

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  
(Planning Application No. A/K15/132)  
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## COMMENTS FROM RELATED DEPARTMENTS

No.	Comments	Responses
1.	<p><b>Development Bureau, Planning and Lands Branch, Planning Division, Harbour Office, dated 18 July 2025</b></p> <p>The Applicant's proposal to take up the design and construction works of the setback area fronting the Drainage Services Department (DSD)'s Yau Tong Sewage Pumping Station (YTSPS) (hereafter "DSD setback area") is welcomed, considering that the aforesaid proposal could address comments raised by Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (KTF) at the 49th KTF meeting on 14 March 2025, and that the aforesaid proposal is anticipated to bring about positive impacts on the provision of a connected and accessible harbourfront.</p> <p>Noting that the response provided by your R-t-C table (item 3) appears somewhat ambiguous (<i>For example, the opening of the Applicants' response reads that they "would take up the construction works of the setback area..." whereas the final paragraph in the same response reads that "the Applicants are committed to coordinate on the design of the proposed waterfront promenade"</i>). As such, please confirm the applicants would take up <b>the design</b> and construction of the setback area (about 4.3m-wide setback) fronting the DSD's YTSPS for opening waterfront promenade.</p> <p>Should any comments be received from KTF Members, we will provide to you separately.</p>	<p>Noted.</p> <p>Noted and please be confirmed that the Applicants are committed to take up the design and construction works of the setback area fronting the Drainage Services Department subject to the relevant Government departments' agreement on the draft basic terms via our previous submission of Further Information dated 24 Jun 2025.</p> <p>Noted.</p>
2.	<p><b>Drainage Services Department, Electrical and Mechanical Branch, Sewage Treatment Division 2, Sewage Treatment Division 2 Sub-Division 1, Sewage Treatment Division 2 Sub-Division 1/2, dated 16 July 2025</b></p> <p>Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area):</p>	

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	<p>1. The Applicant shall demolish the existing structures within the (approx. 4.3m-wide) set back area of the pumping station., i.e. existing boundary wall, pavement, plinth and/or curb etc. The C&amp;D materials shall be handled by the Applicant.</p> <p>2. The setback area can be released starting from Q3 2026 tentatively.</p> <p>3. The Applicant shall design and construct the new boundary wall for the existing pumping station, with detailed design to be submitted for DSD's comments and approval during the design stage including submission and/or presentation to Vetting Committee on Aesthetic Design of Pumping Station Buildings (VCAB) of DSD for the approval of aesthetic design.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
3.	<p><b>Drainage Services Department, Operations &amp; Maintenance Branch, Mainland South Division, Mainland South 6(Tseung Kwan O, Sai Kung and Yau Tong), dated 16 July 2025</b></p> <p>I have no comment on the subject submission from public drainage / sewerage operation and maintenance point of view but the following for your note:</p> <p>(i) The proposed site shall tally with the approved Drainage Impact Assessment report including assumptions such as the paved/unpaved ratio and drainage connections.</p> <p>(ii) Please be reminded that the proposed sewerage connections should be consistent with the approved Sewerage Impact Assessment report.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
4.	<p><b>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 15 July 2025</b></p> <p><u>EPD's comments on revised EA</u></p> <p><u>Noise impact</u></p>	

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<p>It is noted that some noise sections of the report are missing in this report (page 1-3 to 4-1). Please check and review the report.</p> <p><b><u>Waste management and land contamination issues</u></b></p> <p><b>(1) Response to Comment (2) - Para. 5.4.5</b></p> <p>(a) Please review whether the amendment below is reasonable and accurate.</p> <p>“It is assumed that <del>all buildings</del> the building is <del>are</del> 7-story with 3m floor height.</p> <p>(b) In addition to the segregation of C&amp;D materials, the Consultant shall prioritise on-site reuse of the inert C&amp;D materials and recycling of the non-inert portion before delivering them off the Project Site. Please update the last sentence for clarity. Alternatively, considering that the above has already been discussed in Para. 5.4.6 and Para. 5.4.7 may remove the last sentence accordingly to avoid confusion.</p> <p>(c) The total amount of inert and non-inert C&amp;D materials does not tally with those estimated from demolition, excavation and building construction. The Consultant shall carefully review and update as appropriate.</p> <p>(d) The Consultant is advised to discuss the quantity estimation of C&amp;D materials during the site formation, which has been incorporated in Table 5.1.</p> <p><b>(2) Response to Comment (2) - Para. 5.4.21</b></p> <p>(a) According to Appendix 1.1, the proposed basement carpark shall reach -4.60mPD. Please update the depth in the 5<sup>th</sup> sentence.</p> <p>(b) Please revise “land-based” to “land-based sediment” in the last sentence for clarity.</p> <p><b>(3) Response to Comment (2) - Para. 5.4.22</b></p>	<p>Please be advised that only revised pages of technical assessments will be submitted in this round of submission of Further Information. A consolidated version of the report will be issued in the next round taking into account of your further comment, if any.</p> <p>Noted and revised in <b>para 5.4.5 of Appendix A (Replacement Pages of Updated Environmental Assessment)</b>.</p> <p>Noted.</p> <p>Noted and revised in <b>para 5.4.5 of Appendix A.</b></p> <p>Noted and revised in <b>para 5.4.5 of Appendix A.</b></p> <p>Noted and revised in <b>para 5.4.21 of Appendix A.</b></p> <p>Noted and revised in <b>para 5.4.21 of Appendix A.</b></p>
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<p>Please remove the duplicated “In case land-based sediment are anticipated” in the second sentence to avoid confusion.</p>	<p>Noted and revised in <b>para 5.4.22</b> of <b>Appendix A</b>.</p>
<p><b>(4) Response to Comment (2) - Para. 5.4.23</b></p>	
<p>Please clarify the relevance of the Study Brief of Tuen Mun South Extension (ESB-332/2020) to this Project. The Consultant shall carefully review and remove the irrelevant content accordingly to avoid confusion.</p>	<p>Noted and revised in <b>para 5.4.23</b> of <b>Appendix A</b>.</p>
<p><b>(5) Response to Comment (2) - Para. 5.4.24</b></p>	
<p>The Consultant shall carefully review the relevance of the approved EIA Report before making reference to their content. Since this is not an EIA submission, please review the second sentence regarding the discussion of submission requirements during the EIA Stage.</p>	<p>Noted and revised in <b>para 5.4.24</b> of <b>Appendix A</b>.</p>
<p><b>(6) Response to Comment (7) – Table 5.1</b></p>	
<p>(a) Footnotes (b) to (e) do not match with their corresponding indicative mark-ups, please carefully review and update as appropriate.</p>	<p>Noted and revised in <b>Table 5.1</b> of <b>Appendix A</b>.</p>
<p>(b) Please clarify whether there would be a possible double-counting of the quantity of inert C&amp;D materials from basement excavation. If affirmative, please incorporate a footnote to briefly discuss the assumption adopted alongside the potential existence of land-based sediment.</p>	<p>Noted. The assumption of the Inert C&amp;D Materials generated from excavation may have double-counting with the land-based sediment, The actual volume is subject to the detail design stage. Footnotes have been added in <b>Table 5.1</b> of <b>Appendix A</b>.</p>
<p>(c) The Consultant shall review whether the maximum number of dump trucks anticipated for the delivery of inert C&amp;D materials shall be 26 trucks /day. If affirmative, please update footnote (b) for clarity.</p>	<p>Noted and revised in <b>Table 5.1</b> of <b>Appendix A</b>.</p>
<p><b><u>EPD’s comments on revised DSIA report</u></b></p> <p><b>Reference</b></p> <p>– <b>Section 3.2.3</b></p> <p>The previous comment has not been addressed:</p>	

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<p>Please review and revise the UFF for Job Type J11 Community, Social &amp; Personal Services</p> <p>– <b>Appendix 3.1 Table 3a</b> <b>Ø Part 5. (Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market)</b></p> <p>The previous comment has not been fully addressed:</p>	<p>Noted and revised in <b>Section 3.2.3 of Appendix B (Replacement Pages of Updated Drainage &amp; Sewerage Impact Assessment)</b>.</p>
<p>Please review and revise the commercial UFF adopted for the estimation of sewage generation</p> <p>– <b>Appendix 3.1 Table 3b</b> <b>Ø Part 4. (Gloria Weaving &amp; Knitting Factory Limited)</b></p> <p>It is noted that the estimated sewage flow is significantly reduced in this revision, please explain in detail and be reminded to highlight the revised / updated content of the SIA report in next submission to facilitate review.</p> <p>– <b>Appendix 3.1 Table 3c</b> <b>Ø Catchment C</b> <b>Ø Catchment D</b> <b>Ø Catchment E</b></p>	<p>Noted and revised in <b>Appendix 3.1 Table 3a of Appendix B.</b></p> <p>Noted and revised in <b>Appendix 3.1 Table 3b of Appendix B.</b></p>
<p>With reference to the pipe materials and half-depth flow velocities, please review and revise the pipe roughness values for Pipe ID No. FWD4036724, FWD4036732, FWD4036733 and FWD4036743</p> <p>– <b>General</b></p>	<p>Noted and revised in <b>Appendix 3.1 Table 3c of Appendix B.</b></p>
<p>Please re-visit the assessment based on above comments</p>	<p>Noted.</p>
<p>Please note that the implementation of sewerage works shall also meet the satisfaction of DSD</p>	<p>Noted.</p>
<p>Given some of the invert levels in the hydraulic capacity checking are based on assumption, site surveys at the later stage to verify the invert levels and revised SIA Report should be provided accordingly</p>	<p>Noted.</p>
<p>Please also note that this office only provides comments on contents related to sewerage</p>	<p>Noted.</p>

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	<p>planning. For contents related to drainage impact, please seek views from DSD</p> <p>The consultant is suggested to provide softcopy of the report (in pdf) and calculation spreadsheet (in Excel spreadsheet) as well as all Response to Comments from EPD and DSD as appendix. Please also highlight the revised / updated content of the SIA report in next submission to facilitate review.</p> <p><b><u>EPD's comments on revised AQIA</u></b></p> <p>To be provided once available.</p>	<p>Noted.</p> <p>Noted.</p>
5.	<p><b>Environmental Protection Department, Environmental Assessment Division, Territory South Group, Kowloon, dated 18 July 2025</b></p> <p>Please find our final batch comments on the FI3 for follow up.</p> <p>EPD's comments on revised EA (revised AQIA)</p> <p><u>Previous Comments under R-to-C</u></p> <ol style="list-style-type: none"> <li>#1 &amp; Appendix 2.11: Please indicate which the road links are considered with and without start emissions respectively. Please show the Road Link No. 74. Also, the two circles about catchment area should be removed. Instead, please show the 500-m assessment area for air quality. Besides, please explain what the existing vehicular access point is and whether and how it is considered in the assessment.</li> <li>#3 &amp; Figure 2.2: The response is irrelevant. Figure 2.2 shows the ASR during construction phase as referred to Table 2.6. Please revise the locations of A05 &amp; A06 to the nearest points from the proposed development.</li> <li>R-to-C #4 &amp; Figure 2.4/2.5: As the locations and names of Architectural Salvage Store (YTML 25 &amp; Ext) &amp; Architectural Salvage Store (全記五金貿易有限公司) are not included in Figure 2.4, they should be</li> </ol>	<p>Please note that start emission of all 18 vehicle classes (including FBSD and FBDD) have been assigned to all roads identified with cold start as broad-brush approach. The irrelevant vehicular access point is removed to avoid confusion.</p> <p>Please refer to updated <b>Appendix 2.11 of Appendix C (Replacement Pages of Updated Air Quality Impact Assessment)</b>.</p> <p>Please refer to updated <b>Figure 2.2 of Appendix C</b>.</p> <p><b>Figure 2.4-2.5 of Appendix C are updated.</b></p>

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<p>included in Figure 2.5. Please review and revise the Figure accordingly.</p> <p>4. # 5 &amp; Appendix 2.8 &amp; 2.11: It is noted from the street view in GoogleMap that the road section for truck transport inside the CBP covers a wider portion (including both covered and uncovered area). Also, please carefully review if the trucks would travel inside the CBP for unloading/loading operation. If so, the travelling distance should extend further inside the CBP.</p> <p>5. #6 &amp; Appendix 2.2 &amp; 2.11: The number of trucks as assumed in these appendices are not consistent. Please review and rectify the inconsistency.</p> <p><u>Previous Comments under Report</u></p> <p>6. #21 &amp; Section 2.11.4: It is noted that the tentative completion year of the proposed enhancement works at DSD's YTSPS overlaps the anticipated completion year of the proposed development. While it is mentioned in Sections 2.11.4 and 3.1.6 of the AQIA Report that the occupation date of the Proposed Development would not be earlier than the completion date of the YTSPS enhancement works, the applicant should assess the potential odour impacts on the proposed development from the enhanced TYSPS quantitatively based on a reasonably worst-case scenario in order to identify and implement necessary odour mitigation measures before the construction of the project. The correspondence with DSD cannot be found in Appendix 2.11. Please check.</p> <p>7. #22 &amp; Section 2.11.9: The response is irrelevant. This section discusses the sewage system improvement for Lei Yue Mun which</p>	<p>Based on site observation, the trucks would travel inside the covered area (around 2.5-3m) for unloading/loading operation. However, dust control measures like frequent watering of the site and wheel-washing are observed, solid structure of the CBP also served as barrier that abates the direct spread of emission from haul road and trucks to the application site. In view of the above, the emission from truck travelling inside the CBP would be minimal.</p> <p>Nevertheless, in order to avoid underestimation from truck travelling inside the CBP, minor extension on the travelling distance would be updated at later stage (i.e. in approval condition of the subject planning application (AQIA)).</p> <p>Based on on-site observations, the number of trucks within Redland Concrete Ltd Haul Road was 17, and <b>Appendix 2.2</b> of <b>Appendix C</b> is revised.</p> <p>Noted. Please refer to the correspondence with DSD can be found in <b>Appendix 2.21</b> of <b>Appendix C</b>.</p> <p>The sewage system improvement for Lei Yue Mun which was completed in Year 2023</p>
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	<p>is said to be completed in Year 2021, instead of the YTSPS as mentioned in the R-to-C. Please carefully review and address the comment accordingly. Besides, the provided link in Ref-9 is not accessible. Please revise the link.</p> <p>8. #24 &amp; Section 3.1.3 &amp; Appendix 2.20: Please specify the floor levels and their heights where air sensitive uses, openable windows and fresh air intakes will not be located in both Section 3.1.3 and Appendix 2.20 and provide the contours at the proposed height for the fresh air intake if necessary.</p> <p><u>Previous Comments under Appendix 2.2</u></p> <p>9. #2: “Annex I” should read “Annex 2” and “Technical, Management and Monitoring Requirements” should read “Best Practicable Means” in the quoted BPM. Please revise them.</p> <p><u>Previous Comments under Appendix 2.8</u></p> <p>10. #1: There is no relevant information in Appendix 2.22 regarding the parameters of wind erosion of sand barge of the CBP. Please review and revise the reference.</p> <p><u>Previous Comments under Appendix 2.16</u></p> <p>11. #1 &amp; #2: Revised Appendix A2.16 is not provided in the FI.</p> <p><u>Report</u></p> <p>12. Table 2.4: Please check whether annual FSP in year 2023 exceeds AQO or not and add a foot note to clarify if necessary.</p>	<p>and the link in <b>Ref-9</b> of <b>Appendix C</b> is updated.</p> <p><b>S3.1.3</b> and <b>Appendix 2.20</b> of <b>Appendix C</b> are updated.</p> <p><b>Appendix 2.2</b> of <b>Appendix C</b> is updated.</p> <p><b>Appendices 2.8</b> and <b>2.22</b> of <b>Appendix C</b> are updated.</p> <p><b>Appendix 2.16</b> of <b>Appendix C</b> is provided.</p> <p>Annual FSP in year 2023 exceeds AQO, and <b>Table 2.4</b> of <b>Appendix C</b> is updated.</p>
6.	<p><b>Highways Department, Lighting Division, Section 2 (Kowloon, Shatin, Sai Kung, Tai Po Districts Road Lighting), dated 16 July 2025</b></p> <p>Please note that this office has no objection in principle subject to the following items from public lighting point of view:</p> <p>(i) If amendment of any existing public lighting utilities is required, including any temporary amendments, please submit the proposal with necessary lighting simulations for our</p>	<p>Noted.</p> <p>Noted.</p>

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	<p>consideration. Sufficient lighting level shall be maintained during construction stage.</p> <p>(ii) Precautionary measures shall be taken to avoid any damage to the lamp posts and public lighting installations during the course of the development. The project proponent shall be responsible for rectification of any damage of public lighting installation aroused by the works at the project proponent's own cost.</p> <p>(iii) Lighting proposal of the surrender area which forms part of public road shall be submitted to this office for agreement.</p>	<p>Noted.</p> <p>Noted.</p>
7.	<p><b>Lands Department, Lands Administration Office, District Lands Office, Kowloon East, dated 16 July 2025</b></p> <p><i>“(iii) The Government Land shall be designated as a Yellow Area under the provision of the Land Grant to allow for the Applicants to carry out the construction works.”</i></p> <p>If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the Lands Department (LandsD) for a lease modification to implement the proposal. The terms of the proposed modification, including but not limited to whether the mentioned Government Land would be designated as a Yellow Area or not, would be considered during the processing stage of the lease modification application. It is pre-mature at this stage to presume that the Government Land would be designated as Yellow Area under the proposed modification, not to mention that as a pre-requisite the proposal shall be subject to prior agreements from the relevant government departments and the management/ maintenance departments shall be identified for taking up the proposed waterfront promenade/ access connecting Ko Chiu Road upon completion.</p> <p><i>“(v) All detailed technical specifications shall be provided by LandsD/ LCSD including type of paving, fence wall, railing, lighting, lux level, drainage, etc.”</i></p>	<p>Noted.</p> <p>Noted.</p>

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	<p>LandsD is neither a works department in a position, nor having the expertise to provide any technical specifications.</p> <p><i>“(vii) The construction of proposed waterfront promenade at the setback area of the DSD's YTSPS will only be provided subject to premium deduction.”</i></p> <p>If the planning application is approved by the Town Planning Board, the owner(s) of Yau Tong Marine Lot No. 70 is required to apply to the LandsD for a lease modification to implement the proposal. The terms of the proposed modification would be considered during the processing stage of the lease modification application. However, there is no guarantee that the lease modification application will be approved. Such application, if received by LandsD, will be considered by LandsD acting in the capacity as the landlord as its sole discretion. In the event any such application is approved, it will be subject to such terms and conditions including, among others, the payment of premium and administrative fees as may be imposed by LandsD.</p>	Noted.
8.	<p><b>Leisure and Cultural Services Department, Administration Division, Planning Section, Planning Team 3 (Kwun Tong, Sham Shui Po, Tsuen Wan, Tuen Mun, Wong Tai Sin &amp; Yuen Long Districts, &amp; Cultural Projects), dated 16 July 2025</b></p> <p>Please find the following comments/responses to the item 3 of the R-to-C table regarding the applicant's proposed waterfront promenade proposal and terms at DSD YTSPS (i.e. about 4.3m wide setback area):</p> <p>To my understanding, the subject site lies outside the Yau Tong Bay CDA where the waterfront promenade will be surrendered to the Government for management upon completion with Recurrent Cost (RC) secured under Shadow Bid. RC is the prerequisite consideration for assuming future management and maintenance responsibilities of new leisure facilities. Without confirmation of RC, this office has reservation on assuming future management and maintenance responsibilities related to the proposed waterfront promenade.</p>	Noted.

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	<p>Please take note to the following technical advice:</p> <p>The design, provision, management of the POSPD should be governed by the POSPD Design and Management Guidelines issued by Development Bureau. Nevertheless, our observation from leisure management point of view are as follows:</p> <ul style="list-style-type: none"> <li>• Despite the involvement of multiple developers for waterfront promenade in Yau Tong, the landscape design across the waterfront promenade should maintain visual and functional continuity.</li> <li>• For item IV of the draft terms, harmonized paving block, barrier, handrail, furniture, signage, lighting, drainage cover etc. should be provided at the 4.3 metre setback area of DSD's YTSPS to create uninterrupted pedestrian flow and cohesive promenade experience.</li> <li>• Clear demarcation to delineate the boundaries of responsibilities for management and maintenance between the promenade area and adjacent marine structures such as seawall, landing steps, mooring points should be established.</li> <li>• The project developer should adhere to statutory requirement and relevant design manuals, including but not limited to POSPD Design and Management Guidelines, Development Bureau's Technical Circulars, Practice Notes and Guidelines on Greening, Landscape and Tree Management, and Buildings Department's Barrier Free Access Design Manual.</li> </ul>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
9.	<p><b>Marine Department, Planning &amp; Services Division, Planning, Development and Port Security Branch, Planning and Development Section (1), dated 15 July 2025</b></p> <p>Marine department have no adverse comment on the application. However, as the proposed site is near the seafront, please be reminded that if marine works will be involved, the project proponent must comply with Marine Department Notice No. 23/2020. Additionally, it is important to provide detailed information regarding the</p>	<p>Noted.</p>

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	marine works to the Marine Department in advance and ensure compliance with all relevant marine legislation.	
10.	<p><b>Planning Department, District Planning Branch, Special Duties Division, Urban Design &amp; Landscape Section, Landscape Unit, dated 18 July 2025</b></p> <p>The building layout illustrated in Dwg. No. A-07 (Section A-A') and Dwg. No. A-08 (Section B-B') are not tallied with Landscape Section A and Landscape Section B respectively, please clarify and rectify.</p>	Noted and please refer to <b>Appendix D (Replacement Pages of Updated LMP Report)</b> for updates.
11.	<p><b>Planning Department, District Planning Branch, Special Duties Division, Urban Design &amp; Landscape Section, Urban Design Unit, dated 15 July 2025</b></p> <p><u>Detailed Comments/Observations</u></p> <p><u>VIA</u></p> <p><u>VP2</u></p> <p>1. <b>Para. 5.1.15</b> – As commented previously, although the Proposed Scheme, with the proposed stepped BH profile descending from 100mPD at its inland portion to 80mPD near the waterfront area, “remains highly compatible and integrated with the surrounding high-rise residential developments”, the portion with BH of 80mPD cannot be seen from this VP, and the Proposed Scheme with a maximum BH of 100mPD will further obstruct a minor portion of the sky view compared with the Baseline Scheme with a BH of 80mPD as shown on the photomontage. In this regard, it would be more tenable to grade the overall visual impact for VP2 from “Negligible” to <b><u>“Negligible to Slightly Adverse”</u></b>.</p> <p><u>VP4</u></p> <p>2. <b>Paras. 5.1.24 and 5.1.27</b> – As commented previously, although “the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster”, the topmost part of the proposed development would be noticeable from this VP and a minor portion of the open sky view would</p>	<p>Noted. Despite the Proposed Scheme would obstruct views of open sky and Quarry Bay across Victoria Harbour when compared with the Baseline Scheme, please be advised that the incorporation of stepped building height (BH) profile will effectively reduce the overall visual bulk and maintain the visual character of a transition from the hinterland to waterfront area in the YTIA. The Proposed Scheme will form part of the YTIA in the background at this distant view. The view of existing developments in the YTIA remains as a significant visual component at this VP. Therefore, the overall visual impact to this VP shall consider as <b>negligible</b> with the mitigation by design measures.</p> <p>Noted and please refer to <b>para 5.1.24 and 5.1.27 of Appendix E (Replacement Pages of Updated Visual Impact Assessment)</b> for updates. Please be advised that only a minor portion (topmost part) of the Proposed Scheme would impede the visual permeability to the open sky view when</p>

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	<p>be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the “Effects on Visual Obstruction and Visual Permeability” and overall visual impact for VP4 from “Negligible” to <b><u>“Negligible to Slightly Adverse”</u></b>.</p>	<p>compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as <b>negligible to slightly adverse</b>.</p> <p>Notwithstanding the above, the Proposed Scheme is harmonically blended in with surrounding existing and planned residential developments. The incorporation of stepped BH profile will effectively maintain the visual character of a transition from the hinterland to waterfront area in the YTIA, respecting the gradation of BH profile descending towards the Victoria Harbour. The Proposed Scheme will largely form part of the YTIA in the background at this distant view. The view of existing and planned residential developments in the YTIA remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall consider as <b>negligible</b> with the mitigation by design measures.</p>
	<p><b><u>VP5</u></b></p> <p>3. <b>Paras. 5.3.30 and 5.1.32</b> – As commented previously, although “the Proposed Scheme will be harmoniously blended in with the existing high-rise residential cluster”, a minor portion of the mountain backdrop would be further obstructed as shown on the photomontage. In this regard, it would be more tenable to grade the “Effects on Visual Obstruction and Visual Permeability” and overall visual impact for VP5 from “Negligible” to <b><u>“Negligible to Slightly Adverse”</u></b>.</p>	<p>Noted and please refer to <b>para 5.1.30 and 5.1.33 of Appendix E</b> for updates. Please be advised that the Proposed Scheme would induce only slight obstruction to the mountain backdrop which is considered minimal when compared with the Baseline Scheme, the effects on visual obstruction and visual permeability induced by the Proposed Scheme shall consider as <b>negligible to slightly adverse</b>.</p> <p>Despite a minor relaxation of BH under the Proposed Scheme, the Proposed Scheme will not obstruct the ridgeline at the back, resulting in no significant difference in visual obstruction. The view of existing and planned residential developments along Yau Tong waterfront and Cha Kwo Ling area remains as a significant visual component and the open sky view can still be preserved under the Proposed Scheme. Therefore, the overall visual impact to this VP shall</p>

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	<p><u>Summary of Visual Impact and Conclusion</u></p> <p>4. <b>Table 5-3</b> – As commented previously, the ratings in the table should be revised as per the comments above.</p> <p>5. <b>Para. 6.1.3</b> – As commented previously, as per the <b>above</b> comments, it should be revised to read as “...the Proposed Scheme will result with “Negligible” to “<b><u>Negligible to Slightly Adverse</u></b>” visual impact...”.</p>	<p>consider as <b>negligible</b> with the mitigation by design measures.</p> <p>Noted and please be advised that the Proposed Scheme at all 6 VPs are considered visually acceptable as compared with the Baseline Scheme. With compatible development intensity in the YTIA and incorporation of design measures, the Proposed Scheme would naturally blend in with the surrounding built environment and in full respect to the stepped BH profile of the Yau Tong waterfront area. Thus, the ratings in <b>Table 5-3</b> of <b>Appendix E</b> shall remain unchanged.</p> <p>Noted and please refer to our response above.</p>
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(Last Updated on 25 Jul 2025)