

Appendix B

Replacement Pages of Updated Supporting Planning Statement

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Replacement Pages of Updated Supporting Planning Statement

V2 | April 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. INTRODUCTION

- 1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the “Residential (Group E)” (“R(E)”) zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).
- 1.1.2 The Application Site, with an area of about 2,419m², is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).
- 1.1.3 The Application Site falls within “R(E)” zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for “R(E)” zone is for *“phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB”*. As specified in the Schedule I of the “R(E)” zone in the Notes of the OZP, the proposed ‘Flat’, ‘Shop and Services’ and ‘Eating Place’ uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.
- 1.1.4 According to the OZP and Remark (1) for “R(E)” zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for “R(E)” zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.
- 1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m² (i.e. 280ft²) for residential plots in recent land sale. In accordance with the Government’s aspiration, the Applicants intend to realise the planning intention of the subject “R(E)” zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA “Comprehensive Development Area” (“CDA”) zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened **on a 24/7 basis** for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian safety/comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and

BH in support of the various initiatives mentioned above to serve territorial housing need and for an enhanced living environment.

- 1.1.6 The Proposed Scheme, comprising one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for ‘Shop and Services’ and ‘Eating Place’ uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. With the fact that about one-fourth of the Application Site has been assigned for the additional waterfront promenade for public enjoyment **on a 24/7 basis**, as well as to accommodate the provision of more residential flats (minor relaxation of domestic PR1), minor relaxation of BH (i.e. from 80mPD to 100mPD) for one of the two proposed residential bands at the inland portion of the Application Site along Tung Yuen Street will be needed. Notwithstanding this, the Proposed Scheme with two BH bands (i.e. 80mPD to 100mPD) would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. Overall speaking, approval of the Proposed Scheme would set a desirable precedent to facilitate the transformation of the YTIA into a quality seaside residential living neighbourhood.
- 1.1.7 This Supporting Planning Statement is to provide TPB with relevant information including Landscape Master Plan (LMP) and Tree Treatment Proposal, Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Air Quality Impact Assessment (AQIA) and Visual Impact Assessment (VIA), which ascertain the technical feasibility of the Proposed Scheme for this Section 16 Application. It is structured as below:
- **Section 2** provides a brief description of the Application Site and its surrounding context;
 - **Section 3** presents the planning context of the Application Site;
 - **Section 4** details the Proposed Scheme in relation to general planning and design principles, and key development parameters;
 - **Section 5** illustrates the planning justifications in support of this Planning Application; and
 - **Section 6** concludes the whole Supporting Planning Statement.
- 1.1.8 We sincerely seek favourable consideration from the TPB to grant approval to this well justified Section 16 Application.

Approved Application No. A/K15/130 (or Phase III of the whole YTB “CDA” development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

- 2.4.3 To the **immediate south** is an existing CBP and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the “CDA(1)” site and the inland portion of the “CDA(1)” site across Tung Yuen Street. To the **further south**, the “CDA(2)” zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast** across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of “CDA(3)” zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within “CDA(4)” zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the “CDA(5)” zone. Similar to the YTB “CDA” zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.
- 2.4.4 To the **immediate east** and **southeast** across Tung Yuen Street are “R(E)” zones and the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two “R(E)” zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion¹.
- 2.4.5 To the **east** and **southeast** beyond Sze Shan Street are other “R(E)” zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (140mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two “R(E)” zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, institution or community (G/IC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka

¹ The transitional housing project ‘Light Factory’ for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refers to Housing Bureau’s website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

PR/BH restrictions may be considered by the TPB on application under Section 16 of the TPO. Each application will be considered on its individual merits”.

- 3.1.6 Please refer to **Figures 3-1a to 3-1c** and **Figures 3-2a to 3-2b** for the respective Plan and extracts of the Notes and ES of the OZP.

3.2 Departmental Plan Footpath Requirement

- 3.2.1 According to the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. **D/K15C/1B-A**, the boundary of the development along Tung Yuen Street is required to be set back for provision of 3.5m-wide footpath to improve pedestrian circulation of the YTIA area. Apart from respecting the ODP requirement, the Applicants are keen to explore further setback within the Application Site to provide a more comfortable pedestrian environment (with a total of 5m) with landscaping for the local community.
- 3.2.2 Please refer to **Figure 3-3** and **Figures 3-4a** and **3-4b** for the relevant extracts of the Plan and Explanatory Statement of the ODP.

3.3 Planning Briefs for the five “CDA” zones in the Yau Tong Industrial Area and the “CDA” zone in the Yau Tong Bay adjoining the Application Site

- 3.3.1 With full respect of the planning intentions of surrounding sites in the YTIA and the YTB in proximity to the Application Site, the two PBs for the sites zoned “CDA” in the YTIA and the YTB have been taken into the account during the planning and design process for the Proposed Scheme despite the fact that the Application Site fall outside these “CDA” zones.
- 3.3.2 The “CDA” sub-zones in the YTIA and the “CDA” zone in the YTB are both intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. These “CDA” zones are subject to maximum BHs ranging from 80mPD to 120mPD with a distinct gradation of height profile with descending BH towards the harbourfront.
- 3.3.3 Moreover, both PBs requires a public waterfront promenade of not less than 15m-wide along the Yau Tong waterfront, which is intended to create a continuous waterfront promenade connecting to the Kai Tak Development Area and Lei Yue Mun Village. Being also a waterfront site along the YTIA, the Applicants are intended to provide a voluntary waterfront promenade open for public enjoyment **on a 24/7 basis**, with a width

of not less than 15m-wide within the Application Site to connect to the wider waterfront framework for Kowloon East.

3.4 Pedestrian Comfort along Tung Yuen Street

3.4.1 Currently, the narrow street frontage with limited landscaping resources along Tung Yuen Street has hinder pedestrian comfort and walking experience.

3.4.2 With the intention to enhance pedestrian environment along Tung Yuen Street, in addition to the footpath of 3.5m-wide required under the ODP, this additional space will not only provide more room for pedestrians, but also provide opportunities for street furniture, greenery, and amenities to create a more comfortable, and aesthetically pleasing environment for pedestrians along Tung Yuen Street.

3.5 Recent Government Initiative to Improve Living Spaces in Private Residential Developments

3.5.1 On 24 February 2022, the Development Bureau (DEVB) announced that a minimum flat size requirement, i.e. saleable area of each residential unit should be less than 26m² (or about 280ft²), would be applied to all to all Government land sale, railway property development projects, projects of the Urban Renewal Authority as well as lease modification/land exchange applications for other private residential development projects. The minimum flat size requirement would also apply to all new applications for the relevant private treaty grants, lease modifications or land exchanges received by the Lands Department from 25 February 2022 onwards. To respond the recent Government initiative, the Proposed Scheme will provide residential flats with a minimum flat size of not less than 26m² to improve the living space.

3.6 Government's Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

3.6.1 Since the 2014 Policy Address, the Government has indicated that “*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*”². With a view to optimise the precious land resources for increasing housing supply at the Application Site where situates at Density Zone 1 in the Main Urban Area well-served by existing public transport and infrastructure, the Proposed Scheme would take into account the consideration factors listed above for examining the feasibility of applying for minor relaxation of domestic PR at the Application Site.

² Paragraph 1.1.3 of Chapter 2, Hong Kong Planning Standards and Guidelines

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment **on a 24/7 basis** and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

- 4.2.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback** – To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.
- 4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations** – In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to “*bring people to the harbour and the harbour to the people*”.
- 4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents** – Respecting the planning intention of “R(E)” zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of ‘Shop and Services’ and ‘Eating Place’ uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.
- 4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront** – Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the “R(E)” zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.
- 4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

| Key Development Parameters | OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP) (a) | Proposed Scheme (b) | Differences/ Compliance (b) – (a) |
|--|--|--|--|
| Site Area (m²) | About 2,419m ² | About 2,419m ² | - |
| Proposed Uses | ‘Flat’ is Column 2 use; ‘Shop and Services’ and ‘Eating Place’ are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) | ‘Flat’ is Column 2 use; ‘Shop and Services’ and ‘Eating Place’ are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) | Column 2 uses (S16 Application required) |
| Plot Ratio (PR) | | | |
| - Total PR | Not more than 6 | Not more than 6.9 ^[1] | + 15% |
| - Domestic PR | Not more than 5 | Not more than 6 | + 20% |
| - Non-domestic PR | Not more than 1 | Not more than 0.9 ^[2] | - |
| Gross Floor Area (GFA) (m²) ^[1] | | | |
| - Total GFA (excluding Bonus GFA to be claimed) | Not more than 14,514m ² | Not more than 16,691.1m ² | + 15% |
| - Domestic GFA (excluding Bonus GFA to be claimed) | Not more than 12,095m ² | Not more than 14,514m ² | + 20% |
| - Non-domestic GFA | Not more than 2,419m ² | Not more than 2,177.1m ² ^[2] | - |
| Bonus Plot Ratio (Bonus GFA) | Provision under Remark (5) of the Notes of “R(E)” zone | Not more than 0.081 ^[3] (to be included in Domestic PR) (Not more than 197.93m ²) | Provision under Remark (5) of the Notes of “R(E)” zone |
| Building Height (BH) (mPD) | Not more than 80mPD | 80mPD to 100mPD (for inland portion only) | +25% (for inland portion only) |
| Floor-to-Floor Height | N/A | Basement: about 4.5m Retail: about 4.5-5.5m Clubhouse: about 3.9m Transfer Plate: about 1.85m | - |

| Key Development Parameters | OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP (a) | Proposed Scheme (b) | Differences/ Compliance (b) – (a) |
|-----------------------------------|--|--|-----------------------------------|
| | | Typical Residential: about 3.15m | |
| No. of Storeys | N/A | 22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark | - |
| Site Coverage (SC) | | | |
| - Below 15m | N/A | Not more than 70% | - |
| - Above 15m | N/A | Not more than 33.3% | - |
| No. of Residential Block | N/A | 1 | - |
| No. of Flats | N/A | About 342 | - |
| Average Flat Size | N/A | About 43m ² | - |
| Anticipated Population | N/A | About 855 ^[4] | - |
| Local Open Space | N/A | Total area of not less than 855m ² , which includes a voluntary waterfront promenade of not less than 608m ² for public access and enjoyment | - |
| Greenery Provision | N/A | Not less than 20% ^[5] | - |
| Car Parking Spaces | | | |
| Private Car Parking Spaces | N/A | 63 (incl. 2 accessible car parking spaces) | |
| - Residential | N/A | 50 | - |
| - Visitor | N/A | 5 | - |
| - Shop and Services/ Eating Place | N/A | 8 | - |
| Motorcycle Parking Spaces | N/A | 4 | |
| Loading/ Unloading (L/UL) Bays | N/A | 3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces) | - |
| Completion Year | N/A | 2032 | - |

Notes:

- [1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.
- [2] The area of the covered public passageway (about 223m²) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m². Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m² is proposed as an exempted GFA.
- [3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down), equivalent to a GFA of not more than 197.93m² and SC of 0.257% will be claimed for the 39.586m² of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

stage, nevertheless, the bonus PR and SC have been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.

- [4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.
- [5] The total greenery provision is located at Primary Zone, i.e. 15m vertical zone, of the Application Site which accounts for not less than 20% of SC of greenery.

4.4 Building Design Concept

Stepped Building Height Design that is Compatible with the Building Height Profile of Surroundings

- 4.4.1 With a view that about one-fourth of the site area (i.e. about 608m²) has been designated for the waterfront promenade open for public enjoyment on a 24/7 basis, there are limited room within the Application Site to accommodate the optimised residential floor space and retail uses within the BH restriction of 80mPD stipulated on the “R(E)” zone.
- 4.4.2 To respect the stepped BH profile in the Yau Tong area, a stepped BH design with two BH bands descending towards the harbourfront are proposed for the Proposed Scheme. In the current architectural design, most of the Proposed Scheme still complies with the BH restriction of 80mPD while only one residential band in the inland portion of the Application Site is with BH of 100mPD, which is not higher than the BH restriction of adjacent developments across Tung Yuen Street, ensuring compatibility.

Compliance with Relevant Provisions of Sustainable Building Design Guidelines (SBDG)

- 4.4.3 The building design of the Proposed Scheme complies the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

- 4.4.4 The Application Site is less than 20,000m² in area with continuous projected façade of less than 60m. Therefore, the requirement on building separation is not applicable.

Building Setback

- 4.4.5 Since Tung Yuen Street is wider than 15m, no further setback from the street is required under the SBDG requirement. Notwithstanding this, a full-height setback of 5m-wide is proposed from Tung Yuen Street road kerb for provision of the 3.5m-wide footpath under

ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade. Tree planting is also proposed at the northwestern end of the proposed setback.

Greenery

- 4.4.6 Since the area of the Application Site is more than 1,000m² and less than 20,000m², the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m² to be provided in accordance to PNAP APP-152.

4.5 Landscape Design

Design Objective

- 4.5.1 The primary landscape objectives of the Proposed Scheme are:
- To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;
 - To integrate the Proposed Development with the waterfront and waterfront promenade;
 - To provide linkage and connections from Tung Yuen Street to the waterfront promenade;
 - To provide a quality and sustainable living environment for future occupants; and
 - To maximise greening opportunities and create a high-quality environment for the residents and the public.

Landscape Design Concept

- 4.5.2 The landscape framework of the Proposed Scheme is summarised as follow:
- **Waterfront Promenade of not less than 15m-wide** – The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the “CDA(1)” zone waterfront promenade for compatibility in a broader context.
 - **Design of the Waterfront Promenade within the Application Site** – Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable. Seating benches, wooden deck and ornamental planting will be provided for public enjoyment on a 24/7 basis.
 - **Streetscape along the Tung Yuen Street** – Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Street will be provided at the entrance ramp to basement carpark as streetscape enhancement.

5. PLANNING JUSTIFICATIONS

5.1 Realising the Planning Intention of the “R(E)” zone with Provision of an Additional Waterfront Promenade for Public Enjoyment

- 5.1.1 While the Application Site was rezoned from “Industrial” to “R(E)” zone in 1998, it is currently occupied by an IB for godown use. No previous application has been submitted since then. Meanwhile, the YTIA has undergone a rapid transformation from an industrial area to a residential area in the past two decades, with numerous planned and completed comprehensive/residential developments adjoining the Application Site.
- 5.1.2 With the proactive response from the Applicants to optimise the valuable land resources at the Application Site for a seaside residential development with retail facilities and an additional waterfront promenade, the Proposed Scheme with minor relaxation of PR and BH fully aligns with the planning intention of “R(E)” as set out in the OZP. While the Proposed Scheme will phase out the existing industrial uses at the Application Site, it will also support for the ongoing transformation of the YTIA into a liveable residential area. Together with other approved applications with minor relaxation of PR in the surroundings as mentioned in **Section 2.4**, the Proposed Scheme can further provide additional flat units in the YTIA. Besides, an additional waterfront promenade open for public enjoyment **on a 24/7 basis**, which is not required within the “R(E)” zone, is proposed within the Application Site to achieve wider public benefit. The resultant minor relaxation of BH is only for one residential band in the inland portion of the Application Site, which will not jeopardise the overall stepped BH profile concept in the YTIA area.
- 5.1.3 In summary, the Proposed Scheme with minor relaxation of PR and BH restrictions, which is fully in line with the planning intention of the “R(E)” zone, is to facilitate the achievement of greater planning benefits and provide further effort to enhance liveability and quality of residential neighbourhood in view of the latest needs at territorial and local level.

5.2 Echoing with the Government’s Prevailing Policy to Secure Minimum Flat Sizes and Optimise Flat Supply at Urban Centre

- 5.2.1 To echo with the minimum flat size requirement in residential developments announced by DEVB in February 2022 as mentioned in **Section 3.5**, the Proposed Scheme (with average flat size of about 43m²) would secure all residential flats to be equal or not less than 26m² to realise the policy intention of enhancing living space and responding to the society’s aspirations.
- 5.2.2 Considering the recent policy initiative, the Applicants seek to optimise number of flats for the enhancements in both quality (larger living space) and quantity (more flat provision) for the housing supply at the urban centre. The Proposed Scheme with minor relaxation of domestic PR from 5.0 to 6.0 has complied with all the consideration factors listed in Chapter 2 of the HKPSG, including traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned, when seeking a minor relaxation of domestic

PR from 5 to 6 in this Planning Application. The Proposed Scheme will be able to provide an additional about 60 units, with a total of 342 flats with a decent living space by 2032.

5.3 Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment

- 5.3.1 With respect to the non-domestic PR of 1.0 under the “R(E)”, the Proposed Scheme would obtain PR of 0.9 for non-domestic floor space on G/F and L1/F serving as retail uses, including ‘Shop and Services’ and ‘Eating Place’ along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade to serve the local neighbourhood.
- 5.3.2 Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed for provision of a 3.5m-wide footpath under ODP requirement and a full-height setback of about 1.5m-wide adjoining the planned footpath. It is anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood.
- 5.3.3 On the other hand, 5m-wide covered public passageway adjoining retail shops on both sides along the waterfront promenade would contribute to creating an attractive and welcoming waterfront environment for public enjoyment **on a 24/7 basis**. The retail shop frontage with a panoramic view towards the Victoria Harbour would further promote the vibrancy of waterfront activities.

5.4 Fostering a Connected Waterfront Experience in Kowloon East

- 5.4.1 To celebrate the iconic Victoria Harbour with the public, the Applicants have taken initiative to provide a voluntary waterfront promenade, which will be owned by the Applicants, of not less than 15m-wide along the western fringe of the Application Site for public access and enjoyment. The Applicants are committed to take up the construction as well as the management and maintenance responsibility of the waterfront promenade within the Application Site. Taken into consideration of the approved residential development in the adjacent “CDA(1)” zone (i.e. The Coast Line I under construction), the Harbour Planning Principles & Guidelines and local expectations, a mixture of soft and hard landscapes will be adopted to create a pleasant waterfront promenade for various recreation activities.
- 5.4.2 Besides, a 5m-wide public passageway is proposed along the northern boundary of the Application Site to connect the footpath along Tung Yuen Street to the waterfront promenade. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Street (one of the main streets in the YTIA) via the proposed public passageway **on a 24/7 basis**.
- 5.4.3 While a total area of 608m² will be used for provision of the open-air waterfront promenade for public enjoyment **on a 24/7 basis**, only about 3/4 of the Application Site is remained for the Proposed Scheme. As a result, the Applicants seek minor relaxation of

BH from 80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

- 5.4.4 With the “incremental approach” adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector’s contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

- 5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity, comfort and safety.

- 5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

- 5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

- 5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to “provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people” etc.

- 5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment on a 24/7 basis, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

- 5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m-wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve

as an additional visual access to the waterfront from Tung Yuen Street. The Applicants are also committed to take up the construction, management and maintenance responsibility of the waterfront promenade and the associated public passageway within the Application Site.

- 5.6.4 The Proposed Scheme incorporates sensitive design and disposition of residential bands to avoid a monotonous harbourfront image. The stepped BH design with the proposed waterfront promenade would also provide a more interesting skyline along the YTIA waterfront area. (Please refer to **Appendix B** on the illustration on the additional waterfront promenade). To reduce the building bulk of the development, car parking spaces are proposed at two basement levels to avoid bulky podium structure along the waterfront. With the Proposed Scheme respecting the overall stepped BH profile of the YTIA, the Application Site will create a more distinctive harbourfront image at the Eastern Gateway of Hong Kong.

5.7 Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and Ensuring Compatibility with the Surrounding Context

- 5.7.1 Based on the discussion above, minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment **on a 24/7 basis**. Yet, the Applicants have paid due consideration on optimising the architectural design to ensure the Proposed Scheme is compatible with the surrounding context.
- 5.7.2 To create an interesting skyline at the Application Site, a stepped BH profile with two bands of BH for one residential bulk is proposed for the Proposed Scheme. A stepped BH profile, consisting of one residential band with 100mPD at inland portion along Tung Yuen Street and one residential band with 80mPD towards the Victoria Harbour, is proposed, resulting in a more interesting skyline in the YTIA. Efforts are also in place to minimise overall BH of the Proposed Scheme. For instance, all car parking spaces are proposed at the two basements levels and reasonable typical floor-to-floor height has been adopted (i.e. an average of about 3.15m for residential floors) without jeopardising quality of living for future residents. The Proposed Scheme with BHs of 80 to 100mPD will be in line with the BH restriction of 100mPD along other side of Tung Yuen Street, and hence the overall pattern of stepped BH at YTIA will be maintained.
- 5.7.3 Moreover, a Visual Impact Assessment (**Appendix I**) covering 6 viewing points, including a strategic viewing point at Quarry Bay Park, concluded that the Proposed Scheme is fully compatible with the context of YTIA and the stepped BH profile of YTIA will not be contravened with the minor relaxation of the BH under this Planning Application.

5.8 Resulting in NO Adverse Impact to the Surroundings

- 5.8.1 Various technical assessments including Landscape Master Plan (LMP) and Tree Treatment Proposal (**Appendix C**), Traffic Impact Assessment (TIA) (**Appendix D**), Environmental Assessment (EA) (**Appendix E**), Drainage and Sewerage Impact Assessment (DSIA) (**Appendix F**), Air Quality Impact Assessment (AQIA) (**Appendix G**), Air Ventilation Assessment (AVA) (**Appendix H**) and Visual Impact Assessment

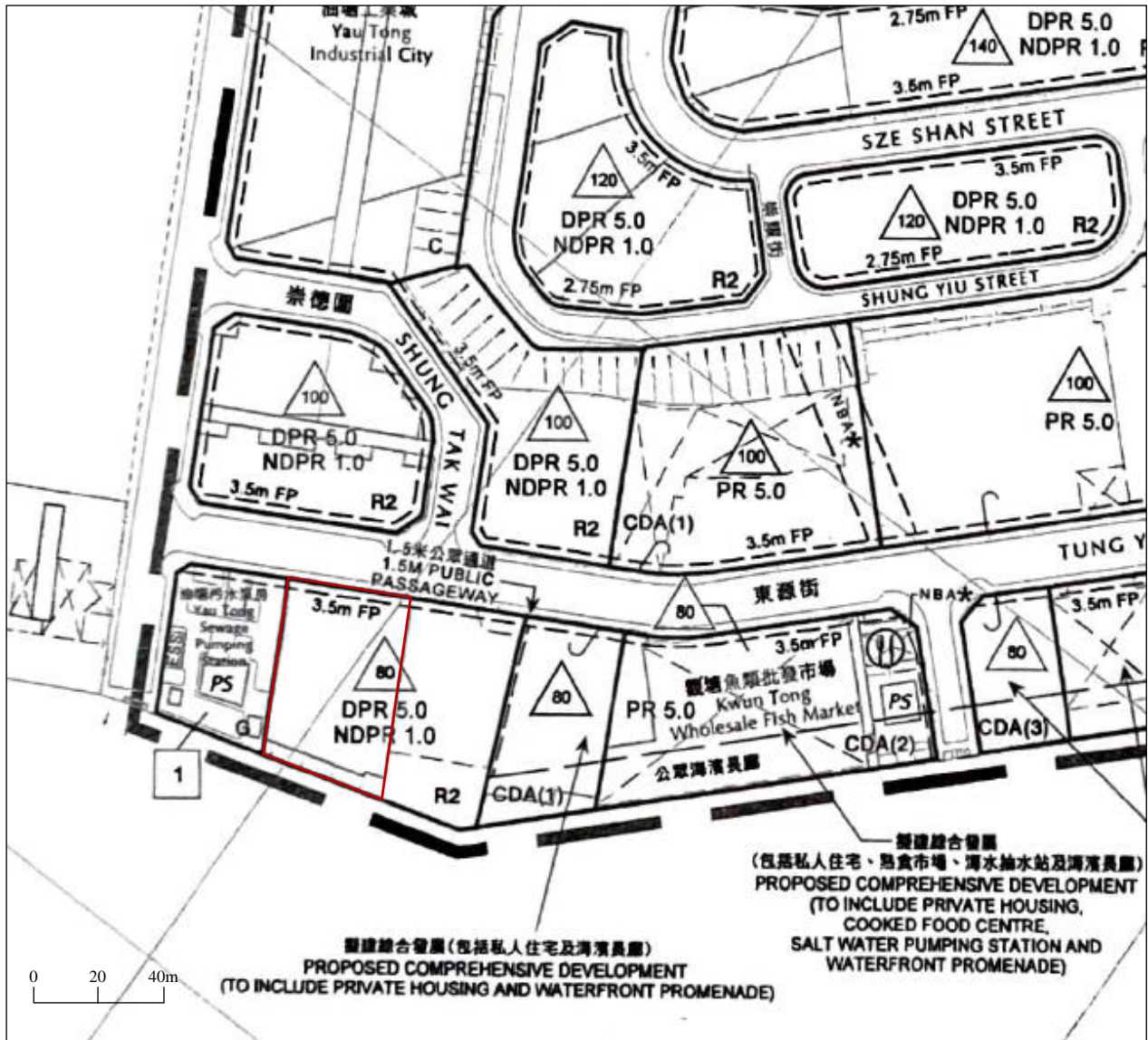
(VIA) (**Appendix I**), have been conducted to assess the technical feasibility of the Proposed Scheme.

- 5.8.2 Findings of the technical assessment have confirmed that the Proposed Scheme is technically feasible and will not generate adverse impacts to the surrounding area.

5.9 Establishing a Desirable Precedent of Residential Development with Quality Waterfront Promenade Aspired to Enhance Living Quality in Yau Tong

- 5.9.1 This Planning Application is seeking for a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD for a residential development with a quality waterfront promenade, retail facilities with pedestrian improvement measures along the waterfront of YTIA.
- 5.9.2 The Proposed Scheme is in line with the planning intention of the “R(E)” zone, echoes with the Government’s prevailing policy to secure minimum flat sizes and increase flat supply, as well as responds to local needs by reserving suitable retail floor space for a vibrant living environment. To realise the minor relaxation of PR for additional about 60 flat units at the urban centre, about one-fourth of the site area (i.e. about 608m²) has been designated for a voluntary waterfront promenade of 15m-wide for public enjoyment on a 24/7 basis, as well as various measures to enhance pedestrian connectivity/comfort, a minor relaxation of BH from 80mPD to 100mPD is therefore required. The minor relaxation of BH is confirmed creating no adverse visual impact to the surroundings and the overall stepped BH profile of YTIA will be respected. Overall speaking, the Proposed Scheme put forward in this Planning Application is confirmed technically feasible and will not generate unacceptable impacts to the surrounding areas.
- 5.9.3 Therefore, approval of the Proposed Scheme will set a desirable precedent for establishing a seaside residential development aspired to enhance living quality in YTIA. Meanwhile, the approval of the minor relaxation of domestic PR and BH restrictions would also mobilise private initiatives in contributing additional housing supply, creating a continuous waterfront environment in Kowloon East, and fully optimising the use of valuable land resources at an urban centre location, resulting in a win-win situation to society.

Figures



LEGEND



Application Site



Zoning Boundary



Footpath



Maximum Building Height (in mPD)

NBA

非建築用地
NON-BUILDING AREA

SBL

退入界線
SETBACK LINE

RCP

垃圾收集站
REFUSE COLLECTION POINT

PS

抽水站
PUMPING STATION

FP

行人路
FOOTPATH

c

“Commercial”

CDA

“Comprehensive Development Area”

G

“Government”

R2

“Residential – Zone 2”

| Figure No. | Scale | Figure Title |
|------------|--------------------|---|
| 3-3 | - | Extracted Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) |
| ARUP | Date April 2025 | Source Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) |

5.3.3 “Residential – Zone 2” (“R2”): Total Area 19.01 ha

Land under this zoning accounts for 6.98% of total development area. This zone covers two major comprehensive private residential developments, namely, Laguna City and Sceneway Garden as well as five sites located within Yau Tong Industrial Area.

Laguna City consists of three sites (Sites A, B and C) located on the both sides of Cha Kwo Ling Road with a total area of 10.92ha. Site A of 6.39 ha containing Phases I and IV of the development is located on the western side of Cha Kwo Ling Road whereas Site B of 2.45 ha containing Phase II is located on the eastern side of Cha Kwo Ling Road. Sites A and B together provide 6,568 flats with a total domestic GFA of 440,000m² and commercial GFA of 15,000m². Site C containing Phase III lies to the east of the Cha Kwo Ling Road with an area of 2.08 ha. It comprises some 100,900m² domestic and 4,570m² non-domestic GFA with a total of 1,504 flats. As part of the development, various GIC facilities including an indoor recreation centre, swimming pools, kindergarten and children and youth centre are provided within these development.

Sceneway Garden is a comprehensive commercial/residential development situated above Lam Tin MTR Station. It falls partly within Planning Areas 14 and 15. There are nine domestic blocks with a total domestic GFA of 146,408m² and non-domestic GFA of 23,605m² within Planning Area 15. Another eight domestic blocks falling within Planning Area 14 are built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.

To ensure the development intensities of Laguna City and Sceneway Garden are under statutory control, maximum domestic GFA are imposed under the Notes of the OZP.

The five sites in Yau Tong Industrial Area are also zoned “R2” to encourage redevelopment of the existing obsolete industrial buildings into residential development. To ensure the proposed residential redevelopment within these five sites will be environmentally acceptable, the developers are required to submit proposed development scheme to the Town Planning Board for consideration. Developments within these five sites are subject to specific control on plot ratios, i.e. a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 1, so as to restrain traffic growth which will otherwise overload the existing and planned transport network.

5.4 “Village Type Development” (“V”) - Total Area 11.57 ha

Land under this zoning accounts for 4.25% of total development area. This zone covers the existing Lei Yue Mun Villages which comprise Ma Wan Village, Che Teng Village, Sam Ka Tsuen, Ma San Tsuen and Ling Nam San Tsuen. The area is characterised by a mixture of one to two-storey village houses and squatter settlement. A number of seafood restaurants which has long been a tourist attraction are densely packed along the waterfront and along the main path in the villages. The traditional

| Figure No. | Scale | Figure Title |
|-------------|------------|---|
| 3-4a | - | Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) (Sheet 1 of 2) |
| ARUP | Date | Source |
| | April 2025 | Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B-A) |

constructed on Lei Yue Mun Road passing the Roundabout with Kai Tin Road and Approach Roads to EHC. The junction of Lei Yue Mun Road and Yau Tong Road is also proposed to be widened.

- 6.3 A number of footbridges have been provided across Cha Kwo Ling Road and Pik Wan Road to facilitate access to the major shopping centres, public transport interchanges, MTR Stations and other community facilities in the area. Two footbridge connections have been reserved to allow future provision of footbridges to connect the MTR Yau Tong Station with the proposed “CDA” development at Yau Tong Bay.
- 6.4 To cater for the demand arising from the redevelopment of Yau Tong Industrial Area for residential and commercial purposes, the boundaries of the developments along Ko Fai Road, Shung Tak Wai, Sze Shan Street, Cha Kwo Ling Road, Cho Yuen Street and Shung Shun Street are required to be set back to allow for provision of 3.5m wide footpaths to improve pedestrian circulation. Likewise, the development boundaries along the unnamed road between Sze Shan Street and Cho Yuen Street are also required to be set back to for introduction of 2.75m wide footpaths along the road.

Mass Transit Railway

- 6.5 The existing MTR Kwun Tong Line with a station at Lam Tin underneath Sceneway Garden runs through the central part of the Area and terminates at MTR Quarry Bay Station on Hong Kong Island.
- 6.6 The construction works for the MTR TKE, which connects Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island, is now in progress for completion by 2002. As an integral part of the TKE project, the MTR Kwun Tong Line will be extended to MTR Yau Tong and Tiu Keng Leng Stations. The proposed MTR Yau Tong Station situated at the junction of Cha Kwo Ling Road and the existing Yau Tong Road is designed with interchange facilities to allow passengers interchange between the Kwun Tong Line and the TKE.

Public Transport

- 6.7 Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus. A public transport interchange is located above the MTR Lam Tin Station and a public transport terminus is provided at Yau Hong Street beside the Sai Tso Wan Neighbourhood Community Centre. Public transport terminus are to be provided in Phase 3 of the EHC Housing Site, Yau Tong Estate Redevelopment and Yau Tong Bay “CDA” Development.

Car Parking

- 6.8 There are two existing multi-storey car parks within the Area. They are located in Tak Tin Estate and Hong Park Court. Three sites, one to the west of the Yau Tong Ventilation Building, one at King Yip Street and one at Shung Shun Street are reserved for car/lorry park purposes. Besides, a public car park is also proposed to be incorporated into a commercial development on Cha Kwo Ling Road near its junction with Lei Yue Mun Road.

| Figure No. | Scale | Figure Title |
|-------------|------------|---|
| 3-4b | - | Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A-A) (Sheet 2 of 2) |
| ARUP | Date | Source |
| | April 2025 | Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A-A) |