

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

Comments from Related Departments and Public

Page No.

COMMENTS FROM RELATED DEPARTMENTS	2
1. Buildings Department, New Buildings Division 1, Kowloon Section, dated 24 February 2025	2
2. Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 27 January 2025	2
3. Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 27 January 2025	3
4. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 26 February 2025	4
5. Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 11 March 2025	5
6. Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 9 January 2025	6
7. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 5 February 2025	7
8. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 24 February 2025	23
9. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 26 February 2025	34
10. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 7 March 2025	35
11. Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 21 March 2025	35
12. Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 24 February 2024	35
13. Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 27 January 2025	36
14. Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 27 January 2025	37
15. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 27 January 2025	37
16. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 24 February 2025	45
17. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 10 March 2025	45
18. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 21 March 2025	46
19. Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 17 April 2025	46
20. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 27 January 2025	50
21. Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 10 February 2025	54
22. Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 27 January 2025	56
PUBLIC COMMENTS	60
23. Comments on Environmental Impacts	60
24. Comments on Planning Considerations	60
25. Comments on Impacts to Surrounding Developments	61

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

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No.	Comments	Responses
1.	<p>Buildings Department, New Buildings Division 1, Kowloon Section, dated 24 February 2025</p> <ol style="list-style-type: none"> 1. Application for bonus PR in return for surrender of land for street widening under regulation 22(2) of the Building (Planning) Regulations (B(P)R) will be dealt with individually according to the special circumstances of each case subject to that the surrender is considered essential and acceptable to relevant government departments and the relevant criteria under PNAP APP-20 be complied with. Such application will be processed under the BO in the building plans submission stage. 2. It is noted that the applicant takes the initiative to dedicate such passage for public to connect the voluntary waterfront promenade (15m wide) with Tung Yuen Street. Whether such passage can be exempted from the GFA calculation required under B(P)R 23(3)(a) will depend on the justification to demonstrate a genuine need by the public and individual merits. Relevant criteria under PNAP APP-108 should be complied with. Such application for GFA exemption will be processed in the building plans submission stage. 3. All building works should comply with the Buildings Ordinance (BO) and its allied regulations. 4. Detailed comments under the BO will be provided at the building plans submission stage. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
2.	<p>Civil Engineering and Development Department, Civil Engineering Office, Port Works Division, District Section, dated 27 January 2025</p> <p>This office has no objection to the application with the following advisory comments:</p> <p>(a) The applicant should maintain the seawall and other marine structures and facilities within, fronting or adjoining the site or formed for</p>	<p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>provision of services to or formed for the support or protection of the site at his own cost up to the satisfaction of the Government.</p> <p>(b) The maximum superimposed load behind the existing seawall shall be limited to such an extent so as not to render inadequate the margin of safety of, or impair the structural integrity and stability of, or cause danger to any existing seawall.</p> <p>(c) As the proposed location is relatively exposed under extreme conditions, the coastal flood risk is relatively high due to overtopping wave and relative low ground level. Coastal risk assessment should be carried out and appropriate resilience measures (e.g. management measures and installation of demountable flood barriers during extreme conditions) should be considered in planning and design stage. Sea level rise should be considered due to global warming. The proposed design and facilities should be adaptive and could be enhanced progressively to cater for the threat of sea level rise in the future.</p>	<p>Noted.</p> <p>Noted. Please refer to Section 2.2 in Appendix E (Updated Drainage & Sewerage Impact Assessment) for the discussion on the sea level rise due to climate change and its relevant mitigation measures.</p>
3.	<p>Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 27 January 2025</p> <p>1. The subject site falls within the harbourfront area under the purview of Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF). The project proponent should take into account the Harbourfront Planning Principles and Guidelines (HPP&G), which set out the major considerations from the harbourfront enhancement angle. The HPP&G are provided at the following links – HPPs: http://www.hfc.org.hk/filemanager/files/harbour_planning_principles_e.pdf HPGs: http://www.hfc.org.hk/filemanager/files/harbour_planning_guidelines.pdf</p> <p>2. We note that a public waterfront promenade (PWP) is included as a part of the</p>	<p>Noted.</p> <p>Please note that the Applicant intends to provide a voluntary waterfront promenade</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>development and that commercial/retail elements would be included in the subject site. The proponent is reminded that the PWP should be planned, designed and constructed in accordance with the relevant requirements of the concerned outline zoning plan as appropriate and coherent with the planning requirements with adjacent developments.</p> <p>3. As per established practice, the proponent should consult KTF on the proposed development <i><u>preferably</u></i> before the concerned application is to be discussed at TPB, including the detailed design of the PWP as well as other related matters such as details on greenery provision, connectivity and accessibility, planning permission, implementation programme, required works areas, etc. in good time before it is finalised.</p>	<p>that will be open for public enjoyment on a 24/7 basis.</p> <p>Noted. The Applicants have consulted the KTF of the Harbourfront Commission on 14 Mar 2025. Please refer to our response to KTF's comments in the meeting in comment#19 below.</p>
4.	<p>Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 26 February 2025</p> <p>Please find below comments on the AQIA report. It appears that the odour impact of the sewage pumping station is not properly assessed and thus no appropriate mitigation measures would be implemented, as elaborated below: -</p> <p>2.11.1. -please clarify what A/K15/126 Approval Scheme is and provide the report for reference.</p> <p>2.11.3 -odour measurement in and around the sewage pumping station (SPS) shall be carried out more extensively, including and not limited to day/night and in different seasons (in or not prevailing wind conditions).</p>	<p>Noted.</p> <p>A/K15/126 is an approved planning application of Yau Tong Inland Lots (YTMLs) 4 S.B and 9, Yau Tong Marine Lot (YTML) 57 and adjoining Government Land, Tung Yuen Street, Yau Tong, Kowloon.</p> <p>Several site visits were conducted on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025 to verify the potential odour sources which covered the different seasons. No noticeable odour was observed during the site visits.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>2.11.3 -please provide the odour measurement and measuring instruments for reference.</p> <p>2.11.3 -it is unrealistic to anticipate no odour impact from SPS, for reference, during the normal operation and maintenance (O&M) of the SPS, odour emission in the magnitude of 5 ppm (roughly 10,000 OU) could occur occasionally. The odour impact during the O&M activities shall be considered and mitigated by the proposed development.</p> <p>2.11.8 -while the DSD project is completed, the village sewer connection works is still in progress, please seek update from appropriate parties</p> <p>2.11.10 -A quantitative odour impact assessment shall be carried out for YTSPS</p>	<p>As stated in Section 2.11.4 of Appendix G (Updated Air Quality Impact Assessment (AQIA)), upon the visits, no identifiable odour was detected at the site boundary of the sewage pumping station and the junction of Shung Tai Wai and Tung Yuen Street.</p> <p>In addition, according to the reply from EPD's regional office (see Appendix 2.18 of Appendix G), there is no odour complaint in the concerned area including Yau Tong Sewage Pumping Station (YTSPS).</p> <p>There may be some odour emission during the maintenance period, it is only expected to be experienced for a short period of time. The temporary retention tank shall not impose unacceptable odour impact upon the nearby sensitive receiver.</p> <p>In addition, for the normal operation, according to the reply from EPD's regional office (see Appendix 2.18 of Appendix G), there is no odour complaint in the concerned area including YTSPS. Also, no noticeable odour was observed during the site visits carried on 23 August 2023, 18 & 25 September 2023, 28 February 2024 and 14 & 15 March 2025.</p> <p>With the consideration of the above findings, odour impact from sewage pumping station is not anticipated.</p> <p>According to the reply from EPD's regional office (see Appendix 2.18 of Appendix G), there is no odour complaint in the concerned area including Sam Ka Tsuen Typhoon Shelter.</p> <p>With the consideration of the findings, odour impact from sewage pumping station is not anticipated, a quantitative odour impact assessment would not be carried out.</p>
5.	Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-	

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

No.	Comments	Responses
	<p>Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 11 March 2025</p> <p>Please find the attached existing and proposed layout plan for you review on the feasibility of taking up the design and construction works of the waterfront promenade fronting existing YTSPS. Based on the preliminary information, the estimated width of setback for opening the waterfront promenade is around 4.3m. The demolition of existing boundary wall and reconstruction of existing boundary wall is required. DSD anticipated the setback area could be released starting from Q3 2026 the earliest. For the small section of rising mains falling within the setback area, DSD advised that it will be diverted by end 2025 tentatively.</p> <div data-bbox="379 974 432 1034" data-label="Image"> </div> <p>Yau Tong SPS_old layout_new wall.pdf</p> <div data-bbox="379 1137 432 1198" data-label="Image"> </div> <p>DC202104_MIEL_DF_161B_markup.pdf</p>	<p>Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site.</p> <p>Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.</p>
6.	<p>Drainage Services Department, Operations & Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 9 January 2025</p> <p><u>Comments on Sewerage Impact Assessment</u></p> <p>(i) Please state the intake year of your proposed development;</p> <p>(ii) Section 3.4.2 Table 3.1 - Please review the calculations of total number of employees and design flow under 2. Club House and 4. Retail;</p> <p>(iii) Section 3.4.2 Table 3.1 and Appendix 3.2 Table 1 - The catchment inflow factor should be 1.1 for East Kowloon, please revise the calculation of peak flow accordingly;</p>	<p>Noted. Please refer to para 1.3.2 of Appendix E.</p> <p>Noted. It was a typo and has been revised.</p> <p>Noted. It was a typo and has been revised.</p>

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Responses to Comments

No.	Comments	Responses
	<p>(iv) Appendix 3.2 - Please supplement your calculations in Excel format for review.</p> <p><u>Comments on Drainage Impact Assessment</u></p> <p>(i) Please request the project proponent to confirm whether any change to site conditions (e.g. change of site formation level) will alter the flow path. If affirmative, assessment will be required to ensure that there will be no impact to be induced to the existing drainage system; and</p> <p>(ii) Since the development is in coastal area, please remind the project proponent should formulate appropriate measures against sea level rise due to climate change.</p>	<p>Noted and supplemented in Appendix 3.2 of Appendix E.</p> <p>Please be advised that there will be no change in the gradient (i.e. ground level 4.9mPD) of the Application Site after redevelopment as confirmed by the Applicants.</p> <p>Please note that according to PNAP APP-152, at least 20% of greenery will be provided after development. The provision of a greenery area of approximately 480m² will further increase filtration of stormwater and minimize surface runoff. As there is a slight increase in greenery area in the Proposed Development, peak runoff from the Application Site will slightly decrease as compared to existing site conditions. Adverse impact to the public drainage system is thus not anticipated. Upgrading works is considered not necessary.</p> <p>Noted. An additional Section 2.2 in Appendix E has been supplemented to discuss the sea level rise due to climate change.</p>
7.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 5 February 2025</p> <p>Please find the first batch comment from EPD on AQIA and DSIA :</p> <p>We would provide further comments on EA wrt noise impact and waste management/land contamination aspect once available.</p> <p><u>EPD's comments on AQIA at Appendix G</u></p> <p><u>General Comments</u></p> <p>1. We received supplementary information on air modelling files, files of vehicular emissions/EMFAC and calculation excel spreadsheets of emission inventories from PlanD on 28.1.2025 and we are still reviewing and checking the information. While we</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>provided our comments below and some of these comments will involve adjustment/amendment on the air modelling inputs, please advise the applicant to review and address the comments, and revise the air modelling files accordingly for their next submission.</p> <p>2. Please include the summary of emission factors generated by SAMP as appendices.</p> <p>3. Please provide the contour maps at the worst hit levels for all the air pollutants and odour.</p> <p>4. Based on the preliminary checking, it was found that the model output files (in .pst format) that contain the predicted hourly concentrations are missing. Please provide the information.</p> <p><u>Specific comments</u></p> <p><u>Main Text</u></p> <p>1. Section 2.1.2: Please clarify what 126 Approval Scheme is and provide the approved report for reference.</p> <p>2. Section 2.2.2: Please note that the AQOs would be updated in year 2025 tentatively and the AQIA needs to follow the new AQOs when they are released.</p> <p>3. Section 2.2.9: Please specify “ProPECC PN2/96 - Control of Air Pollution in Car Parks” in the text.</p> <p>4. Section 2.3.2: Please clarify why it only mentions “hourly background concentrations of NO₂, RSP and FSP” in the text.</p> <p>5. Table 2.5: Please review if there is ASR to the northwest of Yau Tong Sewage Pumping Station (e.g. Architectural Salvage Store and</p>	<p>Due to the large file size, the summary of emission factors generated by SAMP is included in the modelling zip file for the checking.</p> <p>Noted, the contour maps at the worst hit levels for all the air pollutants and odour are shown in Appendix 2.14 and Appendix 2.18 of Appendix G.</p> <p>Please note the model output files (in .pst format) are provided for checking.</p> <p>The odour emission information is referenced Approved Planning Application A/K15/126. To avoid confusion, the last two sentences in Section 2.1.2 of Appendix G are removed.</p> <p>The new AQOs is included in Section 2.2.2 and Table 2.1 of Appendix G.</p> <p>Section 2.2.9 of Appendix G is revised.</p> <p>All pollutants in PATH 3.0 have been reviewed. Section 2.3.2 of Appendix G is revised.</p> <p>全記五金貿易有限公司 is identified and selected as a representative ASR (i.e. ASR A19).</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Real Estate Agency as identified in Google Map).</p> <p>6. Table 2.5: Please include the site to the northwest of A05, Yau Tong Industrial Building, Union Industrial Building and Sam Ka Tsuen Recreation Ground as representative ASRs.</p> <p>7. Section 2.5: Please supplement and discuss whether there are any concurrent projects in the surrounding area and if yes, their cumulative air quality impact shall be addressed.</p> <p>8. Section 2.5.2: Please supplement the amount of excavated materials to be handled and the number of marine vessels/dump trucks to be used per time over the work site; and discuss the measures in reducing the gaseous emissions from the operation of marine vessels/dump trucks.</p> <p>9. Section 2.5.6: Please supplement the number of mechanical equipment to be used per time over the work site.</p>	<p>Please note Sam Ka Tsuen Recreation Ground has already selected as a representative ASR (i.e. A17).</p> <p>The site to the northwest of A05 (i.e. Planned Residential Development (Application No. A/K15/122)) (i.e. A20), Yau Tong Industrial Building (i.e. A21) and Union Industrial Building (i.e. A22) are newly added as representative ASRs.</p> <p>The list of concurrent projects in the vicinity and their cumulative air quality impact are included in Section 2.5 of Appendix G.</p> <p>The tentative excavation area is around 1,800m² with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site.</p> <p>Above statement has been supplemented in Section 2.5.3 of Appendix G.</p> <p>With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (2-3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 2,419 m².</p> <p>Above statement has been supplemented in Section 2.5.2 of Appendix G.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>10. Section 2.7: Please explain why quantitative AQIA is required for the Proposed Development.</p> <p>11. Section 2.7.3: Please supplement if desktop review from relevant approved EIA reports and/or approved planning applications has been carried out to confirm that there are no active industrial chimneys in the assessment area.</p> <p>12. Please move Section 2.7.3 to under (i) Industrial Emissions with a suitable sub-heading. Also, please incorporate Section 2.7.4 into 2.7.29 accordingly. In addition, please revise the wordings in Section 2.7.5 to state that the details of the summary in Table 2.7 are discussed in corresponding sections.</p> <p>13. Section 2.7.8: Please provide the source reference for the identification of the three concrete batching plants. Besides, please incorporate the information in Section 2.7.7 into this section accordingly.</p> <p>14. Section 2.7.12: Please include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.</p>	<p>As there are numerous industrial emissions (such as concrete batching plant) and marine vessels emissions identified within the 200m assessment area from the site boundary of the Application Site which cannot satisfied the buffer distance as stipulated in Table 3.1 of HKPSG Ch.9, a quantitative air quality impact assessment is therefore conducted to assess and ensure the future air sensitive receivers of the proposed development would not be under adverse air quality impact.</p> <p>As stated in Section 2.7.4 of Appendix G (renumbered), several site visits were conducted to verify the presence of chimneys and other industrial activities. It is confirmed that there is no active chimney within 500m assessment area from the site boundary of the Site upon the visits.</p> <p>Previous S2.7.3 and S2.7.4 have been moved to Section 2.7.7 and 2.7.29 of Appendix G, respectively.</p> <p>The wordings in Section 2.7.5 of Appendix G are revised.</p> <p>Reference is made to Hong Kong Environmental Database - SP licence search (https://sp-license.odensystems.net/SS), one concrete batching plant, Redland Concrete Limited, is recorded within 500m radius of the Application Site.</p> <p>Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks.</p> <p>For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer trucks (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching</p>

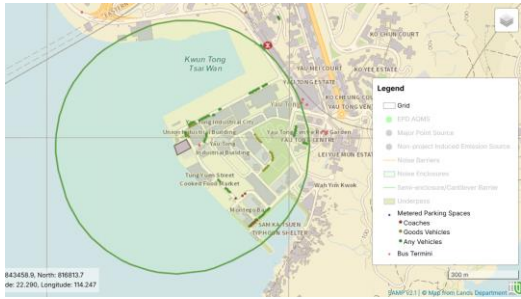
Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon

Responses to Comments

No.	Comments	Responses
	<p>15. Section 2.7.13: Wind erosion should be included as one of the emissions from concrete batching plant. Besides, it is noted from Section 2.7.22, Figure 2.4 and Appendix 2.2 that wind erosion from barges are included. Please revise this section accordingly.</p> <p>16. Section 2.7.16: The model input of marine vessel emissions is not shown in Appendix 2.1. Please rectify</p> <p>17. Section 2.7.16: Please include the marine vessels to/from Yau Tong Bay (including the Sand Depot as mentioned in Section 2.7.15 and the barging facility connected to Architectural Salvage Store as identified in Google Map).</p> <p>18. Section 2.7.20: Appendix 2.5 should read Appendix 2.4. Please rectify.</p> <p>19. Section 2.7.26: Please review if the planned marine vessels has commenced operation and revise the discussion accordingly.</p> <p>20. Section 2.7.29: Please supplement that the major point sources are identified in Figure 2.6.</p> <p>21. Section 2.7.30: Please update and review the cruise schedule from 2025. Cruise schedule in 2024 is outdated. Please revise the calculations in Appendix 2.7 as well. For conservative assessment, please assume that there are two cruises with the highest emissions hoteling concurrently at the cruise terminal.</p>	<p>Plant as conservative approach in order to avoid underestimation.</p> <p>Please refer to Appendix 2.11 of Appendix G.</p> <p>Section 2.7.13 of Appendix G is revised.</p> <p>Appendix 2.1 of Appendix G presents the detailed calculation of marine vessel emissions. Typo in Section 2.7.16 of Appendix G is revised.</p> <p>Barge serving Architectural Salvage Store (全記五金貿易有限公司), Sand Depot (YTML 25 &Ext) and Architectural Salvage Store (YTML 26 &Ext) are included in Section 2.7.16 of Appendix G.</p> <p>Typo is revised.</p> <p>Montego Bay circular route (i.e. Sam Ka Tsuen Pier – Tsim Sha Tsui No.4 Pier – Central No.10 Pier) has been commenced operation on 15 December 2024. The emission from this circular route has been included in the assessment.</p> <p>Section 2.7.29 of Appendix G is revised.</p> <p>The cruise schedule for Year 2025 has been reviewed.</p> <p>According to the latest cruise schedule Year 2025, Costa Serena has the highest engine power among all cruise ships. Given there are two berthing spaces at the Cruise Terminal, another cruise ships with the second-highest engine power have been identified, including Anthem of the Seas, Celebrity Solstice, Ovation of the Seas and Spectrum of the Seas which have the same</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>22. Section 2.7.33: This section should be supplemented to discuss the identification and assessment approach of both bus termini, PTIs and on-site street parking spaces. Therefore, please review and supplement the on-site street parking spaces, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road. In addition, please include a Figure to show the locations of the bus termini, PTIs and on-site street parking spaces as identified. Please also explain the methodology of broad-brush approach.</p>	<p>engine power. However, in view of the frequency of visit to Hong Kong of these four cruises, Spectrum of the Seas has therefore been selected as the second cruise ship for hoteling at Kai Tak Cruise Terminal at the same time for every hour of a day as Costa Serena for a conservative approach.</p> <p>In addition to bus terminuses, on-site street parking spaces were also identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. Similar with bus terminus abovementioned, start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.</p> <p>Please refer to Section 2.7.34 of Appendix G.</p> <p>Location of Bus Termini and on-site Street Parking Spaces from SAMP:</p> 
	<p>23. Section 2.8.6: The relative humidity and temperature are extracted from the meteorological output of the PATH grid in SAMP v2.1 where the road segment locates. The following approaches are used to generate the vehicular emission factors by the tool. Please review and rectify.</p>	<p>Please note the relative humidity and temperature are extracted from SAMP v2.1.</p> <p>As stated in Section 2.8.6 of Appendix G, the monthly minimum temperature and relative humidity (RH) were applied for both short-term and long-term air quality impact of NO2 while annual minimum temperature</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>➤ Short-term (i.e. hourly or daily average) or long term (i.e. annual): Use the daily profile of lowest temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.</p> <p>➤ Long-term only: Use the daily profile of averaged temperature and relative humidity data in each hour for each month (i.e. 24 hours data in each month and for 12 months) to calculate the vehicular emission factors in the corresponding period on an hourly basis.</p> <p>24. Section 2.8.11: Please provide a road link map which is overlaid with PATH grids and indicate the roads with and without start emissions in different colors.</p> <p>25. Section 2.8.11: ATC 2023 is available. Please update.</p> <p>26. Table 2.9: Please provide the unit of the presented concentrations and AQOs.</p> <p>27. Section 2.10.3: Please explain why there is exceedance of 19th highest 1-hour average at G/F lobby while the modelled concentrations in Table 2.9 does not show any.</p> <p>28. Section 2.11; Please check with regional office of EPD to see if there are any complaints for the odour sources identified in this section.</p> <p>29. Section 2.11.3: Please specify the date of the site visits.</p>	<p>and RH were applied for both short-term and long-term air quality impact of RSP and FSP.</p> <p>The revised road index plan is shown in Appendix 2.11 of Appendix G.</p> <p>Noted. The proportion of local and rural roads within Hong Kong of 3.615% is also updated based on ATC 2023.</p> <p>The unit is provided in Table 2.9 of Appendix G.</p> <p>Based on the latest discrete results, NO₂ concentrations at all locations of the Proposed Development comply with the relevant AQOs. Section 2.10.3 of Appendix G is revised.</p> <p>According to the reply from EPD's regional office (see Appendix 2.18 of Appendix G), there is no odour complaint in the concerned area such as YTSPS, concrete batching plant & Wholesale Fish Market.</p> <p>Please refer to Section 2.7.4 of Appendix G for the detail of the site visit. Repeated text regarding the site visit is removed accordingly.</p> <p>The detail of the site visit is included in Section 2.7.4 of Appendix G. Repeated texts regarding the site visit are removed accordingly.</p> <p>The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter in Section 2.11.7 of Appendix G (renumbered) is revised.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>30. Section 2.11.5: Please specify the date of the site visits.</p> <p>31. Section 2.11.6: The separation distance between the project and the Sam Ka Tsuen Typhoon Shelter is more than 400m. Please review and revise.</p> <p>32. Section 2.11.7: Please review and revise the reference list (no Ref-2 and the link for Ref-8 is not accessible).</p> <p>33. Section 2.11.9: Please provide the date of the odour patrol.</p>	<p>Ref-2 in Section 2.11.7 of Appendix G is removed and the link for Ref-8 is supplemented.</p> <p>The date of the odour patrol is provided.</p> <p>The summary table showing the odour result is presented in Table 2.10 of Appendix G.</p> <p>The references have been further review.</p> <p>For the marine emission, the information required for air model including release height, exit temperature, exit velocity and internal diameter of its chimney of existing barges, passenger ferries and fishing vessels are referenced from Appendix 3.5 of approved EIA report for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) due to lack of information available from the operators.</p> <p>For the planned local vessels (i.e. Route of SKT Ferry to/from LYM New Landing Facility), information required for the assessment is not available such as route, operator, schedule, etc. Therefore, the reference was made to the approved S16 Planning Application (Application No.: A/K15/121) for the information of the planned local vessels.</p> <p>For the schedule of the fishing vessels, reference was made to approved S16 Planning Application (Application No.: A/K15/121) as on-site survey on the frequency of fishing vessels was conducted with the consultation to AFCD on the operating activities at Kwun Tong Whole Sale Fish Market. In view of the operation of the whole sale fish market is similar as before, the assumed frequency of fishing vessels in approved planning application is therefore adopted in the assessment.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>34. Section 2.11.11: Please summarize and present the odour assessment results in a table.</p> <p>35. Please review which reference, whether EIA for Lei Yue Mun Waterfront Enhancement Project (EIA-258/2018) or the approved planning application A/K15/121 or A/K15/126 should be adopted, for the marine vessel emission parameters in different Appendix and ensure the consistency. Please provide justifications if different references are needed for the calculation of different marine vessel emissions from their respective routes.</p> <p>36. The prevailing version of SAMP is v2.1. Please use the prevailing version and revise SAMP v2.0 to v2.1 across the report.</p> <p>37. Air Pollution Control (Fuel Restriction) Regulation should read Air Pollution Control (Fuel Restriction) Regulations. Please amend the relevant information throughout the report.</p> <p>38. Please use a single section to present the details of the site visit and quote the section if necessary instead of repeating the site visit throughout the text.</p> <p><u>Figures</u></p> <p>39. Figure 2.2: The ASRs should be identified as a point of the nearest air sensitive uses from the sites to the proposed development. Please review and revise (e.g. A05 & A06).</p>	<p>SAMP v2.1 is adopted in the study. Typos are revised.</p> <p>Typos are revised.</p> <p>The detail of the site visit is included in Section 2.7.4 of Appendix G. Repeated texts regarding the site visit are removed accordingly.</p> <p>The list of concurrent projects in the vicinity and their cumulative air quality impact are included in Section 2.5 of Appendix G.</p> <p>The tentative excavation area is around 1,800m² with a depth of about 12m. As this planning application stage, there is no detailed information on the construction program; however, with reference to other similar scale projects, there is likely to be around 2 dump trucks per hour during the site formation stage of the Proposed Development. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the traveling of the dump trucks within the site.</p> <p>Above statement has been supplemented in Section 2.5.3 of Appendix G.</p> <p>Location of A05 and A06 are revised.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>40. Figure 2.4: Please include the names of the concrete batching plants.</p> <p>41. Figure 2.4: Please delete the marine routes of planned local vessel which are completed outside the assessment area.</p> <p>42. Figure 2.6: Please add the location of Cape Collinson Crematorium.</p> <p><u>Appendix 2.2</u></p> <p>43. Please provide a table listing the emission inventory of the marine emissions from barges and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).</p> <p>44. Please provide a table listing the emission inventory of emissions from wind erosion and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).</p> <p>45. Please provide a table listing the emission inventory of paved road emissions and their emission parameters (including each emission source ID and coordinate/dimension, source type, release height, emission hour, emission rate, etc).</p>	<p>The names of the concrete batching plants are included in Figure 2.4 of Appendix G.</p> <p>The marine routes of planned local vessel which are completed outside the 500m assessment area are removed and excluded in the assessment.</p> <p>Location of Cape Collinson Crematorium is included in Figure 2.6 of Appendix G.</p> <p>Please note the Appendix 2.2 of Appendix G aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion.</p> <p>The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p> <p>Please note the Appendix 2.2 of Appendix G aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion.</p> <p>The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p> <p>Please note the Appendix 2.2 of Appendix G aims to present the calculation of the emissions from concrete batching plant including the barges, paved road and wind erosion.</p> <p>The emission inventory of the emissions from concrete batching plant and their emission parameters (including source ID,</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

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	<p>46. Please assess and include the tailpipe emissions from trucks, including their running emissions and start emissions with precious approach, associated with their movement inside the concrete batching plants.</p> <p>47. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed averaged speed at about 6 knots.</p> <p>48. Please review if there is loading/unloading from the barge SB04 to Redland Concrete Ltd and if yes, please review if the paved road should be extended to the location/unloading point from L21.</p> <p>49. Please provide reference for the assumption of 22 tonnes as the average weight of vehicles in the calculation of emission factor for paved road.</p> <p>50. Please review and check the correctness of the calculated values, e.g. wind erosion emission factors and haul road emission rates. The</p>	<p>XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p> <p>Based on on-site observations, there were no terminating trucks inside the concrete batching plant (CBP) and the peak hourly flow of mixer trucks (Heavy Good Vehicle>24t) within Redland Concrete Ltd Haul Road were 17 trucks.</p> <p>For the concerned emission from mixer trucks inside the CBP, the observed peak hourly flow of mixer truck (17 trucks) were assumed in each operation hour and adopted in open road assessment (SAMP) during the operation period (From: 07:00 to 19:00) of Redland Concrete Ltd Concrete Batching Plant as conservative approach in order to avoid underestimation.</p> <p>Please refer to Appendix 2.11 of Appendix G.</p> <p>The travelling speed of barge is referenced to Appendix 3.5 of approved Lei Yue Mun Waterfront Enhancement Project EIA (EIA-258/2018). (i.e. about 4.5 knots, 2.315m/s) and adopted in this assessment. According to EPD's study on marine vessel (2012), the speed in maneuvering mode ranges from 1 to 8 knots (i.e. 0.51 and 4.12m/s). Therefore, the barges are travelling under maneuvering mode within the assessment area for assessment purpose.</p> <p>Based on the desktop review and site observation, there is no loading/ unloading from the barge SB04, therefore, the extension of paved road from L21 to loading/unloading point is not necessary.</p> <p>Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).</p> <p>The calculations have been updated accordingly.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>values are slightly different from our checking which may be due to the adoption of different decimal places.</p> <p>51. For the table of “Calculations of Emission Sources within Concrete Batching Plant (CBP)”, please provide reference regarding the assumption for the locations of emission sources which are identified in Figure 2.4.</p> <p>52. Please provide reference for the maximum emission rate assumed for P313 of HK Concrete Co. Ltd, which is not presented in the SP Licence.</p> <p>53. Please provide reference for the assumption of stack dimension for P230 of Redland Concrete LTD, which is not presented in the SP Licence.</p> <p><u>Appendix 2.3</u></p> <p>54. Please explain why only emissions of particulates from berthing activity of the barge/derrick lighter are considered. NO₂ and SO₂ emissions from the berthing activity and the emissions from the maneuvering activity of barge/derrick lighter should be considered and assessed.</p> <p>55. Please note that another updated VEP for the referenced EIA for Fill Bank at TKO137 is available. Please make reference to VEP-641/2024 if deemed appropriate.</p> <p>56. Please provide a table listing the emission inventory of the marine emissions from barge/derrick lighter and the emissions from wind erosion at sand dunes and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).</p>	<p>Reference is made to approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121).</p> <p>Please note the emission from HK Concrete Co. Ltd is excluded in the assessment.</p> <p>The stack diameter is calculated from the dimensions (i.e. length and width) of the emission source available in the SP Licence (L-3-117 (6)) (e.g. Stack Diameter = $2 \times \sqrt{\text{Length of Emission Source} \times \text{Width of Emission Source}} / \pi$).</p> <p>The calculation of sand depot (YTML 25 &Ext) is updated, please refer to Appendix 2.3 for details.</p> <p>The calculation of sand depot (YTML 25 &Ext) is updated, please refer to Appendix 2.3 of Appendix G for details.</p> <p>Please note the Appendix 2.3 of Appendix G aims to present the calculation of emissions from sand depot including the berthing emission from barge and derrick lighter, and wind erosion at sand dunes.</p> <p>The emission inventory of the emissions from sand depot and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p>


Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p><u>Appendix 2.4</u></p> <p>57. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).</p> <p>58. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.</p> <p>59. Regarding the passenger ferry schedule (Sam Ka Tsuen <-> Sai Wan Ho), the explanation for the assumed number of hoteling/maneuvering for departure/arrival is unclear. Please review and revise Note [2]. Besides, please explain why the assumed total sailing and hoteling time of 13min is referenced to another planning application A/K15/121 instead of the same assumption and reference made under Calculations of Time-In-Mode (TIM) for Marine Vessels (Note [2]) in this Appendix.</p> <p><u>Appendix 2.5</u></p> <p>60. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).</p> <p>61. Please provide the referenced webpage/report from AIS Marine Traffic website which indicates the assumed speed from 8.2 to 10.2 knots.</p>	<p>Please note the Appendix 2.4 of Appendix G aims to present the calculation of passenger ferry emission.</p> <p>The emission inventory of the passenger ferry emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p> <p>The engine powers under GRT>1,000 is adopted for the assessment.</p> <p>It is assumed that there is no ferry parking at the Sam Ka Tsuen Pier. Hour 6-7 is then adopted as the arrival hour of the ferry as a conservative approach.</p> <p>Please note the Appendix 2.5 of Appendix G aims to present the calculation of fishing vessel emission.</p> <p>The emission inventory of the fishing vessel emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8.</p> <p>Averaged travelling speed of the fishing vessel was referenced Vessel Finder (https://www.vesselfinder.com/). The speed of the fishing vessels is about 3.4 knots. (1.75m3/h) is adopted as a conservative assumption due to the longest TIM resulted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>62. Please explain why the engine powers under GRT 0-499 instead of under GRT>1,000 are adopted.</p> <p>63. Regarding the fishing vessels schedule, please review if the assumed frequency from the referenced report has been outdated as the report was approved few years ago. Please review if an on-site survey should be carried out to obtain the updated data for assessment purpose.</p> <p><u>Appendix 2.6</u></p> <p>64. The appendix should be revised to evaluate the emissions and present the emission inventory of the planned vessels which are considered in AQIA of the project. The extract of the referenced materials should be presented as a supporting document at the end of the Appendix.</p> <p><u>Appendix 2.7</u></p> <p>65. Please provide a table listing the emission inventory of the marine emissions and their emission parameters (including each emission source ID and their coordinate/dimension, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc).</p> <p>66. Emission rate of SO₂ is missing. Please supplement.</p> <p>67. Note [1] under Emission Rate (Hoteling) is irrelevant. Please remove.</p>	 <p>The engine powers under GRT>1,000 is adopted for the assessment.</p> <p>In view of the operation of the whole sale fish market is similar as before, the assumed frequency from the referenced report (i.e. Approved Section 16 Planning Application of Proposed Residential Development at 18 Tung Yuen Street, Yau Tong (A/K15/121)) is still valid.</p> <p>The emission inventory of the planned vessels is presented in Appendix 2.8 of Appendix G. Appendix 2.6 of Appendix G is a supporting document showing the extract of the referenced materials.</p> <p>Please note the Appendix 2.7 of Appendix G aims to present the calculation of cruise emission.</p> <p>The emission inventory of the marine emissions and their emission parameters (including source ID, XY coordinate, source type, release height, exit temperature, exit velocity, stack diameter, emission hour, emission rate, etc) are presented in Appendix 2.8 of Appendix G.</p> <p>Emission rate of SO₂ is supplemented.</p> <p>Note [1] under Emission Rate (Hoteling) is removed.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p><u>EPD's comments on DSIA report at Appendix E</u></p> <p><u>Specific comments</u></p> <p>Section 1</p> <p>Please advise the intake year of the proposed development</p> <p>Section 3.2.3</p> <p>The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement.</p> <ul style="list-style-type: none"> – Section 3.2.3, Section 3.4.2 Table 3.1 (1), Appendix 3.2 Table 1 <p>Please review the UFF of residential housing</p> <ul style="list-style-type: none"> – Section 3.3.1, Section 3.5.3, Section 4.1.2, Appendix 3.1 <p>Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission</p> <ul style="list-style-type: none"> – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (3), Section 3.4.2 Table 3.1 (4), Appendix 3.2 Table 1 <p>The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise</p> <ul style="list-style-type: none"> – Section 3.4.2 Table 3.1 (2), Section 3.4.2 Table 3.1 (4), Appendix 3.2 Table 1 <p>Please review the calculation steps on the estimation of employee number of Club House and Retail</p> <ul style="list-style-type: none"> – Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1 <p>Please advise if the swimming pool is outdoor or indoor; and review the turnover rate</p>	<p>Noted. Please refer to Section 1.3.2 of Appendix E.</p> <p>Noted and revised in Section 3.2.3 of Appendix E.</p> <p>Noted. UFF- R2 has been adopted as a conservative approach and revised in relevant sections and tables of Appendix E.</p> <p>Noted and revised in relevant sections of Appendix E.</p> <p>Noted and revised in relevant sections and tables of Appendix E.</p> <p>Noted and revised in relevant sections and table of Appendix E.</p> <p>Noted. It should be outdoor swimming pool, an updated calculation is provided in relevant sections and tables of Appendix E.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>– Section 3.4.2 Table 3.1 (3), Appendix 3.2 Table 1</p> <p>Please review the swimming pool backwash duration</p> <p>– Section 3.4.2 Table 3.1</p> <p>Please review the catchment inflow factor of East Kowloon</p> <p>– Section 3.4.2 Table 3.1, Appendix 3.2 Table 1</p> <p>Please review the calculation steps on peak flow (without swimming pool)</p> <p>Appendix 3.2</p> <p>Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system</p> <p>Appendix 3.2 Table 3a</p> <p>Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments</p>	<p>Noted and revised and revised in relevant sections and tables of Appendix E.</p> <p>Noted and revised in Section 3.4.2 Table 3.1 of Appendix E.</p> <p>Noted and revised in relevant sections and tables of Appendix E.</p> <p>The estimated sewage generated including existing development and Proposed Development is about 7166.5m³/day, which the flow is occupied about 25% of the current capacity of YTSPS. It is unlikely that the YTSPS will be overloaded. Detailed calculation for the capacities of YTSPS is given in Appendix 3.1 of Appendix E.</p> <p>Noted and revised in Appendix 3.2 Table 3a of Appendix E.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<table><tr><th>Reference</th><th>Comment</th></tr><tr><td>Section 1</td><td>Please advise the intake year of the proposed development</td></tr><tr><td>Section 3.2.3</td><td>The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement.</td></tr><tr><td>- Section 3.2.3 - Section 3.4.2 Table 3.1 (1) - Appendix 3.2 Table 1</td><td>Please review the UFF of residential housing</td></tr><tr><td>- Section 3.3.1 - Section 3.5.3 - Section 4.1.2 - Appendix 3.1</td><td>Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission</td></tr><tr><td>- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (3) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1</td><td>The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise</td></tr><tr><td>- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1</td><td>Please review the calculation steps on the estimation of employee number of Club House and Retail</td></tr><tr><td>- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1</td><td>Please advise if the swimming pool is outdoor or indoor; and review the turnover rate</td></tr><tr><td>- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1</td><td>Please review the swimming pool backwash duration</td></tr><tr><td>- Section 3.4.2 Table 3.1</td><td>Please review the catchment inflow factor of East Kowloon</td></tr><tr><td>- Section 3.4.2 Table 3.1 - Appendix 3.2 Table 1</td><td>Please review the calculation steps on peak flow (without swimming pool)</td></tr><tr><td>Appendix 3.2</td><td>Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system</td></tr><tr><td>Appendix 3.2 Table 3a</td><td>Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments</td></tr></table> <p><u>General Comments</u></p> <ol style="list-style-type: none">1. Please re-visit the assessment based on the above comments.2. Please note that the implementation of sewerage works shall also meet the satisfaction of DSD.3. Please note that EPD only provides comments on contents related to sewerage planning. For contents related to drainage impact, please seek views from DSD.4. The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.	Reference	Comment	Section 1	Please advise the intake year of the proposed development	Section 3.2.3	The UFF for Job Type J11 Community, Social & Personal Services is missing in the Assessment Criteria and Methodology. Please supplement.	- Section 3.2.3 - Section 3.4.2 Table 3.1 (1) - Appendix 3.2 Table 1	Please review the UFF of residential housing	- Section 3.3.1 - Section 3.5.3 - Section 4.1.2 - Appendix 3.1	Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission	- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (3) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1	The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise	- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1	Please review the calculation steps on the estimation of employee number of Club House and Retail	- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please advise if the swimming pool is outdoor or indoor; and review the turnover rate	- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please review the swimming pool backwash duration	- Section 3.4.2 Table 3.1	Please review the catchment inflow factor of East Kowloon	- Section 3.4.2 Table 3.1 - Appendix 3.2 Table 1	Please review the calculation steps on peak flow (without swimming pool)	Appendix 3.2	Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system	Appendix 3.2 Table 3a	Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
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- Section 3.3.1 - Section 3.5.3 - Section 4.1.2 - Appendix 3.1	Application No. A/K15/119 is superseded. Please propose mitigation measures (if any) under this submission																											
- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (3) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1	The UFF for commercial employee for Club House, Swimming Pool and Retail are missing in the calculations. Please revise																											
- Section 3.4.2 Table 3.1 (2) - Section 3.4.2 Table 3.1 (4) - Appendix 3.2 Table 1	Please review the calculation steps on the estimation of employee number of Club House and Retail																											
- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please advise if the swimming pool is outdoor or indoor; and review the turnover rate																											
- Section 3.4.2 Table 3.1 (3) - Appendix 3.2 Table 1	Please review the swimming pool backwash duration																											
- Section 3.4.2 Table 3.1	Please review the catchment inflow factor of East Kowloon																											
- Section 3.4.2 Table 3.1 - Appendix 3.2 Table 1	Please review the calculation steps on peak flow (without swimming pool)																											
Appendix 3.2	Please provide hydraulic calculation on downstream sewers until Yau Tong Sewage Pumping Station and propose mitigation measures for sewer sections with utilization over 90%, to ensure that the proposed development would not cause adverse impact to the public sewerage system																											
Appendix 3.2 Table 3a	Please review and provide estimation for the entire Table 3a as Application No. A/K15/119 is superseded; and include a layout plan to indicate the sewage catchments																											
8.	Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 24 February 2025																											

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA and SIA for the captioned planning application, please find below EPD's further comments on EA.</p> <p>General</p> <p>Please include a separate section in both EA and AQIA to address Industrial/Residential (I/R) interface issue for the proposed development and discuss what specific design/mitigation measures would be incorporated in the proposed development e.g. setback, building orientation and deposition, height of podium, etc. in order to address the I/R interface issue.</p> <p>Waste management/land contamination</p> <p>(1) Para. 5.1.1</p> <p>Please be advised that waste will also be generated during the project's operation phase. Please update the first sentence for clarity.</p> <p>(2) Para. 5.1.2</p> <p>In view of the different nature and requirements of "Waste Management Implication" and "Land Contamination" aspects, the Consultant is advised to divide them into two standalone chapters. Please review and update as appropriate.</p> <p>(3) Para. 5.1.2</p> <p>(a) Please review and incorporate all relevant Ordinances, Regulations, Guidelines, and Technical Circulars on waste management for this Project. For instance, (i) Public Health and Municipal Services Ordinance (Cap. 132), (ii) Land (Miscellaneous Provisions) Ordinance (Cap. 28) and (iii) Monitoring of Solid Waste in Hong Kong 2023.</p> <p>(b) According to Section 5.9 of this submission, the site was depicted as a sea area back in the 1960s, and the Consultant is advised to review whether the Project Site is situated on reclaimed land. If affirmative, please examine relevant information and confirm if</p>	<p>Please be advised that the AQIA and SIA have been revised based on the comments.</p> <p>Please be advised that a separate section to address I/R interface issue has been included in both revised EA (Section 1.5 of Appendix F) and AQIA (Section 2.7.1, 2.7.8 to 2.7.16 of Appendix G).</p> <p>Please be advised that the first sentence has been revised to include the operation phase in para 5.1.1 of Appendix F (Updated Environmental Assessment (EA)).</p> <p>Noted and please be advised that two separate sections (Section 5 and 6) have been provided in Appendix F.</p> <p>Noted and please be advised that relevant ordinances, regulations, guidelines and technical circulars on waste management have been included in para 5.1.2 of Appendix F.</p> <p>Noted and updated in Section 5.9 of Appendix F.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>land-based sediment is anticipated in this Study. Should land-based sediment be anticipated from this Project, the Consultant shall adequately address the potential environmental impacts and the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".</p> <p>(c) Please review the relevance of the "Project Administrative Handbook" to this private project.</p> <p>(4) Para. 5.2.2</p> <p>(a) Per the quantity estimation of C&D materials in this Project, the Consultant shall review the relevance of DEVB TCW No. 9/2011 Enhanced Control Measures for Management of Public Fill. If it is deemed not applicable, the Consultant shall remove it accordingly to avoid confusion.</p> <p>(b) CEDD TC No.03/2015 is outdated. Please refer to the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (i.e., Technical Circular No. 11/2019).</p> <p>(5) Para. 5.3.1</p> <p>Please consistently use "operational phase" or "operation phase" throughout the report to avoid confusion.</p> <p>(6) Para. 5.4.1</p> <p>The Consultant is advised to incorporate all major construction activities that would be considered in the quantity estimation and evaluation of waste impacts during the construction phase.</p> <p>(7) Para. 5.4.4</p> <p>(a) Given that public filling areas are part of the CEDD-designated public fill reception</p>	<p>Noted and included in the Appendix F.</p> <p>Please be advised that the quantity of C&D materials has been estimated, and stated in para 5.4.5 of Appendix F.</p> <p>Noted and please be advised that the latest edition of the CEDD Technical Circular for Management of Construction and Demolition Materials (CEDD TC No. 11/2019) has been updated in para 5.2.2 of Appendix F.</p> <p>Noted and revised in para 5.3.1 of Appendix F.</p> <p>Noted and please be advised that key sources of C&D materials and construction activities have been included in para 5.4.1 of Appendix F.</p> <p>Noted. Original para 5.4.4 has been deleted. Please refer the updated para 5.4.2 of Appendix F for details.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>facilities; the Consultant is advised to update the first sentence to avoid confusion.</p> <p>(b) The second part of Para. 5.4.4 duplicates the content of the last bullet in Para. 5.4.2. The Consultant is advised to review and update as appropriate.</p> <p>(8) Para. 5.4.5</p> <p>Since surplus inert C&D materials will be delivered to Public Fill Reception Facilities for beneficial reuse in other projects, please avoid using the terms "dispose" and "disposal" in this connection. Please thoroughly review and update the entire submission.</p> <p>(9) Para. 5.4.8</p> <p>According to the schematic layout and section drawing, two levels of basement floors are anticipated in the proposed development. The Consultant shall review and elaborate further on the fill demand of this Project and the estimated quantity for on-site reuse of inert C&D materials.</p> <p>(10) Para. 5.4.9</p> <p>Since this is a private project, the Consultant shall review the relevance of the "Project Administrative Handbook" and the requirement of submitting C&DMMP in this Project, with reference to the estimated quantity in Table 5.1.</p> <p>(11) Para. 5.4.13, Para. 5.4.18 and Para. 5.5.11</p> <p>Please revise "licensed collectors" to "licensed chemical waste collectors".</p> <p>(12) Para. 5.4.13</p> <p>The amount of chemical waste to be generated shall be quantified in the Waste Management Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor.</p> <p>(13) Para. 5.4.14</p> <p>Please clarify the meaning of "general site wastes".</p>	<p>Noted. Original para 5.4.4 has been deleted. Please refer the updated para 5.4.2 of Appendix F for details.</p> <p>Noted and revised in para 5.4.5 of Appendix F.</p> <p>Noted. Please note that the current project is a planning application with preliminary information only. Nevertheless, the estimation under Table 5.1 is included in Appendix F.</p> <p>Noted and updated in para 5.4.9 of Appendix F.</p> <p>Noted and relevant paragraphs have been revised in Appendix F.</p> <p>Noted and revised in para 5.4.13 of Appendix F.</p> <p>Noted and revised in para 5.4.14 of Appendix F.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>(14) Para. 5.4.18</p> <p>The Consultant is advised to update the disposal arrangement for ACM. Please be advised that the legislation requires that all asbestos wastes must be disposed of at designated or licensed facilities. In Hong Kong, the only proven method of disposing of asbestos is by secure burial in a landfill site. Please specify such outlet to avoid confusion.</p> <p>(15) Table 5.1</p> <p>(a) The Consultant is advised to elaborate further on the excavation extent (i.e., area and depth) of the basement of the proposed development site to facilitate the vetting of the quantity estimation for inert C&D materials. Please carefully review the accuracy of the current estimation with reference to the schematic layout and section drawing enclosed in Appendix 1.1.</p> <p>(b) As presented in Para. 6.4.8, excavated materials will be refilled on-site, the Consultant shall elaborate further on the fill demand for this Project.</p> <p>(c) Please specify that the destination of inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010.</p> <p>(d) Please specify that the disposal of non-inert C&D materials at designated landfill shall be subject to agreement with the relevant section of the EPD.</p> <p>(e) To tally the presentation between inert and non-inert C&D materials, the Consultant shall individually assess and estimate the waste quantity for (i) demolition of the existing building and (ii) excavation of basements.</p> <p>(f) Although no information is currently available for the quantity estimation for ACM, the Consultant shall specify the nature of the concerned construction activity as well as the recommended disposal outlet.</p>	<p>Noted and updated in para 5.4.19 of Appendix F.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>(16) Para. 5.5.7</p> <p>Food waste is the main source of unpleasant odour and environmental hygiene concerns. Please consider separating food waste from other waste to facilitate the recycling of food waste on-site or off-site. Recycling bins should be placed in prominent places to promote waste separation at the source.</p> <p>(17) Para. 5.5.9</p> <p>The Consultant shall review whether it is appropriate to incorporate the recommendations below</p> <p>"All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with GPS or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials; and</p> <p>"The data collected by GPS or equivalent system should be recorded properly for checking and analysis the travel routing and parking locations of dump truck engaged on site."</p> <p>(18) Para. 5.5.14</p> <p>In addition to ProPECC PN2/97, Handling of Asbestos Containing Materials in Buildings, the Consultant is advised to review whether other Code of Practice related to the handling and disposal of Asbestos Containing Materials shall be referred to.</p> <p>(19) Para. 5.6.1</p> <p>(a) The Monitoring of Solid Waste in Hong Kong 2023 has been published in December 2024. The Consultant is advised to refer to the latest information on quantity estimation. Please share the calculation for further vetting and review.</p> <p>(b) To avoid confusion, The Consultant is advised to separately assess and estimate the</p>	<p>Noted. Please refer to para 5.5.8 of Appendix F.</p> <p>Noted and updated in para 5.5.10 of Appendix F.</p> <p>Noted and updated in para 5.5.10 of Appendix F.</p> <p>Noted and updated in para 5.5.15 of Appendix F.</p> <p>Noted and updated in para 5.6.1 of Appendix F.</p> <p>Noted and updated in para 5.6.1 of Appendix F.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>quantity of general refuse from the domestic and C&I sectors.</p> <p>(20) Section 5.5</p> <p>Please clarify whether land-based sediment is anticipated during the construction phase. The Consultant shall review the geological profile within or close to the Project Site and the excavation requirements of this Project to determine the necessity of assessing the waste management implications arising from land-based sediment in this Study. If affirmative, please briefly elaborate on the quantity estimation, handling arrangement, disposal options, and mitigation measures to be incorporated.</p> <p>(21) Section 5.6</p> <p>Please clarify whether chemical waste is anticipated during the operational phase. If affirmative, please briefly elaborate on the quantity estimation and the mitigation measures to be incorporated to minimize the waste management implications arising from chemical waste.</p> <p>(22) Table 5.2</p> <p>The Consultant is advised to incorporate an additional column showing the off-site properties immediately adjacent to the Project Site.</p> <p>(23) Appendix 5.1</p> <p>To facilitate vetting and evaluate the land contamination potential, the Consultant is</p>	<p>Noted. Please refer to para 5.5.17 of Appendix F.</p> <p>Please note that at this planning stage, there is no detailed information about the land-based sediment. As shown in the MLP, the concrete structure of the proposed basement carpark reaches -4.65mPD. With reference to the surrounding Drillhole Record of project "East Kowloon Sewerage Improvements and Pollution Control, Stage I", there is no marine deposits were observed above -2.18mPD. However, once the relevant information is available and land-based sediment is confirmed, the Consultant shall adequately address the potential environmental impacts. Meanwhile, it is recommended that the marine sediment would be reused onsite as much as possible; otherwise, the handling and disposal of these excavated materials in accordance with "Guidance Note. No. 1/2024" under the Dumping at Sea Ordinance, Cap. 466" and "Dumping at Sea Ordinance (Cap.466)".</p> <p>Noted. Please refer updated para 5.6.4-5.6.6 of Appendix F.</p> <p>Noted. Table 5.1 of Appendix F has been updated.</p> <p>Noted. Appendix 6.1 of Appendix F has been updated.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>advised to incorporate the site boundary onto each aerial photograph.</p> <p>(24) Appendix 5.2</p> <p>(a) To facilitate vetting and evaluate the potential for land contamination, the Consultant is advised to incorporate the site boundary into the locational plan.</p> <p>(b) The photographic records could not sufficiently show the condition of the site on the industrial buildings' ground floor. The Consultant shall carefully review the content as appropriate.</p> <p>(c) The Consultant is advised to supplement the site walkover checklist for further vetting.</p> <p>(d) Please clarify whether a site interview with the current or previous occupier was conducted.</p> <p>(25) Para. 5.9.7</p> <p>Please elaborate on the content, particularly on how the Consultant could ascertain the potential land contamination issues.</p> <p>(26) Para. 5.9.8</p> <p>The Consultant is advised to elaborate further on the information on the building plan of the Application Site acquired from the BRAVO.</p> <p>(27) Appendix 5.3</p> <p>The capture screen from BRAVO shows only the content page of the approved plan; please extract and supplement the relevant information from the plan to facilitate further vetting.</p> <p>(28) Appendix 5.4</p> <p>(a) It is spotted that the site boundary does not tally between the enquiry letter (covering the temporary structures at the south of the Godown and Figure 1.1 of this submission. The Consultant is advised to provide</p>	<p>Noted. Appendix 6.2 of Appendix F has been updated.</p> <p>Noted. Appendix 6.2 of Appendix F has been updated.</p> <p>Noted. Appendix 6.2 of Appendix F has been updated.</p> <p>Noted. Appendix 6.2 of Appendix F has been updated.</p> <p>Noted. Please refer to the para 6.2.5-6.2.7 of Appendix F.</p> <p>Noted. Appendix 6.3 of Appendix F has been updated.</p> <p>Noted. Appendix 6.3 of Appendix F has been updated.</p> <p>Noted. Appendix 6.4 of Appendix F has been updated.</p>

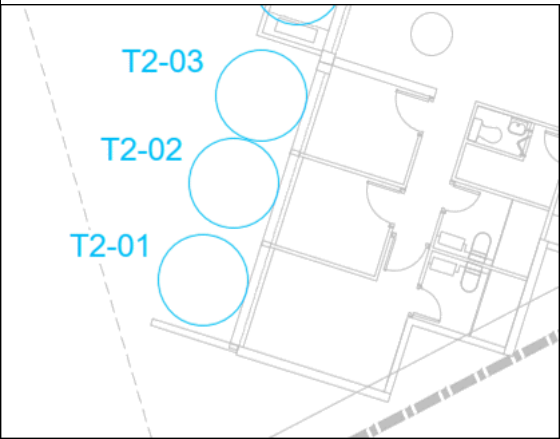
Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No.70, No.4 Tung Yuen Street, Yau Tong, Kowloon

Responses to Comments

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	<p>clarification and update the content as appropriate to avoid confusion.</p> <p>(b) Only an interim reply from FSD dated 11 March 2024 was attached. The Consultant shall supplement the finalized response from FSD dated 25 March 2024 for further vetting.</p> <p>(29) Para. 5.9.10</p> <p>Please elaborate on the CWP registration within the Project Site. The Consultant is advised to compile a summary table with information including but not limited to (i) identity of the CWP, (ii) nature of business, (iii) chemical type, (iv) address, and (v) activeness/validity. For clarity, please also specify the date of inspection of the registry of chemical waste producers.</p> <p>(30) Table 5.3</p> <p>According to the response from EPD enclosed in Appendix 5.4, information related to CWP is also provided, please incorporate them into the last column for clarity.</p> <p>(31) Para. 5.9.15</p> <p>Please revise “historic land use” to “historical land use” in the first sentence to avoid confusion.</p> <p>(32) Para. 5.10.1 and Para. 5.10.2</p> <p>The two paragraphs are confusing and incomplete; please carefully review and update them as appropriate.</p> <p>(33) Para. 5.10.3</p> <p>Please be advised that the Consultant shall agree with EPD on the Contamination Assessment Plan before undergoing site investigation works.</p> <p>Noise planning perspective:</p> <p>(1) S.3.3.1</p> <p>– Written proof of TD's endorsement on the traffic forecast data in Year 2047 should be provided.</p>	<p>Noted. Appendix 6.4 of Appendix F has been updated.</p> <p>Noted. The information would be supplemented once available.</p> <p>Noted. Table 6.2 of Appendix F has been updated.</p> <p>Noted and updated in para 6.2.15 of Appendix F.</p> <p>Noted and updated in para 6.3.1-6.3.3 of Appendix F.</p> <p>Noted and updated in para 6.3.1-6.3.3 of Appendix F.</p> <p>Noted and please be advised that TD's endorsement on the traffic forecast data in year 2047 would be provided once available.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>(2) Figure 3.1</p> <ul style="list-style-type: none"> Please advise if it is an architectural fin next to T2-01, and indicate if there is noise reduction effect to the traffic noise impact in the main text.  <p>(3) Figure 3.2</p> <ul style="list-style-type: none"> Please indicate the NSR ID and the floor no. of mitigation measures applied in the Figure. <p>(4) Figure 4.2</p> <ul style="list-style-type: none"> Please show the 300m assessment area in the Figure. Fixed noise source CCC_7 is missing in the Figure. <p>(5) Table 4.2</p> <ul style="list-style-type: none"> For QJ-1, please review the measured noise levels in the table. According to Appendix 4.3, AGT_3 was identified, but it is missing in Table 4.2 and Figure 4.2. Please clarify. 	<p>Please be advised that the architectural fin next to T2-01 is the noise mitigation measures to mitigate the industrial noise impact. Hence, there would be not fin case indicate in the traffic noise impact.</p> <p>Noted and updated in Figure 3.1 of Appendix F.</p> <p>Noted and updated in Figure 4.2a and 4.2b of Appendix F.</p> <p>Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in Figure 4.2a and 4.2b of Appendix F.</p> <p>Noted and revised in Table 4.2 of Appendix F.</p> <p>Please be advised that further review revealed that fixed noise sources CCC_7, AGT_1, AGT_2, AGT_3, and RCI_1 are out of the 300m assessment area. Hence, these sources have been removed in Table 4.2 of Appendix F.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

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	<p>(6) Appendix 4.3</p> <ul style="list-style-type: none"> – The source name of RCI-1 is not the same in Appendix 4.2 and Table 4.2. Please review. – Redland Concrete Limited is duplicated. – Please review the SWL calculation, such as CCC_3, CCC_4 and WFM1. – The SPL of QJ_1 in Appendix 4.3 did not align with Appendix 4.2. Please review. <p>(7) S.4.7.2</p> <ul style="list-style-type: none"> – Please justify the noise reduction by the vertical fin for fixed noise source, such as providing drawings/diagrams on the reduced line-of-sight. <p>(8) Table 4.4</p> <ul style="list-style-type: none"> – Please review the no. of floors for NSR F2-01 and F2-03. <p>(9) Table 4.5</p> <ul style="list-style-type: none"> – Please review the predicted noise level for F2-02 & F2-03 during day & evening time as they did not align with the calculation from Appendix 4.6. <p>(10) Appendix 4.4</p> <ul style="list-style-type: none"> – Please review the barrier correction for NSR F1-03, such as TLM_1 and etc. <p>Textual Comment</p> <p>(11) S.3.7.6, S.3.7.7</p> <ul style="list-style-type: none"> – Please delete “Error! Reference source not found”. <p>(12) S.4.8.1</p>	<p>Noted and revised in Appendix 4.3 of Appendix F.</p> <p>Noted and removed in Appendix 4.3 of Appendix F.</p> <p>Noted and please be advised that the SWLs of CCC_3, CCC_4, and WFM1 are referenced to the Approved Planning Application No. A/K15/126.</p> <p>Noted and revised in Appendix 4.3 of Appendix F.</p> <p>Noted. Line of sight drawing have been supplemented in Figure 4.5a-4.5g of Appendix F.</p> <p>Noted and revised in Table 4.4 of Appendix F.</p> <p>Noted and revised Table 4.5 of Appendix F.</p> <p>Noted and revised Appendix 4.4 of Appendix F.</p> <p>Noted and relevant typos have been removed para 3.7.6-3.7.7 of Appendix F.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>– Detail calculations for the fixed noise mitigation scenario are shown in Appendix 4.6 instead of Appendix 4.7. Please review.</p>	<p>Noted and revised in para 4.8.1 of Appendix F.</p>
9.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 26 February 2025</p> <p>Further to our earlier email dd 5.2.2025 providing EPD's first batch of comments on AQIA for the captioned planning application, please find below EPD's further comments in relation to vehicular emissions.</p> <ol style="list-style-type: none"> 1. Section 2.7 (iv) Vehicular Emission: Please review if there are HGV car parks within the 500m assessment area, such as Yau Tong Industrial City and Yau Tong Industrial Building; and review if they should be considered and evaluated in the assessment. 2. Section 2.8.11: Please update the minor road ratio according to the latest ATC 2023. Besides, please revise “the proportion of local and rural roads within Hong Kong” to “the proportion of minor roads within Hong Kong”. 3. Please supplement a road map and SAMP results for open road in Appendix. <p>We understand that the consultant had not provided any update/feedback on the missing model output files, as requested in our earlier email dated 4 Feb 2025. Please request the</p>	<p>Noted.</p> <p>On-site street parking spaces were identified based on the information from SAMP. In general, no starting emission will be applied if the roads with double yellow line and the road classified as District Distributor, Primary Distributor, Trunk Road & Expressway. In view of the on-site street parking spaces within 500m assessment area, e.g. Cho Yuen Street, Tung Yuen Street and Ko Fai Road, all roads are considered as with starting emission. The start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach to prevent any underestimation of emission from the on-site street parking spaces.</p> <p>The estimated percentage of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD. The calculation has been checked and agreed by TD and the estimated % of VKT for local and rural roads is agreed with EPD (see Appendix 2.19 of Appendix G).</p> <p>The road index plan and summary of open road emission factors generated by SAMP v2.1 are shown in Appendix 2.11 of Appendix G.</p> <p>Revised modelling files will be provided for further checking.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	applicant/consultant to follow up closely so that our air modeller can continue the air modelling review.	
10.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 7 March 2025</p> <p>Please find below EPD's further comments from our air modeller</p> <p>Marine emission source</p> <ol style="list-style-type: none"> 1. The base elevation should be set at the mean sea level which according to the LandsD is 1.3mPD. Please rectify. 2. The diameter and release height of the emission source "FVH01" could not tally between model file and the report, please rectify. <p>Please note that the discrete result checking is pending due to missing model output files as raised in our earlier comments.</p>	<p>1.3mPD mean sea level is included in the assessment.</p> <p>Model file is updated accordingly.</p> <p>Revised modelling files will be provided for further checking.</p>
11.	<p>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 21 March 2025</p> <p>For the AQIA submitted under the captioned planning application, please be advised that our air modelling team has no comment on the discrete results of the current submission while they understand that the consultant will update the model runs (and hence the results) based on the previously provided comments.</p>	Noted.
12.	<p>Fire Services Department, Corporate Strategy Command, Planning and Development Division, dated 24 February 2024</p> <p>Please be informed that I have no specific comment on the captioned proposal.</p> <p>Advisory clauses:</p> <p>Detailed fire services requirements will be formulated upon receipt of a formal submission of STT/STW, general building plans or referral of</p>	<p>Noted.</p> <p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

No.	Comments	Responses
	<p>application via relevant licensing authority. Furthermore, the EVA provision in the captioned work shall comply with the requirements as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011, which is administered by the Building Authority.</p>	
13.	<p>Highways Department, Urban Region, District and Maintenance Section, Special Maintenance Section, Tunnels Section (Kowloon), District Section, dated 27 January 2025</p> <p>Regarding the proposal of setting back and surrender of land for widening of footpath by the subject development, this Office have no objection to take up the maintenance responsibility of the surrender area upon completion of the road formation works by the lot owner and subject to the following conditions are met:-</p> <ol style="list-style-type: none"> 1. TD agrees to take up the management responsibility of the proposed surrender area; 2. The surrender area should be designed and constructed to HyD Standard and TPDM requirements; 3. The surrender area shall be in general free of structures and private facilities; 4. TD shall be consulted of the details of all street furniture, traffic signs and road markings on the proposed surrender area; 5. Please seek comment from Lighting Division, HyD whether relocation and/or additional provision of street lighting is required for the proposed surrender area; 6. Please advise the lot owner to carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the proposed surrender area; 7. A clear physical demarcation between public road and the private lot shall be provided on the pavement to delineate the lot boundary and hence the maintenance responsibility of the lot owner. It shall be 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Please be advised that this Application has been circulated to the Lighting Division of Highways Department (HyD) for comment.</p> <p>Please be advised that the Applicants would carry out utility circulation and allow all utility works to be carried out in conjunction with his works in the Application Site.</p> <p>Noted and please refer to Figure A-01 of Appendix A (Updated Architectural Layout of the Proposed Scheme) for the updated Master Layout Plan (MLP). Please be advised that the construction of the full</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	constructed at the cost of the lot owner and to the satisfaction of this Office.	height setback along Tung Yuen Street would be at the Applicants' own cost and to the satisfaction of HyD in detailed design stage.
14.	<p>Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 27 January 2025</p> <p>1. The application site is located at Yau Tong Marine Lot No. 70 ("the Lot") which is restricted for industrial purposes requiring direct access to the sea as may be approved by the then Director of Commerce and Industry, or godown purposes or both excluding the storage of bulk oil and petroleum products and offensive trade with a building height restriction of not exceeding 100 feet above HKPD. The proposed redevelopment which consists of one 22 to 28-storey residential block (excluding basement car parks), providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces is in conflict with the existing lease conditions.</p> <p>2. If the planning application is approved by the Town Planning Board (TPB), the owner(s) of the Lot shall apply to the Lands Department (LandsD) for a lease modification to implement the proposal. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fee as may be imposed by LandsD.</p>	<p>Noted.</p> <p>Noted.</p>
15.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 27 January 2025</p> <p>1. The applicant seeks planning permission for proposed residential development with</p>	Noted.

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>commercial at the application site (the Site) which is occupied by Wah Tung Godown at No. 4 Tung Yuen Street, Yau Tong (YTML 70). The Site, of about 2,419m², falls within an area zoned “Residential (Group E)” (“R(E)”) on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use. According to Schedule I (for nonindustrial buildings) of the Notes of the OZP for “R(E)” zone, the proposed ‘Flat’ is a Column 2 use requiring planning permission from the Town Planning Board, while ‘Shop and Services’ and ‘Eating Place’ are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. The subject “R(E)” zone is restricted to a maximum domestic plot ratio (PR) of 5.0, a maximum nondomestic PR of 1.0, and a maximum building height (BH) of 80mPD.</p> <p>2. According to the Planning Statement (PS) (Para. 4.3 refers), the proposed development will be comprised of one 22 to 28 storeys residential block, providing 342 units, atop a 3-storey for shops and services, eating place and clubhouse with two basement levels for car parking and loading/unloading spaces. In order to pursue the proposed development, the applicant also seeks planning permission for proposed minor relaxation of (i) maximum domestic PR from 5.0 to 6.0 (+1.0; +20%) and (ii) BH restriction from 80mPD to 100mPD (20mPD; +25%).</p> <p><u>General Comment:</u></p> <p>3. To the immediate north and south of the Site is occupied by Yau Tong Sewage Pumping Station at GLA-NK 533 and a concrete batching plant at YTML 68 respectively, it is noted that the deposition of some parts of</p>	<p></p> <p>Noted.</p> <p>Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to adverse or insurmountable</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>residential towers is close to the lot boundary. The applicant is required to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.</p> <p>4. According to Para. 7.5.6 of the ES of the OZP, BHRs from 140mPD to 80mPD are stipulated for the “R(E)” zones in the Yau Tong Industrial Area for “a distinct gradation of height profile with descending building height towards the harbourfront” to “improve visual permeability”. The applicant is advised to provide strong justifications and planning merits for minor relaxation of BHR and PR for consideration by TPB.</p>	<p>impacts from the adjacent Yau Tong Sewage Pumping Station and concrete batching plant.</p> <p>The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the “R(E)” zones.</p> <p>In view of the waterfront location of the Application Site, despite not a requirement on “R(E)” zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m²) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD (inland portion only) will be required to realise the Proposed Scheme.</p> <p>It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site.</p> <p>Findings in our submitted VIA also confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p><u>Key Development Parameters</u></p> <p><i>Open Space (Voluntary Waterfront Promenade (VWP) for public use)</i></p> <p>5. According to para. 4.2.2 of the PS, I noted the applicant will take up the maintenance and management (M&M) of the VWP, please clarify whether you will intend to surrender the VWP to government upon request and confirm the M&M obligations of the VWP will not transfer to the individual flat owners of the proposed development.</p> <p>6. Please confirm the VWP will be opened 24hrs for public use.</p> <p>7. Please clarify the connection of the PWP to the adjacent sites.</p> <p>8. Please include Landscape Master Plan (LMP) into Appendix A and indicate the area of not less than 608m² for the VWP into the Master layout Plan and LMP.</p> <p><i>Covered Public Passage to Promenade (CPPP)</i></p> <p>9. Please confirm the 5m wide CPPP will be opened 24hrs for public use and indicate the headroom of the CPPP.</p> <p><i>Flat no.</i></p> <p>10. Please provide the estimated flat no. in compliance with the OZP restriction for domestic GFA (i.e. 5.0)</p>	<p>Please be advised that the Applicants intend to own the voluntary waterfront promenade (VWP) and would take up the responsibility for the construction, maintenance and management of the VWP which would not be transferred to the individual flat owners of the Proposed Scheme.</p> <p>Please be confirmed that the VWP would be opened for public enjoyment on a 24/7 basis.</p> <p>Please be advised that the Applicants have proposed a 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street. The design of the VWP will also allow for future connection with the wider PWP network for Kowloon East.</p> <p>Noted and please refer to Appendix A for the updated MLP and Landscape Master Plan (LMP).</p> <p>Please be advised that the 5m-wide CPPP would be opened for public use on a 24/7 basis and its floor-to-floor height would be about 5.5m.</p> <p>Please be advised that about 285 flats are estimated in compliance with the OZP restriction under domestic PR 5.0.</p> <p>With the Proposed Scheme (i.e. Proposed Minor Relaxation of PR), the Application Site will be able to provide an additional about 60 units, with a total of 342 flats by 2032.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

No.	Comments	Responses
	<p><i>Bonus Site Coverage (SC) and Plot Ratio (PR)</i></p> <p>Footnote (3) of Table 4-1:</p> <p>a) Please note the bonus PR should be about 0.081 instead of 0.082 (rounded down, equivalent to a GFA of not more than 197.93m² instead of 198m² will be claimed for the 39.586 m² of the ODP, please review and rectify the figures.</p> <p>b) Please review and amend the wording of the footnote (3) as “<i>On top of the PR/GFA set out above, the applicant has indicated that bonus PR of about 0.081 (rounded down, equivalent to a GFA of about 197.93m²) will be claimed for the 39.586m² of ODP-required setback areas to be surrendered to the Government. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2), nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments. Inclusive of bonus SC of XX% in pursuant of above.”</i></p> <p>11. Please clarify the bonus SC will be claimed with demonstration of the calculation by formula under B(P)R22(2).</p> <p>12. Please indicate the full height setback area to be surrender to the government which will be claimed for bonus PR and voluntary full height setback without claiming bonus PR with legend in MLP and all relevant floor plans.</p> <p><i>Building Height</i></p> <p>13. Please indicate the building height demarcation of 80mPD and 100mPD clearly of the portion of Tower in the MLP /</p>	<p>Noted and relevant parts of Appendix B (Replacement Pages of Updated Supporting Planning Statement) have been revised.</p> <p>Noted and revised in footnote [3] of Table 4-1 in Appendix B.</p> <p>Please be clarified that the bonus site coverage (SC) shall be 0.257% according to the B(P)R 22(2) (a). Please find the calculation below:</p> $1500 \times \text{surrendered area} / \text{original site area} \times \text{building height}$ $= (1500 \times 39.586\text{m}^2) / (2419\text{m}^2 \times 95.6\text{m}) = 0.257\%$ <p>Noted and please refer to Appendix A for details.</p> <p>Noted and please refer to Figure A-01 of Appendix A for the updated MLP.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>addition of a Building Height Demarcation Plan</p> <p>14. Please indicate the spot height/height of the roof top structures of the tower in the MLP and relevant Sections.</p> <p>Master Layout Plan</p> <p>15. Please indicate clearly and naming of the streets and the surrounding buildings/ adjacent to the Site.</p> <p>16. Please indicate the width of Tung Yuen Street.</p> <p>17. Please clarify the function/use of the area of 3/F (spot height of +21.1) of the Tower to the adjacent Concrete Batching Plant.</p> <p>Sections</p> <p>18. Please indicate the Floor to Floor height of each floor and the height of the proposed transfer plate.</p> <p>19. Please rectify the discrepancy of the cutting line of the section A-A' in the key plan and the corresponding section A-A'.</p> <p>Open Space demarcation Plan</p> <p>20. Please indicate the area of VWP and the private open space at floor L2.</p> <p>21. Please indicate the area of the VWP (not less than xxxm²) in the relevant plans, sections and the eventual LMP;</p> <p>Greenery Provision</p> <p>22. Please clarify the percentage of greenery provision to be provided in total and at primary zone and state it in the table of key development parameters.</p>	<p>Noted and please refer to Figures A-01, A-07 and A-08 of Appendix A for the updated MLP, Sections A-A' and B-B'. Please be advised that the spot levels of the proposed rooftop structures are indicative only and subject to detailed design at later stage.</p> <p>Noted and please refer to Figure A-01 of Appendix A for the updated MLP.</p> <p>Noted and please refer to Figure A-01 of Appendix A for the updated MLP.</p> <p>Please be clarified that the use of the area of spot height of +20.15mPD shall be the top level of the transfer plate of the Proposed Development.</p> <p>Noted and please refer to Figures A-07 and A-08 of Appendix A for the updated Sections A-A' and B-B'.</p> <p>Noted and please refer to Figure A-07 of Appendix A for the updated Section A-A'.</p> <p>Noted and please refer to Appendix C (Replacement Pages of Updated LMP Report) for the updated Open Space Demarcation Plan.</p> <p>Noted and please refer to Appendix C for the updated LMP, Open Space Demarcation Plan and relevant section plans.</p> <p>Please be clarified that all countable greenery is located at Primary Zone, i.e. 15m vertical zone of the Application Site, in accordance with PNAP APP-152 (Sustainable Building Design Guidelines). The percentage of greenery provision in total</p>


Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Planning and Design Merits</p> <p>23. Please include a separate plan illustrating all relevant planning and design merits (with dimensions) including but not limited to the below:</p> <p>(i) Full height setback from the northeastern boundary along Tung Yuen Street for provision of a 3.5m-wide footpath</p> <p>(ii) The voluntary 1.5m-wide full height setback abutting the building façade within the Application Site;</p> <p>(iii) 5m-wide CPPP at from Tung Yuen Street to the waterfront promenade through the G/F of the proposed building;</p> <p>(iv) 15m-wide waterfront promenade (Not less than 608m²) would be accessible by the public and its opening hours,</p> <p>(v) Greenery provision, e.t.c.</p> <p>24. Para. 2.4.5: Please amend as "...Canaryside (±20 140mPD)..."</p> <p>ODP</p> <p>Figure No. 3-3 and relevant section –As the ODP shown in the Figure 3-3 is not the latest one, please update the latest ODP "the draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B-A"</p> <p>Technical Assessments</p> <p><u>Traffic Impact Assessment</u></p> <p>25. Table 4.4: The Planned and committed development in Yau Tong area</p> <p>a) Please note the comprehensive residential development at Yau Tong Inland Lot No. 44 is a completed development. The</p>	<p>and at primary zone are 20% which comply with the minimum SC of greenery as stipulated in the PNAP APP-152. Table 4-1 of Appendix B has been revised.</p> <p>Noted and please refer to Figure E-03 of Appendix A for the illustration of Planning and Design Merits.</p> <p>Please refer to the response to comment item no. 23.</p> <p>Please refer to the response to comment item no. 23.</p> <p>Please refer to the response to comment item no. 23.</p> <p>Please refer to the response to comment item no. 23.</p> <p>Please refer to the response to comment item no. 23.</p> <p>Noted and para 2.4.5 of Appendix B has been updated.</p> <p>Noted and Section 3.2.1 and Figure 3-3 of Appendix B have been revised.</p> <p>Noted and updated in the Table 4.4 of Appendix H (Replacement Pages of Updated Traffic Impact Assessment).</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>development comprises shop and service/eating place and public vehicle park.</p> <p>b) Private development at NKIL No. 6593 at Ko Chiu Road - Flat No. should be 634 instead of 500</p> <p>c) Please clarify the source for the retail GFA for Public Housing development at Pik Wan Road</p> <p>d) Please rectify the flat no. of Ex-Cha Kwo Ling Kaolin Mine Site: Private Housing: 1331 flats (source: from public domain).</p> <p>e) Please rectify the flat no. of Transitional Housing: 224 units (source: from public domain)</p> <p>f) Please take into account the commercial GFA of the proposed residential development under approved planning application no. A/K15/127 and A/K15/129 as appropriate.</p> <p>g) Please review and amend Kwun Tong Action Area: Office: Approx. 62,600m² GFA, Retail/R&B: Approx. 17,000m² GFA, Arts, cultural/institutional uses: 1,700m² GFA, PTI: Approx. 7,050 m² GFA</p> <p><u>Visual Impact Assessment</u></p> <p>26. Para. 2.2.5: Please amend as "...Canaryside (420 140mPD)..."</p> <p>27. Photomontage</p> <p>a) Please refer to my comment marked in the Appendix I</p> <p> Appendix I_photomontage.pdf</p> <p>Public comments</p> <p>28. During the publication period from 14.1.2025 to 26.1.2025, there is six public</p>	<p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and updated in the Table 4.4 of Appendix H.</p> <p>Noted and para 2.2.5 of Appendix D (Replacement Pages of Updated Visual Impact Assessment) has been updated.</p> <p>Noted and relevant Figures in Appendix D have been revised.</p> <p>Please refer to the responses to comments in below section of public comments.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	comments, please response to the public comments as appropriate.	
16.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 24 February 2025</p> <p>Please provide justification(s) for the proposed 5m wide (including any guideline or practice notes refer to) for the covered public passageway at G/F</p>	<p>Please be advised that the Applicants proposed 5m-wide covered public passageway at G/F of the Proposed Scheme to welcome members of the public from Tung Yuen Street and improve street-level vibrancy in YTIA, respecting the planning intention of the “R(E)” zones.</p>
17.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 10 March 2025</p> <p>According to the Environmental Assessment, it is noted that a number of mitigation measures (including (i) a podium of 14.4mPD with elevated residential floors, (ii) precautionary building layout design for disposition and orientation and (iii) provision of enhanced acoustic balcony with sidewall for living rooms) are proposed to mitigate the road traffic noise impact towards the development site. As Yau Tong Sewage Pumping Station (YTSPS) and a concrete batching plant (CBP) are situated at the site immediate north and south respectively, please clarify what mitigation measures are proposed to handle the odour and air quality impacts towards the site.</p>	<p>According to Section 2.11.4 of Appendix G, no identifiable odour was detected at the site boundary of YTSPS and at the junction of Shung Tai Wai and Tung Yuen Street upon the site visits. Furthermore, according to the reply from EPD’s region office as presented in AQIA Appendix 2.18, there is no odour complaint on YTSPS. With the consideration of the above findings, odour impact from YTSPS is not anticipated and no mitigation measures is proposed.</p> <p>According to Section 2.7.9 to Section 2.7.15 of Appendix G, for the potential air quality impact of CBP (i.e. Redland Concrete Ltd.), a quantitative air quality impact assessment has been conducted and the results have indicated that all locations of the Proposed Development would comply with the relevant criteria of new AQOs except ASR D06 at 4/F and 5/F (i.e. 27.5m and 30.6m above ground). However, as no fresh air intake, openable window and air sensitive uses would be located within the exceedance zone. Thus, it is anticipated that the Proposed Development will not be subject to any adverse air quality impact.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	Please mention all mitigation measures clearly in both environmental assessment and air quality impact assessment	Please refer to Sections 3.7, 4.7 and 5.5 of Appendix F for details.
18.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 21 March 2025</p> <p><u>Air Ventilation</u></p> <p>Given the site is relatively small in scale and the frontage to the sea is only about 40m, there will be no significant adverse air ventilation impact.</p>	Noted.
19.	<p>Planning Department, District Planning Branch, Metro District Planning Division, Kowloon District Planning Office, dated 17 April 2025</p> <p>Please find the attached Gist of Major Comments following the 49th KTF meeting on 14 March 2025 regarding the captioned application for your follow-up action. Many thanks.</p> <p><u>Gist of Major Comments</u></p> <p>Overall</p> <p>1. Although the meeting expressed appreciation to the Proponent for its proposal to provide a harbourfront promenade and some retail activities in the redeveloping the subject site at 4 Tung Yuen Street, Yau Tong (hereafter ‘the Site’), it opined that the justifications given were not convincing enough for the rather substantial increase in domestic plot ratio (PR) and building height (both about 20%) under the Proponent’s proposal.</p>	<p>Noted.</p> <p>The proposed minor relaxation of plot ratio (PR) from 5 to 6 would optimise the potential of the Application Site to provide additional 60 housing units (total 342 flats) in the YTIA. A PR0.9 for non-domestic use (retail) will be retained on the lower floors of the Proposed Scheme to improve street-level vibrancy in YTIA, respecting the planning intention of the “R(E)” zones.</p> <p>In view of the waterfront location of the Application Site, despite not a requirement on “R(E)” zones, the Applicants intend to provide a waterfront promenade with not less than 15m, open for public enjoyment on a 24/7 basis. This result in ¼ of the Application Site (i.e. 608m²) being used for the promenade for public enjoyment and not usable for proposed housing/ retail use. Together with the minor relaxation of domestic PR mentioned above, a minor relaxation of BH from 80mPD to 100mPD</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p><i>Proposed harbourfront promenade within the Site</i></p> <p>2. The meeting appreciated that the Proponent was willing to provide a promenade and open it for use by the general public round the clock, and to take up management and maintenance responsibilities of the proposed promenade.</p> <p>3. The meeting noted the provision of retail activities at the lower floors and suggested that this could increase harbourfront vitality.</p> <p><i>Harbourfront connectivity</i></p> <p>4. Stressing the importance of connectivity along the harbourfront, the meeting expressed reservations about the Proponent's proposal since it did not offer any public gains in favour of improving the harbourfront connectivity at a critical location in the region.</p>	<p>(inland portion only) will be required to realise the Proposed Scheme.</p> <p>It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be at 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site.</p> <p>Findings in our submitted VIA also confirmed the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.</p> <p>Noted.</p> <p>Noted.</p> <p>Please be advised that the proposed 15m-wide waterfront promenade is not required under "R(E)" zone. The Applicants proposed 15m-wide waterfront promenade with seating benches, wooden deck and ornamental planting for public leisure activities. 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 via the proposed 5m-wide covered public passageway on a 24/7 basis.</p> <p>Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed adjoining the planned footpath. It is</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>5. The Site currently lacks connection with the adjoining lots on both sides, and the only access route leading to the said promenade was via the proposed 5-metre-wide public passageway within the Site. The meeting raised concerns that this proposed arrangement might make the promenade a ‘private garden’ for the future residents of the Site and customers of the lower-floor retailers only rather than a leisure open space opened for the general public.</p> <p>6. The meeting noted the status of the adjoining lots of the Site – while the future redevelopment plan of 6 Tung Yuen Street (located to the south of the Site) is subject to the initiative of the lot owner, the Drainage Services Department (DSD) has agreed set back about 4m from the sea frontage (hereafter ‘the setback area’) within the existing Yau Tong Sewage Pumping Station (YTSPS) (located to the north of the Site) to facilitate the connection of the proposed harbourfront promenade and Ko Fai Road. The meeting strongly suggested that the Government, the private developer or the two parties working together to undertake the design and construction of the setback area so that a continuous promenade to the north of the Site can be provided. The meeting also noted that given the recent financial conditions of the Government, it appears difficult for the Government to enhance harbourfront connectivity on its</p>	<p>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.</p> <p>The design of the VMP will also allow for future connection with the wider public waterfront promenade network for Kowloon East.</p> <p>Please refer to Figure E-03 (Illustration of Planning and Design Merits) of Appendix A for details.</p> <p>Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.</p> <p>Noted. After reviewing the implementation programme and financial implications, the Applicants are unable to commit to taking up the design and construction work for the portion of promenade at the YTSPS site.</p> <p>Nonetheless, the Applicants welcome a future connection of the waterfront promenade at the YTSPS site with the voluntary waterfront promenade provided at the Application Site. The Applicants are committed to coordinating on the design to ensure a coherent and seamless public experience.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>own at this stage without private participation.</p> <p>7. The Proponent was also suggested to explore developing the setback area of YTSPS so as to provide a seamless connection with the proposed promenade within the Site. The Proponent raised two concerns during the meeting, namely: (a) the uncertain timeline of construction work within YTSPS and releasing the setback area for promenade development; and (b) the uncertainty of future management and maintenance responsibilities of the setback area of YTSPS upon completion of the promenade construction. For Concern (a), the meeting noted that the setback area could be released by end 2026.</p> <p><i>[Post meeting note: For Concern (b), as the setback area falls within Government land, the Government will undertake the future management and maintenance responsibilities. In other words, the Government will arrange the site handover with the concerned construction agent, assuming it to be a private developer, so long as the promenade of the setback area has been so constructed to the satisfaction of the concerned B/D.]</i></p> <p>8. With the above, the Proponent was suggested to review the possibility of developing the setback area of YTSPS for connecting with the proposed promenade within the Site, and to further discuss with the Government in detail. Full support to the proposal would be given, subject to that the Proponent could improve the harbourfront connectivity in the aforesaid aspects as public gains.</p> <p>Other comments</p> <p>9. The Proponent was suggested to revisit the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed promenade and welcoming for use by the general public.</p>	<p>Noted.</p> <p>Noted.</p> <p>Please refer to our response to (6) above.</p> <p>Please be confirmed that the Applicants are committed to open the 15m voluntary waterfront promenade and the 5m public passageway for public use/enjoyment on a 24/7 basis.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>10. The Proponent was requested to provide a rationale for the proposed relaxation in domestic PR and building height restriction, as well as to conduct a comprehensive assessment (e.g. wind and air ventilation, reception of sunlight) on the impacts of such proposed relaxation to the surrounding environment.</p> <p>11. The Proponent was requested to review the width of the promenade actually usable by users and to ensure that the effective width (after landscaping) is comparable to the nearby promenade.</p> <p>12. The meeting suggested the Proponent to consider providing landing steps within the Site.</p> <p>13. The meeting suggested the Proponent to ensure that potential odour issue from the nearby YTSPS would be addressed.</p>	<p>Please refer to our response to comment (1) above on the rationale for the proposed PR and BH relaxation.</p> <p>Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.</p> <p>Please be advised that the width of the voluntary waterfront promenade will not be less than 15m, which is comparable to the nearby promenade in adjoining Yau Tong Bay and YTIA area. The design of the promenade is also intended to encourage social interaction and harbour-viewing with the provision of seating benches, wooden deck and ornamental planting which would be compatible to the adjacent waterfront promenades.</p> <p>The Applicants are also committed to coordinating on design with adjoining promenade in detailed design stage to ensure a coherent and seamless public experience.</p> <p>Please be advised a total of 7 landing steps existed/planned along the Yau Tong waterfront. 3 of them are located within 500m of the Application Site and the remaining 4 are planned under the Approved Applications No. A/K15/121 and A/K15/130. It is considered that the available landing steps along the Yau Tong waterfront are sufficient for public use.</p> <p>Please note that findings from our submitted AQIA confirmed that the Proposed Scheme would not generate or susceptible to adverse odour impact.</p>
20.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Urban Design Unit, dated 27 January 2025</p> <p><u>Supporting Planning Statement</u></p> <p>1. It is noted that the requirement on building separation is not applicable and no further</p>	<p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>setback from the street is required regarding the requirement on building setback under Sustainable Building Design Guidelines (Paras. 4.4.4 and 4.4.5 of the SPS refers).</p> <p>2. The opening hours of the (i) proposed 15m-wide PWP and (ii) the 5m-wide covered public passage should be supplemented.</p> <p>3. Table 4.1 – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.</p> <p><u>Visual Impact Assessment</u></p> <p>4. Table 3.1 – A supplementary note for the proposed floor-to-floor height of residential floors of about 3.15m should be added as per Para. 5.7.2 of the SPS.</p> <p>5. Para. 4.2.2 – As TPB PG-No. 41 focuses on the protection of public views, mention of occupational receivers is not necessary and should be removed.</p> <p>6. Para. 5.1.1 – It is noted that the VIA assesses the visual impact of the Proposed Scheme by comparing it with the Baseline Scheme taking into account planned/approved developments in the surroundings, with the Baseline Scheme being an OZP Scenario Scheme (i.e. a residential development with domestic PR of 5, nondomestic PR of 1 and BH of 80mPD without waterfront promenade).</p> <p><u>VP1</u></p> <p>7. Para. 4.2.3 and all relevant text/figures – The Consultant should confirm whether <u>all</u> the selected VP is publicly accessible, especially VP1. If negative, please revise the name of the VP as appropriate.</p> <p>8. Figure 3, photomontages (Baseline Scheme and Proposed Scheme) – As per our internal checking, it seems the BH and bulk of the approved Application No. A/K15/130 is underestimated, in that majority of the sky view should be</p>	<p>Please be advised that the 15m-wide VWP and 5m-wide covered public passageway would be opened for public use on a 24/7 basis.</p> <p>Noted and Table 4-1 of Appendix B has been supplemented.</p> <p>Noted and Table 3-1 of Appendix D has been supplemented.</p> <p>Noted and relevant row has been removed.</p> <p>Noted.</p> <p>Noted and text in Appendix D has been reviewed.</p> <p>Noted and please refer to Figure 3 of Appendix D for the updated VP1.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>obstructed and both the Baseline and Proposed Schemes would be completely screened off.</p> <p>9. Para. 5.1.5 – It should be supplemented that the sky view forms part of the visual composition at the background.</p> <p>10. Paras. 5.1.5 to 5.1.9 – Subject to the revision of the photomontages at Figure 3, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.</p> <p><u>VP2</u></p> <p>11. Para. 5.1.11 – Other than views to the waterfront, it should be supplemented that the sky view forms part of the visual composition and a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.</p> <p>12. Para. 5.1.12 – The sentence should be revised to read as “...slight additional visual obstruction created by the Proposed Scheme <u>to the open sky view</u> is considered minimal...”</p> <p>13. Para. 5.1.14 – While there may be no significant changes on the key visual elements, it should be supplemented that a very minor portion of the open sky view would be obstructed by the Proposed Scheme compared with the Baseline Condition.</p> <p>14. Paras. 5.1.11 to 5.1.15 – As there is very minor additional visual obstruction to the sky view compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be <u>negligible to slightly adverse</u> instead of “negligible”.</p> <p><u>VP3</u></p> <p>15. Figure 5, photomontages (Baseline Scheme and Proposed Scheme) – As per our internal checking, it seems the position</p>	<p>Noted and para 5.1.5 of Appendix D has been supplemented.</p> <p>Noted and relevant paras of Appendix D have been revised.</p> <p>Noted and para 5.1.11 of Appendix D has been revised.</p> <p>Noted and para 5.1.12 of Appendix D has been revised.</p> <p>Noted and para 5.1.14 of Appendix D has been revised.</p> <p>Noted and relevant sentences in para 5.1.11 to 5.1.14 of Appendix D have been revised. Please be advised that the overall rating for VP 2 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP.</p> <p>Noted and please refer to Figure 5 of Appendix D for the updated VP 3.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>of the Baseline and Proposed Schemes should shift slightly to the left such that both the Baseline and Proposed Schemes would be completely screened off by the Spectacle.</p> <p>16. Paras. 5.1.17 to 5.1.21 - Subject to the revision of the photomontages at Figure 5, all paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be completely screened off and would not be visible.</p> <p><u>VP4</u></p> <p>17. Figure 6, photomontages (Baseline Scheme and Proposed Scheme) – As per our internal checking, it seems the BH of the Proposed Scheme is slightly overestimated such that both the Baseline and Proposed Schemes would be nearly completely screened off by Coast Line I (i.e. approved Application No. A/K15/122) under construction and only a very tiny minor portion would be visible.</p> <p>18. Para. 5.1.23 – It should be supplemented that the open sky view forms part of the visual composition in the background.</p> <p>19. Para. 5.1.24 –</p> <p>a. As per the submitted photomontages, it seems the waterfront promenade under the Proposed Scheme cannot be seen from this VP. The sentence “Besides, as compared with the Baseline Scheme...along the waterfront” should be removed.</p> <p>b. As per the above comment, it is not obvious from the submitted photomontages that the Proposed Scheme would partly enhance the view compared to the Baseline Scheme. It should be reviewed whether the rating would be <u>negligible</u> instead.</p> <p>20. Paras. 5.1.23 to 5.1.27 - Subject to the revision of the photomontages at Figure 6, the paragraphs should be suitably revised that both the Baseline and Proposed Schemes would be nearly completely screened off.</p>	<p>Noted and relevant paras of Appendix D have been revised.</p> <p>Please be confirmed that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4.</p> <p>Noted and para 5.1.23 of Appendix D has been supplemented.</p> <p>Noted and relevant sentence in para 5.1.24 of Appendix D has been removed.</p> <p>Noted and relevant sentence in para 5.1.24 of Appendix D has been revised.</p> <p>Please be clarified that the Baseline Scheme would be completely screened off by Coast Line I which is at 80mPD and the Proposed Scheme, at 100mPD, would still be partially visible from this VP4. Relevant paras of Appendix D have been revised.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p><u>VP5</u></p> <p>21. Paras. 5.1.29 to 5.1.32 – As per the submitted photomontages, while the ridgeline may not be affected by the Proposed Scheme, it should be supplemented that a very minor portion of the mountain backdrop would be obstructed by the Proposed Scheme compared with the Baseline Scheme.</p> <p>22. Paras. 5.1.29 to 5.1.33 - As there is very minor additional visual obstruction to the mountain backdrop compared with the Baseline Scheme, please review if the ratings from each aspect and the overall rating would be <u>negligible to slightly adverse</u> instead of “negligible”.</p> <p><u>Summary of Visual Impact and Conclusion</u></p> <p>23. Table 5-3 – The ratings in the table should be revised as per the comments above.</p> <p>24. Para. 6.1.3 – As per the above comments, it should be revised to read as “...the Proposed Scheme will result with <u>negligible to negligible to slightly adverse</u> visual impact...”</p>	<p>Noted and relevant paras of Appendix D have been revised.</p> <p>Noted and relevant sentences in para 5.1.29 to 5.1.30 of Appendix D have been revised. Please be advised that the overall rating for VP5 shall remain as negligible as the Proposed Scheme would bring no significant changes on the key visual elements/resources from this VP.</p> <p>Noted and please be advised that relevant parts in Table 5-3 of Appendix D have been revised.</p> <p>Please be advised that the Proposed Scheme will result with negligible impact as compared with the Baseline Scheme with 6 selected VPs.</p>
21.	<p>Planning Department, District Planning Branch, Special Duties Division, Urban Design & Landscape Section, Landscape Unit, dated 10 February 2025</p> <p><u>General Comments</u></p> <p>2. With reference to the image of Geographical Information Hub (GIH) in 2023, the site is situated in the southwestern fringe of Yau Tong Industrial Area. An existing manufacturing plant is located to its southeast and Victoria Harbour to its southwest. The proposed residential redevelopment in “R(E)” zone and landscaping and tree planting works are not incompatible with the surrounding landscape environment.</p> <p>3. According to the submission, a total of 7 existing trees are identified within the application boundary and all the existing trees</p>	<p>Noted.</p> <p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>are proposed to be removed. 7 new trees are proposed to be planted in the proposed promenade within the application site. Also, the proposed promenade is intended for public entry from Tung Yuen Street via the public passage within the site. In this regard, significant adverse landscape impact is not anticipated.</p> <p><u>Detail Comments</u></p> <p>4. Please clarify if the <i>Barrier Free Access 2019</i> is referred to <i>Design Manual – Barrier Free Access 2008 (2024 Edition)</i> and revise as appropriate.</p> <p>5. According to Landscape Plan – Composite Plan, there are tree planting opportunities in the planters on the podium along the northern site boundary. Please review.</p> <p>6. Please clarify if the proposed promenade and passage from Tung Yuen Street within the site will be opened to the public for 24 hours</p> <p>7. Based on para. 6.6 of Appendix C, it is mentioned that the softworks contractor would undertake the establishment of soft landscape works of a period of minimum 12 months following Practical Completion of the proposed development. Please confirm if the Applicant would undertake the future maintenance of the hard and soft landscape works in the proposed promenade.</p> <p><u>Background</u></p> <p>8. The Site (about 2419 sq.m.) falls within an area zoned “Residential (Group E)” (“R(E)”) on the approved Cha Kwo Ling, Yau Tong, Li</p>	<p>Noted and please be confirmed that the <i>Barrier Free Access 2008 (2024 Edition)</i> be referred. Please refer to revised 5.3.4 under Section 5 of Appendix C.</p> <p>Please be advised that tall hedge buffer planting will be added along the northern boundary to soften the building facade and enhance overall landscape quality. These tall hedges provide a strong visual mitigative buffer to the adjacent sewage pumping station. The podium landscape is further enhanced by planting a variety of large and flowering shrubs. Please refer to updated LMP and Landscape Section B of Appendix C for illustration. Tall hedge planting species have been incorporated into the revised Table 1B under Section 6 of Appendix C.</p> <p>Please be advised that the proposed 15m-wide waterfront promenade and 5m-wide covered public passageway from Tung Yuen Street would be opened for public use on a 24/7 basis.</p> <p>Please be advised that the Applicants would undertake the future maintenance of the hard and soft landscape works in the proposed voluntary promenade.</p> <p>Noted.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Yue Mun Outline Zoning Plan No. S/K15/27. The Applicant proposed for minor relaxation of maximum domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD.</p> <p><u>Advisory Remarks to the Applicant</u></p> <p>9. The Applicant is reminded that the approval of the application under Town Planning Ordinance does not imply the approval of the site coverage of greenery, requirements under APP PNAP-152 and/ or under the lease. The site coverage of greenery calculation should be submitted separately to BD/relevant authority for approval.</p>	Noted.
22.	<p>Transport Department, Urban Regional Office, Traffic Engineering (Kln.) Division, Kln. District East (South) Section, dated 27 January 2025</p> <p>Please note our comments from a district traffic engineering viewpoint:-</p> <p>Traffic Impact Assessment (TIA) Report</p> <p>Table 2.1 - Please include the following junctions in the assessment :</p> <ul style="list-style-type: none"> • J/O Lei Yue Mun Road / Slip Road to EHC • J/O Cha Kwo Ling Road / Shung Shun Street • J/O Shung Shun Street / Yan Yue Wai • J/O Ko Fai Road / Tung Yuen Street • J/O Yan Yue Wai / Tung Yuen Street <p>Drawing no. 2.2 - Please indicate the Area of Influence on the drawing and include the junctions as mentioned in the above comment</p> <p>Drawing nos. 2.3 to 2.10 - Some the layouts of existing junctions are not updated, please check again the drawings especially for Drawings 2.4 / 2.5 / 2.6.</p> <p>Section 2.3.3 - Please specify the date(s) of traffic surveys conducted.</p>	<p>Noted and included the 5 junctions below in Table 2.1 of Appendix H.</p> <p>Noted and updated in Appendix H.</p> <p>Noted and updated in Appendix H.</p> <p>Noted. The traffic surveys were arranged and conducted during morning peak hours between 07:30 – 09:30 and the evening peak</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Table 2.2 - It seems that the values of RC for J/O Wai Yip Street / Wai Fat Road are on a low side when compared to recent TIA reports submitted for other developments. Please review if any specific event resulting in such difference and, if necessary, conduct another surveys to collect data to reflect the existing traffic conditions. Should such low RC values remain after reviews, please supplement observed queue lengths for further review.</p> <p>Drawing no. 3.1- Please indicate the width of vehicular access.</p> <p>Drawing nos. 3.2 & 3.3 - Please indicate the directional splits of various ingress / egress routes.</p> <p>Section 3.2.3 - Please include schematic layout plans for the internal transport facilities (including parking spaces, loading/unloading bays and internal driveway) in this report.</p> <p>Table 3.2 - Please adopt the upper end values of provision range for the proposed provision of parking spaces and loading/unloading bays, and update the total numbers of parking provision in Section 3.3.3.</p> <p>Section 4.1.6 - Traffic forecast by growth factor is considered inappropriate as Trunk Road T2 would be in place in the design year. Please consider to adopt traffic models. Otherwise, please demonstrate adoption of growth factor is on conservative side.</p> <p>Section 4.1.8 - Please explain why the ATC data of year 2023 has not been taken into account.</p> <p>Table 4.2 - Road section of Station No. 4651 is incorrect, please check again. Also, please add Station 3237 and Station 4074.</p>	<p>hours between 17:00 – 19:00 on 9th and 10th of September 2024.</p> <p>Noted and reviewed this junction accordingly in Table 2.2 of Appendix H.</p> <p>Noted and updated in Appendix H.</p> <p>Noted and updated in Appendix H.</p> <p>Noted and added the plans in Appendix H. The loading/unloading bays are on the GF. There are 2 storeys of basement to provide 63 parking spaces.</p> <p>Please refer to Appendix I (Justifications for Parking Provisions) for further review.</p> <p>The opening of Trunk Road T2 in 2026 will reduce the through traffic in the area which helps to relieve the traffic situations of the junctions in the area. In this case when the growth factor is adopted, it is on conservative side for the traffic volume.</p> <p>The ATC data of year 2023 was released in Nov. 2024. The new ATC data of year 2023 has been included and assessed in Section 4.1.8 of Appendix H.</p> <p>Noted, updated Road section of Station No. 4651 and added 3237 in Table 4.2 of Appendix H. As for the ATC Station No. 4074, it is on Cha Kwo Ling Road, the annual traffic growth rate (2019-2023) is about 14%, reflecting the opening of Tseung Kwan O - Lam Tin Tunnel, but not the changes in local traffic volume. Therefore,</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Table 4.4 - Please seek PlanD's agreement on the planned / committed developments.</p> <p>Section 5.1 - Please advise the proponent and commissioning years of the improvement works. Junction performance assessment of the modified signalised junctions at Lei Yue Mun Rd should be included. Also, please also include the proposed improvement works at J/O Cha Kwo Ling Road / Ko Chiu Road under the PWP Item No. B812CL Site Formation and Infrastructure Works for Public Housing Developments at Pik Wan Road, Yau Tong.</p> <p><i>(See attached file: B812CL-GZ01.pdf)</i></p> <div data-bbox="379 956 432 1016" data-label="Image"> </div> <p>B812CL-GZ01.pdf</p> <p>Section 5.1.3 & Drawing no. 5.1 - Please remove this improvement scheme at J/O Cha Kwo Ling Road / Yau Tong Road from the report as it is unlikely to be completed by the design year of 2035.</p> <p>Section 5.1.6 & Appendix B. The right-turning movements at J/O Wai Yip Street / Wai Fat Rd would be retained to avoid excessive traffic and public transport diversions. Please update the traffic assessment accordingly.</p> <p>Other - Assessment on public transport services to cater the proposed development should be included.</p>	<p>the ATC Station No. 4074 is not taken into the calculations of growth factor.</p> <p>Noted.</p> <p>Noted and included the proposed improvement works in the assessment of junction D in Section 5.1 of Appendix H.</p> <p>This improvement scheme is from A/K15/130 Section 16 application of the Yau Tong Bay Comprehensive Development. This improvement scheme is needed to cater all the traffic volume to be generated by Yau Tong Bay Comprehensive Development. The phasing of Yau Tong Bay Comprehensive Development is still unknown to public. As the traffic volume to be generated by Yau Tong Bay Comprehensive Development is included in our analysis, in order to better analysis the traffic situation in this area, we think this junction improvement scheme should be included in our analysis as well.</p> <p>Noted and added in Section 5.1.6 and Appendix B of Appendix H.</p> <p>Noted and added in Appendix H.</p>

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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

Responses to Comments

No.	Comments	Responses
	<p>Other - Please include pedestrian routes for further review.</p> <p><u>Planning Statement</u></p> <ol style="list-style-type: none"> 1. Section 3.4.2 and footnote [3] of Table 4.1 - In general, full-height building setback is not necessary from traffic viewpoints. 2. Section 3.4.2 - As there is no pedestrian assessment in the TIA report, the 3.5m footpath ODP setback areas and voluntary full-height building are not essential nor necessary from traffic perspectives. Please revise this section to incorporate this. In particular, please delete "improve pedestrian safety", "reducing congestion" and "safer" unless demonstrated by traffic assessments. 3. Section 4.2.3 - Please delete "safety" unless demonstrated by traffic assessments. 4. Table 4-1 - The numbers of parking provision should be updated as per our comments in the TIA report. 	<p>Noted and added in Appendix H.</p> <p>Noted and please be advised that Section 3.4.2 of Appendix B has been updated.</p> <p>Noted and please be advised that Section 3.4.2 of Appendix B has been updated.</p> <p>Noted and relevant word has been deleted.</p> <p>Please be advised that the number of parking provision remain unchanged. Please refer to Table 4-1 of Appendix B for details.</p>

(Last Updated: 24 Apr 2025)

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap.131) for Proposed Flat, Shop and Service 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
Responses to Comments

PUBLIC COMMENTS

Summary of Public Comments Nos. 1 – 17

No.	Summary of Comments	Responses
1.	<p>Comments on Environmental Impacts</p> <p>(a) The concrete batching plant adjacent to the Application Site will induce adverse environmental impacts, including air quality and noise impacts to the living quality of the Proposed Development.</p> <p>(b) There are opposing views on the air ventilation and the building height profile of surrounding developments in coastal areas of Yau Tong.</p>	<p>Findings from our submitted EA and AQIA have confirmed that the Proposed Scheme is environmentally acceptable in technical terms and the Proposed Development shall not be subject to environmental impacts.</p> <p>Please note that findings from our submitted technical assessments, including but not limited to TIA, EA, DSIA, AQIA, AVA, VIA confirmed that the Proposed Scheme would not generate adverse impact to the surrounding environment.</p>
2.	<p>Comments on Planning Considerations</p> <p>(a) The proposed development should develop together with the adjacent concrete batching plant.</p> <p>(b) The proposed development should adopt a stepped building height profile.</p> <p>(c) There are concerns on the minor relaxation of building height restriction and the proposed development may obstruct the harbour view and overall skyline from the surrounding developments in the inland areas.</p> <p>(d) There are concerns on the proposed development partially exceeds the building height restriction of the nearby developments.</p>	<p>Noted. The Applicants support the redevelopment of the adjacent by their landowners in align with the planning intention of the “R(E)” zone.</p> <p>Please be advised that the Proposed Scheme has adopted a stepped BH profile descending from 100mPD (fronting Tung Yuen Street) to 80mPD (fronting the waterfront). This helps to create an interesting skyline with the Application Site while not compromising the stepped BH profile planned for the YTIA.</p> <p>Findings in our submitted VIA confirmed that the Proposed Scheme is fully acceptable from visual aspect and fully compatible to the surrounding environment from the 6 public viewing points.</p> <p>It should be emphasised that only the inland portion (fronting Tung Yuen Street) will be relaxed to 100mPD, which will be the same BH as the development across Tung Yuen Street. Therefore, the proposed minor relaxation of BH (inland portion only) at the Application Site will be coherent with the stepped BH profile intended in the YTIA and indeed creating a more dynamic BH profile within the Application Site.</p>

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Responses to Comments

No.	Summary of Comments	Responses
3.	<p>Comments on Impacts to Surrounding Developments</p> <p>(a) The stepped building profile will be affected as the building height of the inland portion of the proposed development is the same as the nearby buildings.</p>	<p>Please refer to response to public comment item no. 2(c).</p>

(Last Updated: 24 Apr 2025)