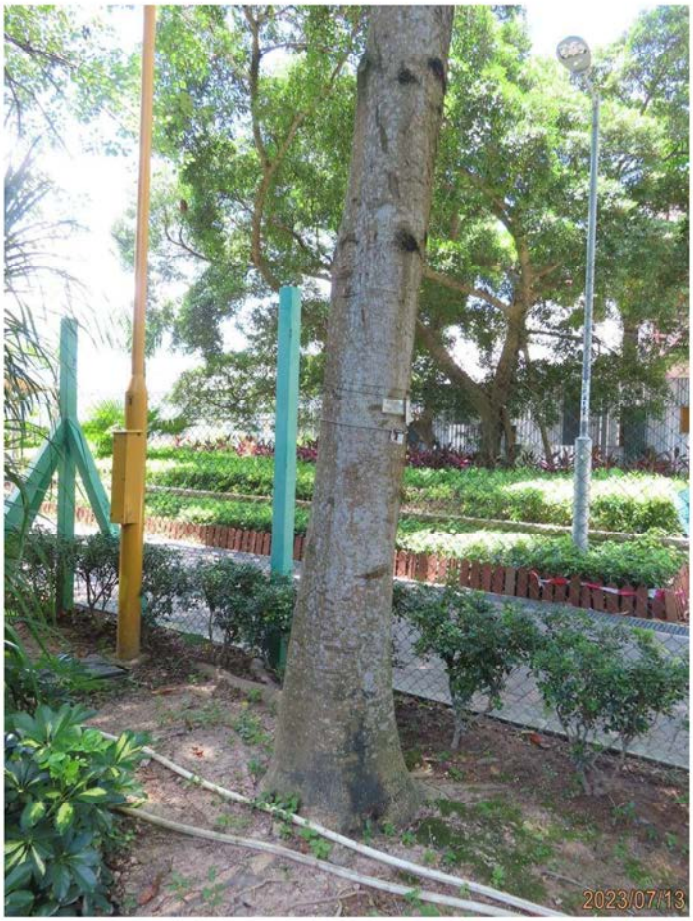

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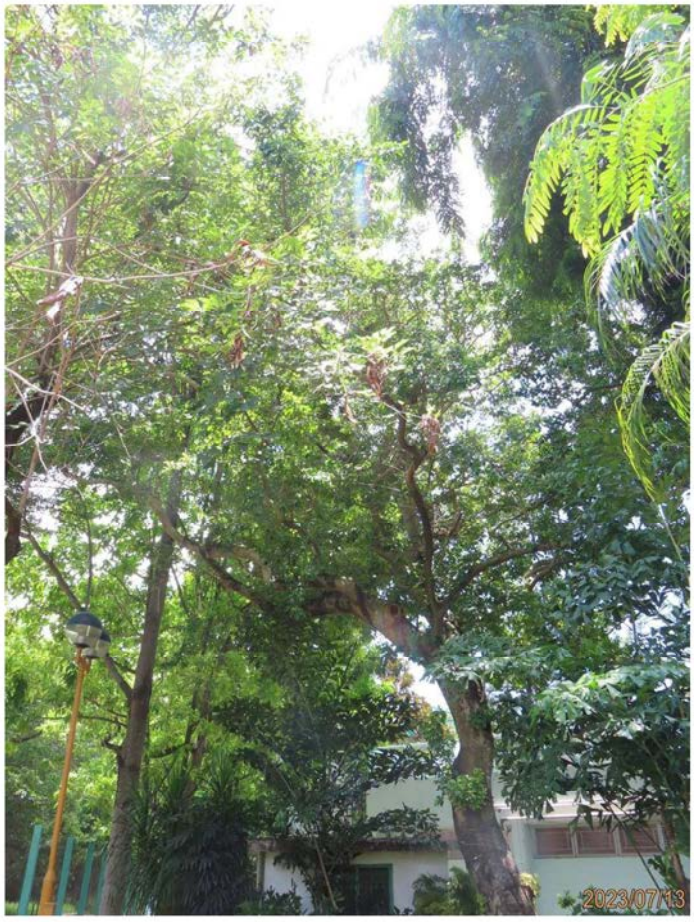

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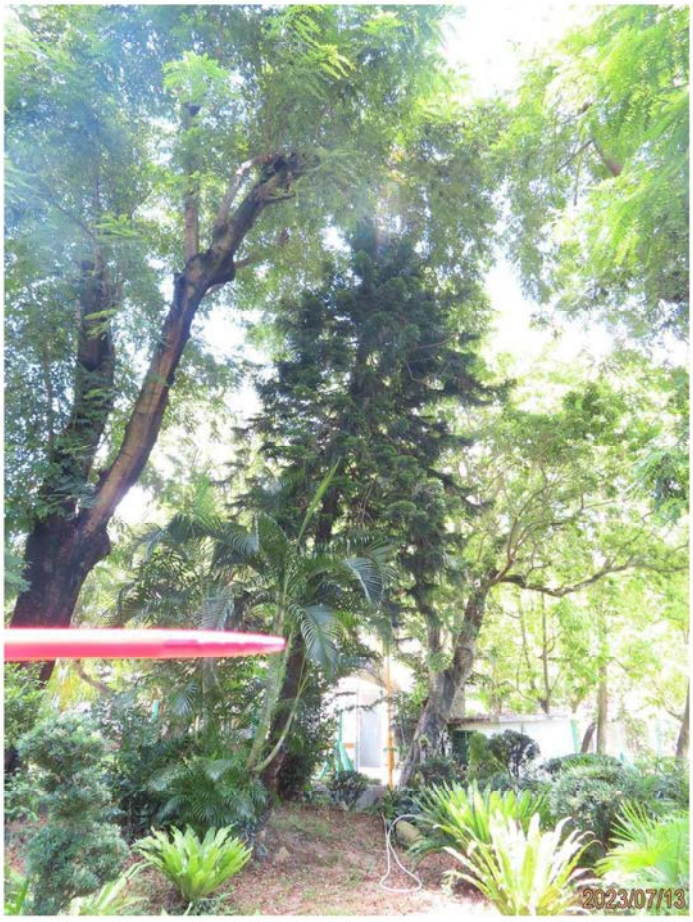

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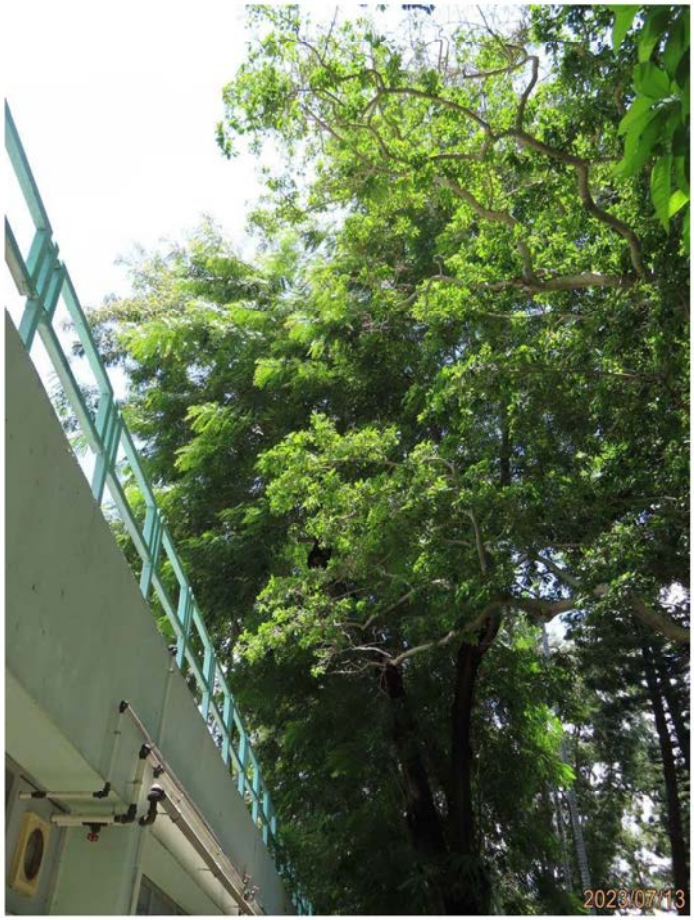

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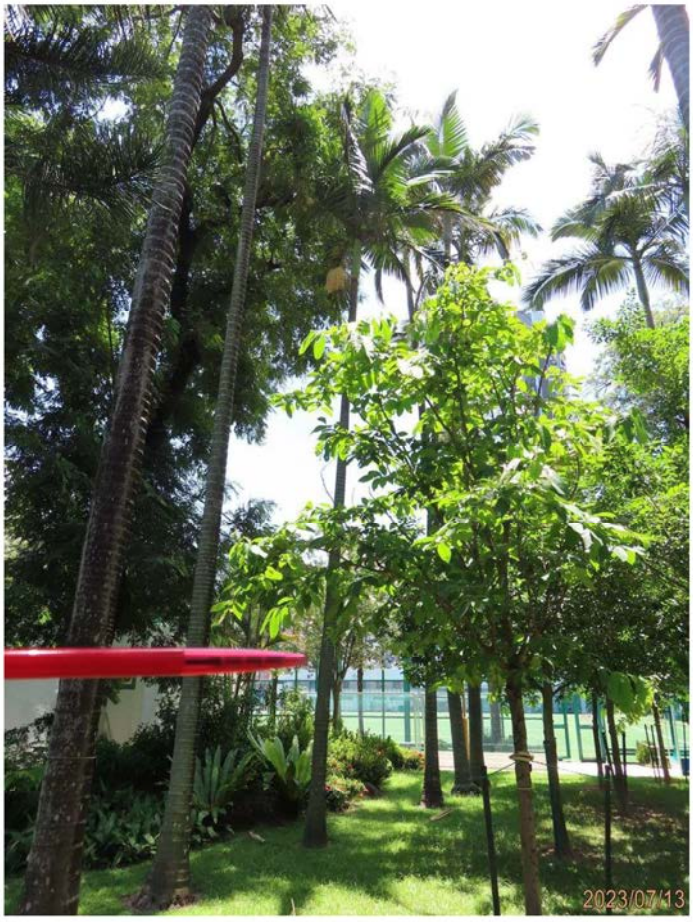

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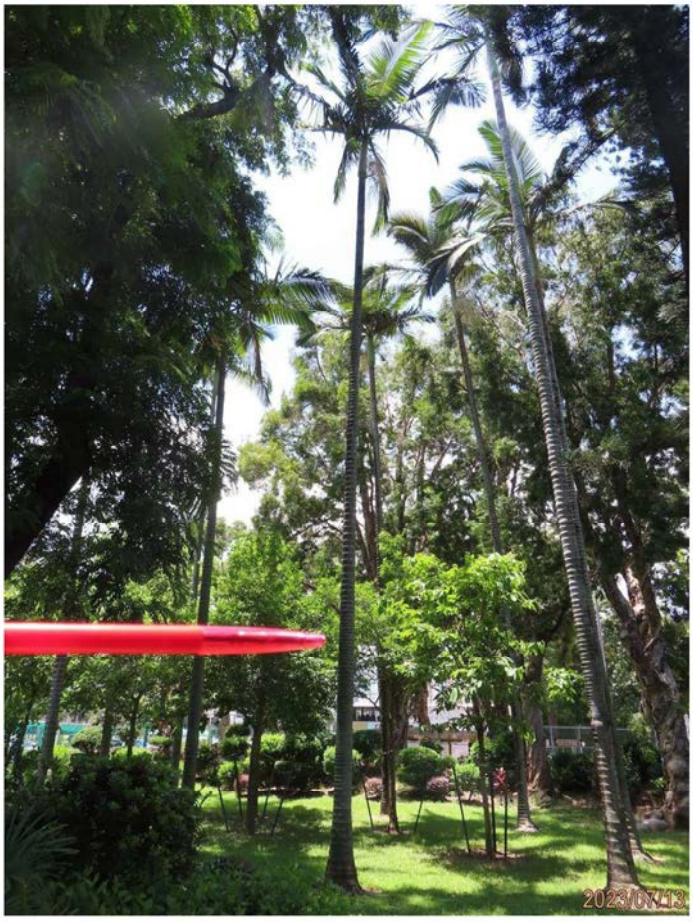

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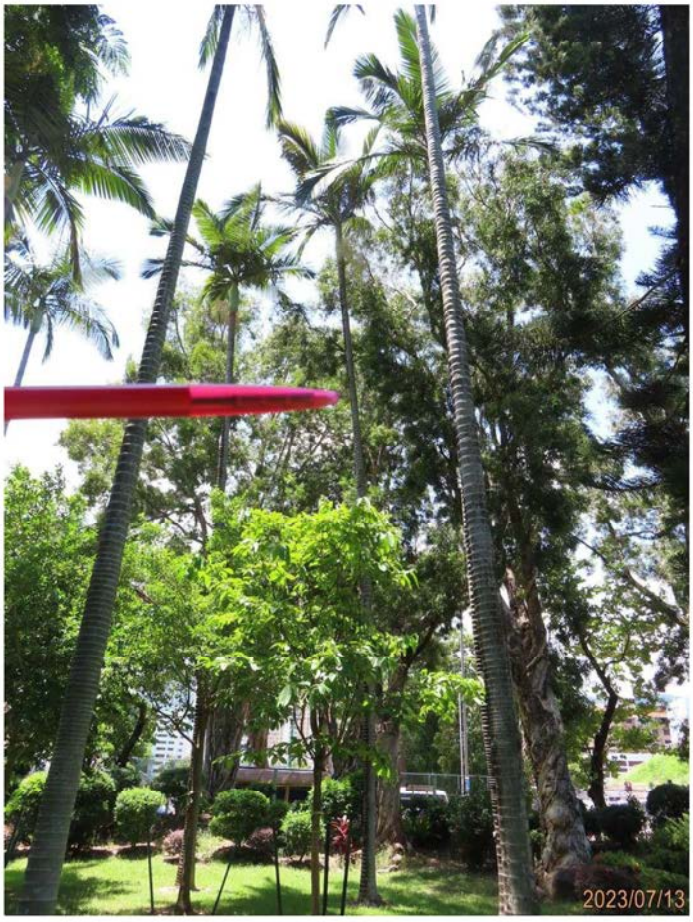

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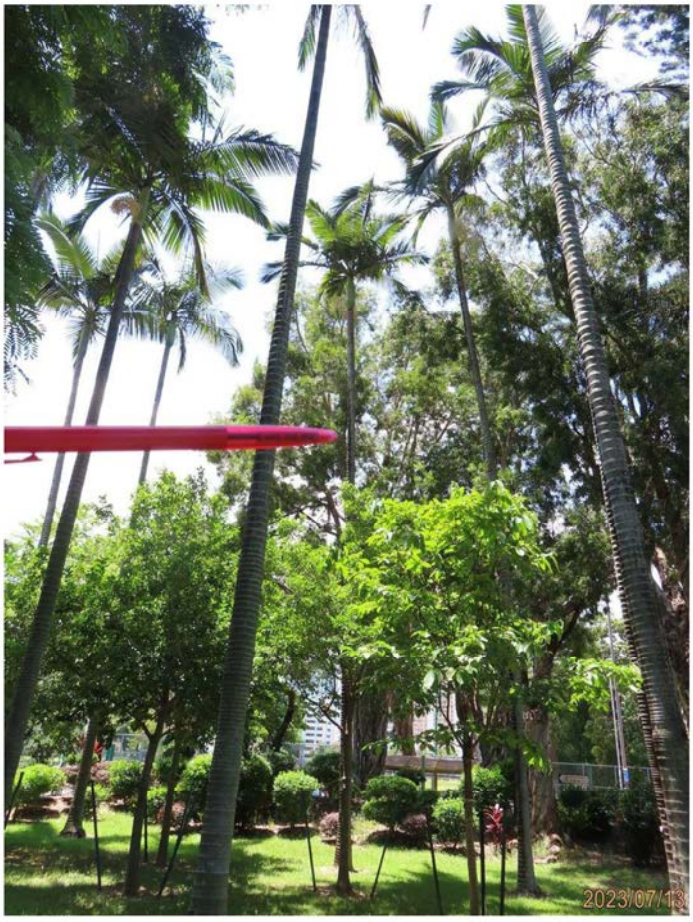

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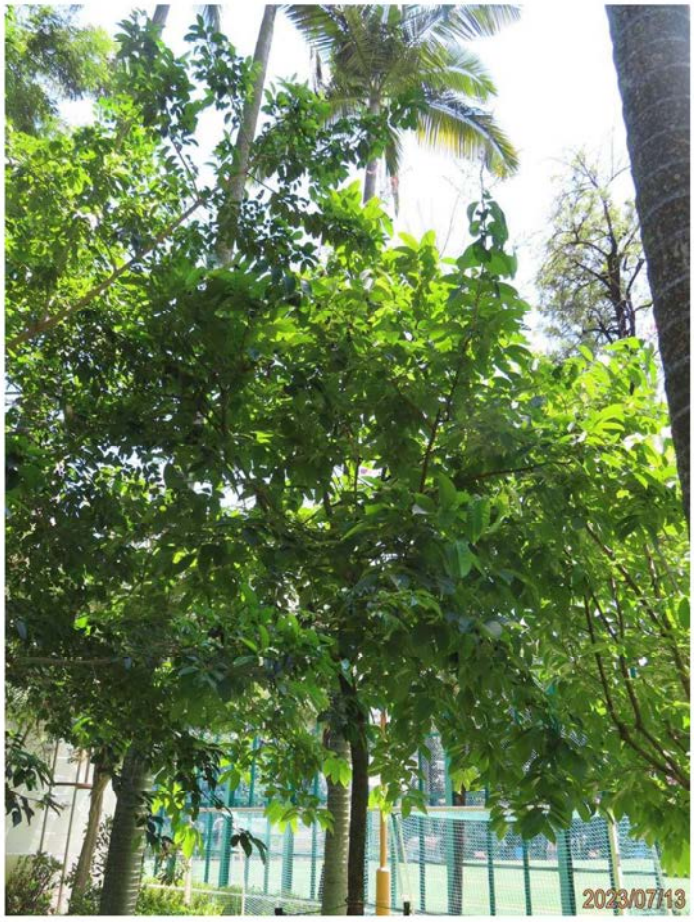

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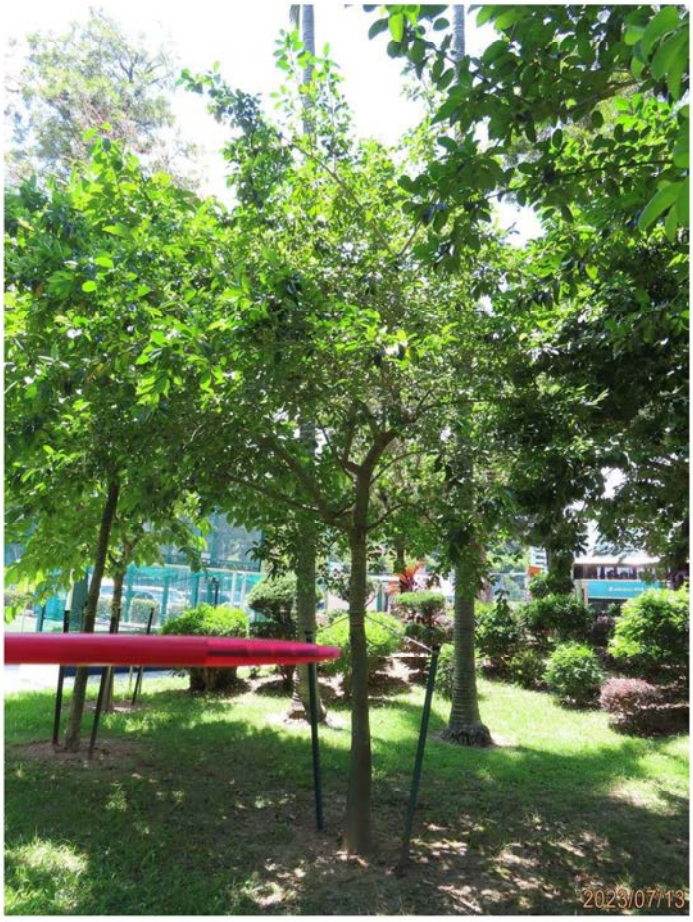

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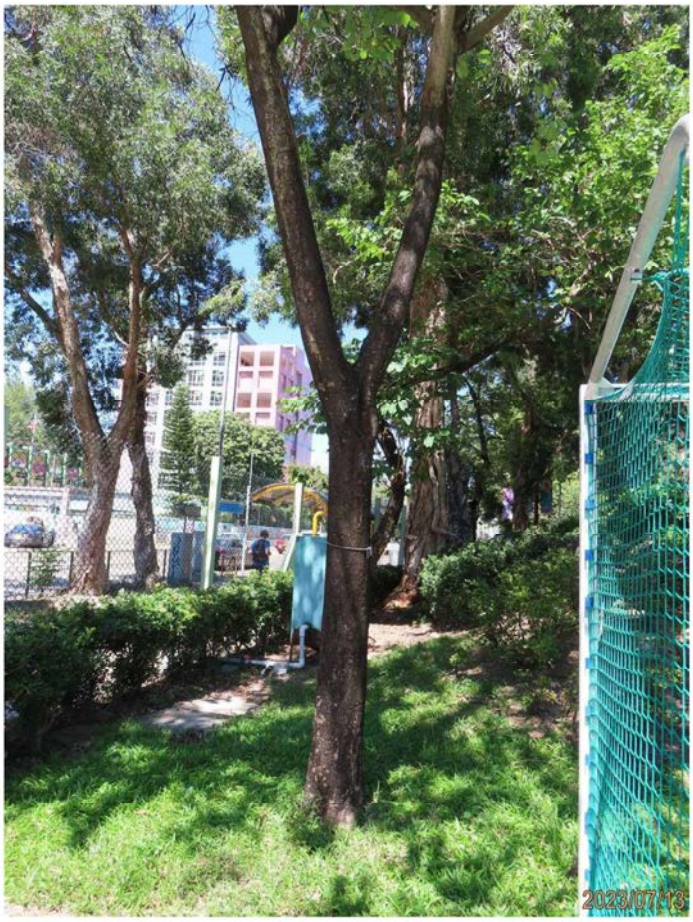

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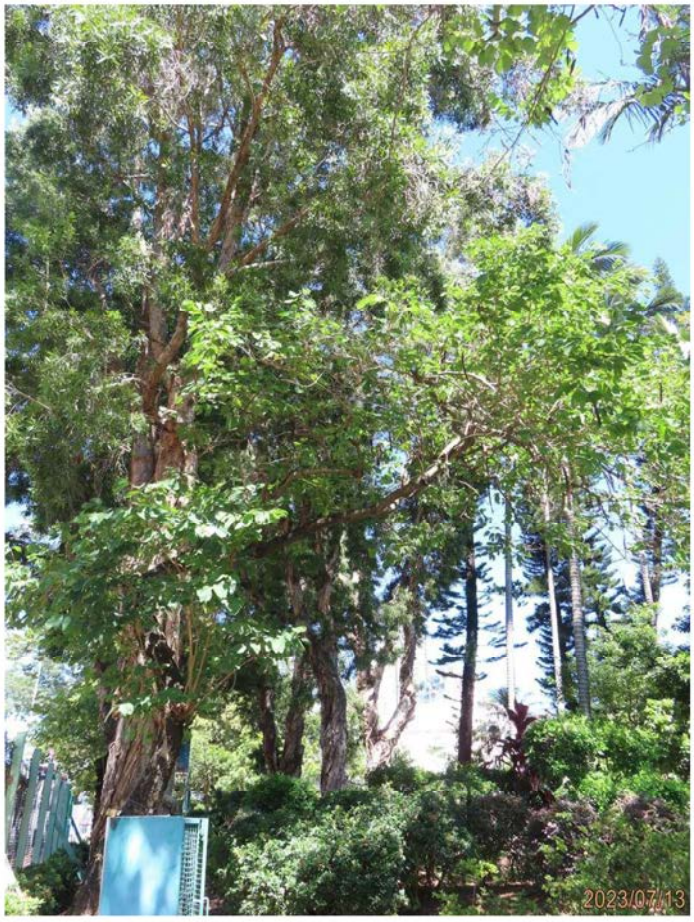

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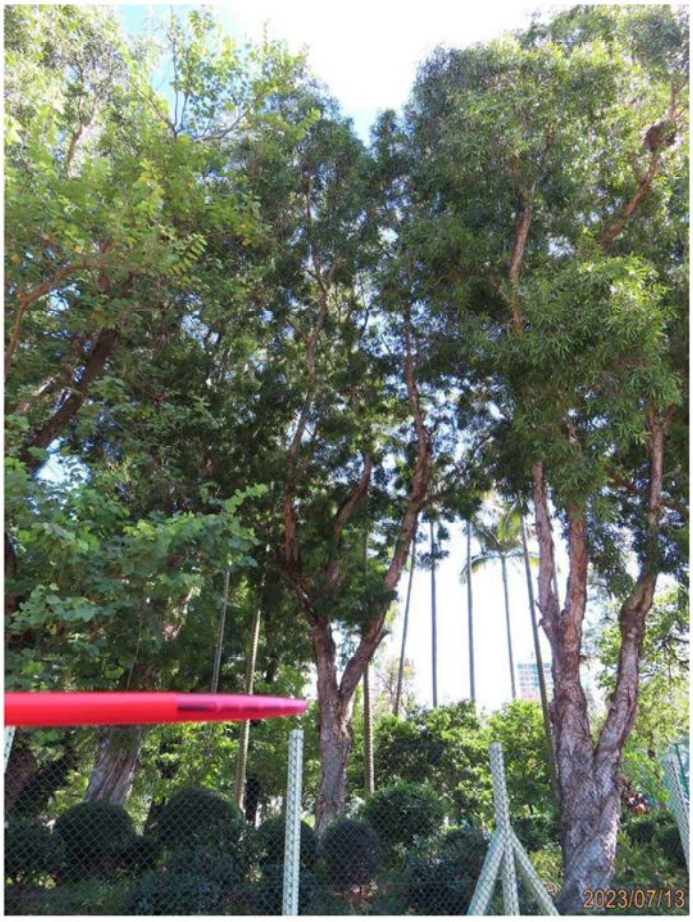

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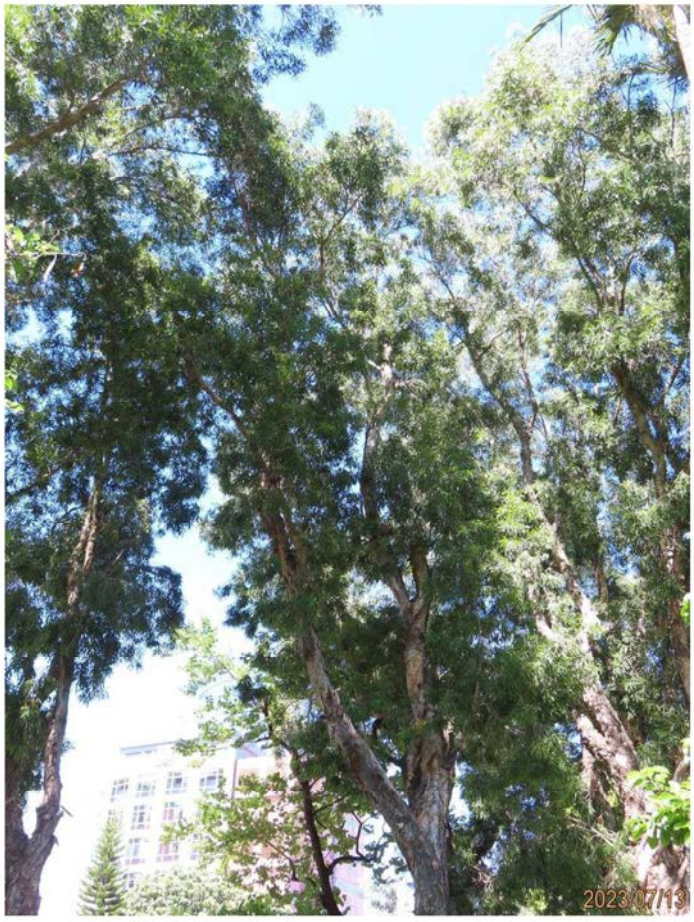

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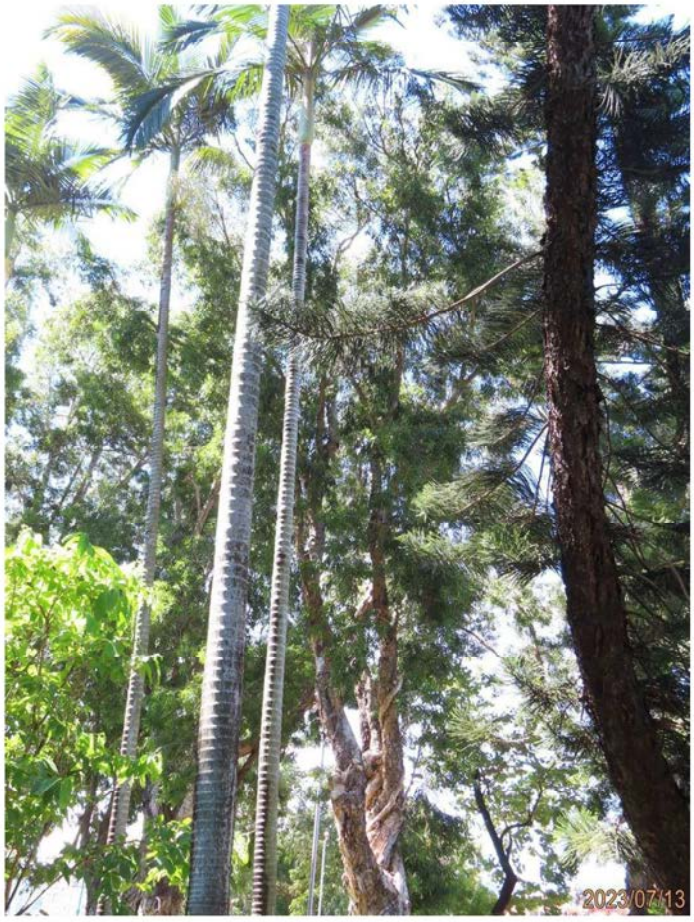

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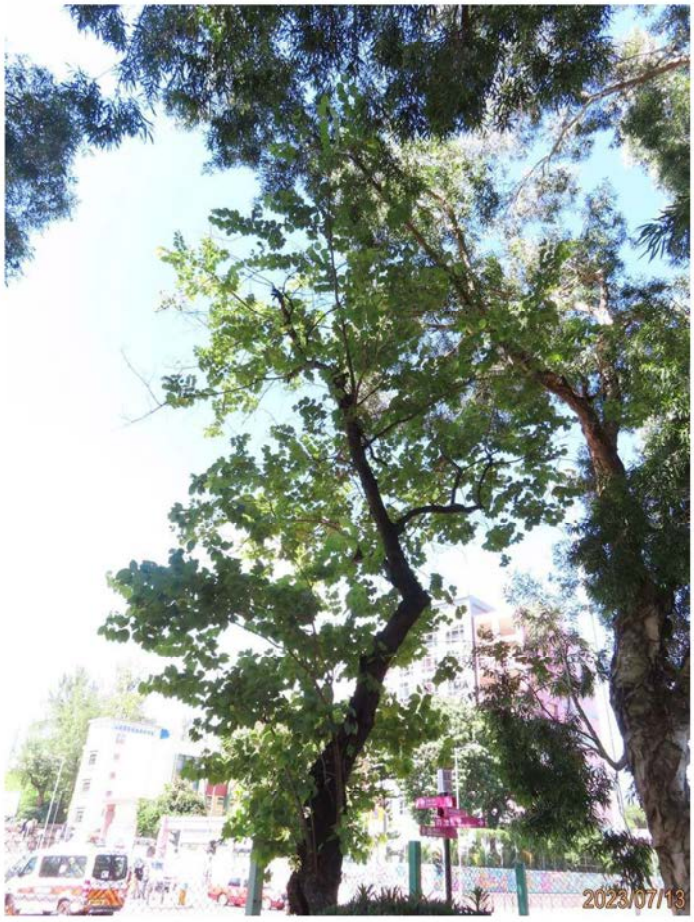

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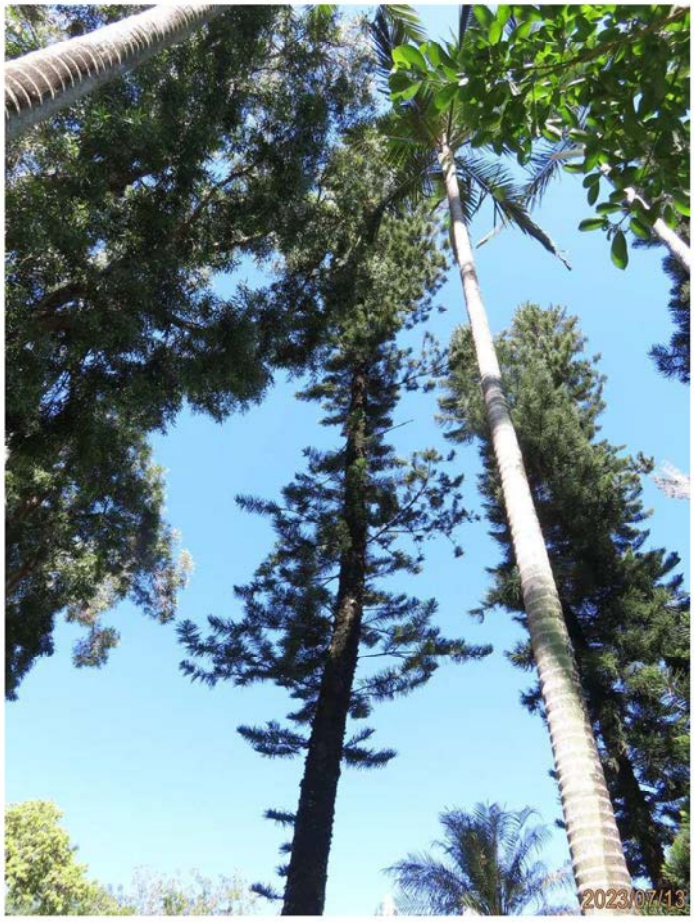

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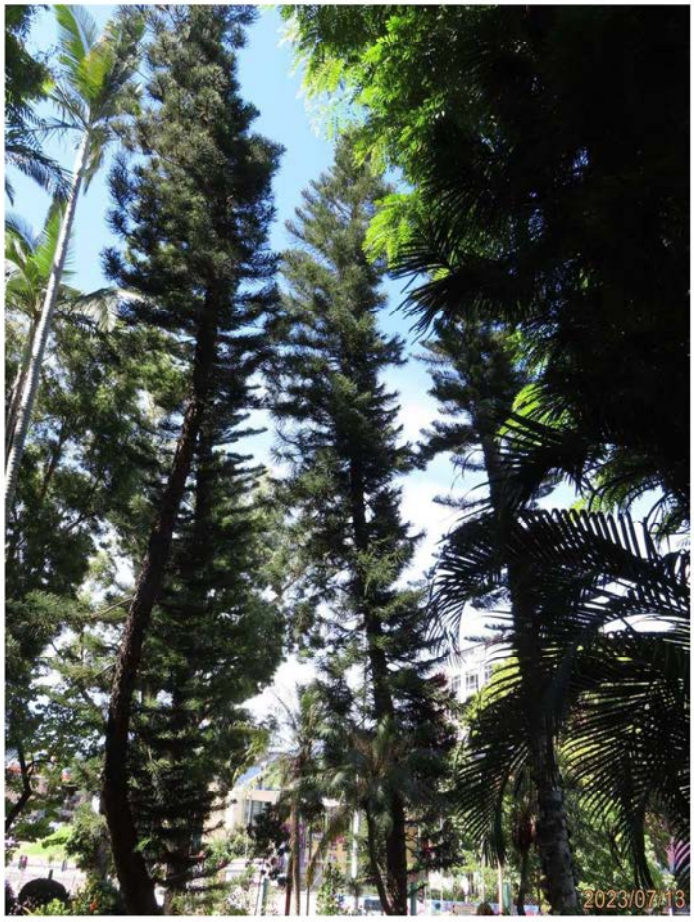

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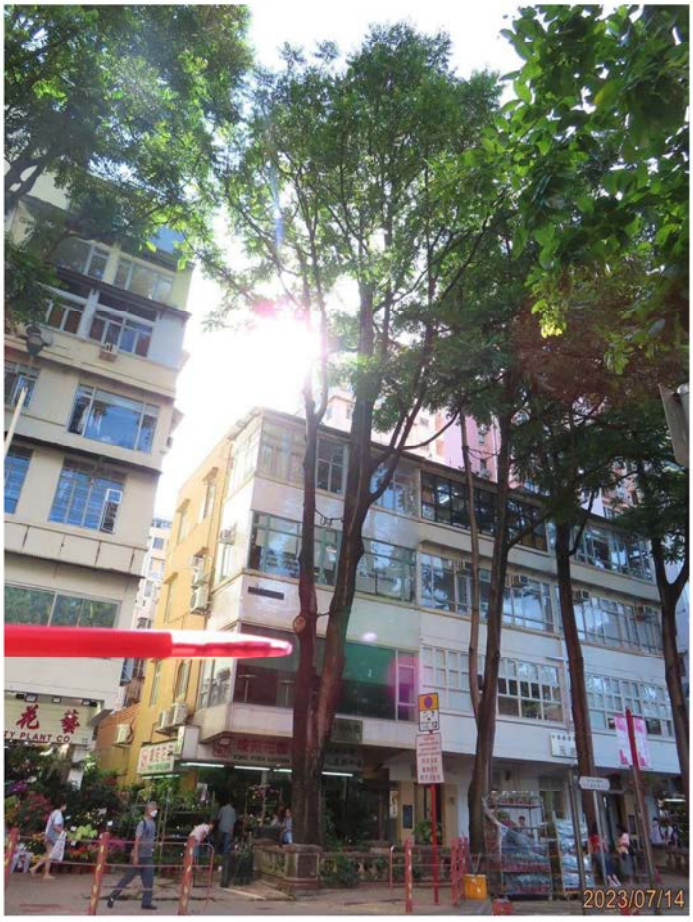

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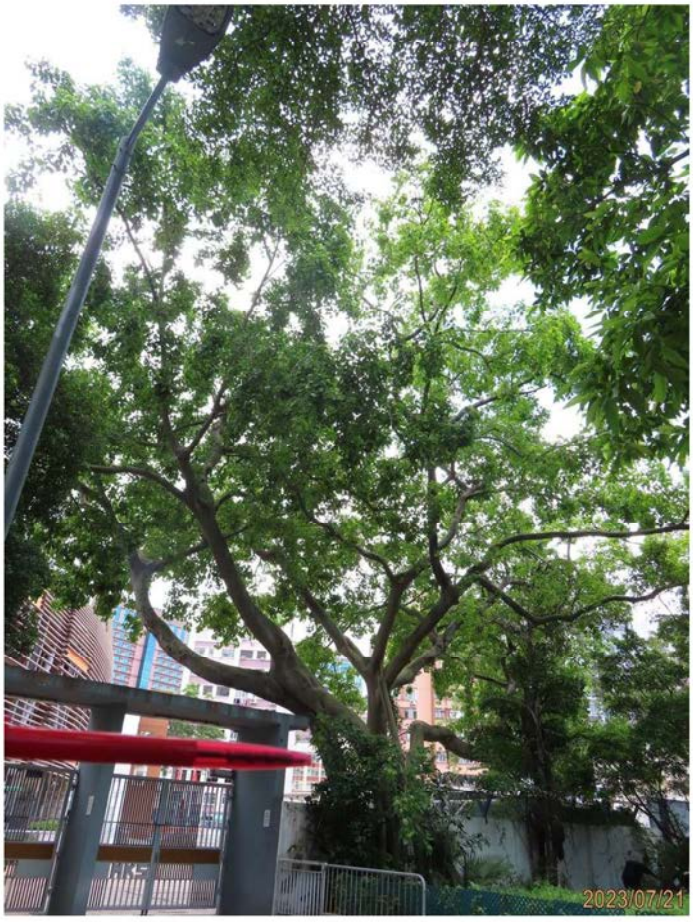

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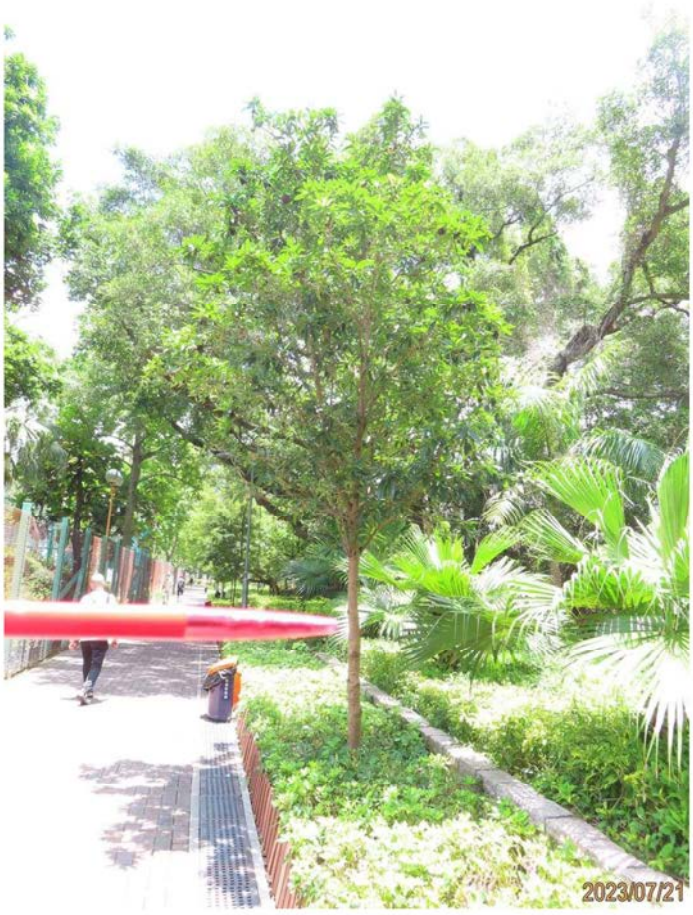

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Appendix 3

Preliminary Landscape Design

Preliminary Landscape Design Report

Urban Renewal Authority
Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Prepared by
Earthasia Ltd.

Contents

Figures

1. Introduction

1.1 Background

The Urban Renewal Authority ("URA") has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance ("URAO"). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan ("MRCP") as devised from the URA's District Study for Yau Ma Tei and Mong Kok ("YMDS"), and is part of the proposed "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN").

Earthasia Ltd. was commissioned by the URA to develop a preliminary landscape design to support the submission of a draft Development Scheme Plan ("DSP") of the Scheme with its planning proposal to the Town Planning Board ("TPB") for consideration.

1.2 The Scheme Area

The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315sq.m., the Scheme is divided into Site A (about 4,445sq.m.) and Site B (about 24,870sq.m.). The location of the Scheme is shown on **Figure 1.1**.

Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.

Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.

On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and Flower Market Path which is shown as "Road".

1.3 Site Opportunities and Constraints

As presented on **Figure 1.2**, site opportunities and constraints identified are as follows:

Opportunities:

- Create a new Waterway Park to form part of the proposed Urban Waterway as a "connector" among the Flower Market precinct, nearby GIC/ sports facilities and adjoining urban fabric
- Unveils the geographical setting and unique local character of the decked nullah by creating a water-centric vision and promote water engagement
- Connection with the history and culture of the Flower Market provides great potential for placemaking and reshaping the place as a "flower viewing hotspot"
- Concentration of recreational and sports facilities provides opportunities to create synergy among vibrant recreational and sports activities
- Serves as a focal point/ landmark for an active and vibrant community
- Removes fences to avoid segregation and improve access to open spaces
- Relocates facilities such as refuse collection point and public toilet to enhance ambience and sense of opening and visibility of the open space
- 3 Old and Valuable Trees ("OVTs") and 4 Stone Wall Trees ("SWTs") at Site B add green value
- Revitalizes back lanes as the "Third Street" of the Flower Market to improve aesthetics, and walkability and public realm

Constraints:

- Decked nullah limits design/ construction load capacities / maintenance requirements
- Pedestrian-vehicular conflicts due to narrow pavements and roadside activities on roads
- Segregation of fenced-off open space and GIC/ sports facilities with low accessibility and visibility
- Limited existing space available for public enjoyment

Key opportunities exist to develop an integrated development node that connects to the surrounding context. However, the nullah and traffic constraints will need sensitive design to overcome. Leveraging placemaking, revitalization and historic elements can help the space blend into the community.

1.4 Proposed Development

Draft DSP

Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.

Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

Notional Design

A notional design is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as "Waterway Park", is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.

To enhance walkability and connectivity, four pedestrian connections are proposed:

(i) Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
(ii) Subway to connect between Site A1 and Site B;
(iii) Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
(iv) Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.

All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. Indicative alignments of these pedestrian footbridges/ subways are presented in **Figure 2.2** while the actual alignment, including the accesses, will be determined in detailed design stage. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.

2. Preliminary Landscape Design

2.1 Landscape Design Objectives

The objectives of the landscape design proposal include the following:

- To create an iconic Waterway Park with blue-green features, which forms part of the Urban Waterway as an essential open space axis with strong local identity in the Mong Kok District connecting the adjoining urban fabric;
- To develop the Waterway Park as a distinctive "flower viewing hotspot" with a mixture of horticulture/ flower market settings in the Mong Kok District;
- To provide active and passive activity spaces with various soft and hard landscape design to integrate with surrounding sports facilities and public realm for leisure and recreation;
- To provide various forms and sizes of gathering spaces with landscaping and place-making initiatives to enhance Flower Market's ambience and activities; and
- To create a walkable environment with multi-level pedestrian network, facelifting of back lanes and beautification of public space.

With the above design objectives, a preliminary design concept and themes are developed with indication of drawings, illustration and ideas on hard and soft landscape in the following chapters. This will serve as a preliminary concepts and proposals for further design and refinement at detailed design stage, subject to design changes, technical practicability and agreement with relevant Government departments and stakeholders at implementation.

2.2 Design Concept and Themes

The design draws inspiration from the dynamic fluidity of water, the vibrancy of the flower market, and the energy of sports and GIC facilities nearby. Water is an elemental force that flows, carves, and transforms landscapes. The market pulses with the movement of people, goods, and ideas. Sports, leisure and recreational activities channels vitality.

To capture these energetic essences, the concept of fluidity shapes the design to reflect the flexibility and dynamism of water, markets, and motion. The design will manifest in three core themes in below:

- **Creating a Waterway Park to form as part of an "Urban Waterway"**
  The central Urban Waterway pays homage to the decked nullah's history as a connector and lifeforce. The design of the Waterway Park aims to provide a water-centric vision, allowing visitors to explore experiences with water elements, and to connect "people" with "water". The inclusion of water features also encourages play and movement for people of all ages and abilities. Sinuous walking paths, gentle water features, and lush greenery transform the channel into a vibrant Waterway Park and an urban oasis.

- **Connecting Surrounding Sports and GIC Facilities as a Recreation and Leisure Node**
  The Waterway Park is designed with the "Urban Waterway" as the central axis, playing the role as a "connector" to promote integration and synergy with the proposed mixed-use development with GIC/sports facilities, the adjacent Flower Market, nearby sports facilities, including the Mong Kok Stadium and Tai Hang Tung Recreation Ground and overall neighbourhood context. The proximity of the Waterway Park makes it a natural and relaxing landscape with water features to create a chill

gathering spot in connection with the commercial activities and sports events. The new space will link up the pedestrian flow, football games, and recreational and sports activities to each other, agglomerating community vitality, and strengthening the place to become a diverse "socio-economic activity hub".

- **The Concept of "Flower Viewing Hotspot" to Enhance Local Characters**
  Echoing the 2023 Policy Address's directives in creating "flower viewing hotspots", the design will create places extending and celebrating the floral-themed activities from the proximate Flower Market. The park provides a mix of flowering trees/ shrubs/ planters/ landscaping for themed and colourful planting design. The sounds and sights of water, and a flowering landscaping will create an invigorating backdrop complementing the colorful liveliness of a "flower viewing hotspot". Vibrant colours and plant displays of the Waterway Park will connect the organic energy and botanic liveliness of the Flower Market as an integration and synergy between the two premises.

The unifying presence of water with its symbolic meanings of life, motion, and tranquillity connects the three core themes. Water integrates the design as it flows through the spaces, inspiring activity, and promoting harmony. The recurring water elements create cohesion in the site as a place of confluence, energy and community.

2.3 Hard and Soft Landscape Proposals

Figure 2.1 presents a bubble diagram indicating the conceptual spatial layout and pedestrian connections to translate the design concepts and themes into a preliminary landscape design. The possible hard and soft landscape proposals of the preliminary landscape design are illustrated in **Figure 2.2**. Reference images are also shown in **Figure 2.3** for indicative purpose. The preliminary landscape design is subject to change during detailed landscape design and liaison with relevant Government departments in detailed design stage.

In general, in response to the themes, and the identified opportunities and constraints, hard and soft landscape elements will be selected to be visually compatible with the surroundings and proposed development design.

Site B (Waterway Park)

The Waterway Park will be constructed by the URA and thus handed over to LCSD and/or relevant Government departments for ownership, management and maintenance upon completion. Management and maintenance issues will be further liaised among relevant Government departments. Subject to management and operational arrangement determined by relevant Government departments, the Waterway Park aims to promote both "dynamic" and "passive" activities for visitors to enjoy water experience.

Dynamic Water Play Area

To promote diversity and vibrancy, the Waterway Park is designed to enable both dynamic and passive activities. The dynamic water play area featuring water nozzles along the central Urban Waterway sits right next to a civic hub space. The lively splashing and spraying of the water create a fun, playful atmosphere for active users to cool down and play on hot summer days. The sensory experience of the dynamic water engages users of all ages while also providing thermal comfort by regulating the surrounding temperature.

To represent the continuity of the decked nullah alignment with impose minimal load on the decked nullah, as well as ensuring public safety, the water features are of shallow water. The pools and adjacent landscaping aim to give a dynamic and lively energy and serve flexible functions, as interactive play area and static water for visual pleasure and sitting. Durable, long-lasting, slip-resistant materials are proposed to provide a safe recreation space with water engagement.

Passive Waterway with Steps and Sitting Area

The passive part of the Urban Waterway recalls the decked nullah that looks slightly sunken. A water-friendly design uses the steps on the edge to invite people to sit along the water and allows moments of relaxation for shoppers, residents and visitors to rest and recharge.

Vibrant Civic Hub and Activity Node

As strategically located close to a variety of sports and GIC facilities, adjoining Mong Kok Stadium, the Waterway Park aims to open up the fences and segregations facing Sai Yee Street, Flower Market Road and Mong Kok Stadium to enhance connectivity and create seamless integration with the plaza of Mong Kok Stadium to form a "civic hub/ activity node", subject to agreement with relevant departments/ authorities. Proposals such as removeable fences/ mobile fences will encourage free flow and accessibility between the park, stadium and other facilities. In view of the limited space of the small entrance plaza outside Mong Kok Stadium, such integration injects vibrancy and a sense of place to both the Waterway Park and Mong Kok Stadium. Visibility of Mong Kok Stadium from streets and the open space will also be improved.

The park will act as a connector with various recreational activities and the vibrant streetscape of the Flower Market precinct and allow smooth pedestrian circulation among spaces with different functions. In order to further connect the separated recreational and sports facilities within the project and the surrounding areas, namely the Tai Hang Tung Recreation Ground to the north of the project, the project proposes to build a footbridge across Boundary Street at the location of the proposed multi-purpose GIC complex in Site B.

Carefully designed active spaces with playful earth mounds, the dynamic water play area catering to families and children combined with tranquil passive spaces for individuals and groups promote an engaging, vibrant public life across user groups and ages. Attractive paintings on the ground strength the linear and continuous alignment of the nullah and water feature. They also act as navigation tools to guide people to nearby GIC facilities and Mong Kok Stadium.

Waterway Park and the Concept of "Flower Viewing Hotspot"

The Waterway Park could incorporate a colorful landscape design theme, with various planting areas, flowering trees and shrubs, appropriate soft and hard landscape and place-making opportunities, to create an attractive environment facilitating seasonal/ occasional flower viewing activities.

A diverse array of colorful flowers, textural plantings, trees with seasonal foliage transformations, and fragrant blooms are thoughtfully composed throughout the park to recreate the quintessential vibrancy, seasons, and cultural legacy of the adjacent Flower Market. The richness and intricacies of the plant palette aim to transport visitors into an immersive landscape experience and establish the park as a "flower viewing hotspot" with occasional/ seasonal flower viewing activities/ events to create an interesting and attractive spot in the district. Display gardens showcase special seasonal blooms and engage returning visitors throughout the year. The specific planting placement and arrangement of flowering trees/ shrubs/ planters/ landscaping will be included in the detailed design stage, subject to agreement with relevant departments/ authorities.

The integration and synergy between the Waterway Park and the adjoining Flower Market precinct will further manifest the local character, while new retail spaces at the podium of Site B will also echo with the adjoining Waterway Park to provide solution spaces for expansion of Flower Market activities.

Cohesive Landscape design with OVTs and SWTs

To achieve a cohesive landscape design for Waterway Park while incorporating the identified Old and Valuable Trees (OVTs) and Stone Wall Trees (SWTs), careful consideration must be given to integrating these elements seamlessly. The design should respect the historical and cultural significance of the OVTs and SWTs while creating a harmonious environment. This can be achieved by incorporating pathways and seating areas that navigate around and highlight the trees, using complementary native plantings to enhance their visual appeal, and implementing protective measures to ensure their preservation. Additionally, informative signage can educate visitors about the importance of these trees, fostering a deeper appreciation for their value. The overall design should create a balanced and cohesive composition that showcases the unique beauty and heritage of the OVTs and SWTs within the Waterway Park landscape.

Flower Kiosks, Retail Frontage and the Vibrant Streetscape with Flower Market

Flower kiosks, retail frontage and spaces enabling floral themed activities are strategically located along Flower Market Road and Sai Yee Street to activate the edges of the park and strengthen connections to the lively Flower Market. Visibility of park activities and water features from Flower Market Road coupled with an open, welcoming entrance blur the boundaries between the park and neighborhood. Passers-by will be enticed to explore the park and participate in the various activities. Florists and artists could conduct outdoor workshops to introduce their passion to the wider public.

Site A

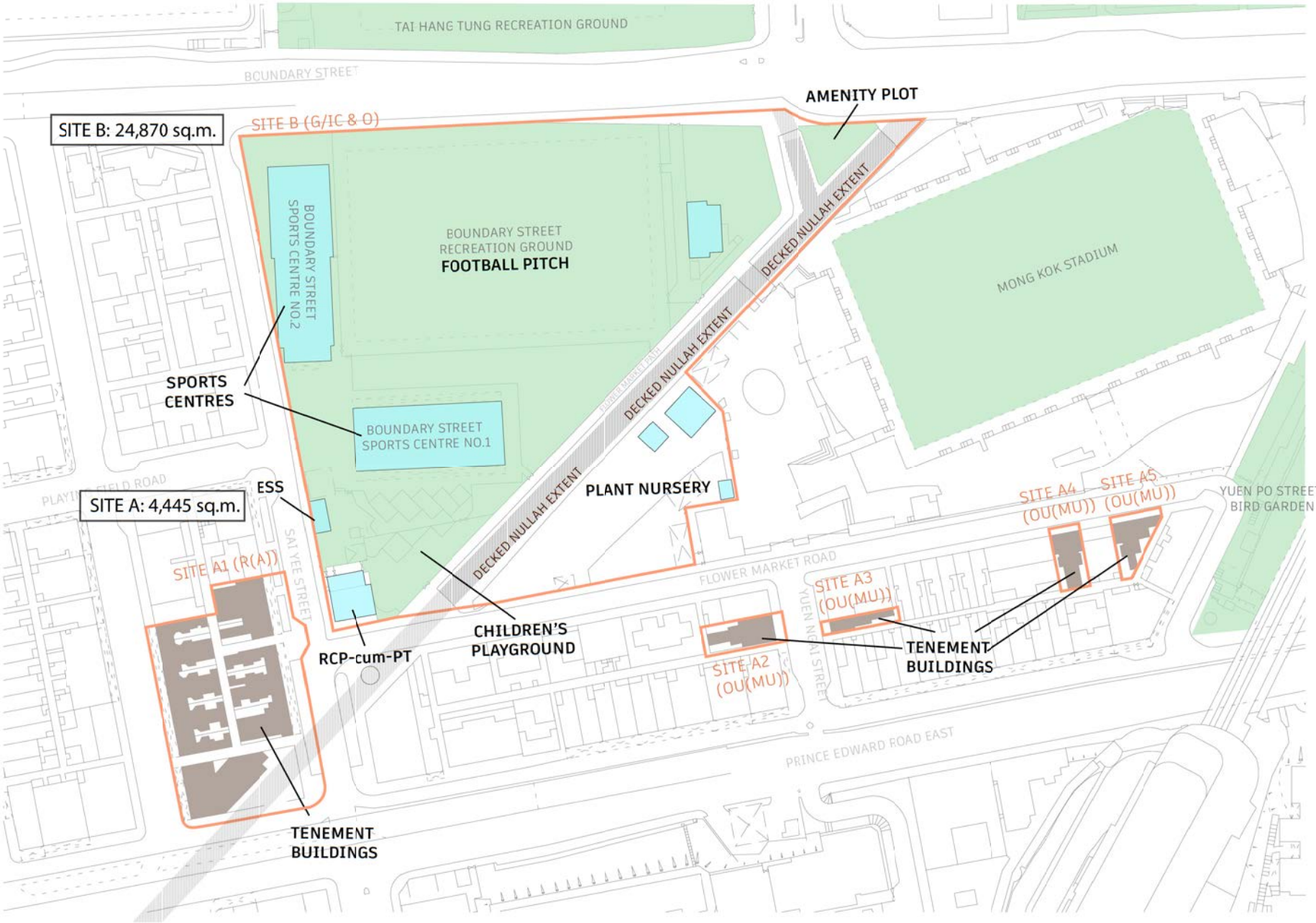
Site A1

As a continuation of the open space axis from the Waterway Park along the Urban Waterway, a plaza is designed at Site A1 which will be visually connected with the Waterway Park at Site B. The landscaping at Site A1 will adopt the same language and pattern as the Urban Waterway and the Waterway Park to communicate and echo with the Site B design.

Sites A2 – A5

The pocket spaces along Flower Market Road and Yuen Ngai Street, serving mainly passive space for sitting, resting and gathering, will also be cohesive to the Waterway Park and the concept of “flower viewing hotspots” with flowering shrubs and colorful landscaping proposed. The design of open space with retail kiosks will integrated with the adjoining Flower Market activities to provide quality resting places/ solution spaces to visitors during flower shopping.

Subject to feasibility and agreement with relevant Government departments and local stakeholders, the back lanes abutting Sites A2 – A5 outside the Scheme area could be revitalised and reshaped as the “Third Street” of the Flower Market with a vibrant and bright theme in correlation to vivid and dazzling flowers to enhance walkability within the neighbourhood and to provide better connectivity of the new retail spaces and pocket spaces within the Flower Market. The quality of the streetscape in the back lanes can be enhanced by improving the cleanliness and pavement conditions, thereby providing a more comfortable walking experience. Wall or floor paintings and Hong Kong styles mosaic tiles with the theme of Flower Market could be used to brighten up the pocket spaces and back lanes. Potential landscaping integration with the backyards of the revitalised pre-war buildings at URA’s Prince Edward Road West / Yuen Ngai Street Project (MK/02) will further inject vibrancy and activities to the “Third Street” of the Flower Market.



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香港銅鑼灣告士打道262號中糧大廈11樓1101-2室
Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2559 9438 Fax: (852) 2559 9841

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URBAN RENEWAL AUTHORITY

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TERM LANDSCAPE ARCHITECTURE CONSULTANCY SERVICES FOR URA'S SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

TITLE:

Figure 1.1 - Existing Site Context (Sheet 1 of 2)

SCALE:
DRAWING NO.: LA01
REVISION
DATE:
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SITE A1

A2

A3

A4

A5

low-rise residential/composite buildings aged 60 or above

SITE B

Boundary Street
Recreation Ground

Sai Yee Street
Children's Playground

Boundary Street
Sports Centres

LCSD Plant Nursery

Sai Yee Street Public Toilet-
cum-Refuse Collection Point

eadg 泛亞聯隊
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香港銅鑼灣告士打道262號中糧大廈11樓1101-2室
Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
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TITLE:

Figure 1.1 - Existing Site Context (Sheet 2 of 2)

SCALE:

DRAWING NO.: LA02

REVISION

DATE:

REFERENCE:

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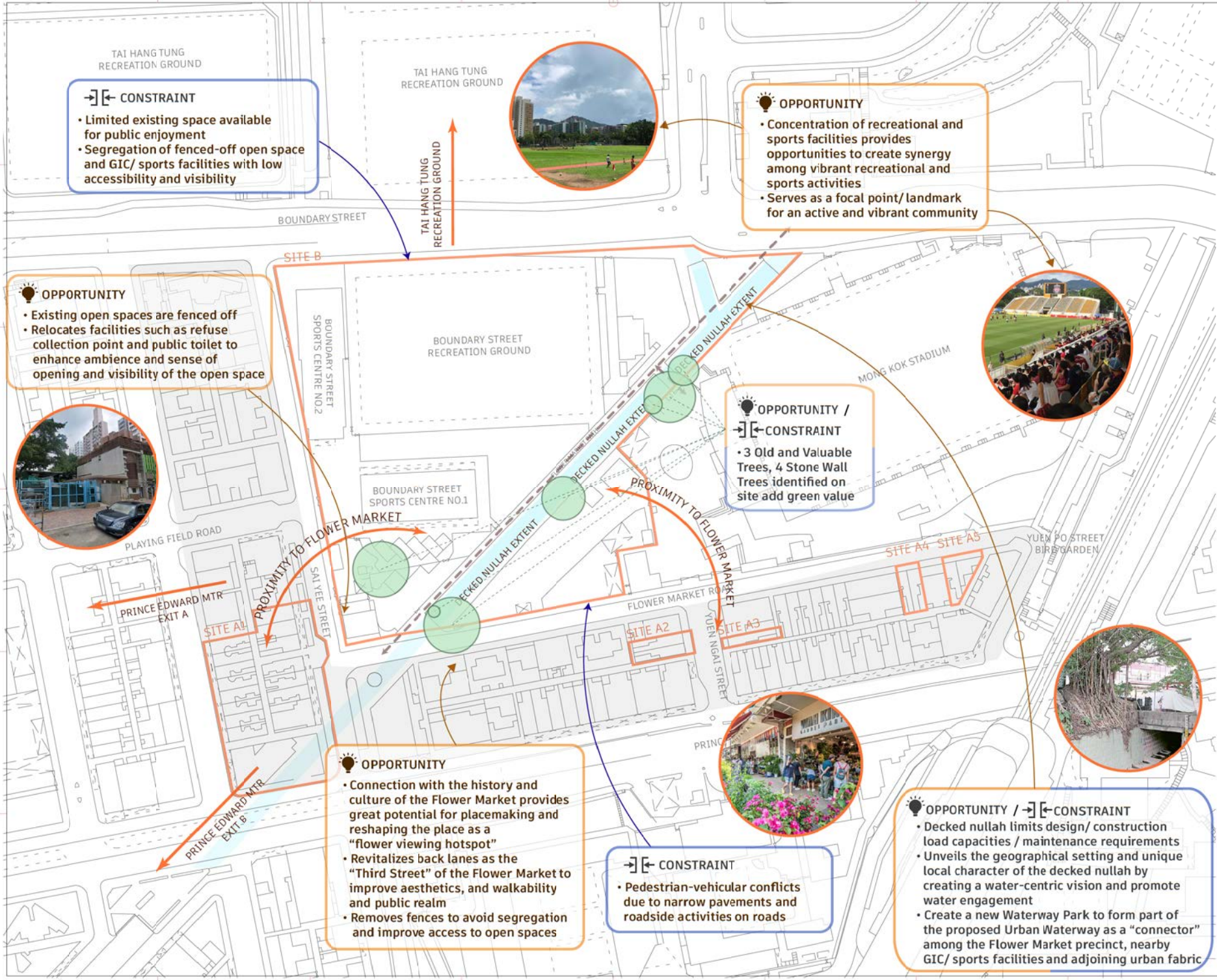

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香港銅鑼灣告士打道262號中林大廈11樓1101-2室
Room 1101-2, 11/F., COFCO Tower, 262 Gloucester Road
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TITLE:

FIGURE 1.2 -
SITE OPPORTUNITIES AND CONSTRAINTS

SCALE:

DRAWING NO.: LA03

REVISION

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REFERENCE:

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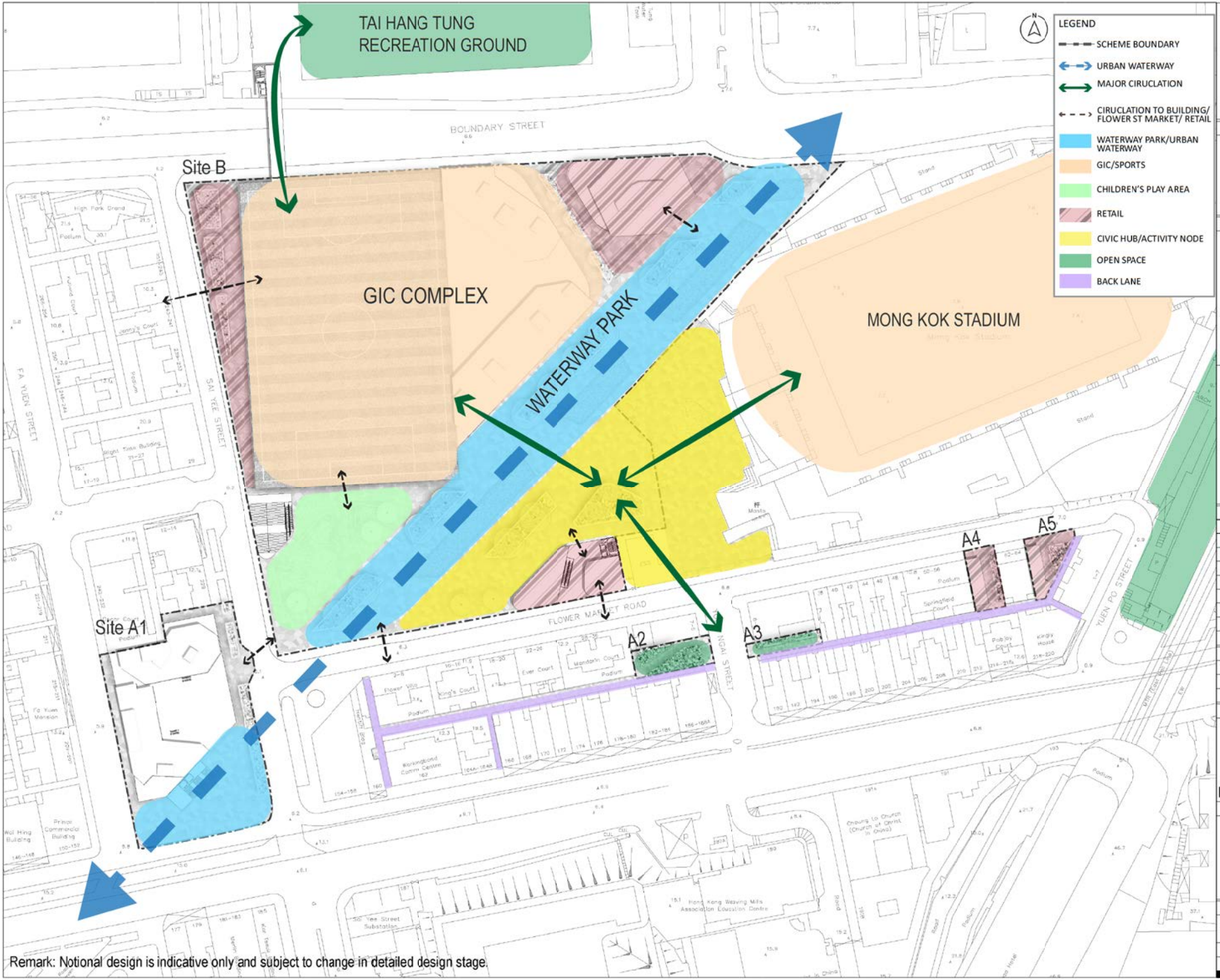

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Room 1101-2, 11/F, COFCO Tower, 262 Gloucester Road
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TITLE:

FIGURE 2.1 - BUBBLE DIAGRAM

SCALE:

DRAWING NO.: LA04

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DATE:

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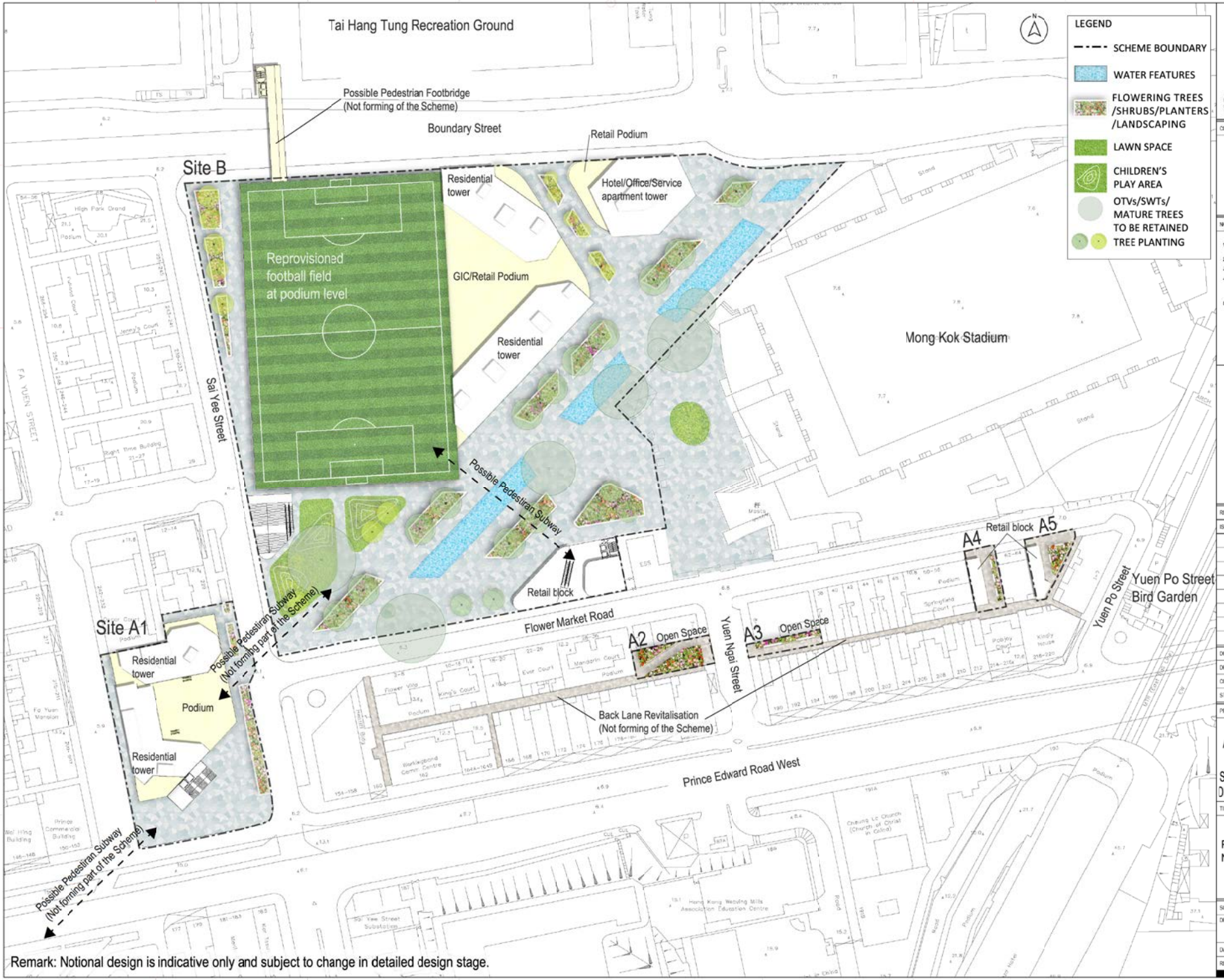

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香港銅鑼灣告士打道262號中糧大廈11樓1104-2室
Room 1101-2, 11/F., COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
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FIGURE 2.2
NOTIONAL DESIGN LAYOUT

SCALE: 1:1200@A3
DRAWING NO.: LA05
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Waterway Park as a "Connector"

Waterway Park and the Concept of "Flower Viewing Hotspot"

Remark: Reference images are indicative only.
The notional design is subject to change in detailed design stage.

Dynamic water play area

"Third Street" of the Flower Market

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香港銅鑼灣告士打道262號中林大廈11樓1101-2室
Room 1101-2, 11F., COFCO Tower, 262 Gloucester Road
Causeway Bay, Hong Kong
Tel: (852) 2559 9438 Fax: (852) 2559 9841

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TITLE:

FIGURE 2.3 - REFERENCE IMAGES

SCALE:

DRAWING NO.: LA06

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Appendix 4

Visual Impact Assessment

Urban Renewal Authority Development Scheme
Prepared under Section 25 (3) of the Urban Renewal Authority Ordinance

Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Visual Impact Assessment

March 2024

CONTENTS

List of Tables

List of Figures

1. Introduction

1.1. In response to the 2023 Policy Address's directives to implement the recommendations of the District Study for Yau Ma Tei and Mong Kok ("YMDS") and to commence the redevelopment at "Nullah Road Urban Waterway" in Mong Kok East, the Urban Renewal Authority (URA) has proposed the Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under Section 25 of the Urban Renewal Authority Ordinance. The Scheme is the first implementation of a project proposed under the recommendations of the Master Urban Renewal Concept Plan ("MRCP") as devised from YMDS. It forms a part of the proposed "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN").

1.2. The Scheme aims to carry forward the vision of YMDS and realise the proposed new Waterway Park as the initial anchor of the proposed Urban Waterway, in order to stimulate urban regeneration and facilitate the replanning and restructuring of the area through redevelopment. In addition, opportunities are sought for revitalization (R4) in the surrounding areas, so as to enhance the overall urban environment and improve walkability and accessibility.

1.3. The Scheme is located in the north-eastern part of Mong Kok in the Yau Tsim Mong (YTM) District. The Scheme comprises Site A and Site B. Site A comprises five sub-areas, named Sites A1 to A5 respectively. Site A1 is broadly bounded by Sai Yee Street to the east, Prince Edward Road West to the south, Fa Yuen Street to the west, and existing buildings to the north. Sites A2 and A3 are two smaller sites abut Yuen Ngai Street. Sites A4 and A5 are another two smaller sites abut Flower Market Road. Site B is broadly bounded by Mong Kok Stadium to the east, Flower Market Road to the south, Sai Yee Street to the west, and Boundary Street to the north.

1.4. This Visual Impact Assessment (VIA) report is prepared in support of the submission of a draft Development Scheme Plan (DSP) with its planning proposal involving rezoning and relaxation of building height restriction (BHR) of the Scheme Area to the Town Planning Board (TPB) for consideration. The VIA is prepared to assess the potential visual impact of the notional design of the Scheme in accordance with the TPB Guidelines No. 41 – Guidelines on submission of Visual Impact Assessment for Planning Applications to the TPB. Reference will also be made to Chapters 4, 10 and 11 of the Hong Kong Planning Standards and Guidelines (HKPSG) in preparing the VIA.

1.5. This VIA report will the followings:

Section 2:	Describes the Proposed Scheme;
Section 3:	Identifies the assessment area and its visual context of the Scheme area;
Section 4:	Identifies the key visually sensitive receivers;
Section 5:	Appraises the potential visual impacts induced by the proposed Development; and
Section 6:	Evaluates the overall visual impacts.

2. The Proposed Scheme

2.1. The Scheme comprises Site A and Site B. Site A covers five land parcels with residential buildings along Sai Yee Street, Yuen Ngai Street and Flower Market Road (i.e. Sites A1 to A5). Site B is currently occupied by various sport, recreation and GIC facilities. In addition, Site B also covers the whole Flower Market Path, which is a public footpath.

2.2. The Scheme currently falls within areas zoned "Residential (Group A)" ("R(A)"), "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"), "Government, Institution or Community" ("G/IC"), "Open Space" ("O"), and areas shown as 'Road' on the approved Mong Kok Outline Zoning Plan No. S/K3/36 (the Plan). The total gross site area of the Scheme is about 29,315m^2, subject to site survey. The BHRs as stipulated on the Plan are 20mPD for the south-eastern corner of Site A1, 115mPD for the remaining areas zoned "R(A)" and "OU(MU)" at Site A, and 2-storey for the area zoned "G/IC" at Site B (**Figure 2.1**).

Proposed Zonings in the Draft DSP

2.3. Under the draft DSP, Site A and Site B are proposed to be zoned "OU(MU)1" and "OU(MU)2" respectively, with areas shown as 'Road' for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of a public vehicle park, at-grade open space, commercial facilities, and Government, Institution or Community (GIC) facilities.

2.4. Site A (i.e. "OU(MU)1") consists of five sub-areas, i.e. Sub-areas (1), (2), (3), (4) and (5) (also referred as Sites A1 to A5 respectively). Sub-area (1) of "OU(MU)1" will be developed for a comprehensive residential development with commercial facilities and at-grade open space, with a BHR of 150mPD. Sub-areas (2), (3), (4) and (5) of "OU(MU)1" will be developed for 1-storey retail blocks and/or at-grade open space.

2.5. Site B (i.e. "OU(MU)2") consists of two sub-areas, i.e. Sub-areas (1) and (2). Sub-area (1) of "OU(MU)2" will be for high-rise mixed-use development with the provision of GIC facilities, adopting a stepped height profile with a maximum BHR of 150mPD. Sub-area (2) of "OU(MU)2" will comprise an at-grade Waterway Park, ancillary retail/ commercial uses and GIC facilities, with a BHR of 30mPD.

Notional Design of Site A (Sites A1 – A5)

2.6. Under the notional design, a linked-site approach is adopted at Site A to achieve planning gains by using the Transfer of Plot Ratio (TPR) planning tool. The development potential of the small individual sites (i.e. Sites A2 to A5) will be transferred and realized at Site A1, which is a more sizable, strategic and accessible site. Two residential towers atop a commercial / retail podium are proposed at Site A1. At-grade open space will be provided at the southeast corner of Site A1 as a continuation of the open space axis from the Waterway Park at Site B, in order to echo with the proposed Urban Waterway in YMDS. For Sites A2 to A5, only 1-storey retail shops and/or open space are proposed to maintain a continuous retail frontage along Flower Market Road and Yuen Ngai Street, as well as to create new open space nodes at the Flower Market precinct.

Notional Design of Site B

2.7. At Site B, high-rise developments will only be concentrated at the northeast corner (i.e. within the Sub-area (1) of "OU(MU)2"). To achieve a mixed-use development, there will be two residential towers and one retail / hotel / office / hotel-like serviced apartment tower atop GIC / commercial / retail podia. A stepped height profile is adopted in this sub-area, ranging from150mPD at the western part downwards to 130mPD at the eastern part, in order to respect to the building height profile of the surrounding context, especially the low-rise development in the Kowloon Tong area, which is located to the northeast of the Scheme. Low-rise development with a maximum building height of 30mPD is proposed in the Sub-area (2) of "OU(MU)2". About 8,800 m^2at-grade open space will be provided in the Sub-area (2) of "OU(MU)2" to create a new Waterway Park with landscaping and ancillary commercial/ retail facilities in order to create a vibrant leisure node and enhance the local characters of Flower Market. A GIC complex forming the podium of the proposed development with a raised soccer pitch will be provided with a maximum building height of 30mPD. The Waterway Park above the decked nullah will become an iconic leisure ground to appraise history and local identity of the area.

2.8. The proposed Waterway Park with about 20m in width is introduced at Site B to create a visual corridor along the decked nullah alignment and the existing Flower Market Path. Appropriate plantings, landscaping, shelters and sitting areas will be provided at the proposed Waterway

Park so as to create a green and comfortable car-free walking environment. It will form a welcoming gateway at the Mong Kok East area, linking up the Urban Waterway to extend towards the planned Central Urban Park in Mong Kok under YMDS, creating a strong open space axis. Together with the at-grade open space of about 800m^2 in Site A, a total of over 9,600m^2 of at-grade open spaces will be provided within the Scheme. A layout of the notional design is shown in **Figure 2.2**.

2.9. **Table 2.1** below highlights the proposed development parameters of the notional design of the Proposed Scheme.

Table 2.1 Major Development Parameters of the Proposed Scheme

Proposed Parameters	**Site A (Sites A1 – A5)**	**Site B**	**Overall**
Proposed Zonings	"OU(MU)1" for Sub-areas (1) – (5)	"OU(MU)2" for Sub-areas (1) and (2)	
Gross Site Area (About)	4,445m^2	24,870m^2	29,315m^2
Net Site Area (About) Note 1	3,388m^2	24,870m^2	28,258m^2
Maximum Building Height *(Main roof level)* Note 2	Sub-area (1): 150mPD Sub-areas (2) to (5): 1-storey	Sub-area (1): 150mPD Sub-area (2): 30mPD	N/A
Domestic GFA Note 3	23,716m^2	44,030m^2	67,746m^2
Non-domestic GFA *(Excluding GIC Provision)* Note 3	6,776m^2	29,350m^2	36,126m^2
Maximum Non-domestic GFA for GIC Provision *(Proposed to be exempted from GFA calculation under DSP)* Note 4	-	30,000m^2	30,000m^2
Total GFA (About)	30,492m^2	73,380m^2	103,872m^2
At-grade Open Space	800m^2	8,800m^2	9,600m^2

Remarks

Note 1: Subject to survey and detailed design.

Note 2: All design parameters are subject to change at the detailed design stage.

Note 3: Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in the detailed design stage.

Note 4: The actual GIC GFA is not yet confirmed and subject to liaison with Government departments.

Sensitivity Tests for Visual Assessment

2.10. To comprehensively compare the visual impact of the Proposed Scheme, two sensitivity tests, namely Sensitivity Test 1 (with a BHR of 130mPD) and Sensitivity 2 (with a maximum BHR of 170mPD), were also prepared for scenario testing purpose. The two sensitivity tests are for reference only and intend to demonstrate the possible visual changes of the surroundings before and after the proposed developments with the assumption of the possible future redevelopments in the nearby area under the Proposed Scheme (with a BHR of 150mPD).

2.11. This VIA will compare the visual changes of existing buildings with the Proposed Scheme, two abovementioned scenarios (for reference only) and thus appraise the visual impact.

3. Area for Assessment

3.1. Area for Visual Influence (AVI)

3.1.1. According to the TPB PG-No. 41, the assessment area (i.e. the visual envelope) should cover the area of visual influence within which any part of the proposed development is pronouncedly visible to key sensitive viewers. The assessment area for the VIA is defined by the visual envelope of the Scheme area. The visual envelope has taken 3 times the proposed building height of the Proposed Scheme (i.e. 144m x 3 = 432m) as an assumption.

3.1.2. As indicated in **Figure 3.1**, the assessment area extends to the Tai Hang Tung Community Centre to the north, the end of Belfran Road near the St. Teresa's Church to the east, Lai Chi Kok Road to the west, and the planned development at Sai Yee Street by the Sun Hung Kai Properties to the south. Apart from the coverage of the assessment area, two strategic viewing points across Victoria Harbour are also identified, namely Central Pier No.7 and Sun Yat Sen Memorial Park.

3.1.3. The following viewing points (VPs) are identified for assessment.

Local VPs (**Figures 3.2** and **3.3**)

Short-distance	VP1: South Entrance of Yuen Po Street Bird Garden (30m)
	VP2: Pavement opposite the Entrance Plaza of Mong Kok Stadium (40m)
	VP3: Children's Playground of Fa Hui Park (100m)
Middle-distance	VP4: Tai Hang Tung Recreation Ground (270m)
	VP5: Exit A of MTR Prince Edward Station (230m)
	VP6: Mongkok Civic Triangle (260m)
	VP7: Footbridge near Mongkok Government Offices (350m)
Long-distance	VP8: Fuk Wah Street Rest Garden (400m)
	VP9: Ex-Sham Shui Po Service Reservoir (420m)
	VP10: Bus and Minibus Stops near Think International School (430m)

Strategic VPs (**Figures 3.4** and **3.5**)

VP11: Central Pier No.7 (4.3km)

VP12: Sun Yat Sen Memorial Park (4.8km)

3.2. Visual Context and Character

3.2.1. The visual context is shaped by the combined composition of all the visual elements that come into sight of the viewers. Presently the assessment area is predominantly built-up areas and various public open spaces dominated by the following visual elements:

- Site B comprises several low-rise GIC facilities, including Boundary Street Recreation Ground, Boundary Street Sports Centres Nos. 1 & 2, Sai Yee Street (Flower Market Road) Refuse Collection Point-cum-Public Toilet, Sai Yee Street Children's Playground and the LCSD Boundary Street Nursery. Existing buildings within Site B are only 1 to 2 storeys high. Flower Market Path is also included in Site B for replanning purpose.

- Sites A1 – A5 are currently occupied by existing tenement buildings of 4 to 10 storeys high. There are predominantly residential buildings in its vicinity, including private residential buildings (19-86mPD) with the lower floors for commercial uses such as retail shops and eateries. Several high-rise residential buildings are situated to the northwest, southwest and east of the Scheme, including Bijou Court (99mPD), Bijou Apartments (100mPD), MOD595 (114mPD), High Park Grand (117mPD), Cite33 (118mPD), Grand Metro (120mPD), High Park (123mPD), Emerald Twenty Eight (129mPD), and Sky Garden (134mPD).

- To the north and northeast of the Scheme across Boundary Street is a cluster of low-rise residential developments (28-35mPD) and public open spaces, including Tai Hang Tung Recreation Ground, Tai Hang Tung Estate Playground, Police Sports and Recreation Club, Fa Hui Park, Magnolia Road Rest Garden, and Osmanthus Road Rest Garden.

- To the immediate east of the Scheme is a cluster of public open spaces, including the Mong Kok Stadium and the Yuen Po Street Bird Garden. To the further east across the railway and Embankment Road is mainly a cluster of low to medium-rise residential developments (18-52mPD), nursing homes (19-20mPD), and schools (18-39mPD).

- To the immediate south of the Scheme are mainly low to medium-rise residential buildings (22-86mPD) with the lower floors used for commercial uses such as retail shops. To the south across Prince Edward Road West is a mix of GIC, hotel and commercial developments, such as the Sai Yee Street Substation (14-20mPD), Queen Elizabeth School (28-37mPD), HK & KLN Chiu Chow Public Association Secondary School (11-23mPD), Hong Kong Weaving Mills Association Education Centre (30mPD), Church of Christ in China Cheung Lo Church (31mPD), Morrison Memorial Centre (26mPD), and Church of Christ in China Heep Woh Primary School (34-35mPD), Grand Century Place (92mPD), and Royal Plaza Hotel (80mPD).

- To the west of the Proposed Scheme is a mix of low to high-rise residential and commercial developments (20-117mPD) and GIC facilities, including the Mongkok Police Station (10-41mPD), Kowloon Sam Yuk Secondary School (28mPD) cum Kowloon Church of Seventh-day Adventists (19mPD), and Heung To College of Professional Studies (38mPD).

3.2.2. Some historic buildings in the vicinity are also identified (see **Figure 3.6**), such as Ex-Sham Shui Po Service Reservoir (Grade 1), Nos. 190, 192, 194, 196, 198, 200, 202, 204, 210 & 212 Prince Edward Road West (Grade 2), Old Kowloon Police Headquarters (Grade 2), Main Building, Diocesan Boys' School (Grade 2), Nos 177 & 179 Prince Edward West (Grade 3), and Nos. 1 & 3 Playing Field Road (Grade 3).

3.2.3. Apart from the above major visual elements, there are some public open spaces, such as the Ex-Sham Shui Po Service Reservoir, Poplar Street Children's Playground, and Nathan Road / Boundary Street Sitting-Out Area located further northwest and west of the Proposed Scheme within the assessment area.

3.2.4. With the consideration of the above, it is observed that the Scheme area is situated in a transitional area with high-rise developments to the west and gradually decreases towards the east. The building height profile of the Mong Kok area generally steps down from the "Commercial" ("C") zones along Nathan Road with a BHR of 160mPD/140mPD to the "OU(MU)" and "R(A)" zones on its eastern and western sides with a BHR of 115mPD. Lot size, development scale and design style are factors that contribute to the variations of building height of the area.

3.3. Visual Quality of Proposed Scheme

3.3.1. The Scheme will create a new Waterway Park at Site B, which will serve as a key open space to enhance visual quality in the dense urban context. A 20m full-height building setback from the eastern boundary of Site B will create a visual corridor in an NE-SW direction. The visual corridor will extend to the proposed at-grade open space at Site A1 to form a continuation of the proposed Urban Waterway under YMDS and to allow visual openness in the dense urban context, particularly at the pedestrian level.

3.3.2. For better urban design and visual comfort, Site B is divided into Sub-area (1) and Sub-area (2). Low-rise development is proposed at Sub-area (2) of "OU(MU)2" mainly for the provision of GIC facilities, retail / commercial facilities, and the at-grade Waterway Park, with a maximum BHR of 30mPD. High-rise development will only be concentrated at Sub-area (1) of "OU(MU)2" at the northeast corner of Site B to maintain a buffer distance of at least 60m away from the existing residential buildings along Sai Yee Street.

3.3.3. The Proposed Scheme will adopt a careful design on block sizes, disposition and layout to take into account of building separation to enhance permeability in the urban area. The proposed building height has taken into account the future building height profile in the vicinity (i.e. with maximum building heights ranging from 115mPD to 160mPD in various "OU(MU)", "R(A)" and "C" zones nearby) and a planned development (320mPD) to the further south of the Scheme at Sai Yee Street. Additionally, the urban design and building height profile of the existing developments in the vicinity are also taken into consideration, including the Langham Place (234mPD), Cordis Hong Kong (167mPD), Lime Stardom (165mPD) and The Hermitage (197-232mPD) to the further southwest of the Scheme, and Metro Harbour View (155-156mPD) and Shining Height (199mPD) to the further west of the Scheme.

3.3.4. In addition, a 15m wide visual corridor in an N-S direction between the proposed buildings at Site B will be provided to allow visual permeability and maintain a sense of visual continuity and openness in the urban setting. Building separations between towers in compliance with the requirements under the Sustainable Building Design Guidelines (SBDG) are proposed to create a wider visual angle in order to bring more visual and spatial comfort for future pedestrians.

4. Key Visual Sensitive Receivers at Local Viewing Points

4.1. As per the requirements of TPB PG-No. 41, key visually sensitive receivers (VSRs) are those people, who have views of the Scheme area from the most affected VPs in the AVI, and they are most likely to be affected by the proposed visual change. The identified VSRs of the VIA include the public at popular areas for outdoor activities, recreation, rest, leisure and prominent travel routes where their visual attention may be caught by the proposed development.

4.2. VSRs are categorised based on the characters and what they engage in the public VPs. The sensitivity of receives of visual changes will be influenced by:

1) The activities they are engaged in;
2) The duration for which the proposed development remains visible;
3) View towards the change is full or partial; and
4) The public perception towards the portion of the proposed development.

4.3. With consideration of the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected VSRs of the subject VIA are categorised into three groups, namely;

1) **Recreation** – General public has sights on the proposed development while engaging in recreational facilities. Their visual sensitivity varies depending on the type of recreational activity they are engaging in.
2) **Traveller** – General public has sights on the proposed development in public passageways. Their visual experience depends on the speed of travel and whether their views will be continuous or occasional.
3) **Hiker** – General public has sights on the proposed development while engaging in hiking activities in mountainous areas. Their visual sensitivity is influenced by the distance and duration of their views.

4.4. Based on the above criteria, the visual sensitivity of VSRs from the VPs are categorized into 3 grades (i.e. “High”, “Medium”, and “Low”), depending on the duration of stay at the VPs. For example, the visual sensitivity of VSRs from public open spaces is classified as “High”, while the visual sensitivity of travellers is classified as “Low”.

4.5. **Table 4.1** lists the visual sensitivity of the selected VSRs at the selected VPs.

Table 4.1 Brief Analysis of Visually Sensitive Receivers at Selected Viewing Points (Existing Condition)

Visually Sensitive Receiver and Type of User (Recreation/ Traveller/ Hiker)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View of the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VP1: South Entrance of Yuen Po Street Bird Garden **VSR**: Traders, fanciers, and tourists **Type of User**: Recreation	About 30m to the southeast of the Scheme	**Fair** – The view of the eastern boundary of the Proposed Scheme encompasses existing buildings along Flower Market Road and trees in the foreground and a view of the urbanised skyline in the background.	**Partial View** – This VP is close to the Scheme area and the view is largely screened by existing buildings in the foreground. **Occasional View** – A medium level of pedestrian activity is anticipated and tourists passing through the entrance to the Garden are transient; an occasional view of the Proposed Scheme is anticipated.	Medium
VP2: Pavement opposite the Entrance Plaza of Mong Kok Stadium **VSR**: Visitors to Flower Market and Mong Kok Stadium **Type of User**: Traveller	About 40m to the southeast of the Scheme	**Good** – The view of the eastern boundary of the Proposed Scheme encompasses a low-rise building (i.e., the Mong Kok Stadium at Flower Market Road) and trees in the foreground, and a broad sky view slightly obstructed by existing medium to high-rise buildings in the background.	**Partial View** – This VP is close to the Scheme area and the view is partially screened by existing man-made structure and vegetation in the foreground. **Frequent View** – Due to the proximity to Site B and a high level of pedestrian activity, tourists will have a frequent view of the proposed development of 150mPD. However, tourists walking through the pavement along Flower Market Road are transient.	Medium
VP3: Children's Playground of Fa Hui Park **VSR**: Facility users and tourists when events are held in Fa Hui Park, e.g., Lunar New Year Fair **Type of User**: Recreation	About 100m to the northwest of the Scheme	**Good** – An oblique view of the north-eastern boundary of the Proposed Scheme showcases the facilities in the Children's Playground and rows of trees in the foreground and a good view of the broad sky slightly obstructed by existing medium to high-rise buildings in the background.	**Partial View** – This VP is close to the Scheme area and the view is partially screened by existing trees in the foreground. **Frequent View** – The playground affords the public a largely uninterrupted view of the sky, showcasing its visual openness. Due to the proximity to Site B and a medium level of pedestrian activity, facility users will have a frequent view of the proposed development of 150mPD.	High

Visually Sensitive Receiver and Type of User (Recreation/ Traveller/ Hiker)	**Approx. Viewing Distance**	**Quality of Existing View (Good / Fair / Poor)**	**Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed)** **Frequency of View of the Proposed Development (Frequent / Occasional / Rare)**	**Sensitivity**
VP4: Tai Hang Tung Recreation Ground **VSR**: Facility users and workers **Type of User**: Recreation	About 270m to the north of the Proposed Scheme	**Good** – The view of the northern boundary of the Proposed Scheme captures an existing natural turf view of the soccer pitch and rugby pitch in the foreground and a good view of the sky slightly obstructed by medium to high-rise buildings in the background.	**Partial View** – The view is partially screened by existing trees and buildings in the middle ground. **Frequent View** – This VP offers a panoramic urban view and views of the proposed development to VSRs who have a long duration of activity.	High
VP5: Exit A of MTR Prince Edward Station **VSR**: MTR and bus passengers, nearby residents and workers, pedestrians **Type of User**: Traveller	About 230m to the west of the Proposed Scheme	**Fair** – The view of the western boundary of the Proposed Scheme shows low to high-rise buildings with wide pavements in the foreground and an urbanised skyline in the background.	**Glimpsed View –** The view is partially screened by existing buildings along Playing Field Road and Tung Choi Street. **Rare View** – This VP offers a rare view of the proposed development, as major VSRs passing through this VP mainly focus on road conditions even though a high level of pedestrian flow is observed.	Low
VP6: Mongkok Civic Triangle **VSR**: Facility users, workers and pedestrians **Type of User**: Recreation/ Traveller	About 260m to the southwest of the Proposed Scheme	**Fair** – The view of the southwestern boundary of the Proposed Scheme reveals an existing vibrant streetscape with a high level of vehicular and pedestrian activity. This view mainly consists of the existing buildings in the foreground, with a certain portion screened by trees and an obstructed sky view in the background.	**Glimpsed View** – The view is mostly screened by existing buildings, providing only a limited glimpse of the proposed development. **Rare View** – Although a high level of vehicular and pedestrian activity is observed, given a large portion of the proposed development will be screened by existing buildings, public views of the proposed development are considered rare.	Medium
VP7: Footbridge near Mongkok Government Offices	About 350m to the south	**Fair** – The view of the southern boundary of the Proposed Scheme presents a highly urbanized built-up area in the foreground	**Partial View** – The view is partially screened by existing buildings, and only part of the proposed development at Site A1 will be visible.	Low to Medium

Visually Sensitive Receiver and Type of User (Recreation/ Traveller/ Hiker)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View of the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VSR: MTR passengers, nearby workers, pedestrians **Type of User**: Traveller	of the Proposed Scheme	and a sky view partially obstructed by existing medium to high-rise buildings.	**Occasional View** – A low level of pedestrian activity and a short duration of activity are observed. While Sun Hung Kai Properties Limited has a planned large-scale commercial project at Sai Yee Street that will be linked to the nearby existing footbridge network and will increase the pedestrian activity in the area, the frequency of view of the proposed development will be increased from rare to occasional upon the scheduled completion in 2030.	
VP8: Fuk Wah Street Rest Garden **VSR**: Facility users, workers and pedestrians **Type of User**: Recreation/ Traveller	About 400m to the northwest of the Proposed Scheme	**Fair** – The existing view reveals an existing vibrant streetscape with a high level of traffic flow and pedestrian activity. This VP is characterized by existing vegetation and garden facilities in the foreground and a limited sky view highly disturbed by low to high-rise buildings in the background.	**Glimpsed View** – The view of the proposed development is completely screened by existing buildings along Tai Po Road and Fuk Wa Street. **Rare View** – Due to the complete blocking of view of the proposed development, even though a high level of pedestrian and vehicular activities is observed, the frequency of view of the proposed development is considered rare.	Low
VP9: Ex-Sham Shui Po Service Reservoir **VSR**: Tourists, hikers and on-site workers **Type of User**: Recreation/ Hiker	About 420m to the southwest of the Proposed Scheme	**Good** – The existing view features a historic service reservoir perched atop a mountain, serving as a visual reminder of the area's waterworks heritage and offering a unique and culturally significant focal point within the landscape. There are a lawn and a few temporary structures surrounded by existing woodland in the foreground. The existing view also features a good sky view unobstructed by man-made features in the background.	**Glimpsed View** – The view from the top of Woh Chai Shan (also known as "Mission Hill") is highly screened by surrounding woodland. **Rare View** – Entrance is allowed to visitors with booking and on-site workers only. A low level of pedestrian activity and a short duration of activity aboveground are observed. Visitors of this grade 1 historical building primarily engage in underground visiting to appreciate the historical background and internal structure, making them less sensitive to external visual changes.	Medium

Visually Sensitive Receiver and Type of User (Recreation/ Traveller/ Hiker)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed) Frequency of View of the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VP10: Bus and Minibus Stops near Think International School **VSR**: Nearby residents and workers, students **Type of User**: Traveller	About 430m to the east of the Proposed Scheme	**Fair** – The view of the northern boundary of the Proposed Scheme is primarily characterized by existing residential developments, a structure of a filling station, a traffic sign, and a construction site in the foreground. This VP also allows observation of roadside trees and a partially obstructed sky view.	**Partial View** – The lower portion of the proposed development will be screened by existing roadside trees and existing buildings. **Occasional View** – A medium level of pedestrian activity is observed during peak hours, and the frequency of view of the proposed development is considered rare given the public at this VP focuses on oncoming traffic.	Low
VP11: Central Pier No.7 **VSR**: Star Ferry passengers and related workers **Type of User**: Traveller	About 4.3km to the southwest of the Proposed Scheme, on the opposite side of the harbour	**Good** – The long-distance panoramic view is predominately characterized by low to high-rise urban developments along the waterfront, stretching from West Kowloon to Tsim Sha Tsui. The view takes advantage of the urban waterfront in the foreground, featuring Victoria Harbour and the interrupted ridgelines extending from Lion Rock to Beacon Hill and a good view of the sky in the background.	**Glimpsed View** – A long-distance view of the proposed development with a good view of the harbour, which will be blended and compatible with the overall urban built environment. **Rare View** – Although active pedestrian activities are observed and anticipated, the proposed development will be largely screened by existing buildings. Also, the frequent visitors to this VP mainly focus on Victoria Harbour, skyline, ridgeline, and urban developments.	High
VP12: Sun Yat Sen Memorial Park **VSR**: Facility users, pedestrians along the Central and Western District Promenade (Sheung Wan Section) and workers	About 4.8km to the southwest of the Proposed Scheme, on the opposite	**Good** – The long-distance panoramic view is predominately characterized by low to high-rise urban developments along the waterfront, stretching from West Kowloon to Nam Cheong. The view takes advantage of the urban waterfront in the foreground, featuring Victoria Harbour and the interrupted ridgelines extending from Lion	**Glimpsed View** – A long-distance view of the proposed development with a good view of the harbour, which will be blended and compatible with the overall urban built environment. **Rare View** – Although active pedestrian activities are observed and anticipated, the proposed development will be entirely screened by existing buildings. Also, the frequent	High

Visually Sensitive Receiver and Type of User (Recreation/ Traveller/ Hiker)	**Approx. Viewing Distance**	**Quality of Existing View (Good / Fair / Poor)**	**Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed)** **Frequency of View of the Proposed Development (Frequent / Occasional / Rare)**	**Sensitivity**
Type of User: Recreation	side of the harbour	Rock to Beacon Hill and a good view of the sky in the background.	visitors to this VP mainly focus on Victoria Harbour, skyline, ridgeline, and urban developments.	

5. Assessment of Visual Impacts

5.1. Methodology for the Appraisal of Visual Impact

5.1.1. With reference to the TPB PG-No. 41, the appraisal of overall visual impacts on VSRs can be determined by four aspects:

1) Visual composition (i.e., to assess the visual effects resulting from the change in massing, heights, disposition, forms, etc. viz the overall visual backdrop);
2) Visual obstruction (i.e., to assess the degree of visual obstruction and loss of views or visual openness due to the proposed development);
3) Effect on public viewers (i.e., to assess the visual changes from key public VPs with direct sightline to the proposed development); and
4) Effect on visual resources (i.e., to assess the change in visual quality and character of the AVI).

5.1.2. The resultant overall visual impacts will be classified as follows:

Table 5.1 Classification of Overall Visual Impacts

Classification	Description
Enhanced	The proposed development in overall term will improve the visual quality and complement the visual character of its setting from most of the identified key public VPs.
Partly Enhanced / Partly Adverse	The proposed development will exhibit enhanced visual effects to some of the identified key public VPs and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public VPs.
Negligible	The proposed development will, with or without mitigation measures, in overall term have insignificant visual effects on most of the identified key public VPs, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Slightly adverse	The proposed development will, with or without mitigation measures, result in overall some negative visual effects on most of the identified key public VPs.
Moderately adverse	The proposed development will, with or without mitigation measures, result in overall term negative visual effects on most of the key identified key public VPs.
Significantly adverse	The proposed development will in overall term cause serious and detrimental visual effects to most of the identified key public VPs even with mitigation measures.

5.2. Appraisal of Visual Impacts of Selected Viewing Points

5.2.1. For the visual appraisal of the local VPs, photomontages of the four development scenarios below are prepared to compare the visual changes before and after the proposed development within the Scheme area. For the visual appraisal of the strategic VPs, photomontages of the four development scenarios below are also prepared to assess whether the proposed building heights would intrude into the building-free zone below the ridgelines.

1) **Existing Condition** – Illustrating the existing conditions at the VPs.

2) **Proposed Scheme (150mPD)** – Referring to the notional design of the Proposed Scheme, with a maximum building height of 150mPD for Sub-area (1) of "OU(MU)1" and Sub-area (1) of "OU(MU)2" zones. A stepped height profile from 130mPD to 150mPD is adopted in the Sub-area (1) of "OU(MU)2" zone. For Sub-areas (2), (3), (4) and (5) of "OU(MU)1", a maximum building height of 1 storey is adopted. For Sub-area (2) of "OU(MU)2", a maximum building height of 30mPD is adpoted. Maximum building heights of the surroundings as stipulated in the OZP are taken into account.

3) **Sensitivity 1 (130mPD)** – For sensitivity test purpose, a scheme based on a proposed maximum building height of 130mPD for Sub-area (1) of "OU(MU)2" zone, with maximum building heights of other zones in the draft DSP of the Scheme remain unchanged.

4) **Sensitivity 2 (170mPD)** – For sensitivity test purpose, a scheme based on a proposed maximum building height of 170mPD for Sub-area (1) of "OU(MU)2" zone, with maximum building heights of other zones in the draft DSP of the Scheme remain unchanged.

5.2.2. The appraisal of the visual impacts of each VP is conducted by comparing the visual changes between the Proposed Scheme and existing conditions following TPB PG-No. 41 and summarised in **Table 5.2** below. The corresponding photomontages are shown in **Figures 5.1** to **5.12c**. Scenarios for Sensitivity 1 and 2 are for reference purposes only.

Table 5.2 Appraisal of Visual Impacts of Selected Viewing Points

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP1: South Entrance of Yuen Po Street Bird Garden	About 30m to the southeast of the Proposed Scheme	Recreation	As shown in **Figure 5.1**, the view at this VP is mainly low to high-rise buildings along Flower Market Road in the foreground, and a partially shielded sky view as well as the proposed development at Sites A1 in the background.	The proposed development at Site A1 will be partially shielded by existing buildings along Flower Market Road and trees on the existing slope, and part of the proposed low-rise retail blocks at Sites A4 and A5 after redevelopment will be visible. The visual obstruction of the Proposed Scheme will slightly increase at Site A1, while the visual obstruction at Sites A4 and A5 is anticipated to be reduced by scaling down building mass and breaking visual monotony.	Part of the towers at Site A1 will be visible to the VSRs at this VP, reducing the sky view and visual openness of the existing environment under the Proposed Scheme. On the other hand, the visual quality of this VP is anticipated to be enhanced due to the enhanced streetscape through smaller development scales at Sites A4 and A5.	The focuses of the VSRs in the Yuen Po Street Bird Garden are mainly the landscapes in different courtyards, and a short duration of activity at the entrance is observed. Public perception of the change in visual composition caused by the proposed development under the Proposed Scheme will be partly enhanced due to streetscape improvement and increased depth of view at Sites A4 and A5 and partly adverse due to the proposed building height and massing at Site A1. As such, visual change resulted by the Proposed Scheme in this VP will be slight.	Partly enhanced/ Partly adverse
VP2: Pavement opposite the	About 40m to the southeast of Site B of the	Traveller	As shown in **Figure 5.2**, the view at this VP includes the structure of the Mong Kok	The proposed development at Site B will result in	The proposed residential towers of 150mPD and hotel/ office/ hotel-like	The proposed development at Site B will result in a	Moderately adverse

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
Entrance Plaza of Mong Kok Stadium	Proposed Scheme		Stadium and tree-crown in the foreground, and a partially shielded sky view as well as existing medium to high-rise buildings in the background. The proposed development at Site B will be partially shielded by existing vegetation, with the upper portions visible to the VSRs.	considerable visual obstruction to the sky. However, with the possible revitalization initiative to revitalize the area between the proposed Waterway Park and Mong Kok Stadium, the existing fencing may be removed to possibly allow greater visual permeability from this VP to the proposed Waterway Park, subject to the agreement with the relevant government department(s).	service apartment tower of 130mpD at Site B will contribute to the stepped building height profile, and the building separation between the towers will allow visual accessibility to the open sky and soften the building mass of the proposed development.	substantial visual change and have adverse visual effects to the VSRs However, there is a potential for offering a broader view to the VSRs through the possible revitalization initiative. It may open up the view in the foreground by removing the main gate and fencing of the Mong Kok Stadium and connecting the proposed Waterway Park with the Stadium.	
VP3: Children's Playground of Fa Hui Park	About 100m to the northwest of the Proposed Scheme	Recreation	As shown in **Figure 5.3**, the view at this VP is mainly medium to high-rise buildings along Boundary Street, park facilities and vegetation in the foreground and a partially shielded sky view in the background.	The proposed development at Site A1 will be partially shielded by existing vegetation and man-made structures; only its upper portion under the Proposed Scheme will be visual from this VP. The proposed development at Site B directly facing Boundary Street will be largely visible, reducing	The upper portion of the tower at Site A1 and nearly the entire towers at Site B will be visible to the VSRs, which will largely obstruct the sky view and visual openness compared to the existing condition.	Given the proposed development will unavoidably affect the visual composition of this VP, the effect of visual changes on VSRs is considered substantial. Existing trees along Boundary Street will soften the visual impacts on the VSRs engaging in passive leisure activities.	Moderately adverse

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
				visual permeability and obstructing the skyline at this VP.			
VP4: Tai Hang Tung Recreation Ground	About 270m to the north of the Proposed Scheme	Recreation	As shown in **Figure 5.4**, the view at this VP is surrounded by natural turf in the foreground, medium to high-rise buildings in the middle ground, and a substantially open sky view in the background.	The proposed development at Site B under the Proposed Scheme will become the dominant visual element in the middle ground at this VP, and the proposed development at Site A1 will blend into the existing built environment. Due to its proximity, the proposed development will result in a large extent of blockage of the sky view and affect the visual permeability. The degree of visual obstruction and loss of views can, nevertheless, be alleviated through a 15m wide visual corridor between the towers at Site B.	The key visual resources at this VP are the existing natural turf and broad sky view. With the proposed development, the sky view and visual openness will be reduced and the towers will create significant visual change at this VP. However, with the proposed massing layout and a 15m wide visual corridor between the towers at Site B, the Proposed Scheme will still allow visual permeability to the sky.	Although the users of sports and recreation facilities will have a direct view of the proposed development which will be largely noticeable and block some sky views, the users will engage in active recreational activities, the effect on VSRs is considered moderate. The stepped height profile and building separation between towers at Site B will help soften visual impacts on the VSRs.	Moderately adverse

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
VP5: Exit A of MTR Prince Edward Station	About 230m to the west of the Scheme	Traveller	As shown in **Figure 5.5**, the view at VP5 is framed by low to high-rise buildings along Playing Field Road and Tung Choi Street in the foreground, and a partially shielded sky view in the background.	The proposed development will be located behind the existing buildings along Playing Field Road and Tung Choi Street as a backdrop, with part of the towers and podium visible from this VP, resulting in a visual obstruction of sky view at the rightmost of the backgroundand a decrease in visual permeability. The Proposed Scheme will result in moderate changes in visual obstruction and permeability.	The proposed developments at Sites A1 and B under the Proposed Scheme will be visible from this VP, reducing the sky view and visual openness of the existing environment. With the building separation under the Proposed Scheme, it will allow visual permeability to the sky at Site B.	The proposed development will moderately affect the visual composition at this VP. However, since the public will primarily focus on road conditions when crossing the road, it helps reduce the perceived visual impact of the towers at Site B on VSRs. Therefore, the effect on VSRs is considered moderate.	Moderately adverse
VP6: Mongkok Civic Triangle	About 260m to the southwest of the Proposed Scheme	Recreation / Traveller	As shown in **Figure 5.6**, the view at this VP is mainly low to high-rise buildings and some trees in the foreground, and a partially shielded sky view in the background.	The proposed development at Site B will be invisible from this VP, while the proposed development at Site A1 will be largely shielded by existing buildings and vegetation, resulting in negligible visual obstruction and	A limited southwest portion of a tower at Site A1 will be visible from this VP, slightly reducing the sky view and visual openness of the existing environment along Nullah Road under the Proposed Scheme.	Given the Proposed Scheme will slightly block the view corridor along Nullah Road, yet the proposed towers at Site A1 will be mostly shielded by the existing developments in the foreground, with the unnoticeable blockage of	Negligible

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
				unnoticeable visual permeability at this VP.		the sky view, and the VSRs at this VP mainly focus on road conditions and the man-made landscapes, the effect of visual change on the VSRs at this VP will be negligible.	
VP7: Footbridge near Mongkok Government Offices	About 350m to the south of the Proposed Scheme	Traveller	As shown in **Figure 5.7**, the view at this VP is mainly medium to high-rise buildings and trees in the foreground, and a partially shielded sky view in the background.	The proposed development at Site A1 of the Proposed Scheme will be located behind existing buildings with the towers above its podium visible from this VP, resulting in a partial visual obstruction and a slight decrease in visual permeability. The proposed development at Site B will be entirely blocked by existing development and thus invisible from this VP.	The towers at Site A1 will be largely visible from this VP, reducing the sky view and visual openness of the existing environment under the Proposed Scheme.	Given the proposed development at Site A1 will blend in with the existing built environment, and the VSRs passing by will only have a glance at the overall built environment, the perception of visual effect to VSRs will be slight.	Slightly adverse
VP8: Fuk Wah Street Rest Garden	About 400m to the northwest of the Proposed Scheme	Recreation / Traveller	As shown in **Figure 5.8**, the view at this VP is mainly existing trees and low to high-rise residential buildings in the foreground and a	The proposed development under the Proposed Scheme will be entirely blocked by the existing buildings along	The entire proposed development will be invisible to the VSRs at this VP. Therefore, no effect on visual elements	The VSRs will enjoy the facilities and landscape of the Garden or focus on road conditions when crossing. Besides, the	Negligible

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			substantially shielded sky view in the background.	Tai Po Road and Boundary Street based on the result of the Line-of-Sight Analysis. No additional visual obstruction is anticipated at this VP.	and resources is anticipated.	view at this VP will be mainly existing buildings and the proposed development will be invisible from this VP. Therefore, no effect on the VSRs is anticipated.	
VP9: Ex-Sham Shui Po Service Reservoir	About 420m to the southwest of the Proposed Scheme	Recreation / Hiker	As shown in **Figure 5.9**, the view at this VP is mainly surrounding vegetation in the foreground and an open sky view in the background.	The proposed development under the Proposed Scheme will be largely invisible to the VSRs, which is predominantly screened by existing woodland. Therefore, there will be negligible visual obstruction and visual permeability anticipated.	Given the proposed development under the Proposed Scheme will be largely invisible from this VP on the mountaintop of Woh Chai Shan, there will be negligible effect on the visual elements and resources.	Since the focus of the tourists and workers at this VP is mainly on the underground structures of the Ex-Sham Shui Po Service Reservoir and the VSRs will only perceive a small portion of the proposed development under the Proposed Scheme which will be largely screened by the existing woodland, there will be negligible effect on VSRs anticipated.	Negligible
VP10: Bus and Minibus Stops near	About 430m to the east of the Proposed Scheme	Traveller	As shown in **Figure 5.10**, the view at this VP is mainly low to medium-rise buildings in the foreground, high-rise buildings in the middle	The proposed development under the Proposed Scheme will result in partial visual obstruction to the sky	The proposed development under the Proposed Scheme will result in a partial visual blockage of the open sky	The VSRs at this VP mainly focus on the oncoming traffic, especially buses or minibuses for	Slightly adverse

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
Think International School			ground, and a slightly shielded sky view in the background.	view at this VP, with the lower portion of the proposed development shielded by existing buildings and trees. The building separable between towers at Site B will allow visual permeability to the sky.	view. However, it will likely be perceived as part of the existing medium to high-rise developments in the background, i.e., High Park (123mPD) and High Park Grand (117mPD) and in the middle ground.	passengers. The change in visual composition for the VSRs is considered slight.	
VP11: Central Pier No.7	About 4.3km to the southwest of the Proposed Scheme, on the opposite side of the harbour	Traveller	As shown in **Figures 5.11a – 5.11c**, the visual composition of this VP is characterized by Victoria Harbour in the foreground, low to high-rise development along the waterfront from West Kowloon to Tsim Sha Tsui, and ridgeline from Lion Rock to Beacon Hill in the background. The proposed development is located in an urbanized inland area and is considered compatible with the existing and future adjacent building height profile. According to the skyline analysis, only a small portion of the proposed development will be visible	Both the mountain ridgeline and the 20% building-free zone are not interrupted by the Proposed Scheme. Given the Proposed Scheme is situated in an inland area and at least 4.3km away from this VP, no adverse impact on visual permeability from this VP is anticipated.	The main visual elements and attention of VSRs towards the Kowloon Peninsula will mainly be Victoria Harbour in the foreground as well as the mountain and sky in the background. Because of the non-protrusion of the proposed development towards the building-free zone and the ridgeline and the far distance of the Proposed Scheme from this VP, the effect on visual elements is negligible.	This VP is far from the Proposed Scheme and only a limited portion of the proposed development will be visible from this VP. Besides, the VSRs at this VP predominantly focus on the iconic attraction of Victoria Harbour and the skyline, therefore, the effect on VSRs is considered negligible.	Negligible

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			from this VP on the opposite side of Victoria Harbour. Due to the substantial mass of development surrounding the Proposed Scheme, the change in visual context is considered negligible.				
VP12: Sun Yat Sen Memorial Park	About 4.8km to the southwest of the Proposed Scheme, on the opposite side of the harbour	Recreation	As shown in **Figures 5.12a – 5.12c**, the visual composition of this VP is characterized by Victoria Harbour in the foreground, low to high-rise development along the waterfront from West Kowloon to Nam Cheong, and the ridgeline from Lion Rock to Beacon Hill in the background. The proposed development is located in an urbanized inland area and is considered compatible with the existing and future adjacent building height profile. According to the skyline analysis, only a very limited portion of the proposed development will be visible from this VP on the opposite side of Victoria Harbour. Due to the substantial mass of	Both the mountain ridgeline and the 20% building-free zone are not interrupted by the Proposed Scheme. Given the Proposed Scheme is situated in an inland area and at least 4.8km away from Victoria Harbour, no adverse impact on visual permeability from this VP is anticipated.	The main visual elements and attention of VSRs towards the Kowloon Peninsula will mainly be Victoria Harbour in the foreground as well as the mountain and sky in the background. Because of the non-protrusion of the proposed development towards the building-free zone and ridgeline and the far distance of the Proposed Scheme from this VP, the effect on visual elements is negligible.	This VP is far from the Proposed Scheme and the entire proposed development will be invisible from this VP. Besides, the VSRs at this VP predominantly focus on the iconic attraction of Victoria Harbour and the skyline, therefore, the effect on VSRs is considered negligible.	Negligible

Location of VPs	Distance and Direction between VPs and Scheme	VSR Type	Visual Composition	Visual Obstruction and Visual Permeability	Effect on Visual Elements and Resources	Effect on VSRs	Resultant Overall Visual Impact
			development entirely shielding the Proposed Scheme, the change in visual context is considered negligible.				

6. Evaluation of Overall Visual Impact

6.1. This VIA evaluates the degree of visual impacts on VSRs from major public VPs due to the proposed development at the Scheme area. **Table 6.1** below summarizes the visual sensitivity and impact of the selected VPs.

Table 6.1 Summary of Visual Impacts

Viewing Points	Visual Sensitivity	Resultant Overall Visual Impact
VP1: South Entrance of Yuen Po Street Bird Garden	Medium	Partly enhanced/ Partly adverse
VP2: Pavement opposite the Entrance Plaza of Mong Kok Stadium	Medium	Moderately adverse
VP3: Children's Playground of Fa Hui Park	High	Moderately adverse
VP4: Tai Hang Tung Recreation Ground	High	Moderately adverse
VP5: Exit A of MTR Prince Edward Station	Low	Moderately adverse
VP6: Mongkok Civic Triangle	Medium	Negligible
VP7: Footbridge near Mongkok Government Offices	Low to Medium	Slightly adverse
VP8: Fuk Wah Street Rest Garden	Low	Negligible
VP9: Ex-Sham Shui Po Service Reservoir	Medium	Negligible
VP10: Bus and Minibus Stops near Think International School	Low	Slightly adverse
VP11: Central Pier No.7	High	Negligible
VP12: Sun Yat Sen Memorial Park	High	Negligible

6.2. The visual impact from the 12 selected VPs ranges from negligible to moderately adverse. By viewing from the 10 local VPs, the proposed development with a maximum building height of 150mPD will inevitably obstruct portions of sky views and weaken the visual openness currently offered by the open spaces and low to medium-rise uses in some VPs, such as VPs 2 to 5 (i.e. with moderately adverse visual impact). However, it can generally be alleviated by the proposed stepped height profile ranging from 130mPD to 150mpPD and/or the proposed 15m-wide building separation at Site B. Other proposed design measures, including a visual corridor to be created by the 20m full-height building setback from the eastern boundary of Site B, a buffer distance of at least 60m away from the existing residential buildings along Sai Yee Street, the proposed low-rise developments in the Sub-area (2) of "OU(MU)1" and the Sub-area (2) of "OU(MU)2", and the proposed open spaces at the Waterway Park and Site A will enhance the visual permeability of the area and alleviate the visual impact that caused by the proposed development.

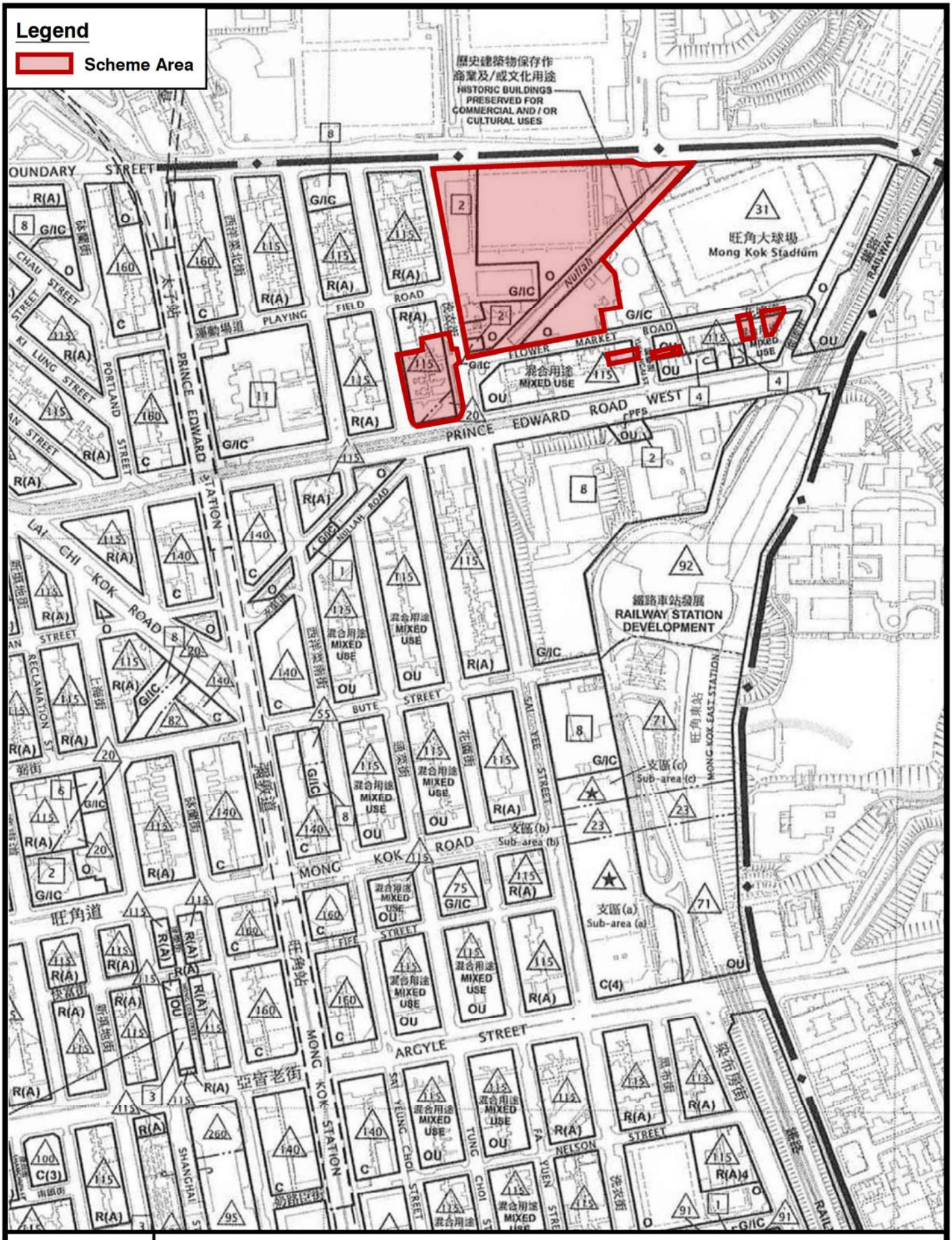
6.3. For the remaining local VPs, only a slightly adverse visual impact will be created by the proposed development at VPs 7 and 10 as the proposed buildings of the Scheme can generally blend with the existing high-rise development nearby. At VPs 6, 8 and 9, the proposed development will only bring a negligible visual impact as the proposed buildings of the Scheme will be largely / entirely shielded by the existing buildings and/or vegetation. The visual impact at VP1 will be partly enhanced due to the streetscape improvement and increased depth of view at Sites A4 and A5, and partly adverse due to the proposed building height and massing at Site A1.

6.4. In a wider context, the Proposed Scheme will generally be compatible with the Yau Mong townscape, which is mainly characterized by compact and mixed high-rise development. The proposed development will not encroach into the 20% building free zone of the ridgelines as shown in VPs 11 and 12, which maintains the integrity of the ridgelines at Lion Rock and Beacon Hill. Thus, only a negligible visual impact will be created at the strategical level.

6.5. The Scheme proposes rezoning of both Sites A and B to "OU(MU)1" and "OU(MU)2" respectively with ranges of BHR for various sub areas, including a maximum BHR of 150mPD for the Sub-area (1) of OU(MU)1 and Sub-area (1) of OU(MU)2. It aims to respond to the policy directives from the Chief Executive's 2023 Policy Address, which include implementing the recommendations of the YMDS and commencing the redevelopment at "Nullah Road Urban Waterway" in Mong Kok East. As recommended in YMDS, the Scheme area would form part of the Nullah Road DN, which will be a major recreation and leisure node for the community. The Scheme will also develop an iconic Waterway Park to largely enhance the visual and landscape in the busy urban context. By providing a GIC complex integrated in the podium of the mixed-use development with upgraded GIC facilities, the Scheme aims to fulfil the policy directives outlined in the Chief Executive's 2018 and 2022 Policy Addresses, including following the principle of "single site, multiple uses" to optimise land uses, provide public services, and meet the housing supply target as set by the Long Term Housing Strategy through the provision of private housing units. Given the Scheme can achieve multiple planning objectives and manifest planning gains for the wide community, the visual change between the existing condition and the Proposed Scheme is considered acceptable.

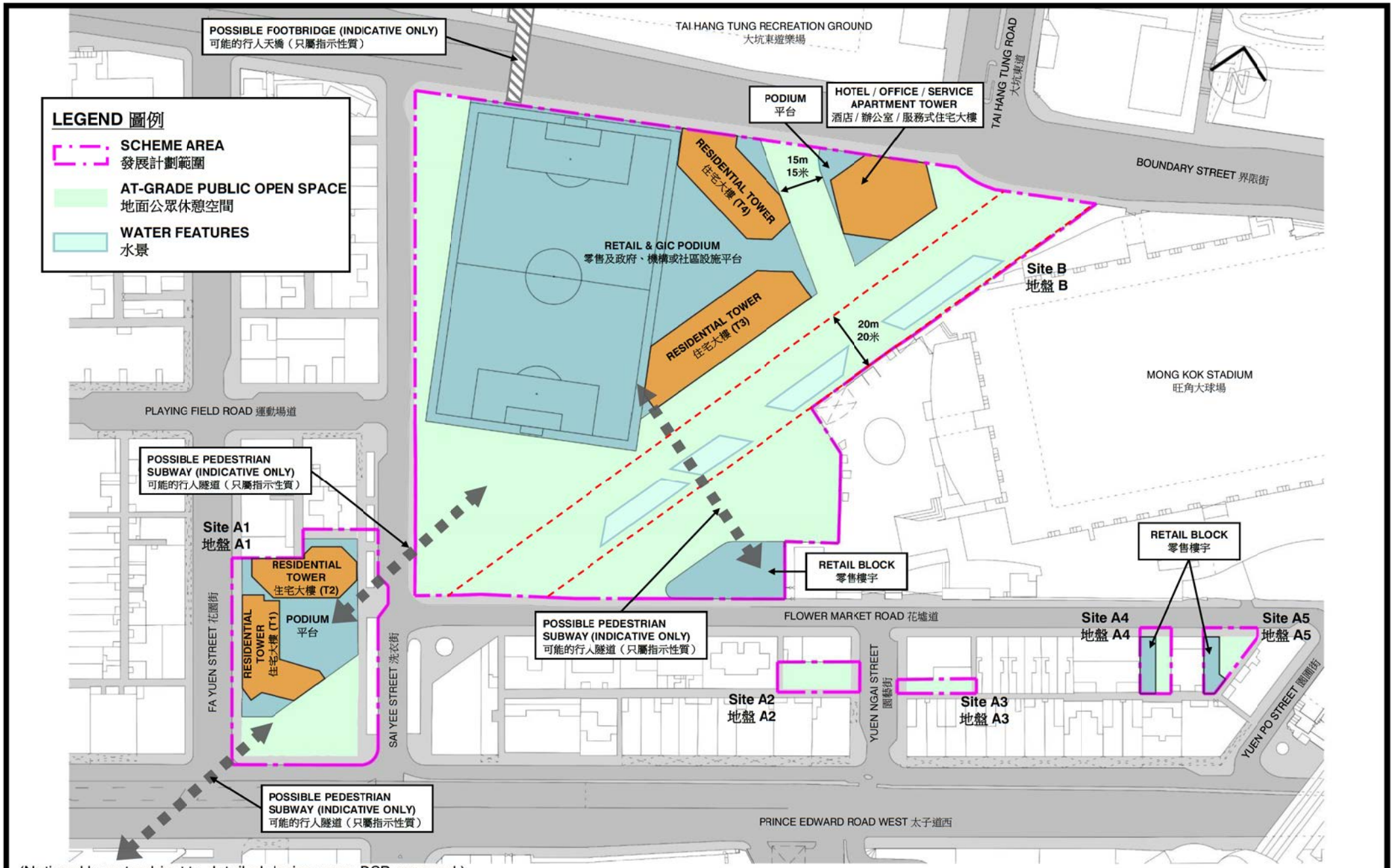
6.6. In conclusion, this VIA demonstrates that the proposed development under the Proposed Scheme with a maximum building height of 150mPD will have negligible to moderately adverse visual impact. It will be visually compatible with the future surrounding urban context after redevelopment in the YTM District and will not create unacceptable adverse impacts or blockage of views from both the key local VPs and strategic VPs recommended in the HKPSG.

URBAN RENEWAL AUTHORITY
MARCH 2024



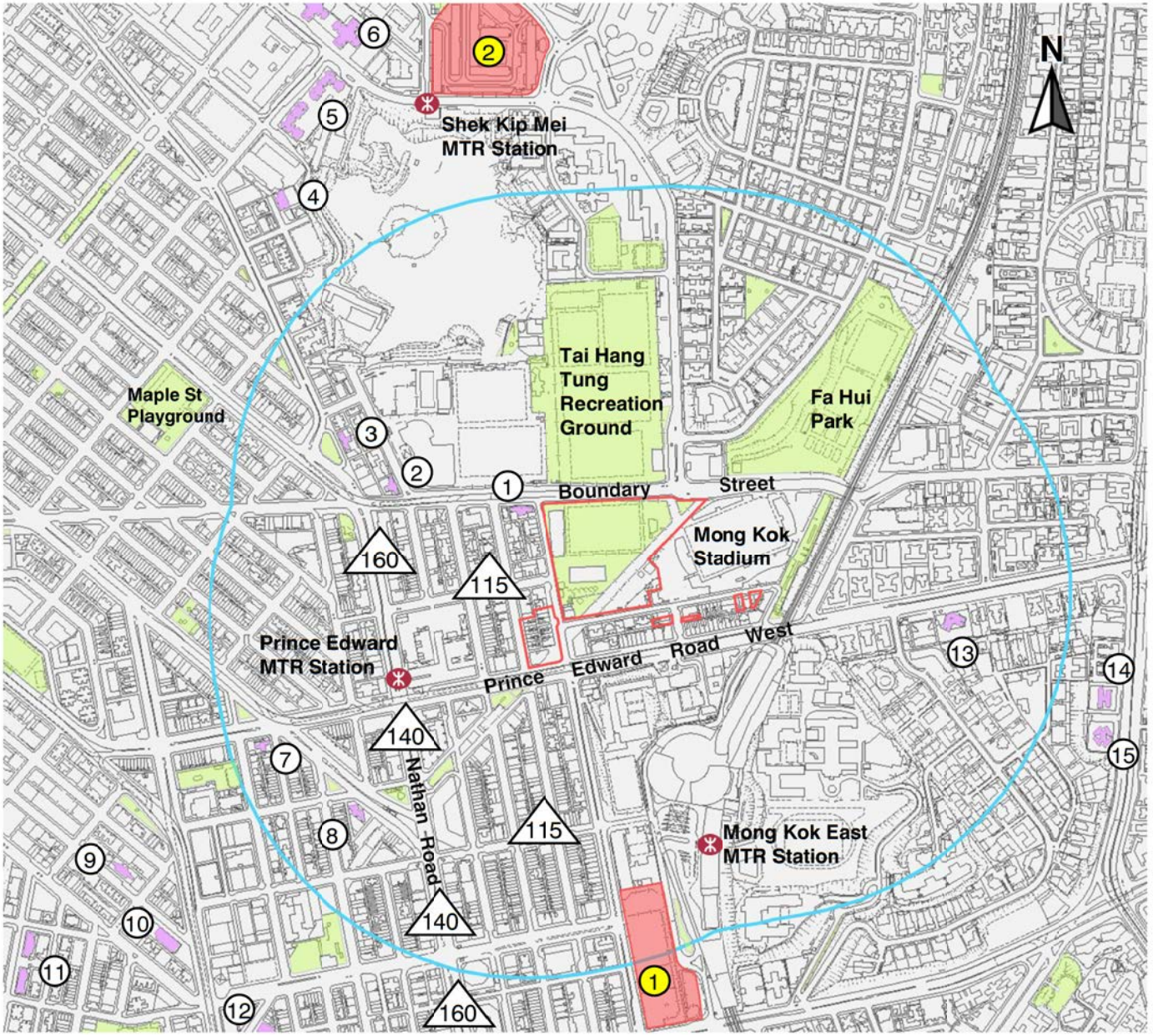
URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Visual Impact Assessment

Figure 2.1	**Existing Zonings of the Development Scheme**	Not drawn to scale March 2024



(Notional layout subject to detailed design upon DSP approval.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 2.2**	**Layout Plan of the Proposed Scheme (max. 150mPD)**	Not drawn to scale March 2024



Legend

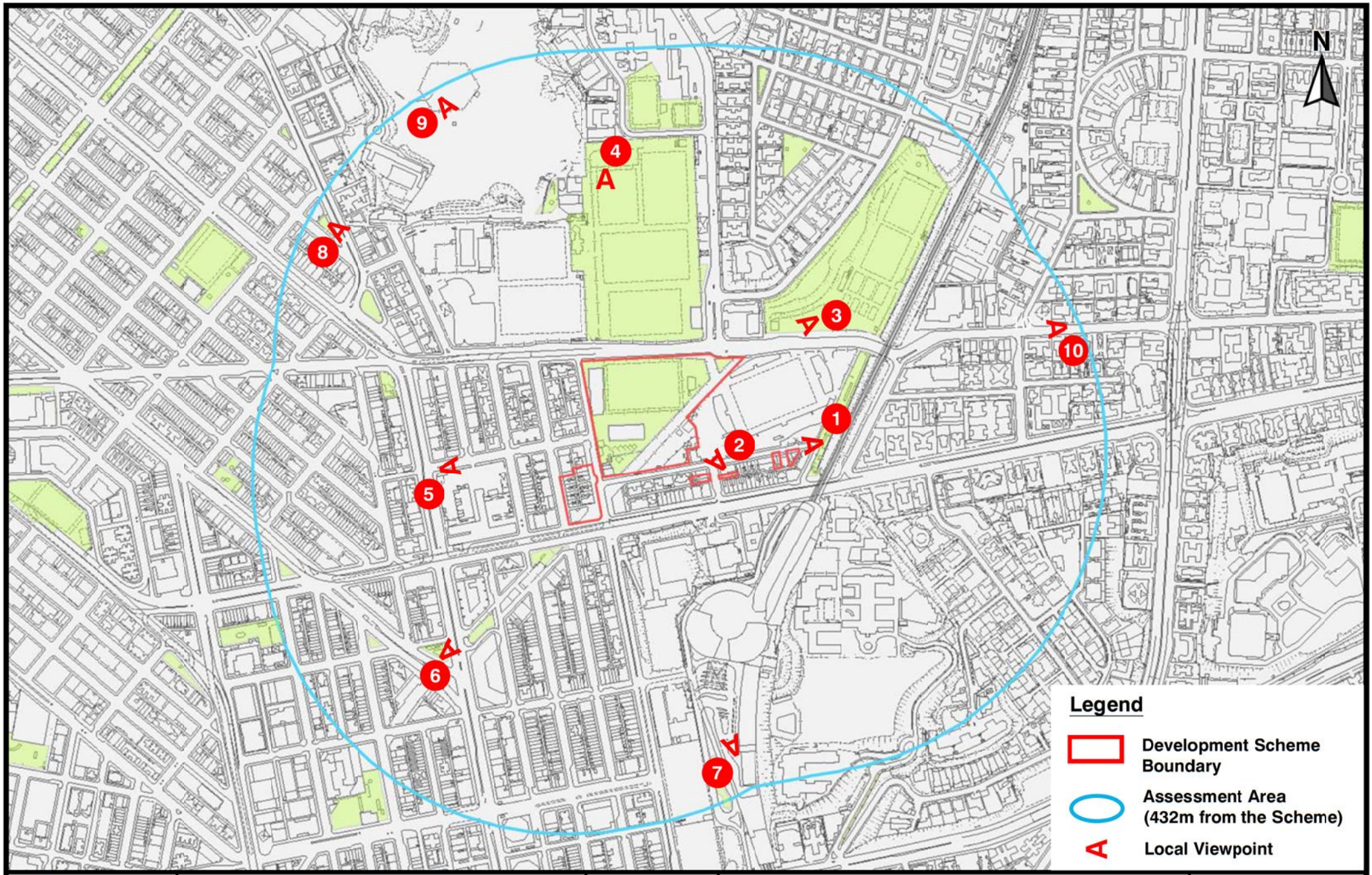
- Scheme Area (YTM-013)
- Assessment Area (432m from the Scheme)
- Major Open Space
- 115 — Maximum Building Height stipulated on OZP (mPD)
- Existing Developments of 115mPD or above

1	High Park Grand	~117mPD
2	High Park	~123mPD
3	Emerald Twenty Eight	~129mPD
4	Gardenia	~133mPD
5	Shek Kip Mei Estate Phase 6	~121mPD
6	Shek Kip Mei Estate Phase 2	~127mPD
7	Grand Metro	~121mPD
8	Cite33	~118mPD
9	I-HOME	~147mPD
10	Lime Stardom	~165mPD
11	Park Summit Towers 1 & 2	~140mPD
12	Flourish Mansion	~138mPD
13	Sky Garden	~134mPD
14	Grand Excelsior	~116mPD
15	St. George Apartments	~120mPD

- Future Developments of 115mPD or above

1	Proposed commercial project at Sai Yee Street	~320mPD
2	Proposed redevelopment project at Tai Hang Sai Estate	~115-160mPD

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.1**	**Assessment Area and Visual Elements**	Not drawn to scale March 2024



市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.2**	**Site Plan (10 Local Viewing Points)**	Not drawn to scale March 2024

VP1: South Entrance of Yuen Po Street Bird Garden

VP2: Pavement opposite the Entrance Plaza of Mong Kok Stadium

VP3: Children's Playground of Fa Hui Park

VP4: Tai Hang Tung Recreation Ground

VP5: Exit A of Prince Edward MTR Station

VP6: Mongkok Civic Triangle

VP7: Footbridge near Mong Kok Government Offices

VP8: Fuk Wah Street Rest Garden

VP9: Ex-Sham Shui Po Service Reservoir

VP10: Bus and Minibus Stops near Think International School

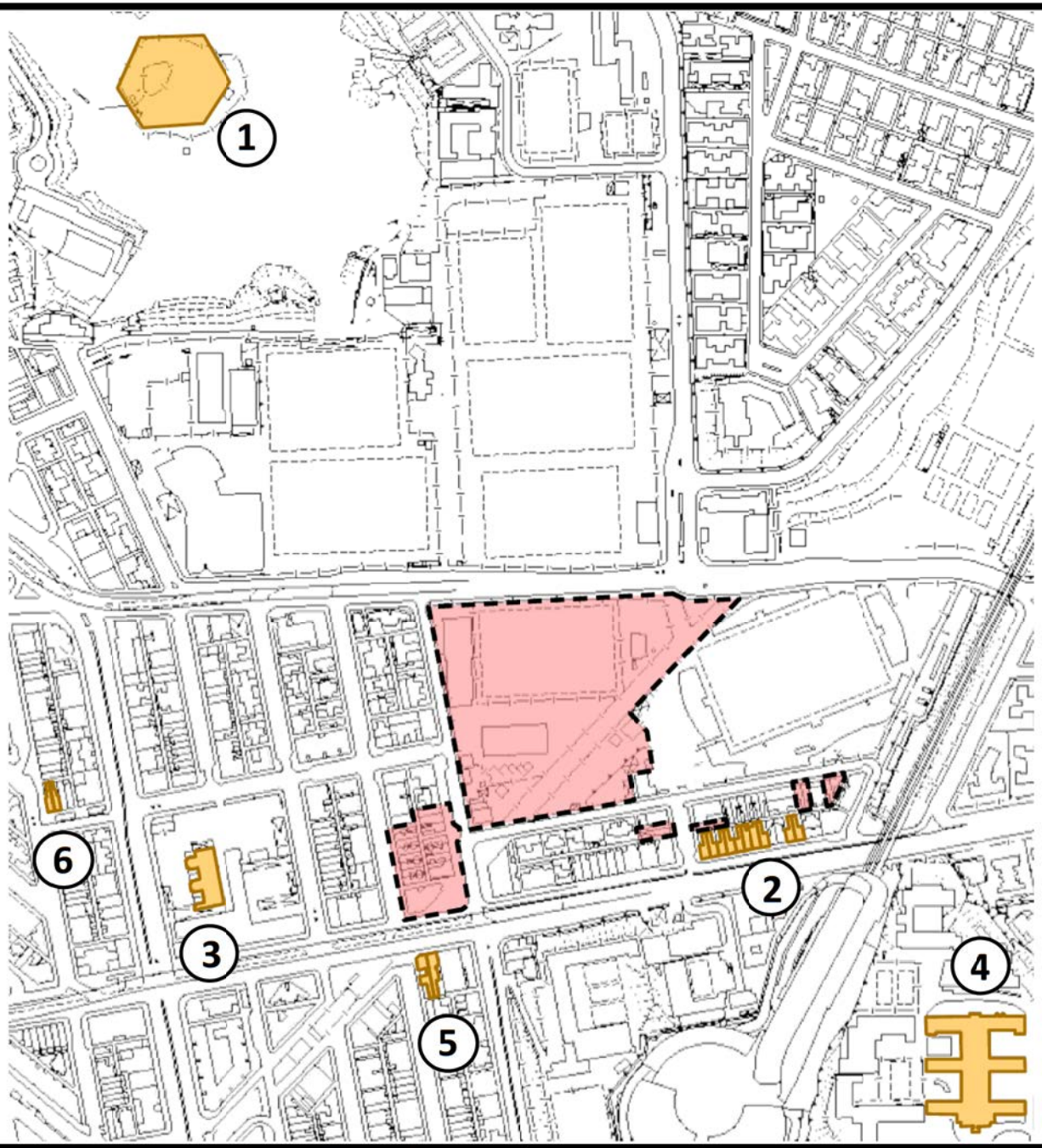
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.3**	**Photos of Local Viewing Points (VP1 to VP10)**	March 2024

Source:
Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41)
https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.4**	**Location of the Strategic Viewing Point (VP11) – Central Pier No.7**	March 2024

Source:
Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41)
https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.5**	**Location of the Strategic Viewing Point (VP12) – Sun Yat Sen Memorial Park**	March 2024



Legend

- The Scheme
- 1 Ex-Sham Shui Po Service Reservoir
- 2 Nos. 190 – 204 & 210 – 212 Prince Edward Road West
- 3 Old Kowloon Police Headquarters
- 4 Main Building, Diocesan Boy's School
- 5 Nos. 177 & 179 Prince Edward Road West
- 6 Nos. 1 & 3 Playing Field Road

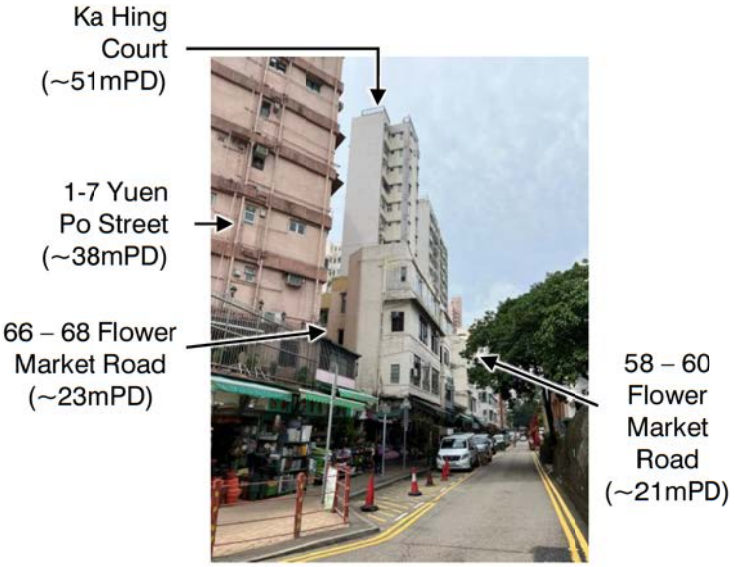
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 3.6**	**Historic Buildings in the Vicinity**	March 2024

Scheme Area

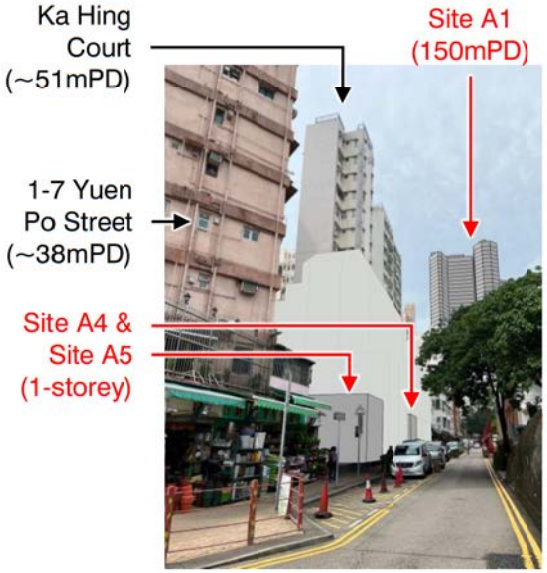
Assessment Area

Local Viewing Point

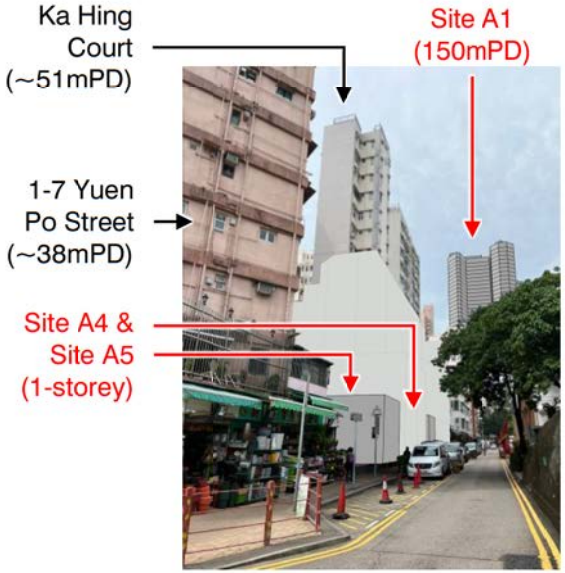
(Not to scale)



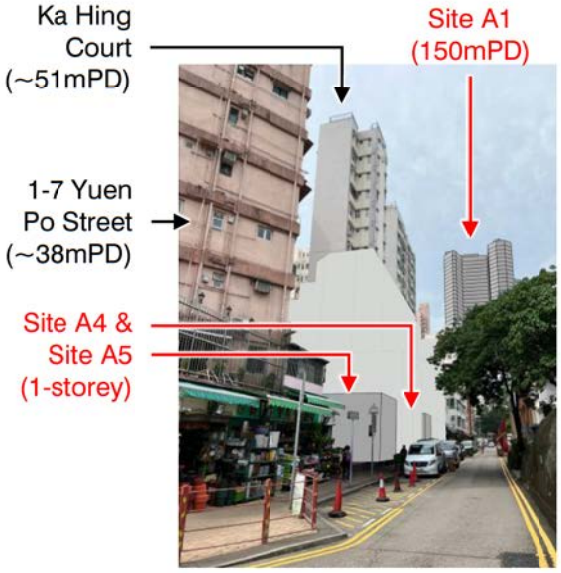
Existing Condition



Sensitivity 1 (130mPD for Site B) (For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B) (For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

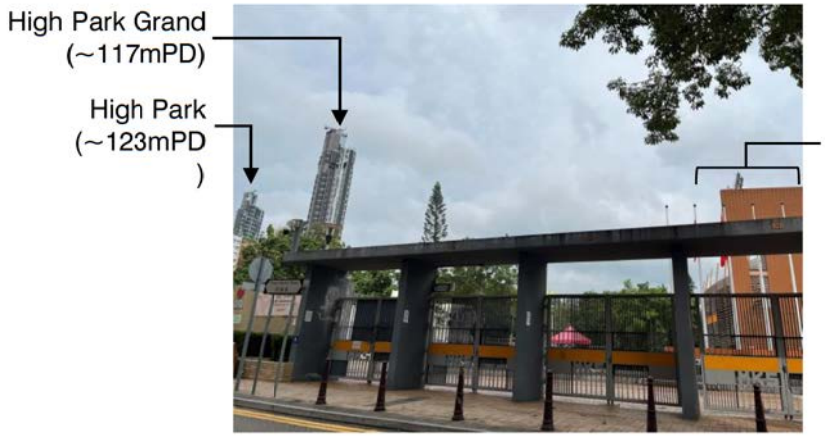
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.1**	**Photomontages of VP1 (South Entrance of Yuen Po Street Bird Garden)**	March 2024

Scheme Area

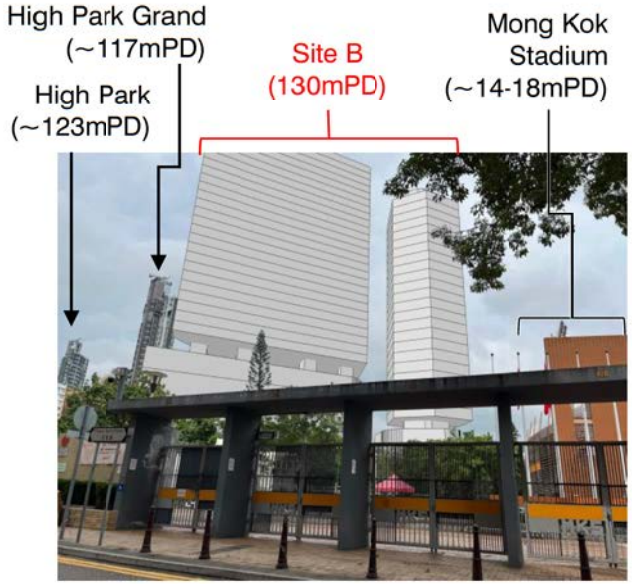
Assessment Area

Local Viewing Point

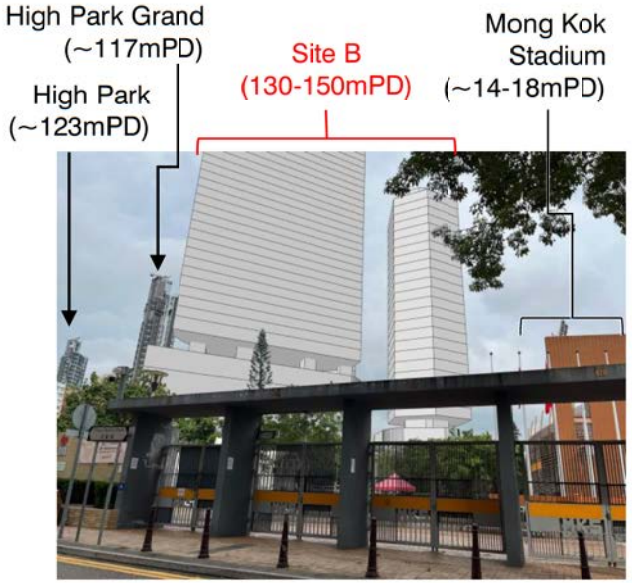
(Not to scale)



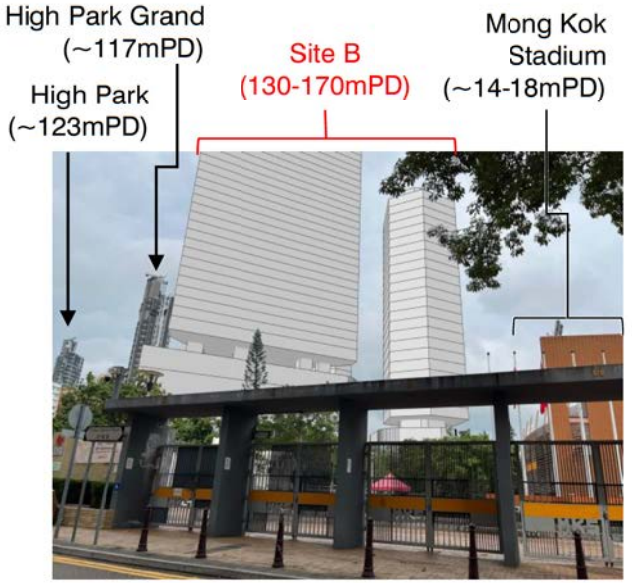
Existing Condition



Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.2**	**Photomontages of VP2 (Pavement opposite the Entrance Plaza of Mong Kok Stadium)**	March 2024

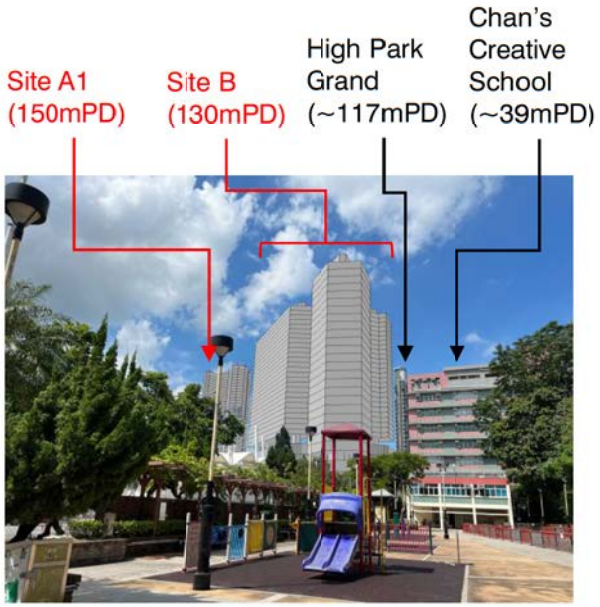
Scheme Area

Assessment Area

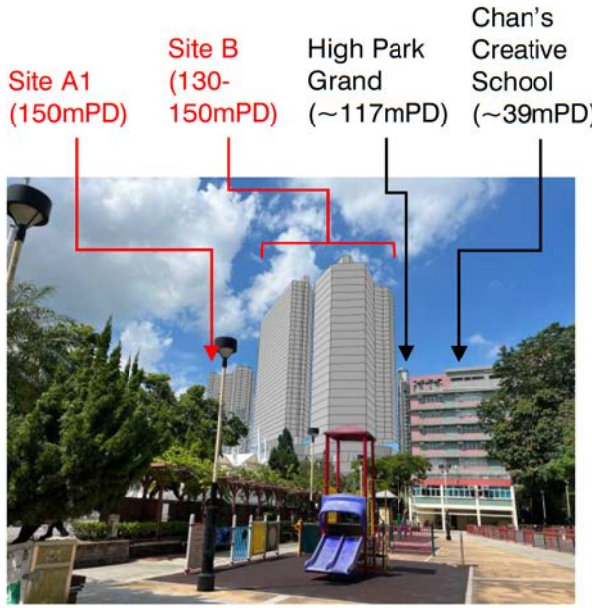
Local Viewing Point

(Not to scale)

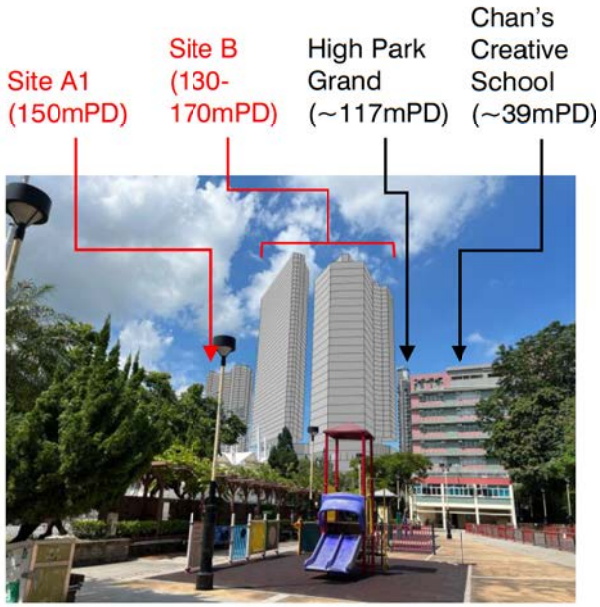
Existing Condition



Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

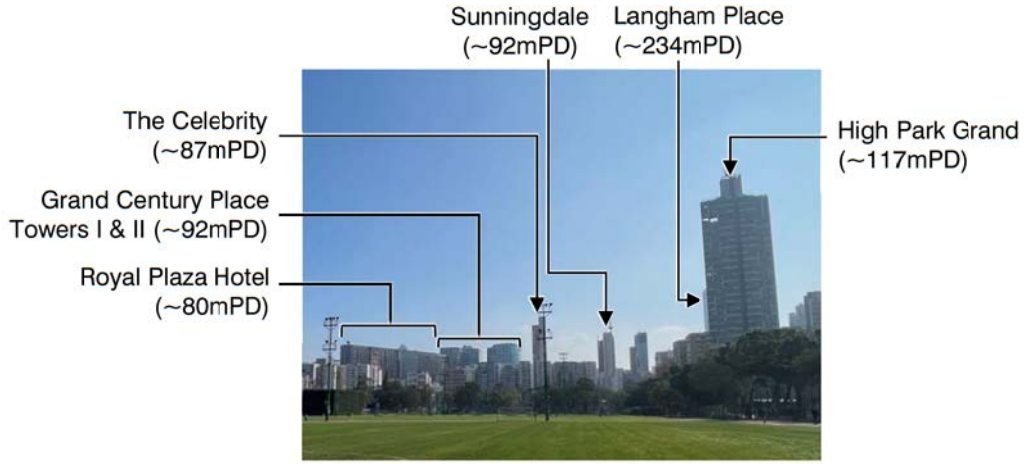
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.3**	**Photomontages of VP3 (Children's Playground of Fa Hui Park)**	March 2024

Scheme Area

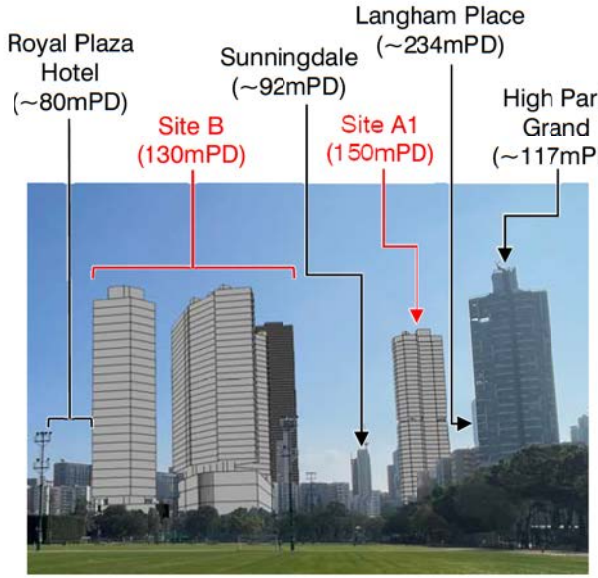
Assessment Area

Local Viewing Point

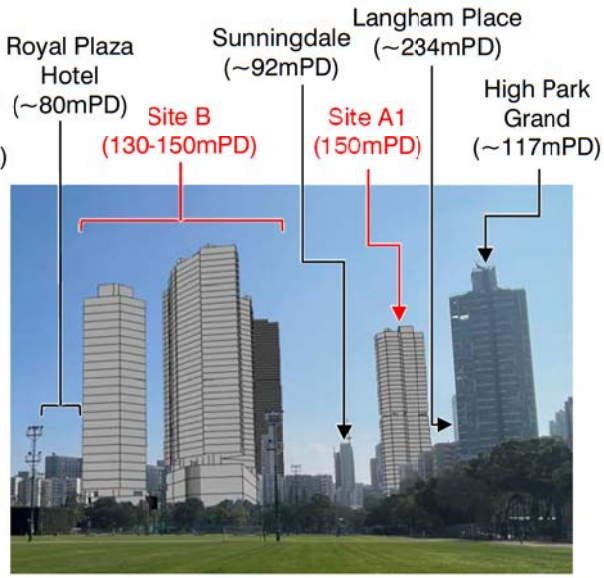
(Not to scale)



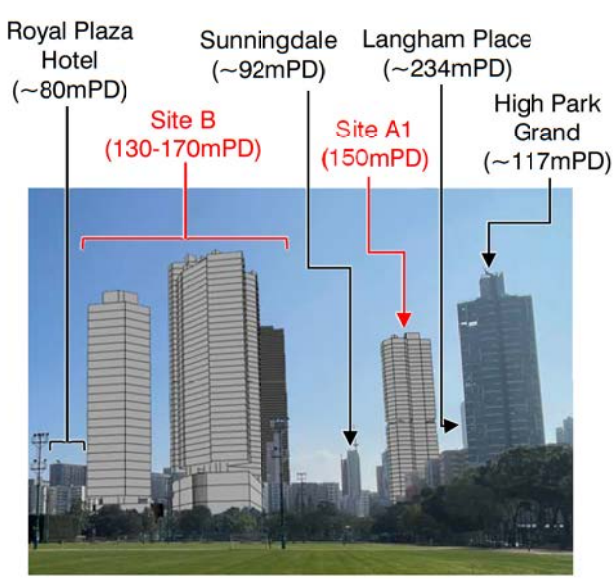
Existing Condition



Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

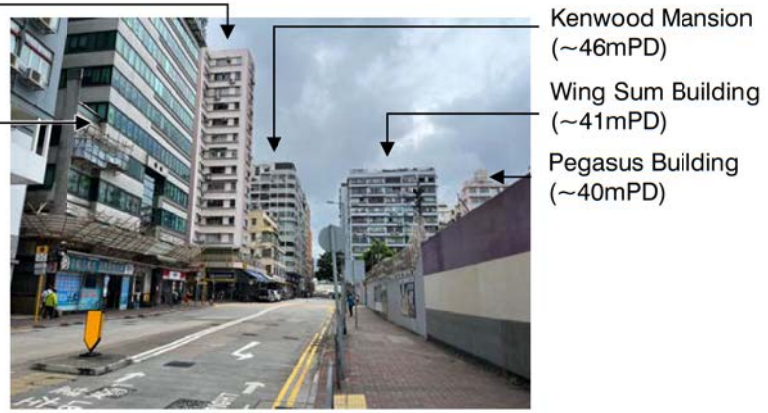
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.4**	**Photomontages of VP4 (Tai Hang Tung Recreation Ground)**	March 2024

Scheme Area

Assessment Area

Local Viewing Point

(Not to scale)



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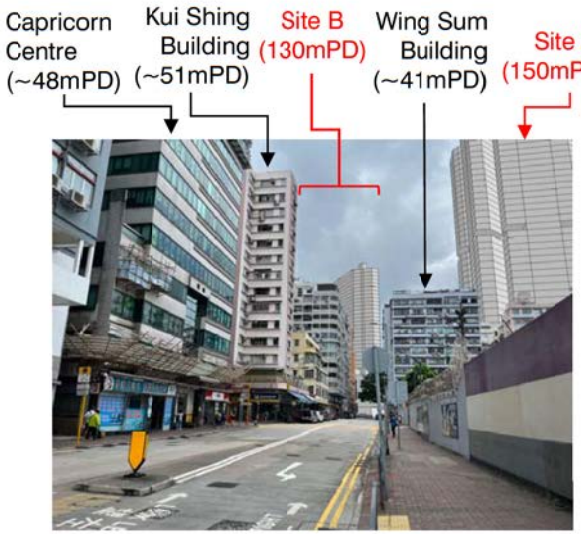
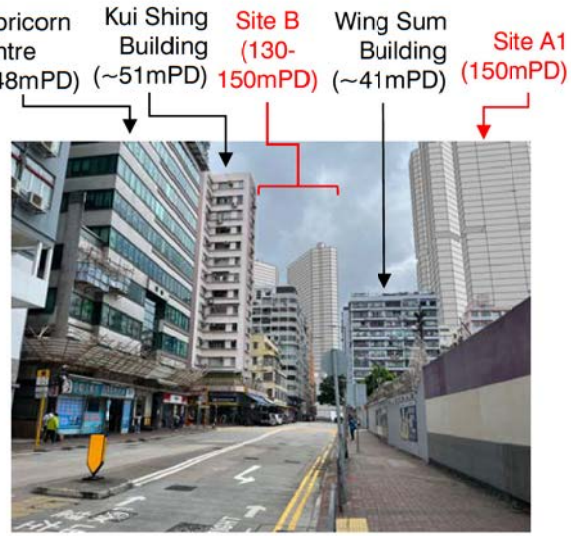
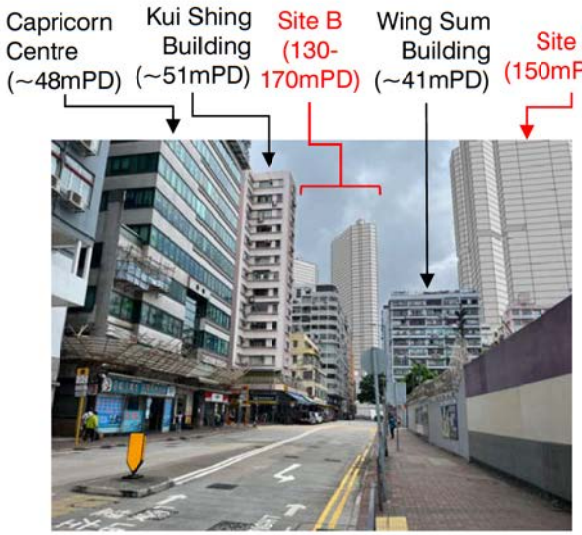


Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

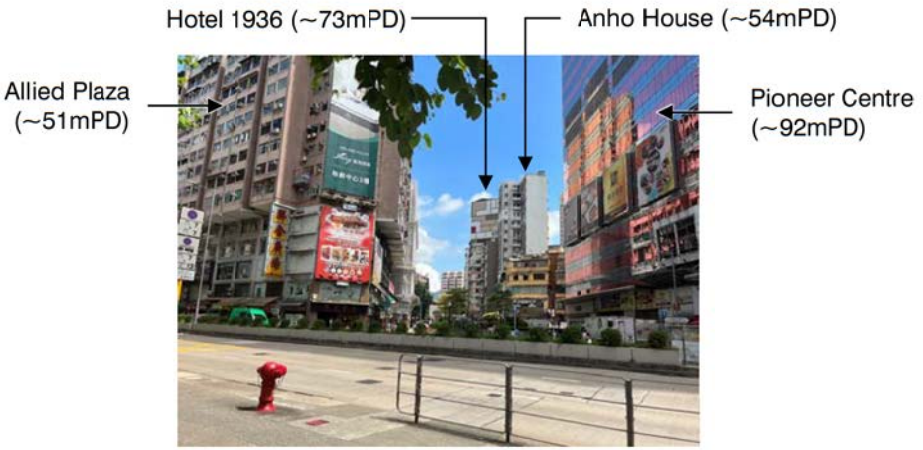
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.5**	**Photomontages of VP5 (Exit A of MTR Prince Edward Station)**	March 2024

Scheme Area

Assessment Area

Local Viewing Point

(Not to scale)



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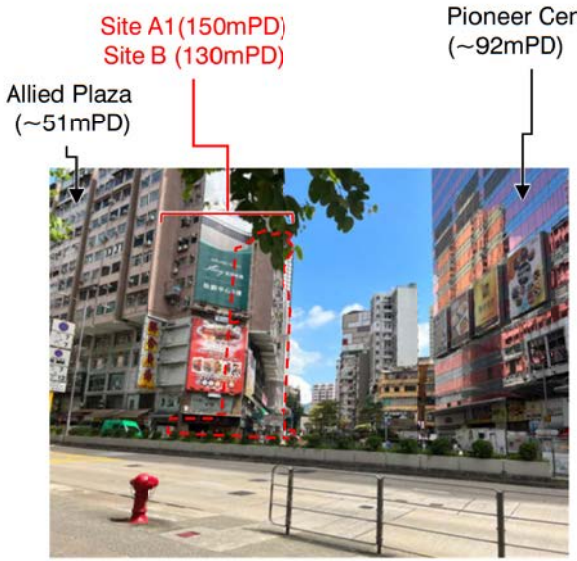
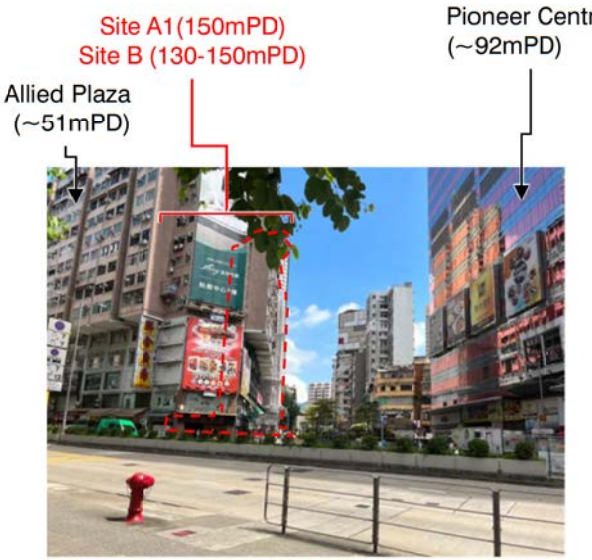
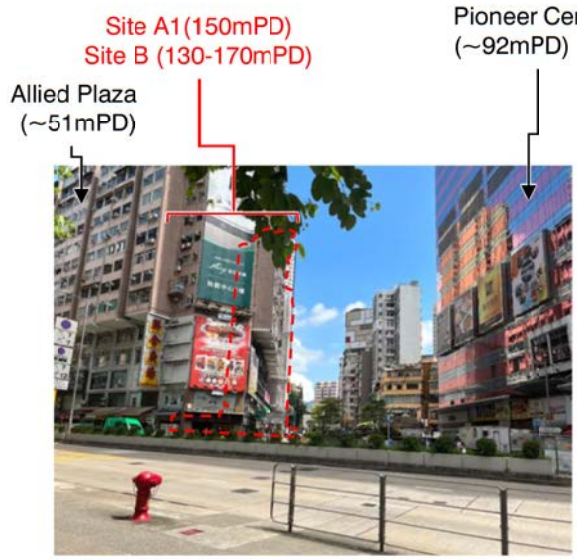


Sensitivity 1 (130mPD for Site B) (For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B) (For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

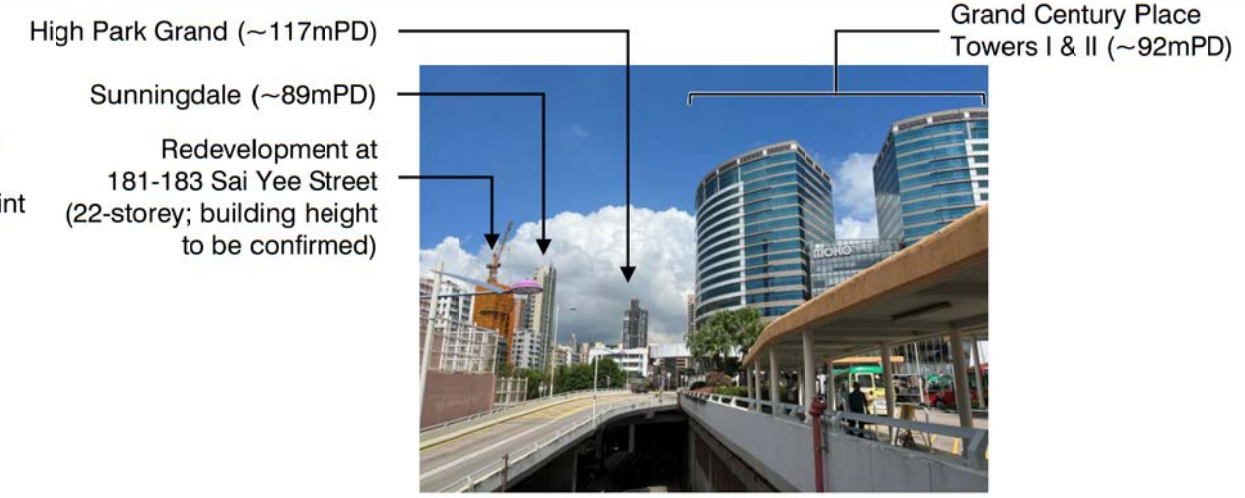
市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.6**	**Photomontages of VP6 (Mongkok Civic Triangle)**	March 2024

Scheme Area

Assessment Area

A Local Viewing Point

(Not to scale)



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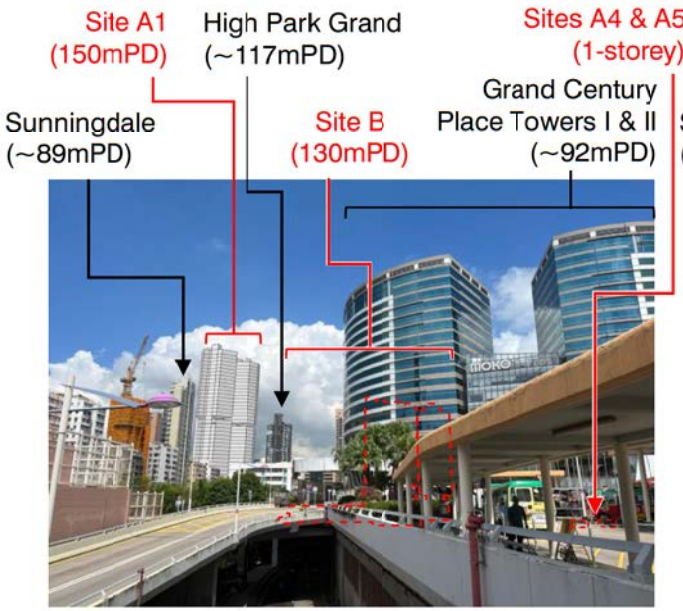
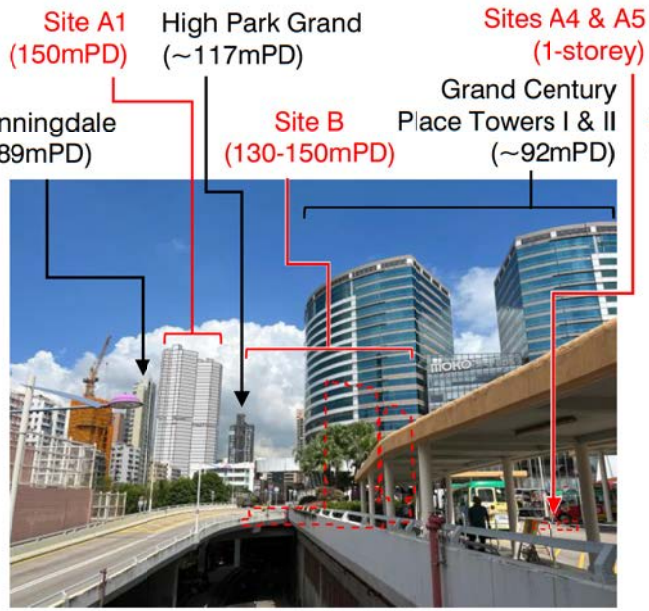
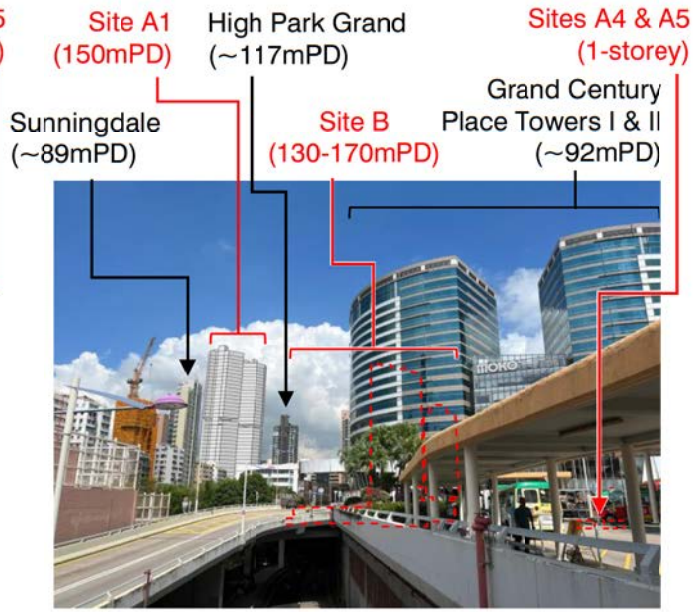


Sensitivity 1 (130mPD for Site B) (For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B) (For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.7**	**Photomontages of VP7 (Footbridge near Mong Kok Government Offices)**	March 2024

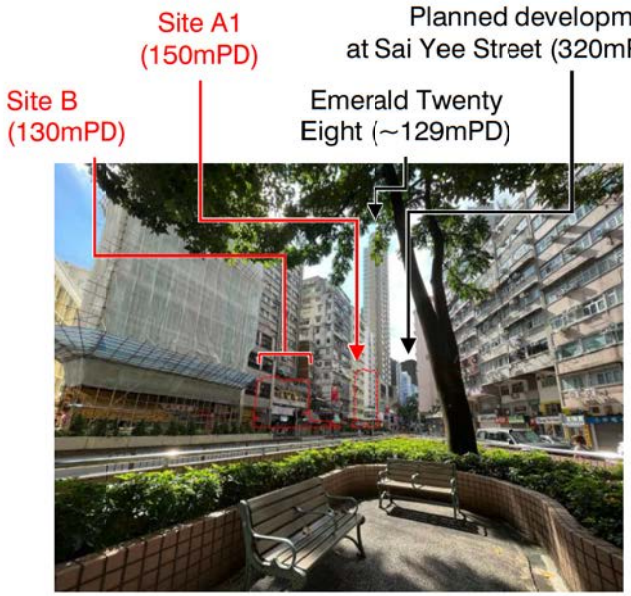
Scheme Area

Assessment Area

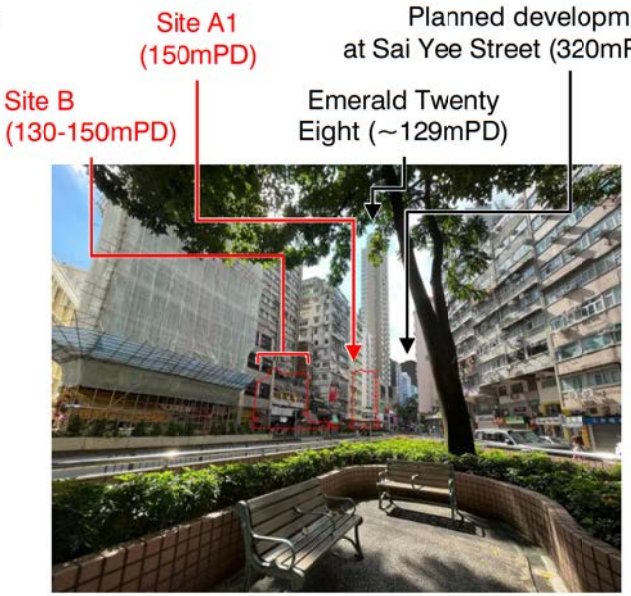
A Local Viewing Point

(Not to scale)

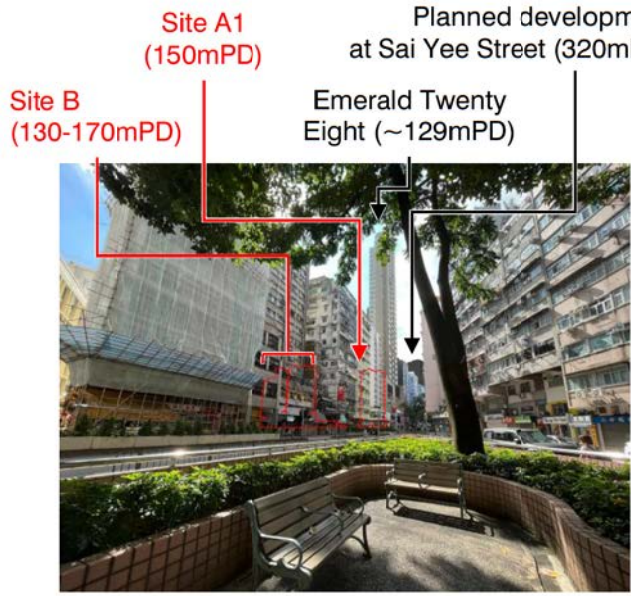
Existing Condition



Sensitivity 1 (130mPD for Site B) (For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B) (For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.8**	**Photomontages of VP8 (Fuk Wah Street Rest Garden)**	March 2024

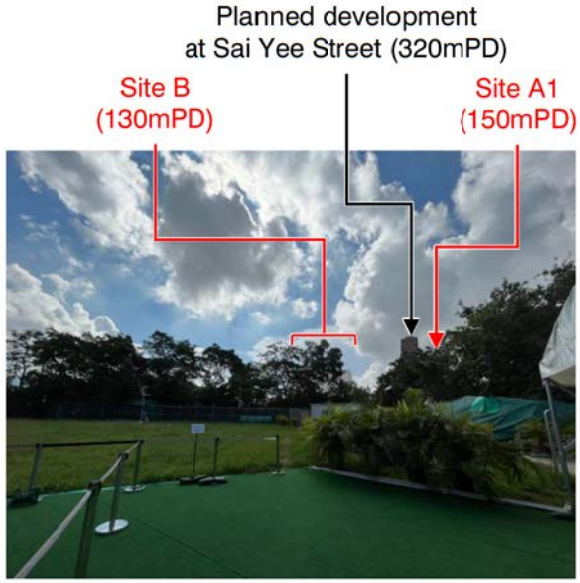
Scheme Area

Assessment Area

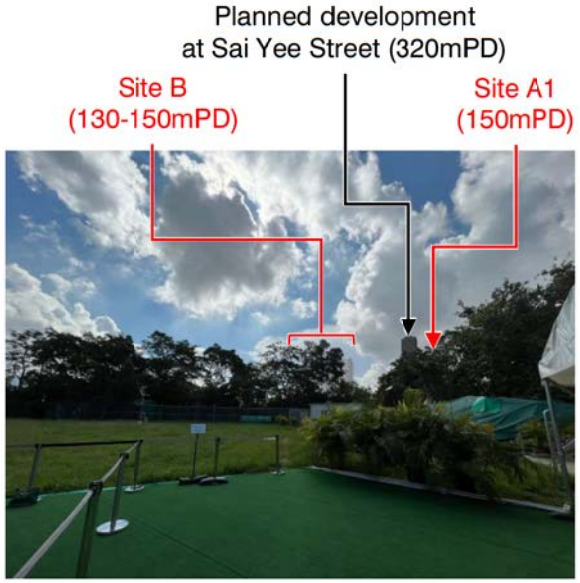
Local Viewing Point

(Not to scale)

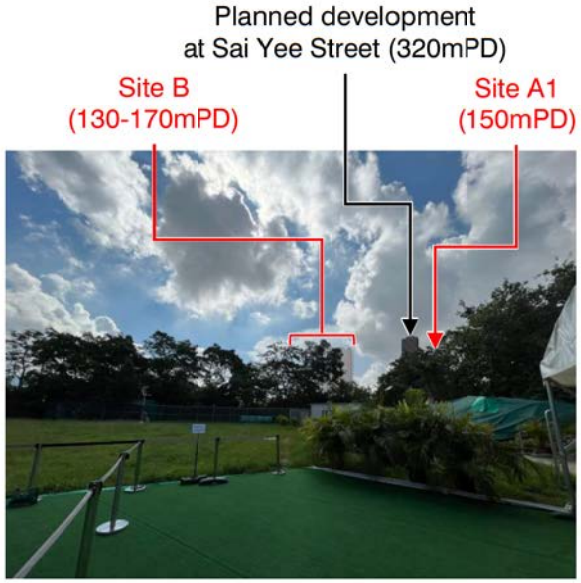
Existing Condition



Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.9**	**Photomontages of VP9 (Ex-Sham Shui Po Service Reservoir)**	March 2024

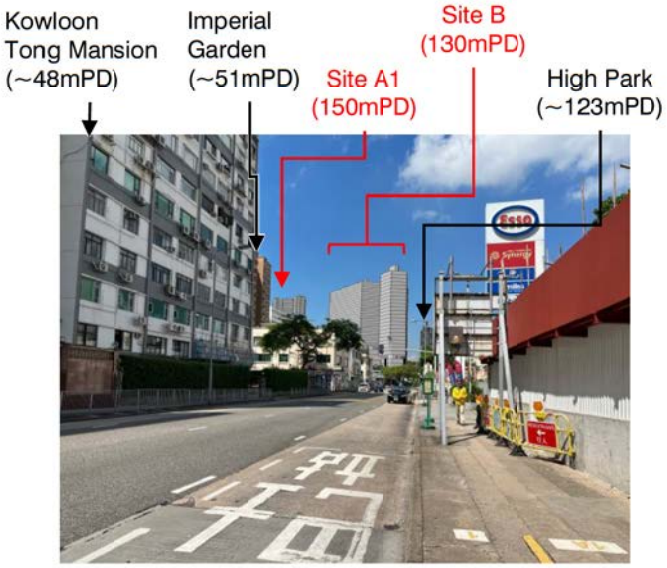
Scheme Area

Assessment Area

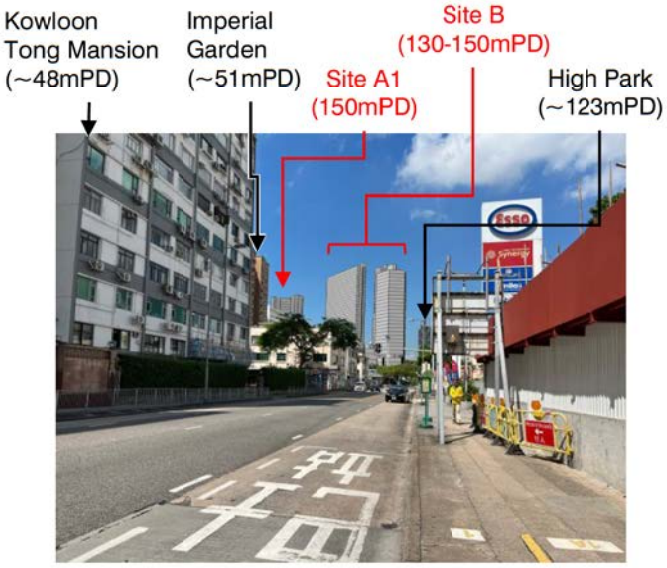
A Local Viewing Point

(Not to scale)

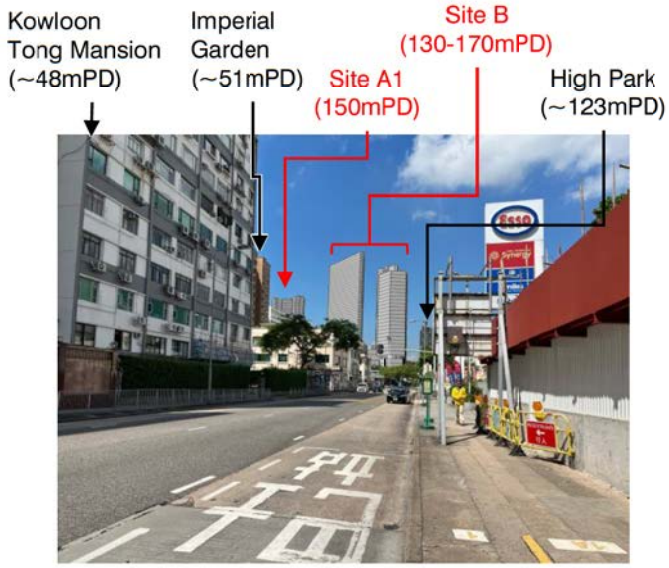
Existing Condition



Sensitivity 1 (130mPD for Site B)
(For reference only)



Proposed Scheme (150mPD for Site B)



Sensitivity 2 (170mPD for Site B)
(For reference only)

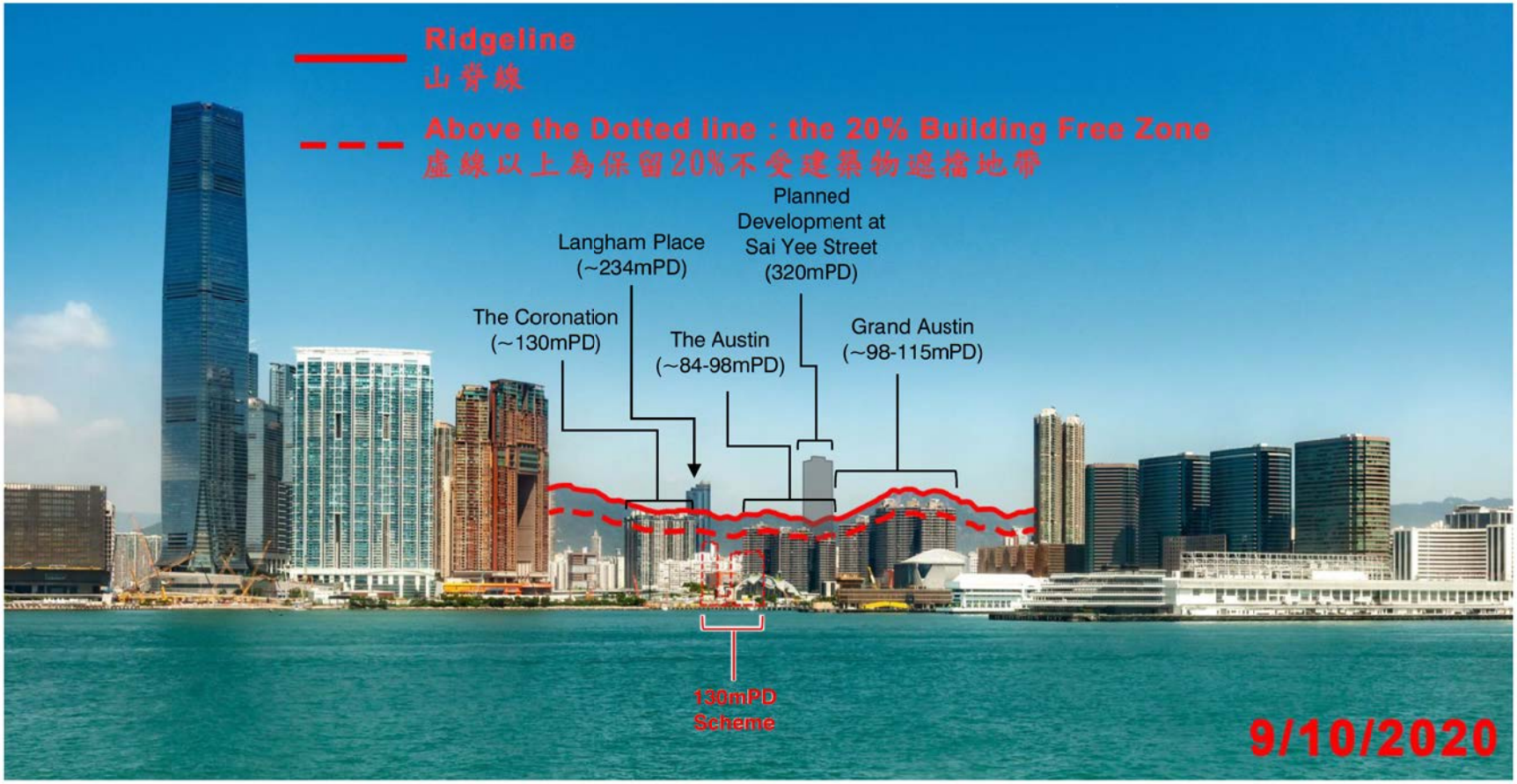
(Remarks: For indicative purpose only. Notional layout subject to detailed design upon DSP approval. Site A1 remains to be proposed 150mPD under all scenarios.)

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.10**	**Photomontages of VP10 (Bus and Minibus Stops near Think International School)**	March 2024

Sensitivity 1 (130mPD for Site B)
(For reference only)

Key Plan

Existing Condition



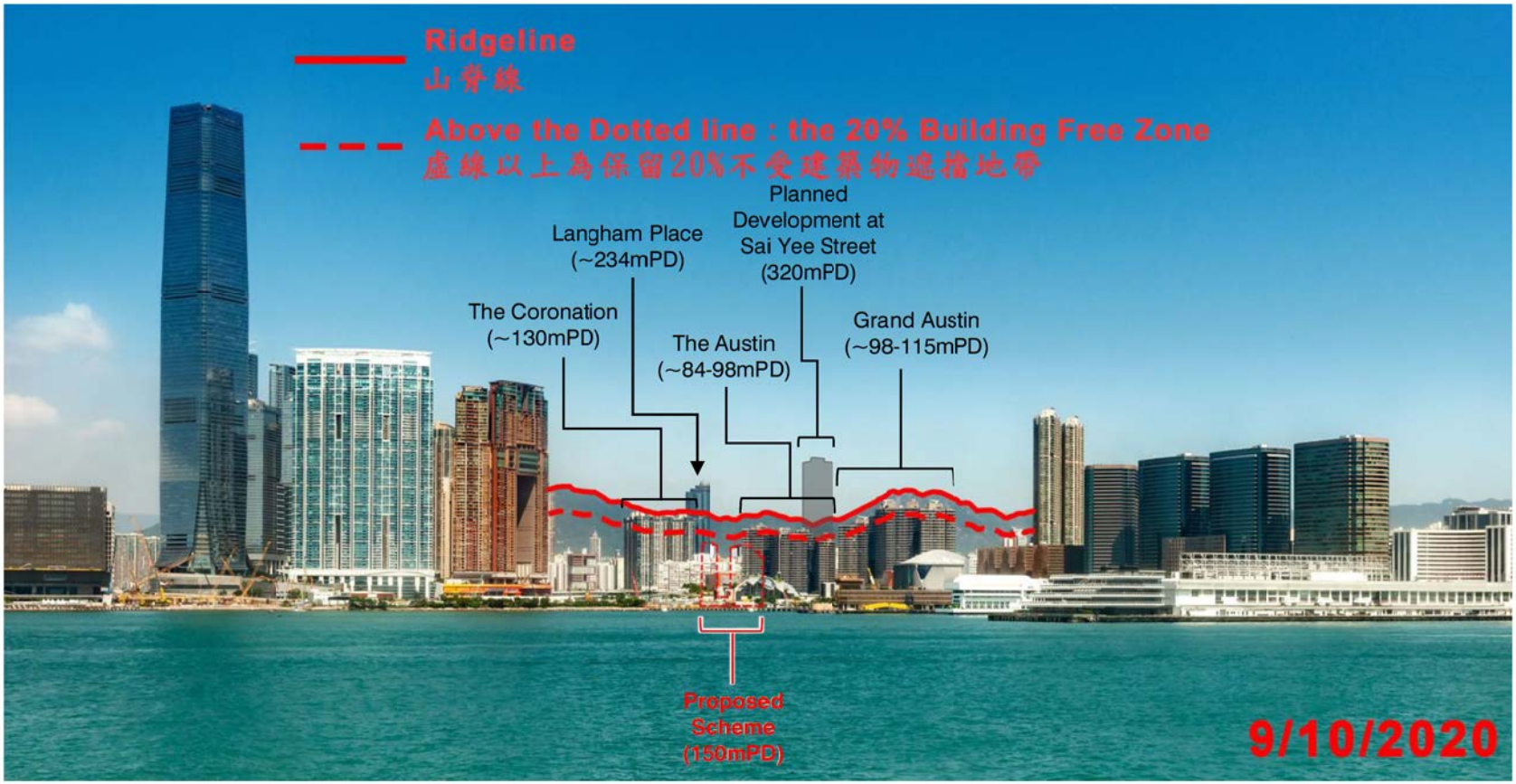
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.11a**	**Photomontage of VP11 – Strategic Viewing Point 8 (Central Pier No.7) – Sensitivity Test 1 (130mPD for Site B)**	March 2024

Key Plan

Existing Condition

Proposed Scheme (150mPD for Site B)



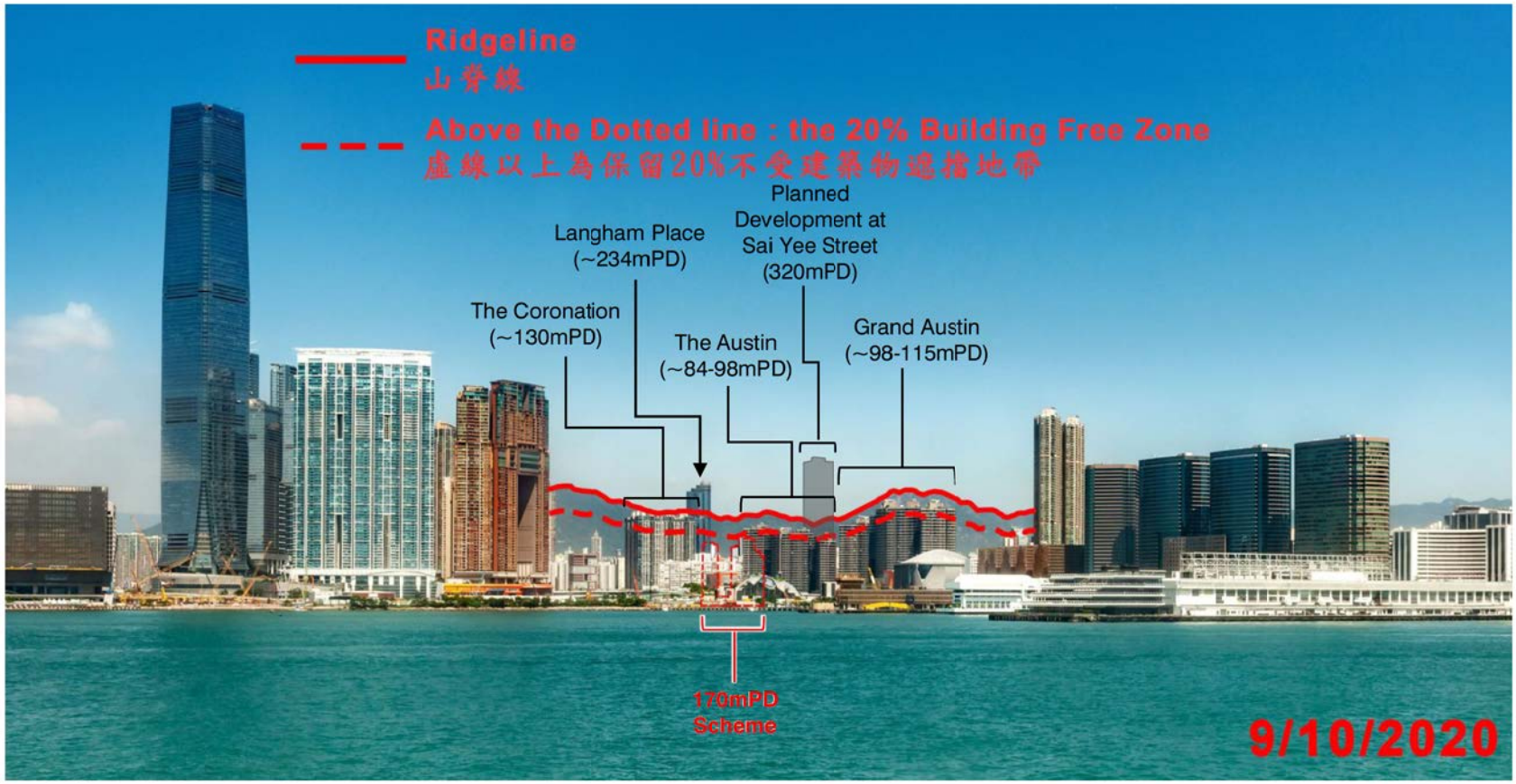
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.11b**	**Photomontage of VP11 – Strategic Viewing Point 8 (Central Pier No.7) – Proposed Scheme (150mPD for Site B)**	March 2024

Sensitivity 2 (170mPD for Site B)
(For reference only)

Key Plan

Existing Condition



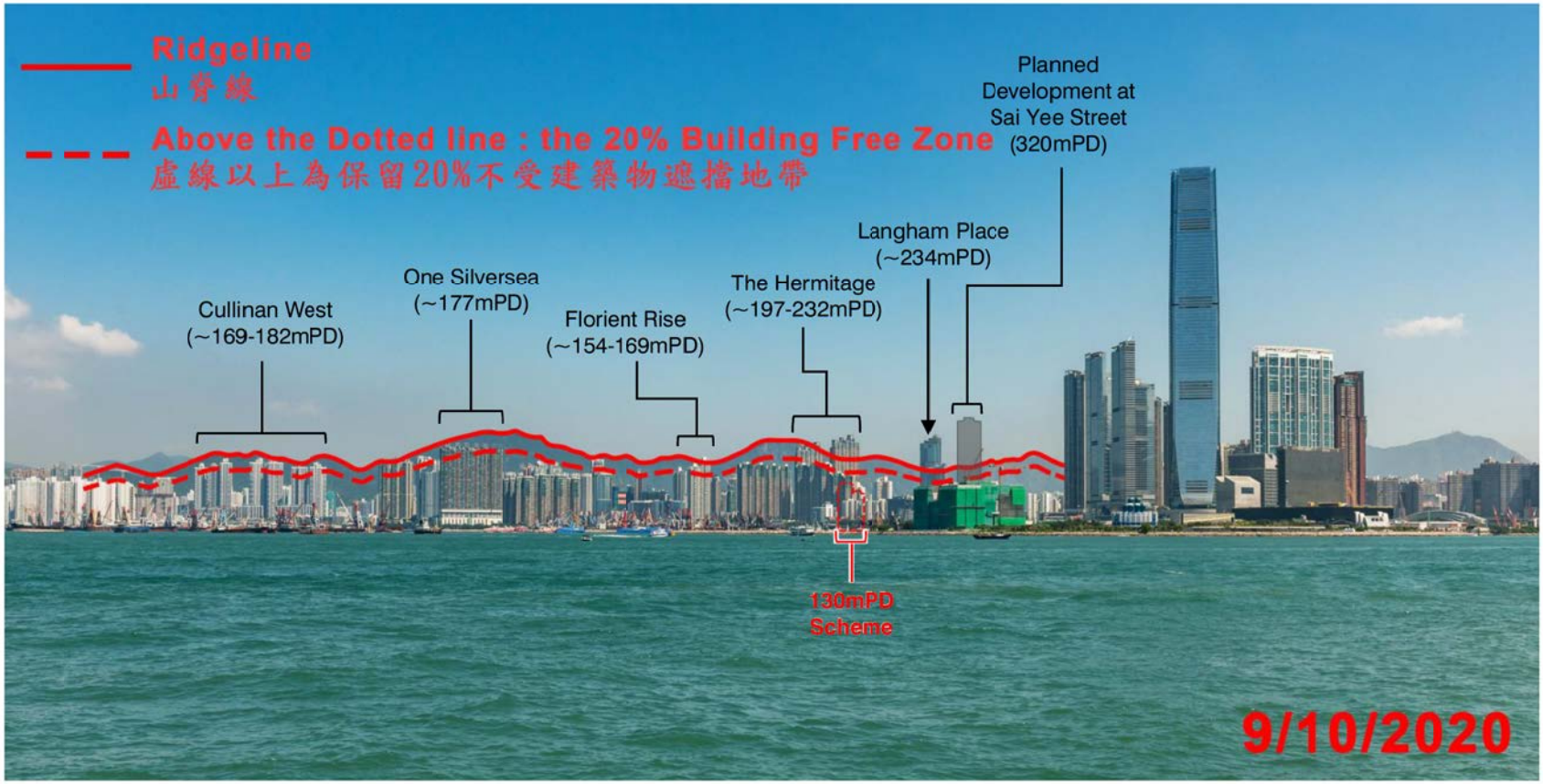
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.11c**	**Photomontage of VP11 – Strategic Viewing Point 8 (Central Pier No.7) – Sensitivity Test 2 (170mPD for Site B)**	March 2024

Sensitivity 1 (130mPD for Site B)
(For reference only)

Key Plan

Existing Condition



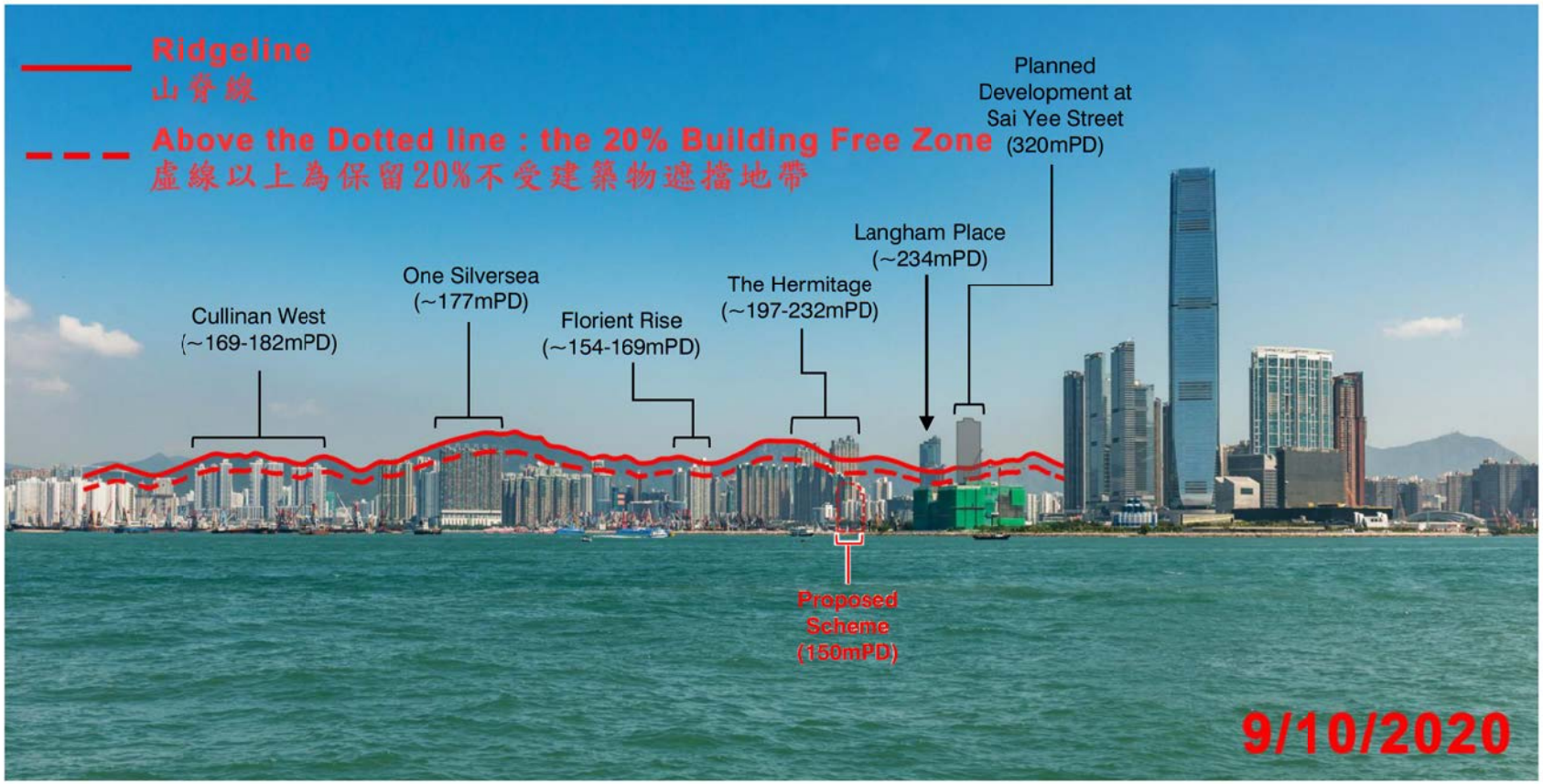
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.12a**	**Photomontage of VP12 - Strategic Viewing Point 6 (Sun Yat Sen Memorial Park, Sai Ying Pun) - Sensitivity Test 1 (130mPD for Site B)**	March 2024

Key Plan

Existing Condition

Proposed Scheme (150mPD for Site B)



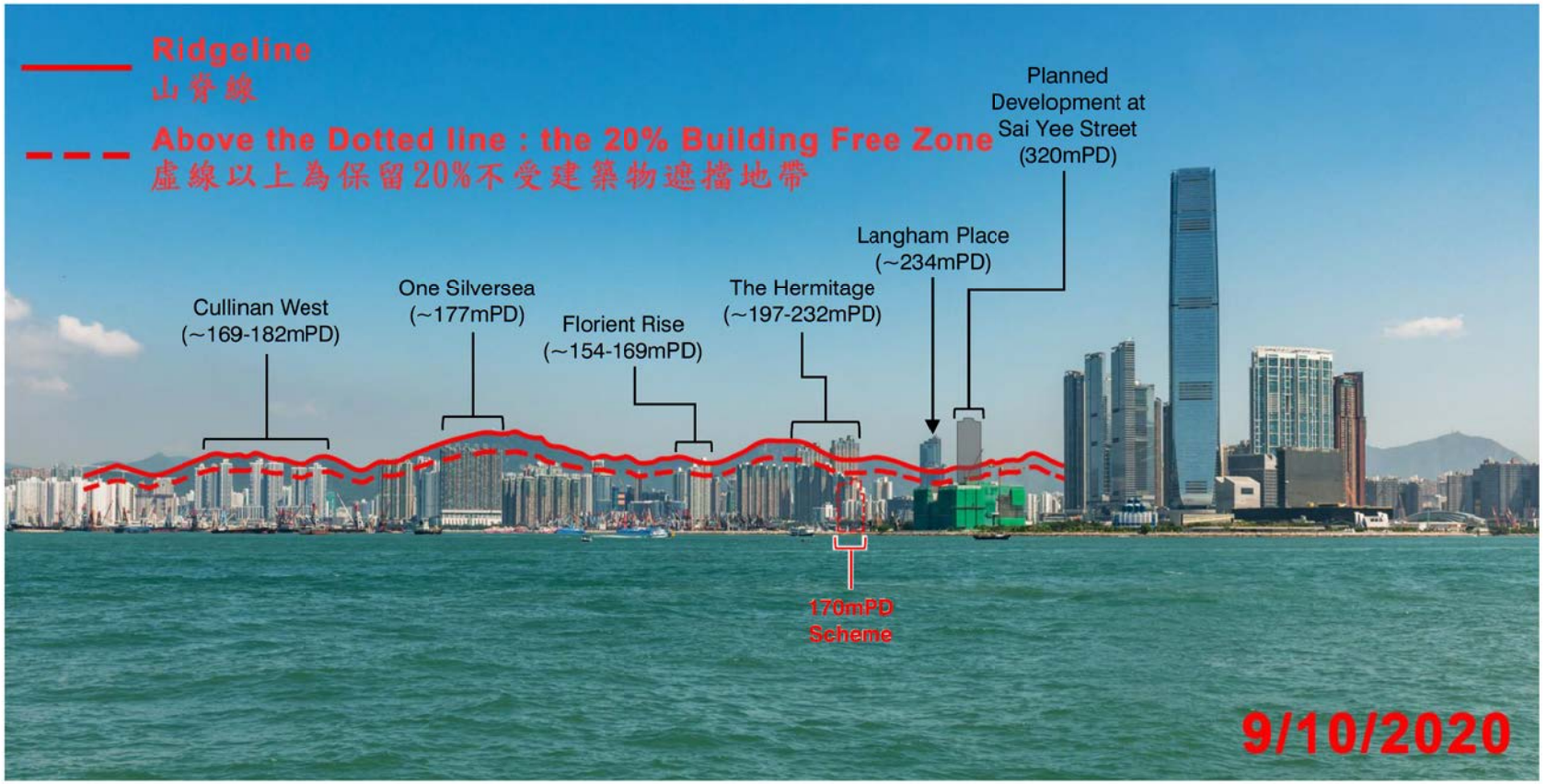
Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.12b**	**Photomontage of VP12 - Strategic Viewing Point 6 (Sun Yat Sen Memorial Park, Sai Ying Pun) - Proposed Scheme (150mPD for Site B)**	March 2024

Sensitivity 2 (170mPD for Site B)
(For reference only)

Key Plan

Existing Condition



Source: Strategic Viewing Points Webpage of Planning Department for the Town Planning Board Guidelines for Submission of Visual Impact Assessment to the Town Planning Board (TPB PG-No. 41) https://www.pland.gov.hk/pland_en/resources/info_serv/via/web/vp_intro.html

市區重建局 URBAN RENEWAL AUTHORITY	URA Sai Yee Street / Flower Market Road Development Scheme (YTM-013) **Visual Impact Assessment**	**Figure 5.12c**	**Photomontage of VP12 - Strategic Viewing Point 6 (Sun Yat Sen Memorial Park, Sai Ying Pun) - Sensitivity Test 2 (170mPD for Site B)**	March 2024

Appendix 5

Traffic Impact Assessment

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

MAR 2024

Reference Number CHK50755110

TRAFFIC IMPACT ASSESSMENT REPORT

SYSTRA MVA

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

TRAFFIC IMPACT ASSESSMENT REPORT

IDENTIFICATION TABLE	
Client/Project owner	Urban Renewal Authority
Project	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Study	Traffic Impact Assessment Report
Date	MAR 2024
File name	URA_YTM-013_TIA_20240312.docx
Reference number	CHK50755110
Version	1

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2.3	Vehicular Access Routines to / from Subject Site B
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1. INTRODUCTION

1.1 Background

1.1.1 The Urban Renewal Authority ("URA") has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance ("URAO"). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan ("MRCP") as devised from the URA's District Study for Yau Ma Tei and Mong Kok ("YMDS"), and is part of the proposed "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN").

1.1.2 As part of the Nullah Road DN recommended in YMDS, the Scheme aims to achieve the planning gains envisaged in YMDS. Located at the strategic gateway location, the Scheme area will be replanned and restructured to develop for a mixed use development with a Waterway Park to become a distinctive leisure node and socio-economic activity hub. As recommended in YMDS, a public vehicle park (PVP) is proposed to promote the "Park n' Walk" concept and to address the district parking and loading/unloading demand generated from the Flower Market precinct and its vicinity. Through holistic replanning and integrated approach of urban renewal actions of the Scheme, the Scheme aims to enhance both the traffic and pedestrian network to achieve wide planning gains to the community.

1.1.3 MVA Hong Kong Limited is commissioned by the URA to conduct an Traffic Impact Assessment (TIA) to support the submission of a draft Development Scheme Plan ("DSP") of the Scheme with its planning proposal to the Town Planning Board ("TPB") for consideration.

1.1.4 The site location is shown in **Drawing No. 1.1**.

1.2 Study Objective

1.2.1 The main objective of this study is to examine the potential traffic impact generated by the proposed development on the adjacent local road and pedestrian network. The key tasks are summarized as follows:

- to assess the existing traffic conditions in the vicinity of the proposed development;
- to forecast traffic demands on the adjacent road and pedestrian network for the design years;
- to estimate the likely traffic generated by the proposed development during operation stage; and
- to assess the impact of the generated traffic on the adjacent road network during operation stage.

1.3 Report Structure

1.3.1 This TIA report is structured into the following chapters:

Chapter 2 – Proposed Development Context - presents the proposed development schedule, the proposed car parking provisions, pick-up/drop-off arrangement and the vehicular and pedestrian access arrangements.

Chapter 3 – Existing Traffic Conditions - describes the existing road network, public transport and pedestrian facilities in the vicinity of the proposed development, presents the traffic survey findings and assesses the existing traffic conditions.

Chapter 4 – Traffic Forecast - summarizes the methodology of traffic forecasts and presents the traffic generations and attractions of the proposed development.

Chapter 5 – Traffic Impact Assessment - presents the findings of the traffic impact assessment for the design year.

Chapter 6 – Summary and Conclusion - presents the findings of the study and conclusion regarding the traffic issue related to the proposed development.

2. PROPOSED DEVELOPMENT CONTEXT

2.1 Overview

2.1.1 The Scheme is located in the north-eastern part of Mong Kok. With a total gross site area of 29,315m^2, the Scheme is divided into Site A (about 4,445m^2) and Site B (about 24,870m^2). The location of the Scheme is shown on **Drawing No. 1.1.**

2.1.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.

2.1.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.

2.1.4 On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road".

2.1.5 Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential / mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.

2.1.6 Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

2.2 Proposed Development Schedule

2.2.1 As shown in **Drawing No. 2.1**, a notional design is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

2.2.2 Under the current notional design, Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Site A2 and Site A3 are planned to provide at-grade open space. Site A4 and Site A5 are proposed to be developed into 1-storey retail blocks.

2.2.3 Under current notional design at Site B, a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park (PVP) are proposed at the basement levels in Site B. An at-grade open space, named as "Waterway Park", is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.

2.2.4 To enhance walkability and connectivity of pedestrian circulation, four underground pedestrian connections are proposed:

(i) Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
(ii) Subway to connect between Site A1 and Site B;
(iii) Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
(iv) Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.

All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works / revitalization initiatives not forming part of the Scheme.

2.2.5 Referring to the ownership, management and maintenance (M&M) of these connections, for connection (i), it will be designed to land at public pavement and is proposed to be handed over to TD/HyD for ownership, M&M upon completion. For connections (ii) and (iii), their ownership, M&M are subject to detailed design and further liaison with relevant Government departments before land grant execution. For connection (iv), it is proposed to be owned, managed and maintained by URA, or its joint venture partner(s), or its assignee(s).

2.2.6 The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

2.2.7 This assessment is prepared based on the current notional design allowed under the draft DSP. The following tables illustrate the development parameters and notional layout of the proposed development, which is subject to changes at detailed design stage. The proposed development schedule is summarized in **Table 2-1** and **2-2**.

Table 2-1 Proposed Development Schedule for Sites A1 – A5

SITE	A1	A2	A3	A4	A5
Gross Site Area	About 3,570 m^2	About 268 m^2	About 123 m^2	About 233 m^2	About 251 m^2
	About 4,445 m^2				
Net Site Area	About 2,640 m^2	About 239 m^2	About 109 m^2	About 202 m^2	About 198 m^2

SITE	A1	A2	A3	A4	A5
(subject to survey)	About 3,388 m^2				
Development Parameters					
Zoning	OU (MU)1				
Maximum Domestic GFA	28,798 m^2				
Maximum Total GFA	30,492 m^2				
At-grade Open Space	About 800 m^2				
Notional Design					
Domestic GFA [Note 1]	23,716 m^2	-	-	-	-
Non-Domestic GFA [Note 1]	6,576 m^2	-	-	100 m^2	100 m^2
Total GFA	30,492 m^2				
No. of building blocks [Note 2]	2	-	-	1	1
Building Height	150 mPD	-	-	1 storey	1 storey
No. of Flats [Note 2]	474	-	-	-	-
Average Flat Size [Note 2]	50 m^2	-	-	-	-

Table 2-2 Proposed Development Schedule for Site B

SITE B			
Gross Site Area	About 24,870 m^2		
Development Parameters under the draft DSP			
Zoning	OU(MU)2		
	Sub-area (1)	**Sub-area (2)**	**Total**
Net Site Area (subject to survey)	7,170 m^2	17,700 m^2	24,870 m^2
Maximum Domestic GFA	46,605 m^2	-	46,605 m^2
Maximum Total GFA	64,530 m^2	8,850 m^2	73,380 m^2
At-grade Open Space	About 8,800 m^2		
Notional Design			
Domestic GFA [Note 1]	44,030 m^2	-	44,030 m^2
Non-Domestic GFA [Note 1] - Retail [Note 1] - Hotel/Office [Notes 1 & 5]	20,500 m^2 (2,150 m^2) (18,350 m^2)	8,850 m^2 (8,850 m^2) -	29,350 m^2 (11,000 m^2) (18,350 m^2)
Total GFA	73,380 m^2		
GIC GFA (to be exempted from GFA calculation) [Note 3]	30,000 m^2		
No. of building blocks [Note 2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		

SITE B			
Building Height	150mPD (Residential Towers) 130mPD (Hotel/Office Tower) 1 storey (Retail Block)		
No. of Flats [Note 2]	880	-	880
Average Flat Size [Note 2]	50 m^2	-	50 m^2
Public Vehicle Park [Note 4]	About 220 private car parking spaces + About 10 loading/unloading bays		

Notes:

(1) Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed mix in the current notional design is indicative only and subject to changes in detailed design stage.

(2) Number of blocks, number of flats and average flat size are indicative only and subject to detailed design.

(3) The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, about 30,000 m^2 GIC GFA is assumed in this assessment.

(4) Subject to liaison with Transport Department.

(5) For conservative purpose, parking provision and traffic forecast will be taken 100% office scenario for further assessment.

2.3 Internal Transport Facilities

2.3.1 Parking and servicing provision rates are proposed in accordance with the latest requirements as stipulated in the Hong Kong Planning Standards and Guidelines ("HKPSG") from Planning Department. The provision of the parking and servicing facilities for Site A1 and Site B are summarized in the **Tables 2-3** to **2-6** respectively.

Table 2-3 Proposed Parking and Service Provision for Site A1 (Domestic)

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
Private Car Parking	For average flat size 50 sqm: 1.2 spaces per 4 – 7 flats with adjustment factors(1) No. of flats = 474 Low-end: 474 / 7 x 1.2 x 0.75 x 0.9 = 55 nos. High-end: 474 / 4 x 1.2 x 0.75 x 0.9 = 96 nos. **Required range of provision = 55 – 96 nos.**	65
Visitors' Private Car Parking	5 visitor spaces per block with more than 75 unit No. of blocks with more than 75 units = 2 **Required spaces = 5 x 2 = 10 nos.**	10
Accessible Car Parking	2 spaces for 51 – 150 total car parking spaces Proposed total residential private car parking spaces = 65 + 10 = 75 nos. **Required spaces = 2 nos. (include in 75 nos.)**	2
Motorcycle Parking	1 space per 100 - 150 flats No. of flats = 474	5

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
	Low-end: 474 / 150 x 1 = 4 nos. High-end: 474 / 100 x 1 = 5 nos. **Required range of provision = 4 – 5 nos.**	
Loading and Unloading Bay	1 loading / unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block No. of blocks = 2 **Required loading / unloading bays = 2 x 1 = 2 nos.**	2

Note: (1) Demand Adjustment Ratio (R1 = 1.2 for flat size of 40-70sqm), Accessibility Adjustment Ratio (R2 = 0.75 for rail accessibility < 500m) and Development Intensity Adjustment Ratio (R3 = 0.9 for Domestic PR >5.0 and ≤8.0) have been incorporated according to the latest HKPSG requirements.

Table 2-4 Proposed Parking and Service Provision for Site A1 (Non-Domestic)

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
Private Car Parking (Retail)	Retail Development: 1 space per 150 – 300m^2 GFA GFA = 6,576 m^2 Low-end: 6,576 / 300 x 1 = 22 nos. High-end: 6,576 / 150 x 1 = 44 nos. **Required range of provision = 22 – 44 nos.**	33
Accessible Car Parking (Retail)	1 space for 1 – 50 total car parking spaces Proposed private car parking spaces (retail) = 33 nos. **Required space = 1 no. (include in 33 nos.)**	1
Motorcycle Parking (Retail)	Non-residential development: 5 to 10% of the total provision for private cars Proposed private car parking spaces (retail) = 33 nos. Low-end: 33 x 5 % = 2 nos. High-end: 33 x 10 % = 4 nos. **Required range of provision = 2 – 4 nos.**	4
Loading / Unloading Bay (Retail)	1 loading/ unloading bay for goods vehicles for every 800 to 1,200m^2, or part thereof, GFA. GFA = 6,576 m^2 Required spaces: Low-end: 6,576 / 1200 x 1 = 5.5 High-end: 6,576 / 800 x 1 = 8.2 **Required range of provision = 6 – 9 nos.**	6

Table 2-5 Proposed Parking and Service Provision for Site B (Domestic)

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
Private Car Parking	For average flat size 50 sqm: 1.2 spaces per 4 – 7 flats with adjustment factors(1) No. of flats = 880 Low-end: 880 / 7 x 1.2 x 0.75 x 0.9 = 102 nos. High-end: 880 / 4 x 1.2 x 0.75 x 0.9 = 179 nos. **Required range of provision = 102 – 179 nos.**	179
Visitors' Private Car Parking	5 visitor spaces per block with more than 75 units No. of blocks with more than 75 units = 2 **Required spaces = 5 x 2 = 10 nos.**	10
Accessible Car Parking	3 spaces for 151 – 250 total car parking spaces Proposed total residential private car parking spaces = 179 + 10 = 189 nos. **Required spaces = 3 nos. (include in 189 nos.)**	3
Motorcycle Parking	1 space per 100 - 150 flats No. of flats = 880 Low-end: 880 / 150 x 1 = 6 nos. High-end: 880 / 100 x 1 = 9 nos. **Required range of provision = 6 – 9 nos.**	9
Loading and Unloading Bay	1 loading /unloading bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block No. of blocks = 2 **Required loading / unloading bays = 2 x 1 = 2 nos.**	2

Note: (1) Demand Adjustment Ratio (R1 = 1.2 for flat size of 40-70sqm), Accessibility Adjustment Ratio (R2 = 0.75 for rail accessibility < 500m) and Development Intensity Adjustment Ratio (R3 = 0.9 for Domestic PR >5.0 and ≤8.0) have been incorporated according to the latest HKPSG requirements.

Table 2-6 Proposed Parking and Service Provision for Site B (Non-Domestic)

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
Private Car Parking (Retail)	Retail Development: 1 space per 150 – 300m^2 GFA GFA = 11,000 m^2 Low-end: 11,000 / 150 x 1 = 74 nos. High-end: 11,000 / 300 x 1 = 37 nos. **Required range of provision = 37 – 74 nos.**	74
Accessible Car Parking	2 spaces for 51 – 150 total car parking spaces	2

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
(Retail)	Proposed private car parking spaces (retail) = 74 nos. **Required spaces = 2 nos. (include in 74 nos.)**	
Motorcycle Parking (Retail)	Non-residential development: 5 to 10% of the total provision for private cars Proposed private car parking spaces (retail) = 74 nos. Low-end: 74 x 5 % = 4 nos. High-end: 74 x 10 % = 8 nos. **Required range of provision = 4 – 8 nos.**	8
Loading / Unloading Bay (Retail)	1 loading/ unloading bay for goods vehicles for every 800 to 1,200m^2, or part thereof, GFA. GFA = 11,000m^2 Low-end: 11,000 / 1,200 = 9.2 High-end: 11,000 / 800 = 13.8 **Required range of provision = 10 – 14 nos.**	14
Private Car Parking (Office)	Office Development: For the first 15,000m^2 GFA: 1 car space per 150 – 200m^2 GFA. Above 15,000m^2 GFA: 1 car space per 200 – 300m^2 GFA. GFA = 18,350m^2 For first 15,000m^2, Low-end: 15,000 / 200 = 75 nos. High-end: 15,000 / 150 = 100 nos. For remaining 3,350m^2, Low-end: 3,350 / 300 = 12 nos. High-end: 3,350 / 200 = 17 nos. **Required range of provision = 87 – 117 nos.**	117
Accessible Car Parking (Office)	2 spaces for 51 – 150 total car parking spaces Proposed private car parking spaces (retail) = 117 nos. **Required spaces = 2 nos. (include in 117 nos.)**	2
Motorcycle Parking (Office)	Non-residential development: 5 to 10% of the total provision for private cars Proposed private car parking spaces (office) = 117 nos. Low-end: 117 x 5% = 6 High-end: 117 x 10% = 12 **Required range of provision = 6 – 12 nos.**	12

INTERNAL TRANSPORT FACILITY	HKPSG REQUIREMENT	PROPOSED PROVISION
Loading / Unloading Bay (Office)	1 loading/unloading bay for goods vehicles for every 2,000 to 3,000m² or part thereof, GFA. GFA = 18,350m² Low-end: 18,350 / 3,000 = 6.1 High-end: 18,350 / 2,000 = 9.2 **Required range of provision = 7 – 10 nos.**	10

2.3.2 A high-end parking ratio is adopted for all categories of parking requirements at Site B for the proposed development. In addition, a Public Vehicle Park (PVP) will be provided at Site B for public use. Given the early planning stage of the Scheme, the detailed layout of the PVP in Site B is subject to detailed design and the exact number of the car parking spaces can only be ascertained at design stage. However, it is preliminarily estimated that about 220 car parking spaces and about 10 loading/ unloading bays (subject to detailed design) could be provided in the PVP. The provision of PVP is considered beneficiary from traffic point view as there is only one carpark in the surrounding area of the proposed development which could provide such a large number of car parking spaces, where is at the Grand Century Plaza.

2.3.3 The actual provision of parking spaces, including the possibility to provide motorcycle spaces in the PVP will be explored at the detailed design stage. Nevertheless, under the current notional design, motorcycle spaces are provided for retail portion of the proposed development at Site B, which can be used by the public while visiting the development.

2.3.4 The car parking spaces provision for Site A1 could only be provided in a mid-range parking requirement, taken into account of the following considerations:

- a major portion of Site A1 covers the existing decked nullah and its reserve area, space allowed for excavation for basement carpark is highly restrained;
- Site A1 is proximate and easily accessible to public transport services, including both MTR station (Prince Edward Station) and major bus stops at Prince Edward Road West, Tung Choi Street and Nathan Road near Site A1 with lot of bus routes and GMB routes as shown in **Table 3.1**; and
- a Public Vehicle Park (PVP) is proposed at Site B of the Scheme to address the parking demand.

2.3.5 The summary of parking facilities provision of the Proposed Development is shown in **Table 2-7**.

Table 2-7 Summary of Proposed Parking Facilities of the Proposed Development

FACILITY	SITE A1 (NOS.)	SITE B (NOS.)	SITES A2 – A5 (NOS.)[4]	Total
Residential Private Car Parking	65 [1]	179 [2]	-	244
Visitors' Private Car Parking	10 [1]	10 [1]	-	20
Non-domestic Private Car Parking – Retail	33 [1]	74 [2]	-	107
Non-domestic Private Car Parking – Office	-	117 [2]	-	117
Private Car Parking – GIC Uses [3]	-	35 [1]	-	35
Total Car Parking Spaces	**108**	**415**	**-**	**523**
Residential Motorcycle Parking	5	9	-	14
Non-domestic Motorcycle Parking - Retail	4	8	-	12
Non-domestic Motorcycle Parking - Office	-	12	-	12
Total Motorcycle Parking Spaces	**9**	**29**	**-**	**38**
Residential Loading and Unloading space	2	2	-	4
Non-domestic Loading and Unloading bay – Retail	6	14	-	20
Non-domestic Loading and Unloading bay – Office	-	10	-	10
Total Loading and Unloading Spaces	**8**	**26**	**-**	**34**
Public Vehicle Park (PVP)				
Private Car Parking	-	About 220	-	About 220
Loading / Unloading Bay	-	About 10	-	About 10

Notes: (1) Including 1 no. of accessible parking spaces for disabled person.
(2) Including 2 nos. of accessible parking spaces for disabled person.
(3) Since the use for the GIC in Site B are still not confirmed at this stage of the project and so it will assume 35 car parking spaces will be provided for conservative purpose.
(4) As the GFA of Sites A2 to A5 are very minor (around 100 sqm), and thus no car parking spaces will be provided for all Sites A2 to A5.

2.4 Vehicular Access Arrangement

2.4.1 One run-in/out of Site A1 would be in all movement arrangement, which all vehicles could access to/from Fa Yuen Street as shown in **Drawing No 2.1**. The future major vehicular ingress/egress routings accessing Site A1 are shown in **Drawing No. 2.2**.

2.4.2 As shown in **Drawing No. 2.2**, vehicles from Kowloon East / New Territories East / Hong Kong will travel via Prince Edward Road West and Sai Yee Street to enter the development at Site A1. Vehicles from Kowloon West / New Territories West sides will travel via Cheung Sha Wan Road and Boundary Street to enter the development. Vehicles from Kowloon Central will travel via Sai Yee Street to enter the development. Vehicles from Shek Kip Mei will travel via Tai Hang Tung Road, Boundary Street, Knight Street, Prince Edward Road West and Sai Yee Street to enter the development. Vehicles leaving the development toward Hong Kong / Kowloon Central sides will mainly travel via Prince Edward Road West and Nathan Road. Vehicles leaving the development toward Kowloon West / New Territories West sides will mainly travel via Prince Edward Road West and Portland Street.

Vehicles leaving the development toward Kowloon East / New Territories East sides will mainly travel via Tung Choi Street and Boundary Street.

2.4.3 Two run-in/outs will be provided for Site B. One will be located at Boundary Street near Sai Yee Street which would be in all movement arrangement, all vehicles could access to/from Boundary Street. The other access will be located at the junction of Boundary Street / Tai Hang Tung Road which would be in ingress movement only for vehicles from Boundary Street as shown in **Drawing No 2.1**. The two run in/outs will be used by both ancillary car park for the development of Site B and the PVP. Proper management measures/ arrangement will be adopted in the future for different operational needs of the ancillary car park and the PVP. To ensure that no over-spill of queuing vehicles onto the public roads, subject to detailed design, the ticketing gate will be located at a deeper level to utilise the internal ramp as queueing spaces. A flare lane is also proposed for the access at the junction of Boundary Street / Tai Hang Tung Road, which will be discussed in Section 5 of this report. With the proposed PVP, the two run-in/outs approach of Site B will help relieve the potential traffic bottleneck (J/O Prince Edward Road West / Sai Yee Street) caused by the converging trips reaching the vicinity of the Scheme area. The future major vehicular ingress/egress routings accessing Site B are shown in **Drawing No. 2.3**.

2.4.4 As shown in **Drawing No. 2.3**, for vehicles from Kowloon Central access to the development at the run-in/out at Boundary Street near Sai Yee Street, it will travel via Sai Yee Street. Vehicles from Kowloon West / New Territories West will travel via Cheung Sha Wan Road and Boundary Street to enter the development. For vehicles from Hong Kong / New Territories East / Kowloon East / Shek Kip Mei, it could be diverted from Sai Yee Street to the run-in at the junction of Boundary Street / Tai Hang Tung Road, it will travel via Prince Edward Road West and Embankment Road.

2.4.5 Vehicles leaving the development toward Kowloon East / Hong Kong / New Territories East sides will mainly travel via Boundary Street. Vehicles leaving the development toward Kowloon West / New Territories West sides will mainly travel via Boundary Street, Knight Street, Prince Edward Road West (including the flyover) and Lai Chi Kok Road. Vehicles leaving the development toward Kowloon Central will mainly travel via Boundary Street, Knight Street, Prince Edward Road West and Sai Yee Street. Vehicles leaving the development toward Shek Kip Mei will mainly travel will travel via Boundary Street eastbound, Knight Street and Embankment Road, Boundary Street westbound and Tai Hang Tung Road.

3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the proposed development at Mong Kok is shown in the location plan in **Drawing No. 1.1**.

3.1.2 The proposed development (Site A1 to A5 and Site B) is bounded by Boundary Street to the north, Fa Yuen Street to the east, Prince Edward Road West to the south and Yuen Po Street to the west.

3.1.3 Boundary Street and Prince Edward Road West act as the key primary distributors for the traffic access to/from the development.

3.1.4 The local streets surrounding the proposed developments such as Fa Yuen Street, Playing Field Road, Sai Yee Street and Flower Market Road are either provided with metered parking spaces, or are characterised by intensive kerbside activities, and are mainly in one-way directional traffic movement.

3.2 Public Transport Services

3.2.1 There is a well-established public transport system including railway, franchised buses, green mini-buses and taxis in the area surrounding the proposed developments. The details of the public transport services are summarized in **Table 3-1** and the location of public transport facilities are shown in **Drawing No. 3.1**.

3.2.2 There are currently 2 MTR stations (Prince Edward Station and Mong Kok East Station) located within 500m walking distance from the subject sites, and around 120 nos. of bus routes and 20 nos. of GMB routes serving the vicinity of subject sites.

Table 3-1 Public Transport Services in the vicinity of the Proposed Development

Franchised Bus

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
1	Chuk Yuen Estate	<->	Star Ferry	9-20
1A	Sau Mau Ping (Central)	<->	Star Ferry	7-15
2	Cheung Sha Wan (So Uk Estate)	<->	Star Ferry	12-20
2A	Mei Foo	<->	Lok Wah	10-25
2D	Wong Tai Sin	<->	Chak On Estate	20-30
2X	Choi Fook	<->	Mei Foo	20-30
3C	Tsz Wan Shan (North)	<->	China Ferry Terminal	12-25
3X[(1)]	Tsz Wan Shan (North)	->	China Ferry Terminal	15-35
	Jordan (West Kowloon Station)	->	Tsz Wan Shan (North)	30
6	Lai Chi Kok	<->	Star Ferry	8-20
6C	Kowloon City Ferry	<->	Mei Foo	10-25

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
6D	Ngau Tau Kok	<->	Mei Foo	13-25
6F	Kowloon City Ferry	<->	Cheung Sha Wan (Lai Kok Estate)	25-35
6P[2]	Lei Yue Mun Estate	<->	Cheung Sha Wan (So Uk Estate)	20
6X[2]	Shing Tak Street	->	Mei Foo	30
	Mei Foo	->	Kowloon City Ferry	30
12A	Cheung Sha Wan (Hoi Tat Estate)	<->	Whampoa Garden	12-25
13P[1]	Po Tat	->	Cheung Sha Wan (Lai Kok Estate)	07:40 (1 departure)
20A[2]	Kai Tak Cruise Terminal	<->	West Kowloon Station	25-35
24	Kai Yip	<->	Mong Kok (Circular)	12-30
27	Shun Tin	<->	Mong Kok (Circular)	6-20
30X	Tsuen Wan (Allway Gardens)	<->	Whampoa Garden	15-25
32	Olympic Station	<->	Tsuen Wan (Shek Wai Kok)	20-30
33A	Tsuen Wan (Nina Tower)	<->	Mong Kok (Park Avenue)	17-25
35A	Kwai Chung (On Yam Estate)	<->	Tsim Sha Tsui East	5-20
35X[1]	Kwai Chung (On Yam Estate)	<->	Tsim Sha Tsui East	20-30
36B	Lei Muk Shue	<->	Jordan (West Kowloon Station)	12-25
36X[2]	Lei Muk Shue	<->	Tsim Sha Tsui East (Mody Road)	20-30
37	Olympic Station	<->	Kwai Shing (Central)	12-20
41A	Tsing Yi (Cheung On Estate)	<->	Tsim Sha Tsui East	10-25
42	Tsing Yi (Cheung Hong Estate)	<->	Shun Lee	15-25
42A	Tsing Yi (Cheung Hang Estate)	<->	Jordan (West Kowloon Station)	4-15
43C[1]	Tsing Yi (Cheung Hong Estate)	->	Island Harbourview	22-27
	Island Harbourview	->	Tsing Yi (Cheung Hang Estate)	15-30
44	Mong Kok East Station	<->	Tsing Yi Estate	8-20
45	Kowloon City Ferry	<->	Kwai Chung (Lai Yiu Estate)	25-40
50	Tuen Mun (Ching Tin Estate)	<->	Kowloon Station	20-35
52X	Tuen Mun Central	<->	Mong Kok (Park Avenue)	5-25
58X	Tuen Mun (Leung King Estate)	<->	Mong Kok East Station	5-20
59X	Tuen Mun Pier Head	<->	Mong Kok East Station	3-20
60X	Tuen Mun Central	<->	Jordan (West Kowloon Station)	7-20
63X	Hung Shui Kiu (Hung Fuk Estate)	<->	Jordan (West Kowloon Station)	12-30
66X	Tuen Mun (Tai Hing Estate)	<->	Olympic Station	10-20
67X	Tuen Mun (Siu Hong Court)	<->	Mong Kok East Station	6-25
68X	Hung Shui Kiu (Hung Fuk Estate)	<->	Mong Kok (Park Avenue)	9-25
69X	Tin Shui	<->	Jordan (West Kowloon Station)	12-30

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
79X	Cheung Sha Wan (Kom Tsun Street)	<->	Queen's Hill	20-45
81	Wo Che	<->	Jordan (West Kowloon Station)	12-25
81S[2]	Mei Tin	->	Nathan Road (Public Square Street)	30
87B	Sun Tin Wai	<->	Island Harbourview	15-30
87D	Kam Ying Court	<->	Hung Hom Station	5-25
87E[2]	Nai Chung	<->	Tsim Sha Tsui	07:40 (1 departure)
	Tsim Sha Tsui East (Mody Road)	->	Nai Chung	18:00 (1 departure)
93K	Po Lam	<->	Mong Kok East Station	15-30
95	Tsui Lam	<->	Kowloon Station	12-30
98C	Hang Hau (North)	<->	Mei Foo	10-25
98E[2]	Hang Hau (North)	<->	Mei Foo	25
98S[2]	Lohas Park Station	<->	Mei Foo	20-25
102	Mei Foo	<->	Shau Kei Wan	5-20
102P[2]	Mei Foo	<->	Shau Kei Wan	13-15
102R[4]	Happy Valley Race Course	->	Mei Foo	-
104	Sham Shui Po (Pak Tin Estate)	<->	Kennedy Town	10-26
112	North Point (Pak Fuk Road)	<->	Cheung Sha Wan (So Uk Estate)	5-23
113	Choi Hung	<->	Kennedy Town (Belcher Bay)	10-29
117	Sham Shui Po (Yen Chow St)	<->	Happy Valley (Lower)	20-30
118	Siu Sai Wan (Island Resort)	<->	Cheung Sha Wan (Sham Mong Road)	4-20
118P[1]	Siu Sai Wan (Island Resort)	<->	Cheung Sha Wan (Sham Mong Road)	5-20
171	Lai Chi Kok	<->	South Horizons	10-25
171A[2]	Lei Tung Estate	->	Lai Chi Kok	15-20
171P[2]	South Horizons	->	Lai Chi Kok	15-20
203C	Tsim Sha Tsui East (Mody Road)	<->	Sham Shui Po (Tai Hang Tung)	20-30
203S[1]	Chak On Estate	->	Tsim Sha Tsui East (Mody Road)	07:45 (1 departure)
213D	Sau Mau Ping (Central)	<->	Mong Kok (Circular)	10-20
230X[1]	Tsuen Wan (Allway Gardens)	->	Whampoa Garden	15-30
234P[2]	Tsuen Wan (Bayview Garden)	->	Star Ferry	08:10 (1 departure)
234X	Tsim Sha Tsui East (Mody Road)	<->	Tsuen Wan (Bayview Garden)	15-20
237A[1]	Kwai Shing (Central)	->	Tsim Sha Tsui East (Mody Road)	08:00 (1 departure)
238P[1]	Tsuen Wan (Riviera Gardens)	->	China Ferry Terminal	12-18
238X	Tsuen Wan (Riviera Gardens)	<->	China Ferry Terminal	12-25
242X[2]	Tsing Yi (Cheung Hang Estate)	<->	Tsim Sha Tsui	15-20

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
252B[1]	Handsome Court	->	Tsim Sha Tsui	15-20
259B[2]	Tuen Mun Pier Head	->	Tsim Sha Tsui	10-15
259C[2]	Sun Tuen Mun Centre	->	Tsim Sha Tsui	35
260B[2]	Tuen Mun Central	->	Tsim Sha Tsui	11-12
261B[1]	Tuen Mun (Sam Shing Estate)/ So Kwun Wat	->	Kowloon Station	15
265B	Tin Heng Estate	<->	Mong Kok (Park Avenue)	5-25
268X	Hung Shui Kiu (Hung Fuk Estate)	<->	Jordan (West Kowloon Station)	6-30
269X[2]	Tin Shui	<->	Jordan (West Kowloon Station)	15
270B	Sheung Shui	<->	Olympic Station	15-35
272E[2]	Tai Po (Tai Wo)	<->	Mong Kok (Park Avenue)	15
272X	Tai Po Central	<->	Mong Kok East Station	15-30
281A	Kwong Yuen	<->	Kowloon Station	10-25
293S[3]	Mei Foo	<->	Hang Hau (Ngan O Road)	20-40
296C	Sheung Tak	<->	Cheung Sha Wan (Hoi Ying Estate)	15-30
296P[2]	Sheung Tak	->	Lai Chi Kok Station	07:45 (1 departure)
	Lai Chi Kok Station	->	Sheung Tak	17:45 (1 departure)
298C[2]	Lohas Park Station	->	Mei Foo	07:35 (1 departure)
	Mei Foo	->	Lohas Park Station	17:30 (1 departure)
298X[2]	Hang Hau (North)	<->	Cheung Sha Wan (Kom Tsun Street)	20
793	Tseung Kwan O Industrial Estate	<->	So Uk	15-20
795[2]	Tseung Kwan O Industrial Estate	<->	Cheung Sha Wan (Hoi Tat)	15-20
795P[2]	Tseung Kwan O Industrial Estate	<->	Cheung Sha Wan (Hoi Tat)	07:35 (1 departure)
	Cheung Sha Wan (Hoi Tat)		Tseung Kwan O Industrial Estate	17:50 (1 departure)
795X	Oscar By The Sea	<->	So Uk	20-30
904	Kennedy Town (Belcher Bay)	<->	Lai Chi Kok	18-30
905	Exhibition Centre Station	<->	Lai Chi Kok	8-28
970	So Uk Estate	<->	Cyberport	7-20
970X	Aberdeen	<->	Cheung Sha Wan (Kom Tsun Street)	9-20
A20	Airport	<->	Hung Hom Station	60
A21	Airport	<->	Hung Hom Station	12-30
E21	Asiaworld-Expo	<->	Island Harbourview	12-30
E21A	Ho Man Tin (Oi Man Estate)	<->	Tung Chung (Yat Tung Estate)	20-30
E21B	Ho Man Tin (Oi Man Estate)	<->	Tung Chung (Yat Tung Estate)	20-30
E21C[2]	Island Harbourview	->	Aircraft Maintenance Area	06:30 (1 departure)

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
	Aircraft Maintenance Area	->	Island Harbourview	18:05 (1 departure)
E21D	Asiaworld-Expo	<->	Island Harbourview	15-30
N21[3]	Airport (Ground Transportation Centre)	<->	Tsim Sha Tsui (Star Ferry)	20-30
N21A[3]	Tsim Sha Tsui (Star Ferry)	->	Airport (Ground Transportation Centre)	60
	Airport (Ground Transportation Centre)	->	Tsim Sha Tsui (Star Ferry)	05:00 (1 departure)
N118[3]	Cheung Sha Wan (Sham Mong Road)	<->	Siu Sai Wan (Island Resort)	20-30
N122[3]	Mei Foo	<->	Shau Kei Wan	17-35
N171[3]	Lai Chi Kok	<->	Ap Lei Chau Estate	30
N216[3]	Yau Tong	<->	Hung Hom Station	25-30
N241[3]	Hung Hom Station	<->	Tsing Yi (Cheung Wang Estate)	25-30
N293[3]	Sheung Tak	<->	Mong Kok (Park Avenue)	20-30
NA20[3]	HZMB Hong Kong Port	->	Whampoa Garden	00:25 (1 departure)
	Whampoa Garden	->	HZMB Hong Kong Port	04:30 (1 departure)
X6C[2]	Mei Foo	<->	Kowloon Bay	20
X970[2]	South Horizons	->	Cheung Sha Wan (Kom Tsun Street)	07:50 (1 departure)

Notes: (1) Service on Monday to Saturday Peak Hour only, except Public Holidays
(2) Service on Monday to Friday Peak Hour only, except Public Holidays
(3) Overnight service
(4) Happy Valley Race Day Service

Green Mini Bus

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
2	Whampoa Garden	<->	Festival Walk	10-25
2A	Whampoa Garden	<->	Festival Walk	10-25
12	Pak Tin Estate	<->	Mong Kok East Station	20-30
12A	Cosmopolitan Estate	<->	Mong Kok East Station	7-9
12B	Metro Harbour View	<->	Mong Kok East Station	6-8
12S	Central Park	<->	Mong Kok East Station	10-15
17M	Prince Edward Station	<->	Kowloon Hospital	6-8
27M	Lok Man Sun Chuen	<->	Mong Kok Station	7-15
27MS	Ho Man Tin Estate	<->	Mong Kok Station	10-20
30A	Chak On Estate	<->	Mong Kok Station	15-30
41M	Festival Walk	<->	Shek Kip Mei	8-10
46	Richland Gardens	<->	Island Harbourview	3-15

ROUTE NO.	ROUTING			FREQUENCY (MINUTES)
65S[(1)]	Sha Tin (Wong Nai Tau)	<->	Mong Kok (Bute Street)	20-25
69A	Laguna City	<->	Prince Edward Station	15-20
70	Diamond Hill Station	<->	Island Harbourview	4-15
70A	Diamond Hill Station	<->	Olympic Station	30-60
74	Kowloon Station	<->	Mong Kok (Pioneer Centre)	10-12
79K	Park Avenue	<->	Mong Kok East Station	5-10
606S[(1)]	Yuen Long (Fung Cheung Road)	<->	Tsim Sha Tsui East	6-13
616S[(1)]	Mong Kok (Sai Yeung Choi Street S)	<->	Lok Ma Chau Control Point	15-30

Note: (1) Overnight service

3.3 Traffic Survey

3.3.1 In order to investigate the traffic impact to the surrounding road network of the proposed developments, 8 key junctions near the development site are identified for traffic survey and assessment and as shown in **Table 3-2** and their locations are shown in **Drawing No. 3.2**. The existing junction layout of the surveyed junctions are shown in **Drawing Nos. 3.3** to **3.10**.

Table 3-2 Identified Key Junctions for Traffic Survey and Assessment

REFERENCE	JUNCTION	TYPE	DRAWING NO.
J1	Boundary Street / Nathan Road / Cheung Sha Wan Road	Signal	3.3
J2	Bute Street / Sai Yee Street	Signal	3.4
J3	Boundary Street / Tai Hang Tung Road	Signal	3.5
J4	Boundary Street / Embankment Road	Signal	3.6
J5	Nathan Road / Prince Edward Road West	Signal	3.7
J6	Prince Edward Road West / Sai Yee Street	Signal	3.8
J7	Prince Edward Road West / Embankment Road	Signal	3.9
J8	Lai Chi Kok Road / Nathan Road	Signal	3.10

3.3.2 The classified traffic survey had been conducted at 8 identified key junctions in a normal weekday and weekend in June 2023. According to Annual Traffic Census (ATC) 2022, the traffic flow in vicinity of the proposed development in Saturday is generally higher than Sunday. Therefore, the survey is carried out in one normal Saturday and identified as weekend peak. Weekday's AM, PM peak hour and weekend peak are identified from 08:15 to 09:15, 18:00 to 19:00 and 17:00 and 18:00 respectively. The existing traffic flows for weekday and weekend are shown in **Drawing No. 3.11**.

3.3.3 In order to investigate the traffic impact to the surrounding pedestrian network in the vicinity of the proposed developments, 19 sections of pedestrian walkways including footpaths and crossings surrounding the development sites are also identified for traffic survey in a normal weekday, Saturday and Sunday in June and August 2023 as shown in

Table 3-3 and their locations are shown in **Drawing No. 3.12**. Weekday's AM, PM peak 15-minutes period are identified from 07:40 to 07:55 and 17:25 to 17:40 respectively. Saturday and Sunday peak 15-minutes period are identified from 17:55 to 18:10 and 15:40 to 15:55 respectively.

Table 3-3 Identified Pedestrian Walkways for Traffic Survey and Assessment

SECTION	LOCATION	TYPE
P1	Boundary Street (between Sai Yee Street and Tai Hang Tung Road – near Sai Yee Street)	Footpath
P2	Across Boundary Street (near Tai Hang Tung Road)	Signalised Crossing
P3	Prince Edward Road West (between Fa Yuen Street and Sai Yee Street)	Footpath
P4	Across Prince Edward Road West (near Fa Yuen Street)	Signalised Crossing
P5	Across Flower Market Road (near Sai Yee Street)	Cautionary Crossing
P6	Flower Market Road (between Yuen Ngai Street and Yuen Po Street – near Yuen Po Street)	Footpath
P7	Fa Yuen Street (between Prince Edward Road West and Playing Field Road)	Footpath
P8	Across Fa Yuen Street (near Prince Edward Road West)	Signalised Crossing
P9	Sai Yee Street (between Playing Field Road and Boundary Street)	Footpath
P10	Sai Yee Street (near Playing Field Road)	Footpath
P11	Across Sai Yee Street (near Playing Field Road)	Cautionary Crossing
P12	Sai Yee Street (between Flower Market Road and Playing Field Road)	Footpath
P13	Across Sai Yee Street (near Flower Market Road)	Cautionary Crossing
P14	Sai Yee Street (between Prince Edward Road West and Flower Market Road)	Footpath
P15	Sai Yee Street (between Prince Edward Road West and Flower Market Road)	Footpath
P16	Across Sai Yee Street (near Prince Edward Road West)	Signalised Crossing
P17	Yuen Ngai Street (between Prince Edward Road West and Flower Market Road)	Footpath
P18	Yuen Ngai Street (between Prince Edward Road West and Flower Market Road)	Footpath
P19	Flower Market Path (near Flower Market Road)	Footpath

3.4 Existing Junction Capacity Assessment

3.4.1 **Table 3-4** and **Table 3-5** show the existing junction capacity assessment results of the identified key junctions during weekday and weekend. The junction calculations are attached in the **Appendix A1** and **A2** respectively.

Table 3-4 Junction Capacity Assessment – Weekday, Existing (2023)

JUNCTION	LOCATION	R.C.(1)	
		AM PEAK	PM PEAK
J1	Boundary Street / Nathan Road / Cheung Sha Wan Road	56%	69%
J2	Bute Street / Sai Yee Street	>100%	>100%
J3	Boundary Street / Tai Hang Tung Road	52%	45%
J4	Boundary Street / Embankment Road	>100%	>100%
J5	Nathan Road / Prince Edward Road West	30%	26%
J6	Prince Edward Road West / Sai Yee Street	91%	47%
J7	Prince Edward Road West / Embankment Road	53%	28%
J8	Lai Chi Kok Road / Nathan Road	51%	61%

Note: (1) Reserve Capacity (R.C.) indicated in %, provides an indication of signal junction performance. R.C. <0% suggests that it is overloaded.

Table 3-5 Junction Capacity Assessment – Weekend, Existing (2023)

JUNCTION	LOCATION	R.C.(1)
		PM PEAK
J1	Boundary Street / Nathan Road / Cheung Sha Wan Road	95%
J2	Bute Street / Sai Yee Street	>100%
J3	Boundary Street / Tai Hang Tung Road	65%
J4	Boundary Street / Embankment Road	>100%
J5	Nathan Road / Prince Edward Road West	44%
J6	Prince Edward Road West / Sai Yee Street	61%
J7	Prince Edward Road West / Embankment Road	47%
J8	Lai Chi Kok Road / Nathan Road	86%

Note: (1) Reserve Capacity (R.C.) indicated in %, provides an indication of signal junction performance. R.C. <0% suggests that it is overloaded.

3.4.2 Results of the junction capacity assessment indicate that all assessed junctions are currently operating with adequate capacity during both weekday and weekend.

3.5 Existing Pedestrian Assessment

3.5.1 **Table 3-6** and **Table 3-7** present the existing Level-of-Service (LOS) and V/C ratio assessment results of the identified pedestrian walkways. Locations of surveyed pedestrian walkways are shown in **Drawing No. 3.12**.

Table 3-6 Pedestrian Walkway Assessment – Weekday (Existing)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS (1)	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
P1	1.5	40	30	1.8	1.3	A	A
P3	2.0	205	610	6.8	20.3	A	B
P5	3.0	185	125	4.1	2.8	A	A
P6	1.4	35	90	1.7	4.3	A	A
P7	1.5	115	170	5.1	7.6	A	A
P9	1.5	40	30	1.8	1.3	A	A
P10	1.8	20	10	0.7	0.4	A	A

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS (1)	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
P11	3.0	110	90	2.4	2.0	A	A
P12	1.9	20	15	0.7	0.5	A	A
P13	3.0	20	85	0.4	1.9	A	A
P14	1.0	65	105	4.3	7.0	A	A
P15	2.0	135	215	4.5	7.2	A	A
P17	1.2	40	90	2.2	5.0	A	A
P18	1.0	25	70	1.7	4.7	A	A
P19	1.8	90	35	3.3	1.3	A	A

Note: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)(1)	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	445	0.13	395	0.11
P4	Prince Edward Road West	6.5	0.22	2700	725	0.27	1830	0.68
P8	Fa Yuen Street	4.0	0.82	6205	655	0.10	1930	0.31
P16	Sai Yee Street	6.0	0.24	2750	630	0.23	1955	0.71

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

Table 3-7 Pedestrian Walkway Assessment – Saturday and Sunday (Existing)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS(1)	
		Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak
P1	1.5	75	35	3.3	1.6	A	A
P3	2.0	865	695	28.8	23.2	C	C
P5	3.0	205	245	4.6	5.4	A	A
P6	1.4	165	240	7.9	11.4	A	A
P7	1.5	225	185	10.0	8.2	A	A
P9	1.5	40	15	1.8	0.7	A	A
P10	1.8	30	15	1.1	0.6	A	A
P11	3.0	130	55	2.9	1.2	A	A
P12	1.9	30	25	1.1	0.9	A	A
P13	3.0	350	240	7.8	5.3	A	A
P14	1.0	240	245	16.0	16.3	A	B
P15	2.0	475	445	15.8	14.8	A	A

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak
P17	1.2	60	160	3.3	8.9	A	A
P18	1.0	190	55	12.7	3.7	A	A
P19	1.8	90	55	3.3	2.0	A	A

Note: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)[1]	SATURDAY PEAK		SUNDAY PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	380	0.11	330	0.09
P4	**Prince Edward Road West**	**6.5**	**0.22**	**2700**	**2590**	**0.96**	**3330**	**1.23**
P8	Fa Yuen Street	4.0	0.82	6250	2455	0.39	2135	0.34
P16	**Sai Yee Street**	**6.0**	**0.24**	**2750**	**2500**	**0.91**	**3345**	**1.22**

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

3.5.2 The results indicated that the existing operations of most pedestrian walkways (including footpaths and crossings) during weekday, Saturday and Sunday are adequate within capacity, except the signalised crossing at Prince Edward Road West (P4) and Sai Yee Street (P16) at Junction of Prince Edward Road West / Sai Yee Street / Fa Yuen Street is observed to be overloaded during Sunday PM peak and reach the capacity level during Saturday PM peak.

4. TRAFFIC FORECAST

4.1 Methodology of Traffic Forecast

4.1.1 The Proposed Development is tentatively scheduled for completion by year 2035. According to the "Guidelines and Requirements of Traffic Impact Assessment (TIA) for Proposed Developments and Transport Facilities" from Transport Department in February 2011, the TIA for the planned developments in the vicinity on an area/district basis should take at least 3 years after the planned completion of the development. Thus, year 2038 will be adopted for traffic impact assessment.

4.1.2 The traffic forecast has been derived by taking into account of the following information:

i. Historical traffic growth in Annual Traffic Census published by Transport Department;
ii. 2019-Based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department; and
iii. Projections of Population Distribution 2021-2029 published by Planning Department.

(i) Traffic growth trend from Annual Traffic Census

4.1.3 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic count at the concerned stations over a period of 5 years between 2018 and 2022 are reported in the latest ATC published by Transport Department and are summarized in **Table 4-1.**

Table 4-1 Traffic Growth Rates between 2018 and 2022 from ATC

STATION NO.	LOCATION	ANNUAL AVERAGE DAILY TRAFFIC (VEH/DAY)					AVERAGE ANNUAL GROWTH RATE (%)
		2018	2019	2020	2021	2022	2018-2022
3224	Cheung Sha Wan Road	32,840	31,500	29,560	29,980	28,400	-3.57%
4025	Boundary Street	17,230	16,990	15,950	16,170	13,530	-5.86%
3424	Nathan Road	28,910	32,410	28,350	28,740	27,230	-1.49%
3232	Boundary Street	23,050	22,700	21,300	21,600	20,460	-2.94%
4610	Fa Yuen Street	2,800	2,330	2,770	2,440	2,270	-5.11%
3844	Sai Yee Street	4,610	4,520	4,350	4,860	4,050	-3.19%
3435	Boundary Street	33,160	32,520	34,830	35,320	33,460	0.23%
4048	Tai Hang Tung Road	23,920	24,100	22,550	23,510	22,090	-1.97%
4202	Boundary Street	46,700	42,030	46,880	46,860	43,310	-1.87%
3637	Boundary Street	43,130	42,530	45,250	41,740	39,530	-2.16%
4060	Embankment Road	12,050	11,800	11,370	11,690	10,970	-2.32%
3492	Knight Street	5,420	6,010	5,620	5,780	5,510	0.41%
3828	Prince Edward Road Road W	54,650	53,880	50,570	53,820	45,670	-4.39%

STATION NO.	LOCATION	ANNUAL AVERAGE DAILY TRAFFIC (VEH/DAY)					AVERAGE ANNUAL GROWTH RATE (%)
		2018	2019	2020	2021	2022	2018-2022
3286	Kadoorie Aveune	3,670	3,790	3,650	3,750	3,570	-0.69%
3635	Prince Edward Road W	53,790	53,040	54,180	56,570	53,590	-0.09%
4203	Prince Edward Road W	49,770	47,950	45,620	45,760	42,480	-3.88%
3640	Lai Chi Kok Road FO (K38)	18,120	17,870	15,480	18,680	17,690	-0.60%
3634	Prince Edward Road W (GL)	30,380	29,960	25,830	24,420	23,130	-6.59%
3433	Prince Edward Road W (GL)	26,700	30,200	24,900	25,250	23,910	-2.72%
3230	Prince Edward Road W (GL)	36,030	26,980	25,320	25,680	24,320	-9.36%
4023	Prince Edward Road W (GL)	20,250	19,970	18,740	19,000	20,550	0.37%
3222	Nathan Road	39,750	37,180	34,890	35,380	33,510	-4.18%
3821	Lai Chi Kok Road	17,160	16,920	15,880	16,940	17,310	0.22%
4015	Nathan Road	41,970	41,380	38,840	39,390	40,460	-0.91%
3653	Sai Yee Street	18,350	17,970	16,230	17,320	16,500	-2.62%
3453	Sai Yee Street	26,810	28,190	22,170	22,780	21,700	-5.15%
3015	Shanghai Street	11,590	11,250	10,830	10,580	10,600	-2.21%
4019	Lai Chi Kok Road	19,070	18,810	17,650	17,900	18,780	-0.38%
3426	Cheung Sha Wan Road	14,440	13,180	13,540	13,730	13,010	-2.57%
3652	Mong Kok Road	29,560	28,950	24,430	28,410	27,060	-2.18%
3452	Mong Kok Road	18,260	17,750	17,320	17,800	16,950	-1.84%
3253	Tai Hang Tung Road	10,320	11,170	10,450	10,900	10,380	0.15%
3881	Tat Chee Avenue	12,360	12,450	11,650	13,180	11,680	-1.40%
Total:		**814,460**	**795,830**	**755,300**	**772,750**	**731,980**	**-2.63%**

Note:
* AADT estimated by Growth Factor

4.1.4 As shown in **Table 4-1**, it can be noted that over the past 5 years trend, the average annual daily traffic growth pattern in the vicinity of the Site from 2018 to 2022 has a decrease trend of -2.63% per annum.

(ii) Planning Data from 2019-Based TPEDM

4.1.5 Reference has also been made to the 2019-Based Territorial Population and Employment Data Matrix (TPEDM) planning data published by Planning Department for years 2019, 2026 and 2031 in the relevant Planning Data District (i.e. Mong Kok). The population and employment data in 2019, 2026 & 2031 are summarized in **Table 4-2** and the annual growth rate between 2019/2026 & 2026/2031 are summarized in **Table 4-3**.

Table 4-2 2019, 2026 & 2031 Population and Employment Growth in Yau Tsim Mong from TPDEM

PLANNING DATA DISTRICT	2019		2026		2031	
	Population	Employment	Population	Employment	Population	Employment
Mong Kok	141,600	126,650	131,850	131,950	109,450	129,700

Table 4-3 Population and Employment Growth Rate in Yau Tsim Mong from TPDEM

PLANNING DATA DISTRICT	ANNUAL GROWTH RATE (%)			
	Population 2019/ 2026	Employment 2019/ 2026	Population 2026/ 2031	Employment 2026/ 2031
Mong Kok	-1.01%	0.59%	-3.66%	-0.34%

4.1.6 As shown in **Table 4-3**, the population growth rate in Mong Kok has an decreasing trend of –1.01% per annum from 2019 to 2026, and -3.66% per annum from 2026 to 2031. The employment growth rate in Mong Kok also has an increasing trend of 0.59% per annum from 2019 to 2026, and a decreasing trend of -0.34% per annum from 2026 to 2031.

(iii) Projections of Population Distribution 2021-2029

4.1.7 For traffic forecast beyond 2026, reference has also been made to the "Projections of Population Distribution 2021-2029" published by Planning Department. The projected population in Yau Tsim Mong District from 2026 to 2029 are extracted and the average population growth rate from 2026 to 2029 are as shown in **Table 4-4**.

Table 4-4 Yau Tsim Mong District Projected Population from 2026 to 2029

YEAR	POPULATION
2026	307,500
2027	300,500
2028	292,100
2029	289,200
Average Population Growth Rate from 2026 to 2029 = -2.02% p.a.	

4.1.8 Taking into account the ATC, TPEDM planning data and the Projections of Population Distribution, the higher annual growth rate is adopted for the future traffic growth in short-term forecast for conservative purpose. As such, 0.59% p.a. growth rate is adopted for year 2023 to 2026.

4.1.9 Considering the long-term traffic growth from 2026 onwards, there is a steady decreasing trend in population and employment figures from TPEDM data and the Projections of Population Distribution, therefore 0.20 % annual growth rate is proposed for the traffic growth forecast from 2026 to 2038 (i.e. Design Year) for conservative purpose to account for the minimal background traffic growth. These adopted growth rates would be able to ensure a reasonable estimation of future traffic.

4.1.10 The adopted growth rates for traffic forecast are summarized in **Table 4-5**.

Table 4-5 Adopted Growth Rate for Traffic Forecast

YEAR	TRAFFIC GROWTH RATE
2023 to 2026	0.59 % p.a.
2026 to 2038	0.20 % p.a.

4.1.11 It is deemed sufficient to allow for any unexpected future growth as a result of some changes in land use or redevelopment in the area. The adopted growth rate would be able to ensure a reasonable estimation of future traffic flows.

4.1.12 The reference traffic flows in year 2038 are derived by applying the adopted growth factor in **Table 4-5** to 2023 existing traffic flows. The 2038 reference traffic flows are shown in **Drawing No. 4.1**.

4.2 Proposed Development Vehicular Traffic Generation

4.2.1 The volume of traffic that will be generated by the proposed developments (Residential, Retail and Office proportion) during AM and PM peak periods were estimated using the trip rates with reference to the "Traffic Generation and Attraction Rates" as stated in Annex D of Volume 1 – Chapter 3 in Transport Planning and Design Manual (TPDM) published by Transport Department, and the adopted trip rates and estimated traffic trips are shown in **Table 4-6** and **Table 4-7** respectively. For conservative purpose, the weekend trip generations will adopt the weekday PM peak generations, and the development traffic trips are provided with 5% increase in flexibility for traffic assessment.

Table 4-6 Adopted Traffic Trip Rates from TPDM

DEVELOPMENT	UNIT	AM PEAK		PM PEAK	
		GENERATION	ATTRACTION	GENERATION	ATTRACTION
Residential (1)	pcu/hr/flat	0.0718	0.0425	0.0286	0.0370
Retail (2)	pcu/hr/100 m^2 GFA	0.2296	0.2434	0.3100	0.3563
Office (2)	pcu/hr/100 m^2 GFA	0.1703	0.2452	0.1573	0.1175

Notes: (1) Private Housing: 60 sqm average flat size is adopted for Residential Development
(2) Mean values of the Traffic Trip Rates are adopted

Table 4-7 Estimated Traffic Trip Generations of Proposed Development (Site A1 and B)

SITE	USES	NO. OF FLATS / GFA (m^2)	AM PEAK		PM PEAK	
			GENERATION (PCU/HR)	ATTRACTION (PCU/HR)	GENERATION (PCU/HR)	ATTRACTION (PCU/HR)
A1	Residential	474	37	23	15	19
A1	Retail	6576	17	18	23	26
A1	**Sub-total**		**54**	**40**	**37**	**45**
B	Residential	880	68	40	28	35
B	Retail	11000	28	29	37	42
B	Office	18350	34	48	31	24
B	**Sub-total**		**139**	**134**	**109**	**116**

4.2.2 Currently, there is no standard trip generation rate for Public Vehicle Park (PVP) and GIC (sports centre) is provided in "Traffic Generation and Attraction Rates" as stated in Annex D of Volume 1 – Chapter 3 in the TPDM published by Transport Department.

4.2.3 In order to estimate the vehicular trip generated by the proposed Public Vehicle Park (PVP) and sports centre, vehicular traffic trip generation and attraction surveys had been

conducted in a public car park in Mong Kok and a sports ground with public car parking in Cheung Sha Wan on a normal weekday and weekend in October 2023 from 12:00 to 19:00 to identify the daily peak traffic generations. With the same considerations as discussed in paragraph 3.3.2, car park survey was carried out on one normal Saturday and identified as weekend peak. The results are summarized in **Table 4-8**.

Table 4-8 Observed Vehicular Trip Generation at Surveyed Public Car Parks

SURVEYED CAR PARK	WEEKDAY PEAK [18:00 – 19:00]		WEEKEND PEAK [15:45 – 16:45]	
	GENERATION [PCU/HR]	ATTRACTION [PCU/HR]	GENERATION [PCU/HR]	ATTRACTION [PCU/HR]
Pioneer Centre Public Car Park, Mong Kok (No. of Public Parking Spaces for Private Car = 113)	32	49	56	67
Sham Shui Po Sports Ground Public Car Park (No. of Public Parking Spaces for Private Car = 12)	9	6	10	8

4.2.4 The observed trip generation rates for the vehicular traffic will be derived based on the car parking space for each surveyed development. The observed trip generation rates are summarized in **Table 4-9**.

Table 4-9 Observed Trip Generation Rates at Surveyed Public Car Parks

SURVEYED CAR PARK	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PCU/HR/NO. OF SPACE]	ATTRACTION [PCU/HR/NO. OF SPACE]	GENERATION [PCU/HR/NO. OF SPACE]	ATTRACTION [PCU/HR/NO. OF SPACE]
Pioneer Centre Public Car Park, Mong Kok (No. of Public Parking Spaces for Private Car = 113)	0.283	0.434	0.496	0.593
Sham Shui Po Sports Ground Public Car Park (No. of Public Parking Spaces for Private Car = 12)	0.750	0.500	0.833	0.667

4.2.5 According to the observed trip generation rates estimated in **Table 4-9**, the future vehicular traffic trip generation of the proposed PVP and sports ground within Site B are estimated and are summarized in **Table 4-10.**

Table 4-10 Estimated Traffic Trip Generation of the Proposed PVP and Sports Centre within Site B

PROPOSED CAR PARK	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PCU/HR]	ATTRACTION [PCU/HR]	GENERATION [PCU/HR]	ATTRACTION [PCU/HR]
Proposed PVP (Proposed no. of Public Parking Spaces for Private Car = 220)	65	100	115	140
Proposed Sport Centre (No. of Public Parking Spaces for Private Car = 35)	25	20	30	25

4.2.6 The proposed development traffic flows in **Table 4-7** and **Table 4-10** are then superimposed onto the 2038 Reference Traffic Flows (without development) as shown in **Drawing No. 4.1** to derive the 2038 Design Traffic Flows (with development) as shown in **Drawing No. 4.2**.

4.3 Proposed Development Pedestrian Generation

Domestic – Residential Development Trips

4.3.1 The estimated population from the proposed residential development is approximately 1,185 for Site A1 and 2,200 for Site B, based on 474 and 880 no. of flats with 2.5 people per household (According to Table D201b : Average Domestic Household Size by District Council District and Year, from "2021 Population Census" published by Census and Statistics Department).

4.3.2 With reference to "Table 110-06815 : Land-based non-institutional population by District Council district and economic activity status" from the Census and Statistics Department, 54.9% of the population are economically active and 14.6% of the population are full-time students in Yau Tsim Mong District.

4.3.3 It is assumed that workers and students' trips will be generated during AM peak and since after-school peak is out of normal PM peak, only the workers' trips are assumed to be generated during PM peak period.

4.3.4 For the proportion of the peak hour trips generation, the following assumptions had been made referring to "Travel Characteristics Survey 2011 Final Report" from Transport Department.

- 41% of trips from home to work were made in morning peak hour, which is applied to workers AM trip generation;
- 34% of work-to-home trips were made during evening peak hour, which is applied to workers PM trip attraction;
- 65% of the trips from home to school were made during morning peak hour, which is applied to student AM trip attraction.

4.3.5 The mode of transport in Yau Tsim Mong district from 2021 Population By-census could be broadly split into two group, namely to place of work and to place of study. The details are summarized and presented below in **Table 4-11**.

Table 4-11 Main Mode of Transport to Place of Work / Place of Study

TRIP NATURE	MASS TRANSIT RAIL (MTR)	MODES OTHER THAN MTR (1)
To place of work	64,501	43,025
	56%	37%
To place of study	12,702	20,887
	30%	49%

Notes:

(1) Include franchised bus, public light bus, company bus/van, residential coach service, excluding taxi, school bus and private car.

4.3.6 The pedestrian trips generation of residential development trips are summarized in **Table 4-12**.

Table 4-12 Residential Development Trip (Domestic)

PROPOSED RESIDENTIAL DEVELOPMENT	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]
Site A1 – Workers	70	0	0	60
Site A1 – Students	30	0	0	0
Site B – Workers	130	0	0	110
Site B – Students	55	0	0	0

Non-domestic – Office Trips

4.3.7 For office in Site B, worker density of 5.20 workers/100m^2 for Grade A Office is assumed based on "Commercial and Industrial Floor Space Utilization Survey" from the Planning Department. Referring to Table 8 – Worker Density by Economic Activity and Planned Usage Type (workers per GFA (in 100 m^2), from "Travel Characteristics Survey 2011 Final Report" from Transport Department, 41% of trips from home to work were made in morning peak hour and 34% of work-to-home trips were made during evening peak hour. The pedestrian trips generations are summarized in **Table 4-13**.

Table 4-13 Office Pedestrian Trip (Non-domestic)

PROPOSED DEVELOPMENT	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]
Office – Site B	0	105	85	0

Retail Development

4.3.8 In order to estimate the pedestrian trip generated by the proposed retail development, pedestrian trip generation and attraction survey had been conducted at a retail mall with similar distance away from the MTR station and bus stops in Mong Kok on a normal weekday and weekend in October 2023 from 12:00 to 19:00 to identify the daily peak pedestrian generations. The results are summarized in **Tables 4-14**.

Table 4-14 Observed Pedestrian Trip Generation at Surveyed Retail Mall

SURVEYED RETAIL MALL	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]
The Forest (Approximate GFA = 4,955 m^2)	192	242	416	402

4.3.9 The observed pedestrian trip generation rates for the pedestrian flow will be derived based on the GFA of the surveyed development. The observed pedestrian generation rates are summarized in **Tables 4-15**.

Table 4-15 Observed Pedestrian Generation Rates at Surveyed Retail Mall

SURVEYED RETAIL MALL	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PED/15 MINS/ M2 GFA]	ATTRACTION [PED/15 MINS/ M2 GFA]	GENERATION [PED/15 MINS/ M2 GFA]	ATTRACTION [PED/15 MINS/ M2 GFA]
The Forest (Approximate GFA = 4,955 m^2)	0.039	0.049	0.084	0.081

4.3.10 According to the observed pedestrian generation rates estimated in **Tables 4-15**, the future pedestrian trip generation of the proposed retail mall at Site A1 and Site B during weekday and weekend peak hour are estimated and are summarized in **Tables 4-16**.

Table 4-16 Estimated Pedestrian Trip Generation of the Proposed Retail Mall at Site A1 and Site B

PROPOSED DEVELOPMENT	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]
Retail Mall – Site A1 (GFA = 6,576 m^2)	255	320	550	535
Retail Mall – Site B (GFA = 11,000 m^2)	425	535	925	890

4.3.11 In review of Site B which has provided PVP and parking spaces for retail development, it is assumed that some proportions of the pedestrian trips will be arrived by private car. Assumption has been made such that 70% of the estimated pedestrian trips will arrive by public transport or by walk. The estimated pedestrian trip generation of the proposed retail mall to the surrounding pedestrian footpaths are summarized in **Table 4-17**.

Table 4-17 Estimated Pedestrian Trip Generation of the Proposed Retail Mall at Site A1 and Site B

PROPOSED DEVELOPMENT	WEEKDAY PEAK		WEEKEND PEAK	
	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]	GENERATION [PED/15 MINS]	ATTRACTION [PED/15 MINS]
Retail Mall – Site A1 (GFA = 6,576 m^2)	180	225	385	375
Retail Mall – Site B (GFA = 11,000 m^2)	300	375	650	625

4.3.12 The estimated flows from **Table 4-12**, **Table 4-13** and **Table 4-17** will then superimposed onto the 2038 weekend Reference Pedestrian Flows (without development) to derive the 2038 weekend Design Pedestrian Flows (with development). **Table 4-18** summarizes and shows the pedestrian trips generation for weekday and weekend scenario.

Table 4-18 Estimated Pedestrian Trip Generation of the Proposed Development Site A1 and Site B

PROPOSED DEVELOPMENT	TRIPS CATEGORY	WEEKDAY AM PEAK		WEEKDAY PM PEAK		SATURDAY / SUNDAY PM PEAK	
		GENERATION [PED/15MINS]	ATTRACTION [PED/15MINS]	GENERATION [PED/15MINS]	ATTRACTION [PED/15MINS]	GENERATION [PED/15MINS]	ATTRACTION [PED/15MINS]
Site A1	Domestic – Workers	70	0	0	60	0	0
	Domestic – Students	30	0	0	0	0	0
	Retail	0	0	180	225	385	375
	Total	**100**	**0**	**180**	**285**	**385**	**375**
Site A2 to A5 (1)	Open Space/ Retail	5 Each Site	5 Each Site	5 Each Site	5 Each Site	5 Each Site	5 Each Site
Site B	Domestic – Workers	130	0	0	110	0	0
	Domestic – Students	55	0	0	0	0	0
	Office	0	105	85	0	0	0
	Retail	0	0	300	375	650	625
	Total	**185**	**105**	**385**	**485**	**650**	**625**

Note: (1) As the GFA of Sites A2 to A5 are very minor (around 100 sqm), it is assumed that minimal pedestrian trips (5 ped/ 15 min) to be generated solely for Site A2 to A5.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Junction Capacity Assessment

5.1.1 The traffic impact of the proposed developments on the surrounding road network and junctions have been assessed under the weekday AM and PM peak hour and weekend peak hour periods. Locations of assessed junctions are shown in **Drawing No. 3.2**.

5.1.2 To cater for the access point of proposed development Site B, a slip road leading to Site B is proposed at J3 for vehicular access. The proposed junction layout and Method of Control of J3 is shown in **Drawing No. 5.1**.

5.1.3 The junction capacity analysis of the selected key junctions in the reference scenario (without development traffic) and design scenarios during weekday AM and PM peak hours in Year 2038 (with development traffic) are shown in **Table 5-1**. The junction calculations are attached in the **Appendix A1** for reference.

Table 5-1 Junction Capacity Analysis – 2038 Weekday Peak

JUNCTION	LOCATION	2038 REFERENCE (WITHOUT DEVELOPMENT)		2038 DESIGN (WITH DEVELOPMENT)	
		R.C.(1)		R.C.(1)	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK
J1	Boundary Street / Nathan Road / Cheung Sha Wan Road	51%	70%	51%	70%
J2	Bute Street / Sai Yee Street	>100%	>100%	>100%	>100%
J3 (2)	Boundary Street / Tai Hang Tung Road	46%	39%	32%	19%
J4	Boundary Street / Embankment Road	>100%	>100%	>100%	61%
J5	Nathan Road / Prince Edward Road West	24%	20%	24%	20%
J6	Prince Edward Road West / Sai Yee Street	84%	42%	71%	23%
J7	Prince Edward Road West / Embankment Road	46%	23%	43%	19%
J8	Lai Chi Kok Road / Nathan Road	46%	55%	46%	55%

Notes: (1) Reserve Capacity (R.C.) indicated in %, provides an indication of signal junction performance. R.C. <0% implies that it is overloaded.
(2) The proposed junction layout and Method of Control with new run-in access of Site B as shown in **Drawing No. 5.1** will be adopted in 2038 design year assessment.

5.1.4 As shown in **Table 5-1**, the results indicated all junctions would be operated within capacity in the design scenario with development traffic during weekday AM and PM peak hour.

5.1.5 The junction capacity analysis of the selected key junctions in the reference scenario (without development traffic) and design scenarios during weekend peak hour in Year 2038 (with development traffic) are shown in **Table 5-12**. The junction calculations are attached in the **Appendix A2** for reference.

Table 5-2 Junction Capacity Analysis – 2038 Weekend Peak

JUNCTION	LOCATION	2038 REFERENCE (WITHOUT DEVELOPMENT)	2038 DESIGN (WITH DEVELOPMENT)
		R.C.(1)	R.C.(1)
		WEEKEND PEAK	WEEKEND PEAK
J1	Boundary Street / Nathan Road / Cheung Sha Wan Road	96%	96%
J2	Bute Street / Sai Yee Street	>100%	>100%
J3(2)	Boundary Street / Tai Hang Tung Road	58%	27%
J4	Boundary Street / Embankment Road	>100%	65%
J5	Nathan Road / Prince Edward Road West	39%	39%
J6	Prince Edward Road West / Sai Yee Street	61%	35%
J7	Prince Edward Road West / Embankment Road	41%	34%
J8	Lai Chi Kok Road / Nathan Road	78%	78%

Notes: (1) Reserve Capacity (R.C.) indicated in %, provides an indication of signal junction performance. R.C. <0% implies that it is overloaded.
(2) The proposed junction layout and Method of Control with new run-in access of Site B as shown in **Drawing No. 5.1** will be adopted in 2038 design year assessment.

5.1.6 As shown in **Table 5-12**, the results indicated all junctions would still be operated within capacity in the design scenario with development traffic during weekend peak hour.

5.2 Pedestrian Walkway Assessment

5.2.1 The traffic impact of the proposed developments on the surrounding footpaths and pedestrian crossings have also been assessed during weekday AM, PM, Saturday and Sunday peak hour periods. Locations of assessed pedestrian walkways are shown in **Drawing No. 3.12**.

5.2.2 The reference pedestrian flows in year 2038 during both weekday and weekend are derived by applying the adopted growth factor in **Table 4-5** to 2023 existing pedestrian flows. **Table 3-3** and **5-4** present the assessment results of the identified walkways in 2038 (Reference case without proposed development).

Table 5-3 Pedestrian Walkway Assessment – 2038 Weekday (Reference Without Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS(1)	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
P1	1.5	40	30	1.8	1.3	A	A
P3	2.0	215	635	7.2	21.2	A	B
P5	3.0	195	130	4.3	2.9	A	A
P6	1.4	35	95	1.7	4.5	A	A
P7	1.5	120	175	5.3	7.8	A	A
P9	1.5	40	30	1.8	1.3	A	A
P10	1.8	20	10	0.7	0.4	A	A

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
P11	3.0	115	95	2.6	2.1	A	A
P12	1.9	20	15	0.7	0.5	A	A
P13	3.0	20	90	0.4	2.0	A	A
P14	1.0	70	110	4.7	7.3	A	A
P15	2.0	140	225	4.7	7.5	A	A
P17	1.2	40	95	2.2	5.3	A	A
P18	1.0	25	75	1.7	5.0	A	A
P19	1.8	95	35	3.5	1.3	A	A

Note: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)[1]	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	465	0.13	410	0.12
P4	Prince Edward Road West	6.5	0.22	2700	755	0.28	1910	0.71
P8	Fa Yuen Street	4.0	0.82	6250	685	0.11	2010	0.32
P16	Sai Yee Street	6.0	0.24	2750	655	0.24	2040	0.74

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

Table 5-4 Pedestrian Walkway Assessment – 2038 Weekend (Reference Without Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak
P1	1.5	80	35	3.6	1.6	A	A
P3	2.0	900	725	30.0	24.2	C	C
P5	3.0	215	255	4.8	5.7	A	A
P6	1.4	170	250	8.1	11.9	A	A
P7	1.5	235	195	10.4	8.7	A	A
P9	1.5	40	15	1.8	0.7	A	A
P10	1.8	30	15	1.1	0.6	A	A
P11	3.0	135	55	3.0	1.2	A	A
P12	1.9	30	25	1.1	0.9	A	A
P13	3.0	365	250	8.1	5.6	A	A
P14	1.0	250	255	16.7	17.0	B	B
P15	2.0	495	465	16.5	15.5	B	A
P17	1.2	65	165	3.6	9.2	A	A

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak
P18	1.0	200	55	13.3	3.7	A	A
P19	1.8	95	55	3.5	2.0	A	A

Note: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)[1]	SATURDAY PEAK		SUNDAY PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	395	0.11	345	0.10
P4	**Prince Edward Road West**	**6.5**	**0.22**	**2700**	**2700**	**1.00**	**3470**	**1.29**
P8	Fa Yuen Street	4.0	0.82	6250	2560	0.41	2225	0.36
P16	**Sai Yee Street**	**6.0**	**0.24**	**2750**	**2605**	**0.95**	**3485**	**1.27**

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

5.2.3 The design pedestrian flows in year 2038 during both weekday and weekend are derived by adding the estimated pedestrian trips in **Table 4-18** to the reference pedestrian flows in 2038. **Table 5-5** and **Table 5-6** present the assessment results of the identified walkways in 2038 (Design case with proposed development).

Table 5-5 Pedestrian Walkway Assessment – 2038 Weekday (Design With Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		AM PEAK	PM PEAK	AM PEAK	PM PEAK	AM PEAK	PM PEAK
P1	1.5	80	230	3.6	10.2	A	A
P3	5.0[2]	330	1440	4.4	19.2	A	B
P5	3.0	260	515	5.8	11.4	A	A
P6	1.4	35	105	1.7	5.0	A	A
P7	1.5	120	375	5.3	16.7	A	B
P9	1.5	75	205	3.3	9.1	A	A
P10	1.8	25	240	0.9	8.9	A	A
P11	3.0	215	625	4.8	13.9	A	A
P12	1.9	20	245	0.7	8.6	A	A
P13	3.0	60	315	1.3	7.0	A	A
P14	1.0	110	325	7.3	21.7	A	B
P15	2.0	205	610	6.8	20.3	A	B
P17	1.2	50	405	2.8	22.5	A	B
P18	1.0	30	110	2.0	7.3	A	A

Notes: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.
(2) Under the notional design, section P3 will merge with the layout of Site A1 and a minimum footpath width of 5.0m will be provided, which is adopted for design scenario assessment.
(3) Section P19 will no longer exist in design scenario and will become part of the Waterway Park in the future development.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)[1]	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	485	0.14	430	0.12
P4	Prince Edward Road West	6.5	0.22	2700	770	0.29	2035	0.75
P8	Fa Yuen Street	4.0	0.82	6250	790	0.13	2775	0.44
P16	Sai Yee Street	6.0	0.24	2750	705	0.26	2515	0.91

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

5.2.4 The results from **Table 5-5** indicate that all assessed pedestrian walkways (including footpaths and crossings) are operating within capacity during weekday AM and PM peak. While P16 (the northern crossing at Sai Yee Street near Prince Edward Road West) will be reaching the capacity level.

Table 5-6 Pedestrian Walkway Assessment – 2038 Weekend (Design With Development)

SECTION	EFFECTIVE WIDTH (M)	TWO-WAY PEDESTRIAN FLOW (PED/15-MIN)		TWO-WAY PEDESTRIAN RATE (PED/M/MIN)		LOS[1]	
		Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak	Saturday Peak	Sunday Peak
P1	1.5	280	235	12.4	10.4	A	A
P3	5.0[2]	1705	1530	22.7	20.4	B	B
P5	3.0	600	640	13.3	14.2	A	A
P6	1.4	180	260	8.6	12.4	A	A
P7	1.5	435	395	19.3	17.6	B	B
P9	1.5	215	190	9.6	8.4	A	A
P10	1.8	260	245	9.6	9.1	A	A
P11	3.0	665	585	14.8	13.0	A	A
P12	1.9	260	255	9.1	8.9	A	A
P13	3.0	590	475	13.1	10.6	A	A
P14	1.0	465	470	31.0	31.3	C	C
P15	2.0	880	850	29.3	28.3	C	C
P17	1.2	375	475	20.8	26.4	B	C
P18	1.0	235	90	15.7	6.0	A	A

Notes: (1) Level of Service ("LOS") is the assessment criteria for walkways and sidewalks according to Chapter 18 Pedestrian Exhibit 18-3 in Highway Capacity Manual 2000 published from Transportation Research Board of U.S. National Research Council. The LOS thresholds are summarized in **Appendix B** for reference.
(2) Under the notional design, section P3 will merge with the layout of Site A1 and a minimum footpath width of 5.0m will be provided, which is adopted for design scenario assessment.
(3) Section P19 will no longer exist in design scenario and will become part of the Waterway Park in the future development.

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)[1]	SATURDAY PEAK		SUNDAY PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P2	Boundary Street	3.6	0.52	3550	415	0.12	365	0.10
P4	**Prince Edward Road West**	**6.5**	**0.22**	**2700**	**2825**	**1.05**	**3595**	**1.33**
P8	Fa Yuen Street	4.0	0.82	6250	3325	0.53	2990	0.48
P16	**Sai Yee Street**	**6.0**	**0.24**	**2750**	**3080**	**1.12**	**3960**	**1.44**

Note: (1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent to saturation flow for pedestrians may be taken as 1900 ped/metre/hours.

5.2.5 The results from **Table 5-6** indicate that most assessed pedestrian walkways (including footpaths and crossings) are operating within capacity during weekend peak. The podium setback at Site A1 provides extra width for P3 which significantly improves its capacity. For the signalised crossing at Prince Edward Road West near Fa Yuen Street (P4) and the northern signalised crossing at Sai Yee Street near Prince Edward Road West (P16), they will be more overloaded (V/C >1.0), compared with existing conditions and 2038 reference scenario which are already overloaded.

5.2.6 In order to enhance the capacity at the concerned signalised crossings (P4 and P16), possible improvement measures by widening at the crossings are proposed and shown in **Drawing No. 5.2.**

5.2.7 The results of pedestrian assessment at P4 and P16 with proposed widening schemes in 2038 design scenario are summarized in **Tables 5-7** and **Table 5-8**. The results indicate that the V/C ratio will be within capacity (< 1.0) under the proposed improvement schemes.

Table 5-7 Pedestrian Walkway Assessment – 2038 Weekday (Design With Development and Proposed Improvement)

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)(1)	WEEKDAY AM PEAK		WEEKDAY PM PEAK	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P4	Prince Edward Road West	11.0	0.22	4600	770	0.17	2035	0.44
P16	Sai Yee Street	9.5	0.24	4350	705	0.16	2515	0.58

Note:
(1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent

Table 5-8 Pedestrian Walkway Assessment – 2038 Weekend (Design With Development and Proposed Improvement)

CROSSING	LOCATION	CROSSING WIDTH (M)	GREEN TIME PROPORTION	CAPACITY (PED/HR)(1)	SATURDAY PM PEAK (17:20 – 18:20)		SUNDAY PM PEAK (15:00 – 16:00)	
					2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO	2-WAY PEDESTRIAN FLOW (PED/HR)	V/C RATIO
P4	Prince Edward Road West	11.0	0.22	4600	2825	0.61	3595	0.78
P16	Sai Yee Street	9.5	0.24	4350	3080	0.71	3960	0.91

Note:
(1) According to TPDM Vol. 4 Ch. 3 Clause 3.2.5.6, Pedestrian crossing capacity = K x Green time proportion x Pedestrian crossing width, where K = A constant equivalent

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Traffic Impact Assessment has been undertaken to assess the potential traffic impact of the proposed development and to serves as a supporting document for the draft DSP of the Scheme with its planning proposal to the TPB for consideration.

6.1.2 The parking facilities provision of the Proposed Development are proposed as shown in **Table 2-1**.

Table 6-1 Summary of Proposed Parking Facilities of the Proposed Development

FACILITY	SITE A1 (NOS.)	SITE B (NOS.)	SITES A2 – A5 (NOS.)(4)	Total
Residential Private Car Parking	65 (1)	179 (2)	-	244
Visitors' Private Car Parking	10 (1)	10 (1)	-	20
Non-domestic Private Car Parking – Retail	33 (1)	74 (2)	-	107
Non-domestic Private Car Parking – Office	-	117 (2)	-	117
Private Car Parking – GIC Uses (3)	-	35 (1)	-	35
Total Car Parking Spaces	**108**	**415**	**-**	**523**
Residential Motorcycle Parking	5	9	-	14
Non-domestic Motorcycle Parking - Retail	4	8	-	12
Non-domestic Motorcycle Parking - Office	-	12	-	12
Total Motorcycle Parking Spaces	**9**	**29**	**-**	**38**
Residential Loading and Unloading space	2	2	-	4
Non-domestic Loading and Unloading bay – Retail	6	14	-	20
Non-domestic Loading and Unloading bay – Office	-	10	-	10
Total Loading and Unloading Spaces	**8**	**26**	**-**	**34**
Public Vehicle Park (PVP)				
Private Car Parking	-	About 220	-	About 220
Loading / Unloading Bay	-	About 10	-	About 10

Notes: (1) Including 1 no. of accessible parking spaces for disabled person.
(2) Including 2 nos. of accessible parking spaces for disabled person.
(3) Since the use for the GIC in Site B are still not confirmed at this stage of the project and so it will assume 35 car parking spaces will be provided for conservative purpose.
(4) As the GFA of Sites A2 to A5 are very minor (around 100 sqm), and thus no car parking spaces will be provided for all Sites A2 to A5.

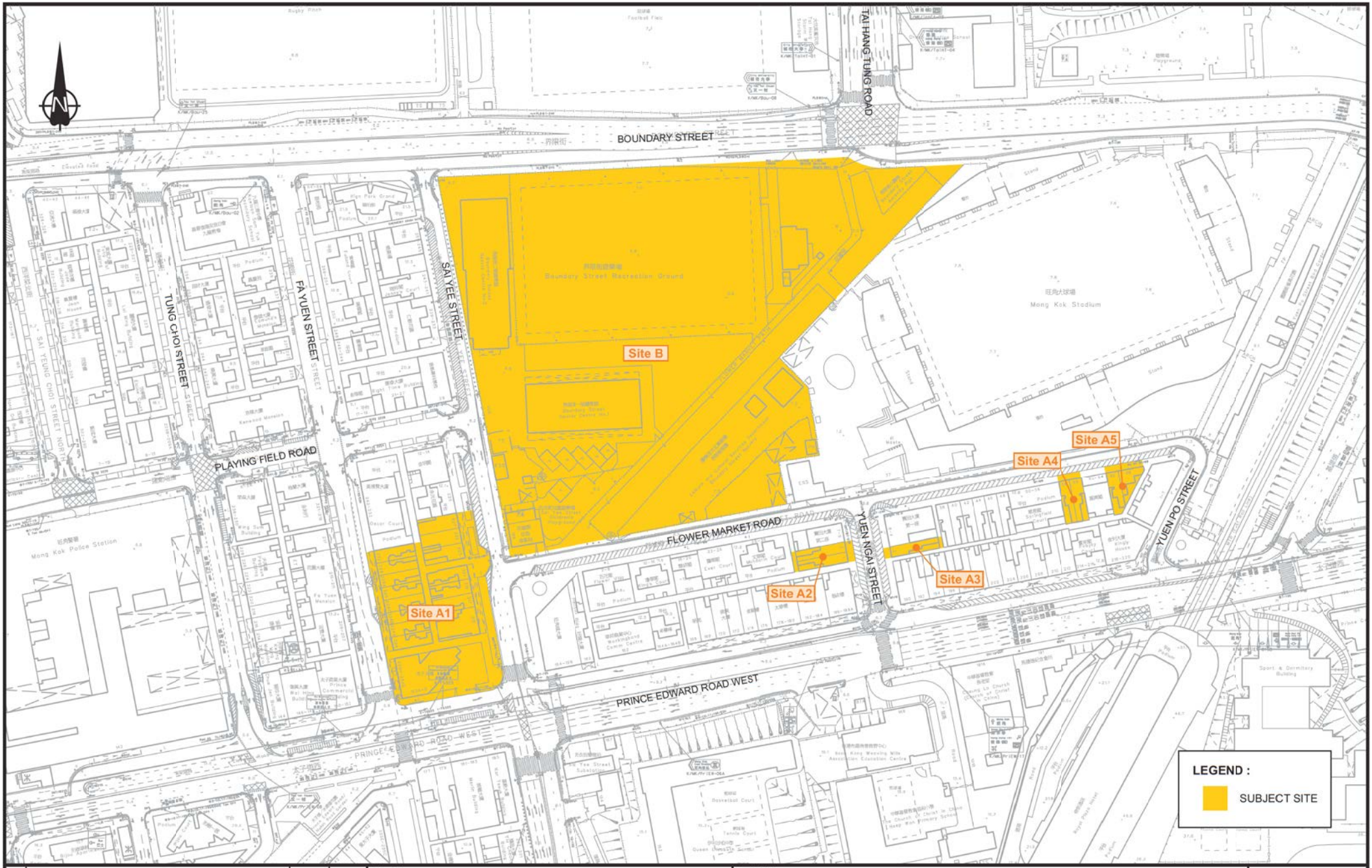
6.1.3 In order to investigate the traffic impact to the surrounding road and pedestrian network of the proposed developments, 8 key junctions and 19 sections of footpath adjacent to the development site are identified for traffic survey and assessment.

6.1.4 The junction capacity analysis of the selected key junctions in the reference and design scenarios during weekday and weekend peak hours in Year 2038 had been assessed as shown in Chapter 5. The results indicated all junctions would be operated within capacity in the design scenario with development traffic.

6.1.5 LOS and V/C ratio assessment at the identified pedestrian walkways in the reference and design scenarios during weekday and weekend peak hours in Year 2038 had been assessed as shown in Chapter 5. The results indicated that most assessed pedestrian walkways (including footpaths and crossings) during weekday, Saturday and Sunday are operating within capacity, except the signalised crossings at Prince Edward Road West (P4) and Sai Yee Street (P16) which are overloaded during weekend peak. Possible improvement scheme had been proposed to widen the crossing width to enhance the capacity issue at the concerned crossings.

6.2 Conclusion

6.2.1 Based on the above findings, it is concluded that the proposed development is feasible from a traffic perspective and will not lead to adverse traffic impact to the surrounding road and footpath network.



Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

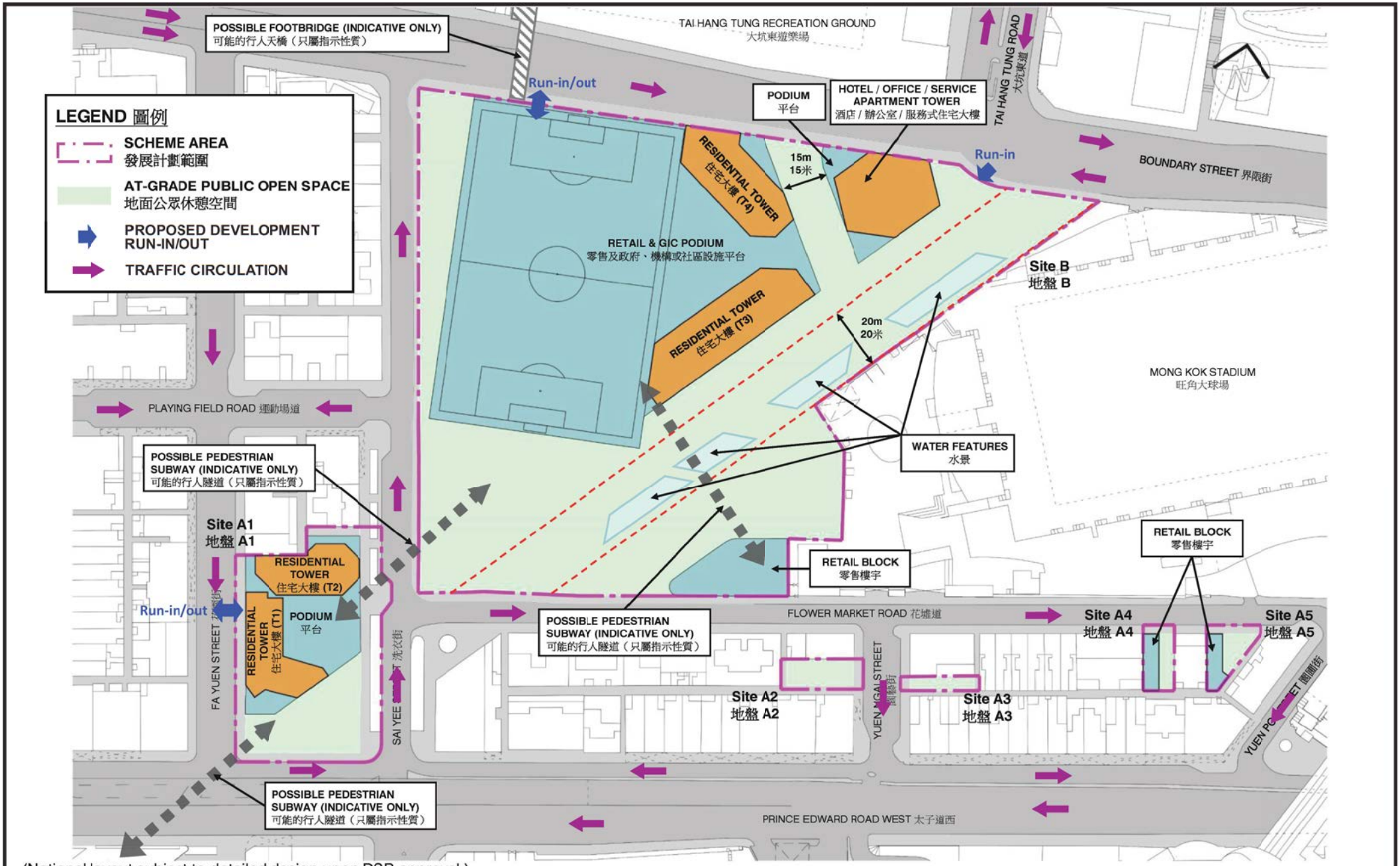
Drawing Title

LOCATION PLAN

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	1.1	-

CHK50755110/TIA/F11.CDR/LLH/7MAR24

Original Size : A3



(Notional layout subject to detailed design upon DSP approval.)

Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

NOTIONAL DESIGN

Designed	Checked	Scale	Date	Drawing No.	Rev.
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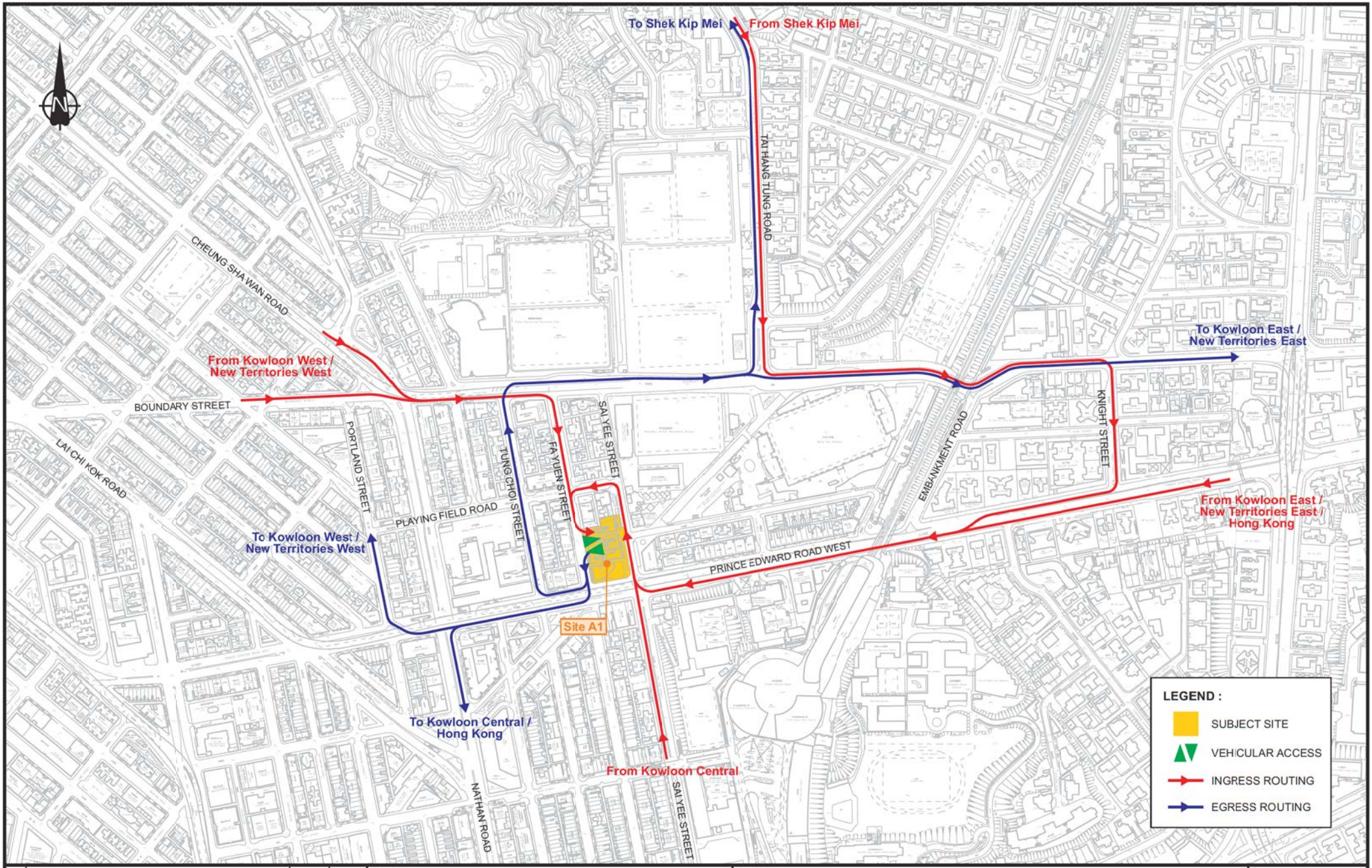
CHK50755110/TIA/F21.CDR/LLH/7MAR24

Original Size : A3



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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

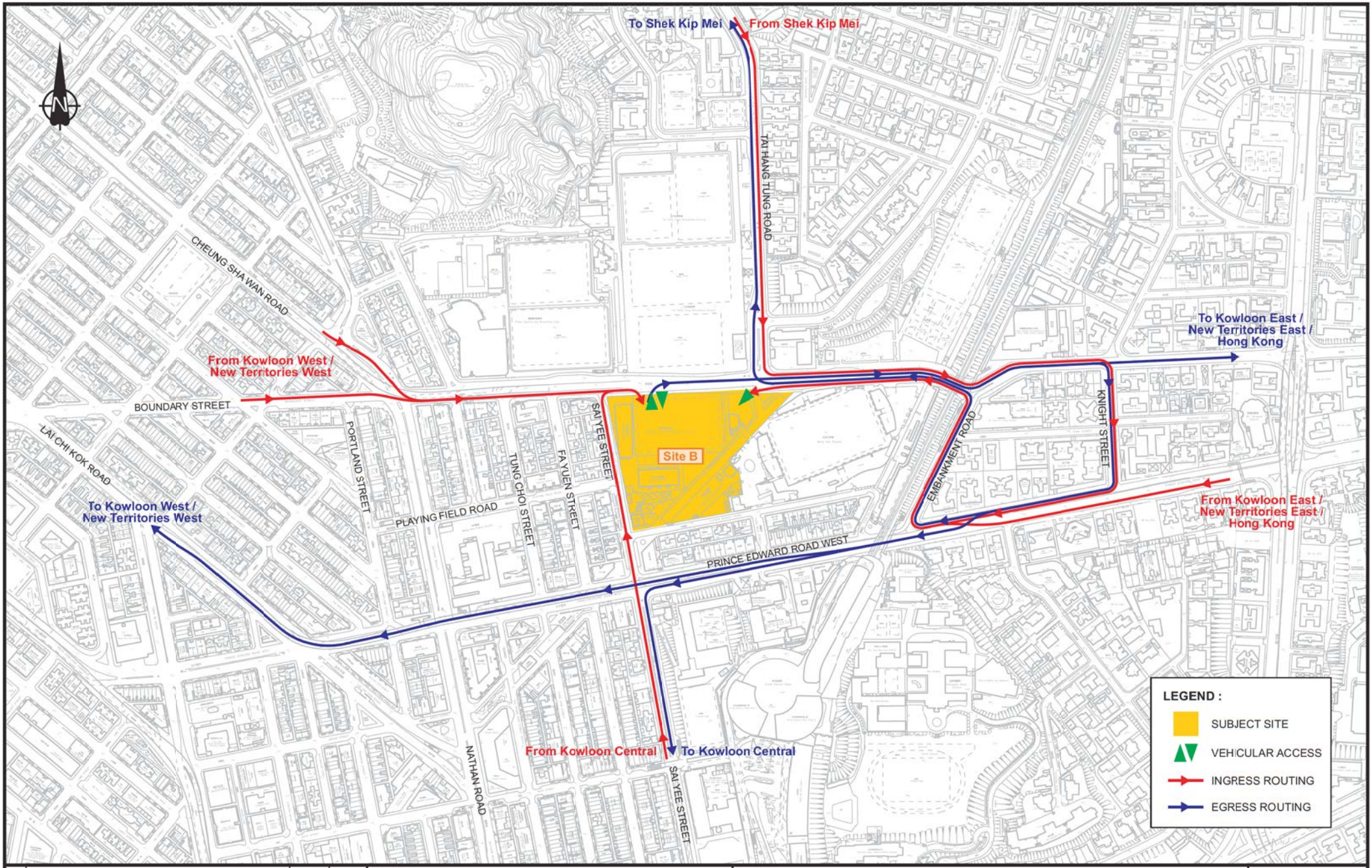
VEHICULAR ACCESS ROUTINGS TO / FROM SUBJECT SITE A1

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	2.2	-

SYSTRA MVA

CHK50755110/TIA/F22.CDR/LLH/7MAR24

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

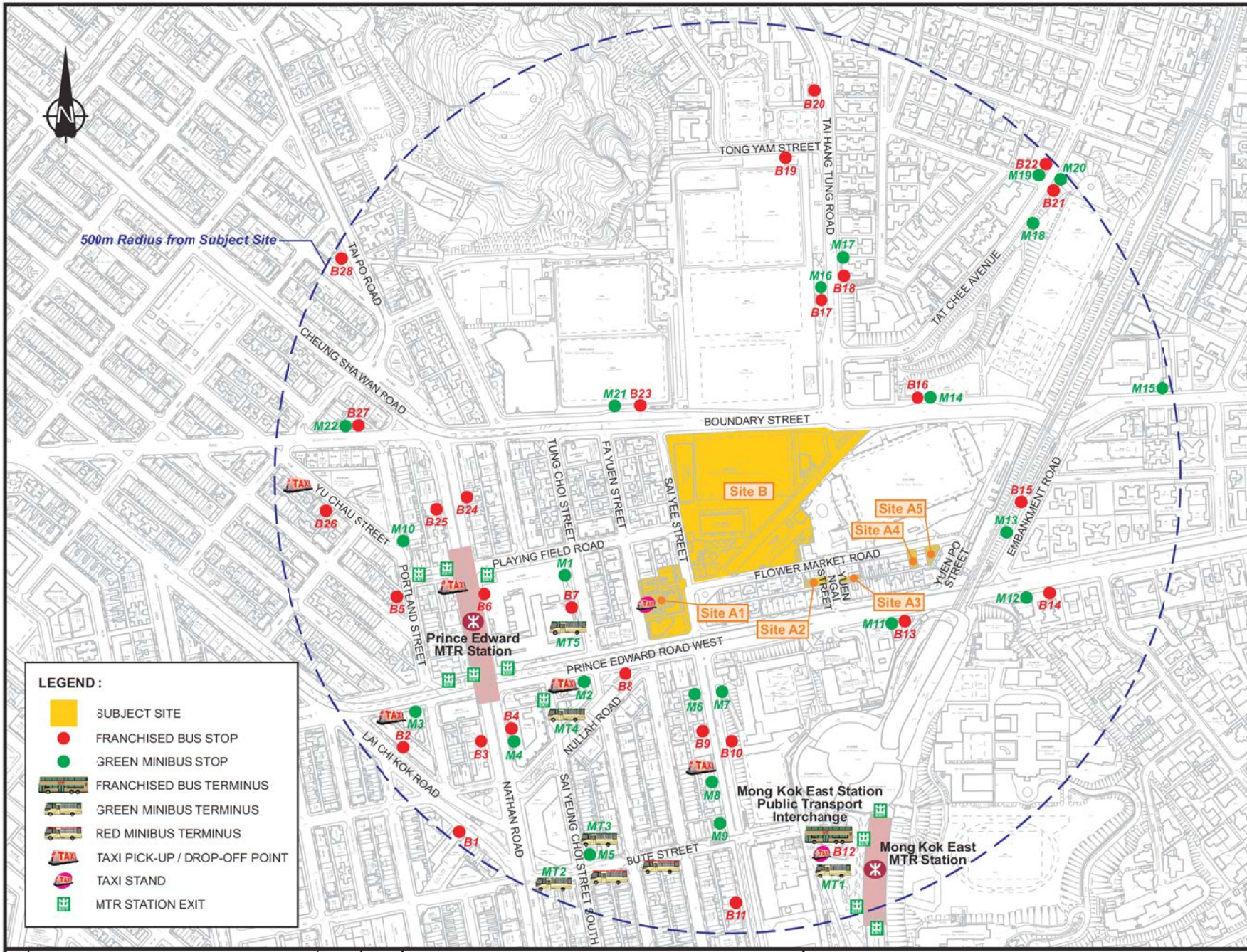
VEHICULAR ACCESS ROUTINGS TO / FROM SUBJECT SITE B

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	2.3	-

SYSTRA MVA

CHK50755110/TIA/F23.CDR/LLH/7MAR24

Original Size : A3



Bus Stop No.	Stopping Routes
B1	20A, 32, 33A, 368, 37, 44, 87B, 87D, 87E, 117, 118, 118P, 281A, N118
B2	2, 2A, 2X, 6F, 36X, 41A, 44, 50, 63X, 79X, 117, 230X, 234P, 237A, 238P, 242X, 252B, 259B, 259C, 260B, 261B, 268X, 269X, 296C, 795, 795P, 795X, A21
B3	102, 102P, 102R, 171, 171A, 171P, 904, 905
B4	98C, 98S, 102, 102P, 104, 112, 118, 118P, 171, 171P, 293S, 296P, 298C, 298X, 793, 904, 905, 970, 970X, N118, N122, N171, N216, N241
B5	2X, 42, 98E, 296P
B6	6, 37, 33A, 58X, 59X, 66X, 67X, 68X, A20, E21, E21A, E21B, E21C, E21D, N21, N21A, NA20
B7	1, 1A, 104, 203C
B8	1, 1A, 2X, 3C, 3X, 24, 27, 42, 81S, 87D, 87E, 93K, 95, 98E, 203S, 213D, 272X, 281A, 296P, N216
B9	1, 1A, 93C, 104, 203C
B10	203C, 293S, N293
B11	1, 1A, 104
B12	44, 58X, 59X, 67X, 93K, 272X
B13	1, 1A, 3C, 20A, 42, 95, 104, 203C, 203S, N216
B14	1, 1A, 2X, 3C, 12A, 20A, 24, 27, 42, 81S, 87D, 87E, 95, 98E, 213D, 281A, 296P
B15	2D, 6D, 6P, 113
B16	1, 1A, 2D, 6D, 6P, 12A, 20A, 42, 87D, 87E, 98E, 281A
B17	2D, 6D, 6P, 104
B18	2D, 6D, 6P, 104
B19	203C
B20	2D, 6D, 6P, 104
B21	203C, 203S
B22	203C
B23	12A, 20A, 42, 87D, 87E, 203C, 281A
B24	6C, 6X, 30X, 35A, 35X, 42A, 45, 60X, 69X, 81, 98C, 98S, 102, 102P, 112, 118, 118P, 171, 234X, 238X, 293S, 295P, 298C, 298X, 793, 904, 905, 970, 970X, N118, N122, N171, N241, X6C
B25	6, 6C, 6F, 6X, 13P, 30X, 35A, 35X, 42A, 43C, 45, 52X, 58X, 59X, 60X, 67X, 69X, 81, 98C, 98S, 112, 234X, 238X, 265B, 270B, 272E, 293S, 296C, 298C, 298X, 793, 970, 970X, A20, E21, E21A, E21B, E21C, E21D, N21, N21A, N122, N171, N241, NA20, X6C, X970
B26	33A
B27	12A, 20A, 42, 87D, 87E, 281A
B28	6, 6C, 81, N241, X6C

Green Minibus Stop No.	Stopping Routes
M1	12
M2	12S, 46, 70, 70A, 74
M3	46, 70, 70A
M4	606S
M5	74
M6	12S, 74
M7	12
M8	12, 30A
M9	27M, 27MS, 74
M10	70, 70A
M11	12, 46, 69A, 70, 70A
M12	17M
M13	2, 2A
M14	2, 2A, 69A, 70, 70A
M15	70, 70A
M16	2, 2A, 12, 41M
M17	2, 12, 41M
M18	2A
M19	41M
M20	41M
M21	69A, 70, 70A
M22	70, 70A
MT1	12, 12A, 12B, 12S, 79K
MT2	65S
MT3	616S
MT4	17M
MT5	69A

Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

EXISTING PUBLIC TRANSPORT FACILITIES

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	3.1	-

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CHK50755110/TIA/F31.CDR/LLH/7MAR24

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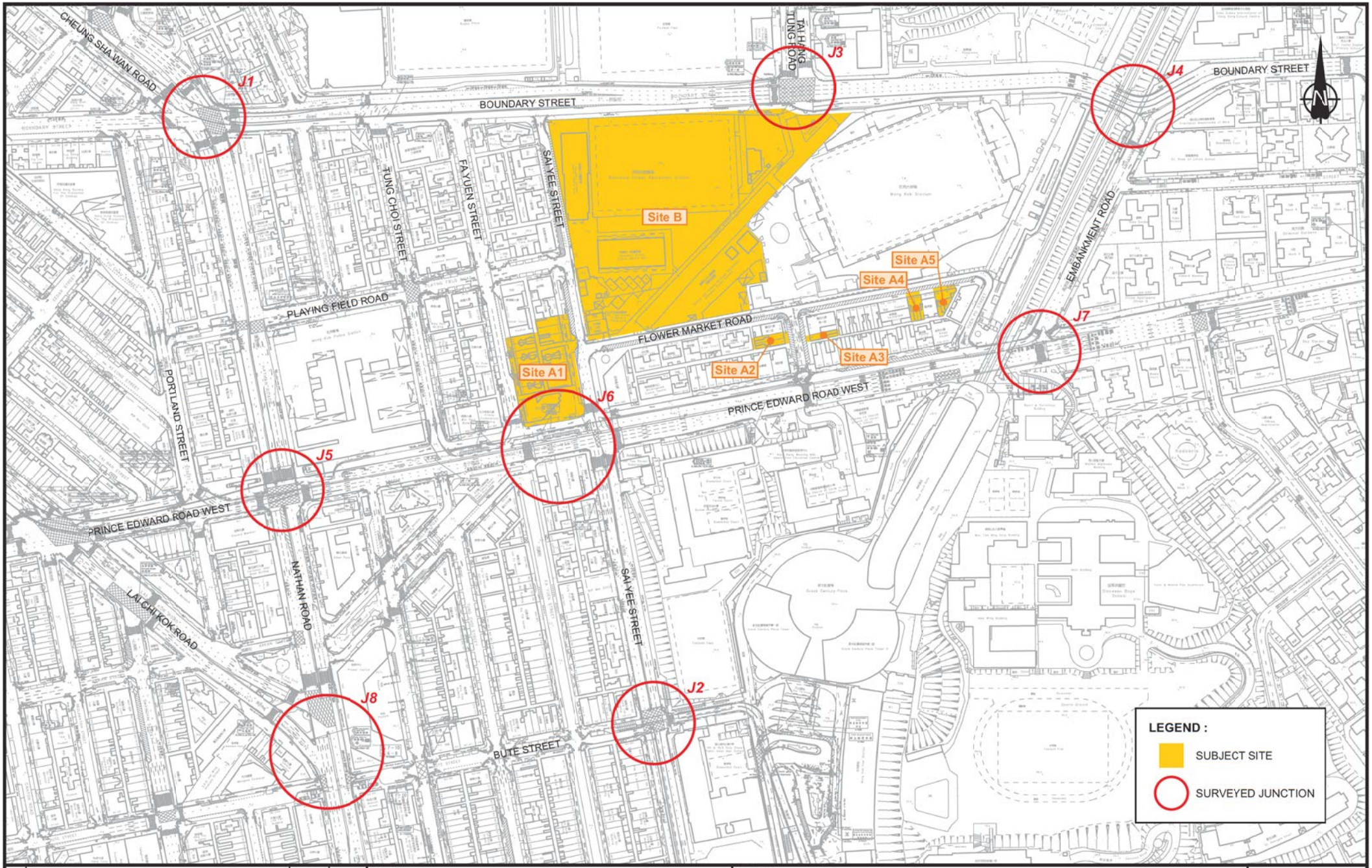

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Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

SURVEY JUNCTION FOR TRAFFIC ASSESSMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	3.2	-

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CHK50755110/TIA/F32.CDR/LLH/7MAR24

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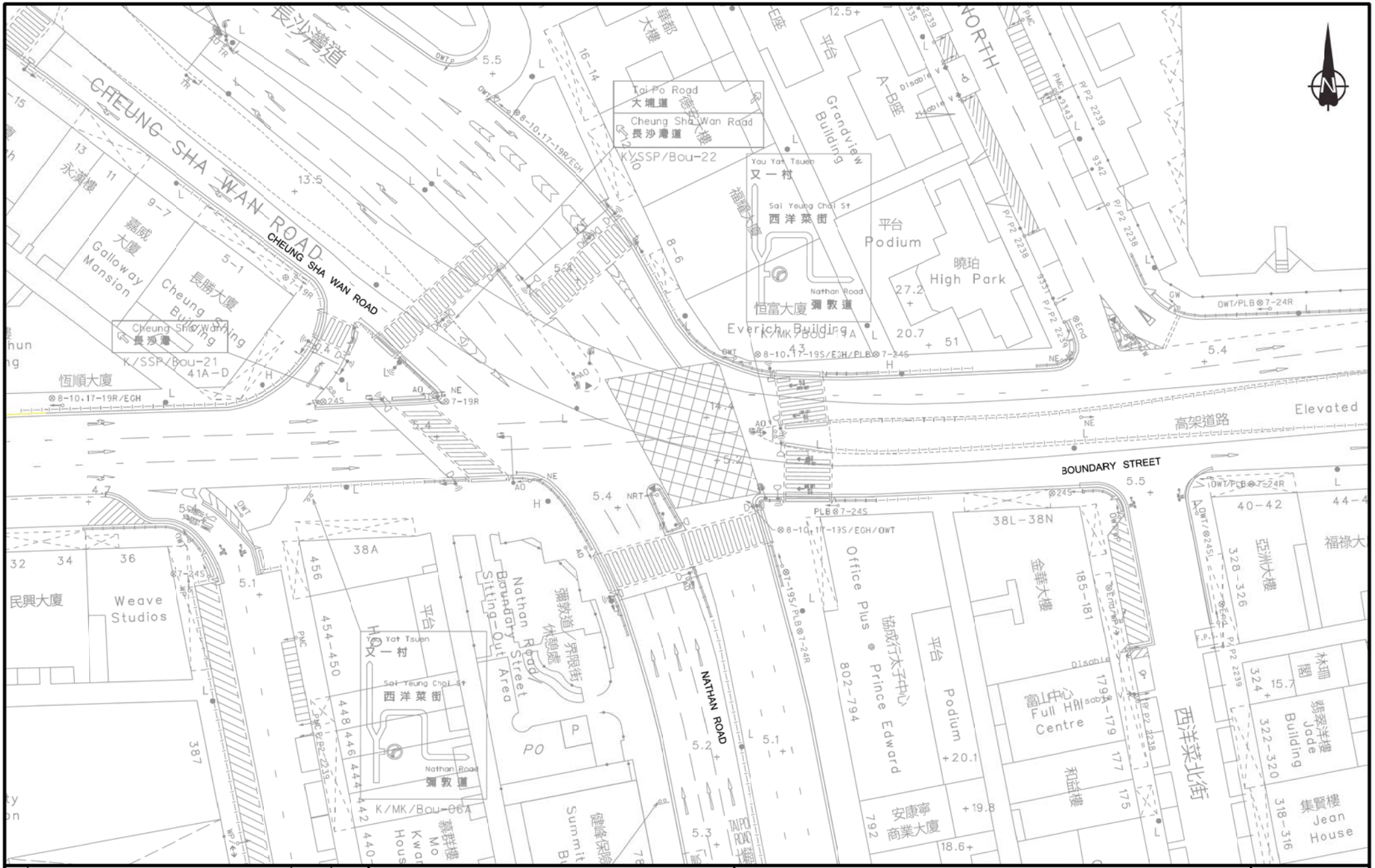

Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

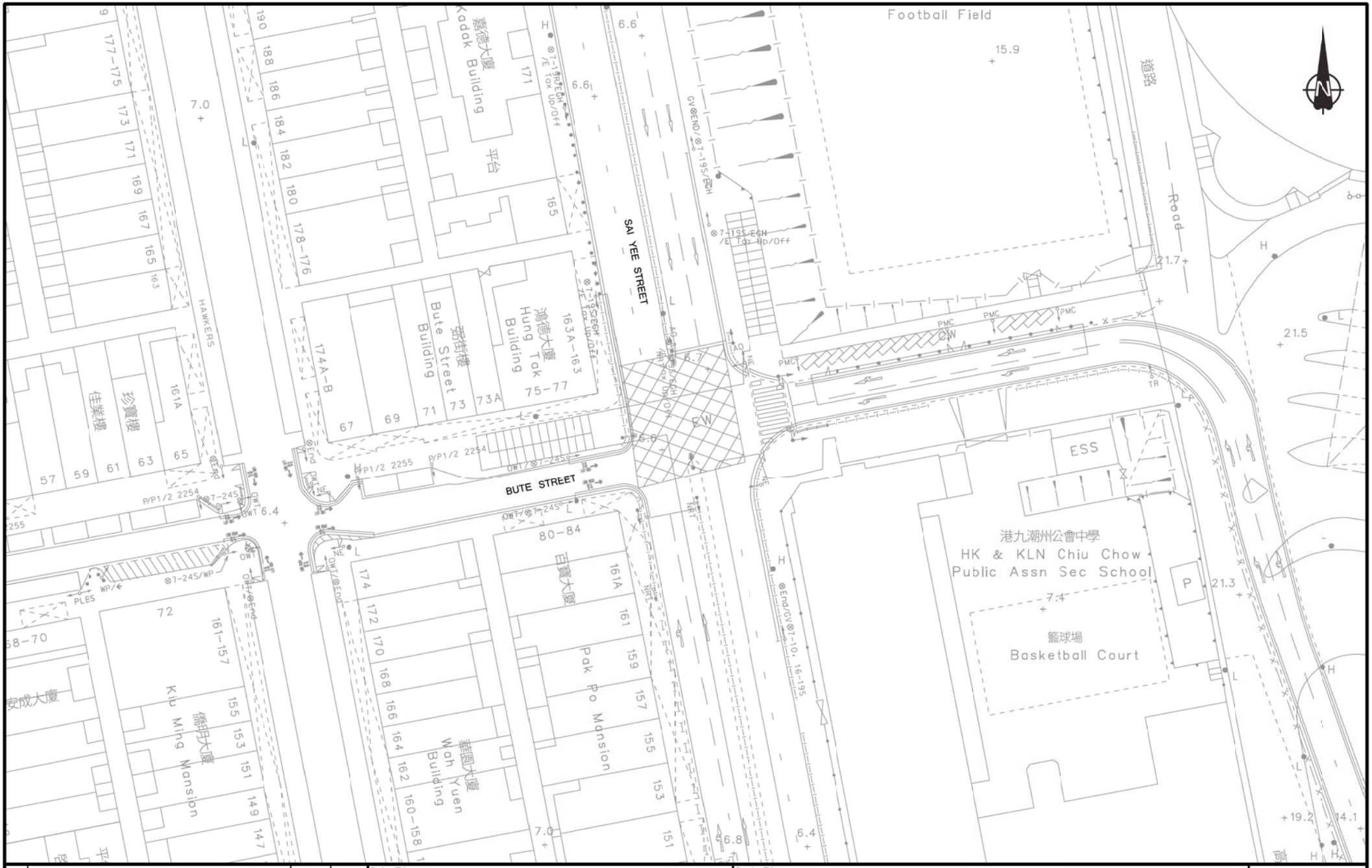
EXISTING JUNCTION LAYOUT OF BOUNDARY STREET/ NATHAN ROAD/ CHEUNG SHA WAN ROAD (J1)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.3	-

SYSTRA MVA

CHK50755110/TIA/F33.DGN/HHY/07DEC23

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

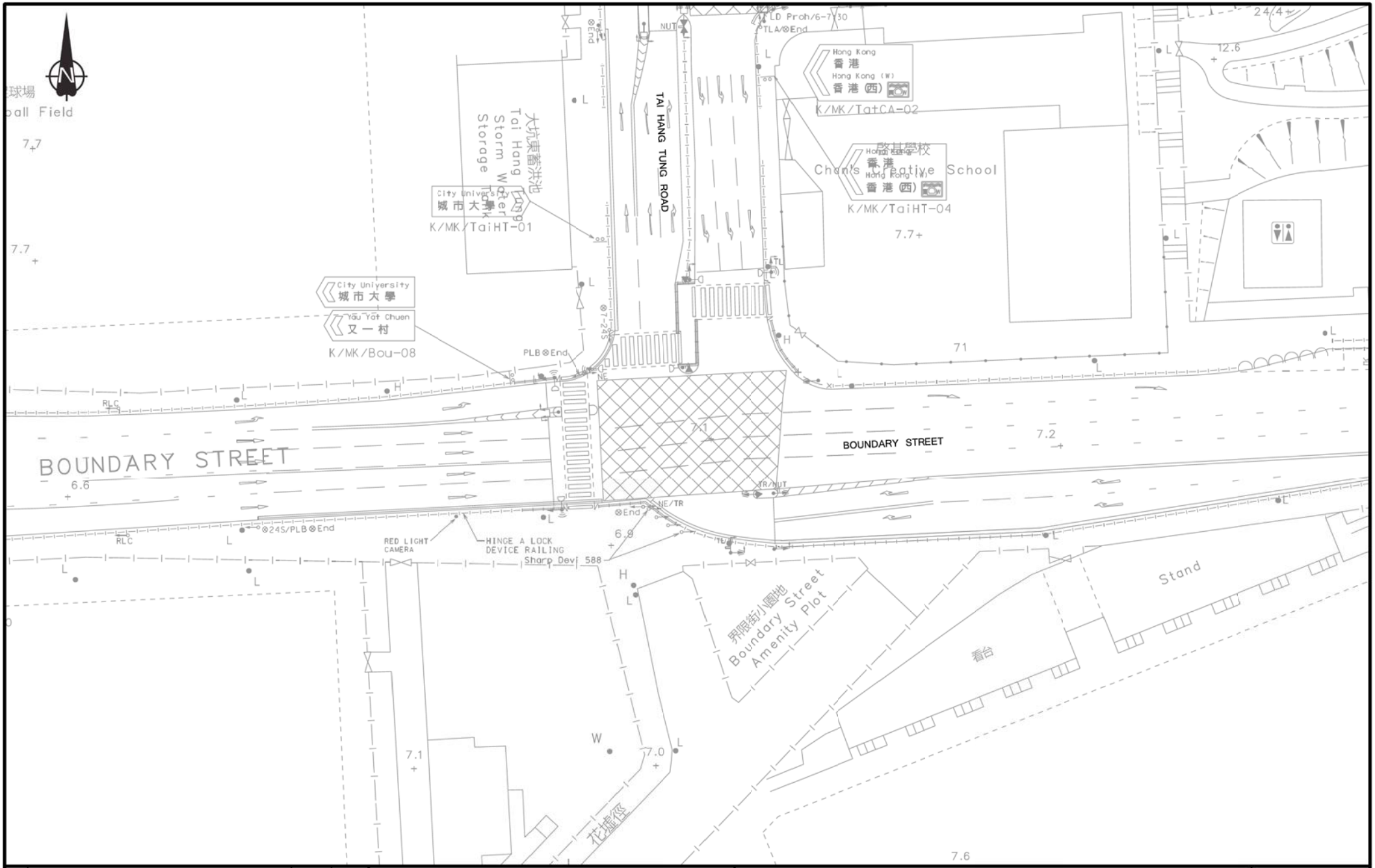
EXISTING JUNCTION LAYOUT OF BUTE STREET/ SAI YEE STREET (J2)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.4	-

SYSTRA MVA

CHK50755110/TIA/F34.DGN/HHY/07DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

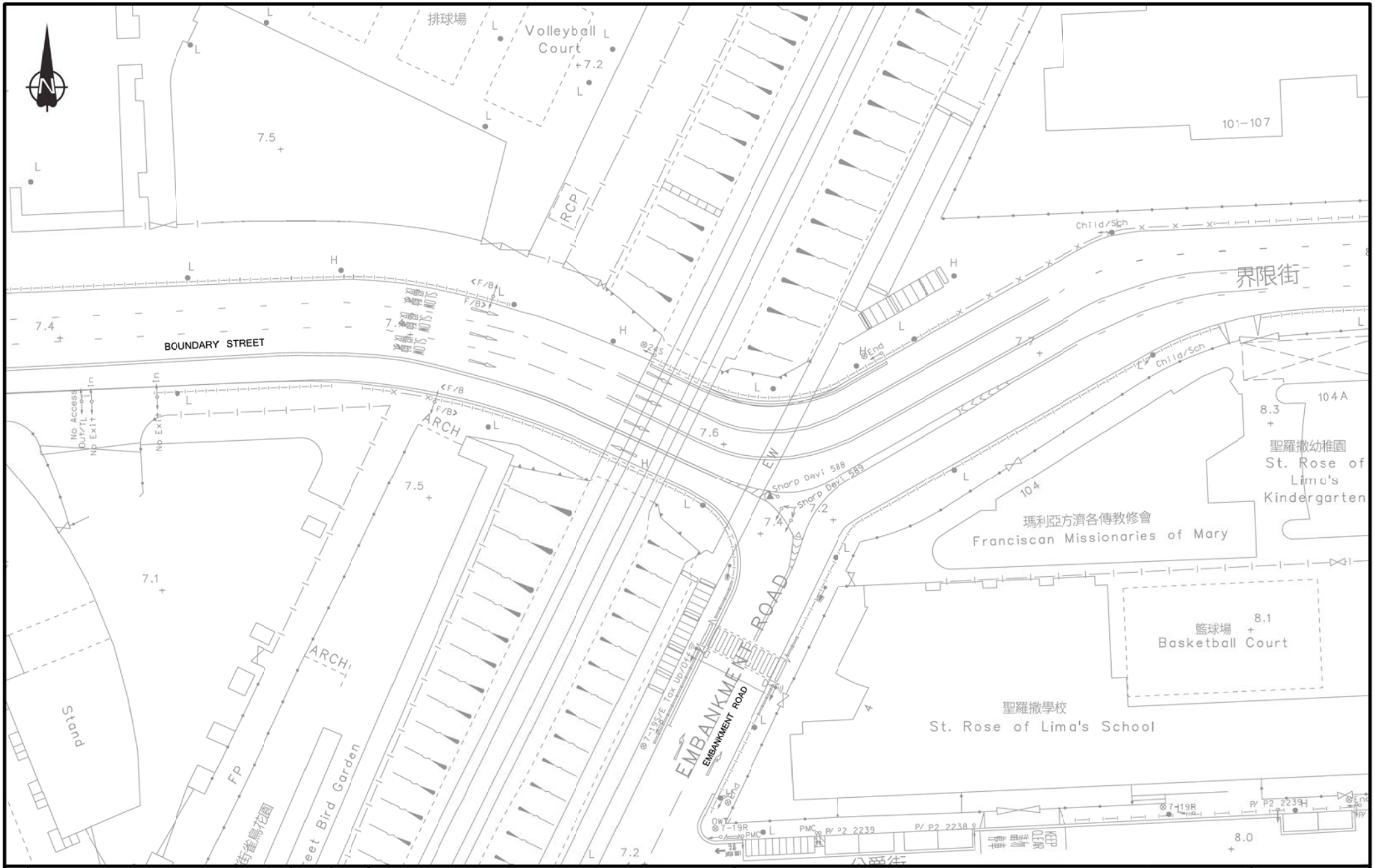
EXISTING JUNCTION LAYOUT OF BOUNDARY STREET/ TAI HANG TUNG ROAD (J3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.5	-

SYSTRA MVA

CHK50755110/TIA/F35.DGN/HHY/07DEC23

Original Size : A3



Rev.	Description	Checked	Date
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Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

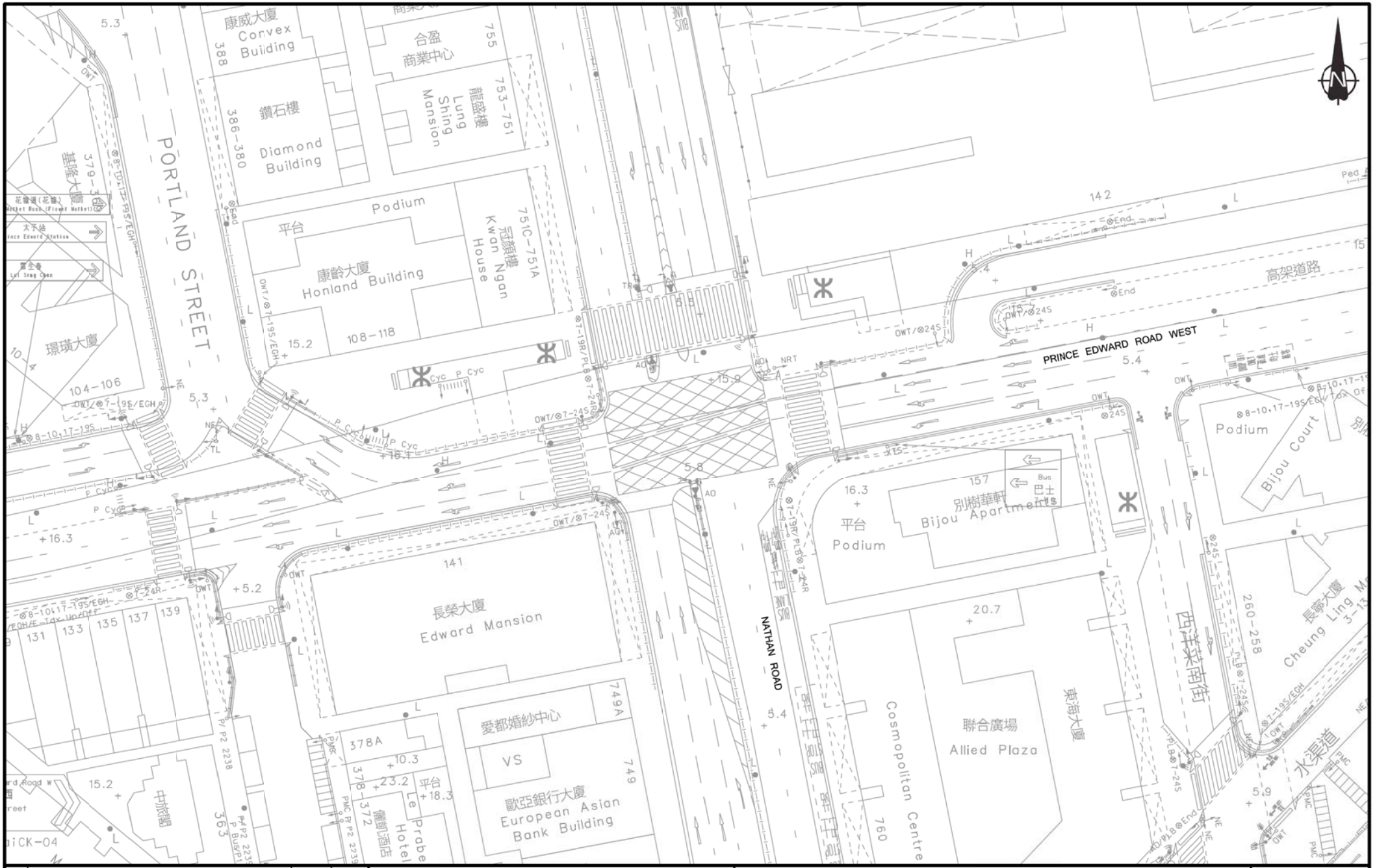
EXISTING JUNCTION LAYOUT OF BOUNDARY STREET/ EMBANKMENT ROAD (J4)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.6	-

SYSTRA MVA

CHK50755110/TIA/F36.DGN/HHY/13DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
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Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

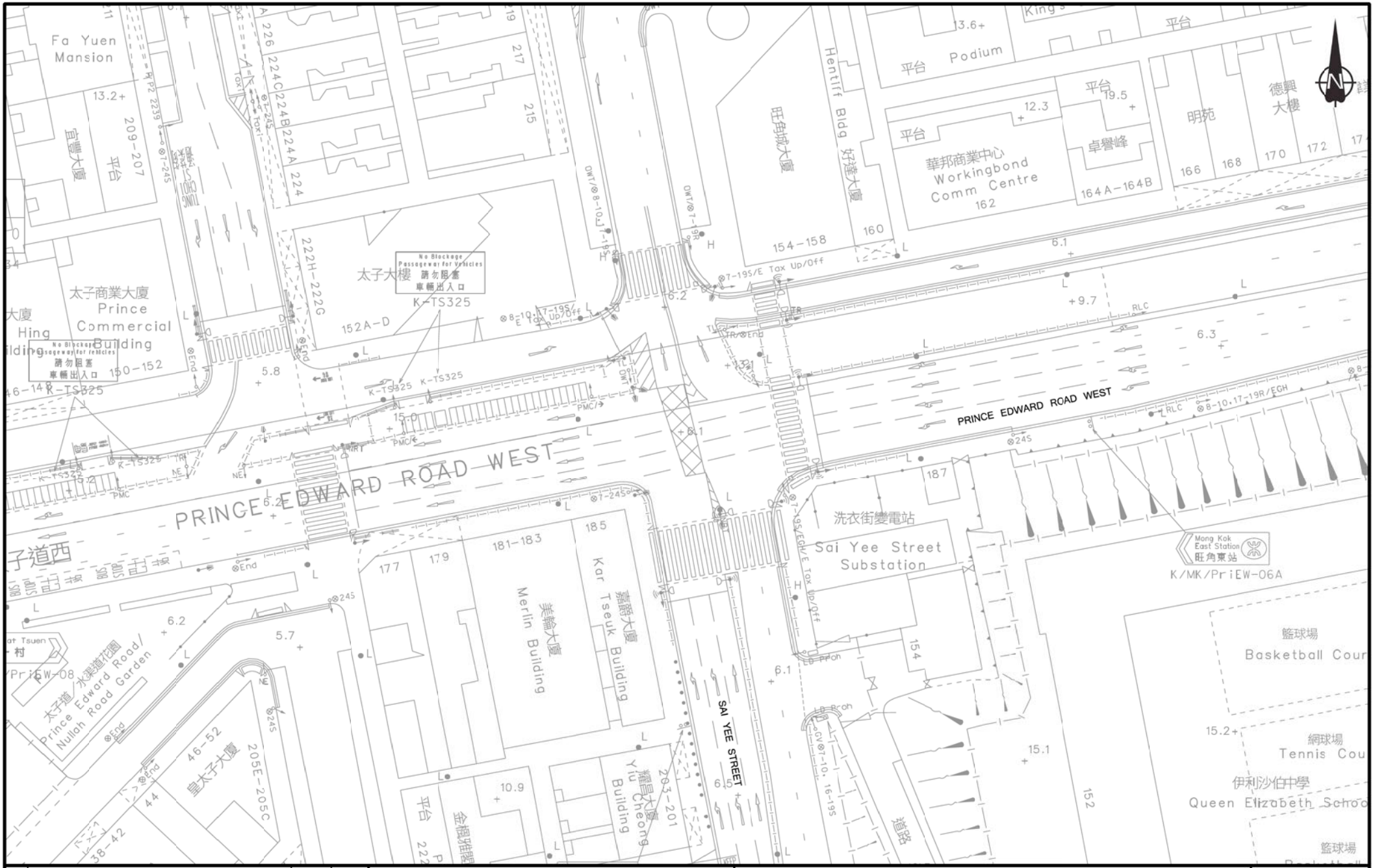
EXISTING JUNCTION LAYOUT OF PRINCE EDWARD ROAD WEST/ NATHAN ROAD (J5)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.7	-

SYSTRA MVA

CHK50755110/TIA/F37.DGN/HHY/13DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

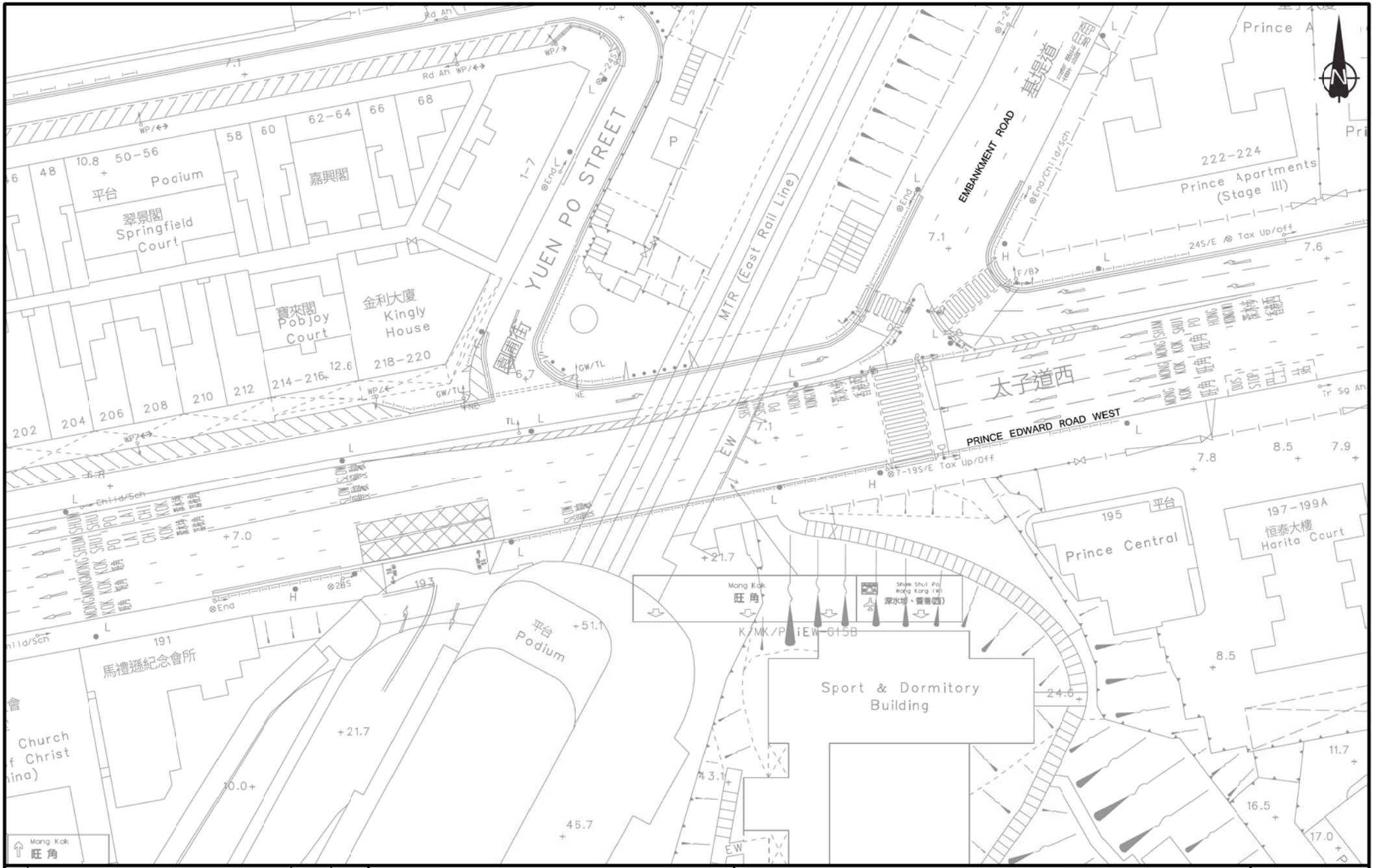
EXISTING JUNCTION LAYOUT OF PRINCE EDWARD ROAD WEST/ SAI YEE STREET (J6)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.8	-

SYSTRA MVA

CHK50755110/TIA/F38.DGN/HHY/27DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

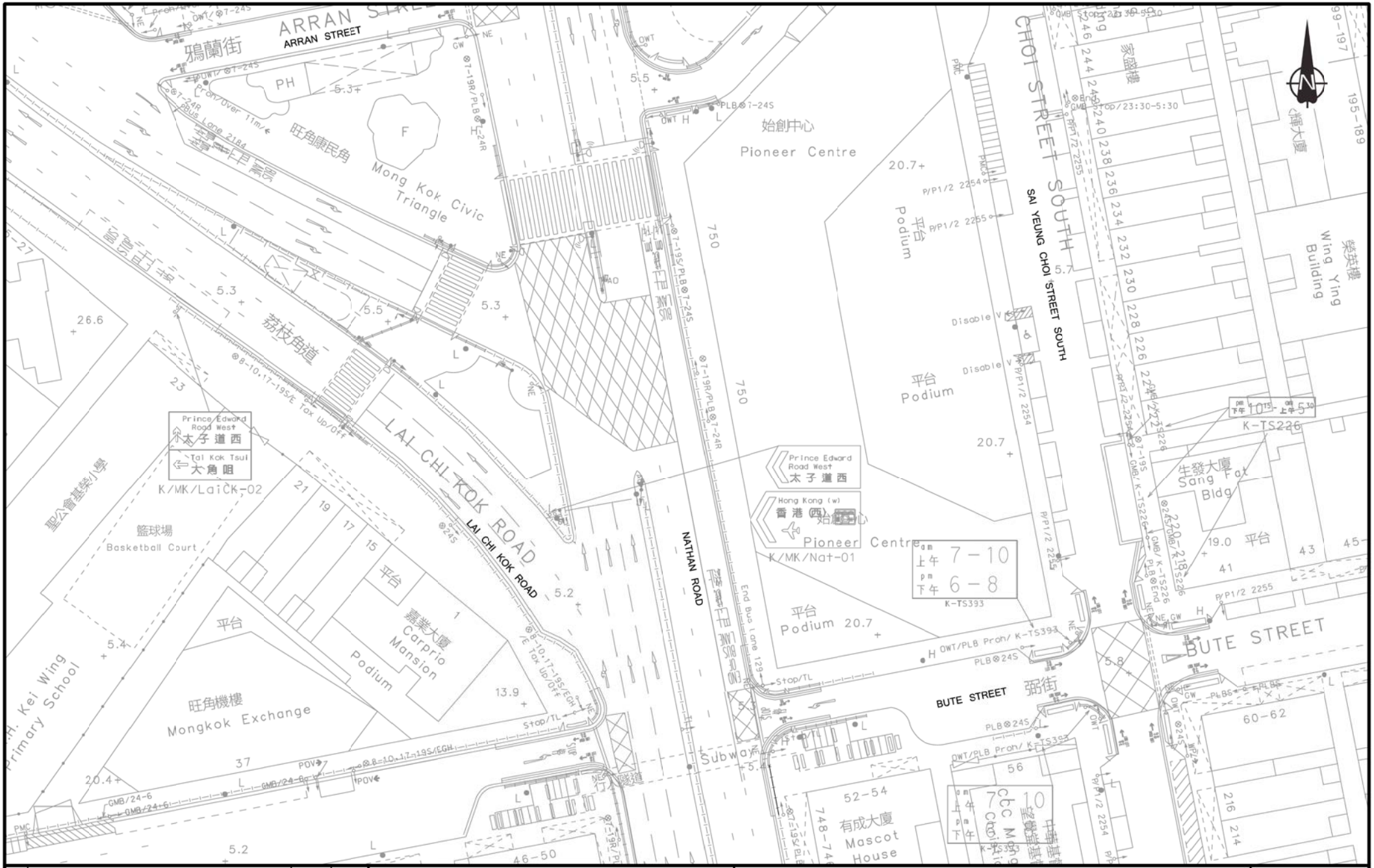
EXISTING JUNCTION LAYOUT OF PRINCE EDWARD ROAD WEST/ EMBANKMENT ROAD (J7)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.9	-

SYSTRA MVA

CHK50755110/TIA/F39.DGN/HHY/07DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

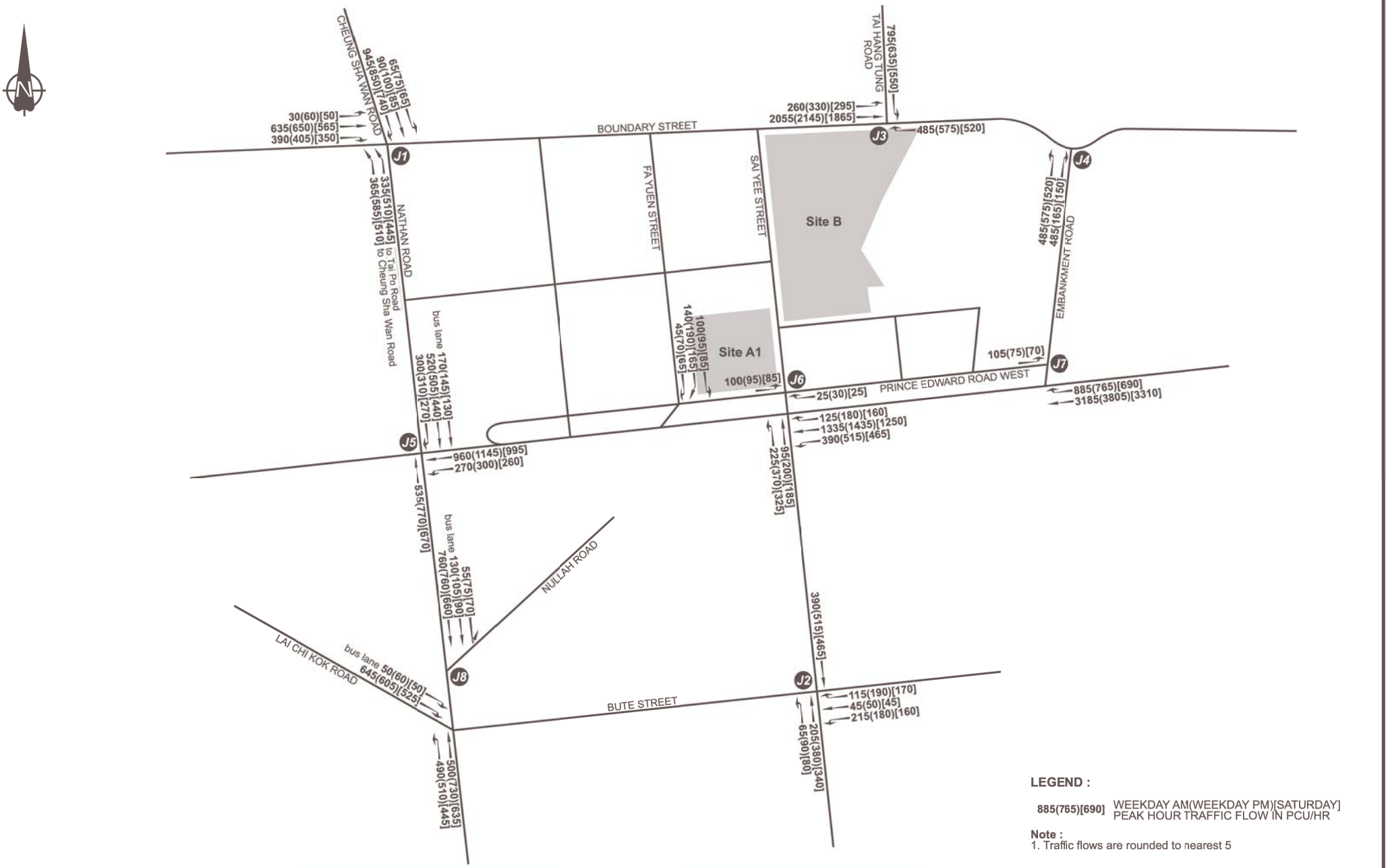
EXISTING JUNCTION LAYOUT OF LAI CHI KOK ROAD/ NATHAN ROAD (J8)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	3.10	-

SYSTRA MVA

CHK50755110/TIA/F310.DGN/HHY/14DEC23

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-

Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

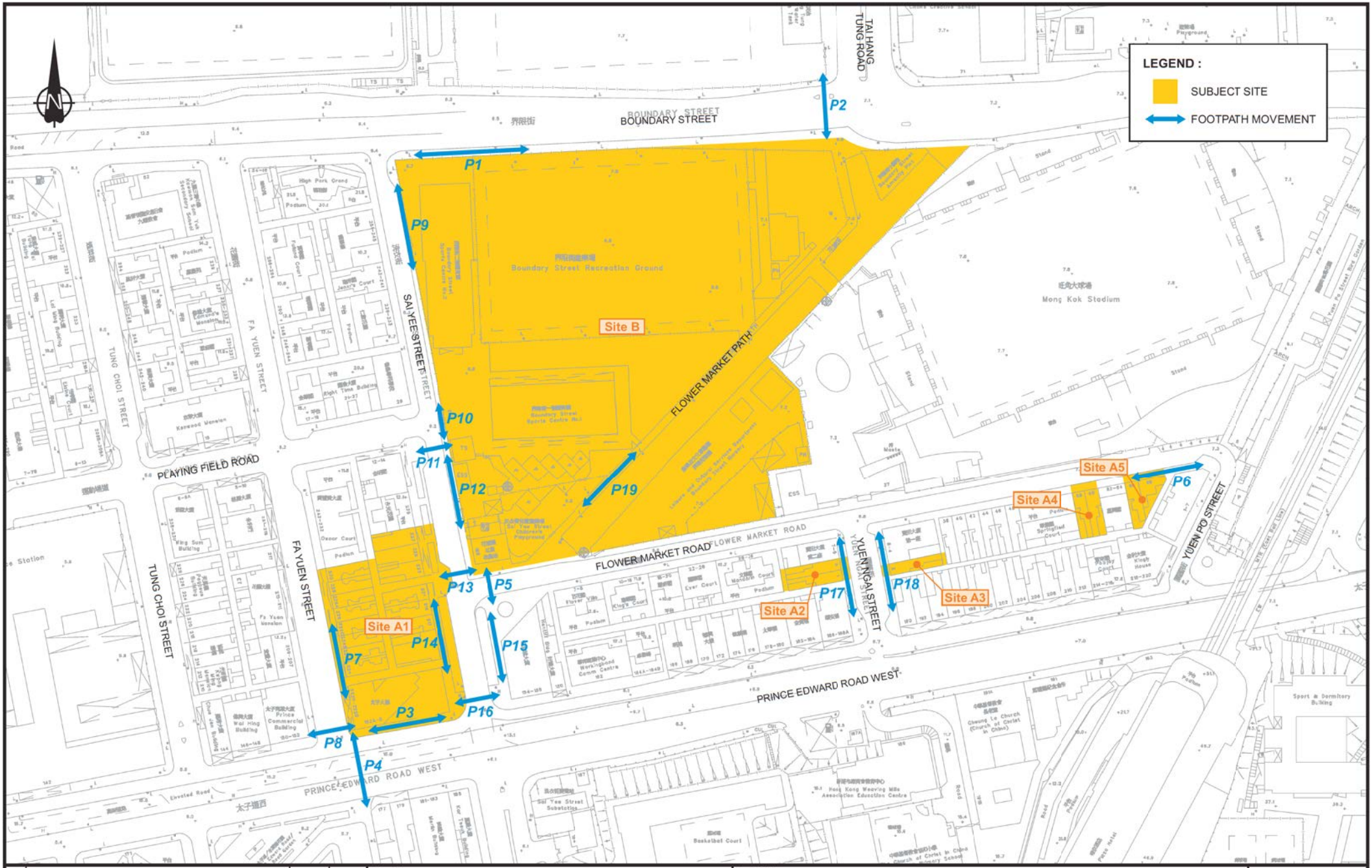
2023 OBSERVED TRAFFIC FLOW

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	3.11	-

SYSTRA MVA

CHK50755110/TIA/F311.CDR/LLH/7MAR24

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

Drawing Title

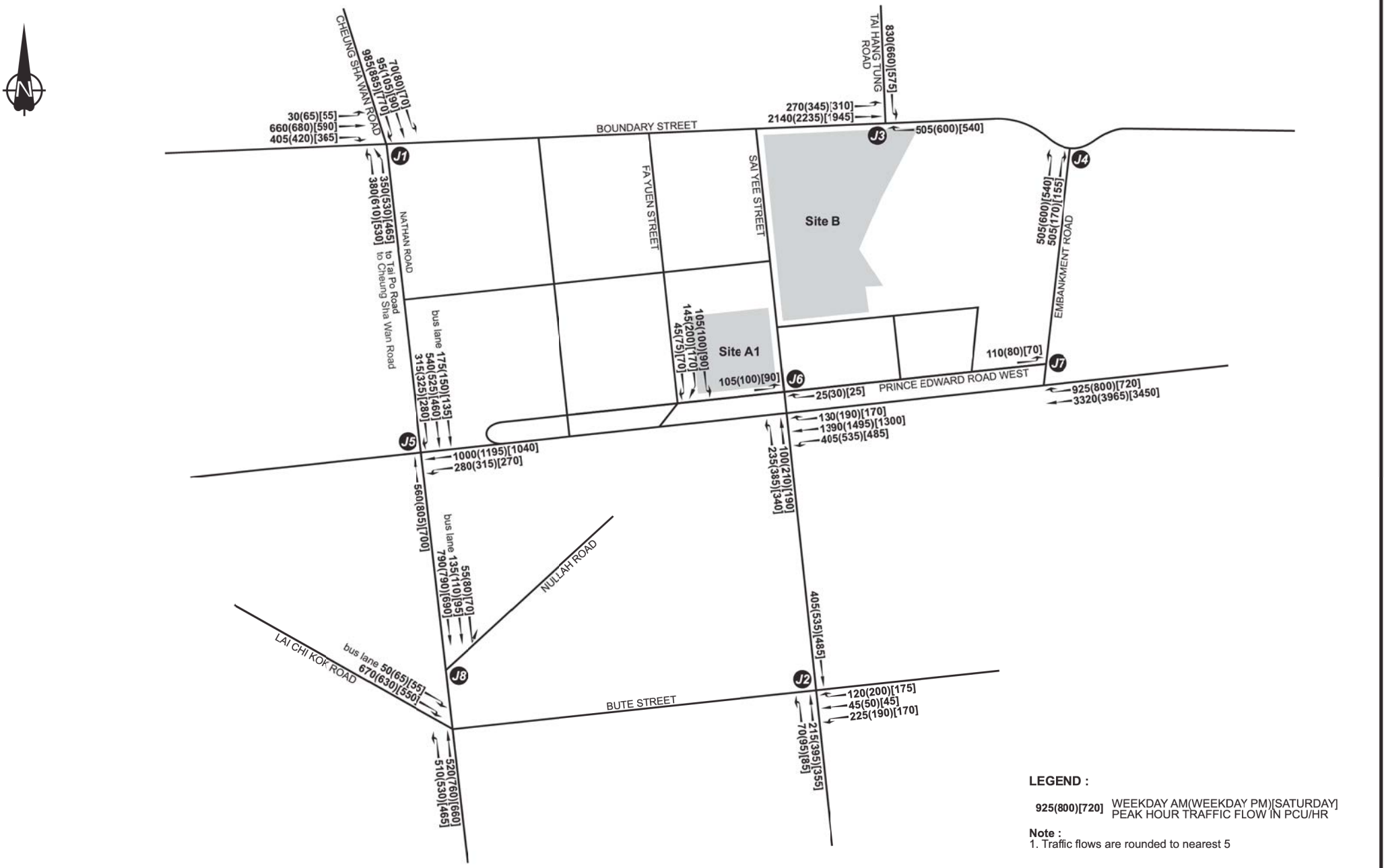
SURVEYED PEDESTRIAN WALKWAY FOR ASSESSMENT

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	3.12	-

SYSTRA MVA

CHK50755110/TIA/F312.CDR/LLH/4MAR24

Original Size : A3



LEGEND :

925(800)[720] WEEKDAY AM(WEEKDAY PM)[SATURDAY] PEAK HOUR TRAFFIC FLOW IN PCU/HR

Note :
1. Traffic flows are rounded to nearest 5

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title: URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

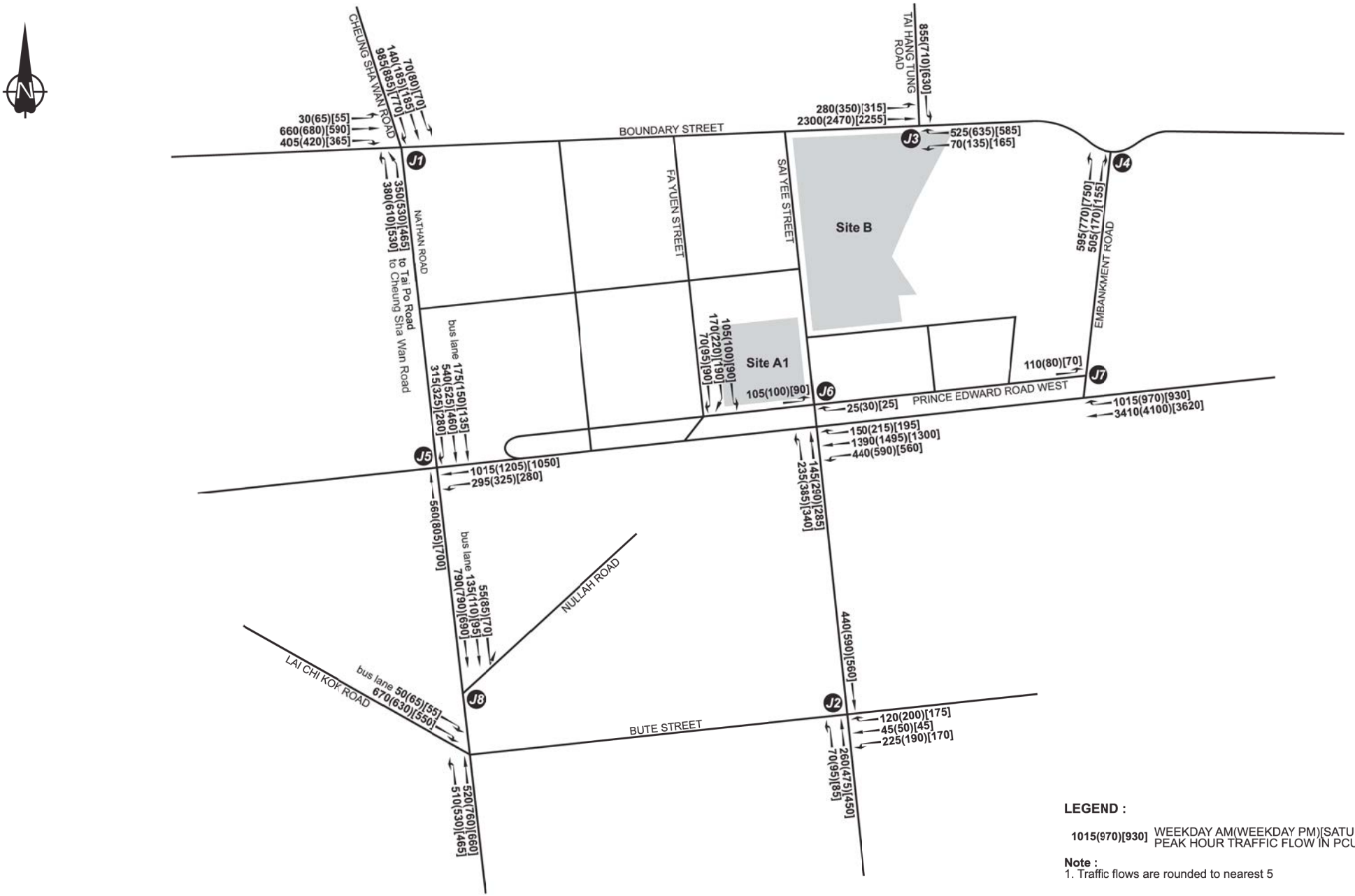
Drawing Title: **2038 REFERENCE TRAFFIC FLOW**

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	4.1	-

SYSTRA MVA

CHK50755110/TIA/F41.CDR/LLH/7MAR24

Original Size : A3



LEGEND :

1015(970)[930] WEEKDAY AM(WEEKDAY PM)[SATURDAY] PEAK HOUR TRAFFIC FLOW IN PCU/HR

Note :
1. Traffic flows are rounded to nearest 5

Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title: URBAN RENEWAL AUTHORITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPMENT SCHEME (YTM-013)

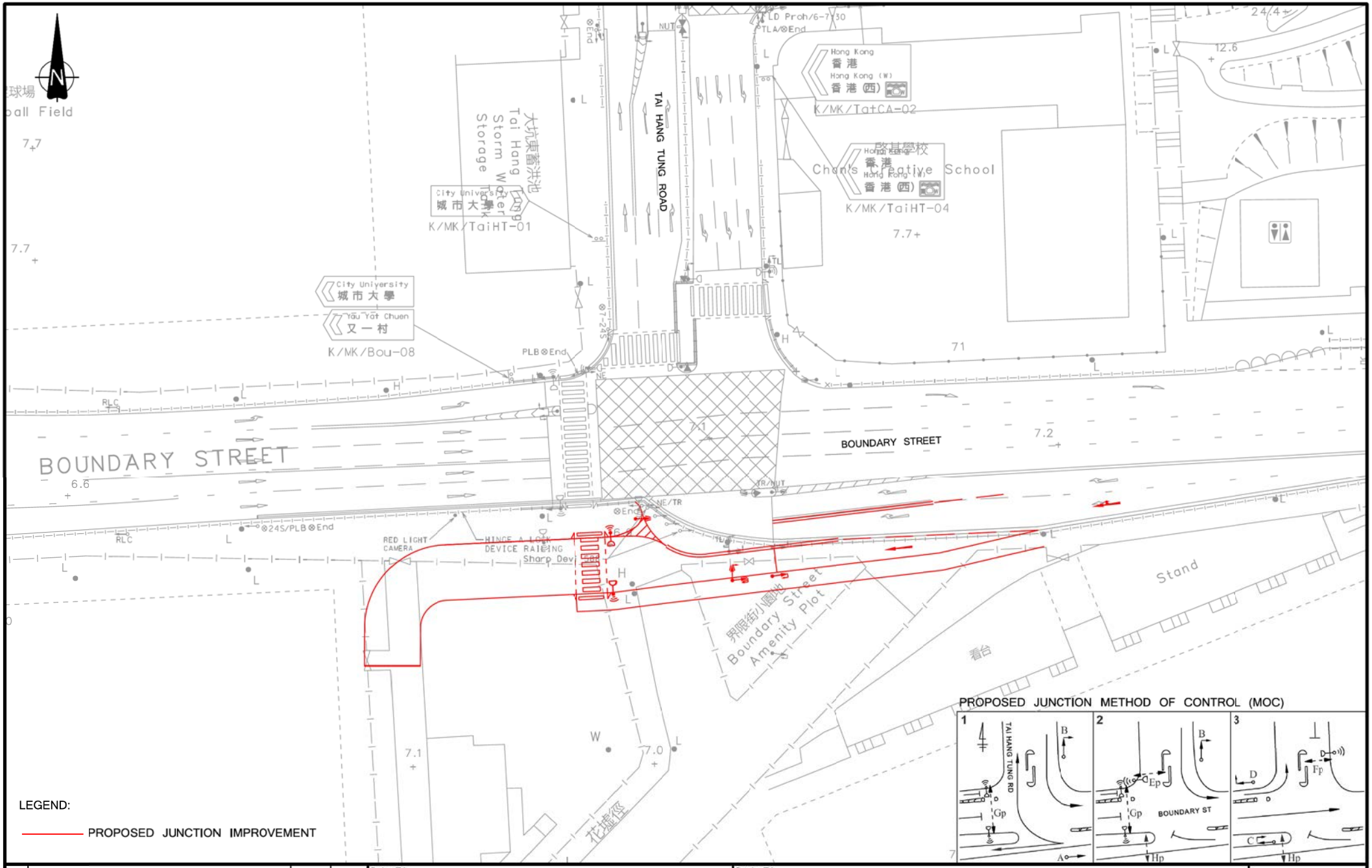
Drawing Title: **2038 DESIGN TRAFFIC FLOW**

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	NTS	MAR 2024	4.2	-

SYSTRA MVA

CHK50755110/TIA/F42.CDR/LLH/7MAR24

Original Size : A3



Rev.	Description	Checked	Date
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-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

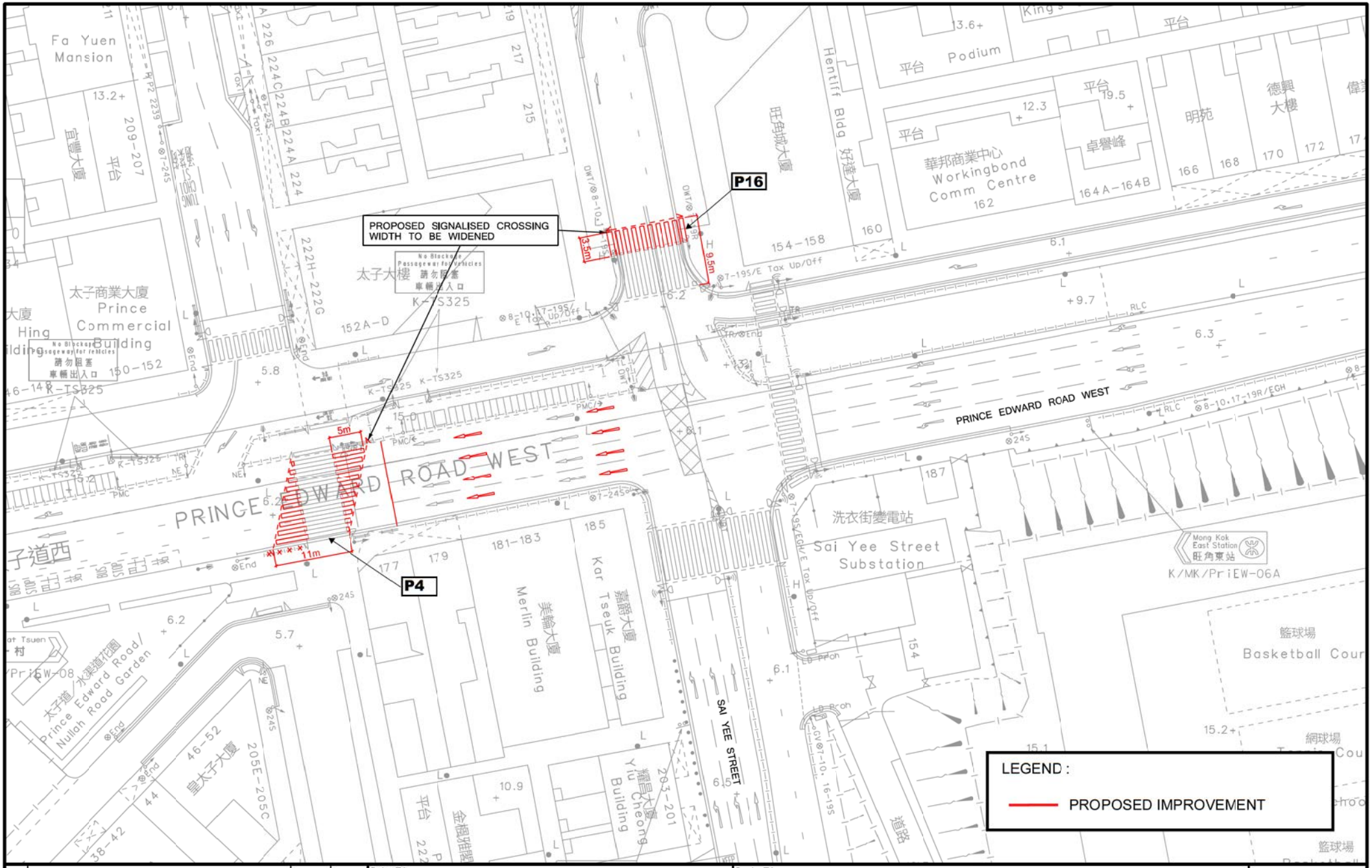
PROPOSED JUNCTION LAYOUT OF BOUNDARY STREET/ TAI HANG TUNG ROAD (J3)

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	5.1	-

SYSTRA MVA

CHK50755110/TIA/F51.DGN/HHY/07DEC23

Original Size : A3



Rev.	Description	Checked	Date
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-

Project Title

URBAN RENEWAL AUTHCRITY SAI YEE STREET / FLOWER MARKET ROAD DEVELOPENT SCHEME (YTM-013)

Drawing Title

PROPOSED WIDENING OF SIGNALISED CROSSINGS

Designed	Checked	Scale	Date	Drawing No.	Rev.
CHM	HWL	1:500(A3)	MAR 2024	5.2	-

SYSTRA MVA

CHK50755110/TIA/F68.DGN/HHY/27DEC23

Original Size : A3

Appendix A1

JUNCTION CALCULATIONS (WEEKDAY)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

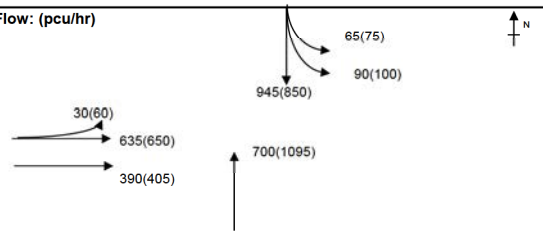
Junction: J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
		B	1	3.500	15					1785	1785	155	0.087		175	0.098	
Cheung Sha Wan Road - SB		B	1	3.300						2085	2085	315	0.151	0.151	283	0.136	
		B	1	3.300						2085	2085	315	0.151		284	0.136	0.136
		B	1	3.300						2085	2085	315	0.151		283	0.136	
		A	1,3	3.500						1965	1965	223	0.113		348	0.177	
Nathan Road - NB		A	1,3	3.500						2105	2105	238	0.113		374	0.178	
		A	1,3	3.500						2105	2105	239	0.114		373	0.177	
		C	2	3.500	15			9%	18%	1945	1930	319	0.164		339	0.176	
Boundary Street - EB		C	2	3.600						2115	2115	346	0.164		371	0.175	
		C	2	3.600						2115	2115	390	0.184	0.184	405	0.191	0.191
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =			19	+	13	=	32			*			*
		Fp	1,3	MIN GREEN + FLASH =			13	+	13	=	26						
		Gp	2,3	MIN GREEN + FLASH =			14	+	13	=	27						
		Hp	2	MIN GREEN + FLASH =			31	+	10	=	41						

Notes:

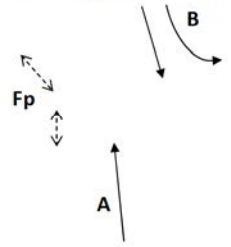
Flow: (pcu/hr)



Group	A,C	B,C,Ep	Group	A,C	B,C,Ep
y	0.298	0.335	y	0.369	0.328
L (sec)	10	50	L (sec)	10	50
C (sec)	120	120	C (sec)	130	130
y pract.	0.825	0.525	y pract.	0.831	0.554
R.C. (%)	177%	56%	R.C. (%)	125%	69%

Stage / Phase Diagrams

1.



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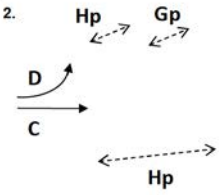

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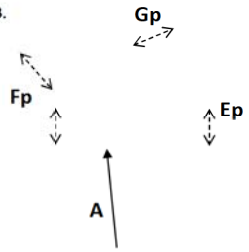


4.

5.

I/G= 3		I/G=		I/G= 11	
I/G= 3		I/G=		I/G= 11	

Date: DEC, 2023 — Junction: (J1) J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

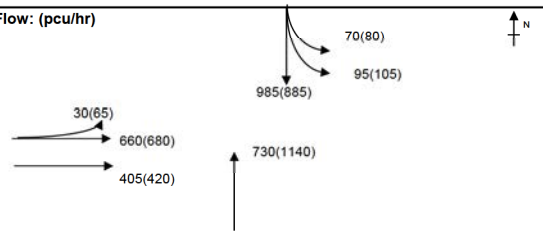
Junction: J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
	↳	B	1	3.500	15					1785	1785	165	0.092		185	0.104	
Cheung Sha Wan Road - SB	↓	B	1	3.300						2085	2085	328	0.157	0.157	295	0.141	0.141
	↓	B	1	3.300						2085	2085	329	0.158		295	0.141	
	↓	B	1	3.300						2085	2085	328	0.157		295	0.141	
	↑	A	1,3	3.500						1965	1965	232	0.118		363	0.185	
Nathan Road - NB	↑	A	1,3	3.500						2105	2105	249	0.118		388	0.184	
	↑	A	1,3	3.500						2105	2105	249	0.118		389	0.185	
	↳	C	2	3.500	15			9%	18%	1945	1930	331	0.170		355	0.184	
Boundary Street - EB	→	C	2	3.600						2115	2115	359	0.170		390	0.184	0.184
	→	C	2	3.600						2115	2115	405	0.191	0.191	420	0.199	
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =			19	+	13	=	32			*			*
		Fp	1,3	MIN GREEN + FLASH =			13	+	13	=	26						
		Gp	2,3	MIN GREEN + FLASH =			14	+	13	=	27						
		Hp	2	MIN GREEN + FLASH =			31	+	10	=	41						

Notes:

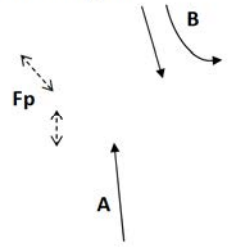
Flow: (pcu/hr)



Group	A,C	B,C,Ep	Group	A,C	B,C,Ep
y	0.310	0.349	y	0.369	0.326
L (sec)	10	50	L (sec)	10	50
C (sec)	120	120	C (sec)	130	130
y pract.	0.825	0.525	y pract.	0.831	0.554
R.C. (%)	166%	51%	R.C. (%)	125%	70%

Stage / Phase Diagrams

1.



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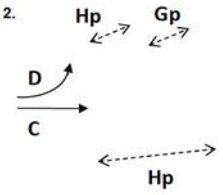

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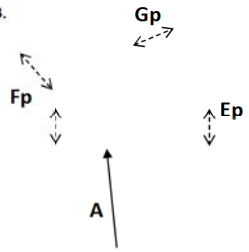


4.

5.

I/G= 3		I/G=		I/G= 11	
I/G= 3		I/G=		I/G= 11	

Date: DEC, 2023 — Junction: (J1) J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

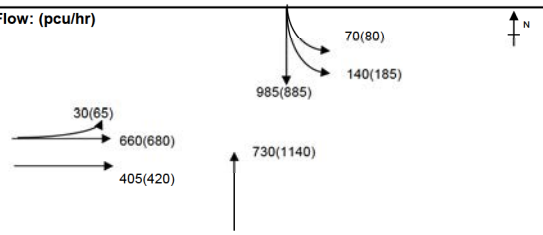
Junction: J1 -Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
		B	1	3.500	15					1785	1785	210	0.118		265	0.148	
Cheung Sha Wan Road - SB		B	1	3.300						2085	2085	328	0.157	0.157	295	0.141	0.141
		B	1	3.300						2085	2085	329	0.158		295	0.141	
		B	1	3.300						2085	2085	328	0.157		295	0.141	
		A	1,3	3.500						1965	1965	232	0.118		363	0.185	
Nathan Road - NB		A	1,3	3.500						2105	2105	249	0.118		388	0.184	
		A	1,3	3.500						2105	2105	249	0.118		389	0.185	
		C	2	3.500	15			9%	18%	1945	1930	331	0.170		355	0.184	
Boundary Street - EB		C	2	3.600						2115	2115	359	0.170		390	0.184	0.184
		C	2	3.600						2115	2115	405	0.191	0.191	420	0.199	
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =	19	+	13	=	32					*			*
		Fp	1,3	MIN GREEN + FLASH =	13	+	13	=	26								
		Gp	2,3	MIN GREEN + FLASH =	14	+	13	=	27								
		Hp	2	MIN GREEN + FLASH =	31	+	10	=	41								

Notes:

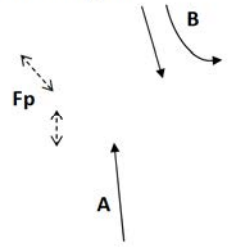
Flow: (pcu/hr)



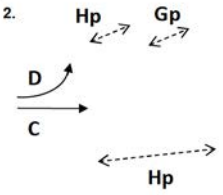
Group	A,C	B,C,Ep	Group	A,C	B,C,Ep
y	0.310	0.349	y	0.369	0.326
L (sec)	10	50	L (sec)	10	50
C (sec)	120	120	C (sec)	130	130
y pract.	0.825	0.525	y pract.	0.831	0.554
R.C. (%)	166%	51%	R.C. (%)	125%	70%

Stage / Phase Diagrams

1.



2.



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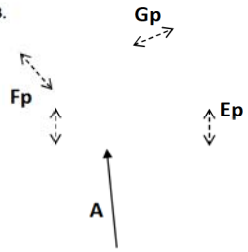


4.

5.

I/G= 3		I/G=		I/G= 11	
I/G= 3		I/G=		I/G= 11	

Date: DEC, 2023 — Junction: J1 -Boundary Street / Nathan Road / Cheung Sha Wan Road (J1)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 MVA HONG KONG LIMITED

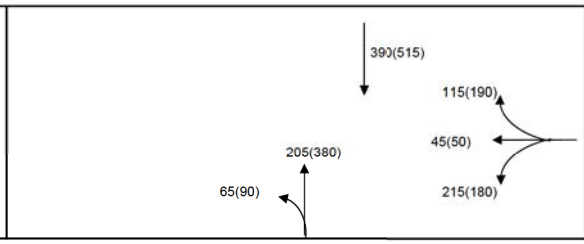
Junction: J2 - Bute Street / Sai Yee Street Design Year: 2038

Description: 2023 Observed Flow Designed By: CHM Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↱	B	2	3.200		13		73%	80%	1785	1770	160	0.090		240	0.136	0.136
	↰	B	2	3.200	10					1685	1685	215	0.128	0.128	180	0.107	
Sai Yee Street (SB)	↓	A	1	3.500						1965	1965	188	0.096		249	0.127	
	↓	A	1	3.500						2105	2105	202	0.096	0.096	266	0.126	
Sai Yee Street (NB)	* ↰	A	1	3.500	10			53%	46%	910	920	79	0.087		140	0.152	
	↑	A	1	3.500						2105	2105	191	0.091		330	0.157	0.157
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			5	+	8	=	13						

Notes:

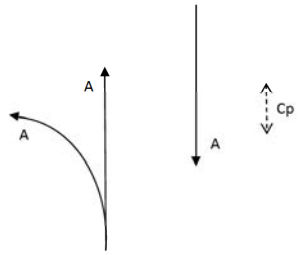
* Site Factor = 0.5 (Kerbside Activities)



Group	Cp,B	A,B	Group	Cp,B	A,B
y	0.128	0.224	y	0.136	0.292
L (sec)	19	9	L (sec)	19	9
C (sec)	130	130	C (sec)	130	130
y pract.	0.768	0.838	y pract.	0.768	0.838
R.C. (%)	502%	275%	R.C. (%)	467%	187%

Stage / Phase Diagrams

1.



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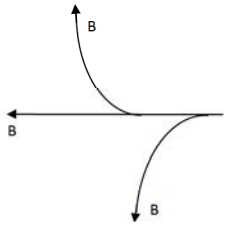


3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

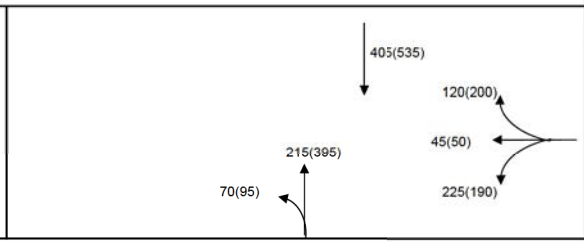
Junction: J2 - Bute Street / Sai Yee Street — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↑	B	2	3.200		13		73%	80%	1785	1770	165	0.092		250	0.141	0.141
	←	B	2	3.200	10					1685	1685	225	0.134	0.134	190	0.113	
Sai Yee Street (SB)	↓	A	1	3.500						1965	1965	196	0.100		258	0.131	
	↓	A	1	3.500						2105	2105	209	0.099		277	0.132	
Sai Yee Street (NB)	* ↰	A	1	3.500	10			83%	65%	875	895	84	0.096	0.096	146	0.163	0.163
	↑	A	1	3.500						2105	2105	201	0.095		344	0.163	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			5	+	8	=	13						

Notes:

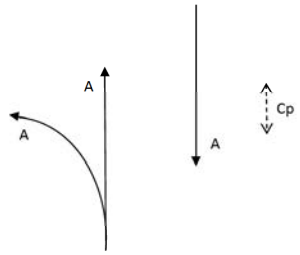
* Site Factor = 0.5 (Kerbside Activities)



Group	Cp,B	A,B	Group	Cp,B	A,B
y	0.134	0.230	y	0.141	0.304
L (sec)	19	9	L (sec)	19	9
C (sec)	130	130	C (sec)	130	130
y pract.	0.768	0.838	y pract.	0.768	0.838
R.C. (%)	475%	265%	R.C. (%)	444%	175%

Stage / Phase Diagrams

1.



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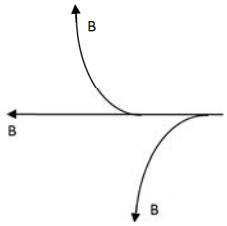


3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

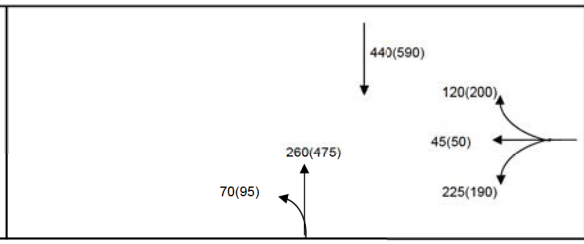
Junction: J2 - Bute Street / Sai Yee Street — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↱	B	2	3.200		13		73%	80%	1785	1770	165	0.092		250	0.141	0.141
	↰	B	2	3.200	10					1685	1685	225	0.134	0.134	190	0.113	
Sai Yee Street (SB)	↓	A	1	3.500						1965	1965	212	0.108		285	0.145	
	↓	A	1	3.500						2105	2105	228	0.108		305	0.145	
Sai Yee Street (NB)	* ↰	A	1	3.500	10			71%	55%	885	905	98	0.111	0.111	172	0.190	0.190
	↑	A	1	3.500						2105	2105	232	0.110		398	0.189	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			5	+	8	=	13						

Notes:

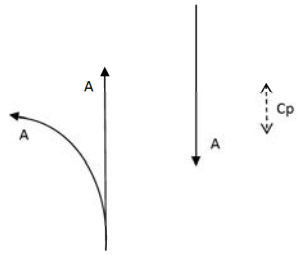
* Site Factor = 0.5 (Kerbside Activities)



Group	Cp,B	A,B	Group	Cp,B	A,B
y	0.134	0.244	y	0.141	0.331
L (sec)	19	9	L (sec)	19	9
C (sec)	130	130	C (sec)	130	130
y pract.	0.768	0.838	y pract.	0.768	0.838
R.C. (%)	475%	243%	R.C. (%)	444%	153%

Stage / Phase Diagrams

1.



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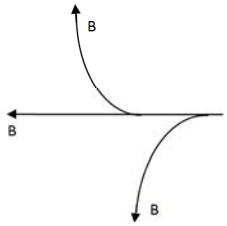


3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB	←	A	1	3.300		20				1810	1810	233	0.129		276	0.152	
	←	A	1	3.300		23				1955	1955	252	0.129	0.129	299	0.153	0.153
Tai Hang Tung Road - SB	↳	B	1,2	3.300	15					1770	1770	250	0.141		199	0.112	
	↳	B	1,2	3.300	18					1925	1925	271	0.141		217	0.113	
	↳	B	1,2	3.300	20					1940	1940	274	0.141		219	0.113	
Boundary Street - EB	↗	D	3	3.800	10					1735	1735	260	0.150		330	0.190	
Boundary Street - EB	→	C	3	3.300						2085	2085	523	0.251	0.251	545	0.262	0.262
	→	C	3	3.300						2085	2085	523	0.251		545	0.262	
	→	C	3	3.300						2085	2085	523	0.251		545	0.262	
	→	C	3	3.300						1945	1945	487	0.251		509	0.262	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27			*			*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						

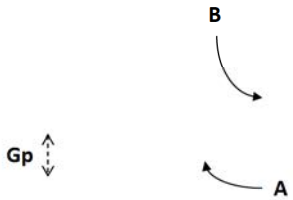
Notes:

Flow: (pcu/hr)

Group	B,C	A,Ep,C	Group	B,C	A,Ep,C
y	0.392	0.380	y	0.374	0.415
L (sec)	9	43	L (sec)	9	43
C (sec)	120	120	C (sec)	130	130
y pract.	0.833	0.578	y pract.	0.838	0.602
R.C. (%)	112%	52%	R.C. (%)	124%	45%

Stage / Phase Diagrams

1.



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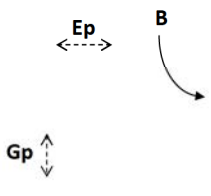

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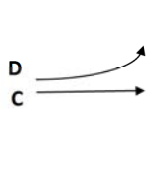


4.

5.

I/G= 5	I/G=		I/G= 2		
I/G= 5	I/G= 27	27	I/G= 2		

Date: DEC, 2023

Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

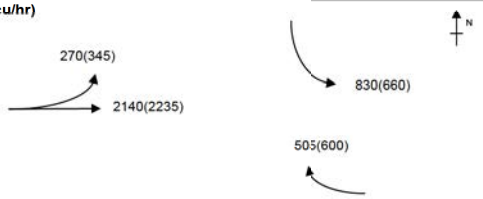
Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB	←	A	1	3.300		20				1810	1810	243	0.134		288	0.159	
	←	A	1	3.300		23				1955	1955	262	0.134	0.134	312	0.160	0.160
Tai Hang Tung Road - SB	↳	B	1,2	3.300	15					1770	1770	261	0.147		207	0.117	
	↳	B	1,2	3.300	18					1925	1925	283	0.147		226	0.117	
	↳	B	1,2	3.300	20					1940	1940	286	0.147		227	0.117	
Boundary Street - EB	→	D	3	3.800	10					1735	1735	270	0.156		345	0.199	
Boundary Street - EB	→	C	3	3.300						2085	2085	544	0.261	0.261	568	0.273	0.273
	→	C	3	3.300						2085	2085	544	0.261		568	0.273	
	→	C	3	3.300						2085	2085	544	0.261		568	0.273	
	→	C	3	3.300						1945	1945	508	0.261		530	0.273	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27			*			*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						

Notes:

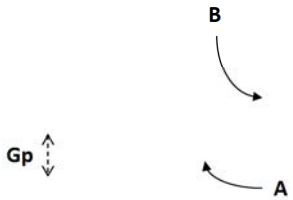
Flow: (pcu/hr)



Group	B,C	A,Ep,C	Group	B,C	A,Ep,C
y	0.408	0.395	y	0.390	0.432
L (sec)	9	43	L (sec)	9	43
C (sec)	120	120	C (sec)	130	130
y pract.	0.833	0.578	y pract.	0.838	0.602
R.C. (%)	104%	46%	R.C. (%)	115%	39%

Stage / Phase Diagrams

1.



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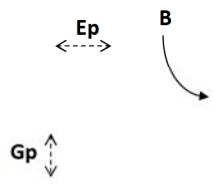

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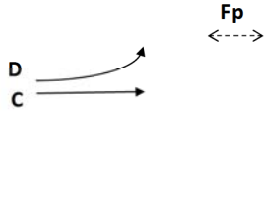


4.

5.

I/G= 5	I/G=		I/G= 2		
I/G= 5	I/G= 27	27	I/G= 2		

Date: DEC, 2023

Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

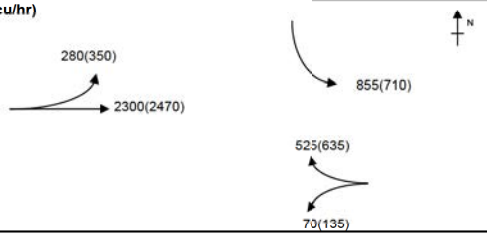
Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB	↑	A	1	3.300	15	23		24% / 76%	36% / 64%	1810	1805	287	0.159	0.159	371	0.206	0.206
	↰	A	1	3.300		20				1940	1940	308	0.159		399	0.206	
Tai Hang Tung Road - SB	↳	B	1,2	3.300	15					1770	1770	269	0.152		223	0.126	
	↳	B	1,2	3.300	18					1925	1925	292	0.152		243	0.126	
	↳	B	1,2	3.300	20					1940	1940	294	0.152		244	0.126	
Boundary Street - EB	↗	D	3	3.800	10					1735	1735	280	0.161		350	0.202	
Boundary Street - EB	→	C	3	3.300						2085	2085	585	0.280	0.280	628	0.301	0.301
	→	C	3	3.300						2085	2085	585	0.280		628	0.301	
	→	C	3	3.300						2085	2085	585	0.280		628	0.301	
	→	C	3	3.300						1945	1945	546	0.280		586	0.301	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27			*			*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						
		Hp	2,3	MIN GREEN + FLASH =			5	+	5	=	10						

Notes:

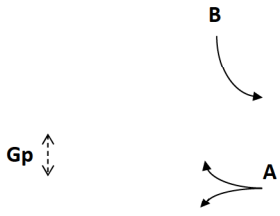
Flow: (pcu/hr)



Group	B,C	A,Ep,C	Group	B,C	A,Ep,C
y	0.432	0.439	y	0.427	0.507
L (sec)	9	43	L (sec)	9	43
C (sec)	120	120	C (sec)	130	130
y pract.	0.833	0.578	y pract.	0.838	0.602
R.C. (%)	93%	32%	R.C. (%)	96%	19%

Stage / Phase Diagrams

1.



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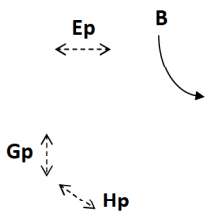

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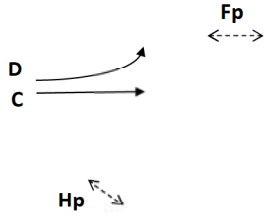


4.

5.

I/G= 5	I/G=		I/G= 2		
I/G= 5	I/G= 27		I/G= 2		

Date: DEC, 2023 — Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

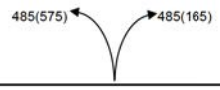
Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15					1970	1970	485	0.246		575	0.292	0.292
	↱	A	1	4.500		25				1950	1950	485	0.249	0.249	165	0.085	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10	+	10	=	20					*			*

Notes:

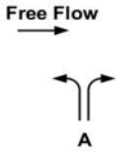
Flow: (pcu/hr)



Group		A,Bp	Group		A,Bp
y		0.249	y		0.292
L (sec)		27	L (sec)		27
C (sec)		108	C (sec)		90
y pract.		0.675	y pract.		0.630
R.C. (%)		171%	R.C. (%)		116%

Stage / Phase Diagrams

1.



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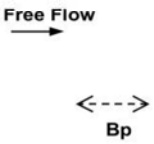


3.

4.

5.

I/G= 3	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023

Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

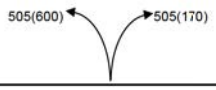
Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15					1970	1970	505	0.256		600	0.305	0.305
	↱	A	1	4.500		25				1950	1950	505	0.259	0.259	170	0.087	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10	+	10	=	20					*			*

Notes:

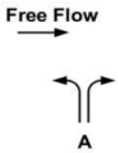
Flow: (pcu/hr)



Group		A,Bp	Group		A,Bp
y		0.259	y		0.305
L (sec)		27	L (sec)		27
C (sec)		108	C (sec)		90
y pract.		0.675	y pract.		0.630
R.C. (%)		161%	R.C. (%)		107%

Stage / Phase Diagrams

1.



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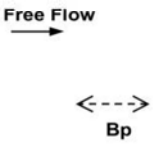


3.

4.

5.

I/G= 3	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023

Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15					1970	1970	595	0.302	0.302	770	0.391	0.391
	↱	A	1	4.500		25				1950	1950	505	0.259		170	0.087	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10	+	10	=	20					*			*

Notes:

Flow: (pcu/hr)

595(770) ← → 505(170)

Group		A,Bp	Group		A,Bp
y		0.302	y		0.391
L (sec)		27	L (sec)		27
C (sec)		108	C (sec)		90
y pract.		0.675	y pract.		0.630
R.C. (%)		123%	R.C. (%)		61%

Stage / Phase Diagrams

1. Free Flow → A

2. Free Flow → Bp

3.

4.

5.

I/G= 3	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023 — Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

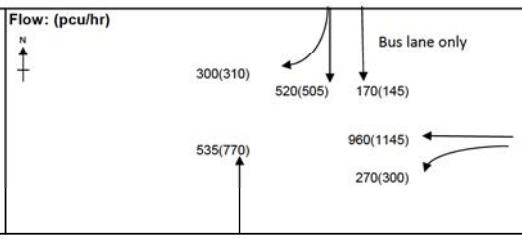
Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200						1935	1935	170	0.088		145	0.075	
	↓	A	1,2	3.200						2075	2075	260	0.125		253	0.122	
Nathan Road - SB	↓	A	1,2	3.200						2075	2075	260	0.125		252	0.121	
	↲	B	1	3.100		15				1875	1875	300	0.160	0.160	310	0.165	0.165
Nathan Road - NB	↑	C	2	3.500						1965	1965	258	0.131		372	0.189	
	↑	C	2	3.500						2105	2105	277	0.132		398	0.189	
	* ↰	D	3	3.500	10					855	855	151	0.177		177	0.207	
Prince Edward Road West - WB	↰	D	3	3.000	15			34%	30%	1990	1995	352	0.177		414	0.208	
	←	D	3	3.000						2055	2055	363	0.177		427	0.208	
	←	D	3	3.000						2055	2055	364	0.177		427	0.208	
Pedestrian Crossing		Ep	1,2	MIN GREEN + FLASH =	13	+	14	=	27								
		Fp	3	MIN GREEN + FLASH =	42	+	13	=	55					*			*
		Gp	2	MIN GREEN + FLASH =	17	+	10	=	27					*			*

Notes:

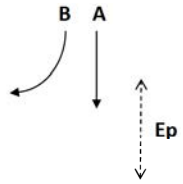
* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

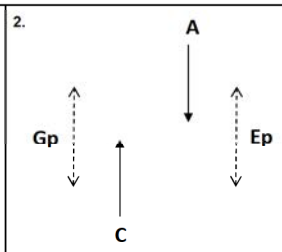
Flow: (pcu/hr)

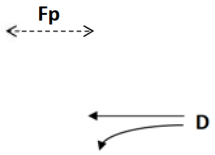


Group	B,C,D	B,Gp,Fp	Group	B,C,D	B,Gp,Fp
y	0.469	0.160	y	0.562	0.165
L (sec)	21	100	L (sec)	21	100
C (sec)	130	130	C (sec)	130	130
y pract.	0.755	0.208	y pract.	0.755	0.208
R.C. (%)	61%	30%	R.C. (%)	34%	26%

Stage / Phase Diagrams

1. 

2. 

3. 

4.

5.

I/G= 5	I/G=		I/G= 3	
I/G= 5	I/G= 27		I/G= 3	

Date: DEC, 2023 — Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

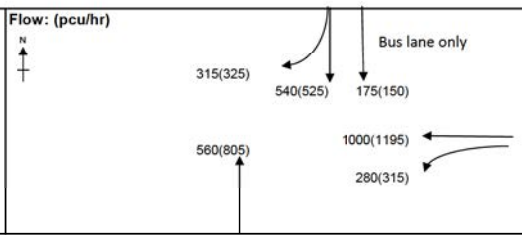
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200						1935	1935	175	0.090		150	0.078	
	↓	A	1,2	3.200						2075	2075	270	0.130		263	0.127	
Nathan Road - SB	↓	A	1,2	3.200						2075	2075	270	0.130		262	0.126	
	↲	B	1	3.100		15				1875	1875	315	0.168	0.168	325	0.173	0.173
Nathan Road - NB	↑	C	2	3.500						1965	1965	270	0.137		389	0.198	
	↑	C	2	3.500						2105	2105	290	0.138		416	0.198	
	* ↰	D	3	3.500	10					855	855	157	0.184		185	0.216	
Prince Edward Road West - WB	↰↓	D	3	3.000	15			34%	30%	1990	1995	366	0.184		433	0.217	
	←	D	3	3.000						2055	2055	379	0.184		446	0.217	
	←	D	3	3.000						2055	2055	378	0.184		446	0.217	

Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	13	+	14	=	27			
	Fp	3	MIN GREEN + FLASH =	42	+	13	=	55		*	*
	Gp	2	MIN GREEN + FLASH =	17	+	10	=	27		*	*

Notes:

* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

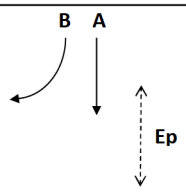
Flow: (pcu/hr)



Group	B,C,D	B,Gp,Fp	Group	B,C,D	B,Gp,Fp
y	0.490	0.168	y	0.588	0.173
L (sec)	21	100	L (sec)	21	100
C (sec)	130	130	C (sec)	130	130
y pract.	0.755	0.208	y pract.	0.755	0.208
R.C. (%)	54%	24%	R.C. (%)	28%	20%

Stage / Phase Diagrams

1.



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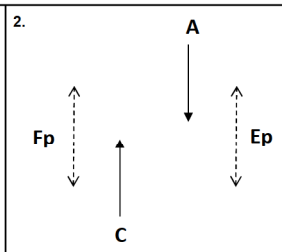

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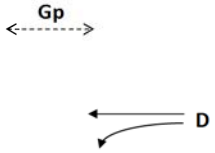


4.

5.

I/G= 5	I/G=		I/G= 3
I/G= 5	I/G= 27		I/G= 3

Date: DEC, 2023 — Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

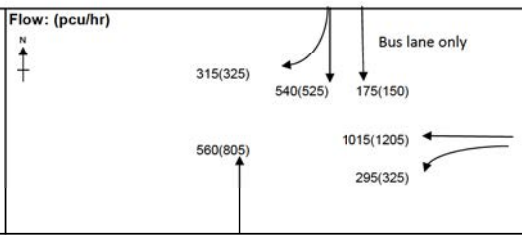
Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200						1935	1935	175	0.090		150	0.078	
	↓	A	1,2	3.200						2075	2075	270	0.130		263	0.127	
Nathan Road - SB	↓	A	1,2	3.200						2075	2075	270	0.130		262	0.126	
	↲	B	1	3.100		15				1875	1875	315	0.168	0.168	325	0.173	0.173
Nathan Road - NB	↑	C	2	3.500						1965	1965	270	0.137		389	0.198	
	↑	C	2	3.500						2105	2105	290	0.138		416	0.198	
	* ↰	D	3	3.500	10					855	855	161	0.188		188	0.220	
Prince Edward Road West - WB	↰	D	3	3.000	15			36%	31%	1985	1995	374	0.188		438	0.220	
	←	D	3	3.000						2055	2055	388	0.189		452	0.220	
	←	D	3	3.000						2055	2055	387	0.188		452	0.220	
Pedestrian Crossing		Ep	1,2	MIN GREEN + FLASH =			13	+	14	=	27						
		Fp	3	MIN GREEN + FLASH =			42	+	13	=	55			*			*
		Gp	2	MIN GREEN + FLASH =			17	+	10	=	27			*			*

Notes:

* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

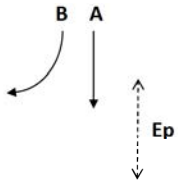
Flow: (pcu/hr)



Group	B,C,D	B,Gp,Fp	Group	B,C,D	B,Gp,Fp
y	0.494	0.168	y	0.591	0.173
L (sec)	21	100	L (sec)	21	100
C (sec)	130	130	C (sec)	130	130
y pract.	0.755	0.208	y pract.	0.755	0.208
R.C. (%)	53%	24%	R.C. (%)	28%	20%

Stage / Phase Diagrams

1.



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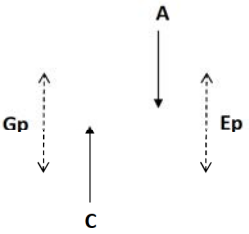

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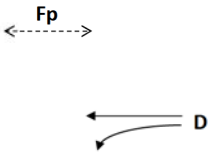


4.

5.

I/G= 5	I/G=		I/G= 3
I/G= 5	I/G= 27		I/G= 3

Date: DEC, 2023 — Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB	↱	A	1	5.500	10					1885	1885	100	0.053		95	0.050	
	↰	A	1	4.000	10					1750	1750	390	0.223		472	0.270	
Prince Edward Road West - WB	↰↑	A	1	3.300	15			0%	8%	2085	2070	493	0.236	0.236	559	0.270	0.270
	←	A	1	3.300						2085	2085	493	0.236		563	0.270	
	↰	A	1	3.300		10		26%	34%	2005	1985	474	0.236		536	0.270	
	* ←	B	1,2	3.500						1955	1955	495	0.253		572	0.293	
Prince Edward Road West - WB	←	B	1,2	3.500						2105	2105	532	0.253		617	0.293	
	←	B	1,2	3.500						2105	2105	533	0.253		616	0.293	
	↰	C	2	3.300	10					1690	1690	107	0.063	0.063	176	0.104	
Sai Yee Street - NB	↰	C	2	3.300	13					1870	1870	118	0.063		194	0.104	
	* ↑	C	2	3.300						1875	1875	95	0.051		200	0.107	0.107
Prince Edward Road West - WB	↰	C	2	3.300		10				1690	1690	25	0.015		30	0.018	
	↱	D	3	3.500		10				1710	1710	180	0.105	0.105	255	0.149	0.149
Fa Yuen Street - SB	** ↱	D	3	3.500		15				1915	1915	5	0.003		5	0.003	
	↳	D	3	3.500	10					1710	1710	100	0.058		95	0.056	

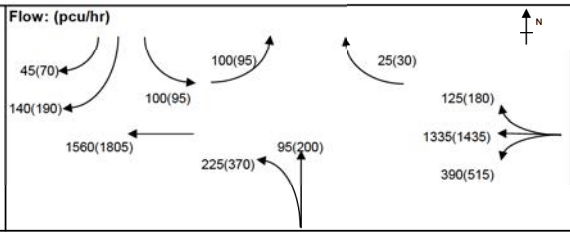
Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20	
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18	
	Hp	3	MIN GREEN + FLASH =	18	+	11	=	29	
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15	

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity

** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

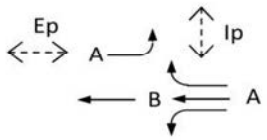
Flow: (pcu/hr)



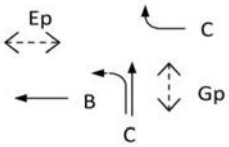
Group	A,C,Fp	A,C,D	Group	A,C,Fp	A,C,D
y	0.300	0.405	y	0.377	0.526
L (sec)	47	18	L (sec)	47	18
C (sec)	130	130	C (sec)	130	130
y pract.	0.575	0.775	y pract.	0.575	0.775
R.C. (%)	92%	91%	R.C. (%)	53%	47%

Stage / Phase Diagrams

1.



2.



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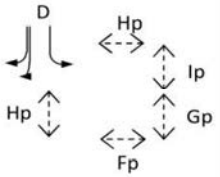


4.

5.

I/G= 5	I/G=		I/G= 10
I/G= 5	I/G=		I/G= 10

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB	↱	A	1	5.500	10					1885	1885	105	0.056		100	0.053	
	↰	A	1	4.000	10					1750	1750	405	0.231		492	0.281	
Prince Edward Road West - WB	↰↑	A	1	3.300	15			0%	7%	2085	2070	513	0.246	0.246	583	0.282	
	←	A	1	3.300						2085	2085	513	0.246		587	0.282	0.282
	↰↓	A	1	3.300		10		26%	34%	2005	1985	494	0.246		558	0.281	
	* ←	B	1,2	3.500						1955	1955	515	0.263		596	0.305	
Prince Edward Road West - WB	←	B	1,2	3.500						2105	2105	555	0.264		642	0.305	
	←	B	1,2	3.500						2105	2105	555	0.264		642	0.305	
	↰	C	2	3.300	10					1690	1690	112	0.066	0.066	183	0.108	
Sai Yee Street - NB	↰	C	2	3.300	13					1870	1870	123	0.066		202	0.108	0.108
	* ↑	C	2	3.300						1875	1875	100	0.053		210	0.112	
Prince Edward Road West - WB	↰	C	2	3.300		10				1690	1690	25	0.015		30	0.018	
	↳	D	3	3.500		10				1710	1710	185	0.108		270	0.158	
Fa Yuen Street - SB	** ↳	D	3	3.500		15				1915	1915	5	0.003		5	0.003	
	↳	D	3	3.500	10					1710	1710	105	0.061		100	0.058	

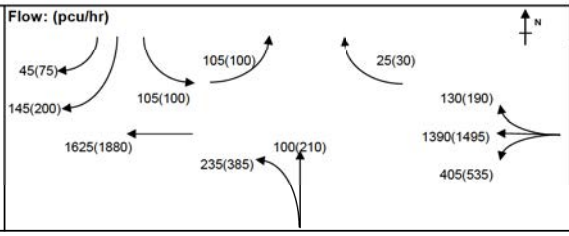
Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20		
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	*	*
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18		
	Hp	3	MIN GREEN + FLASH =	18	+	11	=	29		
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15		

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity

** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

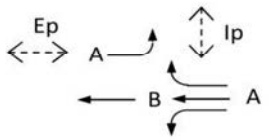
Flow: (pcu/hr)



Group	A,C,D	A,C,Fp	Group	A,C,Fp	A,C,D
y	0.421	0.312	y	0.390	0.547
L (sec)	18	47	L (sec)	47	18
C (sec)	130	130	C (sec)	130	130
y pract.	0.775	0.575	y pract.	0.575	0.775
R.C. (%)	84%	84%	R.C. (%)	48%	42%

Stage / Phase Diagrams

1.



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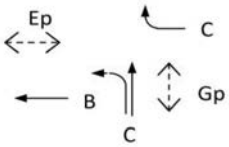

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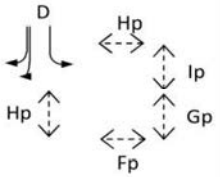


4.

5.

I/G= 2	I/G=		I/G= 6
I/G= 5	I/G=		I/G= 10

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

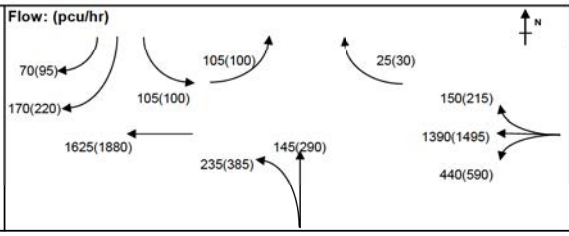
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB	→	A	1	5.500	10					1885	1885	105	0.056		100	0.053	
	↰	A	1	4.000	10					1750	1750	438	0.250		512	0.293	
Prince Edward Road West - WB	↰↑	A	1	3.300	15			0%	13%	2085	2060	521	0.250	0.250	602	0.292	
	←	A	1	3.300						2085	2085	522	0.250		609	0.292	0.292
	←↱	A	1	3.300		10		30%	37%	1995	1975	499	0.250		577	0.292	
	* ←	B	1,2	3.500						1955	1955	515	0.263		596	0.305	
Prince Edward Road West - WB	←	B	1,2	3.500						2105	2105	555	0.264		642	0.305	
	←	B	1,2	3.500						2105	2105	555	0.264		642	0.305	
	↰	C	2	3.300	10					1690	1690	112	0.066	0.066	183	0.108	
Sai Yee Street - NB	↰	C	2	3.300	13					1870	1870	123	0.066		202	0.108	
	* ↑	C	2	3.300						1875	1875	145	0.077		290	0.155	0.155
Prince Edward Road West - WB	↰	C	2	3.300		10				1690	1690	25	0.015		30	0.018	
	↱	D	3	3.500		10				1710	1710	235	0.137	0.137	310	0.181	0.181
Fa Yuen Street - SB	** ↱	D	3	3.500		15				1915	1915	5	0.003		5	0.003	
	↳	D	3	3.500	10					1710	1710	105	0.061		100	0.058	

Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20	
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18	
	Hp	3	MIN GREEN + FLASH =	18	+	11	=	29	
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15	

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity
** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

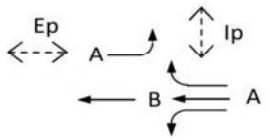
Flow: (pcu/hr)



Group	A,C,Fp	A,C,D	Group	A,C,Fp	A,C,D
y	0.316	0.454	y	0.447	0.628
L (sec)	47	18	L (sec)	47	18
C (sec)	130	130	C (sec)	130	130
y pract.	0.575	0.775	y pract.	0.575	0.775
R.C. (%)	82%	71%	R.C. (%)	29%	23%

Stage / Phase Diagrams

1.



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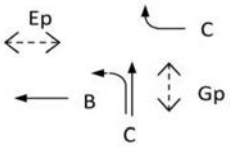

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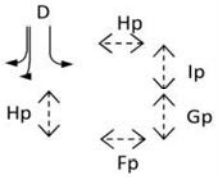


4.

5.

I/G= 5	I/G=		I/G= 10
I/G= 5	I/G=		I/G= 10

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	↰	A	1	3.300		15				1770	1770	424	0.240		366	0.207	
	↰	A	1	3.300		18				1925	1925	461	0.239		399	0.207	
	* ←	B	1,2	4.000						1610	1610	635	0.394	0.394	759	0.471	0.471
	←	B	1,2	4.000						2155	2155	850	0.394		1015	0.471	
	←	B	1,2	4.000						2155	2155	850	0.394		1015	0.471	
	←	B	1,2	4.000						2155	2155	850	0.394		1015	0.471	
Prince Edward Road West - EB	↗	C	2,3	4.500	15					1875	1875	105	0.056		75	0.040	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35			*			*

Notes:

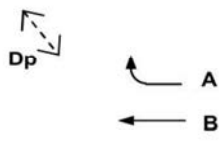
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group	A,C	B,Fp	Group	A,C	B,Fp
y	0.296	0.394	y	0.247	0.471
L (sec)	9	43	L (sec)	9	43
C (sec)	130	130	C (sec)	130	130
y pract.	0.838	0.602	y pract.	0.838	0.602
R.C. (%)	183%	53%	R.C. (%)	239%	28%

Stage / Phase Diagrams

1.



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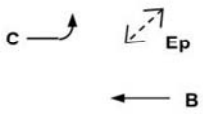

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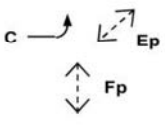


4.

5.

I/G= 4	I/G=		I/G= 5	
I/G= 4	I/G=		I/G= 5	

Date: DEC, 2023 — Junction: J7 - Prince Edward Road West / Embankment Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	↰	A	1	3.300		15				1770	1770	443	0.250		383	0.216	
	↰	A	1	3.300		18				1925	1925	482	0.250		417	0.217	
	* ←	B	1,2	4.000						1610	1610	662	0.411	0.411	791	0.491	0.491
	←	B	1,2	4.000						2155	2155	886	0.411		1058	0.491	
	←	B	1,2	4.000						2155	2155	886	0.411		1058	0.491	
	←	B	1,2	4.000						2155	2155	886	0.411		1058	0.491	
Prince Edward Road West - EB	↗	C	2,3	4.500	15					1875	1875	110	0.059		80	0.043	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35			*			*

Notes:

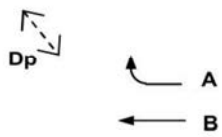
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group	A,C	B,Fp	Group	A,C	B,Fp
y	0.309	0.411	y	0.259	0.491
L (sec)	9	43	L (sec)	9	43
C (sec)	130	130	C (sec)	130	130
y pract.	0.838	0.602	y pract.	0.838	0.602
R.C. (%)	171%	46%	R.C. (%)	223%	23%

Stage / Phase Diagrams

1.



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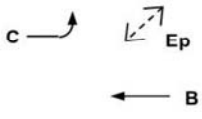

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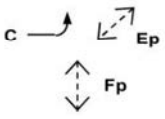


4.

5.

I/G= 4	I/G=		I/G= 5		
I/G= 4	I/G=		I/G= 5		

Date: DEC, 2023 — Junction: J7 - Prince Edward Road West / Embankment Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	↰	A	1	3.300		15				1770	1770	486	0.275		465	0.263	
	↰	A	1	3.300		18				1925	1925	529	0.275		505	0.262	
	* ←	B	1,2	4.000						1610	1610	680	0.422	0.422	817	0.508	0.508
	←	B	1,2	4.000						2155	2155	910	0.422		1094	0.508	
	←	B	1,2	4.000						2155	2155	910	0.422		1094	0.508	
	←	B	1,2	4.000						2155	2155	910	0.422		1094	0.508	
Prince Edward Road West - EB	→	C	2,3	4.500	15					1875	1875	110	0.059		80	0.043	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35			*			*

Notes:

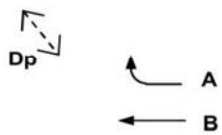
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group	A,C	B,Fp	Group	A,C	B,Fp
y	0.333	0.422	y	0.305	0.508
L (sec)	9	43	L (sec)	9	43
C (sec)	130	130	C (sec)	130	130
y pract.	0.838	0.602	y pract.	0.838	0.602
R.C. (%)	151%	43%	R.C. (%)	174%	19%

Stage / Phase Diagrams

1.



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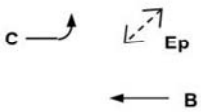

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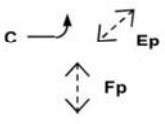


4.

5.

I/G= 4	I/G=		I/G= 5	
I/G= 4	I/G=		I/G= 5	

Date: DEC, 2023

Junction: J7 - Prince Edward Road West / Embankment Road (J7)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300						1945	1945	130	0.067		105	0.054	
Nathan Road - SB	↓	A	1	3.300						2085	2085	380	0.182		380	0.182	
	↓	A	1	3.300						2085	2085	380	0.182		380	0.182	
Nathan Road - NB	* ↑	B	2	3.500						1570	1570	156	0.099		162	0.103	
	* ↑	D	2	3.500						1605	1605	167	0.099		174	0.103	
	* ↑	B	2	3.500						1685	1685	167	0.099		174	0.103	
	** ↑	A	1	3.400						195	195	22	0.113		32	0.164	
	↑	A	1	3.400						2095	2095	239	0.114		349	0.167	
	↑	A	1	3.400						2095	2095	239	0.114		349	0.167	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25				1470	1470	50	0.034		60	0.041	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20				1550	1550	326	0.210		306	0.197	0.197
	***↱	B	2	3.300		15				1515	1515	319	0.211	0.211	299	0.197	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75			*			*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

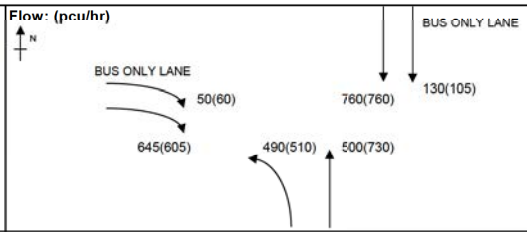
Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)

** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

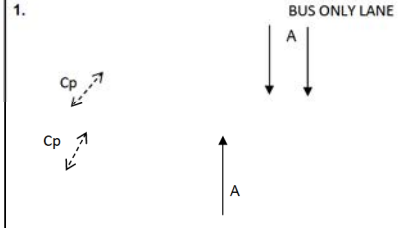
Flow: (pcu/hr)



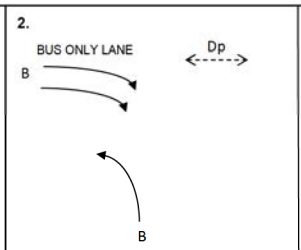
Group	A,B	Cp,B	Group	A,B	Cp,B
y	0.393	0.211	y	0.380	0.197
L (sec)	20	84	L (sec)	20	84
C (sec)	130	130	C (sec)	130	130
y pract.	0.762	0.318	y pract.	0.762	0.318
R.C. (%)	94%	51%	R.C. (%)	101%	61%

Stage / Phase Diagrams

1.



2.



3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

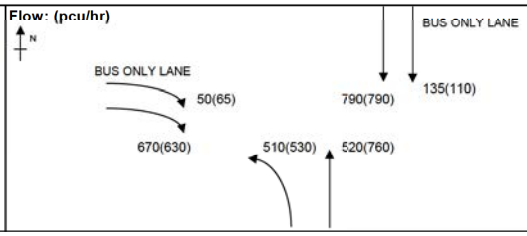
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300						1945	1945	135	0.069		110	0.057	
Nathan Road - SB	↓	A	1	3.300						2085	2085	395	0.189		395	0.189	
	↓	A	1	3.300						2085	2085	395	0.189		395	0.189	
Nathan Road - NB	* ↑	B	2	3.500						1570	1570	162	0.103		168	0.107	
	* ↑	D	2	3.500						1605	1605	174	0.103		101	0.107	
	* ↑	B	2	3.500						1685	1685	174	0.103		181	0.107	
	** ↑	A	1	3.400						195	195	23	0.118		34	0.174	
	↑	A	1	3.400						2095	2095	249	0.119		363	0.173	
	↑	A	1	3.400						2095	2095	248	0.118		363	0.173	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25				1470	1470	50	0.034		65	0.044	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20				1550	1550	339	0.219	0.219	319	0.206	0.206
	***↱	B	2	3.300		15				1515	1515	331	0.218		311	0.205	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75			*			*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)
** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

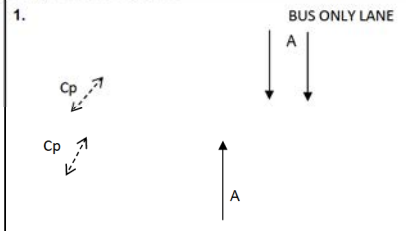
Flow: (pcu/hr)



Group	A,B	Cp,B	Group	A,B	Cp,B
y	0.408	0.219	y	0.395	0.206
L (sec)	20	84	L (sec)	20	84
C (sec)	130	130	C (sec)	130	130
y pract.	0.762	0.318	y pract.	0.762	0.318
R.C. (%)	87%	46%	R.C. (%)	93%	55%

Stage / Phase Diagrams

1.



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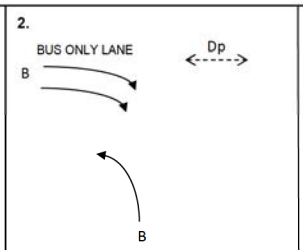


3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

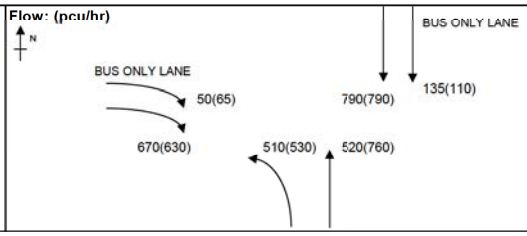
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300						1945	1945	135	0.069		110	0.057	
Nathan Road - SB	↓	A	1	3.300						2085	2085	395	0.189		395	0.189	
	↓	A	1	3.300						2085	2085	395	0.189		395	0.189	
Nathan Road - NB	* ↑	B	2	3.500						1570	1570	162	0.103		168	0.107	
	* ↑	D	2	3.500						1605	1605	174	0.103		101	0.107	
	* ↑	B	2	3.500						1685	1685	174	0.103		181	0.107	
	** ↑	A	1	3.400						195	195	23	0.118		34	0.174	
	↑	A	1	3.400						2095	2095	249	0.119		363	0.173	
	↑	A	1	3.400						2095	2095	248	0.118		363	0.173	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25				1470	1470	50	0.034		65	0.044	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20				1550	1550	339	0.219	0.219	319	0.206	0.206
	***↱	B	2	3.300		15				1515	1515	331	0.218		311	0.205	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75			*			*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)
** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

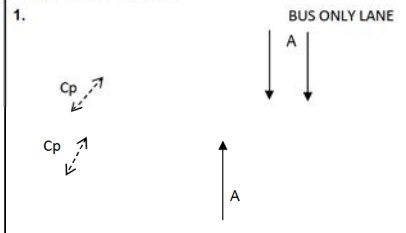
Flow: (pcu/hr)



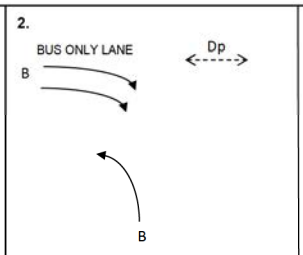
Group	A,B	Cp,B	Group	A,B	Cp,B
y	0.408	0.219	y	0.395	0.206
L (sec)	20	84	L (sec)	20	84
C (sec)	130	130	C (sec)	130	130
y pract.	0.762	0.318	y pract.	0.762	0.318
R.C. (%)	87%	46%	R.C. (%)	93%	55%

Stage / Phase Diagrams

1.



2.



3.

4.

5.

I/G= 6	I/G=		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

Appendix A2

JUNCTION CALCULATIONS (WEEKEND)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

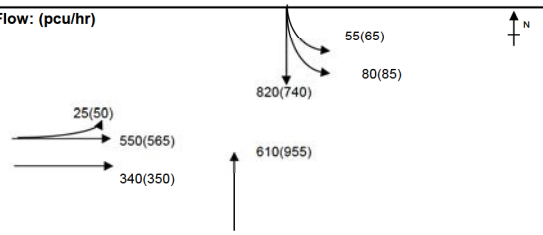
Junction: J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
	↳	B	1	3.500	15						1785				150	0.084	
Cheung Sha Wan Road - SB	↓	B	1	3.300							2085				247	0.118	
	↓	B	1	3.300							2085				246	0.118	0.118
	↓	B	1	3.300							2085				247	0.118	
	↑	A	1,3	3.500							1965				304	0.155	
Nathan Road - NB	↑	A	1,3	3.500							2105				325	0.154	
	↑	A	1,3	3.500							2105				326	0.155	
	↳	C	2	3.500	15				17%		1930				294	0.152	
Boundary Street - EB	→	C	2	3.600							2115				321	0.152	
	→	C	2	3.600							2115				350	0.165	0.165
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =	19		+	13	=	32							*
		Fp	1,3	MIN GREEN + FLASH =	13		+	13	=	26							
		Gp	2,3	MIN GREEN + FLASH =	14		+	13	=	27							
		Hp	2	MIN GREEN + FLASH =	31		+	10	=	41							

Notes:

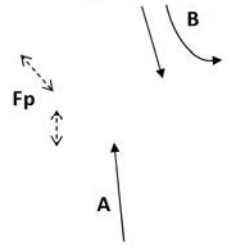
Flow: (pcu/hr)



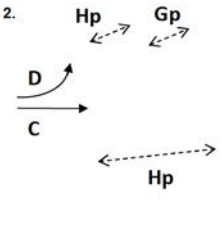
Group			Group	A,C	B,C,Ep
y			y	0.320	0.283
L (sec)			L (sec)	10	50
C (sec)			C (sec)	130	130
y pract.			y pract.	0.831	0.554
R.C. (%)			R.C. (%)	160%	95%

Stage / Phase Diagrams

1.



2.



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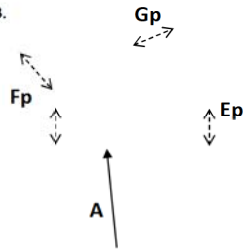


4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 3	I/G=		I/G= 11		

Date: DEC, 2023 — Junction: (J1) J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

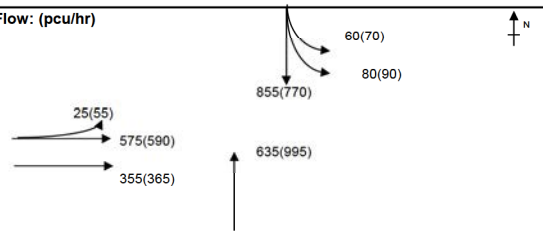
Junction: J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
		B	1	3.500	15						1785				160	0.090	
Cheung Sha Wan Road - SB		B	1	3.300							2085				257	0.123	0.123
		B	1	3.300							2085				256	0.123	
		B	1	3.300							2085				257	0.123	
		A	1,3	3.500							1965				317	0.161	
Nathan Road - NB		A	1,3	3.500							2105				339	0.161	
		A	1,3	3.500							2105				339	0.161	
		C	2	3.500	15				18%		1930				308	0.160	
Boundary Street - EB		C	2	3.600							2115				337	0.159	0.159
		C	2	3.600							2115				365	0.173	
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =	19	+	13	=	32								*
		Fp	1,3	MIN GREEN + FLASH =	13	+	13	=	26								
		Gp	2,3	MIN GREEN + FLASH =	14	+	13	=	27								
		Hp	2	MIN GREEN + FLASH =	31	+	10	=	41								

Notes:

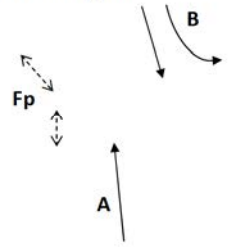
Flow: (pcu/hr)



Group			Group	A,C	B,C,Ep
y			y	0.320	0.283
L (sec)			L (sec)	10	50
C (sec)			C (sec)	130	130
y pract.			y pract.	0.831	0.554
R.C. (%)			R.C. (%)	159%	96%

Stage / Phase Diagrams

1.



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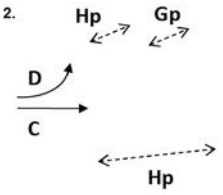
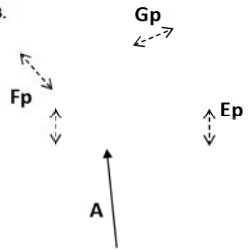


3.



4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 3	I/G=		I/G= 11		

Date: DEC, 2023 — Junction: (J1) J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

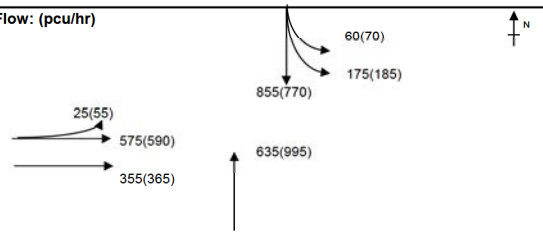
Junction: J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
		B	1	3.500	15						1785				255	0.143	
Cheung Sha Wan Road - SB		B	1	3.300							2085				257	0.123	0.123
		B	1	3.300							2085				256	0.123	
		B	1	3.300							2085				257	0.123	
		A	1,3	3.500							1965				317	0.161	
Nathan Road - NB		A	1,3	3.500							2105				339	0.161	
		A	1,3	3.500							2105				339	0.161	
		C	2	3.500	15				18%		1930				308	0.160	
Boundary Street - EB		C	2	3.600							2115				337	0.159	0.159
		C	2	3.600							2115				365	0.173	
Pedestrian Crossing		Ep	3	MIN GREEN + FLASH =	19	+	13	=	32								*
		Fp	1,3	MIN GREEN + FLASH =	13	+	13	=	26								
		Gp	2,3	MIN GREEN + FLASH =	14	+	13	=	27								
		Hp	2	MIN GREEN + FLASH =	31	+	10	=	41								

Notes:

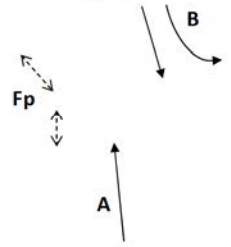
Flow: (pcu/hr)



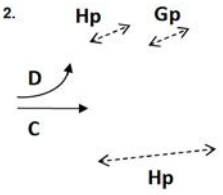
Group			Group	A,C	B,C,Ep
y			y	0.320	0.283
L (sec)			L (sec)	10	50
C (sec)			C (sec)	130	130
y pract.			y pract.	0.831	0.554
R.C. (%)			R.C. (%)	159%	96%

Stage / Phase Diagrams

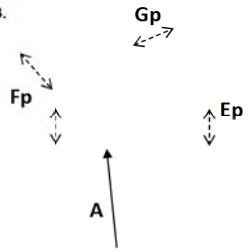
1.



2.



3.



4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 3	I/G=		I/G= 11		

Date: DEC, 2023 — Junction: (J1) J1 - Boundary Street / Nathan Road / Cheung Sha Wan Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

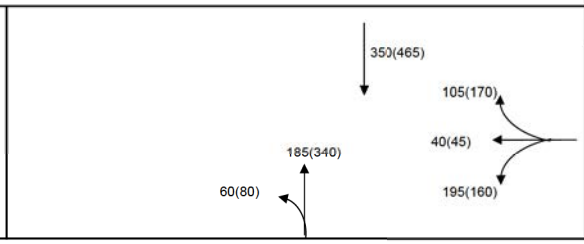
Junction: J2 - Bute Street / Sai Yee Street — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↰	B	2	3.200		13			80%		1770				215	0.121	0.121
	↰	B	2	3.200	10						1685				160	0.095	
Sai Yee Street (SB)	↓	A	1	3.500							1965				225	0.115	
	↓	A	1	3.500							2105				240	0.114	
Sai Yee Street (NB)	* ↑	A	1	3.500	10				46%		920				125	0.136	
	↑	A	1	3.500							2105				295	0.140	0.140
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

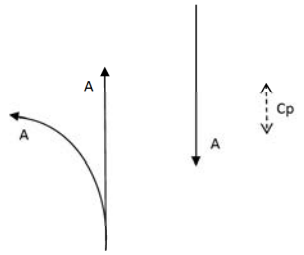
* Site Factor = 0.5 (Kerbside Activities)



Group			Group	Cp,B	A,B
y			y	0.121	0.262
L (sec)			L (sec)	19	9
C (sec)			C (sec)	130	130
y pract.			y pract.	0.768	0.838
R.C. (%)			R.C. (%)	533%	220%

Stage / Phase Diagrams

1.



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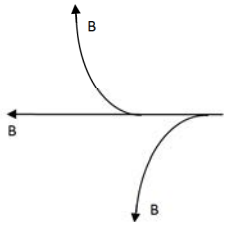


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 6	I/G=		I/G=		

Date: DEC, 2023 — Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

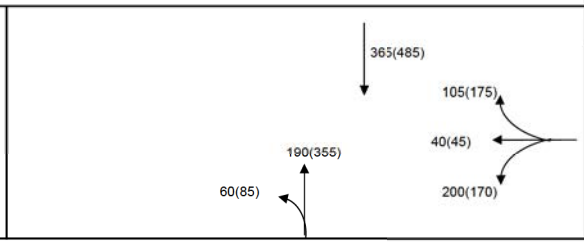
Junction: J2 - Bute Street / Sai Yee Street — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↱	B	2	3.200		13			80%		1770				220	0.124	0.124
	←	B	2	3.200	10						1685				170	0.101	
Sai Yee Street (SB)	↓	A	1	3.500							1965				234	0.119	
	↓	A	1	3.500							2105				251	0.119	
Sai Yee Street (NB)	* ↰	A	1	3.500	10				65%		895				131	0.146	0.146
	↑	A	1	3.500							2105				309	0.147	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			5	+	8	=	13						

Notes:

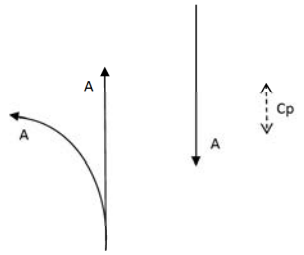
* Site Factor = 0.5 (Kerbside Activities)



Group			Group	Cp,B	A,B
y			y	0.124	0.271
L (sec)			L (sec)	19	9
C (sec)			C (sec)	130	130
y pract.			y pract.	0.768	0.838
R.C. (%)			R.C. (%)	518%	209%

Stage / Phase Diagrams

1.



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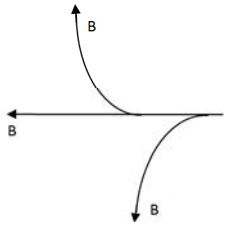


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 6	I/G=		I/G=		

Date: DEC, 2023 — Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

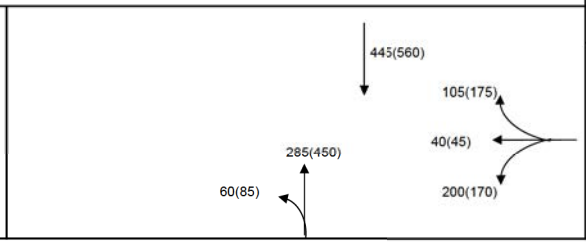
Junction: J2 - Bute Street / Sai Yee Street — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Bute Street (EB)	↰	B	2	3.200		13			80%		1770				220	0.124	0.124
	↰	B	2	3.200	10						1685				170	0.101	
Sai Yee Street (SB)	↓	A	1	3.500							1965				270	0.137	
	↓	A	1	3.500							2105				290	0.138	
Sai Yee Street (NB)	* ↑	A	1	3.500	10				52%		910				162	0.178	0.178
	↑	A	1	3.500							2105				373	0.177	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =	5	+	8	=	13								

Notes:

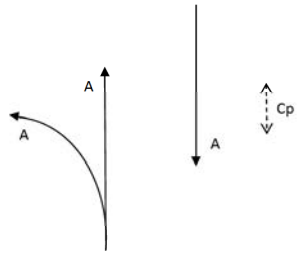
* Site Factor = 0.5 (Kerbside Activities)



Group			Group	Cp,B	A,B
y			y	0.124	0.302
L (sec)			L (sec)	19	9
C (sec)			C (sec)	130	130
y pract.			y pract.	0.768	0.838
R.C. (%)			R.C. (%)	518%	177%

Stage / Phase Diagrams

1.



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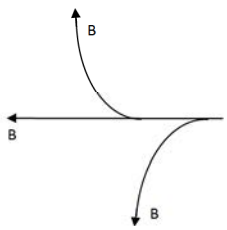


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 6	I/G=		I/G=		

Date: DEC, 2023 — Junction: J2 - Bute Street / Sai Yee Street (J2)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

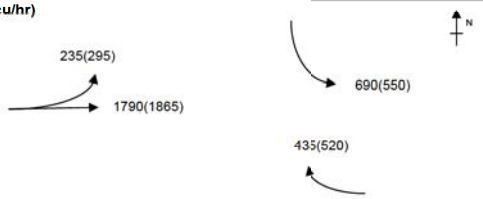
Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB	←	A	1	3.300		20					1810				250	0.138	
	←	A	1	3.300		23					1955				270	0.138	0.138
Tai Hang Tung Road - SB	↳	B	1,2	3.300	15						1770				173	0.098	
	↳	B	1,2	3.300	18						1925				188	0.098	
	↳	B	1,2	3.300	20						1940				189	0.097	
Boundary Street - EB	→	D	3	3.800	10						1735				295	0.170	
Boundary Street - EB	→	C	3	3.300							2085				474	0.227	0.227
	→	C	3	3.300							2085				474	0.227	
	→	C	3	3.300							2085				474	0.227	
	→	C	3	3.300							1945				442	0.227	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27						*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						

Notes:

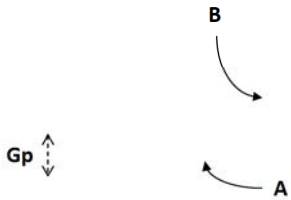
Flow: (pcu/hr)



Group			Group	B,C	A,Ep,C
y			y	0.325	0.366
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	158%	65%

Stage / Phase Diagrams

1.



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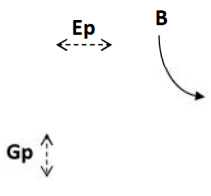

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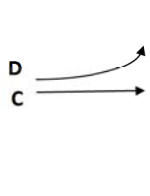


4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 5	I/G= 27	27	I/G= 2		

Date: DEC, 2023

Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB	←	A	1	3.300		20					1810				260	0.144	
	←	A	1	3.300		23					1955				280	0.143	0.143
Tai Hang Tung Road - SB	↳	B	1,2	3.300	15						1770				181	0.102	
	↳	B	1,2	3.300	18						1925				196	0.102	
	↳	B	1,2	3.300	20						1940				198	0.102	
Boundary Street - EB	↗	D	3	3.800	10						1735				310	0.179	
Boundary Street - EB	→	C	3	3.300							2085				495	0.237	0.237
	→	C	3	3.300							2085				495	0.237	
	→	C	3	3.300							2085				495	0.237	
	→	C	3	3.300							1945				461	0.237	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27						*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						

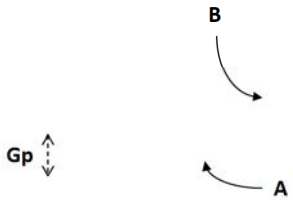
Notes:

Flow: (pcu/hr)

Group			Group	B,C	A,Ep,C
y			y	0.339	0.380
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	147%	58%

Stage / Phase Diagrams

1.



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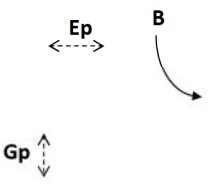

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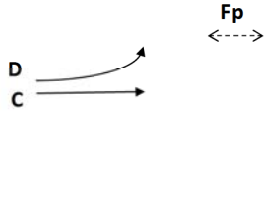


4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 5	I/G= 27	27	I/G= 2		

Date: DEC, 2023

Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

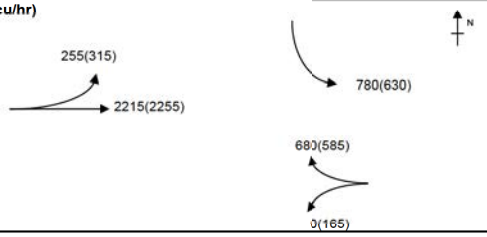
Junction: J3 - Boundary Street / Tai Hang Tung Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Boundary Street - WB		A	1	3.300	15	23			46% / 54%		1800				361	0.201	0.201
		A	1	3.300		20					1940				389	0.201	
Tai Hang Tung Road - SB		B	1,2	3.300	15						1770				198	0.112	
		B	1,2	3.300	18						1925				215	0.112	
		B	1,2	3.300	20						1940				217	0.112	
Boundary Street - EB		D	3	3.800	10						1735				315	0.182	
Boundary Street - EB		C	3	3.300							2085				573	0.275	0.275
		C	3	3.300							2085				573	0.275	
		C	3	3.300							2085				573	0.275	
		C	3	3.300							1945				535	0.275	
Pedestrian Crossing		Ep	2	MIN GREEN + FLASH =			17	+	10	=	27						*
		Fp	3	MIN GREEN + FLASH =			33	+	8	=	41						
		Gp	1,2	MIN GREEN + FLASH =			5	+	12	=	17						
		Hp	2,3	MIN GREEN + FLASH =			5	+	5	=	10						

Notes:

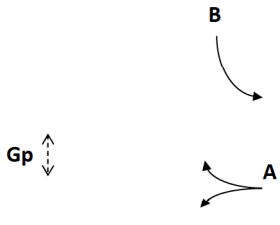
Flow: (pcu/hr)



Group			Group	B,C	A,Ep,C
y			y	0.387	0.476
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	117%	27%

Stage / Phase Diagrams

1.



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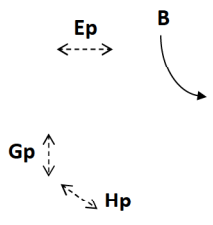

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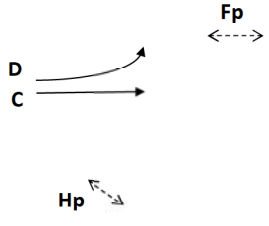


4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 5	I/G= 27		I/G= 2		

Date: DEC, 2023 — Junction: J3 - Boundary Street / Tai Hang Tung Road (J3)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

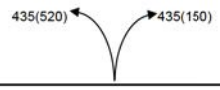
Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15						1970				520	0.264	0.264
	↱	A	1	4.500		25					1950				150	0.077	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10			+ 10		=	20						*

Notes:

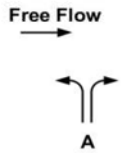
Flow: (pcu/hr)



Group			Group		A,Bp
y			y		0.264
L (sec)			L (sec)		27
C (sec)			C (sec)		90
y pract.			y pract.		0.630
R.C. (%)			R.C. (%)		139%

Stage / Phase Diagrams

1.



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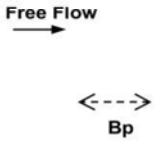


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023 — Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

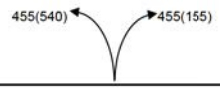
Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15						1970				540	0.274	0.274
	↱	A	1	4.500		25					1950				155	0.079	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10			+ 10		=	20						*

Notes:

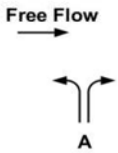
Flow: (pcu/hr)



Group			Group		A,Bp
y			y		0.274
L (sec)			L (sec)		27
C (sec)			C (sec)		90
y pract.			y pract.		0.630
R.C. (%)			R.C. (%)		130%

Stage / Phase Diagrams

1.



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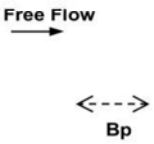


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023 — Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

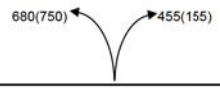
Junction: J4 - Boundary Street / Embankment Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Embankment Road - NB	↰	A	1	5.500	15						1970				750	0.381	0.381
	↱	A	1	4.500		25					1950				155	0.079	
Pedestrian Crossing		Bp	2	MIN GREEN + FLASH =	10		+	10	=	20							*

Notes:

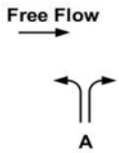
Flow: (pcu/hr)



Group			Group		A,Bp
y			y		0.381
L (sec)			L (sec)		27
C (sec)			C (sec)		90
y pract.			y pract.		0.630
R.C. (%)			R.C. (%)		65%

Stage / Phase Diagrams

1.



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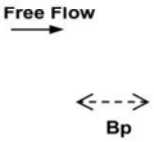


3.

4.

5.

I/G= #N/A	#N/A		I/G=		
I/G= 3	I/G= 20		I/G=		

Date: DEC, 2023 — Junction: J4 - Boundary Street / Embankment Road (J4)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

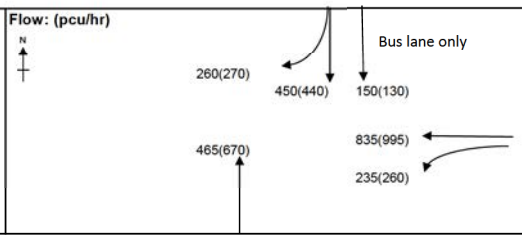
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200							1935				130	0.067	
	↓	A	1,2	3.200							2075				220	0.106	
Nathan Road - SB	↓	A	1,2	3.200							2075				220	0.106	
	↲	B	1	3.100		15					1875				270	0.144	0.144
Nathan Road - NB	↑	C	2	3.500							1965				323	0.164	
	↑	C	2	3.500							2105				347	0.165	
	* ↰	D	3	3.500	10						855				154	0.180	
Prince Edward Road West - WB	↰	D	3	3.000	15				29%		1995				360	0.180	
	←	D	3	3.000							2055				371	0.181	
	←	D	3	3.000							2055				370	0.180	

Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	13	+	14	=	27		
	Fp	3	MIN GREEN + FLASH =	42	+	13	=	55		*
	Gp	2	MIN GREEN + FLASH =	17	+	10	=	27		*

Notes:

* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

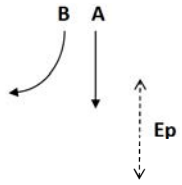
Flow: (pcu/hr)



Group			Group	B,C,D	B,Gp,Fp
y			y	0.489	0.144
L (sec)			L (sec)	21	100
C (sec)			C (sec)	130	130
y pract.			y pract.	0.755	0.208
R.C. (%)			R.C. (%)	54%	44%

Stage / Phase Diagrams

1.



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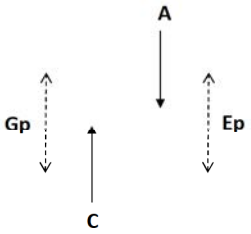

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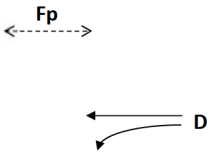


4.

5.

I/G= #N/A	#N/A	I/G= #N/A	
I/G= 5	I/G= 27	I/G= 3	

Date: DEC, 2023 — Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

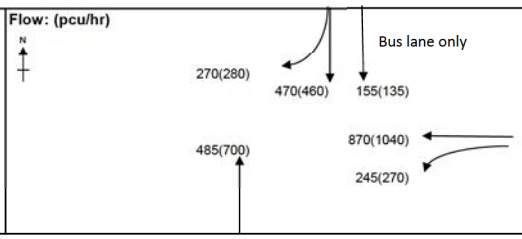
Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200							1935				135	0.070	
	↓	A	1,2	3.200							2075				230	0.111	
Nathan Road - SB	↓	A	1,2	3.200							2075				230	0.111	
	↲	B	1	3.100		15					1875				280	0.149	0.149
Nathan Road - NB	↑	C	2	3.500							1965				338	0.172	
	↑	C	2	3.500							2105				362	0.172	
	* ↰	D	3	3.500	10						855				161	0.188	
Prince Edward Road West - WB	↰↓	D	3	3.000	15				29%		1995				376	0.188	
	←	D	3	3.000							2055				386	0.188	
	←	D	3	3.000							2055				387	0.188	
Pedestrian Crossing		Ep	1,2	MIN GREEN + FLASH =			13	+	14	=	27						
		Fp	3	MIN GREEN + FLASH =			42	+	13	=	55						*
		Gp	2	MIN GREEN + FLASH =			17	+	10	=	27						*

Notes:

* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

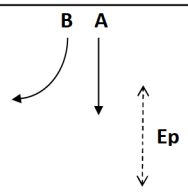
Flow: (pcu/hr)



Group			Group	B,C,D	B,Gp,Fp
y			y	0.509	0.149
L (sec)			L (sec)	21	100
C (sec)			C (sec)	130	130
y pract.			y pract.	0.755	0.208
R.C. (%)			R.C. (%)	48%	39%

Stage / Phase Diagrams

1.



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I/G= 5

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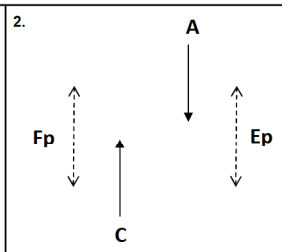


#N/A

I/G= 27

3.

I/G= #N/A

I/G= 3

4.

5.

Date: DEC, 2023

Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J5 - Nathan Road / Prince Edward Road West — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

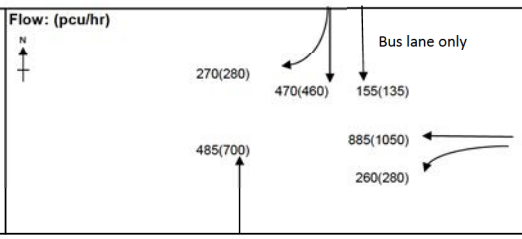
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1,2	3.200							1935				135	0.070	
	↓	A	1,2	3.200							2075				230	0.111	
Nathan Road - SB	↓	A	1,2	3.200							2075				230	0.111	
	↲	B	1	3.100		15					1875				280	0.149	0.149
Nathan Road - NB	↑	C	2	3.500							1965				338	0.172	
	↑	C	2	3.500							2105				362	0.172	
	* ↰	D	3	3.500	10						855				163	0.191	
Prince Edward Road West - WB	↰	D	3	3.000	15				31%		1995				381	0.191	
	←	D	3	3.000							2055				393	0.191	
	←	D	3	3.000							2055				393	0.191	

Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	13	+	14	=	27		
	Fp	3	MIN GREEN + FLASH =	42	+	13	=	55		*
	Gp	2	MIN GREEN + FLASH =	17	+	10	=	27		*

Notes:

* Site Factor = 0.5 (Taxi Drop-off and Minibus Stop)

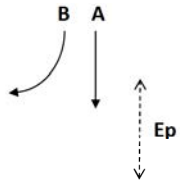
Flow: (pcu/hr)



Group			Group	B,C,D	B,Gp,Fp
y			y	0.512	0.149
L (sec)			L (sec)	21	100
C (sec)			C (sec)	130	130
y pract.			y pract.	0.755	0.208
R.C. (%)			R.C. (%)	47%	39%

Stage / Phase Diagrams

1.



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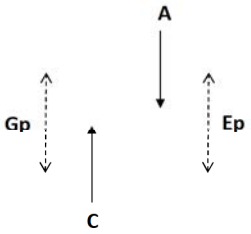

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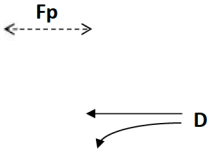


4.

5.

I/G= #N/A	#N/A	I/G= #N/A	
I/G= 5	I/G= 27	I/G= 3	

Date: DEC, 2023 — Junction: J5 - Nathan Road / Prince Edward Road West (J5)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB	→	A	1	5.500	10						1885				85	0.045	
	↰	A	1	4.000	10						1750				416	0.238	
Prince Edward Road West - WB	↰→	A	1	3.300	15				10%		2065				491	0.238	
	←	A	1	3.300							2085				496	0.238	0.238
	←↱	A	1	3.300		10			34%		1985				472	0.238	
	* ←	B	1,2	3.500							1955				499	0.255	
Prince Edward Road West - WB	←	B	1,2	3.500							2105				538	0.256	
	←	B	1,2	3.500							2105				538	0.256	
	↰	C	2	3.300	10						1690				154	0.091	
Sai Yee Street - NB	↰	C	2	3.300	13						1870				171	0.091	
	* ↑	C	2	3.300							1875				185	0.099	0.099
Prince Edward Road West - WB	↰	C	2	3.300		10					1690				25	0.015	
	↲	D	3	3.500		10					1710				225	0.132	0.132
Fa Yuen Street - SB	** ↲	D	3	3.500		15					1915				5	0.003	
	↳	D	3	3.500	10						1710				85	0.050	

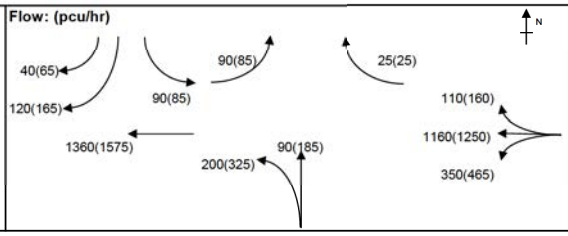
Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20	
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18	
	Hp	3	MIN GREEN + FLASH =	18	+	11	=	29	
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15	

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity

** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

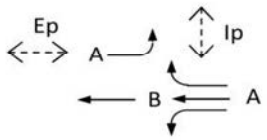
Flow: (pcu/hr)



Group			Group	A,C,Fp	A,C,D
y			y	0.337	0.468
L (sec)			L (sec)	47	18
C (sec)			C (sec)	130	130
y pract.			y pract.	0.575	0.775
R.C. (%)			R.C. (%)	71%	66%

Stage / Phase Diagrams

1.



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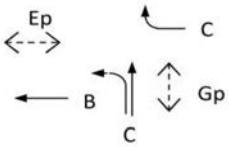

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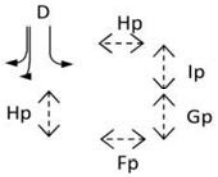


4.

5.

I/G= #N/A	#N/A		I/G= #N/A
I/G= 5	I/G=		I/G= 10

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB		A	1	5.500	10						1885				90	0.048	
		A	1	4.000	10						1750				434	0.248	
Prince Edward Road West - WB		A	1	3.300	15				10%		2065				512	0.248	0.248
		A	1	3.300							2085				517	0.248	
		A	1	3.300		10			35%		1980				492	0.248	
	*	B	1,2	3.500							1955				520	0.266	
Prince Edward Road West - WB		B	1,2	3.500							2105				560	0.266	
		B	1,2	3.500							2105				560	0.266	
		C	2	3.300	10						1690				161	0.095	0.095
Sai Yee Street - NB		C	2	3.300	13						1870				179	0.096	
	*	C	2	3.300							1875				190	0.101	
Prince Edward Road West - WB		C	2	3.300		10					1690				25	0.015	
		D	3	3.500		10					1710				235	0.137	
Fa Yuen Street - SB	**	D	3	3.500		15					1915				5	0.003	
		D	3	3.500	10						1710				90	0.053	

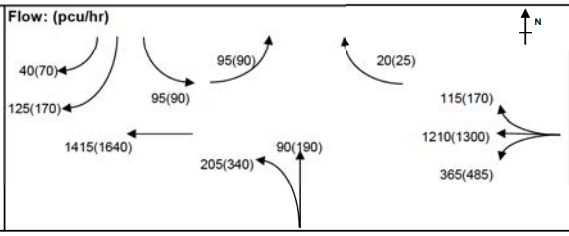
Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20	
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	*
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18	
	Hp	3	MIN GREEN + FLASH =	18	+	11	=	29	
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15	

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity

** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

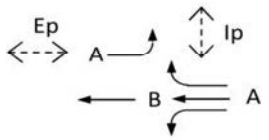
Flow: (pcu/hr)



Group			Group	A,C,Fp	A,C,D
y			y	0.343	0.481
L (sec)			L (sec)	47	18
C (sec)			C (sec)	130	130
y pract.			y pract.	0.575	0.775
R.C. (%)			R.C. (%)	67%	61%

Stage / Phase Diagrams

1.



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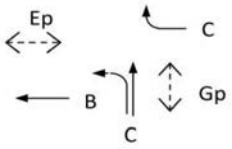

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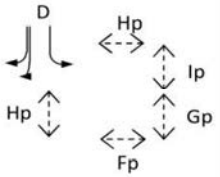


4.

5.

I/G= #N/A	#N/A		I/G= #N/A
I/G= 5	I/G=		I/G= 10

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J6 - Prince Edward Road West / Sai Yee Street — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - EB	↱	A	1	5.500	10						1885				90	0.048	
	↰	A	1	4.000	10						1750				458	0.262	0.262
Prince Edward Road West - WB	↰↑	A	1	3.300	15				19%		2045				535	0.262	
	←	A	1	3.300							2085				546	0.262	
	←↱	A	1	3.300		10			38%		1975				516	0.261	
	* ←	B	1,2	3.500							1955				520	0.266	
Prince Edward Road West - WB	←	B	1,2	3.500							2105				560	0.266	
	←	B	1,2	3.500							2105				560	0.266	
	↰	C	2	3.300	10						1690				161	0.095	
Sai Yee Street - NB	↰	C	2	3.300	13						1870				179	0.096	
	* ↑	C	2	3.300							1875				285	0.152	0.152
Prince Edward Road West - WB	↰	C	2	3.300		10					1690				25	0.015	
	↱	D	3	3.500		10					1710				275	0.161	0.161
Fa Yuen Street - SB	** ↱	D	3	3.500		15					1915				5	0.003	
	↳	D	3	3.500	10						1710				90	0.053	

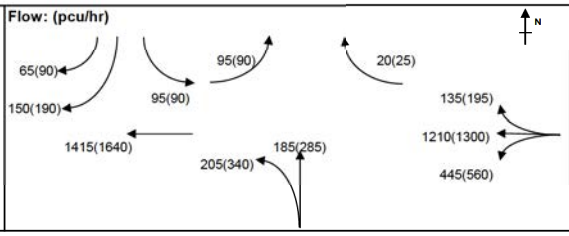
Pedestrian Crossing	Ep	1,2	MIN GREEN + FLASH =	9	+	11	=	20	
	Fp	3	MIN GREEN + FLASH =	24	+	11	=	35	
	Gp	2,3	MIN GREEN + FLASH =	5	+	13	=	18	
	Hp	3	MIN GREEN + FLASH =	20	+	13	=	33	
	Ip	1,3	MIN GREEN + FLASH =	6	+	9	=	15	

Notes:

* Site Factor = 0.9 (Kerbside activities reduces lane capacity

** Allowable traffic flow to be reduced due to observed illegal parking at Fa Yuen Street right lane

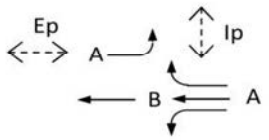
Flow: (pcu/hr)



Group			Group	A,C,Hp	A,C,D
y			y	0.414	0.575
L (sec)			L (sec)	48	18
C (sec)			C (sec)	130	130
y pract.			y pract.	0.568	0.775
R.C. (%)			R.C. (%)	37%	35%

Stage / Phase Diagrams

1.



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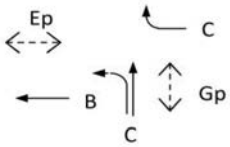

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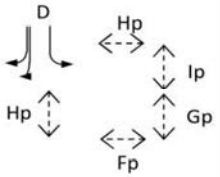


4.

5.

I/G= #N/A	#N/A		I/G= #N/A	
I/G= 5	I/G=		I/G= 10	

Date: DEC, 2023 — Junction: J6 - Prince Edward Road West / Sai Yee Street (J6)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	←	A	1	3.300		15					1770				331	0.187	
	←	A	1	3.300		18					1925				359	0.186	
	* ←	B	1,2	4.000							1610				660	0.410	0.410
	←	B	1,2	4.000							2155				883	0.410	
	←	B	1,2	4.000							2155				883	0.410	
	←	B	1,2	4.000							2155				883	0.410	
Prince Edward Road West - EB	↗	C	2,3	4.500	15						1875				70	0.037	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35						*

Notes:

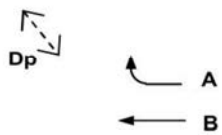
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group			Group	A,C	B,Fp
y			y	0.224	0.410
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	274%	47%

Stage / Phase Diagrams

1.



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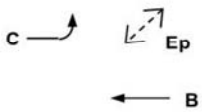

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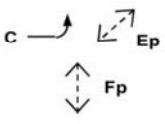


4.

5.

I/G= #N/A		#N/A		I/G= #N/A	
I/G= 4		I/G=		I/G= 5	

Date: DEC, 2023 — Junction: J7 - Prince Edward Road West / Embankment Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	↰	A	1	3.300		15					1770				345	0.195	
	↰	A	1	3.300		18					1925				375	0.195	
	* ←	B	1,2	4.000							1610				688	0.427	0.427
	←	B	1,2	4.000							2155				921	0.427	
	←	B	1,2	4.000							2155				921	0.427	
	←	B	1,2	4.000							2155				921	0.427	
Prince Edward Road West - EB	↗	C	2,3	4.500	15						1875				70	0.037	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35						*

Notes:

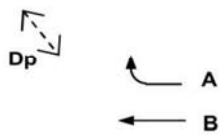
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group			Group	A,C	B,Fp
y			y	0.232	0.427
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	261%	41%

Stage / Phase Diagrams

1.



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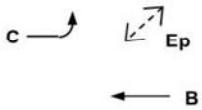

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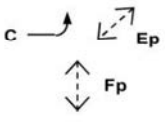


4.

5.

I/G= #N/A		#N/A		I/G= #N/A	
I/G= 4		I/G=		I/G= 5	

Date: DEC, 2023 — Junction: J7 - Prince Edward Road West / Embankment Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J7 - Prince Edward Road West / Embankment Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Prince Edward Road West - WB	←	A	1	3.300		15					1770				445	0.251	
	←	A	1	3.300		18					1925				485	0.252	
	* ←	B	1,2	4.000							1610				722	0.448	0.448
	←	B	1,2	4.000							2155				966	0.448	
	←	B	1,2	4.000							2155				966	0.448	
	←	B	1,2	4.000							2155				966	0.448	
Prince Edward Road West - EB	→	C	2,3	4.500	15						1875				70	0.037	
Pedestrian Crossing		Dp	1	MIN GREEN + FLASH =			73	+	6	=	79						
		Ep	2,3	MIN GREEN + FLASH =			5	+	9	=	14						
		Fp	3	MIN GREEN + FLASH =			21	+	14	=	35						*

Notes:

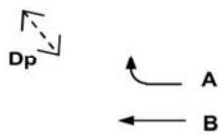
* Site Factor = 0.8 (Bus Stop and Shop Ingress)

Flow: (pcu/hr)

Group			Group	A,C	B,Fp
y			y	0.289	0.448
L (sec)			L (sec)	9	43
C (sec)			C (sec)	130	130
y pract.			y pract.	0.838	0.602
R.C. (%)			R.C. (%)	190%	34%

Stage / Phase Diagrams

1.



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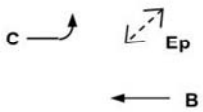

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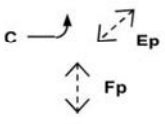


4.

5.

I/G= #N/A	#N/A		I/G= #N/A		
I/G= 4	I/G=		I/G= 5		

Date: DEC, 2023 — Junction: J7 - Prince Edward Road West / Embankment Road

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2023 Observed Flow — Designed By: CHM — Checked By: HWL

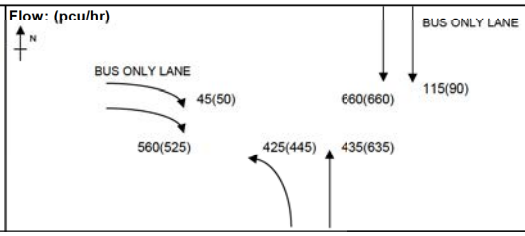
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300							1945				90	0.046	
Nathan Road - SB	↓	A	1	3.300							2085				330	0.158	
	↓	A	1	3.300							2085				330	0.158	
Nathan Road - NB	* ↑	B	2	3.500							1570				141	0.090	
	* ↑	D	2	3.500							1605				152	0.090	
	* ↑	B	2	3.500							1685				152	0.090	
	** ↑	A	1	3.400							195				28	0.144	
	↑	A	1	3.400							2095				304	0.145	
	↑	A	1	3.400							2095				303	0.145	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25					1470				50	0.034	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20					1550				265	0.171	0.171
	***↱	B	2	3.300		15					1515				260	0.172	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75						*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)
** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

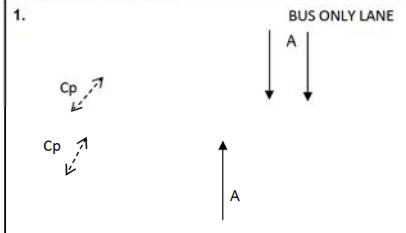
Flow: (pcu/hr)



Group			Group	A,B	Cp,B
y			y	0.329	0.171
L (sec)			L (sec)	20	84
C (sec)			C (sec)	130	130
y pract.			y pract.	0.762	0.318
R.C. (%)			R.C. (%)	131%	86%

Stage / Phase Diagrams

1.



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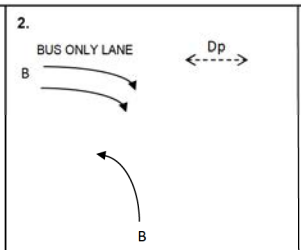


3.

4.

5.

I/G= #N/A	#N/A		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2038 Reference Flow — Designed By: CHM — Checked By: HWL

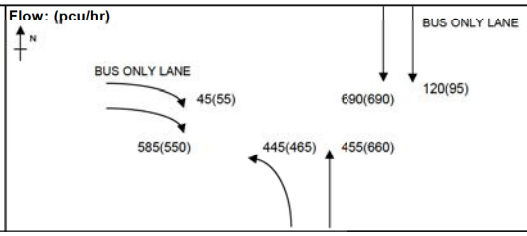
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300							1945				95	0.049	
Nathan Road - SB	↓	A	1	3.300							2085				345	0.165	
	↓	A	1	3.300							2085				345	0.165	
Nathan Road - NB	* ↑	B	2	3.500							1570				148	0.094	
	* ↑	D	2	3.500							1605				150	0.094	
	* ↑	B	2	3.500							1685				159	0.094	
	** ↑	A	1	3.400							195				29	0.149	
	↑	A	1	3.400							2095				316	0.151	
	↑	A	1	3.400							2095				315	0.150	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25					1470				55	0.037	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20					1550				278	0.179	0.179
	***↱	B	2	3.300		15					1515				272	0.180	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75						*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)
** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

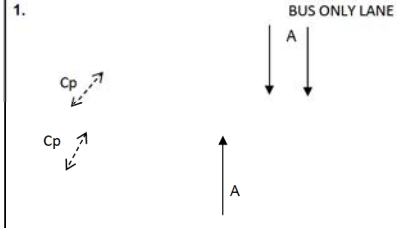
Flow: (pcu/hr)



Group			Group	A,B	Cp,B
y			y	0.345	0.179
L (sec)			L (sec)	20	84
C (sec)			C (sec)	130	130
y pract.			y pract.	0.762	0.318
R.C. (%)			R.C. (%)	121%	78%

Stage / Phase Diagrams

1.



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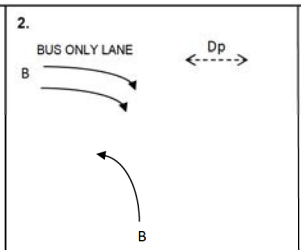


3.

4.

5.

I/G= #N/A	#N/A		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

TRAFFIC SIGNALS CALCULATION

Job No.: CHK50755110 — MVA HONG KONG LIMITED

Junction: J8 - Lai Chi Kok Road / Nathan Road — Design Year: 2038

Description: 2038 Design Flow — Designed By: CHM — Checked By: HWL

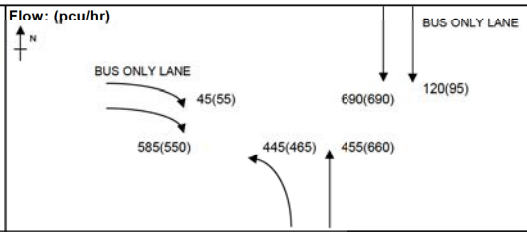
Approach	Movements	Phase	Stage	Width (m)	Radius (m) Left	Radius (m) Right	Gradient (%)	Pro. Turning (%) AM	Pro. Turning (%) PM	Revised Saturation Flow (pcu/hr) AM	Revised Saturation Flow (pcu/hr) PM	AM Peak Flow (pcu/hr)	AM Peak y Value	AM Peak Critical y	PM Peak Flow (pcu/hr)	PM Peak y Value	PM Peak Critical y
Nathan Road - SB (Bus only lane)	↓	A	1	3.300							1945				95	0.049	
Nathan Road - SB	↓	A	1	3.300							2085				345	0.165	
	↓	A	1	3.300							2085				345	0.165	
Nathan Road - NB	* ↑	B	2	3.500							1570				148	0.094	
	* ↑	D	2	3.500							1605				150	0.094	
	* ↑	B	2	3.500							1685				159	0.094	
	** ↑	A	1	3.400							195				29	0.149	
	↑	A	1	3.400							2095				316	0.151	
	↑	A	1	3.400							2095				315	0.150	
Lai Chi Kok Road - EB (Bus only lane)	***↱	B	2	3.300		25					1470				55	0.037	
Lai Chi Kok Road - EB	***↱	B	2	3.300		20					1550				278	0.179	0.179
	***↱	B	2	3.300		15					1515				272	0.180	
Pedestrian Crossing		Cp	1	MIN GREEN + FLASH =			65	+	10	=	75						*
		Dp	2	MIN GREEN + FLASH =			47	+	10	=	57						

Notes:

* Site Factor = 0.8 (Observed kerbside activities ahead of junction)
** Site Factor = 0.1 (Flare lane)

*** Site Factor = 0.8 (Observed queue back from junction ahead)

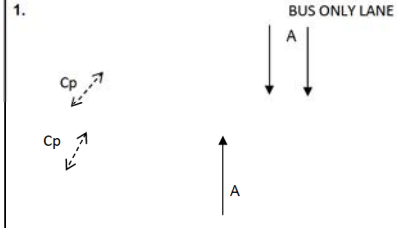
Flow: (pcu/hr)



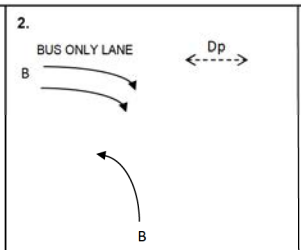
Group			Group	A,B	Cp,B
y			y	0.345	0.179
L (sec)			L (sec)	20	84
C (sec)			C (sec)	130	130
y pract.			y pract.	0.762	0.318
R.C. (%)			R.C. (%)	121%	78%

Stage / Phase Diagrams

1.



2.



3.

4.

5.

I/G= #N/A	#N/A		I/G=
I/G= 6	I/G=		I/G=

Date: DEC, 2023 — Junction: J8 - Lai Chi Kok Road / Nathan Road (J8)

Appendix B

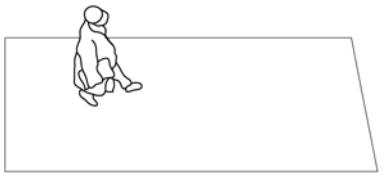
DEFINITION OF LEVEL-OF SERVICE (LOS) IN PEDESTRIAN WALKWAY SYSTEMS

EXHIBIT 11-8. PEDESTRIAN WALKWAY LOS

LOS A

Pedestrian Space > 5.6 m^2/p *Flow Rate* ≤ 16 p/min/m

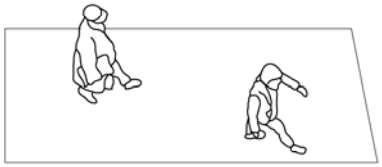
At a walkway LOS A, pedestrians move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.



LOS B

Pedestrian Space > 3.7–5.6 m^2/p *Flow Rate* > 16–23 p/min/m

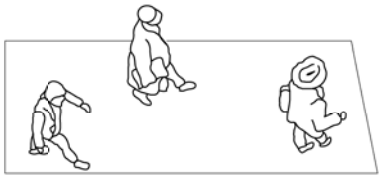
At LOS B, there is sufficient area for pedestrians to select walking speeds freely, to bypass other pedestrians, and to avoid crossing conflicts. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence when selecting a walking path.



LOS C

Pedestrian Space > 2.2–3.7 m^2/p *Flow Rate* > 23–33 p/min/m

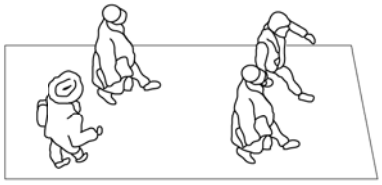
At LOS C, space is sufficient for normal walking speeds, and for bypassing other pedestrians in primarily unidirectional streams. Reverse-direction or crossing movements can cause minor conflicts, and speeds and flow rate are somewhat lower.



LOS D

Pedestrian Space > 1.4–2.2 m^2/p *Flow Rate* > 33–49 p/min/m

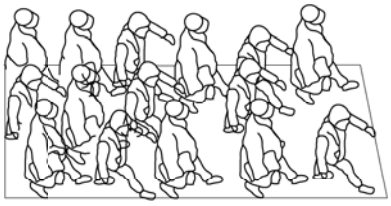
At LOS D, freedom to select individual walking speed and to bypass other pedestrians is restricted. Crossing or reverse-flow movements face a high probability of conflict, requiring frequent changes in speed and position. The LOS provides reasonably fluid flow, but friction and interaction between pedestrians is likely.



LOS E

Pedestrian Space > 0.75–1.4 m^2/p *Flow Rate* > 49–75 p/min/m

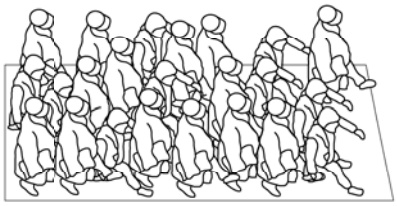
At LOS E, virtually all pedestrians restrict their normal walking speed, frequently adjusting their gait. At the lower range, forward movement is possible only by shuffling. Space is not sufficient for passing slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with stoppages and interruptions to flow.



LOS F

Pedestrian Space ≤ 0.75 m^2/p *Flow Rate* varies p/min/m

At LOS F, all walking speeds are severely restricted, and forward progress is made only by shuffling. There is frequent, unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.



Source: Adapted from Fruin (*2*).