

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

**MPC Paper No. 6/16**

**For Consideration by  
the Metro Planning Committee on 10.6.2016**

**PROPOSED AMENDMENTS TO THE  
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/23**

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THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
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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/K15/23 as shown on the draft OZP No. S/K15/23A (**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 27.10.2015, 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/K15/23. On 5.4.2016, CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.

**3. Proposed Amendments to the OZP**

- 3.1 As stated in the Policy Address 2016, housing is still the most important livelihood issue to be addressed. The Government has been increasing land supply through a multi-pronged approach with short, medium and long-term measures to achieve the target to provide a total of 460,000 housing units in coming ten years.



- 3.2 The proposed amendments are mainly related to the rezoning of two sites at Yau Tong for residential developments, i.e. a site at Yan Wing Street from “Green Belt” (“GB”) to “Residential (Group A)” (“R(A)”) (**Amendment Item A on Attachment II**), and a site at Ko Chiu Road mainly covered by existing Yau Tong Ventilation Building (YTVB) of MTR Corporation Limited (MTRCL) and its adjoining Government land from “Other Specified Uses” annotated “Ventilation Building” (“OU(Ventilation Building)”), “Government, Institution or Community” (“G/IC”) and “GB” to “R(A)7”, “R(A)” and an area shown as ‘Road’ (**Amendment Item B on Attachment II**). Opportunity is also taken to make technical amendments to reflect the existing natural slope to the east of YTVB and the northern part of the existing Yau Tong No. 2 Fresh Water Service Reservoir (**Amendment Items C and D on Attachment II**), and to incorporate ‘Art Studio’ as Column 1 use in the Schedule II for industrial or industrial-office (I-O) building for “Other Specified Uses” annotated “Business” (“OU(B)”) and “Residential (Group E)” (“R(E)”) zones (**Attachment III**).

#### **Item A: Proposed Public Housing Development at Yan Wing Street**

##### **Background**

- 3.3 To meet the pressing need for housing supply, a piece of Government land of about 1.11ha. at Yan Wing Street, Yau Tong is proposed for public housing development by the Housing Department (HD). The site is currently zoned “GB” on the OZP (**Plan 3A**).
- 3.4 HD proposes to develop the site as Phase IV of the adjoining Lei Yue Mun Estate (LYM Estate), comprising three residential towers on top of a podium with a domestic/total PR of 7.5/9 and a building height (BH) not exceeding 150mPD. It is estimated that the proposed public housing development will provide about 2,400 flats with an estimated population of about 6,000. GIC facilities, such as social welfare facilities, study rooms, multi-purpose rooms, will be provided in the development as appropriate in consultation with concerned departments including the Social Welfare Department (SWD), Leisure and Cultural Services Department (LCSD), etc. A preliminary conceptual layout for the proposed development prepared by HD is shown in **Plan 3C**. The proposed scheme may be subject to changes at detailed design stage.
- 3.5 HD had completed the relevant technical assessments, namely, Traffic Impact Assessment (TIA), Air Ventilation Assessment (AVA), Visual Appraisal (VA), Landscape Assessment (LA), Tree Survey, Ecology Assessment (EcoA) and Geotechnical Study in supporting the proposed development. A copy of the VA and LA, and executive summary/extract of other technical assessments are at

**Attachment V.** A full set of technical assessments are deposited at the Board’s secretariat for Members’ inspection.

### The Site and Its Surroundings

- 3.6 The site (about 1.11ha) is located at Yan Wing Street, Yau Tong, about 300m away from the MTR Yau Tong Station (**Plan 3A**). It is a piece of Government land comprising mainly vegetated slopes and a drainage channel (**Plans 2 and 3B**).
- 3.7 The site is located within a high-rise residential neighbourhood supported by GIC and retail facilities, including LYM Estate Phases I to III (126mPD - 151mPD) to the east, a proposed private residential development at Lei Yue Mun Path (under construction) (100mPD) to the south, Ocean One (120mPD) and Canaryside (140mPD) to the southwest along Shung Shun Street, the Spectacle (148mPD) to the further west at Cho Yuen Street, and Ko Cheung Court (117mPD - 168mPD) and Yau Mei Court (154mPD) to the further north at Ko Chiu Road. Across Yan Wing Street to the north are medium-rise developments, i.e. Yau Tong Centre (51mPD) and St. James Church (37mPD). Lei Yue Mun Municipal Services Building (39mPD) with public library, market and sports centre is located to the further south (**Plans 2, 3A and 3B**).

### The Rezoning Proposal

- 3.8 To take forward the proposed public housing development, the site is proposed to be rezoned from “GB” to “R(A)”, subject to the same PR control as other “R(A)” sites on the OZP, i.e. maximum domestic/total PR of 7.5/9. A building height restriction (BHR) of 150mPD is also proposed for the site taking account of the surrounding high-rise residential developments ranging from 100mPD to 168mPD with a stepped BH profile gradually decreasing towards the waterfront (**Plans 1 and 3A**) and the existing BH of the LYM Estate (126mPD - 151mPD).

### Visual Aspect

- 3.9 The skyline of Yau Tong area has a descending BH profile from northeast to southwest towards the waterfront with the Devil’s Peak (炮台山) (its peak at about 220mPD) to the east of OZP scheme area serving as the backdrop (**Attachment I**). HD has conducted a VA (**Attachment Va**) to assess the possible visual impact of the proposed development on the surrounding areas. As shown in the photomontages prepared by HD viewing from Lei Yue Mun Typhoon Shelter and Wilson Trail (**Plans 3D and 3E**), the proposed development would not induce substantial visual impact to the surroundings and

the proposed development is not visually incompatible with the high-rise developments of LYM Estate Phases I to III, Canaryside and Ocean One in the surrounding areas. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) considers that the proposed development scale with BH of 150mPD is not incompatible with the surrounding townscape.

#### Air Ventilation Aspect

- 3.10 According to the AVA (Expert Evaluation) (EE) Study conducted by HD (**Attachment Vb**), the annual prevailing winds in the area are from easterly to south-easterly directions and the summer prevailing winds are easterly to south-easterly and south-westerly directions. With the proposed public housing development, less south-easterly wind will flow to St. James Church and Yan Wing Street as more flow is redirected to Cha Kwo Ling Road. Also, the speed of south-westerly wind at Yan Wing Street will increase in some occasions. In this regard, some design features and mitigation measures, such as 15m-wide air paths, various building separations between the proposed towers and 3m high clearance between podium and the towers, are proposed. It is expected that these measures can help mitigate the potential adverse air ventilation impact on St. James Church, Yan Wing Street and LYM Estate, and the proposed development will unlikely impose significant adverse air ventilation impact on the surrounding areas. The AVA(EE) Study recommends that a quantitative AVA should be further conducted to explore appropriate mitigation measures at the detailed design stage by HD and the mitigation measures should be implemented accordingly. Such requirements have been included in paragraph 7.3.11 of the ES of the OZP (**Attachment IV**). CTP/UD&L, PlanD has no adverse comment on the proposed rezoning from air ventilation perspective.

#### Ecology Aspect

- 3.11 An EcoA (**Attachment Vc**) has been carried out by HD to ascertain the possible ecological impact from the proposed development. According to the EcoA, the proposed development would lead to the direct loss of mixed woodland habitat of low to moderate ecological value, as well as plantation and drainage channel habitats of low ecological values. Most of the fauna and vegetation within the site are common in Hong Kong. One avifauna (Common Emerald Dove, 綠翅金鳩) and one flora (*Dimocarpus longan*, 龍眼) which are of conservation importance were recorded within the site, while Longan is widely planted or cultivated and Common Emerald Dove is considered highly mobile and similar habitat was recorded nearby, and thus the impact is considered to be low. The direct impact to the vegetation can be minimized by retaining existing vegetation,

transplantation, compensatory planting and adoption of other green measures wherever possible. With such measures, the ecological impacts due to direct habitat loss or direct injury/mortality to wildlife within the site are expected to be low. Indirect ecological impacts to the nearby habitats and associated wildlife are expected to be insignificant. The Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the proposed rezoning from ecological perspective.

### Landscape Aspect

- 3.12 According to HD's LA (**Attachment Vd**) and Tree Survey, there are 330 trees at the site with no protected, rare species or Old and Valuable Trees. Most of the trees are common species in Hong Kong with no conservation importance, e.g. *exotic Acacia* (相思), *Leucaena leucocephala* (銀合歡), *Chinese Banyan* (榕樹), *Macaranga tanarius* (血桐) and *Sterculia lanceolate* (假蘋婆). Although all the existing trees within the site would be subject to clearance during construction, around 220 compensatory trees will be provided in the proposed development. Other green measures, such as roof and vertical greening, will be adopted for the loss of greenery. Tree felling application and compensatory proposal will be submitted to HD's Tree Preservation Committee for approval in accordance with the requirements under Development Bureau Technical Circular (Works) No. 10/2013 for Government projects. Both DAFC and CTP/UD&L, PlanD have no adverse comment on the proposed rezoning from landscape perspective.

### Traffic Aspect

- 3.13 The site is well served by public transport network. According to the TIA conducted by HD (**Attachment Ve**), the anticipated traffic flow generated from and attracted by the proposed development is about 124pcu/hr and 96pcu/hr in the AM peak hour and about 73pcu/hr and 89pcu/hr in the PM peak hour respectively. Most adjacent junctions will operate satisfactorily, with Reserve Capacity<sup>1</sup> (RC) ranging from 19% to 80% and Ratio of Flow to Capacity<sup>2</sup> (RFC) ranging from 0.03 to 0.64 in the AM peak, and 43% to 77% and 0.05 to 0.77 respectively in the PM peak, except for the junction at Cha Kwo Ling Road/Ko Chiu Road which will operate close to its capacity (with RC of 3% in AM peak and 15% in PM peak). With the modification of this junction by changing the

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<sup>1</sup> The traffic condition of a signal-controlled junction is indicated by its reserve capacity (RC). A positive RC figure indicates the junction is operating with spare capacity. A negative RC figure indicates the junction is overloaded, resulting in traffic queues and longer travel time.

<sup>2</sup> Ratio of Flow to Capacity is a design parameter which measures the degree of saturation of traffic at a priority junction (controlled by "Stop" or "Give Way" traffic signs and/or the associated road markings). A DFC ratio above 1 indicates the presence of traffic queues.

method of control (tuning of signal), it will be operating with ample capacities (with RC of 15% in AM peak and 24% in PM peak). Ancillary parking facilities will also be provided in the proposed development up to the high end requirement in the Hong Kong Planning Standards and Guidelines (HKPSG) (i.e. 53 spaces), together with additional 27 car parking spaces for addressing the acute district demand for parking spaces. The TIA concludes that the proposed development would not induce adverse traffic impact onto the surrounding road network. The Commissioner for Transport (C for T) has no adverse comment on the findings of the TIA and has no objection to the proposed rezoning from traffic perspective.

#### Environmental and Infrastructure Aspects

- 3.14 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from environmental, drainage and sewerage, and water supply perspectives. Relevant technical assessments, such as Environmental Assessment (EA), Sewerage Impact Assessment (SIA), Drainage Impact Assessment (DIA), etc. would be conducted at the detailed design stage.

#### Planning Brief for Public Housing Development

- 3.15 The proposed public housing development will be guided by the administrative planning brief (PB) which sets out the planning parameters, design requirements, as well as technical assessments to be conducted for the proposed development. The proposed development is targeted to be completed in 2024/25.

#### **Items B1, B2 and B3: Proposed Residential Development at the YTVB site and its adjoining land**

##### Background

- 3.16 The Policy Address 2016 mentions that the Government is actively exploring with the MTRCL the development potential of stations and related sites along existing and future rail lines, as a way to increase housing land supply.
- 3.17 To help increase housing land supply, the MTRCL submitted a proposal, supported with detailed technical assessments (namely TIA, AVA(EE), VA, Landscape Proposal, Tree Survey, EA, DIA, SIA, Water Supply Assessment and Geotechnical Study) for a proposed residential development at the YTVB and its adjoining land at Ko Chiu Road (**Plans 4A and 4B**). A copy of the VA and executive summary of various technical assessments are at **Attachment VI**. A full set of the technical assessments are deposited at the Board's secretariat for

Members’ inspection. According to the technical assessments, the proposed residential development is considered technically feasible.

- 3.18 According to the MTRCL’s proposal, the proposed residential development is divided into two portions with an access road in between for both vehicles and pedestrians, i.e. Portion A to the south and Portion B to the north. It comprises one residential tower on each portion providing a total of about 980 flats with a domestic PR of 7.5 to accommodate an estimated population of about 3,100. The residential tower of Portion A will be provided atop the existing YTVB. The proposed development parameters of the two portions are summarized as follows:

	<b>Portion A</b>	<b>Portion B</b>
Site Area	about 0.4ha	about 0.37ha
Domestic/ Total Plot Ratio	7.5/9	7.5/9
Building Height Restriction	190mPD	170mPD
Number of Flats	about 480	about 500
Estimated Population	about 1,500	about 1,600

- 3.19 An indicative scheme layout for the proposed housing development prepared by MTRCL is shown in **Plan 4C**. The proposed scheme may be subject to changes at detailed design stage.

#### The Site and Its Surroundings

- 3.20 The site, with an area of about 0.89 ha, is located at Ko Chiu Road, Yau Tong, and about 350m away from the MTR Yau Tong Station (**Plan 4A**). Part of the site is currently used for YTVB by MTRCL under a Running Line Lease and the rest are Government land. A fresh water pump house is located within the Government land to the east of the YTVB (**Plan 4B**). The site is mainly zoned “OU(Ventilation Building)” (33.3%) and “G/IC” (65.9%), with a very small portion zoned “GB” (0.8%) on the OZP.
- 3.21 The YTVB provides air ventilation for the tunnel of the MTRCL’s railway lines. It measures about 61mPD (about 22m in height) up to the top of the vent shaft. It is served by an existing vehicular ingress/egress via Ko Chiu Road to allow access of large vehicles for maintenance. As the functioning of the YTVB is vital to the safe and smooth operation of both the MTR Kwun Tong Line and Tseung Kwan O Line, it is necessary to ensure the structure and functions of the YTVB will not be affected by the construction of residential tower. A 6m-wide drainage reserve and a tunnel connecting the YTVB and railway tunnel run across the southern part of the site (**Plan 4C**). The northern part of the site is

vegetated slope. To its east is a steep natural slope with a section of footpath connecting the Wilson Trail (**Plan 4B**).

- 3.22 The site is located at the fringe of developed area and at the foothill of Devil's Peak (220mPD). The Yau Tong No. 2 Fresh Water Service Reservoir (84mPD) is located to its north. A number of high-rise residential developments are located in the vicinity, including the LYM Estate Phases I to III (126mPD - 151mPD) to the southwest, Ko Cheung Court (117mPD - 168mPD) and Ko Yee Estate (65mPD - 115mPD) to the west, and Ko Chun Court (122mPD - 124mPD) to the north (**Plan 4A**).

### The Rezoning Proposal

- 3.23 Having regard to the existing high-density and high-rise developments in the vicinity and the good accessibility, the site is proposed to be rezoned from "OU(Ventilation Building)", "G/IC" and "GB" to "R(A)7", "R(A)" and area shown as 'Road'. Both "R(A)7" and "R(A)" zones are subject to the same PR control as other "R(A)" sites on the OZP, i.e. maximum domestic/total PR of 7.5/9. For the "R(A)7" zone covering the YTVB, the existing railway facilities, as required by the Government, may be disregarded from PR calculation. With the constraints of keeping the YTVB continual operating and no structure on top of the drainage reserve and railway tunnel as shown in **Plan 4C**, a BHR of 190mPD and 170mPD is proposed for the "R(A)7" and "R(A)" zones respectively, to prevent massive and out-of-context developments in the area (**Plan 1**). A piece of Government land located at the end of the proposed access road is proposed to remain zoned "G/IC" for the relocation of the fresh water pump house within the site affected by the proposed development (**Plan 1**).

### Visual Aspect

- 3.24 This site shares the similar skyline with the Yan Wing Street site characterized by a descending BH profile from northeast to southwest towards the waterfront with the Devil's Peak (炮台山) (the peak at about 220mPD) serving as the backdrop. MTRCL has conducted a VA (**Attachment VIa**) to assess the possible visual impact of the proposed development. As shown in the photomontages in the VA (**Plans 4D and 4E**), the proposed development would not induce substantial visual impact to the surroundings and is considered not visually incompatible with the surrounding areas. The proposed BHs of 190mPD and 170mPD for Portion A and Portion B respectively are generally compatible with the surrounding public and subsidized housing developments with BH ranging from 117mPD to 168mPD to the west, and largely conformed

to the overall stepped BH profile as mentioned in paragraph 3.22. CTP/UD&L, PlanD considers that the proposed development scale will not create significant visual impact to the surrounding townscape (**Attachment I**).

#### Air Ventilation Aspect

3.25 MTRCL's AVA (EE) Study (**Attachment VIb**) shows that the annual prevailing winds are from easterly and north-easterly directions and the summer prevailing winds are easterly and south to south-westerly directions in the area. With a number of design features to mitigate the possible air ventilation impacts, including narrow building frontage and increased building permeability, buildings arranged along an axis in parallel to the prevailing wind directions to avoid wind blockage, 3m-height clearance between the transfer plate underside and the top of ventilation building at Portion A, and 20m-wide separation between towers at Portion A and B, the air ventilation impact on the surrounding areas can be effectively minimized. The residual impact is mainly about potential blockage of easterly and southeasterly wind penetration to the area on the opposite side of Ko Chiu Road. CTP/UD&L, PlanD opines that it is not anticipated that the proposal would generate any significant adverse impact on the wind environment and has no adverse comment on the proposed rezoning from air ventilation perspective. Nevertheless, a quantitative AVA should be further conducted to explore mitigation measures at the detailed design stage and the mitigation measures should be implemented accordingly. Such requirements have been included in paragraph 7.3.11 of the ES of the OZP (**Attachment IV**).

#### Landscape Aspect

3.26 According to the Tree Survey, there are 311 trees at the site. Most of these trees are common species in Hong Kong, e.g. *Acacia confusa* (台灣相思), *Acacia mangium* (大葉相思), *Macaranga tanarius* (血桐) and *Ficus hispida* (對葉榕), with no protected, rare species or Old and Valuable Trees. It is preliminary estimated that 222 trees have to be felled due to the proposed development, with 89 trees to be retained and 163 compensatory trees to be provided. A minimum of 20% green coverage can be achieved in the proposed development. Relevant tree preservation clause will be incorporated in the land lease and the proponent will be required to carry out appropriate greening measures and tree preservation/compensation proposals in accordance with established guidelines<sup>3</sup> so as to minimize landscape impact. Both DAFC and CTP/UD&L, PlanD have no adverse comment on the proposed rezoning from

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<sup>3</sup> Lands Department Practice Note (No.7/2007): Tree Preservation and Tree Removal Application for Building Development in Private Projects.



landscape perspective.

#### Traffic Aspect

- 3.27 According to MTRCL's TIA (**Attachment VIc**), all adjacent junctions will be able to cope with the traffic induced by the proposed development. The anticipated traffic flow generated from and attracted by the proposed development is about 71pcu/hr and 43pcu/hr in the AM peak hour and about 29pcu/hr and 37pcu/hr in the PM peak hour respectively. Critical junctions will have RC ranging from 10% to 34% and RFC ranging from 0.04 to 0.82 in the AM peak, and 10% to 90% and 0.02 to 0.89 respectively in the PM peak. Ancillary parking facilities will also be provided in the proposed development in accordance with the standards in the HKPSG. The TIA concludes that the proposed development would not induce adverse traffic impact onto the surrounding road network. C for T has no adverse comment on the findings of the TIA and has no objection to the proposed rezoning from traffic perspective.

#### Environmental and Infrastructure Aspects

- 3.28 According to MTRCL's EA, the extracted air from the YTVB is not polluting in nature. Retrofitting design involving relocation of ventilation openings can effectively avoid exposing existing and future noise sensitive uses nearby under unacceptable noise impact from the YTVB. With the provision of mitigation measures, including 5m buffer from the kerb side of Ko Chiu Road and careful disposition of the residential towers, the proposed development will not be subject to unacceptable air quality and noise impacts generated from road traffic. The Director of Environmental Protection (DEP) has no adverse comment on the environmental acceptability of the proposed development.
- 3.29 Concerned Government departments have no objection to/no adverse comment on the rezoning proposal from drainage, sewerage, water supply, and geotechnical perspectives.

#### **4. Rezoning Proposals to Reflect As-built Conditions (Items C and D)**

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

- (a) A natural slope covered with heavy vegetation to the southeast of the proposed residential development at Ko Chiu Road (Item B) from "G/IC" to "GB" (Item C on **Plan 4A** and site photo at **Plan 4B**);

- (b) A portion of Yau Tong No. 2 Fresh Water Service Reservoir together with its access road and adjoining man-made slopes from “GB” to “G/IC” and a small site falling within the existing lot boundary of Ko Chun Court from “GB” to “R(A)” (Item D on **Plan 4A** and site photo at **Plan 4B**).

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

- 5.1 Taking into account the proposed developments at Yan Wing Street and Ko Chiu Road, the population of the planning area is estimated to be increased by about 9,100 in total. Based on the HKPSG requirements and the planned population for the area, the district and local open space and a range of GIC facilities in the area are generally adequate to meet the need of the planned population, although there is a shortfall of planned provision of primary and secondary school classrooms. The provision of open space and major community facilities in the planning area is detailed at **Attachment VII**.
- 5.2 The shortfall in primary school classrooms would be addressed by the provision in the adjoining areas. For the shortfall in secondary classrooms, its provision is assessed on a wider district basis by the Education Bureau, who have no objection to the rezoning proposals. Also, there is no shortfall within the Kwun Tong District as a whole.
- 5.3 In response to the requests of the SWD and the locals, some GIC facilities, such as social welfare facilities, study room, multi-purpose room, etc. will be incorporated into the proposed public housing development at Yan Wing Street site to meet the local community’s aspiration for more GIC facilities in the district. The actual provision would be confirmed at detailed design stage.

## **6. Proposed Amendment to Matters shown on the Plan (Attachment II)**

- 6.1 The proposed amendments as shown on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A (**Attachment II**) are as follows:

### Amendment Item A (about 1.11ha) (**Plan 3A**)

- (a) Rezoning of a site at Yan Wing Street from “GB” to “R(A)” and stipulation of BHR of 150mPD in accordance with paragraph 3.8 above.

Amendment Item B1 (about 0.4 ha), Item B2 (about 0.12 ha) and Item B3 (about 0.37 ha) (Plan 4A)

- (b) In accordance with paragraph 3.23 above, rezoning of a site at the YTVB and its adjoining land at Ko Chiu Road from “OU(Ventilation Building)”, “G/IC” and “GB” to (i) “R(A)7” and stipulation of BHR of 190mPD (Item B1); (ii) an area shown as ‘Road’ (Item B2); and (iii) “R(A)” and stipulation of BHR of 170mPD (Item B3).

Amendment Item C (about 1.63 ha) (Plan 4A)

- (c) Rezoning of a natural slope to the east of YTVB from “G/IC” to “GB” in accordance with paragraph 4(a) above.

Amendment Item D (about 1.24 ha) (Plan 4A)

- (d) Rezoning of a portion of Yau Tong No. 2 Fresh Water Service Reservoir together with its access road and adjoining man-made slopes from “GB” to “G/IC” and rezoning of a small site falling within the existing lot boundary of Ko Chun Court from “GB” to “R(A)” in accordance with paragraph 4(b) above.

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

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

- (a) there is no need to amend the Notes of the “R(A)” zone arising from Amendment Items A and B3; and
- (b) in relation to Amendment Item B1, the Notes of the “R(A)” zone is amended to incorporate the proposed “R(A)7” sub-zone and incorporate ‘Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated “R(A)7” only)’ as a Column 1 use for the “R(A)7” zone, with corresponding amendment under Column 2, together with an additional remark stating that the railway facilities, as required by the Government, may be disregarded from PR calculation for “R(A)7” zone.

7.2 With a view to support art development, the feasibility of allowing ‘Art Studio’ in the I-O buildings has been investigated by relevant bureaux and departments. As the key concern is on fire safety, ‘Art Studio’ is considered acceptable in the

industrial and I-O buildings if it does not involve direct provision of services or goods (e.g. hobby classes, seminars and sale of goods, art gallery and venue for rehearsal for art performance). The proposal was generally supported by the stakeholders with no objection from concerned Government departments. To take forward the above proposal, it is proposed to incorporate ‘Art Studio (excluding those involving direct provision of services or goods)’ as a Column 1 use in Schedule II of the “R(E)” and “OU(B)” zones. As ‘Art Studio’ is subsumed under the ‘Place of Recreation, Sports or Culture’ use, corresponding amendment will also be made to replace ‘Place of Recreation, Sports or Culture’ under Column 2 in the same schedule by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.

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

## **8 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 ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

## **9 Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K15/24.

## **10 Consultation**

### **Departmental Consultation**

- 10.1 The proposed amendments have been circulated to the relevant Government bureaux/departments. The following bureaux/departments have no objection to/no adverse comment on the proposed amendments:

- (a) Secretary for Development (SDEV);
- (b) Secretary for Education;

- (c) Chief Architect/Central Management Division 2, Architectural Services Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) Chief Engineer/Construction, Water Supplies Department (CE/C, WSD);
- (f) Chief Building Surveyor/Kowloon, Buildings Department;
- (g) Chief Building Surveyor/NTE2&Rail, Buildings Department;
- (h) CTP/UD&L, PlanD;
- (i) Commissioner of Police;
- (j) C for T;
- (k) District Lands Officer/Kowloon East, Lands Department;
- (l) District Lands Officer/Sai Kung, Lands Department;
- (m) DEP;
- (n) DAFC;
- (o) Director of Electrical & Mechanical Services;
- (p) Director of Fire Services;
- (q) Director of Housing;
- (r) Director of Social Welfare (DSW);
- (s) District Officer (Kwun Tong), Home Affairs Department;
- (t) Director of Leisure and Cultural Services (DLCS);
- (u) Executive Secretary (Antiquities & Monuments), Leisure and Cultural Services Department;
- (v) Director of Food and Environmental Hygiene (DFEH);
- (w) Government Property Administrator;
- (x) Head of Geotechnical Engineering Office, Civil Engineering and Development Department; and
- (y) Project Manager (Kowloon), Civil Engineering and Development Department.

#### Consultation with Kwun Tong District Council (KTDC)

10.2 On 3.5.2016, KTDC was consulted on the proposed OZP amendments. The relevant extract of the draft minutes of the meeting is at **Attachment VIII**. In general, KTDC Members raised grave concerns on the traffic congestion in Kwun Tong District and the inadequate provision of GIC facilities in Yau Tong area. After deliberation, the KTDC passed a motion (**Attachment IX**) expressing dissatisfaction with the continued residential developments and population increase in the area which has overloaded the community facilities, and requested the Government to respond to their request for community facilities before re-submitting the proposals for KTDC consideration. A group of KTDC Members also submitted a letter to the SDEV (**Attachment X**) before the meeting to express their concerns on the increasing population in Yau Tong which could pose pressure on the existing traffic and public transport capacities

as well as the provision of community facilities, in particular the provision of clinic, swimming pool, library, study room and market. They requested further consultation with the locals and to provide more community facilities to meet the local needs. KTDC Members' major views expressed at the meeting and the said letter, and the responses of Government departments are summarised as follows:

KTDC Members' Views	Government's Responses
(a) Some Members objected to the proposed residential developments and raised serious concerns on the traffic congestion, inadequate parking spaces and illegal road-side parking problems in Yau Tong. Insufficient parking provision might worsen illegal parking on the adjacent roads.	<p>According to the TIAs for the two housing sites, with minor improvement works (tuning of traffic signal) at the junction of Cha Kwo Ling Road/Ko Chiu Road, the RC of the critical junctions in the vicinity will be at an acceptable level. It is envisaged that the proposed residential developments would not have adverse traffic impact on the surrounding areas, and is sustainable from traffic perspective. Transport Department (TD) is working on the improvement proposal for Kai Tin Road roundabout and will report to the KTDC on the progress.</p> <p>Internal parking and L/UL facilities of the proposed developments would be provided in accordance with HKPSG and are considered adequate by TD. HD also agreed to provide 27 additional car parking spaces on top of the HKPSG high end requirement (from 53 to 80 spaces) at Yan Wing Street site to meet local demand for parking spaces.</p> <p>Two public vehicle parks with a total of 421 spaces would be provided in the proposed developments at Lei Yue Mun Path and Yan Yue Wai to meet the local parking needs (<b>Plan 5</b>).</p>
(b) Raised concerns on poor pedestrian connectivity and congested at-grade crossing at Ko Chiu Road between Yau Tong Centre and Yau Tong Community Hall.	<p>TD advises that the existing pedestrian crossing facilities in Yau Tong could cater for the current pedestrian flow, and signaling the said junction is not technically preferable.</p> <p>Pedestrian links/footbridges will connect the proposed public housing development at Yan Wing Street with the existing footbridge network linking LYM Estate Phases I to III and the Lei Yue Mun Plaza Market (next to</p>

	the community hall) ( <b>Plan 5</b> ).
(c) Raised concerns on whether the existing public transport services were adequate to serve the increased population.	TD considers that the residents of Yau Tong are well served by the public transport network in the vicinity which should be able to cope with the traffic demand generated by the proposed developments, and will closely monitor the operation of public transport services in the area.
(d) MTR Yau Tong Station is already congested. A few Members urged for earlier implementation of the MTR East Kowloon Line and suggested to have a branch line connecting Yau Tong.	The comment has been relayed to the Transport and Housing Bureau for their overall planning of railway services.
(e) The existing Yau Tong Driving Test Centre at Yau Tong Centre ( <b>Plan 5</b> ) should be relocated elsewhere, as the driving test candidates and learners had caused traffic congestion.	TD considers that the driving test centre, which is the only one in Kowloon East, will not induce adverse traffic impact with only 60 driving tests per weekday. Also, there is no suitable re-provisioning site for relocating the test centre.
(f) Provision of GIC facilities is insufficient to serve the local community with the increasing population. Suggested to construct a standalone GIC complex building at Yan Wing Street site to provide more GIC facilities in Yau Tong, including swimming pool, district library, kindergarten, children and youth centre, elderly facilities and market.	<p>HD agrees to provide various facilities at Yan Wing Street site as proposed by SWD (including Residential Care Home for the Elderly, Neighbourhood Elderly Centre, Hostel for Severely Mentally Handicapped Persons with Day Activity Centre and Child Care Centre). Study room and multi-purpose room will also be provided to serve the local needs. Actual provision will be confirmed at detailed design stage.</p> <p>Considering that there are already 3 swimming pools, 3 district libraries and 3 small libraries in Kwun Tong District<sup>4</sup>,</p>

<sup>4</sup> The three swimming pools include one standard pool at Kwun Tong Road, one leisure pool in Jordan Valley and one indoor pool in Lam Tin. The three district libraries are at Lam Tin, Shui Wo Street and Ngau Tau Kok. The three small libraries are at Lei Yue Mun (i.e. the Municipal Services Building near the Yan Wing Street site), Sau Mau Ping and Shun Lee.

	DLCS advises that the existing provision is up to the HKPSG requirements and there is no plan to provide additional swimming pool and district library in Yau Tong <sup>5</sup> . Besides, there are existing markets within the Lei Yue Mun Municipal Services Building and Lei Yue Mun Plaza in the vicinity. Currently, Food and Environmental Hygiene Department has no plan to build markets in the area. With a surplus of two integrated children and youth services centre in the area, DSW considers it is not necessary to provide additional youth centre but requested for a Child Care Centre to be provided at Yan Wing Street site.
(g) Members urged for earlier provision of clinic in Yau Tong and requested for the development programme of the proposed clinic at Pik Wan Road ( <b>Plan 5</b> ).	HD is in close liaison with the Food and Health Bureau in studying the technical feasibility of the proposed clinic development at Pik Wan Road. Taking into account the time required to overcome the various technical constraints (e.g. slopes, near service reservoir) of the site, the tentative completion date is 2026-27.
(h) More quality open space should be provided. A member suggested to open up the top of the Yau Tong No. 2 Service Reservoir for public enjoyment.	The service reservoir is located at an elevated position and served by steep access road and staircase which are both not up to standard, DLCS considers the said service reservoir is not a suitable location for developing to a desirable leisure services venue.

10.3 SDEV issued letters to the Chairman of KTDC and a group of KTDC Members on 3.6.2016 and 6.6.2016 respectively to explain the need and rationale for the proposed rezoning to meet housing land supply target and the acceptability of the proposals from various technical aspects, and to provide detailed responses to the various concerns raised by KTDC Members, particularly in respect of traffic impact and provision of GIC facilities (**Attachments XI and XII** respectively). The letters also informed that their views and the proposed OZP amendments will be submitted to MPC for consideration, and if the amendments are agreed by MPC and then gazetted

<sup>5</sup> DLCS considers that according to the HKPSG, the standard for provision of swimming pool is one swimming pool complex per 287,000 persons. Based on the planned population of 764,827 for Kwun Tong District, two swimming pool complexes should be provided in the district. There are currently three swimming pool complexes provided by LCSD in the district. Also, the current provision of three district libraries also conforms to the HKPSG according to the standard of one district library per 200,000 persons. Three small libraries and nine mobile library stops are also provided in the district.



under the Ordinance, there will be a 2-month statutory period for the public to submit representations to the Board in respect of the amendments.

### Public Consultation

- 10.4 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K15/24 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance. Members of the public can submit representations on the OZP amendments to the Board during the two-month statutory public inspection period. The KTDC will be further consulted on the proposed amendments during the plan exhibition period.

## **11 Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A at **Attachment II** (to be renumbered to S/K15/24 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/K15/23A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

## **12 Attachments**

<b>Attachment I</b>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23 (reduced to A3 size)
<b>Attachment II</b>	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A
<b>Attachment III</b>	Revised Notes of Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A
<b>Attachment IV</b>	Revised ES of Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23A
<b>Attachment Va</b>	VA for Proposed Public Housing Development at Yan Wing Street
<b>Attachment Vb</b>	Extract of AVA(E) for Proposed Public Housing

<b>Attachment Vc</b>	Development at Yan Wing Street Executive summary of EcoA for Proposed Public Housing Development at Yan Wing Street
<b>Attachment Vd</b>	LA for Proposed Public Housing Development at Yan Wing Street
<b>Attachment Ve</b>	Executive summary of TIA for Proposed Public Housing Development at Yan Wing Street
<b>Attachment VIa</b>	VA for Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Attachment VIb</b>	Executive summary of AVA(Ee) for Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Attachment VIc</b>	Executive summary of TIA for Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Attachment VII</b>	Provision of Open Space and Major Community Facilities
<b>Attachment VIII</b>	Extract of Draft Minutes of the KTDC Meeting held on 3.5.2016
<b>Attachment IX</b>	Motion passed at KTDC Meeting held on 3.5.2016
<b>Attachment X</b>	KTDC Members' letter to SDEV dated 3.5.2016
<b>Attachment XI</b>	SDEV's reply letter to the Chairman of KTDC
<b>Attachment XII</b>	SDEV's reply letter to a group of KTDC Members
<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Aerial Photo
<b>Plans 3A to 3B</b>	Site Plan and Site Photo of Amendment Item A
<b>Plan 3C</b>	Conceptual Layout Plan of Proposed Public Housing Development at Yan Wing Street
<b>Plan 3D</b>	Photomontage at Lei Yue Mun Typhoon Shelter Breakwater Sitting-out Area
<b>Plan 3E</b>	Photomontage at near Gough Battery at Wilson Trail Section 3
<b>Plans 4A to 4B</b>	Site Plan and Site Photo of Amendment Items B, C and D
<b>Plan 4C</b>	Conceptual Layout Plan of Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Plan 4D</b>	Photomontage at Kai Tak Runway Park
<b>Plan 4E</b>	Photomontage at footbridge between LYM Estate and Lei Yue Mun Plaza
<b>Plan 5</b>	Location of facilities in Yau Tong

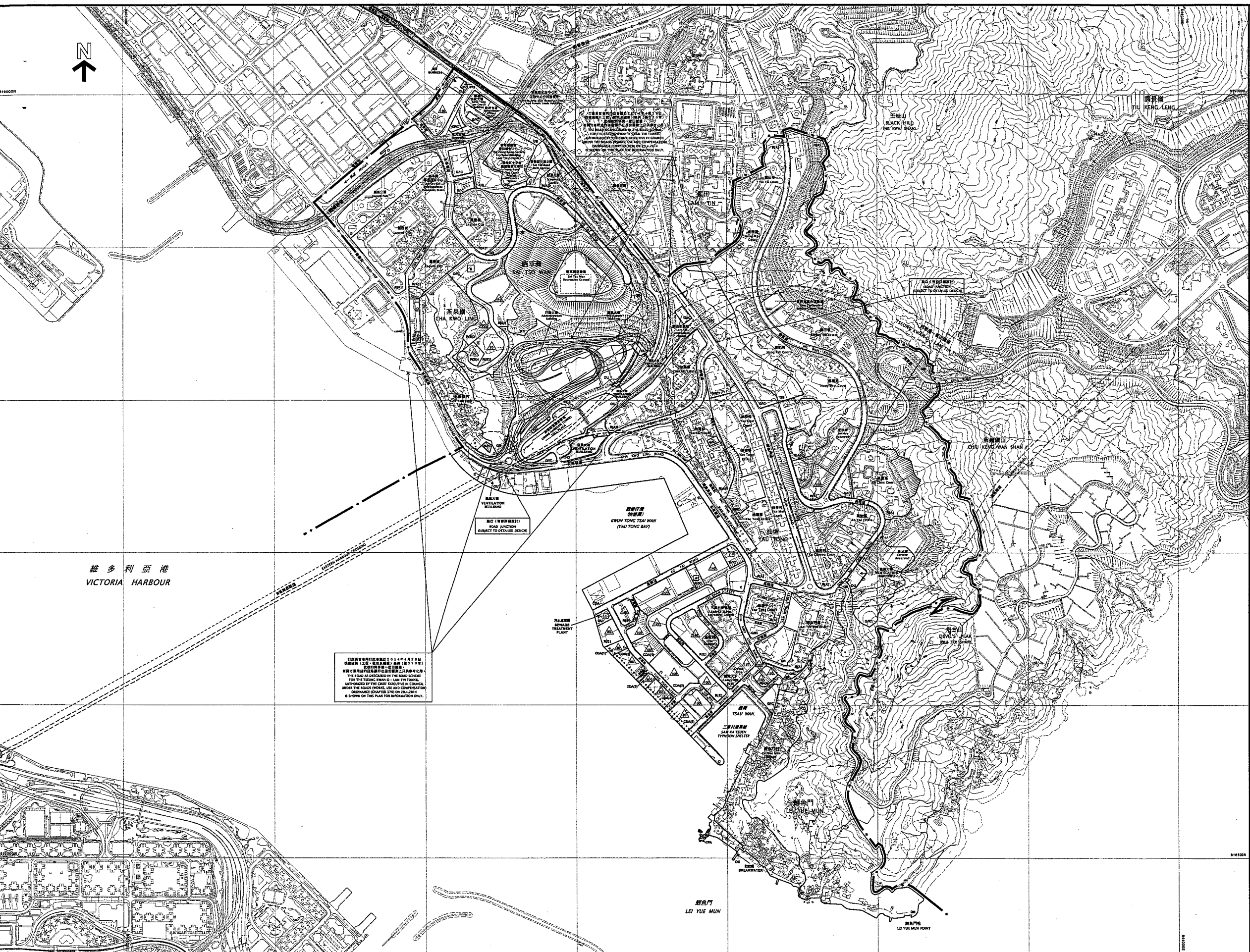
圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	住宅(甲類)
RESIDENTIAL (GROUP B)	RA(B)	住宅(乙類)
RESIDENTIAL (GROUP E)	RE(B)	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		加油站
AREA DESIGNATED FOR "WATERFRONT PROMENADE"		指定為「濱海長廊」的地區

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

USES	大約面積及百分比 APPROXIMATE AREA %		用途
	公頃 HECTARES	百分比 %	
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	16.96	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	22.48	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
NULLAH	1.08	0.40	明渠
MAJOR ROAD ETC.	44.41	16.81	主要道路等
TOTAL PLANNING SCHEME AREA	253.95	100.00	規劃範圍總面積

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



行政長官會同行政會議於2015年10月27日根據城市  
規劃條例第9(1)(a)條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
27 OCTOBER 2015

Ms Kinnie WONG  
CLERK TO THE EXECUTIVE COUNCIL

黃潔怡女士  
行政會議秘書

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

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

攝影導源城市規劃委員會指示圖  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. S/K15/23



圖例  
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RIA	住宅 (甲類)
RESIDENTIAL (GROUP B)	R(B)	住宅 (乙類)
RESIDENTIAL (GROUP E)	RIE	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	RAIL STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	RAIL STATION (UNDERGROUND)	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	RAIL STATION (ELEVATED)	鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION	MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	ELEVATED ROAD	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	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)	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'	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	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	%	百分比	用途
COMMERCIAL	4.03	1.53		商業
COMPREHENSIVE DEVELOPMENT AREA	13.93	5.28		綜合發展區
RESIDENTIAL (GROUP A)	77.89	29.51		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	18.18	6.89		政府、機構或社區
OPEN SPACE	18.96	7.18		休憩用地
OTHER SPECIFIED USES	5.26	1.99		其他指定用途
UNDETERMINED	4.85	1.78		未決定用途
GREEN BELT	58.55	22.18		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.	44.54	16.87		主要道路等
TOTAL PLANNING SCHEME AREA	263.95	100.00		規劃範圍總面積

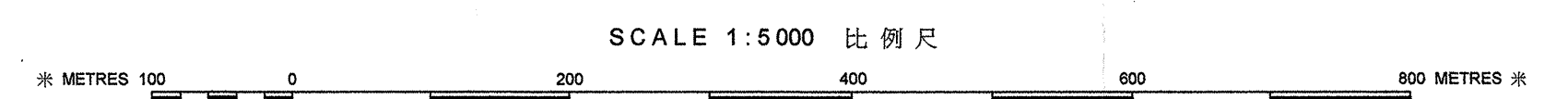
夾附的《註釋》屬這份圖則的一部分，  
現經修訂並按照城市規劃條例第5條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER  
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K 15/23 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K15/23

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第5條 展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B1	修訂項目 B 1 項
AMENDMENT ITEM B2	修訂項目 B 2 項
AMENDMENT ITEM B3	修訂項目 B 3 項
AMENDMENT ITEM C	修訂項目 C 項
AMENDMENT ITEM D	修訂項目 D 項

(參看附表)  
(SEE ATTACHED SCHEDULE)

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



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

圖則編號  
PLAN No. S/K15/23A



**KOWLOON PLANNING AREA NO. 15**

**APPROVED DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN**  
**OUTLINE ZONING PLAN NO. S/K15/234**

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

**NOTES**

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

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

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Coastal Protection Area":
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/public light bus stop or lay-by, cycle track, railway track, railway station entrance, 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.
- (11) 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.
- (12) 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/K15/234**

**Schedule of Uses**

	<b><u>Page</u></b>
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VILLAGE TYPE DEVELOPMENT	19
GOVERNMENT, INSTITUTION OR COMMUNITY	21
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OTHER SPECIFIED USES	24
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COASTAL PROTECTION AREA	33



COMMERCIAL

<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>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 (not elsewhere specified)</p> <p>Hotel</p> <p>Information Technology and     Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Market</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>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>School</p> <p>Shop and Services</p> <p>Social Welfare Facility</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p> <p>Wholesale Trade</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Flat</p> <p>Government Refuse Collection Point</p> <p>Hospital</p> <p>House</p> <p>Mass Transit Railway Vent Shaft and/or     Other Structure above Ground Level     other than Entrances</p> <p>Petrol Filling Station</p> <p>Residential Institution</p>

(Please see next page)

COMMERCIAL (Cont'd)

Planning intention

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above 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 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility Training Centre 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) and building height as specified below:

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>A maximum PR of 5.0 and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan</p> <p>A public waterfront promenade not less than 15m wide as designated 'Waterfront Promenade' on the Plan</p> <p>A public vehicle park with not less than 171 public vehicle parking spaces in the "CDA(5)" zone</p>

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (4) In determining the relevant maximum PR 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 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/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 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/ Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
<b><i>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated "R(A)7" only)</i></b>	Hotel
Place of Recreation, Sports or Culture	Institutional Use (not elsewhere specified)
Public Clinic	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances ( <i>except on land designated "R(A)7"</i> )
Public Transport Terminus or Station (excluding open-air terminus or station)	Office
Public Vehicle Park (excluding container vehicle) (on land designated "R(A)6" only)	Petrol Filling Station
Residential Institution	Place of Entertainment
School (in free-standing purpose-designed building only)	Private Club
Social Welfare Facility	Public Convenience
Utility Installation for Private Project	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle) (except on land designated "R(A)6")
	Religious Institution
	School (not elsewhere specified)
	Shop and Services
	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:

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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"~~ *and "R(A)7"*, 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 ~~(4011)~~ and/or ~~(4112)~~ 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 ~~(4011)~~ and/or ~~(4112)~~ 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”~~ *and “R(A)7”*, 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)3” 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 Domestic Gross Floor Area</u>	<u>Maximum 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>
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) *On land designated "R(A)7", in determining the relevant maximum plot ratio, any floor space that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.*
- (910) 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.
- (1011) 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.
- (1112) 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.
- (1213) 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)

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

(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 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  
Government Use (not elsewhere specified)  
Public Transport Terminus or Station  
(excluding open-air terminus or station)  
Utility Installation for Private Project

Commercial Bathhouse/Massage  
Establishment  
Eating Place  
Educational Institution  
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  
Other Structure above Ground Level  
other than Entrances  
Market  
Office  
Petrol Filling Station  
Place of Entertainment  
Place of Recreation, Sports or Culture  
Private Club  
Public Clinic  
Public Convenience  
Public Transport Terminus or Station  
(not elsewhere specified)  
Public Utility Installation  
Public Vehicle Park  
(excluding container vehicle)  
Religious Institution  
Residential Institution  
School  
Shop and Services  
Social Welfare Facility  
Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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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:

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

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

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

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

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

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

Planning Intention

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

OTHER SPECIFIED USES

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

Schedule I: for open-air development or  
for building other than industrial or industrial-office building<sup>@</sup>

Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/Massage Establishment	Cargo Handling and Forwarding Facility
Eating Place	Government Refuse Collection Point
Educational Institution	Government Use (not elsewhere specified)
Exhibition or Convention Hall	Hotel
Government Use (Police Reporting Centre, Post Office only)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Non-polluting Industrial Use (not elsewhere specified)
Institutional Use (not elsewhere specified)	Petrol Filling Station
Library	School (not elsewhere specified)
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods <sup>A</sup> )	Social Welfare Facility (excluding those involving residential care)
Off-course Betting Centre	Warehouse (excluding Dangerous Goods Godown)
Office	Wholesale Trade
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Religious Institution	
Research, Design and Development Centre	
School (excluding free-standing purpose-designed building and kindergarten)	
Shop and Services	
Training Centre	
Utility Installation for Private Project	

(Please see next page)



OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Business" only (Cont'd)

Schedule II: for industrial or industrial-office building @

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

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

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

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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:

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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:

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Breakwater

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

Planning Intention

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

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

**KOWLOON PLANNING AREA NO. 15**

**~~APPROVED DRAFT~~ CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/234**

**EXPLANATORY STATEMENT**

**KOWLOON PLANNING AREA NO. 15**

**APPROVED DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN**  
**OUTLINE ZONING PLAN NO. S/K15/234**

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

### **APPROVED ~~DRAFT~~ CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/234**

(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/K15/234. 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 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.
- 2.4 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.

- 2.5 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.
- 2.6 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.~~ *The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.*
- ~~2.7 On 19 December 2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 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; rezoning of Cha Kwo Ling Tsuen to "Undetermined" ("U") zone; rezoning of two sites at King Yip Street for commercial and open space developments and a site at the junction of Lei Yue Mun Praya Road and Lei Yue Mun Path to "Government, Institution or Community" ("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 draft OZP No. S/K15/22 for information.~~
- ~~2.8 During the exhibition period of the draft OZP, a total of 4,851 valid representations were received. On 24 March 2015, the representations were published for three weeks for public comments and 53 comments were received. After giving consideration to the representations and comments under section 6B(1) of the Ordinance on 26 June 2015, the Board decided not to uphold the 4,851 representations and that no amendment should be made to the draft OZP to meet the representations.~~
- ~~2.92.7~~ On 27 October 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently re-numbered as S/K15/23. On 6 November 2015, the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. *On 5 April 2016, the CE in C referred the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23 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 15 April 2016 under section 12(2) of the Ordinance.*

~~2.102.8~~ On \_\_\_\_\_ 2016, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/24 (the Plan), incorporating amendments mainly including rezoning of a site at Yan Wing Street from "Green Belt" ("GB") to "Residential (Group A)" ("R(A)") and a site at Yau Tong Ventilation Building and its adjoining land at Ko Chiu Road from "Other Specified Uses" annotated "Ventilation Building", "Government, Institution or Community" and "GB" to "R(A)", "R(A)7" and an area shown as 'Road' to facilitate residential developments as well as zoning amendments to reflect as-built conditions, was exhibited for public inspection under section 5 of the Ordinance.

### 3. OBJECT OF THE PLAN

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

### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website (<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 bisects the Area in the central part. To the south of the Eastern Harbour Crossing 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 174,800 ~~186,800~~. 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 4.03 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 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.
  - 7.1.4 A maximum PR of 12.0 is imposed on these commercial sites so as not to aggravate the existing traffic problems in the Area. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PR may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
  - 7.1.5 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 individual merits.
- 7.2 "Comprehensive Development Area" ("CDA") - Total Area 13.93 ha
- 7.2.1 This zoning is intended primarily for comprehensive residential and commercial development with community facilities.
  - 7.2.2 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.

- 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 and 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 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 (*MPC*) 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 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. They are intended for comprehensive development/redevelopment for residential and/or commercial uses with the provision of open space and other community and supporting facilities. Developments 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. ***was endorsed by the MPC of the Board on 20 November 2015.*** 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.

7.2.9 In view of the harbourfront location of the site, future developments at the waterfront portions of “CDA(1)”, “CDA(3)” and “CDA(5)” zones as well as the entire “CDA(2)” and “CDA(4)” zones are restricted to a maximum building height of 80mPD. The rest of “CDA(1)”, “CDA(3)” and “CDA(5)” zones are subject to a maximum building height of 100mPD. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and 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 Shung Shun Street, 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 not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone. The NBA requirement ~~is 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 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions of the “CDA(1)” to “CDA(5)” zones or minimum provision of public vehicle parking spaces for the “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 ~~75.96~~ 77.89 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.
- 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>. 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 outside the Plan area.
- 7.3.7 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)" sites *at Yan Wing Street and at the junction of Ko Chiu Road and Pik Wan Road* ~~is-are~~ subject to a maximum building height ~~restriction~~ of 150mPD as stipulated on the Plan. *Another "R(A)" site at Ko Chiu Road is subject to a maximum building height of 170mPD as stipulated on the Plan.*
- 7.3.9 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** *The "R(A)7" site at Ko Chiu Road is intended for residential development on top of the existing Yau Tong Ventilation Building and is subject to a total PR of 9.0 with the maximum domestic PR of 7.5 and a maximum building height of 190mPD. In determining the relevant maximum PR, any floor spaces that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.*

**7.3.11** *At detailed design stage, quantitative air ventilation assessments will need to be conducted for the "R(A)" sites at Yan Wing Street and Ko Chiu Road and the "R(A)7" site at Ko Chiu Road to further refine the development layout and the relevant mitigation measures for better air ventilation. The refined mitigation measures to maintain/enhance the air ventilation performance in the surrounding area recommended therein need to be implemented accordingly.*

**7.3.12** 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.

**7.3.13** 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>
R(B)1	4.5
R(B)2	3.3
R(B)3	Domestic: 4.0 Non-domestic: 0.5
R(B)4	5.0

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.

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

7.5.1 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 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 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 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 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 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 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.

7.6 "Village Type Development" ("V") - Total Area 7.75 ha

- 7.6.1 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 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 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.

7.7 "Government, Institution or Community" ("G/IC") - Total Area ~~19.21~~ **18.18** ha

- 7.7.1 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 Major existing GIC facilities include Yung Fung Shee Memorial Centre, Pamela Youde Polyclinic and Sai Tso Wan Neighbourhood Community Centre with Public Transport Interchange at Cha Kwo Ling Road, The Hong Kong Society for Rehabilitation Lam Tin Complex and Hong Kong Red Cross Princess Alexandra 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 Reservoirs 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 Major proposed GIC developments include ~~a coach/lorry park at Ko Chiu Road to the east of Yau Tong Ventilation Building,~~ a social welfare complex at the junction of Lei Yue Mun Path and Lei Yue Mun Praya Road and a primary school at the ex-Cha Kwo Ling Kaolin Mine Site near Sin Fat Road.
- 7.7.4 Development or redevelopment of the "G/IC" sites within the 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.
- 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.

7.8 “Open Space” (“O”) - Total Area 18.96 ha

- 7.8.1 This zoning is intended to provide land for both active and passive recreational uses.

- 7.8.2 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 and Yau Tong Service Reservoir Playground at Pik Wan Road. Local open spaces are also provided within the public housing estates, HOS developments and private residential developments.

- 7.8.3 Three sites at Cha Kwo Ling have been reserved for district open space uses. One site is located to the south of the ex-Cha Kwo Ling Kaolin Mine Site, and the other two sites are located 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.

- 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 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.

7.9 “Other Specified Uses” (“OU”) - Total Area ~~5.56~~ 5.26 ha

- 7.9.1 This zoning covers land allocated for specific uses.

- 7.9.2 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;~~ **and** Yau Tong Sewage Pumping Station at the junction of Ko Fai Road and Tung Yuen Street **are within this zone.** ~~and the~~ **A proposed breakwater is located** to the south of Lei Yue Mun Village ~~are within this zone.~~
- 7.9.3 As 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. 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.
- 7.9.4 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 "Green Belt" ("GB") - Total Area 59.28 **58.55** ha
- 7.11.1 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 The slopes near the Hong Kong Society for Rehabilitation Lam Tin Complex, surrounding Sai Tso Wan Recreation Ground, 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 the foothills of Black Hill, Chiu Keng Wan Shan and Devil's Peak, which are mainly covered by dense vegetation are within this zone.

7.12 "Coastal Protection Area" ("CPA") - Total Area 0.07 ha

7.12.1 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 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 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.

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 scheme 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 Mass Transit Railway

The Area is served by the MTR Kwun Tong Line and Tseung Kwan O Line with the MTR Lam Tin Station and Yau Tong Station at the convenient locations. The MTR Yau Tong Station is a major interchange between the MTR Kwun Tong Line and Tseung Kwan O Line.

## 8.3 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. CULTURAL HERITAGE

10.1 Tin Hau Temple at Cha Kwo Ling Road, Tin Hau Temple at Ma Wan Tsuen of Lei Yue Mun, *Old Quarry Site Structures at Lei Yue Mun*, and the Law Mansion at 50A, 51 and 51A, Cha Kwo Ling Road are Grade 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 is required for any development, redevelopment or rezoning proposals that may affect the above graded historic buildings/structures, new items pending grading assessment *by AAB* 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.

**Visual Appraisal for the Proposed Public Housing Development  
at Yan Wing Street, Yau Tong**

**Purpose**

1. The Site at Yan Wing Street (The Site) in Yau Tong is zoned “Green Belt” (“GB”) with minor portion zoned “Residential (A)” (“R(A)”) on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23. It covers an area of about 1.11 ha zoned as “GB”. The proposed public housing site is located adjacent to the existing Lei Yue Mun Estate (**Figure 1**). The Site is currently fenced off and is lying vacant. The Visual Appraisal (VA) is to examine the possible visual effect of the proposed public housing development so as to facilitate the rezoning of the site to “R(A)”.

**The Proposed Development**

2. The Hong Kong Housing Authority (HKHA) proposes the housing development with a maximum building height of 150mPD and maximum Plot Ratio of 7.5 (domestic) and 9 (both domestic and non-domestic) for the Site, which will deliver 2,400 flats for a design population of approximately 7,400 persons, subject to detailed design.
3. The proposed building height of the Site up to 150mPD is compatible with the adjacent high-rise residential developments of Lei Yue Mun Estate and the existing skyline with a descending building height profile from the east to the west (**Figure 2**). To the east, the building heights of Phases 1 and 2 range from 126mPD to 151mPD (Lei Lung House of about 126mPD, Lei Sang House of about 147mPD, Lei Ye House of about 147mPD and Lei Hing House of about 151mPD) and to the North is Phase 3 which is about 142mPD. Also, to the west, there are mainly the mid-rise industrial buildings of up to 50+mPD (e.g. Yau Tong Industrial Building Blocks 1-4 of about 52 to 31mPD) and high-rise private residential development of up to about 150mPD (Ocean One and Canaryside of about 120 and 140mPD respectively and The Spectacle of about 148mPD). The proposed public housing development will be compatible with the surroundings by creating a descending building skyline from the east to the west. The residential development to the north (Yau Tong Centre of about 51mPD and St. James Church of about 37mPD) and to the south (Lei Yue Mun Municipal Services Building of about 39mPD) are mid-rise buildings which create relief and diversity in height and massing of development in

the area.

### **Visual Appraisal**

4. The following six viewpoints at different directions and distances from the Site along with major pedestrian or visitor flow are identified, where the requirements of TPB PG-No. 41 were referenced (**Figure 3**). The rationale for these viewpoints selections are summarised below.

- (a) **Viewpoint 1: Lei Yue Mun Road Playground** – This viewpoint is located to the north of the Site where active recreation activities are normally taken place. The Lei Yue Mun Road Playground is a popular place used by the public. The visual sensitivity of this viewpoint is considered to be high.
- (b) **Viewpoint 2: Yau Tong Road Playground** – This viewpoint is located to the northwest of the Site, where football courts are provided and is a popular place for the local community. The visual sensitivity of this viewpoint is considered to be high.
- (c) **Viewpoint 3: Sam Ka Tsuen Recreation Ground** – This viewpoint is located to the northwest of the Site. The Site is a large local open space used by the public for resting and sitting-out. It also provides basketball courts, which is an active and popular place amongst the local community. The visual sensitivity of this viewpoint is considered to be high.
- (d) **Viewpoint 4: Lei Yue Mun Typhoon Shelter Breakwater Sitting-out Area** – This viewpoint is located next to Sam Kok Tsui and the length of the Sitting-out Area is approximately 200m. It is a publicly accessible sitting-out area, which the visual sensitivity is considered to be high.
- (e) **Viewpoint 5: Near Gough Battery at Wilson Trail Section 3** – This viewpoint is located at Devil's Peak besides Lei Yue Mun Estate. Ruins of the military structures built in the early 1990s remains at Gough Battery, which makes this viewpoint popular for the public. The viewpoint is along the Wilson Trail and the visual sensitivity of this viewpoint is thus considered to be high.



- (f) **Viewpoint 6: Pavilion near O King Road at Wilson Trail Section 3** – This viewpoint is near O King Road which links with Pik Wan Road and is connected to Tiu Keng Leng. O King Road rises to 150 metres above sea level, over the hill that separates Kowloon and the Tseung Kwan O area. Since the road is popular with cyclists, the visual sensitivity of this viewpoint is considered high.

5. The photomontages (**Figures 4 to 9**) of the six viewpoints are prepared to illustrate the respective visual impact of the proposed public housing development.

(a) Viewpoint 1 – Lei Yue Mun Road Playground

The photomontage (**Figure 4**) shows that this view towards the proposed housing development is predominated by the existing residential development of Yau Mei Court (Chak Mei House, Yun Mei House and Shuk Mei House with building heights of about 150mPD). The proposed development is entirely obstructed by the podium of Yau Mei Court and basically is visually negligible from this viewpoint.

(b) Viewpoint 2 – Yau Tong Road Playground

The photomontage (**Figure 5**) shows that this view towards the proposed housing development will have Tsui Lai House and Hong Lai House with building heights of about 135mPD to its left, and is entirely obstructed by C.C.C. Kei Faat Primary School (about 38mPD). Therefore, the proposed development is visually negligible from this viewpoint.

(c) Viewpoint 3 – Sam Ka Tsuen Recreation Ground

This view is predominated by the relatively open sky between Lei Yue Mun Phase 3 and Ocean One together with a side view of Lei Yue Mun Phase 3 (about 142mPD) and Lei Sang House (about 147mPD) at Lei Yue Mun Phase 1. As shown in the photomontage (**Figure 6**), the proposed development is seen as an extension to the existing residential buildings in the background, whilst the lower ground is dominated by the existing vegetation in Sam Ka Tsuen Recreational Ground. Hence, the visual impact is considered low. The skyview will be partially reduced by the proposed development. However, the sky view between the proposed development and the Ocean One (about 120mPD) would remain open. The ridgeline of Devil Peak is likely to be pierced by the proposed development. Since the Devil Peak's ridgeline is not prominent (only about 200mPD) and the existing vegetation of Sam Ka Tsuen Recreational Ground already blend-in with the Devil Peak ridgeline in the background, the proposed development is not visually

incompatible with the surrounding areas.

(d) Viewpoint 4 – Lei Yue Mun Typhoon Shelter Breakwater Sitting-out Area

This view is predominated by the existing private residential development of Ocean One (Ocean One and Canaryside of about 120 and 140 mPD respectively). The photomontage (**Figure 7**) illustrates the proposed development blends in with the existing view since it is primarily residential in nature, thus the proposed residential development will not create significant difference to the visual character. The sky view between Lei Yue Mun Phase 3 (about 142mPD) and To Mei House (about 154mPD) of Yau Mei Court is likely to be reduced by the proposed development. However, there is no important ridgeline or visual element along the sightline and that the openness of the skyview is maintained. The visual impact is considered acceptable.

(e) Viewpoint 5 – Near Gough Battery at Wilson Trail Section 3

The photomontage (**Figure 8**) shows that this view is predominated by the existing Lei Yue Mun Estate. The view to Yau Tong Bay (Kwun Tong Tsai Wan) surrounding Lei Yue Mun Phase 3 (about 142mPD) and Lei Lung House (about 126mPD) is likely to be reduced by the proposed development. However, the coherent building height profile is maintained and the overall character of the skyline will not be significantly affected. The visual impact is considered moderate and acceptable in the urban context.

(f) Viewpoint 6 – Pavilion near O King Road at Wilson Rail Section 3

The photomontage (**Figure 9**) shows that this view is predominated by the vegetation at Chiu Keng Wan Shan. The proposed development is largely obstructed by the building blocks of Ko Cheung Estate (Ko Fei House of about 144mPD, Ko Fung House of about 117mPD and Ko On House and Ko Sui House of about 153mPD) and Ko Chun Court of Chun Ying House (about 122mPD). The proposed development is visually negligible from this viewpoint.

## **Conclusion**

6. In view of the above, it is considered that the proposed public housing development at a maximum of 150mPD would not induce substantial visual impact to the surroundings.

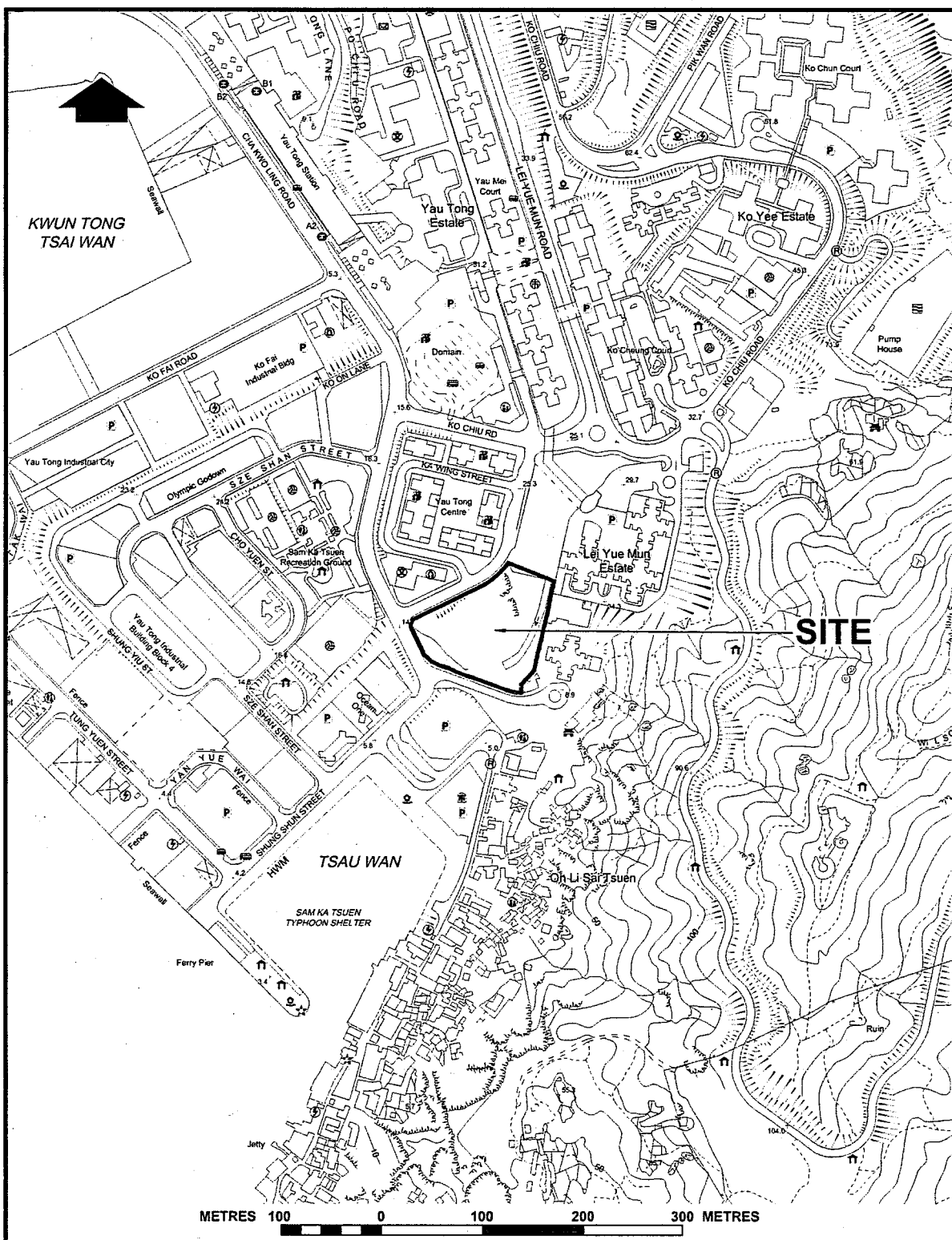
7. In order to further enhance the visual interest, mitigation measures to minimise the visual impact of the proposed development such as building setback, at-grade greening, façade treatment with harmonious colour scheme or pattern etc., will be explored at the later design stage.

## **HOUSING DEPARTMENT**

**February 2016**

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**FIGURE 1 SITE LOCATION PLAN**

 **HOUSING DEPARTMENT  
PLANNING SECTION**

**Figure 1**

**DATE:**  
**7. 1. 2016**



# **KEY**



**Viewpoints**

**VP1 : Lei Yue Mun Road Playground**

**VP2 : Yau Tong Road Playground**

**VP3 : Sam Ka Tsuen Recreation Ground**

**VP4 : Lei Yue Mun Typhoon Shelter Breakwater Sitting-out Area**

**VP5 : Near Gough Battery at Wilson Trail Section 3**

**VP6 : Pavilion near O King Road at Wilson Trail Section 3**



**FIGURE 3 VIEWPOINTS (VPs)  
YAN WING STREET  
(LEI YUE MUN PHASE 4)**



**HOUSING DEPARTMENT  
PLANNING SECTION**

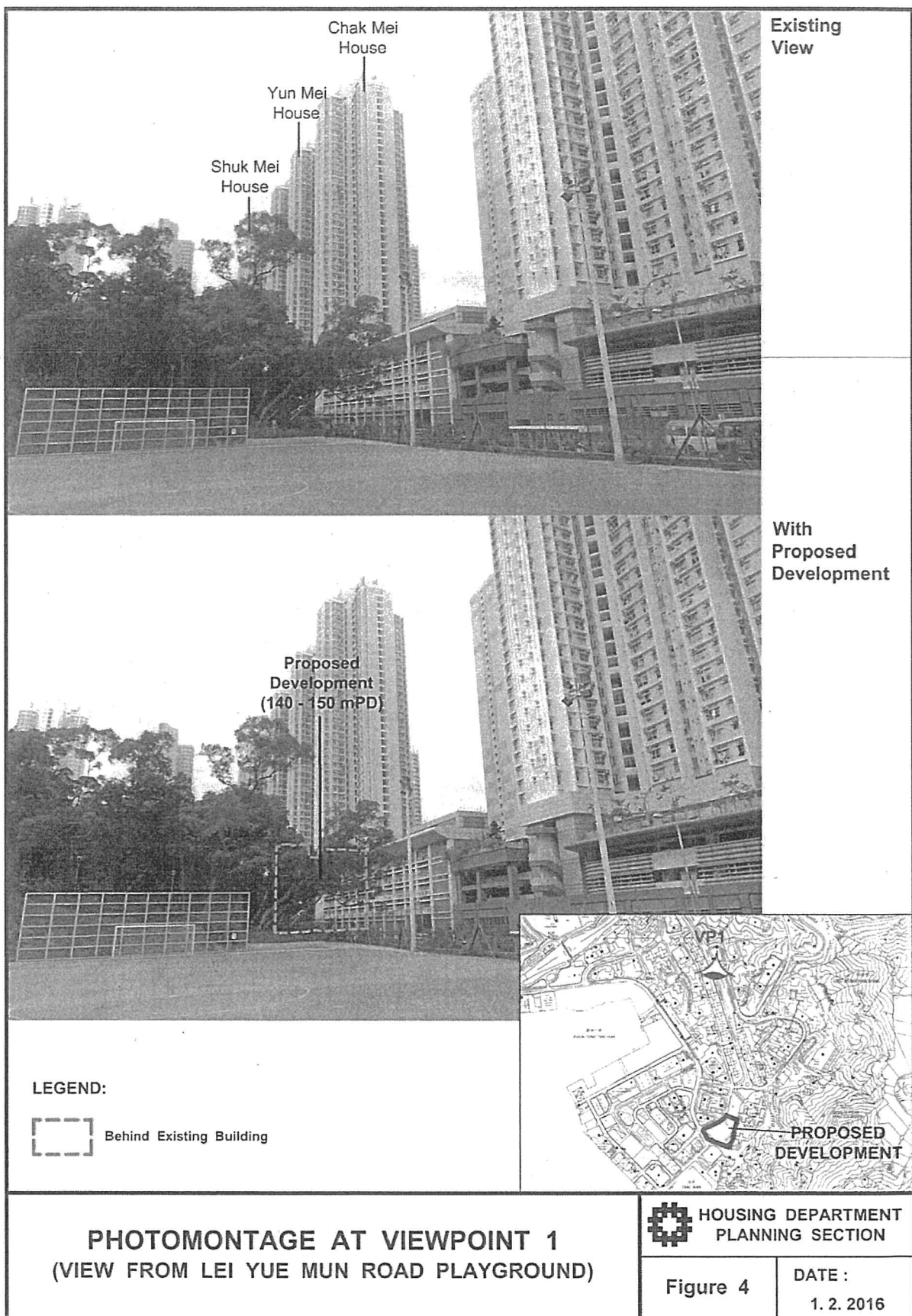
**Figure 3**

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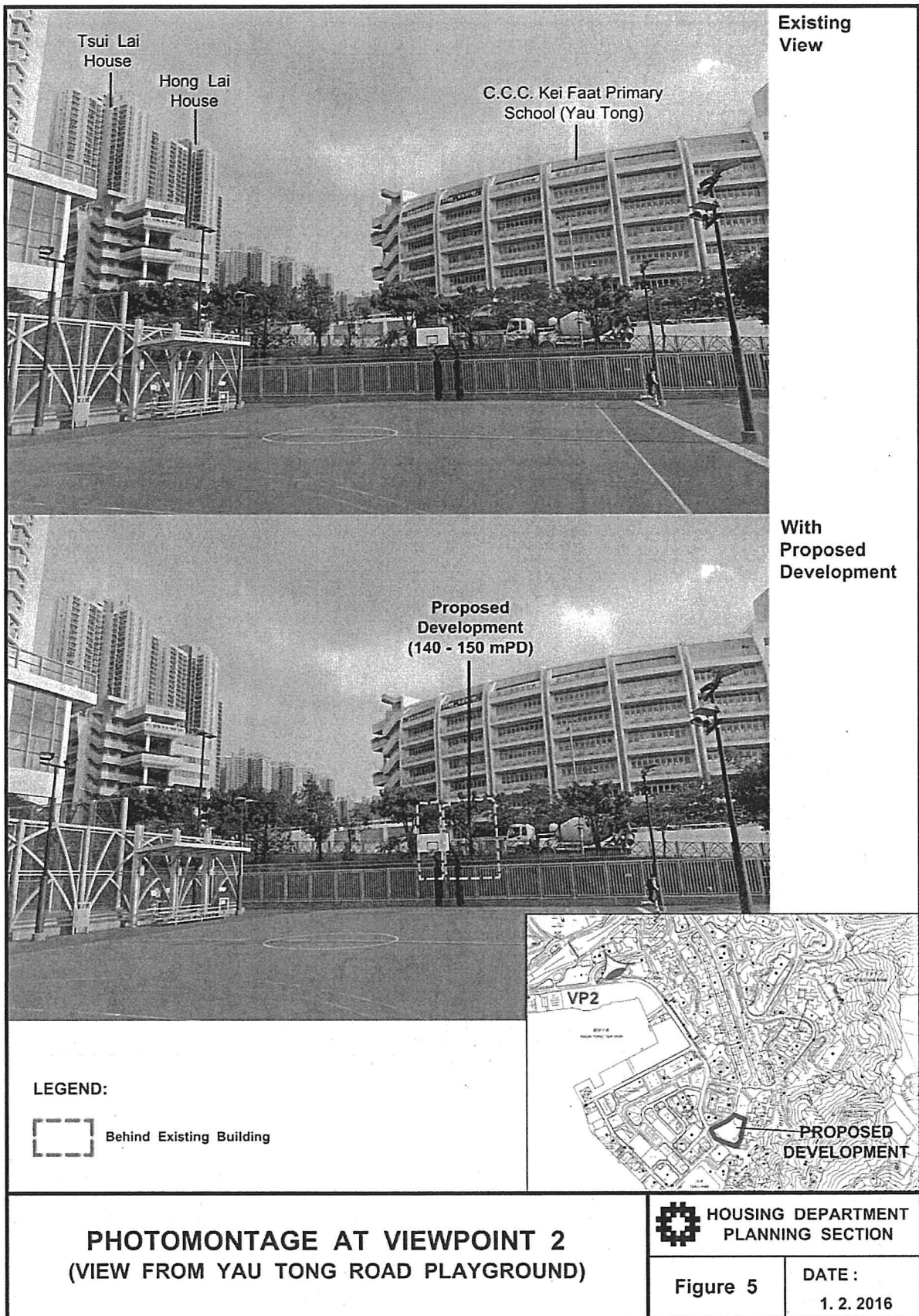
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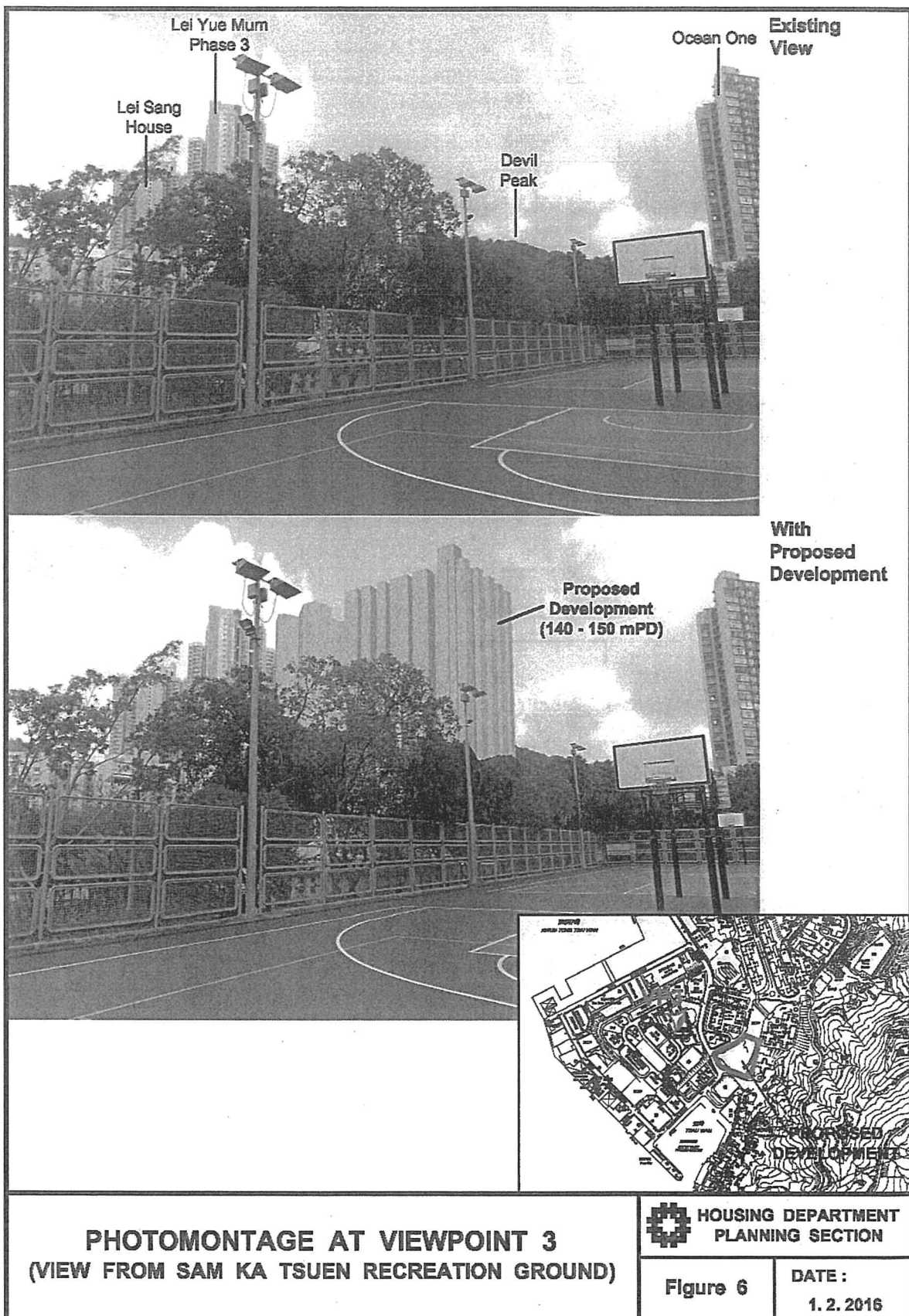


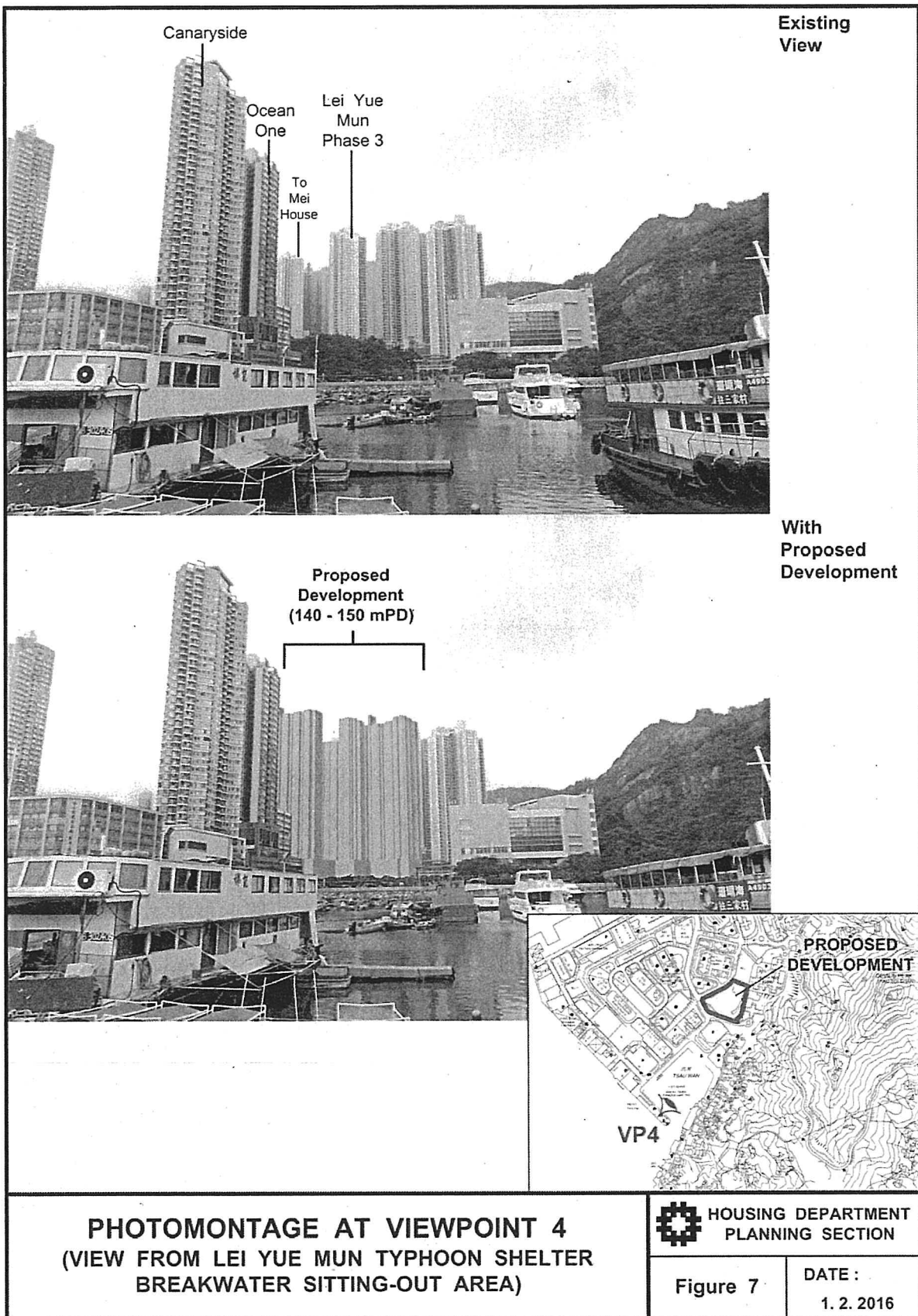


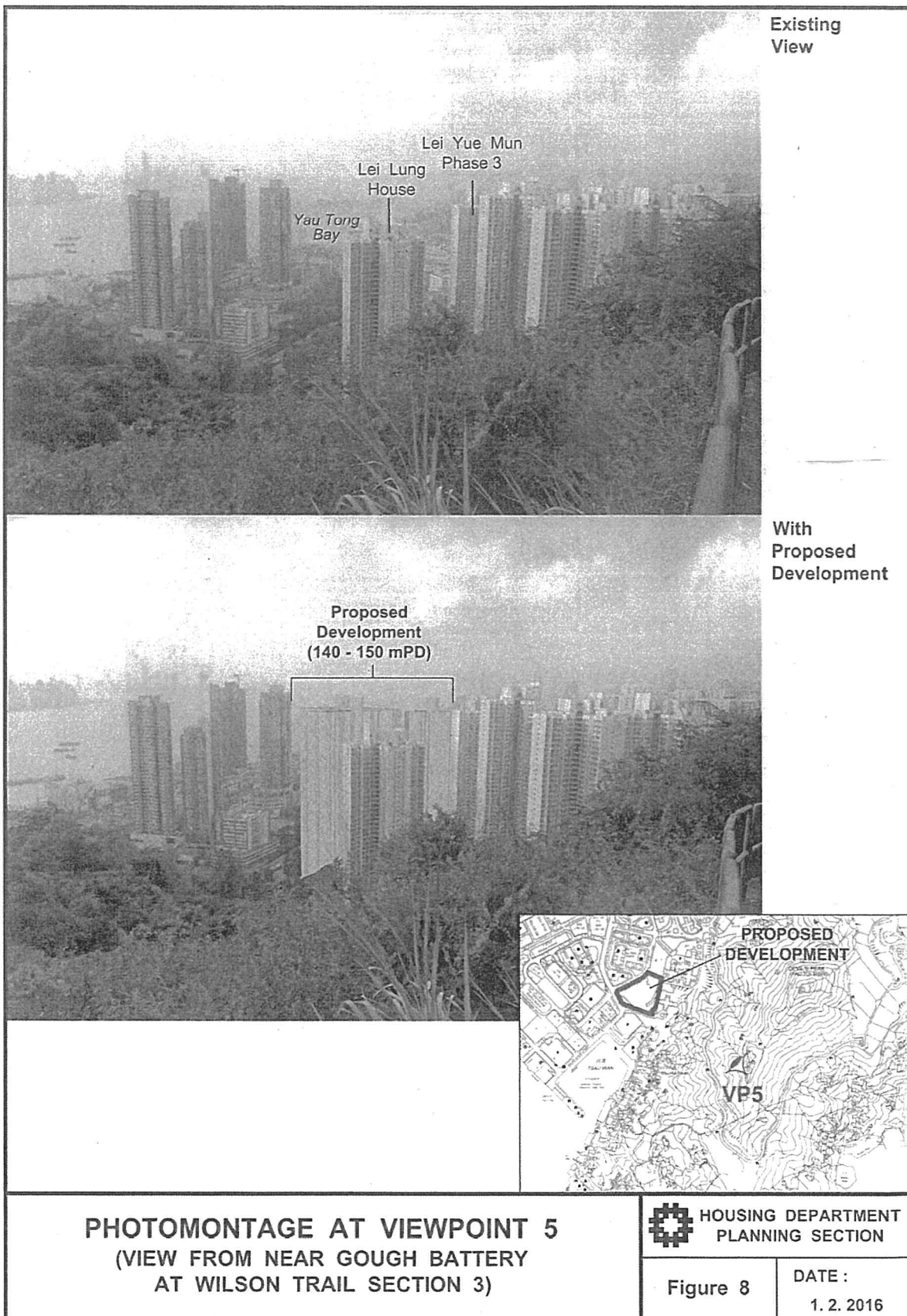


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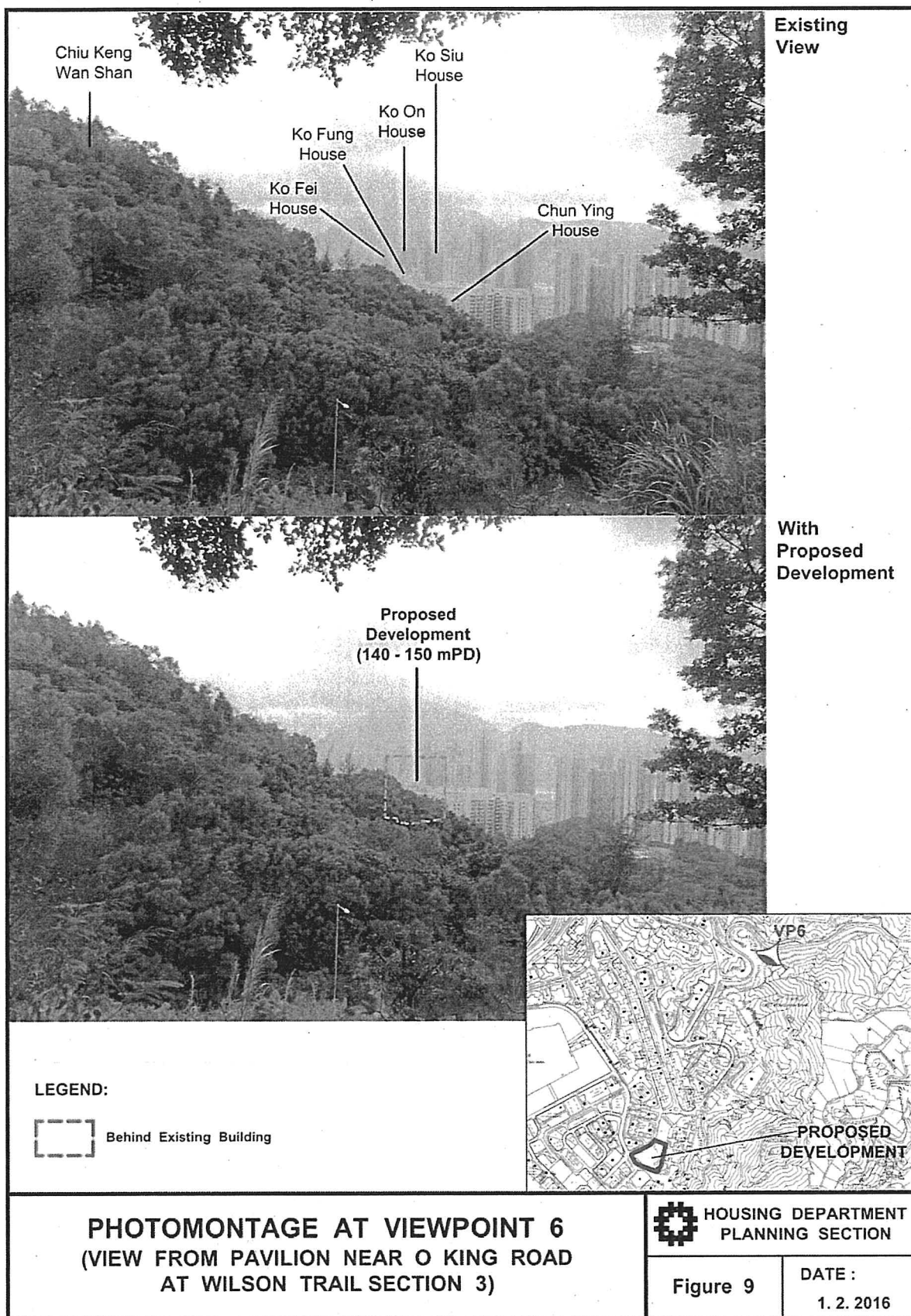








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## 2.2 Site Environs and Key Wind Characteristic

### 2.2.1 Site Location and Surrounding Environment

2.2.1.1 The subject Site is bounded by Yan Wing Street, Cha Kwo Ling Road and access/estate road to Lei Lung House of Lei Yue Mun Estate in Yau Tong. The subject Site has an area of about 11,000 m<sup>2</sup> with heavy vegetation, rocky slopes and nullah along east boundary, where it is currently zoned as "Green Belt".

2.2.1.2 To the immediate north, it is known as Public Housing Development of Lei Yue Mun Phase 3 with a building height of 142.0 mPD, where is currently under construction. To the immediate northeast to east, it is Lei Yue Mun Estate with building height ranged from 125.8 mPD up to 150.5 mPD. To the south to southwest across the access/estate road to Lei Lung House of Lei Yue Mun Estate, they are public toilet, kindergarten with height of 8.2 mPD, church with height of 10.0 mPD, Lei Yue Mun Municipal Services Building with height of 38.8 mPD and a site zoned as "Residential (Group A)" with building height restriction of 100.0 mPD, where is currently under construction. To the further south-southwest, it is Sam Ka Tsuen Typhoon Shelter. To the southwest to west across Cha Kwo Ling Road, they are Yau Tong Industrial Building Block 1 with height of 51.2 mPD and Football Field (at 20.2 mPD) of Sam Ka Tsuen Recreation Ground. To the northwest across Yan Wing Street, they are St. James Church with building height of 36.8 mPD and Yau Tong Centre with building height of 51.2 mPD.

2.2.1.3 Figure 1.1 illustrates the location of the Site and its environs.

### 2.2.2 General Wind Environment Characteristics

2.2.2.1 In respect of the topography of the Yau Tong area, its northeast and east portion are covered by hilly topographies. It is sloped upwards from southwest to northeast, then reach Devil's Peak (up to 222 mPD) to the east and Chiu Keng Wan Shan (up to 247 mPD) to the further northeast. Hence winds from northeast as well as east quarter could be limited due to the flow separation while approaching the ridge. The slope of the nearest peak of Devil's Peak is about 26 degrees downhill to existing Lei Yue Mun Estate. Wind either flows over hills or bends around the hill and creates turbulence and re-circulated wind (i.e. lee eddies) when the wind moves downhill towards Yau Tong. In general, the wind from hill side will be slowed and weakened by the hills. However there is a valley between Devil's Peak and Chiu Keng Wan Shan. The presence of the valley could redirect some local winds, which speed up when passing through the valley. Figure 2.5 shows the digital elevation map of Yau Tong area. Evidently Yau Tong is next to the waterfront, it could be easier for the winds entering the Yau Tong area from sea side through Sam Ka Tsuen Typhoon Shelter, which is likely a favorable air path in particular for summer prevailing wind from sea side. Figure 2.6 illustrates the topography of Yau Tong area and its surroundings.

2.2.2.2 In consideration of the urban morphologies of the Yau Tong area, the street array is irregular, which is not favorable for wind penetration. Although Lei Yue Mun Road is the major road of the Yau Tong area as a major ventilation corridor throughout the area, it is mainly beneficial to the ventilation at northern part of the area rather than the area to the southwest. Nevertheless there are provision of public waterfront

promenade with not less than 15 m wide as well as non-building areas with not less than 15 m wide within the Comprehensive Development Areas (CDAs) to the southwest near waterfront. The promenade and Non-Building Areas (NBAs) can facilitate the summer wind entering from sea side towards the inland areas, which locations of promenade and NBAs are illustrated in Figure 2.7.

2.2.2.3 Regarding the open space, the major one is Sam Ka Tsuen Recreation Ground, while there are some minor one, including Yau Tong Centre Rest Garden, the promenade around Sam Ka Tsuen Typhoon Shelter and Lei Yue Mun Rest Garden. With the connection of open space (especially Sam Ka Tsuen Recreation Ground) aforementioned NBAs and nearby roads/ streets, air paths are created, which would improve wind penetration in the area through the roads/ streets including Cha Kwo Ling Road, Yan Wing Street, Ko Fai Road, Tung Yuen Street, Sze Shan Street and Yan Yue Wai, etc., promoting air movement in the area.

2.2.2.4 Figure 2.7 shows the general wind environment of the area.

### 2.2.3 General Site Wind Environment

2.2.3.1 Aforesaid that the wind availability in the area mainly come from ENE, E, ESE and SE directions in a year while winds from E, ESE SE, SW and WSW direction are available in summer period.

2.2.3.2 Under ENE and E wind directions, the hilly terrain may weaken the air flows towards the area. ENE wind could flow through the valley between hills and reach Yau Tong area, then wind either flow along Ko Chiu Road towards the sea or flow through space to the north of Lei Yue Mun Estate and flow over the low-rises of Yau Tong Centre and St. James Church as well as Sam Ka Tsuen Recreation Ground, then towards the sea. Else, some ENE and E winds would also penetrate the space to the north of Lei Lung House at Lei Yue Mun Estate to reach the subject site then further downstream to Sam Ka Tsuen Recreation Ground. Figure 2.8 shows the flow pattern under ENE and E prevailing wind while Figure 2.9 supplements a sectional diagram of ENE and E prevailing wind flow through the valley to the area.

2.2.3.3 Under ESE wind conditions, wind could be limited in the area as it is likely in connection with the hilly terrain, yet some weaken winds might reach the subject Site and the downwind area at lower level. Alternatively, wind could flow through the valley between hills and reach the area. Some downhill winds may pass through the spaces between buildings formulating ventilation path at higher level and flow towards sea side, which is similar to ENE/ E wind. Nevertheless the area will generally experience low wind environment at lower level. High-altitude southeast easterly likely skim over the buildings and towards sea side. Further, some ESE wind could reach the subject site and part of Cha Kwo Ling Road via the space to the south of Lei Lung House at Lei Yue Mun Estate. Figure 2.10 shows the flow pattern under ESE prevailing winds.

2.2.3.4 Under SE wind condition, wind likely comes along the hill side and reaches the subject Site, then flows towards St. James Church, through Sam Ka Tsuen Recreation Ground and along Cha Kwo Ling Road. Figure 2.11 presents the flow

pattern under SE prevailing wind and Figure 2.12 shows the sectional diagram of SE prevailing wind flow through the area.

#### 2.2.3.5

Under SW and WSW wind conditions, wind easily enters the area through Sam Ka Tsuen Typhoon Shelter, nevertheless winds could be slightly influenced by the planned residential development at 100mPD to the south of the subject Site, which is currently under construction. Such planned residential development would impede the wind reaching the subject Site and other inland area. It is expected that the wind flow along Shung Shun Street as well as flowing over low-rises at "Government, Institution and Community" zone. The wind could rather reach the subject Site via Shung Shun Street, but then encounter the building block of Lei Yue Mun Phase 3. The wind could then reach the downwind area through Yan Wing Street. Alternatively, wind could flow through Yan Yue Wai, NBA2 and Sam Ka Tsuen Recreation Ground to reach the subject Site, then either flow along Yan Wing Street or Cha Kwo Ling Road towards inland area. Figure 2.13 illustrates the flow patterns under present flow pattern under SW/ WSW prevailing wind.

### 2.3

#### Potential Impacts

#### 2.3.1.1

The hilly topographies and urban morphologies of Yau Tong could limit the wind from the hill side, however its location is close to water front and wind could easily enter the area from sea side. With the proposed development on site, northeast easterly, easterly and southeast easterly could be limited as the hilly terrain weaken the air flow towards the area. Even though the northeast easterly, easterly and southeast easterly flow through the valley between hills, the subject Site is at the lee side of the existing Lei Yue Mun Estate and the flow mainly flow over the low-rises towards the side sea. Alternatively, some northeast easterlies and easterlies would penetrate the space around Lei Lung House and reach the subject Site. Such with the proposed development on site, influencing the flow to Sam Ka Tsuen Recreation Ground is noticed under ENE and E winds. Nevertheless the wind flow from the valley can still supply some winds to Sam Ka Tsuen Recreation Ground. Further, the southeast easterly, southeasterly, southwesterly and southwest westerly could be redirected by the proposed development. Under ESE/ SE wind, the wind will encounter the proposed development, less wind flow to St. James Church and Yan Wing Street while more flow is redirected to Cha Kwo Ling Road and Sam Ka Tsuen Recreation Ground. For the south westerly and southwest westerly, channelization could be occurred at Yan Wing Street, but not Cha Kwo Ling Road (which part is adjacent to the perimeter of the subject Site) where is relatively spacious, even though under ESE/ SE winds, channelization is unlikely.

#### 2.3.1.2

In summary, it is expected that the localized wind distribution and wind flow to St. James Church, Yan Wing Street, Sam Ka Tsuen Recreation Ground and Cha Kwo Ling Road could be influenced especially under the ESE, SE, SW and WSW wind conditions. Lessening the wind flow to St. James Church and Yan Wing Street is relatively obvious than the impacts on Sam Ka Tsuen Recreation Ground and Cha Kwo Ling Road.

## 2.4

### Good Design Features

#### 2.4.1.1

The uncertainties on site conditions and existing site constraints, such as its small scale, existing drainage reserve and slopes, basically confine the building planning and design. Nevertheless some viable design features with respect to the urban morphology and the concerned prevailing wind directions have been considered so as to remedy the potential impacts/ problematic areas in particular for nearby St. James Church and Yan Wing Street (refer to Section 2.3).

#### 2.4.1.2

Reservation of wider building separation intends for promoting wind penetration. According to the conceptual layout plan (Appendix A), there are a 15 m wide building separation between Blocks 1 and 2 at +34.30 mPD and a 20 m wide building separation between Blocks 1 and 3 at +20.65 mPD to encourage the air movement from sea side via Shung Shun Street, then towards Yan Wing Street especially south westerly and southwest westerly. According to the conceptual layout plan (Appendix A), there is also a 15 m wide building separation between Blocks 2 and 3 at +20.65 mPD to allow ENE/ E wind penetration as well as further downstream to St. James Church and Sam Ka Tsuen Recreation Ground. It is expecting that the incorporation of those building separation within the proposed development allows 15 m wide air path flow passing through between buildings and allows the wind flowing to Yan Wing Street as well as St. James Church and Sam Ka Tsuen Recreation Ground. Given that the proposed 15 m or 20 m-wide building separations between blocks are not fully aligned, there could be certain reduction. Their actual effectiveness shall be reviewed in detail through quantitative assessment(s) in coming design stage.

#### 2.4.1.3

Considering the site topographies of sloping upward to inland area, a design with flat platform as a support for the residential blocks as well as catering the need of carpark and other facilities are unavoidable. Currently, an embedded podium deck was considered rather than filling the slope to construct a flat platform, which minimizes the bulk above deck and caters the carpark and other facilities underneath. Else to improve the permeability at pedestrian/ low level, the residential blocks have been uplifted which creates an at least 3 m high void above podium deck for better wind penetration and help mitigation the potential adverse air ventilation induced by the proposed development on St. James Church, Yan Wing Street and Lei Yue Mun Estate.

## 2.5

### Further Study

#### 2.5.1.1

In consideration of site constraints and uncertain conditions, the adoptable mitigation measures are basically limited at this early stage. Nevertheless some currently viable mitigation measures such as adequate separation between buildings and increasing the permeability at podium deck to promote air movement for localized area has been considered. It is anticipated that some potential impacts on air ventilation would be alleviated under aforesaid prevailing winds. In addition, for further wind enhancement, it is recommended that the implementation of any other mitigation measures referring to Sustainable Building Design Guidelines will be studied in detailed design stage, including building permeability, podium bulk,



building setback and greenery. Their viability as well as adoptability will be reviewed as much as possible.

#### 2.5.1.2

In the meantime, it is acknowledged that the effectiveness of the proposed mitigation measures is a concern like the proposed 15 m or 20 m-wide building separations between blocks are not fully aligned, which could influence the ventilation performance in the mentioned potential problematic area in particular nearby St. James Church and Yan Wing Street (refer to Section 2.3). Their actual effectiveness and aforementioned design features shall be reviewed in detail through quantitative assessment(s) in respect of air ventilation and any rooms for further wind enhancement, such the air ventilation performance will be optimized as practicable in detailed design stage.

### 3

## Conclusion


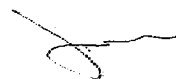
- 3.1.1.1 This AVA study investigates the pedestrian wind environment and provides the necessary information for a balanced decision on the overall planning and design process. It also identifies the ventilation corridors and wind availability in the assessment area.
- 3.1.1.2 With reference to best available wind data in previous experimental study, it is found that the annual prevailing wind in the area come from ENE, E, ESE and SE while the summer prevailing wind come from E, ESE, SE, SW and WSW.
- 3.1.1.3 In consideration of the surrounding environment and prevailing wind directions, adequate spacing between buildings and nearby buildings will promote air movement while increasing building mass permeability allow better wind penetration.
- 3.1.1.4 In summary, the winds from sea side could easily reach the area. In compliance with its situation and wind environment characteristic, the subject Site does not play any particular role on air ventilation in the district, significant impacts to its surrounding on air ventilation are not expected. The limitation of the proposed mitigation measures is fully aware, which could influence the ventilation performance of the mentioned potential problematic areas. Nevertheless the effectiveness of the design features and room for further wind enhancement with the adoption of any other viable mitigation measures shall be reviewed quantitatively in detailed design stage so as to optimize the air ventilation performance as practicable as possible.

Hong Kong Housing Authority

**Consultancy for Preliminary Ecological Survey for Public  
Housing Development at Lei Yue Mun Estate Phase 4**

**Ecological Baseline Report – Executive Summary**

May 2016

	Name	Signature
Prepared & Checked:	Ming Ho CHIU	
Reviewed & Approved:	Gigi LAM	

Version: Final v3	Date: May 2016
<b>Disclaimer</b> This <b>Ecological Assessment Report</b> is prepared for <b>Hong Kong Housing Authority (HKHA)</b> and is given for its sole benefit in relation to and pursuant to <b>Agreement No. CB 20140231 Consultancy for Ecological Assessment for Proposed Public Housing Developments at Sites 1, 4a and 6, Kam Tin South, Yuen Long</b> and may not be disclosed to, quoted to or relied upon by any person (other than HKHA) without our prior written consent. No person other than HKHA into whose possession a copy of this Ecological Assessment Report without our express written consent and HKHA may not rely on it for any purpose other than as described above.	

AECOM Asia Co. Ltd.  
8/F, Grand Central Plaza, Tower 2, 138 Shatin Rural Committee Road, Shatin, NT, Hong Kong  
Tel: (852) 3922 9000 Fax: (852) 3922 9797 www.aecom.com

## **Executive Summary**

An ecological assessment based on literature review and ecological surveys for the proposed public housing development at Yan Wing Street, Lei Yue Mun Estate Phase 4 (Figure 1) has been conducted.

Five habitats were identified within the Study Area: mixed woodland, shrubland, plantation, drainage channel and developed area / wasteland. These habitats are considered to have relatively low ecological value (low or low to moderate). No recognized sites of conservation importance were identified within the Subject Site.

One flora (Longan) and one avifauna (Common Emerald Dove) species of conservation importance were recorded at the mixed woodland within the Subject Site. However, Longan is widely planted or cultivated in Hong Kong and the individual was found artificially planted. In addition, Common Emerald Dove is highly mobile and would be displaced to other similar habitats nearby (e.g. at Devil's Peak). No breeding behaviour, juvenile or nest of this species was observed. Therefore, the ecological impact to these species is not significant.

A total of three flora (Queen Crape Myrtle, Longan and Lychee), two avifauna (Black Kite and Black-crowned Night Heron), and one mammal (Bat sp.) species of conservation importance were recorded within the Study Area outside the Subject Sites. The ecological impacts to these species are not significant as they are either located far away from the Subject Sites or they are mobile and could find other similar habitats nearby.

Impacts during the construction phase include direct habitat loss of mixed woodland, plantation, and drainage channel habitats. These habitats within the Subject Sites are considered to have relatively low ecological value (low or low to moderate). The direct impact can be minimized by retaining existing vegetation wherever possible. Transplantation or compensatory planting should be considered as far as practicable when tree removal could not be avoided. Therefore no significant impacts from habitat loss are anticipated. Other indirect impacts during construction phase include dust, noise, glare and site runoff, etc. Implementation of good site practice (e.g. appropriate waste disposal measures, use of Quiet Mechanical Plant, reduction of excessive lighting usage) could help to minimize these indirect impacts. Therefore, no significant ecological impacts are expected.

**Landscape Assessment**  
**for the Proposed Public Housing Development**  
**at Yan Wing Street, Yau Tong**  
**(Rev. 3)**

The assessment covers an area of about 1.1 ha within the proposed development. A Study Area with a radius of 500m from the boundary of the proposed development is also included in the study report. This Assessment is prepared with reference to the LVIA of the EIA.

**A. Landscape Baseline**

There are a total of four landscape resources identified with the proposed development. The locations of baseline landscape resources are mapped in **Figure 1, Location Map of Landscape Resources & Landscape Character Areas**. For the ease of reference, each landscape resource is given an identity number. Site photos refer to **Annex 1**.

ID no.	Landscape resources
LR 1	<p>It is predominantly composed of mixed woodland with a small area of plantation at the west side of site boundary. A drainage channel / nullah runs in the eastern boundary towards the south with drainage reserved area on both sides. It is also underlain in succession of depth by fill up to 3m thick, in-situ soil up to 25m thick and bedrock. The rockhead dips towards the south with the eight nos. of slope features within the Site. The rockhead levels are various between -2mPD and +1mPD in the lower southern portion and between +24mPD and +26mPD at the higher northern portion of the Site respectively.</p> <p>The mixed woodland links to the plantation and shrubland habitats at Devil's Peak. It is also a green belt zone with good landscape quality. Within the area, there are approximately 330 number of trees forming a secondary generation mixed woodland. Tree photos refer to <b>Annex 2</b>. Most of the trees are growing on slope in fair to poor health, and with low to medium amenity quality. The structural complexity of this habitat is relatively higher than other</p>

	<p>habitats and two-thirds of recorded flora are native species. The canopy is closed and comprised trees of about 5 – 7 m in height, with shrub at the middle layer, and fern / herb at the understory layer. The dominant tree species are exotic Acacia, White Popinac (<i>Leucaena leucocephala</i>), native Chinese Banyan, native Elephant's Ear (<i>Macaranga tanarius</i>), and Lance-leaved Sterculia (<i>Sterculia lanceolata</i>). Among the existing trees, there are several large mature ones with DBH varies from 1000mm to 3000mm. All of them are Ficus species, most of them are growing on rock in which both the health and structural conditions are poor. Photos of these trees refer to <b>Annex 2A</b>. The Shrubs such as Wild Coffee, Opposite-leaved Fig (<i>Ficus hispida</i>) and fern Oriental Blechnum (<i>Blechnum orientale</i>) are also commonly found at the understory layer. The southern part of this habitat is subjected to disturbance from the adjacent developed areas (e.g. residential areas, hiking trails). No flora species of conservation importance are recorded within this habitat.</p>
LR 2	<p>Plantation is mainly found adjacent to the public housing estates, roads or on slope area within the proposed development. This portion of plantation habitat mainly comprised scattered plantation trees, with tree species Acacia recorded at the top and fern species Wood-fern at the sparse understory layer. The age of this plantation is very young with low floral diversity recorded. As the plantation habitat is located near the road, it is subjected to constant disturbances from traffic, noise and human activities.</p>
LR 3	<p>The drainage channel is located at the eastern boundary of the proposed development. It is an artificial concrete nullah of approximately 5 m in width and 6 m in depth. The water depth is found to be shallow and the water flow rate is moderate to fast. No vegetation or riparian zone is recorded within this area.</p>
LR 4	<p>These are mainly public housing estate adjacent to the mixed woodland. Most of the recorded plants are horticultural or</p>

	<p>roadside plantation species. Ornamental and exotic tree species Acacia, Camel's Foot Tree (<i>Bauhinia variegata</i>), Cotton Tree (<i>Bombax ceiba</i>) and native Chinese Banyan. No flora species of conservation value are recorded.</p>
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## **B. Landscape character**

Landscape character areas have been identified within the Study Area. The locations of baseline landscape resources are mapped in **Figure 1**. For the ease of reference, each landscape resource is given an identity number.

<b>ID no.</b>	<b>Landscape Character Areas</b>
LCA 1	This area composed of a mixed woodland habitat, a small area of plantation habitat and a drainage channel (nullah) within the proposed development which is isolated and surrounded by fully developed and built-up areas, i.e. public housing estates, open space, commercial areas, MTR station and roads.
LCA 2	The area is a mixed woodland and shrubland. The mixed woodland locates adjacent to the plantation habitat and developed areas while shrubland predominantly occurred at the upper hillside area of Devil's Peak, which is located at the eastern and southern side of the proposed development. There is another small piece of shrubland located at lower altitude next to the Wilson Trail (Stage 3) at the south of the proposed development.
LCA 3	Built-up areas and vacant lots dominated the majority of this area which composed of factory buildings, commercial buildings, residential blocks, recreational open space and roads. The areas are highly disturbed by human activities.



### C. Landscape Impact Evaluation

1. The major sources of landscape impacts arisen from the proposed development will result in the removal of the existing vegetation, and the temporary presence of construction activities and new building structures.
2. During construction stage, apart from preserving in-situ T0144 which is adjoining to the site, the potential impacts on landscape originate from construction works (including site clearance, site formation and other construction activities) will be alleviated during the construction stage by various temporary green installations, such as green hoardings and the appropriate screening of construction works.
  - As the site is a sloping area, extensive site formation works are anticipated to be conducted. All the existing vegetation including 330 number within the proposed development (i.e. LR1 & LR2) would be felled due to site clearance during the construction stage (**Annex 3 – Site Layout & Tree Survey Plan** refers). Schematic sections (**Annex 4 – Schematic Site Sections A & B – Site Formation for Foundation Design**) which show the site formation and existing soil profiles have been provided to help demonstrating why trees cannot be retained on site. Most vegetation recorded within the proposed development are common species in Hong Kong and no flora species of important conservation value are recorded. The tree compensation ratio of 1:1 will be achieved as far as possible in accordance with existing DevB guidelines. Other green measures will be considered to be adopted such as roof and vertical greening for the loss of greenery cover upon completion of the construction.
3. When the development comes into operation, impacts will be mitigated by strategic landscape design including new plantings throughout the development, tree and landscape buffer along the site boundary and open space areas. The existing nullah area will also be improved with landscape design and strategic planting to improve the overall landscape amenity value within the neighbourhood.
  - A series of open space systems that create landscape and visual connector with landscape elements to accommodate a number of leisure, recreation and civic activities are proposed in the development plan. These open

spaces are provided within the development; therefore, it will benefit both the local and nearby residents in the long-run. The provision of open space will follow the guideline as stipulated under the HKPSG.

- The existing nullah area will be significantly enhanced by the proposed development. As compared with the existing condition of the nullah which has no landscape resources/ interests, the proposed development with amenity plantings and new open spaces connected with the nearby public rental housing development will integrated the external open space in a new setting. Native tree species will also be introduced in the future plantings. It is considered that the landscaped nullah will be substantially beneficial to the neighbourhood in future when all landscape becomes mature.
4. To conclude, the major impact anticipated to be caused by the proposed public rental housing development is the removal of mixed woodland which lies within LR1/ LCA 1; however, this will be minimised through careful setting of the layout plan for the development incorporate various design mitigation measures. During the construction stage, a tree which is adjoining to the site boundary will be retained in-situ and green hoarding will be installed. While during operation stage, other landscape treatments include the creation of new open spaces, provision of compensatory planting proposals, buffer and slope planting along site boundary, aesthetic design of existing nullah, creation of breezeways and retention of views to ridgelines in the development (**Annex 5 – Proposed Landscape Concept Design Plan**). Roof and vertical greening will also be considered at strategic locations to improve the landscape environment.

For the plantation adjacent to the public housing estates within another landscape resource, i.e., LR 2, as the number of plantation trees are very low while the age is very young and the species are common, the impact to this LR is anticipated and considered to be low which can be compensated by future compensatory planting.

For other LRs and LCAs, since they are mainly built-up areas, impact on them from the landscape point of view is considered very low. Upon the completion of the proposed development, it is considered the landscape value in the neighbourhood will eventually be enhanced.

**HOUSING DEPARTMENT**

**May 2016**

**List of Annexes**

Annex 1 - Site photos

Annex 2 - Tree photos

Annex 2a - Photos of Existing Large Mature Trees On Site

Annex 3 - Site Layout & Tree Survey Plan

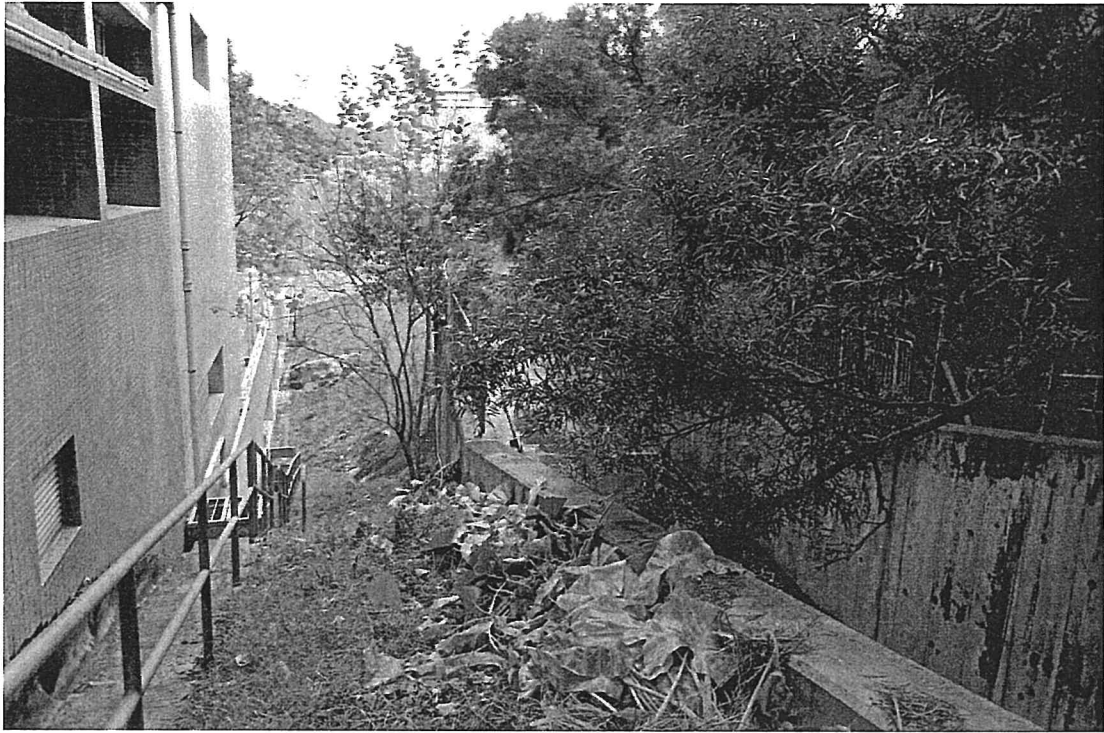
Annex 4 – Schematic Site Sections A & B - Site Formation for Foundation Design

Annex 5 - Proposed Landscape Concept Design Plan

Landscape Assessment  
for the Proposed Public Housing Development  
at Yan Wing Street, Yau Tong  
- Site Photos



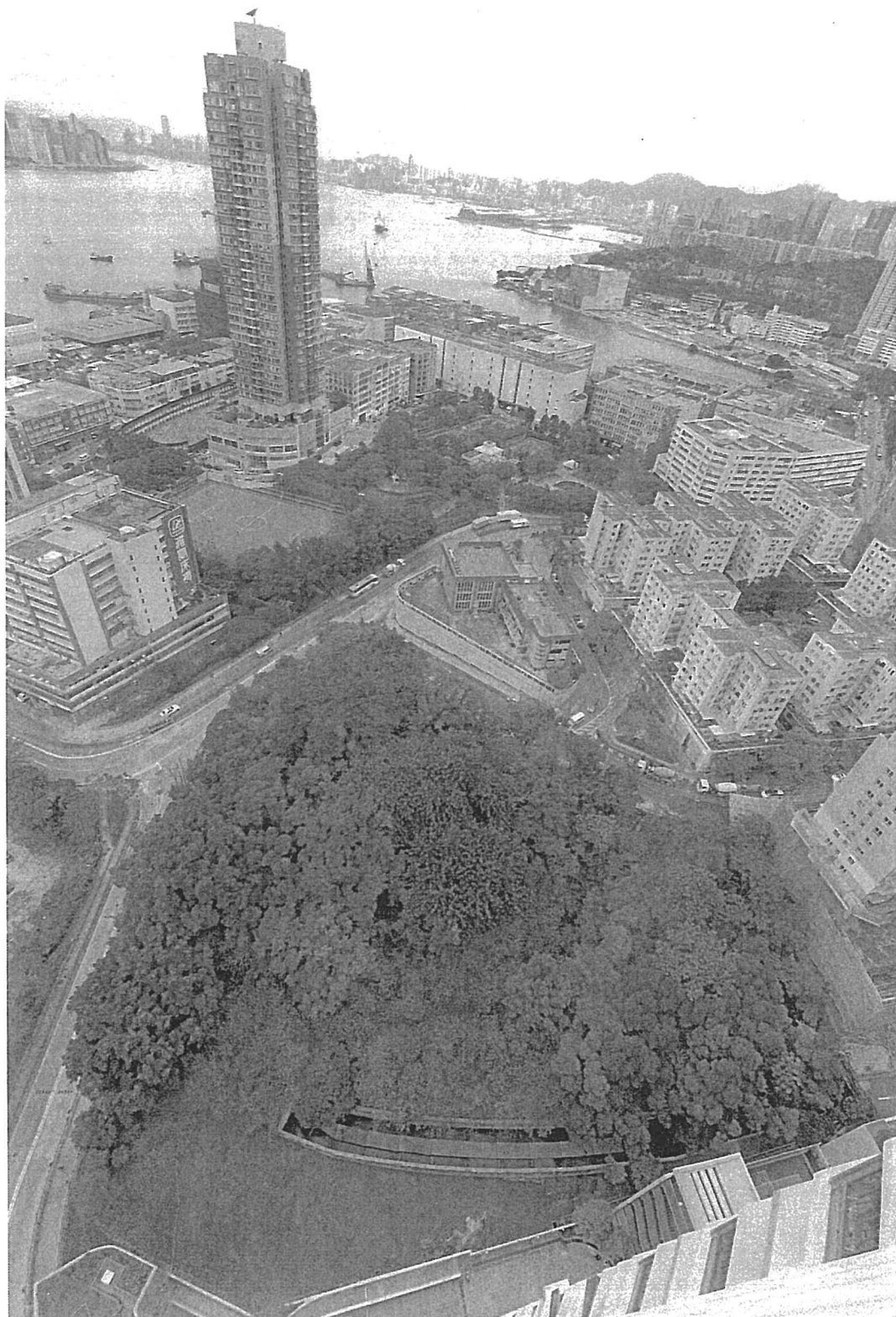
Overview of the Subject Site



Part view of LR 2



Part view of LR 3



NW View from LCA 3 (1)



NW View from LCA 3 (2)





SW

View from LCA 3 (1)





SW View from LCA 3 (2)



SW View from LCA 3 (3)

Landscape Assessment  
for the Proposed Public Housing Development  
at Yan Wing Street, Yau Tong  
- Tree Photos



Overview



Tree Photo - 1



Tree Photo - 2



Tree Photo - 3





Tree Photo - 4

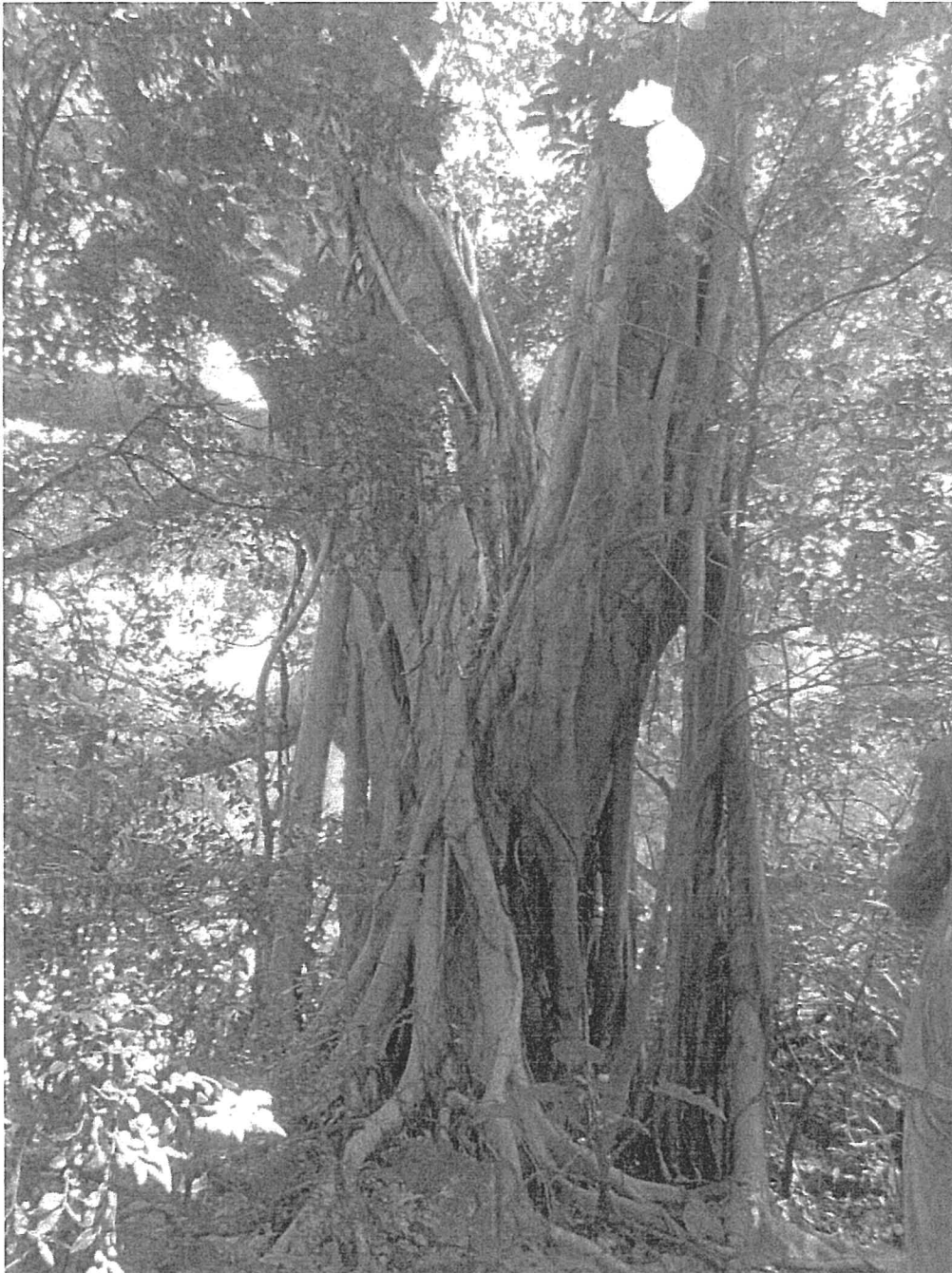


Tree Photo - 5

**Preliminary Landscape Assessment**  
**for the Proposed Public Housing Development**  
**at Yan Wing Street, Yau Tong**  
- **Photos of large mature trees**



**Tree no. T0031**



Tree no. T0085



Tree no. T0208



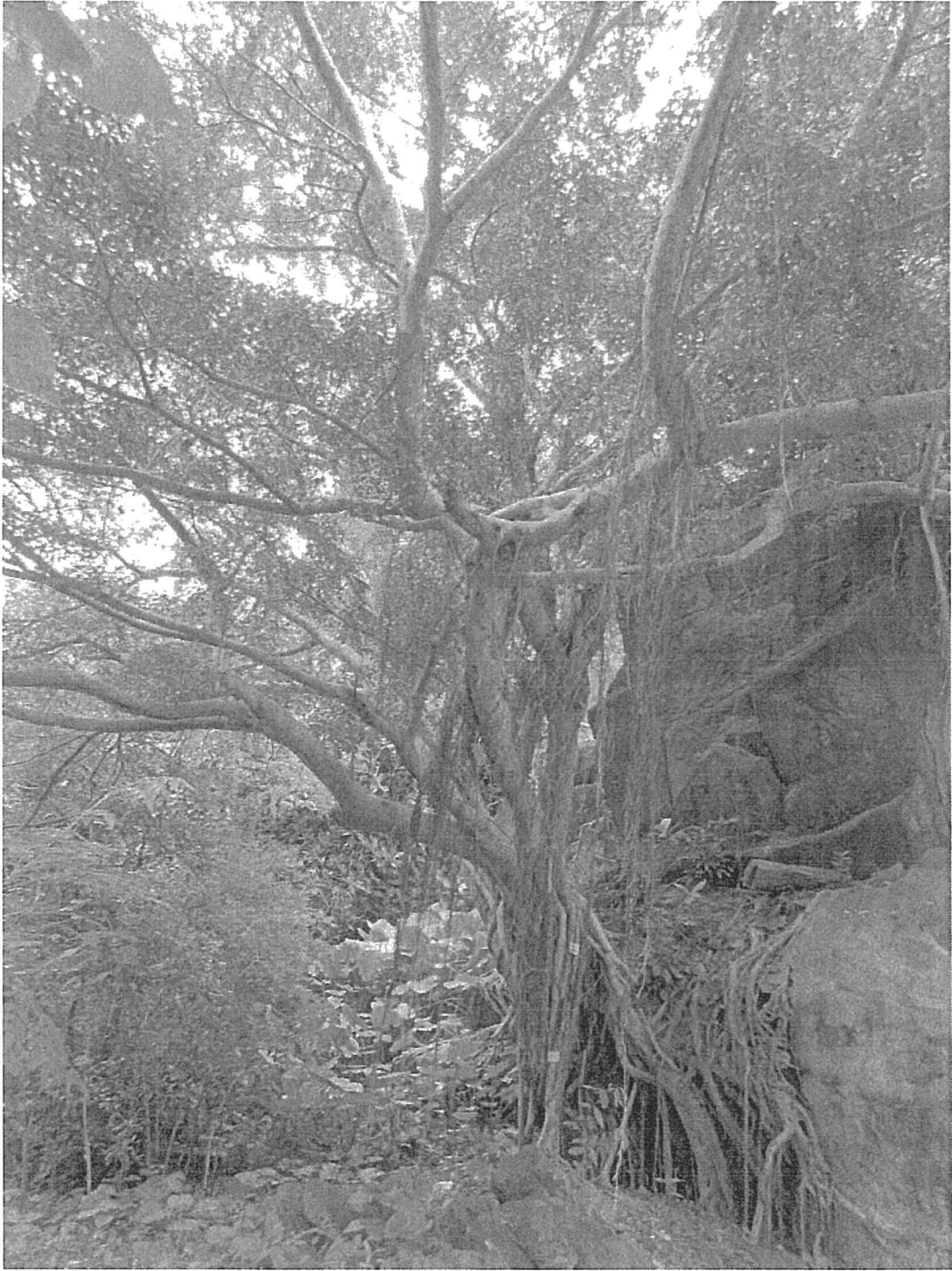


Tree no. T0259



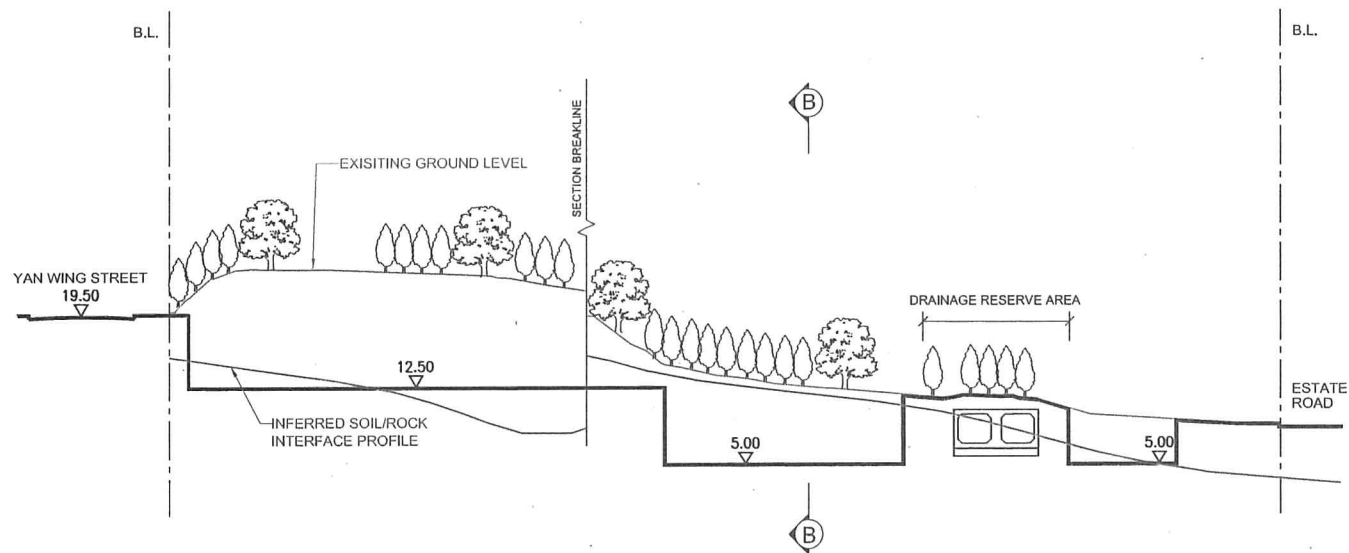
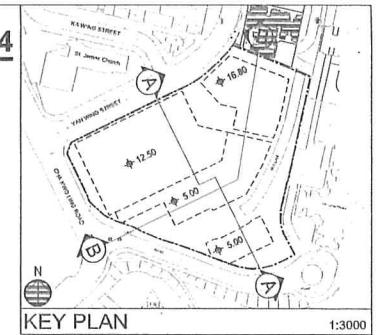


Tree no. T0263



Tree no. T0279





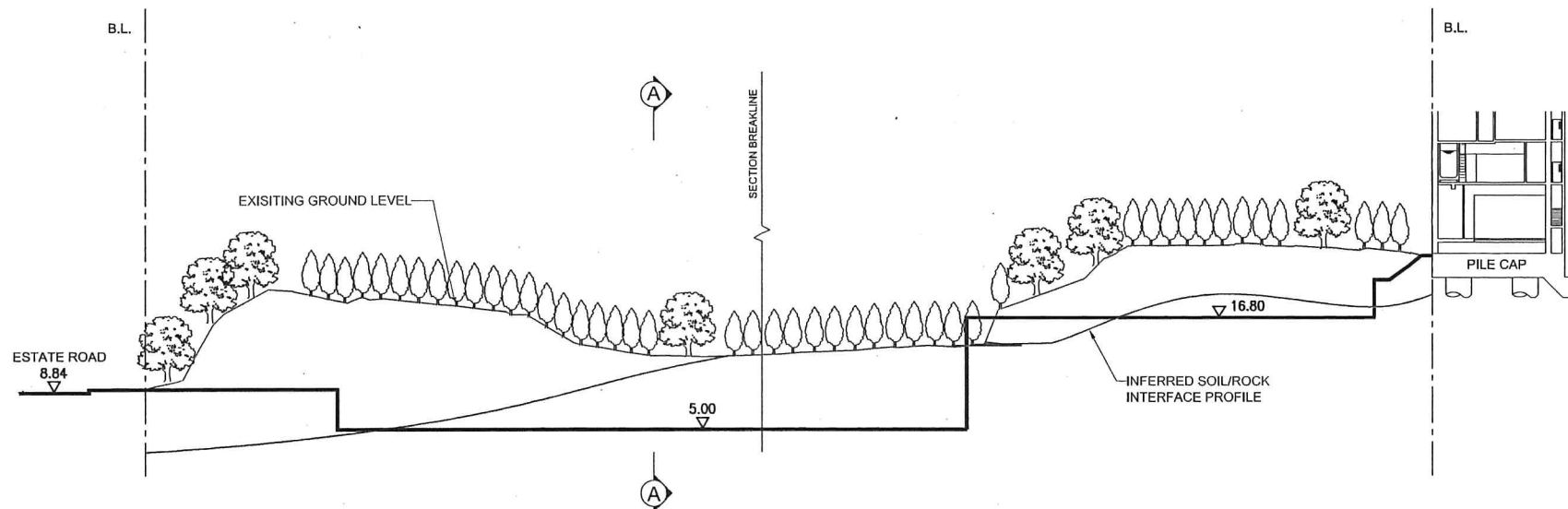
## SCHEMATIC SITE SECTION A - SITE FORMATION FOR FOUNDATION DESIGN

SCALE = 1 : 500(A3)

Note :- The proposed levels are subjected to be revised in the later design stage.

11-05-2016

# ANNEX 4



## SCHEMATIC SITE SECTION B - SITE FORMATION FOR FOUNDATION DESIGN

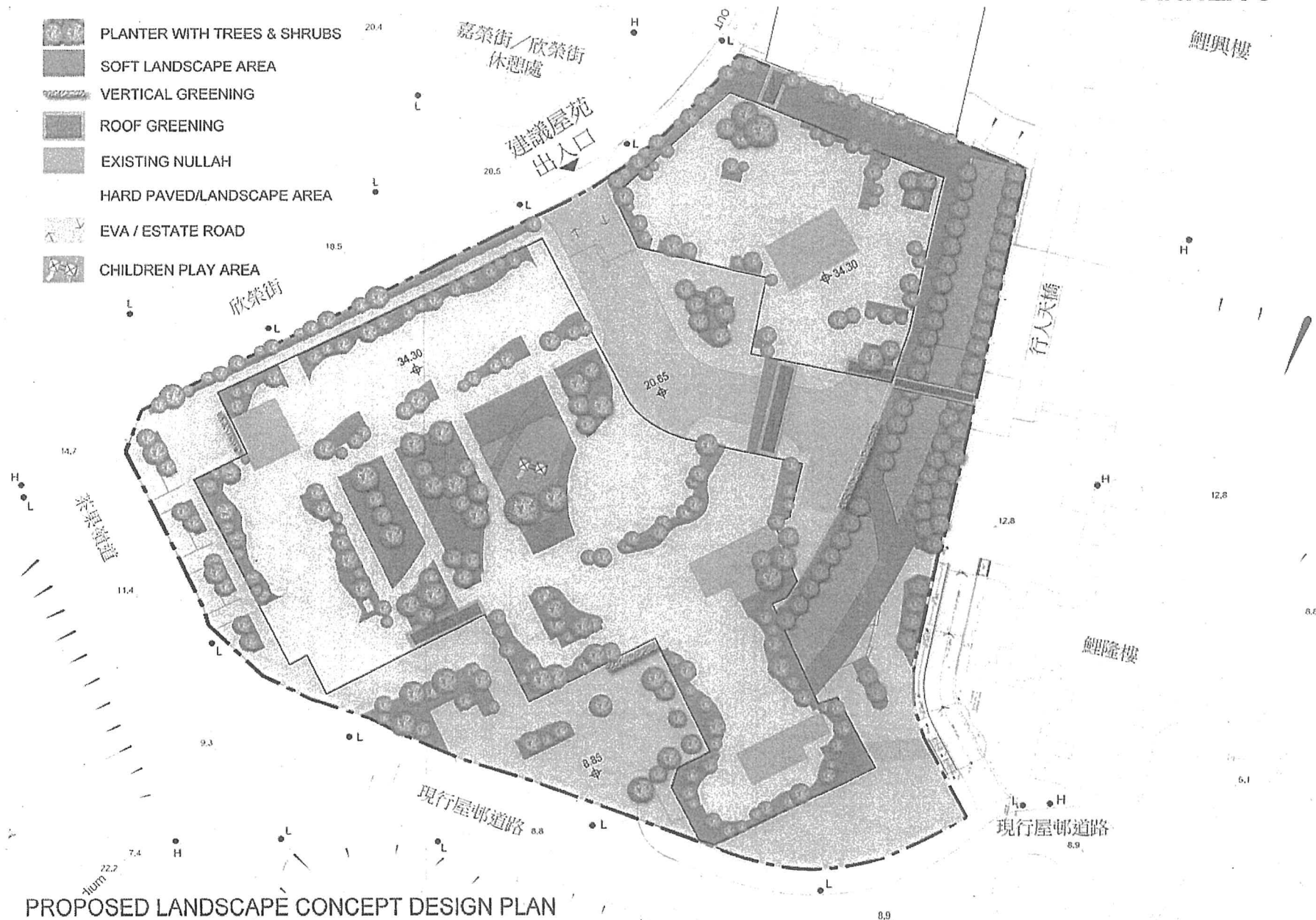
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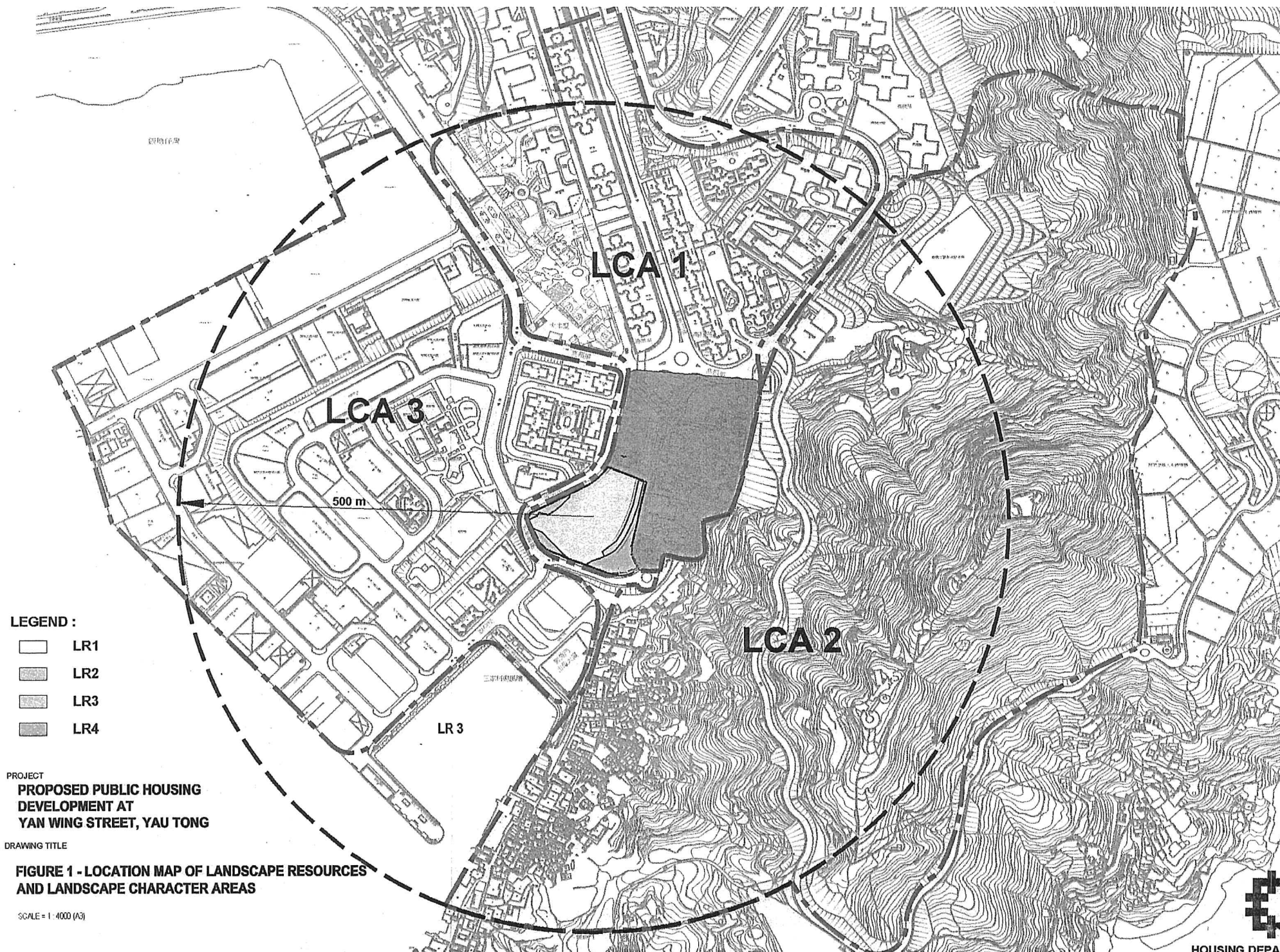
Note :- The proposed levels are subjected to be revised in the later design stage.

11-05-2016







# ANNEX 5





**LEGEND :**

-  LR1
-  LR2
-  LR3
-  LR4

PROJECT  
**PROPOSED PUBLIC HOUSING  
 DEVELOPMENT AT  
 YAN WING STREET, YAU TONG**

DRAWING TITLE

**FIGURE 1 - LOCATION MAP OF LANDSCAPE RESOURCES  
 AND LANDSCAPE CHARACTER AREAS**

SCALE = 1 : 4000 (A3)



HOUSING DEPARTMENT

**Hong Kong Housing Authority**

**Proposed Housing development  
at Lei Yue Mun Estate Phase 4  
Traffic Impact Assessment**

**Executive Summary**

The Hong Kong Housing Authority has engaged a traffic consultant to conduct a Traffic Impact Assessment (TIA) study for the proposed development of Lei Yue Mun Estate Phase 4 Estate in year 2015 to examine the impact of the traffic generated from the proposed development on the existing road networks in the near vicinity. Under the TIA study, the proposed development was planned as public housing with a total of around 2,400 public housing flats (with welfare facilities at the basement floor) and an additional 10% allowance of development trip generation was applied for the traffic impact assessment to cater for future design variation. The proposed development is scheduled to be completed by year 2024.

To appraise the existing traffic condition in year 2015, a traffic count survey was conducted at the surrounding road network of the proposed development. The operational assessment results revealed that all critical junctions were operating with ample capacities in year 2015.

In order to assess the impact of the development related traffic on the local road network, it is necessary to forecast the traffic flows for year 2027, the adopt design year, which is 3 years upon completion. The 2027 traffic flows have been projected with the basis on local area planning area published by the Government. Planned/committed development traffic from the adjacent sites is included in the assessment. Assessment of operational performance of the road junctions in year 2027 revealed that all critical junctions would still operate within their capacities in year 2027 for the design scenario with the proposed redevelopment except the Junction - Cha Kwo Ling Road/ Ko Chiu Road will operate close to its capacities.

Appropriate improvement measures were recommended for the junction Cha Kwo Ling Road/ Ko Chiu Road to improve the operational performance in year 2027. Adopting the recommended improvement measures, the existing junction configuration will remain unchanged and the method of control will be modified to improve junction capacities. With the proposed improvement measures, it was revealed that the junction - Cha Kwo Ling Road/ Ko Chiu Road would operate within capacities in design scenario of 2027.



There are also comprehensive coverage of the public transport services and varies available choices on transport modes in the vicinity. Furthermore, Yau Tong MTR station is located in close proximity to the proposed development. Therefore, the proposed development is considered to have good accessibility via the public transport.

At present, numerous pedestrian crossings and footbridge are provided in the vicinity and at the nearby junctions to link up the proposed development and the surrounding housing developments and shopping centre. In view of the pedestrian facilities provision and the scale of the proposed development, it is not expected that there will be insignificant impact on the existing pedestrian facilities.

In conclusion, the traffic impact assessment has demonstrated that the traffic generated by the proposed development can be absorbed by the nearby road network with the recommended improvement measures.

MLA Architects (HK) Ltd.

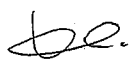


Proposed Rezoning of Yau Tong  
Ventilation Building and Adjacent  
Areas for Residential Use

Visual Impact Assessment

April 2015



**Document Verification****MLA Architects (HK) Ltd.**

<b>Job Title</b>		Proposed Rezoning of Yau Tong Ventilation Building and Adjacent Area for Residential Use			<b>Job Number</b> MW1408
<b>Document Title</b>		Visual Impact Assessment			
<b>Revision</b>	<b>Date</b>		<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
First Submission	April 2015	<b>Name</b>	Kinglam Lau	Wesley Poon	Wesley Poon
		<b>Signature</b>			

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3. Visual Elements
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  - 4.3. VP 3 – Wilson Trail
  - 4.4. VP 4 – Footbridge between Lei Yue Mun Estate and Lei Yue Mun Plaza
5. Evaluation of Overall Visual Impact

### VIA Figure

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- Figure 2: Visual Assessment Area & Location of Viewing Points
- Figure 3: VP 1 – Existing & Photomontage of Proposed Development
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- Figure 5: VP 3 – Existing & Photomontage of Proposed Development
- Figure 6: VP 4 – Existing & Photomontage of Proposed Development

### Visual Impact Assessment

#### 1. The Proposed Development

- 1.1. The proposed development at the MTR and Government Sites is surrounded predominantly by residential housing estates to the north-west, west and south-west, and natural terrain and man-made slope to the north and east. Land use and building height restriction of the area are shown in *Figure 1: Zoning & Height Restriction of the Land Surrounding the Site*.
- 1.2. The rezoning proposal covers two sites – MTR Site and Government Site. For MTR site, it is a 38 storeys high-rise residential building. The highest point of the proposed building is about 151m above ground level or at the level of 189.55 mPD. For the Government site, it is a 42 storeys high-rise residential building. The highest point of the proposed building is about 128.5m above ground level or at the level of 167 mPD.

#### 2. Identification of Viewing Points

- 2.1. Taking into account the siting and scale of the rezoning proposal and its surrounding context, a total of four viewpoints, including three key strategic/regional viewpoints and one local viewpoint, are selected for the Visual Impact Assessment.
- 2.2. In the interest of the public, it is important to protect public views, particularly those easily accessible and popular to the public. The Quarry Bay Park (VP 1) is one of the seven vantage points around Victoria Harbour that are established under the Urban Design Guidelines for Hong Kong as a start for consideration of views to ridgelines/peaks. This viewpoint is proposed to assess the potential visual impact of the rezoning proposal from Hong Kong Island towards the Kowloon ridgelines.
- 2.3. An open space along Kowloon Waterfront that is popular amongst the public and tourists for outdoor activities, active and passive, is selected. The Runway Park (VP 2) is proposed to assess the potential visual impact of the rezoning proposal when viewed from a key waterfront area in Kowloon.
- 2.4. The Wilson Trail (VP 3) is a popular hiking trail in the area. The viewpoint provides an overview from high-angle of the mountain to Yau Tong area and is proposed to assess the potential visual impact of the rezoning proposal to the recreational users of the well-used trail.
- 2.5. The footbridge between Lei Yue Mun Estate and Lei Yue Mun Plaza (VP 4) is one of the key pedestrian corridors within the local neighborhood with a direct view to the proposed development. The viewpoint is proposed to assess the potential visual impact of the rezoning proposal to the local residents.
- 2.6. All viewing points are selected within reasonable distance from the rezoning proposal as indicated on *Figure 2: Visual Assessment Area and Location of Viewing Points*.

### 3. Visual Elements

- 3.1 Presently the assessment area is characterized by large concentration of residential buildings. Buildings surrounding the proposed development are predominantly public and subsidized housing estates. The existing building heights within Yau Tong largely follows a stepped building height profile where the building height increases from the waterfront towards the hinterland. For example, the building height restrictions at the Yau Tong waterfront, accordingly to the OZP, are predominantly 80mPD whilst the existing towers of Ko Cheung Court, to the west of the proposed development at MTR and Government Sites, range from 117-168 mPD. The proposed building heights of 167mPD (Government Site) and 189.55 mPD (MTR Site), therefore, are largely conformed to the stepped building height profile and compatible with its surrounding.
- 3.2 As the harbour and ridgelines are one of the important natural visual resources in Hong Kong, the proposed development shall avoid visual reduction or blockage to the harbour or ridgelines.
- 3.3 Presently the natural terrain and large percentage of vegetation can be observed at north-east of the proposed development. Planting of new trees and providing greening on the podium in the proposed development will help neutralizing the overall visual impact from the physical structures.
- 3.4 The existing ventilation building, given its industrial nature, may be a visual bulk to the visually sensitive receivers within the area. Upon the retrofitting of development above the ventilation building, the visual bulk and the visual impact of the existing ventilation building will be ameliorated by the application of innovative façade treatment as well as the proposed soft landscape treatments.

### 4. Visual Changes Appraisal

#### 4.1 VP 1 – Quarry Bay Park

- 4.1.1 VP 1 is at the Quarry Bay Park, which abuts the harbour front as shown in *Figure 2*. *Figure 3* shows the existing view from VP 1. It shows the overall visual context from Hong Kong Island towards Kowloon ridgelines.
- 4.1.2 The photomontage as shown in *Figure 3* indicates the proposed height, size and form of the proposed development. The proposed residential towers at MTR Site and Government Site are likely to be observed and the visual permeability has slightly reduced.
- 4.1.3 The envisaged major visual sensitive receivers at VP 1 will be the public users of the park. Given a few of the existing buildings in Yau Tong (namely the towers within Lei Yue Mun Estate and the Spectacle) already impinged the ridgelines of Chiu Keng Wan Shan and Devil's Peak, it is considered that the impact introduced by the proposed development is limited and would not cause any major visual obstruction to the ridgelines when viewed from VP1.
- 4.1.4 The visual change by the rezoning proposal from the view of Hong Kong Island towards the Kowloon ridgelines (VP1) is therefore not unacceptable from the visual point of view.

#### 4.2 VP 2 – Runway Park

- 4.2.1 VP2 is at the Runway Park, which is located at the tip of the former Kai Tak Runway as shown in *Figure 2*.
- 4.2.2 *Figure 4* shows the existing view condition from VP2, which is a popular waterfront area in Kowloon enjoying a panoramic view of Victoria Harbour and distant features of the Kowloon Peak and Lei Yue Mun.
- 4.2.3 The envisaged major visual sensitive receiver at VP 2 will be public and tourists for both active and passive outdoor activities. The photomontage as shown in *Figure 4* indicates that only a little portion of the residential tower at MTR Site can be seen at VP2. The building is fully compatible with its surrounding built environment without significantly reducing the visual permeability.
- 4.2.4 No unacceptable visual impact at VP 2 due to the proposed development is anticipated.

#### 4.3 VP 3 – Wilson Trail

- 4.3.1 VP 3 is at the Wilson Trail, which is a popular hiking trail in Yau Tong area as shown in *Figure 2*. *Figure 5* shows the existing overall view from VP3 towards the Yau Tong area. The assessment area is composed of clusters of residential estates, Ko Chun Court with 122 -125 mPD and Ko Cheung Court with 117-168 mPD are located north and west of the proposed development. Mountain, natural terrain and slope can be seen to north and east of the proposed development.
- 4.3.2 The photomontage as shown in *Figure 5* indicates the proposed residential blocks are merging with the cluster of existing residential estate. Although the building height of proposed tower (189.55 mPD) is slightly higher than the existing development, the overall visual context and character within that area is compatible.
- 4.3.3 The envisaged major visual sensitive receiver at VP 3 will be the recreational users of the trail. The design of proposed residential block has taken into consideration of building height profile of Yau Tong area, the stepped building height restriction, as shown in *Figure 1*, raised from harbour front (80mPD) towards inner land (168mPD) resulting in few visual variations.
- 4.3.4 No significant adverse visual impact from the proposed development on this particular VP is anticipated.

#### 4.4 VP 4 – Footbridge between Lei Yue Mun Estate and Lei Yue Mun Plaza

- 4.4.1 VP 4 is at the footbridge between Lei Yue Mun Estate and Lei Yue Mun Plaza, which is one of the key pedestrian corridors within the local neighborhood with a direct view to the proposed development.
- 4.4.2 The photomontage as shown in *Figure 6* indicates the scale, proportion and overall design of the proposed development. Although the proposed residential towers would result in view obstruction, measures such as planting of new trees and providing greening on the podium of the residential towers would help alleviating visual impact and become visual amenities of the areas. Moreover, the design of

the tower at MTR Site, being different from the rest of public housing estates in term of architectural language, is expected to enhance and enrich visual elements of the area.

4.4.3 *Figure 6* shows the existing condition of the ventilation building siting on the proposed development which is surrounded by existing mountain and greenery. The envisaged major visual sensitive receiver at VP 4 will mainly be the local residents.

4.4.4 Drawing from the above, no significant adverse visual impact from the proposed development on this particular VP is anticipated.

## 5. Overall Visual Impact Assessment

5.1 As the assessment area is composed of clusters of residential estates, the rezoning proposal is compatible in term of visual context and character to the existing community.

5.2 Although parts of the proposed development could be visible at some viewpoints, the design of the building and the landscape features would enhance the visual quality of the development and that of its surrounding developments.

5.3 The rezoning proposal would not cause any major visual obstruction to the harbour view and the ridgelines in the visual backdrop of the development. No significant negative visual effect would result on public viewers. Therefore the introduction of the proposed development, considering all the sensitivity of the key public viewers, visual resources and visual amenities, would not generate significant adverse visual impact on various selected viewpoints.

5.4 The resultant overall impact is therefore concluded as **negligible**. The rezoning proposal has, in overall term, insignificant visual effects and is compatible with its surrounding developments.

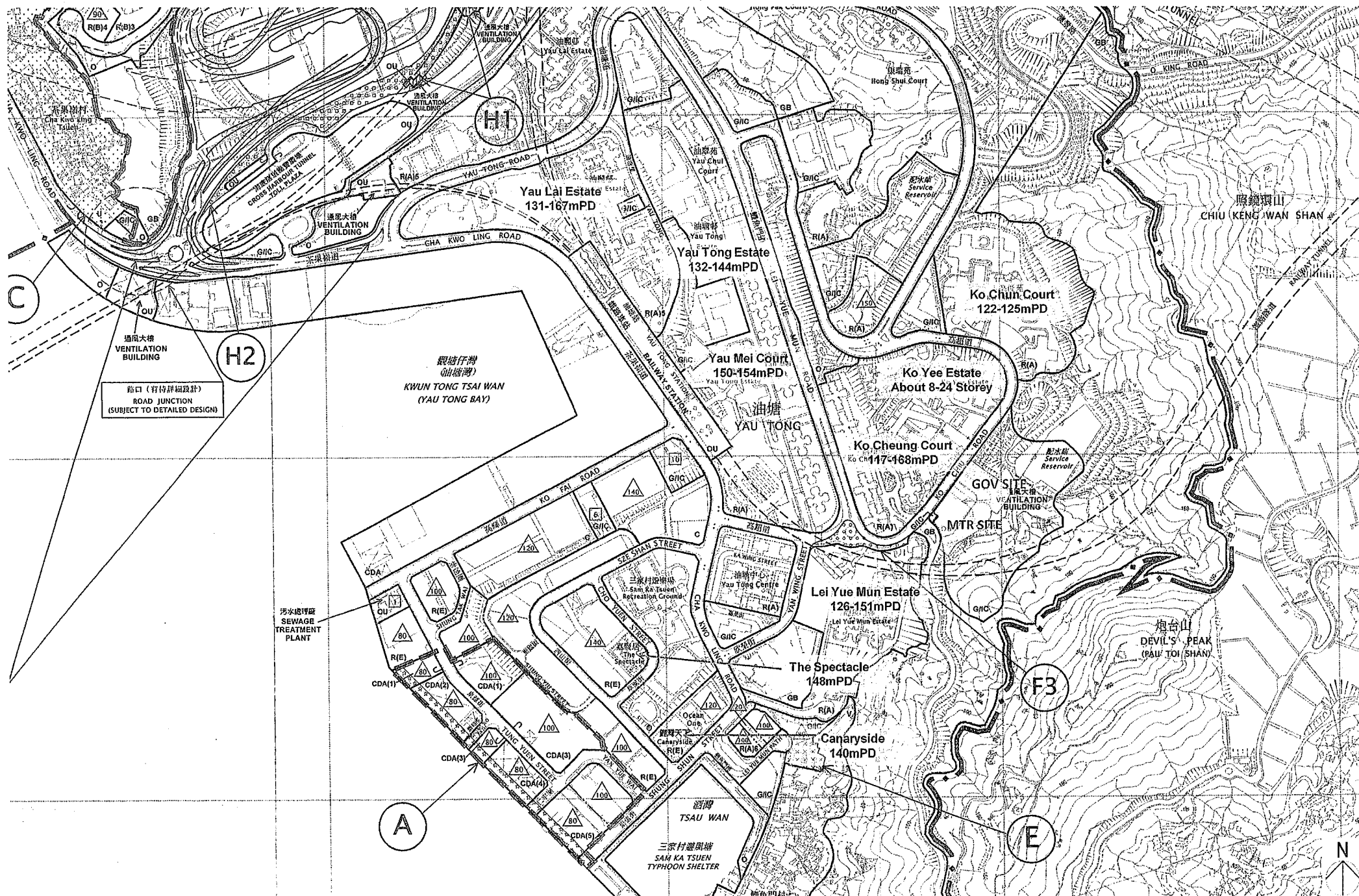


Figure 1: Zoning & Height Restriction of the Land Surrounding the Site

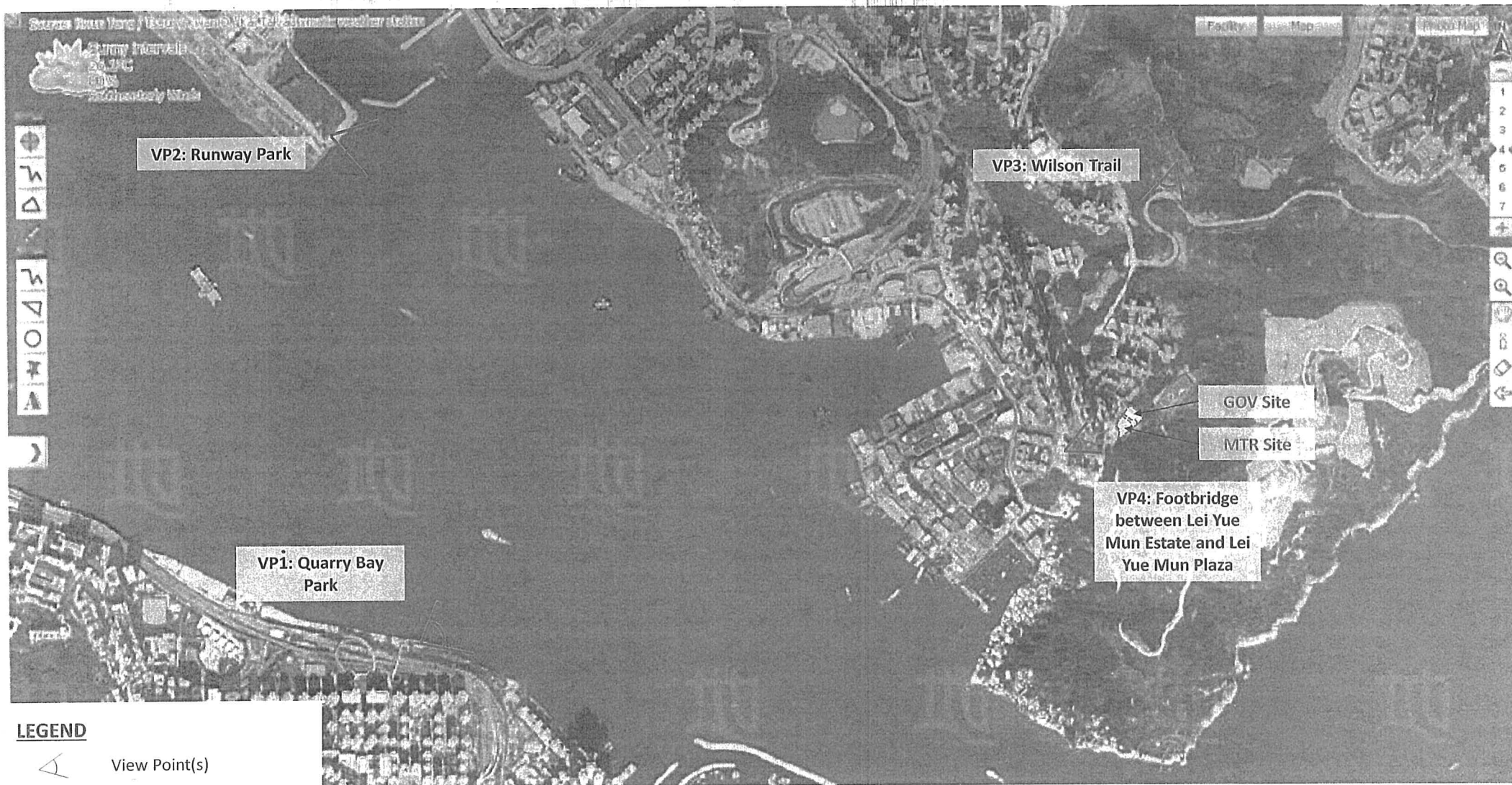
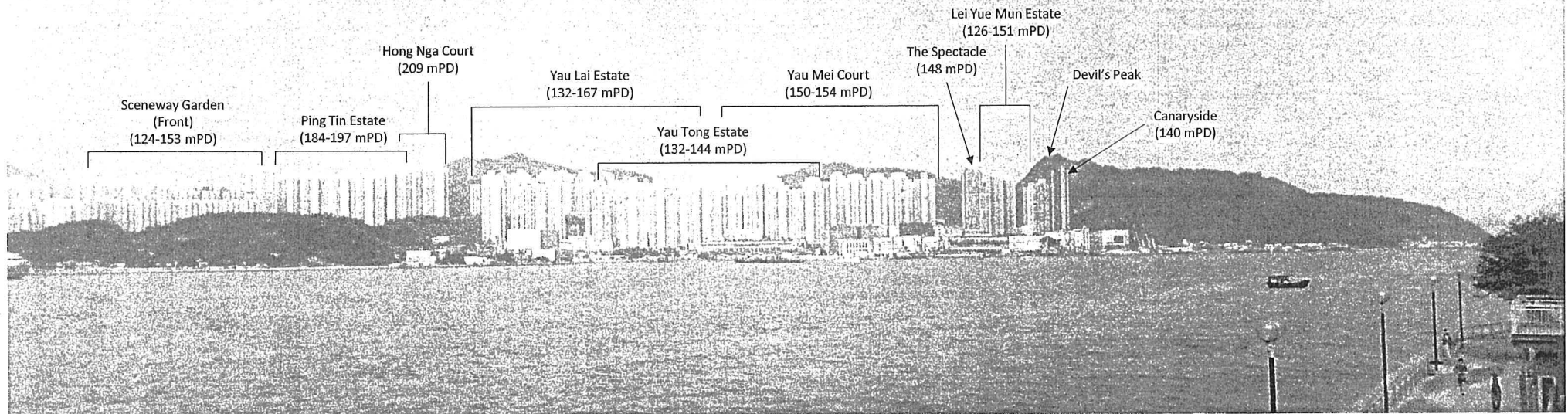


Figure 2: Visual Assessment Area & Location of Viewing Points



## Existing Condition



## Proposed Development

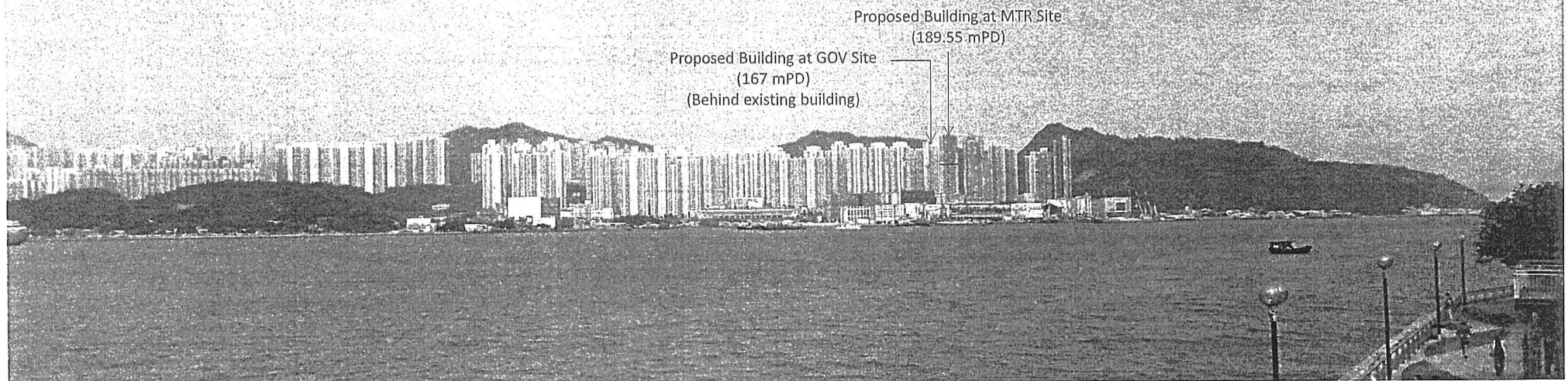
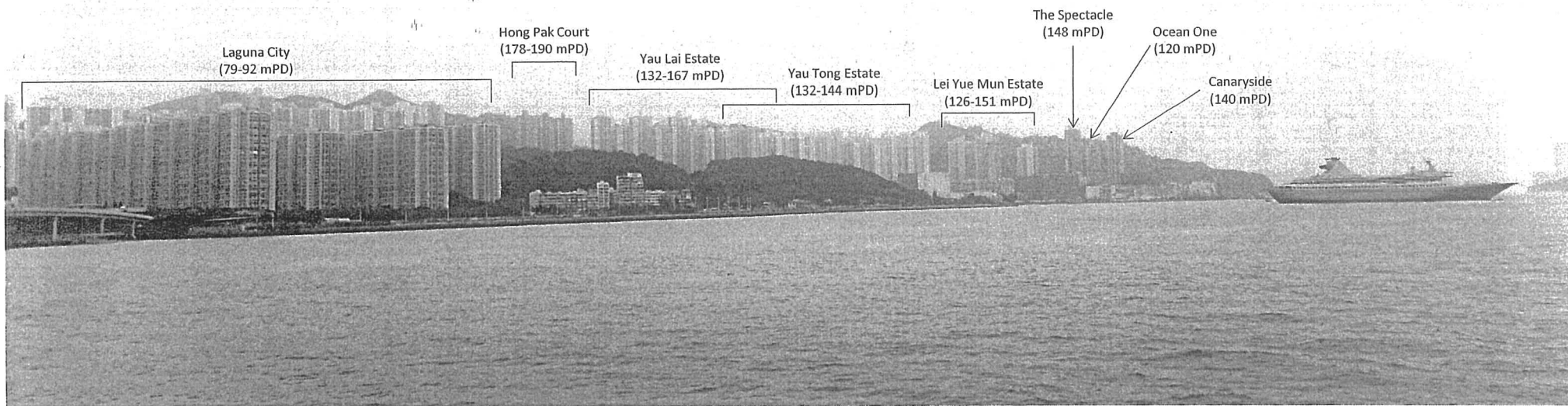


Figure 3: Existing & Photomontage of Proposed Development

## Existing Condition



## Proposed Development

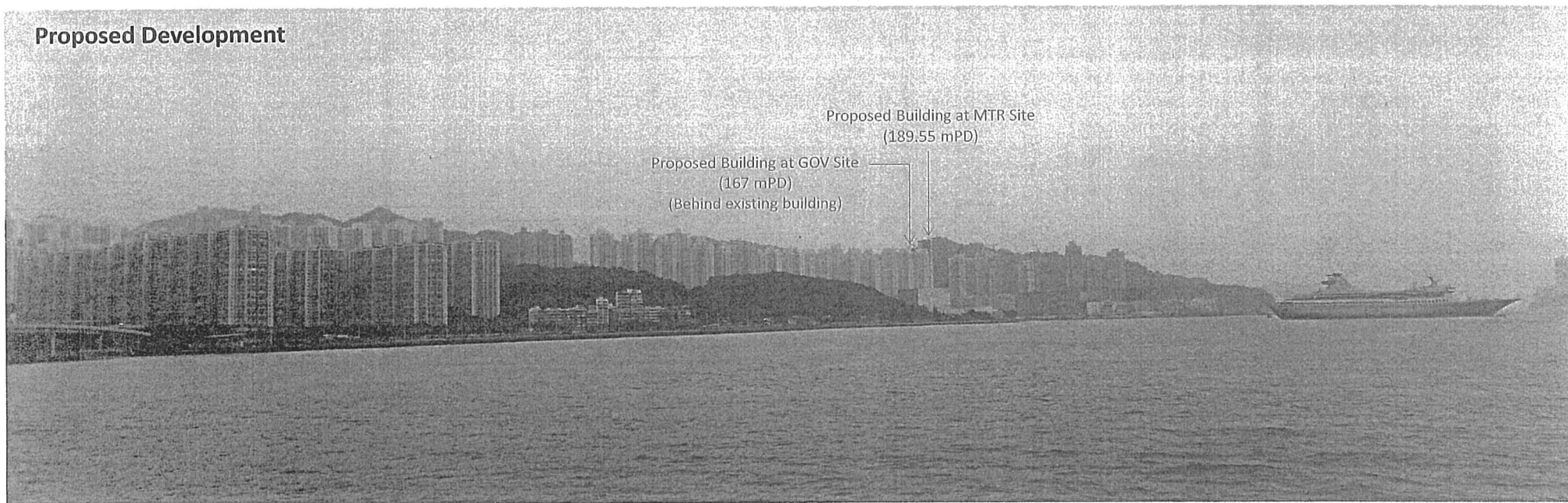
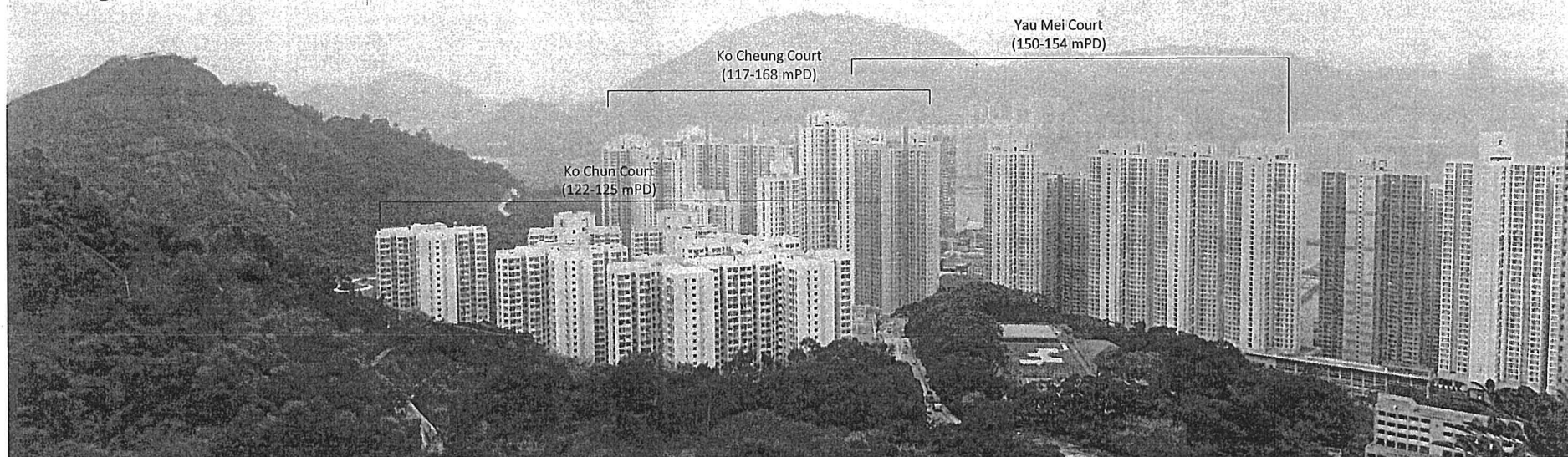


Figure 4: Existing & Photomontage of Proposed Development



## Existing Condition



## Proposed Development

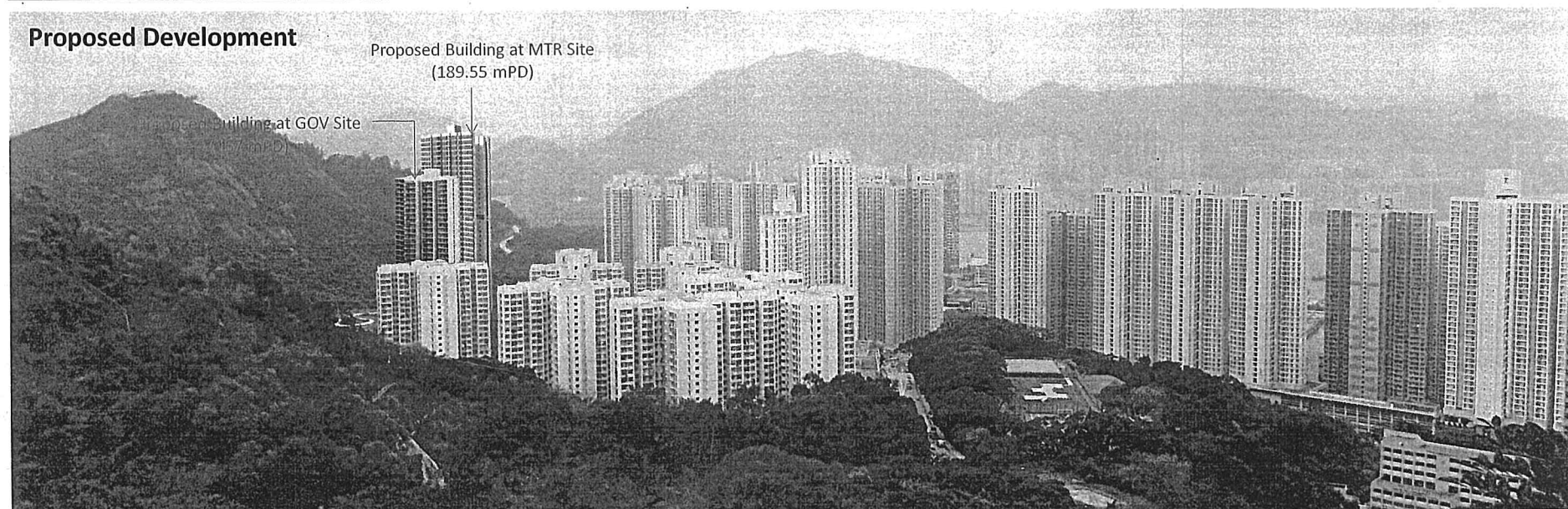


Figure 5: Existing & Photomontage of Proposed Development

VP 3 – Wilson Trail

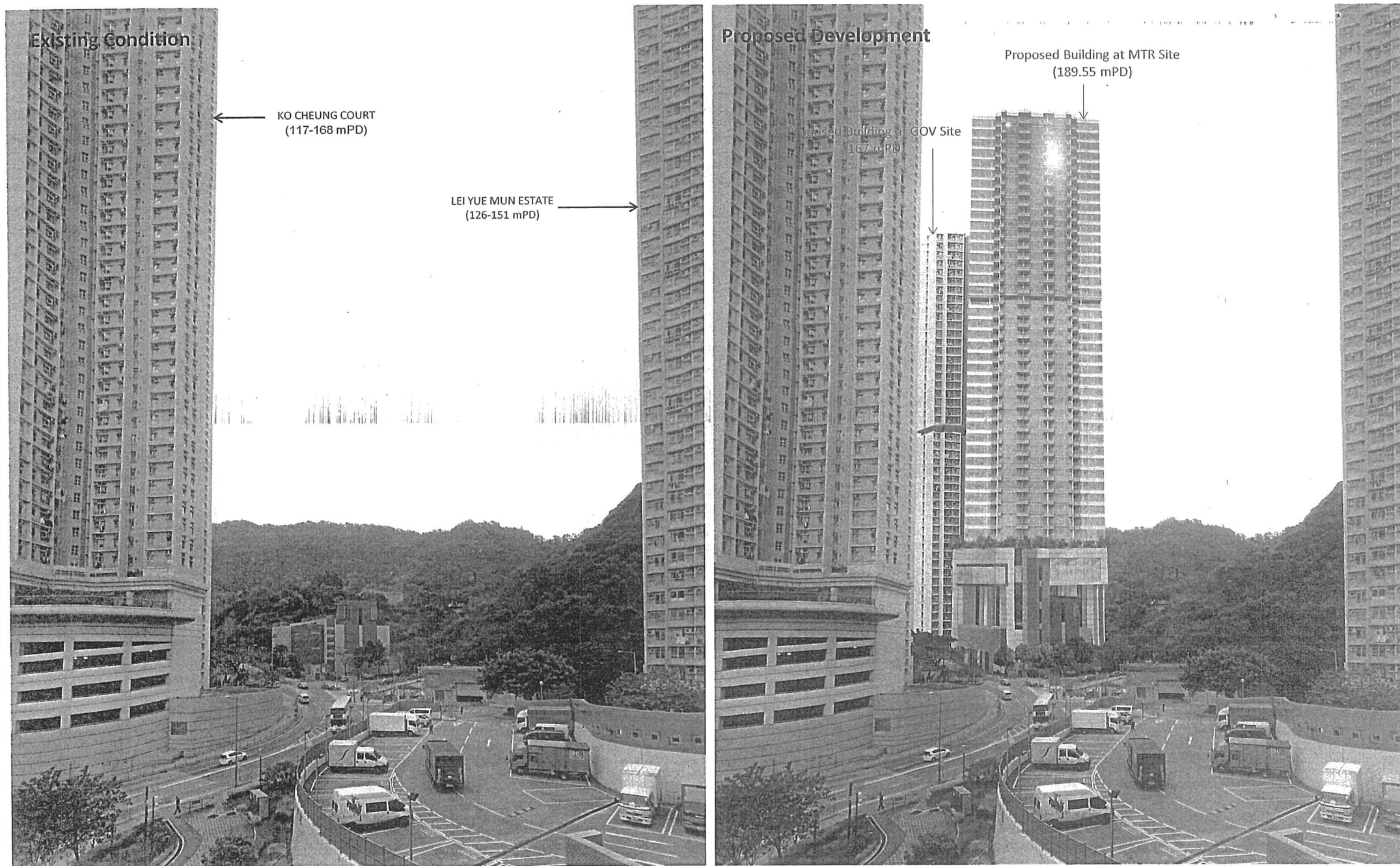
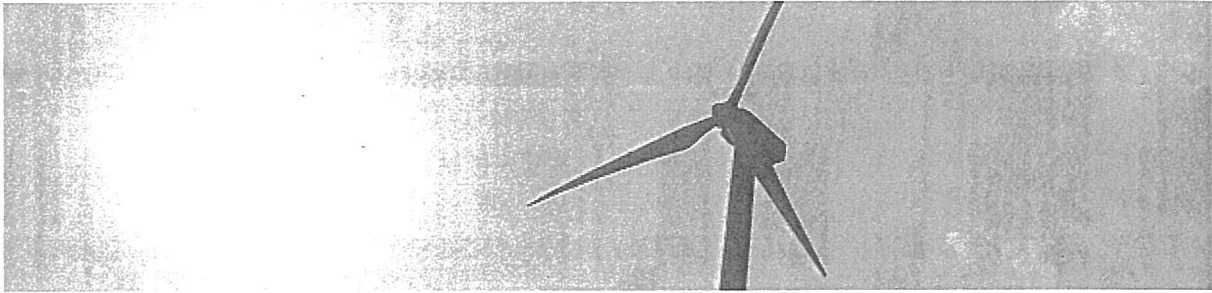


Figure 6: Existing & Photomontage of Proposed Development

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Proposed Rezoning of Yau Tong Ventilation Building  
and Adjacent Areas for Residential Use

Executive Summary of Air Ventilation Assessment (Expert Evaluation)

Prepared by:  
**Ramboll Environ Hong Kong Limited**

Date:  
**Apr 2016**

Reference Number:  
**R4333\_V1.5**

## Proposed Rezoning of Yau Tong Ventilation Building and Adjacent Areas for Residential Use

### Executive Summary of Air Ventilation Assessment (Expert Evaluation)

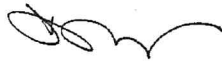
Prepared by:



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Steve Lo  
Environmental Consultant

Approved by:



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David Yeung  
Managing Director

**Ramboll Environ Hong Kong Limited**  
**Room 2403, 24/F., Jubilee Centre**  
**18 Fenwick Street, Wan Chai, Hong Kong**

Tel: (852) 3465 2888

Fax: (852) 3465 2899

Email: [hkinfo@environcorp.com](mailto:hkinfo@environcorp.com)

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## **Introduction**

1. In response to the 2013, 2014 and 2015 Policy Addresses, the MTR Corporation has been actively exploring the opportunities for development along railways with the objective to increase housing supply. A rezoning study is conducted to examine the feasibility of property development above the existing Yau Tong Ventilation Building (YVB) and its adjacent government land, taking into consideration the local and statutory planning contexts as well as various opportunities and constraints.
2. The proposed rezoning involves the MTR Site and the Government Site which are located at Ko Chiu Road, Yau Tong. Both sites are covered by the current draft Cha Kwo Ling, Yau Tong and Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/22.
3. ENVIRON Hong Kong Limited is commissioned by MTR Corporation Limited to provide air ventilation assessment consultancy services for the rezoning proposal. This expert evaluation report has been prepared to evaluate the potential air ventilation impact of the Baseline Scheme (July 2014) and the Conceptual Scheme. Architectural drawings and technical information on the Proposed Development are provided by the Project Architect (MLA Architects (HK) Ltd.).
4. The MTR and Government Sites are sited at the northwest foothill of Pau Toi Shan (Devil's Peak) of over 220mPD and is bounded by Ko Chiu Road to the northwest in Yau Tong area. The MTR Site is located at relatively flat platform whereas the Government Site is located at the slope area. The surrounding is characterised by residential uses. It is surrounded by Ko Yee Estate to the northwest, Ko Cheung Court to the west and Lei Yue Mun Estate to the southwest. Ko Chun Court is located to the further north. Over 200m apart to the west is Yau Tong Centre. The nearest waterfront is more than 700m away in the southwest.
5. The nearest tower of Ko Cheung Court (Ko Fei House) is about 30m on the opposite side of Ko Chiu Road. There are two building gaps of both around 60m respectively between towers of Ko Cheung Court (Ko On House) and Lei Yue Mun Estate (Lei Sang House), and between towers of Yau Mei Court (To Mei House) and Yau Tong Centre (Tower 2).
6. It is observed that an additional tower (Lei Wong House) of Lei Yue Mun Estate is being built to the immediate west of existing towers of same estate so that the building separation between Lei Yue Mun Estate and Yau Tong Centre will be reduced to around 20m. The new tower also maintains a separation of about 15m from other existing towers of Lei Yue Mun Estate.
7. There are a number of site constraints that limit the design flexibility. The existing YVB and associated facilities is necessary for the operation of MTR and cannot be removed. To allow proper access, an access road should be provided to the northeast of the YVB. A drainage reserve zone is located to the southeast of the YVB and no structure and foundation can be located with this zone. Similarly, a tunnel is below ground on the southern side of the MTR Site so that it is not practicably possible to locate a tower and its foundation among or nearby this area.



8. The MTR Site (southwest part) is currently occupied by YVB for the MTR Tseung Kwan O and Kwun Tong Lines. The building is about rectangular in shape and has main roof elevated at around 49.68mPD. The Government Site is currently vacant.
9. The Baseline Scheme was agreed in-principle with government bureau/ departments in July 2014 regarding the development potential of the Yau Tong Ventilation Building. The Baseline Scheme consists of 3 buildings with two of which (T1 & T2) close to each other at MTR Site with the axis along NNW/SSE direction. T1 will be built over the existing YVB whereas T2 & T3 will be built at grade. T3 at Government Site is oriented to have the major façade perpendicular to Ko Chiu Road. The total length of T1 and T2 is about 60m and is in front of the existing building gap between towers of Ko Cheung Court and Lei Yue Mun Estate. The buildings are high-rise with T1 & T2 rising to 181mPD and T3 rising to 167mPD.
10. In the Conceptual Scheme, two towers are proposed (one at the MTR Site and the other at the Government Site) with major building façade perpendicular to Ko Chiu Road in order to address road traffic noise impact. The tower at the MTR Site will be built over the existing YVB whereas the tower at the Government Sites will be built at grade. No podium is proposed for the tower in the Government Site. The tower at the MTR Site is elevated up to 189.55mPD whereas another tower at the Government Site is up to 167mPD.

#### **Site Wind Availability**

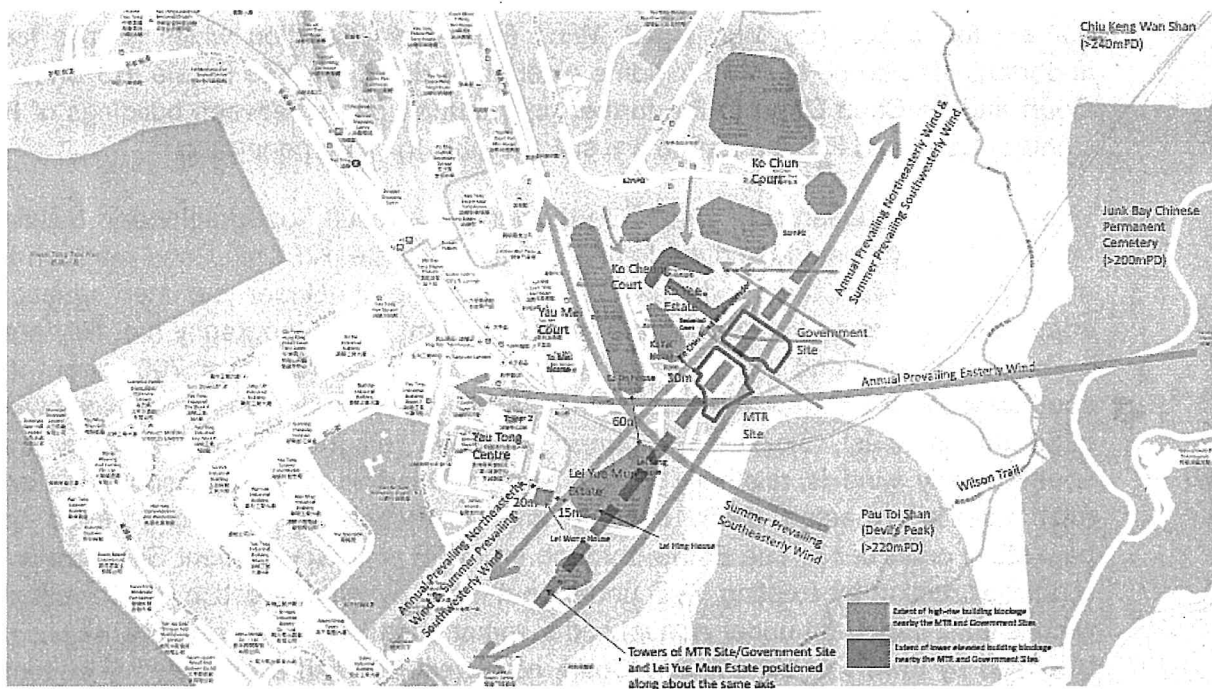
11. The annual and summer simulated windrose result indicates the dominance of each of the 16 wind directions and distribution of wind speed. According to the windrose result, East and northeast wind is prevailing in a year. NE, ENE, E and ESE wind altogether contribute about 54% of time in a year. Southerly wind is dominant in summer with more wind coming from southwest quadrant. S, SSW, SW, WSW and E wind contributes about 56% of time in summer.
12. The MTR and Government Sites are elevated at around 38mPD and sited at the northwest foothill of Pau Toi Shan (Devil's Peak) of over 220mPD and about 300m apart. Junk Bay Chinese Permanent Cemetery is on the east side of Pau Toi Shan (and about 400m away from the MTR and Government Sites) and elevated over 200mPD. Chiu Keng Wan Shan is elevated over 240mPD and located about 530m apart to the northeast of the MTR and Government Sites. The nearest waterfront is about 715m from the MTR and Government Sites. Southwest, west and north sides of the MTR and Government Sites are built areas with high-rise developments. Lei Yue Mun Road is sloping downward from north to south down to about 25mPD. Ko Chiu Road connects from south end of Lei Yue Mun Road and climbing up to about 50mPD near Ko Yuen House of Ko Yee Estate and up to 62mPD at the junction with Pik Wan Road. Ko Yee Estate is generally bounded by Ko Chiu Road and built on stepping platform (38 to 46mPD). The towers of Ko Cheung Court (to the west and northwest of the MTR and Government Sites) with overall width more than 200m are arranged along Lei Yue Mun Road with small gap (~3m) between towers and are generally impermeable. Building separation of about 60m between Ko Cheung Court and Lei Yue Mun Estate is found.

13. Wind from southeast direction will likely be blocked due to the existing topography (Pau Toi Shan). It is understood that katabatic wind occurs when cold wind move down the slope. The extent of katabatic wind depends on the difference of temperature at uphill and downhill areas so that reduction of southeasterly wind availability is less significant.
14. The blockage effects due to topography on northeast quadrant and east side are less significant due to longer horizontal separation of the MTR and Government Sites from hill tops. Therefore, easterly and northeasterly wind prevailing annually can likely reach and penetrate the MTR and Government Sites to ventilate the surrounding areas further downstream without any significant reduction of wind speed. The segment of Ko Chiu Road bounding the MTR and Government Sites are along northeast/southwest axis and can serve as air corridor to allow wind penetration. Therefore, both northeast wind (prevailing annually) and southwest wind (prevailing in summer) penetration can be facilitated.
15. Wind from northwest which seldom occurs according to both annual and summer windrose results will be blocked by towers of Ko Cheung Court and Ko Yee Estate but will follow Lei Yue Mun Road. Wind from north direction which is also less important will also be blocked in some extent by existing Ko Yee Estate, Ko Cheung Court and Ko Chun Court to the further north but air paths between buildings of Ko Cheung Court and Ko Yee Estate are still available for wind penetration.
16. Under annual situation with respect to the windrose result, topography and building landscape, northeasterly and easterly wind still dominate. Ko Chiu Road will form an air corridor to facilitate northeast wind flow along it. Under summer situation, southwesterly and southerly wind are most important. The topography (i.e. hilly area on southeast side and lower ground elevation with waterfront over 700m from the southwest of MTR and Government Sites) suggests that wind from southwest quadrant is least blocked. Summer windrose diagram also indicates that southwesterly wind is relatively more frequent. Downhill wind from southeast and east side is expected. Both easterly and southeasterly winds can reach the basketball court of Ko Yee Estate through the MTR and Government Sites but with slight obstruction by existing YVB under southeasterly wind direction. Northwesterly wind is least important under annual and summer situation. Given significant building blockage by towers of Ko Cheung Court, northwesterly wind availability will become lower then.

### **Expert Evaluation**

17. According to the site environs, there is an air corridor along Ko Chiu Road and roundabout area with building separation of about 60m between Ko Cheung Court (Ko On House) and Lei Yue Mun Estate (Lei Sang House). This building separation at roundabout location can allow east and northeast wind flow under existing situation. Ko Chiu Road can serve as air corridor to facilitate northeast/southwest wind flow so that northeasterly wind can flow through the building gap at roundabout location and to Lei Yue Mun Estate. It is however notable that the building gap (about 15m) between towers of Lei Yue Mun Estate (Lei Wong House and Lei Hing House) is much smaller so that northeasterly wind will diminish after passing the smaller gap. It is notable that the existing YVB's main roof is elevated at about 49.68mPD.

Easterly downhill wind at lower elevation is blocked by YVB. Most of easterly wind will flow to the immediate south of YVB and go westward to the roundabout area. SE and E wind can also reach and benefit Ko Cheung Court, Ko Yee Estate and its ball courts on the opposite side of Ko Chiu Road. On the other hand, Lei Yue Mun Estate will impose wind blockage effect so that most southwesterly wind breeze will tend to flow around Lei Yue Mun Estate and travel between Lei Yue Mun Estate and trough of Pau Toi Shan (Devil's Peak) and flow northeastward then. Remaining southwesterly wind would pass through building gap of 15m between Lei Wong House and Lei Hing House and can flow further along Ko Chiu Road. Southeasterly downhill wind will be blocked by Ko Yee Estate, Ko Cheung Court, etc. Only southeasterly wind to roundabout area can go further along Lei Yue Mun Road. The NE/SW and E/W air corridors are relevant as they would likely pass through or pass by the MTR and Government Sites. **Figure 1** Below illustrates the possible wind flow under existing situation and air corridors. These existing air corridors should be preserved where practicable.



**Figure 1:** Illustration of Air Corridor, Air Paths and Existing Wind Flow

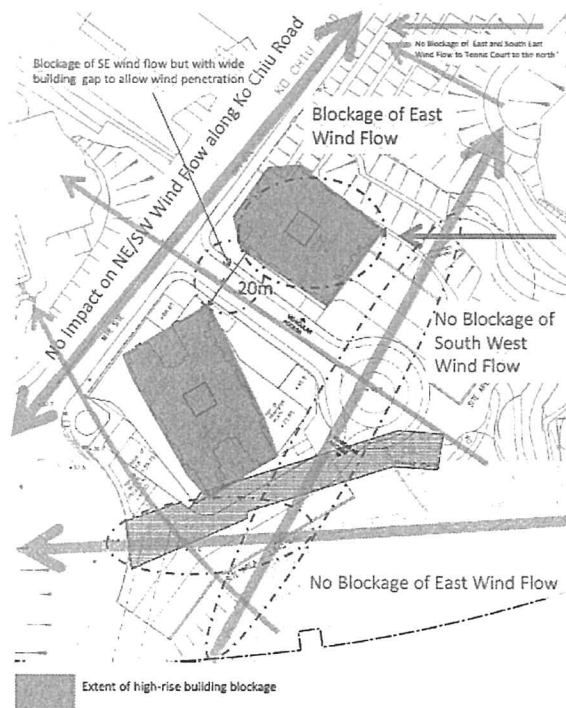
### **Comparison of Existing Situation and Conceptual Scheme**

18. The Conceptual Scheme is formulated within an objective to have least impact on air ventilation. Under the Conceptual Scheme, northeast and southwest wind flow along Ko Chiu Road will not be affected. The corridor for easterly wind flow through the building gap between Ko Cheung Court and Lei Yue Mun Estate and to the further west can still be maintained. Southwest wind can pass along the eastern side of MTR and Government Sites without blockage problem. Among all prevailing wind directions annually and in summer, easterly wind are most affected relatively. The less important southeasterly wind will be affected as well. Nevertheless, 20m width building gap has been provided to ameliorate the impact. Based on good design in

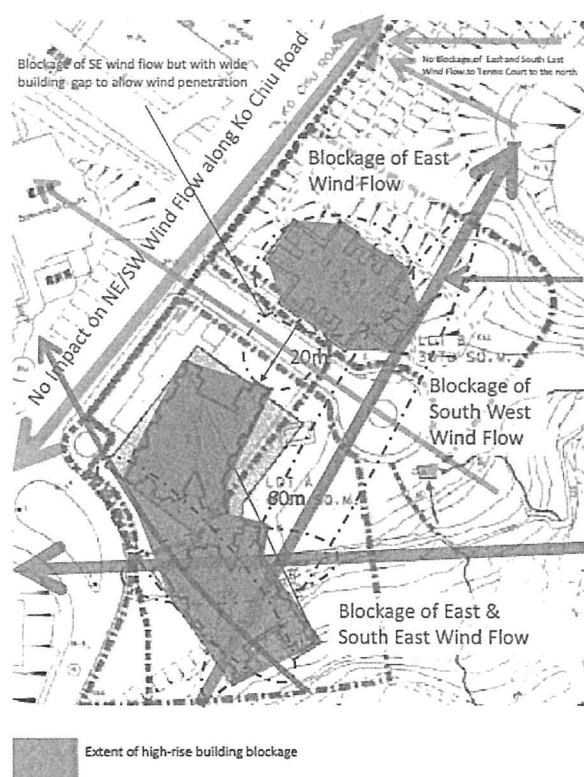
disposition, provision of building gap and consideration on site constraint, the impact due to increased building height has also been minimised.

### Comparison of Baseline Scheme and Conceptual Scheme

19. The Conceptual Scheme outperforms the Baseline Scheme in many important aspects. Under the Baseline Scheme, both easterly wind and southwesterly wind passing at eastern side of the MTR and Government Sites will be blocked whilst there is no such blockage under the Conceptual Scheme. Whilst both the Baseline and Conceptual Schemes consist of high-rise towers, the Conceptual Scheme, given its narrower building frontage, will have a higher building permeability and less significant blockage impact. In addition, more wind blockage will also be caused by the Baseline Scheme as the buildings are not arranged along an axis in parallel to the prevailing wind directions. It is also observed that both schemes will not impose impact on the existing air corridor along Ko Chiu Road and both provide building gap between towers to allow southeast wind penetration. To this end, it is apparent that the Conceptual Scheme is of better air ventilation performance.



**Figure 2:** Illustration of Wind Flow for the Conceptual Scheme



**Figure 3:** Illustration of Wind Flow for the Baseline Scheme

20. The site area is limited and also fragmented so that future development onsite cannot form a very massive structure which would significantly block air ventilation in the surrounding. The proposed development consists of two towers which are arranged along an axis in parallel to annual (northeasterly) and summer (southwesterly) prevailing wind. There is a building separation of 20m between two towers to improve the permeability to minimize blockage under other wind directions (e.g. east and southeast wind). About 3m-height clearance is maintained between the transfer plate underside and the top of ventilation building at MTR site. Important

air corridor is identified and preserved. Urban design guidelines are already followed where practicable. While it is admitted that the proposed development will result in additional air ventilation impact when compared to the existing situation, the scheme is considered optimized from air ventilation standpoint which has minimized the extent of air ventilation impact. In the detailed design of the project, further enhancement measures should be explored and incorporated into the latest development scheme where practicable. A quantitative air ventilation assessment should be carried out to compare the latest development scheme with this Conceptual Scheme to demonstrate such improvement as well.

### **Conclusion**

21. The air ventilation under the existing situation and performance of the Baseline Scheme and Conceptual Scheme have been appraised. The Conceptual Scheme is considered better than the Baseline Scheme in terms of building disposition and building form, building permeability and preservation of air corridor. It does impose less significant additional air ventilation impact when compared with the existing situation. To summarise, good design directions have been followed and the potential air ventilation impact has been minimised under the Conceptual Scheme which outperforms the Baseline Scheme.
22. The Conceptual Scheme has reduced the development density and incorporated a number of practicable mitigation measures including 20m-wide building gap and 3m-height clearance between YVB and the future tower above in order to minimise air ventilation impact. The residual impact is mainly about potential blockage of easterly and southeasterly wind penetration to area on the opposite side of Ko Chiu Road such as the basketball court. It is recommended upon detailed design of the development with scheme refinement, further enhancement measures should be explored and incorporated into the latest development scheme where practicable. A quantitative air ventilation assessment should be carried out to compare the latest development scheme with this Conceptual Scheme to demonstrate such improvement as well.

**Proposed Rezoning of Yau Tong ventilation Building  
and Adjacent Areas for Residential Use  
Traffic Impact Assessment Report  
Executive Summary**

**Introduction**

LLA Consultancy Limited was commissioned by the MTR to conduct a traffic impact assessment (TIA) study to assess the potential traffic impact due to the proposed residential development scheme at the two sites in Yau Tong, which is currently zoned "Other Specified Uses (Ventilation Building)" ("OU") (the MTR Site) and "Government, Institution or Community" ("G/IC") (the Government Site) on the Draft Cha Kwo Ling, Yau Tong and Lei Yue Mun OZP No. S/K15/22.

The objectives of the TIA study are as follows:

- to review the existing traffic conditions in the surrounding road network and to estimate the potential traffic generation due to the proposed development;
- to assess the future traffic situation in the surrounding road network and to appraise the potential traffic impact of the proposed development;
- to recommend the transport facilities provisions for the proposed development, including private car and motorcycle parking spaces and loading/unloading facilities.

**Existing Traffic Conditions**

The two sites, namely the MTR Site and the Government Site, are located at Ko Chiu Road, Yau Tong. Ko Chiu Road is a two-way local distributor road which connects Cha Kwo Ling Road and Lei Yue Mun Road. The section of Ko Chiu Road along the frontage of the two sites is a two-lane road and locally widened to four lanes before connecting with the roundabout at southern end of Lei Yue Mun Road. Whereas, Lei Yue Mun Road is a dual two-lane primary distributor road that connects Ko Chiu Road, Kai Tin Road, the slip roads to/from the Eastern Harbour Tunnel and Kwun Tong Road.

The Site is within 500m radius of Yau Tong MTR Station. At present, there are 17 bus routes and a minibus route travelling along Ko Chiu Road and Lei Yue Mun Road near the proposed development.

Junction capacity assessments were carried out based on the existing traffic flows, the results showed that all concerned junctions are operating satisfactorily during the AM and PM peak hours.

**Future Road Network**

At present, the ingress/egress of the existing Ventilation Building is provided at Ko Chiu Road. To facilitate the vehicular access to both the MTR and Government Sites, it is proposed to rearrange the existing internal road to a public road with a cul-de-sac at the eastern end. The proposed public road will provide vehicular and pedestrian access to the future developments for both the MTR Site and the Government Site.

**Future Traffic Conditions**

Under the proposed development, the MTR Site will provide 480 residential units and the Government Site will provide 500 residential units. Based on the trip rates provided in "Traffic Rates for Residential Developments" documented in the Transport Planning and Design Manual (TPDM), it is estimated that the proposed development is expected to generate a two-way total traffic of 114 pcu/hour and 66 pcu/hour in the AM and PM peak hours respectively.



The proposed development planned to be completed in 2023. Therefore, the design year 2026 is adopted for the traffic impact assessment, i.e. 3 years after the completion of the proposed development.

The growth rate method is adopted to project the traffic volumes in the design year. Reference was made to the Annual Traffic Census Reports and an average annual growth rate of +1.1% was adopted in traffic forecast.

Junction capacity assessments were carried out and the results showed that the concerned junctions will be able to cope with the traffic induced by the proposed development. By comparing the assessment results in the Reference (without development) and the Design (with development) Scenarios, the numbers are similar. As a result, the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions.

### **Internal Transport Facilities**

The car parking and loading/unloading provision of the proposed residential development will be provided in accordance with the latest Hong Kong Planning and Standard Guidelines (HKPSG).

The MTR Site will provide a total of 44 private car parking spaces (including 1 no. for disable use), 4 motorcycle parking spaces and 1 MGV/HGV loading/unloading spaces in accordance with the HKPSG requirements.

The Government Site will provide a total of 36 private car parking spaces (including 1 no. for disable use), 4 motorcycle parking spaces and 1 MGV/HGV loading/unloading spaces in accordance with the HKPSG requirements.

### **Conclusion**

Traffic impact assessment has been carried out for the existing and design year 2026. The findings of the traffic impact assessment indicated that the traffic generated by the proposed residential development is not anticipated to induce significant traffic impact onto the adjacent junctions. As a result, the proposed residential development scheme is acceptable in traffic point of view.

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

<b>Type of Facilities</b>	<b><u>Hong Kong Planning Standards and Guidelines (HKPSG)</u></b>	<b><u>HKPSG Requirement Based on Planned Population (i)</u></b>	<b><u>Provision</u></b>		<b><u>Surplus / Shortfall (Against Provision) (ii)-(i)</u></b>
			<b><u>Existing</u></b>	<b><u>Existing plus Planned (ii)</u></b>	
Local open space	10 ha per 100,000 persons	17.53ha	23.73ha	31.42ha	+13.89ha
District open space	10 ha per 100,000 persons	17.53ha	9.08ha	17.60ha	+0.07ha
Secondary school	1 whole day classroom for 40 persons aged 12-17	165 classroom	78 classroom	78 classroom	-87 classroom
Primary school	1 whole day classroom for 25.5 persons aged 6-11	260 classroom	162 classroom	192 classroom	-68 classroom
Kindergarten/ nursery	26 classrooms for 1,000 persons aged 3 to under 6	88 classroom	109 classroom	118 classroom	+30 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
Magistracy	1 per 660,000 persons	0	1	1	+1
Integrated children and youth services centre	1 for 12,000 persons aged 6-24	2	2	4	+2
Integrated family services centre	1 for 100,000 to 150,000 persons	1	2	3	+2



<u>Type of Facilities</u>	<u>Hong Kong Planning Standards and Guidelines (HKPSG)</u>	<u>HKPSG Requirement Based on Planned Population (i)</u>	<u>Provision</u>		<u>Surplus / Shortfall (Against Provision) (ii)-(i)</u>
			<u>Existing</u>	<u>Existing plus Planned (ii)</u>	
Library	1 district library for 200,000 persons	0	1 (small library)	1 (small library)	+1 (3 district libraries and 3 small libraries to serve Kwun Tong District)
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 (3 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 175,330 (usual residents and mobile residents). If transient population is included, the figure would be about 186,800.
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.

## 議項 III - 《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/23》

## 的擬議修訂項目

(觀塘區議會文件第 16/2016 號)

主席歡迎規劃署九龍規劃專員葉子季先生及高級城市規劃師/九龍 5 蘇月仙女士、房屋署高級建築師 4 馮啟源先生、高級規劃師 3 方德韶女士及高級土木工程師 7 葉長國先生、以及運輸署工程師/觀塘 3 何志達先生協助討論。

2. 規劃署九龍規劃專員葉子季先生以投影片輔助介紹文件，特別指出觀塘區內現有及已規劃的社區設施大致足夠，包括現有的三個游泳池/嬉水池（分別位於觀塘、佐敦谷及藍田）及六間公共圖書館（三所位於藍田、瑞和街及牛頭角的分區圖書館，三所位於鯉魚門、秀茂坪及順利邨的小型圖書館）。油塘區現時已預留一塊土地興建一所普通科門診診所，另外亦可考慮於欣榮街公營房屋發展(鯉魚門邨第四期)的平台提供其他社區設施以滿足市民所需。

3. 議員提出的查詢及建議如下：

- 3.1 張琪騰議員表示對有關的規劃建議有所保留。他認為油塘缺乏整體及前瞻性的完善規劃，油塘區可供發展的土地不多。過往經多次協商後，有關當局才回應地區的需求，研究用高超道、碧雲道交界用地興建門診診所。同時，他查詢署方：(i)能否提供上述診所興建時間表；(ii)就目前兩個修訂項目工程(包括港鐵通風樓及鯉魚門邨「綠化地帶」項目)將包圍鯉魚門邨的情況下，有否制定措施限制工程施工噪音對附近居民的影響；(iii)就油塘區整體規劃上，有否設置公眾泳池設施，以應付居民需要；(iv)就油塘工業區的發展，有否統一性規劃；(v)除了現時擬議發展，就目前已規劃增加的三萬人口(包括鯉旺樓、高超道、碧雲道交界、鯉魚門徑地盤、油麗邨地盤、油塘灣發展計劃)會將該區總人口增加至十四萬，署方有否考慮增加一幢社區綜合大樓(包括有下列社區設施：街市、社區會堂、幼稚園、圖書館等)；(vi)就交通方面，除茶果嶺道、高超道需進行優化工程，由油塘中心往油塘社區會堂車道亦十分

繁忙，署方有否考慮在該處加設行人交通過路燈的可行性。最後，他呼籲署方積極回應居民的訴求(例如增加青少年中心、停車位、機場巴士路線等)，以達致多贏局面。

- 3.2 謝淑珍議員指出油塘區人口現已超過八萬人，目前高翔苑、高怡邨、鯉魚門邨居民投訴噪音問題嚴重，在高超道興建住宅樓宇將會加劇上述噪音問題。就區內交通及社區設施，她建議署方考慮：(i)加強港鐵在繁忙時間的服務班次；(ii)加強區內街市服務予現在及未來的居民；(iii)加強鯉旺樓的通風狀況；(iv)增加車位供應以紓緩區內違泊的情況；(v)提早開放區內康樂設施(例如高超道配水庫、大本營空中花園)予居民享用；(vi)在高超道油塘中心往油塘社區會堂行人過路位置增設交通燈；以及(vii)增加區內幼兒學額。
- 3.3 葉興國議員原則上支持政府覓地建樓以解決市民的房屋需要。他建議署方考慮優化有關區域的交通配套及增加各種社區設施的供應，以配合增加的人口比例(例如街市、幼稚園、幼兒服務及社區中心等)，並且藉此契機一併解決區內的整體規劃問題。
- 3.4 蔡澤鴻議員建議署方考慮增加額外交通、社區及文康設施配套，以應付新增的人口。
- 3.5 簡銘東議員建議署方考慮：(i)改善目前鯉魚門道與啟田道交界迴旋處繁忙時段交通擠塞問題；(ii)因應油塘及藍田的乘客需求調整巴士及小巴的班次；以及(iii)興建額外社區設施予藍田區(例如停車位、圖書館、幼稚園及診所等)。
- 3.6 何啟明議員查詢署方：(i)為何在上一次修訂大綱核准圖時有一塊茶果嶺住宅用地改劃為「未決定用途」地帶，而現時又將另一塊非住宅用地轉為住宅用途；(ii)房屋署如何緩解原有相關社區的問題(例如高超道塞車問題、晚間違泊問題(油塘工業區、高超道、碧雲道一帶))；以及(iii)為何在建議增加人口後仍評估對區內交通流量沒有影響。
- 3.7 呂東孩議員指出近年油塘區的發展皆為插針式。油塘目前

有四個選區共達八萬人口；油塘灣發展項目預計有兩萬人口；油塘工業區預計有超過兩萬人口；總計達 13 萬人口。現在建議在該區進一步增加一萬多人口，將必定加劇區內的交通及社區設施(例如醫療設施、運動場所、街市、圖書館、青少年中心)的負荷，降低居民的生活質素。他建議署方考慮：(i)同步地在油塘區興建多些社區設施，包括診所、綜合性社區大樓、圖書館、泳池等；(ii)就交通方面搬遷運輸署的駕駛考牌中心，擴闊茶果嶺道；以及(iii)繼續聆聽居民的意見。

- 3.8 張順華議員建議署方考慮：(i)加強受影響區內的整體配套設施(包括休憩用地、活動空間、醫療設施、交通承受能力等)；(ii)聯同路政署研究如何優先發展東九龍鐵路線連接將軍澳(經寶達邨連接鑽石山)；由油塘沿山腰經藍田、秀茂坪、順利、順天、慈雲山、竹園、天馬至樂富站的新鐵路線(寶達至彩雲可共用路軌—即雙“Y”形鐵路)，以解決整個觀塘的交通配套；(iii)建議在通風樓位置設立鐵路站作交通設施用地，對現時建議改劃作住宅發展有所保留；(iv)就上一次修訂茶果嶺用地時將住宅用地改劃為「未決定用途」地帶的規劃決定還原；以及(v)定期檢討區內停車位的比例及標準，以減輕違泊的問題。
- 3.9 張培剛議員建議署方考慮就議員增加交通及社區設施配套後再就有關規劃建議諮詢區議會。
- 3.10 黎樹濠議員認同住屋是民生最大議題及對文件表示有所保留。他指出油塘區可供買餸菜地方不多，交通也十分擠塞(例如鯉魚門道與啟田道交界迴旋處、鯉魚門道小迴旋處、高超道油塘中心往油塘社區會堂過路處亦十分繁忙)。他建議署方考慮(i)進行實質措施優化區內交通配套以解決區內已經飽和的交通負荷；(ii)興建一所社區綜合大樓(包括診所、泳池、圖書館等社區服務設施)，予現有及將來的居民使用；以及(iii)將欣榮街地盤與碧雲道診所地盤互換用途。
- 3.11 莫建成議員認同解決房屋問題的需要，但政府須有長遠的規劃及方向。他指出目前油塘區的社區配套及設施嚴重不足，並且已經達飽和程度。他建議署方考慮再就建議作詳細規劃及與相關持份者溝通。

- 3.12 譚肇卓議員指出署方於過去的規劃建議中，一直表示其規劃對區內居民沒有影響，但根據他的觀察，由過往規劃所衍生的交通問題正陸續浮現。他表示區議會有責任以整個觀塘區的角度，而非區內的一部分，來看待規劃發展。他認為假如署方現時未能解決議員所提出的問題，應再與議員商討可行的解決方法。他亦促請署方與其他部門通力合作，令規劃得以完善。
- 3.13 陳華裕議員肯定政府建屋的決心及建議署方考慮：(i)就欣榮街地盤地勢，盡量採取綠色設計以紓緩周邊(例如油塘中心)居民的壓迫感及通風需要；(ii)就高超道地盤位處斜路，將連接車路取消以便削平附近地勢及減低附近行車噪音對居民的影響；以及(iii)興建高架行人天橋連接周邊(如高超道及附近主要建築物)。
- 3.14 洪錦鉉議員建議署方考慮再就建議檢討、優化後再諮詢區議會。
- 3.15 鄧咏駿議員指出有關地區交通流量現時已十分飽和，例如鯉魚門道小迴旋處、學車車輛及駕駛考試中心問題引致擠塞、違泊問題嚴重。他建議署方考慮解決交通配套及增加適當社區設施予現時及將來的居民。
- 3.16 柯創盛議員指出隨着油塘區人口不斷上升，居民的生活質素不斷下降，例如活動空間小、往鯉魚門道交通擠塞、居民搭車難、油塘港鐵站轉車擠迫、醫療服務不足等。他認為發展須雙贏，期望有關發展可令觀塘區有所增值，並建議署方考慮：(i)要求政府加快油塘診所的興建速度；(ii)興建綜合大樓，升格現時小型圖書館為分區圖書館，以及興建泳池；(iii)解決交通問題，將東九龍鐵路線由藍田作為起點穿過藍田一帶作為一條新支線；(iv)處理區內行人暢達性，加建及優化現時行人網絡；(v)提供有質量的社區設施(例如綠化空間及公園)；以及(vi)增加區內停車位。他呼籲當局在發展房屋計劃時須增加公眾參與機會(例如工作坊、簡介會、諮詢會等)，聆聽不同持份者的意見。他亦表示署方須向城市規劃委員會(城規會)提出區議會就建議提出的各方面憂慮。

- 3.17 姚柏良議員指出政府曾建議在鯉魚門停車場、油麗邨、欣榮街作插針式興建房屋。他建議政府考慮藍田平田邨山坡也可供建休憩空間用途。他建議署方在規劃發展的同時，認真聆聽油塘居民的訴求及當區議員的意見。
- 3.18 蘇麗珍議員表示 2016 年 2 月 22 日觀塘區發生大塞車事件，影響附近將軍澳、黃大仙及西貢區的交通情況。她建議署方考慮加快「中九龍幹線」的落實時間，長遠地紓緩目前觀塘的交通擠塞的情況。她建議署方考慮吸納議員上述提出的意見，造福觀塘居民。
- 3.19 馬軼超議員指出議員需體諒一些仍住在惡劣環境(例如劏房)中生活及輪候公屋的市民的生活狀況，所以他未能支持議員於下述第 6 段提出的臨時動議。
4. 主席總結區議會一向關心房屋興建計劃對區內居民日常生活的影響，並呼籲當局一併考慮因增加額外人流擴建觀塘港鐵站，以疏導現時已飽和的站內出入口。
5. 署方就議員的查詢及意見回應如下：

#### 交通事宜

- 5.1 交通問題：署方指出一般而言，政府在考慮用地改劃建議前必會進行交通影響評估，範圍包括附近已規劃的地段，故交通影響評估甚為全面，亦已按照既定程序進行。根據有關交通影響評估，擬議發展不會對附近交通造成不良影響。署方理解議員可能對交通情況有不同理解，但署方願意聆聽議員的意見，並會與運輸署再詳細研究如何優化有關路段情況。
- 5.2 區內停車位不足：署方了解此情況，因此，除了相關發展所須的附屬停車位外，署方已在鯉魚門徑用地的發展計劃要求提供 250 個公共停車位；於崇信街發展地盤亦規劃了 171 個公共停車位，以回應區內對停車位的需求。這次改劃的兩塊用地亦會根據《香港規劃標準與準則》預留車位予住客。如下文第 5.15 段所述，房屋署亦會在鯉魚門邨第四期提供更多私家車停車位，以回應地區人士的訴求。

- 5.3 鐵路路線建議：署方表示議員的建議涉及整體鐵路發展策略，需待運輸及房屋局作出考慮及研究。目前「東九龍鐵路線」的初步落實時間表為 2019 年至 2025 年之間。
- 5.4 行人系統連接：署方指出鯉魚門邨第四期發展會興建有蓋行人天橋系統接駁鯉魚門邨一、二、三期及附近港鐵站及大本營等，以增加行人暢達性。
- 5.5 公共運輸服務配套：署方表示運輸署會繼續監察區內人口增長及會檢討現時公共運輸服務的運作情況(包括巴士、小巴路線班次及路線是否充足)，署方亦會不時與運輸署聯繫是否有需要強化現有的公共運輸設施及服務網絡。
- 5.6 油塘駕駛考試中心搬遷建議：署方早前已跟運輸署作出相關討論。該考試中心為九龍東的唯一考試中心，其服務佔全港考牌服務約 16%。現時考試時間會避開繁忙時段及每日只有 60 宗考試舉行；現有的三條考試路線，每條路線每小時約有三宗考試。故此就考試車流而言，未必會構成很大影響。運輸署暫時未有更合適考試場地作搬遷油塘考試中心之用。
- 5.7 鯉魚門道與啟田道交界迴旋處之有關改善工程：當局正檢討有關工程項目的需要及考慮其它替補方案，而運輸署正與相關部門商議及檢視各改善方案的安排，稍後會向區議會匯報。
- 5.8 鯉魚門道與啟田道交界迴旋處擠塞情況：為改善整體交通情況，政府將興建包括中九龍幹線、T2 幹線及將軍澳藍田隧道的 6 號幹線。待上述幹線日後落成及將車流分流至茶果嶺道後，將有助改善鯉魚門道與啟田道交界迴旋處的交通。
- 5.9 港鐵負荷量：署方表示沙中線約在 2021 年落成，會由大圍至金鐘提供連接，將有助分流乘客，紓緩將軍澳及觀塘線流量。
- 5.10 高超道油塘中心行人過路燈建議：署方表示會與運輸署

跟進有關建議。

### 社區設施事宜

- 5.11 社區設施的興建：署方認同議員意見：社區設施須全面規劃及合時地提供，因此已在油塘預留土地作政府、機構及社區設施用途(例如現時位處海邊的鯉魚門提供綜合大樓，設有室內運動場、小型圖書館及小型街市)。署方願意就額外人口及根據《香港規劃標準與準則》的要求，提供相應的社區設施，署方會與相關部門跟進委員的建議(例如在欣榮街地盤可加入適當社區設施，如自修室及長者設施)。
- 5.12 開放油塘配水庫上蓋作休憩用途：署方會與水務署及康樂及文化事務署跟進有關建議的可行性。
- 5.13 碧雲道與高超道交界普通科門診診所：房屋署指出與食物及衛生局已在積極跟進及進行可行性研究。該研究初步顯示在該 0.7 公頃面積地盤一併興建診所及房屋住宅，受制於發展限制及接近配水庫範圍，須進行大量斜坡平整工程，要考慮將地盤擴展至高超徑。因此工程面對很多技術困難，預計工程約在 2026-27 年完成。
- 5.14 綠化設施建議：署方表示會根據相關指引引入適當的綠化設施。鯉魚門邨第四期會盡量增加綠化至 30%(例如垂直綠化、綠化平台予公眾使用)，亦會要求私人發展商在其發展項目內興建一定比例的休憩設施予居民。
- 5.15 鯉魚門邨第四期：房屋署指出根據《香港規劃標準與準則》的要求，這發展須提供 52 個停車位，因應區內居民對停車位的需求，總供應將會調高至 80 個；就社區設施，署方願意聆聽議員及居民的訴求，經與社會福利署磋商後初步計劃會設立長者鄰舍中心、安老院舍、嚴重弱智人士宿舍及日間展能中心。署方會考慮加入一所多用途活動中心及自修室。

### 其他

- 5.16 高超道行車噪音：署方會轉交環保署作出跟進。就目前



兩個用地發展，署方表示在設計上已將樓宇的擺位及方向調整至較少噪音的方向及位置，窗戶亦會盡量避開噪音源頭。

5.17 茶果嶺村住宅用地改劃為「未決定用途」地帶：署方解釋有關土地先前劃為「住宅(甲類)」地帶，由於有關規劃已不合時宜，署方須再深入研究該土地的詳細用途及發展密度，因此將有關土地改劃為「未決定用途」地帶，但這並不代表該土地日後一定不能用作發展住宅用途。

5.18 社區參與活動：房屋署指出在有需要時及在設計階段，會考慮舉行社區參與工作坊，廣邀議員、地區人士共同參與設計發展，達至雙贏狀況。

5.19 如實地將議員意見反映予城規會：署方表示會將議員意見交予城規會考慮。

(會後補註：發展局於6月3日就議員於會議上表達的關注致函區議會主席，特別就交通影響及社區設施的意見作詳細回應，並解釋在土地供應緊張的情況下，有必要因應相關土地的發展可行性及配套，善用現有的可發展土地。規劃署會將擬議大綱圖修訂及區議會的意見提交城規會轄下的都會規劃小組委員會考慮。如小組委員會同意有關修訂，該大綱圖將會根據《城市規劃條例》第5條展示及諮詢公眾，為期兩個月。任何人士均可於該展示期間就有關修訂向城規會提交書面申述，城規會會考慮所有在法定展示期內收到的書面申述及意見。)

6. 主席報告收到一份由張琪騰議員動議，陳國華議員、柯創盛議員、張姚彬議員、陳俊傑議員、顏汶羽議員、歐陽均諾議員、譚肇卓議員、洪錦鉉議員及張培剛議員和議的臨時動議。內容如下：

「觀塘區議會不滿政府在油塘缺乏完善規劃下，不斷建屋，令人口迅速增長，社區設施不勝負荷。

觀塘區議會要求政府先回應居民對社區設施的訴求後，再提交建屋計劃。」

7. 經討論及表決後，動議表決結果如下：27票贊成；0票反對；4

票棄權。動議獲得通過。

# 臨時動議

致：觀塘區議會

陳振彬主席

觀塘區議會不滿政府在油塘缺乏完善  
規劃下，不斷建屋，令人口迅速增長，社區設施不勝  
負荷。

觀塘區議會要求政府先回應居民對社區設  
施的訴求後，再提交建屋計劃。

動議人：梁棋勝

和議人：陳國華 柯劍強

張如村 陳俊傑

顏汶羽 區瑞均

譚梓亭 洪錦銓

張培剛

致：發展局局長  
陳茂波先生

## 強烈要求完善油塘規劃及增設社區設施

有關規劃署就《茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/23》修訂油塘欣榮街「綠化地帶」及高超道通風大樓、「政府、機構或社區」地帶、小部分「綠化地帶」為「住宅(甲類)」地帶，以增加住宅單位供應，應付市民的住屋需求。

我們理解政府增加住宅供應的必要性，但是油塘缺乏整體完善的規劃。近年已建成及落實興建的包括鯉旺樓、高超道地盤、鯉魚門徑地盤、油麗邨地盤。現時建議的兩個地盤將再增加一萬人。再加上油塘灣發展計劃的私樓發展近三萬人，相信油塘區人口會迅速增加至十四、十五萬人。

油塘發展缺乏前瞻性、及時性和全面性的規劃，普通科診所遙遙無期，規劃下的游泳池似乎也沒有用地可供興建。人口迅速增長令公共交通服務、道路、泊車位、圖書館、自修室、街市等不勝負荷，我們要求——

1. 政府應充分諮詢，聆聽居民意見；並
2. 增設社區設施，以解決當區居民的生活需要

如有查詢，請致電 [REDACTED] 與張琪騰議員聯絡。

陳國華 張琪騰 洪錦鉉  
柯創盛 潘進源 顏汶羽  
譚肇卓 麥富寧 郭必錚  
張培剛 張姚彬 陳俊傑  
歐陽均諾 梁騰丰

謹上

2016年5月3日

副本抄送：

- 運輸及房屋局 張炳良局長
- 規劃署 凌嘉勤署長

政府總部  
發展局  
規劃地政科  
香港金鐘添美道2號  
政府總部西翼17樓



Planning and Lands Branch  
Development Bureau  
Government Secretariat  
17/F, Central Government Offices,  
West Wing, 2 Tim Mei Avenue,  
Admiralty, Hong Kong

本局檔號 Our Ref. DEVB(PL-CR) 1-150/137/3 Pt.3  
來函檔號 Your Ref.

電話 Tel: 3509 8804

傳真 Fax: 2127 7630

電郵及傳真

九龍觀塘觀塘道392號  
創紀之城6期20樓05-07室  
觀塘區議會主席  
陳振彬太平紳士, GBS

陳主席：

### 油塘欣榮街及高超道用地改劃建議

在2016年5月3日的觀塘區議會會議上，規劃署聯同房屋署及運輸署向區議會介紹改劃兩幅分別位於油塘欣榮街及高超道的用地作住宅發展的建議，並徵詢議員的意見。規劃署已將會議上收到的意見轉達本局。本局現謹回應如下：

政府一直致力增加房屋土地供應，以解決市民的房屋問題。在檢討這兩幅用地的規劃時，規劃署和其他政府部門進行了全面的技術評估，以確保有關的發展不會對當區的交通、基建、社區設施、環境、景觀和空氣流通方面帶來不可接受的影響，亦已顧及一系列實際規劃因素，例如交通和基建容量、社區設施和休憩用地、相關發展限制及附近的發展密度等，從而擬定用地發展的規模及參數。

我們明白議員及地區人士對油塘區交通配套及社區設施等方面的關注。在有關議題上，相關政府部門已在區議會會議上作出解釋及回應。我們會繼續跟進區議會的意見，回應地區人士的關注。

在交通配套方面，有關的交通影響評估報告顯示區內道路能容納改劃所產生的額外車流，並建議在茶果嶺道/高超道路口優化燈號以提升容量。因應油塘未來的發展，運輸署正與其他部門研究改善啟田道交匯處，茶果嶺道/高輝道路口亦將因應油塘灣發展進行改善工程。為滿足油塘區對停車位的需求，房屋署將於欣榮街用地內提供額外私家車停車位，未來於鯉魚門徑及仁宇圍發展項目內亦會提供合共不少於 421 個公眾停車位。現時油塘的公共運輸服務大致上能配合居民的需要，其中包括連接各區的鐵路、巴士及小巴路線。運輸署會密切監察區內公共運輸服務的運作，並因應油塘的發展及當地居民的乘車需要，適時加強區內的公共運輸服務。

在社區設施方面，現有及已規劃的休憩用地及主要社區及康文設施，大致符合《香港規劃標準與準則》的要求，足以應付區內需要。其中，康樂及文化事務署表示，觀塘區內已有三座游泳池/嬉水池館（分別位於觀塘、佐敦谷及藍田）及六家公共圖書館（分別位於鯉魚門、藍田、瑞和街、秀茂坪、牛頭角及順利邨）。整體而言，政府已在區內提供適切的設施和服務。因應地區人士的意見及社會福利署的建議，房屋署計劃於欣榮街用地內提供自修室、多用途活動室及多類社會福利及社區設施，包括日間幼兒中心、護養安老院、嚴重弱智人士宿舍、展能中心及長者鄰舍中心，以服務區內居民。此外，政府已於碧雲道/高超道預留房屋用地一併作診所發展，房屋署正聯同相關部門進行詳細研究，以期早日落成有關診所。有關部門會繼續跟進對區內社區設施的訴求。

在現時房屋土地供應緊張的情況下，我們有必要因應相關土地的發展可行性及配套，善用現有的可發展土地，為市民增加房屋供應。我們希望區議會和地區人士理解改劃建議能為整體社會帶來裨益，並給予支持。

規劃署將於今年 6 月 10 日就擬議大綱圖修訂提交城市規劃委員會（城規會）轄下都會規劃小組委員會考慮，並向城規會反映區議會的意見。如小組委員會同意有關修訂，該大綱圖將會根據《城市規劃條例》第 5 條展示及諮詢公眾，為期兩個月。任何人士均可於該展示期間就有關修訂向城規會提交書面申

述，城規會會考慮所有在法定展示期內收到的書面申述及意見。作出申述的人士及提出意見的人士，將獲邀出席城規會舉行的會議作口頭陳述。

我們將繼續聆聽議員及區內居民的意見，在城市規劃上盡量配合，於善用土地資源的同時，兼顧區內對交通及社區設施的訴求。

發展局局長

( 莊永桓



代行 )

副件送：

運輸及房屋局局長

( 經辦人：王明慧女士 )

規劃署署長

( 經辦人：葉子季先生 )

民政事務總署署長

( 經辦人：羅莘桉先生 )

房屋署署長

( 經辦人：陳夏揚先生 )

運輸署署長

( 經辦人：姚百明先生 )

2016 年 6 月 3 日

政府總部  
發展局  
規劃地政科  
香港金鐘添美道 2 號  
政府總部西翼 17 樓



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九龍觀塘牛頭角  
定富街 79 號地下  
民建聯觀塘支部

各位議員：

油塘欣榮街及高超道用地改劃建議

多謝你們今年 5 月 3 日致函發展局局長，表達對油塘規劃的意見。經諮詢有關部門後，本局現謹回覆如下：

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塘灣發展進行改善工程。為滿足油塘區對停車位的需求，房屋署將於欣榮街用地內提供額外私家車停車位，未來於鯉魚門徑及仁宇圍發展項目內亦會提供合共不少於 421 個公眾停車位。現時油塘的公共運輸服務大致上能配合居民的需要，其中包括連接各區的鐵路、巴士及小巴路線。運輸署會密切監察區內公共運輸服務的運作，並因應油塘的發展及當地居民的乘車需要，適時加強區內的公共運輸服務。

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發展局局長

(莊永桓



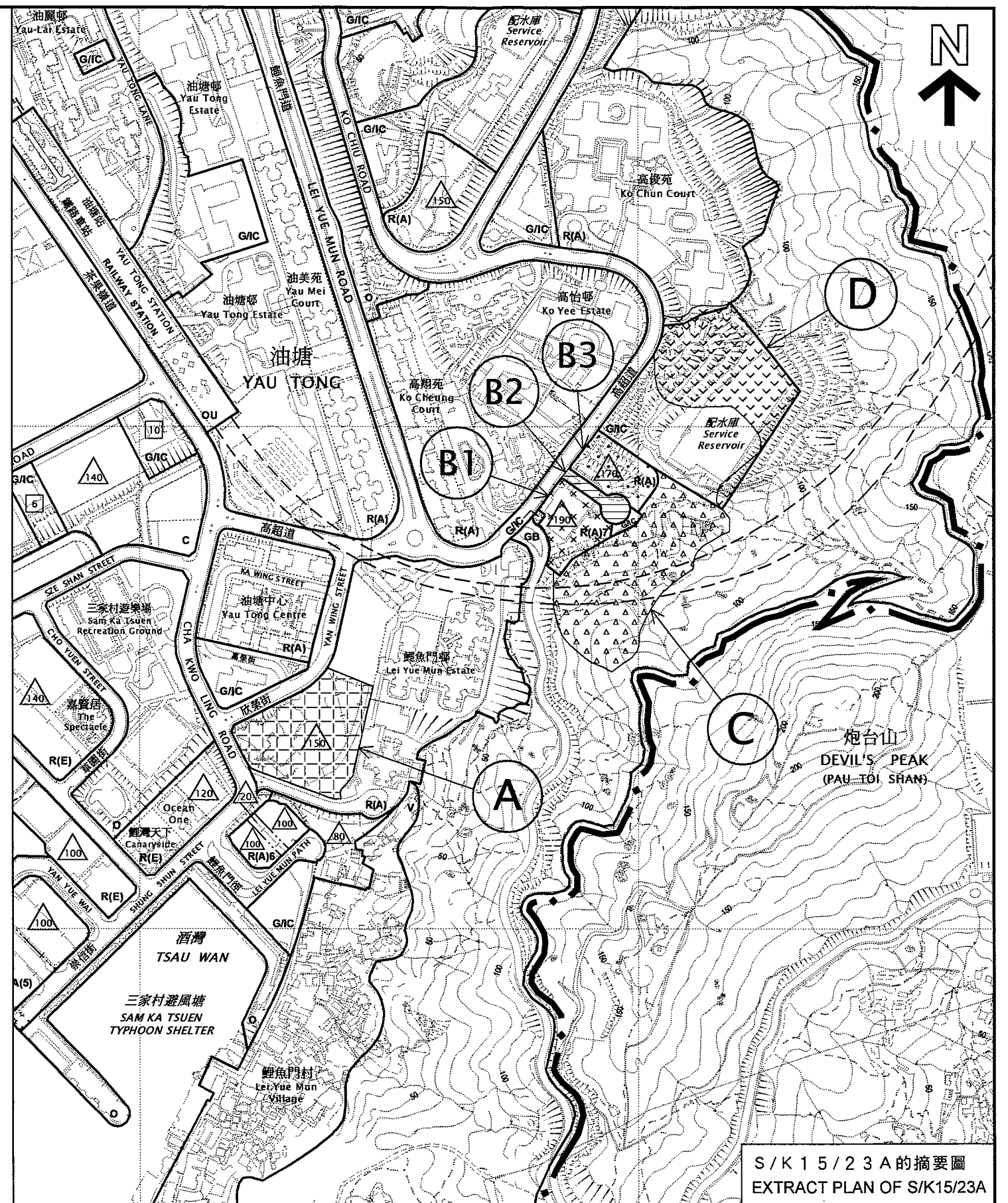
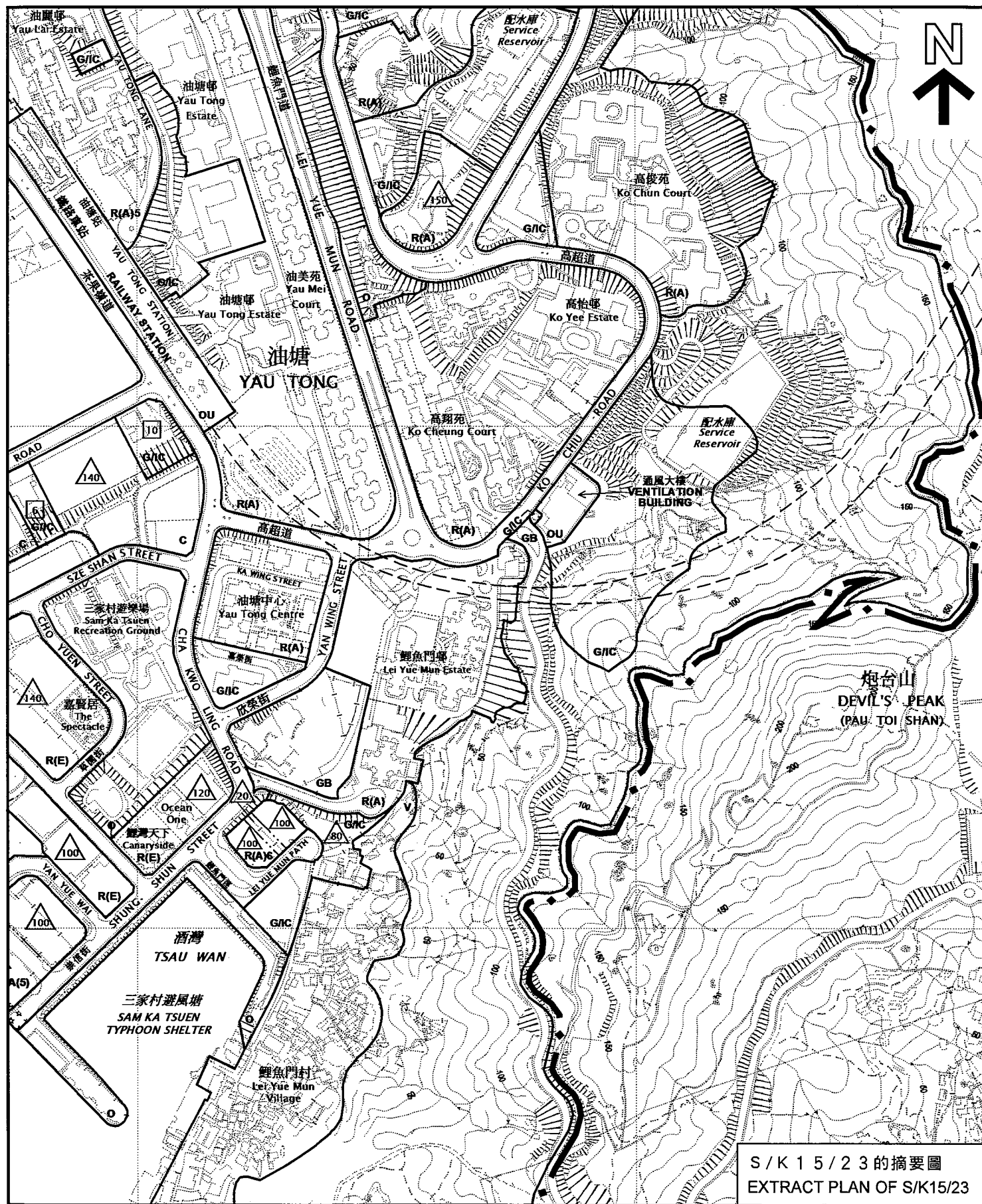
代行 )

副件送：

運輸及房屋局局長  
規劃署署長  
民政事務總署署長  
房屋署署長  
運輸署署長

(經辦人：王明慧女士)  
(經辦人：葉子季先生)  
(經辦人：羅莘桉先生)  
(經辦人：陳夏揚先生)  
(經辦人：姚百明先生)

2016 年 6 月 6 日



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 15/23 的擬議修訂  
(A、B1、B2、B3、C 及 D 項)

PROPOSED AMENDMENTS TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/23  
(ITEMS A, B1, B2, B3, C AND D)

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

本摘要圖於2016年5月24日擬備，  
所根據的資料為於2015年10月27日  
核准的分區計劃大綱圖編號S/K15/23  
EXTRACT PLAN PREPARED ON 24.5.2016  
BASED ON OUTLINE ZONING PLAN No.  
S/K15/23 APPROVED ON 27.10.2015

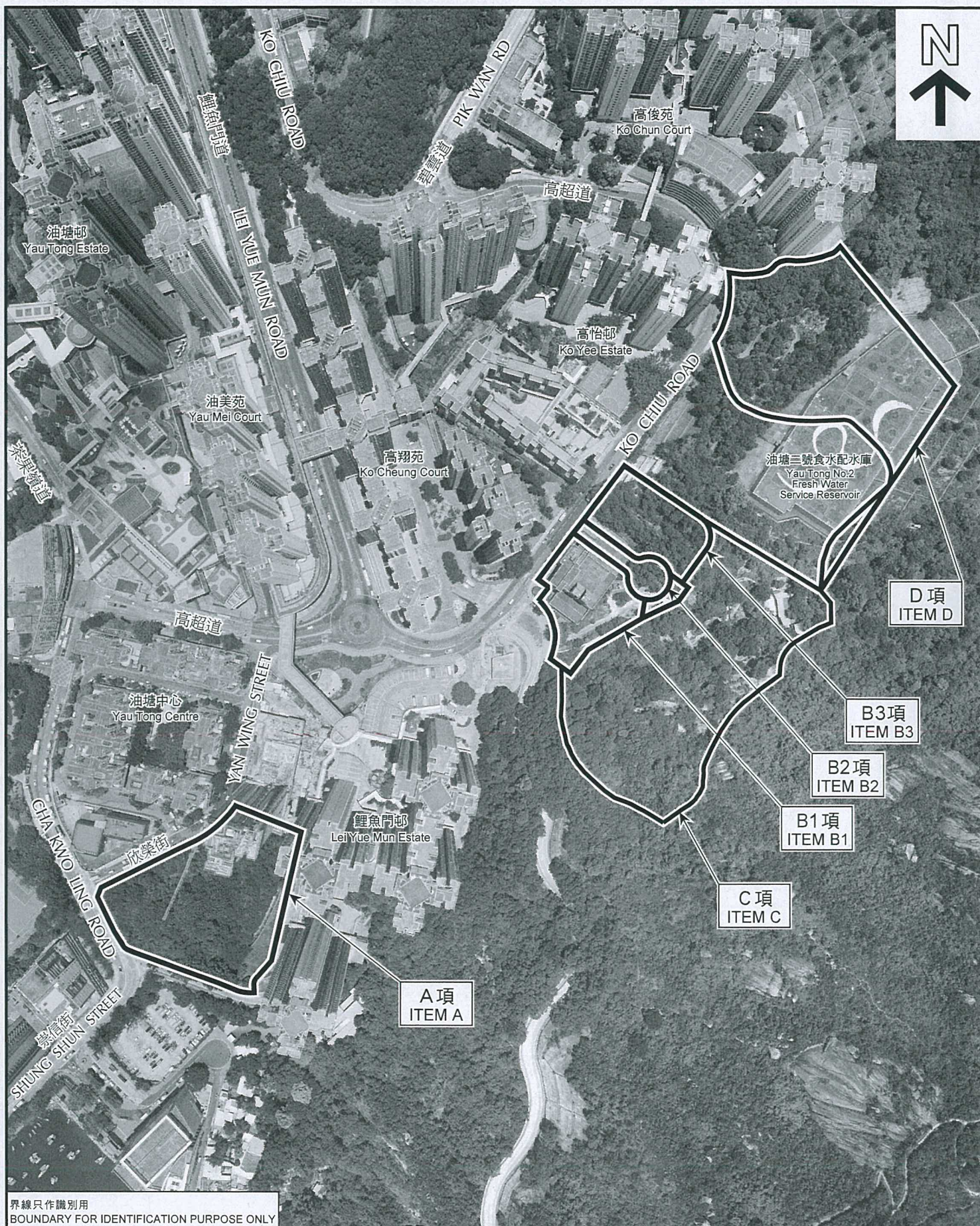
規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
1





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年5月10日擬備，所根據的資料為地政總署於2015年6月4日拍攝的航攝照片編號CW114536  
PLAN PREPARED ON 10.5.2016  
BASED ON AERIAL PHOTO  
No. CW114536 TAKEN ON 4.6.2015  
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 3 的擬議修訂  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG,  
LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/23

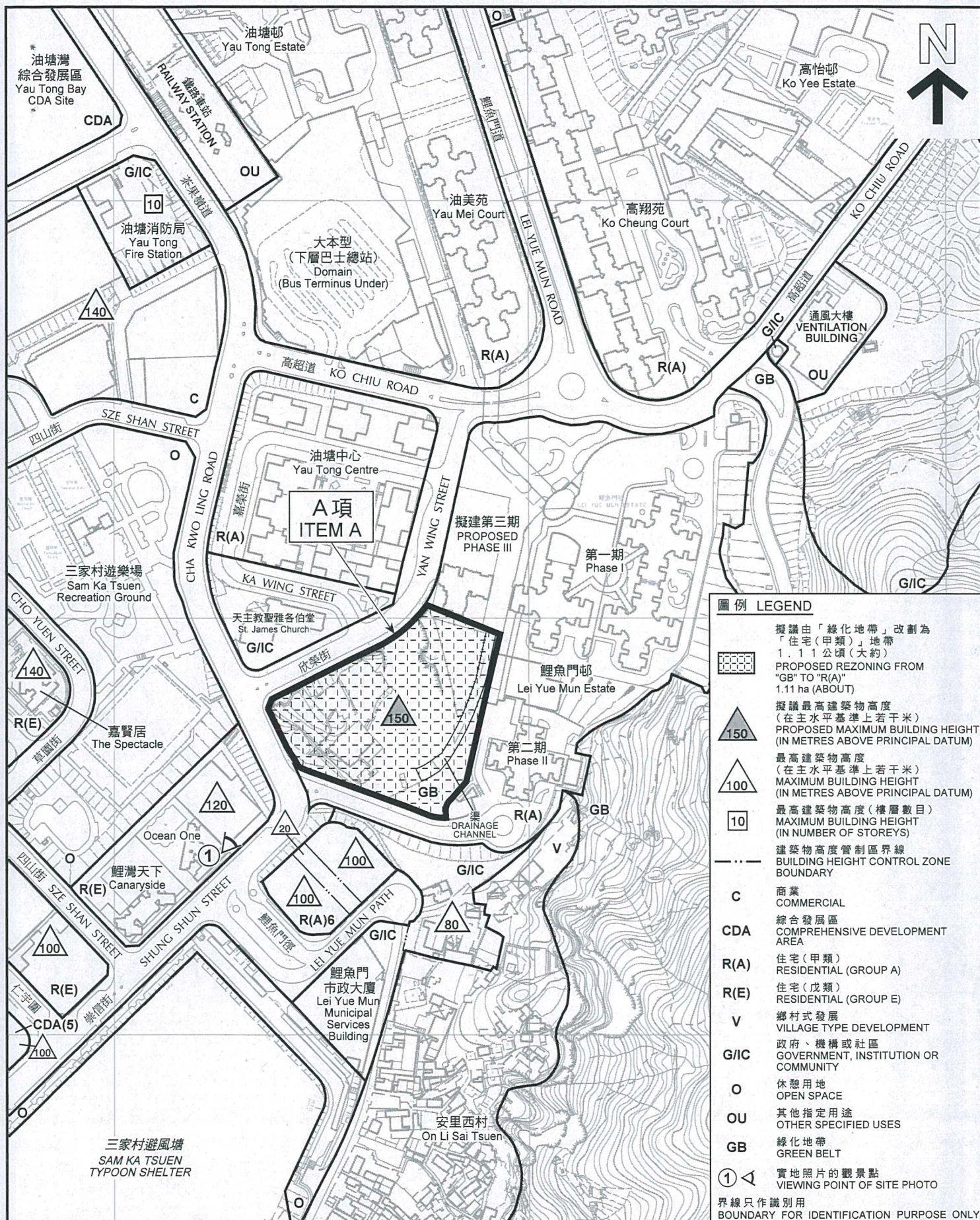
規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
2





### 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 15/23 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/K15/23  
(ITEM A)

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

本摘要圖於2016年5月17日擬備，所根據  
的資料為測量圖編號11-SE-4A, B, C和D  
EXTRACT PLAN PREPARED ON 17.5.2016  
BASED ON SURVEY SHEETS No.  
11-SE-4A, B, C & D

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
3A





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年5月10日擬備，所根據  
的資料為攝於2016年1月4日的實地照片  
EXTRACT PLAN PREPARED ON 10.5.2016  
BASED ON SITE PHOTO TAKEN ON 4.1.2016

### 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 3 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/K15/23  
(ITEM A)

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
3B







**現有景觀  
Existing  
View**



**景觀包括  
擬議發展項目  
With  
Proposed  
Development**



**合成照片 PHOTOMONTAGE**

本圖於2016年5月25日擬備，  
所根據的資料由房屋署提交  
PLAN PREPARED ON 25.5.2016  
BASED ON THE SOURCE SUBMITTED  
BY HOUSING DEPARTMENT

由鯉魚門避風塘防波堤休憩處眺望  
VIEW FROM LEI YUE MUN TYPHOON SHELTER  
BREAKWATER SITTING-OUT AREA

規劃署  
PLANNING  
DEPARTMENT



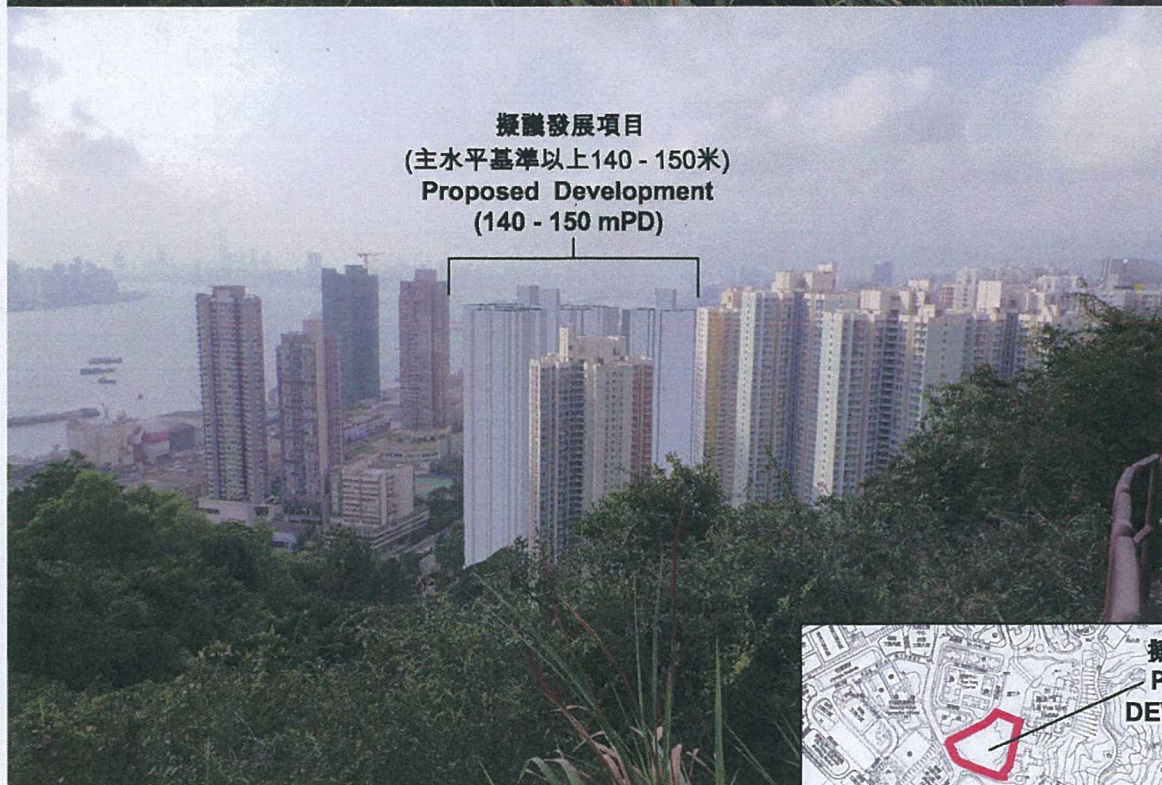
參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
3D





**現有景觀  
Existing  
View**



**景觀包括  
擬議發展項目  
With  
Proposed  
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**合成照片 PHOTOMONTAGE**

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PLAN PREPARED ON 25.5.2016  
BASED ON THE SOURCE SUBMITTED  
BY HOUSING DEPARTMENT

由衛奕信徑第3段的歌賦炮台眺望  
VIEW FROM NEAR GOUGH BATTERY  
AT WILSON TRAIL SECTION 3

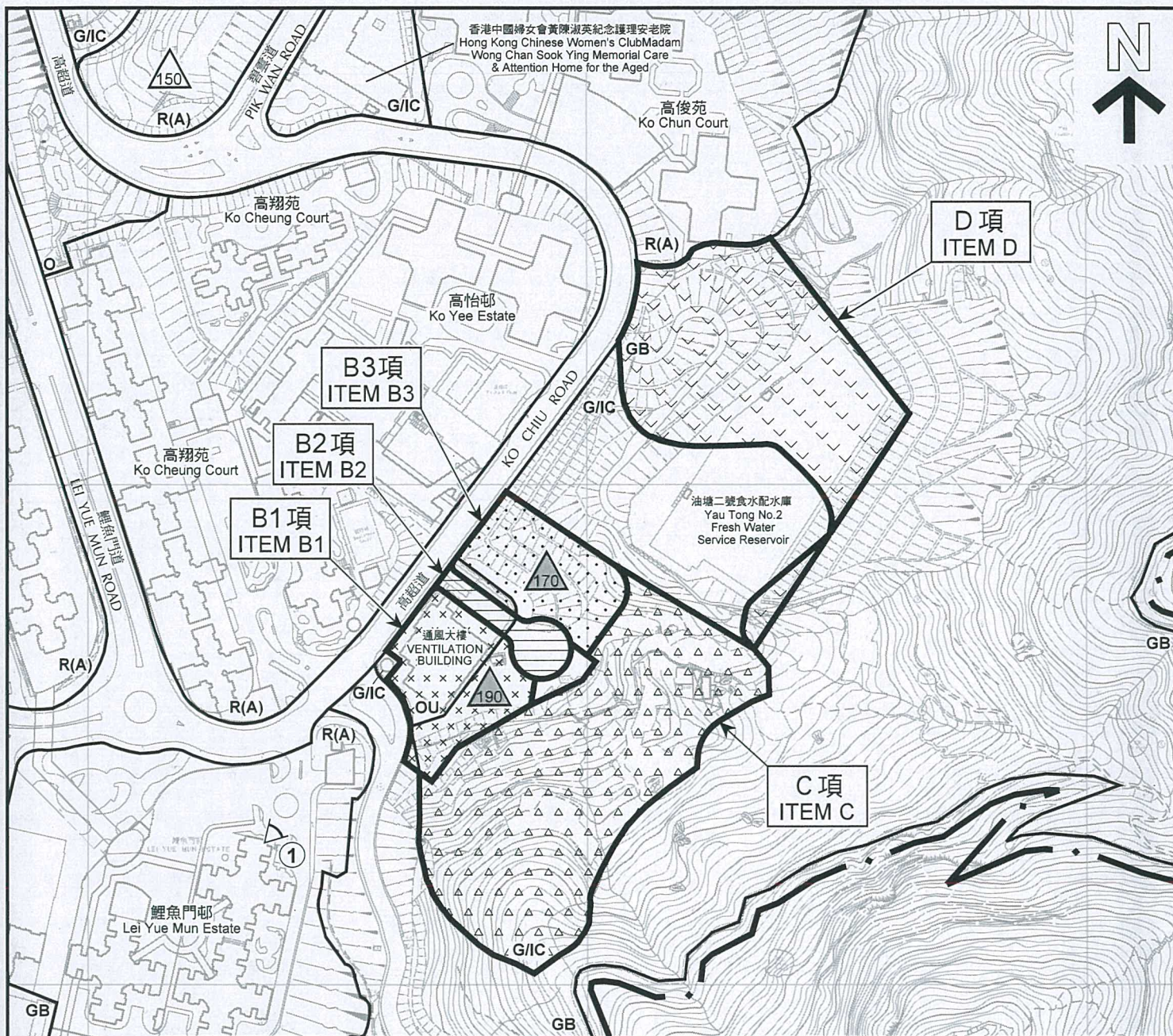
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DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
3E





# 圖例 LEGEND

擬議由「政府、機構或社區」地帶、  
「綠化地帶」及「其他指定用途」地帶  
註明「通風大樓」  
改劃為「住宅(甲類)」地帶  
0.40公頃(大約)  
PROPOSED REZONING  
FROM "G/I/C", "GB" AND "OU" ANNOTATED  
"VENTILATION BUILDING" TO "R(A)"  
0.40 HA (ABOUT)

擬議由「政府、機構或社區」地帶  
及「其他指定用途」地帶  
註明「通風大樓」改劃為「道路」  
0.12公頃(大約)  
PROPOSED REZONING  
FROM "G/I/C" AND "OU" ANNOTATED  
"VENTILATION BUILDING" TO "ROAD"  
0.12 HA (ABOUT)

擬議由「政府、機構或社區」地帶  
及「其他指定用途」地帶  
註明「通風大樓」  
改劃為「住宅(甲類)」地帶  
0.37公頃(大約)  
PROPOSED REZONING  
FROM "G/I/C" AND "OU" ANNOTATED  
"VENTILATION BUILDING" TO "R(A)"  
0.37 HA (ABOUT)

擬議由「政府、機構或社區」地帶  
改劃為「綠化地帶」  
1.63公頃(大約)  
PROPOSED REZONING  
FROM "G/I/C" TO "GB"  
1.63 HA (ABOUT)

擬議由「綠化地帶」  
改劃為「住宅(甲類)」地帶及  
「政府、機構或社區」地帶  
1.24公頃(大約)  
PROPOSED REZONING  
FROM "GB" TO "R(A)" AND "G/I/C"  
1.24 HA (ABOUT)

170

150

R(A)

V

G/I/C

O

OU

GB

---

①

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)

住宅(甲類)  
RESIDENTIAL (GROUP A)

鄉村式發展  
VILLAGE TYPE DEVELOPMENT

政府、機構或社區  
GOVERNMENT, INSTITUTION OR  
COMMUNITY

休憩用地  
OPEN SPACE

其他指定用途  
OTHER SPECIFIED USES

綠化地帶  
GREEN BELT

規劃範圍界線  
BOUNDARY OF PLANNING SCHEME

實地照片的觀景點  
VIEWING POINT 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 15/2/3 的擬議修訂  
(B1、B2、B3、C及D項)

PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG,  
LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/23  
(ITEMS B1, B2, B3, C AND D)

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

本摘要圖於2016年5月26日擬備，所根據  
的資料為測量圖編號11-SE-4A、B、C和D  
EXTRACT PLAN PREPARED ON 26.5.2016  
BASED ON SURVEY SHEETS No.  
11-SE-4A, B, C & D

規劃署

PLANNING  
DEPARTMENT



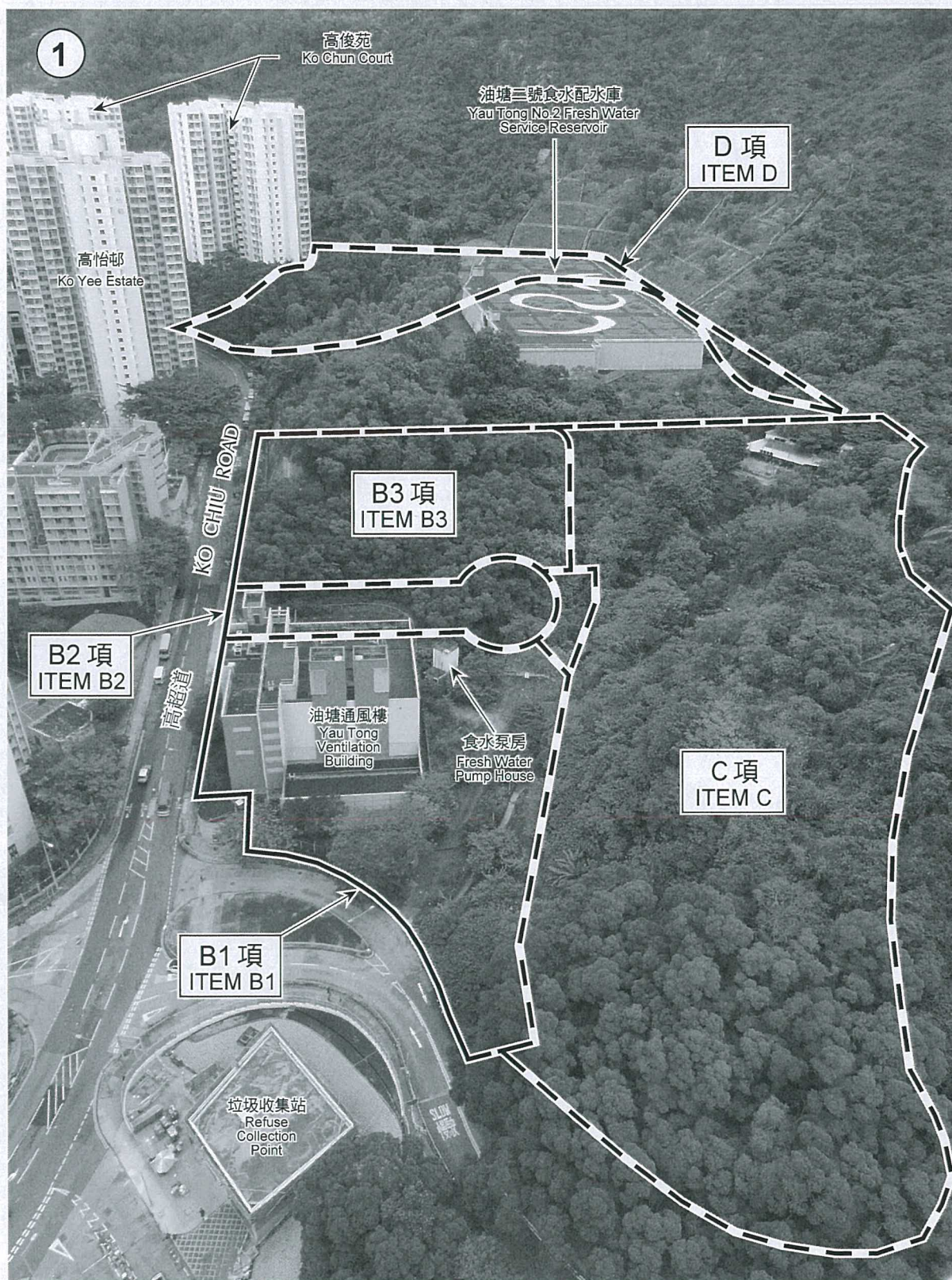
參考編號  
REFERENCE No.

M/K15/16/47

圖 PLAN

4A





界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2016年5月17日擬備，所根據的資料為攝於2016年1月4日的實地照片  
PLAN PREPARED ON 17.5.2016  
BASED ON SITE PHOTO  
TAKEN ON 4.1.2016

### 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 3 的擬議修訂  
(B 1、B 2、B 3、C 及 D 項)  
PROPOSED AMENDMENTS TO  
THE APPROVED CHA KWO LING, YAU TONG,  
LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/23  
(ITEMS B1, B2, B3, C AND D)

規劃署  
PLANNING  
DEPARTMENT

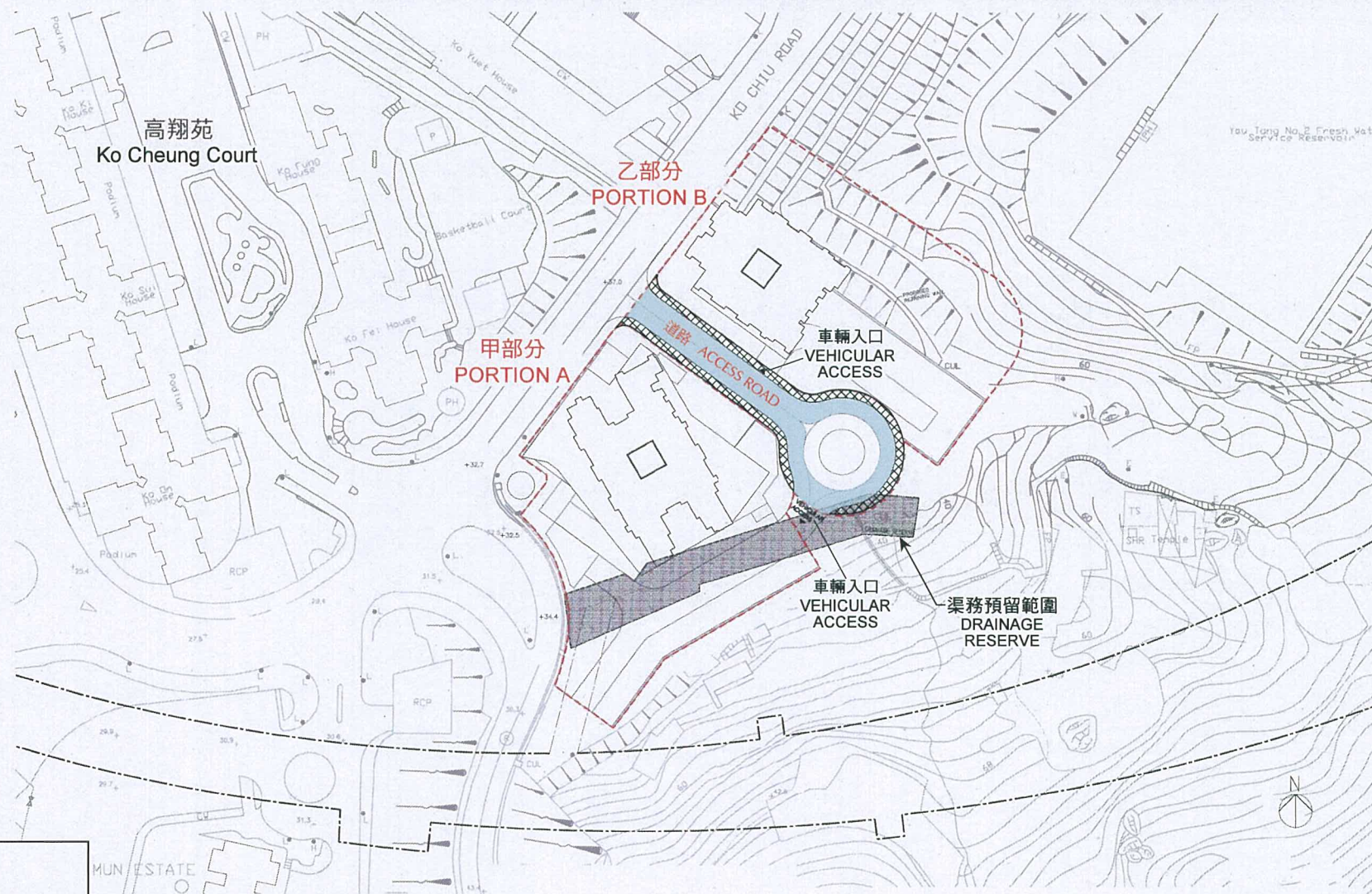


參考編號  
REFERENCE No.



M/K15/16/47

圖 PLAN  
4B





圖例 LEGEND

-  擬建之行人路  
PROPOSED PAVEMENT  
 擬建之行車路  
PROPOSED CARRIAGEWAY

概念設計圖 CONCEPTUAL LAYOUT PLAN

擬議位於高超道油塘通風大樓及鄰近土地的住宅發展  
 PROPOSED RESIDENTIAL DEVELOPMENT  
 AT YAU TONG VENTILATION BUILDING AND ITS ADJOINING LAND AT KO CHIU ROAD

米 25 0 25 50 米  
 METRES SCALE 1 : 1 500 比例尺

本圖於2016年6月2日擬備，  
 所根據的資料由香港鐵路有限公司提交  
 PLAN PREPARED ON 2.6.2016  
 BASED ON THE SOURCE SUBMITTED  
 BY MTRCL

規劃署  
 PLANNING  
 DEPARTMENT



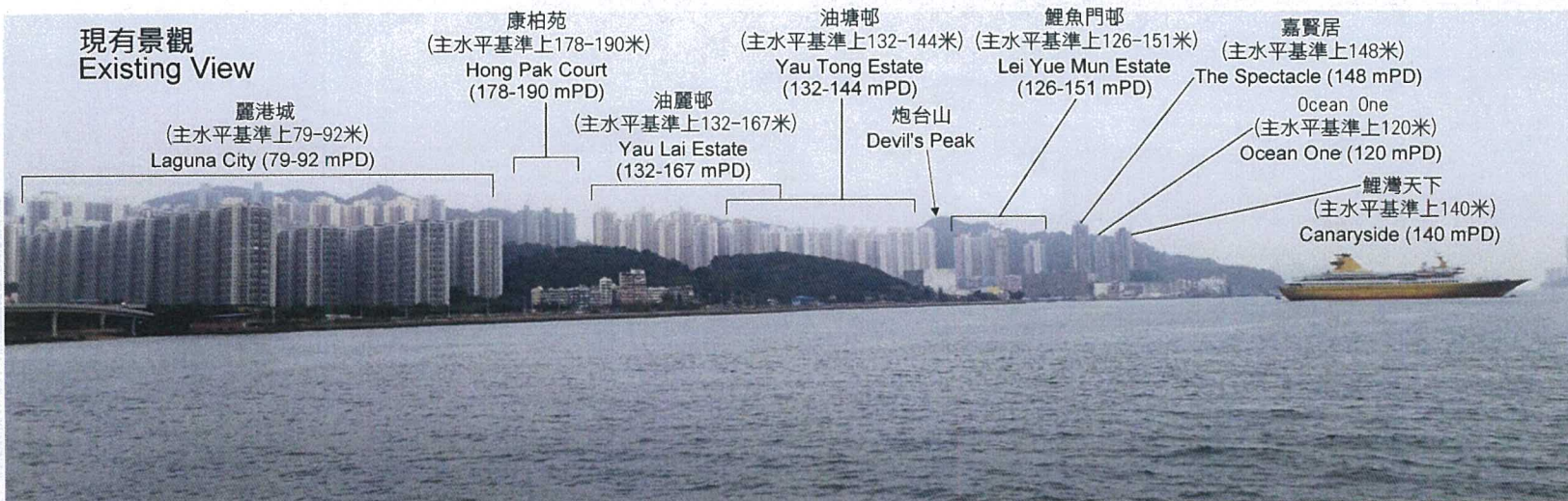
參考編號  
 REFERENCE No.

M/K15/16/47

圖 PLAN  
 4C



## 現有景觀 Existing View



## 擬議發展 Proposed Development



## 位置圖 LOCATION PLAN



本圖於2016年5月25日擬備，  
所根據的資料由香港鐵路有限公司及  
房屋署提交

PLAN PREPARED ON 25.5.2016  
BASED ON THE SOURCE SUBMITTED  
BY MTRCL AND HOUSING DEPARTMENT

## 合成照片 PHOTOMONTAGE

由啟德跑道公園眺望  
VIEW FROM KAI TAK RUNWAY PARK

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
4D





### 合成照片 PHOTOMONTAGE

由鯉魚門邨及鯉魚門廣場之間的行人天橋眺望  
VIEW FROM FOOTBRIDGE  
BETWEEN LEI YUE MUN ESTATE AND LEI YUE MUN PLAZA

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/16/47

圖 PLAN  
4E

本圖於2016年5月25日擬備，  
所根據的資料由香港鐵路有限公司提交  
PLAN PREPARED ON 25.5.2016  
BASED ON THE SOURCE SUBMITTED BY MTRCL



