

Appendix B

Replacement Pages of Updated Supporting Planning Statement

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

Replacement Pages of Updated Supporting Planning Statement

V3 | June 2025

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

298523

Arup Hong Kong Limited
Level 5 Festival Walk
80 Tat Chee Avenue
Kowloon
Hong Kong
arup.com

1. INTRODUCTION

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

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

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

4.3 Key Development Parameters

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

Table 4-1 Key Development Parameters of the Proposed Scheme

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

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Key Development Parameters	OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
		Typical Residential: about 3.15m	
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	-
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m ²	-
Anticipated Population	N/A	About 855 ^[4]	-
Local Open Space	N/A	Total area of not less than 855m ² , which includes a voluntary waterfront promenade of not less than 608m ² for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20% ^[5]	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	66 (incl. 2 accessible car parking spaces)	
- Residential	N/A	53	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	6	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

- [1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.
- [2] The area of the covered public passageway (about 223m²) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m². Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m² is proposed as an exempted GFA.
- [3] On top of the PR/GFA set out above, a bonus PR of not more than 0.081 (rounded down, equivalent to a GFA of not more than 197.93m²) and SC of 0.256% will be claimed for the 39.586m² of ODP-required setback areas. While the bonus PR and SC will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design

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

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

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

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

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

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

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

- 5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to “provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people” etc.
- 5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment on a 24/7 basis, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.
- 5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m-wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve