

METRO PLANNING COMMITTEE

OF THE TOWN PLANNING BOARD

MPC Paper No. 13/15

**For Consideration by
the Metro Planning Committee on 20.11.2015**

**FURTHER CONSIDERATION OF THE
DRAFT PLANNING BRIEF FOR THE
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

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DRAFT PLANNING BRIEF FOR THE
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

1. Purpose

This paper is to:

- (a) report to the Metro Planning Committee (the Committee) the results of the consultation with the Kwun Tong District Council (KTDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of the Harbourfront Commission (HC) on the draft planning brief (PB) for the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai, Yau Tong; and
- (b) seek Members’ endorsement of the revised draft PB at **Appendix I** for providing guidance for future developments at the five “CDA” zones.

2. Background

- 2.1 On 19.6.2015, the Committee considered that the draft PB for the five “CDA” zones was suitable for consultation with the KTDC and the Task Force subject to minor revisions. Members agreed that the Planning Department (PlanD) should further liaise with the Architectural Services Department (ArchSD) to work out some comprehensive guidelines on massing of buildings along the waterfront, and with the Leisure and Cultural Services Department (LCSD) for comprehensive and coherent design and more diversified activities such as cycling and skateboarding for the waterfront promenade. A copy of the relevant MPC Paper No. 8/15 and the minutes of the meeting are at **Appendices II and III** respectively.
- 2.2 The draft PB covers the five “CDA” zones at Tung Yuen Street and Yan Yue Wai, Yau Tong. To ensure the developments in individual zones will be implemented in a comprehensive manner and compatible with each others, a single PB has been prepared to set out the general planning and development requirements for the five “CDA” zones, which are summarized as follows:

<u>Item</u>	<u>Particulars</u>
<u>Major Development Parameters</u>	
Site area	“CDA(1)”: about 0.78 ha “CDA(2)”: about 0.51 ha “CDA(3)”: about 1.24 ha “CDA(4)”: about 0.43 ha “CDA(5)”: about 1.06 ha Total: about 4.02 ha
Proposed Uses	Mainly residential with commercial uses, and provision of public waterfront promenade, Government, institution and community (GIC) facilities and public vehicle park (“CDA(5)” zone only)
Maximum Plot Ratio (PR)	A total PR of 5
Maximum BH	– 80mPD (waterfront portion of “CDA(1)” to “CDA(5)” zones) – 100mPD (inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones)
Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations (B(P)Rs)
<u>Planning Requirements</u>	
Urban Design Considerations	– An urban design proposal should be prepared and submitted as part of the Master Layout Plan (MLP) submission. – The MLP should take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> – compatible and congruous with surrounding developments and waterfront setting; – create a focal point and an active waterfront; – encouraging diversity in built form; – adopting a distinct gradation of height profile with descending BH towards the harbourfront; – provision of visual and ventilation corridors; – provision of sufficient building separation; and – provision of high quality greening.
Public Waterfront Promenade	– A public waterfront promenade of not less than 15m wide should be provided in each “CDA” zones (Plan 5 in Appendix I). – The southwestern end of three adjoining roads outside the “CDA” zones should be included as part of the

<u>Item</u>	<u>Particulars</u>
	<p>waterfront promenade in the “CDA(2)”, “CDA(4)” and “CDA(5)” zones respectively for implementation.</p> <ul style="list-style-type: none"> – Opened for public enjoyment every day on a 24-hour basis. – The developer of each “CDA” zones will be required to construct the respective section of the waterfront promenade, and manage and maintain it until surrendering to the Government upon request.
Commercial Uses along Waterfront Promenade	<ul style="list-style-type: none"> – Suitable commercial uses especially shop and services and eating place, should be provided at each “CDA” zone along the public waterfront promenade. – A minimum commercial gross floor area (GFA) of 500m² should be provided in the “CDA(5)” zone.
Non-building Area (NBA)	Three NBAs shall be provided (Plan 5 of Appendix I) to form air paths of not less than 15m wide.
GIC Facilities	The affected Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market should be re-provisioned within the “CDA(2)” zone.
Traffic and Transport Requirements	<ul style="list-style-type: none"> – A public vehicle park with not less than 171 parking spaces for private car, light goods vehicle and heavy goods vehicle/coach shall be provided within the “CDA(5)” zone. – Setback at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai should be provided to allow provision of 3.5m-wide footpath measuring from the existing kerb line. – A traffic impact assessment (TIA) should be prepared and submitted as part of the MLP submission.
Visual, Air Ventilation and Landscape Requirements	<ul style="list-style-type: none"> – A visual impact assessment, air ventilation assessment and Landscape Master Plan (LMP) should be prepared and submitted as part of the MLP submission. – A minimum greenery coverage of 20% based on net site area should be provided.
Environmental, Drainage and Sewerage, and Geotechnical Requirements	An environment assessment, a drainage impact assessment, a sewerage impact assessment and a geotechnical assessment to ensure the integrity of Shung Yiu Street should be prepared and submitted as part of the MLP submission.

<u>Item</u>	<u>Particulars</u>
Implementation	– To ensure the coordinated approach can be achieved, when formulating the MLP for a particular “CDA” zone, reference should also be made to the committed/completed development at other “CDA” zones.

- 2.3 The Sites are zoned “CDA” on the OZP. As required under the Notes of the OZP, a MLP together with a series of technical assessments will have to be submitted to the Board for consideration.
- 2.4 The KTDC and the Task Force were consulted on the draft PB on 7.7.2015 and 1.9.2015 respectively. Extracted minutes of KTDC meeting and the Task Force meeting are at **Appendices IV** and **V** respectively for Members’ reference.

3. Views on the Draft PB

KTDC

- 3.1 KTDC generally supports the draft PB as their previous comments have been addressed and incorporated, and raised the following major comments:
- (a) the Government should review the traffic infrastructure and address the illegal parking and traffic congestion problem in the area. Sufficient temporary and permanent public parking spaces should be provided during construction and after completion of the CDA developments. TIA should be conducted to ensure that no adverse traffic impact would be generated. To relieve traffic congestion, the existing driving test routes passing through the area should be relocated elsewhere;
 - (b) there should be a coherent design for the promenade and appropriate arrangement to ensure proper management and maintenance of the promenade by the developer;
 - (c) the overall layout of the CDA sites should be carefully designed and sufficient open space with proper greening on roof of buildings should be provided. Besides, the NBAs should be free of obstruction to enhance air ventilation of the area;
 - (d) if the “CDA(2)” zone is to be developed, the existing wholesale fish market in the zone should be properly reprovisioned.

Task Force

- 3.2 While having no in-principle objection to the draft PB, the Task Force raised the following comments and suggestions:

- (a) the provision of bollards at the waterfront promenade for mooring of pleasure boats should be considered in consultation with concerned government departments and be stipulated in the PB;
- (b) if a segregated cycle track could not be provided in the promenade due to its limited width, the feasibility of shared use of the promenade by both pedestrians and cyclists should be explored with concerned government departments;
- (c) the PB should set out specific requirements or guidelines to align the design of the whole promenade fronting the five “CDA” sites, require the provision of outdoor dining area and enhance the visual permeability of the building at the street level for a more pleasant walking experience;
- (d) the connection of the promenade to Kwun Tong was blocked by a concrete batching plant and a sewage pumping station at the north-western end. The possibility of relocating these facilities or open up part of the sites for provision of waterfront promenade should be examined;
- (e) appropriate mitigation measures should be adopted in the CDA developments to address the noise nuisance generated by the existing uses; and
- (f) the possibility of turning Shung Shun Street, Yan Yue Wai and Shung Wo Path into pedestrian areas should be examined.

Applicant of “CDA(1)” Zone

- 3.3 In February 2015, the owner of “CDA(1)” zone submitted a s.16 planning application (No. A/K15/114) for residential development at the “CDA(1)” zone. On 4.9.2015, the Committee decided to defer a decision on the application pending the endorsement of the PB for the “CDA” zones.
- 3.4 Based on the comments of the Buildings Department, Item 9 of the Development Requirements of the draft PB stipulates that the public waterfront promenade is not regarded as a specified street for site classification purpose nor a street for providing natural lighting and ventilation to domestic buildings as required under B(P)R 30 and 31¹. Moreover, the provision of open space required under B(P)R 25² and/or prescribed windows under B(P)R 31 should not project over public waterfront promenade. Against this, the applicant of Application No. A/K15/114 submitted a letter to the Board on 26.6.2015 (**Appendix VI**) to express his following comments on the draft PB:

¹ According to B(P)Rs 30 and 31, every room for habitation shall be provided with natural lighting and ventilation. No prescribed window shall for this purpose be deemed to face into the external air unless (i) it faces into a street which is not less than 4.5m wide, or (ii) it faces into a space uncovered and unconstructed above the area delineated by the rectangular horizontal plane.

² According to B(P)R 25, every domestic building shall have within the site an open space with an area of not less than one-half, one-third and one-quarter of the roofed over area of the building for Class A, B and C sites respectively.

- (a) it is not expected to have any high-rise permanent structure to be erected in the promenade which will block natural lighting and ventilation penetrating the “CDA(1)” site. Therefore, exclusion of the public waterfront promenade for horizontal plane projection in the prescribed windows calculation under B(P)R 31 is considered too stringent and unnecessary; and
- (b) the exclusion of public waterfront promenade from the open space calculation for the development under B(P)R 25 is unreasonable.

4. Responses to Comments

In respect of the comments received, PlanD has consulted the relevant government departments. The consolidated responses are as follows:

The Committee

- 4.1 Cycle track/skateboarding: the Commissioner for Transport (C for T) has no plan to provide cycle tracks within public road area between Yau Tong and Kai Tak, and the Director of Leisure and Cultural Services (DLCS) advises that no bicycles and skating boards are allowed to ride at the general area of LCSD’s venues. Construction of cycling tracks and skateboarding area/ground with physical enclosure will occupy the limited width of the promenade and may seriously affect the circulation for park goers. The feasibility of shared use of pedestrians and cyclists is subject to resolution of management and safety concerns. Noting that the proposed waterfront promenade in the “CDA” zones is not long (about 400m) with limited width (15m), there is no similar provision of cycle track in the existing and planned waterfront promenade in Yau Tong Bay and Kwun Tong areas to the north, and there is no departmental support to the proposal, it is considered not appropriate to stipulate this requirement in the PB.
- 4.2 Guidelines on massing of building: the Chief Architect/Central Management Division 2, ArchSD advises that massing of buildings along the waterfront would be hinged on detailed requirements on the site-specific development parameters and other urban framework of the area. In view of many uncertainties at this stage, it is considered premature to provide guidelines on massing of buildings at this stage without carrying out detailed planning and architectural study. In general, the applicant of individual “CDA” zone is required to adopt a coordinated approach when preparing the layout and building design but respecting the entire developments of other “CDA” zones. The details would have to be included in the MLP submission for the Board’s consideration under the planning application mechanism. As such, imposition of additional guidelines or criteria for massing of buildings along the waterfront in the PB is considered not necessary.
- 4.3 Podium design and BH profile: during the consideration on 26.6.2015, the Committee considered that the requirement to encourage podium free design was too rigid and stringent as podium may serve different functions, and variation of BH profile should be adopted to enhance the visual interests. The

draft PB has been amended to allow podium with high permeability and promote variation in BH profile (Para. 5.2 (c) and (d), Item 6 and points (d) and (g) of Item 8 of Development Requirements of **Appendix I** refer).

KTDC

4.4 Public car park and traffic issues: in response to the local demand, the draft PB stipulates that a public vehicle park with not less than 171 public vehicle parking spaces shall be provided in the “CDA(5)” zone, and sufficient temporary parking spaces should be maintained during the construction period. Also, adequate ancillary parking spaces would be provided in each “CDA” site. A TIA is required to be carried out by individual applicant as part of MLP submission for each “CDA” site. The proposed relocation of the driving test routes has been relayed to C for T for consideration.

4.5 Coherent design and management of promenade: the PB is intended to set out the general planning and development requirements for the CDA sites, with allowance for more detailed design by individual developers in the MLP submission to the Board. With a view to achieving a coherent design, a set of general design requirements for the waterfront promenade has been set out in Item 9 of the PB. The compatibility and coherence of the design of promenade could be scrutinized by the Board through the MLP submission.

The draft PB has specified the requirements to make reference to the committed or completed development at other “CDA” zones to ensure the coordinated approach of development and provision of waterfront promenade can be achieved. Based on the advice of the Chief Town Planner/Urban Design and Landscape, PlanD, the PB has been amended to specify that the design and materials including paving palettes, landscape/plantings and street furniture, of each section of the public waterfront promenade should make reference to the completed sections for a compatible design (Item 9 under ‘Development Requirement’ of **Appendix I** refers).

The public waterfront promenade of each “CDA” zone would be managed and maintained by the developers until surrendering to the Government. Such responsibilities should not be transferred to the future individual flat owners and the requirements will be incorporated into the lease conditions.

4.6 Open space and greening: in addition to the public waterfront promenade, the PB stipulates that local open space of not less than 1m² per person should be provided in each “CDA” zone. A minimum greening coverage of 20% based on net site area (excluding public promenade) should be provided and the greening coverage could be at-grade, on roof level and vertical greening. To facilitate air ventilation, no building structure will be allowed in the NBAs.

4.7 Wholesale fish market: to facilitate the redevelopment of the “CDA(2)” zone, consultation will be held with the owners and operators of the fish market and concerned Government departments to identify a suitable site for reprovioning of the fish market.

Task Force

- 4.8 Bollards for mooring of pleasure boats: the Director of Marine advises that the existing seawall is not designed to berth vessels, and the existing landing steps at the end of Shung Shun Street and Shung Wo Path are public facilities for embarking/disembarking passengers of all local vessels (including pleasure vessels), but not for berthing for a prolonged period. The Chief Engineer/Port Works, Civil Engineering and Development Department advises that the concerned location is exposed to south-easterly wind and possible wave action, and feasibility of mooring along this section of waterfront promenade is subject to detailed study. Also, whether the existing seawalls can take the mooring load should be studied. In view of these, it is considered not appropriate to stipulate this as a mandatory requirement in the PB. Notwithstanding this, if supported by relevant technical assessment, the developer may propose such facilities in their development scheme for consideration at the MLP submission stage, and the PB does not preclude the provision of the facilities.
- 4.9 Outdoor dining area: the provision of outdoor dining area is not prohibited in the PB. It is considered that flexibility should be allowed for individual developers to consider whether such area should be included at the MLP submission stage.
- 4.10 Noise nuisance: since some of the existing uses, such as the wholesale fish market and concrete batching plants, may cause nuisances to the future residents, the draft PB has specified that an environmental assessment has to be carried out and forms part of the MLP submission to ascertain the environmental acceptability of the proposal. Appropriate environmental mitigation measures should be adopted to address the environmental impacts identified.
- 4.11 Continuity of promenade: the connection of the waterfront promenade to the Yau Tong Bay CDA is blocked by a concrete batching plant in “Residential (Group E)” (“R(E)”) zone and a sewage treatment plant in “Other Specified Uses” zone. The land owner of the “R(E)” site would be encouraged to provide a waterfront promenade when applying to the Board for redevelopment. As for the sewage treatment plant, the Drainage Services Department will be consulted to explore the feasibility of opening up part of their site for connection to adjacent promenade.
- 4.12 Pedestrian streets: the south-western ends of Shung Shun Street, Yan Yue Wai and Shung Wo Path would form part of the promenade upon full development of the five “CDA” sites (**Plan 5** of Appendix I). The remaining section of the streets will need to be retained for traffic circulation and access to individual sites. To facilitate pedestrian circulation in the area, the PB has stipulated that the developments along Tung Yuen Street and north-western side of Yan Yue Wai has to be setback to provide a 3.5m wide footpath.
- 4.13 For the proposed shared use by pedestrians and cyclists and coherent design of promenade, please refer to responses in paragraphs 4.1 and 4.5 above.

Applicant of “CDA(1)” zone

- 4.14 The Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD) advises that as the public waterfront promenade is by nature not equivalent to a “street” under B(P)R 31(1)(a), the promenade will not be taken as a street for providing natural lighting and ventilation to any adjoining domestic buildings under B(P)R 30 & 31, nor being used for provision of open space under B(P)R 25. However, exemption may be granted subject to the identification of area specifying no buildings structure to be constructed, other than underground structures, landscaping, walkways or covered walkways, lawn, trees, scrubs, seatings, rain shelters and amenity features.
- 4.15 In respect of the applicant’s request, it is considered that the compliance with the detailed requirements of the B(P)Rs should be considered and assessed at the detailed building plan submission stage instead of being addressed in the PB. As both the residential development and waterfront promenade in a CDA site will be designed and constructed by a single developer, the developer will retain the flexibility in the layout and design of the development to meet the relevant requirements under the B(P)Rs. As CBS/K, BD has confirmed that exemption could be granted subject to the design of the waterfront promenade, it is recommended that the issues be dealt with at the building plan submission stage and the original reference to B(P)R requirements in the PB is deleted (Item 9 of Development Requirements of **Appendix I** refers).

5. Planning Department’s Views

- 5.1 The KTDC and Task Force have no in-principle objection to the draft PB. Members are invited to take note of their views and the responses of Government departments in paragraph 4 above. Taking into account the responses above, some amendments are proposed to the PB. The proposed amendments are highlighted at **Appendix I** (with additions in ***bold and italic*** and deletions in ‘~~crossed-out~~’) for Members’ consideration
- 5.2 The following Government departments have been consulted and their comments are incorporated into paragraph 4 above and the revised draft PB as appropriate:
- (a) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (b) CBS/K, BD;
 - (c) Chief Engineer/Port Works, Civil Engineering and Development Department;
 - (d) Chief Town Planner/Urban Design & Landscape, Planning Department;
 - (e) C for T;
 - (f) DLCS; and
 - (g) Director of Marine.
- 5.3 Subject to the endorsement by the Committee, the PB will provide guidance for the future development and serve as a reference for the preparation of MLP for

the “CDA” sites.

6. Decision Sought

Members are invited to:

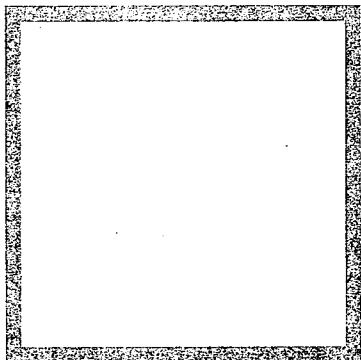
- (a) note the views of the KTDC, the Task Force and the applicant of “CDA(1)” zone as summarized in paragraph 3 above and detailed in **Appendices IV to VI** respectively; and
- (b) endorse the revised draft PB at **Appendix I**.

7. Attachments

Appendix I	Revised Draft PB for the Five “CDA” Zones at Tung Yuen Street and Yan Yue Wai, Yau Tong <ul style="list-style-type: none">– Plan 1 Location Plan– Plan 2 Site Plan– Plan 3 Site Photo– Plan 4 Existing Uses and Lot Boundary– Plan 5 Development Concept
Appendix II	MPC Paper No. 8/15 (Main paper only and the draft PB not attached)
Appendix III	Extract of the Minutes of the Committee’s Meeting held on 19.6.2015
Appendix IV	Extract of the Minutes of the meeting of KTDC held on 7.7.2015
Appendix V	Extract of the Minutes of the meeting of Task Force held on 1.9.2015
Appendix VI	Letter from the Applicant of Planning Application No. A/K15/114 dated 26.6.2015

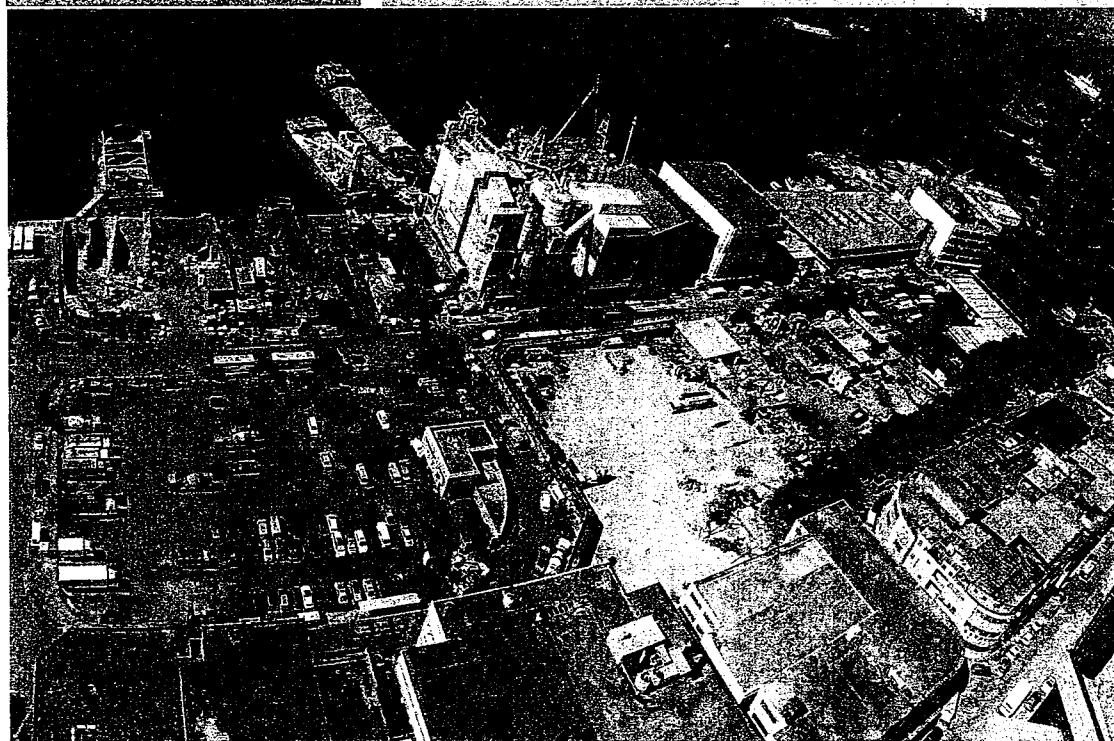
**PLANNING DEPARTMENT
NOVEMBER 2015**

Revised Draft



**PLANNING BRIEF FOR
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

油塘東源街及仁宇圍五個「綜合發展區」地帶規劃大綱



規劃署

PLANNING DEPARTMENT

二零一五年十一月
NOVEMBER 2015

Revised Draft

PLANNING BRIEF FOR THE FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plans (MLPs) for the comprehensive developments in the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai in Yau Tong.
- 1.2 The five sites are zoned “CDA(1)” to “CDA(5)” on the ~~draft~~ *approved* Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/23 (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. BACKGROUND

- 2.1 The five sites together with the adjoining roads were previously covered by a large single “CDA” zone in the southwestern waterfront area of the Yau Tong Industrial Area. The then “CDA” zone was intended for predominantly residential use with ancillary retail and community facilities. However, it was not implemented mainly due to fragmented land ownership and the surrounding active industrial installations. To facilitate early development/redevelopment, the Metro Planning Committee (the Committee) of the Board agreed in 2012 to subdivide the “CDA” zone into smaller sites with appropriate zonings.
- 2.2 On 19.12.2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 incorporating, inter alia, amendments to subdivide the then “CDA” zone into five smaller “CDA” zones, i.e. “CDA(1)” to “CDA(5)” and rezone the remaining area as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. The subdivision has taken into account the land ownership pattern and the possibility to assemble private land as revealed from previous planning applications/rezoning request.

3. PLANNING CONTEXT

- 3.1 The “CDA(1)” to “CDA(5)” zones are intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of

development, taking account of various environmental, traffic, infrastructure and other constraints.

- 3.2 According to the Notes of the OZP, the “CDA(1)” to “CDA(5)” zones are subject to a maximum plot ratio (PR) of 5. Besides, the waterfront portions of the “CDA(1)” to “CDA(5)” zones are restricted to a maximum building height (BH) of 80 metres above Principal Datum (mPD) while the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” are subject to a maximum BH of 100mPD (**Plan 2**). A public waterfront promenade of not less than 15m wide as designated on the OZP shall be provided in the waterfront portion of all “CDA” zones and southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street, that are shown as ‘Road’ on the OZP. Moreover, a public vehicle park with not less than 171 public vehicle parking spaces shall be provided in the “CDA(5)” zone.
- 3.3 In addition, the Explanatory Statement (ES) of the OZP states that suitable commercial uses, especially shop and services and eating place, should be provided in the developments along the waterfront promenade to enhance the vibrancy and public enjoyment. To allow better air ventilation upon redevelopment, two non-building areas (NBAs) of not less than 15m wide in a northeast-southwest direction, one aligning with Shung Yiu Street and Shung Wo Path within the “CDA(1)”, “CDA(2)” and “CDA(3)” zones (NBA1 on **Plan 5**), and one aligning with Yan Yue Wai within the “CDA(3)” zone shall be provided (NBA2 on **Plan 5**). Another NBA of not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone (NBA3 on **Plan 5**). Furthermore, Government, institution and community (GIC) facilities as required by Government departments should be provided in the development in individual “CDA” zone to serve the local and district needs. In the course of preparation of the MLP, reference should also be made to the above planning requirements.
- 3.4 As mentioned above, the subdivision of the then large “CDA” zone into five smaller “CDA” zones is to facilitate early development/redevelopment of individual sites. The intention is to allow applicant to submit MLP for individual “CDA” zone based on the development restrictions set out in the OZP. To ensure the developments will be implemented in a comprehensive manner and compatible with each others, a coordinated approach of redevelopment of individual “CDA” zone in terms of development scale, design layout, provision of waterfront promenade as well as visual and air corridors should be adopted. In this regard, this PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific requirements for individual zone.

4. THE SITES AND THEIR SURROUNDING AREAS

The Sites

- 4.1 The five “CDA” zones are located at the southwestern waterfront area of the Yau Tong Industrial Area currently occupied by an industrial building, three concrete batching plants, two recycling depots, a sand depot, a temporary vehicle park, a vehicle repair workshop, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point (**Plans 3 and 4**). The total site area of the “CDA” zones is about 4.02 ha. While “CDA(5)” zone is Government land identified for comprehensive development, other four “CDAs” are mainly under private ownership except for the salt water pumping station and cooked food market at “CDA(2)” zone, and a long strip of unleased and unallocated Government land at the northeastern boundary of “CDA(1)” and “CDA(3)” zones.
- 4.2 The sites are well served by Ko Fai Road and Shung Shun Street connected with Cha Kwo Ling Road and then major roads in the district. MTR Yau Tong Station is located about 400m to the northeast.

The Surrounding Areas

- 4.3 The Yau Tong Industrial Area is mainly occupied by industrial buildings and godown previously zoned “Industrial” on the OZP. In 1998, the area was rezoned to “CDA”, “Residential (Group E)” (“R(E)”) and “Commercial” zones with the intention of phasing out industrial uses. Planning approvals have been granted for some adjacent “R(E)” sites for residential developments, of which three were completed and one is under construction (**Plan 4**).
- 4.4 In a wider context, the Yau Tong Bay CDA (**Plan 1**), where planning permission has been obtained for a proposed comprehensive commercial and residential development with community facilities and waterfront promenade, is located to the northwest. Lei Yue Mun Village and a waterfront promenade are located to the east across Shung Shun Street around Sam Ka Tsuen Typhoon Shelter (**Plan 1**). The seafood restaurants in the village have long been a tourist attraction to local and overseas patronage.

5. GENERAL DESIGN PRINCIPLES

- 5.1 The planning objective of the five “CDA” zones is for comprehensive development/redevelopment to phase out the existing industrial use with residential and/or commercial uses while possible industrial/residential (I/R) interface problems should be properly addressed. In view of the harbourfront location, the proposed development should respect the waterfront setting and promote an attractive and accessible public waterfront promenade.

5.2 To achieve the above planning objectives, the following considerations should be taken into account when formulating the MLP for each “CDA” zone:

- (a) ensure the development be compatible and congruous with the surrounding developments and settings;
- (b) create an active waterfront and green streetscape which can be easily accessible to the public for enjoyment;
- (c) encourage diversity in built form and adopt a distinct gradation height profile *with variation* to avoid a monotonous waterfront image and wall effect;
- (d) avoid large and extensive podium structure and ~~encourage~~ *promote high permeability* podium ~~free design for the development in waterfront portion directly along waterfront promenade of each “CDA” zone;~~
- (e) enhance the vibrancy at the waterfront area by allowing and introducing suitable commercial uses along waterfront promenade;
- (f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;
- (g) promote high accessibility of waterfront promenade and good connectivity between different sections of the promenade, and with the open space/waterfront promenade in the surrounding areas; and
- (h) incorporate suitable mitigation measures to address I/R interface problems, including the nuisances by the concrete batching plants and fish market.

5.3 It is anticipated that each “CDA” zone may have different implementation timeframe. To ensure the coordinated approach mentioned in paragraph 3.4 above can be achieved, when formulating the MLP for a particular “CDA” zone, reference should also be made to the committed/completed development at other “CDA” zones.

6. DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<u>Major Development Parameters</u>			
1.	Location	“CDA(1)” Yau Tong Marine Lot (YTML) 69, Yau Tong Inland Lot (YTIL) 4 RP, and adjoining Government land	Plan 4

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>“CDA(2)” YTML 72 and adjoining Government land</p> <p>“CDA(3)” YTML 57, YTILs 4 s.B and 9, and adjoining Government land</p> <p>“CDA(4)” YTMLs 58, 59, 60, 61 and 62</p> <p>“CDA(5)” Government land bounded by Shung Shun Street and Yan Yue Wai</p>	
2.	Site Area	<p>“CDA(1)”: about 0.78 ha “CDA(2)”: about 0.51 ha “CDA(3)”: about 1.24 ha “CDA(4)”: about 0.43 ha “CDA(5)”: about 1.06 ha</p> <p>Total: about 4.02 ha</p>	<p>Site areas subject to detailed survey</p> <p>Plan 2</p>
3.	OZP Zonings and Planning Intention	<p>“CDA(1)” to “CDA(5)”</p> <p>The “CDA” zones are intended for comprehensive development/ redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.</p>	Plan 1
4.	Proposed Uses	Mainly residential with commercial uses, and provision of public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only)	GIC facilities at “CDA(2)” zone include pumping station and cooked food market. Other GIC facilities can be included at individual zones, if considered appropriate.
5.	Maximum PR	A total PR of 5.	– Any floor space that is constructed or intended

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
			<p>for use solely as GIC facilities and public vehicle park shall be included for PR/GFA calculation.</p> <p>– The areas of the public waterfront promenade, public passageway and setback can be included in PR calculation.</p>
6.	Maximum BH	<p>– 80mPD (at main roof) (waterfront portion of “CDA(1)” to “CDA(5)” zones)</p> <p>– 100mPD (at main roof) (inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones)</p>	<p><i>To provide design/architectural flexibility, minor relaxation of the BH restriction, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.</i></p> <p>Plan 2</p>
7.	Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).	
<u>Planning Requirements</u>			
8.	Urban Design Considerations	<p>– An urban design proposal should be prepared and submitted as part of the MLP submission.</p> <p>– The MLP should take into account the following urban design considerations, where appropriate:</p> <p>(a) ensure the development be compatible and congruous with the surrounding developments and settings, respecting the waterfront setting and promoting public access and visual permeability to the waterfront;</p>	<p>Due regard should be given to the Board’s Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission, and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 Urban Design Guidelines.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<ul style="list-style-type: none"> (b) create an active waterfront and green streetscape which can be easily accessible to the public for enjoyment; (c) create a focal point and an active waterfront with diversity in activities, functions and design; (d) encourage diversity in built form and adopt a distinct gradation of height profile with descending BH towards the harbourfront. <i>Variation in the BH profile to enhance visual interests is encouraged;</i> (e) adopt more innovative design, and appropriate disposition and NBA/permeable zones to form part of visually interesting water edge, and avoid a monotonous waterfront image and wall effect; (f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths; (g) avoid large and extensive podium structure and encourage <i>promote high permeability podium free design directly along for the development in the waterfront promenade of each “CDA” zone portion;</i> (h) provide sufficient separation between each residential block; (i) maximize at-grade public spaces; (j) provide high quality greening and maximize the greening opportunity; and (k) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level. 	
9.	Public Waterfront Promenade	– A public waterfront promenade of not less than 15m wide as designated on the OZP should be provided	– The developers of each “CDA” zone will be required to construct the

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>(Plan 5) to the satisfaction of the relevant Government department(s).</p> <p>Three sections of waterfront promenade at the southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street within the ‘Road’ area outside the “CDA” zones should be included as part of the waterfront promenade in the “CDA(2)”, “CDA(4)” and “CDA(5)” zones respectively. Their design should be included in the respective MLP submission and these sections of promenade will be implemented by the developer of respective “CDA” zone.</p> <p>The public waterfront promenade should be opened for public enjoyment every day on a 24-hour basis.</p> <p>For the design and management of the public waterfront promenade, the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau should be observed.</p> <p>The public waterfront promenade should be designed to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. Moreover, its design should address the constraints posed by the adjoining existing developments including the fish market and concrete batching plants.</p> <p>Sufficient width of landscaped buffer between the public waterfront promenade and residential development should be provided.</p> <p>The public waterfront promenade should be clearly alienated from other part of the development and no</p>	<p>respective section of the waterfront promenade (including the sections falling within ‘Road’ area outside “CDA” zone) at his cost.</p> <p>The management and maintenance responsibilities of the waterfront promenade (including the sections falling within ‘Road’ area outside “CDA” zone) before surrendering to the Government upon request should <i>not be transferred</i> be borne by the developer at his cost without transferring to the future individual flat owners.</p> <p>The public waterfront promenade to be surrendered to the Government upon request is not regarded as a specified street for site classification purpose nor will it be taken as a street for providing natural lighting and ventilation to any adjoining domestic buildings as required under B(P)R 30 and 31. Moreover, the provision of open space required under B(P)R 25 and/or prescribed windows with their rectangular horizontal planes required under B(P)R 31 for any proposed domestic buildings should not project over the public</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>structure (except those directly related to the promenade) should be located underneath the promenade.</p> <p>– The public waterfront promenade should be easily accessible between different sections in “CDA” zones, and from the adjoining waterfront promenade and open space, Lei Yue Mun Village as well as residential sites to the northeast to achieve good connectivity.</p> <p>– <i>Design and materials including paving palettes, landscape/plantings and street furniture, of each section of the public waterfront promenade should make reference to the completed sections for a compatible design.</i></p>	waterfront promenade.
10.	Public Passageway to Public Waterfront Promenade	<p>An at-grade public passageway of not less than 1.5m wide for public use every day on a 24-hour basis should be provided along its northwestern boundary within the “CDA(1)” zone connecting Tung Yuen Street and the northwestern end of public waterfront promenade (Plan 5). The provision of the public passageway should be to the satisfaction of the Commissioner for Transport (C for T).</p>	<p>– The developer of the “CDA(1)” zone will be required to construct the public passageway at his cost.</p> <p>– The management and maintenance responsibilities should <i>not be transferred</i> be borne by the developer at his own cost without transferring to the future individual flat owners.</p>
11.	Commercial Uses along Public Waterfront Promenade	<p>– To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each CDA zone along the public waterfront promenade. The commercial uses should not be located within the public waterfront promenade.</p> <p>– For “CDA(5)” zone which is the entrance to the public waterfront promenade, the gross floor area</p>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>(GFA) of the commercial uses should not be less than 500m².</p> <ul style="list-style-type: none"> – For other “CDA” zones, appropriate amount of commercial GFA with due consideration on enhancing vibrancy of waterfront area should be included in the MLP submission. – Commercial uses should be immediately fronting and directly accessible at ground level from the waterfront promenade. The use and design should be compatible with the waterfront promenade and with each other. – The commercial facilities should be designed in such a way to allow a visual and physical connection with the waterfront promenade and adjoining developments. 	
12.	Local Open Space	Local open space of not less than 1m ² per person should be provided in accordance with the HKPSG.	
13.	NBA	<ul style="list-style-type: none"> – Three NBAs (NBA1, NBA2 and NBA3) shall be provided to form air paths of not less than 15m wide for better air ventilation (Plan 5): <p><u>NBA1</u> It mainly falls within “CDA(1)” and “CDA(3)” zones in a northeast-southwest direction and aligning with Shung Yiu Street and Shung Wo Path with a narrow strip of land within “CDA(2)” zone along Shung Wo Path.</p> <p><u>NBA2</u> It falls within “CDA(3)” zone in a northeast-southwest direction and aligning with Yan Yue Wai.</p> <p><u>NBA3</u> It falls within “CDA(5) zone in a northwest-southeast direction and</p>	Subject to the air ventilation assessment (AVA) submitted to support the MLP, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected and the development potential of other “CDA” zones would not be undermined.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>aligning with Tung Yuen Street.</p> <ul style="list-style-type: none"> – Proper landscaping/greening should be provided in the NBAs. – No above ground structure is allowed within the NBA except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs. 	
14.	Landscape and Tree Preservation	<ul style="list-style-type: none"> – A Landscape Master Plan (LMP) should be prepared and submitted as a part of the MLP submission, and with the incorporation of the following landscaping requirements: <ul style="list-style-type: none"> (a) A comprehensive landscaping proposal should be created to integrate the developments with waterfront environment and promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources; (b) Due consideration should be given to preserve the existing good quality mature trees on the site as far as practicable; (c) A minimum greenery coverage of 20% based on net site area (excluding the public waterfront promenade) should be provided. Greenery coverage is preferably to be provided at grade. Other forms of greenery such as roof-top greening and vertical greening should be accessible by the occupants; and (d) High quality streetscape and public realm with adequate landscape treatment such as roadside trees and street furniture should be provided to create friendly environment, 	The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>shading for users of waterfront promenade and a strong sense of place.</p> <p>– The LMP should illustrate:</p> <ul style="list-style-type: none"> (a) conceptual and detailed landscape proposals including hard and soft landscape; (b) other amenities, street furniture and facilities to be provided; (c) the relationship of the development with the surroundings, especially with the waterfront promenade and landscaped NBAs; (d) layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas; and (e) clear and sufficient signage to demarcate the waterfront promenade and direct public to access the promenade. 	
15.	GIC Facilities	<p>– A salt water pumping station and a sea water intake tunnel should be provided within the “CDA(2)” zone to the satisfaction of the Director of Water Supplies. The GFA of the pumping station (not including the sea water intake tunnel) should be not less than 560m² (net area).</p> <p>– A cooked food market with a GFA of not less than 370m² should be provided within the “CDA(2)” zone to the satisfaction of the Director of Food and Environmental Hygiene.</p>	<p>– Any floor space that is constructed or intended for use solely as GIC facilities shall be included in the GFA/PR calculation.</p> <p>– The affected cooked food stalls in the existing cooked food market should continue to operate in the existing location until they are re-sited to a new cooked food market built by the developer of “CDA(2)” zone.</p> <p>– The new salt water pumping station and sea water intake tunnel, and the new cooked food market should be handed</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
			<p>back to the Water Supplies Department and Food and Environmental Hygiene Department respectively upon completion.</p> <p>– The exact GFA requirement of these facilities is subject to confirmation of the relevant Government departments.</p>
16.	Public Vehicle Park	<p>– A public vehicle park with not less than 171 public vehicle parking spaces shall be provided within the “CDA(5)” zone (Plan 5) <i>but shall not be located on or above the ground level of the waterfront portion</i> to the satisfaction of C for T.</p> <p>– The public vehicle park shall not be located on or above the ground level of waterfront portion of the “CDA(5)” zone.</p> <p>– Sufficient parking spaces should be maintained in the temporary vehicle park within the “CDA(5)” zone before operation of the permanent public vehicle park to the satisfaction of C for T.</p>	<p>– Out of the 171 parking spaces, 122 spaces should be provided for private cars, 24 are for light goods vehicles and 25 are for heavy goods vehicles/coaches. The exact provision requirement is subject to C for T’s confirmation.</p> <p>– The public vehicle park will be constructed by the developer of “CDA(5)” zone and should not be owned, operated, managed and maintained by the future individual flat owners.</p> <p>– Any floor space that is constructed or intended for use solely as public vehicle park shall be included for GFA/PR calculation.</p>
17.	Parking and Loading/unloading	Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA) to be carried out by the applicant to the satisfaction of C for T.	This also includes the ancillary parking for public waterfront promenade, GIC and commercial uses.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
18.	Setback	Setback in full height at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai (Plan 5) should be provided to allow provision of 3.5m-wide footpath on each side of Tung Yuen Street and the concerned section of Yan Yue Wai measuring from the kerb line to the satisfaction of C for T and Director of Highways (D of Hy).	The setback area for footpath widening should be surrendered to the Government for management and maintenance upon completion.
<u>Other Technical Requirements</u>			
19.	Traffic and Transport Aspects	<ul style="list-style-type: none"> – A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement. – The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission. – Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and D of Hy. 	
20.	Environment Aspect	<ul style="list-style-type: none"> – An environment assessment (EA) should be carried out by the applicant to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission. – The air and noise nuisances generated by the concrete batching plants, fish market, vehicles and 	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>industrial buildings should also be assessed in the EA.</p> <ul style="list-style-type: none"> – Suitable mitigation measures to address the I/R interface problems, including the nuisances generated by the concrete batching plants and fish market should be proposed in the EA and implemented. – On the mitigation measures against nuisances generated by the fish market and/or fixed noise sources, consideration may be given to provide mitigation measures at source and/or receiver subject to satisfaction of DEP, Director of Agriculture, Fisheries and Conservation and other relevant parties. The developer is responsible for seeking agreement from relevant parties on the scope of the measures and has to bear the relevant capital, recurrent and recovery costs for mitigation measures to be adopted at source. 	
21.	Drainage and Sewerage Aspects	A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and the DEP respectively, and submitted as part of the MLP submission.	
22.	Visual Aspect	A visual impact assessment (VIA) should be carried out to examine any visual problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The VIA should be submitted as part of the MLP submission.	The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Town Planning Board (TPB PG-No. 41).

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
23.	Air Ventilation Aspect	<ul style="list-style-type: none"> – An AVA should be carried out to examine any air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission. – Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas. – To allow sea breeze penetrating into the inland areas, existing street grid pattern serving as air ventilation corridors should be retained. Careful building design and suitable provision of building gaps (including the NBAs in Item 13 above) by taking into account street grids and air paths should be considered. – Sufficient separation between each residential block should be provided. Slab block design along the waterfront should be avoided. 	<ul style="list-style-type: none"> – The AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment. – Minor structure for footbridge connection or covered walkway within the NBA, if any, should be included in the AVA.
24.	Geotechnical Aspect	<ul style="list-style-type: none"> – A geotechnical assessment should be carried out for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street as their developments are adjacent to the street and thus may affect the slopes/retaining structures which are currently supporting the street. The geotechnical assessment should be completed to the satisfaction of the D of Hy and the Head of Geotechnical Engineering Office of Civil Engineering and Development Department, and submitted as part of the MLP submission. 	

7. IMPLEMENTATION PROGRAMME

An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential development, commercial use, public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only).

8. MASTER LAYOUT PLAN SUBMISSION

8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No. 18A) and submitted to the Board for approval under the Ordinance.

8.2 The MLP should contain all the information as required under the Notes for the “CDA(1)” to “CDA(5)” zones of the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP and demonstrate clearly that the requirements stated in ES of the OZP and this PB have been complied with. It should indicate the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of GIC and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the LMP and urban design proposals within the area;
- (vi) programmes of development in detail;
- (vii) an EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
- (viii) a VIA and an AVA to examine any visual and air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a DIA and a SIA to examine any possible drainage and sewerage problems that may be caused by the proposed development and the

proposed mitigation measures to tackle them;

- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (xi) a geotechnical assessment for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street; and
- (xii) such other information as may be required by the Board.

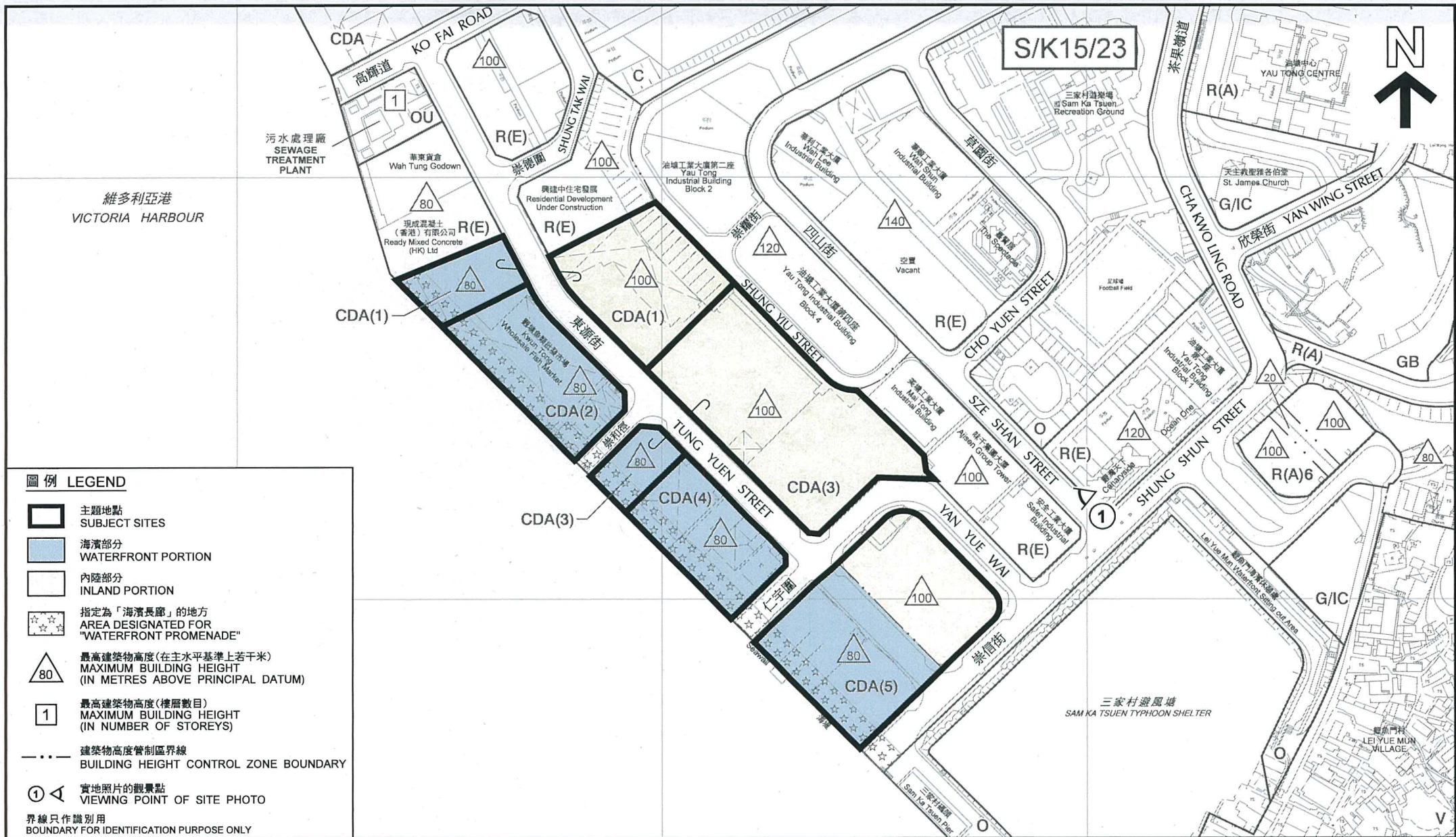
8.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

8.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

9. ATTACHMENTS

- Plan 1** Location Plan
- Plan 2** Site Plan
- Plan 3** Site Photo
- Plan 4** Existing Uses and Lot Boundary
- Plan 5** Development Concept

PLANNING DEPARTMENT
~~SEPTEMBER~~–NOVEMBER 2015



平面圖 SITE PLAN

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

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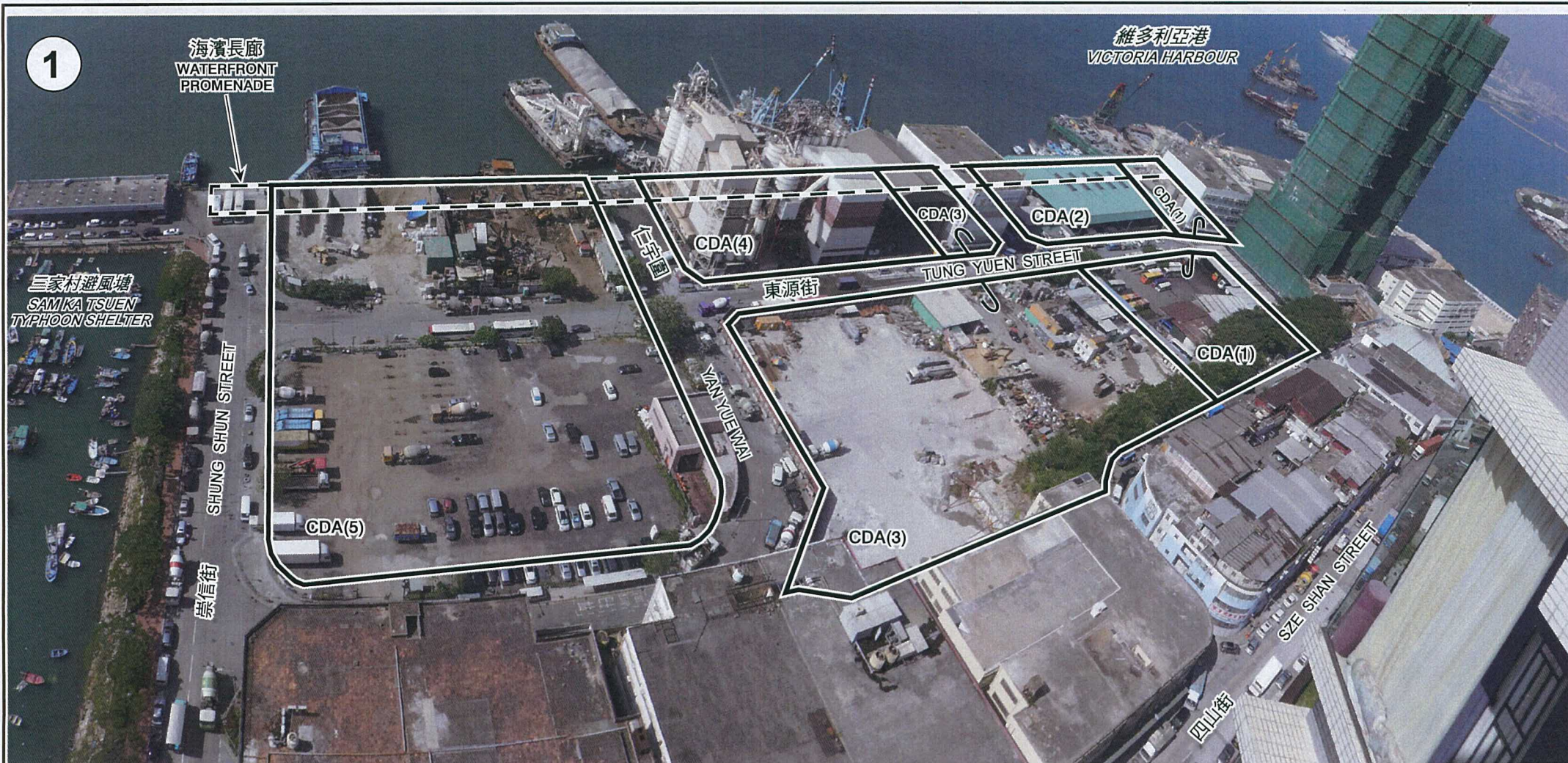
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/15/80

圖 PLAN
2

本摘要圖於2015年11月6日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON 6.11.2015
BASED ON SURVEY SHEET No. 11-SE-4C



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2015年11月6日擬備，所根據的資料
為攝於2015年10月27日的實地照片
EXTRACT PLAN PREPARED ON 6.11.2015
BASED ON SITE PHOTO TAKEN ON 27.10.2015

實地照片 SITE PHOTO

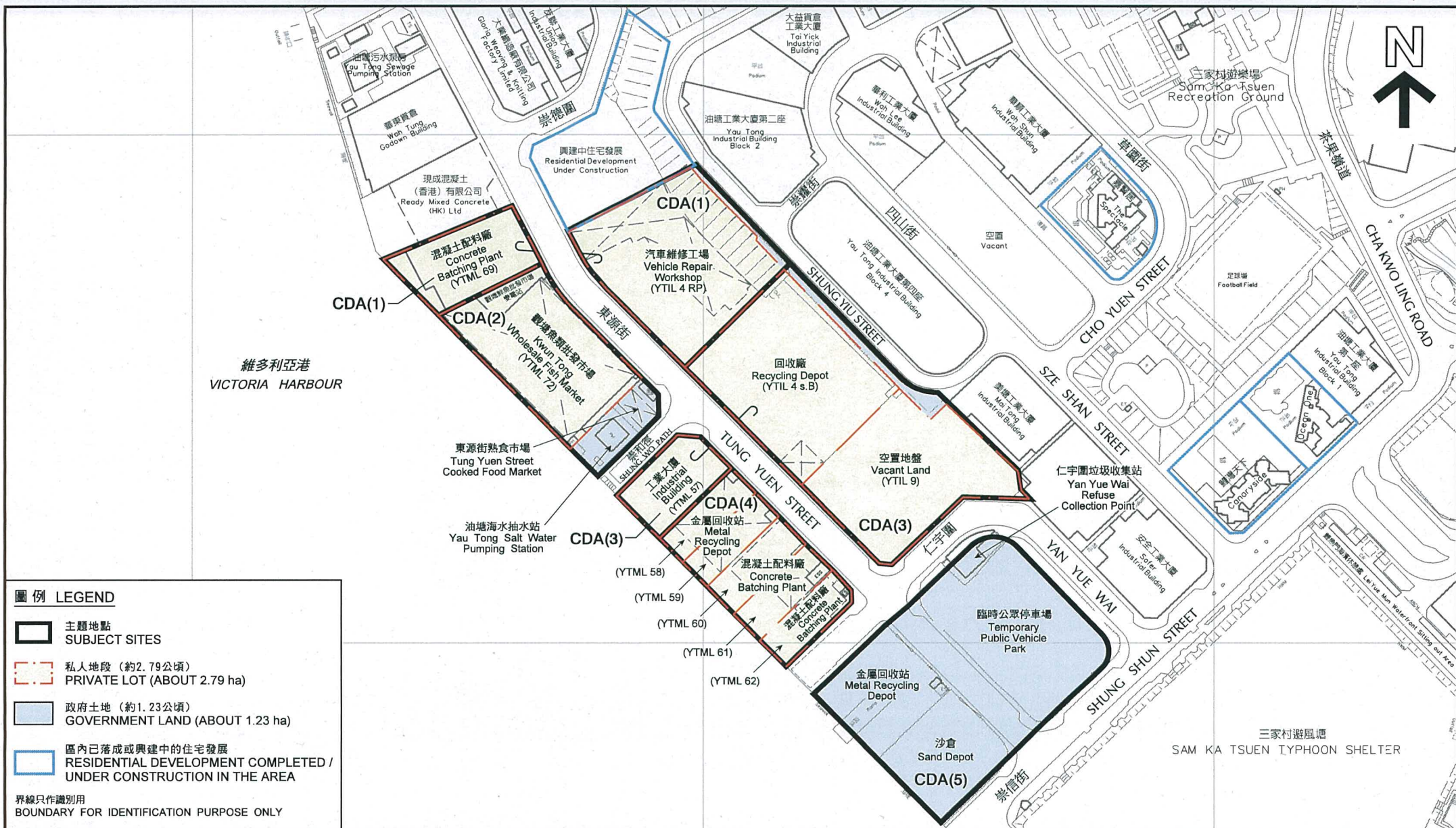
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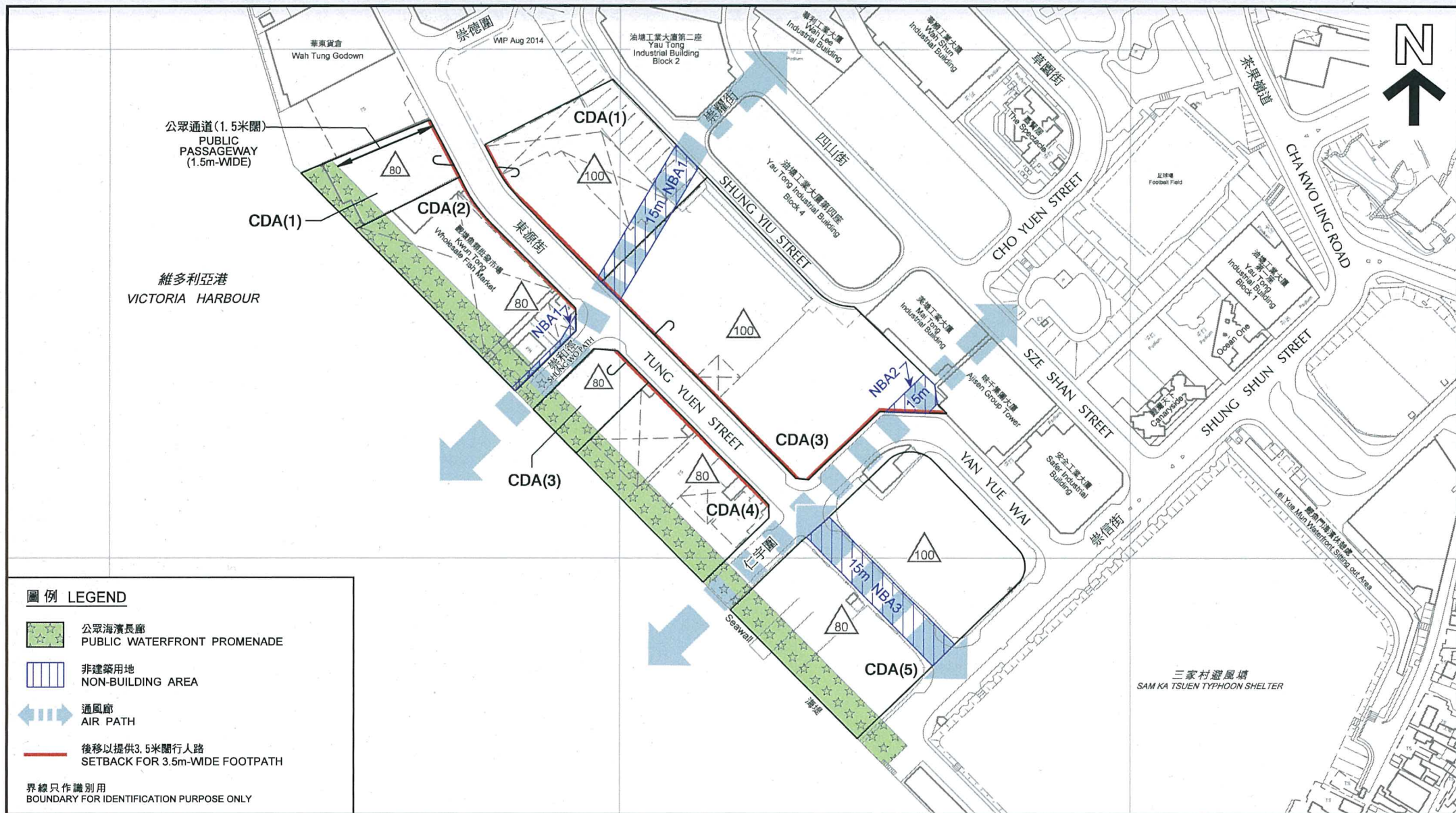
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REFERENCE No.
M/K15/15/80

圖 PLAN
3





發展概念 DEVELOPMENT CONCEPT

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

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規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/15/80

圖 PLAN
5

本摘要圖於2015年11月6日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON 6.11.2015
BASED ON SURVEY SHEET No. 11-SE-4C

**METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD**

MPC Paper No. 8/15

**For Consideration by
the Metro Planning Committee on 19.6.2015**

**DRAFT PLANNING BRIEF FOR THE
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

**DRAFT PLANNING BRIEF FOR THE
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

1. Purpose

This paper is to seek:

- (a) Members' views on the draft planning brief (PB) for the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai, Yau Tong on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/22; and
- (b) the Metro Planning Committee (the Committee)'s agreement that the draft PB at **Appendix I** is suitable for consultation with the Kwun Tong District Council (KTDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of the Harbourfront Commission (HC).

2. Background

- 2.1 The five “CDA” zones at Tung Yuen Street and Yan Yue Wai, namely “CDA(1)” to “CDA(5)” zones (total area about 4.02 ha), together with the adjoining roads were previously covered by a large single “CDA” zone. However, the large “CDA” zone was not implemented mainly due to fragmented land ownership and the surrounding active industrial installations.
- 2.2 On 19.12.2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 incorporating, inter alia, amendments to subdivide the then “CDA” zone into five smaller “CDA” zones, i.e. “CDA(1)” to “CDA(5)” and rezone the remaining area as ‘Road’ to facilitate early development/redevelopment was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance) (**Plan 1 in Appendix I**). Upon expiry of the exhibition period, no site-specific representation against the amendments on the subdivided “CDA” zones was received.

3. The Sites and Their Surrounding Areas

- 3.1 The five “CDA” zones are located at the southwestern waterfront area of the Yau Tong Industrial Area currently occupied by industrial building, concrete batching plants, recycling depots, vehicle repair workshop, vehicle parks, sand depot, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung

Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point (**Plans 3 and 4 in Appendix I**).

- 3.2 The Yau Tong Industrial Area is mainly occupied by industrial buildings and godown previously zoned “Industrial” on the OZP. In 1998, the area was rezoned to “CDA”, “Residential (Group E)” (“R(E)”) and “Commercial” zones with the intention of phasing out industrial uses. Planning approvals have been granted for some adjacent “R(E)” sites for residential developments, of which three were completed and one is under construction (**Plan 2 in Appendix I**).
- 3.3 In a wider context, the Yau Tong Bay CDA (**Plan 1 in Appendix I**), where planning permission has been obtained for a proposed comprehensive commercial and residential development with community facilities and waterfront promenade, is located to the northwest. Lei Yue Mun Village and a waterfront promenade are located to the east across Shung Shun Street around Sam Ka Tsuen Typhoon Shelter (**Plan 1 in Appendix I**). The seafood restaurants in the village have long been a tourist attraction to local and overseas patronage.

4. Planning Intention

- 4.1 The “CDA(1)” to “CDA(5)” zones are intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 4.2 According to the Notes of the OZP, the “CDA(1)” to “CDA(5)” zones are subject to a maximum plot ratio of 5. Besides, the waterfront portions of the “CDA(1)” to “CDA(5)” zones are restricted to a maximum building height (BH) of 80 metres above Principal Datum (mPD) while the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” are subject to a maximum BH of 100mPD. A public waterfront promenade of not less than 15m wide shall be provided in the waterfront portion of all “CDA” zones and southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street, that are shown as ‘Road’ on the OZP. Moreover, a public vehicle park with not less than 171 parking spaces shall be provided in the “CDA(5)” zone.
- 4.3 In addition, the Explanatory Statement of the OZP states that suitable commercial uses, especially shop and services and eating place, should be provided in the developments along the waterfront promenade to enhance the vibrancy and public enjoyment. To allow better air ventilation upon redevelopment, two non-building areas (NBAs) of not less than 15m wide in a northeast-southwest direction, one aligning with Shung Yiu Street and Shung Wo Path within the “CDA(1)”, “CDA(2)” and “CDA(3)” zones (NBA1 on **Plan 5 in Appendix I**), and one aligning with Yan Yue Wai within the “CDA(3)” zone (NBA2 on **Plan 5 in Appendix I**) shall be provided. Another NBA of not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street

(NBA3 on **Plan 5** in **Appendix I**) shall be provided within the “CDA(5)” zone.

5. Land Aspect

- 5.1 The “CDA(1)” to “CDA(4)” zones are mainly under private ownership except Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market at the “CDA(2)” zone under Government Land Allocation (GLA), and a long strip of unleased and unallocated Government land along the northeastern boundary of “CDA(1)” and “CDA(3)” zones (**Plan 4** in **Appendix I**).
- 5.2 The “CDA(5)” zone is a piece of Government land bisected into southern and northern portions by existing Tung Yuen Street with temporary uses (**Plan 4** in **Appendix I**). With the proposal of widening Yan Yue Wai, the section of Tung Yuen Street within the zone will be closed and included into the site for more efficient land use.

6. Draft PB

- 6.1 Pursuant to section 4A(2) of the Ordinance and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Town Planning Board (the Board).
- 6.2 Given the fact that the five “CDA” zones occupy a prominent waterfront location in close proximity to each others, there is a need to have a comprehensive guidance/control of the development for the “CDA” zones. Therefore, a draft PB (**Appendix I**) is prepared to guide the preparation of MLP for the five “CDA” zones.
- 6.3 The draft PB sets out the broad planning parameters and development requirements to facilitate the preparation of MLPs for the approval of the Board by the future applicants. To ensure the developments will be implemented in a comprehensive manner and compatible with each others, a coordinated approach of redevelopment of individual “CDA” zone in terms of development scale, design layout, provision of waterfront promenade as well as visual and air corridors should be adopted. This PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific requirements for individual zone, which are highlighted below.

Planning Intention and Development Parameters

- 6.4 The “CDA(1)” to “CDA(5)” zones are intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. Developments are subject to the statutory restrictions mentioned in paragraph 4.2 above. The maximum site coverage shall not exceed those stipulated in the Building (Planning) Regulations.

Urban Design Requirements

- 6.5 Since the sites are located at the waterfront area, a number of urban design considerations are proposed to respect the waterfront setting and promote an attractive and accessible waterfront, which include encouraging diversity in built form, adopting a distinct gradation of height profile with descending BH towards the harbourfront, avoiding large and extensive podium structure, encouraging podium-free design directly along waterfront promenade, provision of sufficient building separation, visual and ventilation corridors and high quality greening. An urban design proposal should be submitted as part of the MLP submission.

Public Waterfront Promenade

- 6.6 A public waterfront promenade of not less than 15m wide should be provided in each “CDA” zones (**Plan 5** in **Appendix I**). Three sections of waterfront promenade at the southwestern end of adjoining roads outside the “CDA” zones should be included as part of the waterfront promenade in the “CDA(2)”, “CDA(4)” and “CDA(5)” zones respectively for implementation. Due regard should be given to the Board’s Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the HC, in particular the public access to the waterfront promenade. The waterfront promenade should be opened for public enjoyment every day on a 24-hour basis. To ensure an accessible promenade, a public passageway of not less than 1.5m wide linking the waterfront promenade with Tung Yuen Street will be provided along the northwestern boundary of “CDA(1)” zone and opened every day on a 24-hour basis.
- 6.7 The developer of each “CDA” zones will be required to construct the respective section of the waterfront promenade, and manage and maintain it until surrendering to the Government upon request. For the design and management, the developer should observe the Public Open Space in Private Developments Design and Management Guidelines.
- 6.8 To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each “CDA” zone along the public waterfront promenade. Since the section of waterfront promenade in “CDA(5)” zone will act as a prominent entrance to the entire waterfront promenade from Yau Tong to Kai Tak and is in close proximity to the tourist spot at Lei Yue Mun Village, a minimum commercial gross floor area (GFA) requirement of 500m² is stipulated for “CDA(5)” zone with a view to enhancing the vibrancy of the waterfront in the area. For other “CDA” zones, no minimum commercial GFA requirement is set to allow flexibility for the individual developer to determine the exact amount at planning application stage based on their own design concept, proposed uses, business viability considerations, etc.

Visual and Air Ventilation Requirements

- 6.9 Visual impact assessment (VIA) and air ventilation assessment (AVA) should be carried out to examine any visual and air ventilation problems that may be

caused by the proposed development and the proposed mitigation measures to tackle them. The VIA and AVA should be submitted as part of the MLP submission.

- 6.10 To allow better air ventilation upon redevelopment, three NBAs as mentioned in paragraph 4.3 above shall be provided (**Plan 5 of Appendix I**) to form air paths of not less than 15m wide. Subject to the AVA submitted to support the MLP, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected and the development potential of other “CDA” zones would not be undermined.

Open Space and Landscape Requirements

- 6.11 Local open space of not less than 1m² per person should be provided within the comprehensive developments in accordance with the HKPSG.
- 6.12 A Landscape Master Plan should be prepared and submitted as part of the MLP submission. A minimum greenery coverage of 20% based on net site area (excluding the public waterfront promenade) should be provided. Due consideration should be given to preserve the existing good quality mature trees on the site as far as practicable.

Traffic and Transport Requirements

- 6.13 A public vehicle park with not less than 171 parking spaces for private car, light goods vehicle and heavy goods vehicle/coach shall be provided within the “CDA(5)” zone. The public vehicle park shall not be located on or above the ground level of waterfront portion of the “CDA(5)” zone. Moreover, sufficient temporary parking spaces should be maintained at the site during the construction period before operation of the permanent public vehicle park.
- 6.14 Setback at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai should be provided to allow provision of 3.5m-wide footpath on each side of Tung Yuen Street and the concerned section of Yan Yue Wai measuring from the existing kerb line to enhance the pedestrian connectivity of the area.
- 6.15 A traffic impact assessment (TIA) should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The TIA should be completed to the satisfaction of the Commissioner for Transport (C for T), and submitted as part of the MLP submission. Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant.
- 6.16 Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the TIA to be carried out.

Government, Institution and Community Facilities

- 6.17 The affected Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market should be re-provisioned within the “CDA(2)” zone to the satisfaction of relevant Government departments and handed back to the Water Supplies Department (WSD) and the Food and Environmental Hygiene Department respectively upon completion. The GFA of the pumping station and cooked food market should not be less than 560m² and 370m² respectively.

Environmental, Geotechnical and Infrastructure Requirements

- 6.18 An environment assessment (EA) should be carried out to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The nuisances generated by the concrete batching plants, Kwun Tong Wholesale Fish Market, vehicles and industrial buildings should be assessed in the EA. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.
- 6.19 A sewerage impact assessment and a drainage impact assessment should be carried out to the satisfaction of the DEP and the Director of Drainage Services, and submitted as part of the MLP submission.
- 6.20 A geotechnical assessment to ensure the integrity of Shung Yiu Street to the immediate north of “CDA(1)” and “CDA(3)” zones should be carried out to the satisfaction of the Director of Highways and the Head of Geotechnical Engineering Office of Civil Engineering and Development Department (H(GEO), CEDD), and submitted as part of the MLP submission.

Implementation

- 6.21 An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development.
- 6.22 It is anticipated that each “CDA” zone may have different implementation timeframe. To ensure the coordinated approach mentioned in paragraph 6.3 above can be achieved, when formulating the MLP for a particular “CDA” zone, reference should also be made to the committed/completed development at other “CDA” zones.

7. Consultation

- 7.1 The following Government bureaux/departments have been consulted and their comments have been incorporated into the above paragraphs and the draft PB, where appropriate:

- (a) Secretary for Development;
- (b) Secretary for Education;
- (c) Chief Building Surveyor/Kowloon, Buildings Department;
- (d) Chief Highway Engineer/Kowloon, Highways Department;
- (e) Chief Engineer/Development (2), WSD;
- (f) Chief Town Planner/Urban Design and Landscape, Planning Department (PlanD);
- (g) Chief Architect/Central Management Division 2, Architectural Services Department;
- (h) C for T;
- (i) District Lands Officer/Kowloon East, Lands Department;
- (j) Director of Agriculture, Fisheries and Conservation;
- (k) DEP;
- (l) Director of Fire Services;
- (m) Director of Food and Environmental Hygiene;
- (n) Director of Leisure and Cultural Services;
- (o) Director of Social Welfare;
- (p) Government Property Administrator; and
- (q) H(GEO), CEDD.

7.2 The following Government departments support/have no comments on the draft PB:

- (a) Chief Engineer/Mainland South, Drainage Services Department;
- (b) Commissioner of Police;
- (c) Director of Housing;
- (d) District Office (Kwun Tong), Home Affairs Department;
- (e) Director of Electrical and Mechanical Services; and
- (f) Project Manager (Kowloon), CEDD.

8. Way Forward

Subject to the Committee's agreement, PlanD will consult the KTDC on the draft PB. As the five "CDA" zones are located at the waterfront area, the Task Force of the HC will also be consulted on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, will be submitted to the Committee for further consideration and endorsement.

9. Advice Sought

Members are invited to consider the draft PB at **Appendix I**, and agree that the draft PB is suitable for consultation with the KTDC and the Task Force of the HC.

10. Attachment

Appendix I Draft PB for the Five “CDA” Zones at Tung Yuen Street and Yan Yue Wai, Yau Tong

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Site Photo
- Plan 4 Existing Uses and Lot Boundary
- Plan 5 Development Concept

**PLANNING DEPARTMENT
JUNE 2015**

Extract of the Minutes of the Committee's Meeting held on 19.6.2015

Agenda Item 6

[Open Meeting]

Draft Planning Brief for the Five "Comprehensive Development Area" zones at Tung Yuen Street and Yan Yue Wai, Yau Tong

(MPC Paper No. 8/15)

23. The Secretary reported that one of the sites zoned "Comprehensive Development Area (1)" ("CDA(1)") was owned by Korn Reach Investment Limited and Glass Bead Limited which were subsidiaries of CK Hutchison Holdings Limited (CK Hutchison). Professor P.P. Ho and Mr Patrick H.T. Lau had declared interests in the item as they had current business dealings with CK Hutchison. Mr Laurence L.J. Li had also declared an interest in the item as his wife's relatives owned a factory in Yau Tong. The Committee noted that Mr Patrick H.T. Lau had tendered apologies for being unable to attend the meeting and Mr Laurence L.J. Li had left the meeting temporarily. As the current item was only concerned with the consideration of the Planning Brief (PB) which was part of the

plan-making process, the Committee agreed that the interest of Professor P.P. Ho was indirect and noted that he had not arrived to join the meeting yet.

24. With the aid of a PowerPoint presentation, Ms Joyce Y.S. So, STP/K, presented the draft PB for the five “CDA” zones at Tung Yuen Street and Yan Yue Wai, Yau Tong, as detailed in the Paper and covered the following main points:

Background

- (a) the draft PB covered five “CDA” sites, which had a total area of about 4.02 ha and were located at the southwestern waterfront area of the Yau Tong Industrial Area. The “CDA” sites were currently occupied by industrial building, concrete batching plants, recycling depots, vehicle repair workshop, vehicle parks, sand depot, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point;
- (b) the five “CDA” sites, together with the adjoining roads were previously covered by a large single “CDA” zone. It was not implemented mainly due to fragmented land ownership and the surrounding active industrial operations. “CDA(1)” to “CDA(4)” zones were mainly under private ownership and “CDA(5)” zone was a piece of government land;
- (c) on 19.12.2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/22 (the OZP) incorporating, inter alia, the amendments to subdivide the large “CDA” zone into five smaller “CDA” zones to facilitate early development/redevelopment was exhibited for public inspection. Upon expiry of the exhibition period, no site-specific representation against the amendments on the subdivided “CDA” zones was received;

Development Restriction in the OZP

- (d) “CDA(1)” to “CDA(5)” zones were subject to a maximum plot ratio of 5.

Waterfront portions of the five zones were restricted to a maximum building height (BH) of 80 metres above Principal Datum (mPD) while the inland portions of "CDA(1)", "CDA(3)" and "CDA(5)" were subject to a maximum BH of 100mPD. A public waterfront promenade of not less than 15m wide should be provided along the waterfront. A public vehicle park with not less than 171 parking spaces should be provided in the "CDA(5)" zone;

Planning Intention

- (e) the five zones were intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities;

Urban Design Requirements

- (f) considerations included encouraging diversity in built form, adopting a distinct gradation of height profile with descending BH towards the harbourfront, avoiding large and extensive podium structure, encouraging podium-free design directly along waterfront promenade, provision of sufficient building separation, visual and ventilation corridors and high quality greening were proposed to respect the waterfront setting and promote an attractive and accessible waterfront. Urban design proposal should be submitted as part of the Master Layout Plan (MLP) submission;

Public Waterfront Promenade

- (g) public waterfront promenade of not less than 15m wide should be provided. The waterfront promenade should be opened for public enjoyment every day on a 24-hour basis. Each developer would be required to construct, manage and maintain the respective section of the promenade until the section was surrendered to the government upon request. To ensure the accessibility of the waterfront promenade, a public passageway of not less than 1.5m wide linking the waterfront promenade with Tung Yuen Street

would be provided along the northwestern boundary of the “CDA(1)” zone. To enhance the vibrancy at the waterfront area, suitable commercial uses should be provided at each “CDA” zone along the public waterfront promenade. A minimum commercial gross floor area (GFA) requirement of 500m² was stipulated for the “CDA(5)” zone, which was at the entrance of the waterfront promenade and in close proximity to the tourist spot at Lei Yue Mun Village;

Visual and Air Ventilation Requirements

- (h) Visual Impact Assessment and Air Ventilation Assessment should be submitted as part of the MLP submission. Two non-building areas (NBAs) of not less than 15m wide running in a northeast-southwest direction and another NBA of not less than 15m wide running in a northwest-southeast direction should be provided;

Open Space and Landscape Requirements

- (i) Landscape Master Plan should be prepared and submitted as part of MLP submission. A minimum greenery coverage of 20% based on net site area (excluding the public waterfront promenade) should be provided and good quality mature trees should be preserved as far as practicable;

Traffic and Transport Requirements

- (j) besides the 171 public parking spaces that should be provided in the “CDA(5)” zone, sufficient temporary parking spaces should be maintained at the site during the construction period. Setbacks at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai should be provided to allow provision of 3.5m wide footpath. Traffic Impact Assessment should be carried out to examine possible traffic problems that might be caused by proposed development and submitted as part of the MLP submission;

Government, Institution and Community Facilities

- (k) the affected Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market should be re-provisioned within the "CDA(2)" zone;

Environmental, Geotechnical and Infrastructure Requirements

- (l) relevant assessments should be carried out to the satisfactions of relevant government departments;

Implementation

- (m) an implementation programme with phasing plan, if any, was required as part of the MLP submission for each "CDA" site; and

[Ms Doris M.Y. Chow left the meeting at this point.]

Way Forward

- (n) subject to the Committee's agreement, the Planning Department (PlanD) would consult the Kwun Tong District Council (KTDC) and the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the Harbourfront Commission (the Task Force) on the draft PB. The views collected together with the revised PB incorporating the relevant comments, where appropriate, would be submitted to the Committee for further consideration and endorsement.

[Professor P.P. Ho arrived to join the meeting at this point.]

Commercial GFA in the "CDA" zones

25. In response to the Chairman's query on the reasons for stipulating a minimum commercial GFA in the "CDA(5)" zone only, Mr Tom C.K. Yip, DPO/K, said that a minimum commercial GFA requirement was stipulated in response to the request of the Task Force that ancillary commercial facilities, e.g. eating place and shop and services, were required for the enjoyment of the visitors of the waterfront promenade. The "CDA(5)" site

was appropriate for making such provision taking advantage of its prominent location at the entrance to the waterfront promenade, its close proximity to the tourist spot at Lei Yue Mun Village, and its relatively longer frontage onto the waterfront promenade when compared with the "CDA(1)" and "CDA(3)" zones. Also, as the "CDA(5)" zone was a piece of government land, there would be a greater certainty for timely implementation of the commercial GFA to serve the community. For other "CDA" zones which were mainly under private ownership, the draft PB stated that suitable commercial uses should be provided in the developments along the waterfront promenade, but no minimum commercial GFA requirement was set to allow design flexibility for the respective developers.

[Mr Sunny L.K. Ho left the meeting at this point.]

26. In response to a Member's query on how the minimum commercial GFA in the "CDA(5)" zone was determined, Mr Tom C.K. Yip said that reference was made to an approved development scheme at Kerry Godown site in Kai Tak. The actual commercial GFA to be provided into the "CDA" sites would be submitted to the Town Planning Board together with the MLP for consideration at the planning application stage.

27. A Member suggested that the commercial use should fit in with the waterfront promenade, e.g. alfresco dining near the waterfront promenade, to create vibrancy.

Car Parking Spaces in Yau Tong Area

28. In response to a Member's question on the car parking spaces in Yau Tong area, Mr Tom C.K. Yip said that a public vehicle park with not less than 171 parking spaces (same as the existing provision in the site) would be provided within the "CDA(5)" site. Moreover, with the phased development approach, sufficient temporary parking spaces should be maintained at the "CDA(5)" site during the construction period. The Chairman supplemented that public car parking spaces would also be provided in a new residential site nearby. In the representation hearing of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/19 on 24.1.2014, the Town Planning Board had asked the seafood restaurant operators in Lei Yue Mun to encourage its patrons to use public transport and consider arranging shuttle buses for them.

Cycle Track in the Waterfront Promenade

29. In response to a Member's query, Mr Tom C.K. Yip said that there was no intention to provide cycle track in the waterfront promenade of the five "CDA" sites because of the inadequate width (15m) of the waterfront promenade for providing promenade for pedestrians and cycle track at the same time. Also, no cycle track was proposed in the waterfront promenade of the approved development scheme at the Yau Tong Bay "CDA" site located to its northwest. On the other hand, a cycle track was planned in the waterfront promenade of Kai Tak area as it was wide and long enough for better public enjoyment without creating conflicts between cyclists and other users of the promenade. Unlike that in the New Territories, cycle track in the urban area would be frequently interrupted and could not form a continuous network.

30. The same Member opined that every opportunity should be taken to build a cycle track for public enjoyment and to promote green transport. Creative proposals such as elevated cycle track extended from the waterfront could be examined. Some Members said that planning should be forward looking and should not preclude the possibility of providing a cycle track connecting Yau Tong to Kai Tak in the future. A Member said that more diversified activities such as cycling and skateboarding should be considered in the design of the waterfront promenade. Members agreed that PlanD should further liaise with the Leisure and Cultural Services Department (LCSD) about the aforementioned suggestions.

Urban Design and Building Height

31. A Member expressed concern on the design of the waterfront promenade as it was situated at the entrance of Victoria Harbour, and opined that some guidelines were essential for a comprehensive and coherent design for the waterfront promenade of the "CDA" sites. The Chairman suggested and Members agreed that PlanD should further liaise with LCSD on that aspect.

32. The Chairman asked whether the urban design requirements on 'avoid large and extensive podium structure and encourage podium-free design' stipulated in the PB was too rigid and stringent as podium might have different functions such as accommodating commercial uses, separating vehicles and pedestrian, as well as acting as buffer between the

sensitive receivers and the nuisances, if any. A Member agreed that flexibility should be allowed provided that wall-like type podium could be avoided and good design with high visual and air permeability was adopted. Members agreed that PlanD should amend the PB accordingly.

33. A Member suggested that PlanD should further liaise with the Architectural Services Department (ArchSD) to work out more comprehensive guidelines for massing of buildings along the waterfront.

34. In response to this Member's suggestion, the Chairman said that a stepped BH profile of 80mPD at the waterfront portion and 100mPD at the inland portion was stipulated on the OZP. To provide design/architectural flexibility, planning application for minor relaxation of BH restrictions might be submitted and each application would be considered on its individual merits. At the current stage, there was no basis to devise a set of guidelines for variation of BH on the "CDA" zones. Another Member agreed that the guidelines on as it would be arbitrary without a detailed development scheme. Members agreed that PlanD should include in the PB stating that variation of BH profile should be adopted to enhance the visual interests of the developments.

35. The Chairman said that the MLP of the "CDA" sites would be submitted to the Committee for consideration at different time. To ensure a coordinated approach could be achieved, MLP for a "CDA" site prepared at a later time should make reference to the MLP submitted earlier at other "CDA" sites. The Secretary supplemented that the purpose of preparing one PB for the five "CDA" sites was to provide a comprehensive guidance/control of the developments.

Functions of the NBAs

36. A Member suggested that the NBAs could not only serve the function of promoting better air ventilation, but also could enhance visual permeability. It could be interconnected with the waterfront promenade and the open space in the vicinity so that the public could easily access the waterfront promenade from the inland area. The same Member further suggested that NBA2 in Plan 5 of the Paper could be connected with the open space in the further northeast via the alley in-between the industrial buildings to

enhance connectivity.

Implementation, Maintenance and Management of the NBAs and the Waterfront Promenade

37. A Member asked about the management responsibility of the NBAs. In response, Mr Tom C.K. Yip said that the portions of NBAs on public roads would be maintained by government department(s); and the portions in the "CDA(1)" and "CDA(3)" zones would be maintained by future developer(s). Subject to the AVA to be submitted at the MLP submission stage, variation to the width or alignment of the NBA could be considered if it could be demonstrated that the overall air ventilation performance would not be compromised and the development potential of other "CDA" sites would not be undermined.

38. In response to a Member's concern on the implementation and maintenance responsibility of the waterfront promenade, Mr Tom C.K. Yip said that the developer of each "CDA" site would be required to construct the respective section of the waterfront promenade, and to manage and maintain it until the section was surrendered to the government upon request. In response to another Member's concern on the implementation of the three sections of waterfront promenade at the southwestern end of three existing roads, Mr Tom C.K. Yip said that as Shung Wo Path, Yan Yue Wai and Shung Shun Street currently provided vehicle access points to "CDA(2)", "CDA(4)" and "CDA(5)" respectively, those sections of waterfront promenade should be implemented together with the respective "CDA" sites.

39. In response to the same Member's query on whether Shung Wo Path and the section of Yan Yue Wai near the "CDA(4)" zone could form part of the waterfront promenade, Mr Tom C.K. Yip said that they might need to be maintained as roads to provide access to the developments in the "CDA" zones.

40. After further discussion and subject to the revision to the part on podium-free design and BH, MPC decided to agree that the draft PB was suitable for consultation with KTDC and the Task Force. The revised PB incorporating the proposed amendments agreed at the current MPC meeting, the views collected from consultation, and outcomes of the discussion with ArchSD and LCSD, would be submitted to MPC for further consideration

and endorsement.

[The Chairman thanked Mr Tom C.K. Yip, DPO/K and Ms Joyce Y.S. So, STP/K, for their attendance to answer Members' enquiries. They left the meeting at this point.]

Extract of the Minutes of the meeting of KTDC held on 7.7.2015

第四屆觀塘區議會
第二十三次全會會議記錄

日期：2015 年 7 月 7 日(星期二)

時間：下午 2 時 30 分至 7 時正

地點：九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室
觀塘民政事務處會議室

議項 III—油塘東源街及仁字圍五個「綜合發展區」地帶的規劃大綱擬稿
(觀塘區議會文件第 19/2015 號)

15. 主席歡迎規劃署九龍規劃專員葉子季先生及高級城市規劃師/九龍 5 蘇月仙女士協助討論。

16. 高級城市規劃師/九龍 5 蘇月仙女士介紹文件。

17. 議員提出的查詢及意見如下：

17.1 呂東孩議員歡迎署方採納議員較早時提出的多項意見。他建議署方考慮：(i) 規定區內的發展必須提供足夠的停車位予建築物使用者使用，避免該些人士佔用署方為公眾提供的公眾停車位；(ii)在施工期間提供足夠的臨時公眾停車位；(iii)在設計佈局方面，多些從地區整體發展的角度出發(包括提供社區設施、休憩用地等)，妥為規劃；(iv)盡量使沿崇耀街走向的通風廊暢行無阻，方便公眾人士往來；以及(v)妥善安置受搬遷影響的魚類批發市場的檔主。

17.2 何啟明議員就文件第 5.5 段所載有關「綜合發展區(1)」的西北部興建 1.5 米闊的行人走廊，建議署方考慮把走廊擴闊至 3.5 米寬，使其與 15 米闊的海濱長廊及該區其他行人路擴闊至 3.5 米看齊，在觀感上取得一致的效果。

- 17.3 陳華裕議員建議署方考慮：(i)在該發展區建築物的天台進行綠化工作，以增加景觀的可觀性及紓緩壓迫感；以及(ii)打通沿東源街、崇耀街及仁字圍已闢設為非建築用地的土地，以改善該區的通風情況。
- 17.4 張順華議員建議署方考慮：(i)就該區(包括油塘灣及前茶果嶺高嶺土礦場發展)的交通配套早日進行研究，並改善茶果嶺道一帶非法泊車及鯉魚門道行人過路的交通安全；以及(ii)整體地評估有關發展區(包括油塘灣、前高嶺土礦場及目前五幅油塘「綜合發展區」用地等)及建議把紅隧交通分流至東隧可能衍生的車流量。
- 17.5 張琪騰議員對署方用心聆聽居民所提出的訴求，並予以跟進，表示歡迎。他促請署方考慮：(i)建議區內發展商提供較規劃標準所要求的停車位數量為多的泊車位，以容納目前經常在該區違例泊車的車輛；(ii)與相關政府部門商討，在封閉東源街後更改車輛考牌路線的安排，並考慮是否需要把考牌路線遷往其他地區；(iii)因應該區的發展，在道路規劃方面加以評估，以應付日後的車流需求；(iv)把 3.5 米闊行人道的要求擴展至附近區域，確保行人道寬闊，人流順暢；(v)就區內相關海濱長廊由私人發展商負責管理此一安排，應與發展商訂明相關責任，並就維修保養作出承諾；或要求發展商成立維修基金，為相關支出提供可靠資源。
- 17.6 洪錦鉉議員建議署方考慮：(i)有關發展需提交交通影響評估；(ii)在停車位規劃方面，應要求增加停車位數目；以及(iii)加強海濱發展的監督工作，確保不同發展商的工作成效合乎預期，海濱長廊的整體效果和諧一致。
- 17.7 黎樹濠議員歡迎署方採納居民過往提出的意見並建議署方考慮：(i)以具前瞻性的態度加強發展區與周邊區域的交通配套，又或可發展行人天橋連接系統令人車分隔，務求日後該區的交通不致出現嚴重擠塞的情況；以及(ii)注重油塘海濱長廊的保養和管理工作，冀能與觀塘海濱長廊互相配合，取得和諧一致的效果。

18. 署方就議員的意見回應如下：

- 18.1 停車位供應：署方解釋，在「綜合發展區(5)」地帶內，發展商須提供不少於 171 個公眾停車位。而在每個「綜合發展區」地帶內，發展商均須提供所需停車位予其建築物使用者(附屬性停車位)，故整體上停車位的供應不止限於 171 個。在興建期間，署方表示會於「綜合發展區(5)」用地提供足夠臨時公眾停車位予公眾人士使用。
- 18.2 油塘區整體交通規劃：署方指出，政府早年已預定有關區域作住宅發展用途，例如油塘灣綜合發展區及前高嶺土用地發展，而相關的交通影響評估亦已包含因日後發展而增加的交通流量，並已考慮整體交通影響。署方亦會要求這五個「綜合發展區」的發展商進行獨立的交通影響評估，提出紓緩因發展而可能增加交通流量的建議措施，並在提交總綱發展藍圖時一併呈交予城市規劃委員會考慮。
- 18.3 區內交通連接：署方表示一般來說在規劃地區交通連接時都會與運輸署保持緊密聯繫，並會檢視有關發展區住宅落成時有否需要作出額外的交通改善措施，以及監察相關措施的實施情況。
- 18.4 區內非建築用地(15 米長)：署方指出，該三條分別沿東源街、崇耀街及仁字圍走向的非建築用地是用作通風用途。
- 18.5 「綜合發展區(1)」地帶內 1.5 米闊公眾行人通道：署方表示，此為一條輔助性通道，方便居民從東源街經「綜合發展區(1)」地帶前往海濱長廊。署方解釋日後前往該海濱長廊可經由較寬闊的崇耀街、仁字圍或崇信街。至於 1.5 米闊的要求只屬下限；若未來設計容許的話，可予擴闊。
- 18.6 天台綠化的建議：署方認同該建議有助減少視覺上的壓迫感。規劃大綱已訂明五幅土地的發展商須提交園景設計總圖，並鼓勵在地面、平台及天台進行綠化工作。
- 18.7 海濱長廊設計能否統一：署方指出油塘區土地的海濱長廊設計須提交予政府審批/考慮，政府相關部門會審視有關設計及設施能否與週邊發展達致和諧一致的效果，互相配合。
- 18.8 海濱長廊的管理及維修：署方表示將要求相關土地發展商負

責興建及暫時管理相關的海濱長廊，並維修相關的設施，直至交回政府部門為止。相關的要求將會加入日後的地契，以確保發展商能適時跟進有關項目的管理、保養與維修工作。

18.9 綜合發展區的整體佈局及休憩用地考慮：署方表示，除了 15 米闊的海濱長廊外，亦會要求發展商在個別發展提供人均不少於一平方米的鄰舍休憩用地。

18.10 搬遷魚類批發市場：署方會與相關部門跟進有關搬遷及安置事宜。

18.11 油塘駕駛考試路線：署方會將議員的意見轉交運輸署，以考慮有否需要因應區內發展及車輛數目增加的情況，把有關駕駛考試路線遷往其他地區。

19. 大會備悉文件。

(林峰議員於下午 5 時 35 分離開會場，蔡澤鴻議員於下午 5 時 45 分離開會場，潘任惠珍議員於下午 6 時 03 分離開會場。)

Extract of the Minutes of the meeting of Task Force held on 1.9.2015

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

Minutes of Twentieth Meeting

Date : 1 September 2015
Time : 2:00 p.m.
Venue : Conference Room (Room G46) at Upper Ground Floor, Hong Kong
Heritage Discovery Centre, Kowloon Park, Tsim Sha Tsui

Item 6 Draft Planning Brief for the Five "Comprehensive
Development Area" Zones at Tung Yuen Street and Yan
Yue Wai, Yau Tong (Paper No. TFK/07/2015)

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- 6.1 **The Chair** welcomed **Mr Tom YIP**, District Planning Officer/Kowloon of the Planning Department (PlanD), to the meeting. **Mr Tom YIP** presented the paper with the aid of a PowerPoint.
- 6.2 **Mr Paul ZIMMERMAN** expressed that the edge of the waterfront should be enhanced to include a two to three foot wide seawall with bollards and railings similar to those at New Yau Ma Tei Typhoon Shelter. A 10-metre wide promenade and a three-metre wide outdoor dining area could be provided. He also viewed that a canopy should be built to block noise nuisance generated from patronage in the sitting area.
- 6.3 **Mr TAM Po-yiu** had the following comments and questions -
- (a) the fragmented land ownership of the five Comprehensive Development Area ("CDA") zones would lead to different designs;
 - (b) why there was no request for a separate urban design proposal to be submitted by the developers;
 - (c) special attention should be given to the interface between the periphery of CDA(5) site and the adjoining Sam Ka Tsuen Typhoon Shelter;
 - (d) whether Government, Institution and Community (G/IC) facilities could be re-provisioned within a single site instead of having them distributed on the waterfront or scattered amongst the five sites; and
 - (e) connection of the promenade to Kwun Tong and Kai Tak might not be possible given the presence of a mixed concrete plant and other private entities at the western end leading to Kai Tak.
- 6.4 **Mr Franklin YU** expressed the following views -
- (a) visual impact caused by the proposed residential development might not be regarded as insignificant. Yet given that it would replace the existing industrial use, he considered it as an acceptable trade-offs;
 - (b) he asked if there were any requirements in the Planning

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Brief or urban design guidelines which could align the design of the whole of the promenade fronting the five CDA sites;

- (c) the sewerage pumping station in the vicinity of the mixed concrete company mentioned by Mr TAM Po-yiu should eventually be relocated and PlanD might explore whether the owner of the mixed concrete company could open up its seafront land for the construction of a continuous promenade to link up the one at Yau Tong Bay in the future; and
- (d) he suggested including certain requirements on visual permeability in the design of the ground floor of buildings within the five CDA sites so that people strolling along Tung Yuen Street could enjoy a more pleasant environment.

6.5 Mr SO Kwok-yin expressed that the location of the proposed promenade was rather remote and suggested including a cycling track to make the place more accessible.

6.6 Mr Shuki LEUNG supported the idea of subdividing the currently large CDA zone into five smaller zones to allow richer diversity in terms of design and use. He enquired whether the Planning Brief could allow some flexibility for iconic building design and provision of pedestrian connections between sites. He asked about the rationale of not setting a minimum commercial GFA requirement for the CDA sites except for CDA(5). He also asked if there would be any mitigating measures for noise nuisance.

6.7 Mr TAM Po-yiu asked if it was possible to turn the three dead-end streets, namely Shung Wo Path, Yan Yue Wai and Shung Shun Street, into designated pedestrian areas to improve the connectivity to the waterfront as well as the nearby typhoon shelter.

6.8 Mr Tom YIP responded as below -

- (a) the draft Planning Brief outlined the basic design and development requirements of the sites for individual developers to work upon their detailed design and proposals to be submitted to the Town Planning Board ("TPB") for approval in the future. Setting detailed

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conditions in the Planning Brief at this stage might pre-empt and restrict future design by the private sector. Nonetheless, PlanD would relay Members' views to the TPB and they could be further considered by the developers during the detailed design stage;

- (b) the Planning Brief included the requirements like permeability and separation between buildings. PlanD would try to incorporate constructive comments from Members' as far as practicable, for instance, in aligning the design of five CDA zones and enhancing the visual permeability near Tung Yuen Street;
- (c) both CDA(1) and CDA(3) zones were divided into two portions by Tung Yuen Street. There was flexibility to adjust the GFA on individual portion so long as the total plot ratio of the CDA zone remained at 5;
- (d) there was currently a site zoned R(E) and a sewage treatment plant which blocked the linkage between the promenade at Yau Tong Bay and the proposed promenade within the five CDA sites. The land owner of the "R(E)" site would be encouraged to provide a waterfront promenade when applying to TPB for redevelopment of the site. As the sewerage treatment plant was a government property, PlanD would follow up with the Drainage Services Department to explore feasible options for linking up the two promenades;
- (e) in terms of possible visual impact on the Harbour, the maximum building heights allowed at the five CDA sites were lower than those in the hinterland;
- (f) individual developers were required to submit their urban design proposals as part of the Master Layout Plan submission to TPB and under the established procedure, TPB would invite public comments on the application. The proponent would also be invited to consult Harbourfront Commission or its relevant Task Force(s) on the detailed design;
- (g) on the reprovisioning of G/IC facilities, there were only a salt water pumping station of the Water Supplies Department and a cooked food market of the Food and Environmental Hygiene Department ("FEHD") within

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the proposed sites and they would be roofed together within CDA(2) zone;

- (h) since the promenade was intended primarily for public use, the specification of commercial elements, such as outdoor dining facilities, in the Planning Brief might not be suitable. However, outdoor seating would be provided along the promenade and future developers could make use of the front edge of their lots adjoining the promenade as outdoor dining area if they so wish;
- (i) the inclusion of cycle track within the promenade might reduce the width of promenade area that pedestrians could enjoy, and cyclists would only be able to cycle for some 400 metres as there would be no cycle track on the proposed promenade at Yau Tong Bay. That said, PlanD would seek advice from LCSD and TD on the possibility for constructing cycle track on the subject promenade; and
- (j) iconic building design was not prohibited in the Planning Brief but the maximum building heights permissible were 80 mPD and 100mPD with room for application to the TPB for minor relaxation.

6.9 Mr Shuki LEUNG followed up on his enquire on mitigation for noise nuisance.

6.10 Mr Paul ZIMMERMAN asked if the building of bollards and the provision of outdoor dining area could be specified in the Planning Brief. He was also of the view that LCSD would not be the right authority to decide whether a cycle track could be built on the promenade, and requested that shared use should be allowed and it would not be necessary to build a segregated cycle track.

6.11 Mr TAM Po-yiu followed up on the possibility of turning the three previously mentioned streets into pedestrian areas and he opined that PlanD might consider allowing an iconic building to be built at CDA(5) zone with a view to diversifying the skyline of the Harbour.

6.12 Mrs Margaret BROOKE echoed Mr ZIMMERMAN's views on the provision of bollards, outdoor dining areas and allowance of

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shared use by cyclists and pedestrians on the promenade.

6.13 **The Chair** said that PlanD could look into the feasibility of including bollards, and pointed out at the same time that guidelines in the Planning Brief should be general in nature and allow flexibility for future development.

6.14 **Mr Tom YIP** further responded as follows -

- (a) the draft Planning Brief did not preclude the possibility of providing bollards along the seawall. PlanD would consult relevant departments and explore the feasibility of specifying such provision;
- (b) since some of the existing facilities like the wholesale fish market might cause nuisance to the nearby residents, requirements would be stipulated in the Planning Brief for the developers to provide mitigating measures on-site and, if considered necessary, off-site;
- (c) the ends of Shung Wo Path, Yan Yue Wai and Shung Shun Street would also form part of the promenade upon full development of the CDA sites but turning the remaining section of the streets into pedestrian areas might not be likely as they served as access roads for vehicles for individual sites; and
- (d) cycling was not prohibited in the Planning Brief. The suggestion of adding cycle track on the promenade was also raised by some Members of TPB. While PlanD would follow-up on this idea with LCS and TD, he opined that from the planning perspective, the provision of cycle track on the subject promenade might not be recommended as there was no cycle track linking the western section of the waterfront to Yau Tong Bay, rendering the length of the proposed cycle track relatively short.

6.15 **Mr Paul ZIMMERMAN** insisted that the cycle track and bollards should be specified in the Planning Brief at this stage.

6.16 **The Chair** concluded by asking PlanD to consider and consult relevant departments regarding Members' suggestions, including a seawall with bollards and shared use of the

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PlanD

promenade by both pedestrians and cyclists. She invited PlanD to suitably inform the Task Force of its final decisions when ready.

[Post meeting note: PlanD has consulted departments concerned including TD, LCSD and CEDD for a consolidated response to Members' suggestions as follows -

- (i) with regard to the provision of bollards for mooring of pleasure boats, since the existing seawall was not designed to cater for berthing of vessels and the location was exposed to south-easterly wind and possible wave action, feasibility of mooring along this section of waterfront would be subject to detailed study. The Planning Brief did not preclude the provision of such facilities by developers taking into account their own design and assessment, and a mandatory requirement on this may not be appropriate;*
- (ii) there was no plan to provide cycle tracks within public road area between Yau Tong and Kai Tak. LCSD advised that no bicycles were allowed to ride at the general area of LCSD's venues. Given that the waterfront promenade was not long with limited width, and there was no similar provision of cycle track in the existing and planned waterfront promenade in Yau Tong Bay and Kwun Tong areas in the north, it was considered not appropriate to stipulate this requirement in the Planning Brief.*

Members' views and departmental comments would be relayed to TPB to facilitate its further consideration of the Planning Brief.]



Kenneth To & Associates Ltd

杜立基規劃顧問有限公司

TOWN PLANNING
AND DEVELOPMENT
CONSULTANTS

Our Ref: S1217/5TYS_YT/14/027Lg

26 June 2015

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
Hong Kong

By Fax (2877 0245)

Dear Sir/Madam,

**Section 16 Planning Application for
Proposed Comprehensive Residential Development
at Lots YTML No. 69 & YTIL No. 4RP on
Tung Yuen Street and Shung Yiu Street, Yau Tong, Kowloon
[TPB Ref: A/K15/114]**

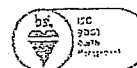
Reference is made to the captioned S16 Planning Application submitted to the Town Planning Board (the "BOARD"/"TPB") on 16 February 2015 and the draft Planning Brief ("PB") considered by the BOARD on 19 June 2015.

We understand that the draft PB is intended to guide the preparation of Master Layout Plan ("MLP") of the 5 "Comprehensive Development Areas" ("CDAs") in Yau Tong Industrial Area, since they are located at a prominent waterfront location and thus require control over the design to respect the significance of Victoria Harbour.

Without disputing the overall intention of the draft PB, the Applicant would like to express their dismay over the *Remarks of item 9* of the draft PB on 'Public Waterfront Promenade'. We agree with the long-term vision to provide a continuous public waterfront promenade and thus agree to offer a public waterfront promenade within the Site. Nevertheless, the requirements stated in the *Remarks of item 9* appear to be preposterous and will seriously affect the efficiency of the Site (YTML No. 69 in particular). The *Remarks of item 9* states the following:

"... Moreover, the provision of open space required under B(P)R 25 and/or prescribed windows with their rectangular horizontal planes required under B(P)R 31 for any proposed domestic buildings should not project over the public waterfront promenade."

It is understood that the requirements under B(P)R 31 are to ensure all habitable rooms will have sufficient exposure to natural lighting and ventilation regardless of the future development of the adjoining land/site. While the provision of a continuous public waterfront promenade is a long-term vision of the Government, it is NOT expected to have any high-rise permanent structure to be erected within the public waterfront promenade which will block natural lighting and ventilation penetrating through the Site. The exclusion of the public



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Date: 26 June 2015

waterfront promenade for horizontal plane projection in the prescribed windows calculation is considered too stringent and is, indeed, unnecessary.

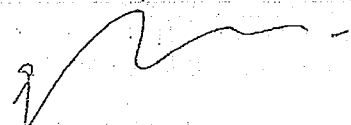
Regarding the open space provision, we express our grave concern over the different treatments towards an 'open space' within a to-be-surrendered area for street widening and for public waterfront promenade. While the to-be-surrendered area for street widening still forms part of the 'site area' (as per para. 3 of PNAP APP-20: Building Proposals affected by Street Widening) and "*the setback area may count as open space where it is at the side or rear of a building*" (as per para. 5 of PNAP APP-20), no reason is given for not including the to-be-surrendered area for public waterfront promenade which still forms part of the Site (YTML No. 69) into the open space calculation. Setting aside that bonus plot ratio would be granted for the portion of site surrendered for street widening under B(P)R 22, the different treatments are simply unjustifiable and unfair.

We would like to draw the BOARD's attention to the site configuration of YTML No. 69. The Site is very small in size with a street frontage on Tung Yuen Street of only approximately 32 metres, and a depth of about 62m only (from Tung Yuen Street to the seawall). There remains LIMITED buildable space after deducting the 15m waterfront promenade, the setback for street widening to 3.5m, the 1.5m-wide public passageway to the waterfront promenade at the side PLUS the landscape buffer of 3m as required by LCSD, not to mention the 80mPD building height restriction stipulated in the prevailing Outline Zoning Plan. Adding the stringent environmental requirements (e.g. no line-of-sight from sensitive facades to the adjacent Wholesale Fish Market as well as the adjacent concrete batching plant), it is almost impossible to design a reasonable building that fulfils all the requirements after adding the unjustified restrictions in the *Remarks of item 9* of the draft PB.

In light of all the above, we sincerely request the BOARD to review the *Remarks of item 9* of the draft PB. Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact the undersigned.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KENNETH TO & ASSOCIATES LTD



Gladys Ng

cc: DPO/KLN – Ms Joyce So (By Fax 2894 9502)
the Applicant & Team

KT/GN/vy