

中華人民共和國香港特別行政區政府總部食物及衞生局 Food and Health Bureau, Government Secretariat The Government of the Hong Kong Special Administrative Region The People's Republic of China

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(Translation)

By e-mail 5 June 2015

Clerk to Public Works Subcommittee Legislative Council Complex 1 Legislative Council Road Central, Hong Kong (Attn.: Ms Sharon CHUNG)

Dear Sharon,

182 GK – Reprovisioning of Food and Environmental Hygiene Department Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot on Yen Ming Road, West Kowloon Reclamation Area

Follow-up Action arising from the Legislative Council Public Works Subcommittee Meeting on 20 May 2015

At the Legislative Council Public Works Subcommittee meeting on 20 May 2015, the Government proposed to upgrade **182GK** to Category A for the reprovisioning of Food and Environmental Hygiene Department Sai Yee Street Environmental Hygiene offices-cum-vehicle depot on Yen Ming Road, West Kowloon Reclamation Area. A Member requested the Government to provide information on a comparison of air ventilation considerations adopted for the site on Yen Ming Road for the reprovisioning of the Sai Yee Street Environmental Hygiene offices-cum-vehicle depot and the residential development near the waterfront of Tsuen Wan West Station. The residential development near the waterfront of the Tsuen Wan West Station referred to by the Member should be the TW5 Bayside property development project at Tsuen Wan West Station. In consultation with relevant bureaux and departments, the relevant information is prepared and attached at <u>Annex</u>.

Yours sincerely,

[signed]

(Miss Diane Wong) for Secretary for Food and Health

c.c. Secretary for Financial Services and the Treasury (Attn: Ms Jasmine CHOI)
Secretary for Development (Attn: Mr CHONG Wing-wun)
Director of Architectural Services (Attn: Mr Tony LEE)
Director of Food and Environmental Hygiene (Attn: Mr LAM Wing-hong)

Air ventilation considerations adopted for the site on Yen Ming Road for the reprovisioning of the Food and Environmental Hygiene Department (FEHD) Sai Yee Street Environmental Hygiene offices-cum-vehicle depot ("Site A") and the TW5 Bayside property development project at Tsuen Wan West Station ("Site B")

<u>Site A – The site on Yen Ming Road for the re-provisioning of FEHD Sai Yee</u> <u>Street Environmental Hygiene offices-cum-vehicle depot</u>

The Planning Department (PlanD) completed an air ventilation assessment (AVA) for the South West Kowloon area in 2012. The main findings (see <u>Plan A1</u>) are as follows:

- (a) In general, for the South West Kowloon area, the annual prevailing wind mainly comes from south-west and north-east, while the summer prevailing wind mainly comes from east and south-west;
- (b) Wind from south, west to north-west would be least blocked, while wind from north to east needs to pass over higher ground and high-rise buildings in the inner urban area before it reaches the relevant area;
- (c) The West Kowloon Highway forms a breezeway for the northerly and southerly wind. The breezeways in the vicinity of Site A, including Yen Chow Street West, Nam Cheong Street, Hoi Fai Road, the building gap between The Long Beach and Hampton Place, and Cherry Street, provide links to the inner area;
- (d) There are a number of scattered residential and commercial developments near MTR Olympic Station, including Island Harbour View, One Silver Sea, The Long Beach, Hampton Place, and Bank Of China Centre, etc., with building height ranging from 113 mPD to 177 mPD. Buildings within each development are generally closely packed with each other. Although there are separations of certain distance among these developments, these waterfront developments still bring about certain air ventilation impact; and
- (e) The neighbourhood of Site A, including open-air cargo storage area,

school developments and government/public facilities near the waterfront, is built with low-rise developments, providing a frontage of about 300 metres to facilitate easy penetration of south-westerly wind into the inland area.

2. The existing reference plot ratio and building height of the development at Site A are 3.75 and 35.4 mPD respectively, which are higher than the originally planned parameters (i.e. 2.5 and 30 mPD respectively). According to the AVA for the development at Site A completed in 2013, the annual prevailing east-north-east wind and east wind as well as summer prevailing south-west wind will flow through Site A and the open area at the seafront. With the design optimisation and ventilation enhancement features (including permeable design on the 1st and 2nd floors, an air corridor with greenery above the 2nd floor (of about 15 metres wide on the 3rd floor and wider separation above the 3rd floor) in between building blocks on the two sides for air ventilation, and building setback), the impact on wind flow arising from the development at Site A with the existing development parameters will be small The development at Site A will only have insignificant impact and localised. on wind penetration into the surrounding area and major breezeways. The plot ratio of the development project at Site A is compatible with the existing plot ratio of the government/public facilities or industrial sites in the neighbourhood. Based on its actual plot ratio and building height, the development project at Site A has fully utilised the site potential. If Site A is converted into a high-density development (e.g. residential development), the plot ratio and building height will increase substantially, thereby imposing a negative impact on air ventilation.

<u>Area B – The TW5 Bayside property development project at Tsuen Wan West</u> <u>Station</u>

3. In formulating building height restrictions for the Tsuen Wan Outline Zoning Plan in 2012, PlanD commissioned an AVA. The AVA report put forward the following major recommendations on planning the waterfront area which have been incorporated into the Tsuen Wan Outline Zoning Plan (see **Plan B1**):

(a) In general, the annual prevailing wind mainly comes from north, north-east and east, while the summer prevailing wind mainly comes

from east, south and south-west. Tsuen Wan is bounded by foothills of Tai Mo Shan in the north. Majority of the Tsuen Wan town centre is relatively ventilated all year round, benefitting from the downhill wind from north and the sea breeze from south;

- (b) Major roads including Tai Chung Road, Tai Ho Road and Ma Tau Pa Road are to serve as key wind corridors channelling wind from the waterfront to the inner areas;
- (c) Tsuen Wan Park and Tsuen Wan Riviera Park together with low-rise "Government, Institution or Community" facilities are essential to maintaining good air ventilation for the town centre; and
- (d) Suitable design measures should be adopted in future developments to improve air ventilation. Such measures include wider building gaps, non-building areas to create air paths, greater podium permeability, and positioning of building towers in alignment with prevailing winds, etc.

4. In the 2011-12 Budget, the Financial Secretary announced that the West Rail Property Development Limited would redesign six property development projects along the West Rail Line of which master layout plans and building plans had already been approved. The TW5 Bayside property development project at Tsuen Wan West Station was one of them. This move was conducive to increasing the supply of small and medium-sized flats and complying with the guidelines on quality and sustainable building design implemented since 1 April 2011.

5. On the basis of the scheme approved in 2005 (see <u>Plan B2</u>), the MTR Corporation Limited (MTRCL), the agent for the West Rail property development projects, revised the scheme of the TW5 Bayside property development at Tsuen Wan West Station (see <u>Plan B3</u>). The MTRCL consulted Tsuen Wan District Council (TWDC) on the revised scheme in May 2011^{1} . TWDC welcomed the improved design of the TW5 Bayside property development at Tsuen Wan West Station.

6. Compared with the scheme of 2005, the major improvements in respect

¹ The relevant District Council paper can be downloaded on the website of TWDC (<u>http://www.districtcouncils.gov.hk/archive/tw/english/welcome.htm</u>).

of air ventilation of the revised scheme of 2011 are as follows:

- (a) Enhancement of breezeways Along the five buildings at the waterfront, there will be three breezeways of about 18 metres, 50 metres and 50 metres wide respectively. Among them, the breezeway of about 50 metres wide at the north-western boundary would serve as Tsuen Wan's district breezeway allowing breeze to blow into the inner streets directly from the waterfront through Tai Chung Road. The enhanced building layout will straighten the alignment of the second breezeway at the waterfront (about 50 metres wide) and the breezeway of about 50 metres wide between T7 and T8 along Tsuen Wan Road. As such, sea breeze may blow into buildings in the inner streets directly through the two breezeways which are almost opposite to each other. Such improvement measures will achieve better air ventilation;
- (b) Addition of building separation Along Tsuen Wan Road, new gaps of about 15 metres and 5 metres wide will be provided in the two pairs of blocks, namely T8 and T9 as well as T6 and T7, respectively for better air ventilation and visual permeability for nearby residential developments. The gap of about 15 metres wide will link Hoi Kwai Road and penetrate the entire plot, thereby bringing sea breeze into the inner streets. Such improvement measures will achieve better visual permeability/air ventilation;
- (c) **Reduction in podium bulk** The entire podium will be set back from the waterfront by at least 6 metres, thereby increasing the depth of the waterfront view in general. The gross floor area of the entire shopping mall will be reduced by about 25% from 53,860 square metres (m²) to about 40,000 m². In addition, the podium height will be reduced by about 10%, from 30.55 mPD to about 27.25 mPD;
- (d) **Introduction of urban windows at the podium** A new urban window of about 30 metres to 50 metres wide will be provided at the podium to enhance air ventilation, such that westerly/south-westerly wind can penetrate into Tsuen Wan's inner streets. The urban window will complement the second breezeway at the waterfront (about 50 metres wide) and the breezeway of about 50 metres wide between T7 and T8 along Tsuen Wan Road at different heights to enhance air ventilation;
- (e) **Adoption of a stepped podium design** A stepped podium design will be adopted to enhance gradation effect. Greenery space at varying

heights will promote a different sense of openness for the area, further reducing the podium bulk and enhancing air ventilation; and

(f) **Refuge floor designed as sky garden** – The refuge floors of the four blocks T6, T7, T8 and T9 along Tsuen Wan Road will be enhanced as sky gardens (with a height of about 5.6 metres), effectively enhancing natural air ventilation and visual permeability.

7. The Town Planning Board subsequently approved the above revised scheme in June 2011. The TW5 Bayside property development project at Tsuen Wan West Station was successfully tendered in August 2012.

Development Bureau Planning Department June 2015





2005年4月核准方案



2011年4月重新設計方案

