

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

**MPC Paper No. 19/14**

**For Consideration by  
the Metro Planning Committee on 28.11.2014**

**PROPOSED AMENDMENTS TO THE  
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/21**

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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/K15/21 as shown on the draft OZP No. S/K15/21A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current OZP**

On 29.4.2014, 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/K15/21 (**Attachment I**). On 8.7.2014, the CE in C referred the OZP 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 18.7.2014 under section 12(2) of the Ordinance.

**3. Background**

- 3.1 As stated in the 2014 Policy Address, the Government will continue to step up its efforts to boost land supply in the short, medium and long terms. To meet the pressing need for housing land supply, the ex-Cha Kwo Ling Kaolin Mine Site (the ex-Kaolin Mine Site) has been identified for housing developments. Based on the findings of a comprehensive planning review conducted by the Planning Department (PlanD), rezoning proposal for the site is recommended to take forward the housing developments.
- 3.2 On 16.3.2012, the Metro Planning Committee (the Committee) of the Board agreed to subdivide the "Comprehensive Development Area" ("CDA") zone in the Yau Tong Industrial Area into smaller sites with appropriate zonings. To



take forward the Committee's decision, the "CDA" zone is proposed to be subdivided into five "CDA" sub-zones. One of the sub-zones has also been identified as a potential housing site.

- 3.3 In addition, rezoning of Government sites along King Yip Street Nullah for Energizing Kowloon East initiatives and another site at Lei Yue Mun Praya Road to "Government, Institution or Community" ("G/IC") for a proposed social welfare development are included in the OZP amendments. Opportunity is also taken to rezone various sites to reflect their as-built conditions (Overview of all amendment items is at **Plan 1**). Moreover, the authorized road scheme of the Tsung Kwan O – Lam Tin Tunnel will be incorporated into the OZP for information.

#### 4. **Subdivision of the Yau Tong Industrial Area CDA (Item A)**

##### Background

- 4.1 The Yau Tong Industrial Area CDA (about 5.02ha) is located at the southwestern waterfront area of the industrial area. To facilitate redevelopment, the area was rezoned from mainly "Industrial" to "CDA" in 1998 (**Plans 2A and 2B**). This "CDA" zone is intended for predominantly residential use with ancillary retail and community facilities. The zone is subject to a maximum gross floor area (GFA) of 185,430m<sup>2</sup>, which is equivalent to a plot ratio (PR) of 3.69 based on gross site area (including road). Maximum building heights (BHs) were imposed on the OZP for the whole Yau Tong Industrial Area in 2008 to avoid proliferation of excessive tall buildings. Since then, the CDA site has been subject to the BH restrictions (BHRs) of 80mPD and 100mPD for the waterfront and inland portions respectively, which follow the descending building height profile from central part of the industrial area to the waterfront.
- 4.2 The CDA has not been implemented mainly due to fragmented land ownership and the surrounding active industrial installations. When the Committee considered a rezoning request related to the "CDA" zone on 1.2.2008, some members opined that PlanD may consider subdividing the "CDA" zone into two or more smaller sites by taking into account the land ownership pattern to facilitate early redevelopment. Subsequently on 16.3.2012, the Committee, in considering the overall review of the "CDA" zones on statutory plans, agreed to subdivide the "CDA" zone. Based on the decision, PlanD has completed a review on the subdivision of the "CDA" zone.

##### The Site and Its Surroundings

- 4.3 The CDA is currently occupied by industrial buildings, concrete batching plants, metal recycling depots, temporary vehicle parks, a sand depot, a vehicle repair workshop, Kwun Tong Wholesale Fish Market, a pumping station, a cooked food market with public toilet, a refuse collection point as well as existing public roads (i.e. Yan Yue Wai, Tung Yuen Street and Shung Wo Path) (**Plans 2B and 2E**). The Government site at Yan Yue Wai identified for housing development is located at the eastern part of the CDA while the remaining development sites

in the “CDA” zone are mainly under private ownership (Site photos at **Plans 2C and 2D**).

- 4.4 To the north and west of the “CDA” zone are mainly industrial buildings zoned “Residential (Group E)” (“R(E)”) or “Commercial” (“C”). Planning approvals have been granted for some “R(E)” sites for residential developments, of which three were completed namely Canaryside, Ocean One and The Spectacle (**Plan 2B**). To the further northwest is Yau Tong Bay CDA, where a planning approval has been obtained for a proposed comprehensive commercial and residential development with community facilities and waterfront promenade with a PR of 5.0. Lei Yue Mun Village and a waterfront promenade are located to the east across Shung Shun Street. The seafood restaurants in the village have long been a tourist attraction to local and overseas patronage.

#### The Rezoning Proposals

- 4.5 Based on the land ownership pattern and the possibility to assemble private land as revealed from previous planning applications/rezoning request, the development sites of the “CDA” zone is proposed to be subdivided into 5 smaller “CDA” sub-zones namely “CDA(1)” to “CDA(5)” (Item A on **Plans 2A and 2B**). The existing Tung Yuen Street, Yan Yue Wai and Shung Wo Path within the “CDA” zone will be rezoned to areas shown as ‘Road’ to reflect its existing use, except that the eastern section of Tung Yuen Street will be closed and included into the “CDA(5)” zone for more efficient land use. A section of Yan Yue Wai to the north and west of the “CDA(5)” zone will be widened.
- 4.6 The planning intention of the “CDA” zones is for comprehensive development/redevelopment 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 environmental, traffic, infrastructure and other constraints as well as their waterfront location. Planning brief(s) will be prepared to guide the developments in these sub-zones and ensure a coordinated approach of redevelopment of the individual “CDA” sub-zones in terms of development scale, design layout, provision of waterfront promenade, visual and air corridors, etc.
- 4.7 The current BHRs i.e. 80mPD and 100mPD for waterfront and inland portions respectively are proposed to be maintained.
- 4.8 A maximum GFA of 185,430m<sup>2</sup> was imposed for the whole “CDA” zone in 1999 taking into account the then traffic and infrastructure capacity in the area. By allocating the GFA on a pro-rata basis with reference to the site area of each development site, the maximum PR of each “CDA” sub-zone is 4.71. In view of the change in the traffic and infrastructure over the years, a slight higher total PR of 5.0, same as the maximum domestic PR for the “R(E)” zone to the immediate north and west of the site, and the total PR of the approved planning scheme of the adjacent Yau Tong Bay “CDA” zone also at a prominent waterfront location, is proposed for individual “CDA” sub-zones. This slightly adjustment in PR is confirmed to be unlikely to have significant impacts on

urban design, traffic, environment and infrastructural perspectives, and relevant Government departments have no in-principle objection to the proposed PR of 5.0. Based on the development parameters above, a conceptual layout is prepared (**Plan 2F**). It is estimated that the proposed housing developments in all the “CDA” sub-zones could provide about 3,400 flats with an estimated population of 9,600.

- 4.9 To meet the parking demand of the area, a public vehicle park with not less than 171 parking spaces as requested by the Transport Department, which is similar to the existing provision of the two temporary public vehicle parks on site shall be provided in the “CDA(5)” zone and the requirement will be stipulated in the Notes of the OZP.
- 4.10 To link up the planned waterfront promenade in the Yau Tong Bay CDA to the west and the waterfront promenade to the east leading to Lei Yue Mun Village, a 15m-wide waterfront promenade along the harbour is designated within all “CDA” sub-zones and the areas at the southwestern end of Yan Yue Wai and Shung Wo Path on the OZP. Suitable commercial uses, especially shop and services and eating place, should be provided in the future developments along the waterfront promenade to enhance the vibrancy and public enjoyment and the detailed arrangement will be formulated during planning brief preparation stage.

#### Visual Aspect

- 4.11 As the current BHRs for the site will be maintained, it is not envisaged there will be any visual implication for the proposed subdivision of the “CDA” zone. In fact, the BHRs of 80mPD and 100mPD were formulated taking into account the stepped height design concept with descending building height towards the harbourfront and the waterfront characteristic and the slight increase in PR to 5.0 is unlikely to result in any substantial increase of the overall building bulk. The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) has no adverse comment on the proposed zoning amendment from urban design perspective.
- 4.12 Photomontages have been prepared at the viewpoints at Quarry Bay Park (**Plan 8**), Kai Tak Runway Park (**Plan 9**), Wilson Trail at Devil’s Peak (**Plan 10**) and the lighthouse at Lei Yue Mun Rest Garden (**Plan 12**), which are popular public open spaces and hiking trail to illustrate the visual effect of the proposed developments. As shown on the photomontages, the future developments are considered not visually incompatible with the adjoining new residential developments with BHs from 120mPD to 148mPD. As the surrounding “R(E)” and “C” sites are allowed to be redeveloped up to 120mPD or 140mPD, the proposed development at 80mPD and 100mPD will not impose significant visual impacts on the surrounding areas. The developers of each “CDA” sub-zone will be required to submit visual impact assessment under section 16 planning application to be submitted to the Board for approval.

#### Air Ventilation Aspect

- 4.13 Locating at the waterfront, Yau Tong Industrial Area CDA is strategically very important for air ventilation to the inland areas. In general, the annual prevailing winds mainly come from the east and northeast. In summer months, prevailing winds come from the southerly quarters, which are important for thermal comfort. The street grid pattern is important to serve as corridors allowing winds penetrating into the inland areas. The proposed rezoning only involves subdivision of the “CDA” zone into five small sub-zones with a minor adjustment in the PR while the existing BHRs on the OZP will be retained. There is no significant change in the development bulk compared with the existing “CDA” zoning and hence, no significant adverse impact on the air ventilation is anticipated.
- 4.14 For better air ventilation of the whole district upon redevelopment, three non-building areas (NBAs) with a width of 15m along the existing street grid pattern are proposed for the subdivided “CDA” sub-zones to link up the missing lengths of the air path for continuous wind corridors. Two NBAs in a northeast-southwest direction, one aligning with Shung Yiu Street/Shung Wo Path within the “CDA(1)”, “CDA(2)” and “CDA(3)” zones and the other one aligning with Yan Yue Wai within the “CDA(3)” zone are proposed. Another NBA of the same width in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone (**Plan 2F**). The NBAs requirement will be specified in the planning brief(s) to be prepared to guide the preparation of Master Layout Plan (MLP) submission of each “CDA” sub-zone.
- 4.15 Under the “CDA” zoning, air ventilation assessment is required for the MLP submission in section 16 planning application stage. CTP/UD&L, PlanD has no adverse comment on the proposed rezoning and the NBAs.

#### Environmental Aspect

- 4.16 The environmental nuisance from active industrial installations in the area, in particular the air pollution from the concrete batching plants within and outside the “CDA” zone, and odour nuisance and noise impact from the operation of the wholesale fish market pose constraints to the proposed residential developments. Under the “CDA” zoning, developers are required to submit MLPs to the Board for approval, supported with appropriate technical assessments to ensure environmental impacts are properly addressed. Any possible interface issue and possible mitigation requirements can be specified in the planning brief(s) to facilitate the developers to prepare the MLP submissions.

#### Traffic and Infrastructure Aspects

- 4.17 The Yau Tong Industrial Area CDA is well served by local roads connecting to Cha Kwo Ling Road and Lei Yue Mun Road. For public transport, MTR Yau Tong Station is located about 400m away while there are a number of bus and minibus routes running along Shung Shun Street. As the current development intensity of the overall “CDA” on the OZP is largely maintained with a slight increase, it is not envisaged there will be traffic implication for the subdivided

“CDA” sub-zones. Concerned Government bureaux/departments have no objection to/no adverse comment on the rezoning proposal from traffic and infrastructural perspectives. Nevertheless, the developers will need to submit traffic, drainage and sewerage impact assessments with proposed mitigation measures under the MLP submission.

- 4.18 To meet the district-wide need of vehicle park, a public vehicle park will be provided within the “CDA(5)” zone as discussed in paragraph 4.9 above. For the purpose of traffic and pedestrian circulation, the boundary of the proposed “CDA(5)” zone has been setback to allow widening of Yan Yue Wai from about 9.5m to 14m for two-way traffic while G/F setbacks in the “CDA” zones at both sides of Tung Yuen Street are also required. Such setbacks can allow provision of 3.5m-wide footpaths, which follow the requirement as shown on the Outline Development Plan for the industrial area. A public access is also required to allow public entering the waterfront promenade from Tung Yuen Street. The G/F setback and public access requirements will be specified in the planning brief(s).

#### Reprovisioning of G/IC Facilities

- 4.19 To effect redevelopment of the proposed “CDA(2)” zone, the intention is to relocate the Kwun Tong Wholesale Fish Market outside Yau Tong Industrial Area in long term but there is no firm relocation programme at this juncture. The reprovisioning arrangement is being formulated among relevant Government bureaux/departments and the Fish Marketing Organization will be consulted. Similarly, Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market in the proposed “CDA(2)” zone will also need to be reprovisioned. New community/welfare facilities to be incorporated into the sites will be identified with Government departments concerned at the planning brief preparation stage.

### **5. Proposed Residential Development at the ex-Cha Kwo Ling Kaolin Mine Site (Items B and C)**

#### Background

- 5.1 The abandoned Cha Kwo Ling Kaolin Mine (about 18ha) is situated in the middle of Cha Kwo Ling (**Plans 3A and 3B**). On the OZP, the site together with Cha Kwo Ling Tsuen fall mainly within a large “Residential (Group A) 4” (“R(A)4”) zone (about 10.6ha) with some portions zoned “G/IC”, “Open Space” (“O”), “Green Belt” (“GB”) and an area shown as ‘Road’. The “R(A)4” zone is subject to a maximum domestic GFA of 610,000m<sup>2</sup> and a maximum non-domestic GFA of 13,890m<sup>2</sup> equivalent to a domestic and non-domestic PRs of 5.76 and 0.13 respectively. These development restrictions mainly reflect the previous large-scale development proposal for public rental housing, private housing and school village development raised in 1998, which is no longer pursued.

- 5.2 In 2011, PlanD commissioned the ‘Planning Review on Development of ex-Cha Kwo Ling Kaolin Mine Site’ (the Planning Review)<sup>1</sup> to review the land use and facilitate early release of sites for housing development. The recommended conceptual layout is at **Plan 3E**. Subsequently, the Civil Engineering and Development Department (CEDD) has undertaken ‘Feasibility Study for Development at ex-Cha Kwo Ling Kaolin Mine Site’ (the Engineering Study) to ascertain the engineering feasibility of the development proposal. The proposed OZP amendments are to take forward the recommended conceptual layout of the Planning Review and the subsequent Engineering Study with refinements.

#### The Site and Its Surrounding

- 5.3 The ex-Kaolin Mine Site comprises highly varied landforms previously formed by mining activities, rock and man-made slopes, with a partly paved road from Sin Fat Road running among these platforms. After the mining activity ceased, some formed platforms had been used by various Government departments for temporary works area but are now vacant. The formed platform is bounded by a prominent green knoll and Cha Kwo Ling Tsuen to its west and southwest, Laguna City and Sceneway Garden to its north, Sai Tso Wan Recreation Ground and the ex-Sai Tso Wan Landfill to its east and the proposed Tseung Kwan O – Lam Tin Tunnel to its southeast (aerial and site photos at **Plans 3C and 3D**).

#### The Rezoning Proposals

- 5.4 In accordance with the recommendations of the Planning Review, four Government sites mainly on the formed platforms are proposed to be rezoned to “Residential (Group B) 1” (“R(B)1”) to “R(B)4” (Item B on **Plans 3A and 3B**) intended for medium-density residential developments. The residential sites will be mainly disposed of through land sale while the “R(B)4” site is designated for subsidizing housing development to meet the demand of subsidizing housing. The proposed medium-density residential developments are considered compatible with the surrounding well-developed residential area.
- 5.5 Taking into account the site area, topography and constraints of each platform, the proposed residential developments will have a domestic PR of 3.3 to 5.0. Such PRs are considered compatible with the adjoining large-scale residential developments, i.e. Laguna City and Sceneway Garden, which have PRs of about 5.0 and 7.0 respectively. A stepped height profile from 90mPD (for sites at the southwestern part closer to the waterfront) to 95mPD and 110mPD (inner part) for the “R(B)” sub-zones is recommended to respect the waterfront setting and minimize the potential visual impacts to the surrounding developments. The maximum PR and BHR of each “R(B)” sub-zones are detailed in the following table. It is estimated that the housing sites at the ex-Kaolin Mine Site can provide about 2,200 flats with an estimated population of 6,100.

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<sup>1</sup> The Final Report (Working Paper No. 4) of the Planning Review with broad technical assessments is deposited at the Secretariat of the Board for Members’ inspection.

| <u>Sub-zone</u> | <u>Maximum PR</u>                  | <u>Maximum BH</u> |
|-----------------|------------------------------------|-------------------|
| “R(B)1”         | 4.5                                | 110mPD            |
| “R(B)2”         | 3.3                                | 90mPD             |
| “R(B)3”         | Domestic: 4.0<br>Non-domestic: 0.5 | 95mPD             |
| “R(B)4”         | 5.0                                | 90mPD             |

- 5.6 The “R(B)” zones are mainly intended for medium-density residential development and the existing commercial/retail nodes in Laguna City and Sceneway Garden should be able to cater for the demand from future residents. Nevertheless, the “R(B)3” zone at the southern end is proposed to be stipulated with a non-domestic of 0.5, which is equivalent to a GFA of about 3,500m<sup>2</sup> for selected commercial uses at lower floors to serve the daily need of the residential neighbourhood in response to the comments received during consultation with the Kwun Tong District Council (KTDC).
- 5.7 Despite that the school village is no longer pursued, as confirmed with the Secretary for Education (SED), a primary school is still required at the ex-Kaolin Mine Site. The boundary and configuration of the “G/IC” zone at Sin Fat Road is proposed to be revised in accordance with the recommendations of the Planning Review and a maximum BH of 8 storeys will be stipulated for the “G/IC” zone. Similarly, the access road (Road A) reserved in the current OZP to serve the then planned large-scale developments is also re-aligned to serve the relevant “R(B)” zones (Item B on **Plans 3A and 3B**).
- 5.8 A semi-circular site at the southern tip of the platform and the area to the immediate east of Tin Hau Temple at Cha Kwo Ling Road are proposed to be rezoned from “R(A)4” and ‘Road’ area to “O” to integrate with the adjoining “O” zones for open space development. The green knoll behind Cha Kwo Ling Tsuen and steep hill slopes around the residential platforms are proposed to be rezoned to “GB” to retain their natural status and landscape character in the area (Item B on **Plans 3A and 3B**).

#### Visual Aspect

- 5.9 The ex-Kaolin Mine Site is located at a prominent location near the waterfront which is surrounded by low-rise tenement of Cha Kwo Ling Tsuen, high-rise residential developments of Laguna City and open spaces. Due to the platform setting at 30mPD and above, development on the platforms will be visible from prominent vantage points along the Victoria Harbour. A stepped BH profile of 90mPD to 110mPD, which is compatible with Laguna City (80mPD to 92mPD) to the north and Sceneway Garden (124mPD to 153mPD) to the further east, is proposed to respect the waterfront setting and minimize the potential visual impact to the surrounding areas while the two 20m-wide NBA recommended in the Planning Review (see paragraph 5.12 below) will help improve visual permeability.
- 5.10 Four photomontages can illustrate the possible visual impact of the proposed residential developments viewing from Quarry Bay Park (**Plan 8**), Kai Tak Runway Park (**Plan 9**) and Wilson Trail at Devil’s Peak (**Plan 10**) and a closer

view from the planned waterfront open space at Wai Lok Street, Kwun Tong (**Plan 11**). As shown on the photomontages, the proposed maximum BHs varying between 90mPD and 110mPD for the “R(B)” zones are lower than the BHs of the existing residential developments including Sceneway Garden and the public housing estates on the uphill of Lam Tin and Yau Tong to the north. From the viewpoint at Kowloon waterfront and Hong Kong Island, a stepped-height townscape can be observed where the housing blocks of the site are at the middle zone while the uphill public housing estates including Ping Tin Estate and Hong Nga Court (about 200mPD) form the highest tier. Moreover, the green knoll to be rezoned to “GB” will provide visual greenery in the foreground, which can alleviate the visual impact from the urban development at the back. To conclude, the proposed developments would not impose significant visual impact in general.

#### Air Ventilation Aspect

- 5.11 A broad air ventilation assessment (AVA) has been prepared in the Planning Review to investigate the ventilation performance of the proposed development on the surroundings and within the site (**Attachment Va**). As revealed in the AVA, the annual prevailing winds of the area are mainly from the east, north-east and east-northeast and the summer prevailing winds are from the southeast and southwest. The site has an open setting which is immediately surrounded on three sides by extensive slopes and low-rise village houses. Given the prevailing wind directions, the open areas around the site could serve as ventilation spaces for the area.
- 5.12 The AVA further assessed that the conceptual layout recommended in the Planning Review has a better performance in terms of wind penetration compared with other development options mainly due to its wider and more connected wind corridors, and more clustered buildings. To facilitate air ventilation, two 20m-wide NBAs in a southwest-northeast direction as shown on the conceptual layout at **Plan 3E** are recommended to act as visual and air ventilation corridors for unobstructed prevailing winds and sea breeze to penetrate to the core of the site and to the surrounding areas. It is concluded that the proposed development would not have significant adverse impact on the existing wind environment.
- 5.13 For the recommended NBAs, the southern one straddles the proposed “R(B)1” and “R(B)2” zones while the northern one is located at the existing vegetated slope of the school site and the proposed “GB” zone. The NBAs requirement will be incorporated at later land grant/allocation stage.

#### Traffic Aspect

- 5.14 The ex-Kaolin Mine Site is located within a well-developed area and accessible by Sin Fat Road connecting to Cha Kwo Ling Road and then other major road links. It is also well-served with public transport network where MTR Lam Tin Station is located about 380m away to the north of the site. A 7.3m-wide two-lane single carriageway with footpaths and lay-bys at both sides linking Sin Fat Road is proposed to serve the proposed developments.



- 5.15 Based on the preliminary traffic assessment carried out in the Planning Review (**Attachment Vb**) and the subsequent traffic impact assessment (TIA) in the Engineering Study, a number of road improvement works in the nearby road junctions as well as strengthening of public transport services are recommended. With these improvement measures, the proposed development would not cause insurmountable traffic impacts on the surrounding areas and is considered feasible from traffic engineering point of view.

#### Environmental and Infrastructure Aspects

- 5.16 A broad environmental assessment (EA) has been undertaken in the Planning Review to examine the environmental impacts in respect of air quality, noise, water quality and waste management (**Attachment Vc**). According to the EA, the recommended layout has incorporated appropriate environmental setback of the residential development from the local or major roads such as Tseung Kwan O – Lam Tin Tunnel and no unacceptable noise and air quality impacts are anticipated. For infrastructure aspect, the Engineering Study has confirmed that there are no insurmountable infrastructure problems, and concerned Government departments have no adverse comments on the rezoning proposal.

#### Related Rezoning Proposal

- 5.17 The remaining “R(A)4” zone is occupied by Cha Kwo Ling Tsuen, which is predominantly characterized with substantial number of low-rise village houses and temporary structures (**Plan 3F**). The recommendations of the Planning Review focus mainly on the formed platforms of the ex-Kaolin Mine Site. As the previous “R(A)4” zoning and its maximum GFA, which mainly reflected the then development proposal in 1998, are considered no longer appropriate, opportunity should be taken to review the appropriate zoning and development intensity for the area. As the village involves substantial number of squatters and village houses, the implementation mechanism should be explored before proposing any long-term planned development. It is considered more appropriate to rezone the area to “Undetermined” (“U”) (Item C on **Plans 2A and 2B**) at this juncture subject to a separate study on the appropriate use, development intensity and implementation mechanism for the area. Under the “U” zone, except those permitted under the Covering Notes of the OZP, all uses or developments require planning permission from the Board.

### **6. Proposed Commercial and Open Space Development along King Yip Street Nullah (Items D1 and D2)**

#### Background

- 6.1 In the 2011-2012 Policy Address, the Government announced the adoption of a visionary, coordinated and integrated approach to expedite the transformation of Kowloon East into an attractive alternative Central Business District. In reviewing the land use of undeveloped Government sites, opportunities will be explored to create quality public space for the densely developed Kowloon East and encourage innovative building design for branding the CBD2 image.

- 6.2 Review of three Government sites along King Yip Street Nullah has been undertaken by the Energizing Kowloon East Office (EKEO) with a view to better utilize the sites and tie in with the proposed transformation of the nullah to Tsui Ping River in a holistic manner. As a result, the existing Shing Yip Street Rest Garden is proposed to be relocated to a site to its south (i.e. Tsui Ping River Garden) for better integration with the beautification of the nullah while the existing park will be amalgamated with the adjoining undeveloped commercial site for a commercial development with public vehicle park through land sale (**Plans 4A and 4B**).

#### The Site and Its Surrounding

- 6.3 The amalgamated commercial site (about 0.96 ha) falls within an area partly zoned “C” subject to a maximum PR of 12.0 while the remaining is partly zoned “O” and partly shown as ‘Road’ on the OZP. On 23.4.2010, the District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD) obtained planning permission for inclusion of the ‘Road’ area onto the “C” zone for an enlarged sale site for commercial development with public vehicle park, which is valid until 23.4.2018. However, the site was subsequently withdrawn from Land Sale Programme to facilitate overall planning of Kowloon East. Except the land occupied by Shing Yip Street Rest Garden (about 0.5ha), the amalgamated site is being used for a temporary public vehicle park.
- 6.4 The land for the proposed Tsui Ping River Garden (about 0.6 ha) is zoned “Other Specified Uses” (“OU”) annotated “Lorry Park” (“OU(Lorry Park)”) with a small area shown as ‘Road’ and currently occupied by another temporary public vehicle park. The planned lorry park has no development programme while the site development potential is constrained by a drainage reserve occupying a large portion of the site.
- 6.5 The sites are easily accessible due to its proximity to MTR Kwun Tong and Lam Tin Stations and main trunk roads including Kwun Tong Road and Lei Yue Mun Road. To their immediate west across the nullah is the Kwun Tong Business Area and to their southeast is Laguna City (Site photos at **Plan 4C**).

#### The Rezoning Proposals

- 6.6 To take forward the recommendations of the land use review, the land for the proposed Tsui Ping River Garden is proposed to be rezoned from “OU(Lorry Park)” and ‘Road’ area to “O” (Item D1 on **Plans 4A and 4B**) while the amalgamated commercial site outside the “C” zone is proposed to be rezoned from “O” and ‘Road’ area to “C” (Item D2 on **Plans 4A and 4B**) intended primarily for a commercial development with public vehicle park. Located at the fringe of the Kwun Tong Business Area mainly zoned “OU” annotated “Business” (“OU(B)”) or “C(1)” for general business and commercial uses, the proposed development is considered compatible with the land use setting of the surrounding area.

- 6.7 The maximum PR of the amalgamated “C” zone will be maintained as 12.0, which is also same as the PR of the “OU(B)” and “C(1)” zones in Kwun Tong Business Area. A maximum BH of 130mPD is imposed to the amalgamated “C” zone, which is same as the “OU(B)” sites to the west across the nullah. A public vehicle park should be provided within the proposed “C” zone to meet the traffic need and the actual number of parking spaces is subject to the findings of the ‘Pedestrian Environment Improvement Scheme for Transformation Kwun Tong Business Area’ study being undertaken by EKEO.

#### Visual Aspect

- 6.8 The visual composition of the proposed “C” zone and its vicinity is mainly surrounded by the industrial and commercial developments from southwest to northwest with BH up to about 137mPD and Laguna City with BH ranging from about 80mPD to 92mPD on the southeast side of Kwun Tong By-pass. Lei On Court and Tsui Ping (South) Estate (about 127mPD) are sitting further north while APM Millennium City V (about 195mPD) and Crocodile Centre (about 112mPD) are located to the further west. It is considered that the proposed BH of 130mPD will not be incompatible with its surrounding visual context. To assess the possible visual impact of the proposed development, a visual appraisal (VA) has been carried out by the EKEO (**Attachment VIa**).
- 6.9 In the VA, three photomontages are prepared to illustrate possible visual effect of the proposed development at the junction at Wai Yip Street and King Yip Street (**Plan 13**), Kwun Tong Road/Hip Wo Street Rest Garden (**Plan 14**) and the footbridge at Laguna City (**Plan 15**), which are major pedestrian nodes and public open space. As demonstrated by the photomontages, the proposed commercial development is not visually incompatible with the surrounding areas, taken into account the existing high-rise developments nearby.

#### Air Ventilation Aspect

- 6.10 A site-specific AVA by Computational Fluid Dynamics has been carried out by the EKEO to assess the air ventilation impact of the rezoning proposal where air ventilation performance of three indicative schemes have been tested, including the baseline scheme with the assumption that the proposed stand-alone lorry park at the original “OU(Lorry Park)” zone and the existing “C” zone would be built and two alternative schemes<sup>2</sup> with prospective development on the amalgamated “C” zone. The Executive Summary of the AVA Report is at **Attachment VIb**<sup>3</sup>.
- 6.11 The AVA concluded that the two alternative schemes would generally lead to better ventilation performance than the baseline scheme and the prospective development on the site would not induce significantly adverse air ventilation impacts on the surrounding area as compared with the baseline scheme. For better ventilation, the AVA recommended incorporating a 3m-wide setback along

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<sup>2</sup> One scheme has two towers of about similar footprints each sitting on their own podiums and another one has one tower with bigger footprint sitting on a reduced podium level compared to the first scheme.

<sup>3</sup> The full copy of AVA and TIA reports of proposed commercial development at King Yip Street are deposited at the Secretariat of the Board for Members’ inspection.

King Yip Street Nullah and another 20m-wide building separation in a southeast-northwest direction between the buildings to be erected on the site. The setback and building separation, which will be in the form of NBA, will be incorporated at land grant stage.

#### Traffic, Environmental and Infrastructural Aspects

- 6.12 A TIA has been carried out by the EKEO to ascertain possible traffic impact from the proposed development and the Executive Summary of the TIA Report is at **Attachment VIc**<sup>3</sup>. According to the TIA, most of the key junctions in the area would operate with sufficient capacity with the proposed commercial development on the proposed “C” zone. It can be concluded that the proposed development, with a larger amalgamated site area and hence an increase in GFA is considered acceptable in traffic terms. Nevertheless, additional egress at Shing Yip Street is proposed and improvement works at several junctions are recommended to alleviate the traffic impacts by the proposed development. The improvement works will be worked out and implemented by concerned parties at detailed design and implementation stages.
- 6.13 Concerned Government departments were consulted and have no objection to/no adverse comment on the rezoning proposal from traffic, environmental and infrastructural perspectives.

### **7. Proposed Social Welfare Development at Lei Yue Mun Praya Road (Item E)**

#### Background

- 7.1 The site (about 0.18ha), located at the junction of Lei Yue Mun Praya Road and Lei Yue Mun Path, comprises Government land and is occupied by an abandoned catholic church, an abandoned kindergarten and other temporary structures (**Plan 5C**). It is mostly zoned “Village Type Development” (“V”) on the OZP subject to a maximum BH of 3 storeys (8.23m) while a small part encroached onto the ‘Road’ area. To better utilize the land resources, it is proposed to rezone the site to “G/IC” to amalgamate with the adjoining G/IC site to its north (with a total site area of about 0.42ha) for comprehensive social welfare development.

#### The Site and Its Surrounding

- 7.2 The amalgamated “G/IC” site is located at the transitional zone between Yau Tong and Lei Yue Mun Village, where the former is high-rise residential area while the latter is occupied by low-rise houses/temporary structures in a village setting (**Plan 5A**). To the immediate north, south and west are Lei Yue Mun Estate, Lei Yue Mun Municipal Services Building and Lei Yue Mun Village. To the west across Lei Yue Mun Path is a residential site with public vehicle park to be disposed through land sale.

### The Rezoning Proposal

- 7.3 The site is proposed to be rezoned from “V” and an area shown as ‘Road’ to “G/IC” to amalgamate with the adjoining “G/IC” zone (Item E on **Plans 5A and 5B**). The BHR of the site is proposed to be revised from 3 storeys (8.23m) under “V” zone to 80mPD, same as the BHR of the adjoining “G/IC” zone.

### Visual and Air Ventilation Aspects

- 7.4 To enhance the townscape, a stepped height profile ascending from the harbourfront to the inland area is adopted in the Yau Tong area as stipulated on the OZP. With reference to the BHRs of the Yau Tong Industrial Area, i.e. 100mPD, 120mPD and 140mPD, the proposed BHR of 80mPD for the amalgamated “G/IC” zone could maintain the stepped height profile. The photomontages at the viewpoints at Wilson Trail at Devil’s Peak (**Plan 10**) and the lighthouse at Lei Yue Mun Rest Garden (**Plan 12**) demonstrate that the proposed social welfare development is not visually incompatible with the surrounding areas predominantly occupied by high-rise residential developments.
- 7.5 Based on the MM5 simulated wind data<sup>4</sup>, the prevailing winds are coming from northeast quadrant and southeast quadrant under annual and summer conditions respectively. The site covers a relatively small net site area and is not located within any major breezeways of Yau Tong. Besides, the relatively open nature of the surrounding area to the northeast and south of the site would allow wind penetration to reach the downstream area. It is expected that the proposed development on the site would not create significant adverse wind impact on its surroundings. In relation to the above items, CTP/UD&L, PlanD has no adverse comment on the proposed rezoning.

### Traffic, Environmental and Infrastructural Aspects

- 7.6 The amalgamated “G/IC” zone is 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 proximity to the MTR Yau Tong Station (about 450m away) and other public transport services, the site is convenient to future users of the social welfare development. Concerned Government departments have no objection/no adverse comment on the rezoning proposal from traffic, environmental and infrastructural perspectives.

## **8. Rezoning Proposals to Reflect As-built Conditions (Items F1 to F3 and G)**

Opportunity is also taken to rezone the following sites to appropriate zonings to reflect their as-built conditions:

- (a) A section of King Yip Street near its junction with Shing Yip Street from

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<sup>4</sup> MM5 is the Fifth-Generation NCAR/Penn State Mesoscale Model. The MM5 simulated wind data is available in the PlanD’s website.

“OU(Lorry Park)” to an area shown as ‘Road’ (Item F1 on **Plans 4A and 4B** and site photo at **Plan 4C**);

- (b) A section of Sin Fat Road near Laguna City II from “GB” and “O” to an area shown as ‘Road’ (Item F2 on **Plans 3A and 3B** and site photo at **Plan 3G**);
- (c) A portion of the roundabout at the junction of Ko Chiu Road and Lei Yue Mun Road from “R(A)” to an area shown as ‘Road’ (Item F3 on **Plans 6A and 6B** and site photo at **Plan 6C**). The annotation ‘Road Junction (Subject to Detailed Design)’ will be deleted; and
- (d) a slope covered by heavy vegetation to the east of Laguna City II from an area shown as ‘Road’ and “O” to “GB” (Item G on **Plans 3A and 3B** and site photo at **Plan 3G**).

## **9. Inclusion of Authorized Road Scheme of Tseung Kwan O – Lam Tin Tunnel and Related Rezoning Proposals (Items H1 and H2)**

### Inclusion of the Authorized Road Scheme

- 9.1 Pursuant to section 13A of the Ordinance, road scheme authorized under the Roads (Works, Use and Compensation) Ordinance shall be deemed to be approved under the Ordinance. The road scheme of the Tseung Kwan O – Lam Tin Tunnel was authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance on 29.4.2014. It is proposed to reflect the authorized scheme in the OZP for public information (**Plans 7A and 7B**). The inclusion of the authorized road scheme and deletion of the affected “G/IC”, “GB”, “O” and “R(A)5” zones are not regarded as amendment item under the Ordinance and an annotation will be added on the OZP indicating that it is for information only.

### Related Rezoning Proposals

- 9.2 Rezoning of the residual area outside the authorized road scheme sandwiched by the proposed Tseung Kwan O – Lam Tin Tunnel and Eastern Harbour Crossing Toll Plaza is proposed to reflect the as-built conditions. The two existing MTR ventilation buildings and tunnel portals to the north of Eastern Harbour Crossing Tunnel Road is proposed to be rezoned from “G/IC” to “OU” annotated “Ventilation Building” (“OU(Ventilation Building)”) (Item H1 on **Plans 7A and 7B** and aerial and site photos on **Plans 7C and 7D**) while a strip of land along the north side of the toll plaza including a section of open-air MTR railway track is proposed to be rezoned from “G/IC” to an area shown as ‘Road’ (Item H2 on **Plans 7A and 7B** and aerial and site photos on **Plans 7C and 7D**).

## **10. Provision of Open Space and G/IC Facilities**

- 10.1 Taking into account the proposed residential developments at Yau Tong Industrial Area and the ex-Kaolin Mine Site, the population and number of flats

of the planning area are estimated to be increased by about 13,600 and 6,000 respectively. Nevertheless, the increased population would not create adverse impact on the G/IC facilities and open space provision in the planning area. The district and local open space and a range of community and social welfare facilities have been sufficiently provided/planned although there is a shortfall of the planned provision of primary and secondary school classrooms and post office. The provision of major community facilities in the planning area is detailed at **Attachment VII**.

- 10.2 For the shortfall in primary and secondary school classrooms, the provision of the facilities is assessed on a wider district basis by the Education Bureau and they have no objection to the rezoning proposals. Also, there is no shortfall within the Kwun Tong District as a whole. The Government will continue to monitor if the shortfall could be addressed by the provision at other sites in the concerned district. For the shortfall in post office, it can be accommodated in premises within commercial development, Government building or non-domestic portion of residential development, and separate site reservation is therefore not required.
- 10.3 The proposed OZP amendments will facilitate the provision of new open spaces in the planning area, including the proposed open space in the ex-Kaolin Mine Site, the proposed Tsui Ping River Park and the waterfront promenade in the Yau Tong Industrial Area. For the waterfront promenade, it will form an essential part of the waterfront promenade from Lei Yun Mun Village to Yau Tong Bay then Kai Tak, which is anticipated to be a major open space in Kwun Tong District in future.
- 10.4 The proposed social welfare development at Lei Yue Mun Praya Road can meet the community's aspiration for more community facility in the district. Moreover, new community facilities to be identified with Government departments will be incorporated into the Yau Tong Industrial Area "CDA" zones and the actual arrangement would be confirmed during the planning brief preparation stage.

## **11. Proposed Amendments to Matters shown on the Plan**

- 11.1 The proposed amendments as shown on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A (**Attachment II**) are as follows:

### **Item A (about 5.02ha) (Plans 2A and 2B)**

- (a) Rezoning of five sites at Tung Yuen Street and Yan Yue Wai in Yau Tong Industrial Area from "CDA" to "CDA(1)", "CDA(2)", "CDA(3)", "CDA(4)" and "CDA(5)" respectively in accordance with paragraph 4.5 above.
- (b) Rezoning of a section of Tung Yuen Street, Yan Yue Wai and Shung Wo Path from "CDA" to areas shown as 'Road' in accordance with paragraph 4.5 above.

- (c) Designation of a strip of land of 15m wide abutting Victoria Harbour as “Waterfront Promenade” in accordance with paragraph 4.10 above.

**Item B (about 10.54ha) (Plans 3A and 3B)**

- (a) Rezoning of four sites at the ex-Kaolin Mine Site from “R(A)4”, “G/IC”, “GB”, “O” and areas shown as ‘Road’ to “R(B)1”, “R(B)2”, “R(B)3” and “R(B)4” respectively and stipulation of BHRs in accordance with paragraphs 5.4 and 5.5 above.
- (b) Re-adjustment of the boundary and configuration of the “G/IC” zone at Sin Fat Road and stipulation of BHR in accordance with paragraph 5.7 above.
- (c) Re-alignment of the area shown as ‘Road’ in the middle of the ex-Kaolin Mine Site in accordance with paragraph 5.7 above.
- (d) Rezoning of a site at the ex-Kaolin Mine Site and another site at Cha Kwo Ling Road from “R(A)4” and an area shown as ‘Road’ to “O” in accordance with paragraph 5.8 above.
- (e) Rezoning of the land to the east of Cha Kwo Ling Tsuen and another site to the southwest of Sai Tso Wan Recreation Ground from “R(A)4”, “G/IC”, “O” and an area shown as ‘Road’ to “GB” in accordance with paragraph 5.8 above.

**Item C (about 4.62ha) (Plans 3A and 3B)**

Rezoning of the area occupied by Cha Kwo Ling Tsuen from “R(A)4” to “U” in accordance with paragraph 5.17 above.

**Item D1 (about 0.61ha) (Plans 4A and 4B)**

Rezoning of a site at the junction of King Yip Street and Shing Yip Street from “OU(Lorry Park)” and an area shown as ‘Road’ to “O” in accordance with paragraph 6.6 above.

**Item D2 (about 0.96ha) (Plans 4A and 4B)**

Rezoning of a site at the junction of Shing Yip Street and Cha Kwo Ling Road from “O” and an area shown as ‘Road’ to “C”, amalgamation with the existing “C” zone as well as stipulation of BHR for the “C” zone in accordance with paragraph 6.7 above.

**Item E (about 0.18ha) (Plans 5A and 5B)**

Rezoning of a site at the junction of Lei Yue Mun Praya Road and Lei Yue Mun Path from “V” and an area shown as ‘Road’ to “G/IC” and stipulation of a revised BHR in accordance with paragraph 7.3 above.



**Item F1 (about 0.04ha) (Plans 4A and 4B)**

Rezoning of a narrow strip of land at King Yip Street from “OU(Lorry Park)” to an area shown as ‘Road’ in accordance with paragraph 8(a) above.

**Item F2 (about 0.28ha) (Plans 3A and 3B)**

Rezoning of a section of Sin Fat Road from “GB” and “O” to an area shown as ‘Road’ in accordance with paragraph 8(b) above.

**Item F3 (about 0.21ha) (Plans 6A and 6B)**

Rezoning of a portion of the roundabout at the junction of Ko Chiu Road and Lei Yue Mun Road from “R(A)” to an area shown as ‘Road’ and deletion of the annotation ‘Road Junction (Subject to Detailed Design)’ in accordance with paragraph 8(c) above.

**Item G (about 0.22ha) (Plans 3A and 3B)**

Rezoning of a slope to the east of Laguna City II from an area shown as ‘Road’ and “O” to “GB” in accordance with paragraph 8(d) above.

**Item H1 (about 0.15ha) (Plans 7A and 7B)**

Rezoning of the two sites to the north of Eastern Harbour Crossing Tunnel Road from “G/IC” to “OU(Ventilation Building)” in accordance with paragraph 9.2 above.

**Item H2 (about 0.9ha) (Plans 7A and 7B)**

Rezoning of a strip of land along the north side of the Eastern Harbour Crossing Toll Plaza from “G/IC” to an area shown as ‘Road’ in accordance with paragraph 9.2 above.

11.2 Minor adjustments are also made to the following zoning boundaries:

- (a) the “R(A)1” zone to the east of Laguna City II to follow the existing lot boundary; and
- (b) the “R(A)5” zone along slip road of Eastern Harbour Crossing Tunnel Road to the northwest of Yau Lai Estate to follow the proposed Vesting Order boundary of Yau Lai Estate.

11.3 An annotation indicating the authorized road scheme of the Tseung Kwan O – Lam Tin Tunnel is added in accordance with paragraph 9.1 above.

**12. Proposed Amendments to the Notes of the OZP (Attachment III)**

12.1 Amendments to the Notes of the OZP are proposed as follows:

- (a) incorporation of a new set of Notes for the proposed “R(B)” zone with stipulation of PR restrictions;
- (b) incorporation of the proposed “CDA(1)”, “CDA(2)”, “CDA(3)”, “CDA(4)” and “CDA(5)” sub-zones under the “CDA” zone with stipulation of PR restriction and waterfront promenade requirement for all sub-zones, and public vehicle park requirement for “CDA(5)” sub-zone;
- (c) deletion of Notes for the “OU(Lorry Park)” zone and remarks for the “R(A)4” sub-zone under the “R(A)” zone; and
- (d) refinement of paragraph 7(a) of the Covering Notes to include allowance for rail facilities and inclusion of paragraph 10 regarding the “U” zone.

12.2 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~erossed-out~~’) are at **Attachment III** for Members’ consideration.

**13. Revision to the ES of the OZP (Attachment IV)**

The ES of the 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. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~erossed-out~~’) are at **Attachment IV** for Members’ consideration.

**14. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K15/22.

**15. Consultation**

Departmental Consultation

15.1 The proposed amendments have been circulated to the relevant Government bureaux/departments. The following concerned bureaux/departments have no objection to/no adverse comment on the proposed amendments and their comments have been incorporated in above paragraphs, where appropriate.

- (a) Secretary for Development;
- (b) SED;
- (c) Head of EKEO, Development Bureau;

- (d) Chief Architect/Central Management Division 2, Architectural Services Department;
- (e) Chief Engineer/Mainland South, Drainage Services Department;
- (f) Chief Engineer/Development(2), Water Supplies Department;
- (g) Chief Highway Engineer/Kowloon, Highways Department (HyD);
- (h) Chief Engineer/Railway Development 2-2, HyD;
- (i) Chief Building Surveyor/Kowloon, Buildings Department;
- (j) CTP/UD&L, PlanD;
- (k) Commissioner of Police;
- (l) Commission for Transport;
- (m) DLO/KE, LandsD;
- (n) Director of Environmental Protection;
- (o) Director of Food and Environment Hygiene;
- (p) Director of Agriculture, Fisheries and Conservation;
- (q) Director of Housing;
- (r) Director of Leisure and Cultural Services;
- (s) Executive Secretary (Antiquities & Monuments), Leisure and Cultural Services Department;
- (t) Director of Fire Services;
- (u) Director of Social Welfare;
- (v) District Officer (Kwun Tong), Home Affairs Department;
- (w) Government Property Administrator;
- (x) Head of Geotechnical Engineering Office, CEDD;
- (y) Project Manager (Kowloon), CEDD; and
- (z) Project Manager (New Territories East), CEDD.

#### Consultation with the KTDC

- 15.2 On 2.9.2014, the KTDC was consulted on the major rezoning proposals. The relevant extract of the minutes of the meeting is at **Attachment VIII**. In general, members have no in-principle objection to the development proposals but raised their concerns on the community facilities provision and traffic impacts of proposed developments, in particular the traffic impact and road connection of the proposed residential development at the ex-Kaolin Mine Site and the public vehicle park provision in Yau Tong area.
- 15.3 In response, the Administration explained that the proposed developments would not have adverse impact on the community facilities provision and traffic condition in the area. With the proposed access road leading to Sin Fat Road and traffic improvement measures recommended in the Planning Review and the Engineering Study, the proposed housing developments at the ex-Kaolin Mine Site is considered acceptable in traffic term. For the public vehicle park provision of Yau Tong area, the Administration explained that the provision should be sufficient given that about 420 public vehicle parking spaces will be provided at the “CDA(5)” site (paragraph 4.9 above refers) and within the proposed residential development at Lei Yue Mun Path.
- 15.4 Two written submissions from Laguna City Estate Owners’ Committee and Mr. Lui Tung Hai, a KTDC member were received at the KTDC meeting. The former mainly requested to provide another road connection from the future

development at the ex-Kaolin Mine Site to Cha Kwo Ling Road while the latter mainly opposed the provision of an emergency vehicular access (EVA) at Cha Kwo Ling Tsuen for the ex-Kaolin Mine Site and requested to develop the proposed “G/IC” zone at Lei Yue Mun Praya Road to a social welfare facility with multi-storey carpark. The letters and PlanD’s replies are at **Attachments IXa and IXb**. In sum, no EVA passing through Cha Kwo Ling Tsuen will be proposed.

#### Consultation with Locals

- 15.5 Besides, a letter dated 23.9.2014 was received from Cha Kwo Ling Residents Concern Group and they also opposed the provision of an EVA at Cha Kwo Ling Tsuen for future development at the ex-Kaolin Mine Site. The letter and PlanD’s reply is at **Attachment X**.
- 15.6 In addition, CEDD and PlanD met the representatives of the Laguna City Estate Owners’ Committee together with Mr. Tang Wing Chun and Mr. Cheung Shun Wah (both KTDC members), as well as Mr. Lui Tung Hai and the villagers of Cha Kwo Ling Tsuen on 17.9.2014 and 23.9.2014 respectively to discuss, among others, the proposed road connection and traffic arrangement for the ex-Kaolin Mine Site.
- 15.7 Relevant Government departments were consulted on the above comments/suggestions received and the detailed responses to the comments/suggestions raised by the KTDC, KTDC members and locals in paragraphs 15.2 to 15.6 are set out in **Attachment XI**.

#### Public Consultation

- 15.8 The KTDC and the Harbourfront Commission will be consulted on the proposed amendments before or during the exhibition period of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A (to be renumbered to S/K15/22 upon exhibition) for public inspection under section 5 of the Ordinance.

### **16. Decision Sought**

Members are invited to:

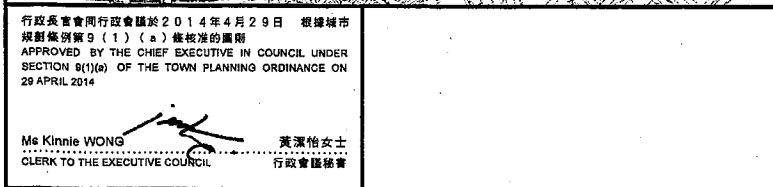
- (a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21 and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A at **Attachment II** (to be renumbered to S/K15/22 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

## 17. Attachments

|                        |   |
|------------------------|---|
| <b>Attachment I</b>    | Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21 (reduced to A3 size)  |
| <b>Attachment II</b>   | Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A   |
| <b>Attachment III</b>  | Revised Notes of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A  |
| <b>Attachment IV</b>   | Revised ES of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21A   |
| <b>Attachment Va</b>   | Broad AVA for the proposed development at the ex-Kaolin Mine Site   |
| <b>Attachment Vb</b>   | Preliminary traffic assessment for the proposed development at the ex-Kaolin Mine Site                                    |
| <b>Attachment Vc</b>   | Broad EA for the proposed development at the ex-Kaolin Mine Site  |
| <b>Attachment VIa</b>  | VA report for the proposed commercial development at King Yip Street  |
| <b>Attachment VIb</b>  | Executive summary of AVA report for the proposed commercial development at King Yip Street                                |
| <b>Attachment VIc</b>  | Executive summary of TIA report for the proposed commercial development at King Yip Street                                |
| <b>Attachment VII</b>  | Provision of major community facilities   |
| <b>Attachment VIII</b> | Relevant extract of the minutes of the KTDC meeting on 2.9.2014   |
| <b>Attachment IXa</b>  | Written submission received from Laguna City Estate Owners' Committee and reply by PlanD                                  |
| <b>Attachment IXb</b>  | Written submission received from Mr. Lui Tung Hai and reply by PlanD  |
| <b>Attachment X</b>    | Letter received from Cha Kwo Ling Residents Concern Group and reply by PlanD  |
| <b>Attachment XI</b>   | Departmental responses to comments received at KTDC meeting, written submissions and letters received                     |
| <b>Plan 1</b>          | Overview of proposed amendment items  |
| <b>Plans 2A to 2F</b>  | Location plan, site plan, aerial photo, site photos, existing land use and conceptual layout of Item A                    |
| <b>Plans 3A to 3G</b>  | Location plan, site plan, aerial photo, site photos and conceptual layout of Items B, C, G and F2                         |
| <b>Plans 4A to 4D</b>  | Location plan, site plan, site photos and concept plan of Items D1, D2 and F1   |
| <b>Plans 5A to 5C</b>  | Location plan, site plan and site photo of Item E   |
| <b>Plans 6A to 6C</b>  | Location plan, site plan and site photo of Item F3  |
| <b>Plans 7A to 7D</b>  | Location plan, site plan, aerial photo and site photo of Items H1 and H2, and the proposed Tseung Kwan O – Lam Tin Tunnel |
| <b>Plan 8</b>          | Photomontage at Quarry Bay Park   |
| <b>Plan 9</b>          | Photomontage at Kai Tak Runway Park   |
| <b>Plan 10</b>         | Photomontage at Wilson Trail at Devil's Peak  |
| <b>Plan 11</b>         | Photomontage at the planned open space at Wai Lok Street  |
| <b>Plan 12</b>         | Photomontage at the lighthouse at Lei Yue Mun Rest Garden   |

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|----------------|--|
| <b>Plan 13</b> | Photomontage at the junction of Wai Yip Street and King Yip Street |
| <b>Plan 14</b> | Photomontage at Kwun Tong Road/Hip Wo Street Rest Garden           |
| <b>Plan 15</b> | Photomontage at the footbridge at Laguna City                      |

**PLANNING DEPARTMENT  
NOVEMBER 2014**



土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

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

圖則編號 **S/K15/21**



圖例  
NOTATION

| ZONES   |       | 地帶                   |
|---|-------|----------------------|
| COMMERCIAL  | C     | 商業                   |
| COMPREHENSIVE DEVELOPMENT AREA                            | CDA   | 綜合發展區                |
| RESIDENTIAL (GROUP A)                                     | R(A)  | 住宅 (甲類)              |
| RESIDENTIAL (GROUP B)                                     | R(B)  | 住宅 (乙類)              |
| 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               |
| UNDETERMINED  | U     | 未決定用途                |
| GREEN BELT  | GB    | 綠化地帶                 |
| COASTAL PROTECTION AREA                                   | CPA   | 海岸保護區                |
| COMMUNICATIONS  |       | 交通                   |
| RAILWAY AND STATION                                       |       | 鐵路及車站                |
| RAILWAY AND STATION (UNDERGROUND)                         |       | 鐵路及車站 (地下)           |
| RAILWAY AND STATION (ELEVATED)                            |       | 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) |       | 最高建築物高度 (在主水平基準上若干米) |
| MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)            |       | 最高建築物高度 (樓層數目)       |
| PETROL FILLING STATION                                    | P F S | 加油站                  |
| AREA DESIGNATED FOR "WATERFRONT PROMENADE"                |       | 指定為「海濱長廊」的地區         |

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

| USES                                 | 大約面積及百分率<br>APPROXIMATE AREA & |          | 用途       |
|--------------------------------------|--------------------------------|----------|----------|
|                                      | 公畝<br>HECTARES                 | 百分比<br>% |          |
| COMMERCIAL                           | 4.03                           | 1.53     | 商業       |
| COMPREHENSIVE DEVELOPMENT AREA       | 13.93                          | 5.28     | 綜合發展區    |
| RESIDENTIAL (GROUP A)                | 75.96                          | 28.78    | 住宅 (甲類)  |
| RESIDENTIAL (GROUP B)                | 3.29                           | 1.25     | 住宅 (乙類)  |
| RESIDENTIAL (GROUP E)                | 5.79                           | 2.19     | 住宅 (戊類)  |
| VILLAGE TYPE DEVELOPMENT             | 7.75                           | 2.94     | 鄉村式發展    |
| GOVERNMENT, INSTITUTION OR COMMUNITY | 19.21                          | 7.28     | 政府、機構或社區 |
| OPEN SPACE                           | 18.86                          | 7.18     | 休憩用地     |
| OTHER SPECIFIED USES                 | 5.56                           | 2.11     | 其他指定用途   |
| UNDETERMINED                         | 4.65                           | 1.76     | 未決定用途    |
| GREEN BELT                           | 59.28                          | 22.46    | 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.                      | 44.41                          | 16.81    | 主要道路等    |
| TOTAL PLANNING SCHEME AREA           | 283.95                         | 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 1 5 / 2 1 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K15/21

按照城市規劃條例第5條展示的修訂  
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

|                                    |                                 |  |
|------------------------------------|---------------------------------|--|
| 修訂項目 A、B 項<br>AMENDMENT ITEMS A, B | 修訂項目 F 2 項<br>AMENDMENT ITEM F2 |  |
| 修訂項目 C 項<br>AMENDMENT ITEM C       | 修訂項目 F 3 項<br>AMENDMENT ITEM F3 |  |
| 修訂項目 D 1 項<br>AMENDMENT ITEM D1    | 修訂項目 G 項<br>AMENDMENT ITEM G    |  |
| 修訂項目 D 2 項<br>AMENDMENT ITEM D2    | 修訂項目 H 1 項<br>AMENDMENT ITEM H1 |  |
| 修訂項目 E 項<br>AMENDMENT ITEM E       | 修訂項目 H 2 項<br>AMENDMENT ITEM H2 |  |
| 修訂項目 F 1 項<br>AMENDMENT ITEM F1    |                                 |  |

(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

SCALE 1:5000 比例尺

0 100 200 300 400 500 600 700 800 METRES

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/K15/21A



**KOWLOON PLANNING AREA NO. 15**

**APPROVED DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/21A**

(Being an ~~Approved~~ *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/rail/public light bus stop or lay-by, cycle track, *railway track*, ~~Mass Transit R~~railway station entrance, ~~Mass Transit R~~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.

- (9) 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.

- (10) *In the “Undetermined” zone, all uses or developments except those specified in paragraph (7) above require permission from the Town Planning Board.*

- ~~(4011)~~ 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.

- ~~(4112)~~ 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/K15/21A**

Schedule Of Uses

|                                      | <u>Page</u>      |
|--------------------------------------|------------------|
| COMMERCIAL                           | 1                |
| COMPREHENSIVE DEVELOPMENT AREA       | 3                |
| RESIDENTIAL (GROUP A)                | <del>6</del> 7   |
| <i>RESIDENTIAL (GROUP B)</i>         | <i>11</i>        |
| RESIDENTIAL (GROUP E)                | <del>10</del> 14 |
| VILLAGE TYPE DEVELOPMENT             | <del>15</del> 19 |
| GOVERNMENT, INSTITUTION OR COMMUNITY | <del>17</del> 21 |
| OPEN SPACE                           | <del>19</del> 23 |
| OTHER SPECIFIED USES                 | <del>20</del> 24 |
| GREEN BELT                           | <del>28</del> 32 |
| COASTAL PROTECTION AREA              | <del>29</del> 33 |

COMMERCIAL

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

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

(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;

(Please see next page)



COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (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.
- (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~~

| Site   | Restrictions   |
|--|--|
| "CDA" at Yau Tong Bay                            | <p>A maximum PR of 4.5 and a maximum building height of 120m above Hong Kong Principal Datum</p> <p>A public waterfront promenade not less than 15m wide and with a site area not less than 24,700m<sup>2</sup></p>  |
| "CDA(1)" to "CDA(5)" at Yau Tong Industrial Area | <p><del>A maximum GFA of 185,430m<sup>2</sup> and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan</del></p> <p><i>A maximum PR of 5.0 and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan</i></p> <p><i>A public waterfront promenade not less than 15m wide as designated "Waterfront Promenade" on the Plan</i></p> <p><i>A public vehicle park with not less than 171 public vehicle parking spaces in the "CDA(5)" zone</i></p> |

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (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 *and public vehicle park* shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR/~~GFA~~/building height restrictions *or the minimum provision of public vehicle parking spaces* 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<br>Uses always permitted  | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>to the Town Planning Board  |
|--|--|
| Ambulance Depot<br>Flat<br>Government Use (not elsewhere specified)<br>House<br>Library<br>Market<br>Place of Recreation, Sports or Culture<br>Public Clinic<br>Public Transport Terminus or Station<br>(excluding open-air terminus or station)<br>Public Vehicle Park<br>(excluding container vehicle) (on land<br>designated “R(A)6” only)<br>Residential Institution<br>School (in free-standing purpose-designed<br>building only)<br>Social Welfare Facility<br>Utility Installation for Private Project | Commercial Bathhouse/<br>Massage Establishment<br>Eating Place<br>Educational Institution<br>Exhibition or Convention Hall<br>Government Refuse Collection Point<br>Hospital<br>Hotel<br>Institutional Use (not elsewhere specified)<br>Mass Transit Railway Vent Shaft and/or<br>Other Structure above Ground Level other<br>than Entrances<br>Office<br>Petrol Filling Station<br>Place of Entertainment<br>Private Club<br>Public Convenience<br>Public Transport Terminus or Station<br>(not elsewhere specified)<br>Public Utility Installation<br>Public Vehicle Park<br>(excluding container vehicle) (except on<br>land designated “R(A)6”)<br>Religious Institution<br>School (not elsewhere specified)<br>Shop and Services<br>Training Centre |

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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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) On land designated “Residential (Group A)” (“R(A)”) and “R(A)6”, 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 (10) 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 (10) and/or (11) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) For the purposes of paragraph (1) above, on land designated “R(A)” and “R(A)6”, 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.
- (4) 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.
- (5) Except as otherwise provided herein, on land designated “R(A)1” to “R(A)35” and “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 specified below:

| <u>Sub-zone</u>  | <u>Maximum<br/>Domestic Gross Floor Area</u> | <u>Maximum<br/>Non-Domestic Gross Floor Area</u> |
|------------------|--|--|
| R(A)1            | 440,000m <sup>2</sup>                        | 15,000m <sup>2</sup>                             |
| R(A)2            | 100,906m <sup>2</sup>                        | 4,568m <sup>2</sup>                              |
| R(A)3            | 146,408m <sup>2</sup>                        | 1,200m <sup>2</sup>                              |
| <del>R(A)4</del> | <del>610,000m<sup>2</sup></del>              | <del>13,890m<sup>2</sup></del>                   |
| R(A)5            | 559,430m <sup>2</sup>                        | 82,350m <sup>2</sup>                             |

(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 the existing building) or redevelopment of an existing building shall exceed the maximum building height restriction 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.
- (9) In determining the relevant maximum plot ratio/gross floor area, for the purposes of paragraphs (1), (2) and (5) 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.
- (10) 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 (5) 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 (5) 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 or 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 B)

| <i>Column 1<br/>Uses always permitted</i>   | <i>Column 2<br/>Uses that may be permitted with or<br/>without conditions on application<br/>to the Town Planning Board</i>   |
|---|---|
| <i>Flat</i><br><i>Government Use (Police Reporting Centre,<br/>Post Office only)</i><br><i>House</i><br><i>Library</i><br><i>Residential Institution</i><br><i>School (in free-standing purpose-<br/>designed building only)</i><br><i>Utility Installation for Private Project</i> | <i>Ambulance Depot</i><br><i>Eating Place</i><br><i>Educational Institution</i><br><i>Government Refuse Collection Point</i><br><i>Government Use (not elsewhere specified)</i><br><i>Hospital</i><br><i>Hotel</i><br><i>Institutional Use (not elsewhere specified)</i><br><i>Market</i><br><i>Mass Transit Railway Vent Shaft and/or<br/>Other Structure above Ground Level<br/>other than Entrances</i><br><i>Off-course Betting Centre</i><br><i>Office</i><br><i>Petrol Filling Station</i><br><i>Place of Entertainment</i><br><i>Place of Recreation, Sports or Culture</i><br><i>Private Club</i><br><i>Public Clinic</i><br><i>Public Convenience</i><br><i>Public Transport Terminus or Station</i><br><i>Public Utility Installation</i><br><i>Public Vehicle Park</i><br><i>(excluding container vehicle)</i><br><i>Recyclable Collection Centre</i><br><i>Religious Institution</i><br><i>School (not elsewhere specified)</i><br><i>Shop and Services</i><br><i>Social Welfare Facility</i><br><i>Training Centre</i> |

*(Please see next page)*

RESIDENTIAL (GROUP B) (Cont'd)

*In addition, the following uses are always permitted on land designated “Residential (Group B) 3” (“R(B)3”) (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  
Place of Entertainment  
School  
Shop and Services*

Planning Intention

*This zone is intended primarily for medium-density residential developments. For the “R(B)3” sub-zone, selected commercial uses serving the residential neighbourhood are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. For other sub-zones, commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.*

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 plot ratio specified below and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater:*

| <u>Sub-zone</u> | <u>Maximum plot ratio</u>          |
|-----------------|------------------------------------|
| R(B)1           | 4.5                                |
| R(B)2           | 3.3                                |
| R(B)3           | Domestic: 4.0<br>Non-domestic: 0.5 |
| R(B)4           | 5.0                                |

*(Please see next page)*



RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (2) *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.*
- (3) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) 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<sup>@</sup>

|  |  |
|--|--|
| Ambulance Depot  | Commercial Bathhouse/Massage Establishment   |
| Government Use (not elsewhere specified)   | Eating Place   |
| Public Transport Terminus or Station<br>(excluding open-air terminus or station) | Educational Institution  |
| Utility Installation for Private Project   | Exhibition or Convention Hall  |
|  | Flat   |
|  | Government Refuse Collection Point   |
|  | Hospital   |
|  | Hotel  |
|  | House  |
|  | Institutional Use (not elsewhere specified)  |
|  | Library  |
|  | Mass Transit Railway Vent Shaft and/or<br>Other Structure above Ground Level<br>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<br>(not elsewhere specified)                                    |
|  | Public Utility Installation  |
|  | Public Vehicle Park<br>(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<br>Uses always permitted  | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>to the Town Planning Board |
|--|---|
| Schedule II : for existing industrial or industrial-office building <sup>@</sup> |   |
| Ambulance Depot  | Cargo Handling and Forwarding Facility  |
| Bus Depot  | (Container Freight Station, free-standing   |
| Cargo Handling and Forwarding Facility (not<br>elsewhere specified)              | purpose-designed Logistics Centre only)   |
| Eating Place (Canteen only)  | Industrial Use (not elsewhere specified)  |
| Government Refuse Collection Point   | Mass Transit Railway Vent Shaft and/or Other  |
| Government Use (not elsewhere specified)   | Structure above Ground Level other than   |
| Information Technology and   | Entrances   |
| Telecommunications Industries  | Off-course Betting Centre   |
| Non-polluting Industrial Use   | Office (not elsewhere specified)  |
| (excluding industrial undertakings   | Petrol Filling Station  |
| involving the use/storage of Dangerous   | Place of Recreation, Sports or Culture  |
| Goods <sup>Δ</sup> )   | Private Club  |
| Office (Audio-visual Recording Studio,   | Shop and Services (not elsewhere specified)   |
| Design and Media Production, Office  | (ground floor only except Ancillary   |
| Related to Industrial Use only)  | Showroom <sup>#</sup> which may be permitted on   |
| Public Convenience   | 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.

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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.

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 plot ratio/building height restrictions 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

| <p>Column 1</p> <p>Uses always permitted</p>  | <p>Column 2</p> <p>Uses that may be permitted with or without conditions on application to the Town Planning Board</p>  |
|---|---|
| <p>Agricultural Use</p> <p>Government Use (Police Reporting Centre, Post Office only)</p> <p>House</p> <p>Religious Institution (Ancestral Hall only)</p> <p>Rural Committee/Village Office</p> | <p>Eating Place</p> <p>Flat</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)#</p> <p>Institutional Use (not elsewhere specified)#</p> <p>Market</p> <p>Petrol Filling Station</p> <p>Place of Recreation, Sports or Culture</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</p> <p>(excluding container vehicle)</p> <p>Religious Institution(not elsewhere specified)#</p> <p>Residential Institution#</p> <p>School #</p> <p>Shop and Services</p> <p>Social Welfare Facility#</p> <p>Utility Installation for Private Project</p> |

In addition, the following uses are always permitted on the ground floor of a house

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

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.

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 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 restrictions 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

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

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<br>Uses always permitted   | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>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<br/>for building other than industrial or industrial-office building<sup>@</sup></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<sup>Δ</sup>)</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<br>Uses always permitted | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>to the Town Planning Board |
|-----------------------------------|---|
|-----------------------------------|---|

For “Business” only (Cont'd)

Schedule II: for industrial or industrial-office building <sup>@</sup>

|   |  |
|---|--|
| Ambulance Depot   | Broadcasting, Television and/or Film Studio  |
| Bus Depot   | Cargo Handling and Forwarding Facility   |
| Cargo Handling and Forwarding Facility (not<br>elsewhere specified)   | (Container Freight Station, free-standing<br>purpose-designed Logistics Centre only) |
| Eating Place (Canteen only)   | Industrial Use (not elsewhere specified)   |
| Government Refuse Collection Point  | Mass Transit Railway Vent Shaft and/or Other   |
| Government Use (not elsewhere specified)  | Structure above Ground Level other than  |
| Information Technology and  | Entrances  |
| Telecommunications Industries   | Off-course Betting Centre  |
| Non-polluting Industrial Use (excluding<br>industrial undertakings involving the<br>use/storage of Dangerous Goods <sup>Δ</sup> ) | Office (not elsewhere specified)   |
| Office (excluding those involving direct<br>provision of customer services or goods)  | Petrol Filling Station   |
| Public Convenience  | Place of Recreation, Sports or Culture   |
| Public Transport Terminus or Station  | Private Club   |
| Public Utility Installation   | Shop and Services (not elsewhere specified)  |
| Public Vehicle Park   | (ground floor only except Ancillary  |
| (excluding container vehicle)   | Showroom <sup>#</sup> which may be permitted on                                      |
| Radar, Telecommunications Electronic  | any floor)   |
| Microwave Repeater, Television and/or   | Vehicle Repair Workshop  |
| Radio Transmitter Installation  | Wholesale Trade  |
| Recyclable Collection Centre  |  |
| Research, Design and Development Centre   |  |
| Shop and Services (Motor-vehicle Showroom<br>on ground floor, Service Trades only)  |  |
| Utility Installation for Private Project  |  |
| Warehouse (excluding Dangerous Goods<br>Godown)   |  |

In addition, for building without industrial  
undertakings involving offensive trades or the  
use/storage of Dangerous Goods<sup>Δ</sup>, 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.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Sewage Treatment Plant” only

Sewage Treatment Plant

Government Use  
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 storey as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storey 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<br>Uses always permitted | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>to the Town Planning Board |
|-----------------------------------|---|
|-----------------------------------|---|

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

For “Breakwater” only

Breakwater

Government Use  
Utility Installation not ancillary to the  
Specified Use

Planning Intention

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

GREEN BELT

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

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<br>Uses always permitted            | Column 2<br>Uses that may be permitted with or<br>without conditions on application<br>to the Town Planning Board   |
|--|---|
| Lighthouse<br>Nature Reserve<br>Nature Trail | Field Study/Education/Visitor Centre<br>Government Use<br>Pier<br>Public Convenience<br>Public Utility Installation<br>Radar, Telecommunications Electronic<br>Microwave Repeater, Television<br>and/or Radio Transmitter Installation<br>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/K15/21A**

**EXPLANATORY STATEMENT**

## **KOWLOON PLANNING AREA NO. 15**

### **APPROVED DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/21A**

| <u>Contents</u>                           | <u>Page</u> |
|---|-------------|
| 1. INTRODUCTION                           | 1           |
| 2. AUTHORITY FOR THE PLAN AND PROCEDURES  | 1           |
| 3. OBJECT OF THE PLAN                     | 3           |
| 4. NOTES OF THE PLAN                      | 34          |
| 5. THE PLANNING SCHEME AREA               | 4           |
| 6. POPULATION                             | 45          |
| 7. LAND USE ZONINGS                       |             |
| 7.1 Commercial                            | 5           |
| 7.2 Comprehensive Development Area        | 56          |
| 7.3 Residential (Group A)                 | 810         |
| 7.4 <i>Residential (Group B)</i>          | 12          |
| 7.45 Residential (Group E)                | 1013        |
| 7.56 Village Type Development             | 1114        |
| 7.67 Government, Institution or Community | 1214        |
| 7.78 Open Space                           | 1315        |
| 7.89 Other Specified Uses                 | 1316        |
| 7.10 <i>Undetermined</i>                  | 17          |
| 7.911 Green Belt                          | 1417        |
| 7.4012 Coastal Protection Area            | 1418        |
| 8. COMMUNICATIONS                         | 1518        |
| 9. UTILITY SERVICES                       | 1619        |
| 10. CULTURAL HERITAGE                     | 1619        |
| 11. IMPLEMENTATION                        | 1620        |

## **KOWLOON PLANNING AREA NO. 15**

### **APPROVED-DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/21A**

(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 ~~approved-draft~~ Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/21A. 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~~2.4 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 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. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.*—~~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.~~

~~2.7 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.~~

~~2.8 On 9 October 2009, the draft 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.~~

~~2.9 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. On 23 July 2010, the OZP was amended under section 6F of the Ordinance.~~

2.5

~~2.10 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 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 OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.~~—~~On 17 June 2011, the approved OZP No. S/K15/19 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 16 August 2013, the draft OZP No. S/K15/20, incorporating amendments to rezone two sites at Ko Chiu Road and Lei Yue Mun Path from mainly~~

~~“Government, Institution or Community” (“G/IC”) to residential use, and one site at the roundabout of Lei Yue Mun Path from mainly “Green Belt” (“GB”) to “G/IC” 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.~~

~~2.13 During the two month exhibition period of the draft OZP, a total of 611 representations were received. On 25.10.2013, the representations were published for three weeks for public comments and one comment was received. After giving consideration to the representations and comment under section 6B(1) of the Ordinance on 24.1.2014, the Board noted 23 supporting/‘no comment’ representations, and decided not to uphold the remaining 588 representations.~~

2.6

~~2.14 On 29 April 2014, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently re-numbered as S/K15/21. On 8 July 2014, the CE in C referred the approved OZP No. S/K15/21 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 18 July 2014 under section 12(2) of the Ordinance. On 16 May 2014, the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21 (the Plan) was exhibited under section 9(5) of the Ordinance.~~

2.7 On \_\_\_\_\_, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 (the Plan) incorporating amendments mainly including sub-division of the “Comprehensive Development Area” (“CDA”) zone in Yau Tong Industrial Area into five smaller “CDA” sub-zones; rezoning of the ex-Cha Kwo Ling Kaolin Mine Site for mainly residential, Government, institution and community (GIC) and open space developments and Cha Kwo Ling Tsuen to “Undetermined” (“U”) zone; two sites at King Yip Street for commercial and open space developments and a site at Lei Yue Mun Praya Road to “G/IC”; as well as various zoning amendments to reflect as-built condition was exhibited for public inspection under section 5 of the Ordinance. In addition, the Tseung Kwan O – Lam Tin Tunnel road scheme authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance is shown on the Plan for information.

### 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 (<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 the hilly ranges of Black Hill, Chiu Keng Wan Shan and Devil's Peak (Pau Toi Shan) to the east; Lei Yue Mun Strait to the south; Victoria Harbour, Wai Yip Street and Cha Kwo Ling Road to the west and Lei Yue Mun Road and Lam Tin area 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 and Sam Ka Tsuen Typhoon Shelter. 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 *Victoria* Harbour to the west. The "CDA" zones in Yau Tong Bay and Yau Tong Industrial Area 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, 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 2011 Population Census, the population of the Area was about 132,500. If the planned uses on the Plan are developed, the planned population of the Area would be about ~~169,200~~ **174,800**. The forecast increase in population would be mainly accommodated in the comprehensive redevelopments at Yau Tong Bay and Yau Tong Industrial Area, and *residential developments at the* ex-Cha Kwo Ling Kaolin Mine *Site*.

## 7. LAND USE ZONINGS

### 7.1 “Commercial” (“C”) - Total Area ~~3.424.03~~ 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~~ **Two** sites abutting Ko Fai Road at the north-western fringe of Yau Tong Industrial Area **are zoned for this purpose**. Taking advantage of their locations in close proximity to the **Mass Transit Railway (MTR) Yau Tong Station**, redevelopment of the existing industrial buildings to commercial use is encouraged. **To improve visual permeability, these two “C” sites are subject to a maximum building height of 120 metres above Principal Datum (mPD) and 140mPD as stipulated on the Plan respectively.**
- 7.1.3 **Another site at the junction of Cha Kwo Ling Road and Shing Yip Street is also zoned “C” that is intended for a commercial development with a public vehicle park. The number of vehicle parking spaces to be provided at this site is being studied. The site is subject to a maximum building height of 130mPD as stipulated on the Plan. A non-building area (NBA) of not less than 3m wide along the northwestern boundary facing King Yip Street Nullah, and another NBA of not less than 20m wide in a southeast-northwest direction between the buildings to be erected on the site shall be provided for better air ventilation. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and**

*minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs.*

7.1.34 A maximum ~~plot ratio (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 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/*architectural* flexibility, minor relaxation of the ~~plot ratio~~PR/-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 14.93-13.93 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. For the Yau Tong Industrial Area, there are five “CDA” sub-zones, namely “CDA(1)” to “CDA(5)”, located along two sides of Tung Yuen Street and Yan Yue Wai. The “CDA” at 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.

#### Yau Tong Bay CDA

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 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, 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~~ ~~NBA~~/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. 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 24,700m<sup>2</sup>. 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 gas pigging 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 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 restriction, 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 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/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.

Yau Tong Industrial Area CDAs

7.2.8 The “CDA(1)” to “CDA(5)” zones at Yau Tong Industrial Area ~~is~~ are at present mainly occupied by obsolete industrial buildings and operations, Kwun Tong Wholesale Fish Market, Tung Yuen Street Cooked Food Market and Yau Tong Salt Water Pumping Station and open vehicle park. ~~It is~~ They are intended to be for comprehensively

~~redeveloped—development/redevelopment for residential and/or commercial uses with the provision of open space and other community and supporting facilities. predominantly residential use with ancillary retail and community facilities. Development within these five “CDA” sub-zones are restricted to a maximum PR of 5.0~~ A planning brief(s) will be prepared to guide developers in their detailed planning and implementation of the developments to ensure a coordinated approach of redevelopment of the individual “CDA” sub-zones in terms of development scale, design layout, provision of waterfront promenade, visual and air corridors etc. It is estimated that the “CDA” zone 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 Yau Tong Industrial Area “CDA” zone are restricted to a maximum GFA of 185,430. GIC facilities as requested by Government departments should be provided in the development to serve the local and district needs and included in the calculation of the maximum GFAPR.

- 7.2.9 In view of the harbourfront location of the site, future developments at the ~~Yau Tong Industrial Area waterfront portions of “CDA(1)”, “CDA(3)” and “CDA(5)” zones as well as the entire “CDA(2)” and “CDA(4)” zones~~ is/are restricted to a maximum building height of 80mPD. ~~for area fronting the harbour and The rest of “CDA(1)”, “CDA(3)” and “CDA(5)” zones are subject to a maximum building height of 100mPD. for the rest of the “CDA” zone. 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/NBA/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 A public waterfront promenade of not less than 15m wide shall be provided in the “CDA(1)” to “CDA(5)” zones on land designated “Waterfront Promenade” on the Plan, which also covers a section of Yan Yue Wai and Shung Wo Path. These sections of waterfront promenade will form parts of the continuous waterfront promenade from Lei Yue Mun to Yau Tong Bay and then to Kai Tak. Suitable commercial uses, especially shop and services and eating place, should be provided in the future developments along the waterfront promenade to enhance the vibrancy and public enjoyment.
- 7.2.11 To allow better air ventilation upon redevelopment, two NBAs of not less than 15m wide in a northeast-southwest direction, one aligning with Shung Yiu Street and Shung Wo Path within the “CDA(1)”,



*“CDA(2)” and “CDA(3)” zones, and one aligning with Yan Yue Wai within the “CDA(3)” zone shall be provided. Another NBA of the same width in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone. The NBA requirement will be specified in the planning brief(s). Subject to the air ventilation assessment submitted to support the MLP at the planning application stage, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs.*

7.2.12 *A public vehicle park with not less than 171 public vehicle parking spaces shall be provided in the “CDA(5)” zone to meet the local demand.*

7.2.13

~~7.2.10~~ To provide design/architectural flexibility, minor relaxation of the ~~GFAPR~~/building height restrictions of the “CDA(1) to “CDA(5)” zones or minimum provision of public vehicle parking spaces for the ~~Yau Tong Industrial Area~~ “CDA(5)” 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 87.1275.96 ha

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 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, 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 Phase 3 of Lei Yue Mun Estate 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.

- 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 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 440,000m<sup>2</sup> and maximum non-domestic GFA restriction of 15,000m<sup>2</sup>, and the remaining site zoned “R(A)2” and subject to the maximum domestic GFA restriction of 100,906m<sup>2</sup> and the maximum non-domestic GFA restriction of 4,568m<sup>2</sup>. 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 146,408m<sup>2</sup> and the maximum non-domestic GFA restriction of 1,200m<sup>2</sup>. The northern portion of Sceneway Garden falls within the Kwun Tong (South) OZP, i.e. outside the Plan area.
- 7.3.7 ~~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 610,000m<sup>2</sup> and a maximum non-domestic GFA restriction of 13,890m<sup>2</sup>. A planning review on the land use of the upper platforms 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 559,430m<sup>2</sup> and the maximum non-domestic GFA restriction of 82,350m<sup>2</sup>.
- 7.3.8 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 *as stipulated on the Plan*.
- 7.3.89 The “R(A)6” site at Lei Yue Mun Path is intended for residential development and is subject to a total PR restriction of 9.0 with the maximum domestic PR restriction of 7.5 and the maximum building

height restriction of 100mPD and the requirement for provision 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 across the middle of the “R(A)6” site is earmarked for a building gap with maximum building height restriction of 20mPD.

7.3.10

~~7.3.9~~ In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PR/GFA restrictions 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.

7.3.11

~~7.3.10~~ To provide design/architectural flexibility, minor relaxation of the GFA/PR/building height restrictions or minimum provision of public car parking spaces 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 B)” (“R(B)”) - Total Area 3.29 ha

7.4.1 *The planning intention of this zone is primarily for medium-density residential developments. Except for development in “R(B)3” zone where selected commercial uses serving the residential neighbourhood are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building, commercial uses in other sub-zones require planning permission from the Town Planning Board.*

7.4.2 *Four “R(B)” zones are located in the ex-Cha Kwo Ling Kaolin Mine Site, which are subject to different PR restrictions as specified below:*

| <u>Sub-zone</u> | <u>Maximum PR</u>                          |
|-----------------|--|
| <i>R(B)1</i>    | <i>4.5</i>                                 |
| <i>R(B)2</i>    | <i>3.3</i>                                 |
| <i>R(B)3</i>    | <i>Domestic: 4.0<br/>Non-domestic: 0.5</i> |
| <i>R(B)4</i>    | <i>5.0</i>                                 |

7.4.3 *The “R(B)1” to “R(B)4” zones are subject to a maximum building height ranging from 90mPD to 110mPD as stipulated on the Plan in order to ensure that the proposed developments are compatible with*

*the surrounding and have a variation in building height for better townscape.*

*7.4.4 To allow air penetration and visual permeability from inland towards the waterfront, a NBA of not less than 20m wide in a northeast-southwest direction shall be provided in the “R(B)1” and “R(B)2” zones. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBA.*

*7.4.5 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.*

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

7.5.1

~~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.

7.5.2

~~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.

7.5.3

~~7.4.3~~ Five sites, in Yau Tong Industrial Area, –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 the efforts of gradually phasing out the existing industrial use in the area, some of the industrial buildings had been redeveloped into residential use.

7.5.4

~~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.

7.5.5

~~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.

7.5.6

~~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.

7.5.7

~~7.4.7~~ To provide design/*architectural* flexibility, minor relaxation of the PR/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.

~~7.5.7.6~~ "Village Type Development" ("V") - Total Area ~~7.92~~7.75 ha

7.6.1

~~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 development projects. Lei Yue Mun Village, which has long been a tourist attraction famous for its seafood restaurants, is within this zone.

7.6.2

~~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.

7.6.3

~~7.5.3~~ To provide *design/architectural* 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.

~~7.6.7.7~~ "Government, Institution or Community" ("G/IC") - Total Area ~~29.49~~19.21 ha

7.7.1

~~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.

7.7.2

~~7.6.2~~ Major existing GIC facilities include Yung Fung Shee Memorial Centre, Pamela Youde Polyclinic, ~~East Kowloon Health Centre~~ and Sai

Tso Wan Neighbourhood Community Centre with Public Transport Interchange at Cha Kwo Ling Road, ~~the~~ The Hong Kong Society for Rehabilitation Lam Tin Complex and Hong Kong Red Cross Princess Alexandra Red Cross Residential School off Sin Fat Road, Kwun Tong Law Courts *Building* 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 *Building*, a care and attention home for the 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. *A clinic is planned to be incorporated in the proposed housing development at Ko Chiu Road.*

7.7.3

~~7.6.3~~ Major proposed GIC developments include ~~a sports complex and an indoor recreation centre to the west of the Cross Harbour Tunnel Toll Plaza, a coach/lorry park at Ko Chiu Road near its junction with Lei Yue Mun Road to the east of Yau Tong Ventilation Building, and a social welfare block complex at the roundabout junction of Lei Yue Mun Path and Lei Yue Mun Praya Road, and a primary and secondary school at the ex-Cha Kwo Ling Kaolin Mine Site near Sin Fat Road.s at Cha Kwo Ling Road near its junction with the proposed Road A.~~ In addition, a clinic site is being identified.

7.7.4

~~7.6.4~~ Development or redevelopment of the “G/IC” sites within the ~~lower~~ Yau Tong Industrial Area, and the sites reserved for social welfare complex and primary school at the junction of Lei Yue Mun Path and Lei Yue Mun Praya Road and the ex-Cha Kwo Ling Kaolin Mine Site respectively are subject to maximum building height restrictions as stipulated on the Plan. ~~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.~~

7.7.5 *To allow air penetration and visual permeability from inland towards the waterfront, a NBA of not less than 20m wide in a northeast-southwest direction shall be provided along the northwestern boundary of the reserved primary school site at the ex-Cha Kwo Ling Kaolin Mine Site. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBA.*

7.7.6 *To provide design/architectural flexibility, minor relaxation of the 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.*

**7.7.7.8 “Open Space” (“O”) - Total Area ~~20.04~~18.96 ha**

**7.8.1**

~~7.7.1~~ This zoning is intended to provide land for both active and passive recreational uses.

**7.8.2**

~~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, *Sin Fat Road Rest Garden at Sin Fat Road*, Sai Tso Wan Recreation Ground and Sin Fat Road Tennis Court at Sai Tso Wan. ~~Open spaces are also provided above the~~ and Yau Tong Service Reservoir *Playground* at Pik Wan Road. Local open spaces are also provided within the public housing estates, HOS developments and ~~comprehensive~~ private residential developments.

**7.8.3**

~~7.7.3~~ ~~Two~~ *Three* sites at Cha Kwo Ling have been reserved for district open space uses. One site is located to the ~~east~~ *south* of the ~~proposed Road A at ex-Cha Kwo Ling Kaolin Mine Site~~, and the other ~~two~~ *sites* ~~are~~ *is* located ~~to the south of~~ *along* 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 Ventilation Building is also reserved for the development of a waterfront promenade which would link up with the promenade in the Kai Tak area.~~

**7.8.4** *A site at the junction of King Yip Street and Shing Yip Street is reserved as the reprovisioning site of the existing Shing Yip Street Rest Garden, which will be integrated with the beautification works at King Yip Street Nullah to be transformed as Tsui Ping River.*

**7.8.5**

~~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 public landing facilities. Viewing platform and streetscape enhancement will also be included to improve the Lei Yue Mun waterfront area.

**7.8.7.9 “Other Specified Uses” (“OU”) - Total Area ~~6.04~~5.56 ha**

**7.9.1**

~~7.8.1~~ This zoning covers land allocated for specific uses.

**7.9.2**

~~7.8.2~~ The existing petrol filling station at the junction of Lei Yue Mun Road and Cha Kwo Ling Road, the Eastern Harbour Crossing Toll Plaza, MTR Yau Tong Station, New Cha Kwo Ling Ventilation Building, Yau Tong Ventilation Building and Eastern Harbour Crossing Ventilation

Building, *Yau Tong Sewage Pumping Station* ~~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.

7.9.3

~~7.8.3~~ As ~~the Ko Fai Road Sewage Treatment Plant~~ *Yau Tong Sewage Pumping Station* zoned "OU" annotated "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,~~ To provide design/architectural flexibility, 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.

7.9.4

~~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.

#### 7.10 "Undetermined" ("U") - Total Area 4.65 ha

*Cha Kwo Ling Tsuen is zoned "U" and the long-term use of the site will be subject to future study. Under the "U" zone, except those permitted under the covering Notes of the OZP, all uses or developments require permission from the Board. Project proponent is required to submit appropriate assessments to demonstrate that the proposed developments would have no adverse impacts on the area for the Board's consideration. The proposed development should also be compatible with the surroundings in terms of land use, development intensity and building height with due regard to its waterfront location.*

7.11

#### ~~7.9~~ "Green Belt" ("GB") - Total Area ~~54.94~~59.28 ha

7.11.1

~~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.



7.11.2

~~7.9.2~~ The slopes near the Hong Kong Society for Rehabilitation Lam Tin Complex, *surrounding Sai Tso Wan Recreation Ground, Controlled Tip, to the west and south of the ex-Cha Kwo Ling Kaolin Mine Site, to the south of Hong Pak Court and to the west of Lei Yue Mun Estate and Yau Tong Service Reservoir*; and the foothills of Black Hill, Chiu Keng Wan Shan and Devil's Peak, *which are mainly covered by dense vegetation* are within this zone.

7.1.2

~~7.10~~ "Coastal Protection Area" ("CPA") - Total Area 0.07 ha

7.12.1

~~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.

7.12.2

~~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.

7.12.3

~~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 *The Area is linked with other districts in Hong Kong by major roads including Kwun Tong By-pass, Eastern Harbour Crossing, Tseung Kwan O Road and Kwun Tong Road.*

8.1.2 *Eastern Harbour Crossing links Cha Kwo Ling with Quarry Bay on Hong Kong Island. The Kowloon-side tunnel landing, toll plaza and the tunnel administration area are located at the central part of the Area.*

8.1.3 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 *at the uphill of Yau Tong and Lam Tin.* ~~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 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.~~

*8.1.4 The Tseung Kwan O – Lam Tin Tunnel road scheme was authorized by the CE in C on 29 April 2014. Pursuant to section 13A of the Ordinance, the road scheme authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) shall be deemed to be approved under the Ordinance and the road alignment is shown on the Plan for information only. The Tseung Kwan O – Lam Tin Tunnel, together with the proposed Trunk Road T2 in Kai Tak and Central Kowloon Route will form the Route 6 in the strategic trunk road network providing an east-west express link between Tseung Kwan O and West Kowloon. The construction of the Tseung Kwan O – Lam Tin Tunnel is scheduled for commencement in 2016.*

8.2

## 8.3 Mass Transit Railway

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~~ Line and Tseung Kwan O ~~line~~ Line.

8.3

## 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. Future requirements of utility services will be arranged when detailed planning proceeds to meet the demand of the estimated population.

## 10. CULTURE-CULTURAL HERITAGE

- 10.1 ~~The Tin Hau temples~~ *Temple at Cha Kwo Ling Road and, Tin Hau Temple at Ma Wan Tsuen of Lei Yue Mun, and the Law Mansion at 50A, 51 and 51A, Cha Kwo Ling Road Tsuen* are Grade ~~III~~–3 historic buildings graded by the Antiquities Advisory Board (AAB). *On 19 March 2009, the AAB released the list of 1,444 historic buildings, in which some buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.*
- 10.2 Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department ~~should be made if~~ *is required for any development, redevelopment or and rezoning proposals might that may affect the above graded historic buildings/structures, new items pending grading assessment and their immediate environs.* ~~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**  
**~~MAY~~ NOVEMBER 2014**

**Quotation Ref.: PLNQ 21/2011**

**Planning Review, MLP and Explanatory Statement of Ex-Cha Kwo Ling Kaolin Mine Site**

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## **8. BROAD AIR VENTILATION ASSESSMENT**

### **8.1 INTRODUCTION**

#### **8.1.1 Background**

This Section is to present the broad air ventilation assessment of the Preferred Option which has a proposed Domestic Plot Ratio 4.0 with the 3 development options (Option 1, 2 and 3 which has a plot ratio of 7.5, 5.0 and 3.0 respectively) as a comparison to demonstrate the potential air ventilation impact within the study area. The recommended Preferred Option, with a PR of 4, consists of a 30-classroom primary school at the northern platform within the "G/LC" zone and provides 15 residential blocks. A qualitative air ventilation assessment (AVA) is undertaken on the layout design so as to facilitate the identification of wind features, issues, concerns and problems, so as to demonstrate the prima facie feasibility of the proposal.

#### **8.1.2 Study Objectives**

The main objective of this broad AVA is to investigate the ventilation performance resulted from the development proposal on the surroundings and area within the subject site. Focus would be placed on the pedestrian wind environment to assess the pedestrian comfort. This study includes the following tasks:

1. to identify key wind corridors within the site;
2. to identify potential problematic areas; and
3. to compare the resultant pedestrian wind performance by the four options.

### **8.2 SITE INFORMATION**

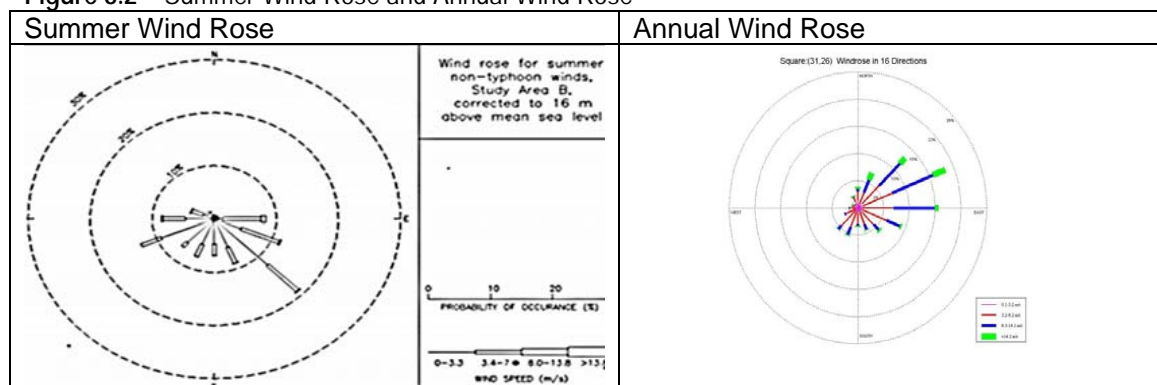
The ex-CKLKMS is located at the East Kowloon waterfront and is currently occupied by an abandoned mine and CKL Village. The site comprises highly varied landforms including platforms, rock slopes, man-made slopes and vegetated slopes in levels ranging from 18mPD to 54mPD in the uphill portion. The proposed development will be concentrated on the platform areas whilst currently CKL Village and the slopes sandwiched between the platforms and CKL Village will be retained.

The ex-CKLKMS is currently characterised by low-rise structures, temporary uses and green slopes. To the west of the site is CKL Village with low-rise village housing and some low-rise tenement blocks of 6 - 11 storeys at Fan Wa Street. To the north of the site is the residential development Laguna City that is 26 - 31 storeys high (including podium). To the east of the site is the Sai Tso Wan Recreation Ground and open area. Sceneway Garden is approximately 30 - 41 storeys high and located further northeast. South of the site is completely open to the Victoria Harbour.

### **8.3 WIND ENVIRONMENT**

Summer and annual wind rose and data surrounding the Study Area are shown in Figure 8.2. The wind availability data was based on the simulated sets of wind data from the AVA report for the North Apron Grid Neighbourhood and Area 2 (Ref. 086-01) and the official website of the Planning Department. It is concluded that north-easterly (NE), the east north easterly (ENE) and easterly (E) wind dominates annual wind conditions. According to the available information and research conducted by the Hong Kong University of Science and Technology, the wind mainly comes from the southeast (SE) and the southwest (SW) during the summer period. Air ventilation arrives at the Study Area from the Victoria Harbour over CKL Village and Eastern Harbour Crossing. Sea breeze during summer months will bring thermal comfort to the Study Area.

Figure 8.2 – Summer Wind Rose and Annual Wind Rose



(Sources: Expert Evaluation for AVA on Kai Tak Development report for North Apron Grid Neighbourhood and Area 2 (Ref. 086-01) – Left; Site Wind Availability Data for Hong Kong. [http://www.pland.gov.hk/pland\\_en/misc/MM5/main.htm](http://www.pland.gov.hk/pland_en/misc/MM5/main.htm)MM5 data, Planning Department, HKSARG – Right)

## 8.4 EXISTING CONDITIONS

The wind environment characteristics of the existing area are summarized as follows.

1. The site is mainly characterized by low-rise structures, temporary uses and green slopes.
2. CKL Village exists at the west of the Study Area and is characterized by low-rise village housing. Some low-rise tenement blocks of 6 - 11 storeys high are at Fan Wa Street. To the north of the site is the residential development Laguna City ranging from 26 - 31 storeys high. To the east of the site is the Sai Tso Wan Recreation Ground and open area. Sceneway Garden located further northwest is approximately 30 - 41 storeys high. South of the site is completely open to the Victoria Harbour.
3. Major roads such as Eastern Harbour Crossing Tunnel Road, Cha Kwo Ling Road and Sin Fat Road may serve as major breezeways in the region. With the connectivity to the open area to the north of the Eastern Harbour Crossing Tunnel Road, it serves as a primary wind corridor across the region during summer and non-summer periods. Urban permeability in the form of open space, non-building area and low building structures are enhanced.
4. The large green coverage to the east of the study site including the restored landfill (Sai Tso Wan Recreation Ground) and open space to the west including the decommissioned Public Cargo Working Area provides spaces for air ventilation and cooling of air.
5. The Ng Kwai Shan (Black Hill) with elevation of around 158 meters exists at the north-east of the site. The easterly wind may blow across the Ng Kwai Shan and go down the slope. This kind of katabatic slope flow from the mountain may be beneficial for the air ventilation of surrounding areas to a certain extent. However, in general, as the elevation of Ng Kwai Shan may be considered to be not comparably high and the temperature difference between the summit and base of the hill may also be considered to be small, the katabatic air movement at night may be insignificant for the options and the general air ventilation performance of the site.

Major wind corridors and key features that affect wind condition such as topographical and manmade features are indicated in Figure 8.3. The macroscopic wind environments under the annual, summer and sea breeze conditions are described below.

- (a) **Annual Prevailing Wind Condition – Northeasterly (Figure 8.4)** - The area to the east is the mountainous feature Ng Kwai Shan (Black Hill). The natural topography descends from the high level at the northeast and east towards the Victoria Harbour. Lei Yue Mun Road to the east of the restored Sai Tso Wan landfill may be treated as one of the main wind entrances and delivers E, ENE and NE prevailing wind to the Cha Kwo Ling area. The existing open areas of the restored landfill and the Study Area facilitate penetration of annual prevailing wind from the NE. NE wind penetrates the Cha Kwo Ling area from the east to the west, over the relatively high restored landfill at approximately 81.0mPD, the existing platform ranging from approximately 20.9 to 54.5mPD, to the waterfront at approximately 4.9mPD. The restored landfill provides large open spaces that allow annual prevailing wind to come over the Sceneway Garden to reach at the pedestrian level and enter the Cha Kwo Ling area.

NE wind at the pedestrian level follows the major wind path along the Eastern Harbour Crossing leading to the Victoria Harbour. The greenery coverage and the absence of structures in the restored Sai Tso Wan landfill and Cha Kwo Ling area allow NE wind passes through the area with little obstruction. The low-rise village housing in CKL Village provide

sufficient area for the entrance of wind to the Victoria Harbour.

- (b) Annual Prevailing Wind Condition – Easterly (Figure 8.5) - Easterly (E) wind is one of the prevailing winds over annual period. E wind at the pedestrian level will follow the major wind path along the Eastern Harbour Crossing leading to the Victoria Harbour. E wind at a higher level will flow over the existing slope and green fringe, reach the restored landfill and eventually Cha Kwo Ling. The greenery coverage and the absence of structures in the restored landfill and Cha Kwo Ling allow NE and E wind pass through the area with little obstruction. E wind passing through Cha Kwo Ling will enter the Victoria Harbour and planned Cha Kwo Ling Park. The low-rise tenement buildings and village developments to the west of the proposed development have a relatively minor effect on the westward movement of wind at pedestrian level while keeping the wind movement at high level relatively free.
- (c) Annual Prevailing Wind Condition –East North Easterly (Figure 8.5) – Wind pattern under the annual east north easterly wind condition is similar to the annual east prevailing wind condition.
- (d) Summer Prevailing Wind Condition – East South Easterly – Wind pattern under the summer east south easterly wind condition is similar to the annual east prevailing wind condition.
- (e) Summer Prevailing Wind Condition – South Easterly (Figure 8.6) – The waterfront to the south of the Eastern Harbour Crossing consists of relatively low-rise structures such that wind could slip over it. The Eastern Harbour Crossing and the waterfront to the south of the Eastern Harbour Crossing act as the wind entrance for SE wind into the Cha Kwo Ling area during summer. SE wind passes over the Eastern Harbour Crossing and the adjacent slope before entering Cha Kwo Ling. However, a development proposal has been submitted to the Town Planning Board for the Yau Tong Bay CDA which will be comprised of a total of 28 residential towers ranging from 18 to 33 storeys, 4 hotels of 14-21 storeys, a GIC block of 6 storeys and a public waterfront promenade. It is expected that high building density in the proposed development in Yau Tong Bay may form wind blockage and affect the wind from SE to the proposed development. The high-rise building blocks in Laguna City are highly congested and the building arrangement is perpendicular to the movement of the SE wind, such that they may affect the air circulation at pedestrian level. Wind may be diverted to the adjoining Wai Yip Street and Sin Fat Road, with limited penetration through blocks within Laguna City.

With the complete openness to the Victoria Harbour to the west, Cha Kwo Ling Road and Wai Yip Street serve as the major wind path and deliver SE wind further to the north. Sin Fat Road and Lei Yue Mun Road are wide and connected with open spaces in form of slopes, facilitating northward movement of wind to the urban core.

- (f) Summer Prevailing Wind Condition –Southwesterly Sea Breeze (Figure 8.7) - Sea breeze in Cha Kwo Ling mostly occurs during summer time when the prevailing wind comes from the southerly quarters. This sea breeze is important for thermal comfort in the concerned area.

Sea breeze comes from the SW over the Victoria Harbour, follows the terrain up to the northeast and arrives at Cha Kwo Ling and the hinterland beyond. The absence of high rise development along the waterfront enhances performance of air circulation. The low ground coverage over Cha Kwo Ling and Sai Tso Wan provide an extensive area for movement of wind into the urban fabric. The relatively wide building gaps amid the Cha Kwo Ling Village provide space for sea breeze from the SW that has a relatively minor affection on the movement of sea breeze to reach at pedestrian level and enter the Cha Kwo Ling area. The Eastern Harbour Crossing is at least 30m wide and aligns with the direction of sea breeze. It therefore serves as a major and an important wind path. The congested layout of high rise residential blocks in Laguna City causes blockage of sea breeze from the Victoria Harbour, leaving the area to the north and south of Laguna City an important path to deliver the diverted sea breeze into the built area.

## 8.5 PHYSICAL FORM OF THE OPTIONS AND THEIR IMPACTS ON THE WIND ENVIRONMENT

As mentioned, the impact on the wind environment of the Preferred Option will be assessed with the 3 development themed options as the comparison so as to provide a better understanding on the wind performance of the Preferred Option.

### **8.5.1      Option 1 – Plot Ratio 7.5**

Option 1 has 3 different building heights ranging from 121mPD to 126mPD. The similar building heights may result in wind skimming over the top and not be re-routed into the development boundary.

Under annual conditions, the prevailing winds are from North-eastern (NE) East-Northeast (ENE) and Eastern (E) directions. Open spaces to the north and south of the development platform will be the major wind corridors for prevailing wind within the site. The wind corridor that is located between the proposed primary school and the Laguna City, can be the major wind corridor within the development platforms during non-summer. The building clusters in the platform, especially the area in the northern section of the platform, provide limited building gaps. The joint building blocks limit the establishment of wind corridors, such that low potential ventilation is available to the Study Area. The wind corridors within the site appear irregular and full of twists due to the distribution pattern of the buildings. Due to the linkage of blocks, it is difficult to form a major and effective wind corridor between the tight building gaps. The buildings sit at an elevated platform that is higher than the CKL Village. The proposed development buildings and the platform may affect the air circulation at the low level. The wind environment enjoyed by the CKL Village could be negatively affected.

Grasslands and woods to the east are important to ventilation within the Study Area. The identified wind corridor to the north of the proposed school conveys easterly wind from the open spaces into the development platforms under annual conditions.

During the summer period, the prevailing winds and sea breeze are from the SE and SW. The major wind corridor within the site will be the vehicular access penetrating north-south. The joint building blocks again limit the establishment of wind corridors for wind from the south, such that with low potential ventilation is available to the development platforms, especially areas in the north platform during summer. The wind environment within the site can be restricted due to the embrace and enclosed design. Some blocks in Laguna City that are downwind of the site may also be affected, especially at the pedestrian level along Sin Fat Road behind the platform. The joint building blocks in Option 1 can be an obstruction to air ventilation that allow limited penetration of wind when it comes from the SE over the slope

### **8.5.2      Option 2 – Plot Ratio 5**

Option 2 consists of a regular configuration of blocks that are evenly distributed in the platform at a common orientation. The building heights of Option 2 are lowered by approximately 25m compared to Option 1. The design of Option 2 is better than Option 1 in the sense that most of the buildings are individually established and not attached to adjacent building structures. Site wind conditions for Option 2 under annual and summer conditions are shown in **Figures 8.10 and 8.11** respectively.

Similar to option 1, option 2 comprises two different building heights and the slight difference may be ignored when considering the impact on air ventilation. Uniform building heights may result in wind skimming over the top and not be re-routed into the development boundary. The uniform building heights in rows may also not benefit a better wind movement at higher levels.

Under annual conditions, the NE, ENE and E prevailing winds travel along the building gaps. The two wind corridors including the area between the proposed school and the residential buildings remain the major wind corridors within the Study Area during non-summer. With the designed building alignment, building gaps are connected and function as wind corridors about 7m wide to provide spaces for wind penetration within the site. After passing through the platform, prevailing wind travels down the slopes to the west of the platform and eventually reaches the CKL Village. As the buildings in the south of the platform are closer to the CKL Village, the south of the CKL Village will be mostly subjected to ventilation restrictions arising from the proposed development.

During summer periods, prevailing winds and sea breeze come from the SE and SW directions. Connections between building gaps as wind paths are narrow and weak in relation to the summer wind direction. The main wind corridor within the development platforms could be the vehicular access that exists in a north-south orientation. Due to the design of unidirectional and narrow building gaps, Option 2 allows little flexibility in wind penetration for season changes. Changing of wind from easterly to southerly will render connected building gap ineffective as potential wind corridors. Buildings in Option 2 are more detached compared to Option 1. With limited connectivity of narrow gaps as wind paths, there will be limited penetration of sea breeze when it comes from the SW.



### 8.5.3 Option 3 – Plot Ratio 3

Option 3 has a lower density of buildings, with more spaces between building blocks than those in Option 2. The blocks are more scattered along the platform boundary, leaving larger open spaces within the development platforms. Site wind conditions for design Option 3 under annual and summer conditions are shown in **Figures 8.12 and 8.13** respectively.

Option 3 has six different building heights ranging from 83mPD to 99mPD. As compared with options 1 and 2, the varying building height profile of option 3 across the site may enhance the overall air movements.

Under annual conditions, in Options 1 and 2 with the lower site coverage, prevailing wind can pass along the wind corridor to the north of the platforms due to the large building gaps. Permeability of wind across the development platforms for Option 3 is better than that of Options 1 and 2. Wind entering the platforms from the NE between building blocks can move along the 20m wide air corridors and enhance thermal comfort. With the rerouted air movement by structures across the development, the diverted wind will follow the wind corridors toward the south and west.

During the summer period, there are two effective north-south oriented wind corridors on the platforms, facilitated by the building distribution and orientation. The greater distance between building gaps allows better wind penetration when compared to Option 1 and 2. When sea breeze comes from the SW, the proposed primary school development will enjoy unobstructed sea breeze over the slope. Site coverage in Option 3 is lower than that in Options 1 and 2, such that the wider building gaps provide more effective wind corridors for sea breeze from the SW.

With wider and connected building gaps as effective wind corridors, Option 3 allows more flexibility in wind penetration for season changes compared to Options 1 and 2.

### 8.5.4 Preferred Option – Plot Ratio 4

The Preferred Option has a similar building configuration as Option 3. The major difference between the Preferred Option and Option 3 is the removal of a block from the southeast corner of the development platforms and the adjustment in disposition of residential blocks in the lower platform to the south to allow a setback from TKO-LTT and larger open space within the development. The lower site coverage increases the design porosity to allow wind penetration through the site. The buildings in preferred option have five different heights ranging from 87mPD to 108mPD. Buildings with various heights disposed in the site may enhance the overall wind movement.

Site wind conditions for the Preferred Option under annual, summer and sea breeze conditions are shown in **Figure 8.14, 8.15 and 8.16**.

- (a) Annual Condition (Figure 8.14 and 8.16) - Under annual conditions, the ventilation pattern for the Preferred Option is similar to that under Option 3 with the two wind corridors as effective wind corridors. A wind corridor at the south platform is opened up by the shifting of blocks, resulting in a better wind environment in the open spaces within the platform. Building gaps between the residential buildings to the north and the vehicular access between the school and residential blocks will be the major air corridors along the east-west direction during non-summer months. Due to the juxtaposition of buildings at the northern platform, wind wakes could occur at the west façades of the blocks, which travel in a downwind direction under annual conditions. Therefore, the west façade of the blocks will have weaker wind performance than other façades. The affected area is as illustrated in Figure 8.16. However, due to the preservation of the existing green knoll sandwiched between the development platform and CKL Village, E, ENE and NE winds would be reattached within the slope area and would not affect the ventilation condition in the CKL Village.
- (b) Summer Condition (Figure 8.15 and 8.16) - During the summer period, the wind performance at the south will be improved by opening up the entrance of the wind corridor when compared to Option 3. The buildings are more clustered, leaving more and wider gaps between the clusters and are therefore less obstructive to the summer prevailing wind and sea breeze. The wind corridors are connected to each other, encouraging effective penetration across the platform. When wind comes from the southeast, the proposed school will be at the downwind location to the high-rise residential blocks such that the pedestrian wind performance around the school could be affected. The wind performance at the open space between the blocks in the north of the residential zone will also be affected, as the SE wind may be blocked by the high-rise block to the southeast. The two affected areas under SE wind condition

are as illustrated in the Figure 8.16. With the presence of vehicular access as a major wind corridor, the impact on the proposed school could be alleviated. Severe impact on the wind environment around the school is not anticipated. Wind wakes could occur at the east façade of the blocks, resulting in a weaker wind performance on those façades during summer.

- (c) Sea breeze (Figures 8.14, 8.15 and 8.16) – There is a gap on the existing slope to the southwest of the platform areas. The existing slope to the southwest is comparatively low, therefore encouraging movement of sea breeze through the gap to the proposed development. When sea breeze blows from SW towards the proposed development, building gaps and open spaces to the north and south of the platform area may become the main wind corridors in the study area. The two wind corridors may encourage effective penetration of sea breeze from SW to NE across the platform of the study area. The proposed school at the north of the residential zone will enjoy an excellent wind environment when sea breeze comes from the southwest. Blocks 1 to 7 of the proposed development to the north are 108mPD high. Such height might have an impact on the surroundings at downwind direction. The restored landfill is located to the NE of the proposed development. Since the restored landfill is more than 250m wide and approximately 81mPD high, the slope of landfill facing SW may block the wind flow from SW and induce downdraft, therefore, the restored landfill may enhance the air movement by reattaching the wind at the pedestrian level.

The Preferred Option allows sufficient building gaps that serve as air corridors within the development platforms throughout the year.

#### **8.5.5 Impacts to the Surroundings under the Preferred Option**

Laguna City would be affected by the proposed development during summer, when wind comes from the SE. SE wind reaches Laguna City through Lei Yue Mun Road and the restored landfill. The SE wind will follow the identified wind path to the north of the proposed school, such that Laguna City can still enjoy the wind environment, similar to the existing condition. When wind comes from the SE, Laguna City is located to the downwind direction of the proposed development. The south façades of the Laguna City Blocks 29 to 38 might be affected. Since the proposed development sits at platform levels that are higher than the pedestrian level of Laguna City, some adverse impacts on wind environment are anticipated. The strategic location of the proposed school to the north will enhance performance of wind paths and help to alleviate the situation.

As the annual prevailing winds come from the E, ENE and NE, Sceneway Garden and the high-rise residential development further east are located upwind of the proposed development. Impact to those developments might occur under sea breeze, when wind comes from the SW. However, as the restored Sai Tso Wan landfill provides area for the sea breeze to re-attach at the low level, the wind environment at pedestrian level at Sceneway Garden would unlikely be affected by the proposed development under sea breeze.

The tenement buildings and the development in CKL Village are low-rise developments. The existing slope to the west of the development platform area is 71.8mPD high and gradually decreases toward the waterfront. The highest building in the Preferred Option ranges from 108mPD at the north to 87mPD at the south. The existing slope located between the CKL Village and proposed development might block the annual prevailing winds coming from NE, ENE and E in addition to the summer prevailing winds from SE. Although some blocks in the Preferred Option are higher than the existing slope, whenever considering the spaces between blocks and distance to the CKL Village, the proposed development may have less impact on the wind profile as compared with the existing slope.

#### **8.5.6 Recommendations under the Preferred Option**

Building height restriction at the north of the Study Area is crucial to the wind environment in Laguna City. Low building height at the north allows connection and widening of wind corridors for better air penetration. The strategic location of low-rise school development shall be maintained. The two wind corridors from the east to the west should be designated as non-building areas and remain unbuilt to ensure the penetration of the prevailing wind and sea breeze into the area.

To the west of Laguna City is the open space that is the planned Cha Kwo Ling Park. Together with the adjoining planned waterfront promenade to the west of the ex-CKLKMS, they are anticipated to be appropriate recreation outlets for the general public to enjoy the harbour view. The land use and building height at these areas are crucial to the wind environment as they are located at the wind entrance for sea breeze. In order to prevent formation of a continuous façade and maintain air permeability along the waterfront area, building height restriction shall be implemented in any future developments at the waterfront.

The site contains a green fringe landscape characterised by a mixture of undeveloped hillsides, engineered slopes and unrestored cut slopes associated with the former quarry exploitation. Under the Preferred Option building layout, no new building has been proposed to the south of the platform area. The green fringe to the south not only provides the visual amenity to the public, but also a huge set back to the major air corridor along the Eastern Harbour Crossing. This area shall remain open and unbuilt to avoid potential formation of a continuous long façade by the proposed development.

Varying building heights in a certain extent may improve the wind flow around the buildings. The blocks of the development could have varying heights rather than similar height. To optimize the wind potential of the development, the heights of buildings may gradually be increased with the shortest facing the prevailing wind.

## **8.6 OVERVIEW**

The building gaps under Options 1 and 2 are narrow, such that the chances for the connection of gaps to form a common wind corridor are limited. Under Option 1, the wind cannot directly penetrate across the platforms compared with other options. Building layout in Option 2 provides short and straight wind paths during non-summer months. However during summer months, such building alignment will restrict the permeability of wind.

Options 3 and the Preferred Option have better performance in terms of wind penetration during non-summer and summer months as the wind corridors are wider. During summer, the Preferred Option has a wider opening at the south entrance of the wind corridor than Option 3. Wind corridors are more connected under the Preferred Option with the buildings being more clustered, therefore creating less obstruction to the prevailing wind.

Laguna City is located downwind of the proposed development when wind comes from the SE. The south façades of the Laguna City Blocks 29 to 38 might be affected. Since the proposed development sits at platform levels are higher than the pedestrian level of Laguna City, some adverse impacts on wind environment are anticipated. The strategic location of the school to the north will enhance performance of wind corridors and help alleviate the situation.

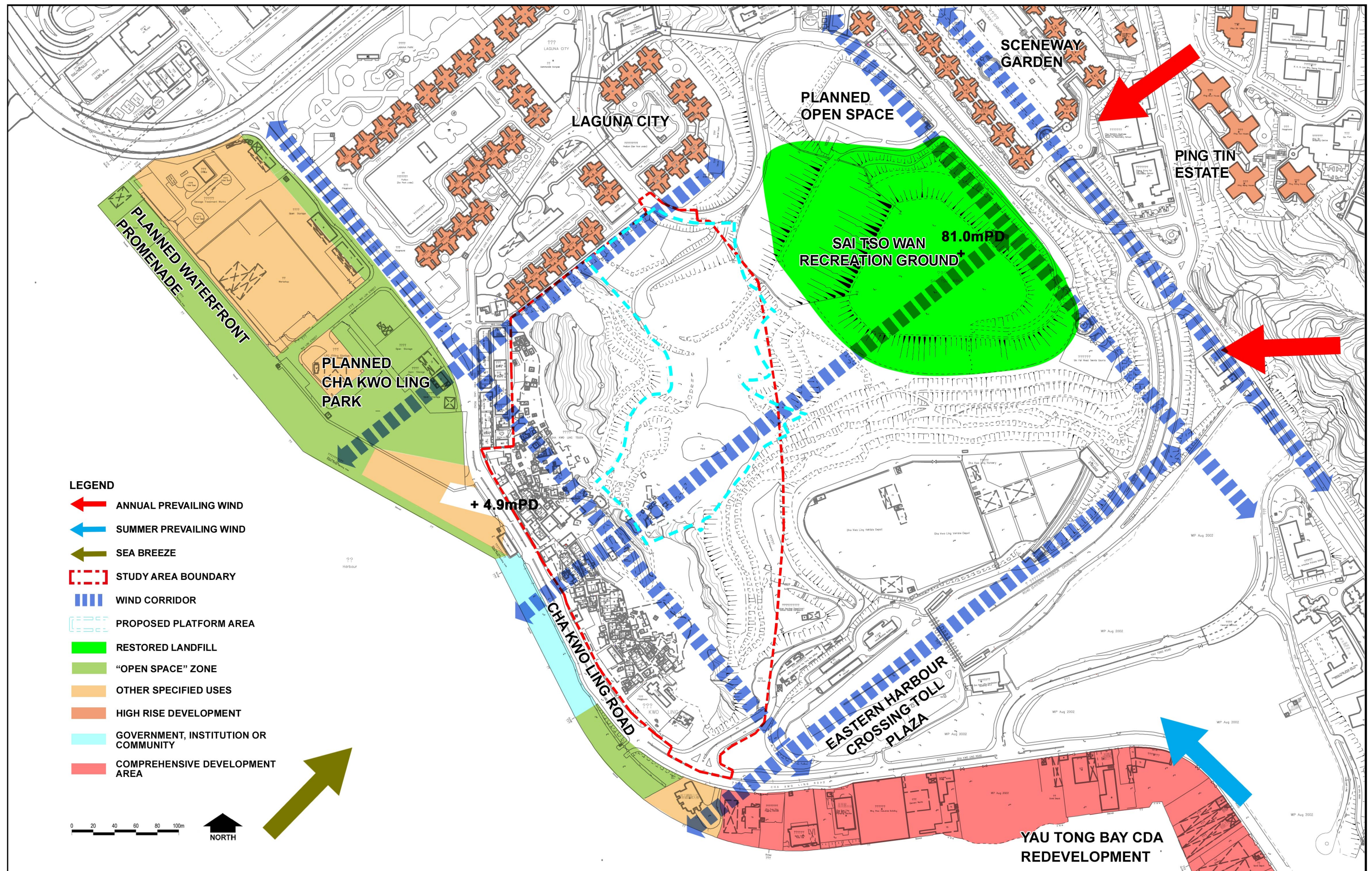
Building height restriction at the north of the Study Area is crucial to the wind environment in Laguna City. Low building height at the north allows connection and widening of wind corridors for better penetration. The strategic location of low-rise school development shall be maintained.

The green fringe to the south not only provides the visual amenity to the public, but also a huge set back to the major air corridor along the Eastern Harbour Crossing. This area shall remain open and unbuilt to avoid formation of a continuous long façade fronting the Victoria Harbour by the proposed development.

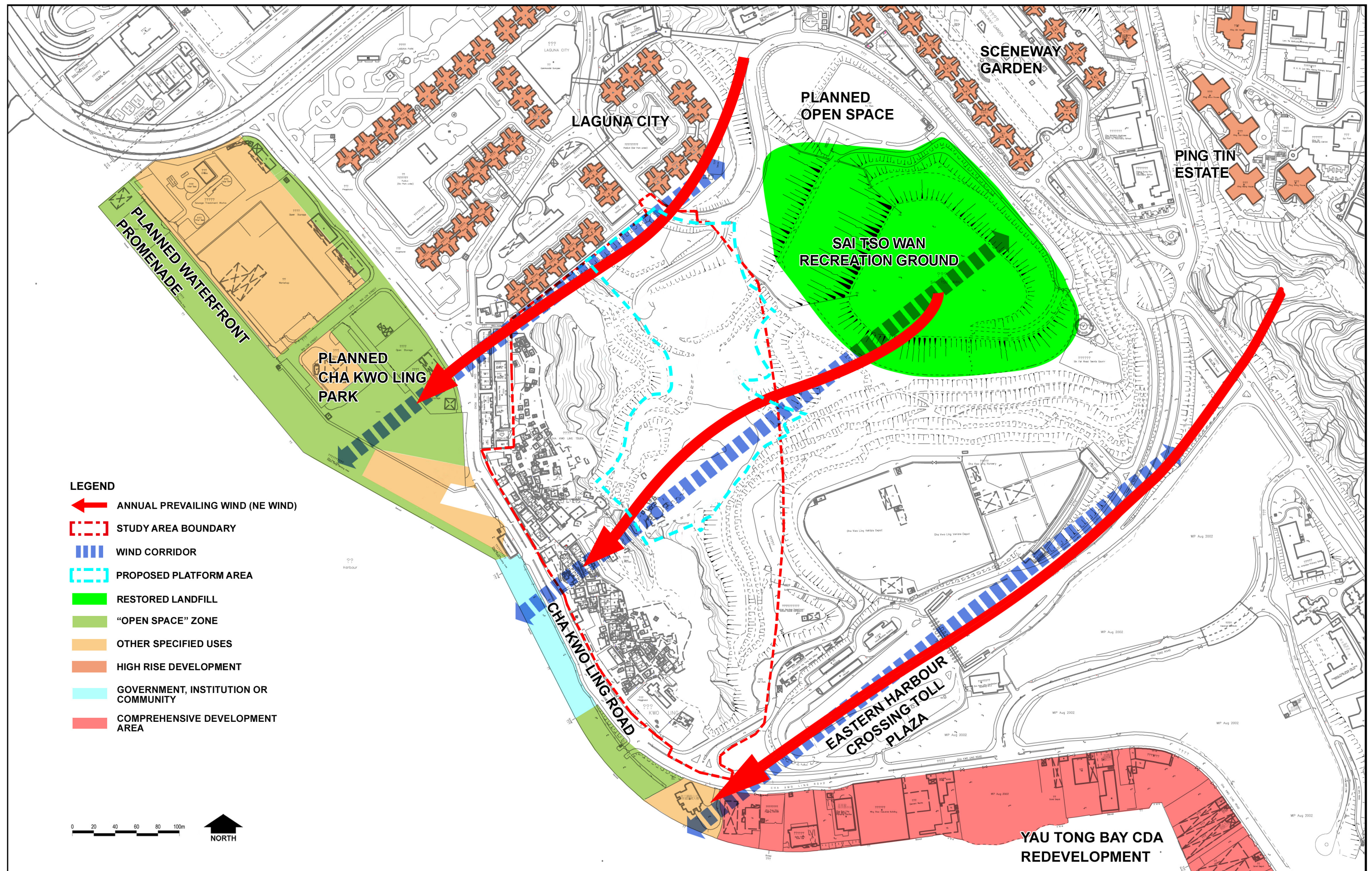




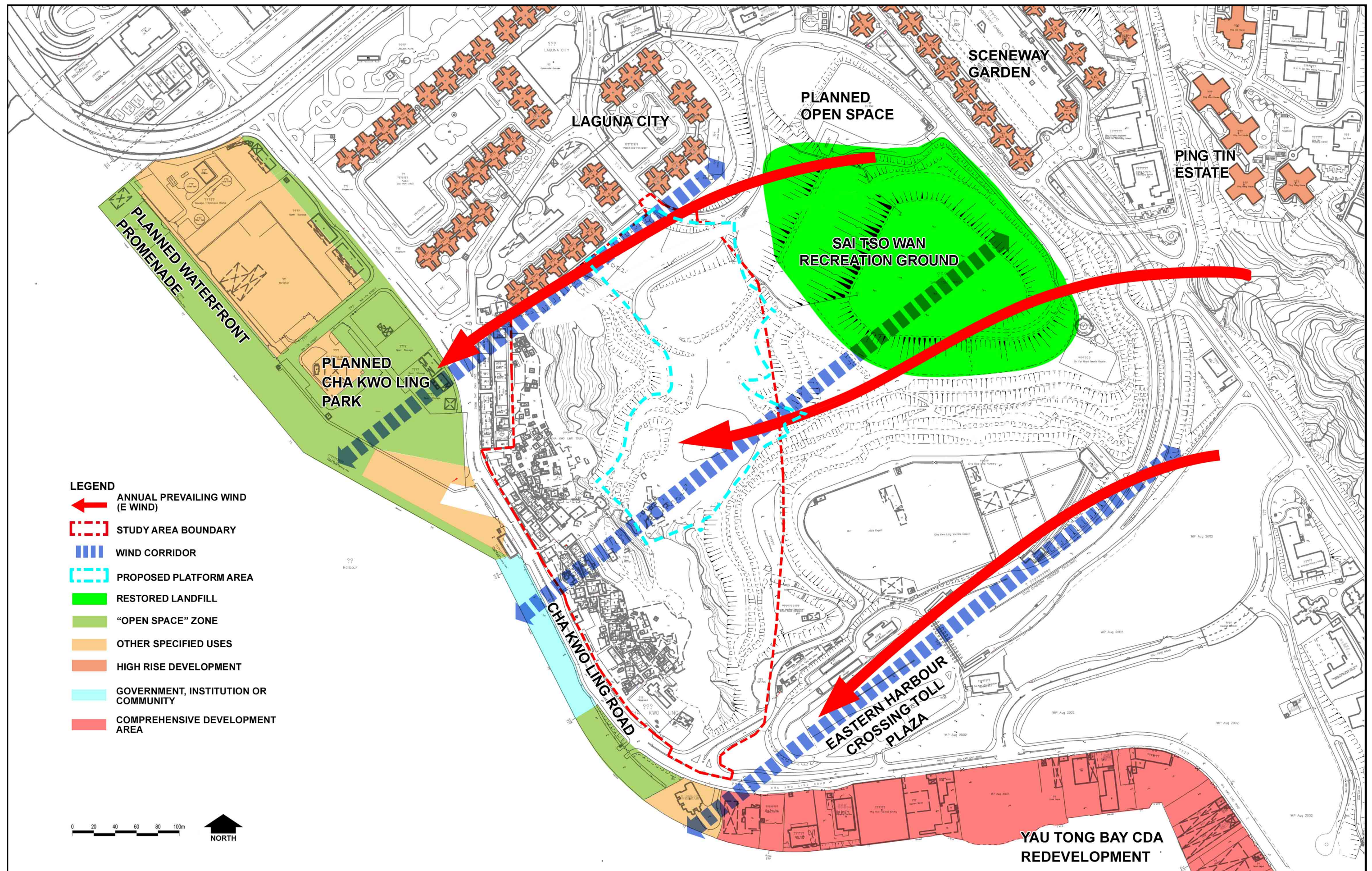




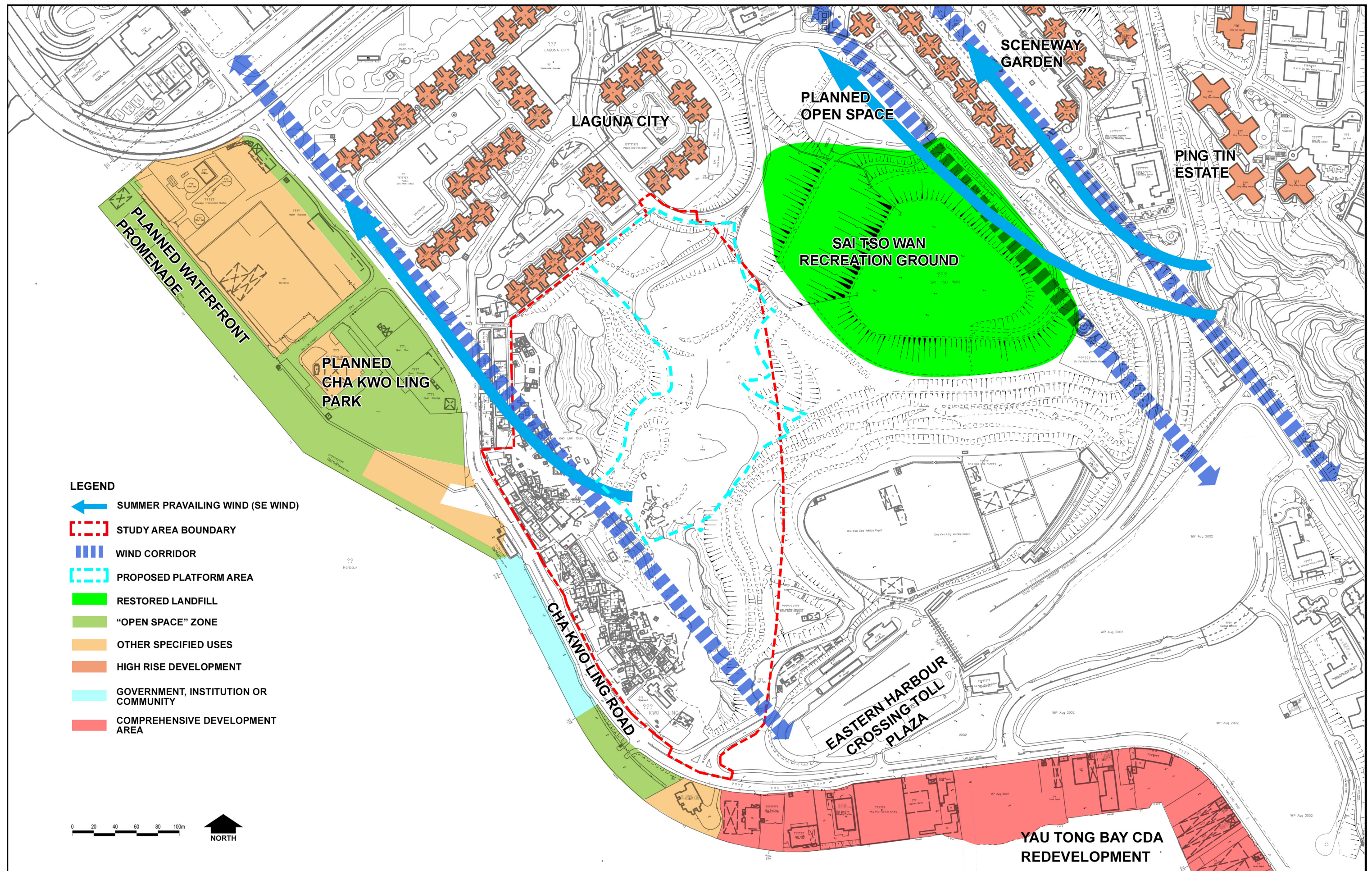




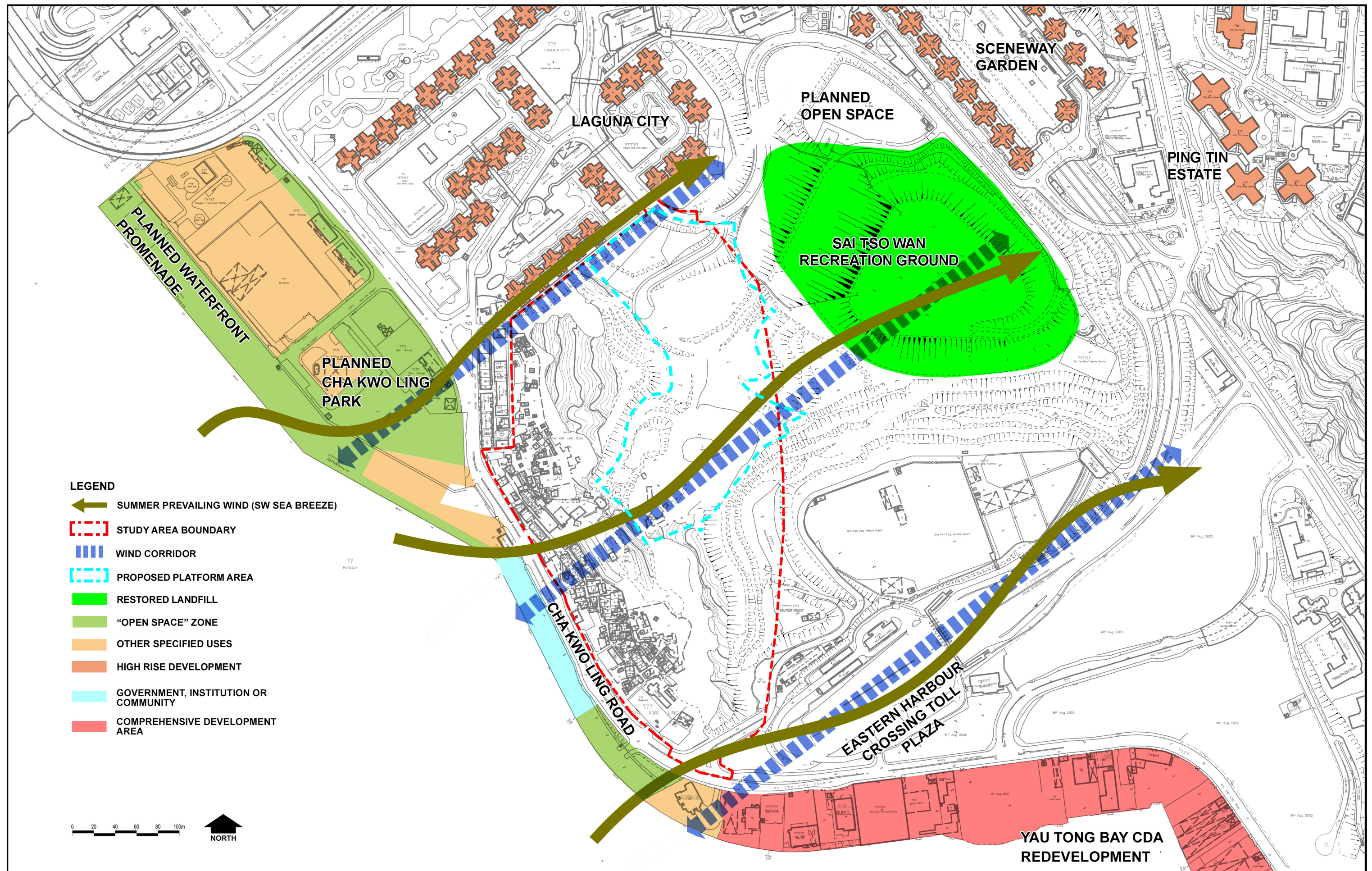




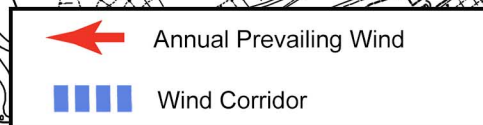
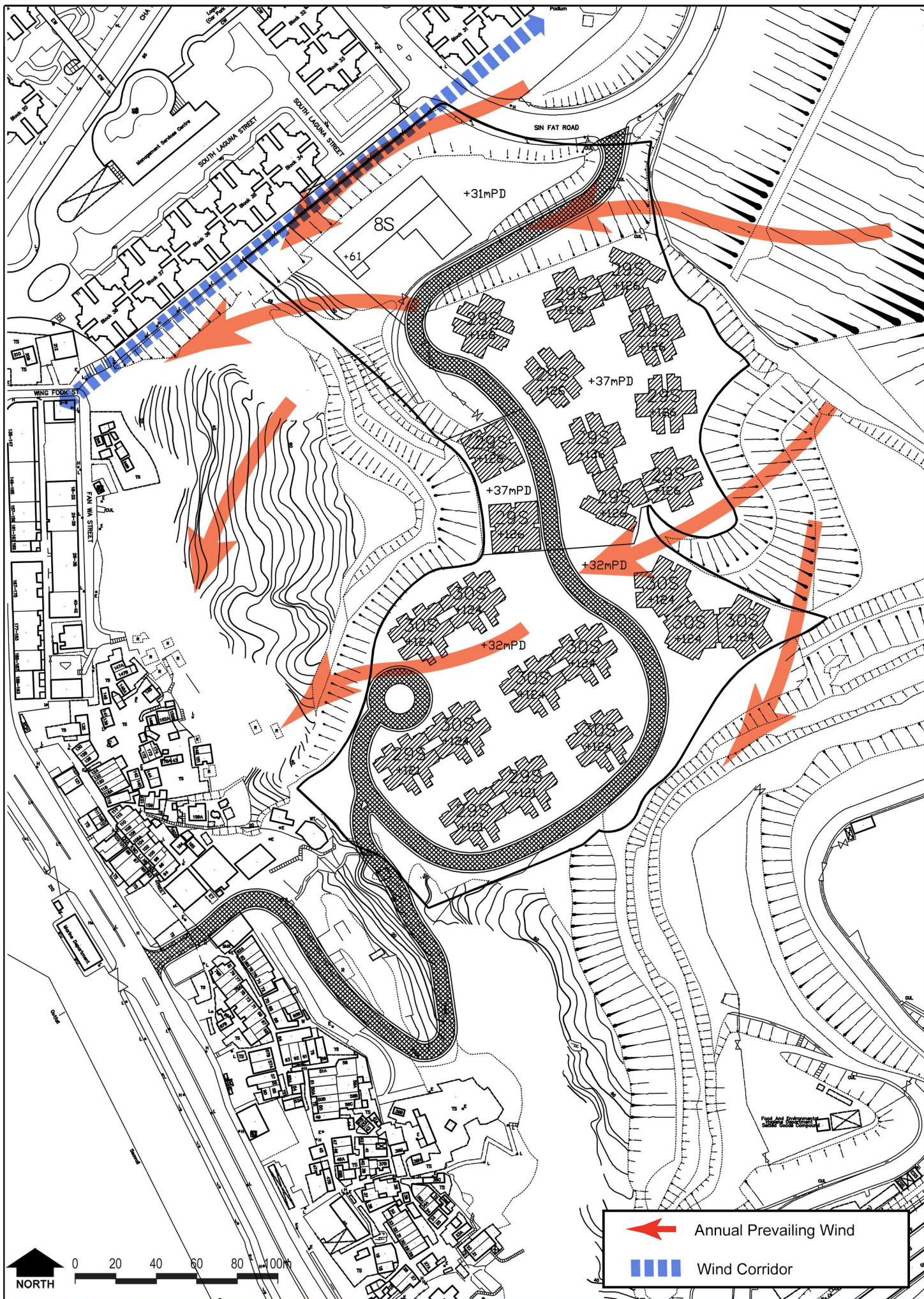




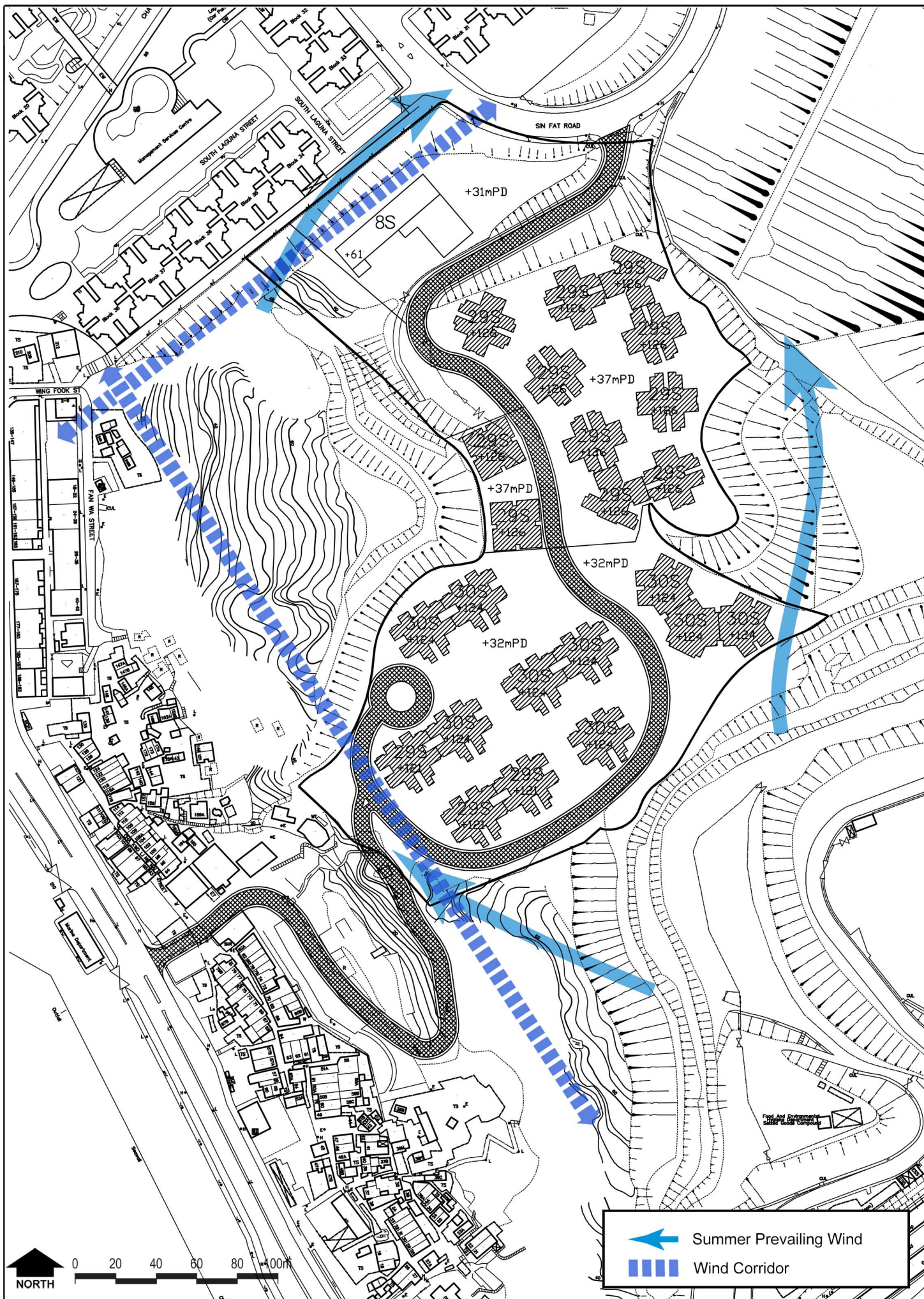




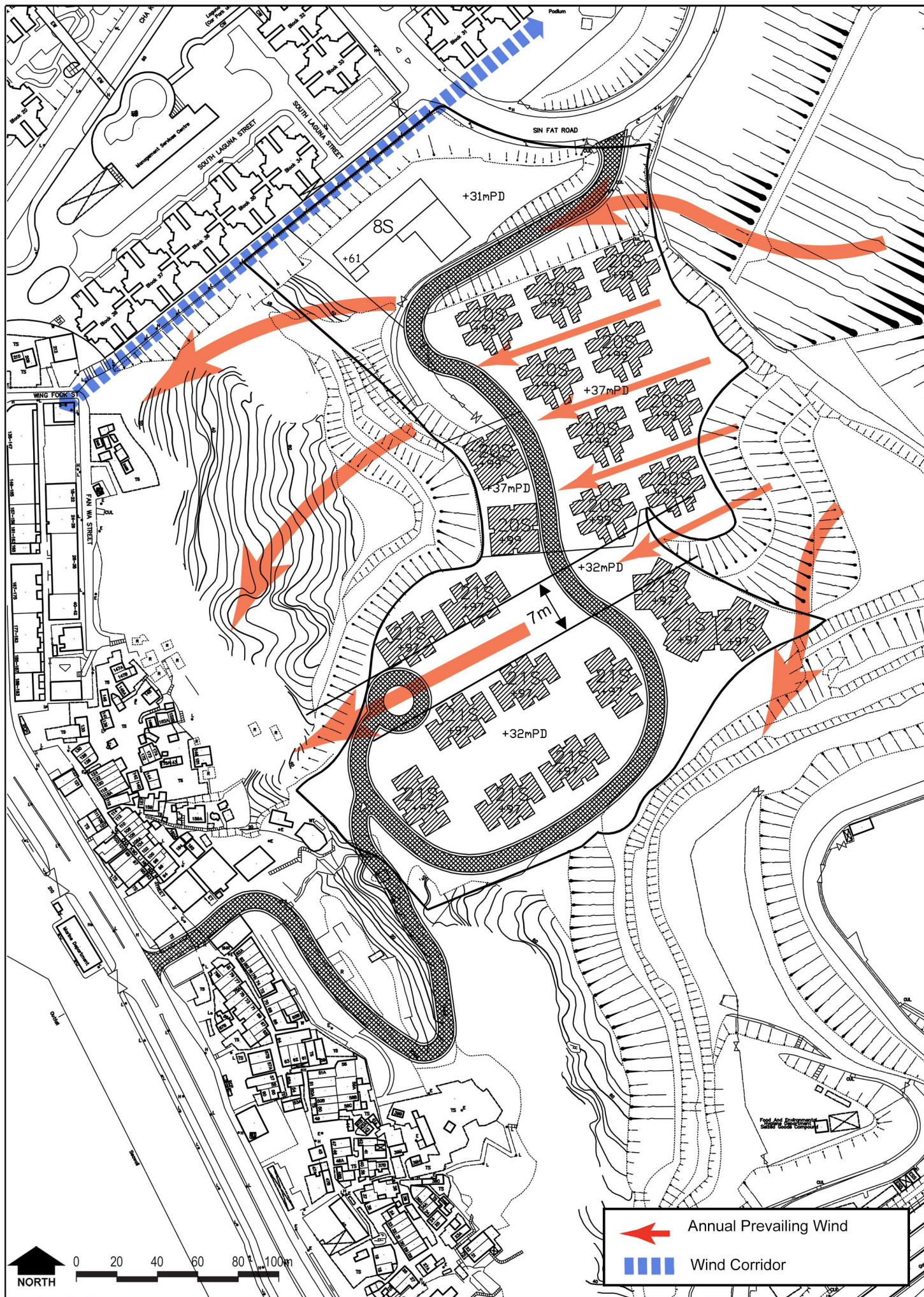




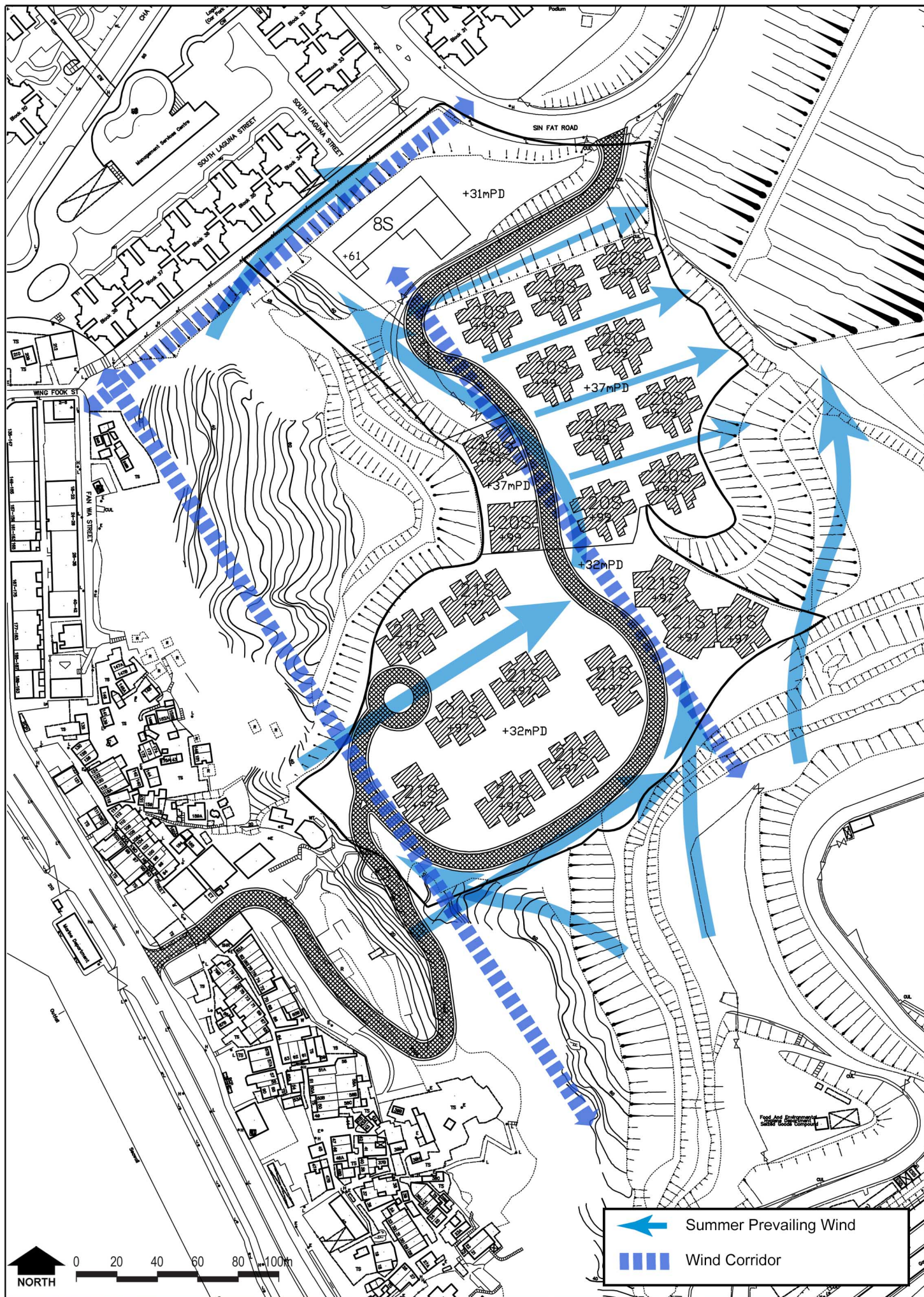




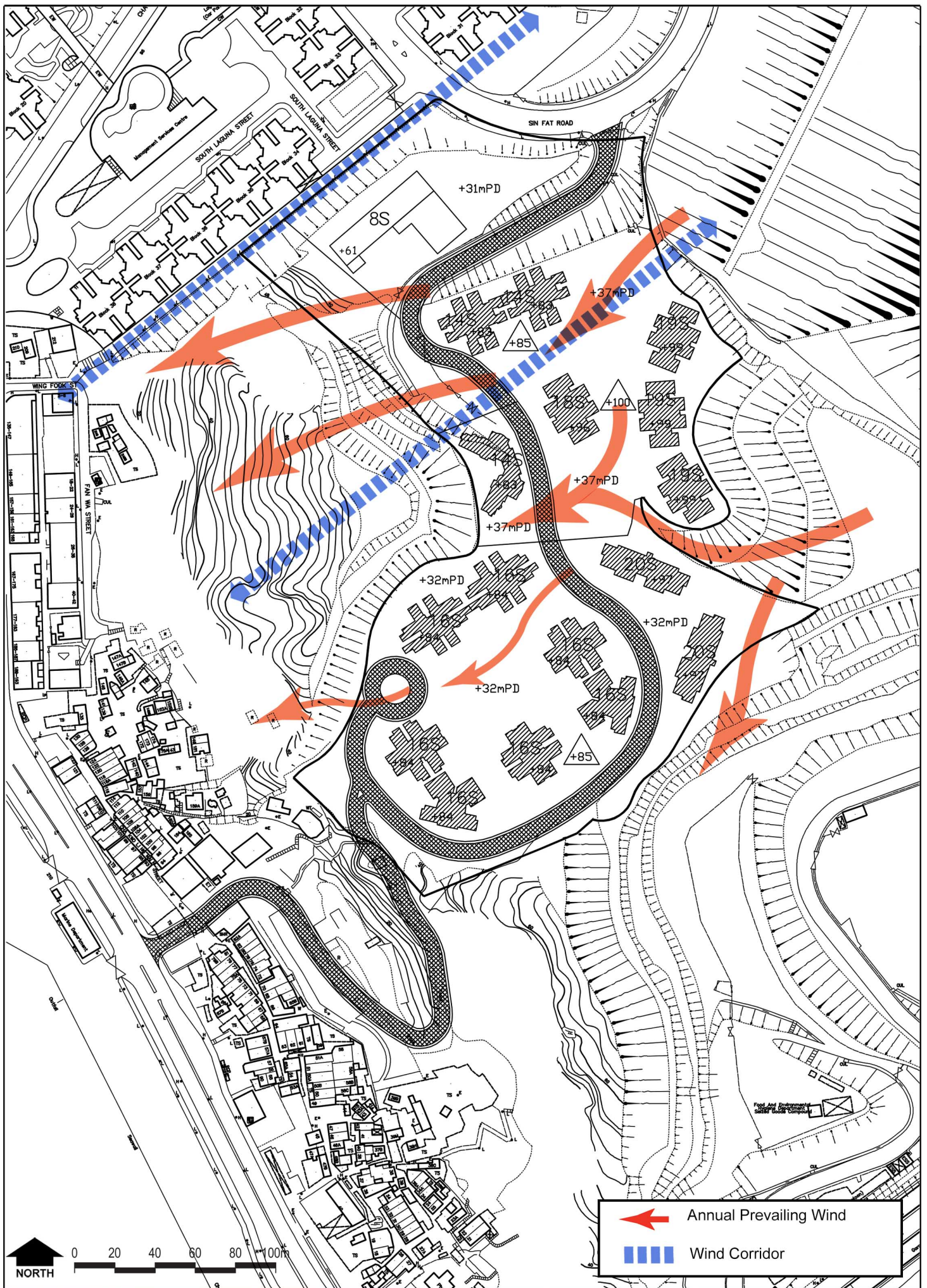




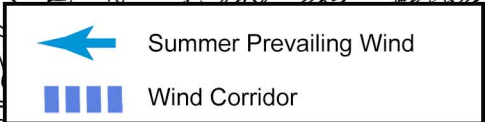
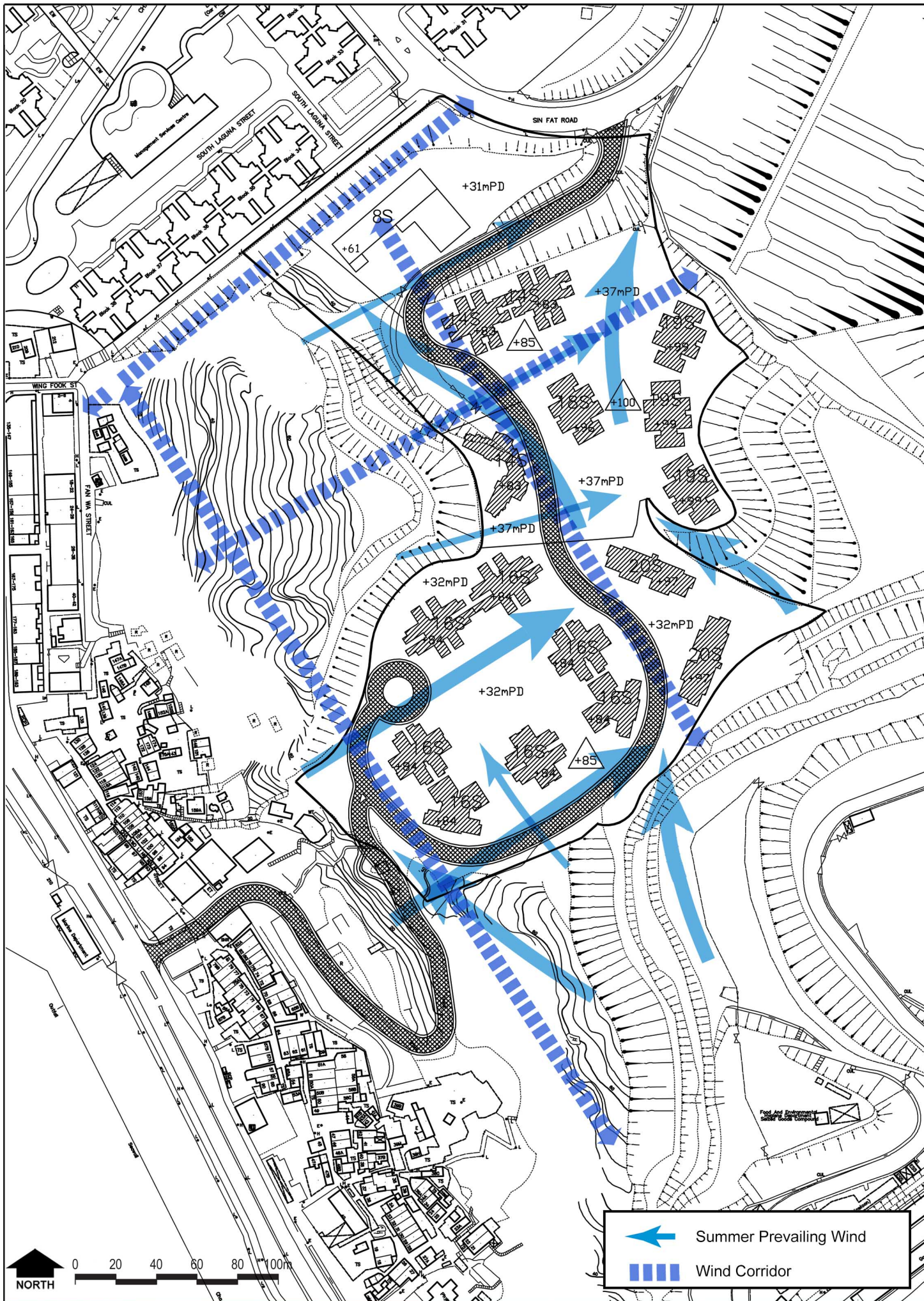




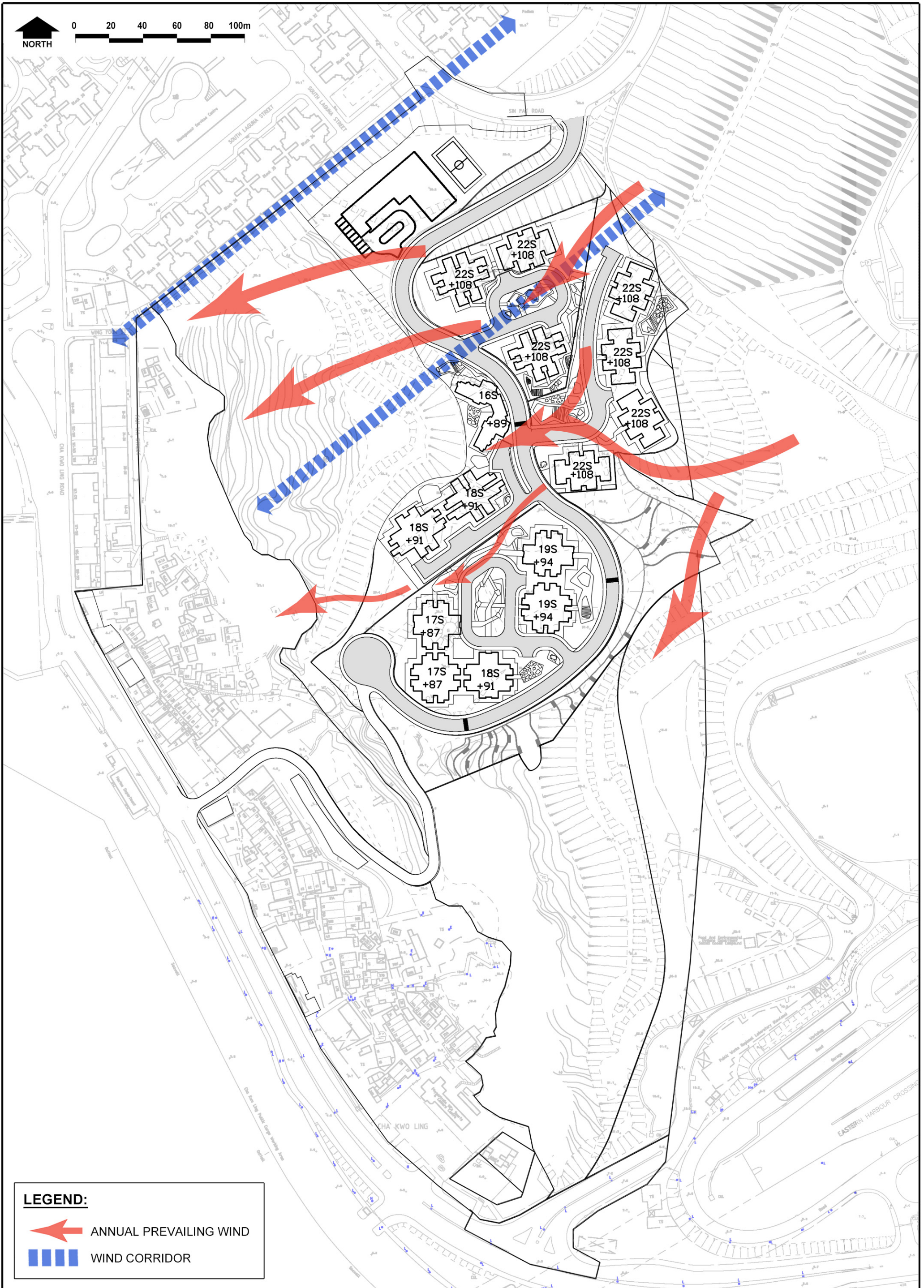




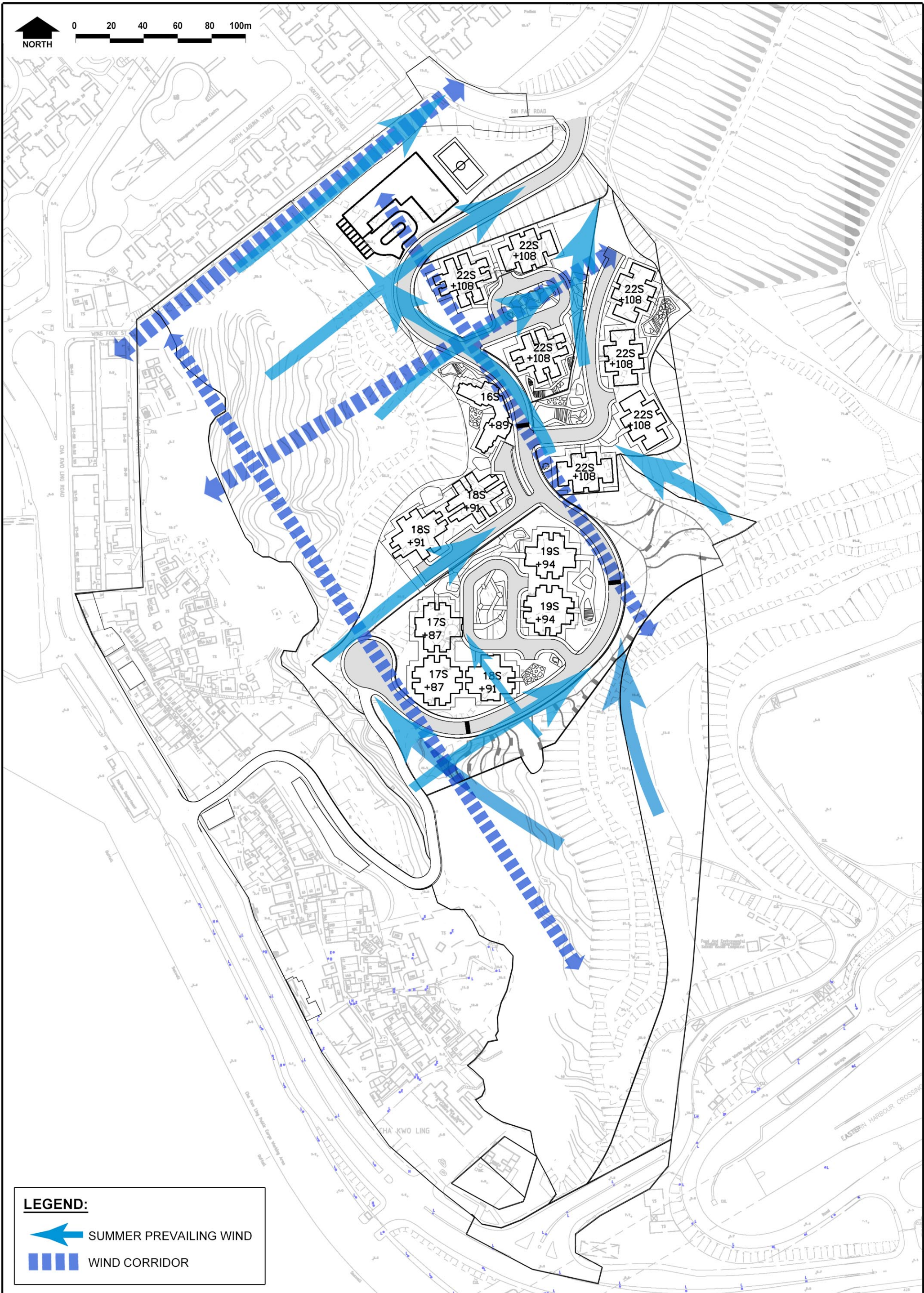




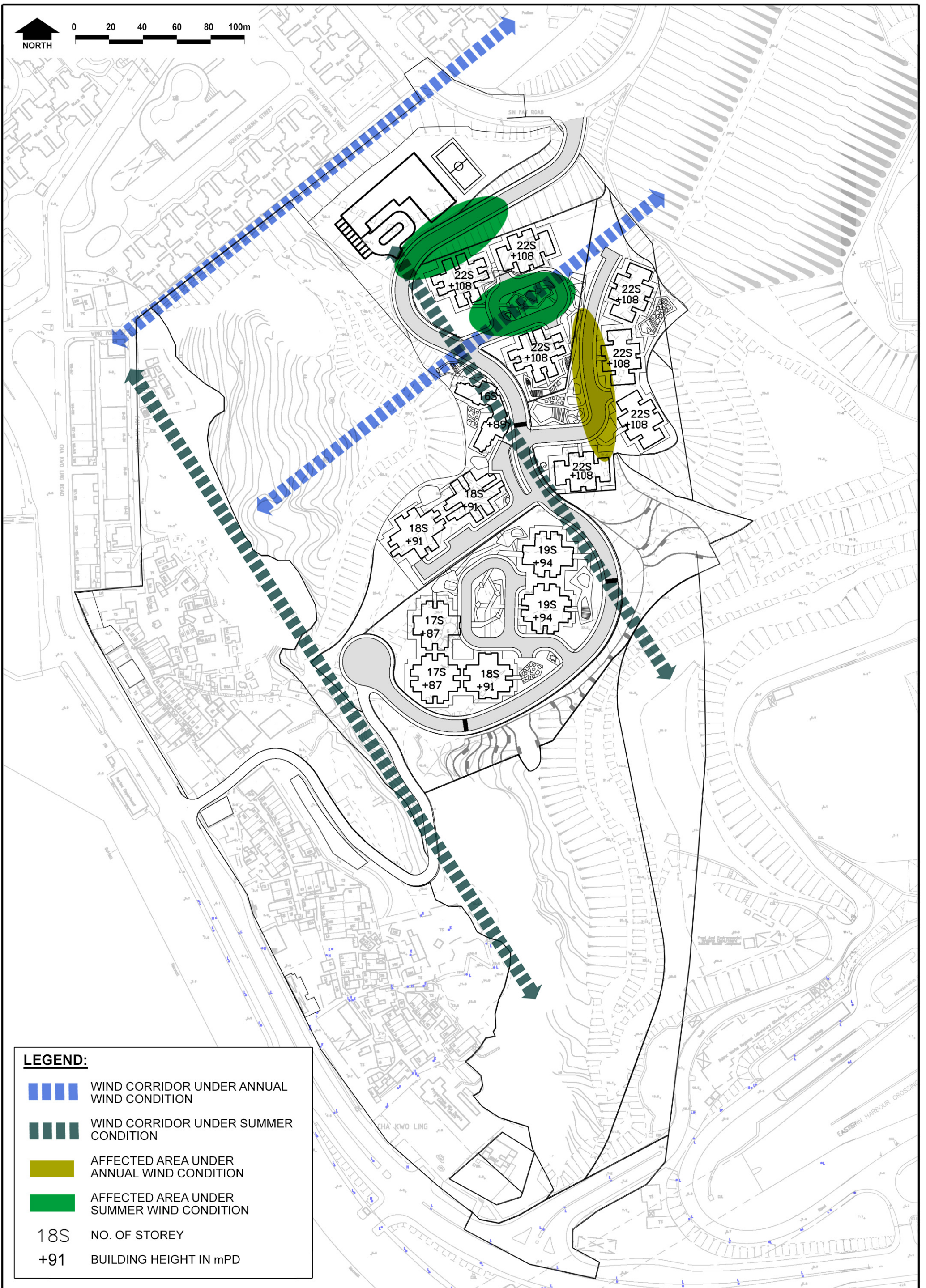














Quotation Ref.: PLNQ 21/2011

**Planning Review, MLP and Explanatory Statement of Ex-Cha Kwo Ling Kaolin Mine Site****TRAFFIC ASSESSMENT AND INFRASTRUCTURE IMPROVEMENT (RELEVANT EXTRACT)****5.7 OVERVIEW**

Based on the planning parameters of the Preferred Option, a preliminary traffic assessment has been carried out to assess the feasibility of the development from traffic point of view. The results of the assessment have demonstrated that the proposed development would not cause insurmountable traffic impacts on the surrounding areas.

Primary access to the proposed development is proposed on Sin Fat Road via the existing access to the site. Given the scale of the development, an alternative vehicular access to connect the southern platform of the proposed residential development downhill to Cha Kwo Ling Road along the waterfront has been examined and was considered not necessary. Moreover, it was considered not feasible to upgrade the haul road to meet highway standard due to the topographic constraints such as gradient difference and horizontal curvature. Nevertheless, it is proposed to use the haul road as an EVA cum pedestrian linkage to provide pedestrian connection from the platform areas and Cha Kwo Ling Road to the south.

As the subject area is well served by a good mix of public transport, it is recommended that the car-parking provision and loading/unloading facilities will strictly follow the minimum requirements set out in the HKPSG. Parking should be provided at basement level of the residential towers to reduce the building height.

Enhancement of public transport services and facilities are proposed which include provision of a new taxi stand with shelter for non-harbour crossing service, two new GMB routes to provide direct service from the proposed development site, with one feeder service to the existing loading/unloading bay opposite to the MTR Lam Tin Station Entrance D1 and the second one an inter-district route to West Kowloon via the future Route 6 (Cha Kwo Ling Roundabout, proposed Trunk Road T2 and proposed CKR). Enhancement of the existing loading/unloading bay on Sin Fat Road is also proposed to cater for the passenger pick-up/drop-off of the new GMB feeder service.

Moreover, it is also proposed to extend the routing of existing bus services of Laguna City PTI to route via Cha Kwo Ling Road and turn back at the future Cha Kwo Ling Road Roundabout of the planned Lam Tin Interchange. New sheltered bus stop is proposed at the abandoned bus lay-by on Cha Kwo Ling Road westbound. It is anticipated that the new bus stop and extended bus services would attract passengers from the proposed development via the landscaped pedestrian linkage as well as benefit the residents of CKL Village.

For pedestrian enhancement, provision of covered footpath from the primary site access along Sin Fat Road to the MTR entrance has been considered. With the proposed direct GMB feeder service from the proposed development to MTR Lam Tin Station, it is anticipated the pedestrian flow generated along the footpath of Sin Fat Road would not be significant for provision of cover along both the northern and southern footpaths of Sin Fat Road. Nevertheless, the provision of a covered walkway from the entrance of Laguna City along the northern footpath of Sin Fat Road to the primary access of the proposed development is considered to be a more feasible and cost-effective enhancement alternative.

With the currently proposed development scale of the platform sites, the proposed "Road A" would not be required.

The Preferred Option of the proposed development is estimated to generate a total 2-way flow of 281 and 177 pcus during morning and evening peak hour respectively. Junction capacity assessment has been undertaken for the proposed development access on Sin Fat Road as well as 15 identified critical junctions in the vicinity of the subject site for design year 2021 based on the Preferred Option. The assessment has taken into consideration of planned major infrastructure and development including the Route 6 (CBL, TKO-LTT, Trunk Road T2, CKR), Yau Tong Bay Development and Anderson Road Developments. The results of the assessment indicate that the proposed development would have adverse impact on the following 5 critical junctions and local junction improvement measures are proposed to mitigate the traffic impact on these junctions. The assessment of these junctions based on the proposed improvement measures indicates that these junctions would operate satisfactorily.

- Sin Fat Road / the proposed access road of the proposed development
- Wai Yip Street / Cha Kwo Ling Road (J3)
- Cha Kwo Ling Road / Sin Fat Road (J4)
- Cha Kwo Ling Road / Wai Fat Road / Shing Yip Street (J5)

**Quotation Ref.: PLNQ 21/2011**

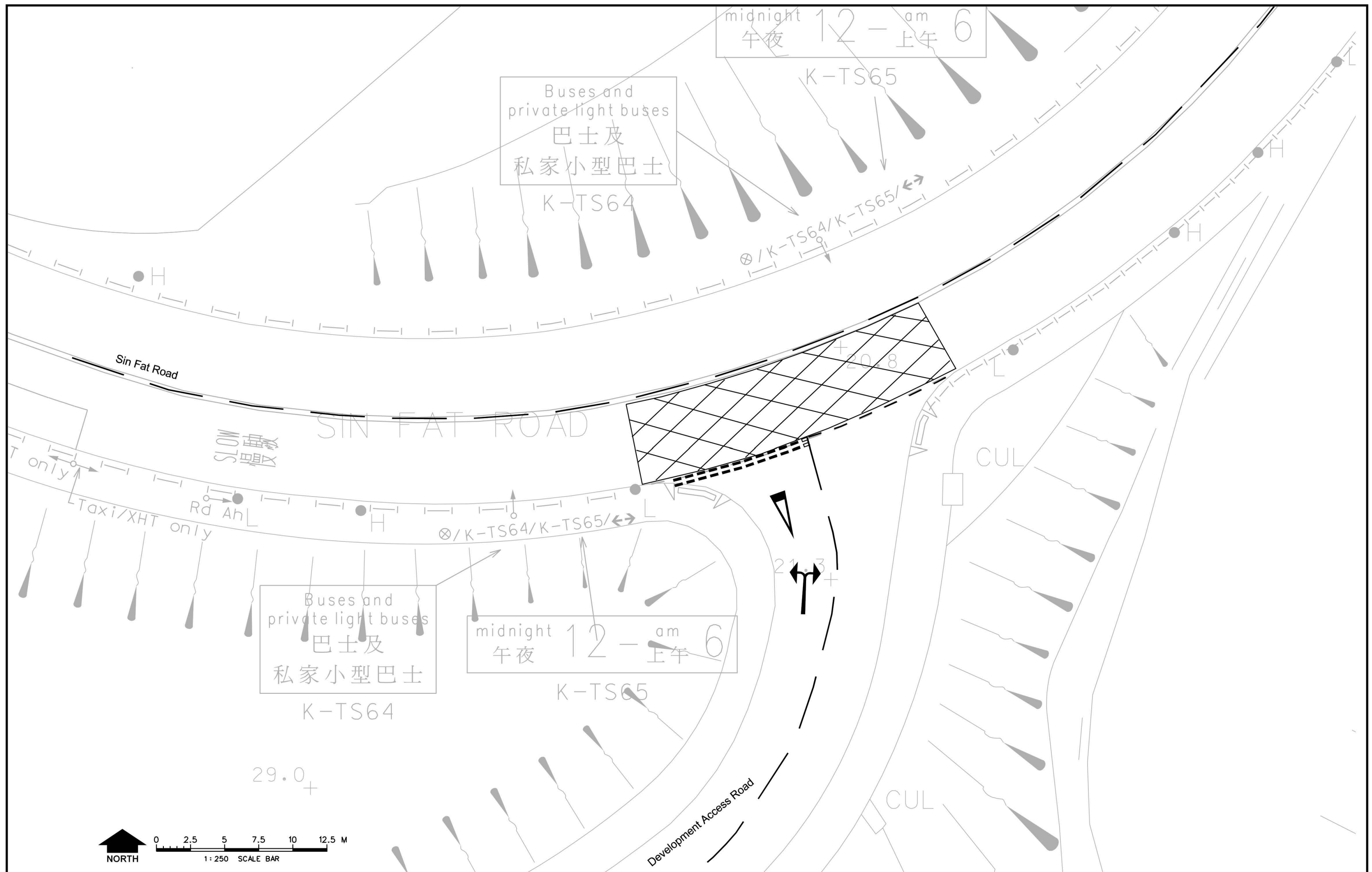
**Planning Review, MLP and Explanatory Statement of Ex-Cha Kwo Ling Kaolin Mine Site**

- Wai Yip Street / Wai Fat Road (J6)

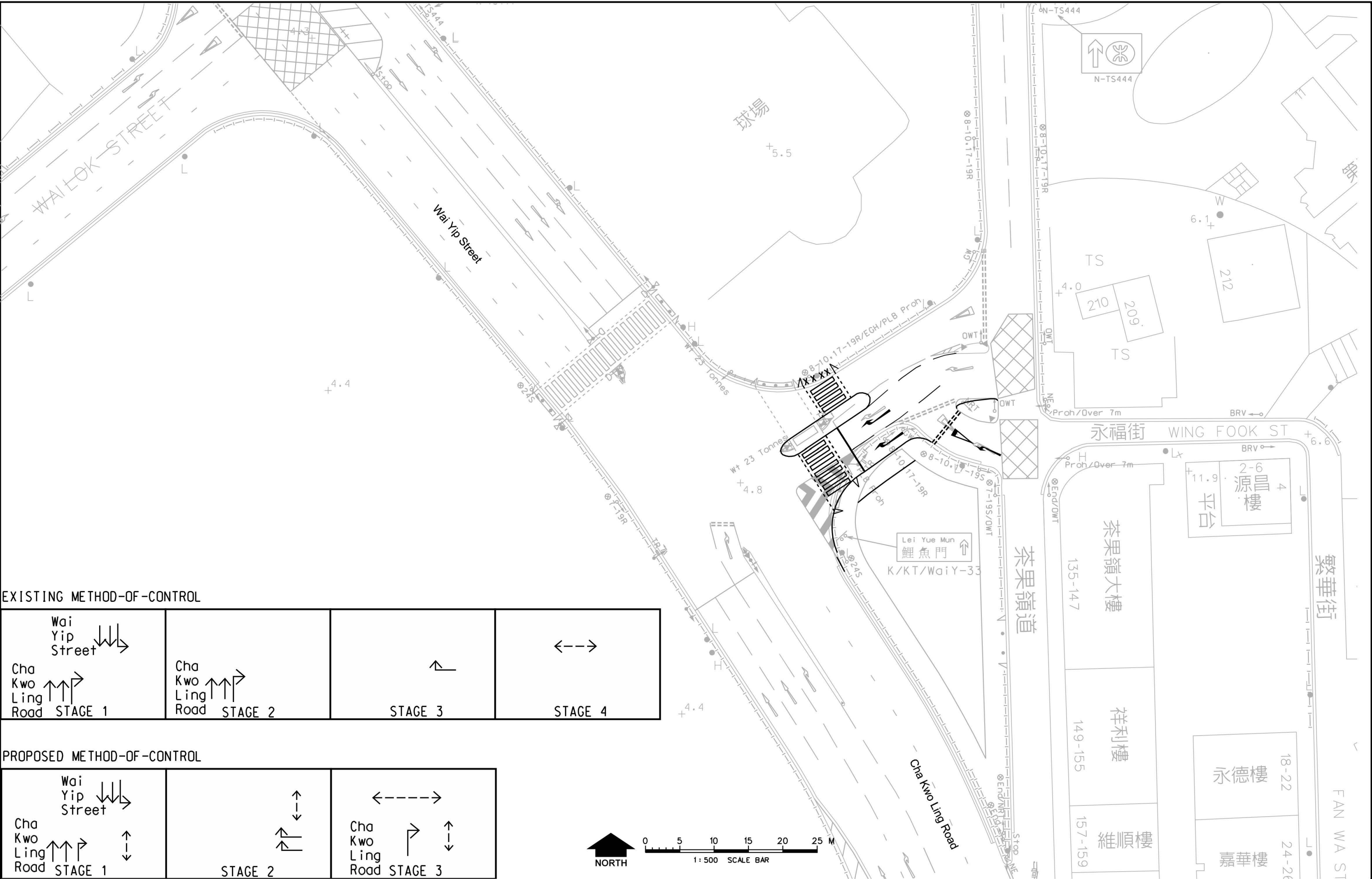
The funding and implementation responsibility of the proposed local junction improvement measures shall be further investigated and examined in detail during implementation stage.

In view of the above, it is concluded that the Preferred Option of the proposed development in the ex-CKLKMS would not induce unacceptable adverse traffic impact to the surrounding road network and is therefore considered feasible from traffic engineering point of view.

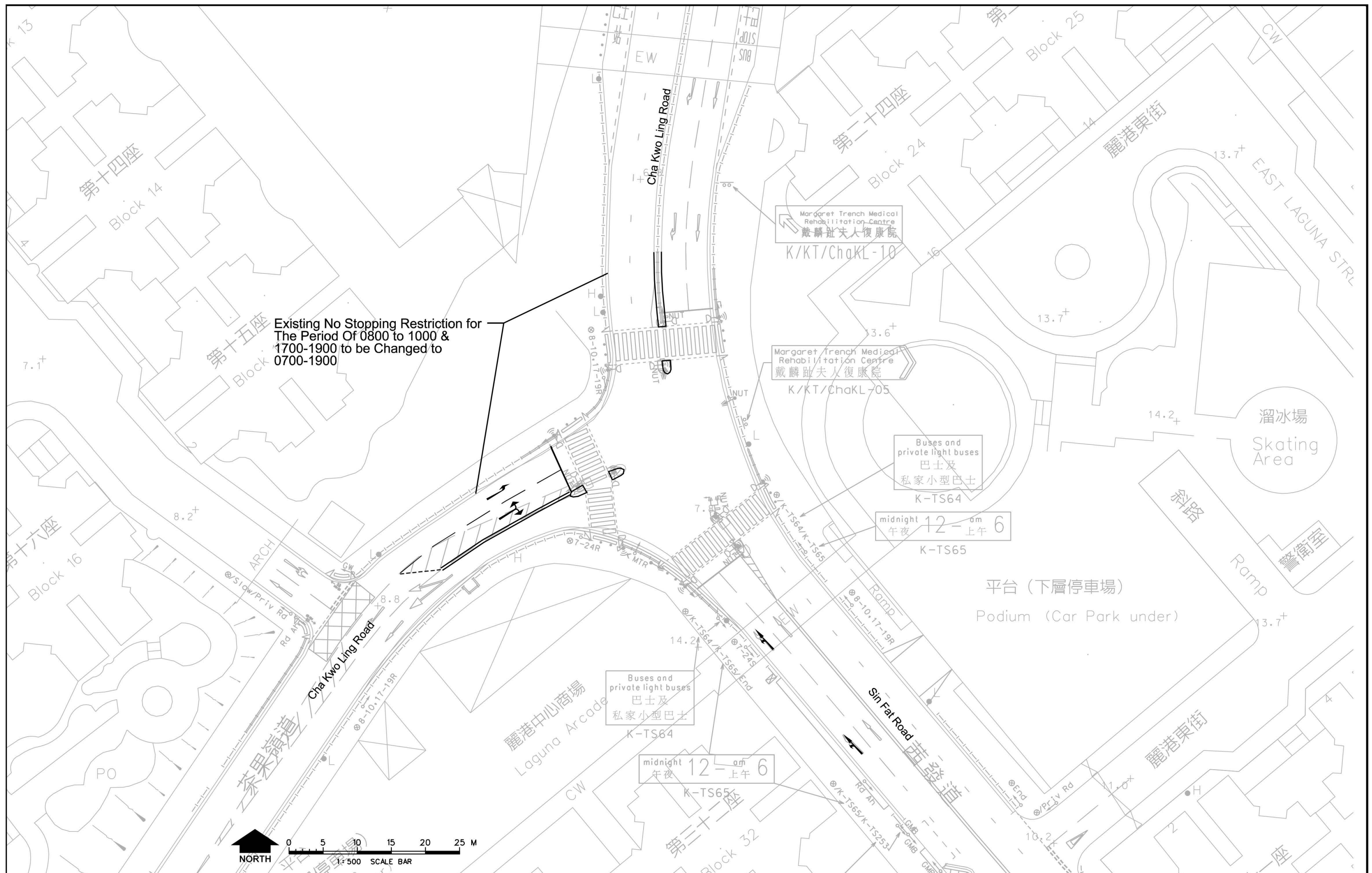
Further study/review on the traffic aspect will be conducted in the engineering feasibility study to be undertaken by Civil Engineering and Development Department, with update in traffic forecast and further review on the road and pedestrian network performance as well as the proposed traffic improvement measures.



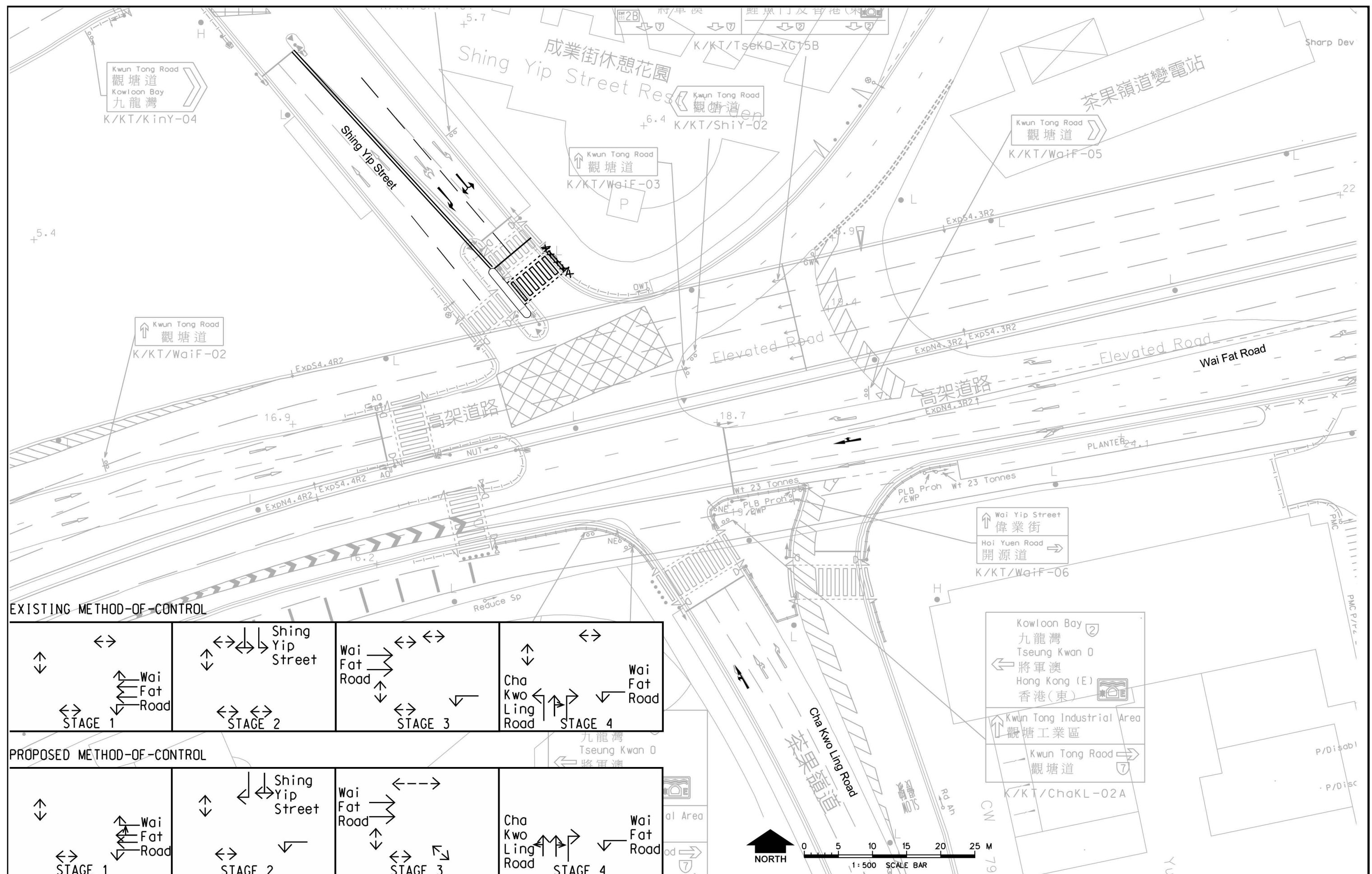




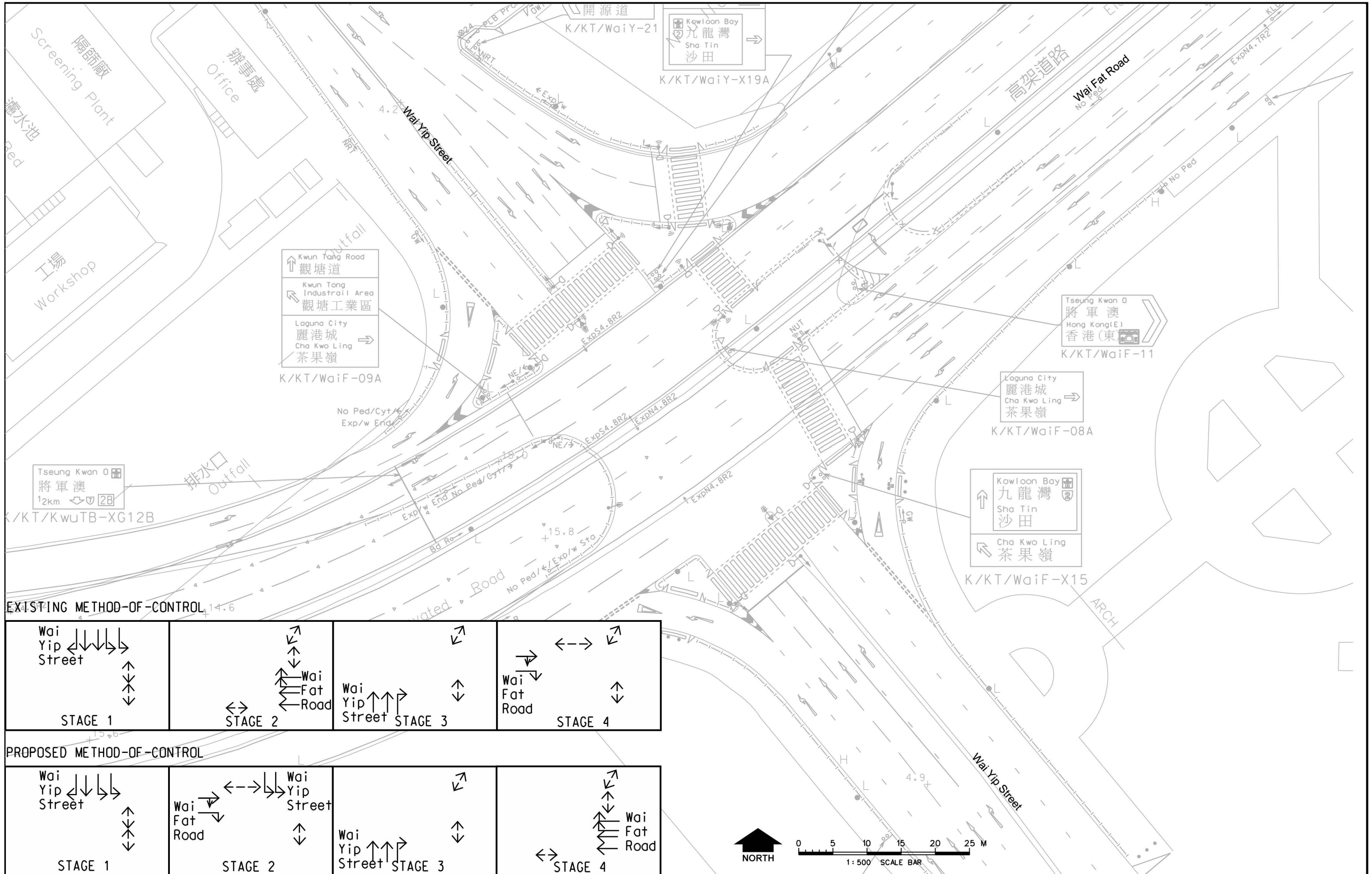












Quotation Ref.: PLNQ 21/2011

## Planning Review, MLP and Explanatory Statement of Ex-Cha Kwo Ling Kaolin Mine Site

### 6. BROAD ENVIRONMENTAL ASSESSMENT

#### 6.1 BACKGROUND AND OBJECTIVE

This Broad Environmental Assessment aims to provide information on the nature and extent of environmental impacts arising from the proposed development in broad terms so as to confirm the environmental feasibility of the preferred land use proposal. It provides broad assessment on the environmental impacts associated with the construction and operation of the development, including air quality, noise, water quality, waste management, so as to provide information on the technical feasibility on environmental aspect.

This Broad Environmental Assessment has been undertaken for the Preferred Option developed during the formulation of planning and land use concepts stage with reference to the guidance for environmental considerations provided in Chapter 9 “Environment” of the HKPSG.

#### 6.2 SCOPE OF PROJECT

This broad Environmental Assessment covers the following aspects:

- Air Quality Impacts
- Noise Impacts
- Water Quality Impacts
- Waste Management Implications

#### 6.3 DESIGNATED PROJECTS UNDER ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE (EIAO)

The proposed land use proposal within the ex-CKLKMS is mainly used for residential development with the retained green knolls and CKL Village. There are no specific elements under the Preferred Option that constitute a designated project defined under Schedule 2 or 3 under the EIAO.

#### 6.4 AIR QUALITY IMPACTS

##### 6.4.1 Introduction

This section will provide a broad assessment on the impacts of air quality of the project including construction activities and traffic/chimney emission.

##### 6.4.2 Study Area and Air Sensitive Receivers

##### Study Area and Air Sensitive Receivers

The study area for this broad air quality assessment covers a distance of 500m from boundary of the proposed development as shown in **Figure 6.1**. The Study Area is to the south of Laguna City and to the north of Eastern Harbour Crossing. Eastern Harbour Crossing is a trunk road with heavy traffic activities. Potential air sensitive receivers (ASRs) in the vicinity of the Study Area include (**Figure 6.1**):

- (i) Laguna City,
- (ii) tenement buildings at Fan Wa Street and CKL Village,
- (iii) Sai Tso Wan Recreation Ground,
- (iv) Sceneway Garden,
- (v) the planned open space on Sin Fat Road opposite to Rehab Path,
- (vi) Hong Kong Red Cross Princess Alexandra School,
- (vii) the Hong Kong Society for Rehabilitation Lam Tin Complex,
- (viii) Yau Lai Estate,
- (ix) Yau Tong Road Playground,
- (x) CCC Kei Faat Primary School,
- (xi) SKH Yau Tong Kei Hin Primary School, and
- (xii) Yau Tong Bay CDA Development (future ASR).

The existing baseline air quality has been derived from the EPD's Air Quality Reports. The nearest EPD air quality monitoring station that is most representative is located in Kwun Tong. The background annual average concentrations of Total Suspended Particles (TSP), Respirable Suspended Particles (RSP), Sulphur Dioxide (SO<sub>2</sub>), Nitrogen Dioxide (NO<sub>2</sub>) and Ozone (O<sub>3</sub>) from 2007-2011 monitored at Kwun Tong Station are summarized in **Table 6.1**.

**Table 6.1 – Annual Averages of Pollutants for Year 2007-2011 at Kwun Tong Air Quality Monitoring Station**

| Particulate Pollutant                | Annual Average Concentration (in micrograms per cubic metre) |      |      |      |      |
|--------------------------------------|--|------|------|------|------|
|                                      | 2007   | 2008 | 2009 | 2010 | 2011 |
| Total Suspended Particles (TSP)      | 82   | 72   | 70   | 67   | 74   |
| Respirable Suspended Particles (RSP) | 53   | 47   | 48   | 47   | 49   |
| Sulphur Dioxide (SO <sub>2</sub> )   | 19   | 17   | 11   | 10   | 12   |
| Nitrogen Dioxide (NO <sub>2</sub> )  | 63   | 59   | 58   | 59   | 63   |
| Ozone (O <sub>3</sub> )              | 31   | 33   | 37   | 33   | 37   |

#### 6.4.3 Impact Assessment

- (a) Construction Activities -The potential air pollutant during construction of the Project is fugitive dust arising from demolition work and general construction activities such as site preparation, ground excavation, foundation work, stockpiling of materials, loading and unloading dusty materials and construction of structures, concrete production etc. within the site area. Gaseous emissions from the use of diesel-power plants and machinery for the Project may also pose potential air quality impacts on nearby ASRs.
- (b) Traffic Emission and Chimney Emission - The HKPSG provides guidelines on the buffer distance between open roads and industrial activities and air sensitive uses including both active and passive recreation uses as shown in **Table 6.2**. The Study Area is bounded by Cha Kwo Ling Road to the west and Sin Fat Road to the north. For the Preferred Option, sensitive building within the Study Area that is nearest to the existing traffic network is the proposed primary school to the north.

**Table 6.2: Guidelines on Usage of Open Space Site – Roads, Highways and Industrial Areas**

| Pollution Source   | Parameters   | Buffer Distance | Permitted Uses                       |
|--------------------|--|-----------------|--------------------------------------|
| Roads and Highways | <b>Types of Road</b>   |                 |                                      |
|                    | Trunk Road and Primary Distributor                                       | >20m            | Active and passive recreational uses |
|                    |  | 3-20m           | Passive recreational uses            |
|                    |  | <3m             | Amenity areas                        |
|                    | District Distributor   | >10m            | Active and passive recreational uses |
|                    |  | <10m            | Passive recreational uses            |
|                    | Local Distributor  | >5m             | Active and passive recreational uses |
|                    |  | <5m             | Passive recreation uses              |
| Under Flyovers     | --   | --              | Passive recreation uses              |
|                    |  |                 |                                      |
| Pollution Source   | Parameters   | Buffer Distance | Permitted Uses                       |
| Industrial Areas   | <b>Difference in Height between Industrial Chimney Exit and the Site</b> |                 |                                      |
|                    | <20m   | >200m           | Active and passive recreational uses |
|                    |  | 5-200m          | Passive recreational uses            |
|                    | 20m – 30m  | >100m           | Active and passive recreational uses |
|                    |  | 5-100m          | Passive recreational uses            |
|                    | 30m – 40m  | >50m            | Active and passive recreational uses |
|                    |  | 5-50m           | Passive recreational uses            |
|                    | > 400m   | >10m            | Active and passive recreational uses |

The shortest distance between the primary school and Sin Fat Road is approximately 30m, which complies with the buffer distance recommended in the HKPSG.

Portal of the existing Eastern Harbour Crossing (EHC) is located to the southeast of the Study Area. The EHC Portal is about 250m from the platform area of the proposed residential development. The vertical difference between the development platform of the ex-CKLKMS and the portal of is over 25m. It is anticipated that the EHC Portal emissions would contribute to the



background air quality. Adverse impacts due to the portal emissions are not anticipated due to the large separation distance.

Although severe adverse impacts due to the portal emissions are not anticipated due to the large separation distance, a detailed air quality modelling and impact assessment of all potential air polluting sources will be conducted at a later stage after completing this Planning Review when the planning and design parameters are confirmed.

The design of the TKO-LTT and Associated Works was gazetted under the Roads (Works, Use and Compensation) Ordinance on 10 May 2013. Traffic emission impacts from the TKO-LTT and Trunk Road T2 are examined under the Project EIAs according to the respective EIA Study Briefs (ESB-195/2008 and ESB-203/2009) of these two projects.

The HKPSG buffer distance guidelines provide a broad reference for the first screening. The use of buffer distance guidelines provided in HKPSG is considered suitable for the purpose of a broad assessment.

Detailed assessments on the potential air quality impacts due to the road network including the TKO-LTT project shall be carried out using the latest assessment method, such as the EMFAC based emission factors, under the engineering feasibility study following the completion of this Planning Review. The EIA report of the project for the TKO-LTT and Associated Works – Investigation was approved with conditions by EPD on 11 July 2013. Accordingly, major existing and planned sensitive receivers were identified. The ex-CKLKMS is identified as one of the representative Air Sensitive Receivers (ASRs) for air quality impact assessment. From its preliminary findings, with appropriate mitigation measures such as the introduction of an adequate setback of residential blocks from the south eastern edge of the development platforms, there will be no adverse residual air quality impacts on the identified ASRs during both construction and operational phases resulted.

It was found that there is only one chimney located to the southeast at approximately 450m from the Study Area. Location of the chimney is shown in **Figure 6.2**. With the large separation from the Study Area greater than the HKPSG recommended buffer distance of 200m, adverse emissions impacts due to the identified chimney is not expected. Also, the chimney is located within the Yau Tong Bay “CDA” area, where planning approval for redevelopment has been granted by the Town Planning Board.

#### **6.4.4 Mitigation Measures**

- (a) Construction Phase - Hong Kong's air quality is regulated through the Air Pollution Control Ordinance (Cap. 311) (APCO). The APCO specifies Air Quality Objectives (AQOs), which are the statutory limits for pollutants and the maximum allowable number of times that these may be exceeded over specified periods. Notifiable works and regulatory works as defined in Air Pollution Control Ordinance will be conducted in accordance with the Schedule of the Air Pollution Control (Construction Dust) Regulation.

In order to reduce the impacts on air quality arising from the construction activities, the Contractor shall implement dust control measures in accordance with the requirements of the Regulation. As a guideline, the Contractor shall ensure construction dust levels at ASRs will meet the hourly TSP concentration of 500ug/m<sup>3</sup> as stated in the Technical Memorandum on Environmental Impact Assessment Process.

Standard mitigation should be incorporated to reduce fugitive dust levels from construction works as described below. To minimise the potential for fugitive dust impacts, the applicable dust control measures recommended in the Air Pollution Control (Construction Dust) Regulation should be implemented, including the following:

- (i) the works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- (ii) unpaved areas, construction areas, dusty stockpiles and haul roads shall be sprayed with water at a sufficient frequency to minimize fugitive dust emissions;
- (iii) restricting heights from which materials are to be dropped, as far as practicable, to minimize the fugitive dust arising from unloading/ loading;
- (iv) any stockpile of dusty materials shall be covered entirely by clean impervious sheeting to minimize windborne

dust;

- (v) all exposed area shall be kept wet always to minimize dust emissions;
- (vi) engines of the construction equipment shall be switched off to minimize emissions; and
- (vii) regular maintenance of construction equipment deployed on-site shall be conducted to prevent black smoke emissions.

With the above mitigation measures, adverse dust impacts are not expected to result from the Project. The Contractor will also be required to provide regular maintenance of the diesel-powered plants and machinery for proper control of gaseous emission.

- (b) Operation Phase - Traffic emission impacts from the TKO-LTT and associated works and Trunk Road T2 projects are studied under the Project EIAs approved under the EIA Ordinance (Register Nos. AEIAR-173/2013 and AEIAR-174/2013)) of these two projects, respectively. The proposed residential blocks have been set back from the south-eastern edge of the development platform by about 40m so as to provide an adequate buffer between the proposed development and the TKO-LTT interchange.

#### 6.4.5 Conclusion

Upon completion of the Project, which is largely for residential and G/IC uses, it is not anticipated that the Project would have any adverse impact on the ASRs. Potential impacts on air quality on the Project caused by the traffic emissions from TKO-LTT and Trunk Road 2 can be reduced by means of a setback of buildings. This is further addressed in their respective EIA Study.

In addition, given the broad technical assessment paper has been endorsed the findings will not be updated but rather further assessment on this will be carried out in the Preliminary Environmental Review Report under the engineering feasibility study.

### 6.5 NOISE IMPACTS

#### 6.5.1 Introduction

This section provides an assessment of potential noise impacts associated with the Project. Potential noise impacts on the Study Area are envisaged coming from general construction activities during the construction phase and traffic noise on the residential upon the completion of the Project.

#### 6.5.2 Study Area and Noise Sensitive Receivers

The Study Area for noise assessment covers a distance of 300m from the project site boundary as shown in **Figure 6.3**. Potential noise sensitive receivers (NSRs) in the vicinity of the Project site include (**Figure 6.3**):

- (i) Laguna City,
- (ii) Tenement buildings at Fan Wa Street and CKL Village,
- (iii) the planned open space at Sin Fat Road and the nearby GIC facilities,
- (iv) Hong Kong Red Cross Princess Alexandra School,
- (v) Pamela Youde Polyclinic, and
- (vi) Yau Tong Bay CDA Development (future NSR).

#### 6.5.3 Relevant Standards and Guidelines

For the noise generated from the activities mentioned above, relevant standards and guidelines would be followed.

- (a) General Construction Activities during Non-Restricted Hours - Noise impacts arising from general construction activities other than percussive piling during the daytime period (7 am to 7 pm on any day not being a Sunday or general holiday) shall be assessed against the noise standards tabulated below in **Table 6.3**.

**Table 6.3: Noise Standards for Daytime Construction Activities**

| Noise Sensitive Uses | Period between 7 am – 7 pm, $L_{eq}(30 \text{ mins})$ , dB(A) |
|----------------------|---|
| Dwelling             | 75  |
| School               | 70<br>(65 during examination)                                 |

Source: EPD published *Professional Persons Environmental Consultative Committee Practice Note ProPECC PN 2/93 "Noise from Construction Activities – Non-statutory"*

Notes:

- 1) The above noise standards apply to uses, which rely on opened windows for ventilation.
- 2) The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external façade.
- 3) The above standards shall be met as far as possible. All practicable mitigation measures shall be exhausted and the residual impacts are minimized.

- (b) General Construction Activities During Restricted Hours and Percussive Piling During Anytime - Noise impacts arising from general construction activities (excluding percussive piling) conducted during the restricted hours (7 am to 7 pm on any day and anytime on Sunday or general holiday) and percussive piling during anytime are governed by the Noise Control Ordinance (NCO).

For carrying out any general construction activities involving the use of any Powered Mechanical Equipment (PME) within restricted hours, a Construction Noise Permit (CNP) is required from the Authority under the NCO. The noise criteria and the assessment procedures for issuing a CNP are specified in Technical Memorandum on Noise from Construction Work Other Than Percussive Piling (GW-TM) under the NCO.

The use of Specified PME (SPME) and/or the carrying out of Prescribed Construction Work (PCW) within a Designated Area (DA) under the NCO during the restricted hours are also prohibited without a CNP. The relevant technical details can be referred to Technical Memorandum on Noise from Construction Work in Designated Areas (DA-TM) under NCO.

- (c) Road Traffic Noise - According to the HKPSG, road traffic noise criteria of  $L_{10}(\text{peak hour})$  70 dB(A) is applicable to residential dwellings and 65 dB(A) is applicable to education institutions.

#### 6.5.4 Impact Assessment

- (a) Construction Phase - During the construction phase of the Project, extensive constructions works such as site formation, piling and rock blasting, might be required during the interim and the construction noise may impose potential noise impacts on adjacent NSRs if not properly controlled.
- (b) Operational Phase - Upon completion of the construction works and population intake of the residential development, noise impacts on the Study Area would be mainly from traffic noise and industrial activities.

Noise generated from nearby road network may pose impacts on the proposed development. The peak hour road traffic noise levels have been predicted. The noise prediction was carried out using a computer noise model, Road Noise, which follows the prediction procedures of the UK Department of Transport's Calculation of Road Traffic Noise (CRTN). The assessment was based on the projected peak hourly traffic flows of year 2037, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the proposed development (year 2022). The traffic noise model has not included the TKO-LTT and Associated Works and Trunk Road T2 as it was still under investigation during the preparation of the broad technical assessment, and they were studied under the respective EIA Studies. The proposed noise mitigation measures for mainline and slip road of TKO-LTT, such as the translucent noise cover and landscape deck, will alleviate the traffic noise impact from TKO-LTT details of the mitigation requirements is subject to the project findings after the investigation works. This broad assessment has only taken into account the best available information of the road network at the time of preparation of this planning review.

A 40m setback from the residential blocks from edge of the south eastern development platform from the Lam Tin Interchange of TKO-LTT has been incorporated for the Preferred Option as proposed by CEDD. The detailed assessments on the potential noise impacts due to the road network including the TKO-LTT project shall be carried out under the engineering feasibility study following the completion of this planning review. Detailed noise assessment of the TKO-LTT and Associated Works and Trunk Road T2 and detailed noise mitigation measures required were undertaken by the respective EIA studies under the requirements of the EIAO. The traffic noise impact assessment was based on the best available information of the road network within a radius

of 300m from the development platform. It is noted that the TKO-LTT and Trunk Road T2 is a designated project under the EIAO. Potential noise impacts due to this road project are required to comply with the noise criteria as stipulated under the EIAO. The traffic forecast for roads within 300m from the Study Area is provided in **Figure 6.3** with detailed traffic flow data. Since the ex-CKLKMS is largely zoned as "R(A)4" in the prevailing OZP, the indicative layout of the Preferred Option has been taken into account in designing the TKO-LTT to comply with the EIAO requirements.

According to the EIA report of the TKO-LTT and Associated Works – Investigation the ex-CKLKMS has been identified as one of the representative NSR for noise impact assessments. From its preliminary findings, with appropriate mitigation measures, there will be no adverse residual noise impacts on the identified NSRs during both construction and operational phases resulted. Nevertheless, during the engineering feasibility study stage, a detailed quantitative noise assessment will be conducted to ascertain the compliance and mitigation measures such as adjustment in building layout and installation of architectural fins will be proposed, if required.

Three figures showing the noise contour at 38.2mPD, 71.6mPD and 106mPD covering the full heights of the residential blocks are shown in **Figures 6.4 - 6.6**. As shown in **Figures 6.4 - 6.6**, the residential blocks of the Preferred Option will be exposed to a traffic noise level below  $L_{10(\text{peak hour})}$  70dB(A) that meets the HKPSG road traffic noise criteria under the respective existing road networks.

No industrial zone is identified in the vicinity of the study area based on the current OZP No. S/K15/20. As such, no potential industrial noise source has been identified within 300m from the NSRs in the proposed development, and that the potential industrial noise impact on the proposed development is not anticipated.

#### **6.5.5 Mitigation Measures**

- (a) Construction Phase - The Works Contractor should minimise the noise generation by adopting non-percussive construction methods to minimize the potential noise impacts as per the recommendations provided in the Professional Persons Environmental Consultative Committee Practice Note ProPECC PN 2/93 "Noise from Construction Activities – Non-statutory". With implementation of appropriate noise control measures, construction noise impact can be controlled to an acceptable level. A construction noise impact assessment will be necessary in the future engineering feasibility study to address the potential noise impact, when the scale of development construction and equipment schedules are agreed after this planning review.
- (b) Operational Phase - Based on the assessment on existing road networks, no adverse noise impacts were predicted. It should be noted that the potential traffic noise impacts due to the operation of the TKO-LTT and Trunk Road T2 which is a designated project under the EIAO has been studied under the respective approved EIAs. Nevertheless, a building setback of 40m has been provided in the Preferred Option to cater for the potential traffic noise impacts from the TKO-LTT. The potential road traffic noise impact arising from these new road projects comply with the noise criteria under the EIAO.

#### **6.5.6 Conclusion**

With proper implementation of noise mitigation measures, adverse construction noise impacts on the NSRs are not anticipated. Road traffic noise impacts on the site due to the current road networks are predicted to be acceptable.

### **6.6 WATER QUALITY IMPACTS**

#### **6.6.1 Introduction**

This section provides an assessment of potential water quality impacts associated with the Project.

#### **6.6.2 Relevant Legislations, Standards and Guidelines**

In carrying out the assessment, reference has been made to the following relevant Hong Kong legislations/ guidelines governing water pollution control. Relevant ones include:

- (i) Water Pollution Control Ordinance (WPCO) (Cap. 358) (as amended by the Water Pollution Control (Amendment) Ordinance 1990 and 1993);
- (ii) Water Pollution Control (General) Regulations (as amended by the Water Pollution Control (General) (Amendment)

- Regulations 1990 and 1994);
- (iii) Water Pollution Control (Sewerage) Regulation;
- (iv) Water Quality Objectives (WQOs) for relevant Water Control Zones (WCZs); and
- (v) Practice Note for Professional Persons ProPECC PN1/94, Construction Site Drainage.

#### **6.6.3 Impact Assessment**

- (a) Construction Phase - During the construction phase, there is a potential for adverse impacts to occur due to the sediment loaded site run-off and the potential wash-outs from stockpiles, and the discharges contaminated with fuel, oil or other pollutants, especially during the rainy season.
- (b) Operational Phase - During the operation phase of the project, sewage will be generated from the proposed residential development.

#### **6.6.4 Mitigation Measures**

- (a) Construction Phase - Good site management including the use of silt traps, wheel washing facilities for vehicles leaving the site and petrol interceptors should be implemented in accordance with ProPECC PN 1/94 "Construction Site Drainage". All site discharges will be pre-treated as necessary, in accordance with the WPCO and the conditions of the Wastewater Discharge License. It is also envisaged that chemical toilets would be provided on site to handle the sewage generated by the site workforce. Hence no major drainage and sewerage impacts are expected to arise from the construction of the Project.

Adverse impacts due to construction site run-off are not expected to arise from the construction of the Project.

- (b) Operational Phase - Adverse impacts from wastewater/ sewage generated during the operation of the residential development are not expected as sewage will be diverted to Government sewerage. Contamination to ground is also not expected with proper provision of sewerage system. The construction should be programmed such that sewerage facilities are commissioned before population intake. A Sewerage Impact Assessment shall be conducted at a later stage after completion of this Planning Review.

#### **6.6.5 Conclusion**

The potential water quality impacts will be controlled to acceptable levels should good site drainage management including the use of silt traps, sedimentation facilities and petrol interceptors be implemented in accordance with ProPECC PN 1/94 on "Construction Site Drainage". No adverse water quality during construction and operational phase of the site is anticipated.

### **6.7 WASTE MANAGEMENT IMPLICATIONS**

#### **6.7.1 Introduction**

This section provides an assessment of potential waste management implications associated with the Project. The primary waste arising will be generated during the construction phase.

#### **6.7.2 Relevant Legislations, Standards and Guidelines**

In carrying out this assessment, reference has been made to the following relevant Hong Kong legislations governing waste management and disposal:

- (i) The Waste Disposal Ordinance (Cap. 354) and subsidiary legislation such as the Waste Disposal (Chemical Waste) (General) Regulation that set out requirements for the storage, handling and transportation of all types of wastes;
- (ii) Land (Miscellaneous Provisions) Ordinance (Cap. 28); and
- (iii) Public Health and Municipal Services Ordinance (Cap. 132) – Public Cleansing and Prevention of Nuisance Regulation – control of disposal of general refuse.



Other relevant documents and guidelines that are applicable to waste management and disposal in Hong Kong include:

- (i) Development Bureau Technical Circular (Works) (DEVB TCW) No. 6/2010 Trip-ticket System for Disposal of Construction and Demolition Materials;
- (ii) ETWB Technical Circular (Works) No. 19/2005, Environmental Management on Construction Sites;
- (iii) ETWB Technical Circular (Works) No. 22/2003A, Additional Measures to Improve Site Cleanliness and Control Mosquito Breeding on Construction Sites;
- (iv) ETWB Technical Circular (Works) No. 6/2002A, Enhanced Specification for Site Cleanliness and Tidiness;
- (v) ETWB Technical Circular (Works) No. 33/2002, Management of Construction and Demolition Material Including Rock;
- (vi) Buildings Department Practice Note for Authorized Persons and Registered Structural Engineers (PNAP) No.243: Construction and Demolition Waste (Aug 2009); and
- (vii) Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes, EPD (1992).

- (a) Waste Disposal Ordinance (Cap.354) - The Waste Disposal Ordinance (WDO) prohibits the unauthorized disposal of wastes. Construction waste is defined as any substance, matter or thing that is generated from construction work and abandoned, whether or not it has been processed or stockpiled before being abandoned, but does not include any sludge, screenings or matter removed in or generated from any desludging, desilting or dredging works. Under the WDO, wastes can be disposed of only at designated waste disposal facilities.

Under the WDO, the Chemical Waste (General) Regulation provides regulations for chemical waste control, and administers the possession, storage, collection, transport and disposal of chemical wastes. EPD has also issued a guideline document, the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes (1992), which details how the Contractor should comply with the regulations on chemical wastes.

- (b) Public Health and Municipal Services Ordinance (Cap.132) - Public Cleansing and Prevention of Nuisances Regulation provides control on illegal tipping of wastes on unauthorized (unlicensed) sites.

- (c) Construction and Demolition (C&D) Material - The current policy related to the disposal of C&D material is documented in the Works Branch Technical Circular No. 2/93, 'Public Dumps'. Construction and demolition materials that are wholly inert, namely public fill, should not be disposed of to landfill, but taken to public filling areas, which usually form part of reclamation schemes. The Land (Miscellaneous Provisions) Ordinance requires that dumping licenses be obtained by individuals or companies who deliver public fill to public filling areas. CEDD issues the license under delegated powers from the Director of Lands.

Under the Waste Disposal (Charges for Disposal of Construction Waste) Regulation, enacted in January 2006, construction waste delivered to a landfill for disposal must not contain more than 50% by weight of inert material. Construction waste delivered to a sorting facility for disposal must contain more than 50% by weight of inert material, and construction waste delivered to a public fill reception facility for disposal must consist entirely of inert material.

The ETWB TCW No. 19/2005 "Environmental Management on Construction Sites" includes procedures on waste management requiring Contractors to reduce the C&D material to be disposed of during the course of construction. Under ETWB TCW No. 19/2005, the Contractor is required to prepare and implement an Environmental Management Plan (EMP) and the Waste Management Plan (WMP) becomes part of the EMP.

- (d) Chemical Waste - Under the Waste Disposal (Chemical Waste) (General) Regulations, all producers of chemical waste must register with EPD and treat their wastes, either utilising on-site plant licensed by EPD, or arranging for a licensed collector to transport the wastes to a licensed facility. The regulation also prescribes the storage facilities to be provided on site, including labelling and warning signs, and requires the preparation of written procedures and training to deal with emergencies such as spillages, leakages or accidents arising from the storage of chemical wastes.

### 6.7.3 Impact Assessment

- (a) Construction Phase - General construction waste, including chemical waste such as lubricants for construction equipment, will be generated during the construction phase. However, no hazardous materials or hazardous wastes are expected to be generated during the construction of the Project.

### 6.7.4 Mitigation Measures

- (a) Construction Phase - It is not anticipated that adverse waste management related impacts would arise, provided that good site practices are adhered to. The Contractor should adopt good housekeeping practices such as waste segregation, re-use and recycling and waste minimization. A licensed collector shall be employed to handle and dispose of the chemical wastes, if any. Furthermore, the chemical waste should be handled in accordance with the Code of Practice on the Packaging, Labelling and Storage Chemical Waste.

The practice of avoiding and minimising waste generation and waste recycling should be adopted as far as practicable. Recommended mitigation measures to be implemented throughout the course of the construction of the Project include:

- (i) the Contractor shall prepare a waste management plan for their waste management practices;
  - (ii) the practicality of reuse/ recycling of all materials on site shall be investigated and exhausted prior to treatment/ disposal off-site;
  - (iii) good site practices shall be adopted from the commencement of works to avoid the generation of waste, reduce cross contamination of waste and to promote waste minimisation;
  - (iv) all waste materials shall be sorted on-site into inert and non-inert C&D materials, and where the materials can be recycled or reused, they shall be further segregated. Inert material, or public fill will comprise stone, rock, masonry, brick, concrete and soil whilst non-inert materials include all other wastes generated from the construction process such as plastic packaging and vegetation (from site clearance);
  - (v) the Contractor shall be responsible for identifying what materials can be recycled/ reused, whether on-site or off-site. In the event of the latter, the Contractor shall make arrangements for the collection of the recyclable materials;
  - (vi) in order to monitor the disposal of C&D material and solid wastes at public filling facilities and landfills, and control fly-tipping, a trip-ticket system shall be implemented by the Contractor, in accordance with the contract and the requirements of DEVB TC (Works) No. 6/2010 Trip-ticket System for Disposal of Construction and Demolition Materials;
  - (vii) under the Waste Disposal (Chemical Waste) (General) Regulation, the Contractor shall register as a Chemical Waste Producer if chemical wastes such as spent lubricants and paints are generated on site. Only licensed chemical waste collectors shall be employed to collect any chemical waste generated at site. The handling, storage, transportation and disposal of chemical wastes shall be conducted in accordance with the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes and A Guide to the Chemical Waste Control Scheme both published by EPD;
  - (viii) a sufficient number of covered bins shall be provided on site for the containment of general refuse to prevent visual impacts and nuisance to the sensitive surroundings. These bins shall be cleared daily and the collected waste disposed of to the refuse transfer station;
  - (ix) all chemical toilets, if any, shall be regularly cleaned and transported by a licensed contractor to a Government Sewage Treatment Works facility for disposal; and
  - (x) the Contractor shall comply with all relevant statutory requirements and guidelines and their updated versions that may be issued during the course of project construction.
- (b) Operational Phase - During the operational phase of the Project, municipal waste will be generated. These will be removed regularly and adverse impacts are not expected.

### 6.7.5 Conclusion

The construction activities associated with the proposed works will generate a variety of wastes including excavated materials, construction wastes, chemical and municipal solid wastes. Good waste management practices have been recommended to prevent and minimise any adverse environmental impacts from the handling and disposal of construction and operational wastes.

It is concluded that no unacceptable environmental impacts will result from the storage, handling, collection, transport, and disposal of wastes arising from the construction and operation of the Project.

## **6.8 OVERVIEW**

The land use proposal of the development at the ex-CKLKMS includes construction of primarily residential developments and ancillary facilities including access roads and public open space together with a primary school. There are no specific elements under the proposed Preferred Option that constitute a designated project defined under Schedule 2 or 3 under the EIAO.

A broad Environmental Assessment has been undertaken to provide information on the nature and extent of environmental impacts associated with the construction and operation of the project, including air quality, noise, water quality, waste management, as to provide information on the technical feasibility on environmental aspect arising from the Project.

The potential air quality impacts associated with the Project are fugitive dust and arising from the construction phase of the Project which can be mitigated with the adoption of the proper control measures as required under the Air Pollution Control (Construction Dust) Regulation. Significant fugitive dust impacts during the construction phase are not expected to occur. The shortest distance between the open roads and chimneys source and the development platform are greater than the buffer distances for the open space air sensitive uses recommended in the HKPSG. Adverse air quality impacts on the development platform are not expected. There will be no air emissions arising during the operation phase of the development platform as largely residential development is proposed at the ex-CKLKMS.

The use of powered mechanical equipment during construction may pose impacts on nearby noise sensitive receivers. Mitigation measures including the use of quiet plants have been recommended to minimize the impacts.

TKO-LTT and Associated Works and Trunk Road T2 is a designated project under the EIAO. A setback of at least 40m from the proposed Lam Tin Interchange of TKO-LTT as requested by CEDD under the TKO-LTT and Associated Works and Trunk Road T2 Investigation Study has been incorporated in the Preferred Option. The traffic noise impact assessment based on the projected peak hourly traffic flows of year 2037 of the existing road networks (planned TKO-LTT excluded) found that the residential blocks of the Preferred Option will be exposed to a traffic noise level below  $L_{10(\text{peak hour})}$  70dB(A).

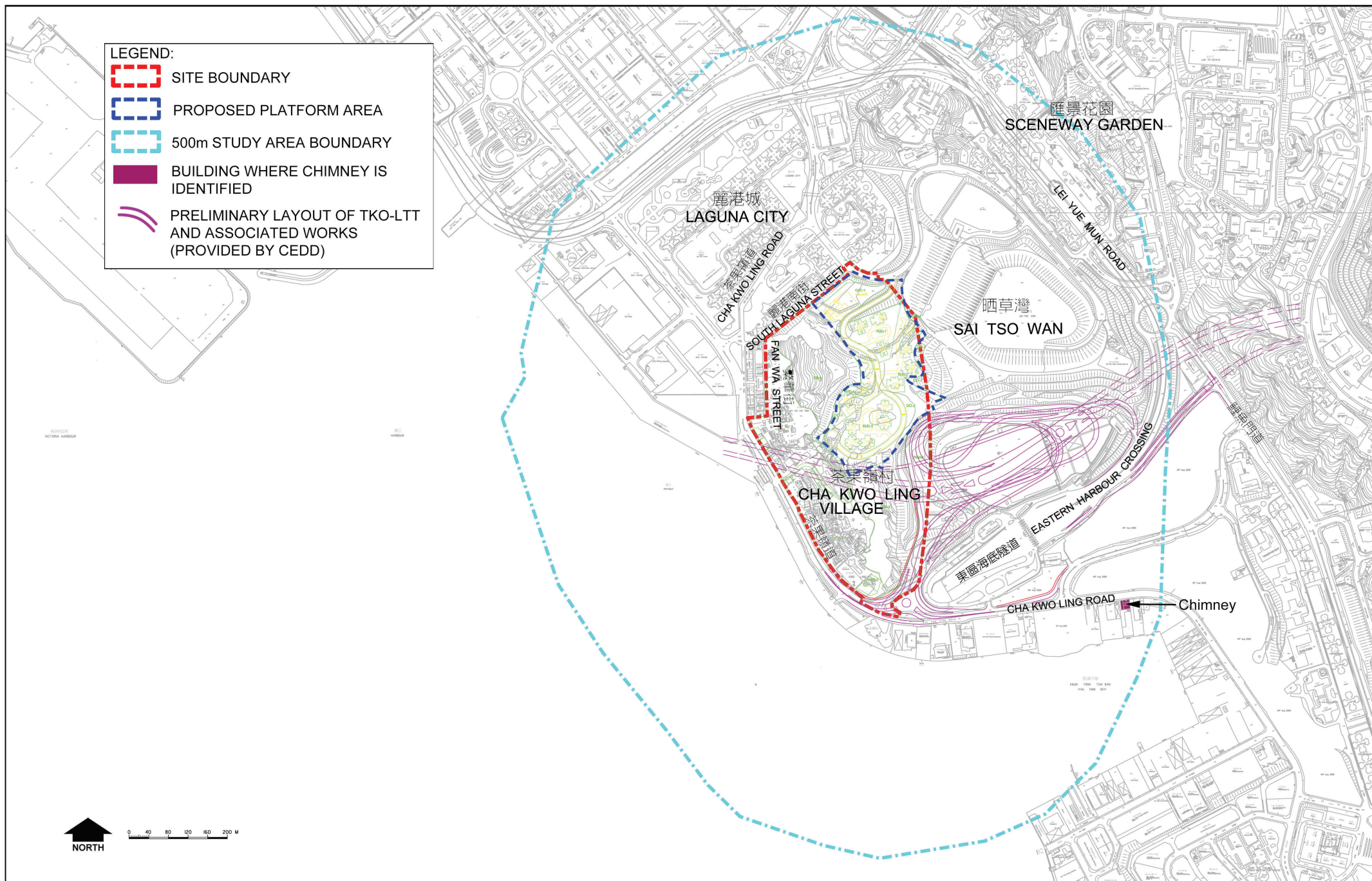
Water quality impacts from the construction works can be controlled by implementing the recommended mitigation measures including the use of silt traps, sedimentation facilities and petrol interceptors be implemented in accordance with ProPECC PN 1/94 on "Construction Site Drainage". No adverse water quality impacts are anticipated during construction. Sewage generated from the proposed development during the operation phase will be connected to government sewerage system. Adverse impacts due to the waste water generated during the operation of the residential development are not expected to occur.

Construction waste, general refuse from workforce and chemical waste from maintenance of plant and equipment during construction would be properly managed following strict waste management practices. During the operational phase, municipal/household waste will be removed regularly. No adverse waste impacts are expected to occur.

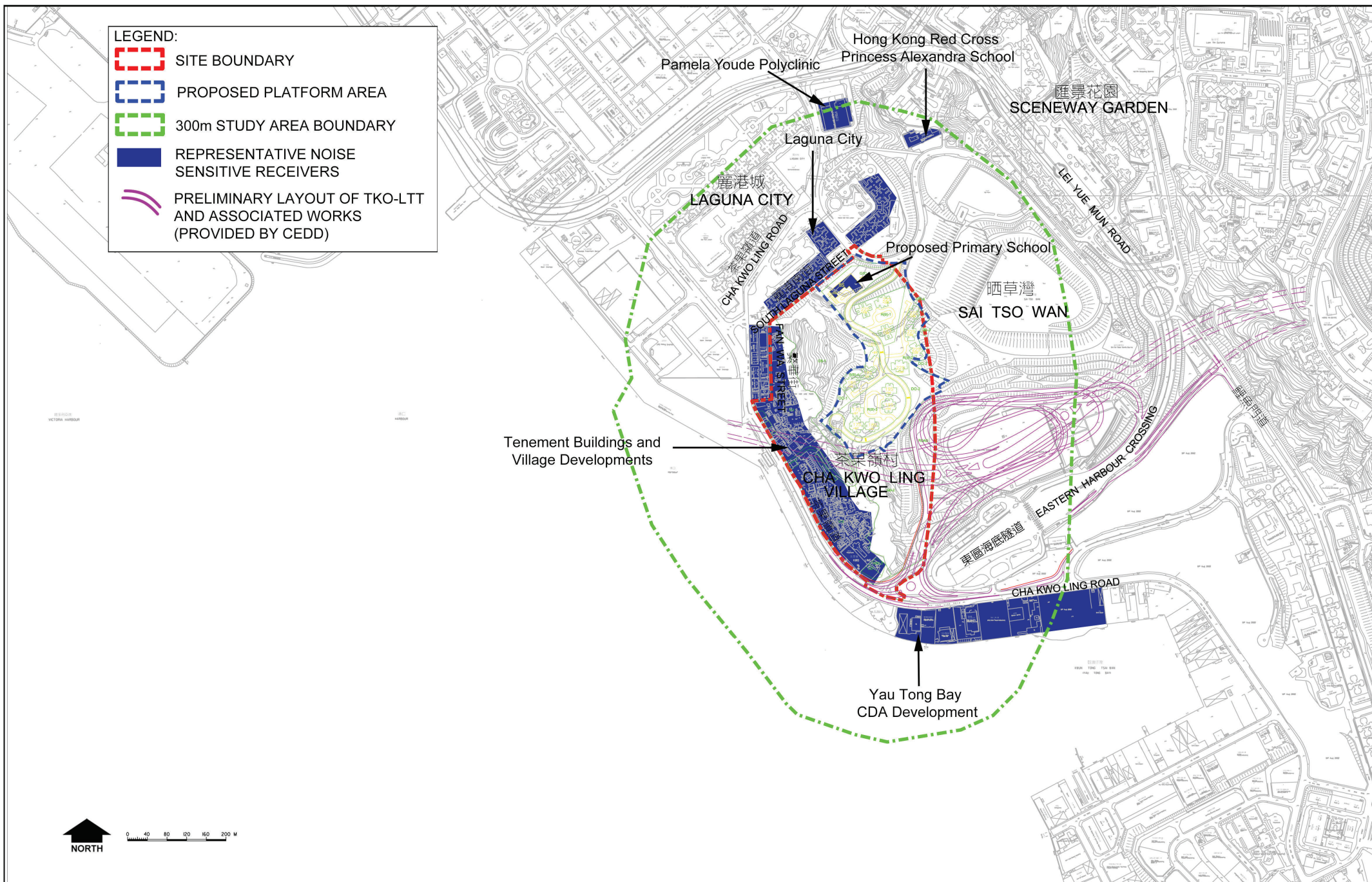




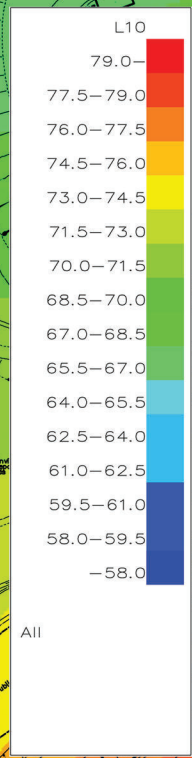
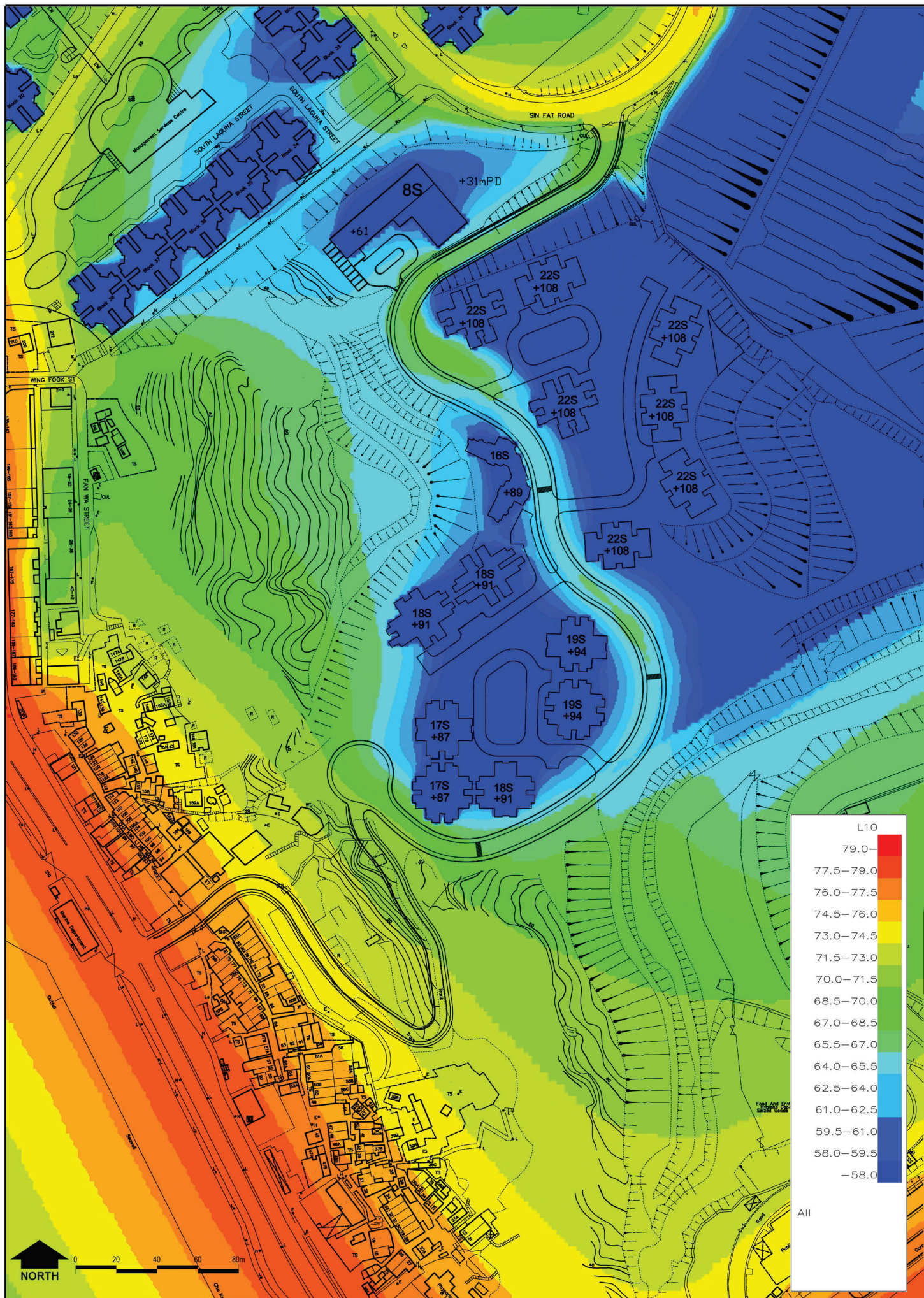




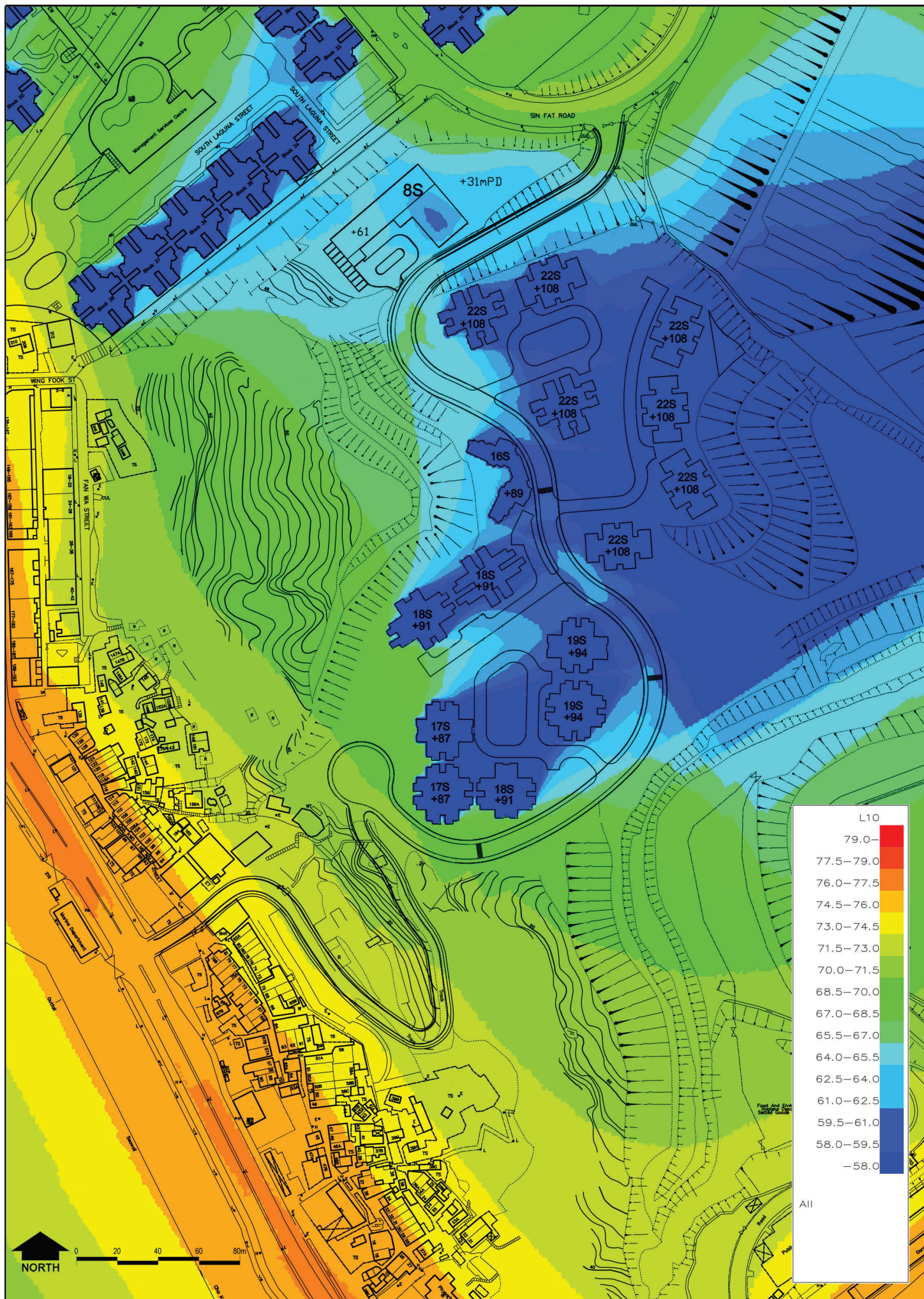




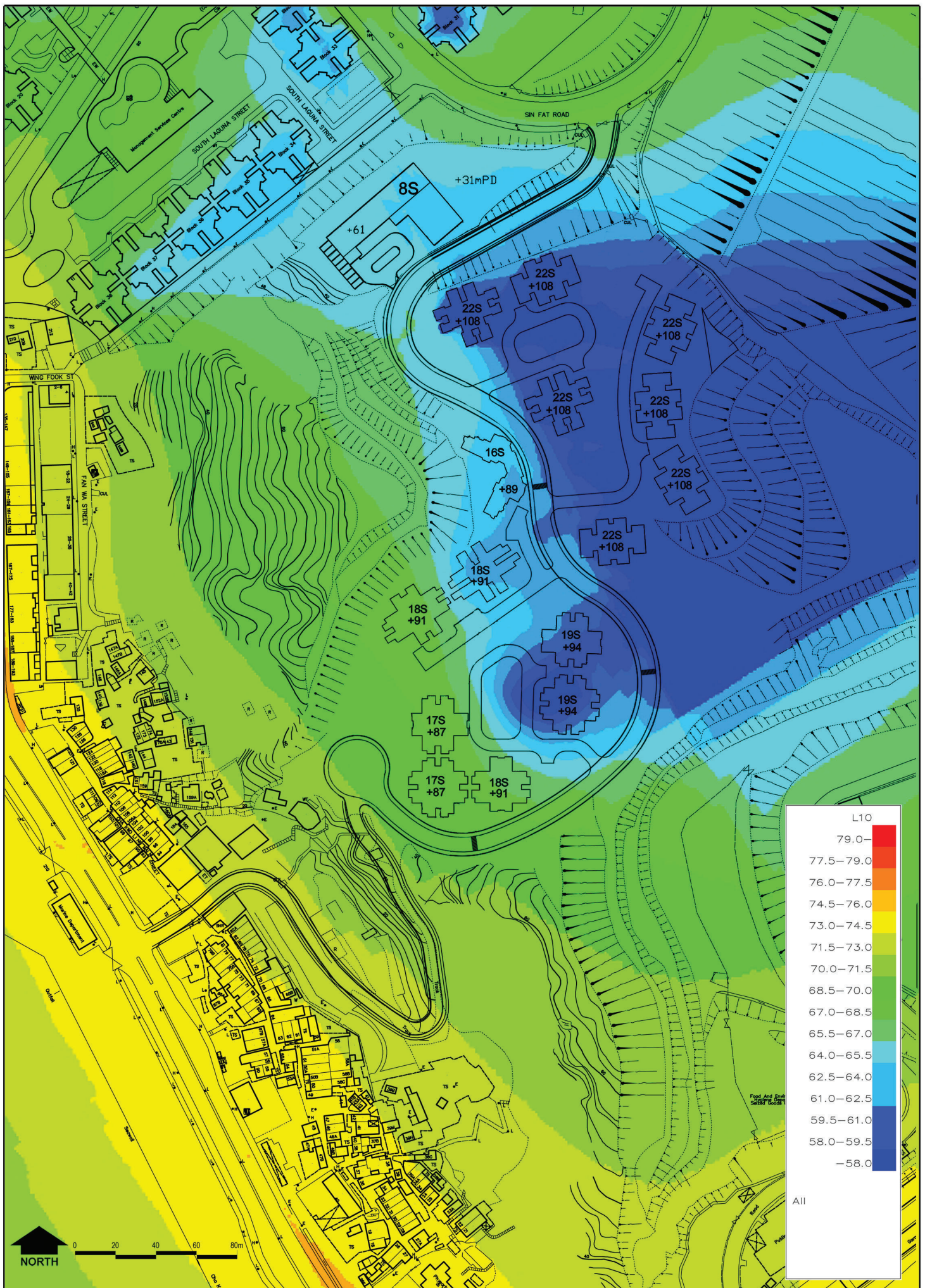












## **Visual Appraisal for Government Sites along King Yip Street Nullah**

### **Purpose**

1. The land uses of the three government sites along King Yip Street Nullah (**Plan 1**) is reviewed in a holistic manner with a view to facilitate the transformation of Kowloon East into an alternative Central Business District (CBD).
  - (a) Site 1 has an area of about 4,878 m<sup>2</sup> and is now used for a temporary public carpark. It is mainly zoned “Commercial” (“C”) with two strips of land to the north and east shown as “Road” on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/21. On the portion zoned “C”, development on the site is subject to a maximum plot ratio (PR) of 12. Taking into account the building height restriction (BHR) of the “Other Specified Uses” annotated “Business” (“OU(B)”) zone across the nullah and the surrounding area, a BHR of 130mPD is adopted for the proposed new development.
  - (b) Shing Yip Street Rest Garden at Site 2, with an area of about 4,745 m<sup>2</sup>, is zoned “Open Space” (“O”) on the said OZP. It consists of landscaped sitting-out areas with ancillary facilities including toilets and shelters for passive recreational use.
  - (c) Site 3 has an area of about 7,580 m<sup>2</sup>. It is mainly zoned “Other Specified Uses” annotated “Lorry Park” (“OU(Lorry Park)”) on the said OZP and part of it is being used as a temporary public carpark. A small part of it is shown as “Nullah” on the OZP.
2. To leverage on the benefits of the proposed improvement at King Yip Street Nullah, it is proposed to swop the land use of Site 3 with Site 2 so that the open space to be reprovided at Site 3 could better integrate with the improvement works being considered for the Nullah. Furthermore, amalgamating Sites 1 and 2 would result in an enlarged development site capable of providing more design flexibility for a composite development. This enlarged development site will achieve the planning intention of a commercial development with public carpark to serve the adjacent Kwun Tong Business Area (KTBA).

3. This Visual Appraisal (VA) is to examine the possible visual impact of the proposed development at the amalgamated Site 1 and 2 for a composite commercial development with public car parking use after the rezoning.

### **The Baseline Scenario and the proposed Development Scenario**

4. The study area with a total site area of about 17,203m<sup>2</sup> comprises the three government sites along King Yip Street Nullah (**Plan 1**). It is bounded by Cha Kwo Ling Road and King Yip Street to the east and west, Shing Yip Street separates Site 2 and Site 3 in between. To the immediate west of the sites on the other side of the Nullah is KTBA and to the south-east of the sites is a large scale private residential development Laguna City.
5. The Baseline Scenario indicates the possible development under the development parameters for the subject site as stipulated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21. Site 1 falls within area zoned “C” for commercial development with a PR of 12 while Site 2 is Shing Yip Street Rest Garden and Site 3 is intended for lorry car park use.
6. The proposed Development Scenario indicates a commercial development assuming a PR of 12 and a BHR of 130mPD on the amalgamated site of 1 and 2 (about 9,623m<sup>2</sup>). The design intent is to include the public car park facilities required by Transport Department taking into account the Non-building Area (NBA) covering the Drainage Reserve and preserved trees in the existing Shing Yip Street Rest Garden within the amalgamated site. Site 3 (about 7,580m<sup>2</sup>) will be reprovided for open space use. The proposed development consists of two towers with building gap separating the towers. The buildings would also be setback by 3m from the site boundary along King Yip Street Nullah.

### **Visual Character of the Site and its Surroundings**

7. The study area is located along King Yip Street Nullah, industrial and commercial developments are predominately located southwest to northwest side of the three government sites under concern. There is a mid-rise industrial building to the immediate north of the study area namely New City Centre. To the immediate



northeast and east sides, there are low-rise to mid-rise government/institutional/community (G/IC) buildings such as Kwun Tong Magistrates Courts and Kowloon East Government Offices. To the south across Kwun Tong By-pass, there are Yung Fung Shee Memorial Centre East Kowloon Health Centre and the residential development of Laguna City (**Plan 2**).

8. The topography of the government sites and their vicinity is relatively flat. The government sites are located at a lower elevation than the hills situated to the further east (i.e. Mau Wu Shan and Ng Kwai Shan) and the knoll to the further south-eastern part of the study area. To the north-eastern quarter across Lei Yue Mun Road/Kwun Tong Road, the ground elevation increases gradually toward inland area.

### **Viewpoints**

9. For the VA, the following three viewpoints from different directions and distances are selected (**Plan 2**), which can represent the viewpoints of pedestrian nodes accessible by the public and from key public open space:

View point 1: Road junction of Wai Yip Street and King Yip Street at the end of King Yip Street Nullah;

View point 2: At Yuet Wah Street Sitting Out Area near Kwun Tong Mass Transit Railway Station Exit D1; and

View point 3: At footbridge level of Laguna Park Phase III near Cha Kwo Ling Road.

### **Visual Appraisal**

10. Three sets of photomontage (**Plans 3 to 5**) have been prepared to demonstrate the visual image of the development with development parameters as stipulated under the current OZP (Baseline Scenario) and to illustrate the possible visual impact of the proposed development (Development Scenario) at the study area from the selected viewpoints.
11. View point 1: For the viewpoint from the south-east at the road junction of Wai Yip Street and King Yip Street at the end of King Yip Street Nullah (**Plan 3**), the

development under the Baseline Scenario and the Development Scenario at the amalgamated commercial site is not visually incompatible with the surrounding areas. As shown on the photomontage, the building mass with a building height (BH) 130mPD and a PR of 12 is considered not excessive comparing with the new high-rise commercial development completed recently such as King Palace Plaza (BH about 137mPD and PR of 12) and Kin Sang Commercial Centre (BH about 128.3mPD and PR of 12) in addition to the existing modern commercial development of Levertch Centre (BH about 94.4mPD) along King Yip Street in front of King Yip Street Nullah. Furthermore, there are residential clusters around the proposed development i.e. Laguna City to the east and Tsui Ping North Estate and Lei On Court at the hillside to the north with their highest building levels with BH at about 85.4mPD, 127.4mPD and 126.4mPD respectively.

12. View point 2: For the viewpoint from north-west at the Yuet Wah Street Sitting Out Area (**Plan 4**), the development under the Baseline Scenario and the Development Scenario is also not visually incompatible with the surrounding areas as the lower part of the proposed development has been screened off by the existing industry buildings Kwun Tong Industry Centre and New City Centre. The top building level of the proposed development is not excessive compared with the residential developments in the surroundings such as Laguna City and Lei On Court with BH at about 85.4mPD and 126.4mPD respectively. In addition, the proposed “two-tower” design with building gap will offer segregated façades to avoid “long wall” effect to the overall visual composition to the surroundings. Other mitigation measures such as roadside plantings will be provided to enhance the visual amenity at the pedestrian level.
13. View point 3: For the viewpoint from south-east at the footbridge level of Laguna Park Phase III near Cha Kwo Ling Road (**Plan 5**), the development under the Baseline Scenario and the Development Scenario will be mostly screened off by the Kwun Tong Bypass. The proposed development is not visually excessive with the background of the top level of the recently completed commercial developments such as Crocodile Centre and APM (Millennium City Phase 5) at BH of about 111.9mPD to 194.9mPD respectively. The “two-tower” design with building gap would avoid “long wall” effect. Other mitigation measures such as roadside plantings will be provided to enhance the visual amenity at the pedestrian level.

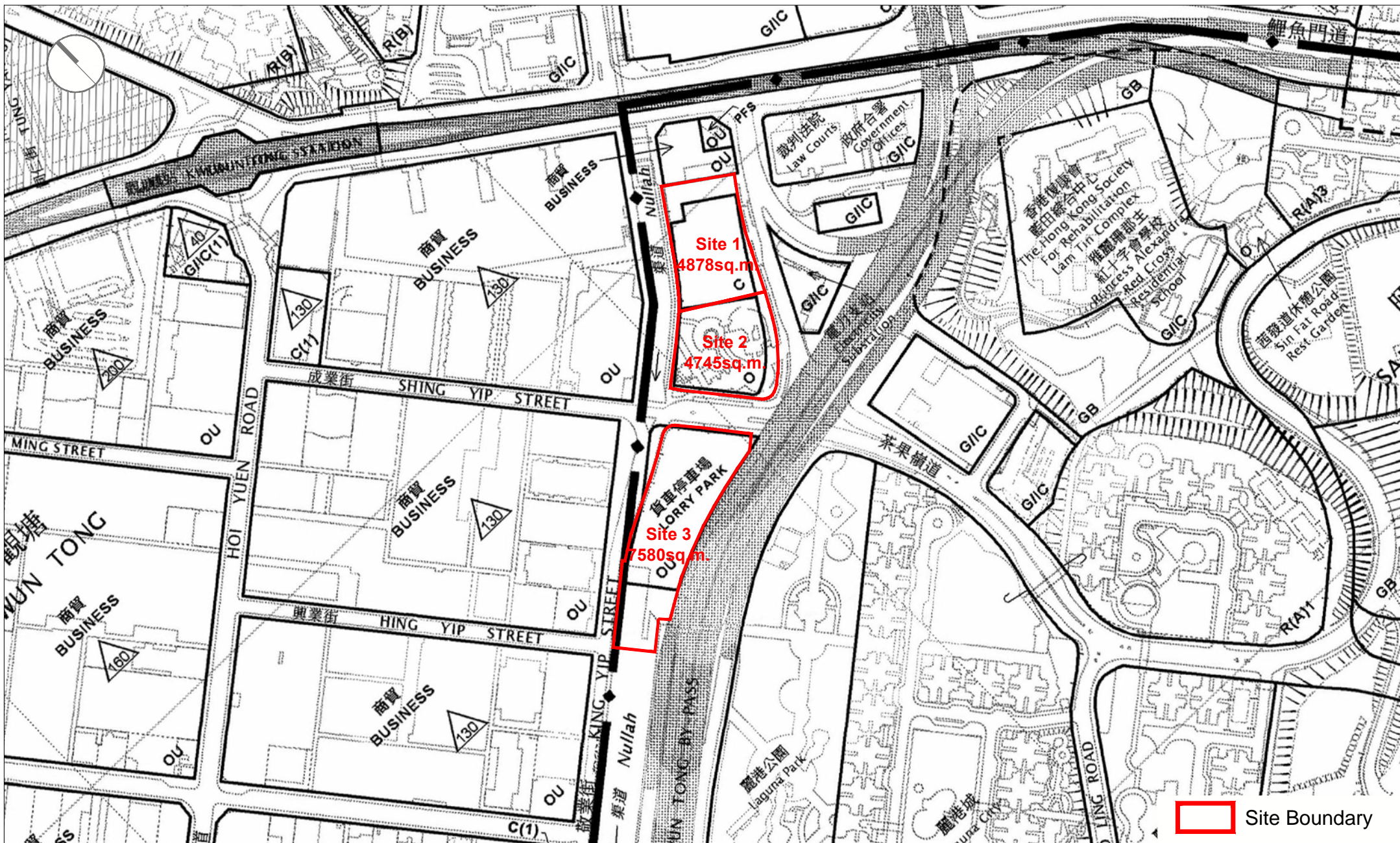
## **Overall Visual Comparison between Baseline Scenario and Development Scenario**

14. As shown by the photomontages in **Plans 3 to 5**, the Development Scenario with a lower podium level is not much higher than the adjacent Kwun Tong Bypass as compared to the podium level in the Baseline Scenario. Furthermore, the “two-tower” arrangement in the Development Scenario also offers segregated façades to avoid “long wall” effect to the overall visual composition to the surroundings.

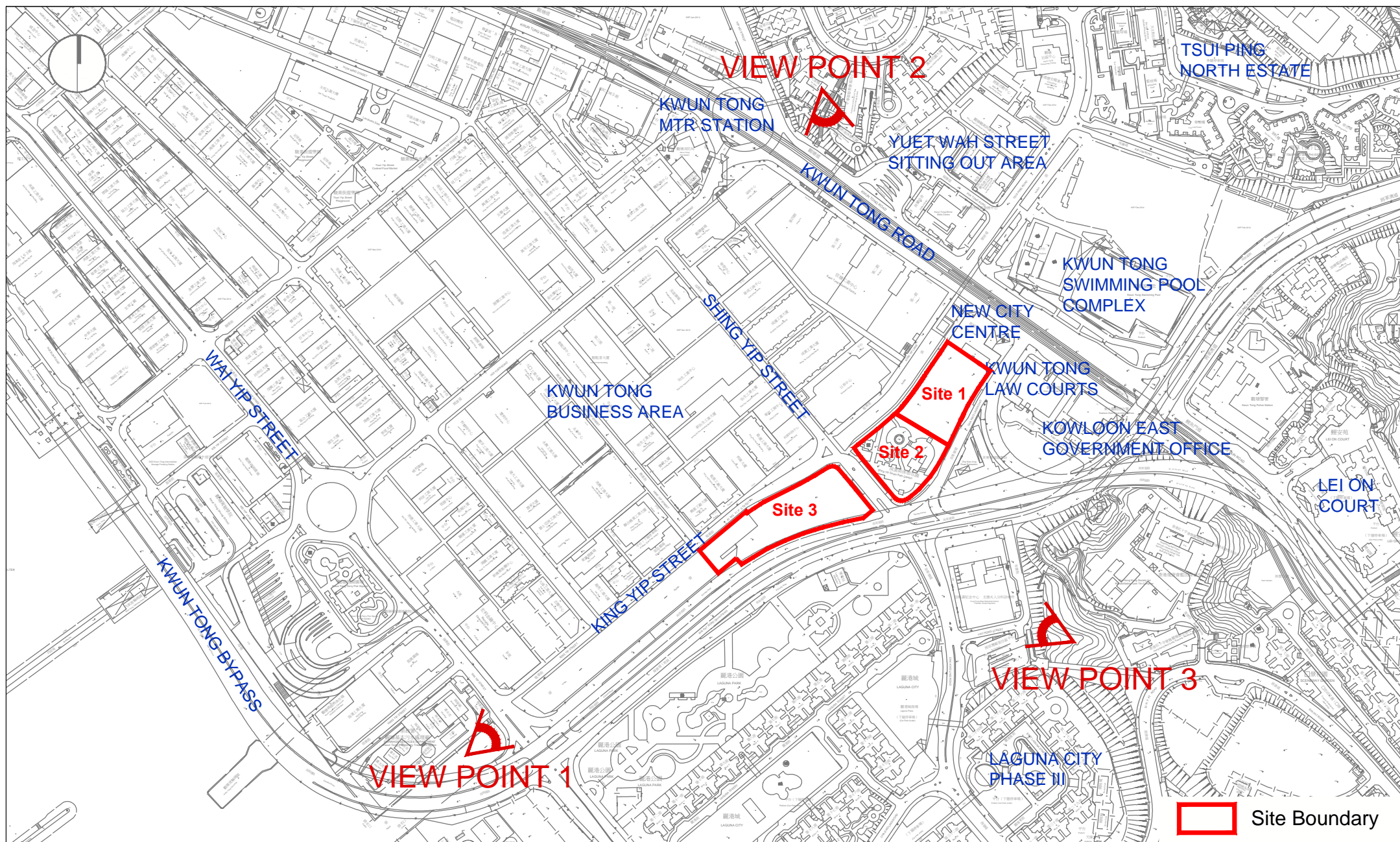
## **Conclusion**

15. Based on the above, the proposed development as shown in the Development Scenario at the three government sites of the King Yip Street Nullah is considered not visually excessive as compared with the Baseline Scenario and is not incompatible with the surrounding area.









|                   |   |                                   |        |
|-------------------|---|-----------------------------------|--------|
| Reference         | <div>VISUAL APPRAISAL FOR GOVERNMENT SITE IN<br/>KING YIP STREET NULLAH - LOCATION PLAN FOR VIEW POINTS</div> <div><div>METRES50050100150200250METRES</div><div>Scale 1:5000 @ A4</div></div> | Energizing Kowloon<br>East Office | Plan 2 |
|                   |   | Development Bureau                |        |
| Date : 06/11/2014 |   |                                   |        |





EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片 - BASELINE SCENARIO

從偉業街及敬業街交界翠屏明渠向東北眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM TSUI PING NULLAH AT THE  
JUNCTION OF WAI YIP STREET AND KING YIP STREET LOOKING NORTHEAST

Reference 參考資料:  
OZP - S\_K15\_20

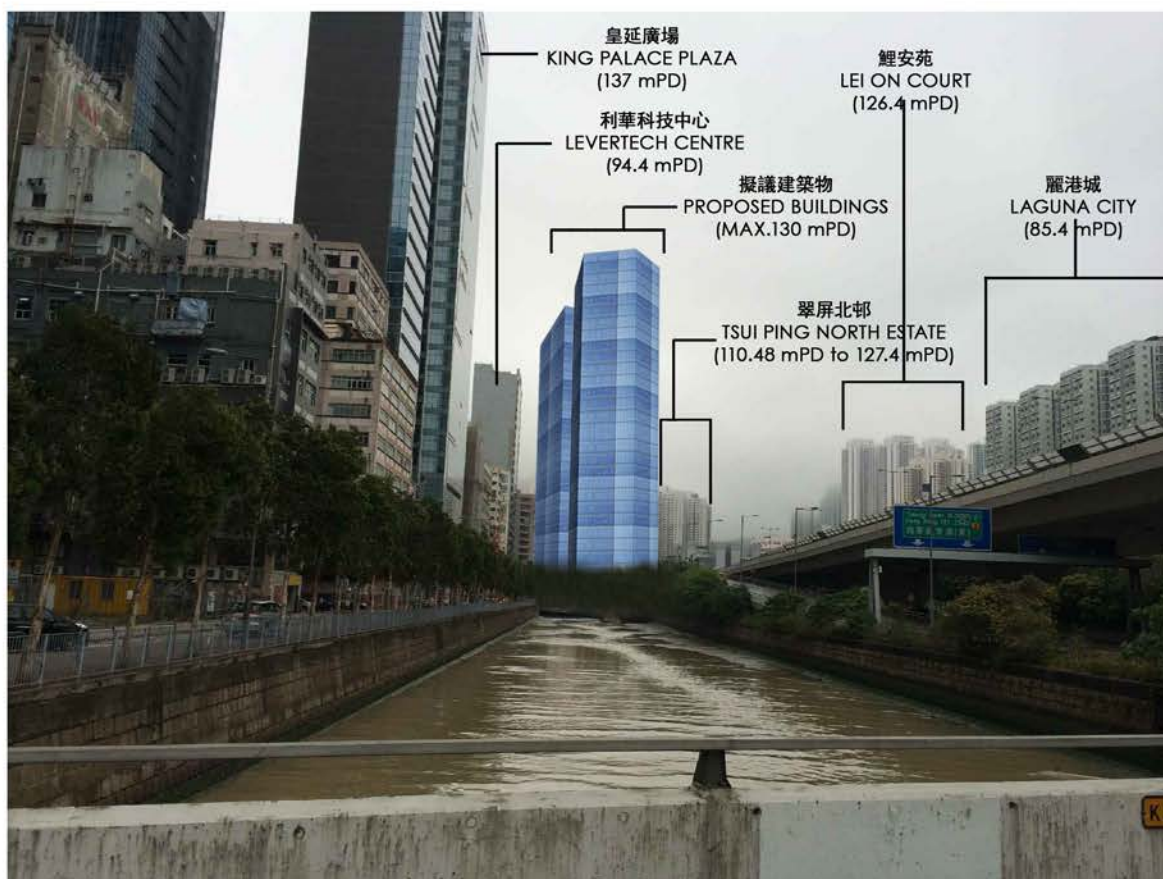
Date 日期:  
28/10/2014

合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 1

Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
3





PHOTOMONTAGE 合成照片 - DEVELOPMENT SCENARIO

從偉業街及敬業街交界翠屏明渠向東北眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM TSUI PING NULLAH AT THE  
JUNCTION OF WAI YIP STREET AND KING YIP STREET LOOKING NORTHEAST

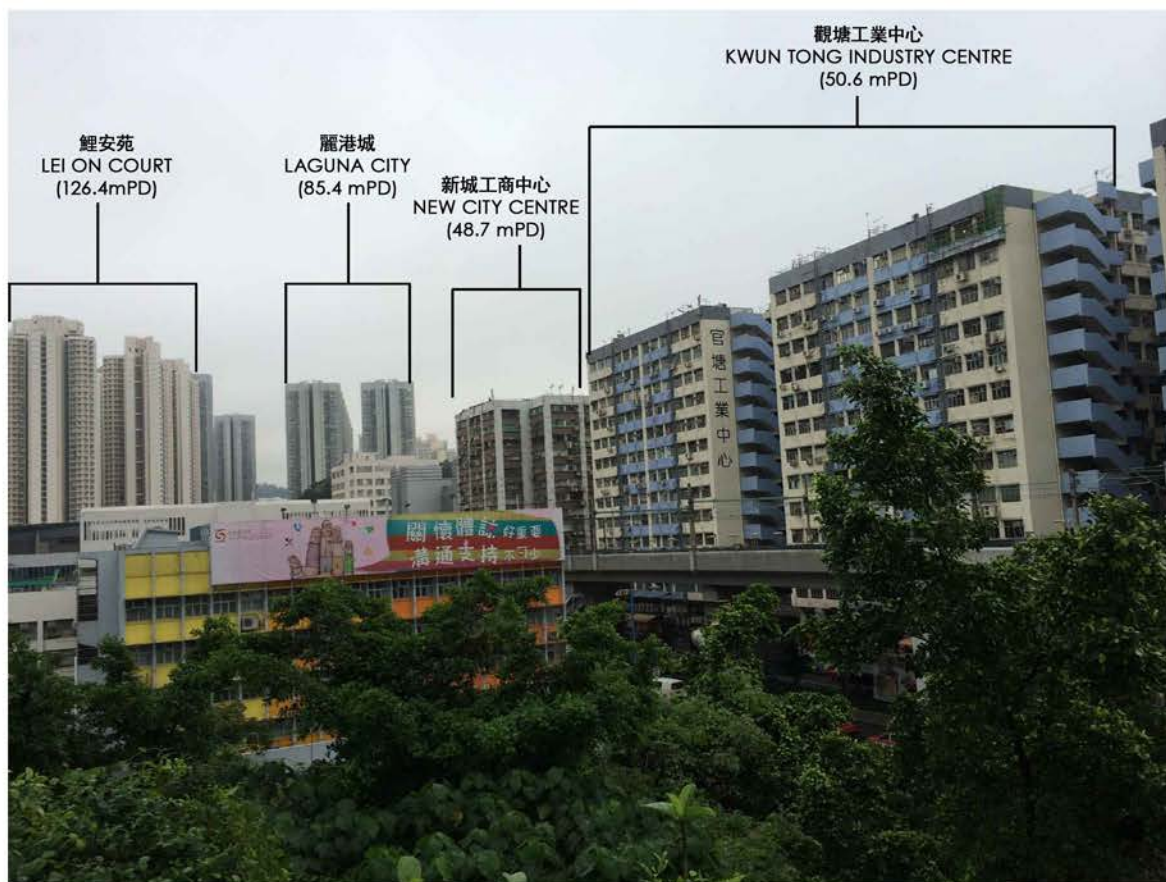
Reference 參考資料:  
OZP - S\_K15\_20

Date 日期:  
28/10/2014

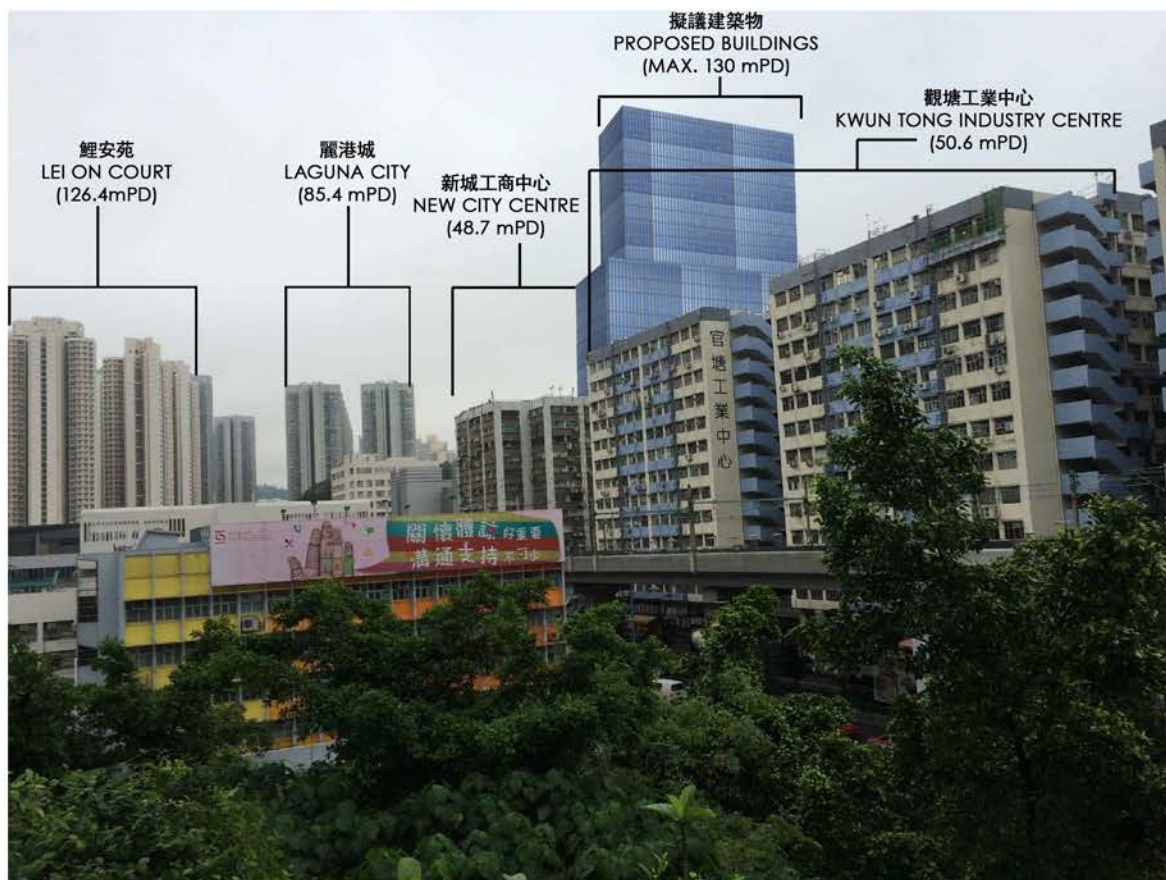
合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 1

Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
3



EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片 - BASELINE SCENARIO

從月華街休憩處向南眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM YUET WAH STREET  
SITTING OUT AREA LOOKING SOUTH

Reference 參考資料:  
OZP - S\_K15\_20

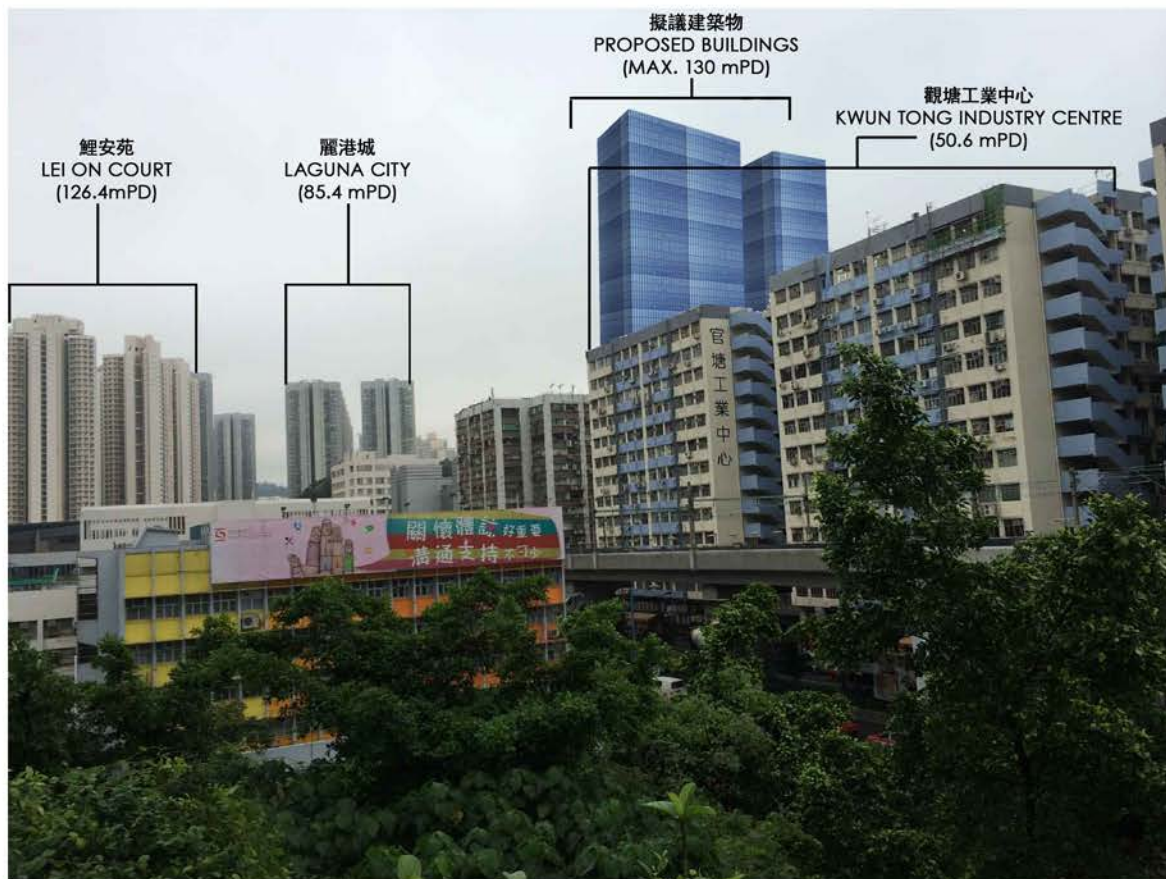
Date 日期:  
28/10/2014

合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 2

Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
4





PHOTOMONTAGE 合成照片 - DEVELOPMENT SCENARIO

從月華街休憩處向南眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM YUET WAH STREET  
SITTING OUT AREA LOOKING SOUTH

Reference 參考資料:  
OZP - S\_K15\_20

Date 日期:  
28/10/2014

合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 2

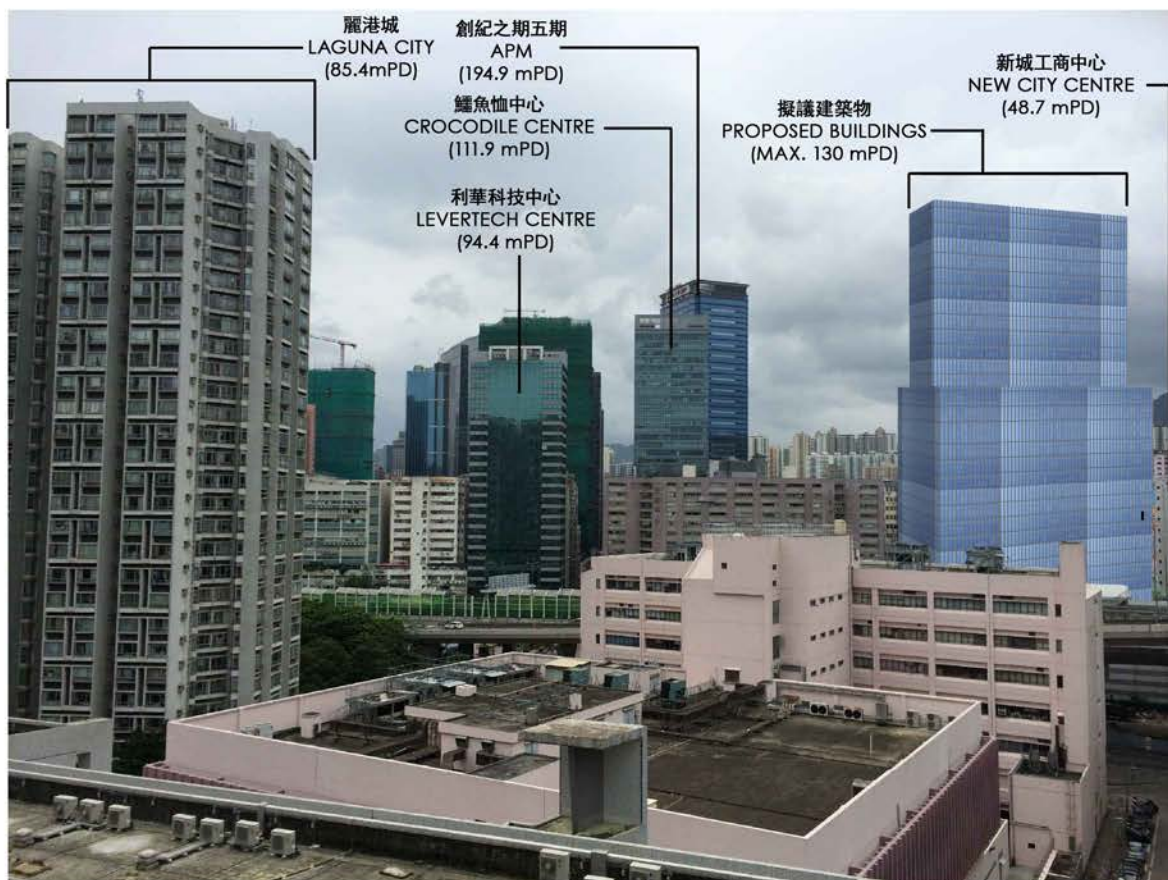
Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
4





EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片 - BASELINE SCENARIO

從麗港城第三期行人天橋向西北眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM FOOTBRIDGE  
LAGUNA PARK PHASE III LOOKING NORTHWEST

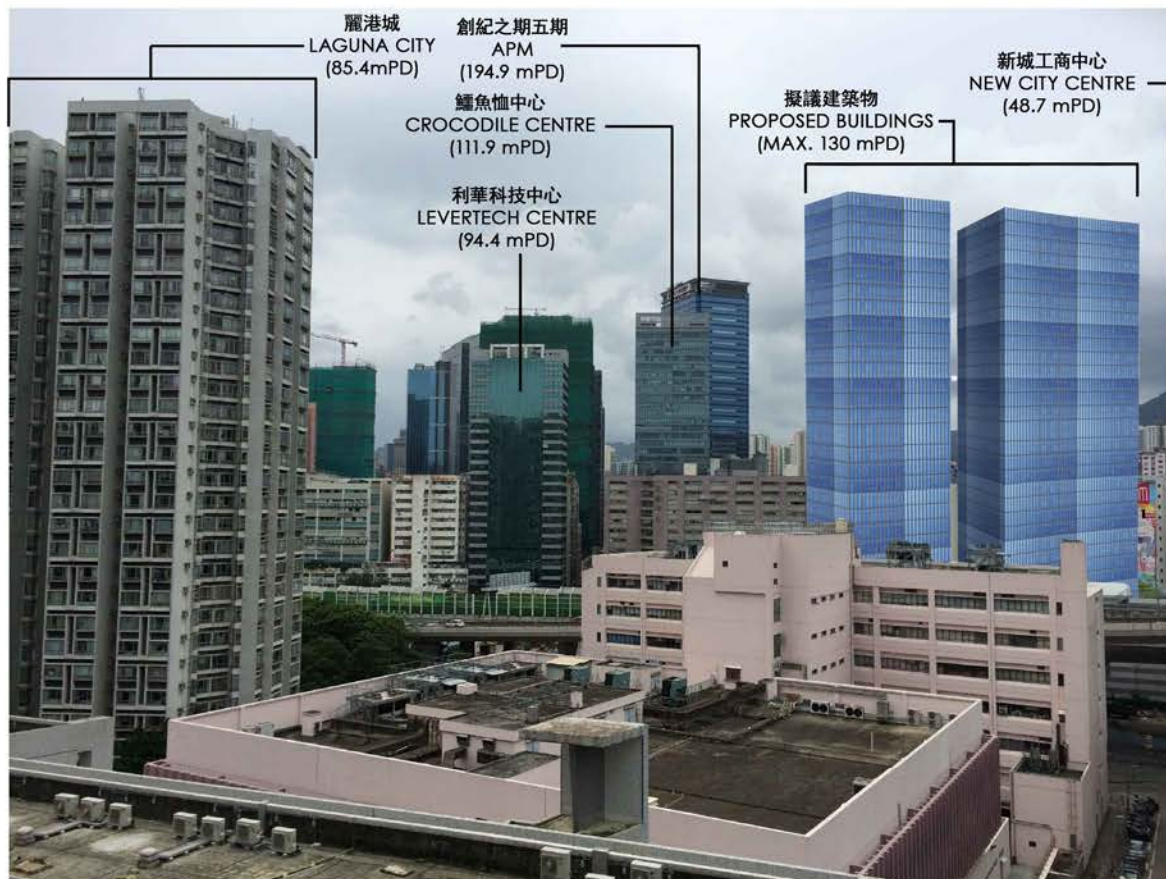
Reference 參考資料:  
OZP - S\_K15\_20

Date 日期:  
28/10/2014

合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 3

Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
5



PHOTOMONTAGE 合成照片 - DEVELOPMENT SCENARIO

從麗港城第三期行人天橋向西北眺望觀塘商貿區  
VIEW OF KWUN TONG BUSINESS AREA FROM FOOTBRIDGE  
LAGUNA PARK PHASE III LOOKING NORTHWEST

Reference 參考資料:  
OZP - S\_K15\_20

Date 日期:  
28/10/2014

合成照片 PHOTOMONTAGE  
VISUAL APPRAISAL FOR GOVERNMENT SITE  
IN KING YIP STREET NULLAH - VIEW POINT 3

Energizing Kowloon East Office  
起動九龍東辦事處  
Development Bureau  
發展局

Plan 圖  
5



# **Category B - Term Consultancy for Air Ventilation Assessments by Computational Fluid Dynamics**

## **For an Instructed Project for Three Sites along Tsui Ping Nullah**

### **Executive Summary**

Date: 21.11.2014

Ref: R8979/3 Issue 2



# Category B - Term Consultancy for Air Ventilation Assessments by Computational Fluid Dynamics

## For an Instructed Project for Three Sites along Tsui Ping Nullah

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|       |              |            | Author      | Wing Lui     |
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# Contents

|          |   |           |
|----------|---|-----------|
| <b>1</b> | <b>Introduction</b>                               | <b>4</b>  |
| 1.1      | Background  | 4         |
| 1.2      | Site Location and Surrounding Environment         | 6         |
| <b>2</b> | <b>Qualitative Assessment – Expert Evaluation</b> | <b>8</b>  |
| 2.1      | Site Wind Availability                            | 8         |
| 2.2      | Existing Wind Condition                           | 9         |
| <b>3</b> | <b>Quantitative Assessment – Initial Study</b>    | <b>12</b> |
| 3.1      | Studied Scenarios                                 | 12        |
| 3.2      | Results   | 13        |
| <b>4</b> | <b>Recommendation and Conclusion</b>              | <b>19</b> |

# 1 Introduction

## 1.1 Background

The land use of three government sites along Tsui Ping Nullah is reviewed in a holistic manner with a view to facilitating the transformation of Kowloon East into an alternative Central Business District.

The Instructed Project contain three sites along Tsui Ping Nullah. Figure 1.1 shows the location of the Site and its environs. Site 1 has an area of about 4,878 m<sup>2</sup> and is now used for a temporary public car park, where it mainly zoned as “Commercial”. Site 2 is currently the Shing Yip Street Rest Garden with an area of about 4,745 m<sup>2</sup>, where is zoned as “Open Space”. Site 3 has an area of about 7,580 m<sup>2</sup>, where is mainly zoned as “Other Specified Uses” annotated “Lorry Park”.

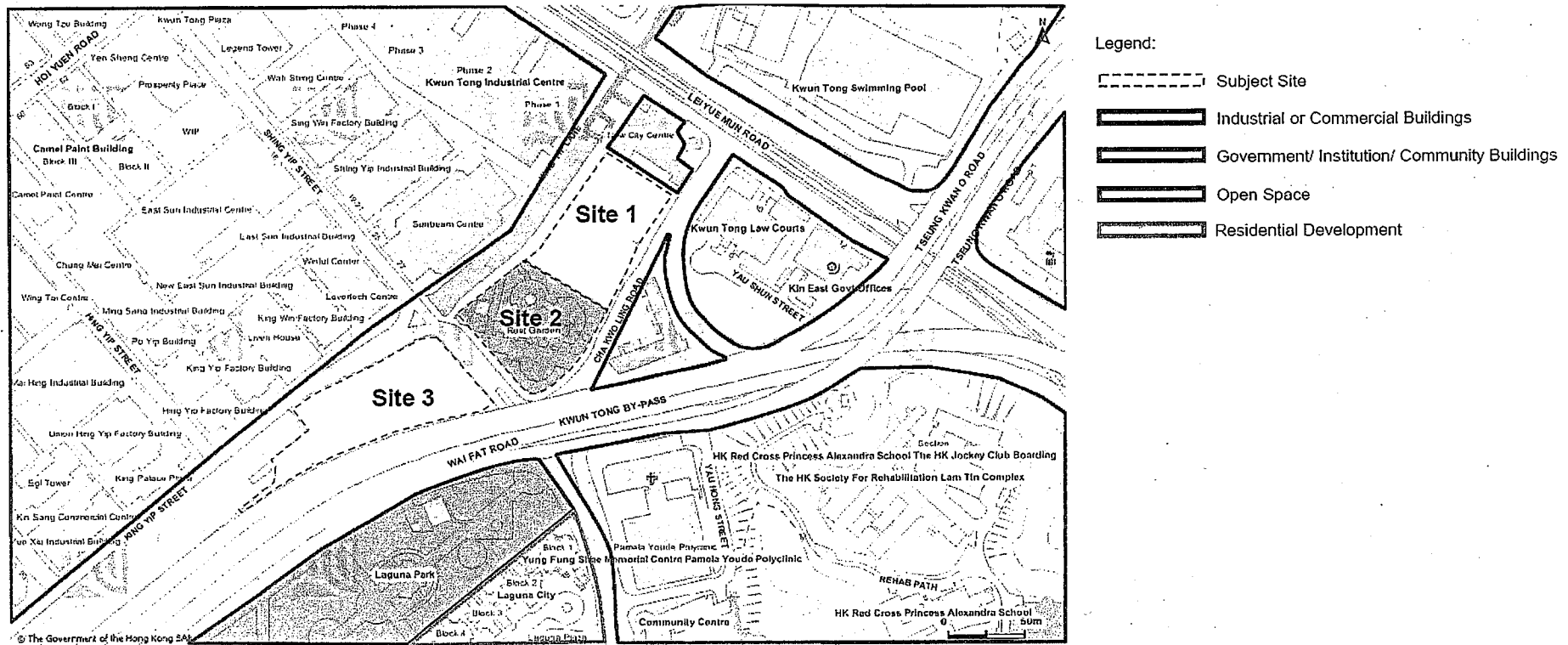
To leverage on the benefits of the proposed improvement of the Tsui Ping Nullah, it is proposed to swap the land use of Site 3 with Site 2 so that the open space to be reprovided at Site 3 could better integrate with the improvement works. Additionally, amalgamating Site 1 and 2 would result in an enlarged development site capable of providing more design flexibility for a composite development. This enlarged development site will achieve the planning

intention for the development of a commercial development with public car park to serve the adjacent Kwun Tong Business Area.

This Instructed Project is to assess the air ventilation impacts of the proposed highrise development with the stipulated development parameters on Sites 1 and 2, and a reprovioned open space at Site 3. It is also the purpose of this Project to recommend any design improvements and/or mitigation measures which may be adopted to minimise any adverse air ventilation impact. The findings and recommendations of this Project will form an essential basis to substantiate the rezoning proposal from air ventilation perspective and to incorporate any design requirements for future development on the Project Area for consideration by the Town Planning Board.



### Figure 1.1 – Site Location and its Environs



# 1 Introduction

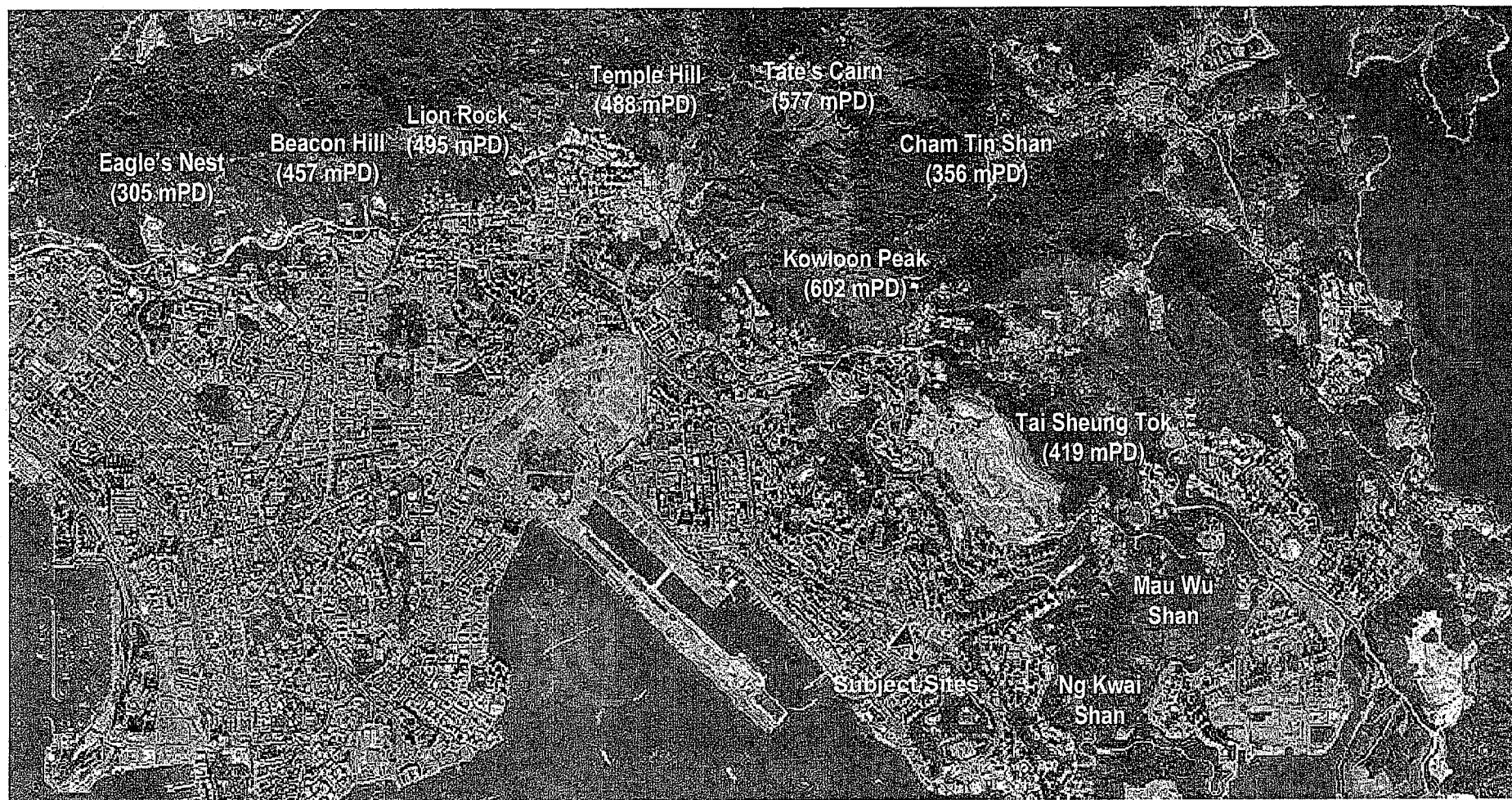
## 1.2 Site Location and Surrounding Environment

The subject sites are located along Tsui Ping Nullah. To immediate north, it is mid-rise namely New City Centre (48.7 mPD). To immediate NE to E, they are all low-rise to mid-rise Government /Institution/ Community buildings, such as Kwun Tong Law Courts (48 mPD), and substation (26.3 mPD). To the south across Kwun Tong By-pass, there are Yung Fung Shee Memorial Centre East Kowloon Health Centre (36 mPD) and the residential development of Laguna City (79.9 mPD to 92.2 mPD). To the SW to NW across Tsui Ping Nullah, they are all mainly industrial or commercial mid-rise to high-rise buildings (up to 130 mPD).

The topography of the subject sites and its immediate are relatively flat. The subject sites are located at a lower elevation than the hills situated to the further east (i.e. Mau Wu Shan and Ng Kwai Shan) and the knoll to the further southern east (i.e. Sai Tso Wan Recreational Ground) of the subject sites, in which easterly and southeasterly winds are moderately affected due to this topography characteristic. To the north-eastern quarter across Lei Yue Mun Road/ Kwun Tong Road, the ground elevation increase gradually toward inland area (up to the hill namely Tai Sheung Tok,

419 mPD). To the further north-west to north, there are several hills, including Eagle's Nest (305 mPD), Beacon Hill (457 mPD), Lion Rock (495 mPD), Temple Hill (488 mPD) and Tate's Cairn (577 mPD), Cham Tin Shan (356 mPD) and Kowloon Peak (602 mPD), the northerlies and east-northerlies are likely affected and diverted. Such the winds likely flow along the roads at the troughs such as Tseung Kwan O Road and Clear Water Bay Road, then reach Kowloon East area. Figure 1.2 illustrates the topography of the district.

**Figure 1.2 – Topography of the District**



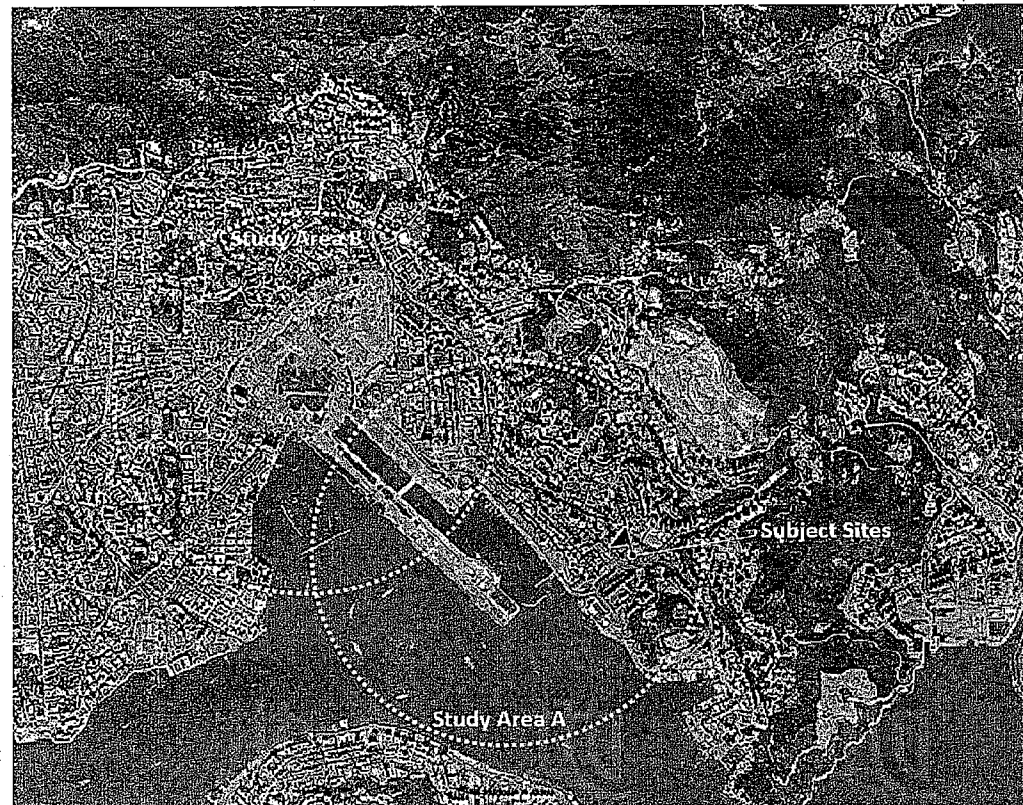


## 2 Qualitative Assessment – Expert Evaluation

### 2.1 Site Wind Availability

There are some air ventilation assessment studies conducted for Kowloon East Area. In this study, site wind availability data used in Kai Tak Development has been considered, which is the most representative reference. The experimental data in the report indicated that at the Study Area A, which covered the subject sites (see Figure 2.1), the annual prevailing is coming from ESE direction (19.2%) with contributions from E (17.5%) and SE (13.9%) while the summer prevailing is coming from SE direction (19.0%) with contributions from WSW (12.7%) and ESE (11.4%).

Figure 2.1 – Study Areas Coverage in the Previous Study



Legend:

Study Area of Air Ventilation Study for Kai Tak Development

## 2 Qualitative Assessment – Expert Evaluation

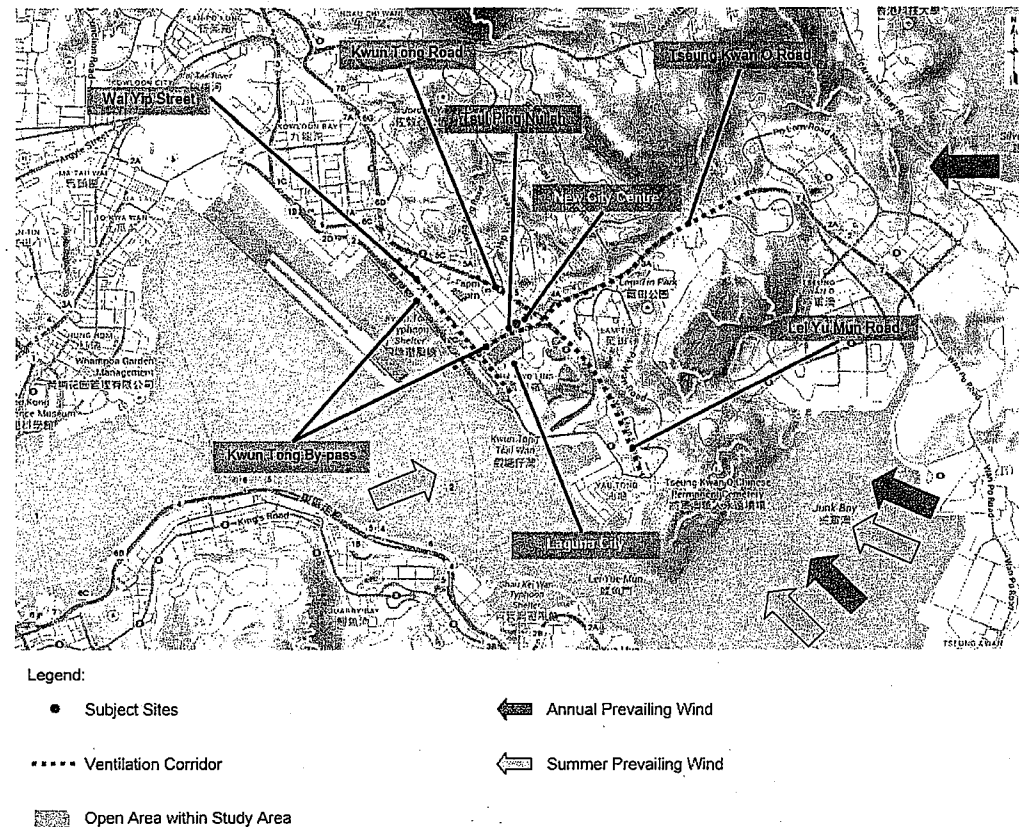
### 2.2 Existing Wind Conditions

#### 2.2.1 General Wind Environment

In consideration of the urban morphologies of the Kwun Tong area, the street array in Kwun Tong North and Kwun Tong South are quite different. The street array in Kwun Tong North is irregular. On the contrary, the street array in Kwun Tong South is rather regular. Although the streets are relatively regular, the urban context of densely packed buildings with narrow urban canyon are found in Kwun Tong South, which is not favourable for wind penetration. In consequence, wind could mainly penetrate via principal roads, including Lei Yue Mun Road/ Kwun Tong Road, Kwun Tong By-pass and Wai Yip Street, which are identified as major ventilation corridors of the area. Figure 2.2 illustrates the general wind environment of the area.

An array of Tsui Ping Nullah are aligned in parallel to the summer prevailing direction, which is favourable to the penetration of prevailing wind through the area. Such the north-east to south-west alignment of Tsui Ping Nullah is likely to provide an air path into the Kwun Tong area.

Figure 2.2 – General Wind Environment

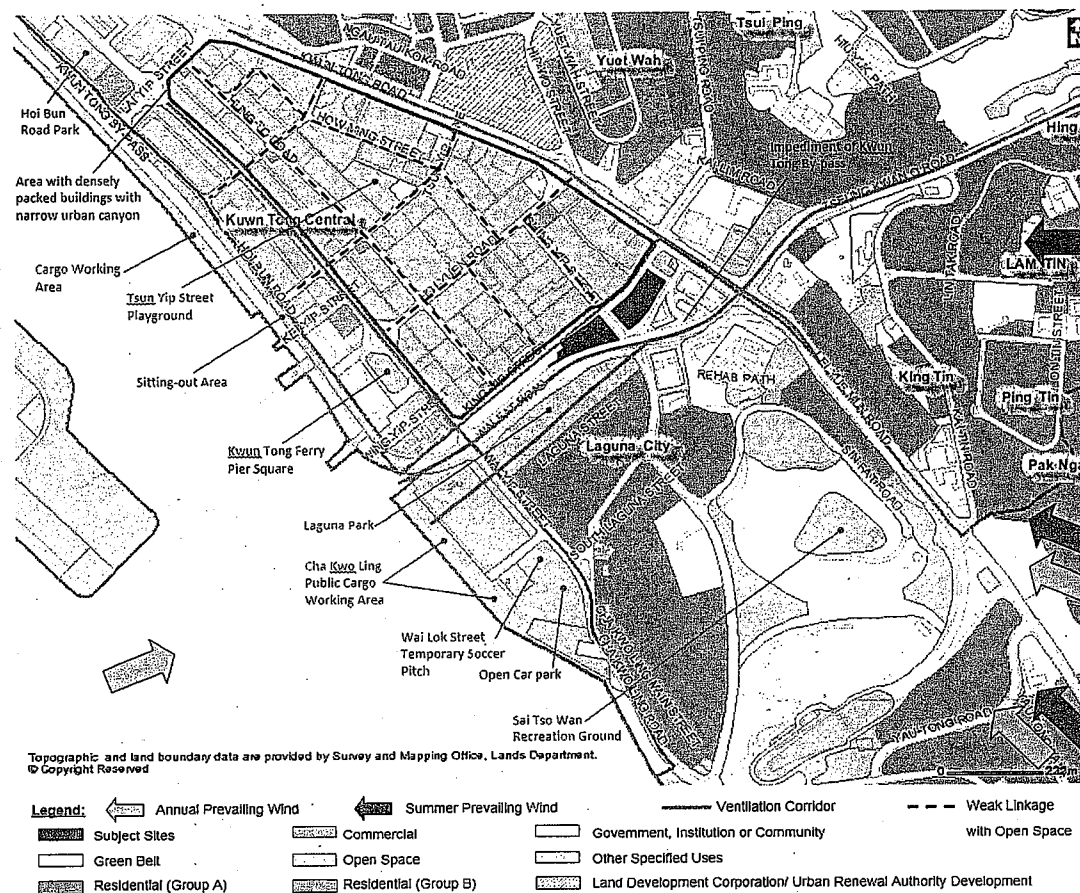


## 2 Qualitative Assessment – Expert Evaluation

There are some open spaces (see Figure 2.3) within the Kwun Tong area. Laguna Park is considered as key open space in the district, where can join together with Kwun Tong By-pass as ventilation corridor. However across the Kwun Tong Bypass to the NW of the subject sites, the linkages in between roads/ streets and open spaces are weak due to the impediment of Kwun Tong By-pass as well as the densely packed commercial and industrial buildings with narrow urban canyon in that area. Thus in that area, it is not efficient to create ventilation corridors.

In summary, although the subject site is located next to Tsui Ping Nullah, inducement of any impediment is unlikely as long as the building structures located within the boundary. Significant impact on the identified ventilation corridors and air path are not expected. Such the subject site does not play any significant role on air ventilation in this area.

Figure 2.3 – Linkage of Road and Open Spaces





## 2 Qualitative Assessment – Expert Evaluation

### 2.2.2 Site Wind Environment

Aforesaid that the winds in the area mainly come from ESE direction in a year with contributions from E and SE while wind from SE direction are predominant in summer period with contributions from WSW and ESE.

Under E wind condition, winds likely flow along Kwun Tong By-pass and reach the subject sites, afterward the winds continue flowing along Tsui Ping Nullah/ Kwun Tong By-pass/ Laguna Park and toward the sea side.

Under SE/ESE wind conditions, winds likely flow along Lei Yue Mun Road, however there is no direct linkage between Lei Yue Mun Road and the subject sites as they are blocked by adjacent New City Centre. Besides, there are some spaces nearby Sai Tso Wan to SE of the subject sites, some winds might reach some area of the subject sites, then skim over the bundle of densely packed industrial and commercial buildings, toward downwind area.

Under WSW wind condition, winds likely flow along Tsui Ping Nullah and then reach the subject sites. Meanwhile winds also likely flow along Kwun Tong By-pass as well as Laguna Park. Winds then continue flowing toward downwind area through Tsui Ping Road and Tseung Kwan O Road.

### 3 Quantitative Assessment – Initial Study

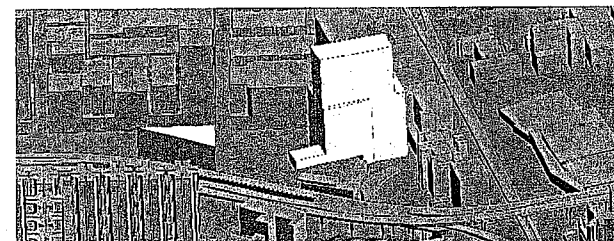
#### 3.1 Studied Scenarios

Totally three scenarios were studied, namely Baseline Scenario, Scenario A and Scenario B. The major design features are summarized in below.

##### Baseline Scenario

- Site 1: Single Tower with PR of 12 and BHR of 130 mPD; 16 m Setback from boundary along nullah

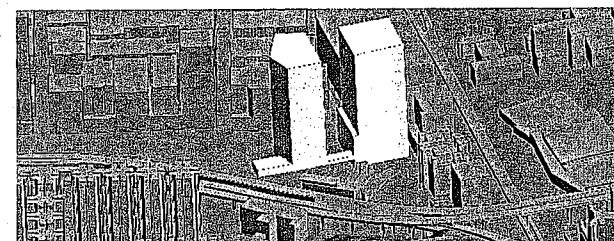
- Site 2: Open Space
- Site 3: Public Car Park Building with BHR of 36.3 mPD
- Ground Coverage: 65% (Site 1), 0% (Site 2), 23% (Site 3)



##### Scenario A

- Site 1, 2: Twin Towers with PR of 12 and BHR of 130 mPD; 3 m Setback from boundary along nullah; 26 m and 31 m separation between towers

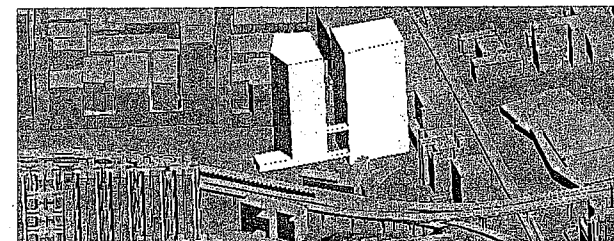
- Site 3: Open Space
- Ground Coverage: 55% (Site 1), 46% (Site 2), 0% (Site 3)



##### Scenario B

- Site 1, 2: Twin Towers with PR of 12 and BHR of 130 mPD; 9 m Setback from boundary along nullah; 20 m separation between towers

- Site 3 : Open Space
- Ground Coverage: 54% (Site 1), 43% (Site 2), 0% (Site 3)



### 3 Quantitative Assessment – Initial Study

#### 3.2 Results

##### 3.2.1 Site Spatial Average Velocity Ratios (SVRs)

Site spatial average Velocity Ratios (SVRs) were determined from all perimeter test points, which gives a hint of how the development proposal impacts the wind environment of its immediate vicinity.

Annual Wind Condition: The annual SVRs in Scenarios A and B are of similar magnitude, such their overall ventilation performance is similar. Scenario B has relatively higher SVRs among the scenarios.

Summer Wind Condition: Similar to the annual SVR, the summer SVR in Scenarios A and B are of similar magnitude, hence the ventilation performance in Scenarios A and B are also similar.

| Scenario          | Annual | Summer |
|-------------------|--------|--------|
| Baseline Scenario | 0.17   | 0.19   |
| Scenario A        | 0.19   | 0.21   |
| Scenario B        | 0.20   | 0.22   |

##### 3.2.2 Local Spatial Average Velocity Ratios (LVRs)

Local spatial average Velocity Ratios (LVRs) were determined from all perimeter and overall test points, which gives a hint of how the development proposal impacts the wind environment of the local area.

Annual Wind Condition: The annual LVRs among the scenarios are of similar magnitude, else no significant change in the directional LVRs was noticed between the scenarios, except NE wind condition.

Summer Wind Condition: The summer and their directional LVRs among the scenarios are of similar magnitude, no significant change was identified. Hence the ventilation performance is fairly similar among the scenarios.

| Scenario          | Annual | Summer |
|-------------------|--------|--------|
| Baseline Scenario | 0.16   | 0.18   |
| Scenario A        | 0.17   | 0.19   |
| Scenario B        | 0.18   | 0.19   |

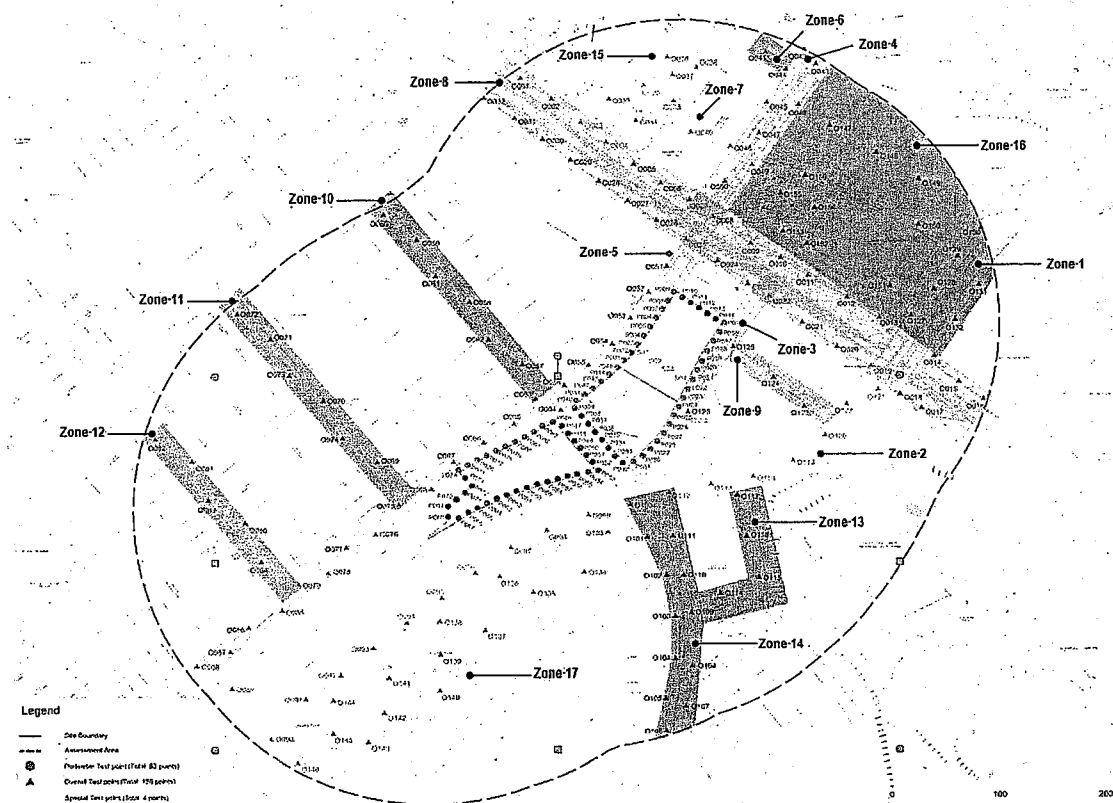


### 3 Quantitative Assessment – Initial Study

#### 3.2.3 Spatial Average Velocity Ratios (SAVRs) for the Areas of Interest

Total 17 areas have been defined as areas of interest in the study. The SAVRs among Scenarios A and B are of similar magnitude, which implies that the ventilation performance of Scenarios A and B is very similar. The flow patterns in all scenarios are generally similar. Some minor changes at the localized areas can be founded under some wind directions due to building setback, building separation and tower arrangement. In comparison with Baseline Scenario, relatively apparent changes were observed in Scenarios A and B, mainly Cha Kwo Ling Road (along Sites 1 and 2), King Yip Lane/ King Yip Street (along Nullah) and Shing Yip Street. But, for the other areas of interest, the SAVRs are of similar magnitude, such their ventilation condition among the scenarios are fairly similar.

Figure 3.1 – Areas of Interest



**Table 3.1 – Summary of Spatial Average Velocity Ratios for the Areas of Interest**

| Zone | Areas of Interest                             | Annual   |      |      | Summer   |      |      |
|------|---|----------|------|------|----------|------|------|
|      |   | Baseline | A    | B    | Baseline | A    | B    |
| 1    | Tseung Kwan O Road                            | 0.11     | 0.11 | 0.11 | 0.10     | 0.11 | 0.11 |
| 2    | Wai Fat Road                                  | 0.16     | 0.17 | 0.17 | 0.19     | 0.19 | 0.19 |
| 3    | Cha Kwo Ling Road (along Sites 1 and 2)       | 0.13     | 0.15 | 0.16 | 0.15     | 0.19 | 0.20 |
| 4    | Tsui Ping Road                                | 0.13     | 0.14 | 0.14 | 0.13     | 0.15 | 0.15 |
| 5    | King Yip Lane/ King Yip Street (along Nullah) | 0.19     | 0.21 | 0.21 | 0.21     | 0.22 | 0.22 |
| 6    | Fuk Ning Road                                 | 0.19     | 0.19 | 0.19 | 0.16     | 0.17 | 0.16 |
| 7    | Fuk Tong Road                                 | 0.13     | 0.14 | 0.14 | 0.13     | 0.13 | 0.14 |
| 8    | Kwun Tong Road/ Lei Yue Road                  | 0.15     | 0.16 | 0.16 | 0.15     | 0.17 | 0.17 |
| 9    | Yau Shung Street                              | 0.08     | 0.08 | 0.08 | 0.09     | 0.08 | 0.08 |
| 10   | Shing Yip Street                              | 0.18     | 0.21 | 0.21 | 0.19     | 0.22 | 0.22 |
| 11   | Hing Yip Street                               | 0.20     | 0.22 | 0.22 | 0.20     | 0.22 | 0.21 |

**Table 3.1 – Summary of Spatial Average Velocity Ratios for the Areas of Interest (Cont'd.)**

| Zone | Areas of Interest                                   | Annual   |      |      | Summer   |      |      |
|------|---|----------|------|------|----------|------|------|
|      |   | Baseline | A    | B    | Baseline | A    | B    |
| 12   | Hung To Road  | 0.22     | 0.23 | 0.23 | 0.24     | 0.25 | 0.25 |
| 13   | Yau Hong Street                                     | 0.17     | 0.16 | 0.17 | 0.17     | 0.17 | 0.17 |
| 14   | Cha Kwo Ling Road (Next to Laguna City)             | 0.18     | 0.18 | 0.18 | 0.20     | 0.21 | 0.21 |
| 15   | Bus Terminus and its Surrounding Area               | 0.09     | 0.10 | 0.10 | 0.10     | 0.11 | 0.11 |
| 16   | Kwun Tong Swimming Pool and other Nearby Facilities | 0.13     | 0.13 | 0.14 | 0.12     | 0.13 | 0.13 |
| 17   | Laguna Park   | 0.15     | 0.15 | 0.15 | 0.20     | 0.20 | 0.20 |
| -    | Site 1  | 0.19     | 0.18 | 0.19 | 0.22     | 0.22 | 0.23 |
| -    | Site 2  | 0.14     | 0.16 | 0.19 | 0.18     | 0.21 | 0.23 |
| -    | Site 3  | 0.17     | 0.21 | 0.22 | 0.19     | 0.21 | 0.22 |
| -    | Building Gaps between Twin Towers                   | -        | 0.19 | 0.22 | -        | 0.19 | 0.24 |



### 3 Quantitative Assessment – Initial Study

#### 3.2.3.1 Cha Kwo Ling Road (along Sites 1 and 2)

In annual wind condition, positive changes on directional SAVRs were observed under N, NE and WSW in comparison with Baseline Scenario. The increases under N and NE wind conditions are due to the twin towers design facilitating the wind penetration through the building separation into Cha Kwo Ling Road. Also the reprovision of open space at Site 3 allowing more wind penetration into Cha Kwo Ling Road leads to increase of SAVR, which it is apparent under WSW wind condition. Moreover, negative changes were observed under SSE wind condition, which is in connection with more ground coverage of Site 2 in Scenarios A and B.

In summer wind condition, negative changes were observed under SSE wind condition due to increase of Site 2 ground coverage in Scenarios A and B, but positive changes were noticeable under SSW, WSW and W wind conditions, which is because of twin towers design leading more wind flows through Cha Kwo Ling Road. The occurrence frequency of SSW, WSW and W wind conditions is up to 28.7% in summer, such relatively higher summer SAVRs in Scenarios A and B were noticed in this portion of Cha Kwo Ling Road.

#### 3.2.3.2 King Yip Lane/ King Yip Street (along Nullah)

In annual wind condition, positive changes on directional SAVRs were noticed under NE, ENE, E, ESE and SSE wind conditions. Channelization was observed due to lessening setback from boundary along King Yip Lane under NE, ENE and E wind conditions in Scenarios A and B compare to Baseline Scenario. The increases of SAVR under ESE and SSE are in connection with the reprovision of open space at Site 3 enhancing the wind penetration into King Yip Street.

In summer wind condition, similar positive changes were noticed under E, ESE and SSE wind conditions, which are in relation to setback reduction along King Yip Lane and open space reprovision at Site 3.

### 3 Quantitative Assessment – Initial Study

#### 3.2.3.3 Shing Yip Street

In annual and summer wind condition, positive changes in Scenarios A and B were observed under SE and SSE wind conditions with compared to Baseline Scenario. The increases of directional SAVRs are in connection with more winds penetrating into Shing Yip Street from the portion of Cha Kwo Ling Road next to Laguna City due to the reprovision of open space at Site 3. In Scenarios A and B, relatively higher occurrence frequency of SE and SSE wind conditions was noticed, which are up to 23.5% in a year and 27.9% in summer, leading to relatively higher summer SAVRs in Shing Yip Street.

#### 3.2.3.4 Setback from boundary along King Yip Lane (along Nullah)

In consideration of the variation of building setback, significant change on ventilation performance in King Yip Lane was not noticed in Scenarios A and B.

#### 3.2.3.5 Building Separation between Towers in Scenarios A and B

In investigation of the variation of building separation between twin towers, more channelization was observed in Scenario B, which building separation is less wide than the building separation in Scenario A. This phenomenon is obvious under ESE, SE and SSE wind conditions, which are considered as major wind directions in the area with the occurrence frequency of up to 42.7% in a year and 39.3% in summer.

#### 3.2.3.6 Tower Arrangement

In consideration of overall ventilation performance, three scenarios are largely similar whether single tower or twin towers design is adopted. However, in consideration of ventilation performance at the localized area, twin towers design are favourable to the wind penetration at Cha Kwo Ling Road along Sites 1 and 2. Else the reprovision of open space at Site 3 is also favourable to wind penetration in the vicinity.

## 4 Recommendation and Conclusion

Among three scenarios, Scenarios A and B (twin-tower design) would generally lead to better ventilation performance than that under Baseline Scenario (single-tower design). The twin-tower design in Sites 1 and 2 with reprovision of open space at Site 3 enhance the local wind environment and is the preferable arrangement.

Under Scenarios A and B, the ventilation performance at King Yip Lane next to Tsui Ping Nullah is the same while slightly better than that of the Baselines Scenario. Therefore, It is recommended to keep the setback from the boundary along King Yip Lane to be at least 3 m.

The twin-tower design with building separation between them enhance the wind environment at Cha Kwo Lane Road. A minimum 20 m wide building separation in a SE-NW alignment is recommended.



## **1 EXECUTIVE SUMMARY**

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- 1.1.1 Kowloon East (KE) is an area comprising Kwun Tong Business Area (KTB) and Kowloon Bay Business Areas (KBBA). Since 2001, all industrial land in Kwun Tong (KT) and Kowloon Bay (KB) was rezoned to “Other Specified Uses” annotated “Business” (“OU(B)”). Together with Kai Tak Development (KTD), KE has great potential to evolve into a vibrant premier business district in Hong Kong.
- 1.1.2 The Energizing Kowloon East Office of Development Bureau commissioned a study to review and assess the pedestrian and traffic environment, investigate and produce feasible proposals illustrated with schemes and drawings to enhance pedestrian connectivity, walkability and road safety in KTBA.
- 1.1.3 As part of the study, land use re-shuffling exercise is being conducted for King Yip Street Nullah Sites, which involves rezoning of the “open space” at existing Shing Yip Street Rest Garden into commercial use, for the purpose to combine with the existing adjacent commercial site for further development. The site currently used for temporary public car park at King Yip Street will be required to be rezoned from “OU(Lorry Park)” to “Open Space”, for reprovisioning of the Shing Yip Street Rest Garden.
- 1.1.4 The main objective of this study is to identify the traffic implication due to the above-mentioned land use rezoning. Traffic modification works and schematic design of works will also be recommended to support the land use rezoning.
- 1.1.5 The subject site after land use re-shuffling would be developed into commercial building with office and retail facilities. For assessment purpose, completion of the commercial development is end of Year 2023.
- 1.1.6 The subject site is well served by comprehensive highway network connected all districts, and also by extensive network of public transport facilities including MTR, franchised bus, green minibus and red minibus.
- 1.1.7 Critical junctions in the vicinity of the subject site have been identified. Assessment has been conducted which indicated that all junctions are currently operating satisfactorily with spare capacity during morning and evening peaks, except for the roundabout at Kwun Tong Road / Hip Wo Street / Hoi Yuen Road (J1) which is operating close to capacity, and the roundabout at Wai Yip Street / Hoi Yuen Road (J7) which is over capacity.
- 1.1.8 According to the design brief, the proposed access is located at its eastern frontage at Cha Kwo Ling Road, under left-in-left-out arrangement. This location is the same as that for the existing temporary public car park.
- 1.1.9 For the future year traffic forecast, a two-tier transport modelling structure was proposed and adopted to produce traffic forecast with the considerations of latest planning parameters, potential highway and railway infrastructure within close proximity to the Study Area.
- 1.1.10 Trip generation and attraction for the subject commercial development and the public car park have been estimated with reference to traffic count surveys at existing developments of similar scale (eg. APM of Millennium City 5), and the two existing STT public car parks at Cha Kwo Ling Road and King Yip Street.

- 1.1.11 Junction capacity assessment for the design Year 2026 was undertaken for the Reference (i.e. no change in land use) and Design Scenarios (i.e. land use re-shuffling with new commercial development). The following junctions would be over capacity during both AM and PM peak periods:
- J1 – Kwun Tong Road / Hip Wo Street / Hoi Yuen Road;
  - J6 – Wai Fat Road / Wai Yip Street;
  - J7 – Wai Yip Street / Hoi Yuen Road; and
  - J10 – Cha Kwo Ling Road / Wai Yip Street.
- 1.1.12 According to the junction capacity assessment, the above-mentioned junctions would already be over capacity under the Reference Scenario due to background traffic growth even without the proposed land use rezoning and new commercial development. Traffic generation for the subject development would incur minimal change to the junction performance only, except for Junctions J1 and J6.
- 1.1.13 Nevertheless, improvement schemes were proposed to mitigate any adverse performance at the affected junctions, namely:
- Provision of Additional Egress at Shing Yip Street and Associated Enhancements to Junction J5;
  - Enhancements to Junction J6; and
  - Enhancements to Junction J10.
- 1.1.14 With provision of additional egress at Shing Yip Street, traffic leaving the site could have direct access to Kwun Tong Bypass via Shing Yip Street and Wai Fat Street, without the need to circulate at Kwun Tong Road and Junction J1. Hence, traffic generation for the subject site would not worsen the performance of Junction J1.
- 1.1.15 For Junction J5, Shing Yip Street eastbound is proposed to be widened from 2 lanes to 3 lanes, to accommodate the traffic using the proposed egress at Shing Yip Street and to provide additional area for queuing at the junction. Under this arrangement, positive reserve capacity could be achieved during AM and PM peak periods.
- 1.1.16 For Junction J6, since majority of the left-turn movement from Wai Yip Street eastbound would access Kwun Tong Bypass northbound, provision of exclusive free-flow left-turn lane is proposed to facilitate this left-turn movement, and separating it from the left-turn traffic to Wai Fat Road northbound. More comprehensive review will be conducted to explore the feasibility for further enhancement under the main study for “Agreement No. CE 57/2013 (TT) Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study”.
- 1.1.17 For Junction J7, the junction performance with additional egress at Shing Yip Street is either improved or the same as that under the Reference Scenario, indicating that the proposed development would not induce adverse traffic impact to this junction. Nonetheless, more comprehensive review will be conducted to explore the feasibility for further enhancement under the main study for “Agreement No. CE 57/2013 (TT) Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area – Feasibility Study”.

- 1.1.18 For Junction J10, the southbound carriageway of Cha Kwo Ling Road is proposed to be widened to provide 2 right turn lanes for Wai Yip Street westbound. This proposed improvement scheme is in line with the improvement scheme proposed under traffic study in July 2014 for “Agreement No. CE 3/2014 (CE) Development of Ex-Cha Kwo Ling Kaolin Mine Site – Design and Construction”. According to the latest programme, the site is available for developments by Year 2018/19, but is subject to further review. Coordination and interface between the two project proponents should be conducted for implementation of the proposed junction enhancement scheme.
- 1.1.19 The required provision of parking and loading/unloading facilities for the office and retail developments are in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). Additional public car parking facilities for private car and light goods vehicle will also be provided within the site.
- 1.1.20 In conclusion, the subject land use reshuffling and resultant commercial development at King Yip Street Nullah sites would not induce adverse traffic impact to the road network in the vicinity, with the implementation of proposed improvement schemes at the affected junctions and provision of additional egress at Shing Yip Street.
- 1.1.21 The land use reshuffling and commercial development is therefore acceptable from traffic point of view.



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

| <b><u>Type of Facilities</u></b>              | <b><u>Hong Kong<br/>Planning<br/>Standards and<br/>Guidelines<br/>(HKPSG)</u></b> | <b><u>HKPSG<br/>Requirement<br/>Based on<br/>Planned<br/>Population<br/>(i)</u></b> | <b><u>Provision</u></b> |  | <b><u>Surplus /<br/>Shortfall<br/>(Against<br/>Provision)<br/>(ii)-(i)</u></b> |
|---|---|---|-------------------------|--|--|
|   |   |   | <b><u>Existing</u></b>  | <b><u>Existing<br/>plus<br/>Planned<br/>(ii)</u></b> |  |
| Local open space                              | 10 ha per 100,000 persons   | 16.33ha   | 23.26ha                 | 31.17ha  | +14.84ha   |
| District open space                           | 10 ha per 100,000 persons   | 16.33ha   | 9.08ha                  | 17.59ha  | +1.26ha  |
| Secondary school                              | 1 whole day classroom for 40 persons aged 12-17                                   | 153 classroom   | 78 classroom            | 78 classroom   | -75 classroom  |
| Primary school                                | 1 whole day classroom for 25.5 persons aged 6-11                                  | 242 classroom   | 162 classroom           | 192 classroom  | -50 classroom  |
| Kindergarten/nursery                          | 26 classrooms for 1,000 persons aged 3 to under 6                                 | 82 classroom  | 92 classroom            | 110 classroom  | +28 classroom  |
| 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  | 0   | 0                       | 0  | 0  |
| Clinic/health centre                          | 1 per 100,000 persons   | 1   | 0                       | 1  | 0  |
| Post office                                   | 1 per 30,000 persons  | 5   | 2                       | 2  | -3   |
| Magistracy                                    | 1 per 660,000 persons   | 0   | 1                       | 1  | +1   |
| Integrated children and youth services centre | 1 for 12,000 persons aged 6-24  | 1   | 2                       | 4  | +3   |

| <b>Type of Facilities</b>         | <b><u>Hong Kong Planning Standards and Guidelines (HKPSG)</u></b> | <b><u>HKPSG Requirement Based on Planned Population</u></b><br><b>(i)</b> | <b><u>Provision</u></b> |  | <b><u>Surplus / Shortfall (Against Provision)</u></b><br><b>(ii)-(i)</b> |
|-----------------------------------|---|---|-------------------------|--|--|
|                                   |   |   | <b><u>Existing</u></b>  | <b><u>Existing plus Planned</u></b><br><b>(ii)</b> |  |
| Integrated family services centre | 1 for 100,000 to 150,000 persons                                  | 1   | 2                       | 4  | +3   |
| Library                           | 1 district library for 200,000 persons                            | 0   | 1                       | 1  | +1   |
| Sports centre                     | 1 per 50,000 to 65,000 persons                                    | 2   | 2                       | 2  | 0  |
| Sports ground/sport complex       | 1 per 200,000 to 250,000 persons                                  | 0   | 1                       | 1  | +1   |
| Swimming pool – standard          | 1 complex per 287,000 persons                                     | 0   | 0                       | 0  | 0<br>(1 at Kwun Tong to serve Kwun Tong District)                        |

Notes:

1. The population of the planning area in 2011 was about 132,500.
2. The planned population of the planning area, including the current rezoning proposals would be about 163,390 (usual residents and mobile residents).
3. Some facilities are assessed on a wider district basis by the relevant departments, e.g. secondary and primary schools. There is no shortfall in the provision of secondary and primary schools in Kwun Tong District.

慮。最後，他籲請有關方面不可忽略市民的休憩空間，並適時向區議會匯報有關工程計劃的最新進度。

23. 大會備悉文件。

(黎樹濠議員於下午 6 時 15 分離開會場。)

議項 V – 《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/21》的擬議修訂發展項目

(觀塘區議會文件第 36/2014 號)

24. 主席歡迎規劃署九龍規劃專員葉子季先生與高級城市規劃師王鳳兒女士、土木工程拓展署高級工程師/8/九龍劉志和先生、發展局起動九龍東辦事處高級地方營造經理(規劃)黎萬寬女士、運輸署工程師/房屋及策劃 1/九龍謝英明先生，以及艾奕康有限公司香港區水務及城市發展董事總經理黎以仁先生與首席工程師張德龍先生協助討論。

25. 規劃署葉子季專員與王鳳兒女士介紹文件。

26. 議員提出的查詢及意見如下：

- 26.1 呂東孩議員就油塘綜合發展區表達如下憂慮：(i)樓層不多的貨倉樓宇改作多層商住樓宇將導致人口增多，加劇油塘區現已飽和的交通流量，署方須正視相關交通安排與配套情況；以及(ii)容許拆細土地發展的話，重新發展後的油塘區在軟件和硬件方面(例如文康設施、海濱長廊發展、休憩和生活服務等)的配置與整合。他認為署方必須認真審視上述方面，確保油塘綜合發展區可以更好配合東九龍急劇的發展，重煥地區活力。此外，他認為崇信街/仁字圍政府用地發展項目若會影響停車場的泊車過度安排，他會作出反對。他並認為永久封閉一小段東源街及仁字圍的安排不妥，是項建議或會加劇該區交通擠塞問題。另外，他亦建議署方考慮：(i)盡快把東源街石屎廠遷離原址，以配合油塘工業區的轉型，以及改善區內交通及環境；(ii)及早研究搬遷魚市場的時間表；(iii)就前茶果嶺高嶺土地盤，早日規劃茶果嶺麗港城一帶交通安排，避免產生負面效果；(iv)茶果嶺居民反對當局擬興建高嶺土住宅用地的緊急通道經茶果嶺村往茶果嶺道；以及(v)利用鯉魚門天主堂用地興建多層停車場連同社福設施，以滿足居民日益殷切的需要。

- 26.2 張順華議員就高嶺土用地方面建議署方考慮：(i)規限相關居屋發展的高度，盡量做到與鄰近麗港城的樓宇高度相若，令整體發展能夠一致；(ii)把居屋位置與私人樓宇位置對調，以期增加賣地收入以補助居屋的興建費用；(iii)把該地盤以北茜發道附近兩幅空置超過 20 年的休憩用地盡快使用，俾能有效地興建行人通道直達藍田港鐵站；(iv)擬建小學校舍的實際需求量，並考慮改為政府、機構及社區或商業用地；以及(v)盡快完成四個路口的改善工程。
- 26.3 陳華裕議員就油塘綜合發展區用地拆細分為五幅用地的做法，表示支持，認為可方便該區的發展，但擔心會影響該區的通達度。就敬業街土地用途重整建議，他支持把現有成業街休憩花園搬遷至原址以西位置，以配合「翠屏河」的美化工程。此外，又建議署方考慮重點發展「翠屏河」與附近觀塘泳池一帶地段，但提醒有關方面須注意雨季可能有山洪爆發問題。
- 26.4 鄧咏駿議員反映麗港城居民對高嶺土用地的意見：要求興建一條額外車輛行車通道接連高嶺土住宅區及茶果嶺道，以免交通擠塞。關於敬業街土地用途重整一事，他支持署方的建議，並促請署方加快進行；建議成業街公園能與麗港公園以淺隧道的形式互相連繫，並且首先興建成業街公園後才拆去舊公園。
- 26.5 何啟明議員就油塘工業區的綜合發展建議促請署方與當區區議員保持緊密聯絡，了解為旅遊區提供足夠車位的重要性，並適時知會有關商戶及居民。關於敬業街土地重整建議，他查詢署方目前的建議有否與「起動九龍東計劃」互相配合，因為有關土地可發揮緩衝區的作用，有助紓緩開源道一帶的交通擠塞。
- 26.6 張琪騰議員對油塘工業區用地的建議表示支持。他認為鯉魚門區車位嚴重不足，故支持把海傍部分土地規劃作為停車場用途，另增加建築物高度與地積比率，有利當區的發展。他建議署方考慮就鯉魚門海傍用地、油塘工業區綜合發展與當區議員再深入研究和討論。
- 26.7 洪錦鉉議員提醒署方須就相關用地的交通配套與有關部門互相配合。



26.8 簡銘東議員建議署方考慮：(i)長遠地規劃有關用地的交通配套；(ii)油塘工業區用地：目前油塘區車位嚴重不足，公共交通亦未能追上不斷增加的人口需求；以及(iii)高嶺土用地：目前道路不足以應付日後的交通需求。

26.9 陳耀雄議員就署方文件的內容表示讚賞。他建議署方考慮：(i)進一步優化油塘工業區用地建議中提及的海濱長廊，以配合起動九龍東計劃發展，以及增加更多休憩空間予觀塘居民；唯在發展過程中，務必與當區議員及地區人士多作溝通，了解地區需要，並深入研究附近的交通情況；(ii)就高嶺土用地繼續聽取當區議員及地區人士意見，以完善有關計劃；以及(iii)就敬業街土地用途的重整建議，認為「翠屏河」的構思值得稱讚，並籲請有關方面繼續努力改善附近地區的景觀與衛生環境。

26.10 譚肇卓議員查詢署方如何處理議員為此提出過的意見。

27. 署方就議員的查詢及意見回應如下：

27.1 油塘工業區用地：就停車位問題，當局一直與當區議員及地區人士保持溝通，並採取一系列措施確保車位供應足夠。在鯉魚門徑發展用地已要求發展商提供 250 個公眾停車位，並且(約 150 個車位)會較住宅單位提早落成以供使用。就仁字圍用地，當局已就現時臨時用途重新招標，相關部門亦作出協調，以期在發展的不同階段能盡量保持現時該用地停車位數目。根據初步構思，地盤一半面積將作臨時停車場用途發展，待永久停車場建成後便可發展餘下用地。關於鯉魚門村社會福利大樓建議用地，署方表示上述附近發展已可提供約 420 個(鯉魚門徑用地的 250 個加上仁字圍用地的 170 個)永久停車位，應可滿足區內需求，日後若興建政府大樓，並有進一步需求，可考慮於晚間開放停車場予市民使用，藉此增加停車位的供應量。

27.1.1 署方解釋目前改劃並沒有增加該區的地積比率，只是把大綜合發展區劃分為五個較小型的發展區，故並不會增加交通流量。就封閉部分東源街後，署方表示已諮詢運輸署並建議將部分仁字圍路面擴闊變為雙線行車後，交通車流並不會有負面影響。

27.1.2 署方指出區內有數間石屎廠，受環保署發牌監管。隨着區內住宅發展陸續落成，有關石屎廠在續牌時須提供證明其運作不會對附近住宅有負面影響。因此其規模及運作會受到規管。

27.2 茶果嶺高嶺土用地：署方備悉議員對交通安排的關注，並表示文件若更能詳細交代有關交通安排將會較為理想。署方的顧問亦曾考慮有否需要增建道路以紓緩茜發道交通，但因高嶺土用地與茶果嶺道有很大的高度落差及在不佔用鄰近茶果嶺村及藍田交匯處用地的前題下，興建有關車路在技術上並不可行。同時署方亦建議在地盤附近四個路口(茶果嶺道/茜發道、茶果嶺道/偉業街、茶果嶺道/偉發道/成業街、偉業街/偉發道)進行交通改善措施，確保車流量維持在可接受水平。至於興建一條緊急車輛通道連接高嶺土用地及茶果嶺道，經諮詢運輸署及消防處等部門後，署方確認沒有需要。

27.2.1 關於居屋用地，署方在聽取議員的意見後會進一步研究。就與麗港城樓宇高度相若的建議，署方指出目前規劃建築物高度為約主水平基準上 90 至 100 餘米，而麗港城是 85 至 95 米，故高度大致相若。

27.2.2 就小學校舍需求，署方解釋並非純粹顧及高嶺土地盤的未來人口結構，而是整體地考慮全區數據，並已諮詢教育局意見，且獲局方支持是項校舍規劃。

27.2.3 就車輛額外通道的可行性，署方的顧問表示已進行相關的工程研究。由於兩地高度相差約 27 米，道路斜度將會達 16%，遠遠超出一般新興建的道路最高斜度為 8%之上限，因此興建該額外通道在道路安全上並不可行。根據交通評估，在上述四個路口的優化措施實行後可應付至 2036 年的交通需求。

27.3 敬業街土地重整建議：署方指出，有關研究會顧及與麗港城連接及着重近觀塘泳池一方的「翠屏河」發展，並且保持目前排洪功能；並同時進行河畔美化工程。就成業街公園及未來翠屏河公園在時間上交接的意見，以及對附近道路路口如開源道、偉業街等作出交通評估和提出改善的意見，署方會顧及推出商

業用地(包括公共停車場)的時間表，配合地區需要，適時落實新公園及道路改善方案。

28. 主席總結，議員關心相關用地的交通配套安排，並建議署方就上述事項到區議會屬下交通及運輸委員會作詳細諮詢，並作為續議事項跟進。他並呼籲署方就相關的交通影響評估充分諮詢相關議員，以釋除有關疑慮。主席補充觀塘在不斷支持政府興建公私營房屋的同時，政府缺乏一個就全區長遠交通規劃進行詳細評估，以減輕觀塘的現在及未來沉重的交通負荷，並要求運輸署代表能向政策局反映區議會的上述訴求。

29. 大會備悉文件。

(馮美雲議員於下午 6 時 50 分離開會場，顏汶羽議員於下午 7 時 15 分離開會場。)

議項 VI—九龍東醫院聯網 2014/15 年度工作計劃  
(觀塘區議會文件第 37/2014 號)

30. 主席歡迎九龍東醫院聯網總監/基督教聯合醫院行政總監徐德義醫生、九龍東醫院聯網高級經理陳少雯女士與基督教聯合醫院高級行政經理(社區協作)張玉清女士協助討論。

31. 九龍東醫院聯網徐總監介紹文件。

32. 議員提出的查詢及意見如下：

32.1 黃春平議員關注聯合醫院病人病理分析失誤個案。他建議院方考慮進一步完善有關的審查制度。

32.2 張順華議員就聯合醫院病人病理分析失誤個案建議院方考慮，在調查報告完成之前盡快引入機制，以免再有類似個案發生。

32.3 陳華裕議員查詢院方現時是否有機制或渠道讓病人索取有關醫生紙或推介信。



檔案索引: LGEOC11-056

規劃署署長  
凌嘉勤先生

凌署長:

有關茶果嶺高嶺土礦場發展住宅用途事宜

就 貴署將於 2014 年 9 月 2 日於觀塘區議會第十八次會議中討論上述發展項目,我們得悉 貴署所提供的討論文件內容並未包括因應有該發展項目的交通配套改善方案,令我們感到極其失望。

查我們已前後合共 5 次致函 貴署,反覆提出關發展項目將令本區交通情況受到嚴重壓力及影響,故希望 貴署能及早提供改善方案,以解決將來的問題。惟 貴署無動於衷,繼續作風官僚,罔顧現實,無視居民懇切訴求。

茲重申我們並不是盲目反對政府的建屋計劃,而是爭取合理的改善交通配套,照顧居民作為道路使用者基本安全的需求。希望 貴署能認真考慮於此規劃中加入一條連接高嶺土新發展區及茶果嶺道海旁的道路,否則本會將堅決反對此新發展區的建屋計劃。

如對往後的跟進行動有任何寶貴意見,歡迎隨時聯絡本會,謝謝!

麗港城(第 1、2 及 4 期)  
第十一屆業主委員會主席



郭桂明

日期: -2 SEP 2014

副本影送: 發展局局長陳茂波太平紳士  
規劃署九龍規劃專員龍小玉女士  
觀塘區議會主席陳振彬太平紳士 GBS  
觀塘民政事務專員羅華桉太平紳士  
觀塘區議員鄧咏駿先生(麗港區)  
麗港城(第 3 期)第十一屆業主委員會  
麗港城(第 1, 2 及 4 期)第十一屆業主委員會各委員

九龍觀塘茶果嶺道麗港城第一期住客會所業主委員會信箱



## 規劃署：冷漠、涼薄、官僚 為求達到目的、犧牲居民權益

麗港城支持特區政府依法施政，支持政府覓地建屋，在高嶺土興建十五幢多層大廈、二千二百單位為逾六千人提供居所。

麗港城近在咫尺，無法迴避發展帶來的深遠影響，業戶極度焦灼不安。

面對巨變，對政府政策為表支持，麗港城業戶只提出一項渺小微末的訴求，就是在目前唯一往來高嶺土新發展區的茜發道以外興建一條直達海旁茶果嶺道的替代通道，確保區內交通暢順，保障道路使用者安全！

麗港城業戶五度致函規劃署、也曾拜訪規劃署長當面傳達訴求！得到的回應是甚麼？？

### 各位尊敬的區議員：

請看今日署方提交的文件！以高嶺土項目為題的三小段，對麗港城過去三年不斷跟進、不斷提出、23,000居民極度關注，維持道路交通暢通確保道路使用者安全、在茜發道外興建替代通道的訴求，竟然隻字不題，採取企圖矇混過關的態度！

### 懇請閣下秉行公義、為民發聲：

1. 督責規劃署盡早落實茜發道替代通道方案
2. 提交妥善方案前，延緩通過規劃署提交的任何諮詢

麗港城(第1、2及4期)業主委員會

## 規 劃 署

香港北角渣華道三百三十三號  
北角政府合署



Planning Department

North Point Government Offices  
333 Java Road, North Point,  
Hong Kong

本函檔號 Your Reference  
本署檔號 Our Reference K-15/60A  
電話號碼 Tel. No.: 2231 4960  
傳真機號碼 Fax No.: 2894 9502

九龍觀塘茶果嶺道麗港城  
第一期住客會所業主委員會信箱  
麗港城(第1、2及4期)  
第十一屆業主委員會  
主席 郭桂明先生

郭主席:

### 有關茶果嶺前高嶺土礦場發展住宅用途事宜

貴會於九月二日致信規劃署署長，表達對上述發展項目的交通和道路安排的關注，我謹代表規劃署署長回覆。

在規劃前高嶺土礦場發展的過程中，當局曾就相關建議諮詢觀塘區議會(2013年1月8日)。為回應區內人士的關注，在相關研究內已建議適當的交通配套及進行交通影響評估。在九月二日的觀塘區議會會議上，我們亦就交通及道路事項作出解釋及回應。就來信提及的事項，規劃署及土木工程拓展署的綜合回應如下：

i) 替代道路的工程可行性

關於興建另外一條公共道路直接連接前茶果嶺高嶺土礦場發展用地和茶果嶺道的建議，土木工程拓展署委託的顧問公司進行了工程可行性研究。研究結果顯示，因前礦場用地和茶果嶺道的路面高度相差超過25米，如興建上述替代公共道路則斜度將達16%，遠高於道路安全標準為10%的上限，因此技術上並不可行。

ii) 交通影響評估

土木工程拓展署委託的顧問公司對前礦場發展進行了交通影響評估。評估結果顯示，透過在發展用地周邊的四個路口（即茶果嶺道/茜發道、茶果嶺道/偉業街、茶果嶺道/偉發道/成業街、和偉業街/偉發道的路口）實施改善措施，包括增加額外行車綫、提升現有行車道的容量與優化交通燈號時間，區內道路將有足夠容量容納前礦場用地發展直至2036年所帶來的額外交通流量。

土木工程拓展署和本署在九月十七日就交通及道路事宜與郭主席及各委員見面，會議中已收到各委員對替代道路的寶貴意見，本署會與土木工程拓展署及有關部門跟進相關意見。

規劃署九龍規劃專員

( 葉子季 )



二零一四年九月二十二日

副本送：

發展局局長 (經辦人：林冰冰女士)

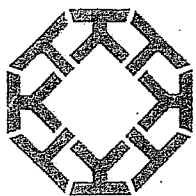
土木工程拓展署署長 (經辦人：劉志和先生)

觀塘民政事務專員羅莘桉先生

觀塘區議會主席陳振彬先生

觀塘區議員(麗港區)鄧咏駿先生

CKY/EC/ec



# 呂東孩議員辦事處

Attachment IXb of

MPC Paper No. 19/14

檔案編號：LTH/ts/2014/0902

敬致 規劃署：

本辦事處強烈要求：

- 一、要求盡快開設油塘分科診所，服務居民。
- 二、反對興建緊急通道連接茶果嶺道及高嶺土發展用地，  
確保茶果嶺未來發展完整性，減輕茶果嶺道交通壓力。
- 三、要求將鯉魚門天主堂地帶發展社福設施及提供多層停  
車場，服務居民及旅遊區。



觀塘區議員：呂東孩

呂東孩

二〇一四年九月二日



## 規 劃 署

香港北角渣華道三百三十三號  
北角政府合署



## Planning Department

North Point Government Offices  
333 Java Road, North Point,  
Hong Kong

本函檔號     Your Reference     LTH/ts/2014/0902  
本署檔號     Our Reference     K-15/60A  
電話號碼     Tel. No. :     2231 4960  
傳真機號碼     Fax No. :     2894 9502

九龍油塘邨  
榮塘樓地下十五號  
呂東孩議員辦事處

呂議員:

### 油塘及鯉魚門的規劃事宜

九月二日的來信已收悉。本署經諮詢有關政府部門後，現就來信提及的意見回應如下：

- 一) 開設油塘區分科診所  
相關政府政策局及部門包括食物及衛生局和香港房屋委員會，現正研究在高超道與碧雲道間或高超徑擬議公營房屋發展的用地(見附圖)，作一併興建診所的可行性。待有進一步研究結果後，房屋署會適時諮詢區議會及地區人士的意見。
- 二) 反對興建緊急車輛通道連接前茶果嶺高嶺土礦場發展用地及茶果嶺道  
經土木工程拓展署委托的顧問公司研究及諮詢消防處和運輸署後，當局認為擬建於前茶果嶺高嶺土礦場發展用地內的道路可用作緊急車輛通道，而不需要興建另外一條緊急車輛通道連接前茶果嶺高嶺土礦場發展用地及茶果嶺道。
- 三) 前鯉魚門天主堂地帶發展社福設施及提供多層停車場  
本署建議將前鯉魚門天主堂用地，由「鄉村式發展」地帶改劃為「政府、機構或社區」地帶，和毗鄰「政府、機構或社區」用地合併，發展為社會福利設施，以服務區內居民。規劃署將開展修訂分區計劃大綱圖的程序，以落實擬議用途。現時在鯉魚門徑的住宅用地日後可提供 250 個公眾停車位。此外，仁字圍用地將提供 170 個公眾停車位，整體而言，該區車位的未來供應應可滿足區內的需求。

規劃署九龍規劃專員

(葉子季



)

二零一四年九月二十二日

副本送：

觀塘民政事務專員羅莘桉先生

運輸署署長

(經辦人：姚百明先生)

土木工程拓展署署長

(經辦人：劉志和先生)

路政署署長

(經辦人：李志成先生)

房屋署署長

(經辦人：黎范小華女士)

副本送(正本並無註錄)：

發展局局長

(經辦人：林冰冰女士)

CKY/EC/ec





致：規劃署凌嘉勤署長,JP

## 強烈反對在茶果嶺村興建緊急車輛通道

本會茶果嶺居民關注組成立於 1994 年，一直以來積極關心茶果嶺村，團結村民發揮守望相助，推動村民共同關注社區問題。

就著發展局和 貴署計劃在「前茶果嶺高嶺土礦場」發展住宅用地，本會一直關注事態發展。於今年 9 月 2 日， 貴署曾就以上發展項目諮詢觀塘區議會意見，本會有以下的強烈訊息向 閣下反映：

### 在茶果嶺村興建緊急通道，等同「割茶果嶺村」，危害茶果嶺村民

本會得悉有要求提出在茶果嶺村內興建緊急車輛通道以連接新發展的「前茶果嶺高嶺土礦場」住宅及茶果嶺道，此舉實在等同將茶果嶺村「割村」，將完整的茶果嶺村撕裂成兩半，製造噪音及空氣污染，破壞社區安寧，危害村民健康，影響全村居民的日常生活，更危害村民行走村內的生命安全。因此，本會強烈反對這項罔顧社區安危的荒謬規劃要求！

### 規劃圖則標示出現嚴重錯誤，胡亂地將茶果嶺村納入「前茶果嶺高嶺土礦場」範圍，野蠻霸佔土地

本會發現 貴署九龍規劃處 2014 年 9 月的「《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/21》的擬議修訂發展項目」文件中，將茶果嶺村納入「前茶果嶺高嶺土礦場」的範圍（參考 貴署提交觀塘區議會文件 36/2014 號圖 1 / 圖 3A / 圖 3B / 圖 3C / 圖 3D），這種做法，不但有損 貴署的專業水準，更顯示 貴署人員胡亂規劃，擾亂社區。

我們必須在此明確指出，根據茶果嶺昔日的情況， 貴署所指的「前茶果嶺高嶺土礦場」，即是今日的東區海底隧道口及食環署停車場的位置，而 貴署所謂的「前茶果嶺高嶺土礦場住宅用地」，實際是昔日香港瓷泥廠的所在地。一個如此重大的發展項目竟然出現這樣粗疏及出現如此嚴重的錯誤，實在難以讓社會大眾信服 貴署的專業規劃。





# 茶果嶺居民關注組

通信地址：九龍茶果嶺大街 81 號地下

聯絡電話：2775 3050

基於以上情況，本會有以下三點強烈的要求：

立即修正規劃圖的錯誤標示及糾正劃分範圍，將茶果嶺村排除於「前茶果嶺高嶺土礦場」等規劃之外！

維護社區的完整性，承諾不會在茶果嶺村內興建任何車道將茶果嶺村「割村」！

要求 閣下率領有關人員到本區及本村視察實際的地理環境，並聆聽村民的意見！

如對以上情況有任何垂詢，煩請與本會聯絡主任張桂明先生（電話：9870 1556）聯絡。有勞之處，不勝銘感！

茶果嶺居民關注組謹上  
二零一四年九月二十三日

回郵地址：九龍觀塘茶果嶺大街 81 號地下

副本呈：

發展局局長陳茂波, MH, JP

立法會議員陳鑑林議員, SBS, JP

立法會議員胡志偉議員, MH

立法會議員梁家傑議員, SC

立法會議員謝偉俊議員, JP

立法會議員王國興議員, BBS, MH

觀塘區議會主席陳振彬太平紳士, BBS

觀塘區議會呂東孩議員

觀塘民政事務處羅莘桉專員, JP

觀塘南分區主席黎樹濠太平紳士, BBS, MH

鄰舍輔導會茶果嶺中心吳賢湛主任

茶果嶺鄉民聯誼會羅偉強主席

茶果嶺合義堂聯誼會洪成璋主席

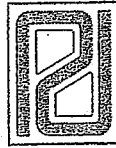
茶果嶺鄰舍防火糾察隊羅振常隊長

茶果嶺麒麟隊羅悅屏隊長

郵寄

規 劃 署

香港北角渣華道三百三十三號  
北角政府合署



Planning Department  
North Point Government Offices  
333 Java Road, North Point,  
Hong Kong

本函檔號 Your Reference  
本署檔號 Our Reference K-15/60A  
電話號碼 Tel. No.: 2231 4960  
傳真機號碼 Fax No.: 2894 9502

九龍觀塘  
茶果嶺大街 81 號地下  
茶果嶺居民關注組

茶果嶺居民關注組:

強烈反對在茶果嶺村興建緊急車輛通道

貴關注組於九月二十三日致信規劃署署長，表達對茶果嶺村規劃及發展的意見。現謹代表規劃署署長回覆如下：

在茶果嶺村興建緊急車輛通道

經土木工程拓展署委托的顧問公司研究，以及諮詢消防處和運輸署後，當局認為擬建於前茶果嶺高嶺土礦場發展用地內的道路可同時用作緊急車輛通道。因此，並不需要興建另外一條緊急車輛通道，由茶果嶺道經茶果嶺村連接礦場發展用地。

圖則標示問題

有關觀塘區議會文件第36/2014號相關圖則所指的「前茶果嶺高嶺土礦場」，實反映先前進行的相關規劃研究(即「前茶果嶺高嶺土礦場發展規劃檢討」)的檢討範圍。文件內提及的住宅發展計劃只集中在現有的前礦場用地平台範圍，有關住宅發展並不包括茶果嶺村的範圍。茶果嶺村的長遠用途，仍須進一步研究。

規劃署署長

(葉子季



代行)

二零一四年十月十日

副本送：

發展局局長 (經辦人：林冰冰女士)  
土木工程拓展署署長 (經辦人：賴潮豐先生) - 連同來信  
觀塘民政事務專員羅萃校先生

CKY/KW/EC/ec

**Departmental Responses to Comments Received at KTDC Meeting,  
Written Submissions and Letters Received**

**1. Comments received at the Kwun Tong District Council (KTDC) Meeting on 2.9.2014 (Extract of Minutes at Attachment VIII of the MPC paper)**

| <b><u>Comments</u></b>   | <b><u>Departmental Responses</u></b>   |
|--|--|
| <b>General Comments</b>  |  |
| (a) KTDC members have concerns on the overall traffic impacts of various public and private housing developments proposed by the Government. There is no detailed long-term transport planning to alleviate the existing and future traffic burden for Kwun Tong District. | In taking forward the relevant proposed developments, the traffic impact on the concerned area have been considered, and traffic assessment/review, if needed, is conducted to ascertain the feasibility of the proposal from traffic viewpoint. Transport Department (TD) has no objection to the proposed zoning amendments.   |
| (b) The transport arrangement generated by related land uses should be well co-ordinated with concerned departments.   | Relevant Government departments have been consulted on the traffic arrangement for the relevant proposals.   |
| <b>Subdivision of Yau Tong Industrial Area Comprehensive Development Area (CDA)</b>  |  |
| (c) Redevelopment of the existing godown to residential and commercial development will aggravate the traffic congestion in the district.  | <ul style="list-style-type: none"> <li>- As the current development intensity of the “CDA” zone is largely maintained with a slight increase, it is not envisaged there will be significant traffic implications for the subdivision of the “CDA” zone. TD has no objection to the proposed plot ratio for the site.</li> <li>- Moreover, traffic impact assessment is required for individual “CDA” zone in the Master Layout Plan submission for approval of the Town Planning Board.</li> </ul> |
| (d) The utilization of part of the waterfront area for parking could solve the insufficient parking problems in the Lei Yue Mun area.  | A public vehicle park with not less than 171 spaces will be provided within the “CDA(5)” zone to meet the parking demand in the area.  |

| <b><u>Comments</u></b>  | <b><u>Departmental Responses</u></b>   |
|---|--|
| (e) The building height (BH) and plot ratio (PR) could be increased to benefit the development of the area.   | While the BHs for the “CDA” zone remain unchanged due to its waterfront location, the PR has been slightly increased from 4.71 (the equivalent net PR based on existing maximum gross floor area for the large “CDA” zone) to 5 to align with the permitted domestic PR of the adjoining “R(E)” zone, and the total PR of the approved planning scheme of the adjacent Yau Tong Bay “CDA” zone. Relevant government departments have no in-principle objection to such slight PR adjustment from urban design, air ventilation, traffic, environment and infrastructural perspectives. |
| (f) The provision of community and recreational facilities at Yau Tong area should be reviewed and integrated with the rapid changes in Kowloon East to revitalize the area.  | The proposed developments would not have adverse impact on the community and open space provision in the area. Moreover, the relevant Government departments will regularly review the community’s needs of these facilities.  |
| (g) The Yan Yue Wai site currently used for temporary vehicle parking purpose is proposed for residential development. If this rezoning affects the interim provision of car parking spaces for the area, objection to the development would be raised. | A public vehicle park will be provided within the proposed “CDA(5)” zone to meet the parking demand. The number of parking spaces is similar to the existing provision. The interim arrangement of reprovisioning of carpark is being discussed among relevant Government departments.   |
| (h) The permanent closure of a section of Tung Yuen Street and Yan Yue Wai is considered improper and would aggregate the traffic congestion in the area.   | <ul style="list-style-type: none"> <li>– The northern and eastern boundaries of the “CDA(5)” zone will be setback to allow widening of Yan Yue Wai for two-way traffic to cater for the traffic need. TD has no adverse comment on the proposed closure of the concerned section of Tung Yuen Street.</li> <li>– According to the latest proposal, the waterfront portion of Yan Yue Wai has been excluded from the “CDA” zone.</li> </ul>   |



| <b><u>Comments</u></b>  | <b><u>Departmental Responses</u></b>   |
|---|--|
| (i) Insufficient parking spaces and public transport cannot meet the need of the increasing population.   | Sufficient parking spaces will be provided within the proposed developments in accordance with the Hong Kong Planning Standards and Guidelines. Moreover, a public vehicle park will be provided in the “CDA(5)” zone.   |
| (j) The relocation of the concrete batching plants at Tung Yuen Street should be speeded up in order to cope with the transformation of Yau Tong industrial area and to improve the traffic and environmental conditions in the district. | The proposed subdivision of the “CDA” zone is to facilitate redevelopment of the area and phase out incompatible use. The concrete batching plants are subject to Specified Process licenses issued by the Environmental Protection Department. When applying renewal of the licenses, the operators are required to take into account the planned air sensitive receivers nearby for meeting the licensing standards. |
| (k) The time-table for the relocation of fishing market should be examined.   | It is intended to relocate the fish market outside Yau Tong Industrial Area in the long term. The reprovisioning arrangement is being formulated among relevant Government bureaux/ departments. The Fish Marketing Organization will also be consulted.   |
| (l) To utilize the site at the ex-Catholic Church for multi-storey car park cum social welfare facilities to satisfy the needs of local residents.  | The public car parking spaces to be provided in the proposed housing site at Lei Yue Mun Path together with the public car park in the “CDA(5)” zone, can meet the future parking demand in the area. Moreover, if the “G/IC” site will be developed as Government complex, its carpark can be opened to public at night time, if considered justified.  |
| (m) To closely liaise with KTDC members of the area to understand the importance in providing sufficient car parking spaces to serve tourist area, and to inform the shop operators and residents accordingly.                            | Noted. Please refers to item (g) above on car parking provision for Yau Tong area. The views of the KTDC and locals have been taken into account in setting the public car parking provision at the concerned sites.   |

| <u>Comments</u>   | <u>Departmental Responses</u>  |
|---|--|
| <b>Proposed Residential Development at ex-Cha Kwo Ling Kaolin Mine Site</b>   |  |
| (n) Cha Kwo Ling Tsuen villagers object to the provision of an emergency vehicular access (EVA) across Cha Kwo Ling Tsuen to serve the proposed development at the ex-Kaolin Mine Site. | As confirmed with TD and the Fire Services Department, the proposed access road connecting Sin Fat Road and ex-Kaolin Mine Site could also serve as an EVA, and there is no need for an EVA across Cha Kwo Ling Tsuen.   |
| (o) The height of the proposed developments at ex-Kaolin Mine Site should be restricted to align with Laguna City.  | The proposed building height restrictions for the “R(B)” zones are generally compatible with the nearby existing residential developments, and would not result in significant adverse visual impact on the surrounding areas.   |
| (p) To swap the subsidized housing site with the private housing sites so as to increase land sales price to subsidize the construction cost of public housing development.             | The recommended layout is considered an optimal one taking account of various considerations such as traffic, environment, urban design, air ventilation, public aspiration on housing need and mix, etc.  |
| (q) To develop the two pieces of vacant open space at Sin Fat Road with pedestrian access direct to MTR Lam Tin station.  | <ul style="list-style-type: none"> <li>- There is currently the Laguna Park, and the Sin Fat Road Rest Garden in the area. LCSD has no specific program to develop the open space for the time being.</li> <li>- The technical feasibility and needs of an additional pedestrian connection other than along Sin Fat Road will be reviewed by relevant departments.</li> </ul> |
| (r) To reconsider the need of the primary school and to reserve the site for community or commercial uses instead.  | The proposed primary school was recommended in the Planning Review to meet the need of Kwun Tong District as a whole and was supported by the Education Bureau.  |
| (s) To expedite the implementation of the four junction improvements proposal.  | The road junction improvement works form part of the proposed site formation and infrastructure work for the proposed developments at the ex-Kaolin Mine site, targeted for commencement in mid-2016. The possibility of expediting the improvement works will be considered.  |

| <b><u>Comments</u></b>  | <b><u>Departmental Responses</u></b>   |
|---|--|
| (t) Request an additional road access to directly connect the proposed developments at the ex-Kaolin Mine site with Cha Kwo Ling Road to ease traffic congestion. The existing road cannot cope with the latter traffic demand. | According to the Traffic Review/Traffic Impact Assessment conducted for the proposed developments, the road system could cope with the traffic generated by the developments after the implementation of the proposed improvements to some existing road junctions. There is no traffic ground for the construction of an additional road. |
| <b>Proposed Commercial and Open Space Development along King Yip Street Nullah</b>  |  |
| (u) The redevelopment of King Yip Street areas and the relocation of the garden to the west to tie in with the Tsui Ping River beautification scheme is supported.  | Noted.   |
| (v) To focus developments in Tsui Ping River and nearby developments such as the Kwun Tong Swimming Pool areas but the potential of flooding during rainy season should be noted.   | The investigation of the King Yip Street Nullah in Kowloon East (“the Study”) will take into account the developments in the surrounding areas including the future improvement of Tsui Ping River. The flood control function of the river will be maintained.  |
| (w) To link up the park at Shing Yip Street with Laguna Park in a form of tunnel.   | The Study to be commissioned by DSD will explore the connection with Laguna Park.  |
| (x) The completion of the reprovisioned park at Shing Yip Street should tally with the demolition of the old park.  | The timely reprovision of the park will be carefully considered during implementation stage.   |
| (y) Whether this proposal would tie in with other proposals from the Energizing Kowloon East Office (EKEO). The site could be a buffer to ease traffic congestion at Hoi Yuen Road.   | The proposal forms part of EKEO’s initiatives for the area. The traffic improvement proposal will be implemented timely to tie in with disposal programme of the commercial site and the local needs.  |

**2. Written Submissions received from the KTDC member and the Public on 2.9.2014**

| <b><u>Comments</u></b>  | <b><u>Departmental Responses</u></b>  |
|---|---|
| <b>Laguna City Estate Owners' Committee(Attachment IXa)</b>   |   |
| <p>(a) The residents have repeatedly raised concern on traffic aspect arising from the proposed developments at the ex-Kaolin Mine Site. It is disappointed to note that the DC consultation paper considered by KTDC on 2.9.2014 did not include any traffic improvement schemes.</p> <p>(b) Laguna City's residents do not object to the proposed developments but request for appropriate traffic improvement proposal, particularly an additional road to connect the new development with Cha Kwo Ling Road.</p> | <p>- According to the Traffic Review/Traffic Impact Assessment conducted for the proposed developments, the road system could cope with the traffic generated by the developments after the implementation of the proposed improvements to some existing road junctions. There is no traffic ground for the construction of an additional road. At the KTDC meeting on 2.9.2014, CEDD and their consultants explained the traffic improvement proposals.</p> <p>- The road junction improvement works is targeted for commencement in mid-2016.</p> |
| <b>Mr. Lui Tung Hai, KTDC member (Attachment IXb)</b>   |   |
| (c) Object to the provision of an EVA across Cha Kwo Ling Tsuen to serve the proposed development at the ex-Kaolin Mine Site.   | Please refer to Item 1(n) above.  |
| (d) To expedite the development of Yau Tong Polyclinics to serve locals.  | The concerned Government bureau/departments are studying the possibility to develop a clinic at the public housing site at Ko Chiu Road.  |
| (e) To use the ex-catholic church at Lei Yue Mun for social welfare facilities with multi-storey car park serving the local residents and tourists.   | Please refer to Item 1(l) above.  |



**Letter received from Cha Kwo Ling Villagers on 23.9.2014 (Attachment X)**

| <b><u>Comments</u></b>   | <b><u>Departmental Responses</u></b>   |
|--|--|
| (f) We strongly object to the construction of an EVA within their village. It is equivalent to cut the village into two pieces. The road will generate noise and air pollution, damage the tranquility and jeopardize the health of the villagers.   | Please refer to Item 1(n) above.   |
| (g) It is inappropriate and misleading to include the Cha Kwo Ling Tsuen as part of the “ex-Cha Kwo Ling Kaolin Mine site” on the relevant plans of the DC paper. The exact location of the kaolin mine site covers the existing East Harbour Tunnel entrance and parking area of Food and Environment Hygiene Department. The proposed residential development is located at the previous kaolin factory. | The concerned plans in the DC paper are mainly intended to reflect the Study Area of the Planning Review. The proposed housing developments are concentrated at the existing platforms only and will not include the Cha Kwo Ling Tsuen. |

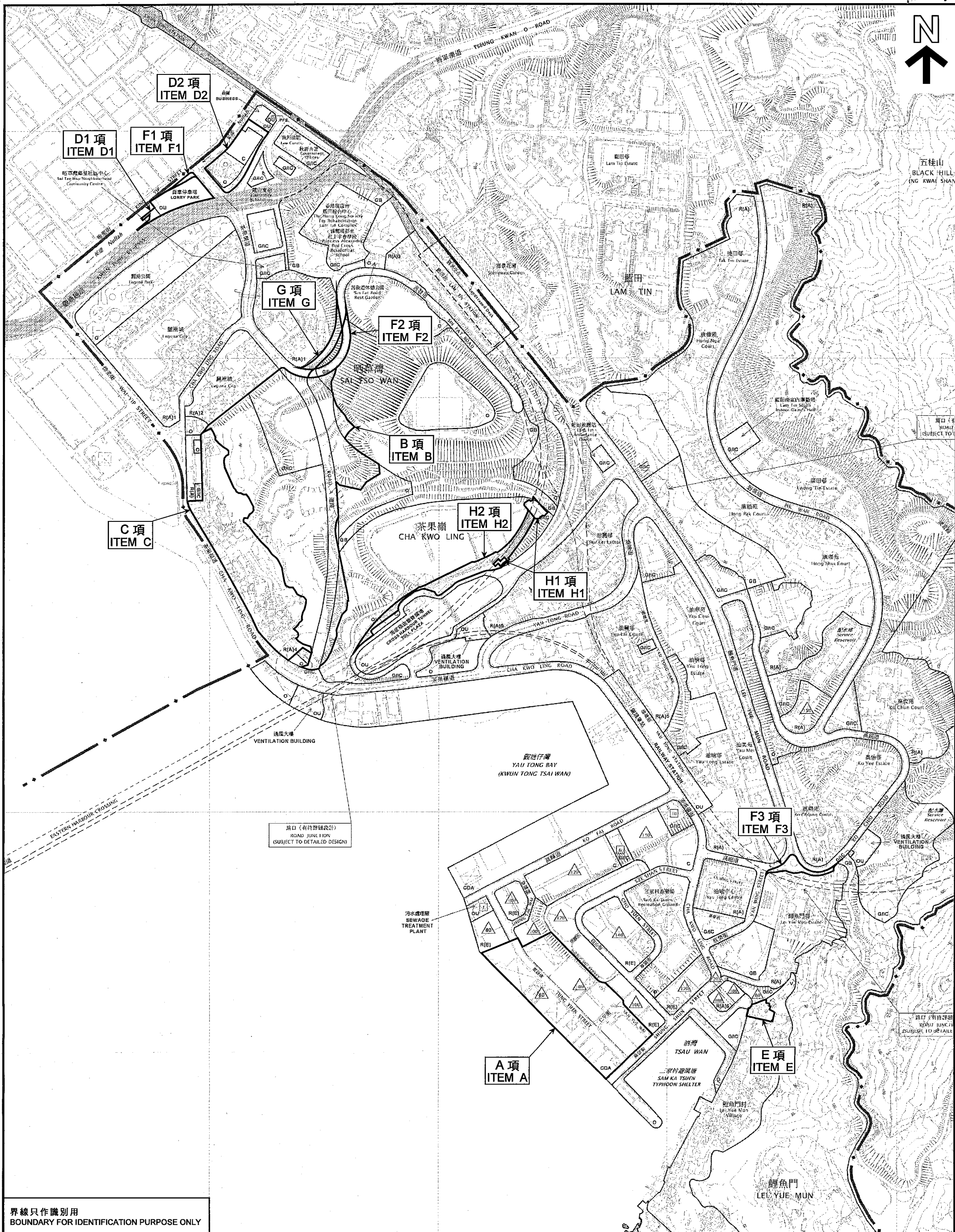
**3. Salient points of discussions with KTDC members, Tang Wing Chun and Cheung Shun Wah, and Laguna City Estate Owners’ Committee regarding the road and infrastructure works for the proposed developments at the ex-Kaolin Mine Site on 17.9.2014**

| <b><u>Comments</u></b>   | <b><u>Departmental Responses</u></b>  |
|--|---|
| (a) The engineering/construction works will last for 7 years. The nuisances and safety issues at construction stage are of grave concerns. | As an established practice, appropriate mitigation measures will be included in the relevant construction and work projects to ensure that the work will not cause unacceptable environmental impact on the adjacent residents. |

| <b><u>Comments</u></b>   | <b><u>Departmental Responses</u></b>   |
|--|--|
| <p>(b) There should be an additional road to serve the proposed housing developments, particularly in case the EVA is blocked.</p> <p>(c) The Government's view that it is not technically feasible to construct an additional road leading to Cha Kwo Ling Road because of the steep gradient is noted. But the constraints could be overcome, e.g. construction of a multi-storey basement car park below the proposed residential development to reduce gradients and a private road to link up the car park and Cha Kwo Ling Road.</p> | <p>- The proposed site access road is designed to serve as an EVA for the ex-Kaolin Mine Site development and with laybys for different vehicles. TD and FSD has accepted this arrangement.</p> <p>- According to the Traffic Impact Assessment for the proposed developments, the road system could cope with the traffic generated by the developments after the implementation of the proposed improvements to some existing road junctions. There is no traffic ground for the construction of an additional road, no matter it is a public or private road.</p> |
| <p>(d) Though several junctions improvements are recommended, the effectiveness of these improvement works are in doubt. There was traffic congestion at the junctions of Cha Kwo Ling Road/Shing Yip Road/Wing Fook Street over the past years.</p>   | <p>Please refer to Items 1(s) and (t) above. Furthermore, the concerned road junctions are under further reviewed by CEDD.</p>   |
| <p>(e) The additional road option would be our last request from the Government for this project to tackle the traffic issues. Otherwise, the Laguna City Estate Committee would object to the zoning amendments proposed by the Town Planning Board.</p>  | <p>Please refer to Item 1(t) above.</p>  |

4. **Salient points of discussions with KTDC member, Mr. Lui Tung Hai and Cha Kwo Ling Villagers regarding the road and infrastructure works for the proposed developments at the ex- Kaolin Mine Site on 23.9.2014**

|  |  |
|--|--|
| (a) The originally proposed EVA within the Cha Kwo Ling Tsuen was withdrawn by the Government. However, the villagers raise concern on whether such decision may change owing to the pressure imposed by the residents of Laguna City. | Please see response to 1(n) above.   |
| (b) The villagers cannot tolerate the construction of an underground sewerage channel running through their village to serve the proposed developments at the ex-Kaolin Mine site. It should be detoured away from their village.      | The sewerage pipe is small in scale and only 300mm diameter in size. The alignment is under reviewed by CEDD.  |
| (c) Other than the grave claimed by villagers during the KTDC consultation in 8.1.2013, there were more graves on the ex-Kaolin Mine Site development.   | The concerned Government departments have no formal record of additional graves on the site. Two suspected graves are shown on plan in 1965 but outside the proposed housing development platforms.  |
| (d) There is a piece of wetland created from the excavation works in the past and filled with water which attracts Chinese heron.  | Agriculture, Fisheries and Conservation Department has no information on the ecological importance of the area concerned. Based on the environmental review findings of the engineering study, there is no ecological significant wetland at the site. |
| (e) The villagers reiterate their request for setting up a compensation foundation and related committee chaired by local villagers in order to settle the land issues arising from the Tseung Kwan O – Lam Tin Tunnel project.        | The issue falls outside the scope of the project. The matter has been relayed to New Territories East Development Office of CEDD responsible for the tunnel project for follow up action.  |
| (f) The annotation of “ex-Cha Kwo Ling Kaolin Mine site” on the relevant plans of DC paper which includes the Cha Kwo Ling Tsuen was not accurate.   | Please refer to Item 2(g) above.   |



界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年11月24日擬備，所根據的資料為於2014年4月29日核准的分區計劃大綱圖編號S/K15/21

EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON OUTLINE ZONING PLAN No.  
S/K15/21 APPROVED ON 29.4.2014

### 擬議修訂項目總覽 OVERVIEW OF PROPOSED AMENDMENT ITEMS

茶果嶺、油塘及鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的擬議修訂  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG & LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21

SCALE 1:7 500 比例尺  
100 0 100 200 300 400 500 600 700 METRES

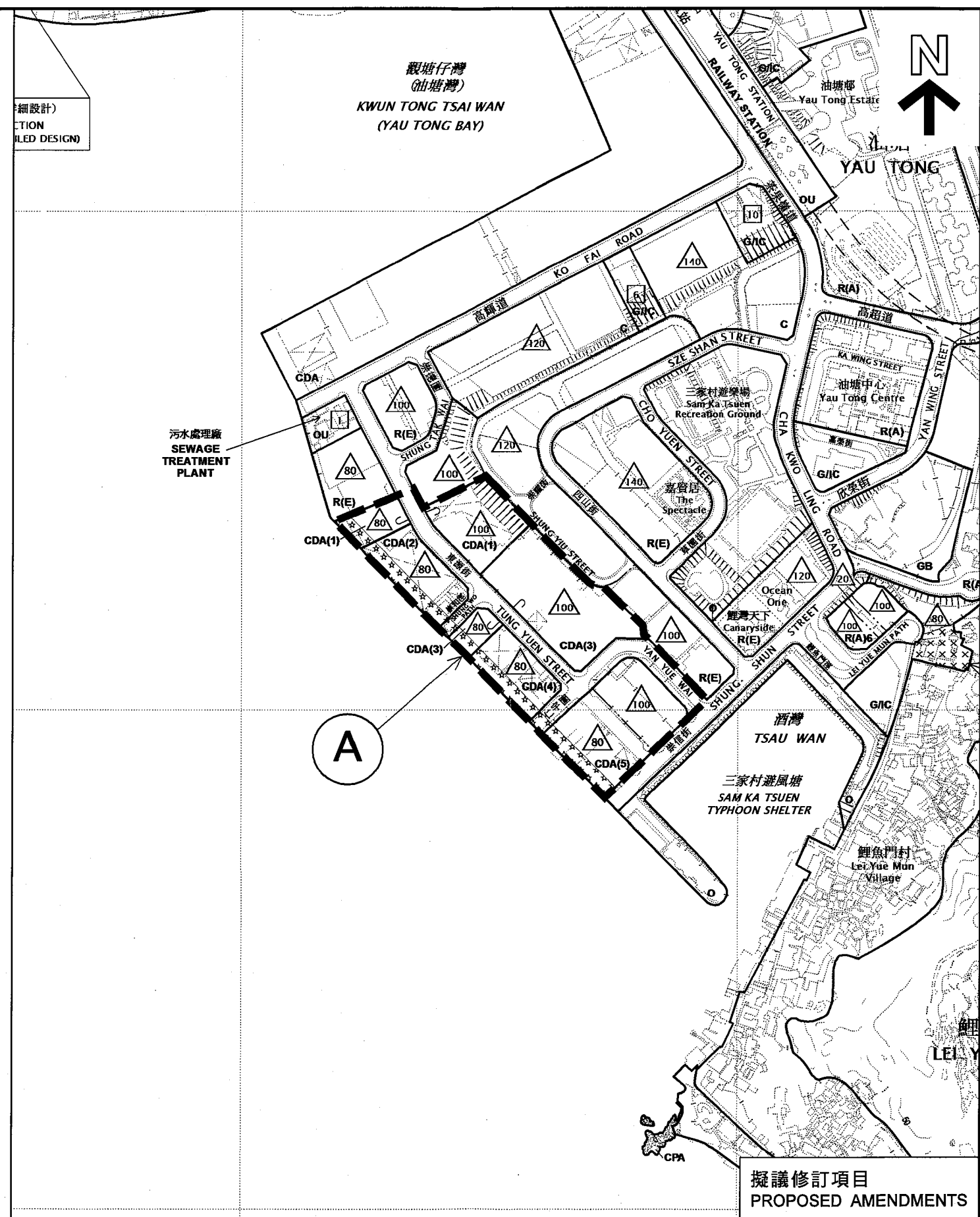
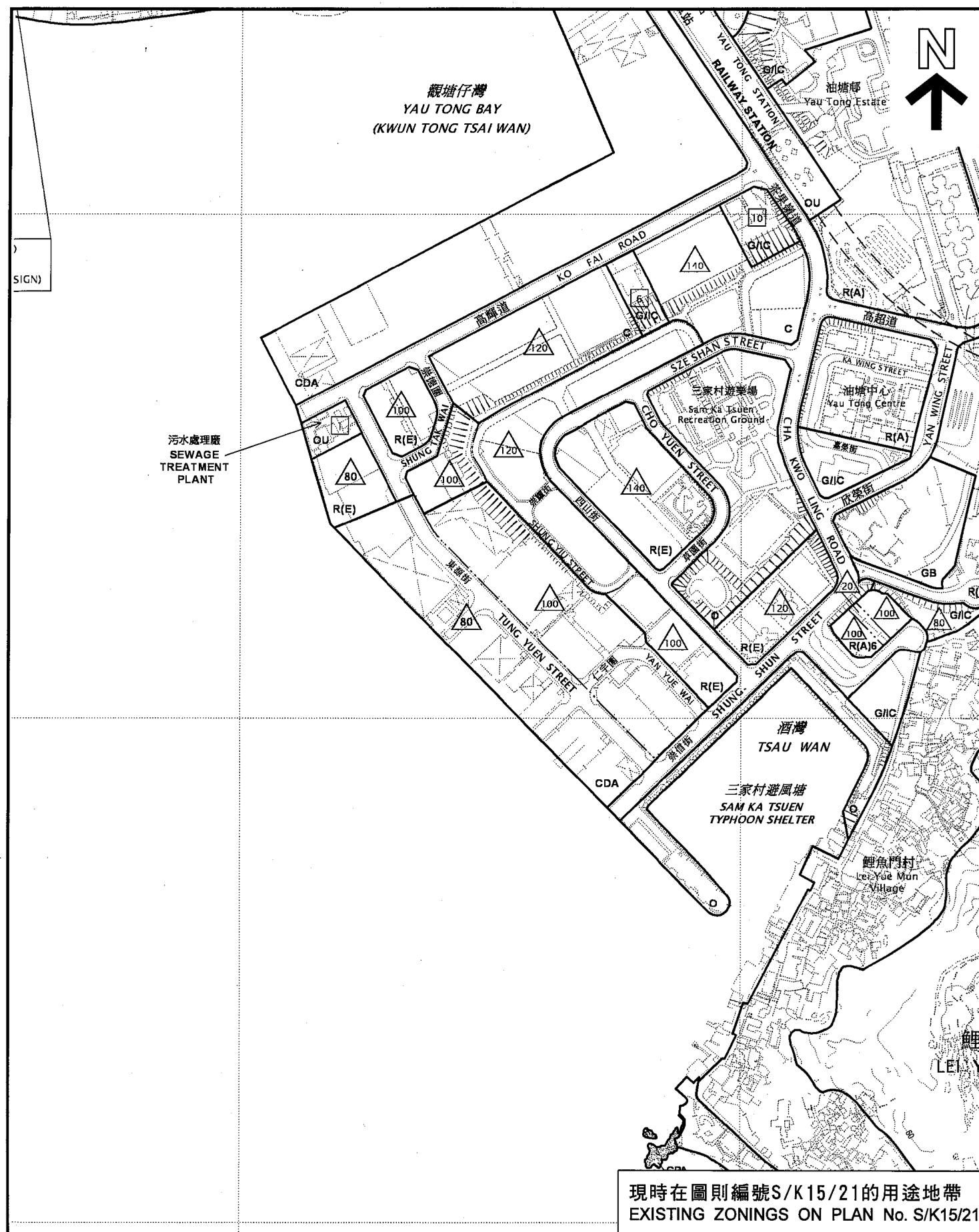
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
1





本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/21的擬議修訂  
(A項)  
PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM A)  
SCALE 1:5 000 比例尺  
METRES 100 0 100 200 300 400 METRES

規劃署  
PLANNING DEPARTMENT



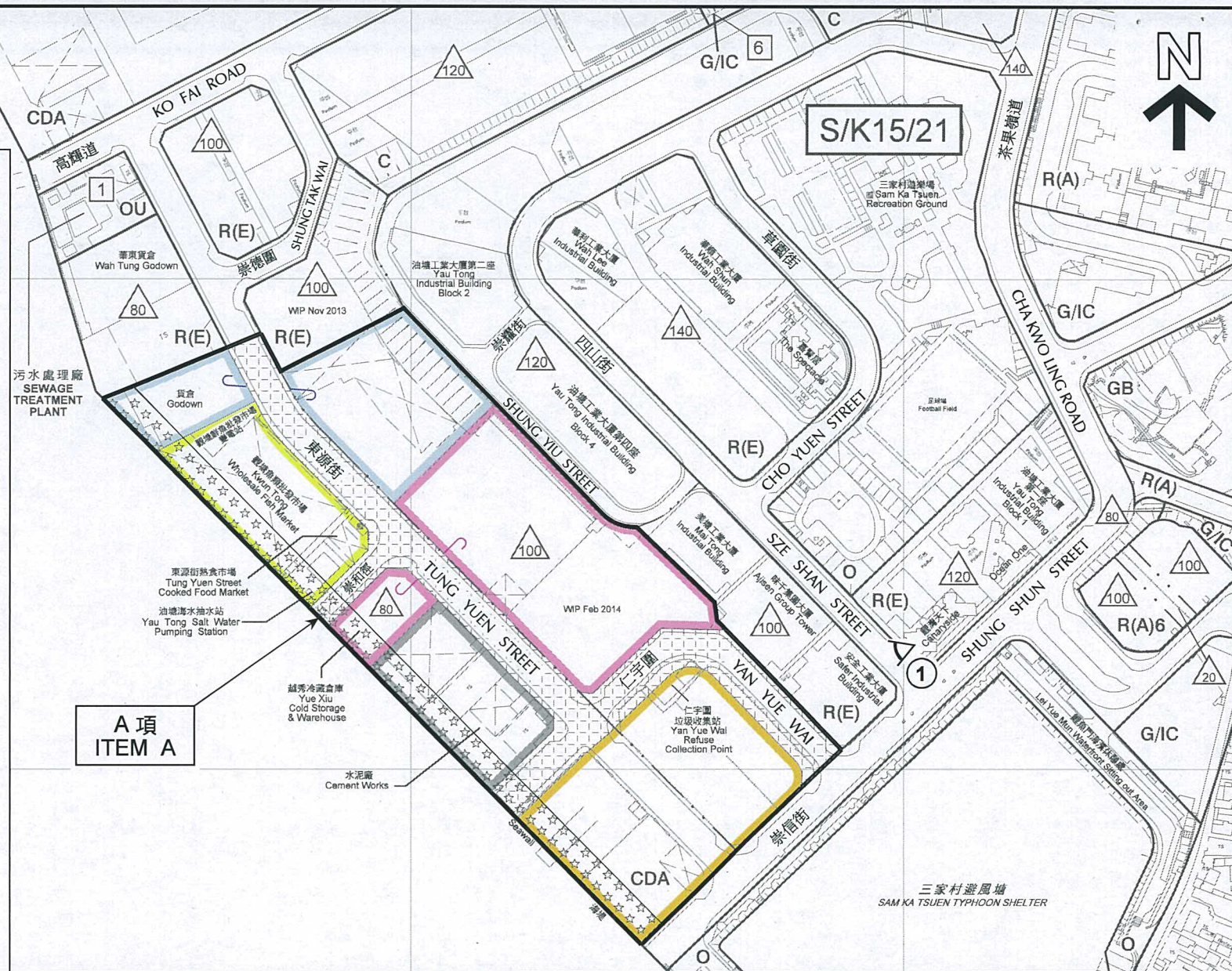
參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2A



圖例 LEGEND

- A項  
ITEM A
- 擬議由「綜合發展區」地帶改劃為「綜合發展區(1)」  
PROPOSED REZONING FROM "CDA" TO "CDA(1)"
  - 擬議由「綜合發展區」地帶改劃為「綜合發展區(2)」  
PROPOSED REZONING FROM "CDA" TO "CDA(2)"
  - 擬議由「綜合發展區」地帶改劃為「綜合發展區(3)」  
PROPOSED REZONING FROM "CDA" TO "CDA(3)"
  - 擬議由「綜合發展區」地帶改劃為「綜合發展區(4)」  
PROPOSED REZONING FROM "CDA" TO "CDA(4)"
  - 擬議由「綜合發展區」地帶改劃為「綜合發展區(5)」  
PROPOSED REZONING FROM "CDA" TO "CDA(5)"
  - 擬議由「綜合發展區」地帶改劃為「道路」  
PROPOSED REZONING FROM "CDA" TO "ROAD"
  - 指定為「海濱長廊」的地方  
AREA DESIGNATED FOR "WATERFRONT PROMENADE"
  - 最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
  - 最高建築物高度(樓層數目)  
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
  - 建築物高度管制區界線  
BUILDING HEIGHT CONTROL ZONE BOUNDARY
  - C** 商業  
COMMERCIAL
  - CDA** 綜合發展區  
COMPREHENSIVE DEVELOPMENT AREA
  - R(A)** 住宅(甲類)  
RESIDENTIAL (GROUP A)
  - R(E)** 住宅(戊類)  
RESIDENTIAL (GROUP E)
  - G/IC** 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
  - O** 休憩用地  
OPEN SPACE
  - OU** 其他指定用途  
OTHER SPECIFIED USES
  - GB** 綠化地帶  
GREEN BELT
  - 實地照片的觀景點  
VIEWPOINT OF SITE PHOTO
- 界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



平面圖 SITE PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 15/21 的擬議修訂  
(A項)  
PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM A)

本摘要圖於2014年11月14日擬備，  
所根據的資料為測量圖編號11-SE-4C  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SURVEY SHEET No. 11-SE-4C

SCALE 1 : 3 000 比例尺  
METRES 50 0 50 100 METRES

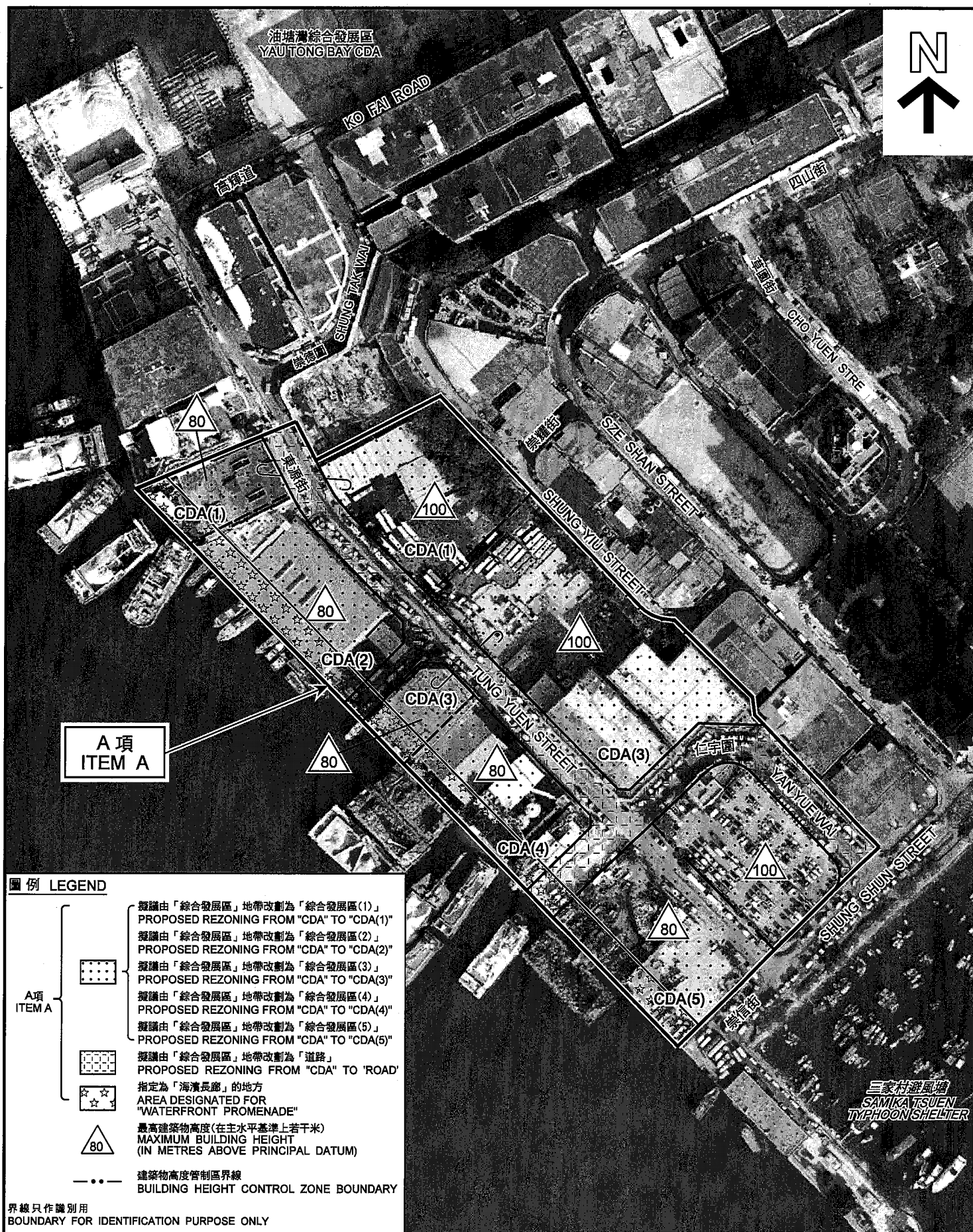
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2B





### 航攝照片 AERIAL PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K 15/21 的擬議修訂  
(A 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEM A)

規劃署  
PLANNING  
DEPARTMENT



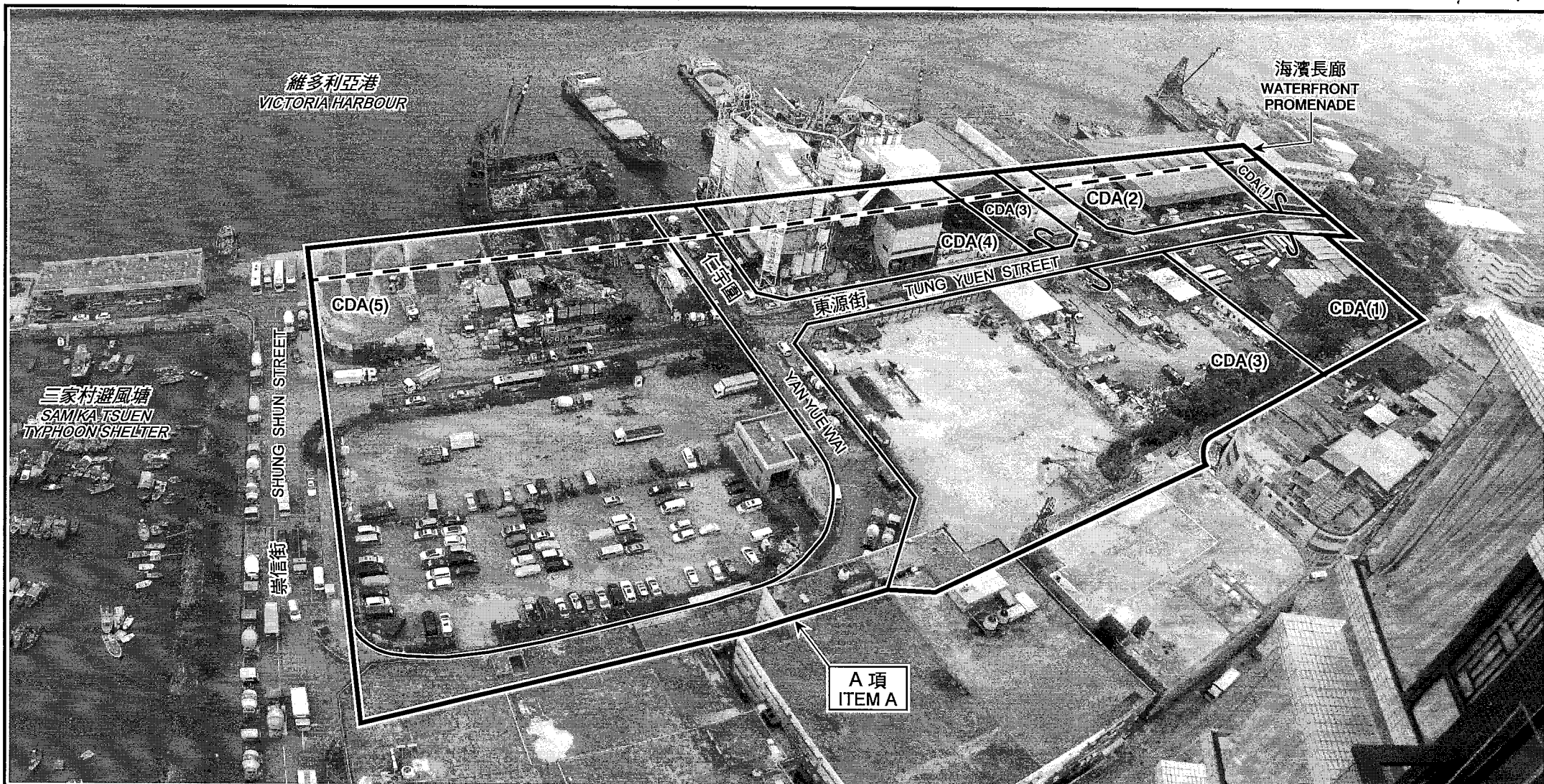
參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2C

本摘要圖於2014年11月14日擬備，所根據的  
資料為地政總署於2014年1月1日拍得的  
航攝照片編號CS47076

EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON AERIAL PHOTO No. CS47076  
TAKEN ON 1.1.2014 LANDS DEPARTMENT





照片 1 — A 項  
PHOTO 1 - ITEM A

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的擬議修訂  
(A 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/22  
(ITEM A)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2D

本圖於2014年11月14日擬備，所根據的資料  
為攝於2014年11月3日的實地照片  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SITE PHOTO TAKEN ON 3.11.2014





16 油塘海水抽水站  
YAU TONG  
SALT WATER PUMPING STATION  
(GLA-NK 80)



15 越秀冷藏倉庫  
YUE XIU COLD STORAGE  
& WAREHOUSE  
(YTML 57)



14 金屬回收廠  
METAL RECYCLING DEPOT  
(YTML 58 & 59)



13 混凝土配料廠  
CONCRETE BATCHING PLANT  
(YTML 60 & 61)



1 混凝土配料廠  
CONCRETE BATCHING PLANT  
(YTML 69)



2 魚類統營處觀塘魚類批發市場  
KWUN TONG WHOLESALE FISH MARKET  
FISH MARKETING ORGANIZATION  
(YTML 72)



3 東源街熟食市場  
TUNG YUEN STREET  
COOKED FOOD MARKET  
(GLA-TNK 364)



4 汽車修理工場  
VEHICLE REPAIR WORKSHOP  
(YTIL 4RP)



5 回收廠  
RECYCLING DEPOT  
(YTIL 4 s.B)



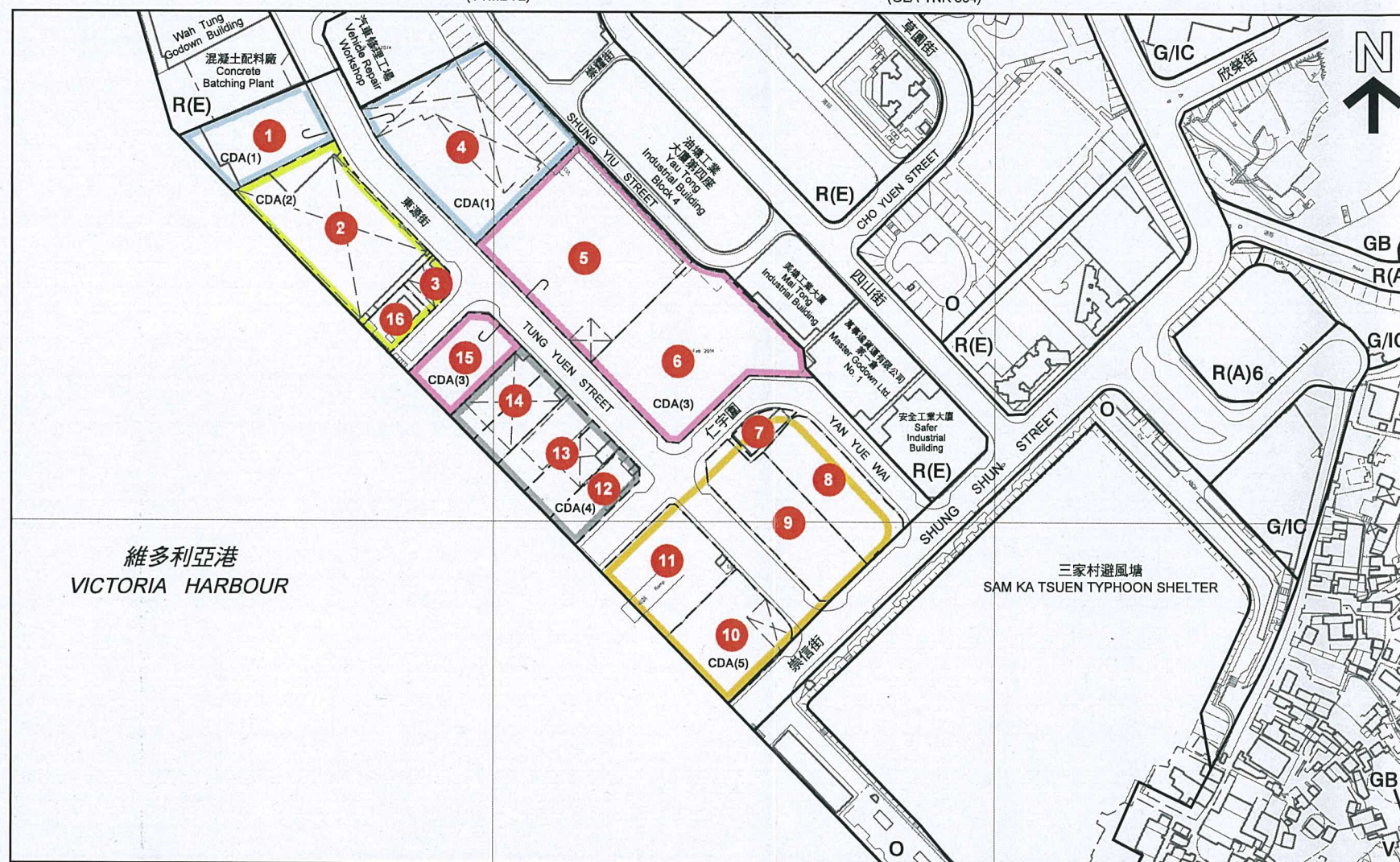
6 高力工業大廈 (已拆卸)  
HI-WATT INDUSTRIAL BUILDING  
(DEMOLISHED)  
(YTIL 9)



7 仁宇圍垃圾收集站  
YAN YUE WAI  
REFUSE COLLECTION POINT  
(GLA-NK 335)



8 露天停車場  
PUBLIC VEHICLE PARK  
(STT KX2722)



12 混凝土配料廠  
CONCRETE BATCHING PLANT  
(YTML 62)



11 金屬回收廠  
METAL RECYCLING DEPOT  
(STT KX2302)



10 沙倉  
SAND DEPOT  
(STT KX2532)



9 露天停車場  
PUBLIC VEHICLE PARK  
(STT KX2810)

有關地點界線只作識別用  
SUBJECT SITE BOUNDARY FOR  
IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年11月24日擬備，所根據的資料  
測量圖編號11-SE-4C  
EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON SURVEY SHEET No.11-SE-4C

## 實地照片 SITE PHOTOS

油塘工業區綜合發展區的現有用途  
EXISTING USES IN YTIA "CDA"

SCALE 1:3 000 比例尺  
METRES 50 0 50 100 150 200 250 METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2E





### 發展概念圖 CONCEPT PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
(A 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM A)

本圖於2014年11月20日擬備  
EXTRACT PLAN PREPARED ON 20.11.2014

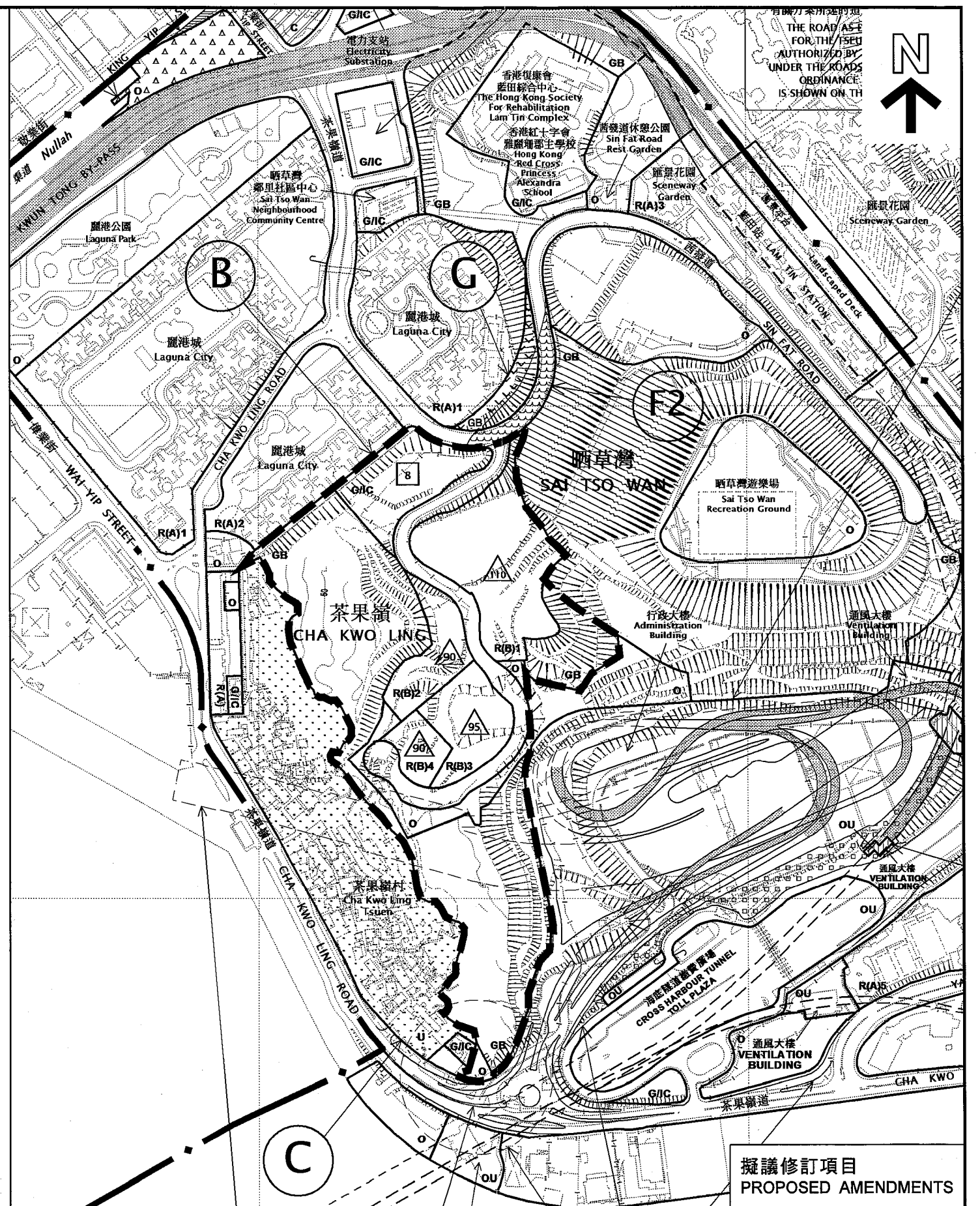
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
2F





本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/21的擬議修訂  
(B, C, F2及G項)  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS B, C, F2 AND G)  
SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

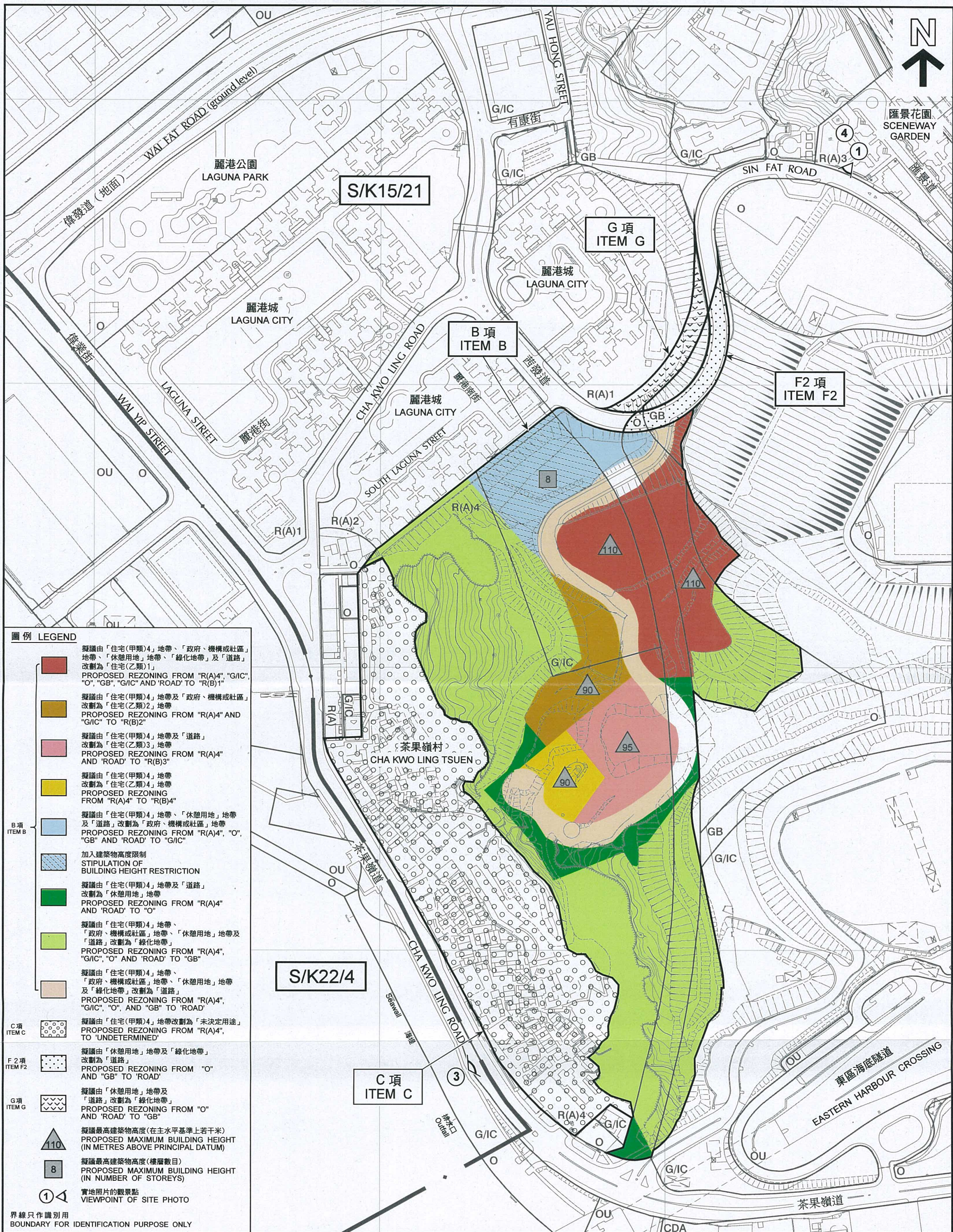
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3A





平面圖 SITE PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的擬議修訂  
(B, C, F 2 及 G 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS B, C, F2 AND G)

本摘要圖於2014年11月24日擬備，所根據的資料為測量圖編號11-SE-3B, 11-SE-4A, 11-NE-23B及11-NE-23D  
EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON SURVEY SHEETS  
No. 11-SE-3B, 11-SE-4A  
11-NE-23B AND 11-NE-23D

SCALE 1:3 000 比例尺  
METRES 50 0 50 100 150 200 250 METRES

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3B





界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本摘要圖於2014年11月18日擬備，所根據  
的資料為地政總署於2014年1月29日拍得  
航攝照片編號CW106474  
EXTRACT PLAN PREPARED ON 18.11.2014  
BASED ON AERIAL PHOTO No. CW106474  
TAKEN ON 29.1.2014 BY LANDS DEPARTMENT

### 航攝照片 AERIAL PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號S/K15/21的擬議修訂  
(B, C, F2及G項)

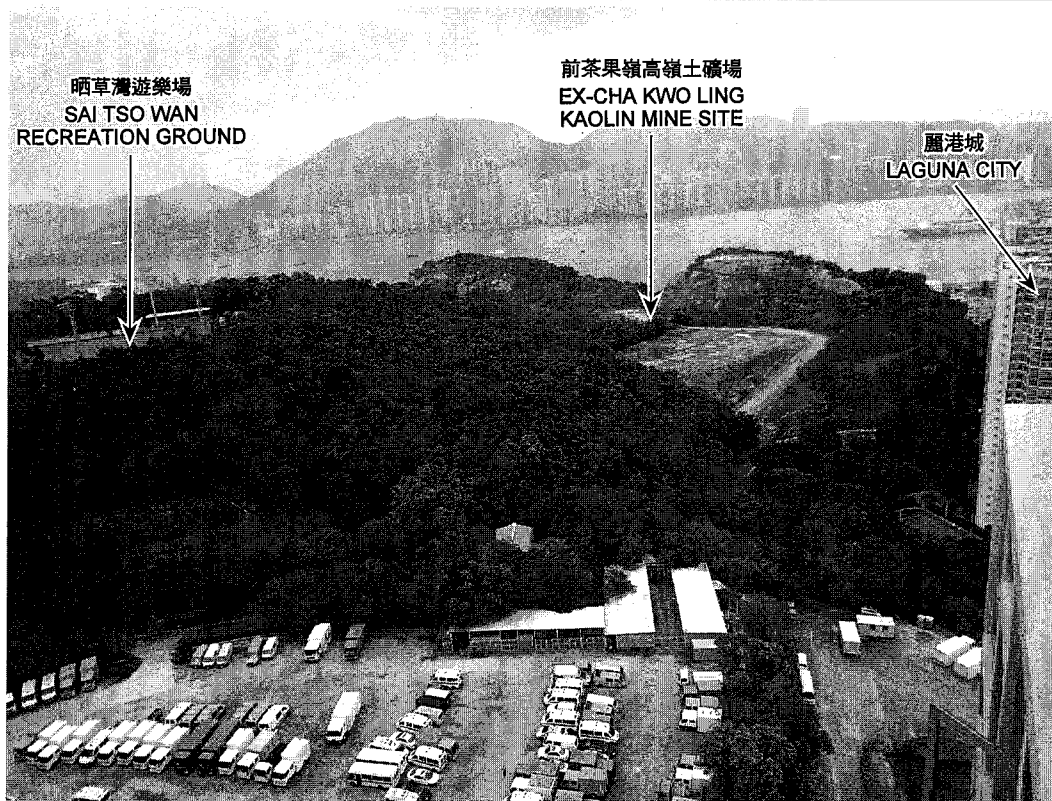
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS B, C, F2 AND G)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3C



照片 1 — B 項  
PHOTO 1 - ITEM B



照片 2 — B 項  
PHOTO 2 - ITEM B

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本圖於2014年11月18日擬備，所根據的資料  
為攝於2014年10月28日的實地照片  
EXTRACT PLAN PREPARED ON 18.11.2014  
BASED ON SITE PHOTOS  
TAKEN ON 28.10.2014

### 實地照片 SITE PHOTOS

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S / K 1 5 / 2 1 的擬議修訂  
(B 及 C 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS B AND C)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3D





## 發展概念圖 CONCEPT PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K15/21 的擬議修訂  
(B 及 C 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS B AND C)

## 規劃署

PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3E

本摘要圖於 2014 年 11 月 18 日擬備  
EXTRACT PLAN PREPARED ON 18.11.2014



麗港城  
LAGUNA CITY



照片 3 — C 項  
PHOTO 3 - ITEM C

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2014年11月14日擬備，所根據的資料  
為攝於2014年10月31日的實地照片  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SITE PHOTO TAKEN ON 31.10.2014

實地照片 SITE PHOTO

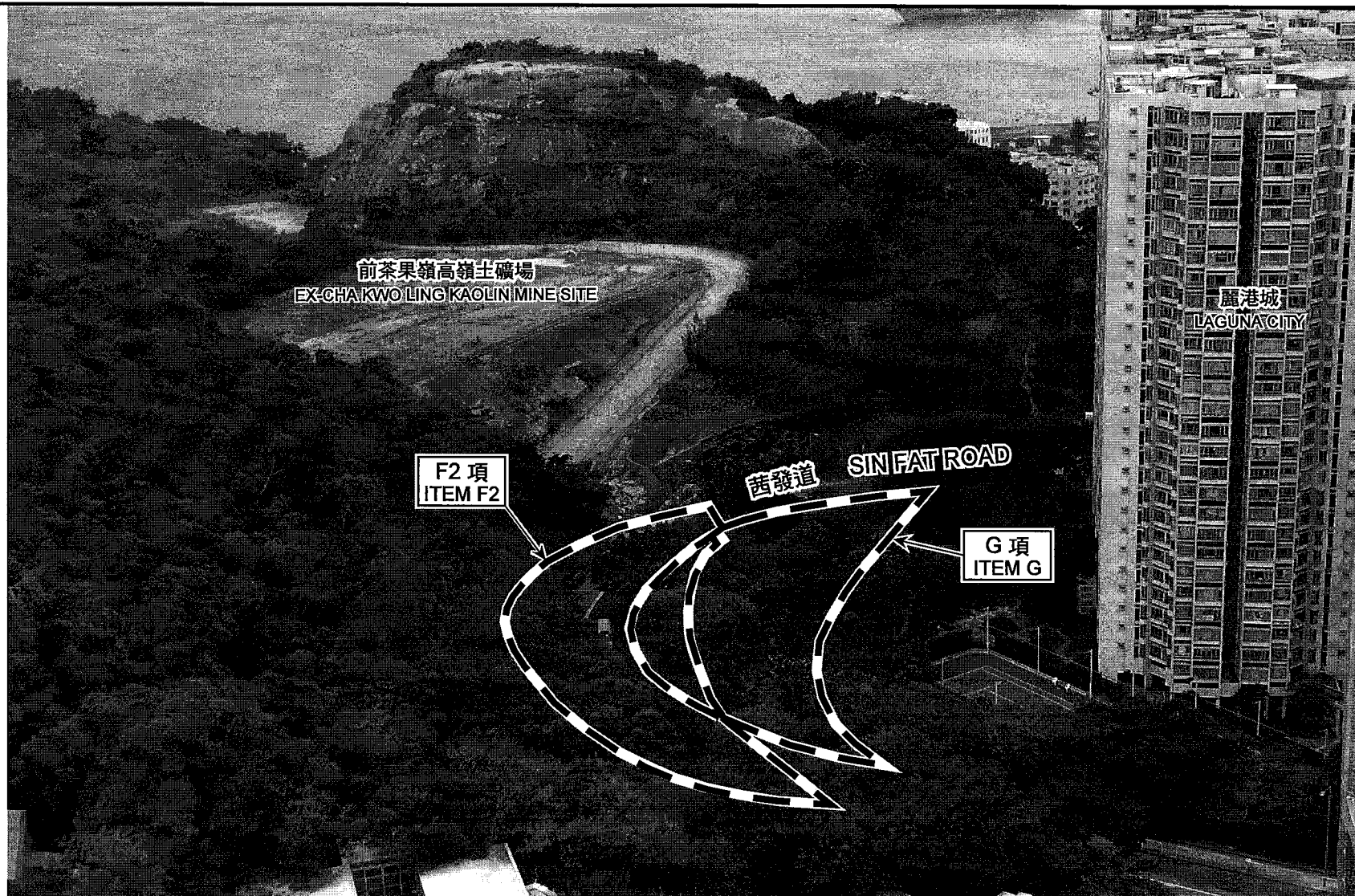
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
( C 項 )  
PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM C)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3F



照片 4 — F2 項及 G 項  
PHOTO 4 - ITEMS F2 AND G

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本圖於2014年11月19日擬備，所根據的資料  
為攝於2014年10月28日的實地照片  
EXTRACT PLAN PREPARED ON 19.11.2014  
BASED ON SITE PHOTO TAKEN ON 28.10.2014

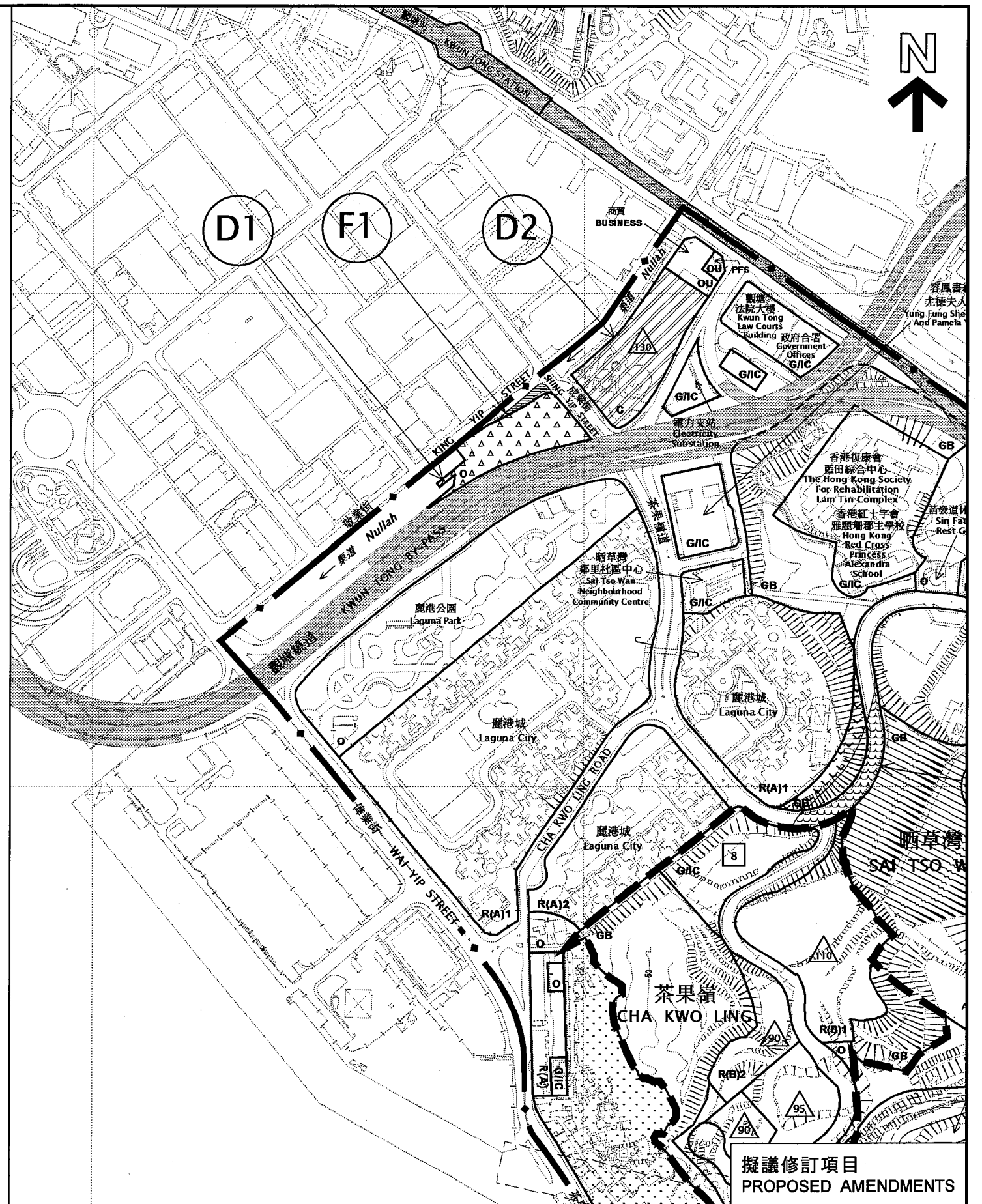
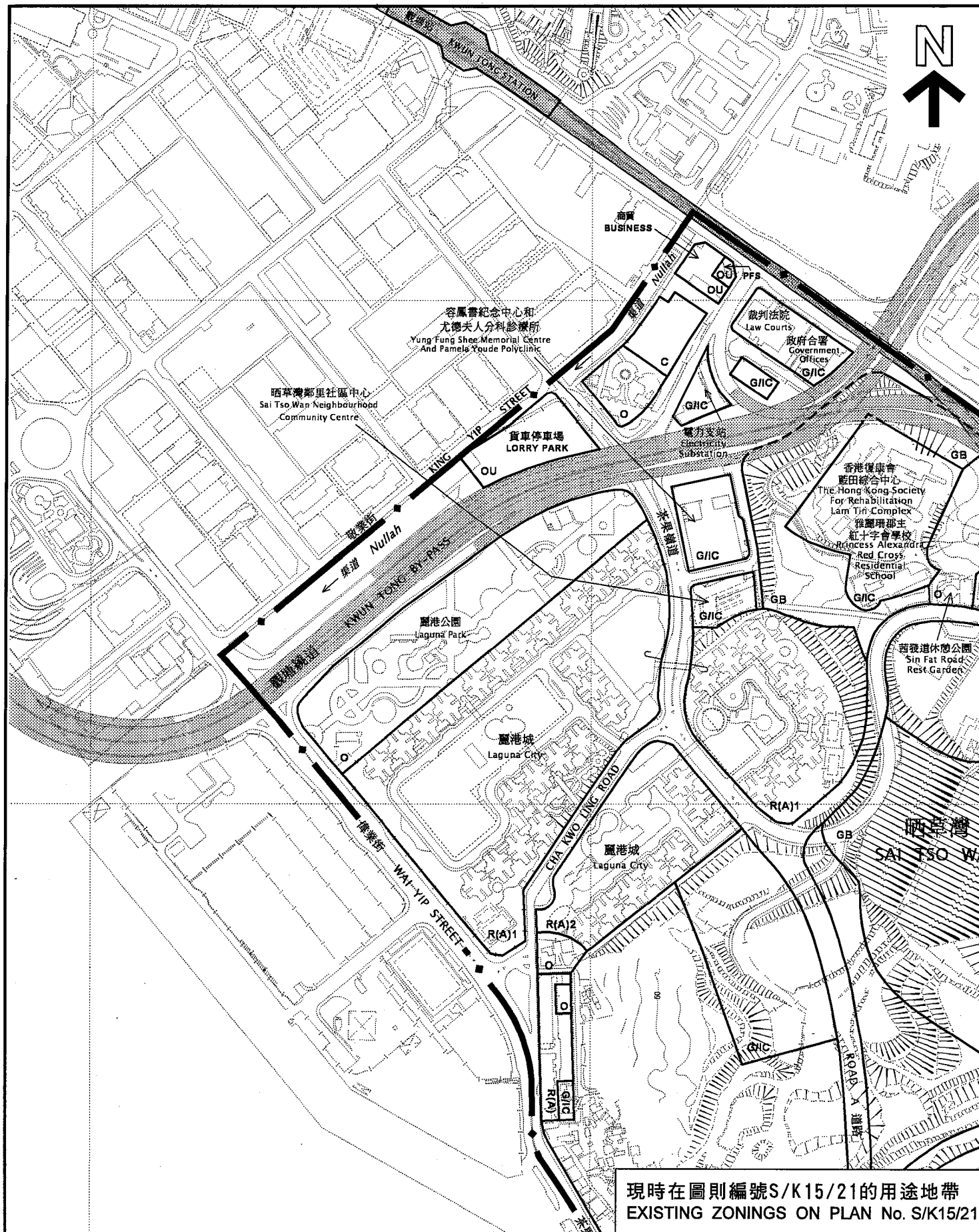
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
( F 2 及 G 項 )  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS F2 AND G)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
3G



本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/21的擬議修訂  
(D1, D2及F1項)  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS D1, D2 AND F1)  
SCALE 1:5 000 比例尺

米 METRES 100 0 100 200 300 400 米 METRES

規劃署  
PLANNING DEPARTMENT




參考編號  
REFERENCE No.  
M/K15/14/79

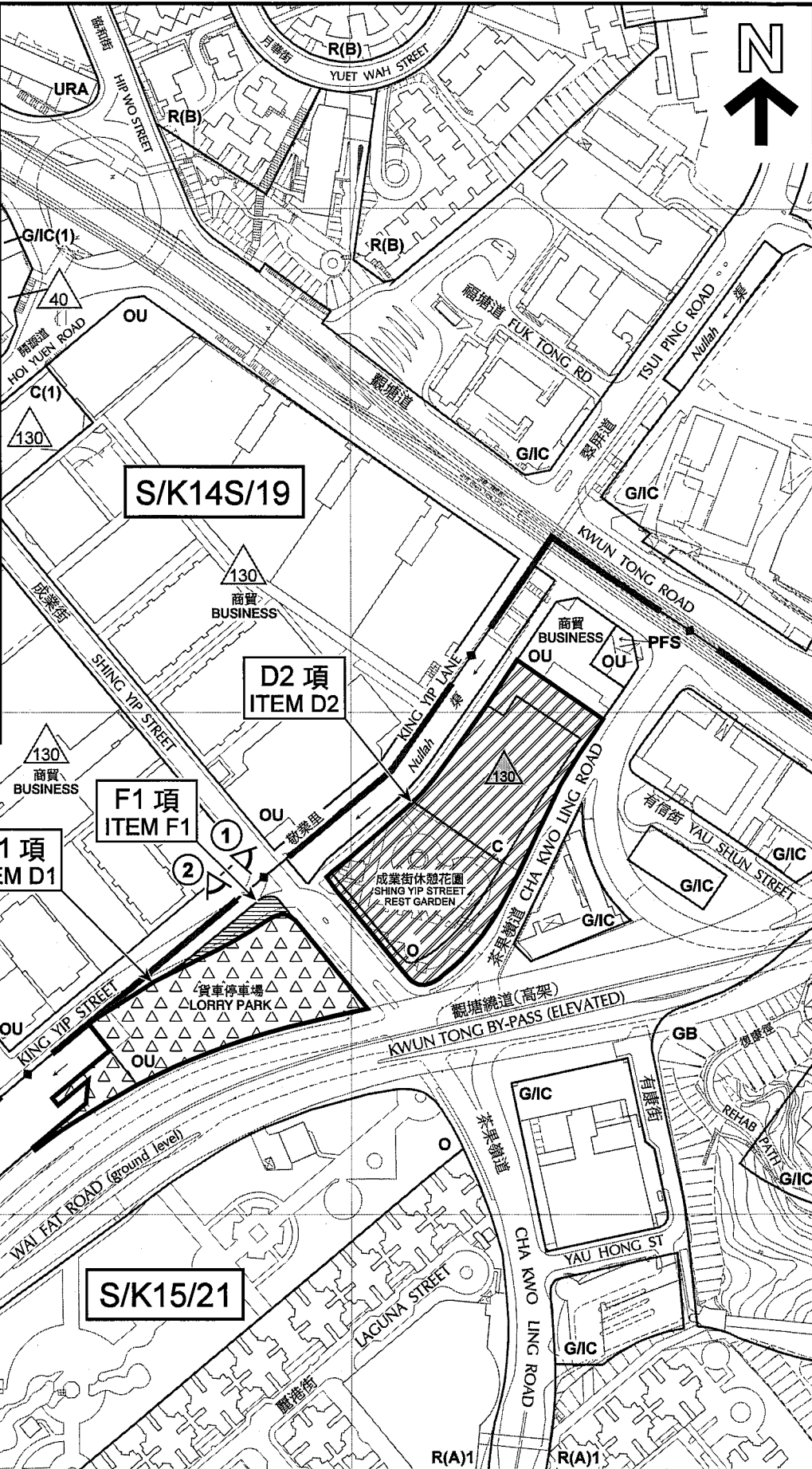
圖 PLAN  
4A



# 圖例 LEGEND

-  擬議由「其他指定用途」地帶註明「貨車停車場」及「道路」改劃為「商業」地帶  
PROPOSED REZONING FROM "OU" ANNOTATED 'LORRY PARK' AND 'ROAD' TO "C"
-  擬議由「其他指定用途」地帶註明「貨車停車場」改劃為「商業」地帶及加入建築物高度限制  
PROPOSED REZONING FROM "OU" AND 'LORRY PARK' TO "C" AND STIPULATION OF BUILDING HEIGHT RESTRICTION
-  擬議由「其他指定用途」地帶註明「貨車停車場」改劃為「道路」  
PROPOSED REZONING FROM "OU" ANNOTATED 'LORRY PARK' TO 'ROAD'
-  擬議最高建築物高度(在主水平基準上若干米)  
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
-  最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
-  C 商業  
COMMERCIAL
-  R(A) 住宅(甲類)  
RESIDENTIAL (GROUP A)
-  G/I/C 政府、機構或社區  
GOVERNMENT, INSTITUTION OR COMMUNITY
-  O 休憩用地  
OPEN SPACE
-  OU 其他指定用途  
OTHER SPECIFIED USES
-  GB 綠化地帶  
GREEN BELT
-  URA 市區重建局發展計劃範圍  
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA
-  - - - 規劃範圍界線  
BOUNDARY OF PLANNING SCHEME
-  ① 實地照片的觀景點  
VIEWPOINT OF SITE PHOTO

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

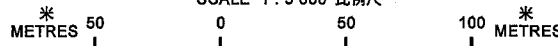


## 平面圖 SITE PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K15/21 的擬議修訂  
(D1、D2 及 F1 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS D1, D2 AND F1)

SCALE 1:3 000 比例尺



本摘要圖於2014年11月24日擬備，所根據的資料為測量圖編號11-NE-18C, 18D, 23A及23B  
EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON SURVEY SHEETS No. 11-NE-18C, 18D, 23A & 23B

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
4B



照片 1 — D2 項  
PHOTO 1 - ITEM D2



照片 2 — D1 及 F1 項  
PHOTO 2 - ITEMS D1 AND F1

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

### 實地照片 SITE PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K 15/21 的擬議修訂  
(D1、D2 及 F1 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS D1, D2 AND F1)

規劃署  
PLANNING  
DEPARTMENT

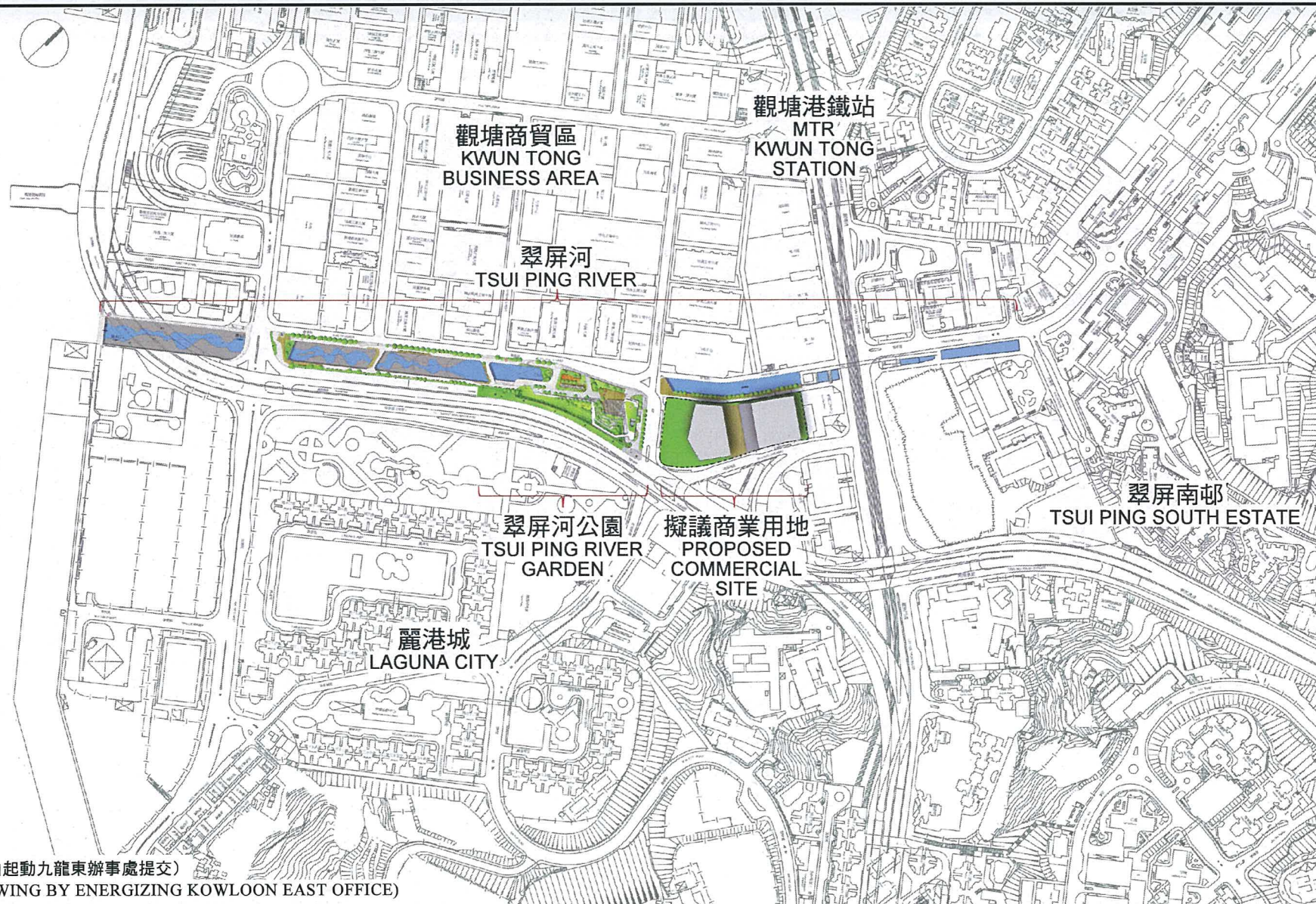


參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
4C

本圖於2014年11月24日擬備，所根據的資料  
為攝於2014年5月21日的實地照片  
EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON SITE PHOTOS  
TAKEN ON 21.5.2014





(資料來源: 繪圖由起動九龍東辦事處提交)  
(SOURCE : DRAWING BY ENERGIZING KOWLOON EAST OFFICE)

### 發展概念圖 CONCEPT PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的擬議修訂  
(D1、D2 及 F1 項)  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS D1, D2 AND F1)

本圖於2014年11月14日擬備  
EXTRACT PLAN PREPARED ON 14.11.2014

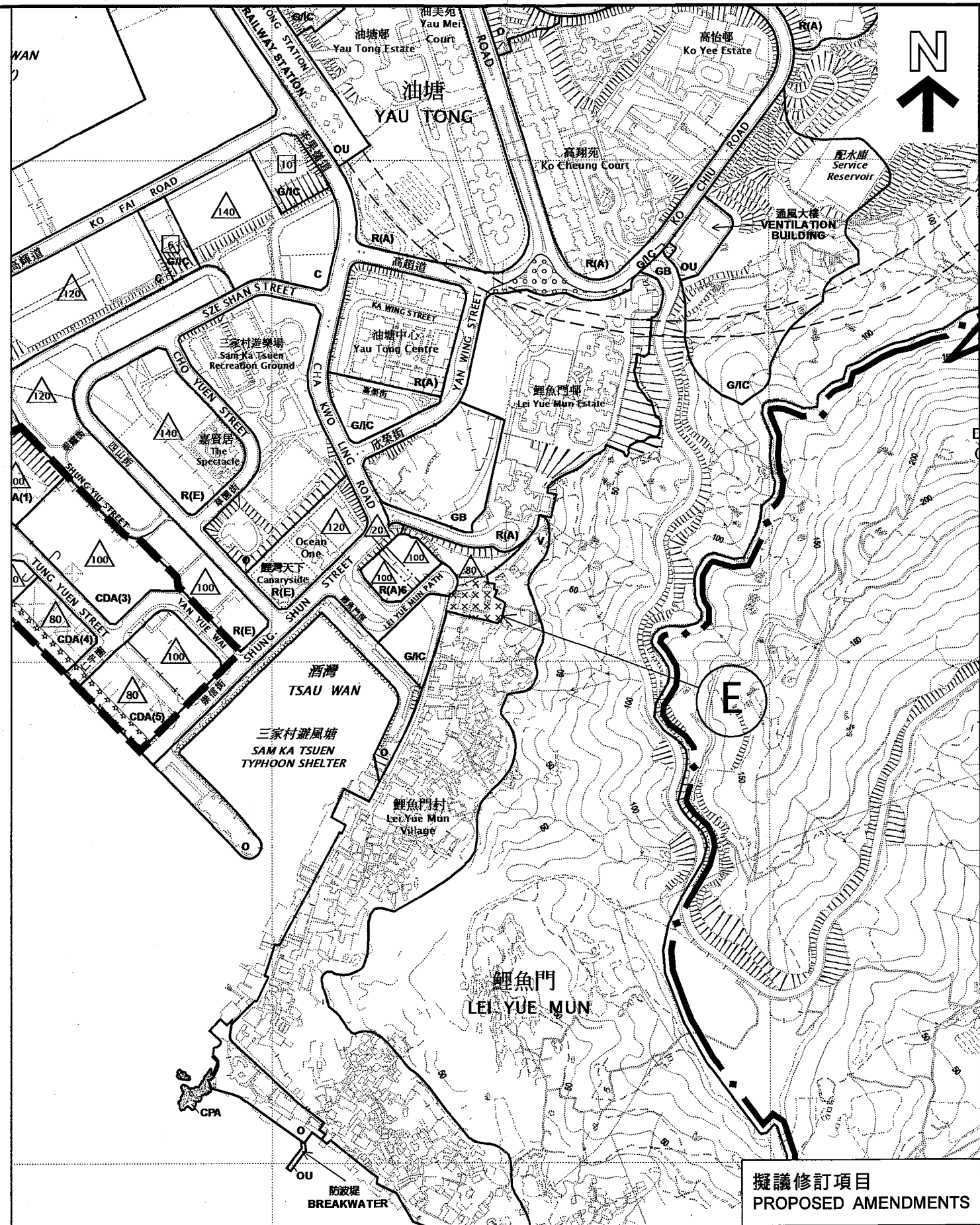
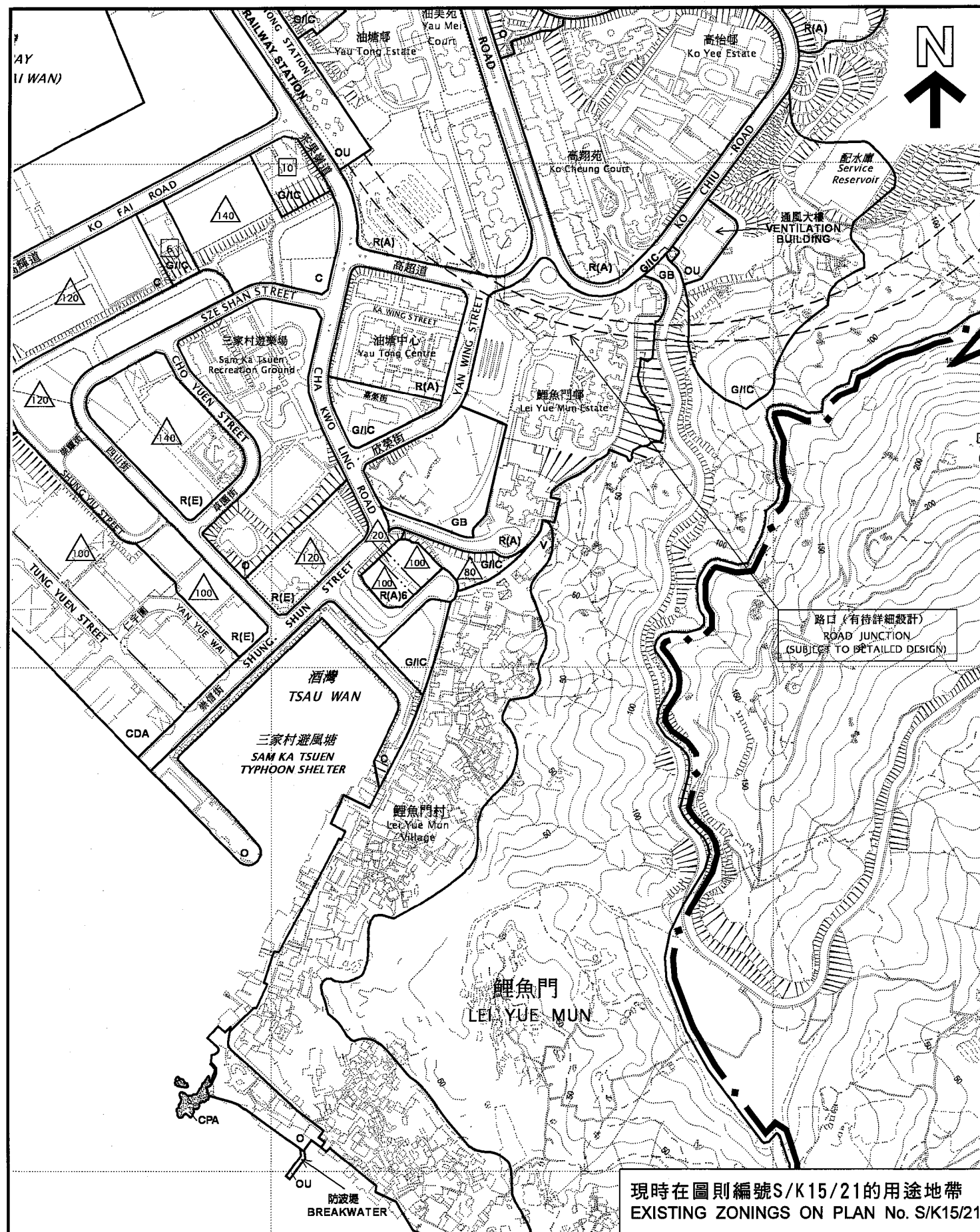
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
4D





本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

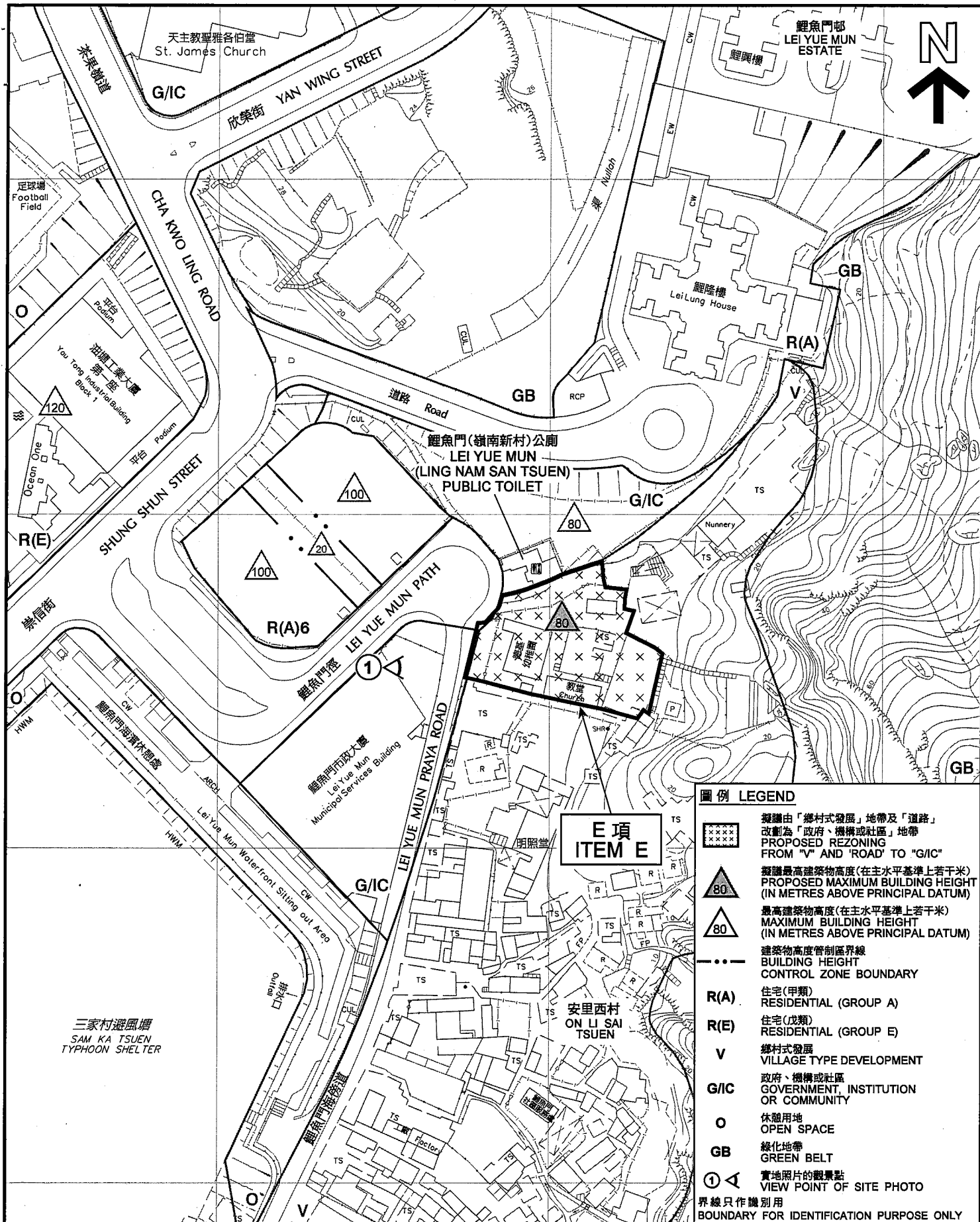
位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/21的擬議修訂  
(E項)  
PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM E)  
SCALE 1:5 000 比例尺  
米 METRES 100 0 100 200 300 400 METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
5A



### 平面圖 SITE PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K 15/21 的擬議修訂  
(E 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEM E)

SCALE 1:1 500 比例尺

米 25 0 25 50 米  
METRES

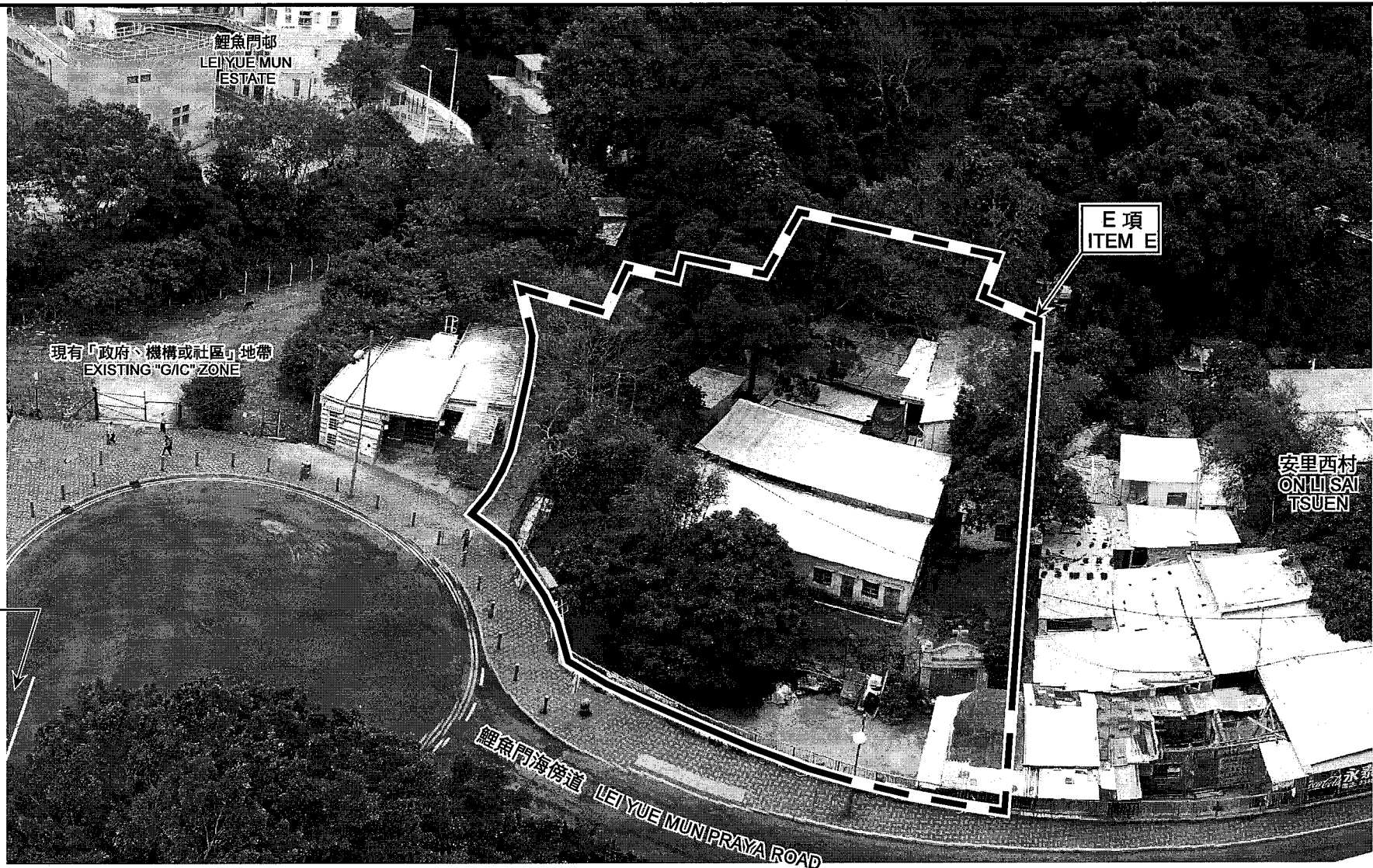
本摘要圖於2014年11月14日擬備，所根據的資料為測量圖編號11-SE-4C及11-SE-4D  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SURVEY SHEETS  
No. 11-SE-4C & 11-SE-4D

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
5B



照片 1 — E 項  
PHOTO 1 - ITEM E

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
(E 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM E)

本圖於2014年11月24日擬備，所根據的資料  
為攝於2014年2月28日的實地照片  
EXTRACT PLAN PREPARED ON 24.11.2014  
BASED ON SITE PHOTO TAKEN ON 28.2.2014

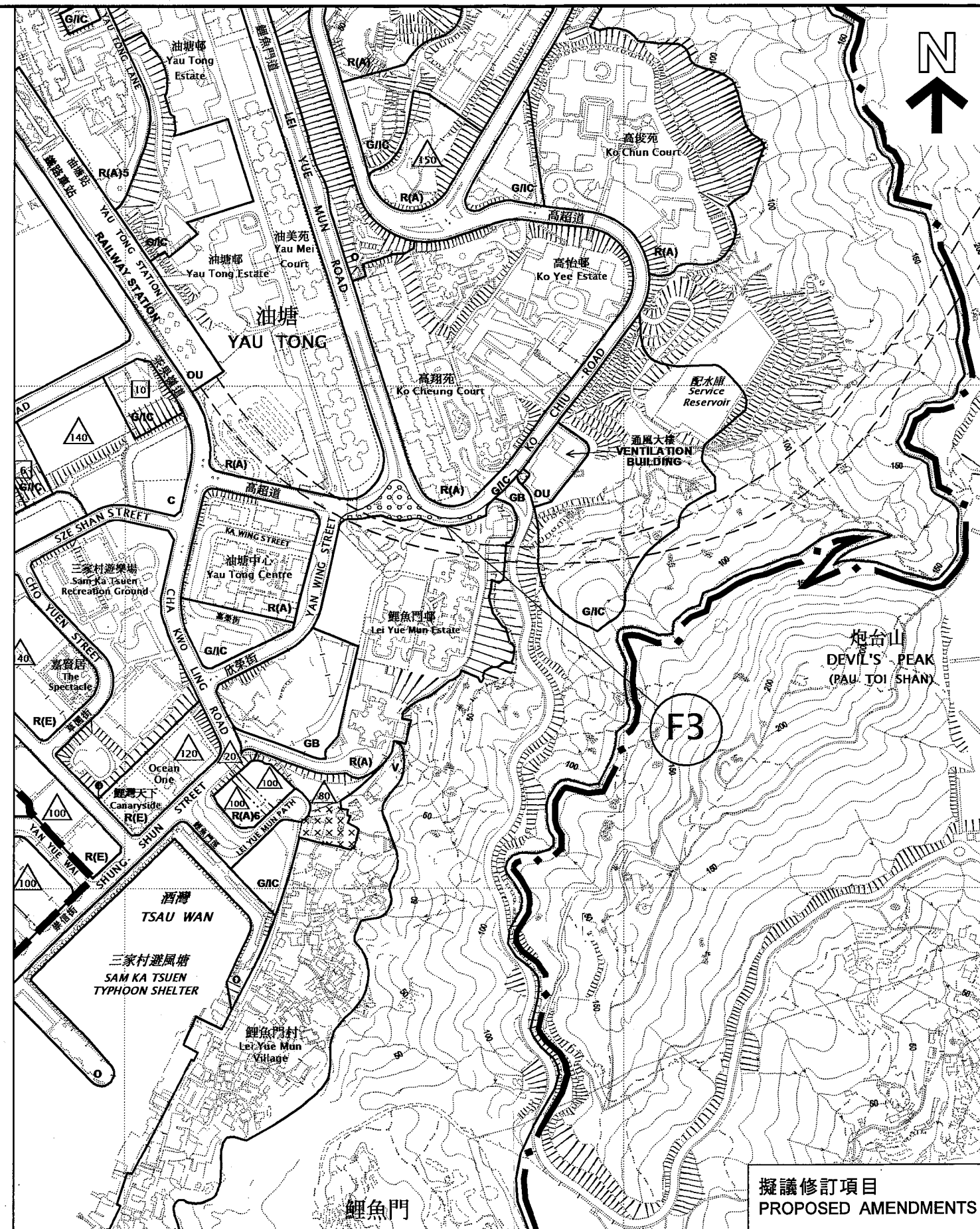
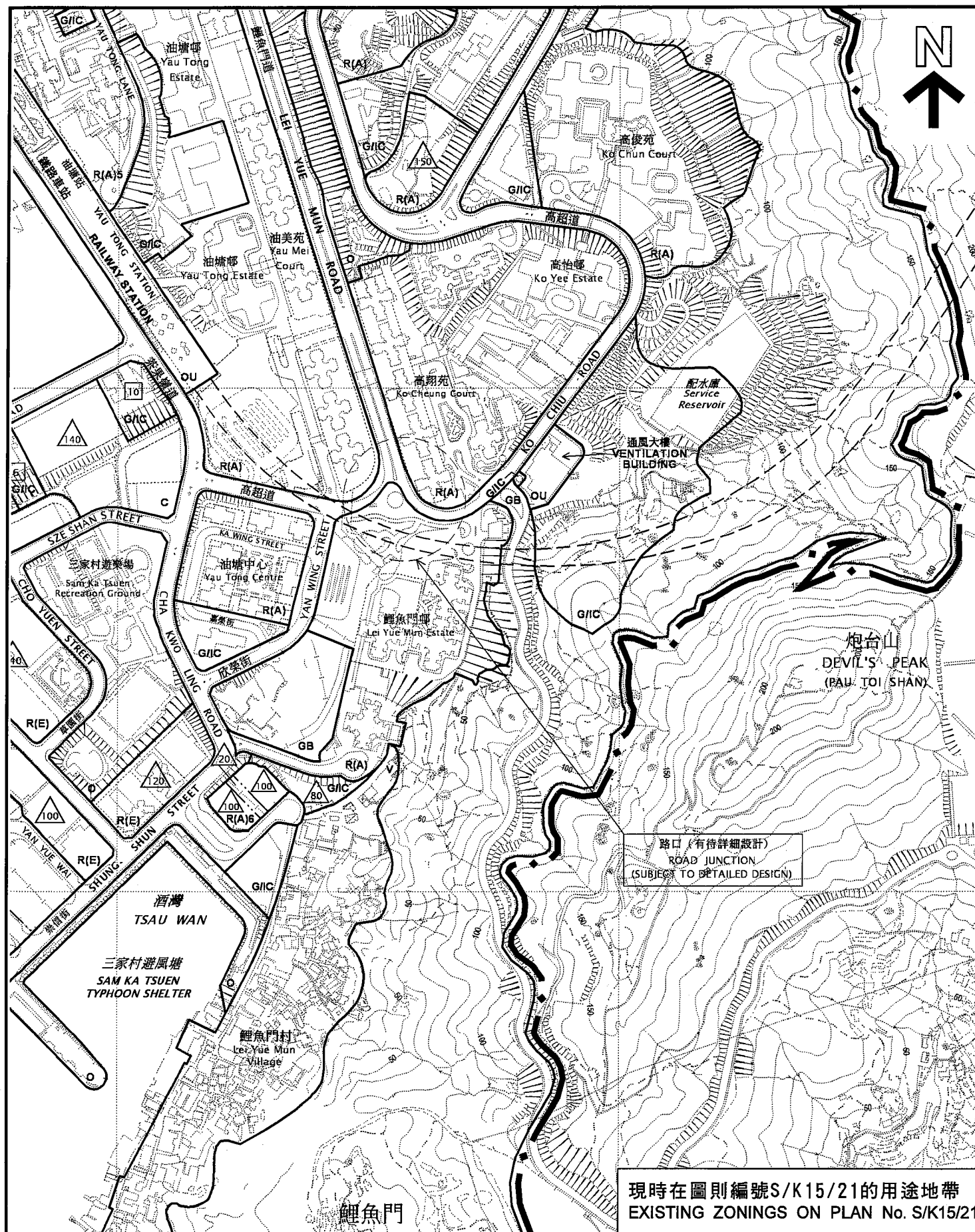
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
5C





本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
( F 3 項 )

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM F3)

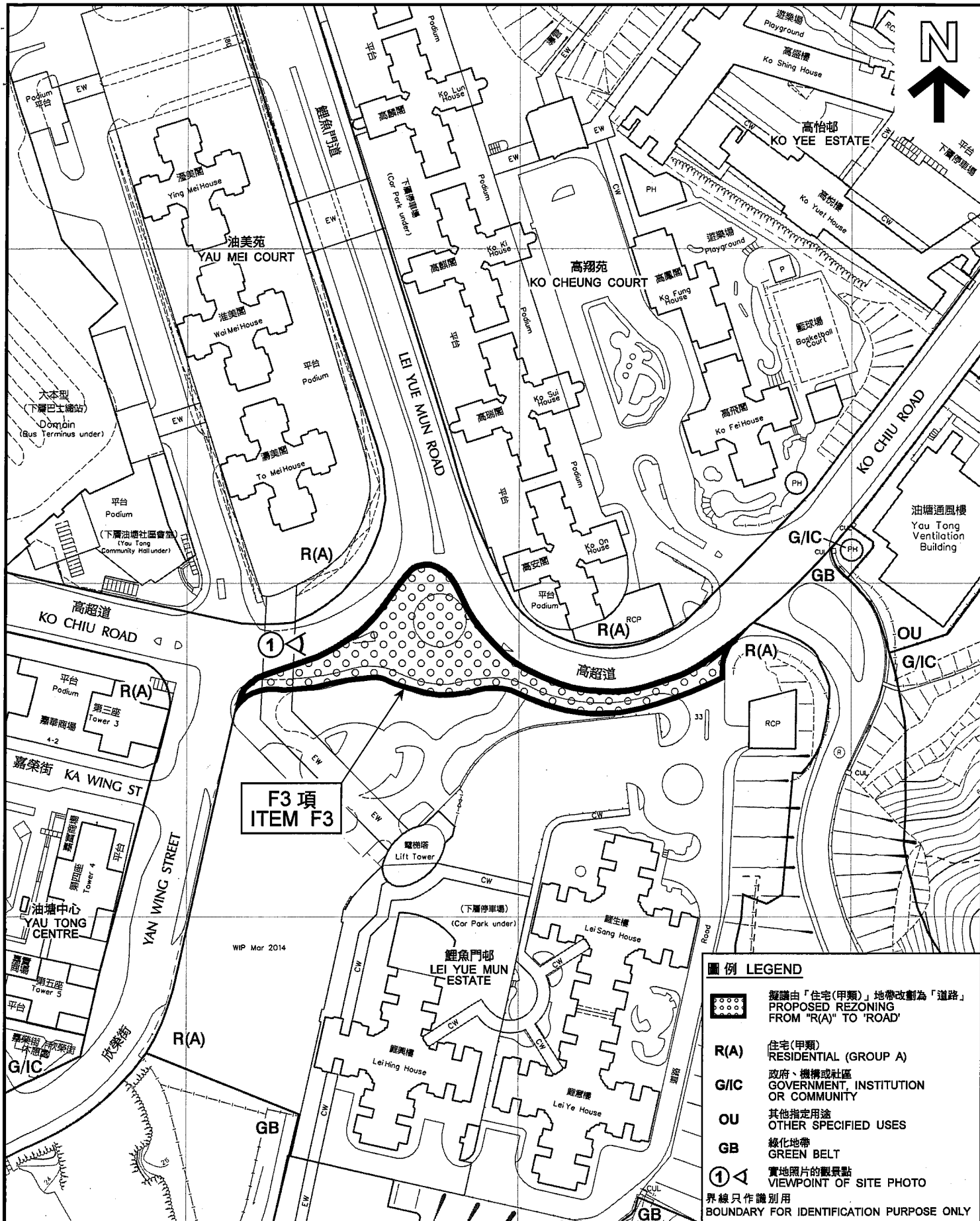
SCALE 1 : 5 000 比例尺  
METRES 100 0 100 200 300 400 METRES

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
6A



### 平面圖 SITE PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖  
編號 S/K 15/21 的擬議修訂  
(F3 項)

PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN No. S/K15/21  
(ITEM F3)

SCALE 1:1 500 比例尺

米 25 0 25 50 米  
METRES

本摘要圖於2014年11月14日擬備，所根據的資料為測量圖編號11-SE-4A、B、C及D  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SURVEY SHEETS  
No. 11-SE-4A, B, C & D

規劃署

PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
**M/K15/14/79**

圖 PLAN  
**6B**



照片 1 — F3 項  
PHOTO 1 - ITEM F3

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

本圖於2014年11月14日擬備，所根據的資料  
為攝於2014年10月28日的實地照片  
EXTRACT PLAN PREPARED ON 14.11.2014  
BASED ON SITE PHOTO TAKEN ON 28.10.2014

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
( F 3 項 )  
PROPOSED AMENDMENT TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEM F3)

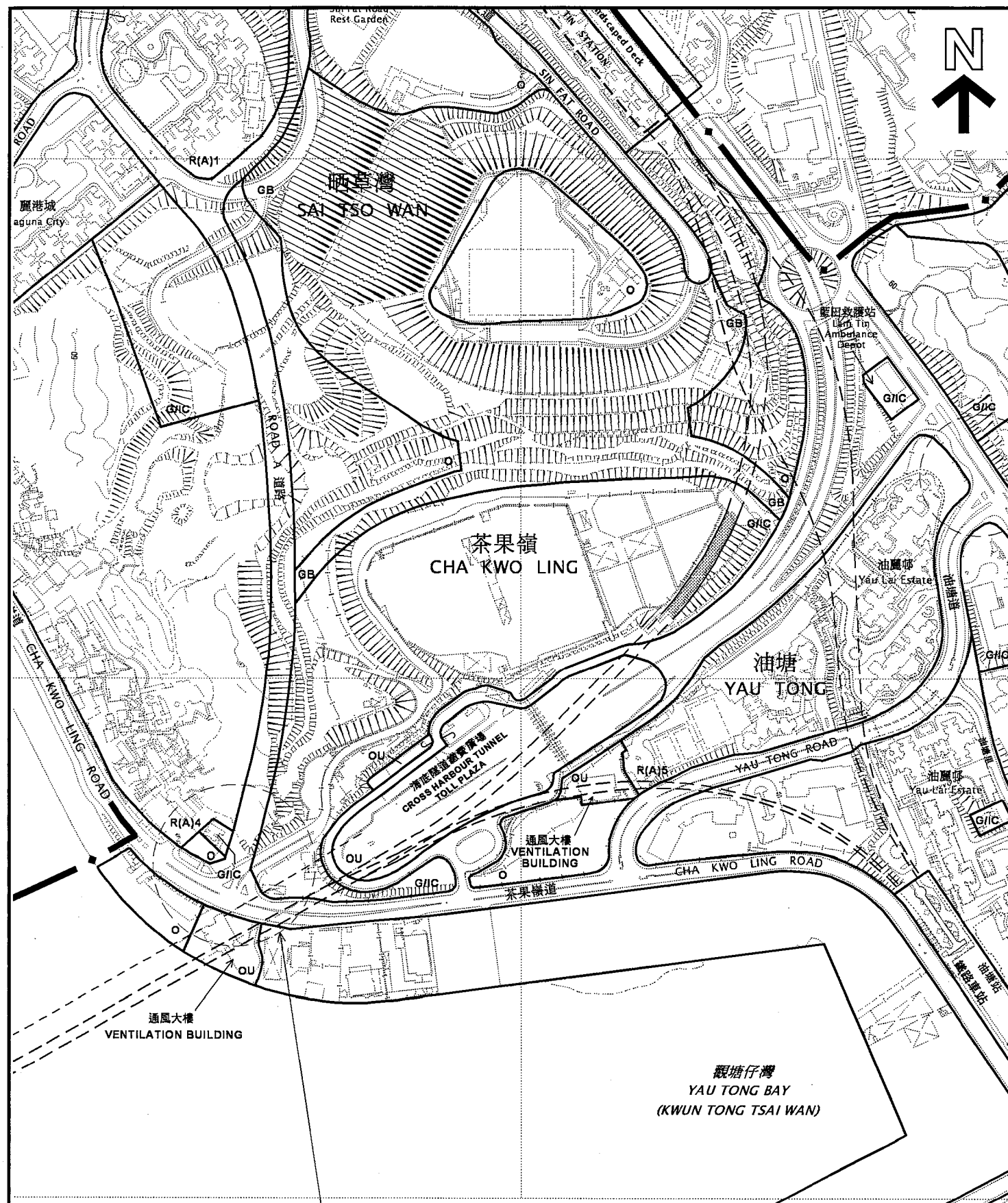
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

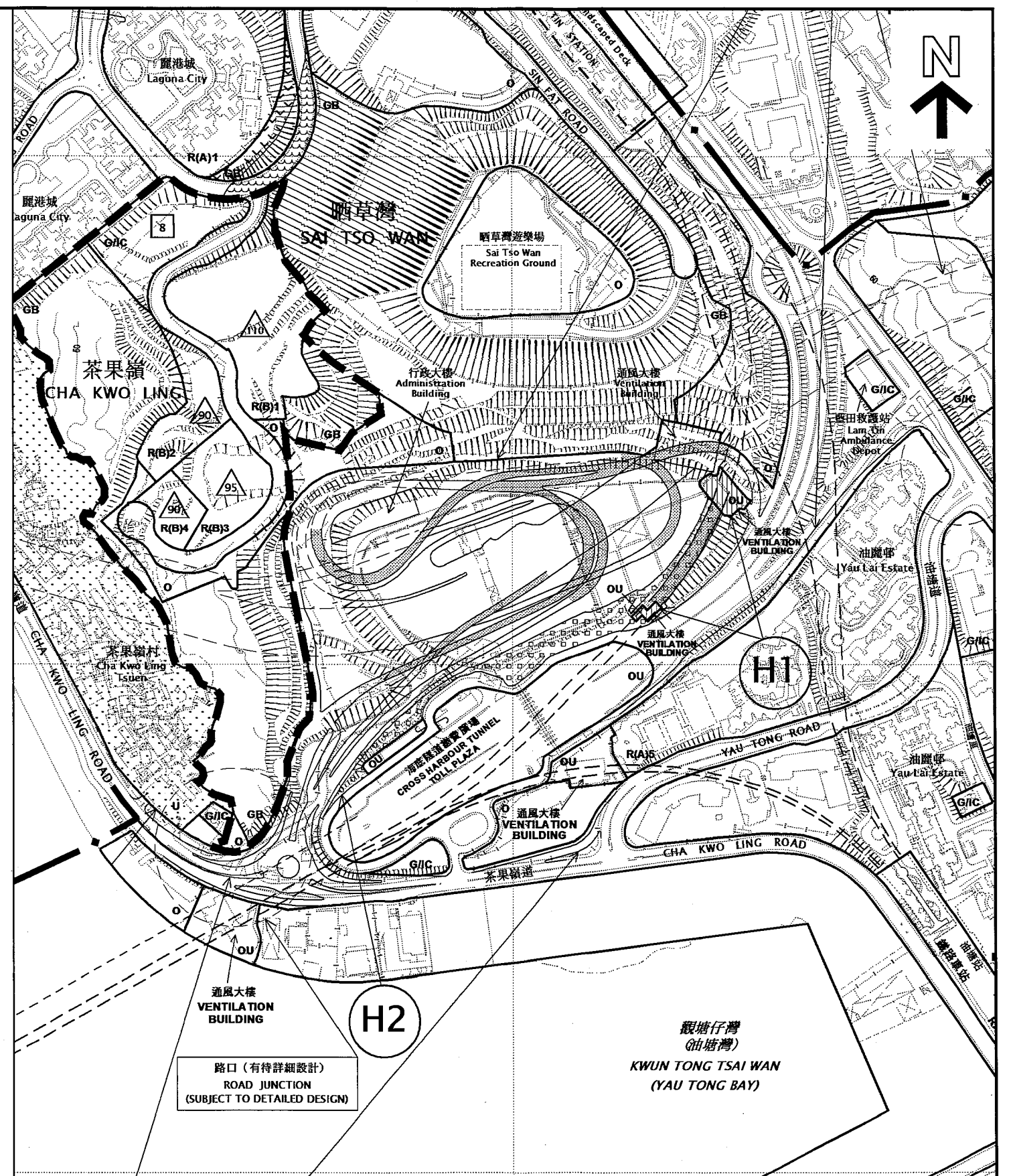
圖 PLAN  
6C





路口 (有待詳細設計)  
ROAD JUNCTION  
(SUBJECT TO DETAILED DESIGN)

現時在圖則編號S/K15/21的用途地帶  
EXISTING ZONINGS ON PLAN No. S/K15/21

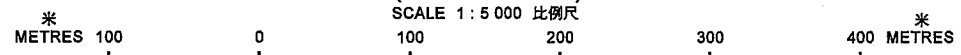


路口 (有待詳細設計)  
ROAD JUNCTION  
(SUBJECT TO DETAILED DESIGN)

擬議修訂項目  
PROPOSED AMENDMENTS

本摘要圖於2014年11月25日擬備，所根據的資料  
為於2014年4月29日核准的分區計劃大綱圖  
編號S/K15/21  
EXTRACT PLAN PREPARED ON 25.11.2014 BASED ON  
OUTLINE ZONING PLAN No. S/K15/21 APPROVED  
ON 29.4.2014

位置圖 LOCATION PLAN  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K15/21的擬議修訂  
(H1及H2項)  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS H1 AND H2)  
SCALE 1:5 000 比例尺



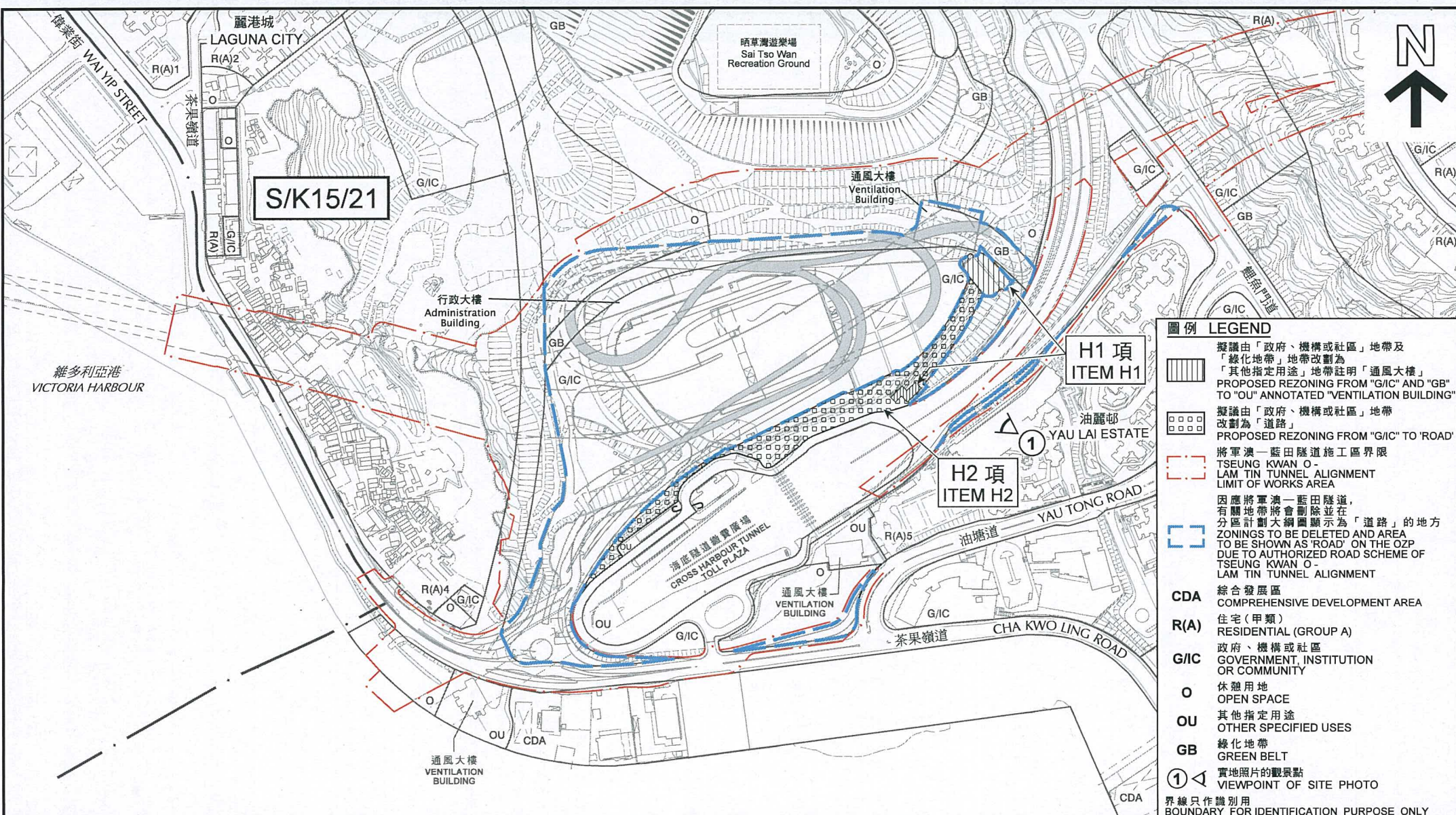
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
7A





本摘要圖於2014年11月18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 18.11.2014  
BASED ON SURVEY SHEETS No.  
11-NE-23D, 24C, 11-SE-3B AND 4A

**平面圖 SITE PLAN**  
茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的擬議修訂  
(H 1 及 H 2 項) 及  
將軍澳藍田隧道  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS H1 AND H2) AND  
TSEUNG KWAN O LAM TIN TUNNEL  
SCALE 1 : 5 000 比例尺

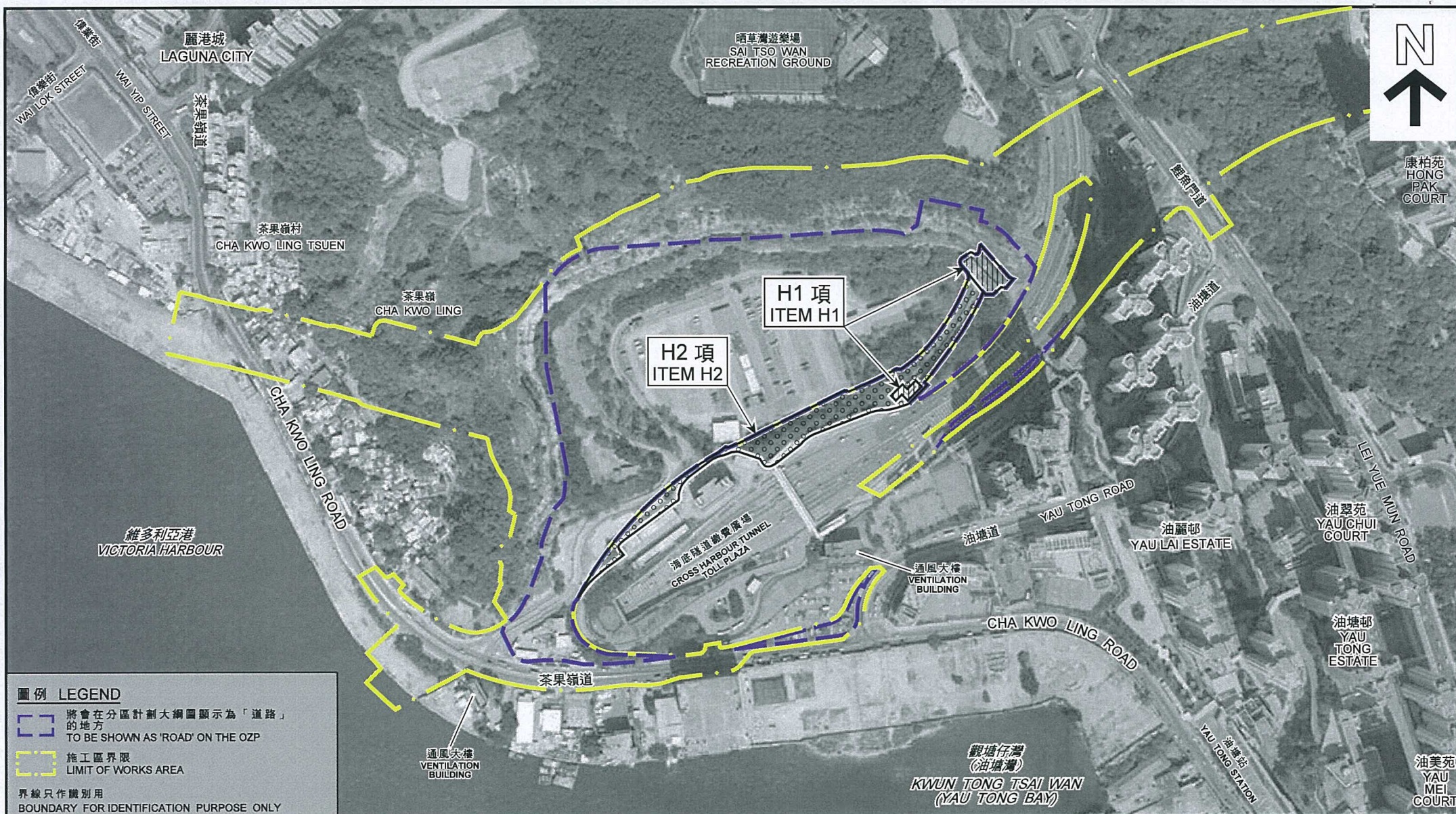
100 0 100 200  
 METRES METRES

**規劃署**  
**PLANNING**  
**DEPARTMENT**

參考編號  
REFERENCE No.  
**M/K15/14/79**

**圖 PLAN**  
**7B**





#### 圖例 LEGEND

  將會在分區計劃大綱圖顯示為「道路」的地方  
TO BE SHOWN AS 'ROAD' ON THE OZP

  施工區界限  
LIMIT OF WORKS AREA

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2014年11月18日擬備，所根據的資料為地政總署於2014年1月29日拍得航攝照片編號CW106474

EXTRACT PLAN PREPARED ON 18.11.2014  
BASED ON AERIAL PHOTO No. CW106474  
TAKEN ON 29.1.2014 BY LANDS DEPARTMENT

#### 航攝照片 AERIAL PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號S/K 1 5 / 2 1的擬議修訂  
(H 1 及 H 2 項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21  
(ITEMS H1 AND H2)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.

M/K15/14/79

圖 PLAN

7C

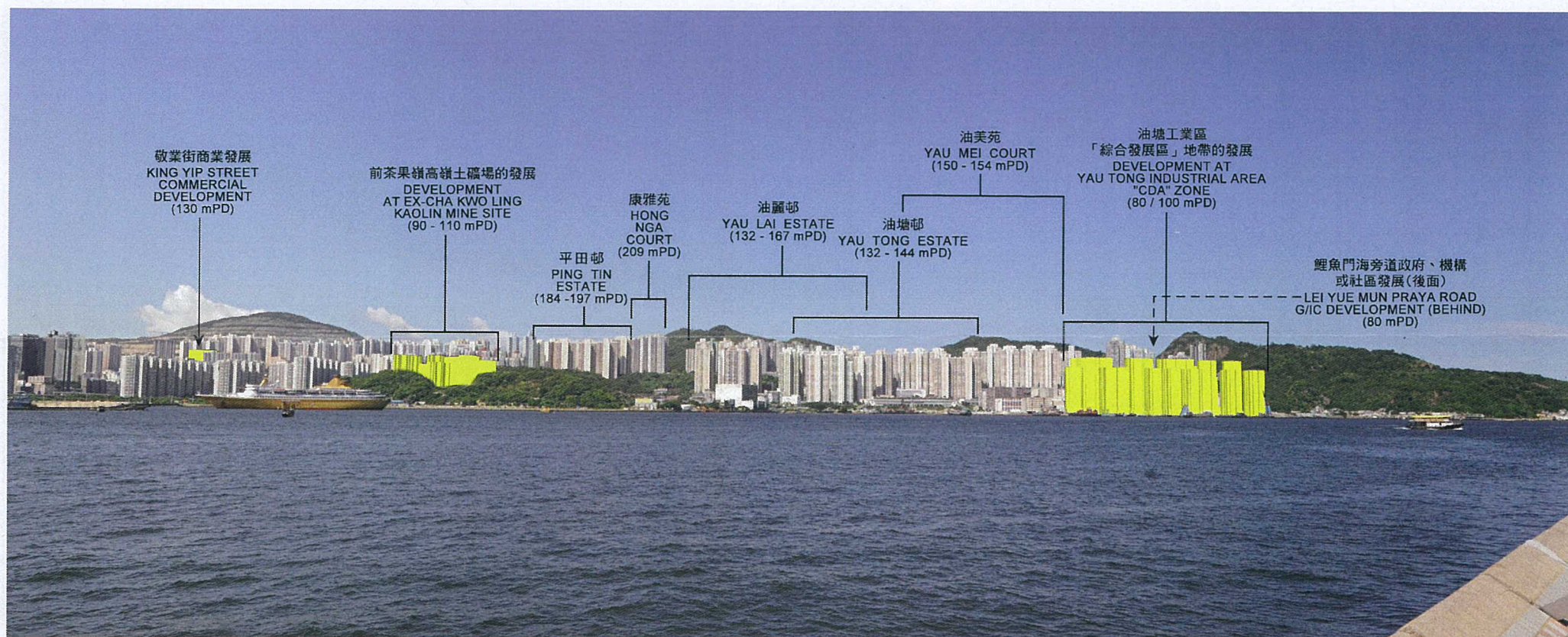




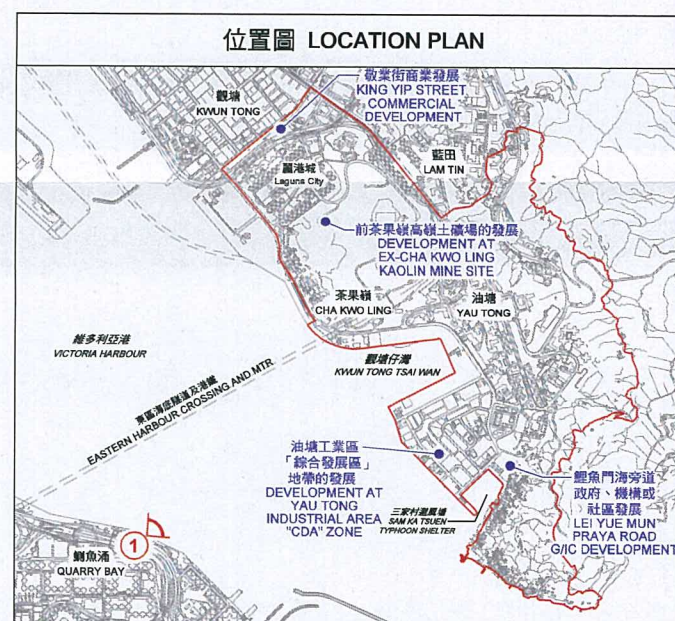




現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



### 合成照片 PHOTOMONTAGE

由鯉魚涌公園眺望的全景（觀景點 1）  
PANORAMA FROM QUARRY BAY PARK (VIEW POINT 1)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
8

本摘要圖於2014年11月21日擬備，所根據的資料為攝於2014年7月28日的照片  
EXTRACT PLAN PREPARED ON 21.11.2014  
BASED ON PHOTO TAKEN ON 28.7.2014





現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



# 合成照片 PHOTOMONTAGE

由啟德跑道公園眺望的全景（觀景點 2）  
PANORAMA FROM KAI TAK RUNWAY PARK (VIEW POINT 2)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

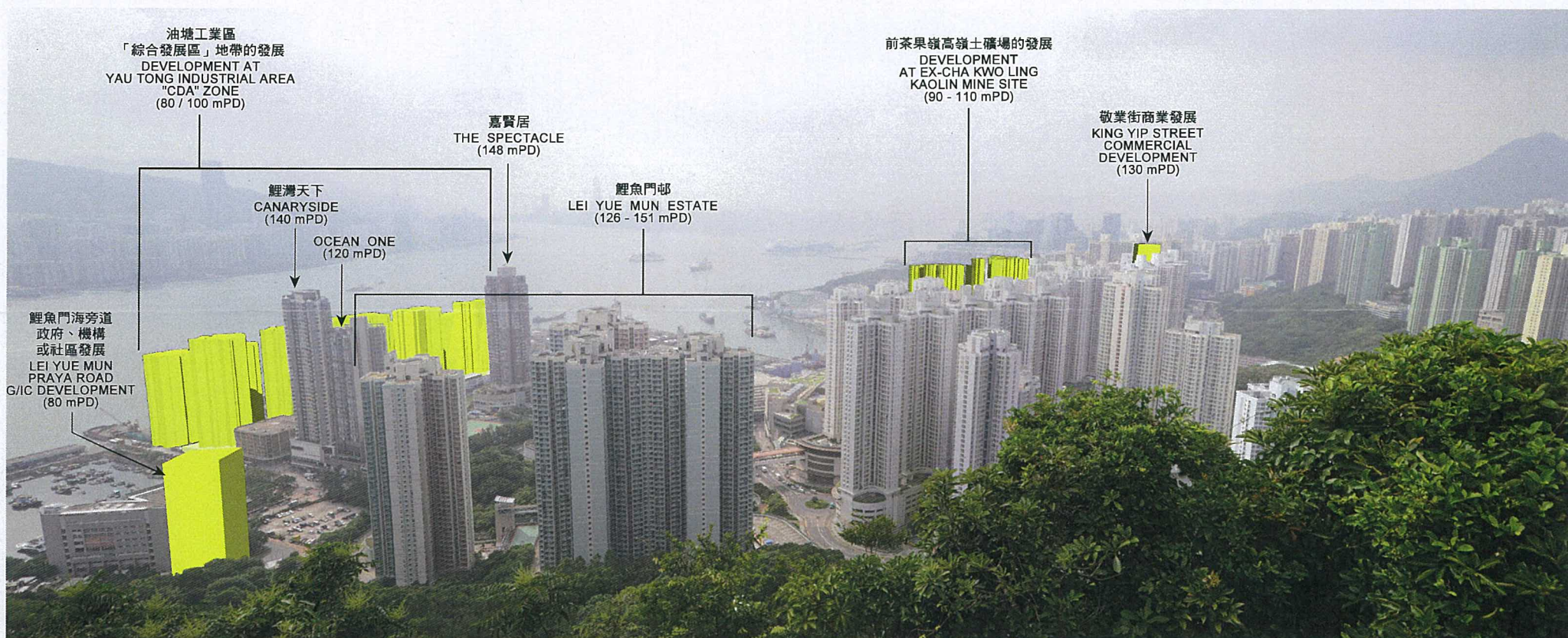
圖 PLAN  
9

本摘要圖於2014年11月21日擬備，所根據的資料為攝於2014年10月24日的照片  
EXTRACT PLAN PREPARED ON 21.11.2014  
BASED ON PHOTO TAKEN ON 24.10.2014

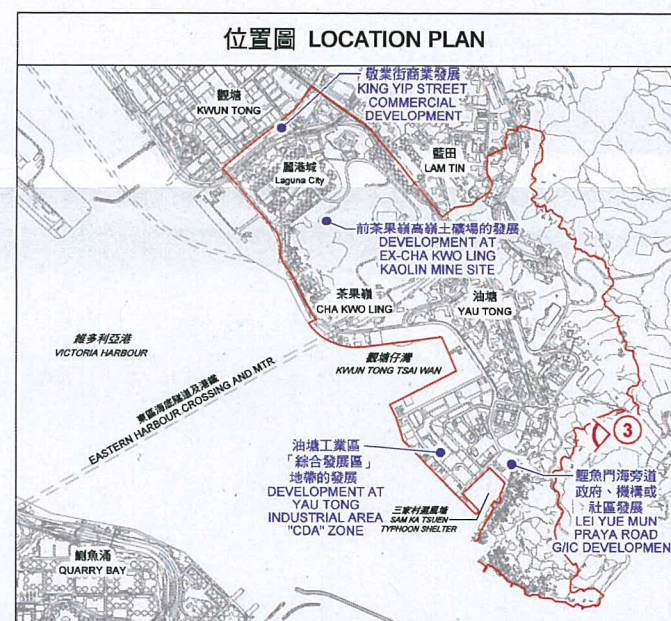




現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



本摘要圖於2014年11月21日擬備，所根據的資料為攝於2014年9月22日的照片  
EXTRACT PLAN PREPARED ON 21.11.2014  
BASED ON PHOTO TAKEN ON 22.9.2014

合成照片 PHOTOMONTAGE  
由炮台山眺望的全景（觀景點3）  
PANORAMA FROM DEVIL'S PEAK (VIEW POINT 3)

規劃署  
PLANNING  
DEPARTMENT



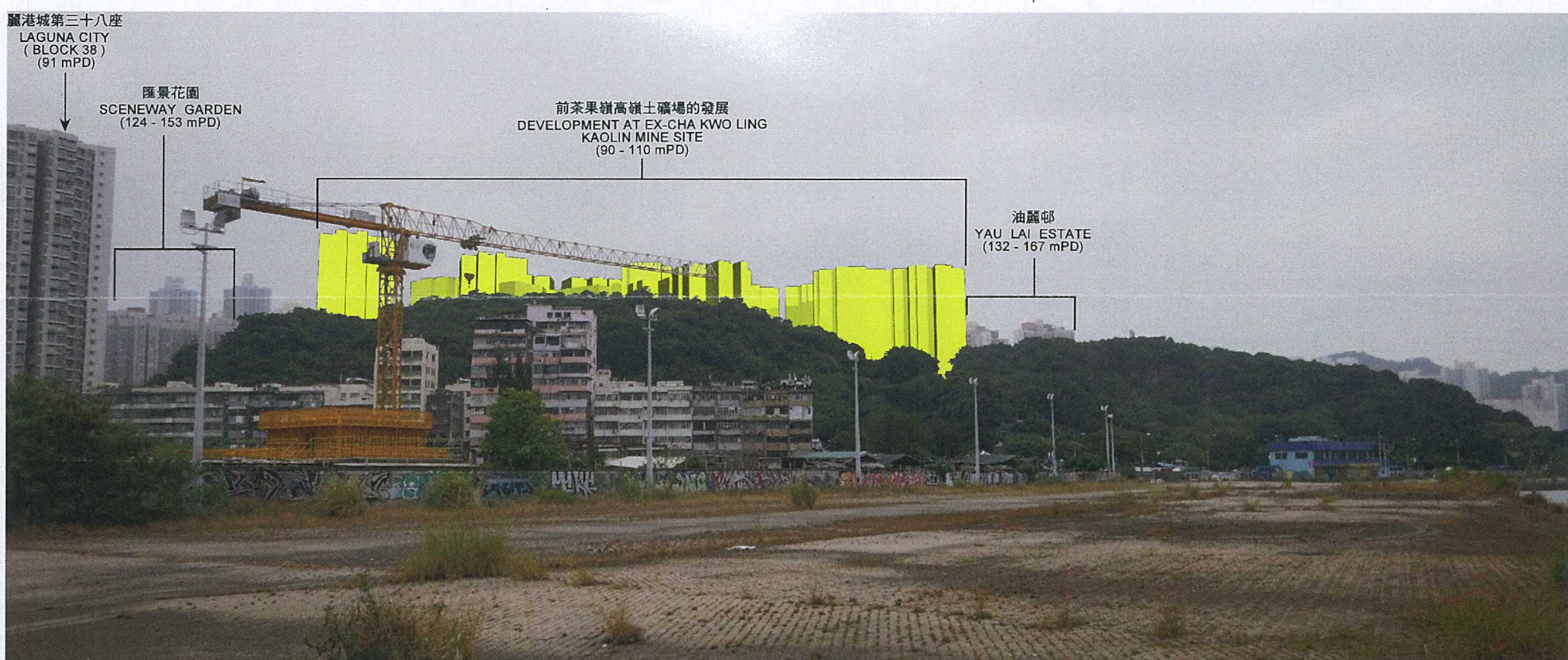
參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
10





現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



# 合成照片 PHOTOMONTAGE

由偉樂街已規劃休憩用地眺望（觀景點 4）  
VIEW FROM PLANNED OPEN SPACE AT WAI LOK STREET (VIEW POINT 4)

規劃署  
PLANNING  
DEPARTMENT

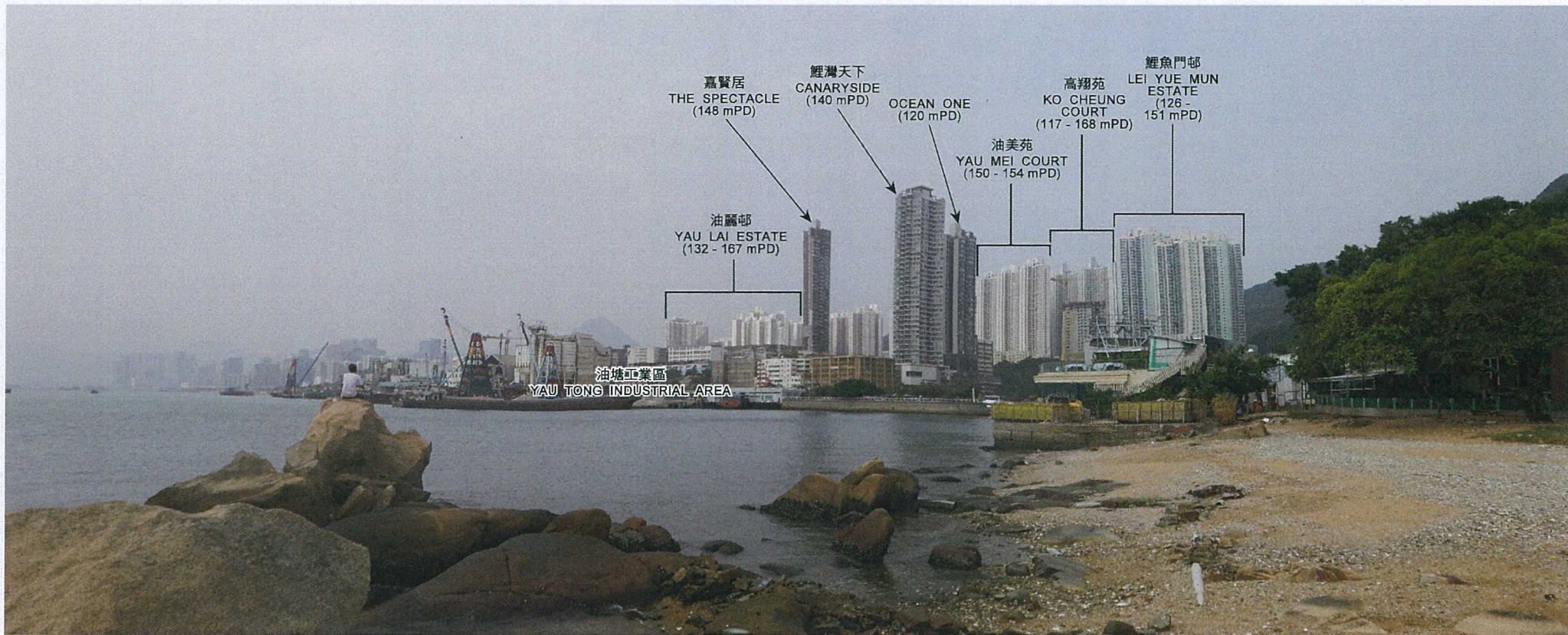


參考編號  
REFERENCE No.  
M/K15/14/79

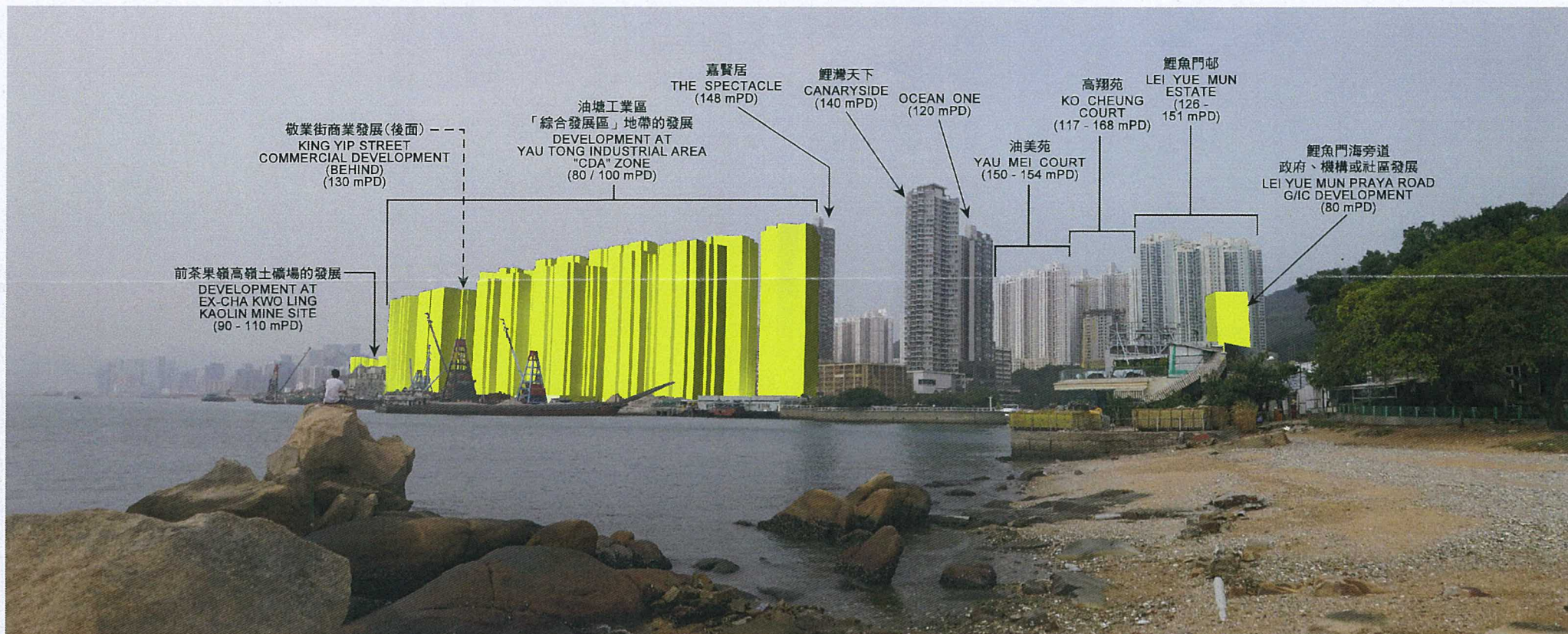
圖 PLAN  
11

本摘要圖於2014年11月19日擬備，所根據的資料為攝於2014年10月23日的照片  
EXTRACT PLAN PREPARED ON 19.11.2014  
BASED ON PHOTO TAKEN ON 23.10.2014

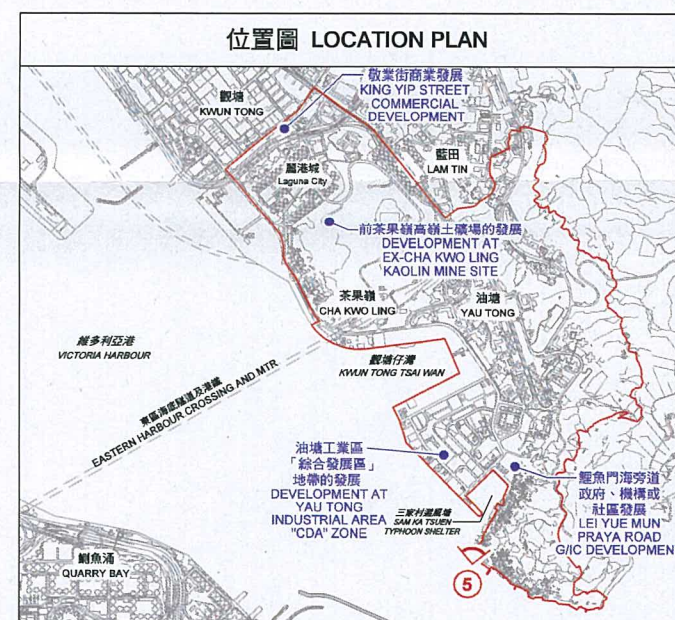




現有景觀  
EXISTING VIEW



合成照片  
PHOTOMONTAGE



合成照片 PHOTOMONTAGE

由位於鯉魚門休憩花園的燈塔眺望的全景（觀景點 5）  
PANORAMA FROM LIGHTHOUSE AT LEI YUE MUN REST GARDEN (VIEW POINT 5)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

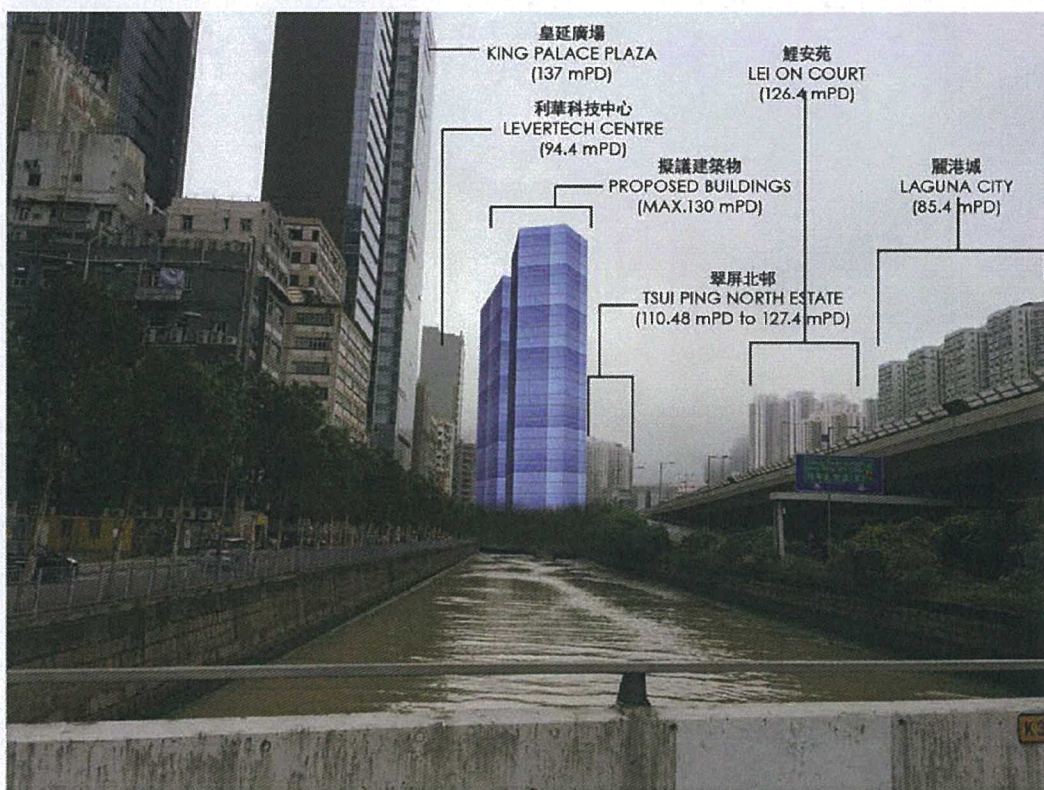
圖 PLAN  
12

本摘要圖於2014年11月20日擬備，所根據的資料為攝於2014年10月24日的照片  
EXTRACT PLAN PREPARED ON 20.11.2014  
BASED ON PHOTO TAKEN ON 24.10.2014





EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片

(資料來源:繪圖由起動九龍東辦事處提交)

(SOURCE : DRAWING BY ENERGIZING KOWLOON EAST OFFICE)

### 合成照片 PHOTOMONTAGE

由偉業街及敬業街交界眺望  
VIEW FROM THE JUNCTION OF  
WAI YIP STREET AND KING YIP STREET

本圖於2014年11月14日擬備  
EXTRACT PLAN PREPARED ON 14.11.2014

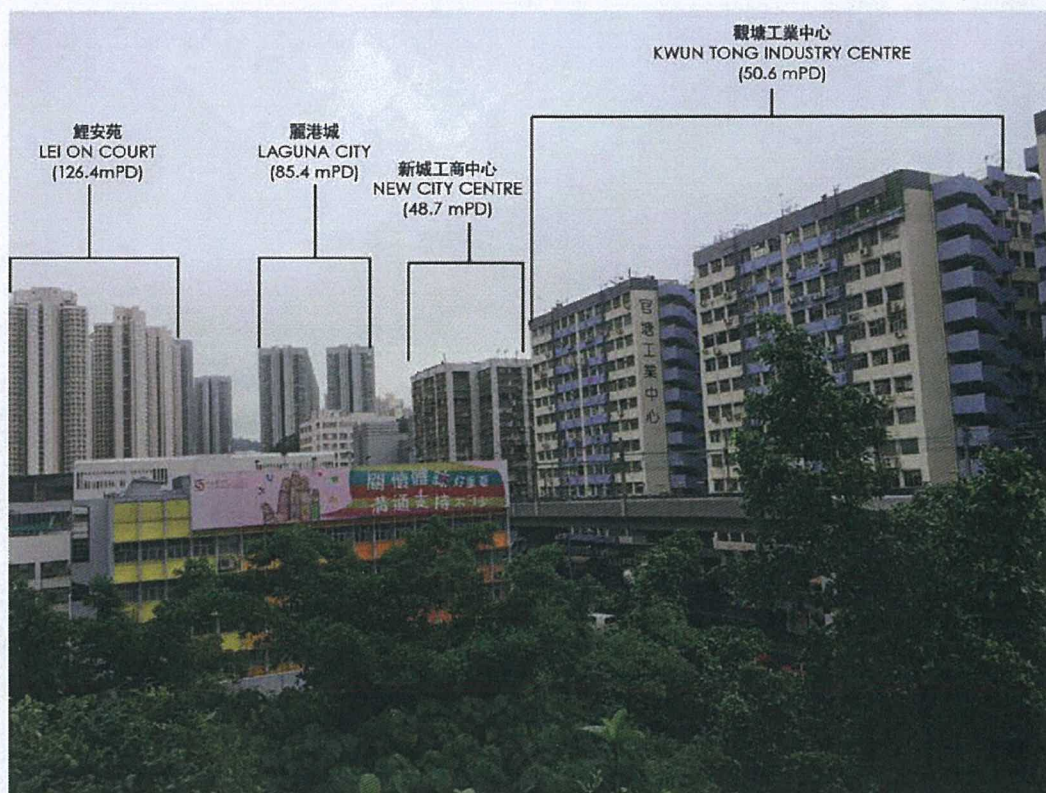
規劃署  
PLANNING  
DEPARTMENT



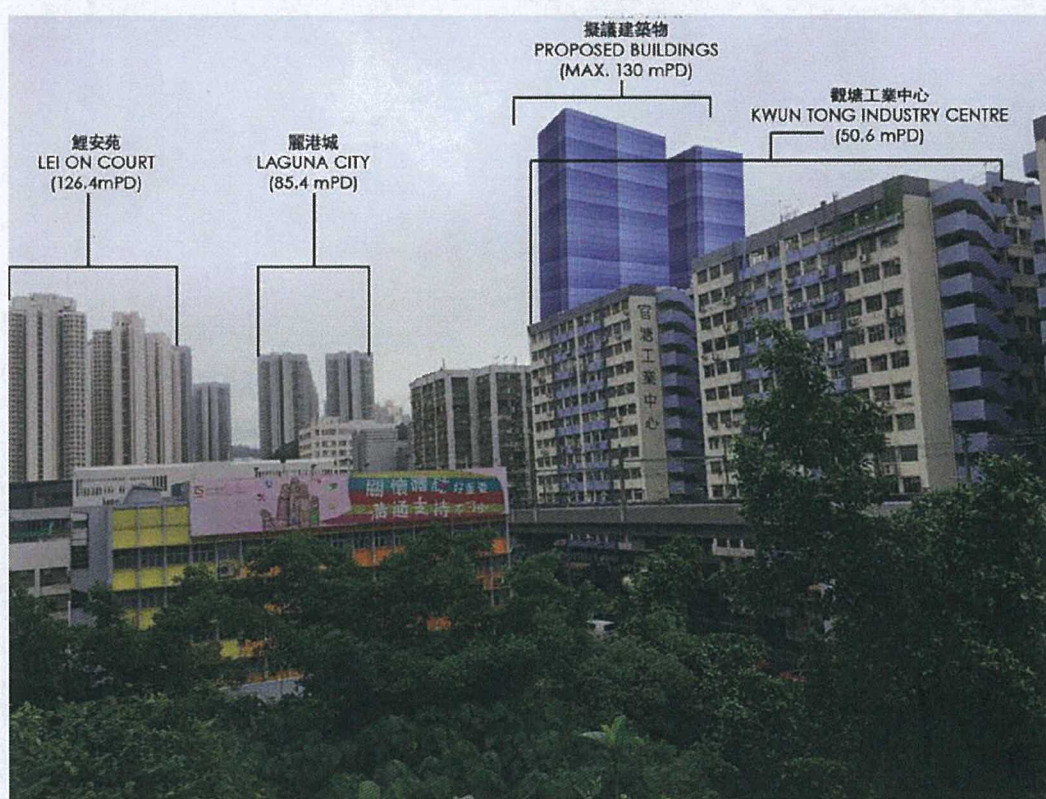
參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
13





EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片

(資料來源: 繪圖由起動九龍東辦事處提交)

(SOURCE : DRAWING BY ENERGIZING KOWLOON EAST OFFICE)

### 合成照片 PHOTOMONTAGE

由觀塘道/協和街休憩花園眺望  
VIEW FROM KWUN TONG ROAD /  
HIP WO STREET REST GARDEN

規劃署  
PLANNING  
DEPARTMENT

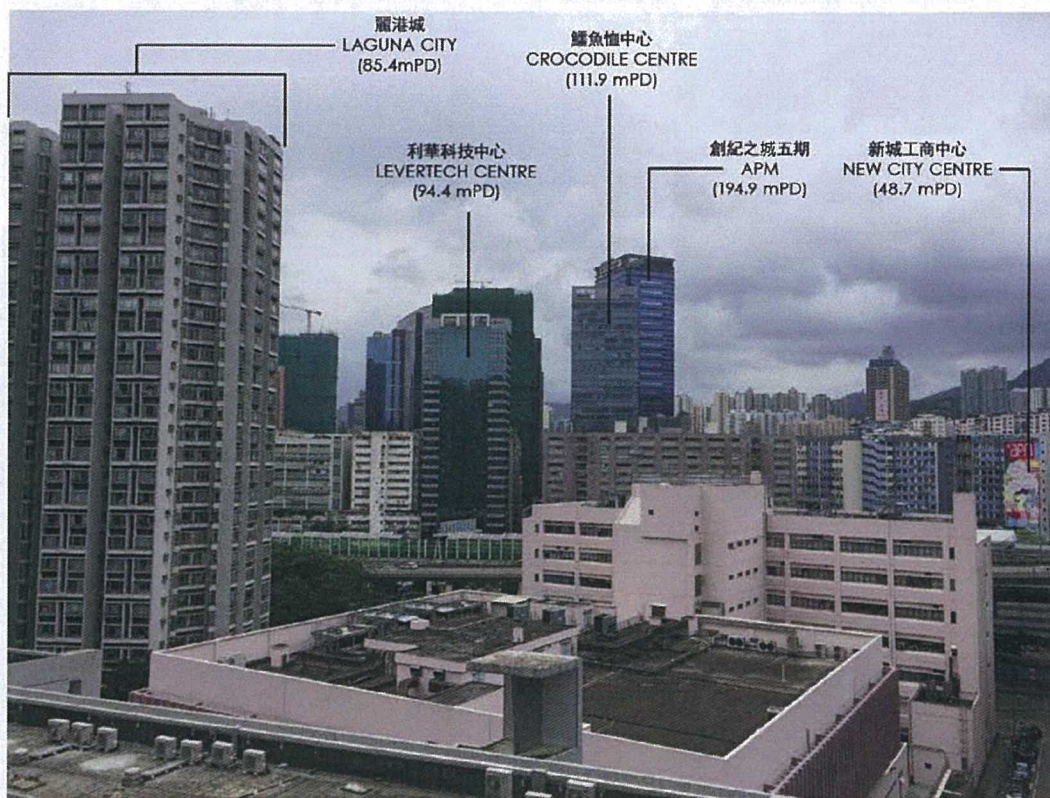


參考編號  
REFERENCE No.  
M/K15/14/79

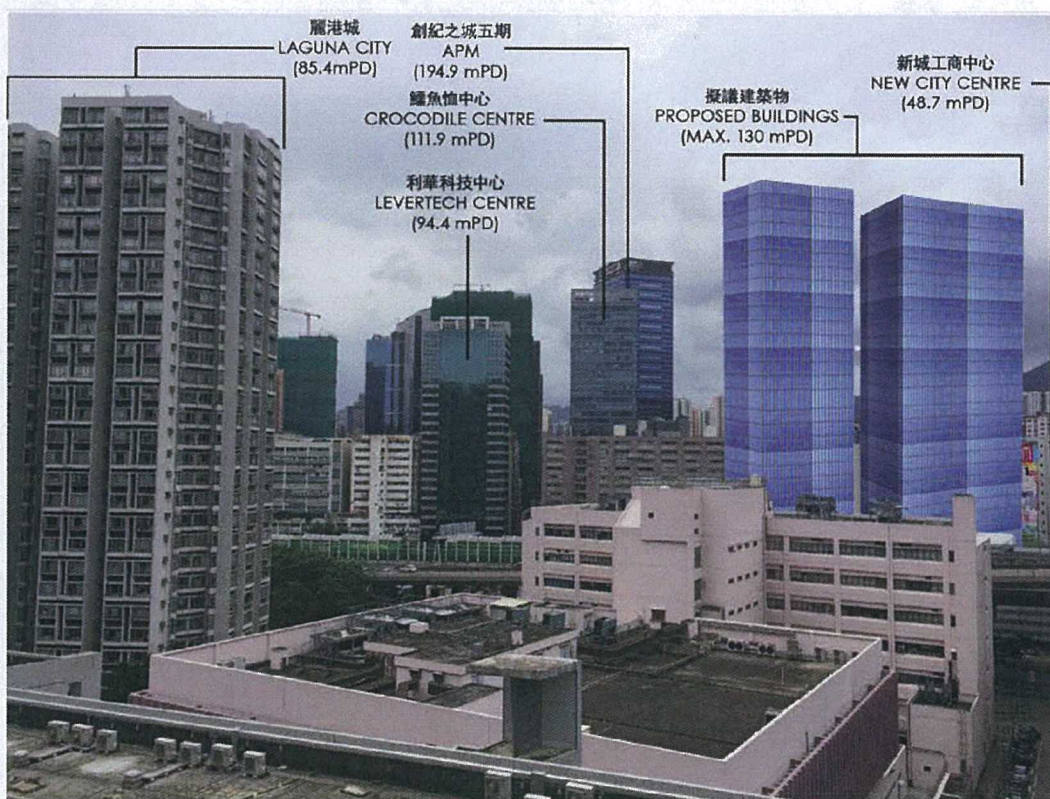
圖 PLAN  
14

本圖於2014年11月19日擬備  
EXTRACT PLAN PREPARED ON 19.11.2014





EXISTING VIEW 現有景觀



PHOTOMONTAGE 合成照片

(資料來源:繪圖由起動九龍東辦事處提交)

(SOURCE : DRAWING BY ENERGIZING KOWLOON EAST OFFICE)

### 合成照片 PHOTOMONTAGE

由麗港城行人天橋向西北眺望  
VIEW FROM FOOTBRIDGE AT  
LAGUNA CITY

本圖於2014年11月19日擬備  
EXTRACT PLAN PREPARED ON 19.11.2014

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/14/79

圖 PLAN  
15