

## **Appendix I**

### **Updated Justifications for Parking Provisions**

# Annex A: Parking Provision Justification

## 1 INTRODUCTION

### 1.1 Objective

1.1.1 The objective of this technical note is to present the proposed car parking and loading/unloading provisions for the proposed redevelopment at No. 4 Tung Yuen Street in Yau Tong, Kowloon, and present justifications in support of adopting the current provisions in line with Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.1.2 The justifications presented herein for the proposed provisions are unique and specific for No. 4 Tung Yuen Street Redevelopment, pertaining to infrastructure already constructed and commissioned, and site settings and constraints.

### 1.2 Development Parameters

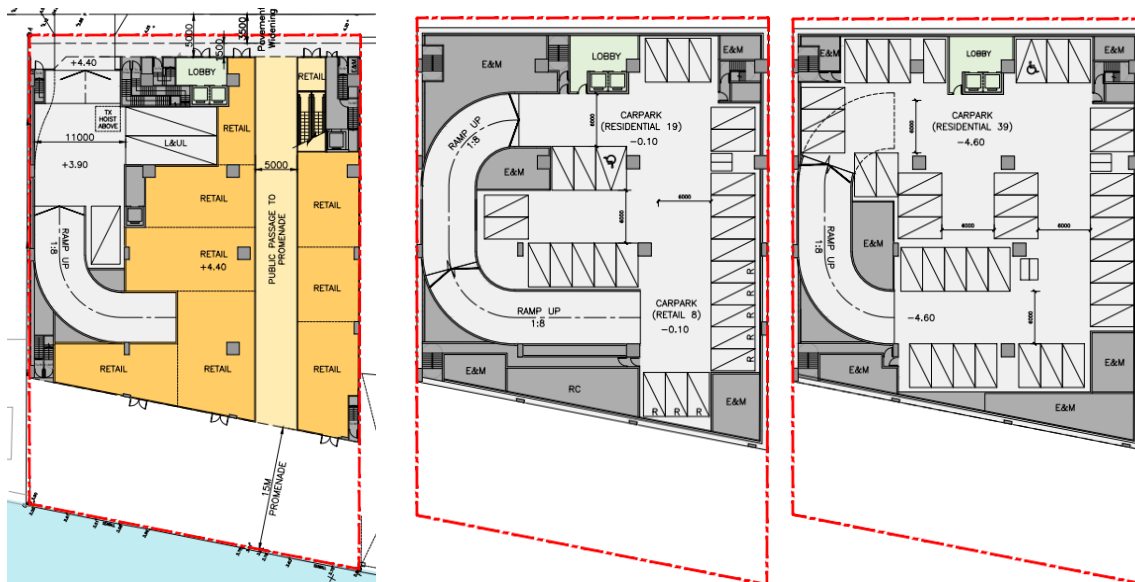
1.2.1 The design parameters for the Proposed Development are summarised in **Table 1.1**:

**Table 1.1 Design Parameters for Proposed Development**

Parameters	Units
Application Site Area	Approx. 2,419 m <sup>2</sup>
Total Plot Ratio	Not more than 6.9
Total GFA	Not more than 16,691.1 m <sup>2</sup>
Domestic GFA	Not more than 14,514 m <sup>2</sup>
Non-Domestic GFA	Not more than 2,177.1 m <sup>2</sup>
Total Number of Residential Blocks	1
Total Number of Units	342
Average Unit Size	About 43 m <sup>2</sup>

### 1.3 Current Parking Provision and Master Plan Layout

1.3.1 As per current master layout plan (as in Figure 1.1), through maximizing 2 floors in basement levels (B1 and B2) a total of 66 parking spaces are provided to meet the parking provision requirement according to HKPSG. A 5m-wide public pedestrian passageway connecting Tung Yuen Street to the 15m-wide voluntary waterfront promenade running along the entire depth of the site are provided in this master layout plan. This can provide significant public planning gain for enabling public's access and enjoyment of the waterfront.



**Figure 1.1 Current Master Layout Plan of GF, B1 and B2**

1.3.2 The parking provisions of current scheme are shown in **Table 1.2** below:

**Table 1.2 Parking Provisions**

Parking Facilities	HKPSG Requirement	No. of Units	Actual Parking Provision
Residential Parking Spaces	1 space per <u>4-7 flats</u>	342 Flats	53 (1 space per 6.2 flats)
Visitor Parking Spaces	<u>5 spaces</u> per block	1 Blocks	5
Retail	1 per <u>150-300m<sup>2</sup></u> GFA	2,177.1 m <sup>2</sup>	8
<b>Total</b>			<b>66</b>

## 1.4 Factors to be Evaluated for Parking Provisions

1.4.1 To further account for the site-specific conditions and district characteristics in determining the appropriate level of parking provision, it is also suggested in HKPSG (Chapter 8 Section 7.1.3) to consider the following factors in practical terms:

- (A) Availability of public transport services in the vicinity
- (B) Availability of public car parks in the vicinity
- (C) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges
- (D) Traffic conditions of local road networks
- (E) Parking demand and supply condition in the vicinity

1.4.2 Additionally, the HKPSG states:

*“Request for provision lower than the parking standards may be considered by TD for small sites, sites with severe constraints, or those carrying unique circumstances, on a case-by-case basis. In handling these requests, TD may consider factors including but not limited to, area and shape of the site, technical constraints attached to the site, insurmountable difficulties of construction of excessively deep levels of basement car parks, significant impact on delivery of flat yield, etc.”*

And,

*“For any particular on-street location or off-street development, consideration of all of the above factors and deciding on the appropriate level of provision of parking facilities will be the responsibility of the Transport Department (TD). Flexibility may be allowed, within and beyond/below the standard ranges, to meet special circumstances such as redevelopment in the built-up urban areas with severe site constraints. If any project proponent wishes to appeal against the decision of TD, it may provide justifications to TD for further consideration. In consultation with relevant bureaux/departments, TD may determine an appropriate parking provision for such site.”*

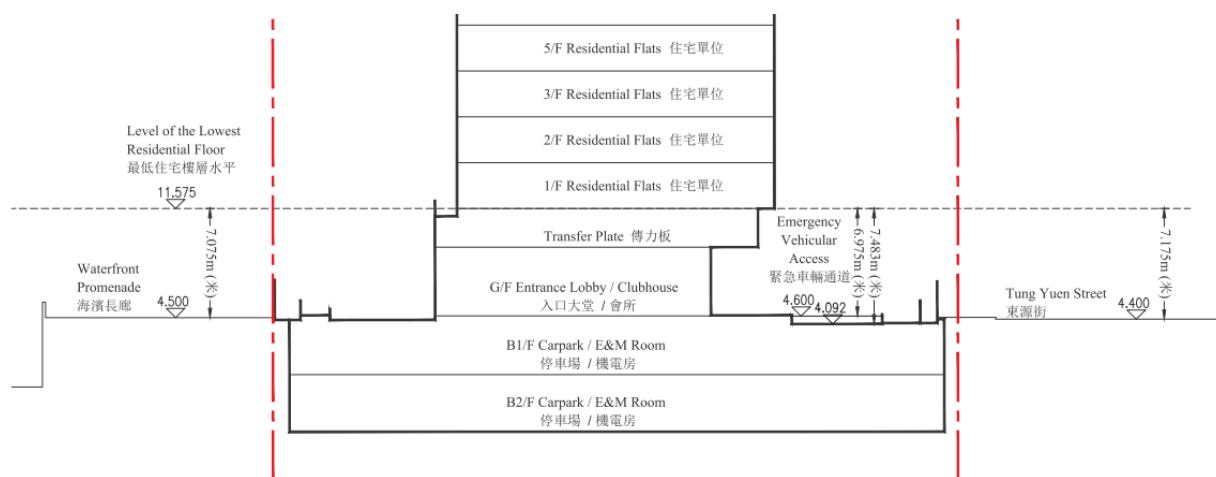
- 1.4.3 In all, the factors mentioned above are assessed and evaluated in the following sections to justify the current level of parking provision for the Proposed Development.

## 2 SITE CONSTRAINTS TO ADOPT HIGHER CAR PARKING PROVISIONS

### 2.1 Site Constraints of the Area of Underground Parking

- 2.1.1 The proximity of the site to the seawall presents challenges for deep basement construction and car park excavation works near the seawall due to unpredictable underground conditions, concerns regarding the seawall's structural integrity, and safety issues related not only our subject site but also to adjoining developments. These factors introduce technical uncertainties that complicate the development process and will seriously delay the anticipated construction programme. As a result, the delivery of promenade for general public's enjoyment will be seriously delayed.

- 2.1.2 An analysis of the basements in the nearby waterfront development, The Coast Line I, also highlights the seawall's impact on basement excavation limits. The cross section of The Coast Line I (Figure 2.1) indicate that the basement walls will be set back from the seawall by over 15m, which encompasses the width of the entire promenade.



**Figure 2.1 Cross Section of The Coast Line I**  
(Source: Sales Brochure for The Coast Line I)

- 2.1.3 Since there is sea wall structure under the 15m-wide promenade area, it is geotechnically not feasible to further extend the basement towards the seawall side.

### 2.2 Site Constraints of the Ground Floor Parking

- 2.2.1 The Applicants have proposed a voluntary 15m-wide waterfront promenade and a 5m-wide public passageway between Tung Yuen Street and the promenade within the

Application Site. Retail shops and eating places with landscaping and outdoor furniture will be provided at the ground floor level to enhance vibrancy and create a welcoming environment along Tung Yuen Street and the waterfront promenade for public enjoyment. Respecting the planning intention of the "R(E)" zone, the Proposed Scheme will achieve a non-domestic plot ratio of 0.9, incorporating 'Shop and Services' and 'Eating Place' uses at the ground and L1/F to provide the needed retail services not only to future residents but also general public. These retail uses at the ground and L1/F will enhance street vibrancy of the area at the pedestrian level, but also foster active shop frontages along Tung Yuen Street and the waterfront promenade which are significantly lacking in the area.

2.2.2 The planning merits and public gains of the current scheme are summarized below and are also described in detail in attachment A and B, which are the presentation materials for the meeting with 'Harbourfront Commission - Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF)' on 14 Mar 2025.

- Being part of a continuous public waterfront pedestrian network for Kowloon East, which would otherwise be discontinuous if not implemented at the subject site.
- Direct pedestrian access for public enjoyment of the promenade.
- Contribution to the creation of a vibrant Victoria Harbour with public open space.
- Enhancing and activating vibrancy at street level for a cohesive and attractive urban environment.

2.2.3 Further to the consultation with KTF, it is noted that the KTF acknowledges the planning merits and public gains brought by the current scheme, and appreciates the Applicants' genuine intention to provide a voluntary waterfront promenade that open for public enjoyment on a 24/7 basis, and to take up management and maintenance responsibilities. Additionally, the provision of retail activities at lower floors is also supported, as it would increase harbourfront vitality. This is shown in the point 3.6 and 3.30 in the Attachment C: Draft Minutes of 49th KTF Meeting.

2.2.4 The area surrendered for the ODP required by the government (39,586 m<sup>2</sup>) and the 15m-wide voluntary waterfront promenade (608 m<sup>2</sup>), which together account for over a quarter of the total site area (2,419 m<sup>2</sup>), significantly restrict the footprint and building volume. Notwithstanding, the means of escape staircases and the lift lobby are essential provisions that need to be catered on the ground level of the site. As demonstrated in the GF layout in the Figure 1.1, there is no room for car parking spaces to be added on GF.

## 2.3 Site Constraints of the Aboveground Parking

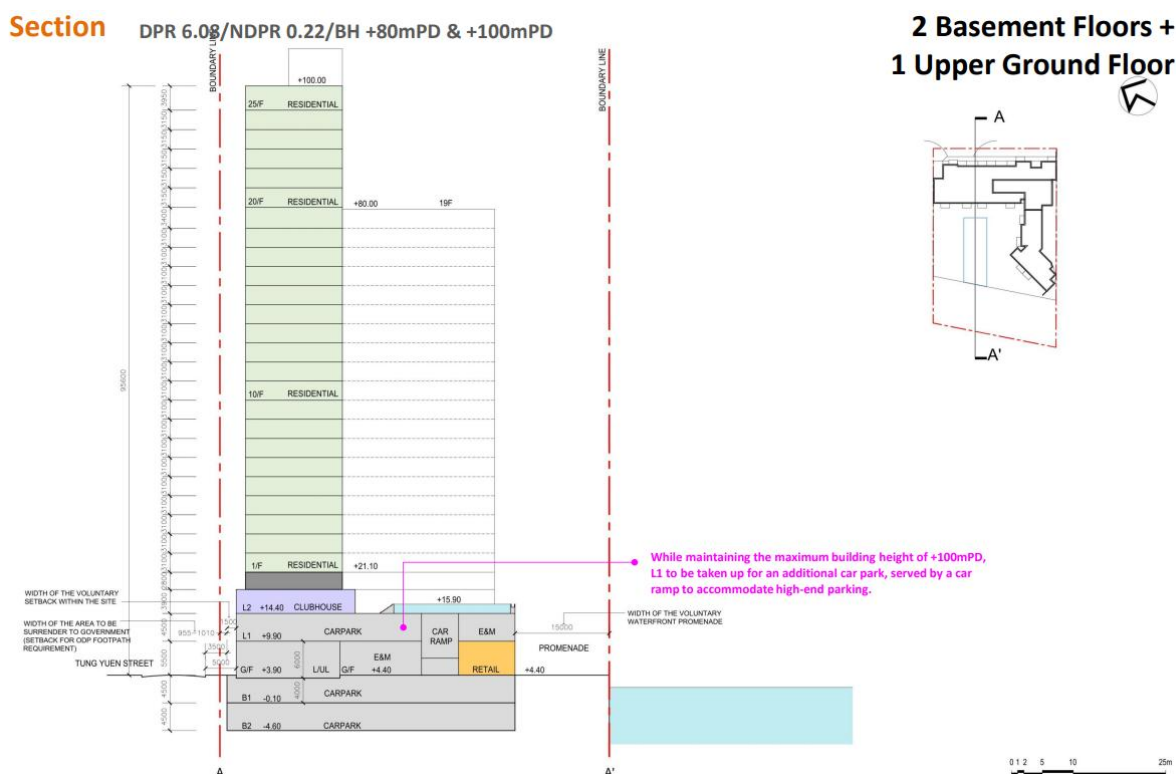
2.3.1 In considering the feasibility of additional car park aboveground, while maintaining the maximum building height of +100mPD, L1 has to be served by a car ramp to access the parking. Since the total site area is relatively small, should an additional car ramp to L1 carpark is present, considerable footprint of the site area will be taken up, and a continuous public passageway supported by nominal retail from Tung Yuen Street to the waterfront promenade would become infeasible. This is demonstrated by the hypothetical scheme of GF and L1 if aboveground parking is catered, shown as below (Figure 2.2), where the public passage could no longer be provided, and the area of retail is greatly reduced.

2.3.2 Due to the uncertainty of the timeline for the construction of the waterfront promenade east to the site, the public planning gain of allowing the public to access and enjoy the waterfront promenade will be greatly compromised.



**Figure 2.2 Layout Plan of GF (left) and L1 (right) under the Hypothetical Scheme if Aboveground Parking is Catered**

- 2.3.3 In this hypothetical scheme, L1 has been taken up for an additional car park instead of retail, as shown in the section (Figure 2.3). In order to maintain the non-domestic (retail GFA) as required in the “R(E)” zone on the OZP, an additional floor above G/F would be needed to accommodate the required non-domestic GFA. In this case, a further relaxation of building height for the Proposed Development would be required, which will exceed the BH restriction across Tung Yuen Street (100mPD), which will pose adverse visual impact and jeopardise the overall building height profile concept with descending building height profile towards the harbourfront in YTIA.



**Figure 2.3 Section under the Hypothetical Scheme if Aboveground Parking is Catered**

### 3 AVAILABILITY OF PUBLIC TRANSPORT SERVICES

#### 3.1 Evaluation for the Proposed Development

- 3.1.1 With reference to HKPSG (Chapter 8 Section 7.1.1), the provision of parking spaces should be compatible with Government’s overall transport policy to promote the use of public

transport with railway as backbone. As a general principle, parking should be provided at a level which will not unduly attract potential passengers to use private vehicles in preference over public transport. In particular, for developments which are close to railway stations and large public transport interchanges, lower parking standards should be adopted.

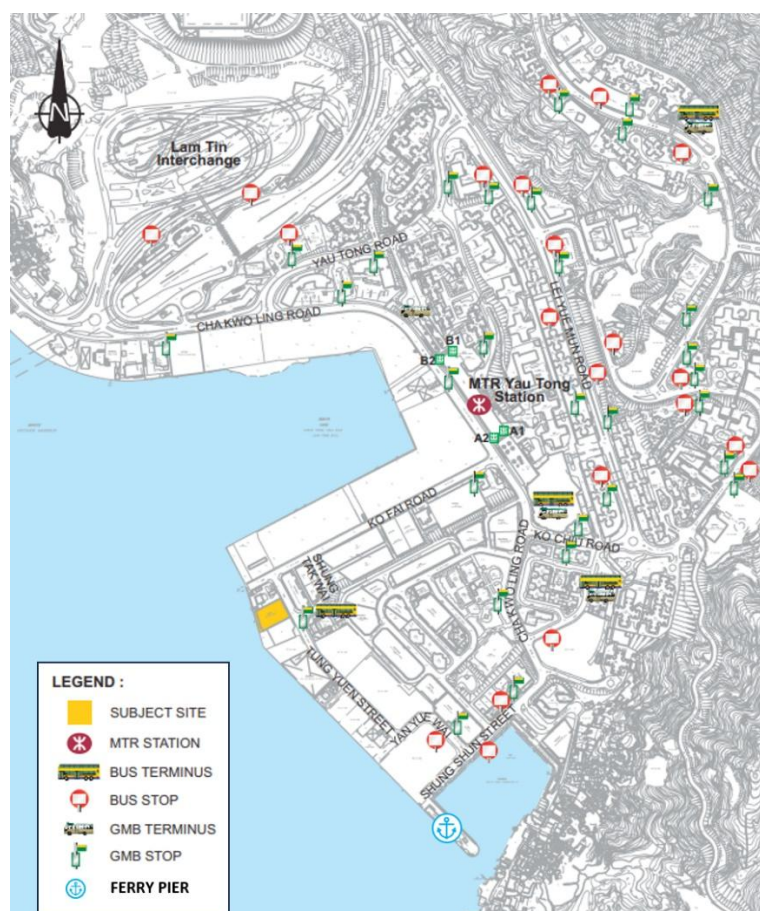
3.1.2 For the Proposed Development at No.4 Tung Yuen Street, the existing PT choice is accessible by KMB Route 14X and GMB Route 24. Furthermore, franchised bus and GMB stops are located in Shung Tak Wai, which are immediately east of and adjacent to the project site.

3.1.3 In addition, there are one MTR station (Yau Tong Station) and two public transport interchanges (PTI) all located within approximately 500m from the project site. The existing public transport services area summarised in **Table 3.1**.

**Table 3.1 Existing Public Transport Services**

Route / Metro Line	Service	Destinations	Nearest Stop	Peak Hour Frequency	Approximate Walking Time
14X	KMB	Shung Tak Wai – Tsim Sha Tsui	Shung Tak Wai	20-25 mins	< 3 mins
24	GMB	Lam Tin (Kai Tin Shopping Centre) – Lei Yue Mun	Shung Tak Wai	10-20 mins	< 3 mins
Kwun Tong Line	MTR	Whampoa - Tiu Keng Leng	Yau Tong Station	3-5 mins	8 mins
Tseung Kwan O Line		North Point – Po Lam / LOHAS Park		3-5 mins	
Ferry	Ferry	Sai Wan Ho - Sam Ka Tsuen	Sam Ka Tsuen Ferry Pier	24-30 mins	9mins

3.1.4 Therefore, in terms of public transport services, the Proposed Development is considered to be very accessible to public transport as compared with other existing developments in Tung Yuen Street.



**Figure 3.1. Location of Surrounding Public Transport**



4 AVAILABILITY OF PUBLIC CAR PARKS

4.1 Public Car Park in the Vicinity

4.1.1 There are a total of 456 publicly accessible car parking spaces provided at the Montego Bay, One East Coast, and Lei Yue Mun Municipal Services Building. These parking facilities are located within 550m catchment area from the project site, the location of surrounding public car park is shown in **Drawing 4.1**. A summary of parking spaces in the nearby public car parks is shown in **Table 4.1**.

Table 4.1 Surrounding Public Car Park Provisions	
Public Car Park	Provided Parking Spaces
Montego Bay	122
One East Coast	240
Lei Yue Mun Municipal Services Building	94
Total	456

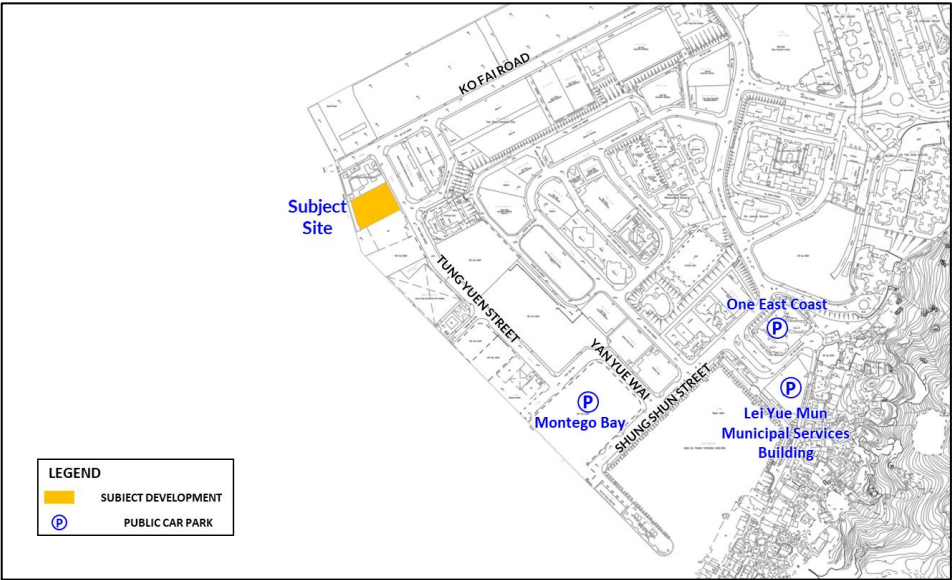


Figure 4.1. Location of Surrounding Public Car Park

4.1.2 The car parking utilization of the nearby public car parks was reviewed to determine the availability of excess parking. Based on general observations in a normal weekday in February 2025, the total number of surplus car parking spaces available at the nearby car parks that were not utilized is approximately 127, and the occupancy rate of surrounding public car park is about 72%, the publicly accessible parking spaces are still excess capacity available. The detail of occupancy rate of each public car park is shown in **Table 4.2**.

Table 4.2 Surrounding Public Car Park Occupancy			
Public Car Park	Provided Parking Space	Available	Occupancy Rate
Montego Bay	122	34	72%
One East Coast	240	62	74%
Lei Yue Mun Municipal Services Building	94	31	67%
Total	456	127	72%

4.1.3 Therefore, the Proposed Development is considered to be accessible to considerable public car parking facilities in the vicinity.

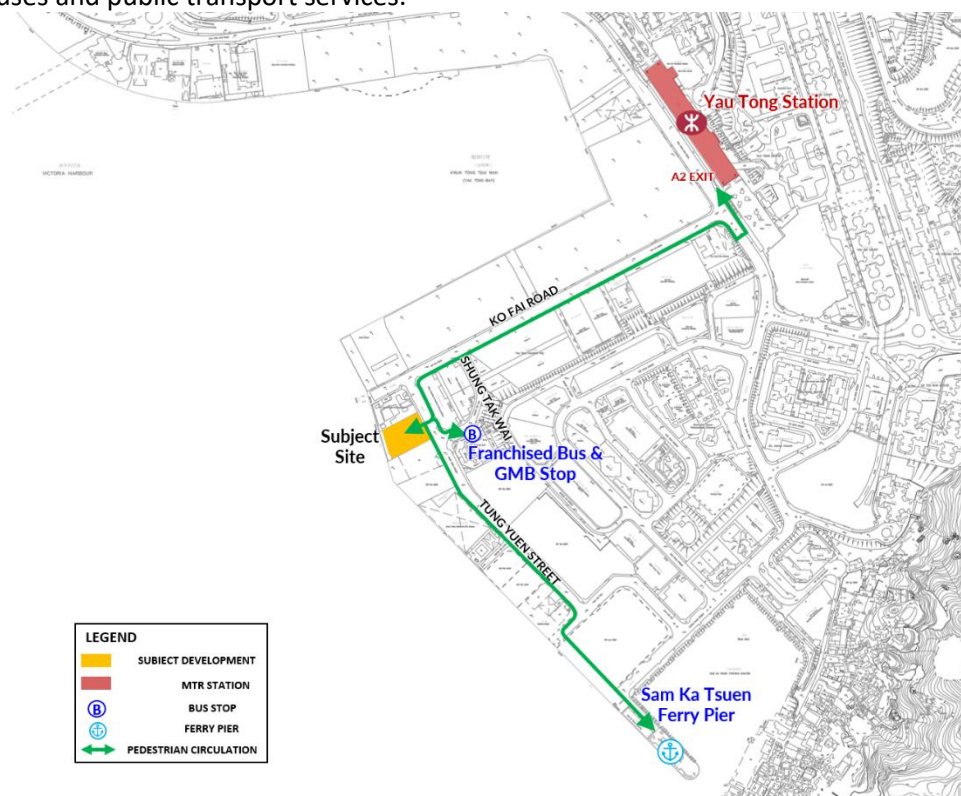


## 5 PROXIMITY AND QUALITY OF PEDESTRIAN LINKAGE TO RAIL AND PUBLIC TRANSPORT

### 5.1 Evaluation for the Proposed Development

5.1.1 All the public transport facilities are directly adjacent to or within close walking distance to the project site and most of the facilities are connected with pedestrian access.

5.1.2 In addition, there are clear pedestrian access linkage including pedestrian walkway, and crosswalks located immediately adjacent to and in close vicinity to the project site. These pedestrian linkage facilities provide both direct and convenient access to the surrounding land uses and public transport services.



**Figure 5.1. Pedestrian routes between the Development and Public Transport in the Vicinity**

5.1.3 In the future, with the development of Yau Tong Bay Comprehensive Development Area, the provision of open space and pedestrian linkage will be improved as well. Therefore, the pedestrian linkage from subject site to public transport will be more accessible.

5.1.4 The Yau Tong MTR station is located within approximately 500m from the project site, which is considered walkable by a sizable population. On the other hand, the quality of the walking route itself is considered relatively well, and as the developed of Yau Tong Bay Comprehensive Development Area, the pedestrian linkage will be improved.

## 6 TRAFFIC CONDITIONS OF LOCAL ROAD NETWORKS

### 6.1 Evaluation for the Proposed Development

6.1.1 Based on the TIA under the S16 planning application (No. A/K15/132), the traffic generation by the Proposed Development can be well absorbed by the external road network with the proposed road improvement works around the area.

- 6.1.2 Therefore, coped with the fact that there are other planned and committed developments in the area, the future traffic condition is expected to be at acceptable levels upon design year 2035, subjected to the implementation and programme of the committed road improvement schemes by others.

## **7 PARKING DEMAND AND SUPPLY CONDITION**

### **7.1 Evaluation for the Proposed Development**

- 7.1.1 As previously noted in paragraph 4.1.2, there are about 456 existing publicly accessible car parking spaces located within 550m catchment area from the project site with excess capacity available.
- 7.1.2 Additionally, the public parking service could be coordinated by Hong Kong e-Mobility App, allowing users to check the real-time information on the availability of public parking in facilities across Hong Kong.
- 7.1.3 This type of service would enable users more flexibility and options in their selection of parking facility near the site, by creating “shared-use” parking opportunity and therefore, providing more efficient use of the district-wide parking facilities.
- 7.1.4 The parking demand and supply conditions in the vicinity can also be reflected by the level of illegal parking in the surrounding road network.
- 7.1.5 In case of a significant shortfall in background parking provision where demand for facilities substantially exceeds supply, illegal parking is expected to be commonly observed on kerb-side. On the other hand, the parking provision may consider adequate if there are no records of illegal parking in the vicinity.
- 7.1.6 To reveal the level of illegal parking in the vicinity of the Proposed Development relevant to the subject development, MVA conducted on-site visit several times along Tung Yuen Street and Ko Fai Road. It is worth noting that no illegal parking was observed around the project site.
- 7.1.7 Therefore, the parking provision could adequately cope with the parking demand in the vicinity of Proposed Development.

## **8 LOCAL CATCHMENT OF PROPOSED RETAIL COMPONENT**

### **8.1 Evaluation for the Proposed Development**

- 8.1.1 The proposed retail GFA of 2177.1 sqm is of a relatively small scale and is intended for neighbourhood retail uses which serve demands locally or even from the residents within the site.
- 8.1.2 Thus, the car parking demands arising from the proposed retail component are considered to be very minimal. The low end of the parking provision (1 car space per 300 sqm retail GFA) is adopted for retail, which is 8 nos. of retail parking.

## 9 JUSTIFICATION FOR PROPOSED LOADING/UNLOADING PROVISIONS

### 9.1 Operational Requirements

9.1.1 The detail of loading/unloading bay provision as shown in **Table 9.1**.

**Table 9.1 Loading/Unloading Provision**

Type of Development	HKPSG Requirement	GFA/Block	No. of LUL
Retail	1 per 1,200m <sup>2</sup> GFA (low-end)	GFA 2,177.1 m <sup>2</sup>	2
Residential	1 per each housing block	1 block	1
<b>Total</b>			<b>3</b>

9.1.2 The project site will be re-developed into a residential block with 2177.1 sqm commercial area, primarily comprising small retail shops. Therefore, the goods delivery demand for a small-scale commercial area will be considered as minimum and no large cargo or furniture expected. This means that each goods vehicle delivery trip can serve more than one tenant in the retail area.

9.1.3 Pre-booking schemes can be arranged with management office. Pre-booking delivery arrangement would distribute the delivery demand throughout the day. And 2 loading/unloading bays for retail can be shared use. As a result, it could effectively arrange the deliveries to maximize the usage of the loading/unloading bays without over-provision to address uncertain peak demands.

## 10 SUMMARY AND CONCLUSION

### 10.1 Summary

10.1.1 The parking provision of private residential uses is generally determined with reference to Hong Kong Planning Standards and Guidelines (HKPSG), in which the “Global Parking Standard” (GPS) has a range of 1 space per 4 to 7 units.

10.1.2 To substantiate by taking account the site-specific conditions and district characteristics, the consideration factors for resident parking provision at the Proposed Development have been evaluated with justifications as summarised in **Table 10.1** below:

**Table 10.1 Evaluation of Factors for Resident Parking Provision**

Consideration Factors for Resident Parking Provision	Justification for Proposed Development
(A) Availability of public transport services in the vicinity	<ul style="list-style-type: none"> <li>• Franchised bus and GMB stops are close to the project site</li> <li>• 8-minute walk to Yau Tong MTR station</li> <li>• 2 PTIs within approximately 500m from the project site</li> </ul>
(B) Availability of public car parks in the vicinity	<ul style="list-style-type: none"> <li>• Existing publicly accessible car parking spaces with excess capacity available</li> </ul>
(C) Proximity to and quality of pedestrian access linking railway stations and other major public transport interchanges	<ul style="list-style-type: none"> <li>• Within Walkable Range in 500m to the nearest rail station – Yau Tong Metro Station</li> <li>• A clear pedestrian route to PT stations</li> </ul>
(D) Traffic conditions of local road networks	<ul style="list-style-type: none"> <li>• Overloading junctions to be mitigated with committed improvements by others, despite the negligible traffic contribution by the development</li> </ul>
(E) Parking demand and supply condition in the vicinity	<ul style="list-style-type: none"> <li>• Existing publicly accessible car parking spaces with excess capacity available</li> <li>• No illegal parking was observed around the project site during site visit on weekday</li> </ul>

## 10.2 Conclusion

- 10.2.1 In view of the evaluation and justification for the site constraints and consideration factors, the findings are considered favourable for adopting the current parking provisions for the subject site, which is to provide 66 car parking spaces for the proposed development.
- 10.2.2 It is proposed that 53 car parking spaces are provided as resident parking facilities for the Proposed Development, which is **1 space per 6.2 units**. And car parking spaces are provided for residential visitors.
- 10.2.3 The commercial area of the site is about 2177.1 sqm, primarily comprising small retail shops for local residents. Therefore, the low end of the parking provision (**1 car space per 300 sqm retail GFA**) is adopted for retail, which is 8 nos. of retail parking.
- 10.2.4 Based on loading/unloading demands for the small retail shops of this development, it can be concluded that the goods delivery demand for a small-scale commercial area will be relatively low, therefore, **the lower loading/unloading provision is proposed be adopted (1 loading/ unloading bay for goods vehicles for every 1 200 sqm GFA)**.

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

### **Proposed Flat, Shop and Services and Eating Place in “Residential (Group E)” Zone with a Voluntary Waterfront Promenade at No. 4 Tung Yuen Street, Yau Tong, Kowloon**

#### **PURPOSE**

This paper seeks to solicit the Task Force’s views on the proposed residential cum retail development with provision of a waterfront promenade for public enjoyment (the Proposed Development) at No. 4 Tung Yuen Street, Yau Tong (the Site) (**Annex I**).

2. The Site falls within “Residential (Group E)” zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). The Proponents have submitted a Section 16 Planning Application to the Town Planning Board (TPB) on 9 January 2025 to seek approval for Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions to facilitate the Proposed Development at the Site.

#### **BACKGROUND**

3. With a site area of about 2,419m<sup>2</sup>, the Site is currently occupied by Wah Tung Godown. The existing industrial operation at the Site does not only block pedestrian access to the Victoria waterfront, but also resulted in blocking the long-planned public waterfront promenade connecting Lei Yue Mun and Yau Tong Bay.

4. The Site has been rezoned to “Residential (Group E)” since 1999, with the planning intention primarily for phasing out existing industrial uses through redevelopment (or conversion) for residential use on application to TPB.

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

5. The Site is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) which is undergoing rapid transformation to a residential neighbourhood. Together with the approved developments at the Yau Tong Bay (YTB) Comprehensive Development Area (“CDA”), approved or completed residential developments found along Tung Yuen Street, including the Coast Line I & II under construction (under “CDA(1)” zone), the Peninsula East (under the adjoining “R(E)” zone), as well as on the “CDA(3)”, “CDA(4)” and Montego Bay (under “CDA(5)” zone) along the waterfront.

6. Over the years, there has been an increasing territorial demand for housing supply and public aspiration for quality living environment, especially in the compact urban environment. Therefore, the Proponents have put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality** for the Proposed Development to set a desirable precedent in support of the ongoing transformation of the YTIA.

### **THE PROPOSED DEVELOPMENT WITH A VOLUNTARY WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT**

7. The Proposed Development at the Site comprises of one 22 to 28-storey residential tower siting above 2-storey podium dedicated for ‘Shop and Services’ and ‘Eating Place’ uses, alongside with a 15m-wide waterfront promenade for public enjoyment.

8. Although there is no requirement under the “R(E)” zone, the Proponents have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide (with an area of about 608m<sup>2</sup>), which will be opened for public enjoyment on a 24/7 basis. In addition, a 5m-wide public passageway will be provided within the Site to bring members of the public to access to the waterfront promenade via Tung Yuen Street on a 24/7 basis. The waterfront promenade and associated pedestrian access will



## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

be constructed, maintained and managed by the Proponents.

9. The waterfront promenade at the Site will be designed to be compatible with the planned public waterfront promenade at the adjacent “CDA(1)” zone (i.e. the Coast Line I & II under construction), forming part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. Besides, opportunities are explored to provide retail facilities at street level to foster a vibrant street environment.

10. In response to the territorial aspiration for housing provision as well as to incorporate various initiatives to enhance harbourfront experience at the Site, the Proponents also seek for minor relaxation of PR (domestic PR from 5.0 to 6.0) and BH (from 80mPD to 100mPD) as part of the Section 16 Planning Application to the Town Planning Board.

11. The Proposed Development is anticipated to be completed by 2032, providing about 342 quality residential flats while unlocking the harbourfront potential at Yau Tong by private sector initiatives.

12. Please refer to **Annex II** and **Annex III** for the Master Layout Plan and the Key Parameters Table of the Proposed Development respectively.

13. The key design features and planning merits of the Proposed Development are highlighted below:

**(a) *Respecting the Planning Intention to Phase out Incompatible Industrial Uses while Optimising Valuable Land Resources***

The Proposed Development is fully in line with the planning intention of the “R(E)” zone, by replacing the existing incompatible industrial uses on the Site by a modern standard residential cum retail development with a voluntary waterfront promenade for public use. Situating at an urban centre conveniently served by

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

public transport, the Proponents see the opportunity to optimise valuable land resources at the Site for contributing to the housing supply at territorial level, at the same time align with the latest Government policy of minimum flat size requirement of 26m<sup>2</sup> to enhance liveability. Therefore, the Proponents seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional housing flats (equivalent to additional flats of about 60) with enhanced living space at the Site.

### ***(b) Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront***

The existing industrial operation at the Site blocks the access to the waterfront. The Proposed Development will facilitate phasing out of incompatible industrial uses by a modern residential cum retail development, alongside with a 15m-wide waterfront promenade, with an area of about 608m<sup>2</sup>. The waterfront promenade will be opened for public enjoyment on a 24/7 basis, with a direct pedestrian access connecting to Tung Yuen Street.

The waterfront promenade at the Proposed Development will contribute to the creation of a vibrant Victoria Harbour with additional open space welcoming members of the public to leisure, socialise and celebrate the iconic Victoria harbourfront.

### ***(c) Well-integrated with the Waterfront Promenade of Kowloon East***

Upon completion of the waterfront promenade, in which the Proposed Development takes about 90 months from the S.16 Planning Application submission to the obtaining of occupation permit, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. With reference to the Landscape Master Plan in **Annex IV** and artistic impression in **Annex V**, the design of the waterfront

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For discussion  
on 14 Mar 2025

TKF/01/2025

promenade will be compatible with the waterfront promenade (i.e. within the “CDA(1)” zone) to enhance the connectivity of the area and ensure an enjoyable walking experience along the harbourfront.

### **(d) *Enhancing Pedestrian Connectivity and Comfort***

A full-height setback of about 5m-wide from Tung Yuen Street, which includes a footpath of 3.5m-wide under the requirement of Outline Development Plan and an additional setback of 1.5m-wide within the Site to improve pedestrian circulation. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street.

The above will help to enhance pedestrian connectivity and comfort along Tung Yuen Street, and eventually welcome members of the public to the waterfront promenade via the 5m-wide public passageway access from Tung Yuen Street.

### **(e) *Sensitive Building Design and Disposition to Enhance Visual Permeability***

The Proposed Development incorporates sensitive building design and disposition of residential towers to avoid a monotonous harbourfront image. The stepped BH design within the Site would provide a more interesting skyline along the YTIA waterfront. Please refer to **Annex V** for Artistic Impression on Tung Yuen Street.

### **(f) *Providing Retail Uses at Lower Floors to Activate Vibrancy at Street Level***

Respecting the planning intention of “R(E)” zone, the Proposed Development would obtain PR of 0.9 for non-domestic uses, in the form of ‘Shop and Services’ and

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

‘Eating Place’ uses on G/F and L1/F. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would contribute to create active frontages for a more vibrant street environment and serve local essential needs. This integration of seamless and engaging interface between retail spaces on the ground floor and waterfront promenade aims to enhance the pedestrian experience by providing easy access to shops, cafes, and other amenities directly from the waterfront promenade. The layout encourages foot traffic and social interaction, fostering a vibrant atmosphere that benefits both retailers and visitors. Additionally, the design incorporates visual and physical connectivity, ensuring that the retail spaces complement the scenic views and recreational activities along the waterfront, creating a cohesive and attractive urban environment. Please refer to **Annex V** for Artistic Impressions on both Tung Yuen Street and the proposed waterfront promenade.

### ***(g) Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront***

With a view that about one-fourth of the site area (i.e. about 608m<sup>2</sup>) has been designated for the waterfront promenade, there is a need to seek for minor relaxation of BH to accommodate the optimised domestic and non-domestic floor area on the Site.

Only part of the residential block at the inland portion is proposed with a relaxed BH of 100mPD, while the remaining residential block along the Victoria Harbour would be kept at 80mPD, in line with the BH restriction on the “R(E)” zone along the waterfront. Besides, the relaxed BH for the inland portion will not exceed the BH restriction across Tung Yuen Street (i.e.100mPD). Therefore, minor relaxed BH for the Proposed Development will not comprise, but instead coherent with the gradation of height profile with descending BH

# **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

towards the harbourfront.

## **HARBOUR PLANNING PRINCIPLES**

14. Harbour Planning Principles (HPPs) were developed as a set of guidelines for all individuals and organisations to facilitate the sustainable planning, preservation, development, and management of Victoria Harbour and the harbourfront areas. Further to the above discussions, the proposed residential development has paid due respect to these principles as illustrated below.

### ***(a) Preserving Victoria Harbour***

To protect and preserve the Victoria Harbour, site formation and construction works of the proposed residential development will only be carried out within the Site. There will be no reclamation works in Victoria Harbour.

Moreover, the Proposed Development also enhances the harbour as a public asset through phasing out the incompatible industrial uses and replaced by a quality residential cum retail development with a voluntary 15m-wide waterfront promenade for public enjoyment.

The Proposed Development therefore contributes to provision of a vibrant and connected waterfront promenade in Kowloon East, creating the economic and social values, while improving the harbour environment as our special public asset.

### ***(b) Stakeholder Engagement***

The public is welcomed to provide comments on the S.16 Planning Application submitted by the Proponents under the Town Planning Ordinance (Cap.131) as part of the statutory process. In addition, this paper for consultation with the Harbourfront Commission has demonstrated the

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

Proponents' sincerity to invite comments and suggestions from key stakeholders on the Proposed Development.

### **(c) *Sustainable Development***

The Proposed Development has complied with all the relevant building separation, building setback, and greenery requirements under the Sustainable Building Design Guidelines. Technical assessments have been conducted and confirmed that the Proposed Development will not induce insurmountable landscape, traffic, environmental, drainage, sewerage, air quality, air ventilation and visual impacts. With emphasis to wind permeability at the Application Site, 5m-wide public passageway at pedestrian level is incorporated to create a more permeable design with a less bulky massing. Air ventilation has improved as the 5m-wide public passageway allows summer winds to reach Tung Yuen Street, while seaside winds flow along the 15m-wide waterfront promenade and are diverted towards the building separation between the Proposed Scheme and the adjacent site of Yau Tong Sewage Pumping Station.

The Application Site is less than 20,000m<sup>2</sup> in area with continuous projected façade of less than 60m. Thus, the requirement on building separation is not applicable. Along Tung Yuen Street, in addition to the 3.5m setback requirement on the Outline Development Plan, an additional 1.5m full height setback will be provided for footpath widening, enhancing visual openness and greening opportunities at street level. Tree planting is also proposed at the northwestern end of the proposed setback.

Parking and loading/unloading facilities for the Proposed Development will be located at basement levels to minimise the need for bulky car parking structures aboveground and to reserve more areas for provision of landscaping/greening.

Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest. The Site Coverage of Greenery within the



## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

Site is not less than 20% (i.e. not less than 484m<sup>2</sup>). Greenery provision is also available at different levels ranging from landscaping at podium and the tree plantings along the waterfront promenade.

### ***(d) Integrated Planning***

To realise a seamless and coherent waterfront promenade across the entire Kowloon East, the design of the proposed waterfront promenade has been carefully considered together with that in the “CDA(1)” Site for compatibility in broader context. Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscapes. Colour paving and patterns have been adopted to create an inviting environment which would make pedestrian feel safe and comfortable.

### ***(e) Proactive Harbour Enhancement***

With the provision of a 15m-wide waterfront promenade of about 608m<sup>2</sup> along its shoreline, the Proposed Development will contribute to an attractive harbourfront townscape that forms part of the 13km planned/existing waterfront promenade connecting the entire Kowloon East from Kai Tak to Lei Yue Mun. A 5m-wide public passageway access will also be provided within the Site to welcome members of the public from Tung Yuen Street to the harbour. The proposed waterfront promenade and pedestrian access will be constructed, maintained, and managed by the Proponents.

Furthermore, the Proposed Development fully respects the stepped building height profile in the YTIA. The dynamic building height within the Proposed Development also creates an interesting skyline. The lower two floors of the Proposed Development will be dedicated for retail uses, with entrances provided along the waterfront promenade and the pedestrian access. The residential tower fronting Victoria Harbour is dispositioned way from the waterfront promenade as far as possible to enhance visual openness. Tree planting is introduced to provide shading, while

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

suitable landscaping and street furniture are provided along the waterfront promenade for public enjoyment.

Overall, the Proposed Development is considered bringing significant harbour enhancement to bring people to the harbour and the harbour to the people.

### ***(f) Vibrant Harbour***

The proposed voluntary waterfront promenade with 15m-wide of about 608m<sup>2</sup> promotes social interaction through a variety of passive recreational facilities, including provision of tree planting, and street furniture including benches etc. Moreover, the proposed retail uses at the lower floor of the has extensive exposure facing the waterfront promenade, cultivating a vibrant and festive waterside gathering, and leisure space for waterfront lifestyle.

Therefore, the Proposed Development helps inject vibrancy to the harbourfront through the creation of points of interest and attracts members of the public to come and enjoy the Victoria Harbour.

### ***(g) Accessible Harbour***

The provision of the voluntary waterfront promenade at the Site is designed for public enjoyment on a 24/7 basis. The 5m-wide public passageway access within the Site will also be opened for the public to reach the waterfront promenade from Tung Yuen Street on a 24/7 basis. These will eventually improve the overall physical linkages with the inner Yau Tong area.

### ***(h) Public Enjoyment***

To maximise recreational potential of the harbourfront, a mixture of soft and hard landscapes will be adopted with consideration to the Landscape Master Plan of the approved comprehensive developments at YTIA for better integration

## **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

and uninterrupted harbourfront experience.

As compared to the existing conditions within the Site in where the waterfront is completely obstructed from pedestrian access, the Proposed Development will provide an attractive venue for retail and recreation activities for public users from various parts of the territory, contributing to the interconnected waterfront for East Kowloon and creating opportunities for public enjoyment.

### ***(i) Public Consultation***

The comments from various stakeholders, including the Harbourfront Commission, Government bureau/ departments and public on the Proposed Development will be taken into consideration.

## **CONCLUSION**

15. The Proposed Development respects the planning intention of the “R(E)” zone, expedites the phasing out of incompatible industrial uses currently situated at YTIA, while exploring opportunity to optimize valuable land resources for supplying additional flats with decent quality.

16. By providing a voluntary waterfront promenade for public enjoyment, the Proposed Development enhances the recreational appeal along the Victoria Harbour together with the provision of an active retail shopfront accompanied by abundant landscaping.

17. A vibrant harbourfront leisure space could be cultivated at the Site, contributing to the realization of the 13km planned/existing waterfront promenade along the Kowloon East. The design of the Proposed Development has paid full respect to the HPPs to contribute to create a vibrant, accessible, and attractive waterfront for public enjoyment.

# **Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing**

For discussion  
on 14 Mar 2025

TKF/01/2025

## **ADVICE SOUGHT**

18. Members are invited to express their views and offer support on the Proposed Development.

## **ATTACHMENTS**

- Annex I** Location of the Site
- Annex II** Master Layout Plan of the Site
- Annex III** Key Parameters Table for the Proposed Development
- Annex IV** Landscape Master Plan and Landscape Section
- Annex V** Artist Impression of the Proposed Development (For Illustrative Purpose Only)

**ARUP**  
**March 2025**

## **Annex I**

### **Location of the Site**

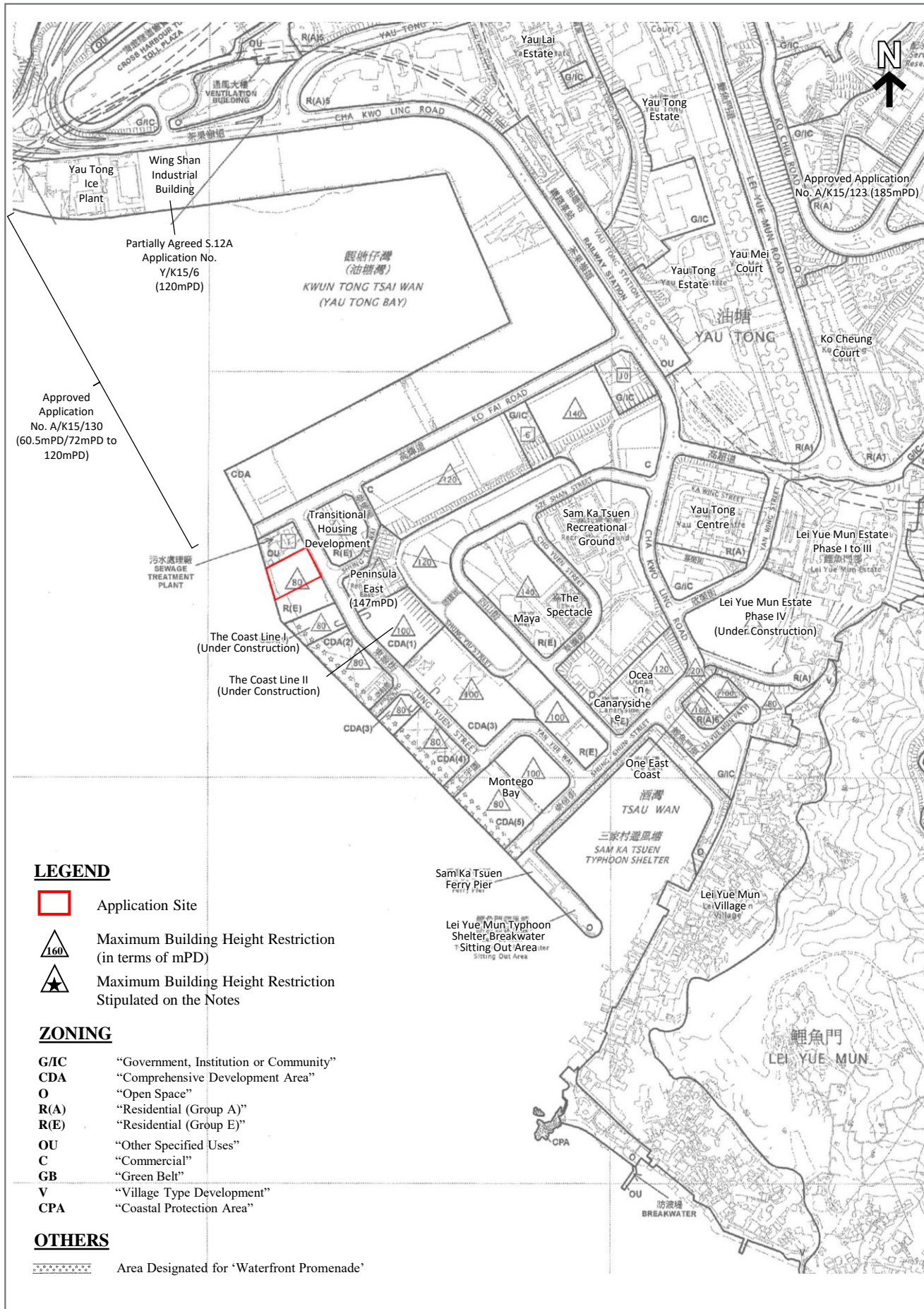


Figure No.	Scale	Figure Title
/	1:6,000	<b>Annex 1 – Location of the Site</b>
<b>ARUP</b>	Date	Source
	November 2024	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

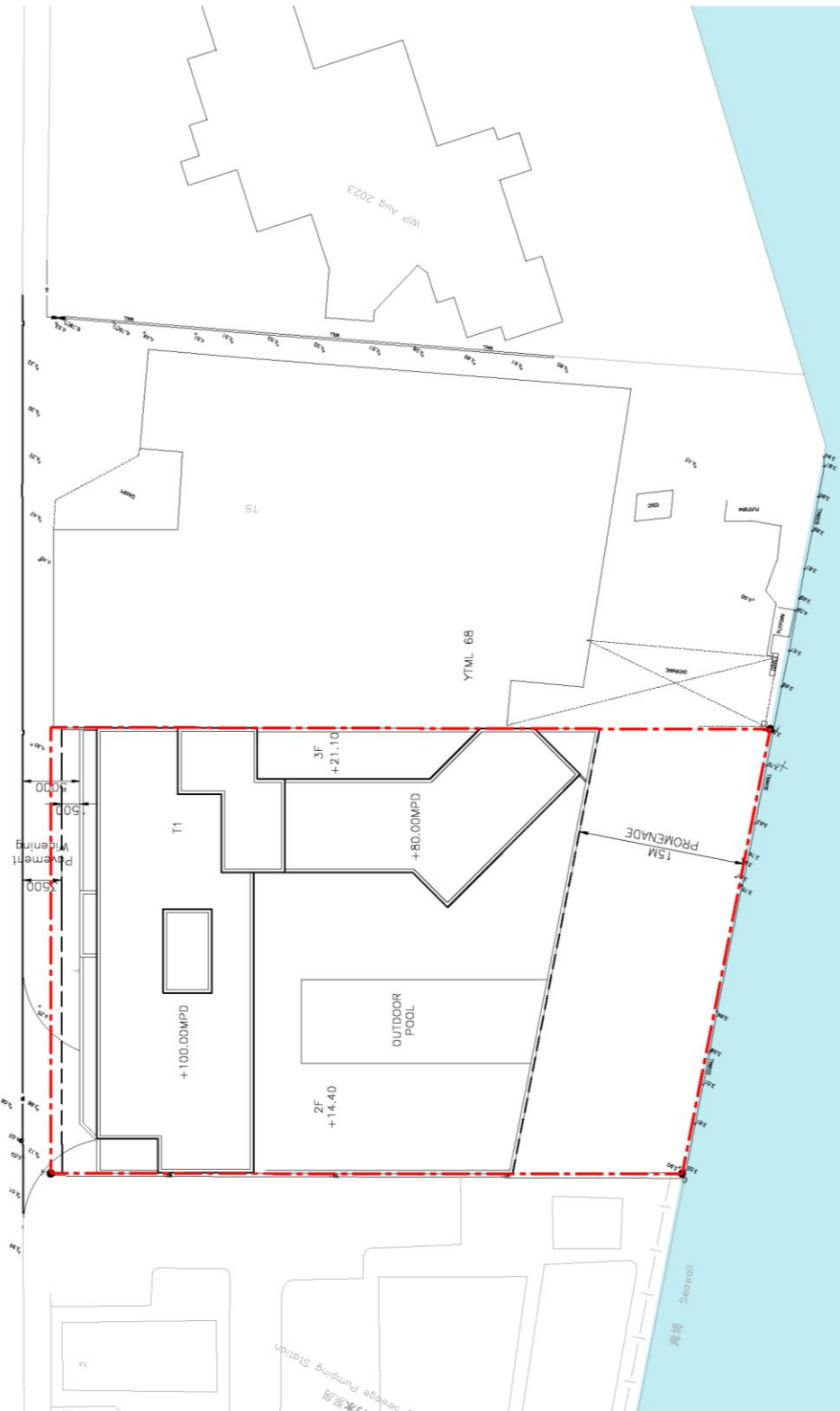


## **Annex II**

### **Master Layout Plan of the Site**



東源街 TUNG YUEN STREET



0 1 2 5 10 20m



## **Annex III**

### **Key Parameters Table for the Proposed Development**

**Key Parameters Table for the Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon**

<b>Key Development Parameters</b>	<b>Proposed Development at the Site</b>
<b>Site Area (m<sup>2</sup>)</b>	About 2,419 m <sup>2</sup>
<b>Proposed Uses</b>	‘Flat’, ‘Shop and Services’ and ‘Eating Place’
<b>Plot Ratio (PR)</b>	
- Total PR	Not more than 6.9 <sup>[1]</sup>
- Domestic PR	Not more than 6
- Non-domestic PR	Not more than 0.9 <sup>[2]</sup>
<b>Gross Floor Area (GFA) (m<sup>2</sup>) <sup>[1]</sup></b>	
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 16,691 m <sup>2</sup>
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 14,514 m <sup>2</sup>
- Non-domestic GFA	Not more than 2,177.1 m <sup>2</sup> <sup>[2]</sup>
<b>Bonus Plot Ratio</b> (Bonus GFA)	Not more than 0.081 <sup>[3]</sup> (to be included in Domestic PR)  (Not more than 197.93 m <sup>2</sup> )
<b>Building Height (BH) (mPD)</b>	80mPD to 100mPD (for inland portion only)
<b>No. of Storeys</b>	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark
<b>Site Coverage (SC)</b>	
- Below 15m	Not more than 70%
- Above 15m	Not more than 33.3%
<b>No. of Residential Block</b>	1
<b>No. of Flats</b>	About 342
<b>Average Flat Size</b>	About 43m <sup>2</sup>
<b>Anticipated Population <sup>[2]</sup></b>	About 855 <sup>[4]</sup>
<b>Greenery Provision</b>	Not less than 20%
<b>Car Parking Spaces</b>	
Private Car Parking Spaces	63 (incl. 2 accessible car parking spaces)
- Residential	50
- Visitor	5
- Shop and Services/ Eating Place	8
- Motorcycle	4
<b>Loading/Unloading (L/UL) Bays</b>	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)
<b>Completion Year</b>	2032

**Notes:**

[1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.

[2] The area of the covered public passageway (about 223m<sup>2</sup>) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m<sup>2</sup>. Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m<sup>2</sup> is proposed as an exempted GFA.

[3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m<sup>2</sup>) will be claimed for the 39.586m<sup>2</sup> of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments. Inclusive of bonus SC of 0.257% in pursuant of above.

[4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

## **Annex IV**

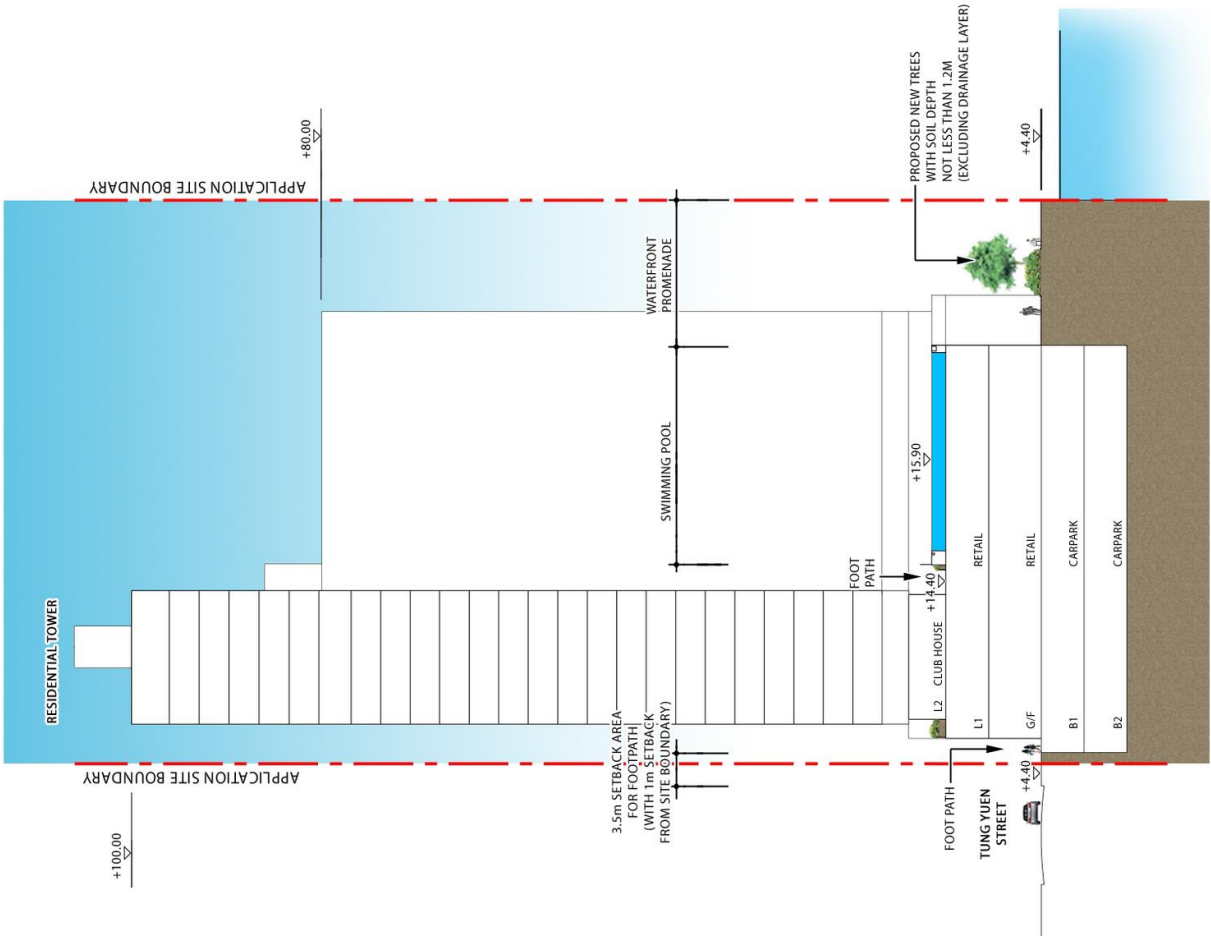
### **Landscape Master Plan & Landscape Section Plan**



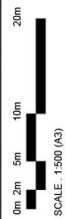


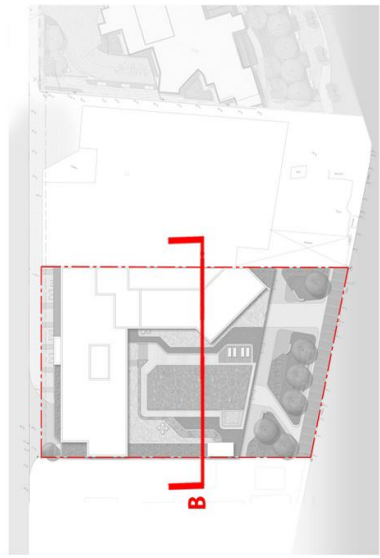


KEYPLAN

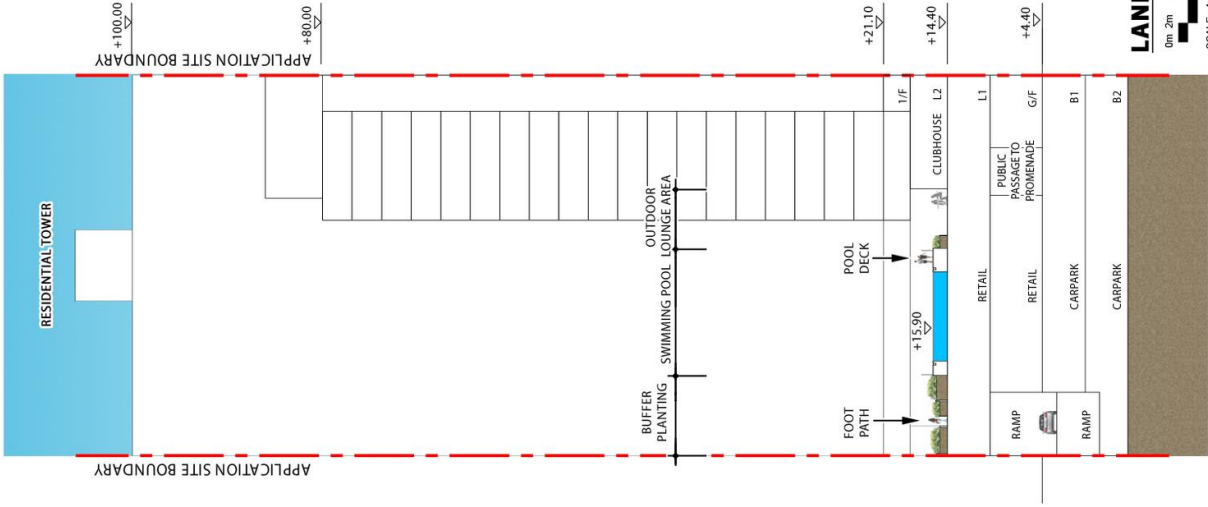


LANDSCAPE SECTION A





KEYPLAN



## **Annex V**

### **Artist Impression of the Proposed Development (For Illustration Purpose Only)**

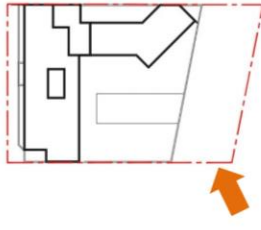


Illustration of Planning and Design Merits – Public Promenade

Proposed Residential & Commercial Development at  
No. 4 Tung Yuen Street, Yau Tong YTM 70







Illustration of Planning and Design Merits – Public Passage

Proposed Residential & Commercial Development at  
No. 4 Tung Yuen Street, Yau Tong YTM L 70



# **Proposed Flat, Shop and Services and Eating Place at No. 4 Tung Yuen Street, Yau Tong, Kowloon**

Meeting with Harbourfront Commission's Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

14 Mar 2025



# The Site falls within an area zoned “R(E)” for Residential Development, indicating No Requirement for Waterfront Promenade



## OZP Restrictions:

### Planning Intention:

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

**Maximum Domestic Plot Ratio: 5**

**Maximum Non-Domestic Plot Ratio: 1**

**Maximum Building Height: 80mPD**

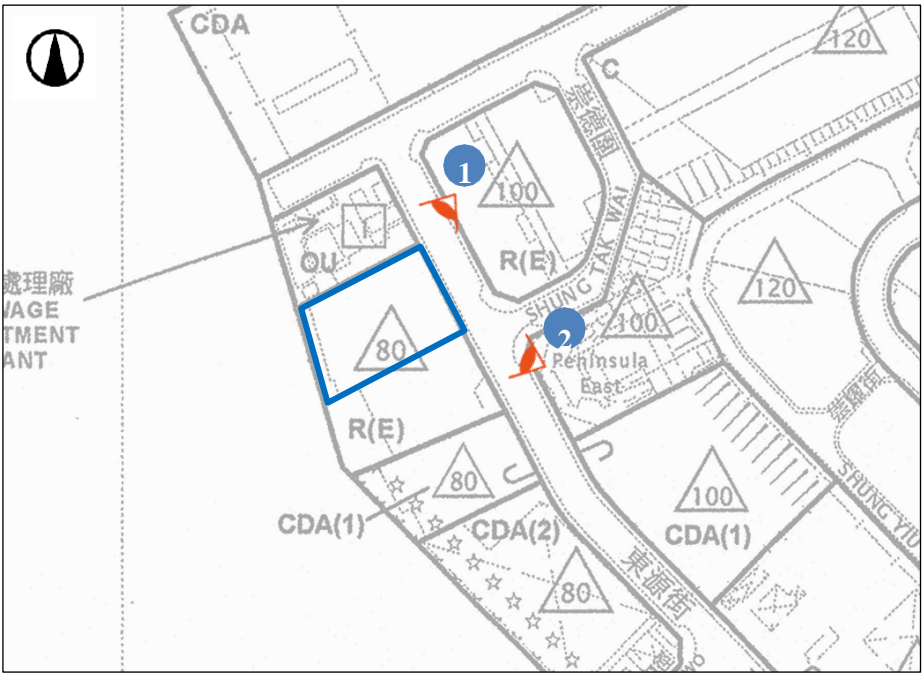
## LEGEND

- Application Site
- Maximum Building Height Restriction (in terms of mPD)
- Area Designated for 'Waterfront Promenade'

## ZONING

- G/C "Government, Institution or Community"
- CDA "Comprehensive Development Area"
- O "Open Space"
- R(A) "Residential (Group A)"
- R(E) "Residential (Group E)"
- OU "Other Specified Uses"
- C "Commercial"

# Existing Industrial Operation (Wah Tung Godown) at the Site



Key Plan

**LEGEND**

 Application Site

 1 Viewing Points





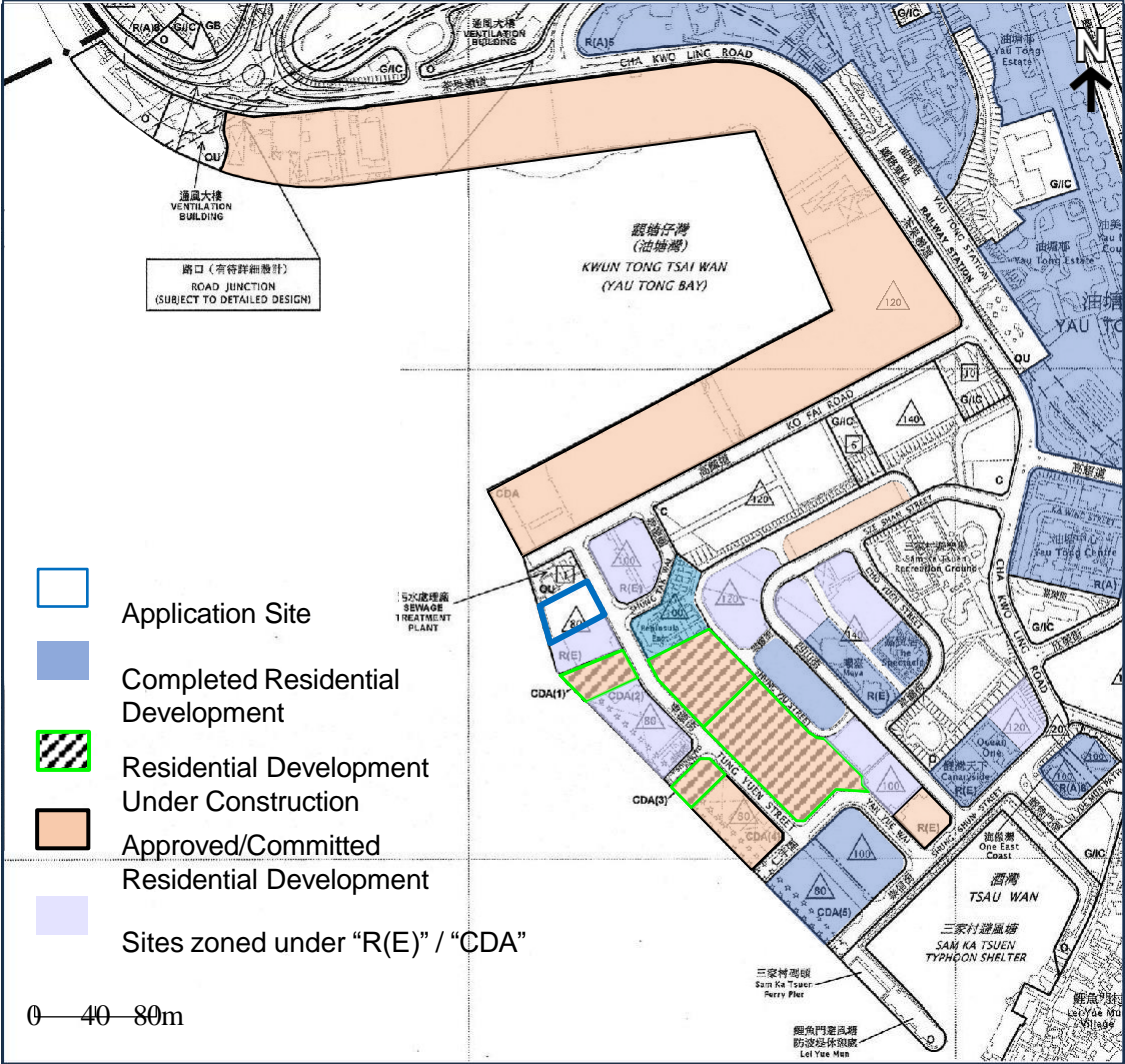
# Existing Inaccessible Waterfront at the Site



## Legend

 Application Site

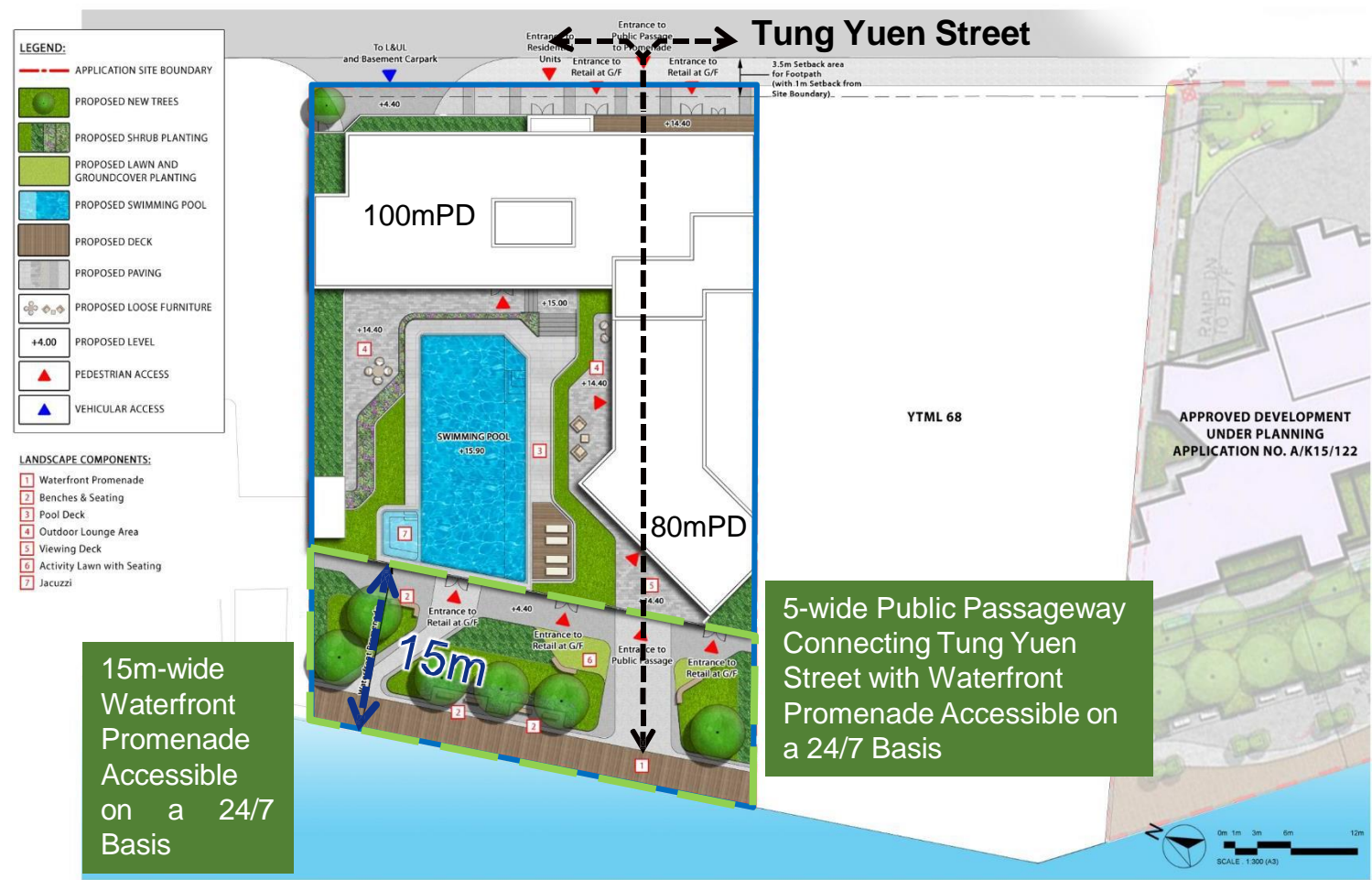
# The Site has been planned for Residential Use for 25 years as part of the transformation of YTIA to a Residential Neighbourhood



Source:  
MPC Paper No. A/K15/129A, Plan A-3, 26.1.2024  
MPC Paper No. A/K15/126A, Plan A-2, 28.5.2021



# The Proposed Scheme is Fully In-line with the Planning Intention of “R(E)” Zone with Provision of Waterfront Promenade for Public Enjoyment

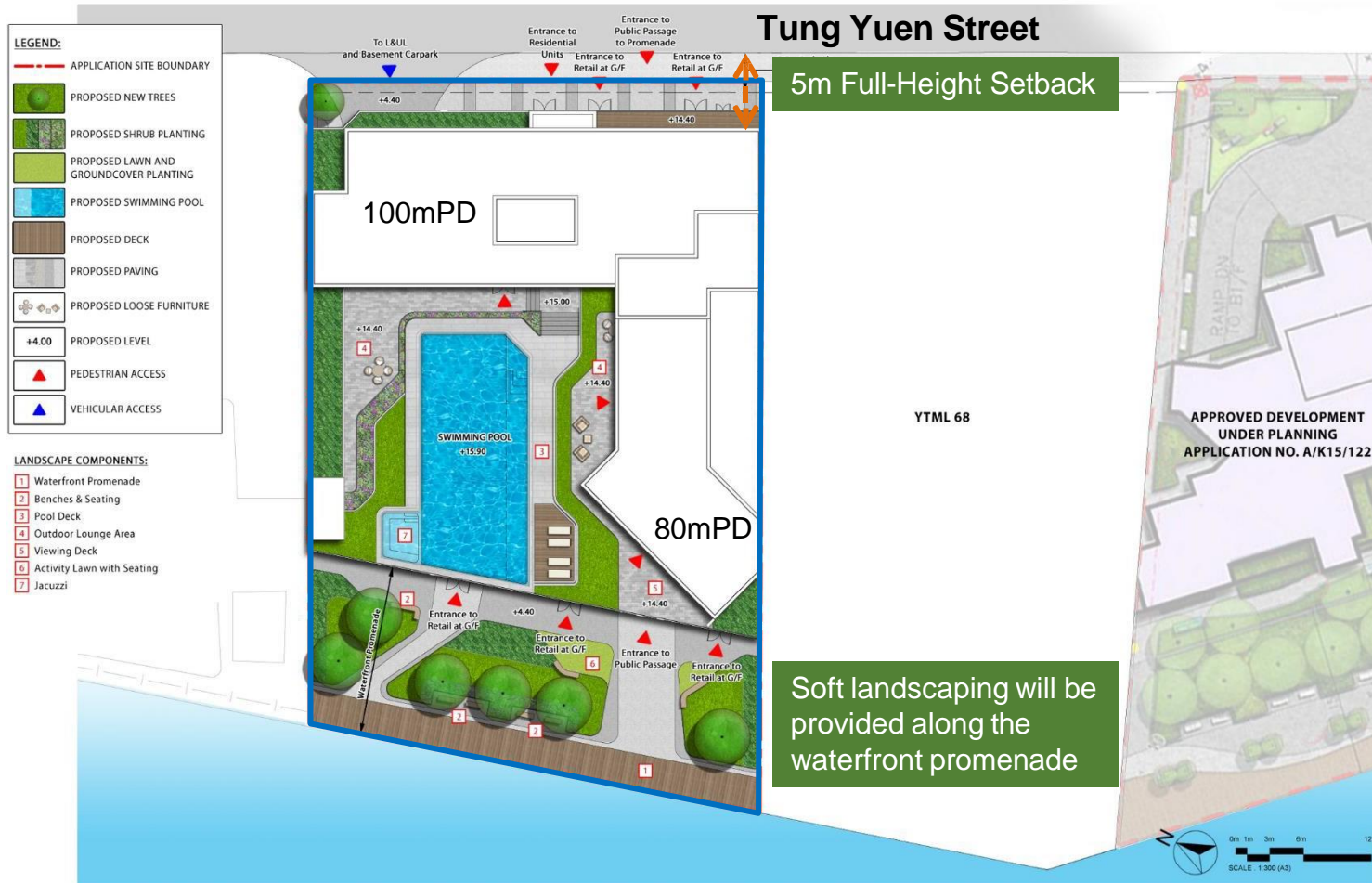


	OZP Scenario Scheme	The Proposed Scheme
Proposed Uses	‘Flat’, ‘Shop and Services’ and ‘Eating Place’	‘Flat’, ‘Shop and Services’ and ‘Eating Place’
Waterfront Promenade	Not Required	15m-wide
Pedestrian Connectivity Improvement Measure	Not Required	5m-wide public passageway connecting Tung Yuen Street with Waterfront Promenade

## Legend

- Application Site
- Waterfront Promenade for Public Enjoyment (About 608m<sup>2</sup>)

# The Proposed Scheme is in Full Compliance with Provisions of Sustainable Building Design Guidelines



## Building Setback

- 5m-wide full-height setback will be provided
  - 3.5m-wide footpath under ODP requirement
  - **A further full-height setback of 1.5m-wide** abutting building façade with tree planting located at the northwestern end will be provided

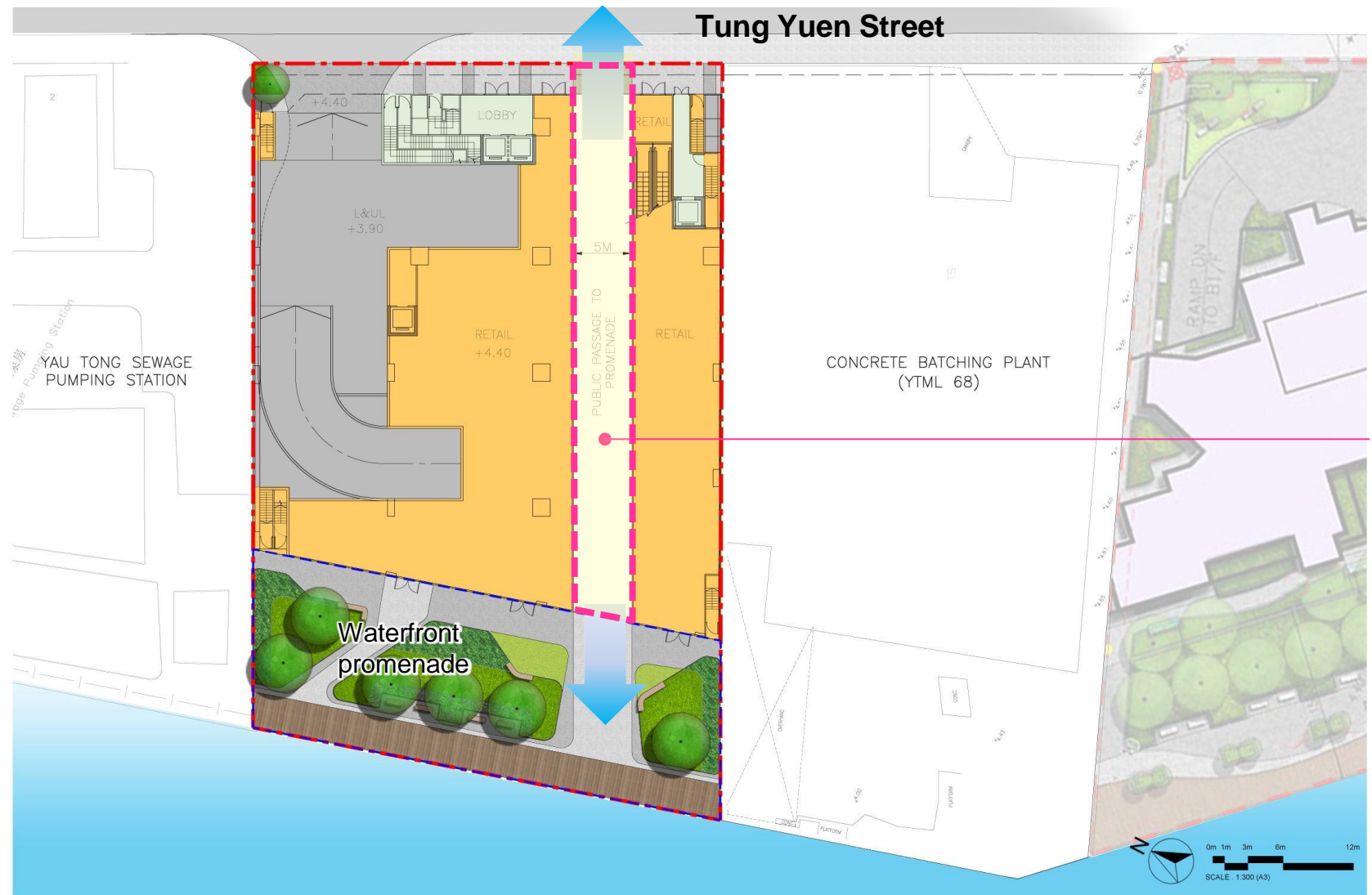
## Greenery Provision

- Soft landscaping will be provided through a selection of varied planting palette to yield changing variety and seasonal interest
- Minimum site coverage of greenery of 20% (not less than 484m<sup>2</sup>) will be provided

## Legend



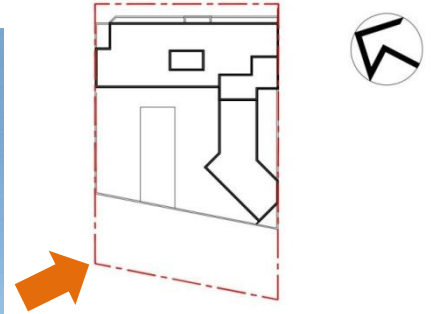
# Improved Permeability within the Application Site



The 5m-wide public passageway not only allows summer winds to reach Tung Yuen Street but also enhances the permeability of the building bulk within the Application Site.

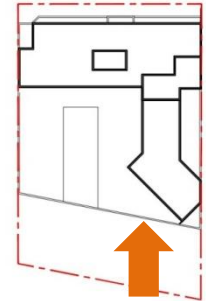


# A Well-Designed and Integrated Waterfront Promenade



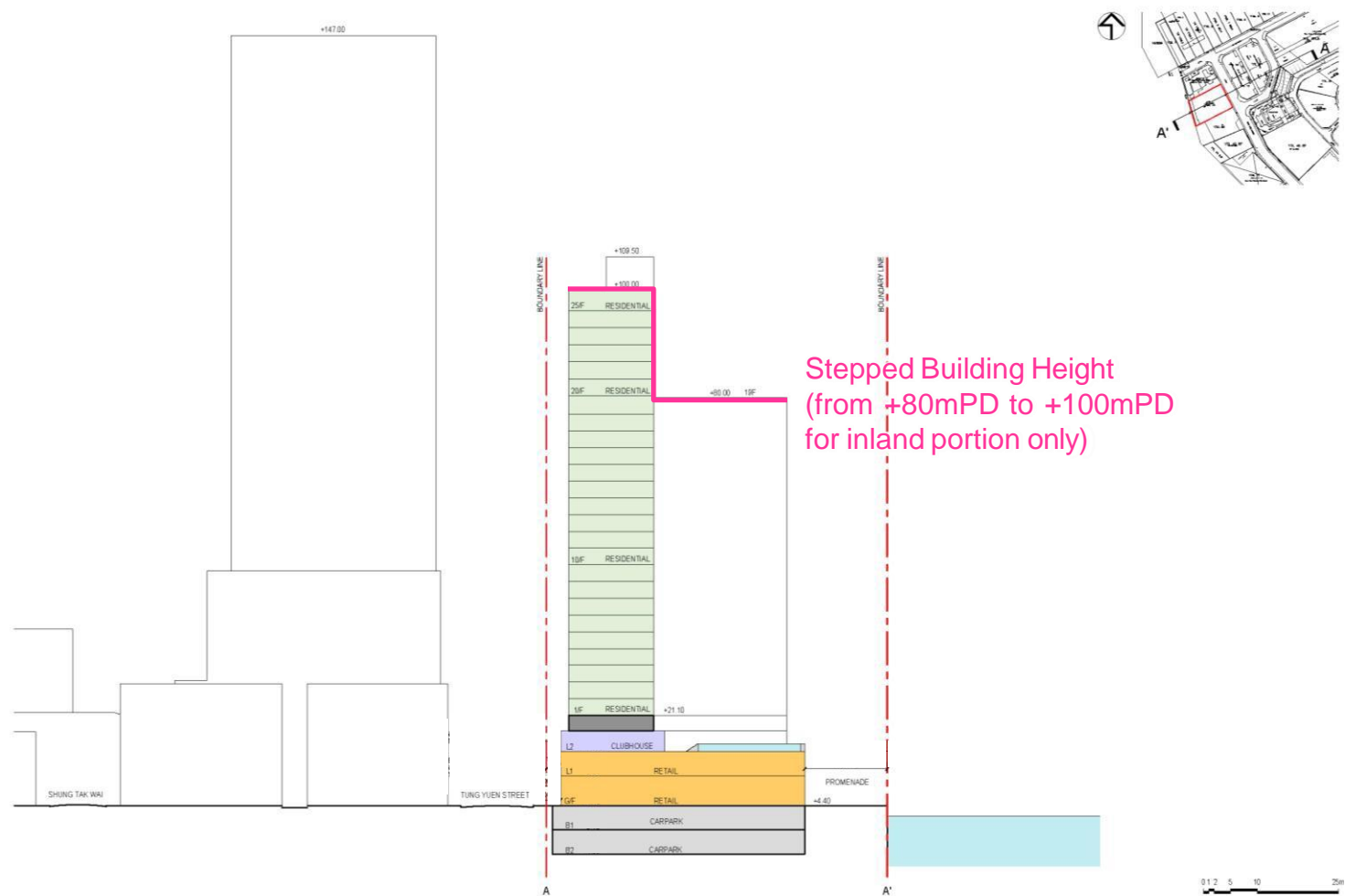


# 5m-wide Covered Public Passageway from Waterfront Promenade to Tung Yuen Street



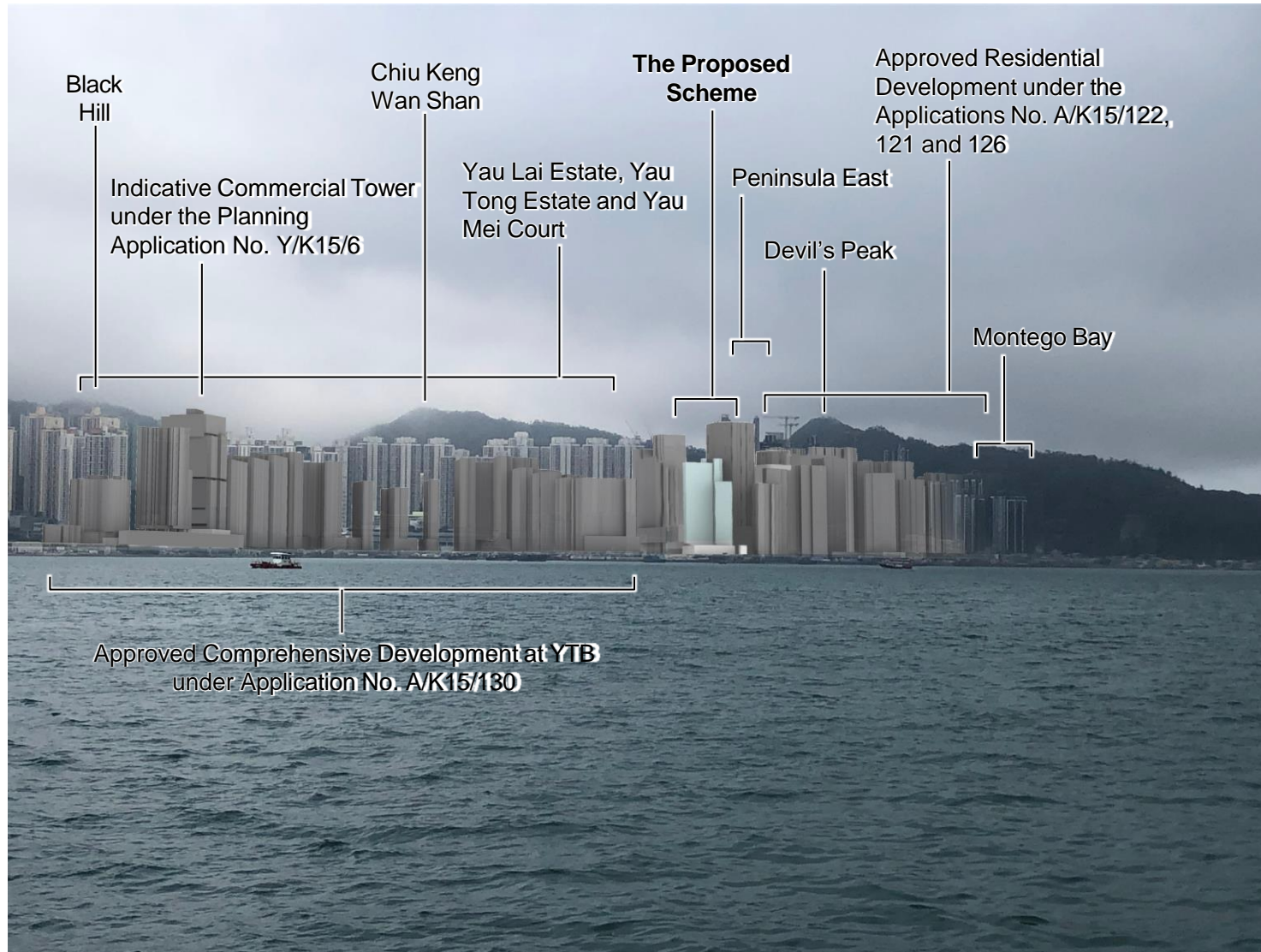
For illustration purpose only.

# Incorporate a Stepped Building Height Design to Maintain the Height Profile in the Yau Tong Area

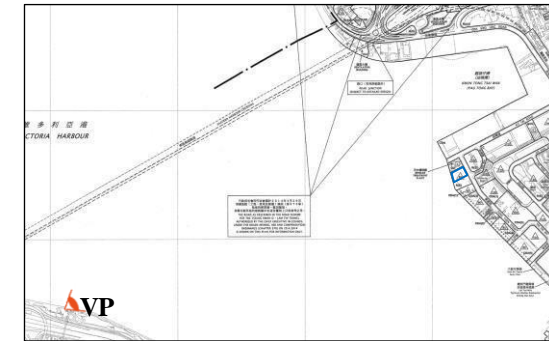






# Respecting the Stepped Building Height Profile of Yau Tong Area



Key Plan



## **LEGEND**

-  Application Site
-  Viewing Point at Quarry Bay Park

# The Proposed Scheme is Fully In-Line With the Harbour Planning Principles

	PRINCIPLE	√ / ×	The Proposed Scheme
1.	Preserving Victoria Harbour	✓	<ul style="list-style-type: none"> <li>No works affecting Victoria Harbour</li> <li>Harbourfront Enhancement Proposal with an additional Waterfront Promenade with a pedestrian access for public enjoyment</li> </ul>
2.	Stakeholder Engagement	✓	<ul style="list-style-type: none"> <li>Consultation will be made with HC and public during the Planning Application stage</li> </ul>
3.	Sustainable Development	✓	<ul style="list-style-type: none"> <li>No adverse impacts to the environment</li> <li>Sustainable Building Design</li> <li>Phasing out the existing incompatible industrial operation</li> </ul>
4.	Integrated Planning	✓	<ul style="list-style-type: none"> <li>Creating a seamless and coherent environment</li> <li>Upgrading pedestrian at-grade access to the Waterfront Promenade (including footpath along Tung Yuen Street and the 5m-wide access to the Waterfront Promenade)</li> </ul>
5.	Proactive Harbour Enhancement	✓	<ul style="list-style-type: none"> <li>Creating an attractive harbourfront environment in Yau Tong area</li> <li>Provision of 15m-wide Waterfront Promenade</li> </ul>
6.	Vibrant Harbour	✓	<ul style="list-style-type: none"> <li>Waterfront Promenade with active shop frontage that add vibrancy to the Harbourfront as well as landscaping and street furniture for leisure</li> </ul>
7.	Accessible Harbour	✓	<ul style="list-style-type: none"> <li>Providing physical and visual links to the Harbour</li> <li>Pedestrian Access to the Waterfront Promenade</li> </ul>
8.	Public Enjoyment	✓	<ul style="list-style-type: none"> <li>Maximising public enjoyment with the provision of 15m-wide Waterfront Promenade (about 608m<sup>2</sup>)</li> </ul>

Thank You !!

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Proposed Flat, Shop and Services and Eating Place  
at No. 4 Tung Yuen Street, Yau Tong, Kowloon

ARUP



**Harbourfront Commission  
Task Force on Harbourfront Developments  
in Kowloon, Tsuen Wan and Kwai Tsing**

**Minutes of Forty-ninth Meeting**

Date : 14 March 2025  
Time : 2:30 p.m.  
Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road, Kowloon

**Present (attending in person)**

Prof Becky LOO	Chairlady, Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing
Mr Ivan HO	Chairman, Harbourfront Commission
Mr Chiky WONG	Representing Friends of the Earth (HK) Charity Limited
Mr Joel CHAN	Representing Hong Kong Institute of Urban Design
Mr Paul ZIMMERMAN	Representing Society for Protection of the Harbour
Prof Ir Sam CHOW	Representing the Chartered Institute of Logistics and Transport in Hong Kong
Dr CHUNG Shan-shan	Representing the Conservancy Association
Ms Corrin CHAN	Representing the Hong Kong Institute of Architects
Ms Iris HOI	Representing the Hong Kong Institute of Landscape Architects
Miss Sam LOK	Representing the Hong Kong Institute of Planners
Sr Vincent HO	Representing the Hong Kong Institute of Surveyors
Ir Alice CHOW	Representing the Hong Kong Institution of Engineers

**Members (attending online)**

Mr Mac CHAN	Individual Member
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**Official Members (attending in person)**

Mr Gary POON	Deputy Secretary for Development (Planning & Lands) 1, Development Bureau (DEVB)
Mr Jon MAK	Senior Manager (Tourism) 2, Tourism Commission (TC)
Mr Vincent CHOW	Senior Engineer/Kowloon District Central, Transport Department (TD)
Mr Clarence YEUNG	Chief Engineer/South 1, Civil Engineering and Development Department (CEDD)
Ms May CHEUNG	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department (LCSD)

Ms Vivian LAI	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Nelson SO	Secretary

**In Attendance**

Ms Leonie LEE	Commissioner for Harbourfront, DEVB
Mr NG Shing-kit	Senior Engineer (Harbour) 2, DEVB

**Absent with Apologies**

Mr Andy LEWIS	Representing Business Environment Council Limited
Mr Jeff TUNG	Representing the Real Estate Developers Association of Hong Kong
Mr Jonathan LEUNG	Individual Member
Mr Wilson OR	Individual Member
Mr Bondy WEN	Individual Member

**For Agenda Item 3**

**China Resources Land (Overseas) Limited**

Mr Jeffrey SY	Deputy General Manager
Mr Neko LAU	Director (Investment)
Mr YUEN Yuk-sing	Chief Manager (Projects & Design)

**P&T Architects Limited**

Mr Dicky LIU	Director
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**ARUP**

Mr LEE Wai-lam	Associate Director
Ms Natalie LEUNG	Associate (attending online)

## **Welcoming Message**

**The Chairlady** welcomed all to the 49<sup>th</sup> meeting of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF).

**Mr Nelson SO** informed the Task Force that the following official members attended the meeting –

- (a) **Mr Gary POON**, Deputy Secretary (Planning and Lands) 1, Development Bureau (DEVB);
- (b) **Mr Jon MAK**, Senior Manager of the Tourism Commission (TC), attended on behalf of Ms Elsa HUNG, Assistant Commissioner for Tourism 2;
- (c) **Mr Vincent CHOW**, Senior Engineer of the Transport Department (TD), attended on behalf of Mr Vico CHEUNG, Chief Traffic Engineer / Kowloon;
- (d) **Mr Clarence YEUNG**, Chief Engineer/South 1, Civil Engineering and Development Department (CEDD);
- (e) **Ms May CHEUNG**, Chief Leisure Manager (Kowloon) of the Leisure and Cultural Services Department (LCSD), attends on behalf of Assistant Director (Leisure Services)1; and
- (f) **Ms Vivian LAI**, District Planning Officer/Kowloon, Planning Department (PlanD).

## **Item 1 Confirmation of Minutes of the 48<sup>th</sup> Meeting**

- 1.1 **The Chairlady** informed Members that the draft minutes of the 48<sup>th</sup> meeting were circulated on 12 March 2025. No comment had been received from Members. There being no further amendment, the draft minutes were confirmed at the meeting.

## **Item 2 Matters Arising**

- 2.1 There was no follow-up matter arising from the last meeting.

**Item 3 Proposed Flat, Shop and Services and Eating Place at  
No. 4 Tung Yuen Street, Yau Tong, Kowloon  
(Paper No. TFK/01/2025)**

Introduction

- 3.1 **The Chairlady** welcomed representatives of the Proponents to the meeting, and invited Members to declare any conflict of interest.
- 3.2 **Prof Ir Sam CHOW, Mr Joel CHAN and Ir Alice CHOW** declared that the companies that they respectively worked for were involved in the proposed project. **The Chairlady** considered that they could stay at the meeting but should refrain from giving comments.
- 3.3 Upon the Chairlady's invitation, **Mr Nelson SO** briefed Members on the background of the item as follows:
- (a) The subject site (the Site) was located at 4 Tung Yuen Street, Yau Tong. With an area of about 2,419 m<sup>2</sup>, the Site was currently occupied by Wah Tung Godown and zoned 'Residential (Group E)' on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27. According to the OZP, the Site was subject to a maximum building height restriction (BHR) of 80mPD, a maximum domestic plot ratio (PR) of 5 and a maximum non-domestic PR of 1.
  - (b) The Proponents proposed providing a 15-metre(m)-wide Public Waterfront Promenade (PWP) with a 5m-wide public passageway within the Site to facilitate public access to the PWP via Tung Yuen Street, with retail facilities to be provided at lower floors; and seeking minor relaxation of PR (domestic PR from 5 to 6) and BH (from 80mPD to 100mPD) as part of the Section 16 planning application to the Town Planning Board (TPB).
  - (c) The Proponents submitted a Section 16 planning application No. A/K15/132 on the aforementioned proposal to the TPB on 9 January 2025.
  - (d) In terms of the adjacent developments, the Yau Tong Bay "CDA" zone and the Yau Tong Sewage Pumping Station (YTSPS) operated by Drainage Services Department (DSD) were situated to the north of the Site, whereas the "CDA(1)" to "CDA(5)" zones at Yau Tong Industrial Area were

located to the south of the Site. Those waterfront sites zoned as “CDA” were mostly under private ownership, in which the concerned developers would be required to provide a PWP with a minimum width of 15m in accordance with the relevant OZP. Some of the promenades within the “CDA” zones had gradually been opened to the public since 2024, while remaining parts were pending redevelopment projects to be undertaken by private developers. As regards the YTSPS, the Harbour Office obtained DSD’s in-principle agreement to set back its facilities with a view to opening up the waterfront areas, yet its implementation would be subject to such factors as the availability of resources.

#### Presentation by the Project Proponents

- 3.4 With the aid of a PowerPoint, **Mr LEE Wai-lam** from ARUP presented to Members the proposal.

#### Discussion

##### *Overall comments*

- 3.5 **The Chairlady** mentioned that in so far as the town planning applications within the harbourfront area discussed in KTF were concerned, it was suggested to take into consideration how the proposed changes in planning parameters under the concerned application would provide substantial benefits to the general public from the harbourfront development perspectives. The Harbour Planning Principles and Guidelines would also serve as a useful reference when reviewing such applications. As for the subject agenda item, the Proponents proposed an increase in BHR from 80mPD to 100mPD and the domestic PR from 5 to 6, both about 20%, which were fairly substantial. Besides, in view of its location, the Site occupied a certain level of importance in enhancing harbourfront connectivity within the Yau Tong area. In this connection, **the Chairlady** suggested that Members might give comments with the above background in mind.
- 3.6 **Mr Ivan HO, Mr Chiky WONG, Miss Sam LOK, Sr Vincent HO, Mr Paul ZIMMERMAN, Dr CHUNG Shan-shan and Ms Corrin CHAN** expressed appreciation to the Proponents for the initiative of improving harbourfront environment by providing a 15m-wide PWP and retail facilities under the proposal.

##### *Harbourfront connectivity*



- 3.7 **Mr Ivan HO** commented that the proposed PWP under the current proposal did not provide connections with the adjoining land lots, i.e. the YTSPS and the existing concrete batching plant. Stressing the importance attached to the harbourfront connectivity along the harbourfront, **Mr HO** opined that there was difficulty in rendering full support to the proposed PWP development since the current layout of the PWP appeared as if it were 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.
- 3.8 To ameliorate such situation, **Mr Ivan HO** suggested that the Proponents review whether any enhancement could be made by facilitating the connection with at least one of the adjoining lots of the Site. Using the YTSPS as an example, with a view to putting in place a seamless connection between the Site and Ko Fai Road, the Proponents were suggested to favourably explore the feasibility of connecting with and developing the setback area of the YTSPS site, noting that DSD had agreed to a set-back of about 4m wide from the sea frontage to pave way for future PWP development, and on the understanding that the recent financial conditions of the Government might make it difficult for the Government to make such enhancement on its own without private participation. **Mr HO** therefore suggested that the Government, the private developer or the two parties work together to undertake the design and construction of the setback area so that a continuous PWP could be provided.
- 3.9 **Ms Corrin CHAN, Miss Sam LOK and Sr Vincent HO** expressed similar views on the connectivity. In particular, **Miss LOK** enquired whether an implementation timetable for promenade developments at the adjoining lots of the Site in order to ascertain the merits of the proposed PWP development by the Proponents. **Mr Paul ZIMMERMAN** also enquired about DSD's schedule to set back its waterfront portion.
- 3.10 **Ms Leonie LEE** responded that the Government attached importance to enhancing the connectivity of the Victoria Harbourfront as far as practicable. Under this general direction, DSD had agreed to set back about 4m from the sea frontage within the YTSPS to facilitate the future harbourfront connection, although the detailed implementation programme would be subject to availability of resources.

- 3.11 **Ms Vivian LAI** supplemented that the nearest public roads to the waterfront portion of the Site would be Ko Fai Road to the north of YTSPS. For YTSPS, if proceeding smoothly, DSD would be able to complete necessary minor works by end-2026 so that a setback area of 4-m in width could be released for future promenade development. On the other hand, there was no redevelopment schedule for the concrete batching plant since it would be subject to the private developer's initiative.
- 3.12 **Mr YUEN Yuk-sing** responded that the concrete batching plant to the south of the Site was owned by a sister company of the developer, the redevelopment plan was not known. That said, the Proponents would like to take the initiative to provide the PWP for public enjoyment and emphasised that the design of the PWP will also allow for future connection with the wider PWP network and future development to its south. Regarding the YTSPS, there were uncertainties about when the set-back area would be available for promenade development; the agent to manage and maintain the promenade portion of the YTSPS; and if it would be managed by the Government, when the promenade at the set-back area of the YTSPS, once completed, had to be handed over to it. Given these uncertainties, it was difficult to make any commitments at this stage, except that the Proponents would ensure that the 15m-wide PWP within the Site could be properly connected with the adjacent promenade section in YTSPS once completed.
- 3.13 **Ms Vivian LAI** explained that the land-related matters, as well as the relevant obligations, could be discussed when the Government was to enter negotiation with the concerned developer at a suitable juncture under standard procedures.

*Proposed relaxation of BHR and domestic PR*

- 3.14 **Ms Corrin CHAN** expressed reservation on the proposed relaxation of BHR and domestic PR, since there were not much details on how the relaxation might impact on the surrounding area, such as natural air ventilation and lighting. It was also unclear whether it would provide positive gains for the public. The Proponents were therefore suggested to elaborate more to make the case more convincing.
- 3.15 In order to assess whether the planning application should be supported, **Sr Vincent HO** similarly suggested that the Proponents elaborate more on the justifications and the assessment on the implications on harbourfront development.

- 3.16 **Mr Dicky LIU** responded that since the proposed PWP would likely be managed and maintained by the developer in the future, and since a setback of 15m for PWP development and a setback of another 5m facing Tung Yuen Street would result in a reduction of the developable area for possible residential development by approximately 25%, a moderate relaxation of PR and BHR was proposed to increase the site development potential and capacity in a bid to meet the financial burden of those management obligations and to provide more domestic floor spaces.
- 3.17 **Mr Dicky LIU** added that an air ventilation and wind assessment were conducted. It was believed that the proposed design, with setbacks of 15m and 5m at the sea-facing and inland-facing parts of the Site respectively, as well as a 5m-wide public passageway fronting Tung Yuen Street as a ventilation corridor to enhance airflow, could provide a better condition for the surrounding area than the existing situation.
- 3.18 **Ms Natalie LEUNG** supplemented that the proposed development adopted a stepped height profile to ensure visual and environmental compatibility with the surrounding area. The residential band fronting the Victoria Harbour was proposed to be designed at 80mPD, while the residential band at the inland portion adjacent to Tung Yuen Street was proposed to be designed at 100mPD, which was consistent with the building height of developments on the northern side of Tung Yuen Street. Besides, under a comprehensive assessment covering various aspects including transport, environmental, drainage and sewerage, air quality, air ventilation and landscape, it was confirmed to pose no adverse impacts on the surrounding environments.

*Promenade design and management*

- 3.19 **Mr Ivan HO** commented that the layout and design of the proposed PWP development appeared preliminary and that not much details, such as environmentally-friendly designs and sustainability elements, were provided in the presentation. Besides, in view of the site constraints and the limited area, **Mr HO** was concerned about whether planting trees at the setback area facing Tung Yuen Street within the Site was feasible.
- 3.20 **Ms Iris HOI** enquired whether the Proponents could provide more details on the spatial distribution of the facilities within

the proposed PWP in order to demonstrate elements of harbourfront vibrancy.

- 3.21 **Mr LEE Wai-lam** responded that the proposal adhered to relevant sustainability standards and guidelines and aimed to provide comfortable pedestrian access. A detailed design would be provided at a later stage, during which more sustainable features would be incorporated. Besides, as sufficient space facing Tung Yuen Street must be reserved for vehicle access, the entrance to the 5m-wide public passageway as well as for the residents' entrance, one tree was proposed to be planted at the northwest corner of the Site only. The additional 1.5m setback area facing Tung Yuen Street, on top of the 3.5m setback as required under the outline development plan, was meant to facilitate shrub planting for improving the streetscape. Nonetheless, the primary planting zone would be allocated to the proposed PWP (i.e. about one-fourth or 608m<sup>2</sup> of the Site).
- 3.22 **Sr Vincent HO** commented that the width of the proposed PWP should be comparable with the nearby PWP and that the width should be sufficient such that a comfortable leisure space could be provided for the general public, taking into account the fact that some spaces would have to be occupied by soft landscaping and other facilities. On the other hand, **Sr HO** suggested revisiting the design of the proposed 5-m passageway so as to make it more integrated with the design of the proposed PWP and welcoming for use by the general public. Under the current proposal, the proposed passageway appeared quite long and looked like a tunnel. **Ms Iris HOI** shared similar views on the design of the passageway.
- 3.23 **Mr LEE Wai-lam** responded that they had made reference to nearby promenade developments at Montego Bay and the Coast Line I & II, of which the width was also about 15m; and that the development parameters, including the proposed width, of the PWP of the Site was also comparable with those of the promenade at Montego Bay.
- 3.24 In terms of facilities, **Mr Paul ZIMMERMAN** would like the Proponents to ensure that outdoor seating with tables and chairs be provided nearby retail facilities within the proposed PWP, using the example of the West Kowloon Cultural District as a reference. Besides, he recommended the inclusion of landing steps within the Site.
- 3.25 **Mr Dicky LIU** responded that hard-paved area within the

proposed PWP would be reserved for providing seating and loose furniture in front of food & beverage area, of which details would be subject to detailed design stage. **Mr LEE Wai-lam** added that, as maximum non-domestic PR of 1 had been provided under the relevant OZP, it was the intention to make the harbourfront vibrant by providing retail and food & beverages facilities. Separately, upon review of the availability of the existing landing steps and the planning of new ones under various approved Planning Applications (a total of 7 landing steps) in the vicinity of the Site, it was considered not necessary to reserve space for providing landing steps within the Site.

- 3.26 **Ms Vivian LAI** indicated the locations of various existing landing steps in the vicinity, including one each at the northern and southern shores of the Yau Tong Bay CDA Zone; one at the end of Ko Fai Road near YTSPS; another one near CDA(3); and one more near the Sam Ka Tsuen Ferry Pier.
- 3.27 **Dr CHUNG Shan-shan** mentioned the importance of adhering to the Harbour Planning Principles and Guidelines, such as connectivity, harbourfront vitality, sustainability, etc.

*Other comments*

- 3.28 **Mr Chiky WONG** was concerned about the potential impact of odour from the nearby YTSPS. **Mr Dicky LIU** responded that a consultancy study had confirmed that the Site would not be impacted by the problem of odour, as the YTSPS operated as an enclosed indoor facility.
- 3.29 In terms of execution of the proposal, **Mr Chiky WONG** enquired how the proposal PWP development could be reflected in the land lease, or whether the land lease could explicitly stipulate the Proponents' obligation with regard to the management and operation of the PWP. **Ms Vivian LAI** responded that modification of land lease conditions might take place at a later stage, during which relevant new conditions concerning the future management and maintenance of the PWP could be incorporated into the modified land lease upon mutual agreement with the developer. Furthermore, comments from KTF Members would be taken into account by TPB for suitably incorporating into the planning conditions to be imposed on the Proponents.

*Way Forward*

- 3.30 **The Chairlady** concluded that while KTF expressed appreciation to the proposal for providing a PWP within the Site, in order to make the proposal more convincing from the harbourfront development perspectives and to obtain the full support from KTF, considerations should be given to enhancing the harbourfront connectivity in the aspects discussed above as public gains.

*[Post-meeting note: The KTF Secretariat issued a Gist of Major Comments to PlanD for their follow-up with the Proponents on 17 April 2025.]*

#### **Item 4 Any Other Business**

##### *Business raised by Member*

- 4.1 **Mr Paul ZIMMERMAN** enquired about the updates on and recent status of the harbourfront; and suggested that reports such as the Action Area Table which was circulated previously be provided regularly to keep Members informed. **Ms Leonie LEE** responded that the Secretariat was preparing relevant reports outlining the necessary updates corresponding to the respective Task Forces in the context of the Harbourfront Commission (HC) meeting.

*[Post-meeting note: At the 46<sup>th</sup> HC meeting on 6 May 2025, a progress report from the HC's Task Forces (including the part under KTF) covering the reporting period from April 2024 to March 2025, was circulated to Members and discussed.]*

##### *Date of next meeting*

- 4.2 **The Chairlady** said that the Secretariat would inform Members of the date of the next meeting in due course.
- 4.3 There being no other business, the meeting adjourned at 3:50 p.m.

**Secretariat**  
**Task Force on Harbourfront Developments**  
**in Kowloon, Tsuen Wan and Kwai Tsing**  
**Harbourfront Commission**  
**May 2025**