

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

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For Consideration by
the Metro Planning Committee on 2.8.2013

PROPOSED AMENDMENTS TO
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/19

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/19 (**Attachment I**) and its Notes (**Attachment II**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for various land use zonings of the OZP.

2. Status of the Current OZP

- 2.1 On 31.5.2011, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/19. On 17.6.2011, the approved plan (**Plan 1**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 8.11.2011, the CE in C agreed to refer the approved OZP No. S/K15/19 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 18.11.2011 under section 12(2) of the Ordinance.

3. Background

- 3.1 As announced in the 2013-2014 Policy Address, the top priority of the current-term Government is to tackle the housing problem and supply shortage lies at the heart of the prevailing housing problem. The Government will continue to adopt a multi-pronged approach and step up its efforts to meet housing and other

needs. For this purpose, the Government will increase the supply of land in the short, medium and long terms through optimal use of developed land and identifying new land for development at the same time. Amidst the short to medium-term measures to increase housing land supply, the Government announced in August 2012 that 36 sites, including “Government, Institution or Community” (“G/IC”) sites and other Government sites, would be used for housing development to provide residential flats. Of these 36 G/IC sites, one at Ko Chiu Road and another at Lei Yue Mun Path have been identified by the Government for having potential for housing development.

- 3.2 This round of OZP amendments will also incorporate zoning amendments that would better reflect the existing developments as well as technical amendments to the Notes to follow the latest Master Schedule of Notes.

4. **Proposed Residential Development at Ko Chiu Road (Item A, Plans 2A to 2D)**

Background

- 4.1 The site (about 7,200m²) is a piece of vacant government land located in upper Yau Tong at the junction of Pik Wan Road/Ko Chiu Road. It is currently zoned “G/IC” on the OZP (Item A on **Plans 2A** and **2B**). Major part of the site (5,000m²) has no designated use while the remaining area (2,200m²) has been reserved for clinic use but with no definite development programme. FHB has been consulted and has no objection to release the site for other uses but requests another suitable reserve site in the vicinity for clinic use for long-term planning purpose. Three replacement sites have been identified and details of which are set out in the paragraph 4.14 below.

The Site and its Surroundings (Plans 2A to 2C)

- 4.2 The site comprises natural and man-made slopes, with levels ranging from about 57mPD to 82mPD, and is covered by vegetation. It is bounded by Pik Wan Road to its east, Ko Chiu Road to its south, the Yau Tong Salt Water Service Reservoir to its north and an access road to the service reservoir to its west. The surroundings of the site have the following characteristics:
- (a) to its north on part of the rooftop of the service reservoir is Yau Tong Service Reservoir Playground;

- (b) to its south across Ko Chiu Road are Ko Cheung Court (government quarters and Public Rental Housing (PRH)) and Ko Yee Estate (PRH) with Yau Mei Court (government quarters) and Yau Tong Estate (PRH) to the south-west;
- (c) to its east across Pik Wan Road are a rest garden and a care and attention home for the aged while Ko Chun Court (Home Ownership Scheme (HOS)) is to the further east; and
- (d) to the west across the man-made slopes is Ko Chiu Road Substation.

The Rezoning Proposal (Plans 2A and 2B)

Planning Intention/Landuse Compatibility

- 4.3 The subject site is proposed to be rezoned from “G/IC” to “Residential (Group A)” (“R(A)”). The planning intention of the “R(A)” site is for high-density residential developments. Commercial uses are always permitted on the lowest floors of a building or in the purpose-designed non-residential portion of a building.
- 4.4 The subject site is located within upper Yau Tong which is mainly a high-rise, high-density public/subsidized housing area zoned “R(A)” supported by G/IC facilities. Residential use of the site is considered compatible with the surrounding developments. Housing Department (HD) intends to develop the site for subsidized housing development. Given the setting of the site, subsidized housing development is considered tally with the surrounding land use character. It can also facilitate HD to carry out comprehensive planning of the pedestrian/supporting facilities in the area.

Proposed Development Parameters

- 4.5 The maximum domestic PR for the “R(A)” zone in the area is generally 7.5 and the total PR is restricted to 9.0 for composite development. A maximum BH restriction of 150mPD (about 30 storeys, 89m), which is similar to the existing BH of surrounding developments (117mPD – 168mPD), is proposed for the “R(A)” site. In accordance with the established administrative procedure, the future development of the site would be guided by a planning brief.
- 4.6 Based on the assumed development parameters, HD has prepared a notional development scheme for the site. It is estimated that the proposed subsidized

housing development could provide about 660 flats with an estimated population of 2,030. The development is scheduled for completion in 2019/20.

Visual Aspect (Plans 2B to 2D)

- 4.7 The subject site is located in upper Yau Tong which is a residential neighbourhood supported by various G/IC facilities. The site is immediately surrounded on all sides by existing slopes, local roads and low-rise GIC developments which can provide sufficient visual relief in the locality. The nearest high-rise developments include Ko Cheung Court (117mPD to 168mPD) to the south, Yau Mei Court (150mPD to 154mPD) to the west, and Ko Chun Court (122mPD to 125mPD) to the east. The proposed development of about 150mPD is broadly the same as those of the residential blocks in the area.
- 4.8 A photomontage (**Plan 2D**) has been prepared to illustrate the possible visual impact of the proposed development at the subject site. A view point located at a level of about 212mPD along the Wilson Trail is selected, which could represent the views of the public/hikers at this popular hiking trail. As shown in **Plan 2D**, the proposed development is similar to the surrounding residential developments, and would not be incompatible with its surroundings in terms of visual context nor impose significant visual impacts on local character of the area in general. CTP/UD&L, PlanD has no adverse comments on the proposed development.

Air Ventilation Aspect (Plans 2B and 2C)

- 4.9 In general, the annual prevailing winds of the area are mainly from the east and north-east and the summer prevailing winds from the east and southerly quarters (**Plan 2B**). The site has an open setting which is immediately surrounded on all sides by existing slopes, local roads of not less than 15m in width and low-rise GIC developments. High-rise developments, including Ko Cheung Court and Ko Chun Court, are located to south and east of the site at least 60m away. Given the prevailing wind directions, these existing open areas, local roads and low-rise developments around the site could serve as ventilation spaces for the area. CTP/UD&L, PlanD has no adverse comments on the rezoning proposal and advises that to further enhance the air permeability, consideration could be given to providing building gap(s) aligning with the prevailing wind directions and podium, if any, of more permeable-design in the future development on the site.

Environmental and Tree Preservation Aspects

- 4.10 The Director of Environmental Protection (DEP) has no in-principle objection to the proposed housing development at the subject site. He advises that noise

mitigation measures such as solid boundary wall, building podium and set back, etc. may be required for the proposed housing development at the detailed design stage.

- 4.11 As the site is currently covered with trees/vegetation, any development would have some impacts on the trees within the site. The Director of Agriculture, Fisheries and Conservation (DAFC) advises that the site is generally covered with common exotic and native plantation trees, and has no in-principle objection to the rezoning proposal. CTP/UD&L, PlanD suggests that trees in the site with good condition should be identified and preserved, and dense tree groups within the site as greening buffer should also be maintained as far as possible.

Traffic and Infrastructure Aspects

- 4.12 The site is located within a well developed district and provided with vehicular access, i.e. Ko Chiu Road and Pik Wan Road. It is also well served with public transport network with a number of bus routes along Ko Chiu Road/Pik Wan Road and the MTR Yau Tong Station about 300m away. Concerned government departments including Transport Department (TD), Drainage Services Department (DSD) and Water Supplies Department (WSD) confirmed that there were no insurmountable traffic and infrastructure problems regarding the rezoning of the site for residential use.
- 4.13 The future subsidized housing development would be guided by a planning brief. The planning brief will set out the requirements for tree preservation, air ventilation and other technical assessments to take into account the comments from DEP, DAFC and CTP/UD&L, PlanD in paragraphs 4.9 to 4.11 above.

Replacement Clinic Sites (Plan 3)

- 4.14 As mentioned in paragraph 4.1, FHB requests a suitable replacement site in the vicinity for clinic use for long-term planning purpose. A site about 250m away to the north of Yau Tong Salt Water Service Reservoir was first proposed as a replacement site for the clinic (replacement site (1) on **Plan 3**). Some members of the Kwun Tong District Council (KTDC) considered that the replacement site (1) located more uphill was less convenient to residents of lower Yau Tong, and requested PlanD to search for another replacement site in the vicinity. Subsequently, two alternative sites, i.e. replacement site (2) at Ko Chiu Path and replacement site (3) at Yau Tong Lane (**Plan 3**) have been identified. The suitability of the replacement sites is still being considered by FHB.

5. Proposed Residential Development and Social Welfare Block at Lei Yue Mun Path (Items B1 and C, Plans 4A to 4C, 4F and 4G, 4H and 4J)

Proposed Residential Development (Item B1 on **Plans 4A and 4B**)

Background

5.1 The site (about 3,221m²) proposed for residential development (Item B1 on **Plans 4A and 4B**) is a piece of government land located at the fringe of the residential area in the upper Yau Tong and Yau Tong Industrial Area, and near Lei Yue Mun village. It comprises part (about 2,955m², 92%) of a large “G/IC” zone with two small portions falling within “Green Belt” (“GB”) zone (about 92m², 3%) and an area shown as ‘Road’ (about 174m², 5%) on the OZP. It is now occupied by two temporary open-air car parks providing about 140 car parking spaces. It has been reserved for a multi-storey car park development, but with no definite development programme. C for T has no objection to release the site for other uses provided that sufficient public vehicle parking spaces could be provided within the future proposed development.

The Site and its Surroundings (**Plans 4A, 4B, 4H and 4J**)

5.2 The sites is bounded by Lei Yue Mun Path to its south-east and south-west, and vegetated slopes to its north-east and north-west. The surroundings of the site have the following characteristics :

- (a) to its north to north-east is a strip of formed land zoned “GB”, while an vegetated knoll zoned “GB” and Lei Yue Mun Estate are to the further north;
- (b) to its south-east across Lei Yue Mun Path is Lei Yue Mun Municipal Services Building;
- (c) to its south-west is a coach drop-off area and taxi/minibus stands with the entrance plaza to Lei Yue Mun Village fronting Lei Yue Mun Waterfront Sitting Out Area and Sam Ka Tsuen Typhoon Shelter is to the further south; and
- (d) to its west across Shung Shun Street is Yau Tong Industrial Area with a number of industrial buildings already redeveloped into residential developments, namely The Spectacle, Canaryside and Ocean One.

Planning Intention/Landuse Compatibility (Plans 4A, 4B, 4H and 4J)

- 5.3 The site is proposed to be rezoned from “G/IC”, “GB” and area shown as ‘Road’ to “R(A)6”. Like other “R(A)” zones, the planning intention of the proposed “R(A)6” zone is primarily for high-density residential developments. Provision of public car parking spaces will also be required within this zone.
- 5.4 The subject site is located at the fringe of the residential area in the upper Yau Tong and Yau Tong Industrial Area which is mainly zoned “R(E)”, “Commercial” and “Comprehensive Development Area” to facilitate the transformation from industrial to residential and commercial uses. Three new residential developments within the industrial area have been completed with Canaryside and Ocean One just across Shung Shun Street and in close proximity of the proposed “R(A)6” site, and the Spectacle to the further northwest. Residential use of the site is considered compatible with the surrounding area. The requirement for provision of the public vehicle park in the composite development could facilitate the early implementation of the multi-storey car park originally planned at the site. Similar to the two existing temporary open-air car parks, the public vehicle park could support tourism industry in Lei Yue Mun including the seafood restaurants business.

Proposed Development Parameters

- 5.5 The site was originally proposed for a total PR of 5.5 and a BH of 80mPD with the requirement of 100 public car parking spaces when the rezoning proposal was submitted to the KTDC for consultation on 8.1.2013. In response to the views from KTDC members and the written submissions received as set out in paragraphs 10.4 to 10.6 below, C for T has reviewed the demand for public car parking spaces and supports to increase the provision of such spaces from 100 to 200 which are more than the 140 such spaces currently provided at the two temporary open-air car parks, so as to cater for the growth of the tourism industry in the area.
- 5.6 At the same time, in the Policy Address released on 16.1.2013, the Government is committed to continue to adopt a multi-pronged approach and step up its efforts to meet housing and other needs, through optimizing the use of developed land and identifying new land for development.
- 5.7 In order to accommodate more public car parking spaces requested by the local community and to meet the imminent need for more housing units, it is proposed

to increase the development potential of the site to a total PR of 9.0, as in a typical “R(A)” zone. With the proposed increase in PR, BH restriction is proposed to be increased correspondingly from 80mPD to 100mPD (about 28 storeys, 95m). The requirement for provision of 200 car parking spaces is accountable for PR calculation. Based on a notional scheme, it is roughly estimated that the proposed composite development would have a domestic GFA of about 22,500m² with about 375 flats (assuming an average flat size of 60m²). To enhance the visual permeability and air ventilation in the locality, a 10m-wide building gap above 20mPD across the site aligning with the prevailing wind is proposed.

Related Rezoning Proposal (Item B2, Plans 4A, 4D and 4E)

5.8 The remaining “G/IC” portion (3,272m²) and a small portion of “GB” (100m²) is being occupied by Lei Yue Mun Path and its coach drop-off area and taxi/minibus stands which is a public road and served as a main entrance to the Lei Yue Mun tourist attractions including seafood restaurant cluster. Its open-air design is complementary to its waterfront setting and could enhance the entrance features including a pair of welcoming entrance poles and an archway (牌樓) (**Plan 4E**) to Lei Yue Mun village. It could also provide a visual relief fronting the future development at the proposed “R(A)6” zone and the surrounding high-rise/medium-rise developments. To maintain the open setting and to reflect the existing use, it is proposed to rezone this area from “G/IC” to an area shown as ‘Road’.

Proposed Social Welfare Block (Item C, Plans 4A, 4F and 4G)

5.9 In considering the proposed residential development at proposed “R(A)6” site, the Director of Social Welfare (DSW) has requested the provision of a number of social welfare facilities in the area. After reviewing the land use in the vicinity, it is proposed to reserve a piece of formed government adjacent to the proposed “R(A)6” site for social welfare use and rezone it to “G/IC”. The planning intention of the proposed “G/IC” zone is primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The existing public toilet (**Plan 4F**) which is a government facility is considered more appropriate to include into the proposed “G/IC” zone, rather than the current “GB” zone.

- 5.10 The proposed “G/IC” site comprises mainly formed government land, which was previously used as temporary public car park and is now left vacant, and its surrounding man-made slopes. The slope at the northern fringe falls within the vesting order of Lei Yue Mun Estate. The site (about 2,349m²) falls mainly within “GB” zone (1,209m², 51%) with a portion straddles “R(A)” zone (651m², 28%) and “V” zone (489m², 21%).
- 5.11 The site is surrounded by residential developments including Lei Yue Mun Village and the housing estates in upper Yau Tong, and is in close proximity to the Yau Tong MTR station and other public transport services. The proposed social welfare use is considered compatible and could provide convenient services for local residents and/or a wider district. In order to maintain the stepped height profile as mentioned in para. 5.12 below while optimizing the scarce land resource for provision of the services, a BH restriction of 80mPD is proposed for the “G/IC” zone.

Assessment on the Proposed Residential Development and Social Welfare Block

Visual Aspect (Plans 4H and 4J)

- 5.12 When formulating the BH restrictions on the OZP for the lower Yau Tong area in 2008, one of the urban design considerations was to create a stepped height profile ascending from the harbourfront to the inland area to enhance the townscape. The BH restriction to the west of the sites proposed for rezoning is 120mPD which steps up further to 140mPD at the centre of Yau Tong Industrial Area (**Plan 4A**). The existing BH of Lei Yue Mun Estate to the north ranges from 126mPD to 151mPD. The proposed BH of 100mPD for the “R(A)6” zone and 80mPD for the “G/IC” zone could maintain the stepped height profile in both east-west and south-north directions. A 10m-wide building gap is also proposed to enhance the visual permeability in the locality.
- 5.13 Photomontages (**Plans 4H and 4J**) have been prepared to illustrate the possible visual impact of the proposed residential development and social welfare block. Two view points are selected, one at Lei Yue Mun Waterfront Breakwater Sitting Out Area and the other along Wilson Trail near the Devil Peak (220mPD). These view points are selected as they are popular public open space or hiking trail frequently visited by the public. As shown in **Plans 4H and 4J**, the proposed BHs of 100mPD for the “R(A)6” site and 80mPD for the “G/IC” site are compatible with the surrounding developments when viewed from the sitting out area and the Wilson Trail, and would not impose significant visual impacts on

the local character of the area in general. CTP/UD&L, PlanD considers that the proposed 100mPD is not incompatible with the nearby “R(E)” zone across Shung Shun Street which is subject to the BH restriction of 120mPD.

Air Ventilation Aspect

- 5.14 As mentioned in paragraph 4.9, the annual prevailing winds of the area are mainly from the east and north-east and the summer prevailing winds from the east and southerly quarters (**Plan 4B**). Similar to the site at Ko Chiu Road, the proposed “R(A)6” and “G/IC” sites at Lei Yue Mun Path are also situated in an open setting. They front Sam Ka Tsuen Typhoon Shelter, the existing open space, coach drop-off area and taxi/minibus stands to the south and abuts the access road to Lei Yue Mun Estate to the north. Low-rise Lei Yue Mun Municipal Services Building (7 storeys/39mPD) and village development are located to the east while two high-rise residential developments (Ocean One and Canaryside) and medium-rise industrial building are to the west across Shung Shun Street with a road width of not less than 15m. Given the prevailing wind directions, these existing open areas, local roads and low-rise development around the site could serve as ventilation spaces for the area. For the proposed “R(A)6” site, a 10m-wide building gap above 20mPD aligning with the prevailing wind is proposed for the “R(A)6” site to enhance air permeability (**Plan 4B**). CTP/UD&L, PlanD has no adverse comments on the rezoning proposals and advises that consideration could be given to providing more permeable design for the podium in the future residential development to further enhance the air permeability in the locality.

Environmental Aspect

- 5.15 DEP has no in-principle objection to both the residential development at the proposed “R(A)6” site and the social welfare block at the proposed “G/IC” site. He advises that they are unlikely to be affected by vehicular emission as it is more than 5m away from the carriageway of Shung Shun Street. For the proposed “R(A)6” site, DEP advises that a 15m setback from the carriageway of Shung Shun Street and a 10m high (2 to 3 storeys) building podium for noise mitigating purpose would be required in order to comply with the road traffic noise criteria recommended in Hong Kong Planning Standard and Guidelines (HKPSG). Given that the site would require the provision of 200 car parking spaces, there is opportunity to incorporate a noise tolerant carpark building as alternative noise mitigation measures which might achieve noise screening effect.

Provided that relevant clauses on noise mitigation measures are to be incorporated into the land lease, DEP has no objection to the proposed rezoning.

Conservation/Tree Preservation Aspect

- 5.16 The proposed “R(A)6” site is a formed land currently occupied by two temporary car parks. DAFC and CTP/UD&L, PlanD has no comment on the proposed rezoning.
- 5.17 Regarding the proposed social welfare block, despite the site falls mainly within “GB”, it has already been formed and was previously used as open-air car park but is now left vacant. DAFC advises that other than the public toilet, the site is partly paved land with some common trees scattered in the slopes at the perimeter. As such, he has no particular comment on the proposed rezoning. CTP/UD&L, PlanD has no in-principle objection to the proposed rezoning and advises that if the existing trees are affected, a tree survey should be conducted and existing trees of good landscape value and condition should be preserved.

Traffic and Infrastructure Aspects

- 5.18 The proposed “R(A)6” and “G/IC” sites are located within a well developed area and accessible by Lei Yue Mun Path connecting to Cha Kwo Ling Road and other major road links. Being in close proximity to the MTR Yau Tong Station (about 450m away) and other public transport services, the sites are convenient to commuters. Concerned government departments including TD, DSD, WSD and CEDD confirmed that there were no insurmountable traffic and infrastructure problems regarding the rezoning proposal. TD also supports the provision of 200 public car parking spaces at the proposed “R(A)6” in view of the current public demand of public car parking spaces and the need to cater for the growth of the tourism industry in the area.

6. Provision of Open Space and G/IC

- 6.1 The proposed developments would not have adverse impact on the G/IC and open space provision within the OZP planning area. The district and local open space and a range of community/social welfare facilities have been sufficiently provided in the area though there is a shortfall of the planned provision of primary and secondary school classrooms, post office and divisional police station in the OZP planning area (**Attachment IV**).

- 6.2 For the proposed “R(A)” zone currently reserved for clinic use, three replacement sites have been identified. Concerned bureaux/departments have been consulted on their latest requirements. Apart from SWD requesting site for social welfare facilities, other bureaux/departments has confirmed that they have no plan to use the two proposed residential sites at Ko Chiu Road and Lei Yuen Mun Path for stand-alone G/IC development. In response to SWD’s request, a site mainly falls within “GB” zone is proposed to be rezoned to “G/IC” (Item C) as mentioned in paragraphs 5.9 to 5.11 above.

7. Other Zoning Amendments (Items D1 to D5, Plan 5A)

On 20.10.1998, the CE in C authorized the MTR Tseung Kwan O Extension under the Railways Ordinance. The railway scheme including the alignment, the station and the ventilation buildings has been incorporated on the OZP since then. Since the construction works of the railway scheme have been completed, the annotation indicating its authorization is proposed to be deleted with the railway structures to be designated with appropriate zonings. The ventilation building of the Eastern Harbour Crossing is also proposed to be rezoned to reflect the Board’s convention for zoning railway-related structures. The proposed rezoning is as follows :

- (a) Yau Tong Ventilation Building (**Plans 5B and 5C**): to designate an area shown as ‘Yau Tong Railway Ventilation Building’ as “OU(Ventilation Building)” zone. Its zoning boundary has also been readjusted to excise the existing access for inclusion into the adjacent “G/IC” zone to reflect its function.
- (b) MTR Yau Tong Station (**Plans 5D and 5E**): to designate an area shown as ‘Yau Tong Station’ as “OU(Railway Station)” zone.
- (c) Cha Kwo Ling Ventilation Building (**Plans 5F and 5G**): to designate an area shown as ‘Cha Kwo Ling Railway Ventilation Building’ as “OU(Ventilation Building)” zone.
- (d) Ventilation Building of the Eastern Harbour Crossing (**Plans 5F and 5H**): to be rezoned from “OU(Eastern Harbour Crossing Ventilation Building)” to “OU(Ventilation Building)”.

8. Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/19

8.1 Proposed Amendments on Matters Shown on the Plan (Attachment I)

Item A (about 7,200m²) (Plan 2A)

Rezoning of an area at the junction of Pik Wan Road/Ko Chiu Road from “G/IC” to “R(A)” with stipulation of BH restriction in accordance with section 4 above.

Item B1 (about 3,221m²) (Plan 4A)

Rezoning of an area at Lei Yue Mun Path from “G/IC”, “GB” and area shown as ‘Road’ to “R(A)6” in accordance with section 5 above.

Item B2 (about 3,372m²) (Plan 4A)

Rezoning of an area at Lei Yue Mun Path from “G/IC” to area shown as ‘Road’ in accordance with section 5 above.

Item C (about 2,349m²) (Plan 4A)

Rezoning of an area near the roundabout of Lei Yue Mun Path from “GB”, “R(A)” and “V” to “G/IC” in accordance with section 5 above.

Item D1 (about 3,010m²) (Plan 5A)

Rezoning of an area shown as ‘Yau Tong Railway Ventilation Building’ to “OU(Ventilation Building)” in accordance with paragraph 7(a) above.

Item D2 (about 120m²) (Plan 5A)

Rezoning of an area shown as ‘Yau Tong Railway Ventilation Building’ to “G/IC” in accordance with paragraph 7(a) above.

Item D3 (about 1,380m²) (Plan 5A)

Rezoning of an area shown as ‘Yau Tong Station’ to “OU(Railway Station)” in accordance with paragraph 7(b) above.

Item D4 (about 2,700m²) (Plan 5A)

Rezoning of an area shown as ‘Cha Kwo Ling Railway Ventilation Building’ to “OU(Ventilation Building)” in accordance with paragraph 7(c) above.

Item D5 (about 3,770m²) (Plan 5A)

Rezoning of the Eastern Harbour Crossing Ventilation Building from “OU(Eastern Harbour Crossing Ventilation Building)” to “OU(Ventilation Building)” in accordance with paragraph 7(d) above.

Other (Plan 5A)

The annotation box indicating their authorization by the CE in C are proposed to be deleted from the OZP as stated in Items D1, D3 to D4 above.

8.2 Proposed Amendments to the Notes of the OZP (**Attachment II**)

Related to the Proposed “R(A)6” Sub-Zone (as stated in section 5.3 to 5.7 above)
Incorporation of the proposed “R(A)6” sub-zone under the “R(A)” zone with stipulation of BH control, and the requirements for 200 public car parking spaces and a 10m-wide building gap above 20mPD for the proposed “R(A)6” site. Inclusion of ‘Public Vehicle Park (excluding container vehicle)’ as an always permitted use on land designated “R(A)6” only. Provision for minor relaxation of restrictions on PR/GFA, BH, minimum provision of public car parking spaces and building gap through the planning application mechanism is incorporated into the “R(A)” zone.

Related to the Proposed “G/IC” Zone (as stated in section 5.9 to 5.11 above)
Incorporation of BH restriction in terms of meters above Principle Datum.

Related to Other Zoning Amendments (as stated in section 7 above)

- (a) Replacement of the Notes for “OU(Eastern Harbour Crossing Ventilation Building)” zone with a new set of Notes for “OU(Ventilation Building)” zone.
- (b) Inclusion of a new set of Notes for “OU(Railway Station)” zone.

Technical Amendments

- (a) Revision to paragraph 7 of the Covering Notes to exclude the “Coastal Protection Area” (“CPA”) from the zones that would always permit a list of uses/developments, and to include a separate paragraph in the Covering Notes to set out uses/developments that are always permitted and

uses/developments that require permission from the Board in the “CPA” zone.

- (b) Incorporation of a clause to allow minor relaxation of PR restrictions in the Notes for the “C”, “R(E)” and “OU(B)” zones.
- (c) Incorporation of a clause in the Notes of “R(A)” zone stating that the PRs of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, otherwise, the OZP restrictions are applied. Revision of the presentation format of the GFA restrictions for the “R(A)1” to “R(A)5” sub-zones.
- (d) Revision to the use term from ‘Government Use(not elsewhere specified)’ to ‘Government Use’ in the Notes for “OU(Sewage Treatment Plant)”, “OU(Cross Harbour Tunnel Toll Plaza)”, “OU(Petrol Filling Station)”, “OU(Lorry Park)” and “OU(Breakwater)” zones to reflect Board’s convention for such zonings.

8.3 The proposed Amendments to the Notes of OZP, which are shown on the revised Notes with the proposed additions highlighted in ***bold and italics*** and deletions in ‘~~crossed-out~~’ at **Attachment II**.

Revision to the Explanatory Statement of the OZP

8.4 The Explanatory Statement (ES) of the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. Copy of the revised ES (with additions in ***bold and italics*** and deletions ~~crossed-out~~) is at **Attachment III** for Members’ consideration.

9. Plan Number

Upon exhibition for public inspection, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP will be renumbered as S/K15/20.

10. Consultation

Departmental Consultation

- 10.1 Relevant bureaux and departments were consulted on the proposed amendments. Comments of DSW, S for FH, S for E, D of Housing, C for T, DEP, DWS, DSD, DAFC, C of P and CTP/UD&L, PlanD have been incorporated into the above paragraphs, where appropriate.
- 10.2 The District Officer (Kwun Tong) advises that KTDC mainly has concerns on the environmental and traffic impacts of the residential development at the junction of Ko Chiu Road/Pik Wan Road, the proposed location of the clinic replacement site at Pik Wan Road/O King Road, and the provision of car and coach parking spaces at Lei Yue Mun Path. Details are discussed at paragraphs 10.4 to 10.7 below and **Attachment VII**.
- 10.3 Apart from the above, the following departments have no objection to/no comment on the proposed amendments:
- (a) Secretary for Development;
 - (b) District Lands officer/Kowloon East, Lands Department;
 - (c) Chief Highway Engineer/Kowloon, Highways Department;
 - (d) Director of Fire Services;
 - (e) Director of Electrical and Mechanical Services;
 - (f) Director of Leisure and Cultural Services;
 - (g) Chief Architect/Central Management Division 2, Architectural Services Department;
 - (h) Project Manager (Kowloon) and Head of the Geotechnical Engineering Office, Civil Engineering and Development Department;
 - (i) Government Property Administrator;
 - (j) Chief Building Surveyor/Kowloon, Buildings Department; and
 - (k) Director of Food and Environmental Hygiene.

Public Consultation

Consultation with Kwun Tong District Council

- 10.4 On 8.1.2013, the KTDC was consulted on the proposed rezoning of three “G/IC” sites in the KTDC area for residential use including the sites at Ko Chiu Road (Item A) and at Lei Yue Mun Path (Item B1). Relevant extract of the minutes of the KTDC meeting is at **Attachment V**. KTDC gave in-principle support to

the rezoning proposals, and requested departments concerned to take follow-up actions for provision of community facilities. In particular, for the Ko Chiu Road site, suitable replacement site should be reserved for clinic use and the clinic development should be implemented as early as possible; and for Lei Yue Mun Path site, the public car parking spaces provided in the proposed composite development should not be less than that in the existing two temporary car parks.

- 10.5 At the KTDC meeting, four written submissions (**Attachments VI-a to d**) regarding the rezoning proposals were received. The submission from Democratic Alliance for the Betterment and Progress of Hong Kong (DAB) (**Attachment VI-a**) raises concern mainly on the location of the proposed clinic replacement site (1) at Pik Wan Road which is considered to be far away from residents of lower Yau Tong, and request for a site nearer. The submission from Hon. Wu Chi Wai with a group of KTDC members **Attachment VI-b**) welcomes the proposed residential sites as they could increase housing supply to resolve the housing problem. At the same time, they consider that community facilities should be provided at Pik Wan Road site as compensation and a replacement clinic site should also be identified. For Lei Yue Mun site, they suggest to reserve sufficient coach parking spaces in the composite development and the road network of the area should be improved to cope with the increasing residential development.
- 10.6 The submission from a KTDC member and representatives of local community (**Attachment VI-c**) considers that the provision of 100 public car parking spaces in the proposed residential development at Lei Yue Mun Path is not sufficient and proposes to have a minimum of 500 car parking spaces. They have no strong views on the residential development above the public car park provided that there are sufficient open space and community facilities. The submission from Green Sense (**Attachment VI-d**) raises objection to the residential development at Ko Chiu Road on the ground that the dense vegetation at the site will be affected, and the proposed development will aggravate the dense built environment in the area.
- 10.7 For the KTDC's concern on the location of replacement clinic site at Pik Wan Road, another two alternative replacement sites nearer to lower Yau Tong have been identified. For Lei Yue Mun Path site, the number of public vehicle parking spaces in the composite development has been increased from 100 to 200 which is more than the 140 such spaces provided at the existing temporary car parks. Regarding the concern from Green Sense on the existing vegetation at

the Ko Chiu Road site, AFCD advises that they are common exotic and native plantation trees. Nevertheless, HD in preparing the subsidized housing development scheme will carry out further study on tree preservation and compensatory planting at the site. As for the concern on the provision of community facilities, paragraphs 6.1 and 6.2 above are relevant. As for the road transport network, C for T has no adverse comments on the rezoning proposals and will continue to monitor the traffic condition in the area.

- 10.8 Relevant departments have been consulted on the written submissions received. Detailed comments received at the KTDC meeting and in the written submissions and responses from government departments are set out in **Attachment VII**.

Consultation with Public after Gazetting

- 10.9 The KTDC and the Harbourfront Commission will be consulted on the amendments during the exhibition period of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP for public inspection under section 5 of the Ordinance.

11. Decision Sought

Members are invited to:

- 11.1 agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/19 and the Notes and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/19A at **Attachment I** (to be renumbered to S/K15/20 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition under section 5 of the Ordinance; and
- 11.2 adopt the revised ES at **Attachment III** for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/19A as an expression of the planning intentions and objectives of the Board for various land use zonings of the Plan and the revised ES will be published together with the Plan.

12. Attachments

Attachment I	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/19A
Attachment II	Revised Notes of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/19A

- Attachment III** Revised Explanatory Statement of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/19A
- Attachment IV** Provision of Major Community Facilities in the OZP area
- Attachment V** Relevant Extract of the Minutes of the Kwun Tong District Council on 8.1.2013
- Attachment VI** Submissions received at the KTDC meeting on 8.1.2013
- Attachment VII** Departmental Responses to the Comments from KTDC meeting on 8.1.2013 and the written submissions
-
- Plan 1** Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/19 (Reduced)
- Plan 2** Proposed Amendment Item A – Location Plan, Site Plan, Site Photos and Photomontage
- Plan 3** Proposed Replacement Clinic Sites – Location Plan
- Plan 4** Proposed Amendment Items B1 to B2 and C – Location Plan, Site Plans, Site Photos and Photomontages
- Plan 5** Proposed Amendments Items D1 to D5 – Location Plan, Site Plans and Site Photos

PLANNING DEPARTMENT
AUGUST 2013

圖例
NOTATION

ZONES

COMMERCIAL

C

地帶

商業

COMPREHENSIVE DEVELOPMENT AREA

CDA

綜合發展區

RESIDENTIAL (GROUP A)

R(A)

住宅 (甲類)

RESIDENTIAL (GROUP E)

R(E)

住宅 (戊類)

VILLAGE TYPE DEVELOPMENT

V

鄉村式發展

GOVERNMENT, INSTITUTION OR COMMUNITY

GIC

政府、機構或社區

OPEN SPACE

O

休憩用地

OTHER SPECIFIED USES

OU

其他指定用途

GREEN BELT

GB

綠化地帶

COASTAL PROTECTION AREA

CPA

海岸保護區

COMMUNICATIONS

交通

RAILWAY AND STATION

RAIL STATION

鐵路及車站

RAILWAY AND STATION (UNDERGROUND)

RAIL STATION

鐵路及車站 (地下)

RAILWAY AND STATION (ELEVATED)

RAIL STATION

鐵路及車站 (高架)

MAJOR ROAD AND JUNCTION

主要道路及路口

ELEVATED ROAD

高架道路

MISCELLANEOUS

其他

BOUNDARY OF PLANNING SCHEME

規劃範圍界線

BUILDING HEIGHT CONTROL ZONE BOUNDARY

建築物高度管制區界線

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

100

最高建築物高度 (在主水平基準上若干米)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

10

最高建築物高度 (樓層數目)

PETROL FILLING STATION

P F S

加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	% 百分比	用途
COMMERCIAL	3.42	1.30	商業
COMPREHENSIVE DEVELOPMENT AREA	14.93	5.66	綜合發展區
RESIDENTIAL (GROUP A)	87.12	33.01	住宅 (甲類)
RESIDENTIAL (GROUP E)	5.79	2.19	住宅 (戊類)
VILLAGE TYPE DEVELOPMENT	7.92	3.00	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	29.49	11.17	政府、機構或社區
OPEN SPACE	20.01	7.58	休憩用地
OTHER SPECIFIED USES	6.01	2.28	其他指定用途
GREEN BELT	54.94	20.81	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
NULLAH	1.06	0.40	明渠
MAJOR ROAD ETC.	33.19	12.57	主要道路等
TOTAL PLANNING SCHEME AREA	263.95	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K 15/19 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/19

AMENDMENTS EXHIBITED UNDER SECTION 5
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第 5 條
展示的修訂

AMENDMENT ITEM A

修訂項目 A 項

AMENDMENT ITEM B1

修訂項目 B 1 項

AMENDMENT ITEM B2

修訂項目 B 2 項

AMENDMENT ITEM C

修訂項目 C 項

AMENDMENT ITEMS D1,D4,D5

修訂項目 D 1, D 4, D 5 項

AMENDMENT ITEM D2

修訂項目 D 2 項

AMENDMENT ITEM D3

修訂項目 D 3 項

(參看附表)
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的茶果嶺、油塘、鯉魚門 (九龍規劃區第 15 區) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 15 - CHA KWO LING, YAU TONG, LEI YUE MUN - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K15/19A

SCALE 1:5000 比例尺
100 0 200 400 600 800 METRES 米

KOWLOON PLANNING AREA NO. 15

**~~APPROVED DRAFT~~ CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/194**

(Being an ~~Approved~~ *a Draft* Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means:
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except **(a)** where the uses or developments are specified in Column 2 of the Notes of individual zones **or (b) as provided in paragraph (8) in relation to areas zoned “Coastal Protection Area”:**
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.

(8) In areas zoned “Coastal Protection Area”,

(a) the following uses or developments are always permitted:

- (i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and**
- (ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and**

(b) the following uses or developments require permission from the Town Planning Board:

provision of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, footpath, public utility pipeline, electricity mast, lamp pole, telephone booth and shrine.

(89) In any area shown as ‘Road’, all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on street vehicle park and railway track.

(910) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.

(4011) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 15

**~~APPROVED DRAFT~~ CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/194**

Schedule Of Uses

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GOVERNMENT, INSTITUTION OR COMMUNITY	16 17
OPEN SPACE	18 19
OTHER SPECIFIED USES	19 20
GREEN BELT	26 28
COASTAL PROTECTION AREA	27 29

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade</p>	<p>Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution</p>

(Please see next page)

COMMERCIAL (Cont'd)

Planning intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principle Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the **restrictions on plot ratio and** building height ~~restriction~~—stated in paragraphs **(1) and** (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	<p>Ambulance Depot</p> <p>Commercial Bathhouse/Massage Establishment</p> <p>Eating Place</p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p>Flat</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>House</p> <p>Information Technology and Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Market</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Office</p> <p>Petrol Filling Station</p> <p>Pier</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>Residential Institution</p> <p>Research, Design and Development Centre</p> <p>School</p> <p>Shop and Services</p> <p>Social Welfare Facility</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is 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.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" ("CDA") shall prepare a Master Layout Plan (MLP) for the approval of the Town Planning Board and include therein 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 Government, institution or community (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 Landscape Master Plan and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment 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 visual impact assessment and an air ventilation assessment to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a drainage and sewerage impact assessment report 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 traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (xi) such other information as may be required by the Town Planning Board.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (2) The MLP mentioned in paragraph (1) above 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.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio (PR), gross floor area (GFA) and building height as specified in Table 1 below:

Table 1

<u>Site</u>	<u>Restriction</u>
CDA at Yau Tong Bay	A maximum PR of 4.5 and a maximum building height of 120m above Hong Kong Principal Datum A public waterfront promenade not less than 15m wide and with a site area not less than 24,700m ²
CDA at Yau Tong Industrial Area	A maximum GFA of 185,430m ² and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan

- (4) In determining the relevant maximum PR/GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) In determining the relevant maximum PR/GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as GIC facilities shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the maximum PR/GFA and building height stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance. Under no circumstances shall the total PR for the Yau Tong Bay "CDA" zone, to which this paragraph applies, exceed 5.0.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park <i>(excluding container vehicle) (on land designated "R(A)6" only)</i> Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) <i>(except on land designated "R(A)6")</i> Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) ~~Except as otherwise provided herein, on~~ **On** land designated “Residential (Group A)” (**“R(A)”**), no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs ~~(610)~~ **and/or (11)** hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs ~~(610)~~ **and/or (11)** hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) *For the purpose of paragraph (1) above, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable -*
- (i) *the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or*
- (ii) *the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.*
- (34) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2), area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (45) Except as otherwise provided herein, on land ~~within the area specified in the 'sub-zones' column of Table 1~~ **designated "R(A)1" to "R(A)5"**, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum domestic and non-domestic gross floor area (GFA) specified **below**: ~~in the 'Restriction' column of Table 1:~~

Table 1

<u>Sub-zone</u>	<u>Maximum Domestic Gross Floor Area</u>	<u>RestrictionMaximum Non-Domestic Maximum Domestic Gross Floor Area</u>
R(A)1	A maximum domestic GFA of 440,000m² and	15,000m ²
R(A)2	A maximum domestic GFA of 100,906m² and	4,568m ²
R(A)3	A maximum domestic GFA of 146,408m² and	1,200m ²
R(A)4	A maximum domestic GFA of 610,000m² and	13,890m ²
R(A)5	A maximum domestic GFA of 559,430 m²	82,350m ²

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (6) *No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the height of the existing building, whichever is the greater.***
- (7) *On land demarcated for a 10m-wide building gap in the “R(A)6” zone, no new development (except minor addition, alteration and/ or modification not affecting the building height of existing building) or redevelopment of an existing building shall exceed the maximum building height of 20mPD.***
- (8) *On land designated “R(A)6”, a total of not less than 200 public car parking spaces shall be provided. For the purposes of plot ratio calculation, any floor space that is constructed or intended for use solely as public car parking spaces should be included for calculation.***
- (59) In determining the relevant maximum plot ratio/gross floor area, for the purposes of paragraphs (1), (2) and ~~(45)~~ *above*, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.**
- ~~(610)~~ Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraph (1), (2) or ~~(45)~~ applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1), (2) and ~~(45)~~ above may thereby be exceeded.**
- (11) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions and the minimum provision of public car parking spaces stated in paragraphs (1), (2), (5), (6) and (8) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***
- (12) *Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***

RESIDENTIAL (GROUP E)

Column 1	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule I: for open-air development or
for building other than industrial or industrial-office building[@]

Ambulance Depot	Commercial Bathhouse/Massage Establishment
Government Use (not elsewhere specified)	Eating Place
Public Transport Terminus or Station	Educational Institution
(excluding open-air terminus or station)	Exhibition or Convention Hall
Utility Installation for Private Project	Flat
	Government Refuse Collection Point
	Hospital
	Hotel
	House
	Institutional Use (not elsewhere specified)
	Library
	Mass Transit Railway Vent Shaft and/or
	Other Structure above Ground Level
	other than Entrances
	Market
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	(not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park
	(excluding container vehicle)
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule II : for existing industrial or industrial-office building [@]	
Ambulance Depot	Cargo Handling and Forwarding Facility
Bus Depot	(Container Freight Station, free-standing purpose-designed Logistics Centre only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Industrial Use (not elsewhere specified)
Eating Place (Canteen only)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Government Refuse Collection Point	Off-course Betting Centre
Government Use (not elsewhere specified)	Office (not elsewhere specified)
Information Technology and Telecommunications Industries	Petrol Filling Station
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ)	Place of Recreation, Sports or Culture
Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)	Private Club
Public Convenience	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor)
Public Transport Terminus or Station	Vehicle Repair Workshop
Public Utility Installation	Wholesale Trade
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/
 Massage Establishment
 Eating Place
 Educational Institution
 Exhibition or Convention Hall
 Institutional Use (not elsewhere specified)
 Library
 Off-course Betting Centre
 Office
 Place of Entertainment
 Place of Recreation, Sports or Culture
 Private Club
 Public Clinic
 Religious Institution
 School (excluding kindergarten)
 Shop and Services
 Training Centre

Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

Δ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) In determining the relevant maximum plot ratio for the purposes of paragraph (1) *above*, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the *restrictions on the plot ratio and* building height ~~restriction~~ stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

VILLAGE TYPE DEVELOPMENT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Government Use (Police Reporting Centre, Post Office only) House Religious Institution (Ancestral Hall only) Rural Committee /Village Office	Eating Place Flat Government Refuse Collection Point Government Use (not elsewhere specified)# Institutional Use (not elsewhere specified)# Market Petrol Filling Station Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation# Public Vehicle Park (excluding container vehicle) Religious Institution(not elsewhere specified)# Residential Institution# School # Shop and Services Social Welfare Facility# Utility Installation for Private Project
<hr/> In addition, the following uses are always permitted on the ground floor of a house <hr/>	

Eating Place
Library
School
Shop and Services

Planning Intention

The planning intention of this zone is primarily for the provision of land for the retention and expansion of existing villages as well as reservation of land for the reprovisioning of village houses affected by Government projects. Selected commercial and community uses serving the needs of the villagers and in support of the village development are always permitted on the ground floor of a house. Other commercial, community and recreational uses may be permitted on application to the Town Planning Board.

(Please see next page)

VILLAGE TYPE DEVELOPMENT (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (except development or redevelopment to those annotated with #) shall result in a total development and/or redevelopment in excess of a maximum building height of 3 storeys (8.23m) or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Animal Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project Zoo

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) ~~For areas zoned "G/IC" within the Yau Tong Industrial Area, n~~ No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of number of storeys/*metres above Principal Datum* as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p style="text-align: center;"><u>For “Business” only</u></p> <p style="text-align: center;">Schedule I: for open-air development or for building other than industrial or industrial-office building[@]</p>	
<p>Ambulance Depot</p> <p>Commercial Bathhouse/Massage Establishment</p> <p>Eating Place</p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p>Government Use (Police Reporting Centre, Post Office only)</p> <p>Information Technology and Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods^Δ)</p> <p>Off-course Betting Centre</p> <p>Office</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>Research, Design and Development Centre</p> <p>School (excluding free-standing purpose-designed building and kindergarten)</p> <p>Shop and Services</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Non-polluting Industrial Use (not elsewhere specified)</p> <p>Petrol Filling Station</p> <p>School (not elsewhere specified)</p> <p>Social Welfare Facility (excluding those involving residential care)</p> <p>Warehouse (excluding Dangerous Goods Godown)</p> <p>Wholesale Trade</p>

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p style="text-align: center;"><u>For “Business” only (Cont’d)</u> Schedule II: for industrial or industrial-office building [@]</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p>Ambulance Depot</p> <p>Bus Depot</p> <p>Cargo Handling and Forwarding Facility (not elsewhere specified)</p> <p>Eating Place (Canteen only)</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Information Technology and Telecommunications Industries</p> <p>Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods^Δ)</p> <p>Office (excluding those involving direct provision of customer services or goods)</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Research, Design and Development Centre</p> <p>Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)</p> <p>Utility Installation for Private Project</p> <p>Warehouse (excluding Dangerous Goods Godown)</p> </div> <div style="width: 48%;"> <p>Broadcasting, Television and/or Film Studio</p> <p>Cargo Handling and Forwarding Facility (Container Freight Station, free- standing purpose-designed Logistics Centre only)</p> <p>Industrial Use (not elsewhere specified)</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Office (not elsewhere specified)</p> <p>Petrol Filling Station</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)</p> <p>Vehicle Repair Workshop</p> <p>Wholesale Trade</p> </div> </div>	

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^Δ, the following use is always permitted :

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/
 Massage Establishment
 Eating Place
 Educational Institution
 Exhibition or Convention Hall
 Institutional Use (not elsewhere specified)
 Library
 Off-course Betting Centre
 Office
 Place of Entertainment
 Place of Recreation, Sports or Culture
 Private Club
 Public Clinic
 Religious Institution
 School (excluding kindergarten)
 Shop and Services
 Training Centre

Social Welfare Facility (excluding those involving residential care)

- @ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- Δ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- # Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading /unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) ***Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For "Sewage Treatment Plant" only

Sewage Treatment Plant

Government Use ~~(not elsewhere specified)~~
Utility Installation not ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the development of sewage treatment plant.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For “Eastern Harbour Crossing Ventilation Building” only

~~Ventilation Building~~

~~Government Use (not elsewhere specified)
Utility Installation not ancillary to the
Specified Use~~

Planning Intention

~~This zone is intended primarily for the development of ventilation building.~~

For “Ventilation Building” only

Ventilation Building

***Government Use
Utility Installation not ancillary to the
Specified Use***

Planning Intention

This zone is intended primarily for the development of ventilation building.

For “Cross Harbour Tunnel Toll Plaza” only

Toll Plaza

~~Government Use (not elsewhere specified)
Utility Installation not ancillary to the
Specified Use~~

Planning Intention

This zone is intended primarily for the development of toll plaza.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
-----------------------------------	---

For “Railway Station” Only

Railway Station

***Government Use
Mass Transit Railway Vent Shaft and/or
Other Structure above Ground Level
other than Entrances
Utility Installation not ancillary to the
Specified Use***

Planning Intention

This zone is intended primarily for the development of railway station.

For “Petrol Filling Station” only

Petrol Filling Station

**Government Use ~~(not elsewhere specified)~~
Utility Installation not ancillary to the
Specified Use**

Planning Intention

This zone is intended primarily for the development of petrol filling station.

For “Lorry Park” only

Lorry Park

**Government Use ~~(not elsewhere specified)~~
Utility Installation not ancillary to the
Specified Use**

Planning Intention

This zone is intended primarily for the development of lorry park.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Breakwater" only

Breakwater	Government Use (not elsewhere specified) Utility Installation not ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of land for breakwater.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Golf Course Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Pier Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

COASTAL PROTECTION AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Lighthouse Nature Reserve Nature Trail	Field Study/Education/Visitor Centre Government Use Pier Public Convenience Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution (Statue only)

Planning Intention

This zone is intended to conserve, protect and retain the lighthouse, the natural coastlines and the sensitive coastal natural environment, including area of scenic value, with a minimum of built development.

There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape of the area or are essential infrastructure projects with overriding public interest may be permitted.

KOWLOON PLANNING AREA NO. 15

**~~APPROVED~~*DRAFT* CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/194**

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 15

APPROVED-DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/194

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KOWLOON PLANNING AREA NO. 15

APPROVED-DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/19A

(Being an ~~Approved~~ ***Draft*** Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ***draft approved*** Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/19A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 The first statutory plans covering the Yau Tong area (Plan No. LK 15/27/1) and Cha Kwo Ling area (Plan No. LK 15/25/4) were gazetted on 14 February 1958 and 9 January 1959 respectively under the Town Planning Ordinance (the Ordinance). The statutory plans had been amended several times.
- 2.2 On 9 September 1965, the then Governor directed the preparation of an OZP for the Cha Kwo Ling, Yau Tong and Lei Yue Mun areas. Accordingly, OZP No. LK 15/35 was prepared and was exhibited for public inspection under section 5 of the Ordinance on 12 March 1971. Since then, the OZP had been amended several times to reflect the changing circumstances.
- 2.3 On 7 March 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/11. On 17 March 2000, the approved OZP No. S/K15/11 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.4 On 19 September 2000, the CE in C referred the approved OZP No. S/K15/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ***The OZP was subsequently amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance.***
- 2.5 ~~On 23 February 2001, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/12, incorporating amendments to reflect the latest land use proposals and to delete the term 'Service Apartment' from the Notes and paragraph (iii)(b) of the covering Notes, was exhibited for public inspection~~

~~under section 5 of the Ordinance. During the plan exhibition period, no objection was received.~~

~~2.6 On 24 August 2001, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/13, incorporating amendments to the covering Notes mainly to clarify the Board's intention with respect to "existing use" in the Planning Scheme Area, and amendments to the Notes for the "Industrial" zone mainly to cater for information technology and telecommunications industries as well as other supporting industrial-related activities, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, 3 objections were received but all of them were subsequently withdrawn.~~

~~2.7 On 31 May 2002, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/14, incorporating amendments to the Notes of "Residential (Group A)" zone based on the relevant recommendations of the Kowloon Density Study Review (the KDS Review) for density control, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, no objection was received.~~

~~2.8 On 21 June 2002, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/15, mainly incorporating amendments to the "Comprehensive Development Area" ("CDA") zone at Yau Tong Bay, the rezoning of an area at Lei Yue Mun Road from "Industrial" to "Other Specified Uses" annotated "Business" and other amendments to reflect the latest land uses proposals, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, 4 objections were received and one of them was subsequently withdrawn.~~

~~2.9 On 11 April 2003, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/15 was submitted to the CE in C for approval in accordance with section 8 of the Ordinance. As the plan would involve reclamation of Yau Tong Bay, it was not scheduled for consideration by the CE in C before the court ruling on the judicial review on the draft Wan Chai North OZP. On 8 July 2003, the High Court quashed the Board's decision on the draft Wan Chai North OZP. Subsequently, CE in C on 2 December 2003 ordered that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/15 be referred to the Board for further consideration under section 9(1)(c) of the Ordinance.~~

~~2.10 On 23 May 2008, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/16, mainly incorporating amendments to the zoning boundary of the "CDA" zone at Yau Tong Bay by excising the water area from the "CDA" zone and incorporating the revised development parameters for the "CDA" zone, adjusting the zoning boundaries of the site occupied by Lei Yue Mun Estate and some areas zoned "Open Space", incorporating the building height restrictions for the Yau Tong Industrial Area (YTIA) and revising the Notes of individual zones in accordance with the latest Master Schedule of Notes to statutory plans, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, 15 objections were received.~~

~~Two of these objections were subsequently withdrawn. The Board gave considerations to the remaining 13 objections and decided not to amend the OZP to meet the objections.~~

~~2.415~~ On 31 March 2009, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/17. On 24 April 2009, the approved OZP No. S/K15/17 was exhibited for public inspection under section 9(5) of the Ordinance.

2.6 *On 8 May 2009, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the OZP to cover areas at the southern coast of Lei Yue Mun Village.*

~~2.427~~ On 30 June 2009, the CE in C referred the approved OZP No. S/K15/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

~~2.438~~ On 9 October 2009, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/18 incorporating mainly amendments to rezone an area at the southern coast of Lei Yue Mun Village from “Village Type Development” to “Open Space”, and to include its adjacent two pieces of land and proposed reclaimed land into the planning scheme area and zone them as “Open Space” and “Other Specified Uses” annotated “Breakwater” to facilitate the implementation of the Lei Yue Mun Waterfront Enhancement Project, was exhibited for public inspection under section 5 of the Ordinance. ~~Upon the expiry of the two month exhibition period, a total of 95 representations were received. On 18 December 2009, the Board published the representations for three weeks for public comments. No comment on the representations was received.~~

~~2.449~~ On 16 April 2010, the Board gave consideration to the representations ***received during the publication period*** and decided to propose amendments to the OZP by including the oyster shell beach and the rocky outcrop with the lighthouse into the planning scheme area and zoning them as “Coastal Protection Area” to partially meet some of the representations. ***On 10 May 2010, the Secretary for Development, under the delegated authority of the Chief Executive, directed the Board under section 3(1)(a) of the Ordinance to extend the planning scheme boundary of the OZP to cover the oyster shell beach and the rocky outcrop with the lighthouse.*** On 28 May 2010, the proposed amendments were exhibited for public inspection under section 6C(2) of the Ordinance. During the plan exhibition period, two further representations were received. ***One of the further representations was later considered as invalid by the Board on 9 July 2010, while the remaining supportive representation was noted by the Board on 23 July 2010 and the OZP was amended under section 6F of the Ordinance.*** ~~On 9 July 2010, the Board gave consideration to further representations and decided that one of the further representations was invalid in accordance with section 6D(1) of the Ordinance and should be treated as not having been made. On 23 July 2010, the Board gave consideration to the~~

~~remaining supportive further representation and decided to amend the OZP by the proposed amendments under section 6F of the Ordinance.~~

~~2.4510~~ On 31 May 2011, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/19. On 17 June 2011, the approved OZP No. S/K15/19-(the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.

2.11 On 8 November 2011, the CE in C referred the approved OZP No. S/K15/19 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 18 November 2011 under section 12(2) of the Ordinance.

2.12 On XX.X.2013, the draft OZP No. S/K15/20 (the Plan), incorporating amendments to rezone two sites at Ko Chiu Road and Lei Yue Mun Path zoned mainly "Government, Institution or Community" ("G/IC") to residential use, and one site at Lei Yue Mun Path zoned mainly "Green Belt" ("GB") to "G/IC" use as well as various rezoning proposals to reflect existing developments, and other technical amendments to the Notes, was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be cases that small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio (PR) and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Yau Tong area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions,

on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better control of development to meet changing needs.

- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at ~~at~~(<http://www.info.gov.hk/tpb>).

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) is located in East Kowloon within the Kwun Tong District. It is bounded by ~~Lei Yue Mun Road, the hilly ranges of~~ Black Hill, Chiu Keng Wan Shan and ~~Devil's Peak~~ **Devil's Peak** ~~Pau Toi Shan (Pau Toi Shan Devil's Peak)~~ to the north-east and east; Lei Yue Mun ~~Point~~ **Strait** to the south; ~~the~~ Victoria Harbour, Wai Yip Street and Cha Kwo Ling Road to the west and ~~Lei Yue Mun Road and Lam Tin area~~ **Kwun Tong By-pass** to the north-west. The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 263.95 hectares of land.
- 5.2 The northern part of the Area is mainly occupied by private residential developments (Laguna City and Sceneway Garden) and Government uses.
- 5.3 The Eastern Harbour Crossing (EHC) bisects the Area in the central part. To the south of the EHC are Yau Tong Bay, ~~Yau Tong Industrial Area YTIA~~ and Sam Ka Tsuen Typhoon Shelter. ~~YTIA~~ **Yau Tong Industrial Area** is bounded by Ko Fai Road to the north, Cha Kwo Ling Road to the east, Shung Shun Street to the south and the Harbour to the west. The "CDA" zones in Yau Tong Bay and ~~Yau Tong Industrial Area~~ **YTIA** are proposed to be developed in a comprehensive manner for residential, commercial and community uses.
- 5.4 The eastern part of the Area mainly consists of public housing estates. The southern tip of the Area along the coast of Lei Yue Mun is the area commonly known as Lei Yue Mun Village, which contains mainly village type development.
- 5.5 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board, ~~and~~ the requirements under the Protection of the Harbour Ordinance (Cap. 531), **and the Harbour Planning Principles of the Harbourfront Commission.**

6. POPULATION

According to the ~~2006-2011~~ **2011** Population ~~By~~-Census, the population of the Area was about ~~416,700~~ **432,500**. If the planned uses on the Plan are developed, the planned population of the Area would be about ~~443,400~~ **469,200**. The forecast **increase in**

population would be *mainly* accommodated in ~~several proposed large-scale private and public residential projects including~~ *the* comprehensive redevelopments ~~at~~ of Yau Tong Bay *and Yau Tong Industrial Area, and* ~~YTIA, Yau Tong Estate and Ko Chiu Road Estate; and housing developments at Lei Yue Mun, ex-Cha Kwo Ling Kaolin Mine, and a site to the east of Eastern Harbour Crossing Portal.~~

7. LAND USE ZONINGS

7.1 “Commercial” (“C”) - Total Area 3.42 ha

- 7.1.1 This zoning is intended primarily for commercial developments, which may include hotel, office, shop, services, place of entertainment and eating place, serving the needs of the local residents as well as the general public.
- 7.1.2 Three sites within the Area are zoned for this purpose. One is located near King Yip Street, which is intended for the development of a multi-storey car park with commercial facilities to serve the adjacent Kwun Tong Business Area. The other two sites abut Ko Fai Road at the north-western fringe of ~~YTIA~~ *Yau Tong Industrial Area*. Taking advantage of their locations in close proximity to the MTR Yau Tong Station, redevelopment of the existing industrial buildings to commercial use is encouraged.
- 7.1.3 A maximum PR of 12.0 is imposed on these commercial sites so as not to aggravate the existing traffic problems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PR may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 7.1.4 To improve visual permeability, development and redevelopment within this zone at ~~YTIA~~ *Yau Tong Industrial Area* is subject to maximum height restrictions of 120 metres above Principal Datum (mPD) and 140mPD as stipulated on the Plan.
- 7.1.5 To provide design flexibility, minor relaxation of the *plot ratio and* building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

7.2 “Comprehensive Development Area” (“CDA”) - Total area 14.93 ha

- 7.2.1 This zoning is intended primarily for comprehensive residential and commercial development with community facilities.

- 7.2.2 Two sites are zoned “CDA”. The “CDA” zone at Yau Tong Bay includes the Yau Tong Marine Lots at Cha Kwo Ling Road and Ko Fai Road, the salt water pumping station, the ~~Gas Pigging Station~~, the Civil Engineering and Development Department’s (CEDD’s) maintenance depot and the Hong Kong Ice and Cold Store. The “CDA” at ~~YTHA~~ **Yau Tong Industrial Area** is located to the south-west of Shung Yiu Street.
- 7.2.3 Pursuant to section 4A(1) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes of the zone for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 7.2.4 Development within the Yau Tong Bay CDA site is restricted to a maximum PR of 4.5. To allow flexibility and meet the market needs, the development mix between the domestic and non-domestic gross floor areas (GFAs) would be proposed by the applicant at the MLP submission stage, taking into account land use planning considerations and design merits, and should be supported by technical assessments. Government, institution or community (GIC) facilities as requested by ~~Government~~ **government** departments should be provided in the development to serve the local and district needs and included in the calculation of the maximum PR.
- 7.2.5 In view of the harbourfront location of the site, future development at the Yau Tong Bay “CDA” zone is restricted to a maximum building height of 120mPD. To allow design flexibility, more stringent building height restriction has not been proposed to some prominent parts of the site. However, ~~reference should be made to the maximum~~ **lower** building height of 60mPD **should be considered** at the two western **outermost ends of the “CDA” zone** to maintain a more intertwined relationship with the harbour edge as recommended in the Waterfront Building Height Concept in the Stage II Study on Review of the Metroplan. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and non-building area/permeable zones should be adopted and reflected in the MLP in order to avoid a monotonous harbourfront image and the wall effect. Besides, a public waterfront promenade **should be provided within the “CDA” zone to connect with the waterfront of Kai Tak.** ~~which would link up with the proposed promenade in the South East Kowloon Development Area will be required.~~ The width of the public waterfront promenade is planned for 20m. In view of the site constraints and to allow design flexibility, a minimum width of 15m is considered acceptable for part of the promenade with severe site

constraints, but the total site area of the public waterfront promenade should not be less than 24,700m². The design of the promenade, which should include public recreational facilities and landscape plantings, would be considered by the Board in the MLP submission stage. The Yau Tong Bay “CDA” zone includes three existing GIC facilities, i.e. the salt water pumping station, the ~~G~~gas ~~P~~piggings ~~S~~station and the CEDD’s maintenance depot. These facilities are included into this “CDA” zone to safeguard their continuous operations/reprovisioning arrangements, and if necessary, the design and provision of mitigation measures, would be effectively monitored by the Board in the MLP submission stage.

7.2.6 To facilitate the preparation and submission of the MLP, a planning brief for the Yau Tong Bay “CDA” zone, incorporating detailed requirements from relevant ~~Government~~**government** departments, was endorsed by the Metro Planning Committee of the Board on 9 April 2010. In order to give incentive for a comprehensive and integrated redevelopment, a minor relaxation of the maximum PR **restriction** could be considered by the Board subject to the submission of comprehensive redevelopment scheme with planning and design merits. In seeking the minor relaxation of the maximum PR, the applicant should demonstrate that at least 80% of private land within the “CDA” zone have been assembled or consent from 80% of the private land owners (calculated~~ed~~ in terms of land area) have been obtained in support of the application for minor relaxation of the maximum PR under the MLP submission and provide additional information to meet the following requirements:

- (a) demonstrate that the development proposal with additional GFA granted under minor relaxation arrangement is technically feasible and sustainable in all aspects with planning and design merits;
- (b) implement the waterfront promenade at the initial phase of redevelopment for public enjoyment;
- (c) provide recreational facilities along the waterfront promenade to add vibrancy along the harbourfront;
- (d) reconstruct and beautify the seawall with interesting design and provide landing steps to facilitate berthing of pleasure boats to enhance the recreation potential of the site;
- (e) provide thematic plantings with flowering trees to increase aesthetic effect and to lighten up the environment;
- (f) provide vertical and roof-top greening to maximize the greening opportunity for the site;
- (g) adopt a distinct stepped building height profile with diversity of building mass to add more visual interests to the harbourfront;
- (h) provide permeable zones between the buildings for better air ventilation;

- (i) address and resolve the land and sea-bed contamination for the whole Yau Tong Bay; and
- (j) adopt innovative design to integrate the “CDA” development with tourism development of the nearby Lei Yue Mun Village.

7.2.7 Minor relaxation of the PR and building height restrictions may be considered by the Town Planning Board on application under section 16 of the Ordinance based on individual merits of a development or redevelopment proposal. In order to have a proper control on the development intensity of the area, under no circumstances shall the total PR for the Yau Tong Bay “CDA” zone exceed 5.0.

7.2.8 The “CDA” at ~~YTIA~~ **Yau Tong Industrial Area** is at present mainly occupied by obsolete industrial buildings. It is intended to be comprehensively redeveloped for predominantly residential use with ancillary retail and community facilities. A planning brief will be prepared to guide developers in their detailed planning and implementation of the development. It is estimated that the “CDA” would accommodate about 6,800 persons. To ensure that the development intensity of the “CDA” is under statutory planning control, a maximum GFA is imposed under the Notes. Developments within the ~~YTIA~~ **Yau Tong Industrial Area** CDA site is restricted to a maximum GFA of 185,430. GIC facilities as requested by ~~Government~~ **government** departments should be provided in the development to serve the local and district needs and included in the calculation of the maximum GFA.

7.2.9 In view of the harbourfront location of the site, future development at the ~~YTIA~~ **Yau Tong Industrial Area** “CDA” zone is restricted to a maximum building height of 80mPD for area fronting the harbour and 100mPD for the rest of the “CDA” site. To allow design flexibility, more stringent building height restriction has not been proposed to some prominent parts of the site. However, reference should be made to the maximum building height of 60mPD at the area fronting the Harbour to maintain a more intertwined relationship with the harbour edge as recommended in the Waterfront Building Height Concept in the Stage II Study on Review of the Metroplan. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and non-building area/permeable zones should be adopted and reflected in the MLP in order to avoid a monotonous harbourfront image and the wall effect.

7.2.10 To provide design flexibility, minor relaxation of the GFA and building height restrictions for the ~~YTIA~~ **Yau Tong Industrial Area** “CDA” zone, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.

7.3 “Residential (Group A)” (“R(A)”) - Total Area ~~86.15~~ 87.12ha

7.3.1 This zoning is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

7.3.2 Existing public rental housing estates including Tak Tin Estate, Kwong Tin Estate, Lei Yue Mun Estate, Yau Tong Estate, Yau Lai Court Estate and Ko Yee Estate and existing Home Ownership Scheme (HOS) developments including Hong Nga Court, Hong Pak Court, Hong Shui Court, **Yau Chui Court**, and Ko Chun Court **and part of Ko Cheung Court** are within this zone. Yau Mei Court and **part of Ko Cheung Court** are converted to Government quarters. The construction works of Phases **3 of Lei Yue Mun Estate** ~~5 and 6 of the Eastern Harbour Crossing public housing site and the shopping centre under Yau Tong Estate Phase 4~~ are **is** in progress.

7.3.3 *Within these public/subsidized housing developments, adequate community facilities, retail facilities and open spaces are provided to serve the local community. A school in Yau Tong Estate and a community complex in Tak Tin Estate are free-standing but are covered by the “R(A)” zone on the Plan as they form part of the large housing estate developments. A wide range of GIC facilities such as primary schools, community halls, children and youth centres, elderly centres, local open space, markets and shopping centres are provided within these estates to serve the residents. Some of these facilities are free-standing within the housing estates, and they are counted as follows:*

<u>Name of Estate</u>	<u>No. of Free-standing Facilities</u>
Yau Tong Estate	1 primary school
Tak Tin Estate	1 Community Hall

~~These school and GIC facilities, existing or planned, are zoned “R(A)” on the OZP so as to allow for flexibility in the comprehensive planning and development of these large residential sites.~~

7.3.4 Regarding private residential developments, Yau Tong Centre, a Private Sector Participation Scheme, was built in 1970s and is located in central Yau Tong. The existing private residential development at Cha Kwo Ling Road also falls within this zone.

7.3.5 In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the **Kowloon Density Study (KDS)** Review, completed in early 2002, developments or redevelopments

within this zone are subject to specific control on PRs except otherwise specified in the Notes, i.e. a maximum PR of 7.5 for a domestic building and a maximum PR of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.

~~7.3.6 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.~~

7.3.76 Two large-scale private residential developments, namely Laguna City and Sceneway Garden, are located in northern part of the Area. Laguna City comprises three large sites, of which two are zoned “R(A)1” and subject to the maximum domestic GFA restriction of 440,000m² and maximum non-domestic GFA restriction of 15,000m², and the remaining site zoned “R(A)2” and subject to the maximum domestic GFA restriction of 100,906m² and the maximum non-domestic GFA restriction of 4,568m². The Sceneway Garden consists of two portions linked by a landscaped deck over Lei Yue Mun Road. The southern portion of Sceneway Garden falls within the Area located above the MTR Lam Tin Station and zoned “R(A)3”, subject to the maximum domestic GFA restriction of 146,408m² and the maximum non-domestic GFA restriction of 1,200m². The northern portion of Sceneway Garden falls within the Kwun Tong (South) OZP, i.e. outside the current OZP Area. Apart from the private residential developments mentioned in paragraph 7.3.4 above, three large private residential sites at Cha Kwo Ling Road in the western part of the Area form a comprehensive private residential development known as Laguna City. The two larger sites, which are zoned “Residential (Group A)1”, are developed for the land exchange package arising from the Shell Oil depot relocation proposals. The other site zoned “Residential (Group A) 2” which lies to the east of Cha Kwo Ling Road is a former Shell Oil quarters site. As part of the development, various GIC facilities and local open space are provided within these schemes in accordance with the Hong Kong Planning Standards and Guidelines to serve the residents.

~~7.3.8 Another comprehensive private residential development above MTR Lam Tin Station is Sceneway Garden which is zoned “Residential (Group A) 3” Part of the development is built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.~~

~~7.3.97 The Cha Kwo Ling Site and the Eastern Harbour Crossing Site are zoned “Residential (Group A) 4” and “Residential (Group A) 5” respectively, with various GIC facilities and open space provision to meet both local and district demand. The “R(A)4” site covering the ex-Cha Kwo Ling kaolin mine site (ex-kaolin mine site) and Cha Kwo Ling Tsuen is subject to a maximum domestic GFA restriction of 610,000m² and a maximum non-domestic GFA restriction of 13,890m². A planning review on the land use of the ex-kaolin mine site is being undertaken. Yau Lai Estate is zoned “R(A)5” subject to the maximum domestic GFA restriction of 559,430m² and the maximum non-domestic GFA restriction of 82,350m². The “R(A)” site at the junction of Ko Chiu Road and Pik Wan Road is subject to a maximum building height restriction of 150mPD.~~

7.3.8 *The “R(A)6” site at Lei Yue Mun Path is intended for residential development and is subject to a total PR of 9.0 with the maximum domestic PR of 7.5 and the maximum building height restriction of 100mPD and the requirement of a minimum of 200 public car parking spaces, which should be included for PR calculation. To enhance the air ventilation and visual permeability in the locality, a 10m-wide strip of land running in the middle of the “R(A)6” site is earmarked for a building gap where no building shall exceed a maximum building height of 20mPD.*

~~7.3.10 To ensure that the development intensities of the sites within these sub-areas are under statutory planning control, maximum domestic and non-domestic GFAs are imposed under the Notes.~~

7.3.9 *In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.*

7.3.10 *To provide design flexibility, minor relaxation of the development restrictions may be considered by the Board on application under section 16 of the Town Planning Ordinance. Each application will be considered on its own merits. Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of building gap restriction for the “R(A)6” site may be considered by the Board on application under section 16 of the Ordinance.*

7.4 “Residential (Group E)” (“R(E)”) - Total Area 5.79 ha

7.4.1 This zoning is intended to encourage the phasing out of non-conforming industrial uses. It provides an opportunity for redevelopment of existing obsolete industrial buildings. Residential development may be permitted with or without conditions on

application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.

- 7.4.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses within existing industrial buildings will also require the permission of the Board.
- 7.4.3 Five sites, one bounded by Sze Shan Street and Cho Yuen Street, one at Sze Shan Street, two at Tung Yuen Street adjacent to Shung Tak Wai and one at the junction of Shung Shun Street and Cha Kwo Ling Road, are zoned "R(E)". ~~with a view to~~ **With the efforts of** gradually phasing out the existing industrial buildings in the area, **three residential developments within this zone were completed and more residential developments are under development.**
- 7.4.4 Developments within this zone are subject to specific control on PRs as stipulated in the Notes, i.e. any new development or redevelopment should not exceed a maximum domestic PR of 5.0 and a maximum non-domestic PR of 1.0 in order to restrain traffic growth which will otherwise overload the existing and planned transport network.
- 7.4.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 7.4.6 In order to improve visual permeability, a distinct gradation of height profile with descending building height towards the harbourfront is adopted. Development and redevelopment within this zone are subject to maximum building height restrictions of 80mPD to 140mPD as stipulated on the Plan.
- 7.4.7 To provide **design** flexibility ~~on the building design adopted to the characteristics of particular sites~~, minor relaxation of the building height restriction **and plot ratio** may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

7.5 “Village Type Development” (“V”) - Total Area 7.972 ha

- 7.5.1 This zoning provides for the retention and expansion of existing villages as well as the reservation of land for the re-provisioning of village houses affected by ~~Government~~ **government** development projects. Lei Yue Mun Village, which has long been a tourist attraction famous for its seafood restaurants, is within this zone.
- 7.5.2 It is intended to conserve the traditional character of the existing Lei Yue Mun Village. In order to ensure that any future development or redevelopment within the village is compatible in scale with the existing developments, a maximum building height of 3 storeys **(8.23m)** or the height of the existing building(s), if this is greater, is imposed under the Notes. Agricultural use and other related uses are also permitted within this zone.
- 7.5.3 To provide flexibility on the building design adopted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

7.6 “Government, Institution or Community” (“G/IC”) - Total Area ~~30.59~~29.49 ha

- 7.6.1 Land zoned for this purpose is intended to provide land for various GIC facilities to serve the needs of residents in the Area and, where appropriate, those in the adjoining districts.
- 7.6.2 Major existing GIC facilities include Yung Fung Shee Memorial Centre, East Kowloon Health Centre and Sai Tso Wan Neighbourhood Community Centre with Public Transport Interchange at Cha Kwo Ling Road, ~~Margaret Trench Medical~~ **the Hong Kong Society for Rehabilitation Lam Tin Complex** ~~Centre~~ and Princess Alexandra Red Cross Residential School off Sin Fat Road, Kwun Tong Law Courts and Kowloon East Government Offices at Lei Yue Mun Road, a primary electricity sub-station at Cha Kwo Ling Road near Kwun Tong Law Courts, a ~~C~~care and ~~A~~attention ~~H~~home for the ~~A~~aged at Pik Wan Road near its junction with Ko Chiu Road, Yau Tong Service Reservoir and Lam Tin South Indoor Games Hall at Pik Wan Road, Yau Tong Fire Station at the junction of Cha Kwo Ling Road and Ko Fai Road, Lam Tin Ambulance Depot at Lei Yue Mun Road, a joint user complex at Lei Yue Mun Path with library, an indoor recreation centre, market and social welfare facility, a gas off-take station to the west of Yau Tong Road, religious institutions, and primary and secondary schools. Besides, GIC facilities are also provided in the public and private housing estates.
- 7.6.3 Major proposed GIC developments ~~are mainly concentrated in Cha Kwo Ling. They~~ include a sports complex and an indoor recreation

centre to the west of the Cross Harbour Tunnel Toll Plaza, ~~a clinic at the junction of Pik Wan Road and Ko Chiu Road~~, a coach/lorry park at Ko Chiu Road near its junction with Lei Yue Mun Road, and a ~~car park~~ **social welfare block at the roundabout of** at Lei Yue Mun ~~Path at its junction with Shung Shun Street~~, and primary and secondary schools at Cha Kwo Ling Road near its junction with the proposed Road A. ***In addition, a replacement clinic site is being identified.***

- 7.6.4 Development or redevelopment of the “G/IC” sites within the ~~YTHA~~ **lower Yau Tong** are subject to maximum building height restrictions ~~in terms of number of storeys as stipulated on the Plan. The “G/IC” site currently occupied by the Yau Tong Fire Station at Ko Fai Road is subject to a maximum building height restriction of 10 storeys and the “G/IC” site currently occupied by the China Light and Power Hong Kong Limited Kwun Tong Depot is subject to a maximum building height restriction of 6 storeys.~~ For development with special design merits, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance.

7.7 “Open Space” (“O”) - Total Area 20.01 ha

- 7.7.1 This zoning is intended to provide land for both active and passive recreational uses.
- 7.7.2 Open spaces are distributed throughout the district so as to provide recreation outlets within walking distance of most of the residential areas. Major open spaces include Sam Ka Tsuen Recreation Ground near Yau Tong Industrial Area, Laguna Park near Laguna City, Sai Tso Wan Recreation Ground and Sin Fat Road Tennis Court at Sai Tso Wan. Open spaces are also provided above the Yau Tong Service Reservoir at Pik Wan Road, Local open spaces are also provided within the public housing estates, HOS developments and comprehensive private residential developments.
- 7.7.3 Two sites have been reserved for district open space uses. One site is located to the east of the proposed Road A at Cha Kwo Ling, and the other site is located to the south of Sin Fat Road. These sites are subject to topographic and other constraints and the usable areas are smaller than those shown on the OZP. In addition, the site at Cha Kwo Ling Road to the west of the **Eastern Harbour Crossing** ~~EHC~~ Ventilation Building is also reserved for the development of a waterfront promenade which would link up with the promenade in the ~~South East Kowloon~~ **Kai Tak** area.
- 7.7.4 In order to enhance the attractiveness of Lei Yue Mun waterfront and provide a more direct access for visitors to the seafood restaurants in Lei Yue Mun, a strip of coastal area to the south of Lei Yue Mun

Village is reserved for *an open space with* a waterfront promenade *and* ~~with the incorporation of the~~ public landing facilities. Viewing platform and streetscape enhancement will also be included to improve the Lei Yue Mun waterfront area.

7.8 “Other Specified Uses” (“OU”) - Total Area ~~4.06~~ 6.01 ha

7.8.1 This zoning covers land allocated for specific uses.

7.8.2 The existing petrol filling station at the junction of Lei Yue Mun Road and Cha Kwo Ling Road, the ~~toll plaza~~ **Cross Harbour Tunnel Toll Plaza, MTR Yau Tong Station, Cha Kwo Ling Ventilation Building, Yau Tong Ventilation Building** and **Eastern Harbour Crossing** ventilation building ~~of EHC~~, the Ko Fai Road Sewage Treatment Plant at the junction of Ko Fai Road and Tung Yuen Street and the breakwater to the south of Lei Yue Mun Village are within this zone.

7.8.3 As the Ko Fai Road Sewage Treatment Plant is located at the harbourfront, development and redevelopment of the plant is subject to a maximum building height restriction of one storey. For development with special design merits, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance.

7.8.4 A site sandwiched between King Yip Street and the Kwun Tong Bypass reserved for a lorry park development is also within this zone.

7.8.5 A site located at Lei Yue Mun Road is zoned “OU” annotated “Business”, and subject to a maximum PR of 12.0. Land zoned for this purpose is intended for general employment uses. Under this zoning, a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses will be permitted as of right. However, in order to ensure that the concerns on fire safety and environmental impacts are properly addressed, only less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public will be permitted as of right in the existing industrial building within this zone. Development within this zone should make reference to the relevant Town Planning Board Guidelines.

7.9 “Green Belt” (“GB”) - Total Area ~~55.08~~ 54.94 ha

7.9.1 This zoning covers mainly steep hill slopes which are unsuitable for urban development and are retained in their natural state. Passive recreational uses may however be possible at certain locations. There is a general presumption against development within the “GB” zone. . Development within this zone will be carefully controlled and

development proposals will be assessed on individual merits taking into account relevant Town Planning Board Guidelines.

- 7.9.2 The slopes near the Margaret Trench Medical Rehabilitation Centre, Sai Tso Wan Controlled Tip, ***Hong Pak Court and Yau Tong Service Reservoir*** and the foothills of Black Hill, ***Chiu Keng Wan Shan*** and ~~Pau Toi Shan~~ (Devil's Peak) are within this zone.

7.10 “Coastal Protection Area” (“CPA”) - Total Area 0.07 ha

- 7.10.1 This zone is intended to conserve, protect and retain the lighthouse, the natural coastlines and the sensitive coastal natural environment, including area of scenic value, with a minimum of built development.
- 7.10.2 There is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape of the area or are essential infrastructure projects with overriding public interest may be permitted. Moreover, developments that will enhance the character of the area may also be permitted.
- 7.10.3 This area covers the rocky outcrop above water in the high-tide, the oyster shell beach and the lighthouse which has been recognized as a landmark with scenic quality. This area of scenic quality has not been spoilt by urban development and should be conserved.

8. COMMUNICATIONS

8.1 Roads

- 8.1.1 Lei Yue Mun Road, running in a north-west and south-east direction, is a primary distributor in the Area, whereas Cha Kwo Ling Road, linking Wai Yip Street in Kwun Tong is a major district distributor. Pik Wan Road is a local road providing access to the public housing estates. A number of local access roads are also planned to augment the existing road network.
- 8.1.2 To cope with the increased traffic with the opening of Tseung Kwan O Tunnel, the ***Eastern Harbour Crossing*** and Tate's Cairn Tunnel, the elevated Kwun Tong By-pass linking Kwun Tong to the north and Tseung Kwan O to the east runs along the northern boundary of the Area.
- 8.1.3 The proposed Tseung Kwan O – Lam Tin Tunnel linking East Kowloon and Tseung Kwan O is under study.

8.2 Eastern Harbour Crossing

The ~~EHC~~ ***Eastern Harbour Crossing*** links Cha Kwo Ling in East Kowloon with Quarry Bay on Hong Kong Island. On Kowloon side, the tunnel landing, toll plaza and the tunnel administration area are located near the central part of the Area. Bus lay-bys with covered walkways and waiting area are provided on both sides of the toll plaza. An access road is also provided around the toll plaza for tunnel operation purpose. An approach road has been built leading from the toll plaza to join Lei Yue Mun Road and Kai Tin Road by means of an interchange.

8.3 Mass Transit Railway

8.3.1 ~~The MTR system has been developed as part of the EHC scheme to reduce the journey time between East Kowloon and Hong Kong Island. The Area is served by the Mass Transit Railway (MTR) Kwun Tong Line and Tseung Kwan O Line with the MTR Lam Tin Station and Yau Tong Station at the convenient locations. The MTR Yau Tong Station is a major interchange between the MTR Kwun Tong line and Tseung Kwan O line.~~

~~8.3.2 The MTR Lam Tin Station is located within the Area.~~

~~8.3.3 The MTR Tseung Kwan O Extension has connected Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island. The MTR Yau Tong Station has opened in August 2002.~~

~~8.3.4 Pursuant to section 13A of the Ordinance, the railway scheme authorised by the CE in C under the Railways Ordinance (Chapter 519) shall be deemed to be approved under the Ordinance. The railway alignment, station, tunnel, and structures (including Cha Kwo Ling Ventilation Building and Yau Tong Ventilation Building) within the Area, as described in the authorised railway scheme and its amendments, are shown on the Plan for information only.~~

8.4 Public Transport

Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus.

9. UTILITY SERVICES

The Area is served with piped water supply, drainage and sewerage systems as well as electricity, gas and telephone services. ~~Upgrading of the existing fresh water and salt water supply systems will be carried out to cope with the increase of water demand for additional population in due course, while improvement works to the existing drainage and sewerage systems may be required to meet the proposed comprehensive~~

~~developments in the Area.~~ Future requirements of utility services will be arranged when detailed planning proceeds to meet the demand of the estimated population.

10. CULTURE HERITAGE

The Tin Hau Temples at Cha Kwo Ling Road and Ma Wan Tsuen, and the Law Mansion at Cha Kwo Ling Tsuen are ~~under the list of 1,444 historic buildings. The Tin Hau Temples are Grade III historic buildings, while the proposed grading of the Law Mansion is still subject to the endorsement~~ **graded** by the Antiquities Advisory Board. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development and rezoning proposals might affect these sites/buildings/structures and their immediate environs.

11. IMPLEMENTATION

- 11.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 11.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the CEDD in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.
- 11.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications will take into account all relevant planning considerations which may include departmental outline development plans, layout plans and guidelines published by the Board. The outline development plans and layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~JUNE 2011~~ *AUGUST 2013*

**Provision of Major Community Facilities in
Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan Planning Area**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Open Space	10 ha per 100,000 persons	15.81ha	9.67	19.89	+4.08ha
Local Open Space	10 ha per 100,000 persons	15.81ha	20.72	29.29	+13.48ha
Sports Centre	1 per 50,000 to 65,000 persons	2	2	3	+1
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	0	1	2	+2
Swimming Pool Complex - standard	1 complex per 287,000 persons	0	0	0	0
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	2	2	3	+1
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	1	2	3	+2
Library	1 district library for every 200,000 persons	0	1	1	+1
Special Clinic/ Polyclinic	1 whenever a regional or district hospital is built	Not Applicable (NA)	1	1	NA
Clinic/Health Centre	1 per 100,000 persons	1	0	1	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision	
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	1	0	0	-1
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	1	1	+1
Post Office	1 per 30,000 persons	5	2	2	-3
Secondary School	1 whole-day classroom for 40 persons aged 12 -17	202 classrooms	92	92	-110 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11	311 classrooms	162	192	-119 classrooms
Kindergarten/ Nursery	26 classrooms for 1,000 children aged 3 to 6	78 classrooms	83	111	+33 classrooms

Note:

1. The population of the Area in 2011 was about 132,500.
2. The planned population of the Area (including the rezoning proposals) would be about 158,000 (usual residents and mobile residents). If transient population (e.g. tourists) is included, the figure would be about 169,200.
3. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary school, primary school, sports ground. The shortfall in the OZP area could be addressed by the provision in the adjoining area, subject to the assessment of concerned departments.

~~映議員的建議，以減少東隧各方面對附近居民的影響。~~

- 20.5 噪音評估：署方解釋有關評估是以區內未來隧道通車後的15年(即2036年)整個觀塘區人口作出預計得出的數字。
- 20.6 藍田山走線：署方解釋主隧道走線所在是離廣靖樓地面最少70米的石層，故不會影響廣靖樓的樓宇結構。署方補充時指出，現時的走線建議已盡量減少工程對現有基建及樓宇結構等方面的影響。
- 20.7 綠化地區的使用：署方在往後進入詳細規劃階段時會與相關部門及康文署商討居民使用該些綠化地段的可行性。

21. 主席總結區議會已就有關工程計劃討論超過12年，期望署方可以因應觀塘未來人口的增長及交通配套加快規劃進度，令「將軍澳－藍田隧道」盡快完工。概而言之，區議會大體上支持署方的建議方案。主席建議署方於下一階段就工程計劃進行諮詢時，可直接交由區議會屬下交通及運輸委員會作詳細討論，以加快有關工程推行的進度。

~~(劉定安議員於下午6時正離開會場。)~~

議項V－擬議修訂三幅在觀塘區內的「政府、機構或社區」用地作住宅用途
(觀塘區議會文件第68/2012號)

22. 主席歡迎規劃署九龍規劃專員龍小玉女士、高級城市規劃師王鳳兒女士與城市規劃師李美芬女士，以及運輸署市區分區辦事處九龍東組高級工程師姚百明先生與工程師岑蕙琳女士參加討論。

23. 規劃署九龍規劃專員龍小玉女士及高級城市規劃師王鳳兒女士介紹文件。

24. 議員提出的查詢及意見如下：

- 24.1 呂東孩議員強烈要求在油塘鯉魚門徑的地盤用地(下稱“鯉魚門徑用地”)建設一個可提供500個車位的多層停車場，以舒緩區內車位不足的問題，滿足居民的需要。至於是否在停車場上蓋興建住宅單位，他個人持開放態度，但堅持有關方面

必須顧及環境、通風、交通、社區設施配套等問題。

- 24.2 張琪騰議員一直支持政府增加房屋供應，無論是公居或居屋，以滿足市民住屋的需求。現時市民對住屋的需求較為迫切，政府應優先處理。關於油塘碧雲道/高超道交界處的地盤用地(下稱“油塘碧雲道用地”)，他指出該處原劃作分科門診所用途，假如採用署方的建議，把診所重置於碧雲道配水庫足球場以北，地點對油塘居民稍嫌偏遠。他查詢該幅用地的面積，以及油塘區內有否其他適合作重置用途的土地；他建議署方再作研究。至於鯉魚門徑用地，他指出用地附近嶺南新村公廁旁的一幅荒置土地可考慮闢作休憩用地，為市民加添一些社區設施。
- 24.3 陳百里議員支持署方就牛頭角彩興路的地盤用地(下稱“彩興路用地”)所作建議，並促請署方藉此契機制定長遠策略，一併解決彩虹道交通交匯處一帶交通及人流擠塞的問題。他認為有關方面可考慮在彩榮路興建巴士總站及綜合大樓，或在彩德邨興建輦塔等分流設施；此外，亦可考慮為三彩居民提供 83A 及 83M 兩條小巴線以外的交通選擇。
- 24.4 林峰議員認為目前的樓價與市民的負擔能力脫節，政府在市區覓地增加住宅供應已是刻不容緩的事；因此，對署方更改三幅土地用途的建議，表示支持。他指出上述三幅土地並不涉及私人收地問題，省卻不少程序，故能加快進度；不過，他提醒署方務必關注有關環境及交通配套等問題。
- 24.5 潘進源議員表示，環顧全球，香港的樓價委實高昂，影響民生；故支持政府加快步伐，增加土地供應。此外，又建議署方在公私營房屋的比例上作出適當平衡。關於鯉魚門徑用地，他認同該區泊車位不足，尤以晚上及假日時段的情況最為惡劣。至於其餘兩幅用地，他建議署方加強與有關居民的溝通，詳細諮詢居民的意見。同時，亦建議署方考慮提高有關地積比率，藉此增加建屋量。
- 24.6 柯創盛議員支持政府優先解決住屋問題，盡量做到地盡其用。他建議署方考慮在發展三幅擬改變用途土地之餘，同時研究如何令周邊地區持份者也能有所裨益—即在優化環境的同時亦為毗鄰地區帶來協同效益，達致雙贏的局面。他呼

籲署方多些聆聽區議會屬下各相關委員會及居民的意見，特別是他們在交通配套、社區設施及醫療服務方面的訴求和建議，以完善有關工程計劃。

- 24.7 陳華裕議員建議署方在相關用地所在地區舉行諮詢會，藉以聽取附近居民及持份者的意見。關於彩興路用地，他建議署方就其他用途提高相關的地積比率，認為此舉有助促進地區發展，締造和諧。此外，亦可考慮設計高架行人路及行人電梯或輦塔連接彩石里，以疏導人流流向。另外，又促請署方早作規劃，確保在重建之後，啓德大廈能與山上公共設施互相連接。就鯉魚門徑用地而言，他建議署方善用周邊的土地，一併發展，並增加車位的數目，促進當地旅遊業的發展。
- 24.8 顏汶羽議員對政府增撥土地興建房屋的方向，表示支持；並促請署方在交通和社區設施方面的規劃加大力度。此外，又建議有關方面在彩榮路空置用地興建巴士總站、小巴總站、濕貨市場、室內體育館、圖書館、社區會堂綜合大樓等等。
- 24.9 黃帆風議員指出目前全港約有二十多萬市民的居住環境十分惡劣，當中不少正在輪候公屋，故對署方擬更改三幅土地用途來興建房屋的建議，表示支持。就鯉魚門徑用地而言，他建議將公共停車位數目增至 200 個、增設旅遊巴士上落客區，以及加入興建“限尺樓”等一類有助提高建屋量的條款。
- 24.10 符碧珍議員關心彩興路用地會增加新清水灣道的交通流量，建議署方早日聯同相關政府部門完成與山上四順一帶地區連接的行人輦塔、有蓋行人通道，以及扶手電梯，藉以減輕路面交通流量的負荷。
- 24.11 洪錦鉉議員一向支持政府興建更多資助房屋，但部門亦須關注有關環境、交通配套及社區設施等問題，並建議署方在推出更改土地用途建議之前，與相關區議員詳細溝通，以了解社區的不同需求。
- 24.12 謝淑珍議員就油塘碧雲道用地建議署方考慮一併改善高超道一帶的車輛噪音問題，並請署方考慮興建一條連接港鐵站和廣田邨/康柏苑/康雅苑區域的行人路，方便居民前往油塘

港鐵站。此外，她也認為擬議取代分科診所用地的位置偏遠，建議有關方面考慮在油塘碧雲道用地預留地下單位作分科診所用途和青少年中心等一類社福設施。至於鯉魚門徑用地，她建議署方考慮預留一些旅遊車車位。

- 24.13 譚肇卓議員表示明白市民對公營房屋的需求，支持政府增建資助房屋。他建議署方就三彩地區公共交通的規劃盡快推出長遠解決方案，例如增加全日公共巴士路線。主席呼籲運輸署代表在交通運輸委員會跟進譚議員的關注。此外，又建議把署方的提案轉交房屋事務委員會繼續跟進。
- 24.14 黃啟明議員就署方的三幅土地更改用途表示支持。關於彩興路用地，他建議署方考慮在三彩區內興建不同社區設施，使居民無需跨區接受服務。
- 24.15 張順華議員指出城規會訂下的土地用途是政府就不同設施向市民所作承諾，例如診所、學校及停車場等。他指出政府不應只在各區找尋面積細小的「政府、機構或社區」用地建屋，以致政府向居民作出的承諾因而無法兌現，他建議署方考慮在佔地較廣的土地上大規模興建住宅。最後，他對署方就三幅土地改變用途的建議，表示反對。
- 24.16 葉興國議員對新任政府積極地在市區找尋合適土地興建房屋，表示支持及欣慰。他建議署方考慮增加相關用地的地積比率。就鯉魚門徑用地而言，他建議署方增加停車位的數目及旅遊車上落地點。
- 24.17 蘇冠聰議員對署方三幅土地更改用途整體上表示支持。此外，又建議署方考慮就相關用地的交通配套早日作出長遠規劃。
- 24.18 黎樹濠議員認為彩興路用地的建議可行。此外，亦建議署方考慮放寬三幅土地的地積比率，並規劃完善行人連接系統直達公共交通網絡。關於油塘碧雲道用地，他建議署方考慮在興建樓宇時預留單位作分科診所用途，如此一來，便無須把診所重置至藍田配水庫用地。至於鯉魚門徑用地，他指出若該地興建公營房屋的話，可在多層停車場以上興建房屋，並交由房屋署負責管理多層停車場。

- 24.19 何啟明議員贊成署方更改三幅土地的用途，興建房屋，認為可以為市場提供更多資助房屋。至於把鯉魚門徑用地撥作私人住宅用地，他憂心會出現“牙簽式”豪宅的情況。他建議署方考慮把該幅用地改為興建資助房屋。關於油塘碧雲道用地，他建議署方可在建屋時一併解決附近社區設施不足的問題，例如興建中型及大型車輛停車場。另一方面，他認為建議重置診所用地位置陡峭，並不適合長者前往。
- 24.20 潘任惠珍議員建議署方考慮把：(i)油塘碧雲道用地的樓宇地下樓層預留作分科診所；(ii)鯉魚門徑用地樓宇低層劃作可容納 200 至 250 個車位的停車場；以及(iii)彩興路用地的交通配套提交有關方面作深入研究。
- 24.21 陳耀雄議員歡迎和支持署方更改三幅土地用途的建議，認為有助解決市民對房屋供應的強烈訴求。他建議署方多些聽取地區人士就擬議土地用途所發表的意見，特別是在鯉魚門徑用地附近物色合適土地興建大型停車場的建議。
- 24.22 鄧咏駿議員認為署方在地積比率方面的建議確能做到因地制宜。他呼籲署方在各相關地區舉行諮詢會，直接聽取附近居民的意見。此外，亦促請他們在興建新樓宇的同時，須致力改善相關地區的配套設施。
- 24.23 麥富寧議員就安達臣道房屋計劃促請署方作妥善規劃，就交通及社區設施制定長遠的配套安排。
- 24.24 馬軼超議員支持政府盡快覓地興建公屋，以舒緩基層居民申請公屋長期輪候的壓力。
- 24.25 姚柏良議員欣賞政府積極覓地興建樓宇的態度，並查詢署方：(i)就鯉魚門徑用地對停車場及旅遊巴士集散地點的重置方法；以及(ii)是否使用“插針式”的方法尋找區內能興建房屋的用地，以及政府有否要求署方提供在 18 區找到所需的興建房屋用地的最少數目。
- 24.26 蔡澤鴻議員指出署方就地積比率所作建議不但實事求是，且能因地制宜。他促請政府在興建房屋解決市民需要的同時，務必兼顧社區設施的配套安排。

25. 署方就議員的查詢及意見回應如下：

- 25.1 諮詢程序：署方表示，呈交諮詢文件只是諮詢工作的第一步，稍後可安排與持份者舉行會議和居民大會，聽取議員和居民的意見。
- 25.2 替代地點：署方表示在建議更改相關土地用途時，會在區內尋找替代地點作相同用途的發展，例如油塘碧雲道用地診所的替代用地是在碧雲道配水庫以北，佔地約為 2 200 平方米；彩興路學校用地的替代地點是在安達臣道石礦場的未來發展內；至於鯉魚門徑的停車場用地，署方會就議員的建議與運輸署磋商公眾私家車泊車位的數目。
- 25.3 交通設施和行人連接：署方表示會與相關部門聯繫，就提供合適交通和行人設施探討可行的建議。
- 25.4 地積比率：署方將綜合考慮議員的意見，檢討建議的地積比率。
- 25.5 實地視察：署方指出在作出相關建議之前已進行實地視察，且樂意與議員就各幅用地的規劃事宜繼續保持聯繫。

26. 經討論後，主席總結區議會絕大部分議員均支持政府在區內改變 3 幅下述的「政府、機構或社區」用地作住宅用途的建議，他們同時關注並要求相關政府部門跟進有關社區的配套設施，主要意見概述如下：

- (i) 彩興路用地：須盡快提出解決三彩交通及暢達性問題的配套方案；
- (ii) 油塘碧雲道用地：須預留合適替代用地設立分科診所並盡快施工；以及
- (iii) 鯉魚門徑用地：日後發展項目內的最低車位數目須不能少於現有臨時停車場內的數目。

主席促請相關政府部門在房屋事務委員會及交通運輸委員會繼續跟進議員的建議。

(Translation)

Item V Proposed Rezoning of Three “Government, Institution or Community” (“G/IC”) Sites in Kwun Tong to “Residential” Use
(Kwun Tong District Council Paper No. 68/2012)

22. The Chairman welcomed Ms Fiona Lung Siu Yuk, District Planning Officer / Kowloon, Ms Karen Wong Fung Yee, Senior Town Planner, and Ms Rowena Lee Mei Fun, Town Planner, from the Planning Department, and Mr David Yao Pe Min, Senior Engineer, and Ms Sum Wai Lam, Engineer, of Kowloon District East, Urban Regional Office from the Transport Department to the meeting.
23. Ms Fiona Lung Siu Yuk, District Planning Officer / Kowloon and Ms Karen Wong Fung Yee, Senior Town Planner, introduced the Paper.
24. Members’ enquiries and opinions as follows:
- 24.1 Mr Lui Tung Hai strongly requested for the provision of a multi-storey car park with 500 parking spaces at Lei Yue Mun Path site in Yau Tong (“Lei Yue Mun Path site”) to alleviate the shortage of parking spaces in the area and to meet the residents parking need. As regards whether flats should be provided above the car park, he took an open mind. Yet he insisted that the concerned parties should take the environmental, air ventilation, traffic and community facilities matters into consideration.
- 24.2 Mr Cheung Ki Tang all along had supported the Government to increase the housing supply, be public housing or Home Ownership Scheme flats, so as to satisfy the housing needs. Government should give priority to address the present urgent housing demand from the community. For the site at the junction of Pik Wan Road / Ko Chiu Road in Yau Tong (“Pik Wan Road site”), he indicated that the site was originally designated for clinic use. If the reserved clinic site was relocated to the soccer pitch north of the service reservoir at Pik Wan Road, it would be rather remote for the residents of Yau Tong. He inquired about the area of the site and whether there was other suitable site in Yau Tong District for replacement. He suggested to take further study on the proposal. As for Lei Yue Mun Path site, he advised to make use of a vacant land next to Ling Nam San Tsuen Public Toilet in the vicinity of the site as open space to provide more community

facilities for the residents.

- 24.3 Dr Bernard Chan Pak Li supported the proposal for the site at Choi Hing Road in Ngau Tau Kok (“Choi Hing Road site”) and urged the departments taking this opportunity to formulate a long-term strategy to resolve the traffic and pedestrian congestion problems at the Choi Hung Road Interchange area. He suggested to consider the provision of bus terminus and community complex at Choi Wing Road or lift tower and other diversion facilities at Choi Tak Estate. Consideration could also be given to provide options other than minibus route numbers 83A and 83M to the “Three Choi” residents.
- 24.4 Mr Lam Fung opined that the current property price was far departed from public affordability. The Government’s effort of searching sites to increase housing supply in urban area was an imminent task. Hence he supported the rezoning proposal for the three housing sites. He indicated that as no land resumption would be involved in these three pieces of land and the relative government procedures could be saved, the development could be accelerated. However, he reminded the departments to pay close attention to the issues like environment and supporting transport facilities.
- 24.5 Mr Poon Chun Yuen pointed out that Hong Kong’s property price was really high when making reference to other places around the world and affected the livelihood of society. He therefore supported the Government to quicken its pace and to increase the land supply. Furthermore, he suggested that the departments should strike a balance between the provision of public housing and private housing. For Lei Yue Mun Path site, he agreed that parking spaces in that area was insufficient, particularly at night and during the holidays. For the remaining two sites, he suggested that the departments should strengthen the communication with residents and consult them in detailed. He also suggested the departments to consider increasing the plot ratio so as to step up flat production.
- 24.6 Mr Wilson Or Chong Shing supported the Government in giving priority to addressing housing issue and fully utilizing the land as far as possible. He suggested that the departments should study how to at the same time benefit the stakeholders of the three proposed rezoning sites, i.e. to enhance the environment, and to create a synergistic effect for the surrounding areas, so as to achieve a win-win situation. He urged the departments to listen to views of the District Council’s committees and local residents, especially for their demands and suggestions on transport network, community facilities and medical services in order to improve the development project.

- 24.7 Mr Nelson Chan Wah Yu suggested the departments to hold public forum at the local communities of the proposed housing sites to collect the views from local residents and stakeholders. For Choi Hing Road site, he proposed to increase the plot ratio for other uses in order to foster local development and promote social harmony. Consideration could also be given to provide elevated walkway and escalator / lift tower to link up the areas with Choi Shek Lane to improve pedestrian circulation. He also urged the department to have early planning to ensure Kai Tak Mansion could be inter-connected with the community facilities on the hill after redevelopment. For Lei Yue Mun Path site, he proposed the Government to integrate the surrounding area into the development and also to increase the number of parking spaces so as to facilitate the development of local tourism.
- 24.8 Mr Ngan Man Yu was in support of the Government's approach to allocate more land for housing production. He also urged the departments to put in extra effort on the planning of traffic and community facilities. He also suggested that bus terminus, light bus terminus, wet market, indoor stadium, library, community hall complex, etc. should be provided at the vacant site at Choi Wing Road.
- 24.9 Mr Jackson Wong Fan Fong indicated that the living condition of more than 200,000 Hong Kong people was now very poor. Many of them were waiting for Public Rental Housing (PRH). Hence, he supported the rezoning proposal of the three sites for housing development. For Lei Yue Mun Path site, he suggested to increase the number of public parking spaces to 200, to provide coach pick-up/drop-off bay and to add condition such as "flats with limited floor areas" to increase housing flats supply.
- 24.10 Ms Fu Pik Chun concerned that Choi Hing Road site would lead to an increase in traffic flow at New Clear Water Bay Road. She suggested that departments should work together earlier to reduce road traffic by constructing pedestrian lift tower, covered pedestrian walkway and escalator linking with the areas around "Four Shun" area on hill.
- 24.11 All along Mr Kin Hung Kam In had supported the provision of more subsidized housings by Government. However, departments should take note of the issues related to environment and inadequate provision of transport and community facilities. He also proposed that the departments should well communicate with the concerned District Councillors to understand the community needs before submitting the rezoning proposals.
- 24.12 For Pik Wan Road site, Ms Tse Suk Chun suggested that the departments should also

consider abating the traffic noise around Ko Chiu Road and requested the departments to consider providing a footpath linking the MTR station with Kwong Tin Estate / Hong Pak Court / Hong Nga Court areas to facilitate the residents' access to MTR Yau Tong Station. Further, she also advised that the proposed replacement site for clinic was rather remote. She suggested that the ground floor of the development at Pik Wan Road site should be reserved for clinic use and social welfare use like youth centre. For Lei Yue Mun Path site, she suggested to consider reserve some spaces for coach parking.

- 24.13 Mr Tam Siu Cheuk understood the demand of the society for public housing and supported the Government to increase the subsidized housing production. He suggested to put forward long-term solution for the public transport planning of "Three Choi" areas as soon as possible, such as introduction of full-day public bus route. The Chairman requested the TD representative to follow-up Mr Tam's concern in the Traffic and Transport Committee. He also suggested that the departments' proposal should be referred to the Housing Committee for follow-up action.
- 24.14 Mr Wong Kai Ming supported the rezoning proposal for the three sites. Concerning Choi Hing Road site, he suggested to consider the provision of various community facilities in "Three Choi" areas so that the residents would not need to travel across districts for the services.
- 24.15 Mr Cheung Shun Wah indicated that the land use stipulated by the Town Planning Board was a promise of Government to society on the provision of various facilities, such as clinic, school and car park. He considered that Government should not only identify small "G/IC" sites in various districts so that the committed "G/IC" use could not be realized. He suggested the departments to consider large-scale development at larger sites. To this end, he opposed to the rezoning proposal for the three sites.
- 24.16 Mr Yip Hing Kwok supported the new Government in actively looking for suitable land in the urban area for flat production. He suggested the departments to increase the plot ratios for subject sites. For Lei Yue Mun Path site, he suggested to increase the number of parking spaces and identify coach pick-up / drop-off points.
- 24.17 Mr Kevin So Koon Chung supported the rezoning proposal for the three sites. He also suggested to consider the long-term planning for the transport facilities of the sites as soon as possible.
- 24.18 Mr Patrick Lai Shu Ho considered that the proposal at Choi Hing Road site was feasible.

He also suggested to relax the plot ratio restrictions for the three sites and provide adequate pedestrian system with direct access to the public transport network. For Pik Wan Road site, he suggested to reserve units in the future development for clinic use. As such, it was unnecessary to relocate the clinic to the service reservoir site in Lam Tin area. For Lei Yue Mun Path site, he suggested that if the site was for public housing development, the residential units would be built on top of the multi-storey car park, and the car park would be managed by the Housing Department.

- 24.19 Mr Jonathan Ho Kai Ming supported the three rezoning proposals for housing development in order to provide more subsidized housing in the market. He was worried that the use of the Lei Yue Mun Path site for private housing would bring about “toothpick type” luxury flats. He suggested to reserve the site for subsidized housing instead. For Pik Wan Road site, he suggested to tackle the issues of inadequate provision of community facilities at the same time, such as constructing medium and large-size vehicle parks. He also considered that the proposed replacement site for clinic was at a steep uphill location which would not be easily accessible to the elderly.
- 24.20 Mrs Winnie Poon Yam Wai Chun suggested departments to consider: (i) reserving the ground floor of the residential building at Pik Wan Road site for clinic use; (ii) designating the lower floors of the building on Lei Yue Mun Path site as car park with 200-250 parking spaces; and (iii) referring the issue of transport facilities at Choi Hing Road site to the concerned departments for further study.
- 24.21 Mr Jimmy Chan Yiu Hung welcomed and supported the rezoning proposal for the three sites, which could meet the pressing demand for housing supply of the public. He suggested the departments to listen to more local views on the proposed land uses, particularly for the proposal on searching suitable land for large car park near Lei Yue Mun Path site.
- 24.22 Mr Tang Wing Chun opined that departments had already taken into account the local condition in formulating the proposed plot ratios. He urged the departments for holding public forum in the concerned areas to gather the views of local residents directly. He also advised departments to improve the supporting facilities in the areas at the same time of providing more housing units.
- 24.23 Mr Mak Fu Ling urged the departments to have proper planning, making long-term arrangement for the transport and community facilities regarding to the Anderson Road Housing Programme.

24.24 Mr Marco Ma Yat Chiu supported the Government for identifying public housing sites quickly as possible so as to ease the long waiting time of grass root sector for public housing.

24.25 Mr Perry Yiu Pak Leung appreciated the Government's active attitude in searching sites for housing development. He enquired the departments on (i) relocation of car park and coach pick up/drop off area at Lei Yue Mun Path site; and (ii) whether the approach of "sticking in a pin" was adopted to for searching housing site in the district, and whether the Government had requested the departments to provide the minimum amount of available housing land in 18 districts.

24.26 Mr Choy Chak Hung pointed out that the proposal on plot ratios proposed by departments were practical and taken into account the local condition. He urged the Government to consider the provision of community facilities while addressing the public housing need.

25. Departments' response to Members' enquiries and comments were as follows:

25.1 Consultation procedure: Submission of consultation paper was only the first step of the consultation exercise. Arrangement would be made to have meetings with the stakeholders/residents in due course so as to seek the views of the Members/residents.

25.2 Replacement site: In formulating the rezoning proposals, departments have conducted site search in the vicinity of the sites for the same GIC uses. For example, a replacement site with an area of about 2,200m² was identified to locate to the north of the Pik Wan Road Service Reservoir for the original reserved clinic site at Pik Wan Road; and a replacement site was identified in the future development at Anderson Road Quarry for the original reserved site at Choi Hing Road. As for the car park at Lei Yue Mun Path, departments would discuss and follow up the provision of parking spaces based on the Member's advice.

25.3 Transport facilities and pedestrian linkage: Close liaison would be maintained with the concerned departments on feasibility of providing appropriate transport and pedestrian facilities.

25.4 Plot ratio: Departments would review the proposed plot ratios to take into account of the Members' views.

25.5 Site inspection: Departments have carried out site inspection before formulating the rezoning proposal and standing ready to maintain liaison with Members on the planning of the sites.

26. After discussion, the Chairman concluded that vast majority of the District Councillors were in support of the Government's rezoning proposal of the three "G/IC" sites in Kwun Tong for residential use. They urged the concerned Government departments to take note of their concerns and to follow up the provision of community facilities. The main views were outlined as follows:

- (i) Choi Hing Road site: to propose measures on resolving transport and accessibility problems of "Three Choi" area as early as possible;
- (ii) Pik Wan Road site: to reserve suitable replacement site for clinic use and commence the clinic development as early as possible;
- (iii) Lei Yue Mun Path site: the provision of parking spaces in future development should not less than the provision at the existing temporary car parks.

The Chairman advised departments to follow up Councillors' views and suggestions in the Housing Committee and the Traffic and Transport Committee meetings.



規劃署九龍規劃專員

龍小玉女士

要求妥善重置油塘分科門診用地及
完善油塘交通配套、社區設施規劃

敬啟者：

對於規劃署計劃改變油塘碧雲道/高超道交界處作為分科門診的「政府、機構或社區」地帶為住宅用地，並擬將分科門診用地重置於碧雲道配水庫旁的地帶，民建聯表示關注。

油塘人口近年迅速增長，現時人口已接近八萬人，社區設施及交通配套嚴重不足，對於油塘區居民生活造成極大不便。隨著油塘灣發展的上馬及單幢式私樓的不斷落成，油塘區的人口將於短期內突破十萬人，對社區設施及醫療服務構成莫大壓力。

民建聯一向對上述問題特別關注，更長期於區內爭取分科診所服務！因此，對於規劃署改變現時分科門診用地並草率地計劃重置門診用地於距離油塘居民甚遠的碧雲道配水庫旁的地帶，我們表示失望及難以接受。



民建聯強烈要求於油塘設立分科門診，重置診所用地位置必須近便油塘區居民，以滿足居民對社區設施的需求。

民建聯促請規劃署作出前瞻性以及全面的規劃，增加社區設施及交通配套！如何之處，祈請早日賜覆。如有查詢，請電 6776,2614/ 3563 8508 與張琪騰議員聯絡：(聯絡地址：油塘高怡邨高遠樓地下 4 號)



陳鑑林 李慧琼

張琪騰 陳國華 柯創盛 潘進源 洪錦鉉 施能熊
麥富寧 郭必錚 林亨利 陳百里 顏汶羽 譚肇卓

二零一三年一月八日

副本送：1) 食物及衛生局局長高永文醫生
2) 運輸及房屋局局長張炳良教授

真誠為香港



胡志偉 立法會議員
Office of Legislative Councillor Wu Chi Wai

香港渣華道 333 號北角政府合署 17 樓
規劃署署長
凌嘉勳先生,JP

凌署長:

就三幅觀塘區內的「政府、機構或社區」用地改作住宅和資助房屋用地的意見

我們歡迎 貴署最近提出建議，將三幅「政府、機構或社區」用地改作住宅用地，以增加房屋供應，解決市民住房難問題。惟我們認為，貴署的建議會增加區內人口，從而帶動市民對社區服務的需求，因此我們認為 貴署作出建議時同時提出社區補償或其他相應配套規劃。針對上述項目，我們有以下初步建議：

牛頭角彩興路地盤

鄰近該地盤的彩德邨、彩福邨及彩盈邨近年入伙，區內人口超過三萬人。我們認同政府將該地盤改為住宅用途，惟 貴署應考慮區內社區配套不足，貴署在增加房屋土地供應時實應考慮整體社區規劃，改善居民生活。據我們了解，現時彩福邨彩樂樓附近已預留土地發展中學。既然現時教育局並不反對 貴署將彩興路地盤改為房屋發展，我們相信 貴署亦應將彩樂樓旁土地改變用途，發展市政大廈、圖書館或街市用途，以滿足區內人口需要。

油塘碧雲道與高超道交界處地盤

油塘人口不斷上升，已經接近 10 萬，居民對門診服務有急切需求。考慮到油塘未來發展，區內人口將遠超 10 萬，達到「香港規劃標準與準則」訂下興建診所的指引。因此，我們 貴署應在此幅土地提供「社區設施」作補償。我們建議 貴署預留用地作診所用途，令區內居民得到基層醫療服務。

油塘鯉魚門徑地盤

油塘鯉魚門為熱門旅遊景點，區內停車場設施卻不足。我們建議該項目應預留足夠停車位置供旅遊巴士使用。同時，因應油塘灣發展，私人樓宇數量不斷增加，我們認為 貴署應與運輸署及相關部門，商討改善該區一帶道路規劃。

立法會議員 胡志偉

觀塘區議員 陳汶堅 黃啟明 謝淑珍

社區主任 莫建成 韓家銘 林偉基

謹啟

2013 年 1 月 7 日

地址：九龍黃大仙蒲崗村道 61-87 號富佑商場 12-14 號地舖
Rm. 12-14/G/F, Fu Yau Building, 61-87 Po Kong Village Road, Wong Tai Sin, KLN.
郵址：chiwaioffice@gmail.com 網址：www.chiwai.net
電話：2761 3106 傳真：2761 3021

敬致規劃署九龍規劃專員龍小玉女士：

強烈要求為鯉魚門設置多層停車場

鯉魚門是世界知名的海鮮美食旅遊區，日常多數食客均以私家車作為主要交通工具，但由於泊車位長期不足，令鯉魚門旅遊區的發展受到阻礙。目前鯉魚門的泊車位主要有市政大廈內的 50 個車位及兩個相連的露天停車場 230 個車位，車位並不足夠，遊客及區內居民泊車困難，特別是節假日，排隊等候泊位的車輛經常延伸至一公里外的油塘中心。故此，我們多年來一直要求政府部門在露天停車場位置建一座多層停車場，徹底解決鯉魚門車位不足問題，而運輸署亦一直將該兩個露天停車場作為多層停車場的規劃用地。

現在，我們再次強烈要求政府為鯉魚門設置一個可以容納不少於 500 個車位的多層停車場，以滿足區內居民及旅遊區發展的需要。至於多層停車場之上是否增建住宅單位，我們持開放態度，重要是不影響周邊居民生活質素，有足夠的休憩空間及社區配套設施。

多謝！

呂東孩議員辦事處

鯉魚門街坊福利會理事長

鯉魚門商會主席

鯉魚門第一至五區互委會

鯉魚門街坊值理會首總理

呂東孩
賈天送
王石星
王勝
羅建華

二〇一三年一月七日

環保觸覺的意見書

有關三幅 GIC 地改為住宅用途

油塘碧雲道/高超道地盤不應興建住宅 被樹林覆蓋 屬斜坡 周邊已高樓臨立

環保觸覺認為，政府、機構及社區用地 (GIC) 具其規劃功能，可以在高密度樓宇的區域，產生緩衝的作用，使區內整體密度得到舒緩。

所以，若將政府、機構及社區用地改變用途，必需審慎評估，以免對周邊環境產生負面影響。

本會評估了政府三幅的用地，發覺兩幅的改劃可以接受，包括牛頭角彩興路地盤及油塘鯉魚門徑地盤，因兩幅地附近的樓宇密度不算太高。

可是，位於油塘碧雲道/高超道地盤的改劃建議，本會非常反對。該位置現為樹林，加上地皮內有斜坡，施工有一定難度。最重要的是，該地皮附近共有 33 座超過 40 層樓宇，可謂被高樓包圍，所以若維持政府、機構及社區用地，或轉為綠化地帶，較能發揮緩衝作用。

所以，本會認為油塘碧雲道/高超道地盤改為住宅並不適合，以免進一步增加該區域的密度。

本會希望政府在尋找土地時，需注意當區環境。希望規劃署等專業部門，不要為迎合上意「交數」，而作出不專業的判斷。

環保觸覺

二零一二年一月八日

**Departmental Responses to Comments from Kwun Tong District Council (KTDC) Meeting
on 8.1.2013 and Written Submissions Received**

Departmental responses to the major comments from KTDC meeting on 8.1.2013 and the written submissions received at the KTDC meeting in relation to the proposed residential sites at Ko Chiu Road and Lei Yue Mun Path are as follows:

A. Major Comments from the KTDC meeting (Attachment V) on 8.1.2013

Comments	Departmental Responses
<u>General</u>	
(a) Some members advised that transport/community facilities should be adequately provided at the same time of providing more housing units.	<ul style="list-style-type: none">• The proposed rezoning would not have adverse impact on the G/IC and open space provision in the area. The provision of GIC facilities and open space for the Outline Zoning Plan planning area had already been assessed. Relevant bureaux/departments have also been consulted. Apart from Social Welfare Department (SWD) requesting provision of their facilities, others confirmed that no standalone site for GIC use was required for the rezoning sites. In response to SWD's request, a site at Lei Yue Mun Path is proposed to be rezoned to "G/IC" reserved for social welfare use in the current rezoning exercise.• Relevant departments consulted including Transport Department (TD), Drainage Services Department (DSD) and Water Supplies Department (WSD) have no objection/ adverse comment on the rezoning proposals from traffic and infrastructural point of views.
(b) Some members considered that environmental and/or air ventilation impacts of the proposed rezoning should be assessed.	<ul style="list-style-type: none">• As the two sites have relatively open setting, sufficient breathing space and visual relief are provided in the locality. Relevant departments including Chief Town Planner/Urban Design & Landscape, Planning Department and Environmental Protection Department (EPD) have no in-principle objection to the two rezoning proposals.

Comments	Departmental Responses
(c) A member suggested to consider large-scale housing development sites instead of identifying small “G/IC” sites in various districts.	<ul style="list-style-type: none"> Government will continue to adopt a multi-pronged approach and step up its efforts to meet housing and other needs. For this purpose, the Government will increase the supply of land in the short, medium and long terms through optimal use of developed land and identifying new land for development at the same time. Apart from the proposed rezoning at the subject sites, comprehensive developments at Cha Kwo Ling ex-Kaolin Mine site and Anderson Road Quarry are also being studied.
(d) Some members suggested to increase the Plot Ratio (PR) for the proposed residential developments so as to increase the flat production while some members considered that the proposed PR was practical and appropriate.	<ul style="list-style-type: none"> A total PR of 9.0 is proposed for both sites, which is the same for a typical “Residential (Group A)” zone.
<u>Proposed residential development at Ko Chiu Road</u>	
(a) A member urged the Government to resolve the issue of inadequate provision of community facilities in the area at the same time of developing the housing site, such as providing medium or large-size vehicle park in the proposed development.	<ul style="list-style-type: none"> A planning brief will be prepared to guide the proposed subsidized housing development at the site. The planning brief will set out the requirements for, among others, pedestrian connection, provision of transport/ supporting facilities/ancillary car parking spaces, and environment assessment.
(b) A member requested for adequate pedestrian system with direct access to the public transport network.	<ul style="list-style-type: none"> Same as above.
(c) A member raised concern on the traffic noise issue around Ko Chiu Road area.	<ul style="list-style-type: none"> Same as above.
(d) Some members considered that the replacement site to the north of Yau Tong Salt Water Services Reservoir was located more uphill and was less convenient to elderly and the residents of lower Yau Tong.	<ul style="list-style-type: none"> Two alternative replacement sites at Yau Tong Lane and Ko Chiu Path have been identified, which are being considered by Food and Health Bureau (FHB).
(e) Some members requested to consider the possibility of reserving the ground floor/or units of residential development at Ko Chiu Road site for clinic use.	<ul style="list-style-type: none"> As there is no development programme for the clinic development, an integrated development is not feasible if the proposed subsidized housing development is scheduled for

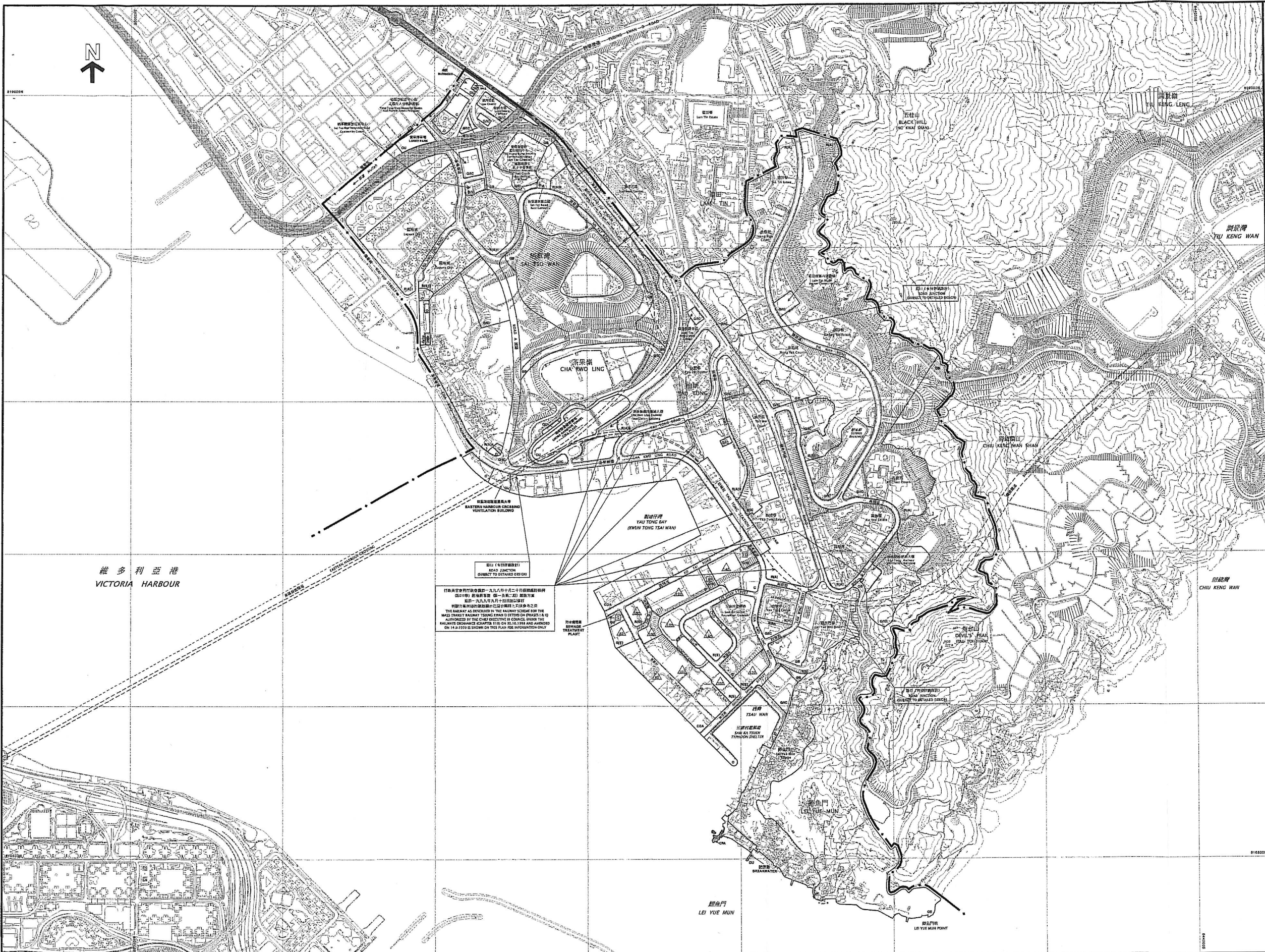
Comments	Departmental Responses
	<p>commencement of the construction in 2016/17 with the design to be finalized in 2014/15. A separate site for clinic use is considered more appropriate and three replacement sites have already been identified which are being considered by FHB.</p>
<u>Proposed residential development at Lei Yue Mun Path</u>	
(a) Some members suggested to increase the provision of car parking spaces to 200 - 250 while a member suggested to increase to 500.	<ul style="list-style-type: none"> The number of public car parking spaces to be provided in the proposed residential development has been increased from 100 to 200 which are more than the 140 car parking spaces provided in the two existing temporary open-air car parks. On top, car park ancillary to the residential development will be provided.
(b) Some members requested for coach parking spaces and pick-up/drop-off points.	<ul style="list-style-type: none"> The existing taxi/minibus stands and coach pick-up/drop-off area at the entrance to Lei Yue Mun village will be retained. The area is proposed to be rezoned from “G/IC” to area shown as ‘Road’ to reflect its existing function. TD will continue to monitor the need for new coach parking spaces in the vicinity.
(c) A member suggested to reserve the site for subsidized housing instead of private housing to avoid toothpick-type luxury housing.	<ul style="list-style-type: none"> Whether the site should be developed for private housing or public/subsidized housing is a matter of housing policy. The Government is committed to ensuring sufficient housing land to meet the subsidized housing production targets, and at the same time provides the market with housing land for private residential units.
(d) A member advised to make use of a vacant land next to Ling Nam San Tsuen Public Toilet as open space and provide community facilities for the residents.	<ul style="list-style-type: none"> This piece of vacant government land is proposed to be rezoned to “G/IC”, reserved for social welfare use, in the current rezoning exercise.
(e) A member suggested for inclusion of a condition of “limited flat size” to the residential units at Lei Yue Mun Path site.	<ul style="list-style-type: none"> The need for including a clause to restrict the floor size of residential unit will be considered by relevant department in the lease preparation stage.

B. Written submissions

Comments	Departmental Responses
From DAB represented by Hon. Chan Kam-lam and Hon. Starry Lee Wai-king and a group of KTDC members (Attachment VI-a)	
<ul style="list-style-type: none"> The replacement site to the north of Yau Tong Salt Water Services Reservoir is far away for the residents of lower Yau Tong and request for a site nearer. 	<ul style="list-style-type: none"> Two alternative replacement sites at Yau Tong Lane and Ko Chiu Path have been identified.
<ul style="list-style-type: none"> Increase the provision of community/transport facilities. 	<ul style="list-style-type: none"> The provision of GIC facilities and open space for the Outline Zoning Plan planning area have already been assessed and the proposed residential development would not have adverse impact on the G/IC and open space provision in the area. In response to SWD's request, a site at Lei Yue Mun Path is proposed to be rezoned to "G/IC" reserved for social welfare use in the current rezoning exercise. Relevant departments consulted including TD, DSD and WSD have no objection/ adverse comment on the rezoning proposals from traffic and infrastructural point of views.
From Hon. Wu Chi Wai and a group of KTDC members (Attachment VI-b)	
<ul style="list-style-type: none"> Welcome the rezoning proposals as they could increase the housing supply to resolve the housing problem. 	<ul style="list-style-type: none"> Noted.
<ul style="list-style-type: none"> Community facilities should be provided at Pik Wan Road site as a compensation. 	<ul style="list-style-type: none"> A planning brief will be prepared to guide the proposed subsidized housing development at the site. The planning brief will set out the requirements for the provision of transport/ supporting facilities for the site.
<ul style="list-style-type: none"> Suggest to identify replacement site for the clinic use to serve the residents in the district. 	<ul style="list-style-type: none"> A total of three alternative replacement sites for clinic development have been identified.
<ul style="list-style-type: none"> Provision of parking space in Lei Yue Mun area which is a popular tourism spot is insufficient. Coach parking spaces should be reserved in the development at Lei Yue Mun Path site. 	<ul style="list-style-type: none"> The composite development proposed at Lei Yue Mun Path site could facilitate the early implementation of the multi-storey car park originally planned at the site. Apart from parking spaces ancillary to the residential

Comments	Departmental Responses
<p>Road network in the area should also be improved to cope with the increasing residential development.</p>	<p>development, 200 public parking spaces will be provided which is more than the 140 car parking spaces provided in the two existing temporary open-air car parks at the site.</p> <ul style="list-style-type: none"> The existing taxi/minibus stands and coach pick-up/drop-off area at the entrance to the Lei Yue Mun village are proposed to be rezoned from “G/IC” to an area shown as ‘Road’ to reflect its existing function. TD will continue to monitor the need for new coach parking spaces in the vicinity and the traffic condition in the area.
<p>From a KTDC member, Mr Lui Tung Hai, and representatives of local community (Attachment VI-c)</p>	
<ul style="list-style-type: none"> Request for a multi-storey car park with 500 parking spaces at Lei Yue Mun area to satisfy the residents and tourists needs. 	<ul style="list-style-type: none"> The composite development proposed at Lei Yue Mun Path site could facilitate the early implementation of the multi-storey car park originally planned at the site. Apart from parking spaces ancillary to the residential development, 200 public parking spaces will be provided, which is more than the 140 car parking spaces provided in the existing two temporary open-air car parks at the site.
<ul style="list-style-type: none"> Have no strong views on the residential development on top of the public car park provided that there are sufficient open space and community facilities. 	<ul style="list-style-type: none"> The provision of GIC facilities and open space for the Outline Zoning Plan planning area have already been assessed and the proposed residential development would not have adverse impact on the G/IC and open space provision in the area. In response to SWD’s request, a site at Lei Yue Mun Path is proposed to be rezoned to “G/IC” reserved for social welfare use in the current rezoning exercise.
<p>From Green Sense (Attachment VI-d)</p>	
<ul style="list-style-type: none"> Object to the residential development at Ko Chiu Road site on the ground that the development will affect the existing dense vegetation and aggravate the high-density living environment. 	<ul style="list-style-type: none"> Agriculture, Fisheries and Conservation Department advises that the site is generally covered with common exotic and native plantation trees. Housing Department will carry out further study on tree preservation and compensatory planting at the site. As the site has an open setting and the proposed residential development will have a

Comments	Departmental Responses
	wide building separations with the nearby buildings, sufficient breathing spaces and visual relief could be maintained in the locality.



圖例 NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	住宅(甲類)
RESIDENTIAL (GROUP B)	RB(B)	住宅(乙類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	QAC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CFA	海岸保護區
COMMUNICATIONS		交通
RAILWAY AND STATION	[Symbol]	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	[Symbol]	鐵路及車站(地下)
RAILWAY AND STATION (ELEVATED)	[Symbol]	鐵路及車站(高架)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築物高度 (在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	[Symbol]	最高建築物層數 (層數數目)
PETROL FILLING STATION	[Symbol]	加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	3.42	1.30	商業
COMPREHENSIVE DEVELOPMENT AREA	14.53	5.69	綜合發展區
RESIDENTIAL (GROUP A)	88.15	32.94	住宅(甲類)
RESIDENTIAL (GROUP B)	5.79	2.19	住宅(乙類)
VILLAGE TYPE DEVELOPMENT	7.67	3.02	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	30.59	11.59	政府、機構或社區
OPEN SPACE	20.01	7.59	休憩用地
OTHER SPECIFIED USES	4.05	1.54	其他指定用途
GREEN BELT	53.08	20.07	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
HULLAH	1.05	0.40	胡辣
RAILWAY	1.85	0.74	鐵路
MAJOR ROAD ETC.	32.55	12.44	主要道路等
TOTAL PLANNING SCHEME AREA	293.95	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

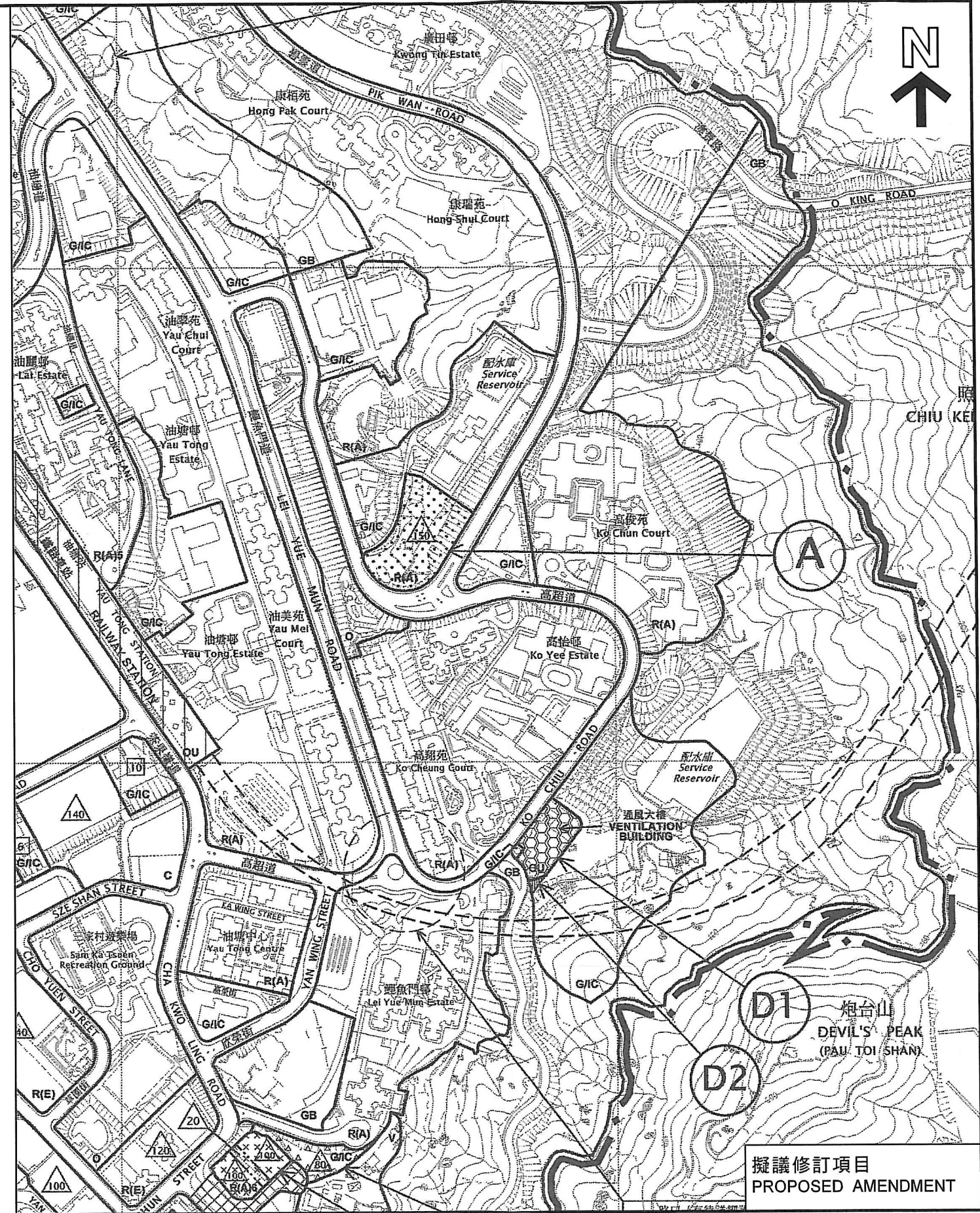
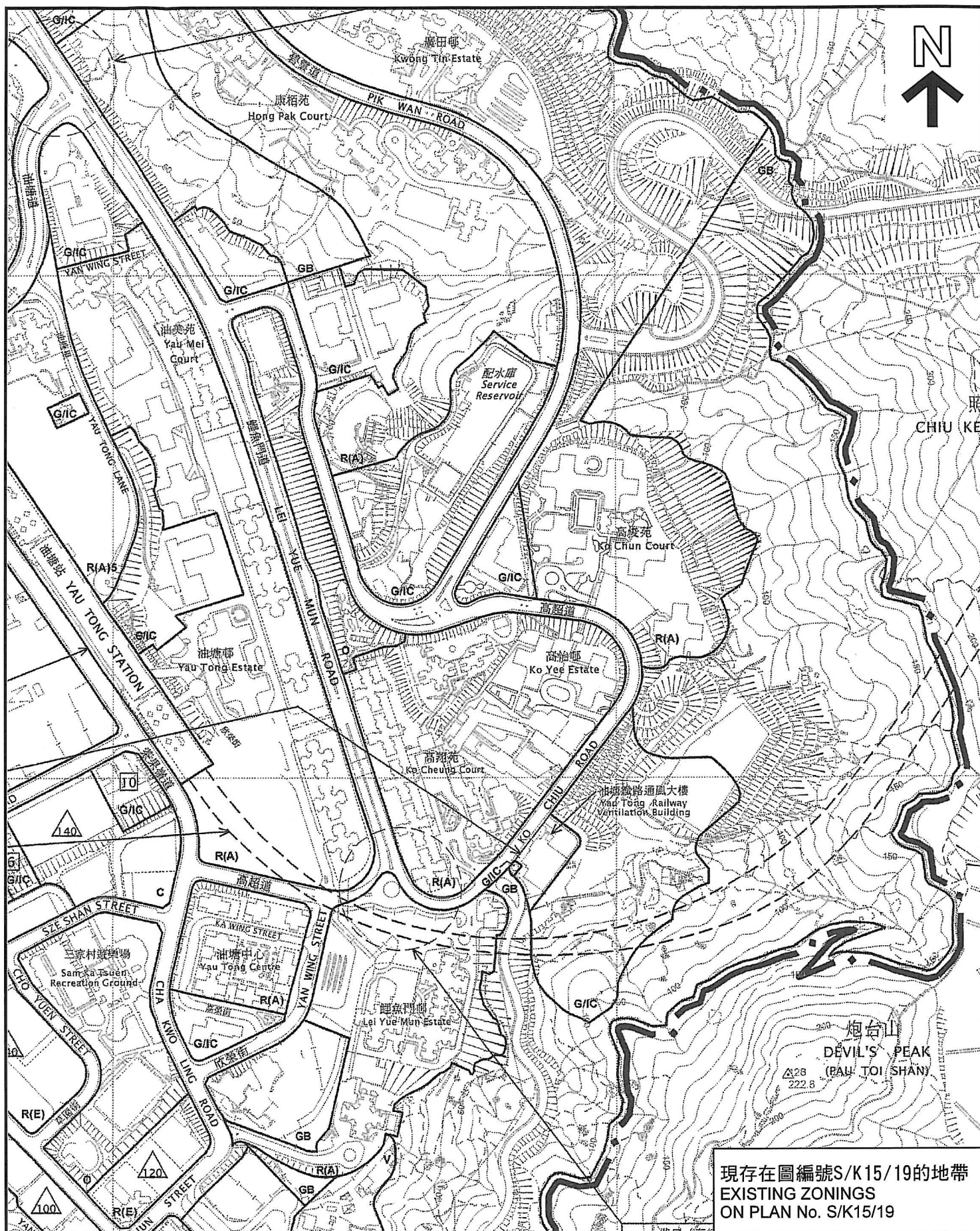
行政長官會同行政會議於2011年5月31日根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 31 MAY 2011

Me Manda CHAN 陸詠雯女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的茶果嶺、油塘、鯉魚門(九龍規劃區第15區)分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 15 - CHA KWO LING, YAU TONG, LEI YUE MUN - OUTLINE ZONING PLAN

規劃署通曉城市規劃委員會指示圖
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 S/K15/19
PLAN No.



本摘要圖於2013年7月31日擬備，所根據的資料為於2011年5月31日核准的分區計劃大綱圖編號S/K15/19
EXTRACT PLAN PREPARED ON 31.7.2013
BASED ON OUTLINE ZONING PLAN No.
S/K15/19 APPROVED ON 31.5.2011

位置圖 LOCATION PLAN
茶果嶺、油塘、鯉魚門分區計劃大綱圖編號 S/K15/19 的擬議修訂
(A項)
PROPOSED AMENDMENTS TO THE APPROVED CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/19
(ITEM A)

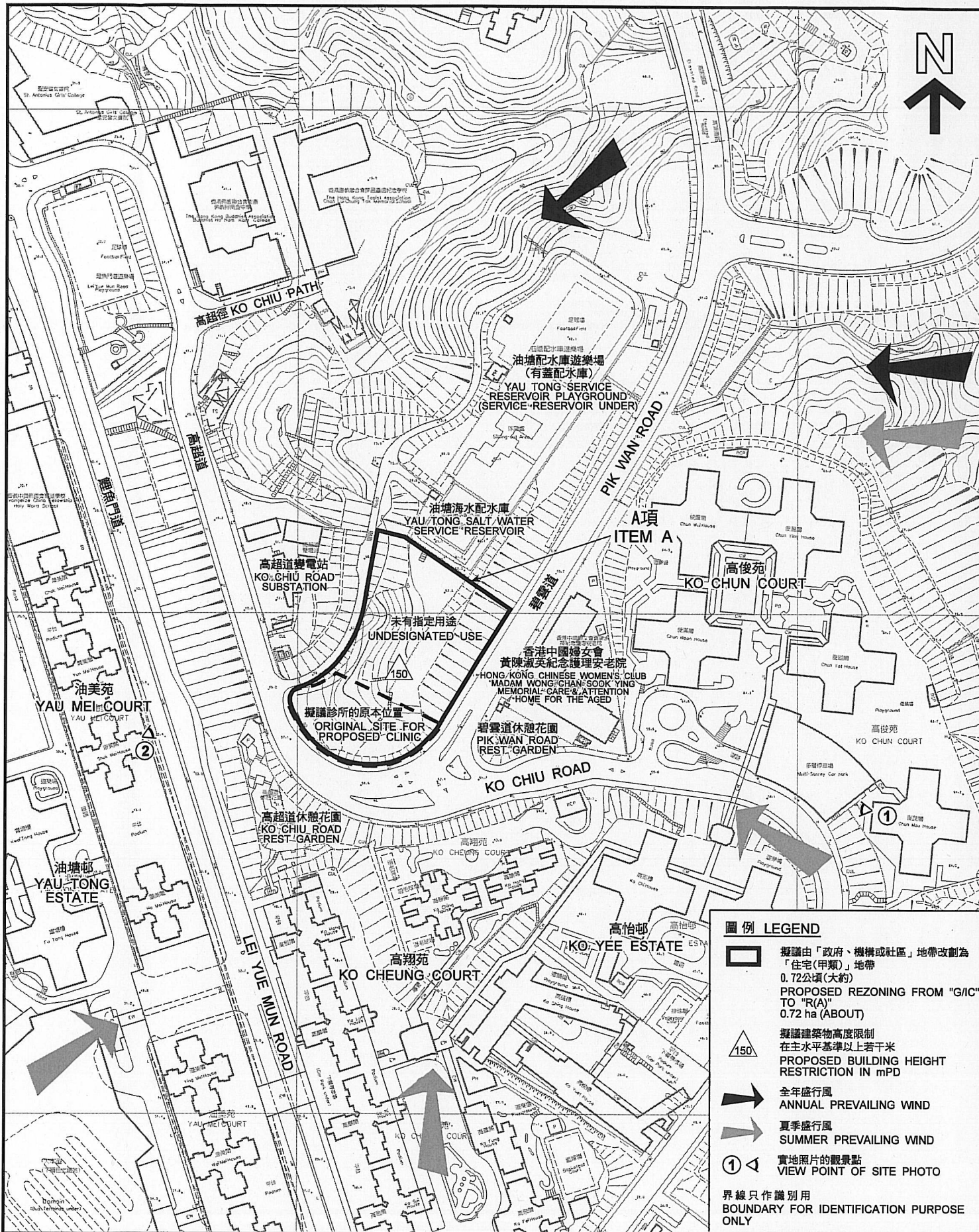
SCALE 1 : 5 000 比例尺
米 METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
2 - A



平面圖 SITE PLAN

擬議於油塘碧雲道與高超道交界處的住宅用地
(A項)

PROPOSED RESIDENTIAL SITE AT JUNCTION OF
PIK WAN ROAD AND KO CHIU ROAD, YAU TONG
(ITEM A)

米 METRES 50 SCALE 1 : 2 500 比例尺 50 100 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
2 - B

本摘要圖於2013年7月30日擬備，所根據的資料為測量圖編號11-SE-4A、B、11-NE-24C及D

EXTRACT PLAN PREPARED ON 30.7.2013
BASED ON SURVEY SHEETS No.
11-SE-4A, B, 11-NE-24C & D



觀景點1 - 高俊苑俊茂閣天台
VIEW POINT 1 - ROOFTOP OF CHUN MAU HOUSE, KO CHUN COURT



觀景點2 - 油美苑淑美閣天台
VIEW POINT 2 - ROOFTOP OF SHUK MEI HOUSE, YAU MEI COURT

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTOS

擬議於油塘碧雲道與高超道交界處的住宅用地
(A項)
PROPOSED RESIDENTIAL SITE AT JUNCTION OF
PIK WAN ROAD AND KO CHIU ROAD, YAU TONG
(ITEM A)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
2 - C

本圖於2013年6月24日擬備，所根據的資料為攝於2012年6月27日及2013年1月24日的實地照片
PLAN PREPARED ON 24.6.2013
BASED ON SITE PHOTOS TAKEN ON 27.6.2012 AND 24.1.2013

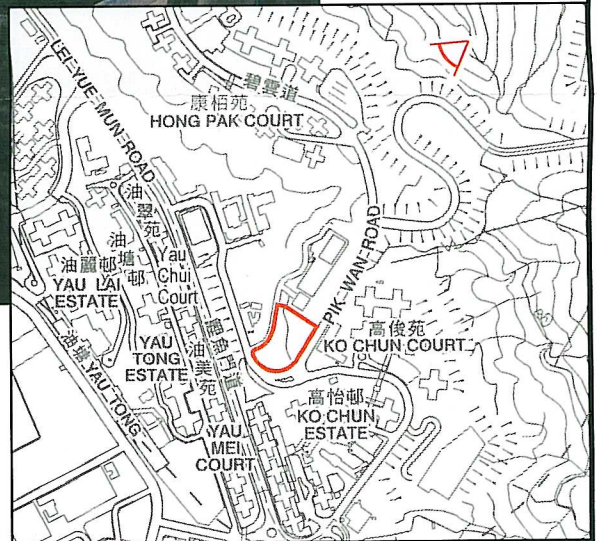


現有景觀
EXISTING VIEW



合成照片
PHOTOMONTAGE

(根據房屋署提供的初步發展計劃)
(BASED ON INITIAL DEVELOPMENT SCHEME
PROVIDED BY HOUSING DEPARTMENT)



合成照片 PHOTOMONTAGE

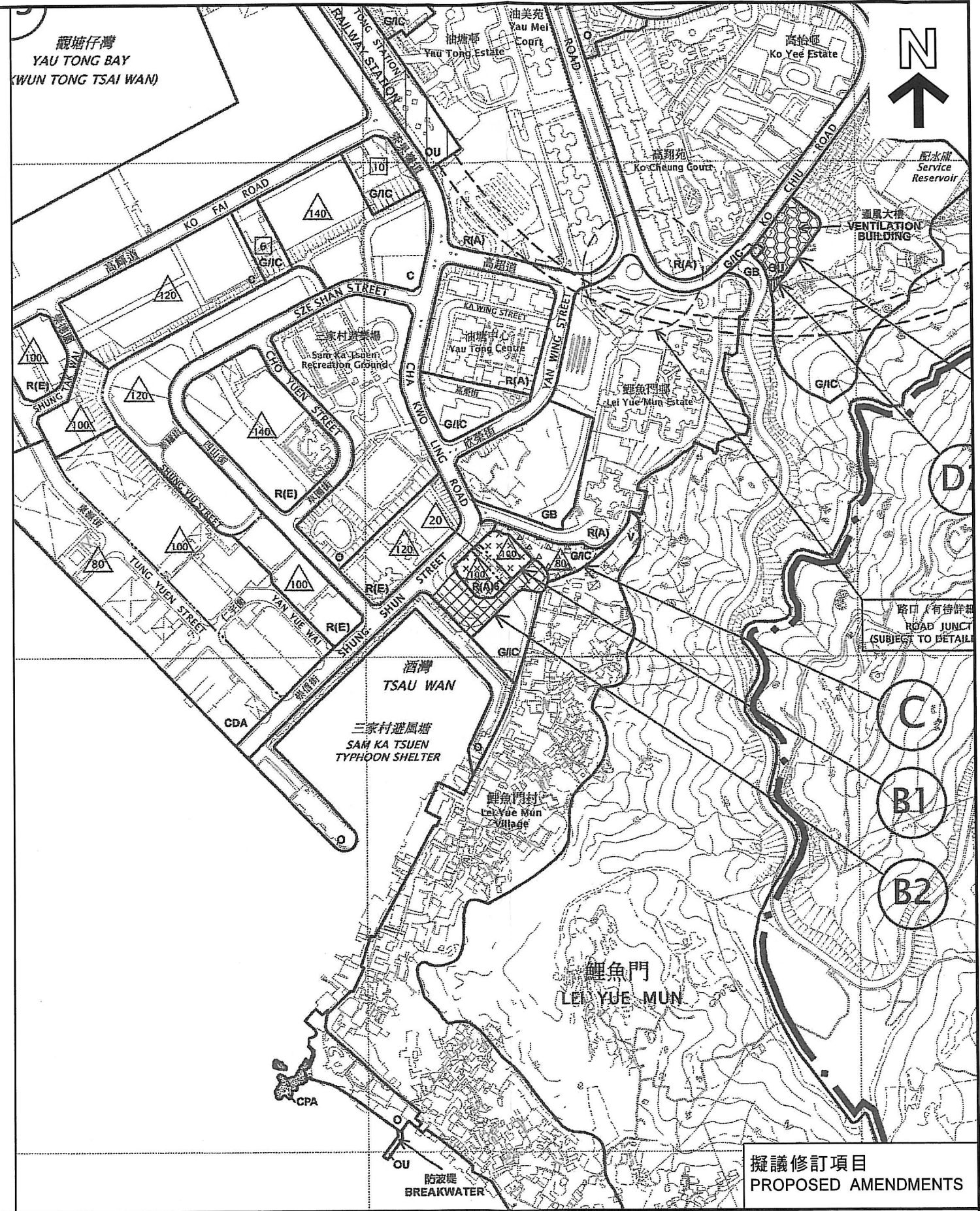
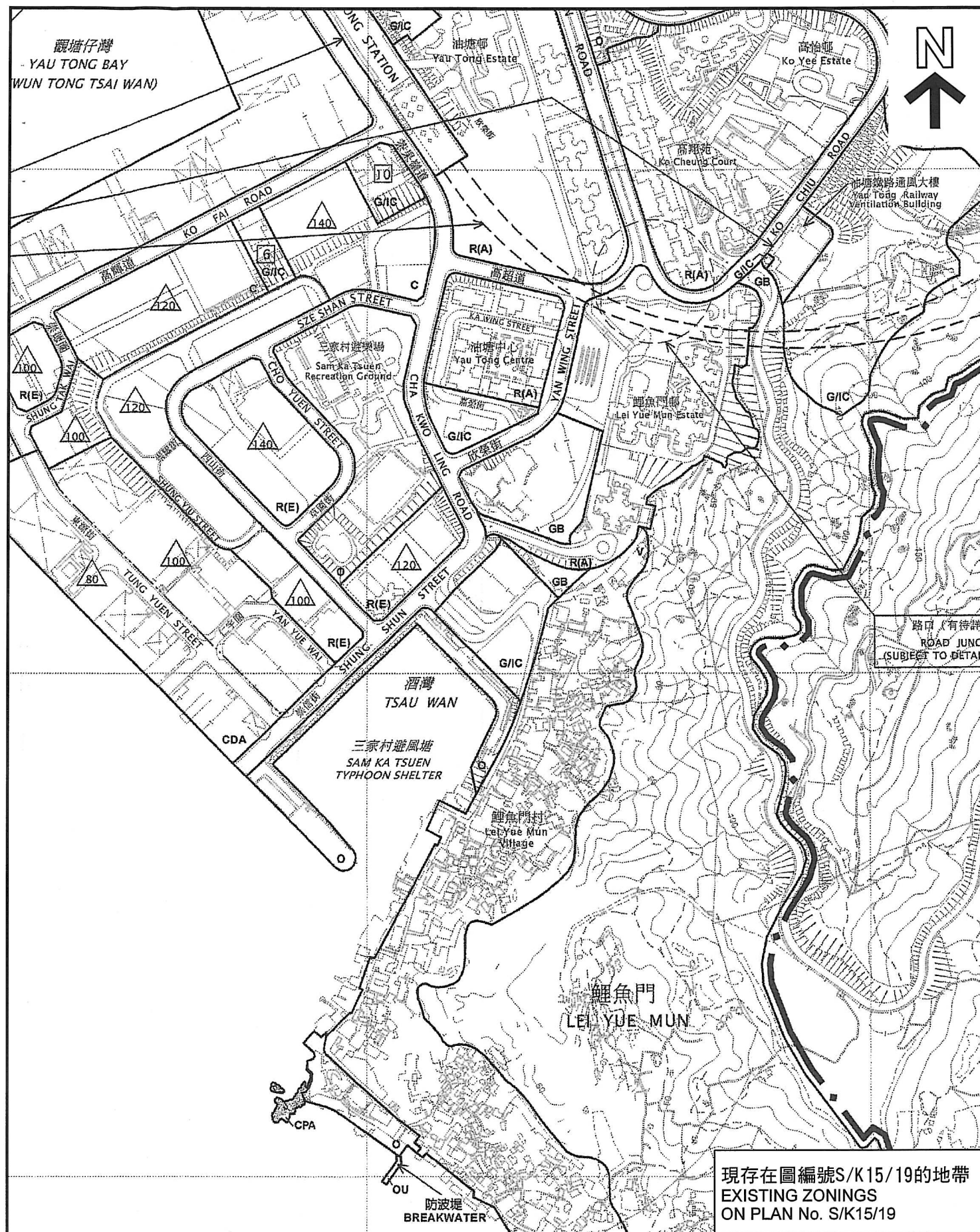
擬議於油塘高超道的住宅用地(從油塘衛奕信徑眺望)
PROPOSED RESIDENTIAL SITE AT KO CHIU ROAD, YAU TONG
(VIEW FROM WILSON TRAIL, YAU TONG)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
2 - D



本摘要圖於2013年7月31日擬備，所根據的資料為於2011年5月31日核准的分區計劃大綱圖編號S/K15/19

EXTRACT PLAN PREPARED ON 31.7.2013
BASED ON OUTLINE ZONING PLAN No.
S/K15/19 APPROVED ON 31.5.2011

位置圖 LOCATION PLAN
茶果嶺、油塘、鯉魚門分區計劃大綱圖編號 S/K15/19 的擬議修訂
(B1、B2和C項)
PROPOSED AMENDMENTS TO THE APPROVED CHA KWO LING,
YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/19
(ITEMS B1, B2 & C)

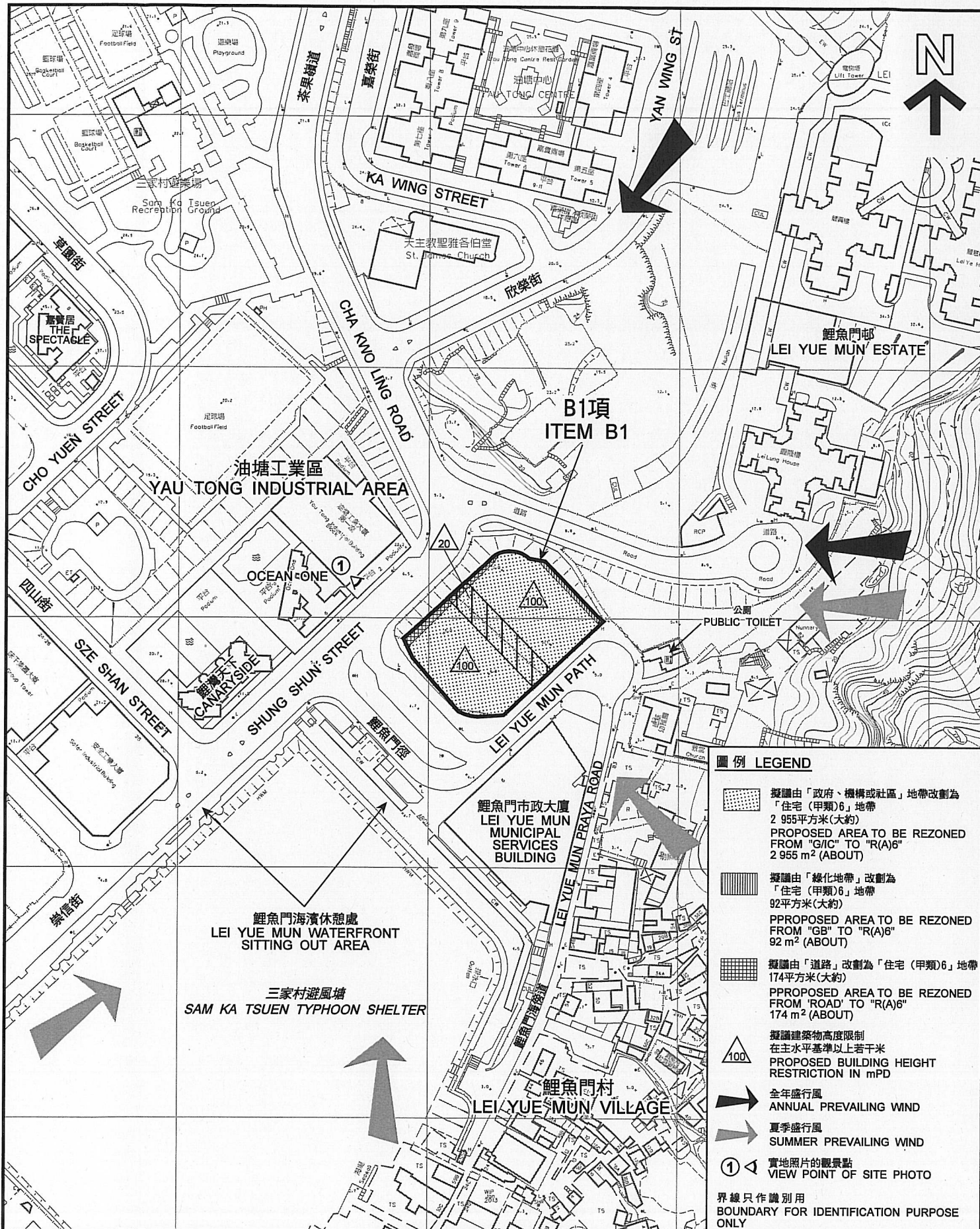
SCALE 1:5 000 比例尺
米 METRES 100 0 100 200 300 400 METRES

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
4 - A



平面圖 SITE PLAN

擬議於油塘鯉魚門徑的住宅用地
(B1項)

PROPOSED RESIDENTIAL SITE
AT LEI YUE MUN PATH, YAU TONG
(ITEM B1)

本摘要圖於2013年7月30日擬備，所根據的資料為測量圖編號11-SE-4C及D

EXTRACT PLAN PREPARED ON 30.7.2013
BASED ON SURVEY SHEETS No.
11-SE-4C & D

米
METRES 40

SCALE 1:2 000 比例尺

米
80 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
4 - B



觀景點1 - 油塘工業大廈第一座天台
VIEW POINT 1 - ROOFTOP OF
YAU TONG INDUSTRIAL BUILDING, BLOCK 1

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

擬議於油塘鯉魚門徑的住宅用地
(B1項)

PROPOSED RESIDENTIAL SITE
AT LEI YUE MUN PATH, YAU TONG
(ITEM B1)

本圖於2013年7月30日擬備，所根據的資料
為攝於2013年5月29日的實地照片
PLAN PREPARED ON 30.7.2013 BASED ON
SITE PHOTO TAKEN ON 29.5.2013

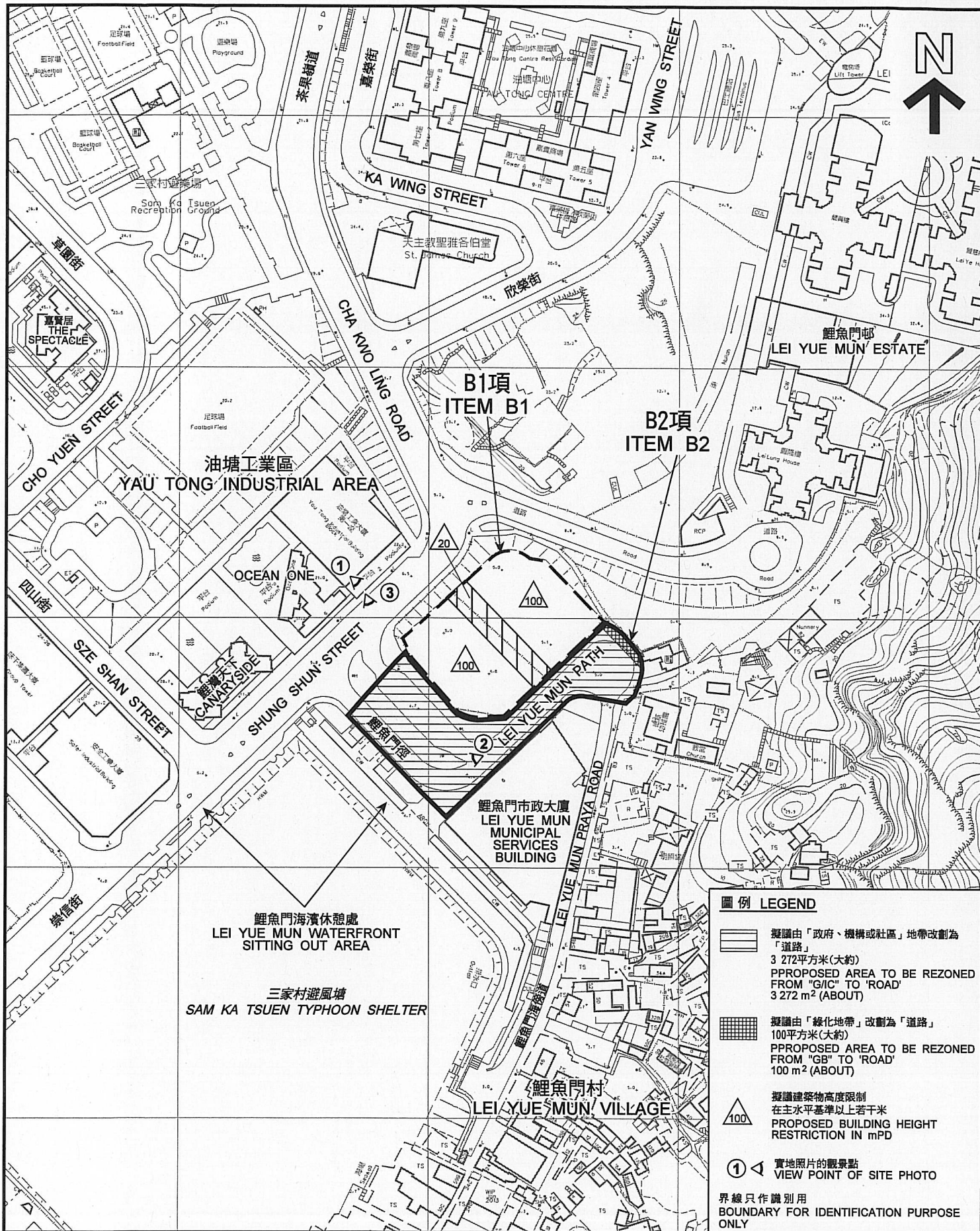
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
4 - C



平面圖 SITE PLAN

擬議於油塘鯉魚門徑的地方顯示為「道路」
(B2項)

PROPOSED AREA SHOWN AS 'ROAD'
AT LEI YUE MUN PATH, YAU TONG
(ITEM B2)

本摘要圖於2013年7月26日擬備，所根據的資料為測量圖編號11-SE-4C及4D

EXTRACT PLAN PREPARED ON 26.7.2013
BASED ON SURVEY SHEETS No.
11-SE-4C & 4D

米
METRES 40

SCALE 1:2 000 比例尺

米
80 METRES

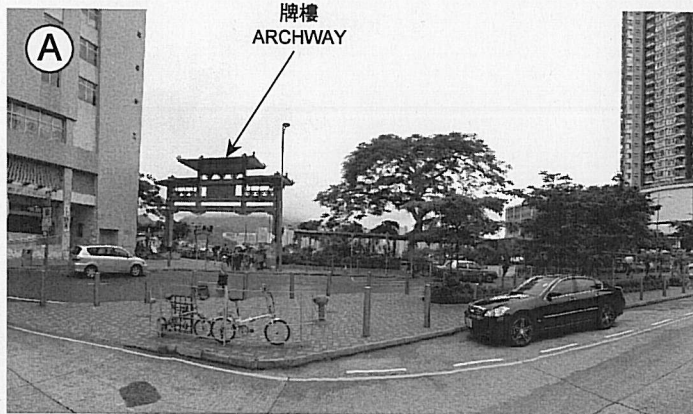
規劃署
PLANNING
DEPARTMENT



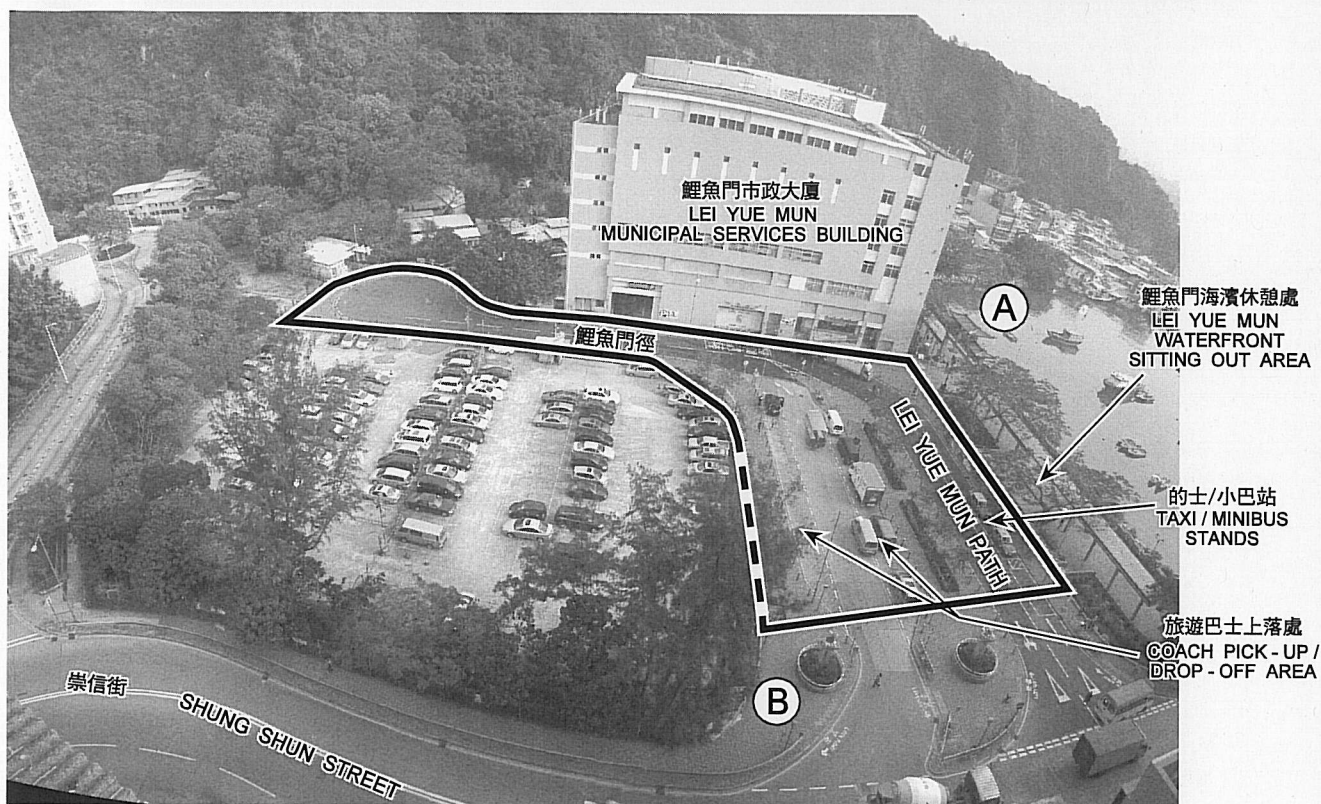
參考編號
REFERENCE No.

M/K15/13/48

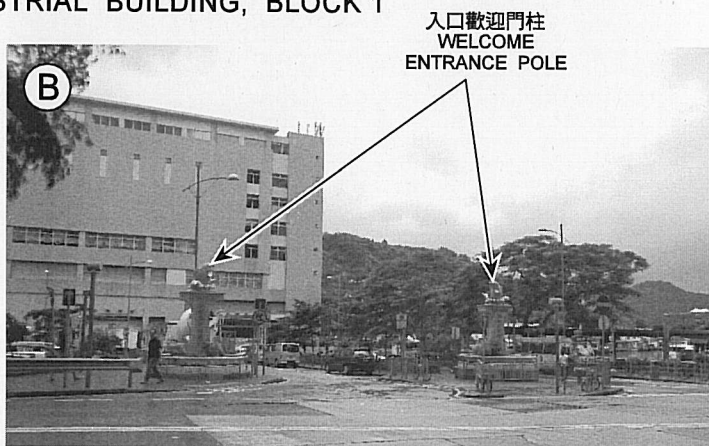
圖 PLAN
4 - D



觀景點 2 - 鯉魚門徑
VIEW POINT 2 -
LEI YUE MUN PATH



觀景點 1 - 油塘工業大廈第一座天台
VIEW POINT 1 - ROOFTOP OF
YAU TONG INDUSTRIAL BUILDING, BLOCK 1



觀景點 3 - 崇信街
VIEW POINT 3 -
SHUNG SHUN STREET

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

實地照片 SITE PHOTOS

擬議於油塘鯉魚門徑的地方顯示為「道路」
(B2項)

PROPOSED AREA SHOWN AS 'ROAD'
AT LEI YUE MUN PATH, YAU TONG
(ITEM B2)

規劃署
PLANNING
DEPARTMENT

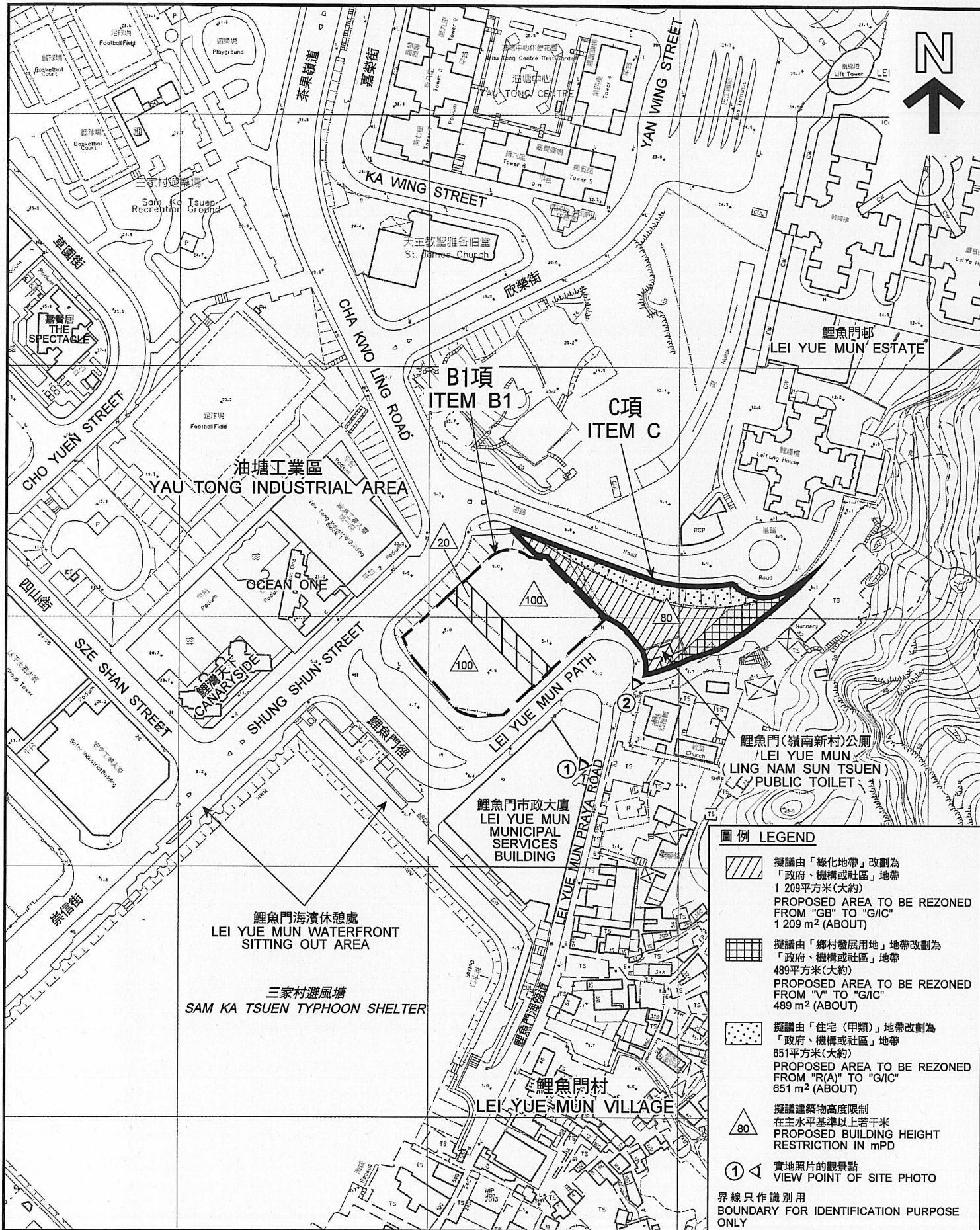


參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
4 - E

本圖於2013年7月30日擬備，所根據的資料為攝於2013年1月24日、2013年7月16日及2013年7月26日的實地照片
PLAN PREPARED ON 30.7.2013 BASED ON SITE PHOTOS TAKEN ON 24.1.2013 16.7.2013 AND 26.7.2013



平面圖 SITE PLAN

擬議於油塘鯉魚門徑的「政府、機構或社區」用地
(C項)

PROPOSED "GOVERNMENT, INSTITUTION OR
COMMUNITY" SITE
AT LEI YUE MUN PATH, YAU TONG
(ITEM C)

本摘要圖於2013年7月18日擬備，所根據的
資料為測量圖編號11-SE-4C及D

EXTRACT PLAN PREPARED ON 18.7.2013
BASED ON SURVEY SHEETS No.
11-SE-4C & D

SCALE 1:2 000 比例尺
METRES 40 0 40 80 METRES

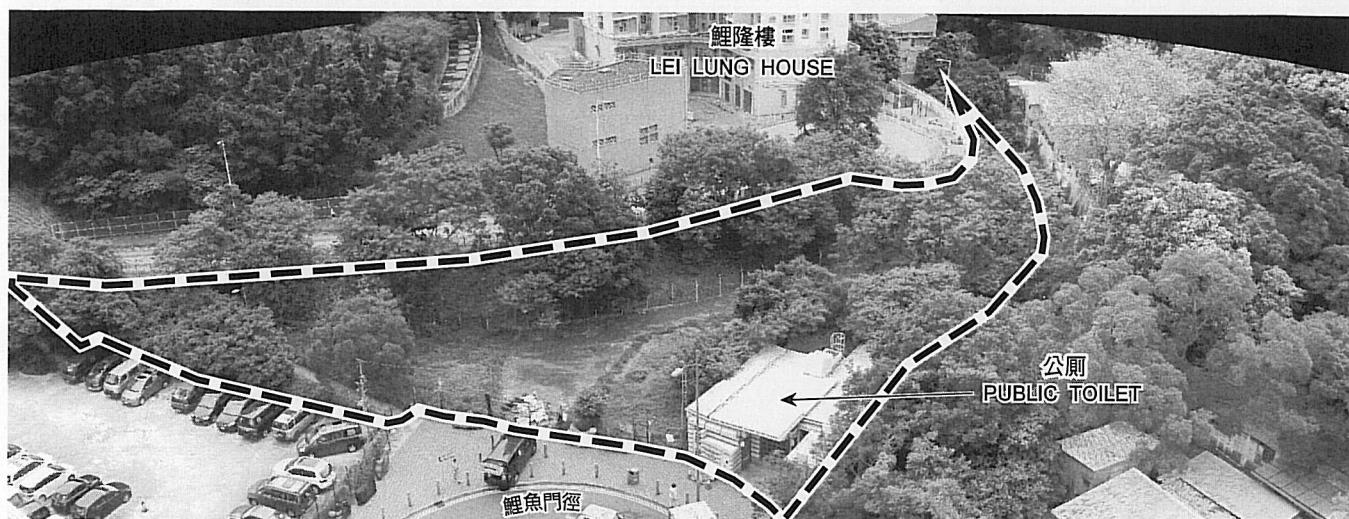
規劃署
PLANNING
DEPARTMENT



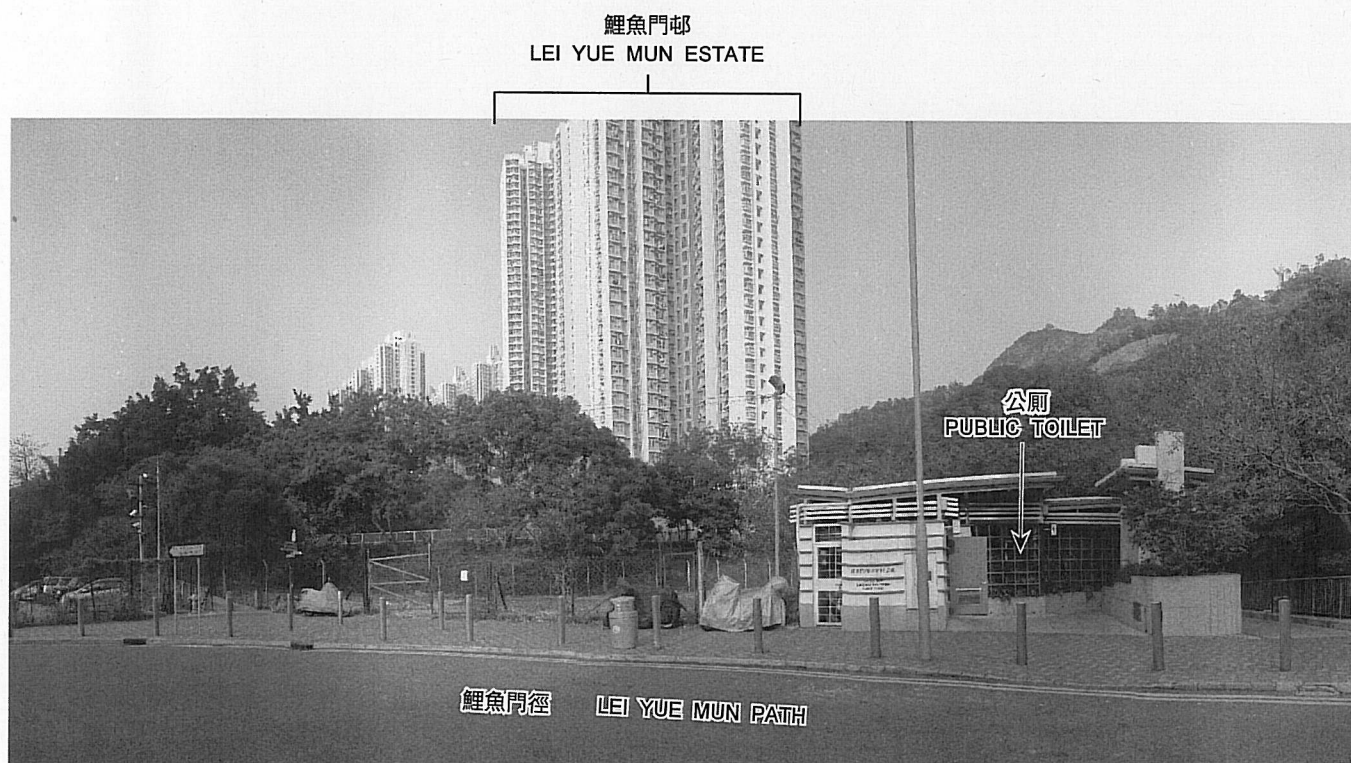
參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
4 - F



觀景點1-鯉魚門市政大廈天台
VIEW POINT 1 - ROOFTOP OF
LEI YUE MUN MUNICIPAL SERVICES BUILDING



觀景點2-鯉魚門徑
VIEW POINT 2 - LEI YUE MUN PATH

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE
ONLY

實地照片 SITE PHOTOS

擬議於油塘鯉魚門徑的「政府、機構或社區」用地
(C項)

PROPOSED "GOVERNMENT, INSTITUTION OR
COMMUNITY" SITE
AT LEI YUE MUN PATH, YAU TONG
(ITEM C)

規劃署
PLANNING
DEPARTMENT

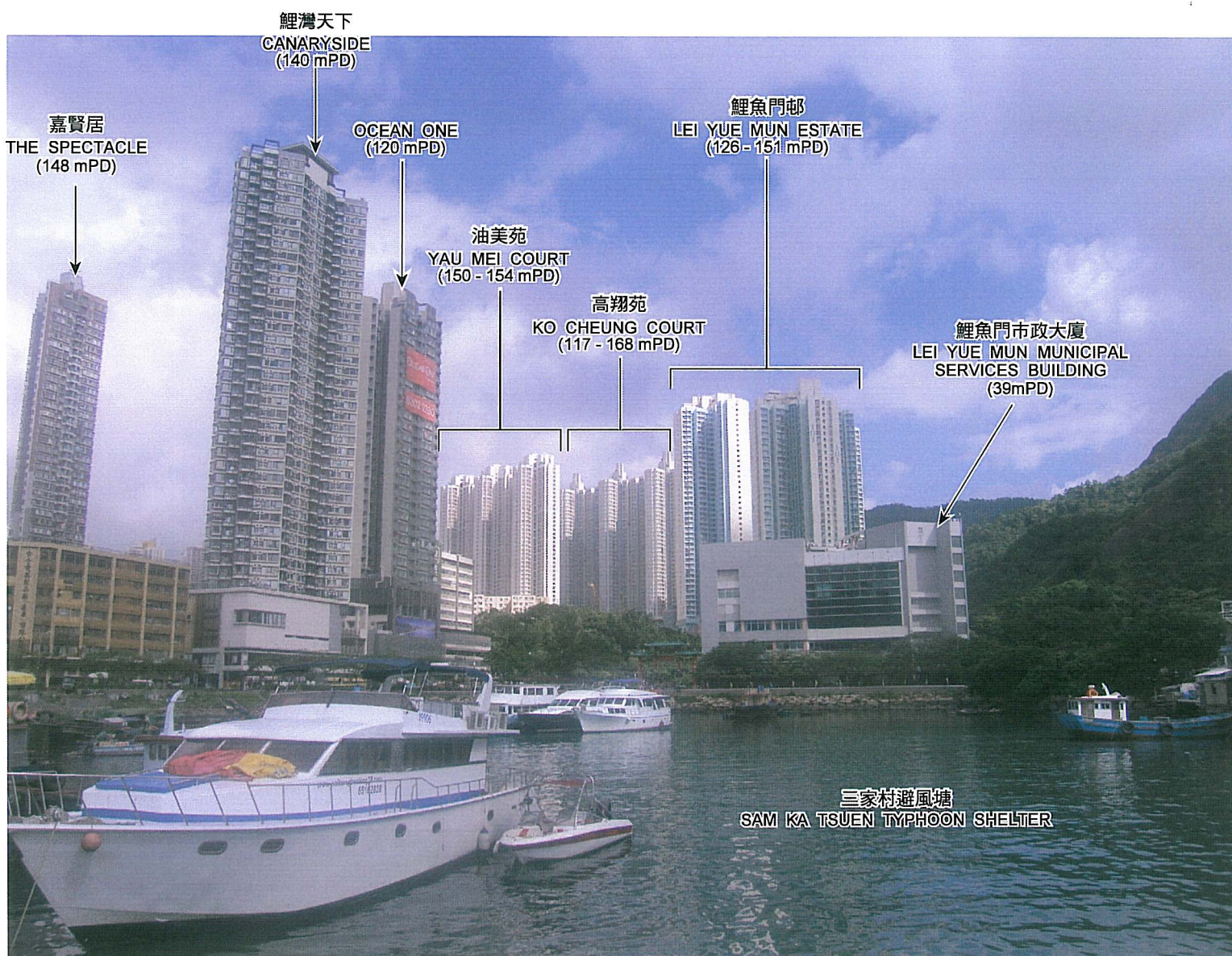


參考編號
REFERENCE No.

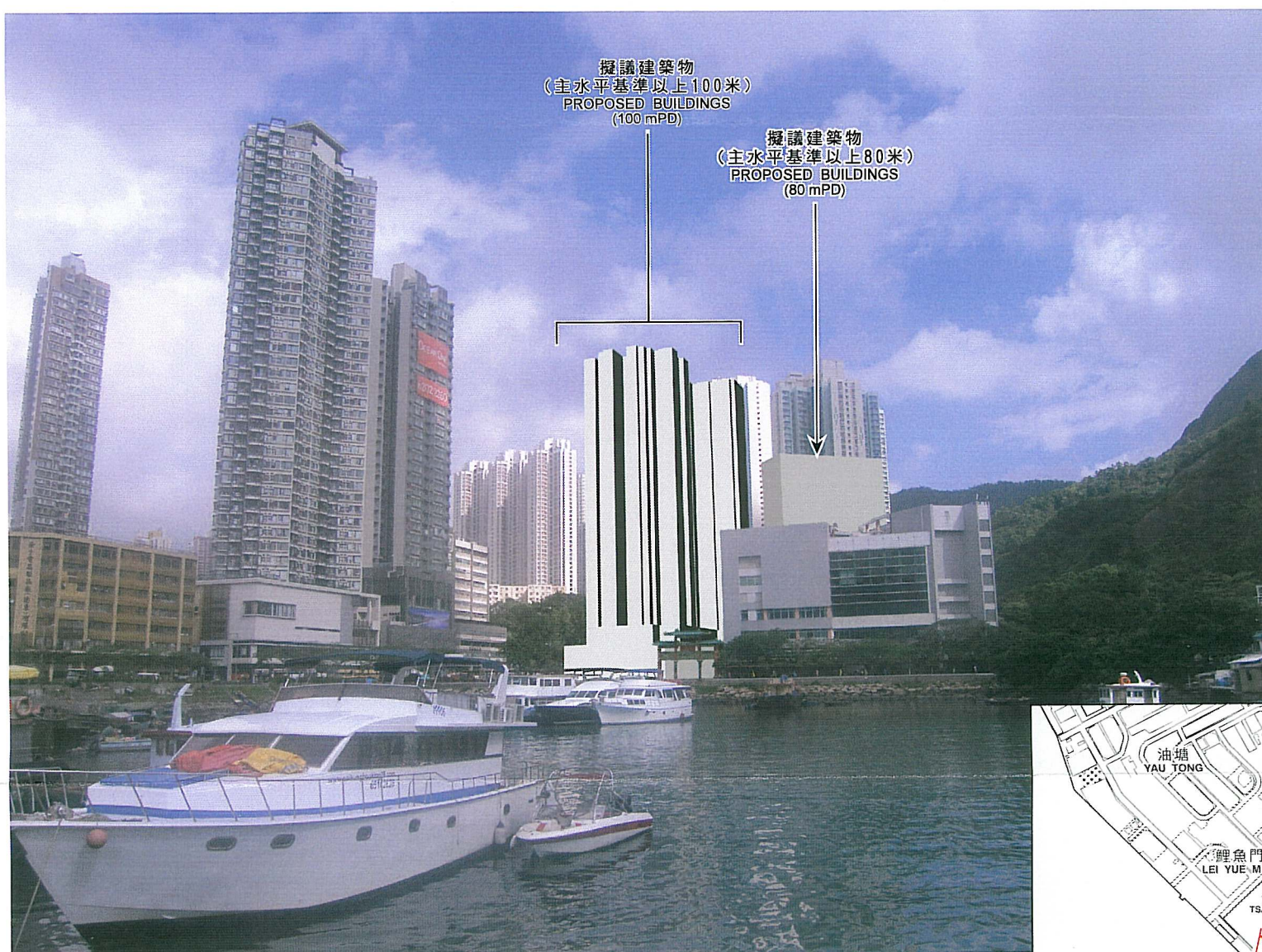
M/K15/13/48

圖 PLAN
4 - G

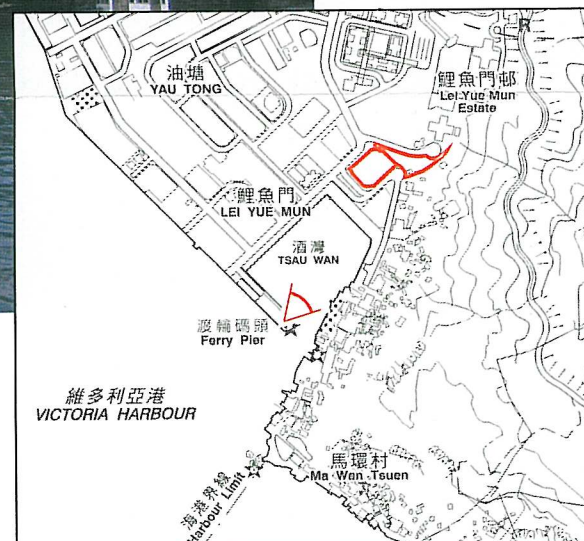
本圖於2013年7月17日擬備，所根據的資料為攝於2013年1月24日及2013年5月29日的實地照片
PLAN PREPARED ON 17.7.2013 BASED ON SITE PHOTOS TAKEN ON 24.1.2013 AND 29.5.2013



現有景觀
EXISTING VIEW



合成照片
PHOTOMONTAGE



合成照片 PHOTOMONTAGE

擬議於油塘鯉魚門徑的住宅用地和政府、機構或社區用地
(從鯉魚門避風塘防波堤休憩處眺望)
PROPOSED RESIDENTIAL SITE AND G/C SITE
AT LEI YUE MUN PATH, YAU TONG
(VIEW FROM LEI YUE MUN TYPHOON SHELTER
BREAKWATER SITTING OUT AREA)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
4 - H

本摘要圖於2013年7月30日擬備，所根據的
資料為攝於2012年11月22日的實地照片
EXTRACT PLAN PREPARED ON 30.7.2013
BASED ON SITE PHOTO TAKEN ON 22.11.2012



現有景觀
EXISTING VIEW



合成照片
PHOTOMONTAGE



合成照片 PHOTOMONTAGE

擬議於油塘鯉魚門徑的住宅用地和政府、機構或社區用地
(由炮台山眺望)

PROPOSED RESIDENTIAL SITE AND G/I/C SITE
AT LEI YUE MUN PATH, YAU TONG
(VIEW FROM DEVIL'S PEAK)

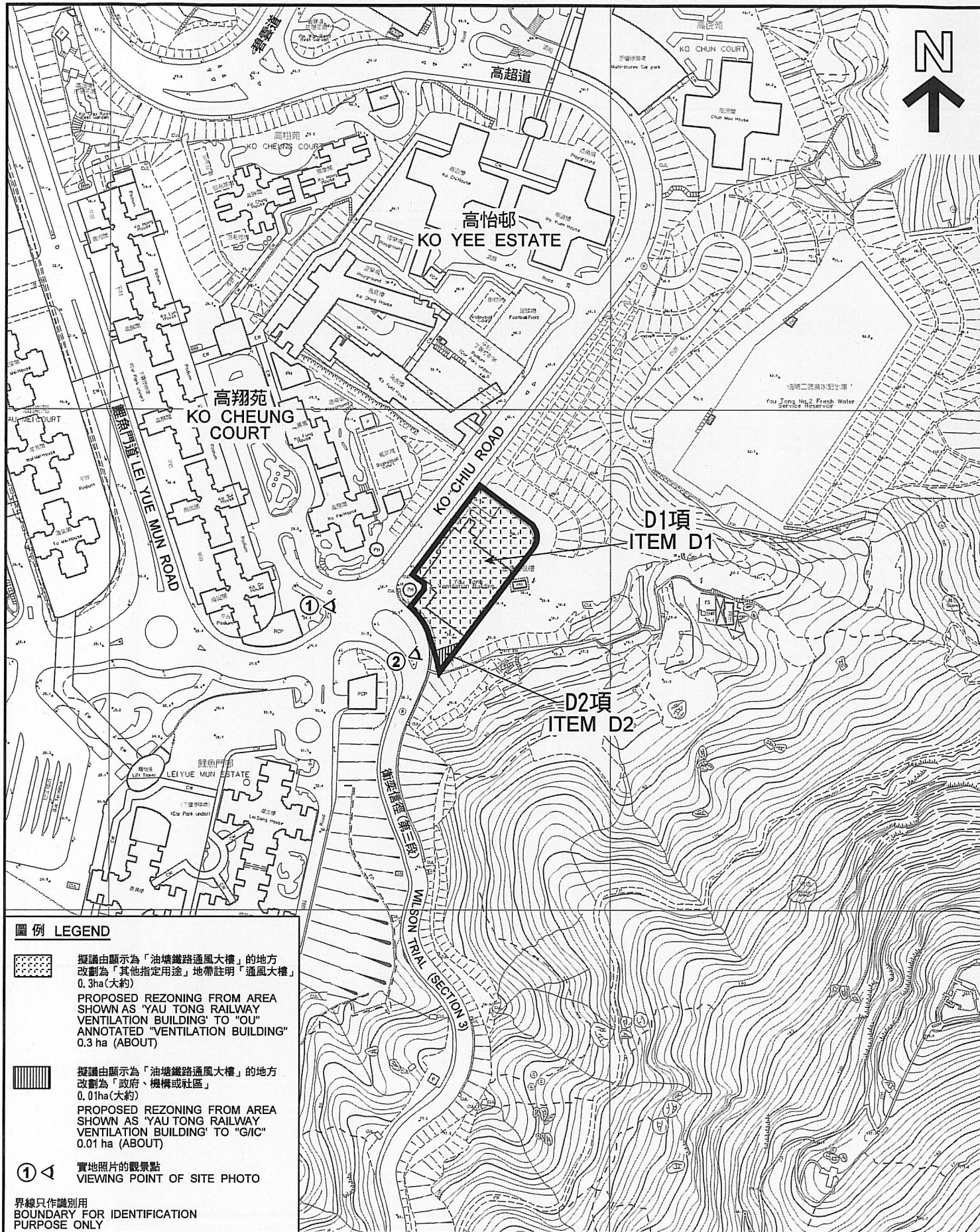
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
4 - J

本摘要圖於2013年7月30日擬備，所根據的資料為攝於2012年3月28日的照片
EXTRACT PLAN PREPARED ON 30.7.2013
BASED ON PHOTO TAKEN ON 28.3.2012



平面圖 SITE PLAN

油塘通風大樓
(D1及D2項)

YAU TONG VENTILATION BUILDING
(ITEMS D1 & D2)

本摘要圖於2013年7月25日擬備，所根據的資料為測量圖編號11-SE-4A、4B、4C及4D

EXTRACT PLAN PREPARED ON 25.7.2013
BASED ON SURVEY SHEETS No.
11-SE-4A, 4B, 4C & 4D

米 METRES 50 0 50 100 METRES
SCALE 1:2 500 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
5 - B



觀景點1 - 高超道(D1項)
VIEW POINT 1 - KO CHIU ROAD (ITEM D1)



觀景點2 - 接近高超道/衛奕信徑第3段的交界(D2項)
VIEW POINT 2 - NEAR JUNCTION OF KO CHIU ROAD / WILSON TRAIL SECTION 3 (ITEM D2)

實地照片 SITE PHOTO

油塘通風大樓
(D1及D2項)

YAU TONG VENTILATION BUILDING
(ITEMS D1 & D2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
5 - C

本圖於2013年7月22日擬備，所根據的資料為攝於2012年2月20日及2013年7月16日的實地照片
PLAN PREPARED ON 22.7.2013 BASED ON SITE PHOTOS TAKEN ON 20.2.2012 AND 16.7.2013



觀景點3 - 油塘灣綜合發展區地盤
VIEW POINT 3 - YAU TONG BAY CDA SITE

本圖於2013年7月25日擬備，所根據的
資料為攝於2012年5月17日的實地照片
PLAN PREPARED ON 25.7.2013 BASED ON
SITE PHOTO TAKEN ON 17.5.2012

實地照片 SITE PHOTO

油塘鐵路車站
(D3項)

MTR YAU TONG STATION
(ITEM D3)

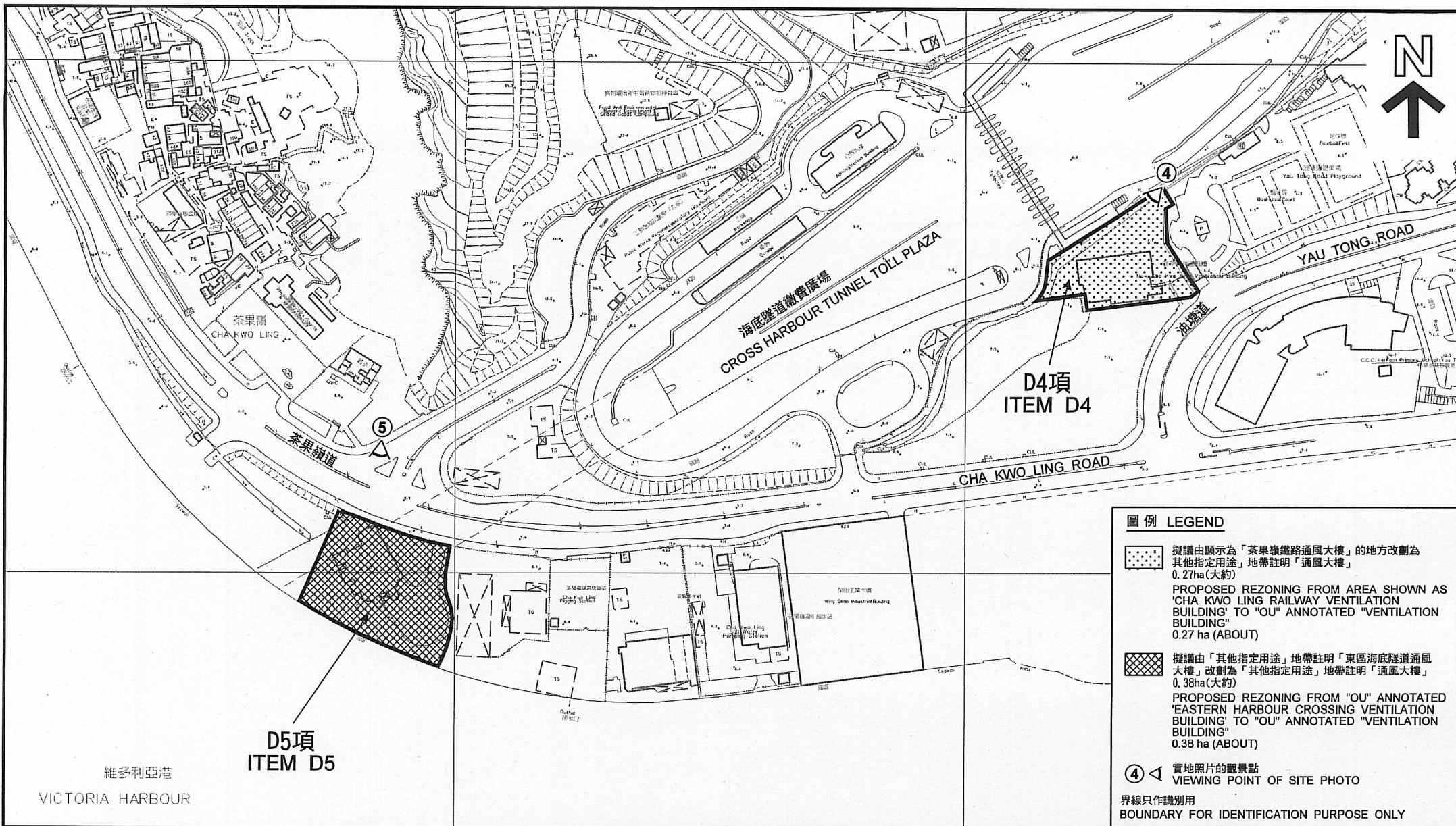
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
5 - E



平面圖 SITE PLAN

茶果嶺通風大樓及東區海底隧道通風大樓
(D4及D5項)

CHA KWO LING VENTILATION BUILDING
AND EASTERN HARBOUR CROSSING VENTILATION BUILDING
(ITEMS D4 AND D5)

米 METRES 50 0 50 100 米
SCALE 1:2 500 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/13/48

圖 PLAN
5 - F

本摘要圖於2013年7月25日擬備，所根據的資料為
測量圖編號11-NE-23D, 24C, 11-SE-3B及4A

EXTRACT PLAN PREPARED ON 25.7.2013 BASED ON
SURVEY SHEETS No. 11-NE-23D, 24C, 11-SE-3B & 4A



觀景點4 - 地盤的東北角
VIEW POINT 4 - NORTHEAST CORNER OF THE SITE

本圖於2013年7月25日擬備，所根據的
資料為攝於2012年5月17日的實地照片
PLAN PREPARED ON 25.7.2013 BASED ON
SITE PHOTO TAKEN ON 17.5.2012

實地照片 SITE PHOTO

茶果嶺通風大樓
(D4項)

CHA KWO LING VENTILATION BUILDING
(ITEM D4)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
5 - G



觀景點5 - 茶果嶺道
VIEW POINT 5 - CHA KWO LING ROAD

本圖於2013年7月25日擬備，所根據的資料為攝於2012年5月17日的實地照片
PLAN PREPARED ON 25.7.2013 BASED ON SITE PHOTO TAKEN ON 17.5.2012

實地照片 SITE PHOTO

東區海底隧道通風大樓
(D5項)

EASTERN HARBOUR CROSSING VENTILATION BUILDING
(ITEM D5)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K15/13/48

圖 PLAN
5 - H