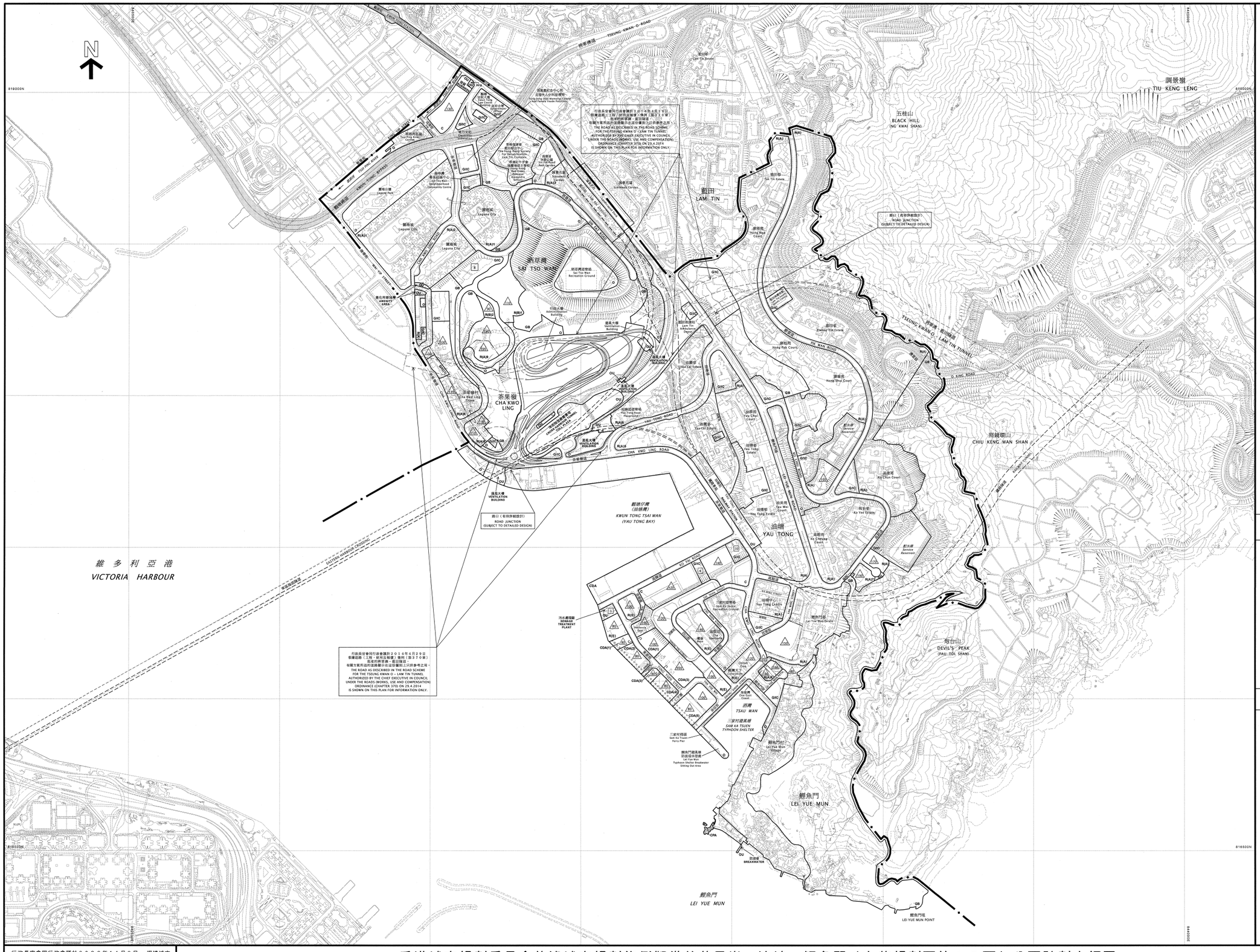
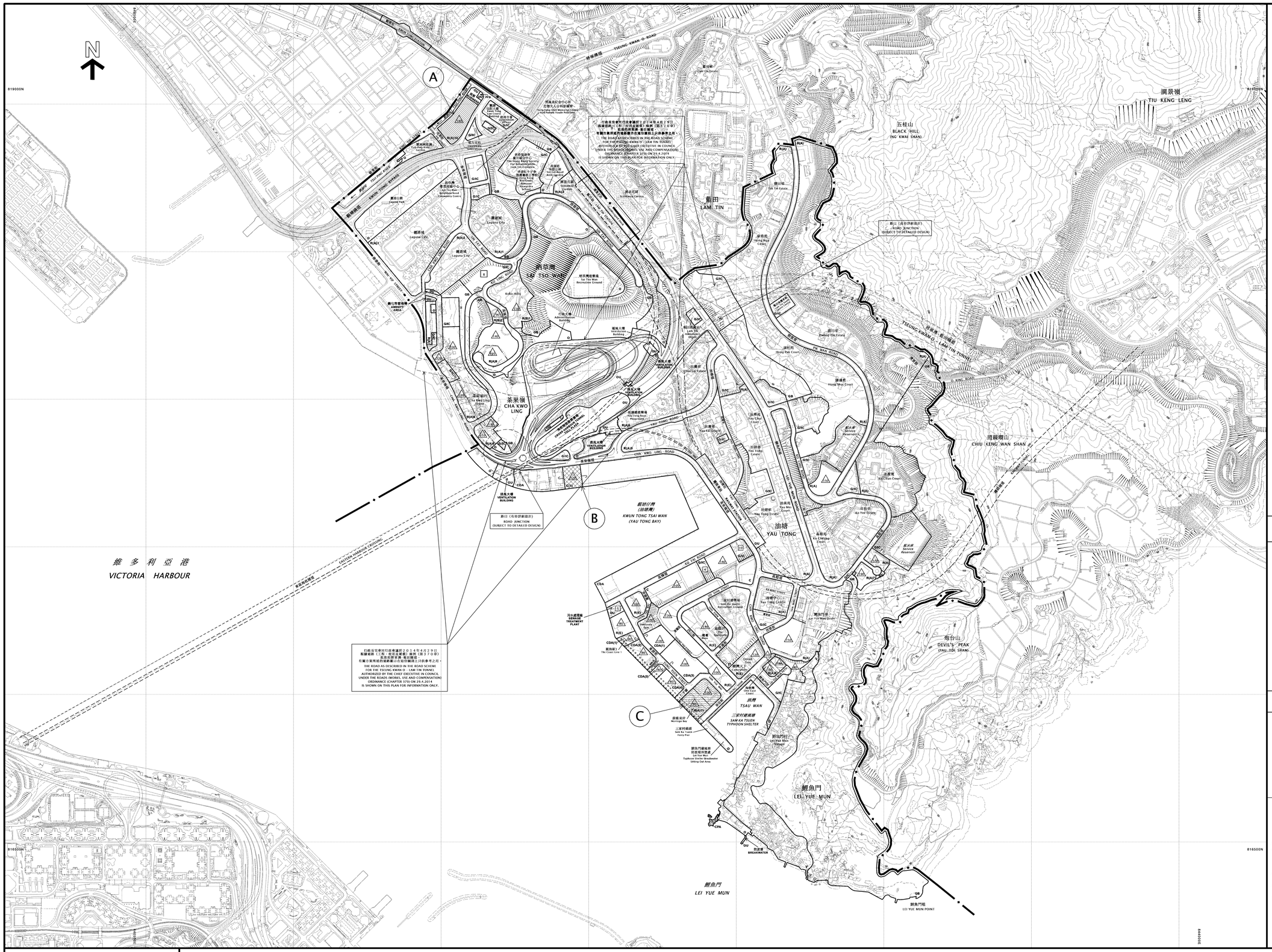

N
819000N
816500N
822000E
825000E
青衣
TSING YI
青衣北岸
TSING YI NORTH SHORE
青衣西岸
TSING YI WEST SHORE
青衣東岸
TSING YI EAST SHORE
青衣北橋
TSING YI NORTH BRIDGE
青衣西橋
TSING YI WEST BRIDGE
青衣東橋
TSING YI EAST BRIDGE
青葵路
TSING KWAI ROAD
青葵路 - 荔枝角道
TSING KWAI O - LAI CHI KOK ROAD
青葵路 - 藍田隧道
TSING KWAI O - LAM TIN TUNNEL
荔景山路
LAI KING HILL ROAD
荔景山路
LAI KING HILL ROAD
荔景路
LAI KING ROAD
荔景路
LAI KING ROAD
荔景路
LAI KING



圖例
NOTATION

ZONES — 地帶

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CPA	海岸保護區

COMMUNICATIONS — 交通

RAILWAY AND STATION	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) (100)	最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS) (10)	最高建築物高度（樓層數目）
PETROL FILLING STATION (P F S)	加油站
AREA DESIGNATED FOR 'WATERFRONT PROMENADE'	指定為「海濱長廊」的地區

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 HECTARES	% 百分率	用途
COMMERCIAL	3.53	1.34	商業
COMPREHENSIVE DEVELOPMENT AREA	12.41	4.70	綜合發展區
RESIDENTIAL (GROUP A)	84.42	31.98	住宅（甲類）
RESIDENTIAL (GROUP B)	1.90	0.72	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	19.18	7.27	政府、機構或社區
OPEN SPACE	18.64	7.06	休憩用地
OTHER SPECIFIED USES	5.37	2.03	其他指定用途
GREEN BELT	57.95	21.95	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
RIVER CHANNEL	1.06	0.40	河道
MAJOR ROAD ETC.	45.88	17.39	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/K15/27 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/27

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 B	修訂項目B項
AMENDMENT ITEM C	修訂項目C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

SCALE 1:5000 比例尺

米 METRES 100 0 200 400 600 800 METRES 米

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/K15/27A**

KOWLOON PLANNING AREA NO. 15

~~APPROVED~~ *DRAFT* CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/27*A*

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

NOTES

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

(1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.

(2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.

(3) (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.

(b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.

(c) For the purposes of subparagraph (a) above, "existing use of any land or building" means –

(i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as 'the first plan'),

- a use in existence before the publication of the first plan which has continued since it came into existence; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and

(ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.

(4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.

(5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.

(6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.

(7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except (a) where the uses or developments are specified in Column 2 of the Notes of individual zones or (b) as provided in paragraph (8) in relation to areas zoned "Coastal Protection Area":

(a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;

(b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

(c) maintenance or repair of watercourse and grave.

(8) In areas zoned "Coastal Protection Area",

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

(i) maintenance or repair of plant nursery, amenity planting, sitting out area, rain shelter, refreshment kiosk, road, watercourse, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, shrine and grave; and

(ii) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related

facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and

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

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

(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) 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.

(11) 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/K15/27*A*

Schedule of Uses

	Page
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	3
RESIDENTIAL (GROUP A)	7
RESIDENTIAL (GROUP B)	12
RESIDENTIAL (GROUP E)	14
VILLAGE TYPE DEVELOPMENT	19
GOVERNMENT, INSTITUTION OR COMMUNITY	21
OPEN SPACE	23
OTHER SPECIFIED USES	24
GREEN BELT	32
COASTAL PROTECTION AREA	33

COMMERCIAL

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 Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library ***Marine Related Facilities (on land designated "C(1)" only)*** Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital House ***Marina (not elsewhere specified) (on land designated "C(1)" only)*** Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

(Please see next page)

COMMERCIAL (Cont'd)

Planning intention

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

Remarks

(1) ***On land designated "Commercial" ("C"),*** ~~No~~***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) On land designated "C(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 11.0, or the plot ratio of the existing building, whichever is the greater.

~~(2)~~***(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 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.

(4) On land designated "C(1)", a public waterfront promenade of not less than 15m wide with an area of not less than 1,205m^2 and a public pedestrian passageway connecting the public waterfront promenade and Cha Kwo Ling Road shall be provided.

~~(3)~~***(5)*** In determining the maximum plot ratio for the purposes of paragraph***s*** (1) ***and (2)*** 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)~~***(6)*** 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) ***or (2)*** 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***s*** (1) ***and (2)*** above may thereby be exceeded.

~~(5)~~***(7)*** 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)~~ ***to (3)*** 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 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	A maximum PR of 4.5 and a maximum building height of 120m above Hong Kong Principal Datum A public waterfront promenade not less than 15m wide and with a site area not less than ~~24,700~~***23,495***m^2 A public vehicle park, as required by the Government, shall be provided
"CDA(1)" to "CDA(~~5~~***4***)" at Yau Tong Industrial Area	A maximum PR of 5.0 and the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan A public waterfront promenade not less than 15m wide as designated 'Waterfront Promenade' on the Plan ~~A public vehicle park with not less than 171 public vehicle parking spaces in the "CDA(5)" zone~~

(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) ***In determining the relevant maximum PR for the purposes of paragraph (3) above,*** ~~Notwithstanding paragraph (5) above,~~ any floor space that is constructed or intended for use solely as public vehicle park on land designated "CDA" at Yau Tong Bay, as required by the Government, may be disregarded.

(7) 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 Flat Government Use (not elsewhere specified) House Library Market Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (on land designated "R(A)7" only) Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)6", "R(A)8" ~~and~~**,** "R(A)9" ***, "R(A)10" and "R(A)11"*** only) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances (except on land designated "R(A)7") Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) (not elsewhere specified) Religious Institution School (not elsewhere specified) Shop and Services (not elsewhere specified) Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

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

Remarks

(1) On land designated "Residential (Group A)" ("R(A)"), "R(A)6", "R(A)7" and "R(A)9", 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 (~~12~~***15***) and/or (~~13~~***16***) 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 (~~12~~***15***) and/or (~~13~~***16***) 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)", "R(A)6", "R(A)7" and "R(A)9", 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 (GIC) facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(5) On land designated "R(A)10", 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.

~~(5)~~***(6)*** Except as otherwise provided herein, on land designated "R(A)1" to "R(A)3", "R(A)5"***,*** ~~and~~ "R(A)8"~~,~~ ***and "R(A)11",*** 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:

Sub-zone	Maximum Domestic Gross Floor Area	Maximum Non-Domestic Gross Floor Area
R(A)1	440,000m^2	15,000m^2
R(A)2	100,906m^2	4,568m^2
R(A)3	146,408m^2	1,200m^2
R(A)5	559,430m^2	82,350m^2

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

R(A)8	227,250m^2	30,300m^2
R(A)11	***44,750m^2***	***7,900m^2***

~~(6)~~***(7)*** 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***s***, 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)~~***(8)*** 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)~~***(9)*** 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)~~***(10)*** 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.

~~(10)~~***(11)*** On land designated "R(A)8"***,*** ~~and~~ "R(A)9" ***and "R(A)10"***, in determining the relevant maximum gross floor area/plot ratio, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

(12) On land designated "R(A)10", in determining the relevant maximum plot ratio, any floor space that is constructed or intended for use solely as public vehicle park, as required by the Government, may be disregarded.

(13) On land designated "R(A)11", a public waterfront promenade of not less than 15m wide as designated 'Waterfront Promenade' on the Plan and a public vehicle park shall be provided. In determining the maximum gross floor area, any floor space that is constructed or intended for use as public vehicle park shall be included for calculation.

~~(11)~~ ***(14)*** In determining the relevant maximum plot ratio/gross floor area, for the purposes of paragraphs (1), (2)***,*** ~~and~~ (5) ***and (6)*** 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.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

~~(12)~~ ***(15)*** 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) ***or (6)*** 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) ***and (6)*** above may thereby be exceeded.

~~(13)~~ ***(16)*** 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)***, (7)*** and ~~(8)~~***(9)*** above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

~~(14)~~***(17)*** Under exceptional circumstances, for developments and/or redevelopments, minor relaxation of the building gap restriction as stated in paragraph ~~(7)~~***(8)*** 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) 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)

Planning Intention

This zone is intended primarily for medium-density residential developments, where 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:

Sub-zone	Maximum plot ratio
R(B)1	4.5
R(B)2	3.3

(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 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open-air development or for building other than industrial or industrial-office building[@]	
Ambulance Depot 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 Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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

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

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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

Schedule II : for existing industrial or industrial-office building[@]

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

(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 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 addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum domestic and non-domestic plot ratio(s) stated in paragraph (1) above.

(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 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.

(4) 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.

(5) 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.

(6) 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 (3) 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 ***Field Study/Education/Visitor Centre*** ***Government Refuse Collection Point*** Government Use (Police Reporting Centre, Post Office only) House ***Public Convenience*** 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)# 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
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 Flat (Government Staff Quarters only) (on land designated "G/IC(1)" only) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat (not elsewhere specified) 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 (not elsewhere specified) Utility Installation for Private Project Zoo

(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

For "Business" only

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

Ambulance Depot
Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
~~Government Use (Police Reporting Centre, Post Office only)~~
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Institutional Use (not elsewhere specified)
Library

Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[Δ])
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
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

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility
Government Refuse Collection Point
~~Government Use (not elsewhere specified)~~
Hotel
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Non-polluting Industrial Use (not elsewhere specified)
Petrol Filling Station
School (not elsewhere specified)
Social Welfare Facility (excluding those involving residential care)
Warehouse (excluding Dangerous Goods Godown)
Wholesale Trade

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Business" only (Cont'd)

Schedule II: for industrial or industrial-office building [@]

Ambulance Depot
Art Studio (excluding those involving direct provision of services or goods)
Bus Depot
Cargo Handling and Forwarding Facility (not elsewhere specified)
Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Information Technology and Telecommunications Industries
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[Δ])
Office (excluding those involving direct provision of customer services or goods)
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
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)

Broadcasting, Television and/or Film Studio
Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Industrial Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Off-course Betting Centre
Office (not elsewhere specified)
Petrol Filling Station
Place of Recreation, Sports or Culture (not elsewhere specified)
Private Club
Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)
Vehicle Repair Workshop
Wholesale Trade

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

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:	In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:
Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Religious Institution School (excluding kindergarten) Shop and Services Training Centre	Social Welfare Facility (excluding those involving residential care)

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

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

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Planning Intention

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

Remarks

(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.

(2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading /unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.

(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Amenity Area" only	
Amenity Planting	Government Use Utility Installation not ancillary to the Specified Use

Planning Intention

This zone is intended primarily for the provision of landscaping and planting to enhance the quality of the environment.

GREEN BELT

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

Planning Intention

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

COASTAL PROTECTION AREA

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

Planning Intention

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

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

KOWLOON PLANNING AREA NO. 15

~~APPROVED~~*DRAFT* CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/27*A*

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 15

~~APPROVED~~ *DRAFT* CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/27*A*

Contents Page

1.	INTRODUCTION		1
2.	AUTHORITY FOR THE PLAN AND PROCEDURES		1
3.	OBJECT OF THE PLAN		3
4.	NOTES OF THE PLAN		3
5.	THE PLANNING SCHEME AREA		~~3~~*4*
6.	POPULATION		4
7.	LAND USE ZONINGS		
	7.1	Commercial	4~~5~~*5*
	7.2	Comprehensive Development Area	~~5~~*6*
	7.3	Residential (Group A)	~~9~~*10*
	7.4	Residential (Group B)	~~12~~*14*
	7.5	Residential (Group E)	~~13~~*14*
	7.6	Village Type Development	~~14~~*15*
	7.7	Government, Institution or Community	~~15~~*16*
	7.8	Open Space	~~16~~*17*
	7.9	Other Specified Uses	~~16~~*18*
	7.10	Green Belt	~~17~~*19*
	7.11	Coastal Protection Area	~~18~~*19*
	7.12	***Minor Relaxation Clause***	***19***
8.	COMMUNICATIONS		~~18~~*20*
9.	UTILITY SERVICES		~~19~~*21*
10.	CULTURAL HERITAGE		~~19~~*21*
11.	IMPLEMENTATION		~~20~~*22*

KOWLOON PLANNING AREA NO. 15

~~APPROVED~~ DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN NO. S/K15/27

(Being ~~an Approved~~***a 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/K15/27***A***. 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 Cha Kwo Ling, Yau Tong, Lei Yue Mun 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 OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

2.7 On 27 October 2015, 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 re-numbered as S/K15/23. On 5 April 2016, the CE in C referred the approved OZP No. S/K15/23 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.

2.8 On 11 April 2017, 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/K15/25. On 16 March 2021, the CE in C referred the approved OZP No. S/K15/25 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 26 March 2021 under section 12(2) of the Ordinance.~~ ***The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.***

~~2.9 On 3 December 2021, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/26 (the draft OZP), incorporating amendments mainly to include the rezoning of the Cha Kwo Ling Village and the adjoining area for housing development cum Government, institution or community (GIC) facilities and supporting roads from "Undetermined", "Open Space" ("O"), "Green Belt" ("GB"), "Government, Institution or Community" ("G/IC") and areas shown as 'Road' to "Residential (Group A)8" ("R(A)8"), "G/IC", "G/IC(1)", "Other Specified Uses" annotated "Amenity Area", "GB" and areas shown as 'Road', and rezoning of sites in the ex-Cha Kwo Ling Kaolin Mine Site from sub-zones of "Residential (Group B)" ("R(B)") and "O" to "R(A)9" was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 184 valid representations were received. On 20 May 2022, the representations were published for three weeks for public comment and a total of 5 valid comments were received. After giving consideration to the representations and comments on 5 August 2022, the Board decided not to uphold the representations and that no amendment should be made to the draft OZP to meet the representations.~~

~~2.10~~***2.9*** On 8 November 2022, 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/K15/27. ~~On 18 November 2022, the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~ ***On 2 September 2025, the Secretary for Development referred the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27 to the Board for amendment under 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 12 September 2025 under section 12(2) of the Ordinance.***

2.10 On XX XXX 2025, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/28 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include (a) rezoning of a site at the junction of Cha Kwo Ling Road and Shing Yip Street from "Commercial" ("C") to "Residential (Group A)10" ("R(A)10"); (b) rezoning of a site at Yau Tong Bay from "Comprehensive Development Area" ("CDA") to "C(1)"; and (c) rezoning of a site at the junction of Shung Shun Street and Yan Yue Wai from "CDA(5)" to "R(A)11".

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 ***of land*** within the Planning Scheme Area (the Area) can be put under statutory planning control.

3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

3.3 Since the Plan is to show broad land use zonings, there would be ~~cases that~~ ***situations in which*** 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) 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 control of development to meet changing needs.

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

5. THE PLANNING SCHEME AREA

5.1 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), planned residential developments in the Cha Kwo Ling and the ex-Cha Kwo Ling Kaolin Mine Site 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 developments. 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

Based on the ~~2016 Population By-census~~ ***2021 Population Census***, the population of the Area was estimated by the Planning Department as about ~~144,000~~ ***133,500*** persons. It is estimated that the planned population of the Area would be about ~~212,600~~ ***195,900*** persons.

7. LAND USE ZONINGS

7.1 "Commercial" ("C") - Total Area ~~4.03~~ ***3.53*** ha

7.1.1 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.

7.1.2 Two sites abutting Ko Fai Road at the north-western fringe of Yau Tong Industrial Area are zoned "C". 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. ***Developments within this zone are subject to a maximum PR of 12.0 so as not to aggravate the existing traffic problems in the Area.*** 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 (PVP). 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.~~

7.1.3 A site at Cha Kwo Ling Road to the north of Yau Tong Bay is zoned "C(1)". It is subject to a maximum PR of 11.0 and a maximum building height of 120mPD as stipulated on the Plan. A public waterfront promenade (PWP) shall be provided to connect the planned PWP of Yau Tong Bay. The width of the PWP is planned for 20m. To allow design variations with undulations in width, a minimum width of 15m is considered acceptable but the area of the PWP should be not less than 1,205m^2. The design of the promenade should include public landscape plantings, and its boundaries should tally with those of the adjacent PWP to avoid abrupt widening. A 24-hour at-grade 3m wide public pedestrian passageway shall be provided to connect the PWP and Cha Kwo Ling Road. A set of landing steps will be provided and opened for public use. An Air Ventilation Assessment (AVA) – Initial Study has been conducted by the project proponent and that adequate building and tower setbacks shall be provided within the development to facilitate air ventilation.

7.1.5*4* ~~A maximum PR of 12.0 is imposed on 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 The PR/GFA control under "C(1)" zone is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

~~7.1.6 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~~ ***12.41*** ha

7.2.1 This zone 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 Water Supplies Department ***(WSD)***'s ~~(WSD's)~~ salt water pumping station, the gas pigging station, the Civil Engineering and Development Department ***(CEDD)***'s ~~(CEDD's)~~ maintenance depot and the Hong Kong Ice and Cold Store***, except a site at Cha Kwo Ling Road to the north of Yau Tong Bay which zoned "C(1)"***. For the Yau Tong Industrial Area, there are ~~five~~***four*** "CDA" sub-zones, namely "CDA(1)" to "CDA(~~5~~*4*)", 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.

"CDA" at Yau Tong Bay

7.2.4 Development within the "CDA" at Yau Tong Bay 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. 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. A PVP, as required by the Government, shall be provided and any floor space that is constructed or intended for use solely as PVP on land designated "CDA" at Yau Tong Bay, as required by the Government, may be disregarded.

7.2.5 In view of the harbourfront location of the site, future development at the Yau Tong Bay "CDA" zone is restricted to a maximum building height of 120mPD. To allow design flexibility, more stringent building height restriction has not been proposed to some prominent parts of the site. However, lower building height of 60mPD should be considered at the two western outermost ends of the "CDA" zone to maintain a more intertwined relationship with the harbour edge as recommended in the Waterfront Building Height Concept in the Stage II Study on Review of the Metroplan. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and ***non-building area (NBA)*** ~~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~~***PWP*** should be provided within the "CDA" zone to connect with the waterfront of Kai Tak. The width of the ~~public waterfront promenade~~***PWP*** 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~~***PWP*** should not be less than ~~24,700~~***23,495*** m^2. 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 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 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 ~~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 based on individual merits of a development or redevelopment proposal. Each application will be considered on its own merits.~~ 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.

<u>"CDA(1)" to "CDA(~~5~~*4*)" at Yau Tong Industrial Area</u>

7.2.8 The "CDA(1)" to "CDA(~~5~~*4*)" 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 WSD's Yau Tong Salt Water Pumping Station. 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~~***four*** "CDA" sub-zones are restricted to a maximum PR of 5.0. A planning brief 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)"~~,~~ ***and*** "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)"~~,~~ ***and*** "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~~***PWP*** of not less than 15m wide shall be provided in the "CDA(1)" to "CDA(~~5~~***4***)" 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 specified in the planning brief. Subject to the ~~air ventilation assessment~~***AVA*** 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 PVP with not less than 171 public vehicle parking spaces shall be provided in the "CDA(5)" zone to meet the local demand and shall be included in the calculation of maximum PR.~~

~~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. Each application will be considered on its own merits.~~

7.3 "Residential (Group A)" ("R(A)") - Total Area ~~82.39~~ ***84.42*** ha

7.3.1 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.

7.3.2 Existing public rental housing developments 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/subsidised 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 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 of 440,000m^2 and maximum non-domestic GFA of 15,000m^2, and the remaining site zoned "R(A)2" and subject to the maximum domestic GFA of 100,906m^2 and the maximum non-domestic GFA of 4,568m^2. 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 of 146,408m^2 and the maximum non-domestic GFA of 1,200m^2. The northern portion of Sceneway Garden falls within the Kwun Tong (South) OZP outside the Area.

7.3.7 Yau Lai Estate is zoned "R(A)5" subject to the maximum domestic GFA of 559,430m^2 and the maximum non-domestic GFA of 82,350m^2.

7.3.8 The "R(A)" sites at Yan Wing Street and at the junction of Ko Chiu Road and Pik Wan Road are subject to a maximum building height 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 of 7.5 and the maximum building height 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 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 The "R(A)8" site in Cha Kwo Ling is intended for residential housing development which is subject to a maximum domestic GFA of 227,250m^2 and a maximum non-domestic GFA of 30,300m^2, and maximum building heights of 110mPD/130mPD as stipulated on the Plan. In determining the relevant maximum GFA for land designated "R(A)8", any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

7.3.12 A Grade 3 historic building, namely the Law Mansion, is identified within the "R(A)8" site in Cha Kwo Ling which would be preserved in-situ for adaptive reuse. In the design stage of site formation and infrastructure work, a Heritage Impact Assessment (HIA) will be conducted in accordance with the prevailing Government's Technical Circular and in consultation with the Antiquities and Monuments Office (AMO) of the Development Bureau (DEVB). Besides, there are some buildings/structures that have eye-witnessed the socio-economic development of Cha Kwo Ling Village, for instance, the remaining building of Porcelain Factory, Sze Shan Public School, office of Cha Kwo Ling Villagers Fraternity Association, and 212 Cha Kwo Ling Road. Subject to the HIA's findings, some heritage fabrics/character defining elements of the above-mentioned buildings/structures may need to be conserved and displayed within the housing site with interpretation information.

7.3.13 An area of not less than 900m^2 at the south-eastern periphery of the "R(A)8" site in Cha Kwo Ling is designated as a buffer area. This buffer area, will be open for public enjoyment and act as a transition between the proposed housing development therein and the Tin Hau Temple at Cha Kwo Ling Road (a Grade 3 historic building). Appropriate design in the buffer area for a better integration with the adjoining Tin Hau Temple should be adopted. Provision requirement of the buffer area will be specified in the lease document, subject to agreement with relevant Government departments.

7.3.14 An ~~Air Ventilation Assessment~~***AVA***-Expert Evaluation (AVA-EE) under the Site Formation and Infrastructural Works for Proposed Public Housing Developments at Kowloon East – Feasibility Study has been carried out for the "R(A)8" site and several design measures have been proposed in the assessment, for example, building separations of not less than 15m, urban window of not less than 20m in width, etc., to alleviate the potential air ventilation impacts on the surrounding wind environment. These measures should be adopted in the proposed development to enhance the air ventilation/visual permeability towards the waterfront.

7.3.15 The "R(A)9" site in ex-Cha Kwo Ling Kaolin Mine Site is intended for residential housing development and is subject to a total PR of 9.0 with a maximum domestic PR of 7.5, and with maximum building heights of 135mPD/140mPD as stipulated on the Plan. In determining the relevant maximum PR, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded.

7.3.16 The "R(A)10" site at the junction of Cha Kwo Ling Road and Shing Yip Street is intended for a residential development and is subject to 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, and a maximum building height of 140mPD as stipulated on the Plan. A

PVP and social welfare facilities shall be provided. A 24-hour public pedestrian passageway shall be provided to connect the existing footbridge network and the ground level near Tsui Ping River. A NBA of not less than 3m wide along the northwestern boundary facing Tsui Ping River, 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. The NBA requirements will not apply to underground development. In the event that the requirement of NBAs could not be met in the future development scheme, further AVA should be conducted by the project proponent(s) to demonstrate that the wind performance of the eventual development would not be worse than the scheme adopted in the AVA 2014 and 2024.

7.3.17 The "R(A)11" site at the junction of Shung Shun Street and Yan Yue Wai has been developed into a residential development, namely Montego Bay. Development within this sub-zone is subject to a maximum domestic GFA of 44,750m² and a maximum non-domestic GFA of 7,900m², and maximum building heights of 80mPD (the waterfront portion) and 100mPD (the inland portion) as stipulated on the Plan. A PWP of not less than 15m wide shall be provided on land designated 'Waterfront Promenade' on the Plan, which also covers a section of Shung Shun Street. These sections of waterfront promenade form part of the continuous waterfront promenade from Lei Yue Mun to Yau Tong Bay and then to Kai Tak. A NBA of not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street shall be provided. A PVP shall be provided to meet the demand and shall be included in the calculation of maximum PR.

7.3.~~16~~*18* At detailed design stage, quantitative ~~air ventilation assessments~~***AVAs*** 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.~~17~~*19* In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PR/GFA 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.

~~7.3.18 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.~~

7.3.~~19~~***20*** The PR/GFA control under "R(A)8"~~, and~~ "R(A)9"***, and "R(A)10"*** zones is regarded as being stipulated in a "new or amended statutory plan" according to the Joint Practice Note No. 4 "Development Control Parameters Plot Ratio/Gross Floor Area", and shall be subject to the streamlining arrangements stated therein.

7.4 "Residential (Group B)" ("R(B)") - Total Area 1.90 ha

7.4.1 The planning intention of this zone is primarily for medium-density residential developments, where commercial uses serving the residential neighbourhood may be permitted on application to the Board.

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

Sub-zone	Maximum PR
R(B)1	4.5
R(B)2	3.3

7.4.3 The "R(B)1" and "R(B)2" zones are subject to maximum building heights of 110mPD and 90mPD respectively as stipulated on the Plan.

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 zone 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 (other than non-polluting 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 heights 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 zone ***covers Lei Yue Mun Village which is not a recognised village under the New Territories Small House Policy published by the Lands Department. It*** 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. ***According to the Development Blueprint for Hong Kong's Tourism Industry 2.0 promulgated by the Culture, Sports and Tourism Bureau (2024), Lei Yue Mun will be integrated into East Kowloon and Kai Tak Development Area as a large-scale project for improvements to unleash their potential as tourist hotspots. The Government has already improved the facilities along the Lei Yue Mun waterfront, enhanced its connectivity and converted a vacant Government school premises into an educational, cultural, heritage and arts centre in the area. Provision is allowed for uses in support of the village character and policy initiatives.***

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 19.18 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, 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 developments. A clinic is planned to be incorporated in the proposed public housing development at Pik Wan Road Site A.

7.7.3 Major proposed GIC developments include a social welfare complex at the junction of Lei Yue Mun Path and Lei Yue Mun Praya Road, a primary school at the ex-Cha Kwo Ling Kaolin Mine Site near Sin Fat Road, a joint user Government complex at Fan Wa Street, and a sub-divisional fire station cum ambulance depot at a site zoned "GIC(1)" abutting Cha Kwo Ling 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 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 18.64 ha

7.8.1 This zone is intended primarily for 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.

7.8.2 Open spaces are distributed throughout the Area 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, Tsui Ping River Garden, 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 developments, HOS developments, comprehensive residential developments, and/or some 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 might be smaller than those shown on the OZP, subject to the detailed design by relevant departments.

7.8.4 In order to enhance the attractiveness of Lei Yue Mun waterfront and provide a more direct access for visitors to the seafood restaurants in Lei Yue Mun, a strip of coastal area to the south of Lei Yue Mun Village is reserved for an open space with a waterfront promenade and public landing facilities that would be provided under the Lei Yue Mun Waterfront Enhancement Project. 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 5.37 ha

7.9.1 This zone covers land allocated for specific uses, which include Business, Sewage Treatment Plant, Ventilation Building, Cross Harbour Tunnel Toll Plaza, Railway Station, Petrol Filling Station, Breakwater and Amenity Area.

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, 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. A proposed breakwater under the Lei Yue Mun Waterfront Enhancement Project is located to the south of Lei Yue Mun Village.

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 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 business uses. Under this zoning, a mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always in new "business" buildings permitted. 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 in the existing industrial buildings within this zone. Development within this zone should make reference to the relevant Town Planning Board Guidelines.

7.9.5 Two sites abutting Cha Kwo Ling Road are zoned "OU" annotated "Amenity Area" for roadside amenity areas and landscape buffer to enhance the quality of the environment.

7.10 "Green Belt" ("GB") - Total Area 57.95 ha

7.10.1 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.

7.10.~~1~~*2* This zone 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.

7.10.~~2~~*3* The slopes near the Hong Kong Society for Rehabilitation Lam Tin Complex, surrounding Sai Tso Wan Recreation Ground, to the south of the ex-Cha Kwo Ling Kaolin Mine Site, to the northeast of Cha Kwo Ling Village and to the south of Hong Pak Court; 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.

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

7.11.1 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.

7.11.2 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.

7.11.3 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.

7.12 Minor Relaxation Clause

7.12.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or

redevelopment proposal, minor relaxation of the development restrictions (except the building gap as specified in paragraph 7.12.2) as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

7.12.2 As for the development restriction(s) on building gap, for developments and/or redevelopments, minor relaxation of such restriction(s) as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance under exceptional circumstances.

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 developments 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 commenced 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. A number of bus termini are conveniently located to serve the community.

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 ***Within the boundary of the Area, there are four Grade 3 historic buildings, i.e.*** Tin Hau Temple at Cha Kwo Ling Road ***(Grade 3)***, Tin Hau Temple at Ma Wan Tsuen of Lei Yue Mun ***(Grade 3)***, Old Quarry Site Structures at Lei Yue Mun ***(Grade 3)***, and the Law Mansion at Nos. 50A, 51 and 51A~~,~~ Cha Kwo Ling Road ~~are (~~Grade 3~~) historic buildings/structures 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 Besides, there are some buildings/structures that have eye-witnessed the socio-economic development of Cha Kwo Ling Village, for instance, the remaining building of Porcelain Factory, Sze Shan Public School, office of Cha Kwo Ling Villagers Fraternity Association, and 212 Cha Kwo Ling Road.~~

10.2 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the Antiquities Advisory Board (AAB), new items for grading assessment, Government historic sites identified by AMO of DEVB and sites of archaeological interest (SAIs) are published on AMO's website https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html. The lists will be updated from time to time.

10.3 Prior consultation with ~~the~~ AMO of ~~the~~ DEVB ~~is required~~ ***should be made*** for any ***works,*** development, redevelopment or rezoning proposals that may affect the~~ above graded~~ ***declared monuments, proposed monuments,*** historic buildings ***and sites graded by AAB***~~/structures~~, new items ~~pending~~ ***for*** grading assessment ~~by AAB~~, ***Government historic sites identified by AMO of DEVB, SAIs,*** any other historic structures identified at the HIA ~~and their immediate environs.~~ ***or any other buildings/structures identified with heritage value, both at grade and underground, and the immediate environs of the aforementioned items.***

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 ***departments***. 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~~ ***consideration of*** 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***/layout plans*** are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~NOVEMBER 2022~~ ***OCTOBER 2025***

AtkinsRéalis

土木工程拓展署
Civil Engineering and Development Department

Agreement No. CE 20/2023 (CE)
Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing and Other Developments in Zone 2 (2023 - 2027) - Feasibility Study (Task Order 1 – Cha Kwo Ling Road)

Final Planning Report (PR) for Amendment to Outline Zoning Plans (Rev.3)

5221603(TO1)-OR018-03

October 2025

Notice

This document and its contents have been prepared and are intended solely as information for Civil Engineering and Development Department and use in relation to this Assignment.

阿特金斯睿萊亞洲有限公司 AtkinsRealis Asia Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document History

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 0	First Issue	Various	Henry CHUNG	Sean WONG	Louis LAU	3 Dec 2024
Rev 1	Second Issue	Harry NG	Henry CHUNG	Sean WONG	Louis LAU	4 Aug 2025
Rev 2	Third Issue	Harry NG	Henry CHUNG	Sean WONG	Louis LAU	12 Sep 2025
Rev 3	Fourth Issue	Harry NG	Henry CHUNG	Sean WONG	Louis LAU	2 Oct 2025

Issue Record

Client	Civil Engineering and Development Department
Project	Agreement No. CE 20/2023(CE) Term Consultancy for Site Formation and Infrastructure Works for Proposed Housing and Other Developments in Zone 2 (2023 - 2027) - Feasibility Study (Task Order 1 – Cha Kwo Ling Road))
Document Title	Final Planning Report (PR) for Amendment to Outline Zoning Plans (Rev.3)
Job number	5221603
Copy No.	01-17 Distribution List 18 ACL (Office Copy)
Document Reference	5221603(TO1)/20.10/OC096/LL/SW/HC/HN/fl

Distribution (if insufficient space, please use separate paper)

Controlled Copy No.	Issued to
01	CEDD/East Development Office
02	DEVB/EKEO
03	DSD/Headquarters/Technical Support Group
04	DSD/Operations & Maintenance Branch/Mainland South Division
05	EPD/Environmental Assessment Division/Territory South Group
06	FSD/Corporate Strategy Command/Planning Group
07	HAD/Kwun Tong District Office/District Management Team
08	HyD/Urban Region/District and Maintenance Section
09	LandsD/Lands Administration Office/District Lands Office, Kowloon East
10	LandsD/ Lands Administration Office/Land Supply Section
11	LCSD/Administration Division/Planning Section
12	PlanD/District Planning Branch/Metro District Planning Division
13	PlanD/ Urban Design & Landscape Section
14	SWD/ Headquarters/Planning & Development Branch /Project Planning Section (Team 1)
15	TD/Urban Regional Office/Transport Operations (Urban) Division
16	TD/Urban Regional Office/Transport Engineering (Kln.) Division
17	WSD/New Works Branch/Construction Division
18	AtkinsRealis Office

Table of contents

Chapter		Page
1.	**Introduction**	**1**
1.1	Background	1
1.2	Structure of the Report	1
1.3	Abbreviation	1
2.	**Overview**	**4**
2.1	Site Context	4
2.2	Key Considerations	7
2.3	Justifications for Residential Development and Zoning Amendment	11
2.4	Proposed Zoning Amendment	13
2.5	Proposed Development	13
2.6	Flexible Design Option	16
3.	**Technical Assessments**	**17**
3.1	Traffic Aspect	17
3.2	Drainage Aspect	32
3.3	Sewerage Impact	33
3.4	Water Supply Impact	35
3.5	Utility Impact Assessment	36
3.6	Environmental Impact	37
3.7	Landscape and Visual Aspect	45
3.8	Air Ventilation Impact	59
3.9	Geotechnical and Site Formation Impact	63
3.10	Heritage Impact	63
4.	**Conclusion**	**64**

Tables

Table 2.1	Nearby Residential Developments near the Site
Table 2.2	Summary of Required Buffer Distance
Table 2.3	Details of the Welfare Facilities
Table 2.4	Summary of Proposed Development Scheme
Table 3.1	Proposed Parking and Loading / Unloading Facilities Provision
Table 3.2	PVP Utilization at the Site
Table 3.3	Summary of Required Parking and Loading/Unloading Facilities
Table 3.4	TIA Assessment Scenarios
Table 3.5	Junctions Performance
Table 3.6	Junction Performance with Proposed Enhancement Works
Table 3.7	Road Link Assessment
Table 3.8	Estimated Traffic Queue Length
Table 3.9	Estimated Queue Probability at Site Ingress
Table 3.10	Existing Public Transport Services
Table 3.11	2030 Background Concentration Predicted by PATH v3.0 Mode
Table 3.12	Road Types of Surrounding Roads and HKPSG Air Buffer Distance Requirement
Table 3.13	Summary of Predicted Road Traffic Noise Results – Base Case Scenario
Table 3.14	Predicted Fixed Plant Noise Levels at NSRs
Table 3.15	Predicted Rail Noise Level at Representative NSR
Table 3.16	Summary of Surveyed Trees with DBH >95mm at 1.3m above Ground Level
Table 3.17	Maintenance Departments for Trees Proposed to be Removed
Table 3.18	Unmitigated Impacts on Landscape Character Areas
Table 3.19	Unmitigated Impacts on Landscape Resources
Table 3.20	Key Public Viewing Points
Table 3.21	Visual Impacts on Key Public Views
Table 3.22	Summary of Ratings of Visual Impacts
Table 3.23	Additional Mitigation Measures for Landscape and Visual Impact
Table 3.24	Significance of Residual Impacts After Mitigation
Table 3.25	Compensation Tree Planting Proposal
Table 3.26	New Tree Planting Proposal

Figures

Figure 2.1 Location Plan of Study of Task Order 1
Figure 2.2 Location Plan for Surrounding Land Uses and Development
Figure 2.3 Gazette Plan
Figure 2.4 Master Layout Plan
Figure 2.5a Section Plan
Figure 2.5b Section Plan (with Conceptual Landscape)
Figure 2.6 Floor Plan
Figure 2.7 Open Space Indicative Plan
Figure 2.8 Conceptual Landscape Plan (with mitigation measures)
Figure 3.1 Development Layout and Access Arrangement Plan
Figure 3.2 Anticipated Development Traffic Routings
Figure 3.3 Existing and Future Pedestrian Network Plan
Figure 3.4a Screenlines for Local Area Traffic Model
Figure 3.4b Key Junctions and Road Links
Figure 3.5 Preliminary Junction Modification Plan
Figure 3.6 Existing Nearby Public Transport Facilities Plan
Figure 3.7 Existing Drainage Layout Plan
Figure 3.8 Proposed Drainage Layout Plan
Figure 3.9 Existing Sewerage Layout Plan
Figure 3.10 Proposed Sewerage Layout Plan
Figure 3.11 Existing Fresh Water Main
Figure 3.12 Existing Salt Water Main
Figure 3.13 Proposed Fresh Water Main
Figure 3.14 Proposed Salt Water Main
Figure 3.15 Existing Power Supply System
Figure 3.16 Existing HGC Cable System
Figure 3.17 Existing HKBN Cable
Figure 3.18 Existing HKT Cable
Figure 3.19 Existing TGT Cable
Figure 3.20 Existing GAS Supply System
Figure 3.21 Existing WSD Cable
Figure 3.22 Proposed Power Supply System
Figure 3.23 Proposed HGC Cable System
Figure 3.24 Proposed HKBN Cable System
Figure 3.25 Proposed HKT Cable System
Figure 3.26 Proposed TGT Cable System

Figure 3.27 Proposed GAS Supply System
Figure 3.28 Recommended Air Buffer Distance
Figure 3.29 Demarcation of Prohibited Area for Air Sensitive Uses
Figure 3.30 300m Noise Study Area
Figure 3.31 Representative Noise Sensitive Receivers for Road Traffic Noise
Figure 3.32 Locations of Potential Fixed Plant Noise Sources
Figure 3.33 Representative Noise Sensitive Receiver for Railway Noise
Figure 3.34 Identified Potential Water Quality Sensitive Receiver
Figure 3.35 Proposed Noise Mitigation Measure at Domestic Portion for Road Traffic Noise
Figure 3.36 Tree Assessment Schedule
Figure 3.37 Tree Survey Plan
Figure 3.38 Tree Photos
Figure 3.39 Tree Treatment Plan
Figure 3.40 Landscape Character Area
Figure 3.41 Photo of Landscape Character Area
Figure 3.42 Landscape Resources
Figure 3.43a Key Public Viewpoints
Figure 3.43b Key Public Viewpoints Photos
Figure 3.44 VP1– Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street (300m, +27.4mPD)
Figure 3.45 VP2 – Kwun Tong Recreation Ground (300m, +7.6mPD)
Figure 3.46 VP3 – Sai Tso Recreation Ground (740m, +79.6mPD)
Figure 3.47 VP4 – Connecting Footbridge between Laguna City and Sin Fat Road (220m, +22.7mPD)
Figure 3.48 VP5 – Roof Garden of Cha Kwo Ling Promenade (510m, +12.4mPD)
Figure 3.49 VP6 – Tsui Ping River Garden (130m, +5.7mPD)
Figure 3.50 Annual and Summer Wind Flow
Figure 3.51 Major Wind Flow of Development Scheme under NE & ENE Winds
Figure 3.52 Major Wind Flow of Development Scheme under E Winds
Figure 3.53 Major Wind Flow of Development Scheme under WSW & SW Winds
Figure 3.54 Major Wind Flow of Development Scheme under SE & ESE Winds

1. Introduction

1.1 Background

1.1.1 The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. In the short to medium term, the Government will continue to optimise the use of built-up land and its surrounding areas to meet the demand of the public for land for housing and other development purposes.

1.1.2 A potential site (the Site) located to Cha Kwo Ling Road has been identified for the various land uses such as housing development, but not limited to commercial, industrial and other specified uses. The Site is located in the eastern part of New Kowloon area. The site is currently "Commercial" ("C") on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27. The Site is located adjacent to the existing New City Centre (Lot No, KTIL330) to the north of the Site. Tsui Ping River is located to the west of the Site while Tsui Ping River Garden is at the South West of the Site. The Site is enclosed by Shing Yip Street in the South West and Cha Kwo Ling Road in the East, with Cha Kwo Ling Road Substation and Kwun Tong Law Courts on the other side of Cha Kwo Ling Road in the East of the Site. The southern portion of the Site is currently allocated to DSD as a temporary works area under GLA-TNK 2587 and the northern portion of the Site is currently used as open car park under KX2956. Nos. of industrial buildings in Kwun Tong East were identified in the west of the Site. Tsui Ping River Garden, Laguna Park and residential housing blocks are in south of the Site

1.1.3 To support the rezoning of the Site for the proposed residential development (the Development), technical feasibility study has been conducted to ascertain the technical feasibility, with a view to determine the scope of infrastructure works to support the Development and formulate mitigation measures against the impacts arising from the Development and infrastructure works, as well as those arising from the surrounding areas onto the Development.

1.2 Structure of the Report

1.2.1 This Report contains the following sections in addition to this introduction:

- Section 2 reviews the Site and its planning context for identification of key issues and constraints to be addressed in formulating the Development;
- Section 3 summaries the findings from the technical assessments; and
- Section 4 presents the conclusion

1.3 Abbreviation

1.3.1 The following abbreviations are used in this Report:

ADWF	Average Dry Weather Flow
AQOs	Air Quality Objectives

ASRs	Air Sensitive Receivers
BH	Building Height
CLP	China Light and Power Ltd
DFC	Design Flow/Capacity Ratio
DP	Designated Project
DSD	Drainage Services Department
EAS	Environmental Assessment Study
EIAO	Environmental Impact Assessment Ordinance
EPD	Environmental Protection Department
FWSR	Fresh Water Service Reservoir
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning
GFA	Gross Floor Area
GIC	Government, Institution and Community
G/IC	Government, Institution or Community
GMB	Green Minibus
HKPSG	Hong Kong Planning Standards and Guidelines
LCA	Landscape Character Areas
LTHS	Long Term Housing Strategy
LR	Landscape Resources
LVIA	Landscape and Visual Impact Assessment
L/UL	Loading / Unloading
MDD	Mean Daily Demand
MLD	Million Litre Per Day
MTR	Mass Transit Railway
MTRCL	MTR Corporation Limited
NIA	Noise Impact Assessment
NSRs	Noise Sensitive Receivers
OU	Other Specified Uses
OZP	Outline Zoning Plan
PTI	Public Transport Interchange
PDWF	Peak Dry Weather Flow
R(A)	Residential (Group A)
RC	Reserve Capacity
SDM	Stormwater Design Manual
SI	Site Investigation
SAI	Site of Archaeological Interest
SWPS	Salt Water Pumping Station
SWSR	Salt Water Service Reservoir

TD	Transport Department
TIA	Traffic Impact Assessment
TPEDM	Territorial Population and Employment Data Matrix
VPs	Viewing Points
WSD	Water Supplies Department
WSRs	Water Sensitive Receivers

2. Overview

2.1 Site Context

A. Location

2.1.1 The Site is predominantly surrounded by various GIC facilities and ‘’Other Specific Uses (OU)’’ zone intermixed with open space, residential and commercial buildings. The Site is bounded by New City Centre on the northeast, Tsui Ping River on the northwest, Cha Kwo Ling Road on the southeast and Shing Yip Street on the southwest. Location plan of the Site is shown in **Figure 2.1**.

B. Land Use Zoning and Land Status

2.1.2 The Site falls into an area zoned “Commercial” in accordance with approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 on 8 November 2022. The site currently falls within an area with building height restriction (BHR) of +130mPD). “Planning Intention”, This zone was intended primarily for commercial developments, which might include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.

C. Existing Land Use

2.1.3 Currently, the southern part of the Site is allocated to DSD as a temporary works area under GLA-TNK 2587. The northern portion of the Site is used as a temporary open carpark under KX2956. The temporary Work Area allocated to DSD is terminable by either DSD or LandsD serving to release one month prior notice. And the car park would require close liaison with LandsD will be required to come up with an appropriate programme for the implementation of the proposed housing development.

D. Surrounding Land Uses and Development

2.1.4 The Site is predominantly surrounded by various GIC facilities and intermixed with open space, residential, industrial and commercial buildings and has the following characteristics.

D1 - Residential Developments

2.1.5 In proximity to the Site boundary, there is a number of high-rise high-density residential developments including Laguna City Block, Lei On Court, Lei Ting House, Tsui Ping (North) Estate, Tsui Ping (South) Estate, Sceneway Garden, Kwun Tong Mansion and Kwun Tong Disciplined Services Quarters with BH ranging from +58.5mPD to +152.8mPD and mixed with a number of GIC facilities. The locations of the residential developments are indicated in **Table 2.1** and **Figure 2.2**.

Table 2.1 - Nearby Residential Developments near the Site

Residential Development		Housing Type	OZP Zoning	Existing Building Height (mPD)(1)	Max. GFA/PR and BHR stipulated under OZP
Laguna City	麗港城	Private	R(A)1 and R(A)2	79.9 - 92.2	R(A)1: Domestic GFA: 440,000m^2 Non-domestic GFA: 15,000m^2 R(A)2: Domestic GFA: 100,906m^2 Non-domestic GFA: 4,568m^2 BHR: Nil
Lei On Court	鯉安苑	Public	R(A)	126.4 - 129.2	Domestic PR: 7.5* or Total PR: 9.0** BHR: Nil
Tsui Ping (North) Estate	翠屏北邨	Public	R(A)	72.9 -112.9	Domestic PR: 7.5* or Total PR: 9.0** BHR: Nil
Tsui Ping (South) Estate	翠屏南邨	Public	R(A)	76.3 - 127.4	Domestic PR: 7.5* or Total PR: 9.0** BHR: Nil
Sceneway Garden	匯景花園	Private	R(A)1, R(A)3	123.8 - 152.8	R(A)1: Domestic GFA: 134,352m^2 Non-domestic GFA: 22,405m^2 R(A)3: Domestic GFA: 146,408m^2 Non-domestic GFA: 1,200m^2
Kwun Tong Disciplined Service Quarters	觀塘紀律部隊宿舍	Private	R(A)	109.8	Domestic PR: 7.5* or Total PR: 9.0** BHR: Nil
Kwun Tong Mansion	觀塘大廈	Private	R(B)	58.5	PR: 5.0* BHR: Nil

*For a domestic building
**For a partly domestic and partly non-domestic building
(1): The height of roof top structure is included.

2.1.6 Laguna City is a large-scale private residential development which was built by phases since 1990. The development falls within areas zoned "R(A)1" and "R(A)2" on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP. According to the Notes of the OZP, it is intended primarily for high-density

residential developments and commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential of an existing building. On land designated "R(A)1", the development is subject to a maximum domestic GFA of 440,000m^2 and a maximum non-domestic of 15,000m^2 (equivalent to domestic PR 4.98 and non-domestic PR 0.17); and on land designated "R(A)2", the development is subject to a maximum domestic GFA of 100,906m^2 and a non-domestic GFA of 4,568m^2 (equivalent to domestic PR 4.86 and non-domestic PR 0.22).

2.1.7 Lei On Court is a Home Ownership Scheme development which was built in 2002. Tsui Ping (South) Estate and Tsui Ping (North) Estate are public housing estates which were built in 1989 and by phases from 1982 to 1998 respectively. Kwun Tong Disciplined Services Quarters is a departmental quarter for disciplined services staffs which was completed in 2019. These estates fall within areas zoned "R(A)" on the approved Kwun Tong (South) OZP, which is subject to a maximum PR of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, of which the domestic part should not exceed 7.5, or the PR of the existing building, whichever is the greater.

2.1.8 Sceneway Garden is a topside private residential development at MTR Lam Tin Station which was built since 1991. The development fall within areas partly zoned "R(A)1" on the approved Kwun Tong (South) OZP and partly zoned "R(A)3" on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP. On land designated "R(A)1", the development is subject to a maximum domestic GFA of 134,352m^2 and a maximum non-domestic GFA of 22,405m^2 (equivalent to domestic PR 5.15 and non-domestic PR 0.86); and on land designated "R(A)3", the development is subject to a maximum domestic GFA of 146,408m^2 and a non-domestic GFA of 1,200m^2 (equivalent to domestic PR 7.04 and non-domestic PR 0.06).

2.1.9 Kwun Tong Mansion is long-standing private residential developments which was built in 1965. The development falls within areas zoned "R(B)" on the approved Kwun Tong (South) OZP. According to the Notes of the OZP, it is intended primarily for medium-density residential developments. The developments within the "R(B)" zone are subject a maximum PR of 5.0, or the PR of the existing building, whichever is the greater.

D2 – Industrial and Commercial Development

2.1.10 To the immediate north of the Site is New City Centre. At the west of the Site across Tsui Ping River are numerous commercial and industrial buildings including Kwun Tong Industrial Centre, East Sun Industrial Building, Mai Hing Industrial Building, Manulife Financial Centre, APM Millenium City 5, Hoi Luen Industrial Centre and Fu Hop Factory Building. The location of the above building are shown in **Figure 2.2**.

D3 - GIC Facilities

2.1.11 GIC facilities such as sports centres (namely Kwun Tong Swimming Pool, Kwun Tong Recreation Ground), a university (namely Hong Kong Institute of Vocational Education), government offices (namely Kwun Tong Law Courts, Kowloon East Government Office, Kwun Tong Police Station, Hong Kong Public Records Building), social welfare facilities (The Hong Kong Society for Rehabilitation, Sai Tso Wan Neighbourhood Community Centre, Yung Fung

Shee Memorial Centre East Kowloon Health Centre and Pamela Youde Polyclinic, Kwun Tong Community Centre, RMHC(Kwun Tong House) Jockey Club Building, Kai Nang Integrated Rehabilitation Services Complex, Christian Family Service Centre Jockey Club Building), Lam Tin Polyclinic, Yau Tong Telephone Exchange, Kwun Tong Swatow Baptist Church and Substation (namely Cha Kwo Ling Road Substation) are located in the vicinity of the Site Boundary. The location of the above building are shown in **Figure 2.2**.

D4 - Open Space and Others Facilities/Uses

2.1.12 To the immediate south of the Site is an Open Space, namely Tsui Ping River Garden. Further south to the site is Laguna Park. Kwun Tong Swimming Pool and Kwun Tong Recreational Ground is located to the north of the Site.

Accessibility

2.1.13 Pedestrian and vehicular access to the Site is available from the existing public road, i.e. Cha Kwo Ling Road

2.1.14 The Site boundary has a good accessibility as Kwun Tong MTR Station is located within 300m from the Site. Nonetheless, the existing bus stop adjacent to the Site (i.e. Shing Yip Street Rest Garden Bus Stop) is also adjacent to the Site. It is well-served by a comprehensive public transport network and various modes of public transport services including MTR, franchised buses and green minibuses. The variety of public transport options provide the Site Boundary with convenient access to all parts of Hong Kong.

2.1.15 The existing pedestrian linkage to the Site Boundary is shown in **Figure 3.3**.

2.2 Key Considerations

2.2.1 The following key constraints which might affect or to be affected by the proposed residential development are identified.

A. Short Term Tenancy (STT) Carpark

2.2.2 The existing STT carpark currently serves mainly for parking heavy vehicles, namely Heavy Goods Vehicles (HGV), Medium Goods Vehicles (MGV) and light vehicles, namely Light Goods Vehicles (LGV) and private cars (PC).

2.2.1 Considering the future new developments will affect the existing STT within the Site, the public parking spaces will be re-provided in the proposed residential development.

2.2.2 If it is the last resort for the reprovision of parking space within the proposed residential development, the number and type of reprovision of carparking will directly influence the provision of number of storey and headroom of car park floors. Occupation of such significant number of car parking bays will significantly reduce the development potential for other uses and facilities.

B. Environmental (Noise)

2.2.3 The Site is bounded by Cha Kwo Ling Road on the east, Shing Yip Street on the southwest. The road traffic noise and fixed plant noise would have the potential to induce noise impacts to the Site.

2.2.4 Orientation and arrangement of the proposed housing block will be affected by the noise impact (e.g. air borne or ground borne noise including fixed plant noise and road traffic noise) from these nearby transportation infrastructures and fixed plan. Those noise impact should be considered in developing building layout. The housing block shall be evaluated to take into account of environmental impact.

C. Environmental (Air Quality)

2.2.5 The Site is bounded by Cha Kwo Ling Road, Shing Yip Street and Kwun Tong Bypass. The specified buffer distance shall be provided from sources of pollution (roads) to the proposed housing development for acceptable air quality.

2.2.6 The proposed housing/commercial block shall be designed and arranged out of the buffer zones. The recommendation of buffer distance from Hong Kong Planning Standards and Guidelines (HKPSG) for active and passive recreational uses from trunk road, district distributor and local distributors are listed as **Table 2.2** below and illustrated in **Figure 3.28**.

Table 2.2 - Summary of Required Buffer Distance

Road	Type of Road	Required Buffer Distance (m)
Kwun Tong Bypass	Trunk Road/Primary Distributor	>20m
Lei Yue Mun Road	Primary Distributor	>20m
Cha Kwo Ling Road	District Distributor	>10m
Shing Yip Street	Local Distributor	>5m

D. Traffic and Transport Issues

2.2.7 There are limited space and location for the provision of vehicular accesses at either Shing Yip Street or Cha Kwo Ling Road. The access arrangement shall be carefully evaluated to minimize the traffic impact to existing public transport facilities and the existing carriageways.

2.2.8 The existing traffic road network and pedestrian network are heavily utilized. High traffic congestion is anticipated during peak hours. Existing pedestrian walkway performance may not be desirable with high pedestrian demand in Kwun Tong.

2.2.9 Additional vehicular and pedestrian traffic generation by the proposed development maybe high considering the site area. Traffic enhancement measures would be further reviewed if found necessary.

2.2.10 There are abundant public transport facilities in the vicinity of the Site, which could be heavily utilized. Public transport facilities in the vicinity of the Site will be maintained and the demand usage will be reviewed if necessary. Besides, additional public transport facilities will not be considered within the Site in view of land use.

2.2.11 The existing footbridge No. KF90 was proposed to connect the Site to the nearby Kwun Tong Composite Development Area under previous Master Planning of Kwun Tong redevelopment, with part of the existing footbridge No. KF90 partially modified and to connect to a pedestrian link connection spanned from the proposed development. This pedestrian link connection forms part of the accessibility network in East Kwun Tong including the Site and determine the dynamic pedestrian interaction circulating around Kwun Tong as well as the pedestrian routes. In the pedestrian facilities assessment, the Level-of-Service (LOS) of the pedestrian facilities was studied and the pedestrian count surveys were conducted based on such accessibility network.

E. Proposed Footpath Arrangement

2.2.12 Minimum 2.0m clear width of footpath shall be maintained along Cha Kwo Ling Road and Shing Yip Street for barrier-free access and maintain desirable level-of-service for pedestrian, according to HKPSG requirements.

2.2.13 Road widening scheme is proposed at Shing Yip Street and Cha Kwo Ling Road. The width of footpath along Shing Yip Street and Cha Kwo Ling Road will be 2.0m and 2.8m respectively. To accommodate the street furniture such as railings, traffic signage, lamp posts and bus shelter, the clear width of the footpath would be affected locally less than the HKPSG requirement. Therefore, it is proposed to provide 3.0m and 3.5m footpath along Shing Yip Street and Cha Kwo Ling Road respectively by providing maximum 1.0m setback within Site area along Shing Yip Street and maximum 0.7m setback within Site area along Cha Kwo Ling Road to provide sufficient effective footpath width. The proposed footpath arrangement is shown in **Figure 3.1.**

F. 24-hour Public Pedestrian Passageway

2.2.14 The proposed footbridge connection to the existing footbridge No. KF 90 and the Site was gazetted and authorised under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 26 February 2021 and 5 March 2021. To take forward the authorized road scheme, it is proposed to maintain a 24-hour public pedestrian passageway walkway within the Site to connect to existing footbridge network (i.e. footbridge no. KF90) and the ground level near Tsui Ping River. The gazette plan is shown in **Figure 2.3**.

G. Drainage Reserve Areas

2.2.15 A L-shape drainage reserve area with width vary from 4m to 17m is discovered within the Site. As requested by DSD, the existing drains and sewers should not be affected unless a diversion proposal was submitted and approved by DSD. According to the section 3.2.5 of “Stormwater Drainage Manual”, a minimum width of 6m plus the outside diameter of the pipeline or outside width of culvert is recommended for the whole drainage reserve area under building span over zone. Drainage reserve area that has a width of less than 6m could keep the existing width. As agreed with DSD, similar to typical carriageway minimum 5.1m headroom is required for any overhead structure above proposed within the Drainage Reserve Area to ensure sufficient O&M access and operation.

H. Provision of Welfare Facilities

2.2.16 As requested by SWD, three welfare facilities are proposed to be provided in the proposed development. An area of about 5.8% of the domestic GFA will be

reserved for the provision of welfare facilities. The details of the welfare facilities are listed in **Table 2.3**.

Table 2.3 - Details of Social Welfare Facilities

Proposed Facilities	Requirement	
120-place Long Stay Care Home (LSCH)	Licensing	Should comply with the statutory requirements as stipulated in the Residential Care Homes (Persons with Disabilities) Ordinance (Cap 613), its subsidiary regulation(s) and the latest version of the Code of Practice for Residential Care Homes (Person with Disabilities)
	Parking space	One parking space (size: 8m x 3m with minimum headroom of 3.3m) for a private light bus with tail-lift
	Loading/unloading bay	Share public loading/unloading bay or lay-by for ambulance are required (size: 11m x 3.5m with minimum headroom of 4.7m)
	Special	• LSCH should be located on the ground floor or lower floors (not higher than 24 metres above the street level), and should preferably be accessible by its own lifts • Internal staircase should be provided if the facility spread across two floors
Parents/ Relatives Resource Centre for Carers of Persons in Mental Recovery	Special	Should be situated at a level not higher than 24 metres from ground level for administrative purpose
30-place Supported Hostel for Mentally Handicapped Persons (SHOS(MH))	Licensing	• Should be situated at a height of not more than 24 meters above street level • Should comply with the statutory requirements as stipulated in the Residential Care Homes (Persons with Disabilities) Ordinance (Cap 613), its subsidiary regulation(s) and the latest version of the Code of Practice for Residential Care Homes (Person with Disabilities)
	Loading/unloading bay	A shared L/UL bay or lay-by for ambulance in close proximity to the entrance of SHOS(MH) (size: 11m x 3.5m with minimum headroom of 4.7m)

2.2.17 Subject to the local site constraints, the actual provision of welfare facilities shall be confirmed with SWD in future stages.

I. Landscape Aspects

2.2.18 According to tree survey of the Preliminary Landscape and Visual Impact Assessment, Among the 88 trees surveyed, 41 trees will be affected by the proposed development and associated works. Compensatory tree planting at a 1:1 ratio are recommended for 34 existing trees proposed to be removed and 7 trees are recommended to be transplanted within the proposed development site boundary.

J. Air Ventilation Aspects

2.2.19 Based on the Metro Planning Committee of the Town Planning Board MPC Paper No. 19/14 and its attachment Vlb, the paper mentioned that a site-specific AVA by Computational Fluid Dynamics in 2014 has been carried out by EKEO to access the air ventilation impact of the rezoning proposal for "C" use. The AVA recommended incorporating a 3m-wide setback along King Yip Street Nullah and another 20m-wide building separation in a southeast-northwest direction between the buildings to be erected on the site, which will be in the form of NBA, will be incorporated at the future development as appropriate. These NBAs are intended to enhance ventilation performance, ensuring that the development on the site does not significantly adversely impact the air ventilation of the surrounding area. According to Explanatory Statement (ES) of the current OZP no. S/K15/27, within the NBA, no above-ground structures are allowed, except for landscape features, boundary fences, or walls designed for high air porosity, and minor structures for footbridge connections or covered walkways may be allowed. Below-ground structures, however, are permitted within the NBAs.

2.3 Justifications for Residential Development and Zoning Amendment

A. Residential Development

2.3.1 To gradually avert supply-demand imbalance, the Government announced the Long Term Housing Strategy (LTHS) in 2014. According to the "supply-led" and "flexible" strategy of the LTHS, the Government updates the long-term housing demand projection annually and presents a rolling 10-year housing supply target to capture social, economic and market changes over time, and makes timely adjustments where necessary.

2.3.2 As for private housing, the Government will continue to maintain the healthy and stable development of the private housing market through securing a stable supply of land. The Government keep adopting a multi- pronged approach to increase land and housing supply, such as converting agricultural land to other uses, unleashing development potential of brownfield sites and optimising use of existing developed land. Reviews on the Government land currently vacant, under Short Term Tenancies (STTs) or different short-term government uses, with a view to identifying more suitable sites for conversion to residential use is one of the major land supply initiatives.

2.3.3 The Government has taken proactive steps on home space enhancement for enhancing the liveability of Hong Kong as a compact high density city and responding to public aspirations for larger living space. This includes introducing a minimum unit size requirement for private residential development projects.

2.3.4 The Site is predominantly surrounded by various GIC facilities, open space, residential, industrial and commercial buildings. By rezoning the Site from ''C'' to residential zone, the area can be used for high-density residential development which is also compatible with the surrounding developments.

B. Development Intensity

B1). Plot Ratio

2.3.5 The PR shall be determined by considering the planning context of Cha Kwo Ling and Kwun Tong (South) area. In particular the "R(A)1" zone to the southwest of the Site and the "R(A)" zone to the further northeast of the Site across Kwun Tong Road.

2.3.6 According to the Notes of the OZPs for "R(A)" zone is intended primarily for high-density residential developments with plot ratio (PR) up to 7.5 for domestic building and 9.0 for a building that is partly domestic and non-domestic. Whereas "R(B)" is primarily intended for medium-density residential developments with plot ratio up to 5.0, which is more suitable to serve as the basis of reference taking into account the context of the Site and its surroundings.

2.3.7 The Site is located in urban area with mature supporting facilities around. To unleash the development potential and contribute to meeting the housing need in Hong Kong, same development density of domestic PR of 7.5 and total PR of 9 is suggested. Our proposed housing development is classified as Class B site which abuts on two specified streets. As the proposed building height of the Optimal Scheme is +128.5mPD (>61m), the total plot ratio is 9.0 for Class B site. The table 1 of HKPSG(CH.2) also suggests that the maximum domestic plot ratio for existing development in Kowloon to be 7.5. If there is a non-domestic floor space in excess of 1.5, the maximum domestic plot ratio will be reduced by the amount of this excess.

B2). Maximum BH

2.3.8 According to the Notes for the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27, the Site is subject to a BHR of +130mPD under the zone ''C''. With reference to the approved Kwun Tong South Outline Zoning Plan No. S/K14S/26). The industrial/commercial buildings locate adjacent to the Site across Tsui Ping River which fall within "Other. Specified Uses" annotated "Business" ("OU(B)") zone and their corresponding Building Height Restriction is +130mPD. The Lei On Court and Tsui Ping (South) Estate is located to the north and northeast of the Site and their BH is about +127mPD.

2.3.9 The Site is located in the proximity of the existing high-rise cluster of industrial/commercial development, to follow the general planning context for the Site and the nearby building heights, a maximum building height of +130mPD is recommend for the proposed housing development at the Site. To allow design flexibility for possible relocation of basement carpark to above-ground (details in Section 2.6), the proposed building height restriction for the Site in the proposed OZP amendment will be increased from +130mPD to +140mPD.

2.3.10 The following parameters will be made with due consideration of existing approved OZP and HKPSG.

a. Building height- According to Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No, S/K15/27, the Site is located at the area zoned as "Commercial" and the maximum building height for the development under current OZP is +130mPD.

b. Plot ratio- According to HKPSG Chapter 2: Residential Densities, the

Maximum Domestic Plot Ratios of density zone R1, Existing Development Area, Kowloon & New Kowloon is 7.5.

c. Average flat size of 50m^2 was adopted.

B3). Site Coverage (SC)

2.3.11 The Site falls within the Class B under B(P)R. In order to fulfil the SC requirements under B(P)R. BD has been consulted, the SC of the Site could follow PNAP APP-132. The permitted SC for domestic building with height over 61m from street level is 40%. The permitted SC for non-domestic building with height not exceeding 24m from street level is 92%.

B4). Supports for the Proposed Development Intensity

2.3.12 The relevant technical assessments in **Section 3** demonstrated the rezoning of the Site for the development intensity with proposed mitigation measures during construction and operation will not induce adverse impacts to the surroundings. The proposed high-density residential development is technically feasible.

2.4 Proposed Zoning Amendment

2.4.1 The Site is proposed to be zoned for residential uses with retails and GIC facilities. To take forward the development, it is proposed to rezone the Site from ''C'' to residential zone with proposed domestic PR of 7.5, non-domestic PR of 1.5 and the maximum BH of +140mPD. The floor space that is constructed or intended for the use solely as GIC facilities within the development should be disregarded when determining the maximum PR.

2.5 Proposed Development

2.5.1 The key parameters for the proposed development are given in **Table 2.4**. The conceptual scheme for the proposed development, which is for indicative purpose in this Study only and is subject to detailed design by the future developer, are shown in **Figure 2.4**, **Figure 2.5a, Figure 2.5b** and **Figure 2.6**.

Table 2.4 – Summary of Proposed Development Scheme

Items	Details
General:	
Tentative Completion Year	2031/2032
Site Area	9,600 m^2
Net Site Area	9,600 m^2
Max. percentage of domestic site coverage (Class B Site)(1)	40%
Max. percentage of non-domestic site coverage (Class B Site)(2)	92%
Domestic Plot Ratio	7.5
Non-domestic Plot Ratio (Retail)	1.5
Total Plot Ratio	9.0
Total Domestic GFA	72,000 m^2
Total Non-domestic GFA (Retail)	14,400 m^2
Total GFA	86,400 m^2

Items	Details
GFA for SWF	About 5.8% (4,203m²) of the domestic GFA - Long Stay Care Home (LSCH) - Parents/Relatives Resource Centre for Carers of Persons in Mental Recovery - Supported Hostel for Mentally Handicapped Persons (SHOS(MH))
Greenery Provision	20% overall (around 10% primary zone)
Total Area for Local Open Space	5,648m²
No. of Storeys for Carpark	3
Nos. of Carparking	421 nos (3)
Total GFA for PVP	7,843 m²
Total GFA for Ancillary Carpark	11,891 m²
Podium:	
Total non-domestic GFA (Retail)	14,400 m²
Non-domestic GFA on G/F (Retail)	4,053 m²
Non-domestic GFA on 1/F (Retail)	1,061 m²
Non-domestic GFA on 2/F to 3/F (per storey) (Retail)	4,643 m²
Site coverage	68.7%
Storey Nos.	5 Storeys
Floor Uses (floor-to-floor height)	G/F: Retail, Shared L/UL bay & Light Bus Parking Space for SWF — 6m
	1/F: PVP, Ancillary Carpark, Retail, Social Welfare Facilities — 5 m
	2/F: Retail, Social Welfare Facilities — 5 m
	3/F: Retail, Social Welfare Facilities — 5 m
	4/F: Clubhouse, Podium Garden, Property Management Office — 5 m
Basement:	
Storey Nos.	2 Storeys
Floor Uses (floor-to-floor height)	B1/F: PVP, Ancillary Carpark (including Loading/Unloading Bay) — 6m
	B2/F: Ancillary Carpark — 4m
Residential Towers:	
Site Coverage	31.3%
Nos. of blocks	2
Storey Nos.	30 Storeys
Proposed BH (at main roof level)	+128.5mPD
Estimated No. of Flats	1,440 units
Proposed Person per Flat	2.6(4)
Proposed Population	3,744
Proposed Person per Flat (for technical assessment)	2.8(5)
Proposed Population (for technical assessment)	4,032
Assumed Average Flat Size	50 m² (6)

Items	Details
Domestic floor-to-floor height	3.15 m
Domestic GFA of each floor	2,400m^2
Total Domestic GFA	72,000m^2

Parking Provision and Loading/Unloading Facilities

HKPSG Low End[7]:

	Domestic	Retail	SWF	Total
PV Parking Spaces	194	48		242
GV Parking Spaces	2	12		14
Motorcycle Parking Spaces	11	3		14

Proposed Parking Space:

	Domestic[8]	Retail	GIC	PVP[9]	Total[10]	
PV Parking Spaces	184	48	-	-	232	349
PV Parking Spaces (Visitors)	10	-	-	107	117	
GV Parking or L/UL bays[11]	2	12	-	43	57	
Motorcycle Parking Spaces	11	3	-	-	14	
Shared L/UL bay	-	-	1	-	1	
Light Bus Parking Space	-	-	1	-	1	

Remark:

(1) According to PNAP APP-132, the permitted percentage of site coverage for domestic buildings over 61m is 40% (~3,840m²).

(2) According to PNAP APP-132, the permitted percentage of site coverage for non-domestic buildings not exceeding 24m is 92% (~8,832m²).

(3) Total parking provision with Private Vehicle, Goods vehicles, Motorcycles and a minimum of 150 nos. of PVP inclusive.

(4) With reference to the assumed intake year of the proposed Development (2031/2032), average household size 2.6 is adopted (Data on 2031 to 2035, Census and Statistics Department).

(5) Average household size 2.8 [Maximum size in recent decade (2014-2023) for Kwun Tong District based on table 130-06806 (Census and Statistics Department)] and estimated population of 4,032 is adopted as conservative approach, which is aligned for every technical study in TO1.

(6) GFA per flat in Kowloon is 50m^2 (HKPSG Chapter 2 Table 8).

(7) HKPSG low end is adopted for the parking provision of the Proposed Development.

(8) Domestic provision with +10% on flat numbers is adopted for estimation of required parking facilities.

(9) The proposed number of PVP provision will be slight lower than the existing PVP provision due to the presence of the existing Drainage Reserve Area.

(10) Subject to feasibility review on the parking arrangements, the total parking provision according to HKPSG standard requirements shall be not less than the lower-end provision.

(11) MGV/HGV parking spaces are assumed to share with LGV conservatively.

2.5.2 According to the Kwun Tong South OZP, the maximum BHR for the buildings in "OU(B)" zone in the vicinity of the proposed housing site is +130mPD. A maximum BH of +130mPD is adopted for the Site where the existing ground level is around +5mPD.

2.5.3 According to the indicative scheme, the proposed development contains a building block with BH up to +128.5mPD (i.e. +130mPD). The domestic floor area of each floor is around 3,000m^2. A five-storey podium with area of around 32,200m^2 will be proposed for carparking, retail & commercial and welfare facilities. Two-storey basement and one above ground carpark will provide at least 421 nos. of car parking space for the Development.

2.5.4 Pedestrian and vehicular access to the Site is available from the existing public road, i.e. Cho Kwo Ling Road.

2.5.5 The proposed development will also provide adequate local open space to meeting the standard for provision of local open space (1m^2 per person) as stated in Chapter 4 of HKPSG. The minimum local open space required for the proposed development is 4,032m^2. Based on the indicative scheme, the total open space provision achieves about 5,648m^2. The open space indicative plan is enclosed in **Figure 2.7**.

2.5.6 The community facilities will be provided on podium level of the site. The chosen locations are strategically located at the more secluded areas to provide privacy, while the main access areas with higher pedestrian flows will adopt plaza-style designs. New native tree planting with a ratio of 1:1 (34 nos.) is proposed for the removal of trees due to the site formation work. The proposed development shall achieve overall greening provision of minimum 20% under the Sustainable Building Design Guidelines (SBDG) PNAP-152. The conceptual landscape plan is enclosed in **Figure 2.8.**

2.5.7 The north building block of the proposed development is setback 7.5m from the common boundary with New City Centre. This has considered the provision of temporary ramp during redevelopment in the future as HyD requested and the Development shall achieve a minimum setback distance of 7.5m under the Sustainable Building Design Guidelines (SBDG) PNAP-152.

2.6 Flexible Design Option

2.6.1 To allow flexibility for relocating one floor basement carpark to above ground, the subject Feasibility Study has reviewed the building height restriction for the proposed development.

2.6.2 There are various site constraints, namely drainage reserve area and the proposed air buffer distance from carriageway at the Site. According to the ES of the OZP No. S/K15/27, 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 (i.e. the two NBAs) shall be provided. Given the configuration of optimal scheme remains unchanged except reviewing the proposed building height, the corresponding number of car parking space that could be provided above ground are constrained by the air buffer distance from carriageway and the two NBAs to be maintained, two additional floors above ground would be required to accommodate the number of car parking spaces of one floor basement car park. Therefore, an additional 10m has been allowed for the proposed building height of the optimal scheme (i.e. +128.5mPD) and the proposed building height restriction for the subject site in the proposed OZP amendment will be increased from +130mPD to +140mPD.

3. Technical Assessments

3.1 Traffic Aspect

A. Proposed Development

3.1.1 Parking and Servicing Facilities Provision

3.1.1.1. The provision of parking and loading / unloading (L/UL) facilities of the Development will be referenced to the HKPSG and reviewed by the future developer. The proposed parking and L/UL facilities provision are summarized in **Table 3.1**.

Table 3.1 - Proposed Provision of Parking and Loading / Unloading Facilities

Parking and Loading / Unloading Facilities	HKPSG / Government Department Requirements	Required Provision (nos.)
Domestic (Private) (1,584 flats, average flat size of 50 sqm GFA, 2 blocks) (1)		
Private Car Parking Space	GPS x R1 x R2 x R3, in which • GPS = 1 space per 4 ~ 7 flats • R1 = 1.2 • R2 = 0.75 • R3 = 0.90	184 ~ 321
Visitor Car Parking Space	5 spaces per block	10 (incl. 1 no. accessible parking space)
Motorcycle Parking Space	1 space per 100 ~ 150 flats	11 ~ 16
GV Loading / Unloading Bay	1 bay for each housing block	2
Retail (14,400 sqm GFA)		
Car Parking Space	1 space per 150 ~ 300 sqm GFA	48 ~ 96
Motorcycle Parking Space	5 - 10% of total provision for private cars	3 ~ 10
GV Loading / Unloading Bay	1 bay for every 800 to 1,200 sqm GFA	12 ~ 18
Welfare Facilities		
Shared Loading / Unloading Bay or lay-by for ambulance	(As requested by SWD) (3) (L: 11.0m x W: 3.5m x H: 4.7m)	1
Designated Parking Space for Private Light Bus with Tail-lift Space	(As requested by SWD) (4) (L: 8.0m x W: 3.0m x H: 3.3m)	1
Other Requirements (2)		
Accessible Parking Spaces	3 ~ 4 nos. with total number of parking spaces of 151 ~ 250 to 251 ~ 350	3 ~ 4

Remarks: (1) Adopted 1,440 flats x (1+10%) = 1,584 flats (additional 144 flats for +10% design buffer). Actual provision of parking number is subject to future changes on the development parameters.

(2) EV charging enabling facilities shall be provided according to latest guidelines and relevant Government Department's requirements.

(3) For the shared use of our 120-place Long Stay Care Home (LSCH) and 30-place Supported Hostel for Mentally Handicapped Persons.

(4) For sole use of the 120-place LSCH.

3.1.2 Public Vehicle Parking (PVP) Provision

3.1.2.1. The Proposed Development will re-provide the affected STT Carpark within the Site as Public Vehicle Parking (PVP). Under the Optimal scheme, the adopted 2 basement floors and 1 aboveground floor carpark scheme would be occupied by parking spaces under lower-end HKPSG requirement with limited floor area. The remaining spaces would be feasible to accommodate with optimal 107 numbers of private vehicle (PV) parking spaces, 43 numbers of mixed goods vehicle (GV) / Light Bus / Coach parking spaces, which are considered as the minimum PVP requirements for the Site.

3.1.2.2. The conditions of existing STT carpark at the Site and proposed PVP are summarized in **Table 3.2**.

Table 3.2 – PVP Utilization at the Site

Parking Facility Type	Existing STT Carpark			Proposed PVP	
	Daily Peak Demand (1)	Provision	Utilization	Provision	Utilization
PV	138	158	87%	107	129%
LGV	10	18	56%	18	56%
MGV/HGV	13	12	108%	13	100%
Light Bus	8	8 (2)	100%	8	100%
Coach	4	4 (2)	100%	4	100%

Remarks: (1) Day time survey on parking demand is reviewed on 5 March 2024.

(2) The existing provision of light buses and coach parking spaces are mixed used with the Goods Vehicle. The assigned provision is assumed as the daytime peak surveyed demand.

3.1.3 Parking Provision Summary

3.1.3.1. In general, the total provision of parking and loading/unloading facilities with PVP at the Site is summarised in **Table 3.3.**

Table 3.3 – Summary of Required Parking and Loading/Unloading Facilities

Parking Facility Type	Domestic (2)	Retail	GIC	PVP	Total (1)	
PV Parking Spaces	184	48	-	-	**232**	**349**
PV Parking Spaces (Visitors)	10	-	-	107	**117**	
GV L/UL bays (3)	2	12	-	-	**57**	
Motorcycle Parking Spaces	11	3	-	-	**14**	
Shared Used Parking or Lay-bys	-	-	1	-	**1**	
L/UL bays for Private Light Bus with Tail-lift Space	-	-	1	-	**1**	
LGV Parking Spaces	-	-	-	18	**18**	
M/HGV Parking Spaces	-	-	-	13	**13**	
Light Bus Parking Spaces	-	-	-	8	**8**	
Coach Parking Spaces	-	-	-	4	**4**	

Remarks: (1) Subject to feasibility review on parking arrangement, the total parking provision shall be not less than the lower-end provision according to HKPSG, as adopted in the Working Paper on Optimal Scheme.

(2) Domestic provision with +10% on flat numbers for design buffer with lower-end provision.

(3) LGV to M/HGV parking spaces ratio are assumed in about 65% to 35% with reference to HKPSG.

3.1.3.2. The future developer shall review the carpark arrangement to fulfil the minimum PVP requirements with reference to the parking compositions in **Table 3.2** with HKPSG lower-end requirements in **Table 3.1**.

3.1.4 Vehicular Access Arrangement

3.1.4.1. The existing Site access is located at Cha Kwo Ling Road northbound. Due to the one-way two-lane traffic condition at Cha Kwo Ling Road adjacent to the Site, the existing vehicular access is under left-in and left-out arrangement.

3.1.4.2. To minimize the potential traffic impact to the existing bus layby at Cha Kwo Ling Road (i.e. Shing Yip Street Rest Garden Bus Stop) and provide alternative traffic routing for the Site, the development egress will be proposed at Shing Yip Street/ King Yip Street at the south of the Site.

3.1.4.3. The proposed vehicular access arrangement is demonstrated in **Figure 3.1** and the anticipated major ingress / egress routings are indicated in **Figure 3.2**. The design of vehicular accesses has been reviewed in accordance with the requirements stipulated in Transport Planning and Design Manual (TPDM).

3.1.4.4. The vehicular access shall allow a feasible entry of maximum size of 12.0m long vehicle to suit the anticipated traffic needs with corresponding parking and loading/unloading facilities.

3.1.5 Pedestrian Access Arrangement

3.1.5.1. Pedestrian access will be arranged along Cha Kwo Ling Road at the east, Shing Yip Street at the south and existing footpath (King Yip Lane) along the Tsui Ping River at the west. The accessibility to the existing public transport facilities and nearby attraction points will be reviewed with the key pedestrian links.

3.1.6 Adjacent Footpath Arrangement

3.1.6.1. To cater for basic pedestrian flow and barrier-free access for public footpath for two-way pedestrian flow, the clear width of footpaths adjacent to the Site has been considered. Minimum 2.0m clear width of footpath shall be maintained along Cha Kwo Ling Road and Shing Yip Street.

3.1.6.2. Nevertheless, the footpath along Shing Yip Street and Cha Kwo Ling Road will be 2.0m and 2.8m respectively with street furniture and bus shelter, which provide clear widths less than the HKPSG requirement. Therefore, it is proposed to setback the footpath at 1.0m within Site area to form 3.0m wide footpath along Shing Yip Street to accommodate the signage and utilities, and setback the footpath from 0m to 0.7m within Site area along the bus lay-by at Cha Kwo Ling Road to form 3.5m wide footpath to accommodate the bus shelter.

3.1.6.3. Footpath capacity assessment has been conducted for key footpaths and pedestrian facilities connecting to public transport facilities in accordance with the procedures outlined in Transport Planning and Design Manual. All assessed footpaths and pedestrian facilities will operate with desirable Level-of-Service (i.e. “LOS-C” or better) during peak period.

3.1.6.4. The footpath widening/setback works will be conducted by the future developer prior to the population intake of the Proposed Development and surrender to TD and HyD for management and maintenance after completion.

3.1.7 Proposed 24-hour Elevated Covered Walkway Arrangement

3.1.7.1. The provision of elevated walkway is referenced to the pedestrian study under Pedestrian Environment Improvement Scheme for Transformation of Kwun Tong Business Area - Feasibility Study. The study proposed to further investigate on the footbridge extension to the Site under rezoning for commercial use. While there is a change in the planning intention for the Site from commercial development to residential development, the footbridge connection is still considered equally essential for the future residents and visitors of the Proposed Development. The pedestrian connection network has been further reviewed in this Report.

3.1.7.2. The proposed 24-hour elevated Covered Walkway (proposed walkway) shall be implemented by the future developer to modify the existing ramp and connect the existing footbridge No. KF90 to the Proposed Development as illustrated indicatively in **Figure 3.1**. Within the Site area, the proposed walkway shall allow pedestrian circulation with barrier free access connecting to the proposed PVP, the ground level near Tsui Ping River, the elevated walkway to footbridge KF90, access to the residential and retail entrance, and separated access to SWFs. The proposed 24-hour elevated Covered Walkway is exempted from GFA accountable.

3.1.7.3. Taking into account the adjacent planned developments and infrastructure works, Kwun Tong Composite Development Project (193GK) (KTCD) is anticipated to be completed in year 2027/28; and the pedestrian deck near the MTR Kwun Tong Station (PWP Item No. 206TB) is anticipated to be completed in year 2025/26. The above planned developments will be completed prior to the intake of Proposed Development, which will provide a continuous 24-hour passageway with barrier free access towards KTCD, Bus / Minibus Terminus and MTR Kwun Tong Station as illustrated in **Figure 3.3.**

3.1.7.4. Notwithstanding the existing ramp at KF90 footbridge is already serving as barrier-free access, the lift(s) within the podium of the Proposed Development will serve as a more preferrable routing option for the public (in particular for wheelchair users). The proposed walkway within the Site will provide barrier free access connecting the at-grade pedestrian level of Tsui Ping Riverside, which is a future point of interests in Kwun Tong, with the existing KF90 footbridge via the retails located at the podium of the Proposed Development. This could enhance the walkability and connectivity to the Tsui Ping Riverside and provide a continuous accessible path towards MTR Kwun Tong Station, hence leverages the attractiveness of the Tsui Ping Riverside.

3.1.7.5. For design assumption, the clear width of the proposed walkway shall be 3.0m minimum for barrier free access, which is similar to the width of existing footbridge No. KF90. The alignment of the proposed walkway is subject to the future developer's design and construction.

3.1.7.6. During construction of the proposed walkway, the existing access ramp at the end of footbridge No. KF90 will be affected and planned to be permanently closed and demolished as indicated in **Figure 3.1**. The developer shall maintain temporary access ramp or other means of barrier free access between the footbridge No. KF90 and ground level during construction of new elevated walkway. The footbridge connection to the existing footbridge No. KF90 and temporary access ramp was gazetted and authorised under the Roads (Works,

Use and Compensation) Ordinance (Cap. 370) on 26 February 2021 and 5 March 2021. The temporary access ramp shall be demolished after completion of the proposed elevated walkway. The gazetted plan is shown in **Figure 2.4**.

3.1.7.7. The proposed 24-hour elevated covered walkway shall be managed by TD and maintained by HyD. The structural support (corbel) shall be managed and maintained by the future developer. The bearing connection between proposed elevated walkway and the corbel shall be managed by TD and maintained by HyD. The maintenance and management scheme is indicated in **Figure 3.1**.

3.1.8 Temporary Provision of Landing

3.1.8.1. During redevelopment of the Site in the future, a temporary 24-hour public barrier free access should be provided to connect to the proposed elevated walkway within the Site to at-grade level.

B. Traffic Impact

3.1.9 General

3.1.9.1. The Site will be served by urban trunk Kwun Tong Road and Lei Yue Mun Road, district distributors Cha Kwo Ling Road, and local distributor Shing Yip Street.

3.1.9.2. A traffic impact assessment (TIA) was conducted to review the traffic impact brought by the Development. Assessment year of 2035 (i.e. intake year + 3 years) has been adopted. The assessment scenarios for the TIA are listed in **Table 3.4**. The locations of assessed road links and junctions are shown in **Figure 3.4**.

Table 3.4 – TIA Assessment Scenarios

Year	Scenario	Description
2024	Existing Scenario	2024 Observed Traffic Flows
2035	Reference Scenario	2032 Intake Year + 3 Years+ Planned and Committed Developments and Highway Infrastructure to be completed before “Intake Year + 3” and without Potential Residential Site
2035	Design Scenario	Reference scenario + Traffic Generations from Future Residential Development at Site

3.1.10 Junction Assessments

3.1.10.1. The Observed Scenario is based on the observed traffic flows from vehicular survey; the Reference Scenario (without the proposed development) is based on the reference traffic forecast in year 2035; and the Design Scenario (with the proposed development) is based on the design traffic forecast in year 2035.

3.1.10.2. The performance of priority junctions / roundabouts and signal-controlled junctions are represented in terms of design flow / capacity (DFC) ratio and reserve capacity (RC) respectively. The performance of the assessed junctions under all assessment scenarios are summarized in **Table 3.5**.

Table 3.5 - Junctions Performance

Index [2]	Junction	Type	Reserve Capacity (RC) % / Design Flow/Capacity Ratio (DFC) [1]					
			2024 Existing		2035 Reference		2035 Design	
			AM	PM	AM	PM	AM	PM
J1 [3]	Kwun Tong Road / Hip Wo Street / Hoi Yuen Road	Roundabout	**0.88**	0.79	**1.04**	**0.9**	**1.04**	**0.9**
J2	Lei Yue Mun Road / Tseung Kwan O Road / Wai Fat Road	Signalized	85%	64%	41%	66%	39%	64%
J3	Lei Yue Mun Road / Cha Kwo Ling Road	Signalized	40%	55%	**10%**	25%	**9%**	24%
J4	Wai Fat Road / Cha Kwo Ling Road (right turn)	Priority	0.38	0.40	0.41	0.45	0.69	0.68
J5 [4]	Cha Kwo Ling Road / Shing Yip Street	Signalized	41%	41%	15%	**13%**	**3%**	**4%**
J6	Wai Fat Road / Wai Yip Street	Signalized	**8%**	25%	**14%**	**9%**	**10%**	**4%**
J7 [5]	Wai Yip Street / Hoi Yuen Road	Roundabout/ Signalized	**0.90**	0.58	21%	17%	20%	16%
J8 [4]	Shing Yip Street / King Yip Street	Signalized	>100%	76%	67%	41%	28%	16%
J9	Cha Kwo Ling Road / Sin Fat Road	Signalized	62%	79%	43%	25%	40%	23%
J10	Cha Kwo Ling Road / Wai Yip Street	Signalized	33%	65%	19%	20%	15%	18%
J11 [3]	Lei Yue Mun Road / Kai Tin Road	Roundabout	**0.90**	0.84	**0.99**	**1.02**	**0.99**	**1.02**
J12	Kwun Tong Road / Tsui Ping Road	Signalized	47%	43%	24%	27%	23%	27%
J13 [3]	Wai Fat Road Crossing	Signalized	-	-	>100%	>100%	98%	>100%

Remarks: *(1) Bold values indicates RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes over capacity; Numbers are rounded to the nearest integer.*
*(2) Refer to **Figure 3.4**;*
(3) The planned/ implemented junction modifications by other development or infrastructure projects are considered for Reference and Design Scenarios;
(4) With Proposed Egress Arrangement at Shing Yip Street; and Proposed Road Widening Scheme (two lanes to three lanes) at Shing Yip Street for Design Scenario;
(5) The junction has been converted to signalized junction under KTAA in Aug 2024. (the traffic survey was carried out on 5 March 2024, which the performance of roundabout is presented as existing scenario).

3.1.10.3. As shown in **Table 3.5** for existing traffic condition, most of the key junctions are operating with satisfactory performance (i.e. RC ≥ 15% and DFC ≤ 0.85) in year 2024, except junctions J1, J6, J7 and J11. These critical junctions are operating with RC <15% for J6 (Wai Fat Road / Wai Yip Street) and DFC ≥ 0.85 for roundabouts J1, J7 (as of 2024 March) and J11. The traffic performance indicates marginal performance at some key junctions within the AOI for the Existing Scenario.

3.1.10.4. There are some planned/committed modifications on junctions J1, J6, J7, J10, J11 and J13 under other infrastructure/development projects, which are

anticipated to be implemented on/before the design year. The modification works would mainly enhance the junction performances, as considered in the junction performances in year 2035 Reference Scenario.

3.1.10.5. Under the Reference Scenario, it is anticipated that some of the key junctions (J1, J3, J5 and J11) would operate with marginally positive performance with RC between 0% to 15% for signalized junctions and DFC ratio slightly greater than 1.0 for roundabouts during morning or evening peak hours. These junctions would be over capacity under the Reference Scenario already due to the background traffic growth even without the Proposed Development.

3.1.10.6. Other key junctions are anticipated to operate satisfactorily for Design Scenario with spare capacity during the peak hours. By comparing the performance between Design and Reference Scenarios, the traffic impact by the development is limited to +1% RC at J3 and +0.00 DFC at roundabouts on the critical junctions, which are considered insignificant.

3.1.10.7. Furthermore, the following mitigation measures are proposed to minimize the adverse performance at the key junctions with marginal capacity issue .

3.1.11 Proposed Egress Arrangement at Shing Yip Street (Junction J8)

3.1.11.1. The existing vehicular access is under left-in and left-out arrangement at Cha Kwo Ling Road in one-way configuration, hence all traffic generation from the Site is relying on Kwun Tong Road.

3.1.11.2. The left-out only access arrangement would result in all traffic generations (i.e. about 200(150) in morning(evening) peak hours) passing through junctions with marginal performance at J3 with peak 10% reserved capacity and J1 with 1.04 Design Flow/Capacity Ratio under year 2035 Reference Scenario.

3.1.11.3. To minimize the potential traffic generation from the Site to the marginal junctions along Kwun Tong Road, the Site egress is proposed at Shing Yip Street, while the Site ingress is maintained at Cha Kwo Ling Road. The proposed arrangement is shown in **Figures 3.1** and **Figure 3.5**.

3.1.11.4. Under the proposed Shing Yip Street egress arrangement, the anticipated traffic generation from the Site could direct exit to Kwun Tong Bypass via Shing Yip Street and Wai Fat Road. The arrangement would minimize the potential traffic impact and traffic circulation at Cha Kwo Ling Road and Kwun Tong Road via critical junctions J1, J3 and J12 as demonstrated in **Figure 3.2**.

3.1.11.5. Sweptpath analysis has been conducted to review the manoeuvring feasibility at the proposed access to the public roads (i.e. Cha Kwo Ling Road and Shing Yip Street). Vehicle dimensions with 12m long vehicles as according to TPDM (V2 Ch.2.2) is adopted for the analysis.

3.1.11.6. The vehicle egress is proposed to be signalized at J8 (Shing Yip Street/ King Yip Street) with associated pedestrian crossing for pedestrian safety. The proposed modification layout and the proposed method-of-control is shown in **Figure 3.5**.

Proposed Associated Junction Enhancement at Junction J5 with Road Widening Scheme (two lanes to three lanes) at Shing Yip Street Eastbound

3.1.11.7. Junction modification is proposed to mitigate the adverse junction performance with RC <15% at J5 (Cha Kwo Ling Road / Shing Yip Street).

3.1.11.8. The road widening scheme would provide additional traffic lane to accommodate the additional traffic demand from the Proposed Development. The scheme modifies the existing planter area and road kerb to form the widened carriageway and re-provide the affected traffic signages and signals. Hence, an additional traffic lane at Shing Yip Street eastbound will be provided with modified road markings to form 3-lanes eastbound approach in 10.0m width. The queueing space at the junction approach will be enhanced by 50% to cater the additional traffic queue from the Proposed Development (as evaluated under **Section 3.1.10**.

3.1.11.9. With the proposed junction modification, the reserved capacity at J5 could be enhanced to desirable RC greater than 15% as shown in **Table 3.4**.

3.1.11.10. The signal timing plan for the junctions J5 and J8 shall adopt coordinated signal, to provide the "green wave" for the major traffic from King Yip Street northbound via J8 to Shing Yip Street eastbound via J5 to minimize traffic delay.

Contingency Plan at Junction J6 (Wai Yip Street/ Wai Fat Road)

3.1.11.11. The junction performance at junction J6 be marginal with RC <15% under Reference Scenario already as shown in **Table 3.5**. Nevertheless, the Proposed Development would only induce about 4-5% performance impact at junction J6. The traffic condition is still manageable with the Proposed Development.

3.1.11.12. Furthermore, planned contingency plan at Wai Yip Street/ Wai Fat Road is planned under KTAA Project to enhance the junction performance. The method-of-control (MOC) of the traffic signal could be modified from 4 stages to 3 stages to minimize the average junction delay and enhance the junction performance locally at junction J6 as shown in **Table 5.5**.

3.1.11.13. Under the planned traffic arrangement, traffic circulation of the right turn traffic along Wai Yip Street (eastbound and westbound) with minor traffic detouring is anticipated. Therefore, the actual implementation schedule will be further reviewed by Government Departments if considered necessary.

3.1.11.14. With the above proposed enhancement schemes, the junction performance of the key junctions are summarized in **Table 3.6.**

Table 3.6 - Junction Performance with Proposed Enhancement Works

Index [2]	Junction	Reserve Capacity (RC) %			
		2035 Design (without enhancement)		2035 Design (with enhancement)	
		AM	PM	AM	PM
J1 [3]	Kwun Tong Road / Hip Wo Street / Hoi Yuen Road	**1.04**	0.9	No change	
J2	Lei Yue Mun Road / Tseung Kwan O Road / Wai Fat Road	39%	64%	No change	
J3	Lei Yue Mun Road / Cha Kwo Ling Road	**9%**	24%	No change	

Index [2]	Junction	Reserve Capacity (RC) %			
		2035 Design (without enhancement)		2035 Design (with enhancement)	
		AM	PM	AM	PM
J4	Wai Fat Road / Cha Kwo Ling Road (right turn)	0.69	0.68	No change	
J5 [5]	Cha Kwo Ling Road / Shing Yip Street	**3%**	**4%**	21% (+18%)	J5 [5]
J6 [4]	Wai Fat Road / Wai Yip Street	**10%**	**4%**	19% (+9%)	
J7 [3]	Wai Yip Street / Hoi Yuen Road	20%	16%	No change	
J8 [5]	Shing Yip Street / King Yip Street	-	-	28%	J8 [5]
J9	Cha Kwo Ling Road / Sin Fat Road	40%	23%	No change	
J10	Cha Kwo Ling Road / Wai Yip Street	15%	18%	No change	
J11 [3]	Lei Yue Mun Road / Kai Tin Road	**0.99**	**1.02**	No change	
J12	Kwun Tong Road / Tsui Ping Road	23%	27%	No change	
J13 [3]	Wai Fat Road Crossing	98%	>100%	No change	

Remarks: (1) Bold values indicates RC of less than 15% or DFC of more than 0.85 which denotes marginal junction performance. RC of less than 0% or DFC of more than 1.0 denotes overcapacity;
*(2) Refer to **Figure 3.4a**;*
(3) The planned/ implemented junction modifications by other development or infrastructure projects are considered;
(4) With Proposed Egress Arrangement at Shing Yip Street; and Proposed Road Widening Scheme (two lanes to three lanes) at Shing Yip Street.

3.1.11.15. In view of the significant junction enhancement at J5 with desirable reserved capacity greater than 15% under the Design Scenario, the enhancement schemes with Shing Yip Street Egress and the associated junction enhancement at J5 are recommended to mitigate the adverse traffic impact by the Proposed Development.

3.1.12 Road Link Assessment

3.1.12.1. Road link capacity has been reviewed in accordance with the procedures outlined in TPDM. The performances of road links are represented in terms of Volume/Capacity (V/C) ratio.

3.1.12.2. V/C ratio equals to or less than 1.0 indicates that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. V/C ratio above 1.0 indicates the onset of congestion. V/C ratio above 1.2 indicates more serious congestion with traffic speeds deteriorating progressively with further increase in traffic.

3.1.12.3. The performance of the assessed road links for all the assessment scenarios are summarized in **Table 3.7** and the locations are shown in **Figure 3.6**.

Table 3.7 – Road Link Assessment

Index (1)	Direction	Capacity (pcu/ hr)	2024 Existing		2035 Reference		2035 Design	
			V/C ratio		V/C ratio		V/C ratio	
			AM	PM	AM	PM	AM	PM
L1	Kwun Tong Road (between Hoi Yuen Road & Cha Kwo Ling Road)							
	EB	6400	0.41	0.43	0.51	0.53	0.52	0.53
	WB	6400	0.53	0.48	0.69	0.61	0.70	0.62
L2	Lei Yue Mun Road (at the eastern end of Kwun Tong Road)							
	EB	3000	0.55	0.58	0.78	0.72	0.78	0.72
	WB	6400	0.37	0.36	0.47	0.45	0.47	0.45
L3	Hoi Yuen Road (between Kwun Tong Road & Shing Yip Street)							
	SB	2875	0.39	0.30	0.46	0.34	0.46	0.34
L4	Wai Yip Street (between Hoi Yuen Road & King Yip Street)							
	EB	2800	0.56	0.57	0.70	0.79	0.70	0.80
	WB	2800	0.56	0.38	0.70	0.49	0.70	0.49
L5	Cha Kwo Ling Road (at the southern end of Wai Yip Street)							
	EB	2500	0.40	0.36	0.41	0.47	0.43	0.48
	WB	2500	0.73	0.63	0.64	0.57	0.65	0.58
L6	Wai Fat Road (between Cha Kwo Ling Road & Wai Yip Street)							
	NB	2800	0.23	0.23	0.43	0.45	0.47	0.49
	SB	2800	0.43	0.40	0.46	0.45	0.53	0.49
L7	Cha Kwo Ling Road northbound (between Kwun Tong Road & Shing Yip Street)							
	NB	2500	0.40	0.39	0.41	0.46	0.49	0.53
L8	Shing Yip Street (between King Yip Street & Wai Fat Road)							
	EB	2350	0.31	0.39	0.35	0.44	0.44	0.51
	EB (2)	3850	-	-	0.21	0.27	0.27	0.31
	WB	2350	0.12	0.11	0.24	0.20	0.24	0.20
L9	Cha Kwo Ling Road (between Sin Fat Road & Wai Yip Street)							
	NB	920	0.54	0.40	0.54	0.68	0.58	0.71
	SB	920	0.49	0.37	0.58	0.47	0.58	0.47

Remarks: *(1) Refers to **Figure 3.4b**.*
(2) With proposed Shing Yip Street Widening from 2 lanes to 3 lanes eastbound.

3.1.12.4. All key road links are operating within V/C ratio less than 0.85 under all assessed scenarios. The performance indicates that the key road link performance for local road links within the AOI are satisfactory.

3.1.12.5. The Proposed Development will have insignificant change on the V/C ratios under the Design Scenario, which has evaluated that insignificant traffic impact will be induced by the Proposed Development to the surrounding road network.

3.1.13 Vehicular Queue Length Analysis

3.1.13.1. The vehicular traffic queue at key junctions were assessed in conjunction with the traffic forecast. The key junctions in the vicinity of the Site (i.e. J3, J5, J8, J12) have been assessed to review the traffic queue conditions in the vicinity, as summarized in **Table 3.8**.

Table 3.8 - Estimated Traffic Queue Length

Index	Junction	Arm	Length of stacking area (m)	Estimated Average Traffic Queue in Peak Hours (m)			
				2035 Reference		2035 Design	
				AM	PM	AM	PM
J3	Lei Yue Mun Road	WB	110	64	55	64	55
	Cha Kwo Ling Road (nearside & middle lane)	NB	160 (1)	43	41	45	51
	Cha Kwo Ling Road (far side lane)	NB	>500	370	97	370	97
J5	Without Junction Modification						
	Shing Yip Street	EB	55	**59**	**66**	**72**	**75**
	Wai Fat Road	NB	90	15	10	19	16
	Cha Kwo Ling Road	WB	100	34	30	38	33
	Wai Fat Road	SB	>100	55	39	59	40
	With Proposed Junction Modification						
	Shing Yip Street (2)	EB	55	39	44	51	54
	Wai Fat Road	NB	90	15	10	18	16
	Cha Kwo Ling Road	WB	100	34	30	36	32
	Wai Fat Road	SB	>100	55	39	55	38
J8	King Yip Street	NB LT	>100	41	44	54	60
	King Yip Street	NB RT	>100	66	65	97	99
	Shing Yip Street	WB	45	40	35	44	38
	Development Egress	SB	-	-	-	33	28
J12	Kwun Tong Road	WB RT	75	47	43	47	43
	Kwun Tong Road	EB	>100	60	59	60	59
	Tsui Ping Road	SB	50	40	33	40	33

Remarks:

(1) Stacking area is inclusive with existing site access with non-stopping area at approximately 75m from Junction J3.
(2) With junction modification at Shing Yip Street EB, widening from 2 lanes to 3 lanes.

3.1.13.2. From the results, the queue lengths of assessed scenarios are generally within the stacking area of key signalized junctions, except Shing Yip Street eastbound at junction J5. With the proposed junction modification works at junction J5, additional stacking area will be provided at Shing Yip Street eastbound by road widening from 2 lanes to 3 lanes. Hence, the anticipated traffic queues will be manageable at Shing Yip Street eastbound.

3.1.13.3. Based on the estimated peak traffic queue on Cha Kwo Ling Road northbound, the averaged traffic queue may tail back to the existing site access and the background traffic queue is significant on the far side lane at junction J3. To minimize the adverse traffic impact to Cha Kwo Ling Road northbound, traffic arrangement with one-way ingress at Cha Kwo Ling Road and egress at Shing Yip Street has been considered as evaluated. Traffic demand on Cha Kwo Ling Road northbound will be minimized and the traffic operation at development ingress will be still manageable.

3.1.13.4. Furthermore, there are occasional traffic queue across junctions observed in Kwun Tong due to the peak of peak traffic demand. Existing traffic control measure with yellow box junction, and co-ordinated traffic signals with nearby junctions have been implemented as preventive measures to optimize traffic operation. With the proposed access arrangement and modification works at

junctions J5 and J8, the anticipated traffic queues in the vicinity of the Site will be still manageable with the Proposed Development.

3.1.14 Reserved Reservoir Length at the Site Ingress

3.1.14.1. To minimize the potential traffic queue on public carriageway (i.e. Cha Kwo Ling Road northbound) due to the ingress traffic, adequate queueing space shall be allowed for the ingress traffic entering the Site. The minimum reservoir length to be reserved within the Site has been assessed. With reference to the anticipated traffic attraction in peak hours from **Table 3.9**, the anticipated traffic queue probability at the site ingress (i.e. at the entry gate) is summarized below

Table 3.9 – Estimated Queue Probability at Site Ingress

x	Equivalent Length (m) (2)	AM Peak		PM Peak	
		P(n=x) (1)	P(∑n≤x)	P(n=x) (1)	P(∑n≤x)
0	0	29.4%	29.4%	30.6%	30.6%
1	6	20.8%	50.2%	21.2%	51.8%
2	12	14.7%	64.9%	14.7%	66.5%
3	18	10.3%	75.2%	10.2%	76.7%
4	24	7.3%	82.5%	7.1%	83.8%
5	30	5.1%	87.7%	4.9%	88.8%
6	36	3.6%	91.3%	3.4%	92.2%
7	42	2.6%	93.9%	2.4%	94.6%
8	48	1.8%	95.7%	1.7%	96.2%

Remarks: *(1) The probability of "n" vehicles in the ingress queueing reservoir space is calculated with the Poisson Distribution Formula with the M/M/N queueing theory. Assumed average servicing time is 20 seconds per vehicle at the entry gate.*
(2) Assumed average intervals of vehicles is 6m.

3.1.14.2. It is anticipated that the provision of about 50m reservoir space at the site ingress would allow 95% of confidence level to avoid tail back of vehicles to the public carriageway. The indicative reserved reservoir length is illustrated in **Figure 3.1**.

3.1.15 Public Transport Service

3.1.15.1. There are abundant public transport servicing points for franchised buses and green minibus (GMB) along Cha Kwo Ling Road, Kwun Tong Road, King Yip Street and Kwun Tong Station Bus Terminus. The service details of the existing public transport services in the vicinity of the Site are provided in **Table 3.10** and illustrated in **Figure 3.7.**

Table 3.10 – Existing Public Transport Services

Route No.	Origin	Destination
Franchised Bus		
6P	Cheung Sha Wan (So Uk Estate)	Lei Yue Mun Estate
11B	Kwun Tong (Tsui Ping Road)	Kowloon City Ferry
11C	Chuk Yuen Estate	Sau Mau Ping (Upper)
11D	Lok Fu	Kwun Tong Ferry
11X	On Tai (North)	Hung Hom Station
13M	Kwun Tong (Elegance Road)	Po Tat (Circular)

Route No.	Origin	Destination
13M	Po Tat	Kwun Tong Station
14	Lei Yue Mun Estate	China Ferry Terminal
14B	Ngau Tau Kok	Lam Tin (Kwong Tin Estate)
14B	Lok Wah	Lam Tin (Kwong Tin Estate)
14H	Yau Tong	Shun Lee (Circular)
14X	Yau Tong (Shung Tak Wai)	Tsim Sha Tsui (Circular)
15	Ping Tin	Hung Hom (Hung Luen Road)
15A	Ping Tin	Tsz Wan Shan (North)
15X	Lam Tin (Kwong Tin Estate) Bus Terminus	Hung Hom Station
16	Lam Tin (Kwong Tin Estate)	Mong Kok (Park Avenue)
16	Ping Tin	Mong Kok (Park Avenue)
16M	Kwun Tong (Yue Man Square)	Lam Tin (Hong Wah Court) (Circular)
23	Kwun Tong Ferry	Shun Lee (Circular)
33	Tsuen Wan West Station	Yau Tong
33B	Tsuen Wan West Station	Yau Tong
38	Kwai Shing (East)	Ping Tin
38P	Kwai Shing (Central)	Ping Tin
40	Tsuen Wan (Belvedere Garden)	Laguna City
40A	Kwai Hing Station	Ping Tin
40B	Kwai Chung Estate	Ping Tin
40P	Tsuen Wan (Nina Tower)	Kwun Tong Ferry
42C	Tsing Yi (Cheung Hang Estate)	Lam Tin Station
62P	Tuen Mun Central	Lei Yue Mun Estate
62X	Siu Hong Station (South)	Lei Yue Mun Estate
69C	Tin Yan Estate	Kwun Tong Ferry
74D	Kau Lung Hang	Kwun Tong Ferry
74E	Tai Mei Tuk	Kwun Tong Ferry
74F	Kwun Tong Ferry	Education University Of Hong Kong
74P	Kwun Tong Ferry	Tai Po Central
74X	Tai Po Central	Kwun Tong Ferry
78C	Queen'S Hill Fanling	Kai Tak
78P	Queen'S Hill Fanling	Kwun Tong (Lei Yue Mun Road)
80	Mei Lam	Kwun Tong Ferry
80X	Chun Shek	Kwun Tong Ferry
83X	Wong Nai Tau	Kwun Tong Ferry
83X	Shui Chuen O	Kwun Tong Ferry
88X	Sui Wo Court	Ping Tin
89	Lek Yuen	Kwun Tong (Tsui Ping North Estate)
89C	Heng On	Kwun Tong (Tsui Ping Road)
89D	Wu Kai Sha Station	Lam Tin Station
89D	Lam Tin Station	Wu Kai Sha Station (Omit Choi Hung)
89P	Ma On Shan Town Centre	Lam Tin Station
89P	Hang Hong Street	Lam Tin Station
89X	Shatin Station	Kwun Tong (Tsui Ping Road)

Route No.	Origin	Destination
93A	Po Lam	Kwun Tong Ferry Pier
93K	Po Lam	Mong Kok East Station
98	Tseung Kwan O Industrial Estate	Ngau Tau Kok Station (Circular)
98A	Hang Hau (North) (Tseung Kwan O Hospital)	Ngau Tau Kok Station (Circular)
98A	Ngau Tau Kok Station	Hang Hau (North) (Tseung Kwan O Hospital) (Evening Peak Special Departures)
98B	Hang Hau (North) (Tseung Kwan O Hospital)	Kwun Tong
213M	On Tai	Lam Tin Station (Circular)
213S	On Tat	Lam Tin Station (Circular)
215P	Lam Tin (Kwong Tin Estate)	Kowloon Station
215X	Lam Tin (Kwong Tin Estate)	Kowloon Station
219X	Laguna City	Tsim Sha Tsui(Circular)
219X	Ko Ling Road	Tsim Sha Tsui (Circular)
234C	Sham Tseng	Kwun Tong (Tsui Ping North Estate)
234D	Tsing Lung Tau	Kwun Tong (Tsui Ping North Estate)
252X	Handsome Court	Lam Tin Station
252X	So Kwun Wat	Lam Tin Station
252X	Lam Tin Station	Tuen Mun (Chi Lok Fa Yuen)
258A	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station
258D	Tuen Mun (Po Tin Estate)	Lam Tin Station
258P	Hung Shui Kiu (Hung Fuk Estate)	Lam Tin Station
258P	Lam Tin Station	Hung Fuk Estate Hung Tin Road
258S	Tuen Mun (Shan King Estate)	Lam Tin Station
259D	Tuen Mun (Lung Mun Oasis)	Lei Yue Mun Estate
259D	Yuet Wu Villa	Lei Yue Mun Estate
267X	Tuen Mun (Siu Hong Court)	Lam Tin Station
268A	Long Ping Estate	Kwun Tong Ferry
268C	Long Ping Station	Kwun Tong Ferry
268C	Kwun Tong Ferry	Long Ping Station (Omit Sze Mei Street)
269C	Tin Shui Wai Town Centre	Kwun Tong Ferry
274X	Kwun Tong Ferry	Tai Po Central
277A	Sha Tau Kok	Lam Tin Station
277E	Sheung Shui (Tin Ping)	Lam Tin Station
277P	Sheung Shui (Tin Ping)	Lam Tin Station
277X	Fanling (Luen Wo Hui)	Lam Tin Station
277X	Fanling (Wah Ming)	Lam Tin Station
296A	Sheung Tak	Ngau Tau Kok Station(Circular)
296C	Sheung Tak	Cheung Sha Wan (Hoi Ying Estate)
601	Po Tat	Admiralty Station (East)
601P	Po Tat	Sheung Wan
601P	Sheung Wan	Po Tat
601P	Hiu Kwong Street (Hiu Lai Court)	Sheung Wan
606	Choi Wan	Siu Sai Wan (Island Resort)
606A	Choi Wan (Fung Shing Street)	Shau Kei Wan (Yiu Tung Estate)

Route No.	Origin	Destination
606X	Kai Yip	Siu Sai Wan (Island Resort) (Morning and Evening Departures)
606X	Kowloon Bay (Enterprise Square)	Siu Sai Wan (Island Resort)
613A	On Tai (West)	Heng Fa Chuen
619	Shun Lee	Central (Macau Ferry)
619P	Shun Lee	Central (Macau Ferry)
619X	Shun Lee	Central (Macau Ferry)
621	Laguna City	Central (Hong Kong Station)
641	Kai Tak (Kai Ching Estate)	Central (Macau Ferry)
671	Diamond Hill Station	Ap Lei Chau Lee Lok St
671X	Ap Lei Chau Lee Lok St	Diamond Hill Station
690	Tseung Kwan O (Hong Sing Garden)	Central (Exchange Square)
694	Siu Sai Wan Estate	Tiu Keng Leng Station
796S	Tseung Kwan O Station	Ngau Tau Kok Station (Circular)
A22	Lam Tin Station	Airport (Ground Transportation Centre)
A29	Tseung Kwan O (Po Lam)	Airport (Ground Transportation Centre)
A29	Tseung Kwan O (Po Lam)	Airport (Via Asiaworld-Expo)
E22	Lam Tin (North)	Skycity
E22A	Tseung Kwan O (Hong Sing Garden)	Skycity
E22C	Tiu Keng Leng Station	Aircraft Maintenance Area
E22S	Tung Chung (Mun Tung Estate)	Tseung Kwan O (Po Lam)
E22X	Yau Tong	Skycity
N29	Tseung Kwan O (Hong Sing Garden)	Tung Chung Station (Overnight)
N619	Shun Lee	Central (Macau Ferry) (Overnight)
N691	Tiu Keng Leng	Central (Macau Ferry) (Overnight)
N796	Tsim Sha Tsui East (Chatham Road South)	Lohas Park (Overnight)
N796	Lohas Park	Tsim Sha Tsui (Circular) (Overnight)
NA29	Tseung Kwan O (Po Lam)	Airport / HZMB Hong Kong Port (Overnight)
T277	Sheung Shui	Lam Tin Station
W2	Jordan (West Kowloon Station)	Laguna Park
W2	Millennium City	Jordan (West Kowloon Station)
W2	Jordan (West Kowloon Station)	Kwun Tong (Circular)
X42C	Tsing Yi (Cheung Hang Estate)	Yau Tong
X42C	Hong Cheung House, Cheung Hong Estate	Yau Tong
X42P	Tsing Yi Station	Lam Tin Station
Green Minibus		
KLN-22A	Lok Wah Estate	Kwun Tong Ferry (Circular) (Circular)
KLN-23B	Yue Man Square Public Transport Interchange	Cha Kwo Ling
KLN-23C	Lam Tin Station (Sin Fat Road)	Yau Tong Station (Cha Kwo Ling Road) (Circular)
KLN-23M	Yue Man Square Public Transport Interchange	Lam Tin Station (Sin Fat Road)
KLN-23P	Ko Ling Road	Lam Tin Station (Sin Fat Road)
KLN-23S	Laguna City (Phase 2)	Lam Tin Station (Sin Fat Road)
KLN-47	Shun Lee	Tsui Ping (Fuk Tong Road) (Circular)

Route No.	Origin	Destination
KLN-59	Tsui Ping Estate South	Hip Wo Street (Circular)
KLN-59M	Tsui Ping Estate South	Fuk Tong Road (Circular)
KLN-69	Laguna City	Kowloon City (Lion Rock Road)
KLN-69A	Laguna City	Tung Choi Street
NT-10M	Well On Garden	Kwun Tong (Yue Man Square)
NT-13	Hong Sing Garden	Kwun Tong (Yue Man Square)
NT-102	Hang Hau Station	San Po Kong
NT-102B	Yuk Ming Court	Choi Hung (Circular)
NT-102S	Hang Hau Station Public Transport Interchange	San Po Kong (Overnight)
NT-103	Clear Water Bay	Kwun Tong Ferry
MTR Kwun Tong Station		
MTR Kwun Tong Line		

Sources: HKeMobility website (as of 02 July 2024).

3.1.15.2. There are abundant public transport servicing points for franchised buses and green minibus (GMB) along Cha Kwo Ling Road, Kwun Tong Road, King Yip Street and Kwun Tong Station Bus Terminus.

3.1.15.3. The servicing points for franchised buses and GMB along Kwun Tong Road are abundant with variety of destination choices within 400m catchment area from the Site. Besides, MTR Kwun Tong Station is located within about 300m at-grade walking distance from the Site.

3.1.15.4. The proposed development will be well served by these existing public transport services currently provided in the vicinity.

3.2 Drainage Aspect

A. General

3.2.1 Considering the Site is located in urban area and it is a redevelopment of converting the open car park and temporary works area allocated to DSD under GLA-TNK 2587 into a proposed housing development, the catchment area, surface runoff characteristic such as the extent of paved area regarding the Site shall remain the same after the redevelopment under the proposed scheme at current stage of feasibility study. The total surface runoff of the catchments would not be adversely increased due to the redevelopment. Thus, adverse effect to the existing downstream drainage system due to the proposed redevelopment is not anticipated and therefore there will be no insurmountable drainage impact due to the proposed private development.

B. Existing Drainage System

3.2.2 As the existing drainage reserve area contain 2 nos. of large diameters storm drainage pipes and 2 nos. of large diameters sewerage pipes, this assessment found that any potential diversion will be very costly and requires long time for diversion. It would be undesirable to enforce any mandatory diversion as part of the lease condition as this would significantly lower the land sale price

subsequently. In addition, the programme of works in concurrent to the future development building works will add difficulty to the project planning and potential delay to the tentative land sale date. For these reasons, it was therefore jointly agreed with CEDD, DSD and PlanD that the diversion proposal is not recommended. Existing drainage arrangement shall be utilized where possible and it shall be up to the developer's decision to decide whether any potential diversion shall be carried out in the best of their own interest.

3.2.3 A L-shape drainage reserve area with width vary from 4m to 17m is discovered within the Site. As requested by DSD, the existing drains and sewers should not be affected unless a diversion proposal was submitted and approved by DSD. According to the section 3.2.5 of "Stormwater Drainage Manual", a minimum width of 6m plus the outside diameter of the pipeline or outside width of culvert is recommended for the whole drainage reserve area under building span over zone. Drainage reserve area that has a width of less than 6m could keep the existing width. As agreed with DSD, similar to typical carriageway minimum 5.1m headroom is required for any overhead structure above proposed within the Drainage Reserve Area to ensure sufficient O&M access and operation.

3.2.4 Any further assessment if required may be carried out at later stage such as in detailed sign of the proposed development subject to agreement with relevant B/Ds.

C. Impact Assessment

3.2.5 As the Site is currently paved, there will be no change in the run-off coefficient of the catchment area within the Site. Under the development, the arrangement of catchment area will remain unchanged. The surface runoff from the catchment area within the proposed development discharges to the existing drainage systems via the existing manhole SMH4056960 as shown in **Figure 3.8**.

D. Proposed Drainage System

3.2.6 A new terminal manhole STMH1 is proposed for the proposed development. Surface runoff from the Site will be conveyed from STMH1 to the existing manhole SMH4039728 located within the drainage reserve area via the proposed 750mm dia. concrete stormwater drain as shown in **Figure 3.9.**

3.3 Sewerage Impact

A. General

3.3.1 The sewerage impact assessment is conducted in accordance with EPD's "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Report No. EPD/TP 1/05" (GESF).

B. Existing Sewerage System

3.3.2 Refer to the DSD drainage record plan, two existing sewers are observed within the Site. A 1500mm dia. and a 525mm dia. sewer are located at the existing Drainage Reserve Area running across the Site. The 1500mm dia. sewer is connected to DSD manhole FMH4031502 while the 525mm dia. sewer is connected to DSD manhole FMH4031592. There is also another existing 300mm dia. sewer at the footpath adjacent to the Tsui Ping River and the west boundary of the Site. It is

connected to DSD manhole FMH4031502. The flow is further conveyed along Tsui Ping River Garden to DSD manhole FSH4000681 by a sewer with 1500mm dia. and ultimately discharged to the Kwun Tong Preliminary Treatment Works and then the Stonecutters Island Sewage Treatment Works. Please refer to **Figure 3.10** for the existing sewage layout.

3.3.3 Major sewerage infrastructure in Kwun Tong potentially affected by the development of the Site includes:

- Existing gravity sewers from DSD manhole no. FMH4031501 to Kwun Tong Preliminary Treatment Works (KTPTW)
- Kwun Tong Preliminary Treatment Works (KTPTW)

C. Impact Assessment

3.3.4 Based on the proposed development parameters, a total Average Dry Weather Flow (ADWF) estimated from the Development would be approximately 1,722.82m^3/day. As the contributing population is ranging from 5,000 to 10,000, the proposed sewerage shall be designed with a peaking factor of 5 (including stormwater allowance) for facility with existing upstream sewerage in accordance with the GESF. The projected Peak Dry Weather Flow (PDWF) generated from the Development would be 0.0997m^3/s.

3.3.5 Sewage generated from the proposed development will be discharged via the proposed terminal manhole FTMH1 and conveyed to Kwun Tong Preliminary Treatment Works through the existing sewerage system. Existing pipe from FMH4031501 to FMH4031502 are found to be insufficient to accommodate the additional flow due the proposed development. Existing pipes from FMH4031502 to Kwun Tong Preliminary Treatment Works are found to be sufficient to accommodate the additional flow due the proposed development.

3.3.6 The design capacity of Kwun Tong Preliminary Treatment Works (KTPTW) is 440,000 m^3/day . Based on 2019-based TPEDM data, the total estimated mean daily flow demand generated from the catchment area after the development is 388,191 m^3/day in Year 2036. With a peaking factor of 2.40, the total peak flow demand is estimated to be 931.658m^3/day in Year 2036. Therefore, the utilization rate of KTPTW is around 88.23% and hence there is sufficient capacity at KTPTW to cater the additional flow from the Development and neither mitigation measure nor upgrading works would be necessary.

D. Proposed Sewerage System

3.3.7 Terminal manhole FTMH1 associated with 375 mm dia. (OD 400mm) HDPE pipes are proposed to convey the sewage flow to a new manhole FMH02 to be constructed along the existing DN1500 sewer located within the existing drainage reserve. Existing DN1500 sewers and the Dry Weather Flow Interceptor within the drainage reserve of the Site will be retained .

3.3.8 The existing sewer downstream of the proposed FTMH1 has sufficient capacity to cater for the additional flows arising from the proposed development. Hence, no upgrading of the existing sewers downstream of the proposed development is required.

3.3.9 In conclusion, there is no insurmountable infrastructure problem for the proposed private development from sewerage impact perspective. The layout of the proposed sewerage system is shown in **Figure 3.11**.

3.4 Water Supply Impact

A. General

3.4.1 The water supply impact assessment is conducted in accordance with WSD's DI No. 1309 and Manual of Mainlaying Practice 2012.

B. Existing Water Supply System

3.4.2 There is an existing 400mm dia. D.I. fresh watermain located at the footpath of Cha Kwo Ling Road. This existing 200mm dia. D.I. pipe is feed by Ngau Tau Kok Fresh Water Service Reservoir (NTK FWSR). The NTK FWSR has a design capacity of 26,871m^3 with Top Water Level (TWL) and Invert Level (IL) at 89.916mPD and 82.296mPD respectively. The existing fresh water system is shown in **Figure 3.12**.

3.4.3 There is an existing 250mm dia. D.I. salt water main located at the footpath of Cha Kwo Ling Road. This existing 250mm dia. D.I. Pipe is feed by Cha Kwo Ling Salt Water Service Reservoir (CKL SWPS). CKL SWSR has a design capacity of 148MLD with Station Floor Level and Pump Invert Level (IL) at 4.8 m A.P.D. and -1.1 m A.P.D respectively. The existing salt water supply system is shown in **Figure 3.13.**

C. Water Demand

3.4.4 The fresh water and flushing water demand for the Development are estimated based on the residential population and land use. The intake year of the proposed development would be year 2031/2032 tentatively. Therefore, the mean daily demand projection under 2019-based TPEDM data for year 2031 has been assessed.

3.4.5 The estimated total Mean Daily Demand (MDD) of fresh water for the Development at the Site with 10% allowance would be approximately 2.000MLD (i.e. 2,000m^3/day). The estimated total MDD of flushing water for the Development with 10% allowance would be approximately 737m^3/day.

D. Impact Assessment

3.4.6 <u>Fresh Water Supply</u>

3.4.6.1. The existing capacity of NTK FWSR is 26,871 m^3. The estimated MDD of fresh water for the Development is approx. 2,000m^3/day and the required storage capacity is calculated to be 1,700m^3/day using 85% of the MDD, which accounts for 6.33% of the existing capacity of NTK FWSR only.

3.4.6.2. The capacity of the NTK FWSR is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.

3.4.7 <u>Flushing Water Supply</u>

3.4.7.1. The existing capacity of CKL SWPS is 148,000 m^3/day. The estimated MDD of flushing water for the Development is approx. 737m^3/day and the required storage capacity is calculated to be 626m^3/day using 85% of the MDD, which accounts for 0.4% of the existing capacity of CKL SWPS only.

3.4.7.2. The capacity of the CKL SPS is sufficient to cater the additional flow due to the Development. It is anticipated that neither mitigation measures nor upgrading works due to the proposed development would be necessary.

E. Proposed Water Supply Works

3.4.8 Fresh Water Main

3.4.9 DN400 fresh water main is proposed to distribute the fresh water and fire service to the Site respectively across Cha Kwo Ling Road from the existing fresh water supply system (i.e. existing 400 D.I) to the proposed housing site. The preliminary estimated residual heads of the fresh water supply system under normal scenario (i.e. daily operation without firefighting) is larger than the required 20m. The preliminary estimated residual head of including water demand for firefighting is larger than the required 17m.

3.4.10 Due to the road widening / footpath setback scheme along Shing Yip Street and Cha Kwo Long Road to be implemented by future developer, diversion of fresh water main is required. The proposed diversion works of fresh water main is shown in **Figure 3.14.**

3.4.11 Flushing Water Main

3.4.12 DN250 flushing water main is proposed to distribute the flushing water to the Site at the footpath along Shing Yip Street from the existing flushing water supply system (i.e. existing 250 D.I) to the proposed housing site. The preliminary estimated residual head of the flushing water supply system is larger than the required of 15m. The proposed Flushing Water Main layout is shown in **Figure 3.15**.

3.4.13 In conclusion, there is no insurmountable infrastructure problem for the proposed private development from water supply impact perspective.

3.5 Utility Impact Assessment

3.5.1 Existing record of CLP cables, gas mains, HGC cables, HKBN cables, HKT cables, TGT cables, and watermain records have been collected from various utilities undertakers and relevant government departments. Details refer to **Figure 3.12, Figure 3.13** and **Figure 3.16** to **Figure 3.22**.

3.5.2 Based on the information shown on the collected underground utilities records, HKT cables, potential fresh water mains and gas mains were found within the boundary of the Site. It is recommended that these utilities shall be diverted or relocated to maximize the housing development potential.

3.5.3 For other underground utilities, they mainly laid outside the boundary of the Site. Therefore, these underground utilities are unlikely affect or to be affected by the proposed housing development.

3.5.4 For underground utilities that affected by the proposed road widening / footpath setback scheme, these underground utilities are recommended to divert. Provision of new utilities to the Site can be achieved by extending/tee-off from the existing utilities locally at Shing Yip Street and Cha Kwo Ling Road. The extension work of existing utilities shall be done by future developer. The proposed extension/tee-ff/diversion of UU are shown in **Figure 3.14, Figure 3.15** and **Figure 3.23** to **Figure 3.28**.

3.5.5 Therefore, the existing and proposed utilities will not have insurmountable impact on the proposed development and no major infrastructures works related to utilities would be required for the proposed housing development.

3.6 Environmental Impact

A. General

3.6.1 The total area of the Site is approximately 0.96 ha and estimated the total flat number of the Development is estimated to be around 1,440 units. In view of this, the Development is not classified as Designated Project (DP) under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO) as the total site area is not more than 50ha. Other proposed infrastructure works such as provision of new sewerage, drainage connection to the Site is not classified as any DP items. The modification road section of Shing Yip Road is classified as Local Distributor which would not fall in DP Schedule 2 Item A.1. Therefore, no DP items of the EIAO is anticipated for the proposed development.

3.6.2 A Preliminary Environmental Review has been undertaken to identify and assess the potential environmental impacts in respect of air quality, noise, water quality and land contamination.

B. Impact Assessment

3.6.3 Air Quality

3.6.3.1. The study area for air quality assessment is defined by a distance of 500m from the site boundary. The 500m air quality study area and the locations of the Air Sensitive Receivers (ASRs) are shown in **Figure 3.29**.

3.6.3.2. Pollutants in the Atmosphere and their Transport over Hong Kong version 3.0 (PATH v3.0) is the latest available model developed and updated by EPD to predict future air quality over the entire Pearl River Delta region including Hong Kong. For this assessment, background air quality for the relevant air pollutants of RSP, FSP and NO2 has been predicted based on hourly concentration data extracted from the PATH v3.0 model. The Study Area (i.e., within 500m from the boundary of the development sites) is covered by the PATH v3.0 Grids (45,32), (46,32), (45,33) and (46,33).

3.6.3.3. PATH v3.0 is the latest available model developed and updated by EPD to predict future air quality over the entire Pearl River Delta region including Hong Kong. Given that the tentative intake year of the Development would be in Year 2031/2032, the concentration of concerned air pollutants in Year 2030 predicted by PATH v3.0 model is summarized in **Table 3.11** below.

Table 3.11 – 2030 Background Concentration Predicted by PATH v3.0 Model

Pollutant	Averaging time	Concentration (μg/m³)				Prevailing AQOs (μg/m³)
		(45,32)	(46,32)	(45,33)	(46,33)	
NO_2	1-hour (19th highest)	89	84	82	73	200 (18)
	24-hour	38	35	37	32	120 (9)
	Annual	16	15	16	14	40
RSP (PM_{10})	24-hour (10th highest)	52	52	51	51	75 (9)
	Annual	20	20	20	20	30
FSP ($PM_{2.5}$)	24-hour (19th highest)	30	30	30	30	37.5 (18)
	Annual	12	12	12	12	15
Sulphur Dioxide (SO_2)	10-min (4th Highest)	21	23	21	22	500 (3)
	24-Annual (4th Highest)	7	7	7	7	40 (3)

Notes:
(1) Data Source: EPD Website (https://aqia.epd.gov.hk/).

3.6.3.4. It is considered that adverse air quality impact during the construction stage is not anticipated with the implementation of all the recommended measures and good site practices. The future private developer could develop an audit programme during the construction phase to check the implementation of the proposed mitigation/ control measures to closely monitor the environmental performance of the construction works.

3.6.3.5. During operational phase, the major pollution sources are expected to be vehicular emissions from nearby roads including Kwun Tong Bypass, Cha Kwo Ling Road Lei Yue Mun Road and Shing Yip Street. Evaluation of potential air quality impacts on the Development due to roads would make reference to the guidelines and criteria as stipulated in Chapter 9 of the HKPSG. The separation distances between the roads and the planned ASRs at the proposed residential development would be reviewed against the recommended buffer distance in the HKPSG. No industrial emission source that will potentially affect the Development was identified within the 500m study area for air quality impact assessment based on observations made from site survey conducted on 7 March 2024, as well as desktop review of published information.

3.6.3.6. The key air quality impact during operational phase would be vehicular emissions from nearby roads including Kwun Tong Bypass, Cha Kwo Ling Road, Lei Yue Mun Road and Shing Yip Street. Kwun Tong Bypass, Lei Yue Mun Road and Cha Kwo Ling Road were classified as Expressway, Primary Distributor and District Distributor, respectively, according to the Annual Traffic Census (ATC) 2023 published by Transport Department (TD). Road type of Shing Yip Street was not available in the ATC 2023. TD has advised that Shing Yip Street is classified as Local Distributor. The prohibited area for air sensitive uses is shown in **Figure 3.30**.

3.6.3.7. The road types of the roads bounding the Site and the required HKPSG buffer distance between those roads and the site boundary are summarized in **Table 3.12** and presented in **Figure 3.31**. The air sensitive uses within the Project Site, such as fresh air intake of mechanical ventilation, openable windows of the residential floors and air sensitive uses at podium levels and open space for recreation use, will not be located within the buffer zone to ensure no adverse vehicular emission impact upon the proposed development.

Table 3.12 – Road Types of Surrounding Roads and HKPSG Air Buffer Distance Requirement

Road	Road Type	Recommended Buffer Distance
Kwun Tong Bypass	Expressway	20 m
Lei Yue Mun Road	Primary Distributor	20 m
Cha Kwo Ling Road	District Distributor	10 m
Shing Yip Street	Local Distributor	5 m

3.6.3.8. In addition, for any future connection roads near the Site, sufficient buffer distances between the future connection roads and the potential ASRs within the Site and all existing and planned ASRs should be provided according to the recommended buffer distances from roads stipulated in Table 3.1 of Ch.9 of the HKPSG. No air sensitive uses (including fresh air intake of mechanical ventilation and openable windows of the residential floors and podium levels, and open space for recreation use, etc) shall be planned to be located within the buffer area from road kerb to the Development. It is also recommended that any air intake locations be located outside of these buffer areas. To this end, adverse air quality impact due to the surrounding vehicular emissions are not expected to occur.

3.6.3.9. Consider the increase in building height restriction (+130mPD to +140mPD) due to the design flexibility for relocating one floor basement carpark to above ground, buffer distance requirement could still be met, no adverse air quality impact is anticipated.

3.6.4 Chimney Emissions

3.6.4.1. According to HKPSG, buffer distance of 200m from chimney is recommended for high-rise buildings. Since no chimneys are identified within 200m from the Project Site. Therefore, air quality impact from chimney emission to the potential ASRs of the Development is not anticipated at the Development.

3.6.5 Mitigation Measures

3.6.5.1. The key air quality impact during operational phase would be vehicular emissions from nearby roads including Kwun Tong Bypass, Cha Kwo Ling Road, Lei Yue Mun Road and Shing Yip Street. The air sensitive uses within the Project Site, such as fresh air intake of mechanical ventilation, openable windows of the residential floors and air sensitive uses at podium levels and open space for recreation use, will not be located within the buffer zone to ensure no adverse vehicular emission impact upon the proposed development. The prohibited area for air sensitive uses is shown in **Figure 3.30**. No mitigation measures are required for the proposed development.

3.6.6 Noise Impact

3.6.6.1. The study area for this noise impact assessment is defined by a distance of 300m from the site boundary. The 300m noise study area and the locations of the Noise Sensitive Receivers (NSRs) are shown in **Figure 3.31** and **Figure 3.32**.

3.6.6.2. To mitigate the potential exceedance during the construction stage, adoption of quieter construction methods and use of quality powered mechanical equipment, noise barrier and noise enclosure should be adopted. In addition, good site practices should be adopted to abate noise impacts during the construction phase of the Project and noise mitigation measures stipulated in

EPD's "Recommended Pollution Control Clauses for Construction Contracts" should be followed.

Road Traffic Noise

3.6.6.3. The major noise impact during operational phase would be road traffic noise from Cha Kwo Ling Road abutting project site boundary on the east, Kwun Tong Bypass and Tseung Kwan O Road on the east. The assessment has been carried out based on the projected peak hourly traffic flow in Year 2047 for the Development, which corresponds to the maximum projected traffic conditions within 15 years upon occupancy of the development. Under base case scenario, noise exceedances are identified at some of the noise assessment points with façade facing Cha Kwo Ling Road, Kwun Tong Bypass, Shing Yip Street and Lei Yue Mun Road. The predicted maximum road traffic noise levels in the proposed residential development is 79dB(A) which exceeds the relevant noise criterion of 70dB(A) by up to 9 dB(A).

Table 3.13 – Summary of Predicted Road Traffic Noise Results – Base Case Scenario

Parameter	T1	T2	Overall
Total No. of Flats	480	960	1,440
Predicted Maximum L10 (1 hour), dB(A)	76	79	79
No. of Flats with Noise Exceedance	207	598	805
Compliance Rate, %	56.9	37.7	44.1

Note: Noise Criterion L10(1 hour) = 70 dB(A)

3.6.6.4. It is anticipated that mitigation measures such as provision of acoustic fins, acoustic window, enhanced acoustic balcony with absorptive material could be proposed for the future design of the Development in the later stage. Two 1.8m long architectural fins are proposed at the affected NSRs (T1-3 to T1-10 and T2-77).

3.6.6.5. Average flat size of 50m^2 is adopted in our planning intention. The actual flat size, room size and block layout shall be subject to the future lessee/developer's planning and design. The specification of the acoustic windows and enhanced acoustic balcony shall subject to the future supplier and product to be adopted by the future lessee/developer. With reference to EPD's ProPECC PN 5/23, enhanced acoustic balcony with absorptive material can achieve noise reduction up to 9.5 dB(A) with sound absorptive material for those affected residential units to the road traffic noise source. For the potential induced noise reflection due to the use of architectural fins, sound absorption material shall be proposed and adopted when necessary. With reference to EPD's ProPECC PN 5/23, sound attenuation could be achieved up to 7.5 dB(A) if acoustic windows applied with sound absorptive materials at top and both side of window frame. It can adequately reduce the noise level at the proposed residential development within the Site. It should be noted that the sound attenuation performance is subjected to actual design and configuration of the acoustic window as well as setting and orientation of the acoustic window as the relative noise reduction (RNR) of these measures should be corrected if there are variations of room size, window / door opening size and etc.

3.6.6.6. With the implementation of mitigation measures at-receiver, residential units would comply with the road traffic noise criterion of 70 dB(A). No adverse road

traffic noise impact is anticipated to the future residential use with the adoption of the recommended mitigation measures. A separate NIA will be conducted by future developer during future detail design to address potential environmental impacts from traffic noise sources, which shall include review and update of traffic data based on potential traffic flow impact from adjacent development and road network changes.

Fixed Plant Noise

3.6.6.7. Based on the current scheme, there is no major planned fixed noise source within the Site. Should there be any planned fixed noise sources within the Site at the later stage, these noise sources will be designed to meet the noise criteria under Ch.9 of the HKPSG. Also, based on current available information, there are no planned noise sources identified and located within 300m of the proposed development.

3.6.6.8. For existing fixed plant noise sources, site investigation was conducted and desktop review were conducted to identify the existing major fixed plant noise sources in the vicinity which might potentially affect the noise sensitive uses within the Project Site. The identified fixed plant noise sources are shown in **Figure 3.33**.

3.6.6.9. Assessment results indicate that the predicted noise levels at the future NSRs are ranged from 57dB(A) to 62dB(A) for daytime and 52B(A) to 57dB(A) for night time, thus no exceedance during daytime and night-time is identified. . The results are summarized in **Table 3.14**.

Table 3.14 Predicted Fixed Plant Noise Levels at NSRs

Scenario	Tower No.	Noise Criterion, dB(A)	Predicted Fixed Plant Noise Level, $L_{Aeq\ (30\ min)}$, dB(A)	Compliance
Daytime and Evening	T1	70	58 – 62	Yes
	T2		57 – 59	Yes

3.6.6.10. A separate NIA will be conducted by future developer for future detail design to address potential environmental impacts from fixed plant noise sources, which shall include more detailed investigation and assessment of the identified noise sources and mitigation measures to be proposed as necessary.

3.6.6.11. The Site is proposed for residential development. In case there is any planned fixed noise sources designed in the later stage, to ensure the fixed plant noise generated from the proposed development would not cause excessive noise impact to the NSRs in the vicinity, potential noise sources from the Project (e.g. pump rooms, transformer rooms, lift machine room, emergency set rooms, etc.), shall be designed to meet the relevant noise criteria as stipulated in the HKPSG. Proper noise control measures, such as silencers and acoustic lining, shall be provided for those potential noise sources designed in the later stage when necessary, to ensure the fixed plant noise impact on the NSRs in the vicinity due to the operation of the proposed development will not exceed the relevant noise standard of the HKPSG and the NCO.

Railway Noise Impact

3.6.6.12. The railway noise impact due to railway operations from Kwun Tong Line are assessed based on the indicative layout to review the feasibility in terms of railway noise criteria compliance.

3.6.6.13. The locations of the noise sensitive receivers of the proposed residential building blocks are illustrated in **Figure 3.34**. The noise level of L_{eq} (24hrs), L_{eq} (30mins daytime & evening time), L_{eq} (30mins night time) and Lmax (2300-0700) at the selected NSRs are calculated. The potential noise impacts due to operation of Kwun Tong Line are summarised in **Table 3.15**.

Table 3.15 Predicted Rail Noise Level at Representative NSR

NSR	ASR	Maximum Railway Noise Level (dB(A))		
		$L_{eq\ (24hrs)}$	$L_{eq\ (30mins,\ day\ time\ /\ evening\ time)}$	$L_{eq\ (30mins,\ night\ time)}$
T1-28	C	**66**	67	**64**
T1-30		**67**	67	**64**
T1-38		63	63	60
T2-55		64	64	**61**
Criteria (ASR C)		65	70	60

3.6.6.14. For all the identified representative NSRs, there are exceedance to the railway noise criteria at representative noise sensitive receivers at Tower 1 and Tower 2 for L_{eq24hr} and $L_{eq\ 30min\ (Nighttime)}$. Based on the noise measurement, the measured maximum noise level at the measurement point is 83dB(A) which is below the Lmax criteria of 85dB(A), it is anticipated that compliance of Lmax of 85 dB(A) could be achieved at the proposed development.

3.6.6.15. The predicted maximum railway noise level at night-time under the base-case scenario of the proposed residential development is 64dB(A). It is anticipated that mitigation measures such as provision of fixed glazing at the northeastern façade of Tower 1 facing the Kwun Tong Line. For the representative noise sensitive receiver at Tower 2 (T2-55), given there is acoustic window proposed for road traffic noise, which could also be able to mitigate the marginally exceedance (1dB(A)) of railway noise. There is an application of acoustic window for railway noise proposed for private development, e.g. The Arles, next to Fo Tan Station.

3.6.6.16. Nevertheless, a separate NIA will be conducted by future developer during future detail design to address potential environmental impacts from railway noise sources, including confirmation of the MTR speed, frequency, conditions of the train and train tracks, etc. Mitigation measures at receiver end will be proposed where necessary to ensure the noise sensitive uses within the Site comply with respective criteria. No insurmountable impact of rail noise to the noise sensitive receivers are anticipated.

3.6.7 Summary of Noise Mitigation Measures for Traffic and Rail Noise

3.6.7.1. In summary, the overall proposed noise mitigation measures for both traffic and rail noise for the development is shown in **Figure 3.35.**

3.6.7.2. Nevertheless, the future developer shall follow the land lease requirements, e.g. submission of Noise Impact Assessment covering construction noise, road traffic noise, fixed plant noise and rail noise in accordance with the prevailing

guidelines and ordinances for relevant government authorities' approval prior to the commencement of the development.

3.6.7.3. Consider the increase in building height restriction (+130mPD to +140mPD) due to the design flexibility for relocating one floor basement carpark to above ground, no adverse traffic and railway noise impact is anticipated since the noise level decreases with building height.

3.6.8 Water Quality

3.6.8.1. The study area for water quality assessment is defined by a distance of 500m from the site boundary. Water Sensitive Receivers (WSRs) located in the vicinity of the 500m from the site boundary were identified and reviewed. Based on desktop study and findings of site survey, Tsui Ping River has been identified as Water Sensitive Receivers (WSRs) within 500m water quality study area. The 500m water quality study area and location of WSRs are shown in **Figure 3.34**.

3.6.8.2. The nearest Water Control Zones (WCZ) to the proposed Project Site are the Victoria Harbour Phase 1 WCZ (~650m to the southwest). The EPD's Marine Water Quality in Hong Kong 2023 was reviewed. Victoria Harbour (East) VM2 water monitoring station is considered as the most representative of the water quality conditions at the Project Site.

3.6.8.3. The potential sources of water quality impact associated with Project during the construction phase would be limited to the land-based construction works. Earth filling, excavation and concreting work would be required for the site clearance and provision of new sewerage/drainage to the proposed site. Thus, potential water quality impacts would be associated with uncontrolled surface runoff with increase suspended solids, or accidental spillage of lubricant oils / fuels, and generation sewage from the workforce during construction phase. In consideration of the small scale and scattered pattern of the potential WSRs, as well as the large separation between the Project site boundary and potential WSRs, adverse water quality impact associated with the construction works is not anticipated.

3.6.8.4. During the operational phase, sewage generated from the Proposed Development would be the major pollutant sources to the water quality. The surface runoff from the Project Site might also induce potential water quality impacts.

3.6.8.5. Sewage would be generated from the proposed residential development throughout the operational phase. The sewage generated from the development would be collected and discharged to the nearest public sewerage system. Thus, no sewage will be released to the environmental without treatment and no adverse water quality impact is anticipated during operational phase.

3.6.8.6. Domestic wastewater would be generated from the proposed residential development and would be the major sources inducing the potential water quality impact to the WSRs in the vicinity. The sewage generated from the proposed residential development would be discharged into the public sewerage system and surface runoff would be discharged to the drainage system. Sewerage Impact Assessment (SIA) has been submitted to EPD for endorsement and the SIA concluded that the sewage generated from the proposed development will be discharged via the existing sewerage system and

conveyed to Kwun Tong Preliminary Treatment Works with an existing DN300 sewer is proposed to be upgraded to DN600 sewer to suit the demand for future population.

3.6.8.7. Meanwhile, relevant measures and best practices as stated in ProPECC PN 1/23 “Drainage Plans Subject to Comment by the Environmental Protection Department” would be implemented. For example, proper drainage systems with silt traps and oil interceptors will be installed. Runoff will be controlled by best management practice that it will be intercepted by properly designed and managed silt traps at appropriate spacing so that common roadside debris, refuse and fallen leaves, etc. can be captured. Thus, no adverse water quality impact is anticipated during the operational phase.

3.6.9 Waste Management

3.6.9.1. Waste types generated by the construction activities would likely include inert and non-inert C&D materials from construction and excavation works, chemical wastes from the maintenance of construction vehicles and equipment, as well as general refuse from the workforce. Provided that the identified wastes during construction phase would be handled, transported and disposed of using the recommended

3.6.9.2. During the operational phase, the generated MSW will be collected at the refuse collection point provided within the Site for further collection. The waste management practice will comply with the statutory requirements. With implementation of good waste management practices, the environmental impacts induced are expected to be minimal.

3.6.10 Land Contamination

3.6.10.1. The Subject Site is situated within urban fringe area along Cha Kwo Ling Road near Shing Yip Street in Kwun Tong East. The Subject Site is divided into two sites, namely Site A and Site B, with respect to the land use and usage boundary. The Subject Site is currently occupied and there are no non-development areas involved. Site A has been a temporary works area for the project of Contract No. DC/2019/08 under DSD from 2019 to 2024 and Contract No. DC/2024/08 under DSD since 2024 while Site B was occupied as an open fee-paying STT carpark opened for public use.

3.6.10.2. Site A situates in between Tsui Ping River on its western side and Cha Kwo Ling Road on its eastern side, with Shing Yip Street bounded at its south-western side. Site A has been a temporary works area for the project of Contract No. DC/2019/08 under DSD from 2019 to 2024 and Contract No. DC/2024/08 under DSD since 2024. Site A has mainly been used for storing construction materials. The materials stored on-site include fuel drums placed on drip trays for the re-fuelling of a back-up generator, which is rarely used and would only be turned on in the case of an emergency or short circuit on the power supply. As confirmed with RSS, all fuel transfer equipment (e.g. fuel drums, fuel pipes and pumps) would be placed on spill containment drip trays to avoid potential spillage and leakage during the re-fueling operation. Hence it is not considered to be potentially contaminative. As confirmed with RSS, the heavy machinery are only used off site and parked within site. As confirmed with EPD, no CWP was identified within the Subject Site. Furthermore, it is observed that there are

no stains, no signs of spillage and no cracks on the concrete surface in the vicinity of the fuel drums.

3.6.10.3. Site B has been occupied as an STT carpark since 1996 and was under construction in 1996-1998 before opening in 1999 for public use by vehicles including lorries, vans, coaches and private cars. There were no dangerous chemicals or petrol tankers or the like observed. Fully concreted ground surfaces were observed with no other human or construction activities.

3.6.10.4. To conclude, based on the observation from historical aerial photos, past land use records and site inspection, it was believed there were no contamination activities or pollution occurred both in the past and currently.

3.6.10.5. Land contamination potential is not anticipated at both Site A and Site B of the Subject Site. No site investigation is therefore required or proposed.

3.6.11 Other Environmental Aspects

3.6.11.1. There is an existing petrol filling station at the north of the site which the existing New City Centre has already provided screening to the proposed development. Based on site observation and the information obtained from the official website (https://find.shell.com/hk/fuel/10045143-shell-lei-yue-mun/zh_HK), only fuel refilling is provided and no Liquefied Petroleum Gas (LPG) filling service is provided in the petrol filling station. In addition, according to the Chapter 12 – Miscellaneous Planning Standards and Guidelines of HKPSG and based on site observation, the petrol filling station would avoid the noise and air disturbances, provide proper storage and disposal of chemical wastes and provision of drainage facilities. The impact from the petrol filling station to the proposed development is considered minimal. As this petrol filling station is not classified as potential hazardous installation (PHI), no quantitative risk assessment is required.

3.7 Landscape and Visual Aspect

A. General

3.7.1 The landscape and visual impact assessment (LVIA) was conducted with reference to the relevant standards and guidelines including but not limited to DEVB TC(W) No. 4/2020 – Tree Preservation, EIAO Guidance Note No. 8/2023 – Preparation of Landscape and Visual Impact Assessment under the EIAO and TPB PG-No. 41 - Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board.

B. Impact Assessment

3.7.2 Tree Survey

3.7.2.1. A total of 88 trees of 19 species with a trunk diameter larger than 95mm measured at 1,300mm above ground level were surveyed. The surveyed trees were found scattered around the site area along the surrounding boundary. The trees were generally well maintained and in average condition. The average crown size was 5.8m, average tree height at 7.9m and average 337mm DBH.

3.7.2.2. No Old and Valuable Trees or Trees of Particular Interest was identified in the tree survey.

3.7.2.3. There were 6 *Lagerstroemia speciosa* and 1 *Swietenia* mahagoni identified in the survey. The *L. speciosa* are scheduled in Cap 96: Forests and Countryside Ordinance and the *S. mahagoni* is scheduled in Cap 586 of Protection of Endangered Species of Animals and Plants Ordinance. These *L. speciosa* and *S. mahagoni* are exotic species in cultivated form, which makes it an exception under Cap. 96 and Cap 586, and thus they are not considered as a protected species in Hong Kong.

3.7.2.4. Among the 88 surveyed trees, 41 surveyed trees will be affected by the Development and associated site formation works and are recommended to be removed or transplanted. The summary of affected trees is listed in **Table 3.16**.

Table 3.16 - Summary of Surveyed Trees with DBH >95mm at 1.3m above Ground Level

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment	Maintenance Department
	Scientific Name	Chinese Name					
T001	*Ficus microcarpa*	細葉榕	4.0	180	3.0	Remove	LCSD
T002	*Caryota mitis*	短穗魚尾葵	4.0	150	1.5	Remove	Tenant(1)
T003	*Caryota mitis*	短穗魚尾葵	4.0	150	1.5	Remove	Tenant
T004	*Ficus subpisocarpa*	筆管榕	5.0	150	3.0	Remove	Tenant
T005	*Ficus subpisocarpa*	筆管榕	5.0	120	2.0	Remove	Tenant
T023	*Ficus microcarpa*	細葉榕	9.5	500	8.0	Remove	LCSD
T024	*Ficus subpisocarpa*	筆管榕	4.0	150	3.5	Remove	Tenant
T026	*Archontophoenix alexandrae*	假檳榔	8.0	150	2.0	Transplant	DSD
T027	*Archontophoenix alexandrae*	假檳榔	7.5	180	2.0	Transplant	DSD
T029	*Archontophoenix alexandrae*	假檳榔	8.5	180	2.0	Transplant	DSD
T030	*Archontophoenix alexandrae*	假檳榔	8.5	160	2.0	Transplant	DSD
T031	*Syzygium jambos*	蒲桃	7.0	280	5.0	Remove	DSD
T032	*Archontophoenix alexandrae*	假檳榔	9.0	200	2.0	Transplant	DSD
T033	*Archontophoenix alexandrae*	假檳榔	9.0	200	2.0	Transplant	DSD
T034	*Archontophoenix alexandrae*	假檳榔	9.0	180	1.5	Transplant	DSD
T035	*Melia azedarach*	苦楝	3.5	150	2.0	Remove	DSD
T036	*Ficus hispida*	對葉榕	3.0	100	3.0	Remove	DSD
T037	*Macaranga tanarius var. tomentosa*	血桐	3.0	100	1.5	Remove	DSD
T038	*Macaranga tanarius var. tomentosa*	血桐	4.0	100	3.0	Remove	DSD

Tree ID No.	Species		Height (m)	DBH (mm)	Spread (m)	Proposed Treatment	Maintenance Department
	Scientific Name	Chinese Name					
T039	*Macaranga tanarius var. tomentosa*	血桐	3.5	100	3.0	Remove	DSD
T044	*Khaya senegalensis*	非洲楝	14.5	600	12.0	Remove	DSD
T046	*Spathodea campanulata*	火焰樹	9.5	230	3.0	Remove	DSD
T047	*Swietenia mahagoni*	桃花心木	14.0	400	6.0	Remove	DSD
T048	*Khaya senegalensis*	非洲楝	13.5	550	12.0	Remove	DSD
T050	*Plumeria rubra*	雞蛋花	4.5	150	4.0	Remove	DSD
T051	*Pterocarpus indicus*	紫檀	8.0	230	5.0	Remove	DSD
T052	*Grevillea robusta*	銀樺	0.0	260	2.0	Remove	DSD
T053	*Plumeria rubra*	雞蛋花	4.5	160	4.0	Remove	DSD
T054	*Grevillea robusta*	銀樺	5.0	110	1.5	Remove	DSD
T055	*Bischofia javanica*	秋楓	6.0	140	2.0	Remove	DSD
T060	*Lagerstroemia speciosa*	大花紫薇	5.5	140	2.5	Remove	LCSD
T071	*Bischofia javanica*	秋楓	11.0	450	4.0	Remove	LCSD
T072	*Bischofia javanica*	秋楓	9.0	400	5.0	Remove	LCSD
T073	*Bischofia javanica*	秋楓	9.5	400	5.0	Remove	LCSD
T074	*Bischofia javanica*	秋楓	9.5	300	4.0	Remove	LCSD
T075	*Bischofia javanica*	秋楓	7.5	260	2.5	Remove	LCSD
T076	*Bischofia javanica*	秋楓	11.0	350	3.0	Remove	LCSD
T077	*Bischofia javanica*	秋楓	7.5	280	2.0	Remove	LCSD
T078	*Bischofia javanica*	秋楓	10.0	450	5.5	Remove	LCSD
T079	*Syzygium jambos*	蒲桃	5.5	230	4.0	Remove	DSD
T080	*Lagerstroemia speciosa*	大花紫薇	3.5	110	2.5	Remove	DSD

Remarks: (1) Tenant of STT Carpark (KX2956)

3.7.2.5. Among the 88 surveyed trees, 47 trees are proposed to be retained in-situ while 41 surveyed trees will be affected by the Development and associated site formation works. Among the 41 affected trees, 34 affected trees are proposed to be removed and 7 affected trees are proposed to be transplanted to direct conflict with the Project's construction work. The maintenance departments of the affects trees are summarised in **Table 3.17**.

Table 3.17 - Maintenance Departments for Affected Trees

Maintenance Department	No. of Proposed Removed Trees	No. of Proposed Transplanted Trees
Tenant(1)	5	0

LCSD	11	0
DSD	18	7
Total	34	7

Remarks: (1) Tenant of STT Carpark (KX2956)

3.7.2.6. The tree assessment schedule, tree survey plan, tree photos and tree treatment plan are shown in **Figure 3.36, 3.37 3.38 and 3.39** respectively.

3.7.2.7. No surveyed trees are proposed to be transplanted due to their existing conditions and difficulties in obtaining proper root ball for transplanting.

3.7.3 Landscape Character Areas and Landscape Resources

3.7.3.1. The site area is a city lot that is surrounded by the Kwun Tong industrial area in the western direction, Kwun Tong Bypass in the southeast and Kwun Tong Road/MTR Viaduct in the northeast in a larger context. The area is primarily comprising of Residential Urban Landscape to the south and west (LCA1), Industrial Urban Landscape (LCA2), Park Urban Landscape represented by Tsui Ping River Garden to the southwest (LCA3), Institutional Landscape represented by the Kwun Tong Law Courts and Kowloon East Government Offices (LCA4), Drainage Channel Landscape (LCA5) and Transportation Landscape (LCA6). The baseline condition of Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the 100m study boundary have been identified in **Figures 3.40** to **Figure 3.42** respectively and listed in the table below:

Table 3.18 - Unmitigated Impacts on Landscape Character Areas

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA1	Residential Urban Landscape	High	The proposed development adds two residential blocks to an area already occupied by a number of existing buildings including neighbouring industrial buildings and institution facilities. The proposed residential towers are much taller than the surrounding buildings at +128.5mPD. It is expected that there would be moderate impact to the character of this LCA.	Intermediate	Moderate
LCA2	Industrial Urban Landscape	High	The proposed building is located at the fringe of the existing cluster of industrial buildings. They are expected to cause intermediate impact to the surrounding landscape characters.	Intermediate	Slight

Code	Landscape Character Area (LCA)	Compatibility	Description of Unmitigated Impact	Magnitude of Change	Significance of Impact
LCA3	Institutional Landscape	Medium	The two proposed buildings are located close to the existing cluster of industrial buildings. They are expected to cause little impact to the surrounding landscape characters.	Small	Slight
LCA4	Park Urban Landscape	Medium	The two proposed buildings are located close to Tsui Ping River Garden. They are expected to cause intermediate impact to the surrounding landscape characters.	Intermediate	Moderate
LCA5	Drainage Channel Landscape	Medium	The proposed development is near the soon to be completed revitalisation of Tsui Ping River. The proposed development is expected to cause intermediate impact to the surrounding landscape characters.	Intermediate	Moderate
LCA6	Transportation Landscape	Medium	The proposed development shall add two additional buildings close to the elevated Kwun Tong Bypass. This is in character with the buildings in the vicinity of the proposed development.	Small	Slight

3.7.3.2. Given the relatively modest scale of the proposed development within an already developed residential area, it is expected that the main source of impact on landscape resources would primarily only stem from construction activities and the additional shadows casted by the two proposed towers. The following table summarises this finding:

Table 3.19 - Unmitigated Impacts on Landscape Resources

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR1 Residential Urban Landscape						
LR1-1	Laguna City	Nil.	Nil	Negligible	Medium	Negligible
LR2 Industrial Urban Landscape						
LR2-1	CLP Cha Kwo Ling Sub-station	Construction activities and blockage caused by the proposed	Noise and air pollution during construction and	Small	Low	Slight

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
		residential towers.	shadows casted by the new tower.			
LR2-2	The Site	Construction activities	Removal of existing trees	Large	Low	Moderate
LR3 Institutional Landscape						
LR3-1	Kwun Tong Law Courts	Construction activities and blockage caused by the proposed residential towers.	Noise and air pollution during construction and shadows casted by the new tower.	Small	Low	Slight
LR3-2	Kowloon East Government Offices	Construction activities and blockage caused by the proposed residential towers	Noise and air pollution during construction and shadows casted by the new tower.	Small	Low	Slight
LR3-3	RMHC (Kwun Tong House)	Construction activities and blockage caused by the proposed residential towers	Noise and air pollution during construction and shadows casted by the new tower.	Small	Low	Slight
LR3-4	Yung Fung Shee Memorial Centre East Kowloon Health Centre	Nil	Nil	Negligible	Low	Negligible
LR4 Park Urban Landscape						
LR4-1	Kwun Tong Swimming Pool	Nil	Nil	Negligible	Medium	Negligible
LR4-2	Tsui Ping River Garden	Construction activities and blockage caused by the proposed residential towers.	Noise and air pollution during construction.	Intermediate	Medium	Negligible
LR4-3	Laguna Park	Nil	Nil	Negligible	Medium	Negligible
LR5 Drainage Channel Landscape						
LR5-1	Tsui Ping River Channel	Construction activities and blockage caused by the proposed residential towers.	Noise and air pollution during construction and shadows casted by the new tower.	Intermediate	Medium	Moderate
LR6 Transportation Corridor						

Code	Landscape Resource (LR)	Sources of Impact	Description of Unmitigated Impact	Magnitude of Change	Sensitivity to Change	Significance of Impact
LR6-1	Kwun Tong Bypass	Nil	Nil	Negligible	Low	Negligible
LR6-2	Kwun Tong Road	Nil	Nil	Negligible	Low	Negligible

3.7.4 Baseline Visual Conditions

3.7.5 The Site is located in the proximity of the existing high-rise cluster of industrial/commercial development intermixed with CIC developments and open spaces. The visual comparison of the proposed "R(A)" zone and its vicinity is mainly surrounded by the industrial and commercial developments from southwest to northwest with BH up to about +130mPD and Laguna City with BH ranging from about +80mPD to +92mPD on the southeast side of Kwun Tong By-pass. Lei On Court and Tsui Ping (South) Estate (about +127mPD) are sitting further north while APM Millennium City V (about +195mPD) and Crocodile Centre (about +112mPD) are located to the further west. As for GIC developments, there are the Kwun Tong Law Courts (8 storeys, +39.0mPD), Kowloon East Government Offices (11 storeys, +48.4mPD), Yung Fung Shee Memorial Centre East Kowloon Health Centre (7 storeys, +36mPD) and RMHC (Kwun Tong House) Jockey Club Building (16 storeys, +64.9mPD)

3.7.5.1. Immediately around the site area, the visual elements are dominated by the industrial buildings in the Kwun Tong area. At the medium and long range, the Laguna City and Tsui Ping (South) Estate, and Sau Mau Ping South Estate marks the visual backdrop of the area. Six (6) key public Viewing Points (**Figure 3.38)** illustrated the visual impacts from all four sides of the Site. Photographs taken from these existing viewpoints are shown in **Figure 3.44** to **Figure 3.49**.

Table 3.20 – Key Public Viewing Points

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP1 (Figure 3.44)	From Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street (elev. About +27.4mPD).	280	This view taken from the escalator platform on the footbridge connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street illustrates the overall impact on skyline and assesses the impact of the proposed development fitting together with the existing industrial buildings in Kwun Tong area as an urban cluster. Viewing distance towards the proposed development is medium. Sensitivity of public viewers of this VP is considered Medium.
VP2 (Figure 3.45)	From Kwun Tong Recreation Ground (elev. +7.6mPD).	300	This view taken from the jogging track of the Kwun Tong Recreation Ground illustrating the view of joggers and parks visitors to the playground. Viewing distance towards the proposed development is medium. Sensitivity of public viewers of this VP is considered High.

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP3 (Figure 3.46)	From Sai Tso Recreation Ground. (elev. +79.6mPD).	740	This view taken from the open area in front of the recreation ground office illustrates the overall visual impacts for visitors and recreational users at the Sai Tso Recreation Ground at a long distance. Sensitivity of public viewers of this VP is considered High.
VP4 (Figure 3.47)	From Connecting Footbridge between Laguna City and Sin Fat Road. (elev. About +39.0mPD).	220	This view is taken from the connecting footbridge between Laguna City and Sin Fat Road illustrates the visual impacts for daily commuters at this location. Viewing distance towards the proposed development is short. Sensitivity of public viewers of this VP is considered Medium.
VP5 (Figure 3.48)	From Roof Garden of Cha Kwo Ling Promenade. elev. +12.4mPD).	510	This view taken from the roof garden of Cha Kwo Ling Promenade illustrates the overall impact on the skyline and assesses the impact of the proposed development fitting together with the surrounding industrial, institutional and residential developments as an urban cluster. Viewing distance towards the proposed development is long. Sensitivity of public viewers of this VP is considered High.
VP6 (Figure 3.49)	From Tsui Ping River Garden. elev. +5.7mPD).	130	This view taken from the Tsui Ping River Garden illustrating the impact of the proposed development of park visitors at close distance. Viewers experience full exposure of the proposed development. Sensitivity of public viewers of this VP is considered High.

3.7.6 Potential Visual Impacts

3.7.6.1. Visual impact assessment has been undertaken to assess the visual impact of the Development. The photomontages showing the visual impacts as seen from the six selected viewpoints are given in **Table 3.17** and **Figure 3.39** to **3.44**. The visual impact assessment is formulated on the basis of the comparison between the OZP-Compliant Scheme at current BHR of +130mPD and the proposed BHR at +140mPD. The following table summarizes these impacts:

Table 3.21 – Visual Impacts on Key Public Views

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP1 (Figure 3.44)	From Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street (elev. About +27.4mPD).	Before: This is an overall view of the industrial building cluster of Kwun Tong in the foreground and public housing developments in Lam Tin area in the background viewed from the northwestern direction.	There is further slight obstruction to the sky from this viewpoint when compared with the OZP-Compliant Scheme.	The proposed building blocks remains standing out from the industrial buildings. The effect on public viewers is considered slightly adverse.	There is further slight blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is slightly adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		After: The proposed Towers at +128.5mPD BH with BHR of +130mPD stand out in the background from this viewpoint. The proposed Towers with BHR of +140mPD add further slight blockage to the open sky view when compared with the OZP-Compliant Scheme, while the lower building blocks of Kwun Tong Industrial Centre and the Proposed Kwun Tong Composite Development Project are at the foreground.			
VP2 (Figure 3.45)	From Kwun Tong Recreation Ground (elev. +7.6mPD).	Before: This is a view taken from the jogging track inside Kwun Tong Playground and the existing view sees a large area of open sky. The canopy of Kwun Tong Swimming Pool incidentally aligned with the industrial buildings along Kwun Tong Road in the background partially screening off the proposed development. After: The proposed development with +128.5mPD BH and BHR of +130mPD already stands out in the background and becomes a prominent feature in of the skyline towards the Kwun Tong cityscape. The proposed Towers with BHR of +140mPD add further slight blockage to the open sky view when compared with the OZP-Compliant Scheme.	There is further slight obstruction to the open sky when compared with the OZP-Compliant Scheme.	The building blocks add obstructions to the existing open sky view when compared with the OZP-Compliant Scheme.. The effect on public viewers is considered slightly adverse.	There is further slight blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is slightly adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP3 (Figure 3.46)	From Sai Tso Recreation Ground (elev. +79.6mPD).	Before: This is a view taken from Sai Tso Recreation Ground and the existing view sees a large area of open sky behind trees and vegetation. After: From this view, Sai Tso Recreation Ground is at the foreground with visual elements including vegetation and open sky at the background. At the background of the proposed development, the proposed K7 development and the proposed development (A/K14/807) protrude above the tree canopy from this VP. The top floors of the proposed towers with +128.5mPD BH and BHR of +130mPD are partially in view, but majority of the bulk of the proposed Towers will be blocked by the visual elements. The proposed Towers at BHR of +140mPD add further minimal blockage to the open sky.	There is further minimal obstruction to the open sky when compared with the OZP-Compliant Scheme.	The building block adds obstructions to the existing open sky view. The effect on public viewers is considered negligible to slightly adverse.	There is partial further minimal blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is negligible to slightly adverse..
VP4 (Figure 3.47)	From Connecting Footbridge between Laguna City and Sin Fat Road (elev. About +39.0mPD).	This view is taken from the connecting footbridge between Laguna City and Sin Fat Road overlooking the Kwun Tong cityscape with a large area of open sky behind industrial and commercial towers. After: From this view, the proposed development with +128.5mPD BH and BHR of +130mPD will	There is further slight obstruction to the sky from this viewpoint when compared with the OZP-Compliant Scheme.	The two proposed building blocks stand out from the existing buildings in the Kwun Tong core area. The effect on public viewers of commuters at this location is considered slightly adverse	There is further slight blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is slightly adverse..

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		block the existing sky view. The proposed Towers at BHR of +140mPD add further slight blockage to the open sky. The proposed K7 development, the proposed Kwun Tong Composite Development Project and the proposed development (A/K14/807) are behind the proposed blocks forming the background from this viewpoint.			

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
VP5 (Figure 3.48)	From Roof Garden of Cha Kwo Ling Promenade. (elev. +12.4mPD).	Before: This is a view taken from the Roof Garden of Cha Kwo Ling Promenade towards the northeast with the Kwun Tong Bypass separating the Kwun Tong industrial area on the left and Laguna City with vegetations on the right. The public housing at Sau Mau Ping area and the open sky forms the backdrop of this viewpoint. After: From this view, the overall visual composition remains as urbanized environment with the proposed building blocks with +128.5mPD BH and BHR of +130mPD will block the existing sky view and reduce the depth of field when view from this viewpoint. The proposed Towers with BHR of +140mPD add further slight blockage to the open sky when compared with the OZP-Compliant Scheme.	There is further slight obstruction to the sky from this viewpoint when compared with the OZP-Compliant Scheme considering the public housing at Sau Mau Ping area as background	The building block adds further slight obstructions to the existing open sky view. The effect on public viewers is considered slightly adverse.	There is further slight blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is slightly adverse.
VP6 (Figure 3.49)	From Tsui Ping River Garden. (elev. +5.7mPD).	This is a view taken from Tsui Ping River Garden at close view with industrial buildings at the left of the VP and public housing developments in Lam Tin and Sau Mau Ping areas and open sky in the background. After: The proposed Towers with +128.5mPD BH and BHR of +130mPD is prominent in this view and the	There is further partial obstruction to the open sky when compared with the OZP-Compliant Scheme.	The building block adds further partial obstructions to the existing open sky view. The effect on public viewers is considered slightly to moderately adverse.	There is further partial blockage to the sky. The effect of 10m increase in proposed BHR on visual resources is slightly to moderately adverse.

Code	Vantage Point	Visual Composition	Visual Obstruction	Effect on Public Viewers	Effect on Visual Resources
		skyline is partially blocked. The proposed Towers with BHR of +140mPD add further partial blockage to the open sky when compared with the OZP-Compliant Scheme.			

3.7.6.2. Considering the visual impacts from the 6 viewpoints covering angles from all around the site area, the visual impacts ranges from 'negligible to slightly adverse' to 'slightly to moderately adverse'.

Table 3.22 – Summary of Ratings of Visual Impacts

Code	Vantage Point	Overall Visual Impact of VP
VP1	From Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street	Slightly adverse
VP2	From Kwun Tong Recreation Ground	Slightly adverse
VP3	From Sai Tso Recreation Ground	Negligible to slightly adverse
VP4	From Connecting Footbridge between Laguna City and Sin Fat Road	Slightly adverse
VP5	From Roof Garden of Cha Kwo Ling Promenade	Slightly adverse
VP6	From Tsui Ping River Garden	Slightly to moderately adverse

3.7.7 Conclusion

3.7.7.1. The key landscape and visual impacts of the proposed development are largely limited to the impacts of trees affected by works, noise and air pollution arising from construction activities, shadows casted by the proposed tower, and the blockage of the sky caused by the additional of the proposed building.

3.7.7.2. The mitigation measures to address these impacts are relatively straightforward. Regarding the number of trees impacted, it is recommended that these trees be compensated on-site. Additional new tree planting shall also be provided in the future landscape area of the Development to satisfy greenery coverage requirement. Additional mitigation measures are listed in **Table 3.19**.

Table 3.23 – Additional Mitigation Measures for Landscape and Visual Impact

No.	Additional mitigation measures
(a)	Careful manage construction activities to minimise disturbances during construction
(b)	Optimise the layout and orientation of the two towers and proposed commercial development to minimise visual blockage
(c)	Incorporate green space, open space and podium design such as landscaping, edge planting and etc to alleviate the visual and landscape impact of the

No.	Additional mitigation measures
	developments according to relevant governmental technical circulars and guidelines
(d)	Sensitive façade treatment to enhance the podium design and soften the visual mass of the podium for alleviating visual impact
(e)	Incorporate compensatory tree planting

3.7.7.3. The proposed development involves limited change in terms of landscape resources and landscape character. With the recommended mitigation measures in place, it is considered that the residual landscape impacts can be limited to slight and confined to the immediate surroundings of the site area.

Table 3.24 – Significance of Residual Impacts After Mitigation

Code	LCA / LR	Significance of Impact Before Mitigation	Recommended Mitigation Measures	Significance of Impact After Mitigation
LCA1	Residential Urban Landscape	Moderate	a, b, c, d, e	Slight
LCA2	Industrial Urban Landscape	Slight	a, b, c, d	Negligible
LCA3	Park Urban Landscape	Moderate	a, b, c, d, e	Slight
LCA4	Institutional Landscape	Slight	a, b, c, d	Negligible
LCA5	Drainage Channel Landscape	Moderate	a, b, c, d, e	Slight
LCA6	Transportation Landscape	Slight	a, b, c, d	Negligible
LR2-1	CLP Cha Kwo Ling Sub-station	Slight	a, b, c, d	Negligible
LR2-2	The Site	Moderate	a, b, c, d, e	Slight
LR3-1	Kwun Tong Law Courts	Slight	a, b, c, d	Negligible
LR3-2	Kowloon East Government Offices	Slight	a, b, c, d	Negligible
LR3-3	RMHC (Kwun Tong House)	Slight	a, b, c, d	Negligible
LR5-1	Tsui Ping River Channel	Moderate	a, b, c, d, e	Slight

3.7.7.4. As far as the visual impacts are concerned, it is recommended that mitigation measures (b), (c), (d) and (e) as listed in **Table 3.20** are incorporated into the design of the proposed development as far as possible to further minimize the limited impacts.

3.7.7.5. New native tree planting with a ratio of 1:1 (34 nos.) is proposed for the removal of trees due to the site formation work. Subject to other site design considerations, native species are recommended for ecological value. Green

space area should be minimum 20% of site area and proposed open space area is around 1,920m^2. A conceptual landscape plan for the Site in enclosed in **Figure 2.8**. Compensatory and new tree planting proposal are list in **Table 3.25** and **Table 3.26** respectively.

Table 3.25 – Compensation Tree Planting Proposal

Proposed Tree Species		Native/Exotic	Size	No. of tree
Scientific Name	Chinese Name			
Viburnum odoratissimum	珊瑚樹	Native	Heavy Standard	8
Ilex rotunda	鐵冬青	Native	Heavy Standard	8
Podocarpus macrophyllus	羅漢松	Native	Standard	10
Sapium sebiferum	烏桕	Native	Heavy Standard	8

Table 3.26 – New Tree Planting Proposal

Proposed Tree Species		Native/Exotic	Size	No. of tree
Scientific Name	Chinese Name			
Garcinia	福木	Exotic	Heavy Standard	11
Osmanthus fragrans	桂芯	Exotic	Heavy Standard	11
Elaeocarpus hainanensis	水石榕	Exotic	Heavy Standard	20
Podocarpus macrophyllus	羅漢松	Native	Heavy Standard	50

3.7.7.6. Apart from the greenery provision requirement, the proposed development shall also comply with the building separation and building setback requirements as stipulated under PNAP-APP 152 SBDG.

3.7.7.7. The overall LVIA concludes that the landscape impacts of the proposed development are acceptable, and that the visual impacts of the proposed development with proposed BHR of 140mPD are 'negligible to slightly adverse' to 'slightly to moderately adverse' when compared with the OZP-Compliant Scheme

3.8 Air Ventilation Impact

A. General

3.8.1 Based on the Metro Planning Committee of the Town Planning Board MPC Paper No. 19/14 and its attachment VIb, the paper mentioned that *a site-specific AVA by Computational Fluid Dynamics in 2014 has been carried out by EKEO to access the air ventilation impact of the rezoning proposal for "C" use. The AVA recommended incorporating a 3m-wide setback along King Yip Street Nullah and another 20m-wide building separation in a southeast-northwest direction between the buildings to be erected on the site, which will be in the form of NBA, will be incorporated at the future development as appropriate*. These NBAs are intended to enhance ventilation performance, ensuring that the development on the site does not significantly adversely impact the air ventilation of the surrounding area. According to Explanatory Statement (ES) of

the current OZP no. S/K15/27, within the NBA, no above-ground structures are allowed, except for landscape features, boundary fences, or walls designed for high air porosity, and minor structures for footbridge connections or covered walkways may be allowed. Below-ground structures, however, are permitted within the NBAs.

B. Existing Wind Environment

3.8.2 According to the site wind availability analysis, the annual prevailing winds comes from NE, ENE, E, ESE and SE directions whilst the summer prevailing winds come from E, ESE, SE, SW and WSW directions. The annual and summer wind flow around the Site is shown in **Figure 3.50**.

C. Qualitative Assessment of the Project Site

NE & ENE Wind

3.8.2.1. With an annual wind frequency of 8.8% and 16.6% for NE and ENE winds respectively, NE and ENE winds are both major annual prevailing winds for the Project Site.

3.8.2.2. The New City Centre, located to the northeast of the Project Site, is expected to obstruct a portion of the incoming northeast winds from the Kwun Tong Recreation Ground to the Project Site. Meanwhile, the Kwun Tong Law Courts and Kowloon East Government Offices, situated to the east-northeast of the Project Site, are anticipated to obstruct the incoming east-northeast winds from the Kwun Tong Bypass to the Project Site.

3.8.2.3. In the Development Scheme, the ventilation performance is expected to be comparable with the Baseline Scheme as the 3m-wide NBA along the western boundary of the site is retained. The footbridge situated within the 3m-wide NBA at the Northwestern corner of the Project Site measures 3.7 meters in width and 3.4 meters in height. A clear headroom of 6 meters is maintained from the ground level. Despite the presence of a footbridge connection to the north of the Project Site, this minor structure is anticipated to have minimal adverse air ventilation impact to the NE & ENE wind flowing towards the downwind region of the Tsui Ping River.

3.8.2.4. It is expected that the aforementioned good design features incorporated in the Development Scheme are effective wind mitigation measures hence the Development Scheme is not expected to create adverse air ventilation impact when compared with the Baseline Scheme. The increase of building height of 10m is expected to induce a slightly larger wind wake area to the immediate surroundings around the Project Site but the aforementioned good design features in the Development Scheme is expected to facilitate wind penetration through the Project Site and to minimize the air ventilation impact induced by the Development Scheme to the downwind regions of Tsui Ping River and Laguna Park.

3.8.2.5. **Figure 3.51** shows the major wind flow for NE and ENE winds for the Development Scheme respectively.

E Wind

3.8.2.6. With an annual and summer wind frequency of 24.1% and 10.7% respectively for E wind, E wind is a major annual and summer prevailing wind for the Project Site.

3.8.2.7. Most of the incoming E winds obstructed by the Kwun Tong Law Courts, Kowloon East Government Offices, RMHC (Kwun Tong House) Jockey Club Building and the Cha Kwo Ling Substation. A portion of the E wind was expected to reach the southwest of the Project Site and Tsui Ping River Garden.

3.8.2.8. In the Development Scheme, the ventilation performance is expected to be comparable to the Baseline Scheme hence the Development Scheme is not expected to result in significant adverse air ventilation impact when compared to the Baseline Scheme. The increase of building height of 10m is expected to induce a slightly larger wind wake area to the immediate surroundings around the Project Site.

3.8.2.9. **Figure 3.52** shows the major wind flow for E wind for the Development Scheme respectively.

WSW & SW Wind

3.8.2.10. With a summer wind frequency of 13.2% and 12.2% for WSW and SW winds respectively, WSW and SW winds are both major summer prevailing winds for the Project Site.

3.8.2.11. The incoming WSW and SW winds mainly come from Victoria Harbour and flows towards the Project Site without any obvious shielding effect via Tsui Ping River, Wai Fat Road and Laguna Park.

3.8.2.12. In the Development Scheme, the 3m-wide NBA along the western boundary of the site is retained hence the ventilation performance is expected to be comparable to that of the Baseline Scheme. The footbridge situated within the 3m-wide NBA at the Northwestern corner of the Project Site measures 3.7 meters in width and 3.4 meters in height. A clear headroom of 6 meters is maintained from the ground level. Despite the presence of a footbridge connection to the north of the Project Site, this minor structure is anticipated to have minimal adverse air ventilation impact to the WSW and SW wind flowing towards the downwind region of the Kwun Tong Swimming Pool.

3.8.2.13. It is expected that the aforementioned good design features incorporated in the Development Scheme are effective wind mitigation measures hence the Development Scheme is not expected to create significant adverse air ventilation impact when compared with the Baseline Scheme. The increase of building height of 10m is expected to induce a slightly larger wind wake area to the immediate surroundings around the Project Site but the aforementioned good design features in the Development Scheme is expected to facilitate wind penetration through the Project Site and to minimize the air ventilation impact induced by the Development Scheme to the downwind region of the Kwun Tong Swimming Pool and the Kwun Tong Recreation Ground.

3.8.2.14. **Figure 3.53** shows the major wind flow for WSW and SW winds for the Development Scheme respectively.

SE & ESE Wind

3.8.2.15. In accordance with the AVA study ("Category B – Term Consultancy for AVA by CFD"), SE and ESE winds are evaluated as the major annual and summer prevailing wind for the Project Site

3.8.2.16. The incoming SE and ESE winds flow over the Chelsea soccer pitch on the hill to reach the Project Site. Additionally, other portions of the SE and ESE winds that flow from Lei Yue Mun Road are expected to be blocked by the Kwun Tong Law Courts and Kowloon East Government Offices.

3.8.2.17. In the Development Scheme, the overall ventilation performance is expected to be comparable to the Baseline Scheme. The two footbridges situated within the 20m-wide NBA each measure 4 meters in width and 5 meters in height. A clear headroom of 6 meters is maintained from the ground level beneath these footbridges. Furthermore, the clear height between these two footbridges is 5 meters. This addition is anticipated to have only a minor impact on the overall ventilation performance of the site of the SE and ESE winds. Therefore, the Development Scheme is not expected to result in any significant adverse air ventilation impacts when compared to the Baseline Scheme. The increase of building height of 10m is expected to induce a slightly larger wind wake area to the immediate surroundings around the Project Site but the aforementioned good design features in the Development Scheme is expected to facilitate wind penetration through the Project Site and to minimize the air ventilation impact induced by the Development Scheme to the downwind regions of Tsui Ping River and Sunbeam Centre at King Yip Street.

3.8.2.18. **Figure 3.54** shows the major wind flow for SE and ESE winds for the Development Scheme respectively.

Conclusion

3.8.2.19. According to the site wind availability analysis, the annual prevailing winds comes from NE, ENE, E, ESE and SE directions whilst the summer prevailing winds come from E, ESE, SE, WSW and SW directions.

3.8.2.20. The Project Site currently consists of an open-air car park. The Project Site is located bounded by Tsui Ping River to the northwest, Cha Kwo Ling Road to the east, and Shing Yip Street to the southwest.

3.8.2.21. In the Development Scheme, the scheme consists of two domestic blocks with proposed building height of +128.5mPD at main roof level. From the qualitative directional analysis, it is anticipated that the Development Scheme with proposed BHR of +140mPD would not create significant adverse air ventilation impact to the surroundings when compared with the Baseline Scheme by maintaining various good design features to facilitate wind penetration through the Project Site and to minimize the air ventilation impact induced by the Development Scheme to the downwind regions.

3.8.2.22. The various good design features incorporated in the Development Scheme are listed below:

- At least 3m-wide non-building area (NBA) along north-western boundary facing Tsui Ping River.

- At least 20m-wide non-building area (NBA) in a southeast-northwest direction between the two proposed tower blocks.

3.8.2.23. To allow design flexibility for possible relocation of one basement carpark to above-ground, the building height restriction for the subject site in proposed OZP amendment is proposed to be relaxed from +130mPD to +140mPD. The increase of building height of 10m is expected to induce a slightly larger wind wake area to the immediate surroundings around the Project Site but the aforementioned good design features in the Development Scheme with proposed BHR of +140mPD is expected to facilitate wind penetration through the Project Site and to minimize the air ventilation impact induced by the Development Scheme to the downwind regions.

3.8.2.24. Therefore, no significant adverse air ventilation impact to the Project Site and surroundings are anticipated.

3.9 Geotechnical and Site Formation Impact

3.9.1 Elevations of the Site range from about +4mPD to +6mPD. There is a substation, Law court, industrial buildings, garden within or in the vicinity of the Site. There is no registered geotechnical feature within the Site.

3.9.2 Preliminary review of the existing SI reveals that Fill is up to 8m thick, Marine Deposit (sand and clay) up to 7m thick, Alluvium up to 10m thick, fine to coarse sand up to 1.5m thick. Rockhead that was encountered at approx. 26m below ground level. The depth of basement carpark in the Development Scheme is 11m below existing ground level, and excavation below rockhead level is not anticipated.

3.9.3 An appropriate excavation and lateral support (ELS) system should be designed and provided by future Developer to ensure there would be no adverse impact to existing structures in the vicinity during construction.

3.10 Heritage Impact

3.10.1 Historic Buildings and Declared Monuments in the vicinity were reviewed with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office. No Declared Monument and historic building were identified in the vicinity of the Project Site.

3.10.2 Since no identified historic buildings were within 50 m from the Project Site, no adverse impact is anticipated for these historic buildings.

3.10.3 No Site of Archaeological Interest was identified in the vicinity with reference to the Geographical Information System on Hong Kong Heritage by Antiquities and Monuments Office. Thus, cultural heritage impact assessment is not required.

4. Conclusion

4.1.1 Various technical assessments have been conducted and it is concluded that the Development is technically feasible and no insurmountable impact for the Development is anticipated subject to the implementation of the recommended mitigation measures.

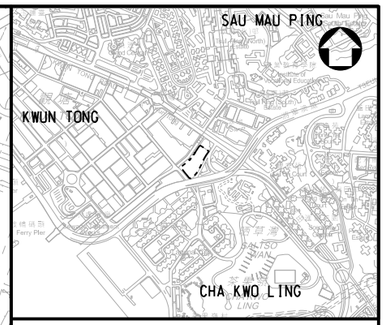
Figures

Millimetres 100 10 0

SITE B
(STT Carpark)

SITE A
(Temporary works area under DSD under GLA-TNK 2587)

KWUN TONG ROAD
SHING YIP STREET
LEI YUE MUN ROAD
KWUN TONG BYPASS
TSUI PING RIVER
CHA KWO LING ROAD
KING YIP STREET
WAI FAT ROAD
LAGUNA CITY



LOCATION PLAN
SCALE 1:15000

LEGEND:

PROPOSED DEVELOPMENT SITE BOUNDARY

Rev.	Date	Description	By	Chk'd	App'd
A	OCT 2023	FIRST ISSUE	KLC	AT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
LAYOUT PLAN OF STUDY AREA OF TASK ORDER 1

Scale	Designed	Drawn	Checked	Authorised
1:1000	FT	KLC	AT	LL
Original Size: A1	Date: OCT 2023	Date: OCT 2023	Date: OCT 2023	Date: OCT 2023

Drawing Number: Figure 2.1

Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:19/10/2023 Time:17:05:28
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-GA-1000.dgn

Subject Site

Residential Buildings

Laguna City 1
Lei On Court 2
Tsui Ping (South) Estate 3
Tsui Ping (North) Estate 4
Kwun Tong Disciplined Services Quarters 5
Sceneway Garden 6
Kwun Tong Mansion 7

Open Spaces

Laguna Park i
Tsui Ping River Garden ii
Kwun Tong Recreational Ground iii
Kwun Tong Swimming Pool iv

Others

Kwun Tong Industrial Centre a
East Sun Industrial Centre b
Mai Hing Industrial Building c
Manulife Financial Centre d
APM Millenium City 5 e
Hoi Luen Industrial Centre f
Fu Hop Factory Building g
Sunbeam Centre h
New City Centre i



Legend

GIC Facilities

Cha Kwo Ling Road Substation A
RMHC(Kwun Tong House) Jockey Club Building B
Kwun Tong Law Courts C
Kowloon East Government Offices D
Kwun Tong Police Station E
Yau Tong Telephone Exchange F
Lam Tin Polyclinic G
Hong Kong Red Cross Princess Alexandra School The Hong Kong Jockey Club Boarding Section H
The Hong Kong Society for Rehabilitation Lam Tin Complex I
Kwun Tong Community Centre J
Hong Kong Public Records Building K
Kwun Tong Swatow Baptist Church L
Kai Nang Rehabilitations Services Complex Christian Family Service Centre Jockey Club Building M
Sai Tso Wan Neighborhood Community Centre O
Kwun Tong Swimming Pool P
Kwun Tong Recreational Ground Q
Yung Fung Shee Memorial Centre East Kowloon Health Centre R
Hong Kong Institute of Vocational Education S

Rev.	Date	Description	By	Chk'd	App'd
A	NOV 2023	FIRST ISSUE	KLC	KC	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 - CHA KWO LING ROAD

Drawing Title:
LOCATION PLAN FOR SURROUNDING LAND USES AND DEVELOPMENT

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	-	-	-	-
Original Size	Date	Date	Date	Date
A1	-	-	-	-

Drawing Number: FIGURE 2.2
Revision: -

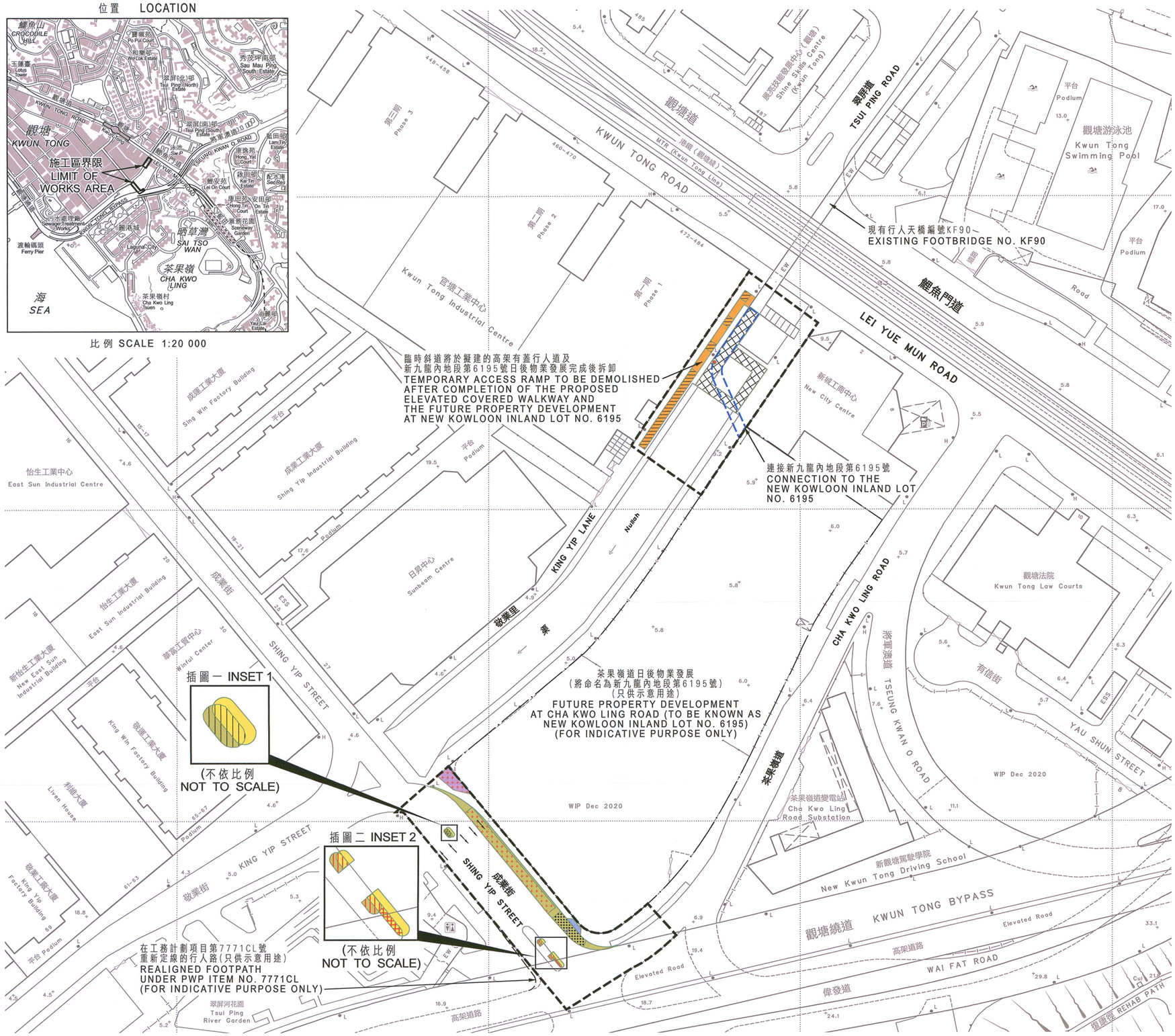
Copyright © Atkins Limited

User name: YEUN1372 Date:10/28/2024 Time:6:43:21 PM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\20.00 Project Deliverables\20.10 Report\TO4\TR24_Planning Report (OR018)\Figure\Drawing Frame\5221603-TO4-UU-1000.dgn

Figure 2.3

位置 LOCATION

比例 SCALE 1:20 000



比例尺 SCALE 1:1 000

米 metres 20 0 20 40 60 80 100 米 metres

註釋
NOTES:

1. 除在其他方面指定外，所有量度以米為單位。
   ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
2. 所有水平均為約數，以米為單位，並基於香港主水平基準上。
   ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.
3. 如有需要，施工區界限內部分現有行車道、行人路、安全島及行人天橋或會分階段暫時封閉。
   SECTIONS OF THE EXISTING CARRIAGEWAYS, FOOTPATHS, TRAFFIC ISLANDS AND FOOTBRIDGE WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

圖例 LEGEND

- 施工區界限 LIMIT OF WORKS AREA
- 擬建高架有蓋行人道 PROPOSED ELEVATED COVERED WALKWAY
- 擬建支柱(大約位置) PROPOSED COLUMN (APPROXIMATE LOCATION)
- 擬建臨時斜道(大約位置) PROPOSED TEMPORARY ACCESS RAMP (APPROXIMATE LOCATION)
- 現有斜道將永久封閉並拆卸 EXISTING ACCESS RAMP TO BE PERMANENTLY CLOSED AND DEMOLISHED
- 現有行人路將永久封閉並改建為行人過路處 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO PEDESTRIAN CROSSING
- 現有行人路將永久封閉並改建為行車道 EXISTING FOOTPATH TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 現有行車道將永久封閉並改建為安全島 EXISTING CARRIAGEWAY TO BE PERMANENTLY CLOSED AND CONVERTED INTO TRAFFIC ISLAND
- 現有安全島將永久封閉並改建為行車道 EXISTING TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 由工務計劃項目第7771CL號建造的行人路將永久封閉並改建為行車道 FOOTPATH UNDER PWP ITEM NO. 7771CL TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 由工務計劃項目第7771CL號建造的行車道將永久封閉並改建為安全島 CARRIAGEWAY UNDER PWP ITEM NO. 7771CL TO BE PERMANENTLY CLOSED AND CONVERTED INTO TRAFFIC ISLAND
- 由工務計劃項目第7771CL號建造的安全島將永久封閉並改建為行車道 TRAFFIC ISLAND UNDER PWP ITEM NO. 7771CL TO BE PERMANENTLY CLOSED AND CONVERTED INTO CARRIAGEWAY
- 現有路旁花槽將拆除並改建為行車道 EXISTING ROADSIDE PLANTER TO BE DEMOLISHED AND CONVERTED INTO CARRIAGEWAY
- 現有路旁花槽將拆除並改建為行人路 EXISTING ROADSIDE PLANTER TO BE DEMOLISHED AND CONVERTED INTO FOOTPATH
- 現有行人路將暫時封閉並改建為臨時斜道(大約位置) EXISTING FOOTPATH TO BE TEMPORARILY CLOSED AND CONVERTED INTO TEMPORARY ACCESS RAMP (APPROXIMATE LOCATION)
- 現有安全島將暫時封閉並重建 EXISTING TRAFFIC ISLAND TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 由工務計劃項目第7771CL號建造的安全島將暫時封閉並重建 TRAFFIC ISLAND UNDER PWP ITEM NO. 7771CL TO BE TEMPORARILY CLOSED AND RECONSTRUCTED
- 行車線(每一箭嘴表示一條行車道) TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)

批註 Endorsed

陳美寶 CHAN Mable
運輸及房屋局常任秘書長(運輸)
Permanent Secretary for Transport and Housing (Transport)

日期 Date 19.2.2021

核准 Approved

蔡轡珍 K.C. CHOI
總產業測量師 / 土地供應
地政總署
Chief Estate Surveyor / Land Supply
Lands Department

日期 Date 10 FEB 2021

地政總署 土地供應組
Land Supply Section
Lands Department

圖則由九龍測量處繪製
Plan Prepared by District Survey Office, Kowloon

© 香港特別行政區政府 一 版權所有 Copyright reserved - Hong Kong SAR Government

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章) 而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

工程名稱 PROJECT TITLE
擴建橫跨鯉魚門道近翠屏道的現有行人天橋編號 KF90 和擬於九龍觀塘成業街進行的道路工程
EXTENSION OF EXISTING FOOTBRIDGE NO. KF90 ACROSS LEI YUE MUN ROAD NEAR TSUI PING ROAD AND PROPOSED ROAD WORKS AT SHING YIP STREET, KWUN TONG, KOWLOON

檔案編號 File No. DSO/K 122/KLT/92, 235/KPA/KE(B)
測量圖編號 Survey Sheet No. 11-NE-23B
發展藍圖編號 Layout Plan No. ———
參考圖編號 Reference Plan No. GAZ03, SK-001 (渠務署DSD), FIGURE 4.2.41 (發展局DEVB), GAZ/202 (土木工程拓展署CEDD)
圖則編號 PLAN No. KM10023

日期 Date: 09/02/2021

Millimetres 0 10 100



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- PROPOSED DOMESTIC BLOCK
- PROPOSED NON-DOMESTIC BLOCK
- DRAINAGE RESERVE AREA
- NON-BUILDING AREA
- PROPOSED OPEN SPACE
- PROPOSED FOOTBRIDGE
- DRAINAGE RESERVE AREA UNDER NON-DOMESTIC BLOCK
- ANTICIPATED MAJOR VEHICULAR INGRESS/EGRESS POINT

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
MASTER LAYOUT PLAN

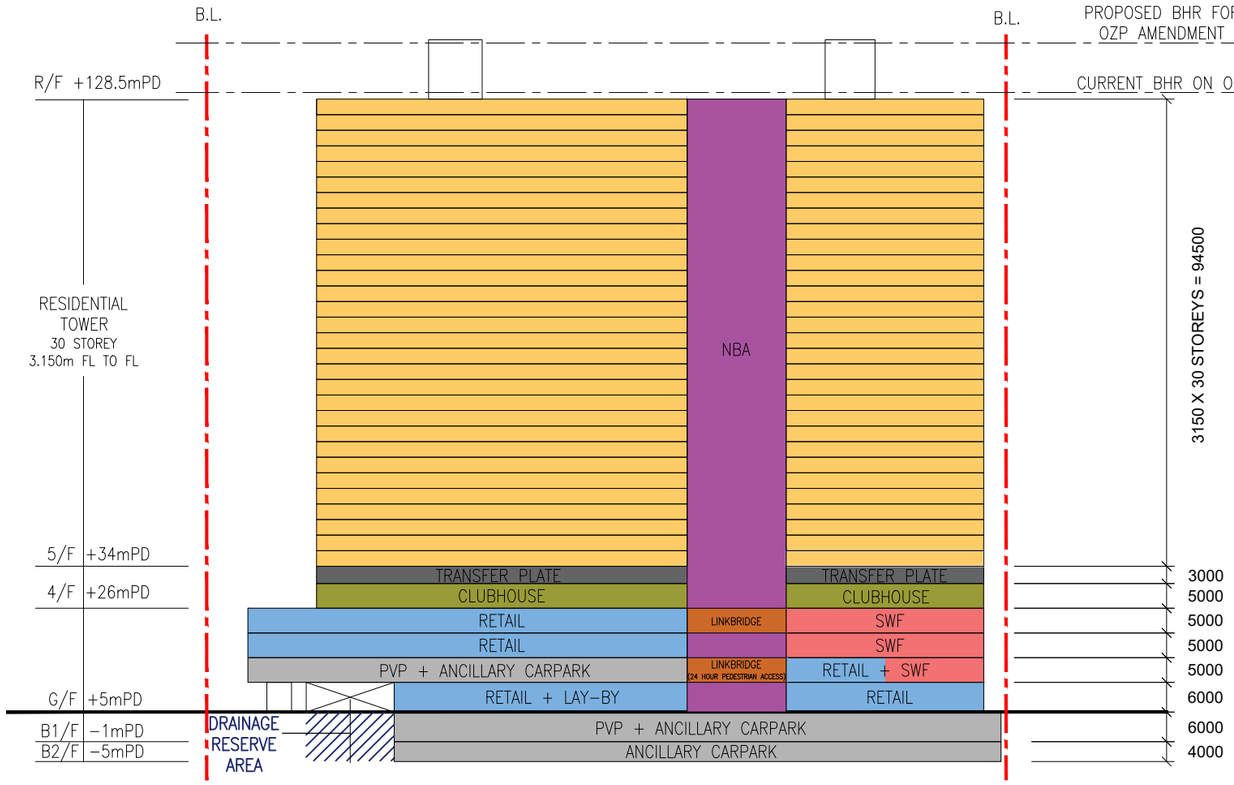
Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	**Date**	**Date**	**Date**	**Date**
A1	SEP 2025	SEP 2025	SEP 2025	SEP 2025

Drawing Number: FIGURE 2.4
Revision: A

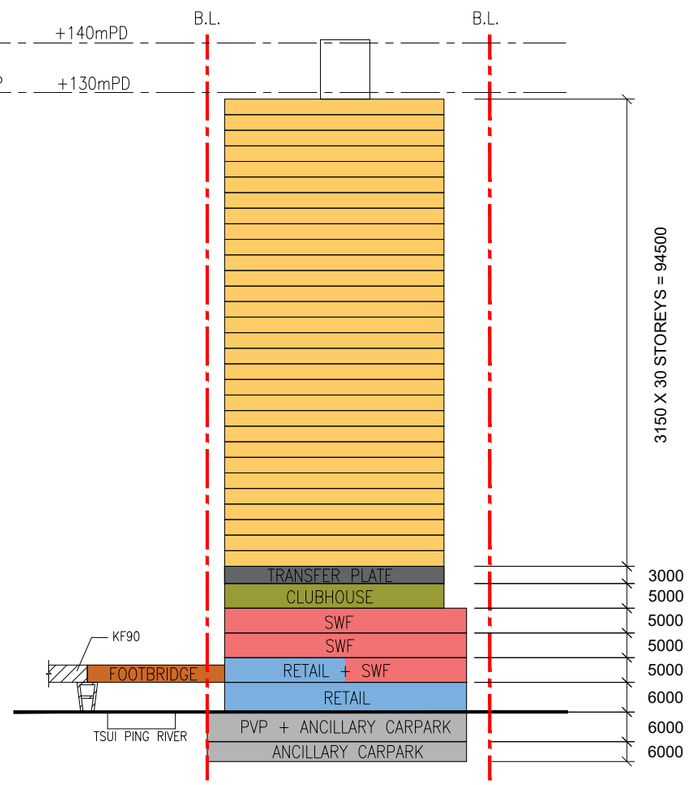
User name: $USERNAME$ Date:$DATE$ Time:$TIME$
Filename: $FILE$

Copyright © Atkins Limited

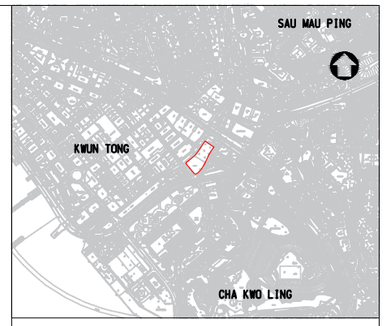
Millimetres 0 10 100



SECTION A



SECTION B



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- PROPOSED DOMESTIC BLOCK
- PROPOSED CLUBHOUSE
- PROPOSED NON-DOMESTIC BLOCK
- PROPOSED SOCIAL WELFARE FACILITIES
- PROPOSED CARPARK
- DRAINAGE RESERVE AREA
- NON-BUILDING AREA
- TRANSFER PLATE
- PROPOSED FOOTBRIDGE

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title
SECTION PLAN

Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	SEP 2025	SEP 2025	SEP 2025	SEP 2025

Drawing Number: FIGURE 2.5a
Revision: A

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

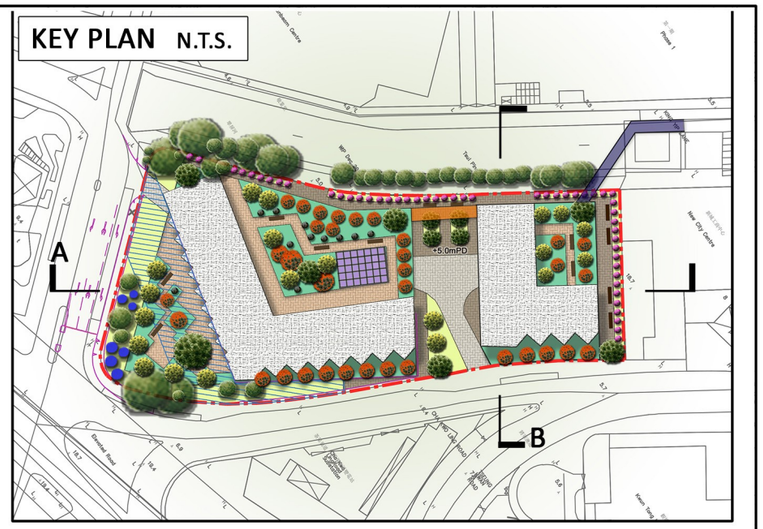
Copyright © Atkins Limited

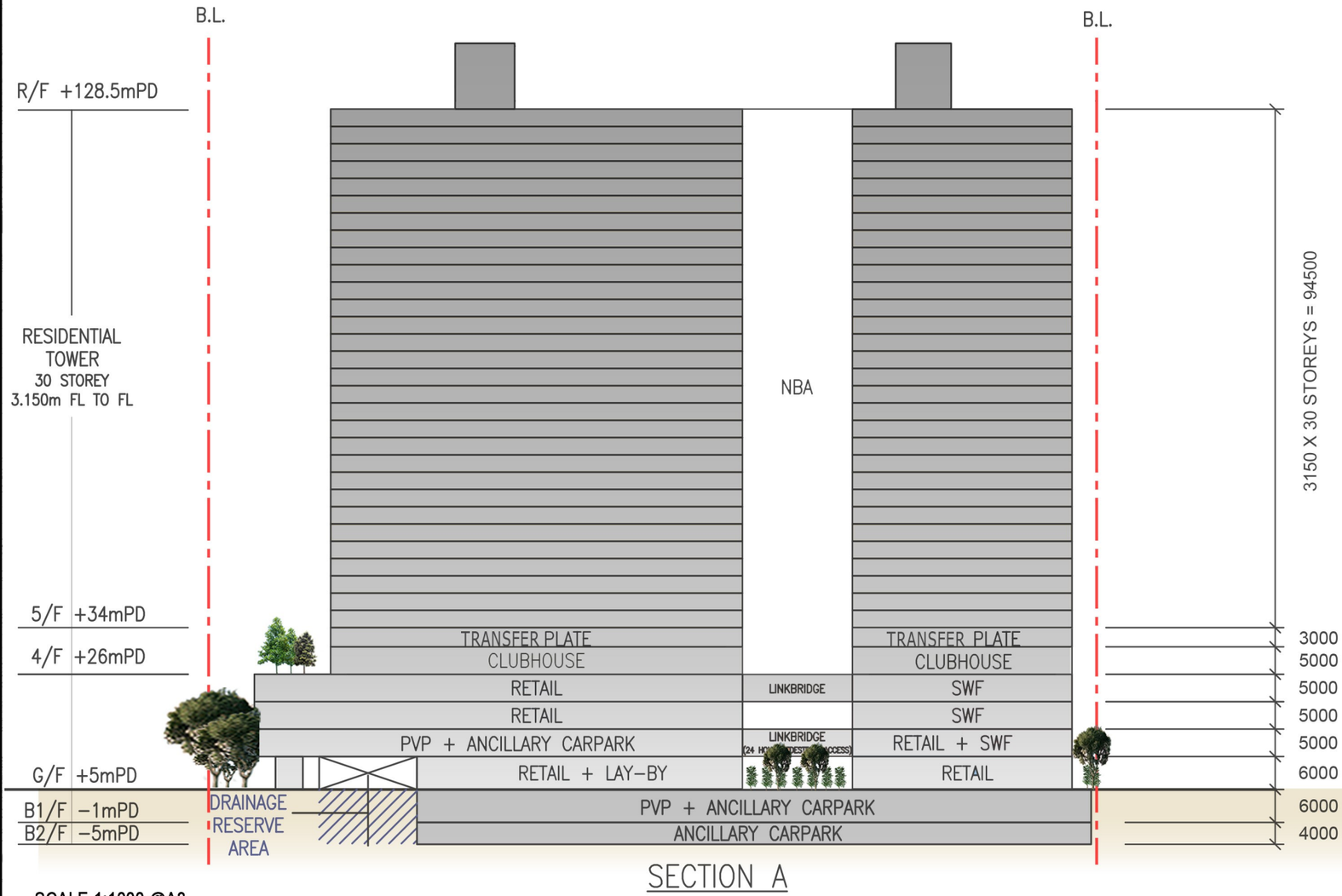
LEGEND

- PROPOSED COMPENSATORY TREE PLANTING
- PROPOSED NEW TREE PLANTING
- EXISTING TREES

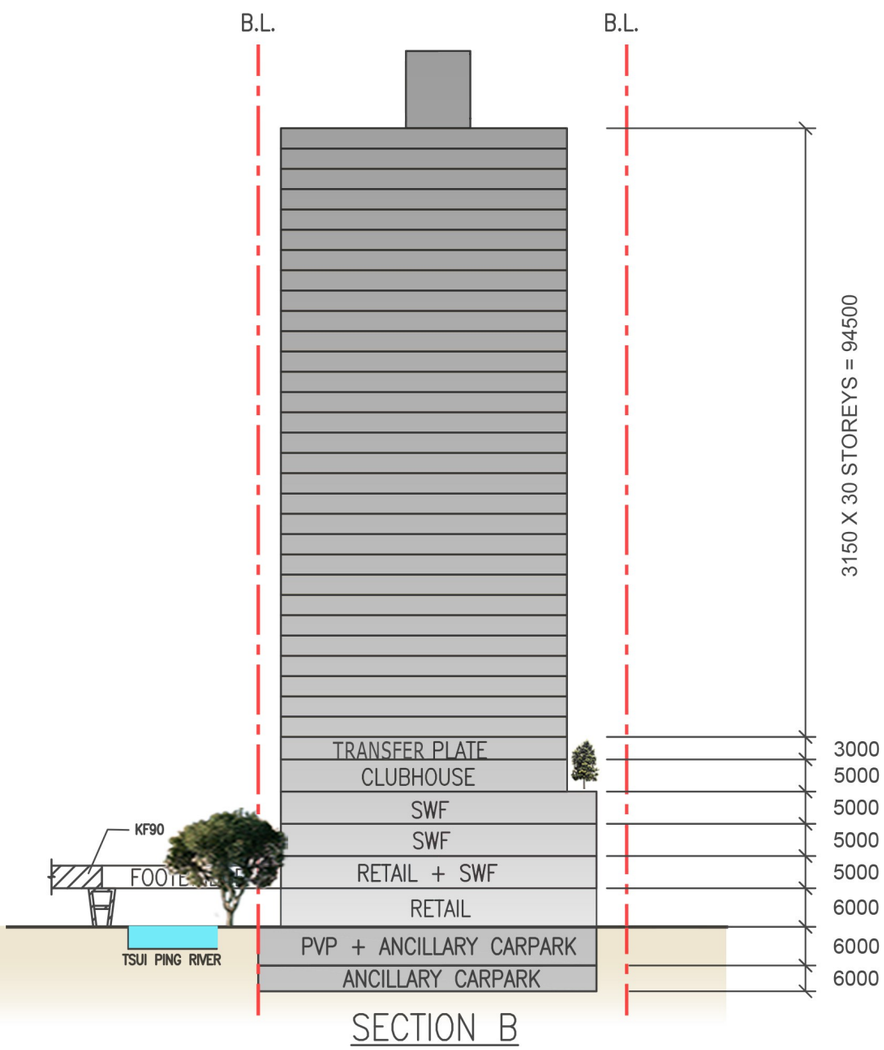
Note: No tree planting within Drainage Reserve Area.

KEY PLAN N.T.S.





SECTION A



SECTION B

SCALE 1:1000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Site)

Sections

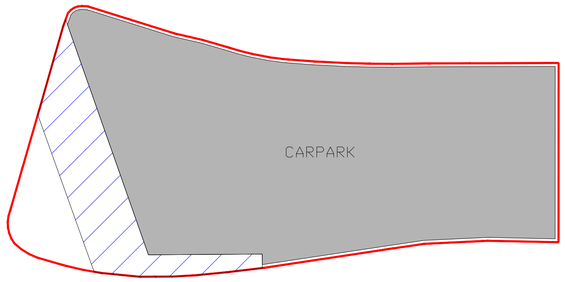
AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

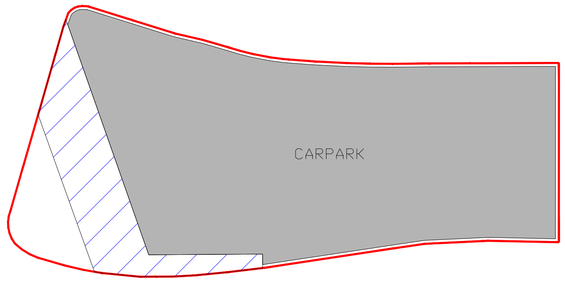
Drawing Status

Drawing Number: Figure 2.5b

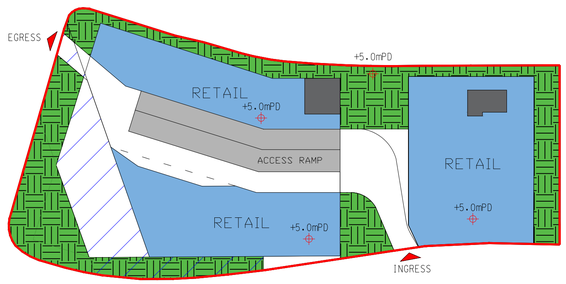
Copyright © Atkins Limited



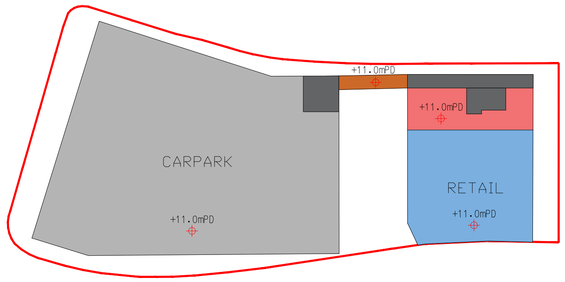
B2/F FLOOR PLAN



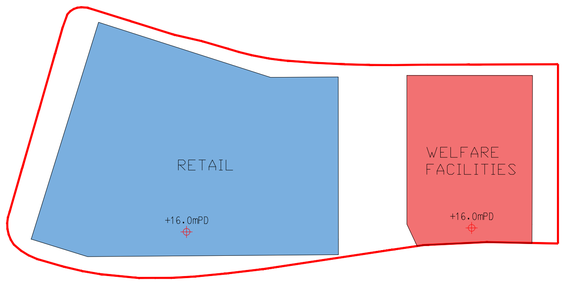
B1/F FLOOR PLAN



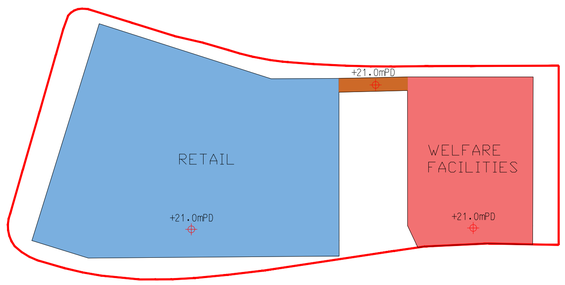
G/F FLOOR PLAN



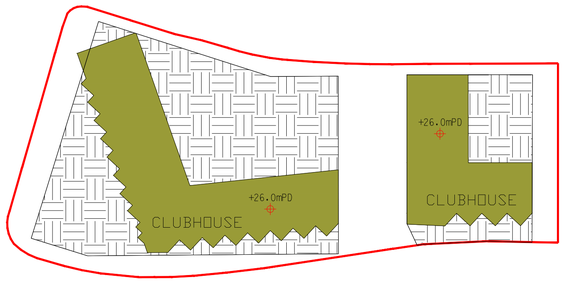
1/F FLOOR PLAN



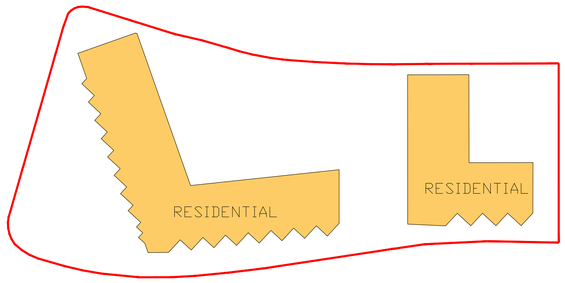
2/F FLOOR PLAN



3/F FLOOR PLAN



4/F FLOOR PLAN



5/F - 34/F FLOOR PLAN

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- PROPOSED WELFARE FACILITIES
- PROPOSED CLUBHOUSE
- PROPOSED RESIDENTIAL AREA
- PROPOSED NON-DOMESTIC AREA
- PROPOSED ACCESS RAMP / CARPARK
- PROPOSED PODIUM GRADEN
- PROPOSED OPEN SPACE
- PROPOSED LINK BRIDGE
- DRAINAGE RESERVE AREA
- 24-HOUR PEDESTRIAN ACCESS

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
FLOOR PLAN

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	HN	HN	HC	LL
Original Size: A1	Date: SEP 2025	Date: SEP 2025	Date: SEP 2025	Date: SEP 2025

Drawing Number: FIGURE 2.6

Revision: A

Copyright © Atkins Limited

0 10 100 Metres

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

LEGEND

- Boundary of Proposed Development
- Proposed Open Space On Ground Floor
- Proposed Open Space On Podium

Site Area: 9,600m²
D.P.R. = 7.5
Flat No. = 1,440 Flats
Residential Population: 4,032
Required Open Space: 4,032m²
Required Greenery Coverage: 1,920m² (20%)

Green Coverage Legend	Location	Area (m²) (Approx)
	On Ground Floor	1,500
	On Podium Floor	2,200
	Total:	3,700

Open Space Legend	Location	Area (m²) (Approx)
	On Ground Floor	1,838
	On Podium Floor	3,810
	Total:	5,648

Note: No tree planting within Drainage Reserve Area

SCALE 1:1000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)
Open Space Indicative Plan

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: FIGURE 2.7

Copyright © Atkins Limited

OPTIMISE THE LAYOUT AND ORIENTATION OF THE TWO TOWERS SUCH AS BUILDING SEPARATIONS/SETBACKS TO MINIMISE VISUAL BLOCKAGE

APPLY CONTEXTUALLY SENSITIVE DESIGN TREATMENTS TO ARCHITECTURAL FACADE AND OTHER ARCHITECTURAL AND LANDSCAPE AREA

EXISTING TREES TO BE RETAINED

1m SETBACK OF FOOTPATH ALONG SHING YIP STREET

LANDSCAPED AREA ON PODIUM

Podium Garden
+26.0mPD

+5.0mPD

Proposed Domestic Block
+128.5mPD

+26.0mPD

LANDSCAPED AREA ON PODIUM

INCORPORATE PLANTING BUFFERS AS FAR AS POSSIBLE BETWEEN THE BUILDING

Proposed Domestic Block
+128.5mPD

CAREFUL MANAGE CONSTRUCTION ACTIVITIES TO MINIMISE DISTURBANCES DURING CONSTRUCTION

0.7m SETBACK OF FOOTPATH ALONG CHA KWO LING ROAD

INCORPORATE COMPENSATORY TREE PLANTING

LANDSCAPED AREA ON GROUND LEVEL

CKL-T061(R) CKL-T065(R) CKL-T064(R) CKL-T062(R) CKL-T066(R) CKL-T063(R) CKL-T067(R) CKL-T068(R) CKL-T069(R) CKL-T070(R)

CKL-T057(R) CKL-T056(R) CKL-T058(R) CKL-T059(R)

CKL-T049(R) CKL-T032(T) CKL-T033(T) CKL-T034(T) CKL-T045(R) CKL-T043(R) CKL-T026(T) CKL-T030(T) CKL-T027(T) CKL-T029(T)

CKL-T042(R) CKL-T041(R) CKL-T040(R) CKL-T025(R) CKL-T028(R)

CKL-T096(R) CKL-T007(R) CKL-T008(R) CKL-T009(R) CKL-T010(R) CKL-T011(R) CKL-T012(R) CKL-T013(R) CKL-T014(R) CKL-T015(R) CKL-T016(R) CKL-T017(R) CKL-T018(R) CKL-T019(R) CKL-T020(R) CKL-T021(R) CKL-T022(R)

CKL-T088(R) CKL-T087(R) CKL-T086(R) CKL-T085(R) CKL-T084(R) CKL-T083(R) CKL-T081(R) CKL-T082(R)

LEGEND

- Proposed Development Site Boundary
- Proposed Building Block
- Proposed Planting at Ground Floor +5.0mPD
- Proposed Planting at Podium +26.0mPD
- Proposed Vehicular Access at Ground Floor +5.0mPD
- Proposed Paved Area Ground Floor +5mPD
- Proposed Paved Area on Podium +26.0mPD
- Proposed Compensatory Tree Planting
- Existing Trees (Retained with Tree No.)
- Proposed Transplanted Trees (with Tree No.)
- Proposed New Tree Planting
- Drainage Reserve
- Proposed Community Play Area
- Bench
- Proposed Footbridge (by Others)
- Proposed Link Bridge between Buiildings

Note: No tree planting within Drainage Reserve Area.

SCALE 1:1000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Conceptual Landscape Plan (with mitigation measures)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number: FIGURE 2.8

Copyright © Atkins Limited

EXISTING ACCESS RAMP STRUCTURE OF FOOTBRIDGE NO. KF90(A) TO BE PERMANENTLY CLOSED AND DEMOLISHED

PROPOSED CONNECTION TO EXISTING FOOTBRIDGE NO. KF90

TEMPORARY ACCESS RAMP TO FOOTBRIDGE NO. KF90(A) TO BE MAINTAINED BY DEVELOPER DURING CONSTRUCTION (INDICATIVE)

PROPOSED CONNECTION OF ELEVATED WALKWAY TO THE SITE

PROPOSED 24-HOUR PUBLIC ACCESS TO TSUI PING RIVER (GROUND LEVEL)

PROPOSED 24-HOUR PUBLIC ACCESS WITH ELEVATED COVERED WALKWAY, LIFT AND STAIRCASE CONNECTION TO PROPOSED DEVELOPMENT, PVP LEVEL AND GROUND LEVEL NEAR TSUI PING RIVER (INDICATIVE)

PROPOSED 24-HOUR PUBLIC ACCESS TO BLOCK 2 & SWF

BLOCK 2 & SOCIAL WELFARE FACILITIES (SWF) (INDICATIVE)

PROPOSED 24-HOUR PUBLIC ACCESS TO BLOCK 1 & PVP

PROPOSED NEW VEHICULAR ACCESS WITH JUNCTION MODIFICATION (INDICATIVE)

BLOCK 1 & PUBLIC VEHICLE PARK (PVP) (INDICATIVE)

EXISTING VEHICULAR ACCESS TO BE MAINTAINED

RESERVED RESERVOIR LENGTH AT 50m MIN. (INDICATIVE)

EXISTING BUS LAY-BY AT CHA KWO LING ROAD

PROPOSED ROAD WIDENING / FOOTPATH SETBACK SCHEME PRIOR TO THE POPULATION INTAKE AND SURRENDER TO TD AND HyD AFTER COMPLETION

EXISTING ACCESS TO BE REMOVED; VEHICULAR RUN-INS TO BE MODIFIED TO FOOTPATH

PROPOSED WIDENING OF SHING YIP STREET(A)

JUNCTION J8

JUNCTION J5

LEI YUE MUN ROAD

CHA KWO LING ROAD

SHING YIP STREET

KING YIP STREET

WAI FAT ROAD

KWUN TONG BYPASS (ABOVE)

TSUI PING RIVER

(3m NBA)

(20m NBA)

LEGEND:

- PROPOSED SITE AREA
- PROPOSED VEHICULAR ACCESS DIRECTION
- PLANNED ROAD MODIFICATIONS AT SHING YIP STREET (TO BE IMPLEMENTED BY DEVELOPER)
- PROPOSED TRAFFIC UTILITIES AND ROAD MARKINGS MODIFICATIONS (TO BE IMPLEMENTED BY DEVELOPER) (REFER TO FIGURE 2.3)
- PROPOSED CLEAR PUBLIC FOOTPATH TO BE PROVIDED WITHIN SITE AREA (TO BE IMPLEMENTED BY DEVELOPER AND SURRENDER TO TD AND HyD)
- PROPOSED ELEVATED WALKWAY TO BE IMPLEMENTED BY DEVELOPER, MANAGED BY TD AND MAINTAINED BY HyD (INDICATIVE)
- PROPOSED CONNECTION OF ELEVATED WALKWAY TO THE SITE TO BE IMPLEMENTED BY DEVELOPER, MANAGED BY TD AND MAINTAINED BY HyD (INDICATIVE)
- PROPOSED STRUCTURAL SUPPORT TO BE IMPLEMENTED, MANAGED AND MAINTAINED BY DEVELOPER (INDICATIVE)
- PROPOSED 24-HOUR PUBLIC ACCESS WITHIN SITE AREA TO BE IMPLEMENTED, MANAGED AND MAINTAINED BY DEVELOPER (INDICATIVE)
- NON-BUILDING AREA (NBA)
- EXISTING ACCESS RAMP STRUCTURE TO BE DEMOLISHED
- TEMPORARY ACCESS RAMP (INDICATIVE)

REMARKS:

(A) THE DETAILED ARRANGEMENT OF (i) PROPOSED ELEVATED WALKWAY OUTSIDE THE SITE AREA; (ii) EXISTING AND TEMPORARY ACCESS RAMPS; AND (iii) WIDENING OF SHING YIP STREET IS SHOWN AS THE GAZETTE PLAN KM10023 (REFER TO APPENDIX F)

Rev.	Date	Description	By	Chk'd	App'd
C	JUL 2025	AMENDMENT	KVL	AT	LL
B	MAR 2025	AMENDMENT	KVL	WT	LL
A	DEC 2024	AMENDMENT	KVL	WT	LL
-	SEP 2024	FIRST ISSUED	KVL	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
ACCESS ARRANGEMENT PLAN, MANAGEMENT AND MAINTENANCE PLAN

Scale	Designed	Drawn	Checked	Authorised
1:1000	KVL	KVL	AT	LL
Original Size: A3	Date: JUL 2025	Date: JUL 2025	Date: JUL 2025	Date: JUL 2025

Drawing Number: FIGURE 3.1

Revision: C

Copyright © Atkins Limited

User name: LEEK9948 Date:2025/09/16 Time: 12:27:54
Filename: \\wsatkins.com\Project\CN\CNHKA1\Transportation\Est2\TRANS\Job\5221603 CE 20.2023_Zone 2\TO1\Drawings\TTIA_c4\F2.2 (Planning Report).dgn

KWUN TONG ROAD
HIP WO STREET
WAI YIP STREET
HOI YUEN ROAD
SHING YIP STREET
TSEUNG KWAN O ROAD
THE SITE
KWUN TONG BYPASS
KING YIP STREET
WAI FAT ROAD
CHA KWO LING ROAD
SIN FAT ROAD
LEI YUE MUN ROAD
WAI YIP STREET
CHA KWO LING ROAD
VICTORIA HARBOUR

19%(12%)
16%(15%)
7%(8%)
10%(7%)
6%(5%)
5%(8%)
24%(42%)
30%(26%)
2%(3%)
3%(5%)
21%(20%)
20%(15%)
21%(20%)
21%(22%)

LEGEND:

- PROPOSED SITE AREA
- ANTICIPATED MAJOR VEHICULAR INGRESS ROUTING
- ANTICIPATED MAJOR VEHICULAR EGRESS ROUTING
- 100%(100%) DIRECTIONAL SPLITS AM(PM)

Rev.	Date	Description	By	Chk'd	App'd
A	SEP 2024	AMENDMENTS	KVL	AT	LL
-	JUL 2024	FIRST ISSUED	KVL	AT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
ANTICIPATED DEVELOPMENT TRAFFIC ROUTINGS

Scale	Designed	Drawn	Checked	Authorised
1:5000	KVL	KVL	AT	LL
Original Size	Date	Date	Date	Date
A3	SEP 2024	SEP 2024	SEP 2024	SEP 2024

Drawing Number: Figure 3.2
Revision: A

User name: $USERNAME$ Date:3/9/2024 Time: 10:57:31
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Est2\TRANS\Job\5221603 CE 20.2023_Zone 2\TO1\Drawings\TTIA_r1\F4.2.dgn

Copyright © Atkins Limited

MTR KWUN TONG STATION

PLANNED BUS TERMINUS / MINIBUS TERMINUS

KAI NANG INTEGRATED REHABILITATION SERVICES COMPLEX

CHRISTIAN FAMILY SERVICE CENTRE JOCKEY CLUB BUILDING

PLANNED KWUN TONG COMPOSITE DEVELOPMENT PROJECT (INDICATIVE)

KWUN TONG RECREATIONAL GROUND

KWUN TONG SWIMMING POOL

BUS STOP

KWUN TONG ROAD

TSUI PING ROAD

PROPOSED 24-HOUR PUBLIC ACCESS TO TSUI PING RIVER

PROPOSED 24-HOUR PUBLIC ACCESS TO BLOCK 2 & SWF

BLOCK 2 & (SWF) (INDICATIVE)

TSUI PING RIVER

KWUN TONG LAW COURT

KWUN TONG POLICE STATION

KOWLOON EAST GOVERNMENT OFFICES

LEI YUE MUM ROAD

SHING YIP STREET

PROPOSED 24-HOUR PUBLIC ACCESS TO BLOCK 1 & PVP

BLOCK 1 & PUBLIC VEHICLE PARK (PVP) (INDICATIVE)

BUS STOP

CHA KWO LING ROAD

RMHC (KWUN TONG HOUSE) JOCKEY CLUB BUILDING

KING YIP STREET

TSUI PING RIVER GARDEN

KWUN TONG BYPASS

WAI FAT ROAD

YUNG FUNG SHEE MEMORIAL CENTRE
EAST KOWLOON HEALTH CENTRE
& PAMELA YOUDE POLYCLINIC

LAGUNA PARK

LAGUNA CITY

SAI TSO WAN NEIGHBOURHOOD COMMUNITY CENTRE / BUS TERMINUS

TOWARDS CHA KWO LING PROMENADE

LEGEND:

- EXISTING FOOTBRIDGE/ ELEVATED WALKWAY/ LIFT TOWER/ STAIRS
- PLANNED FOOTBRIDGE/ ELEVATED WALKWAY BY CEDD UNDER THE PROPOSED COVERED ELEVATED LANDSCAPED PEDESTRIAN DECK NEAR THE MTR KWUN TONG STATION (PWP ITEM NO. 206TB) (ANTICIPATED COMPLETION IN 2025/26)
- PLANNED FOOTBRIDGE/ ELEVATED WALKWAY BY ARCHSD UNDER KTCD PROJECT (193GK) (ANTICIPATED COMPLETION IN 2027/28)
- PROPOSED SITE AREA
- PLANNED ROAD MODIFICATIONS AT SHING YIP STREET (TO BE IMPLEMENTED BY DEVELOPER)
- PROPOSED CLEAR PUBLIC FOOTPATH WITHIN SITE AREA TO BE IMPLEMENTED BY DEVELOPER AND SURRENDER TO TD AND HyD
- PROPOSED ELEVATED WALKWAY TO BE IMPLEMENTED BY DEVELOPER, MANAGED BY TD AND MAINTAINED BY HyD (INDICATIVE)
- PROPOSED 24-HOUR PUBLIC ACCESS WITHIN SITE AREA TO BE IMPLEMENTED, MANAGED AND MAINTAINED BY DEVELOPER) (INDICATIVE)
- EXISTING RAMP STRUCTURE TO BE DEMOLISHED BY DEVELOPER
- ANTICIPATED KEY PEDESTRIAN ROUTING (ELEVATED WALKWAY)
- ANTICIPATED KEY PEDESTRIAN ROUTING (AT GRADE)

Rev.	Date	Description	By	Chk'd	App'd
B	JUL 2025	AMENDMENTS	KVL	AT	LL
A	MAR 2025	AMENDMENTS	KVL	WT	LL
-	DEC 2024	FIRST ISSUED	KVL	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING AND FUTURE PEDESTRIAN NETWORK PLAN

Scale	Designed	Drawn	Checked	Authorised
1:2000	KVL	KVL	AT	LL
Original Size: A3	Date: JUL 2025	Date: JUL 2025	Date: JUL 2025	Date: JUL 2025

Drawing Number: Figure 3.3

Revision: B

Copyright © Atkins Limited

User name: LEEK9948 Date:2025/09/02 Time: 18:43:34
Filename: \\wsatkins.com\Project\CN\HKA\Transportation\Est2\TRANS\Job\5221603 CE 20.2023_Zone 2\TO1\Drawings\TTIA_c4\F2.4 - Copy.dgn

KWUN TONG ROAD
HIP WO STREET
WAI YIP STREET
HOI YUEN ROAD
SHING YIP STREET
TSEUNG KWAN O ROAD
KWUN TONG BYPASS
KING YIP STREET
WAI FAT ROAD
CHA KWO LING ROAD
LEI YUE MUN ROAD
SIN FAT ROAD
WAI YIP STREET
CHA KWO LING ROAD
THE SITE
J1
J2
J3
J4
J5
J6
J7
J8
J9
J10
J11
J12
VICTORIA HARBOUR

LEGEND:

- PROPOSED SITE AREA
- J1 JUNCTION FOR VALIDATION
- SCREENLINE FOR VALIDATION

Rev.	Date	Description	By	Chk'd	App'd
-	JUL 2024	FIRST ISSUED	KVL	WT	LL

Drawing Status

Suitability

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title

SCREENLIENS FOR
LOCAL AREA TRAFFIC MODEL

Scale	Designed	Drawn	Checked	Authorised
1:5000	KVL	KVL	AT	LL
Original Size	Date	Date	Date	Date
A3	JUL 2024	JUL 2024	JUL 2024	JUL 2024

Drawing Number

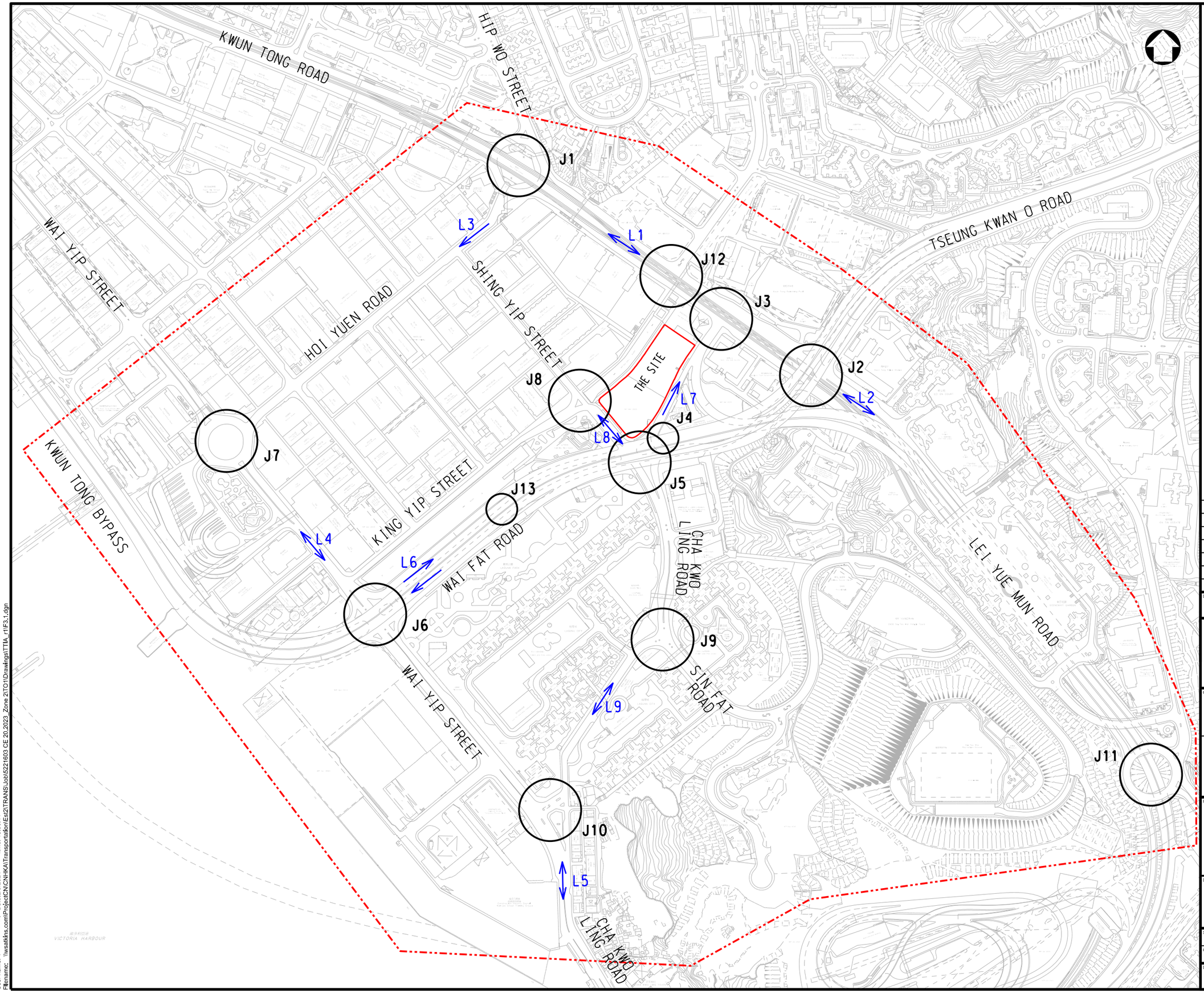
Figure 3.4a

Revision

-

Copyright © Atkins Limited

User name: $USERNAME$ Date:16/7/2024 Time: 17:50:26
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Est2\TRANS\Job\5221603 CE 20.2023_Zone 2\TO1\Drawings\TTIA_r0\F4.1.dgn



LEGEND:

- AREA OF INFLUENCE
- PROPOSED SITE AREA
- J1 KEY JUNCTIONS
- L1 KEY ROAD LINKS

Rev.	Date	Description	By	Chk'd	App'd
A	SEP 2024	AMENDMENTS	KVL	AT	LL
-	JUL 2024	FIRST ISSUED	KVL	AT	LL

Drawing Status

Suitability

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title

KEY JUNCTIONS AND ROAD LINKS

Scale	Designed	Drawn	Checked	Authorised
1:5000	KVL	KVL	AT	LL
Original Size	Date	Date	Date	Date
A3	SEP 2024	SEP 2024	SEP 2024	SEP 2024

Drawing Number

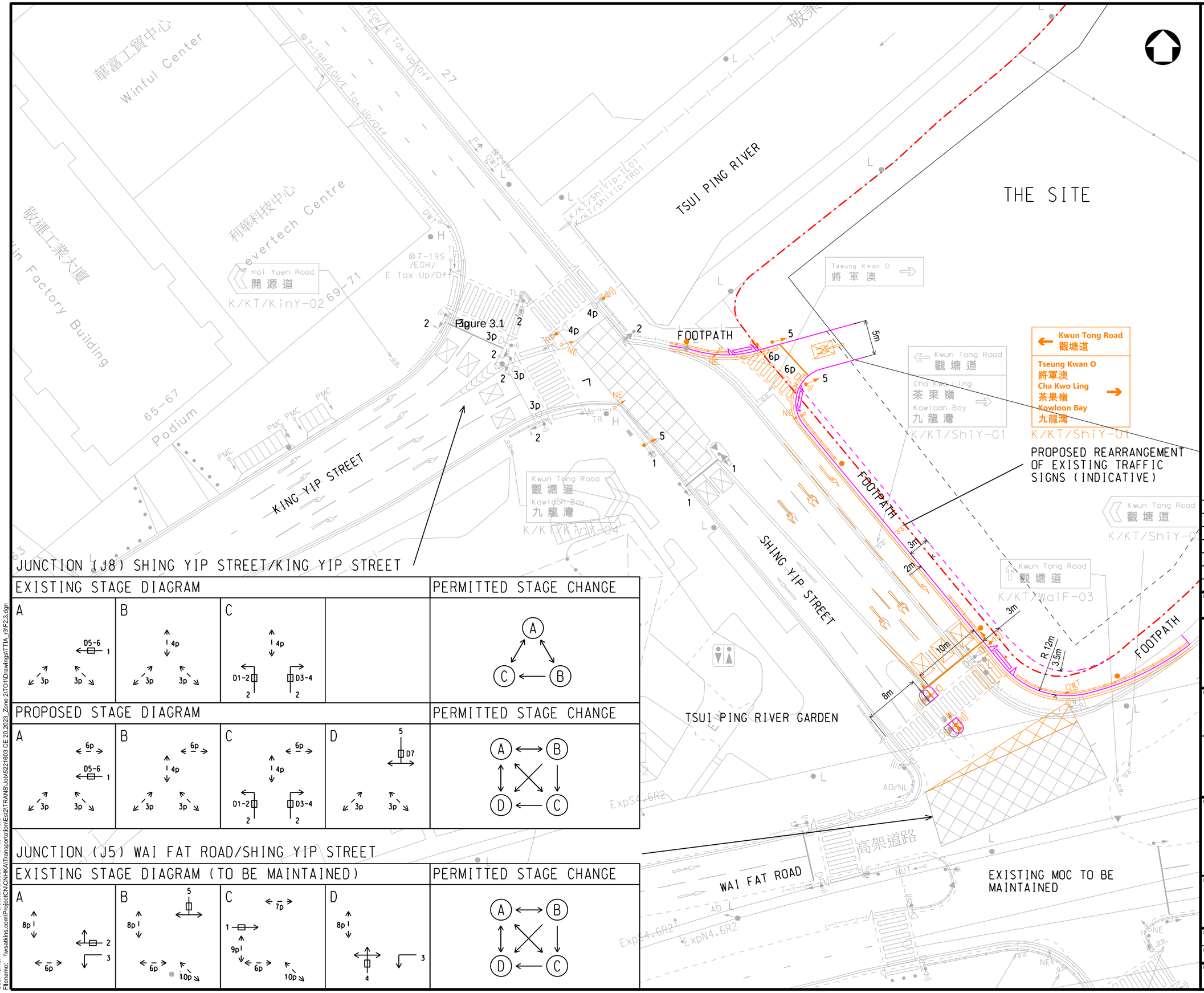
Figure 3.4b

Revision

A

Copyright © Atkins Limited

User name: SUSERNAME$ Date:2/9/2024 Time: 18:36:44
Filename: \\wsatkins.com\Project\CN\CNHKA\Transportation\Est2\TRANS\Job\5221603.CE 20.2023_Zone 2\TO1\Drawings\TTIA_r1\F3.1.dgn



JUNCTION (J8) SHING YIP STREET/KING YIP STREET

EXISTING STAGE DIAGRAM				PERMITTED STAGE CHANGE
A	B	C		
D5-6, 1, 3p, 3p	4p, 3p, 3p	4p, D1-2, 2, D3-4, 2		A ⇔ B, C ⇔ B, A ⇔ C
PROPOSED STAGE DIAGRAM				**PERMITTED STAGE CHANGE**
A	B	C	D	
6p, D5-6, 1, 3p, 3p	6p, 4p, 3p, 3p	6p, 4p, D1-2, 2, D3-4, 2	5, D7, 3p, 3p	A ⇔ B, C ⇔ D, A ⇔ D, B ⇔ C

JUNCTION (J5) WAI FAT ROAD/SHING YIP STREET

EXISTING STAGE DIAGRAM (TO BE MAINTAINED)				PERMITTED STAGE CHANGE
A	B	C	D	
8p, 2, 6p, 3	5, 8p, 6p, 10p	7p, 1, 9p, 6p, 10p	8p, 3, 4	A ⇔ B, C ⇔ D, A ⇔ D, B ⇔ C

Rev.	Date	Description	By	Chk'd	App'd
C	MAR 2025	AMENDMENTS	KVL	WT	LL
B	DEC 2024	AMENDMENTS	KVL	WT	LL
A	AUG 2024	AMENDMENTS	KVL	WT	LL
-	JUL 2024	FIRST ISSUED	KVL	WT	LL

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

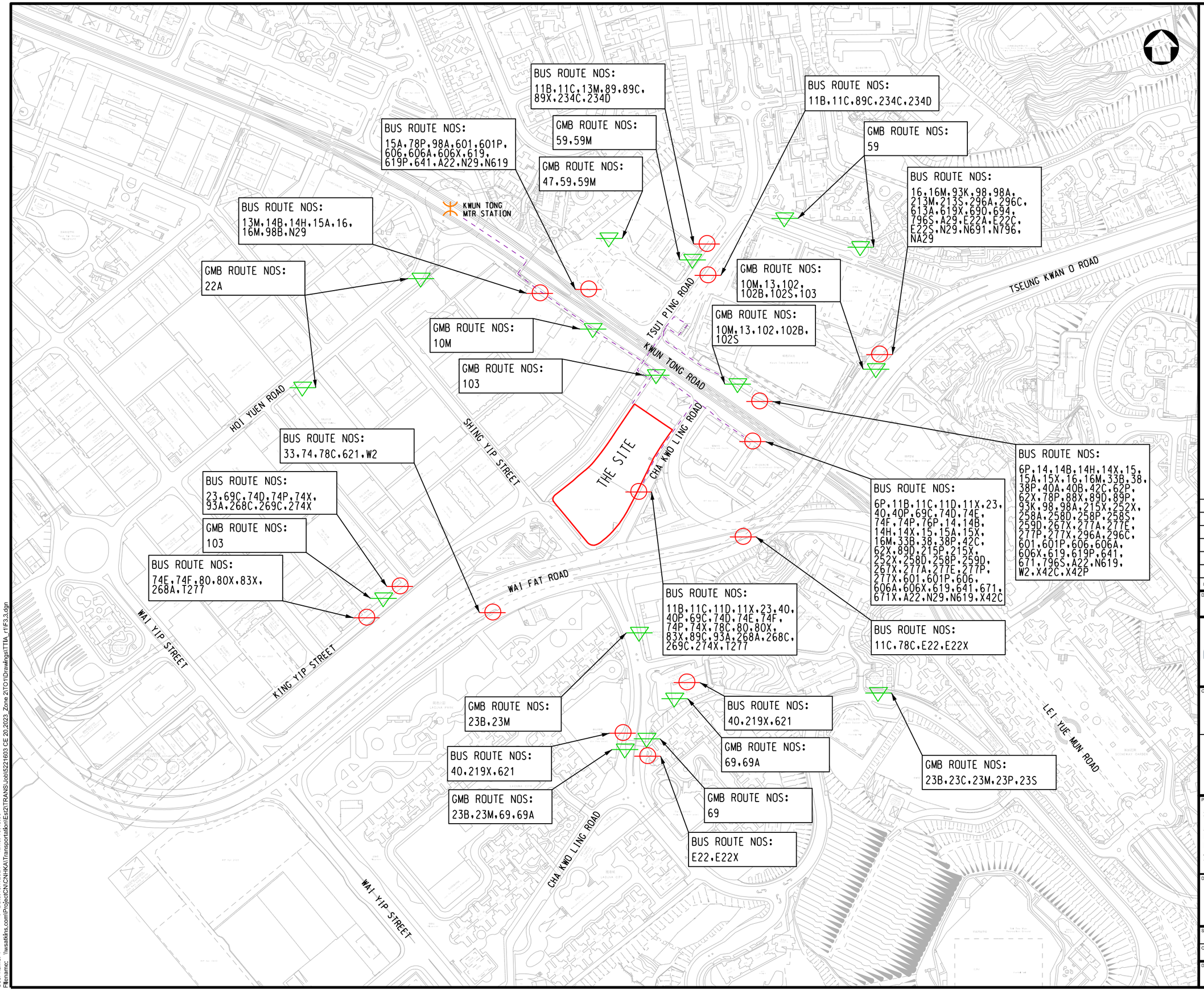
Drawing Title:
PRELIMINARY JUNCTION MODIFICATION PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	KVL	KVL	AT	LL
Orig'nal Size	Date	Date	Date	Date
A3	MAR 2025	MAR 2025	MAR 2025	MAR 2025

Drawing Number: Figure 3.5
Revision: C

Copyright © Atkins Limited

User name: SUSERNAME$ Date:24/3/2025 Time: 17:43:31
Filename: \\wsatkins.com\Project\CN\CNHK\AITransportation\Est2\TRANS\Job\52216\03 CE 20.2023_Zone 2\TO1\Drawings\TTIA_03F2.3.dgn



Rev.	Date	Description	By	Chk'd	App'd
-	JUL 2024	FIRST ISSUED	KVL	WT	LL

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISITING NEARBY PUBLIC TRANSPORT FACILITIES PLAN

Scale	Designed	Drawn	Checked	Authorised
N.T.S.	KVL	KVL	AT	LL
Original Size: A3	Date: JUL 2024	Date: JUL 2024	Date: JUL 2024	Date: JUL 2024

Drawing Number: Figure 3.6

Revision: -

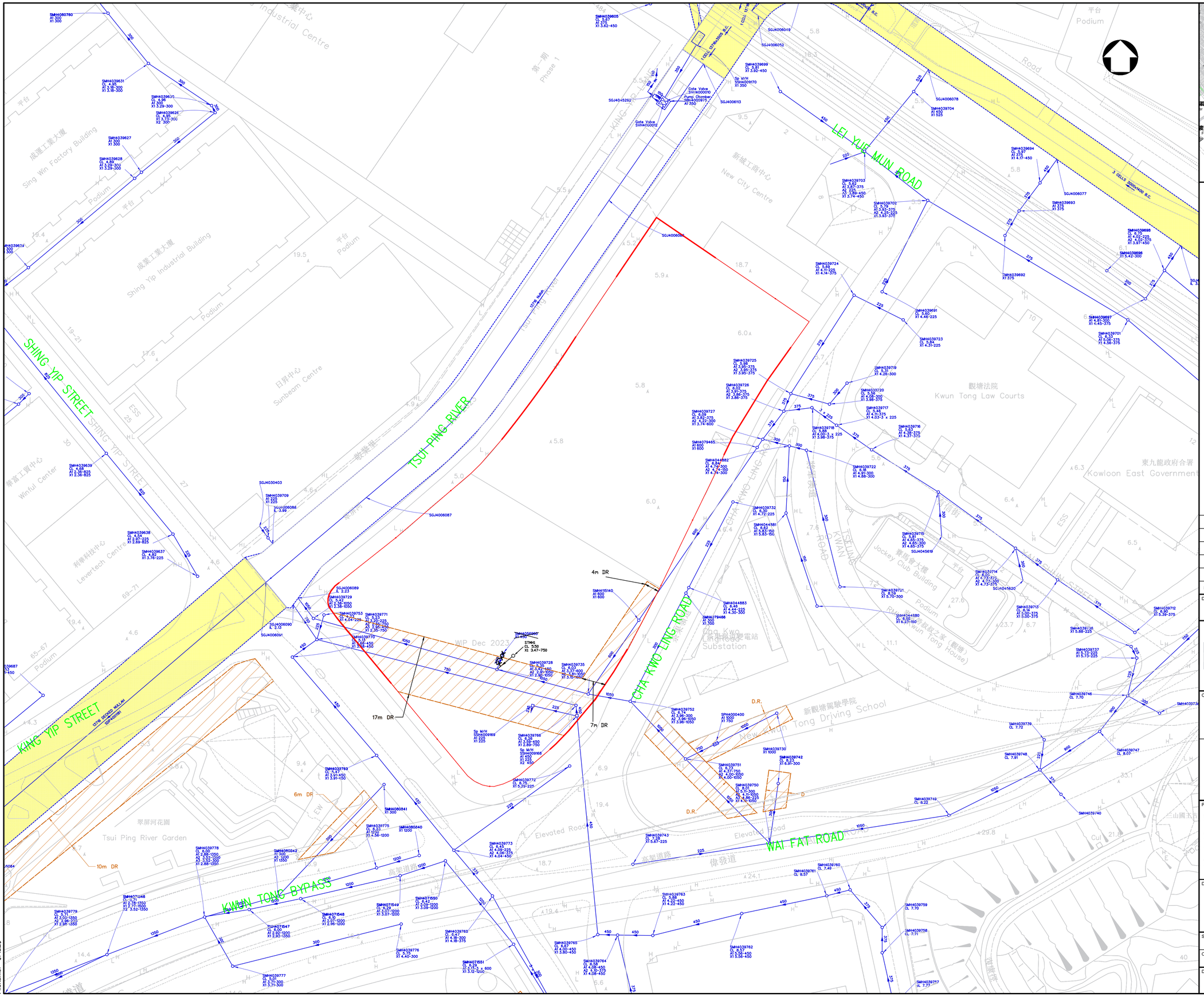
Copyright © Atkins Limited

User name: SUSERNAMES Date:18/7/2024 Time: 10:48:00
Filename: \\wsatkins.com\Projects\CN\CNHK4\Transportation\Es2\TRANS\Job\5221603.CE 20.2023_Zone 2\TO1\Drawings\TTIA_r1\F3.3.dgn

Millimetres 100 10 0

LEI YUE MUN ROAD
CHA KWO LING ROAD
KWUN TONG BYPASS
WAI FAT ROAD
SHING YIP STREET
TSUI PING RIVER
KWUN TONG TYPHOON SHELTER
Road
Podium
Phase 1
Industrial Centre
New City Centre
Sing Win Factory Building
Shing Yip Industrial Building
Sunbeam Centre
Kwun Tong Law Courts
Kowloon East Government
Jockey Club Building
Ferry Pier
Tsui Ping River Garden
Elevated Road
WIP Dec 2023
4m DR
6m DR
7m DR
10m DR
17m DR
D.R.
3 CELLS 3000x4000 B.C.
1 CELL 1370x3000 B.C.
1 CELL 1370x4000 B.C.
1378 MH2929
1378 MH2930
1378 MH2931
1378 MH2932
1378 MH2933
1378 MH2934
1378 MH2935
1378 MH2936
1378 MH2937
1378 MH2938
1378 MH2939
1378 MH2940
1378 MH2941
1378 MH2942
1378 MH2943
1378 MH2944
1378 MH2945
1378 MH2946
1378 MH2947
1378 MH2948
1378

Millimetres 100 10 0



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING DRAINAGE SYSTEM
- EXISTING MANHOLE FOR DRAINAGE SYSTEM
- DRAINAGE RESERVE AREA
- EXISTING DRAINAGE SYSTEM TO BE UPGRADED
- PROPOSED DRAINAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED DRAINAGE LAYOUT PLAN

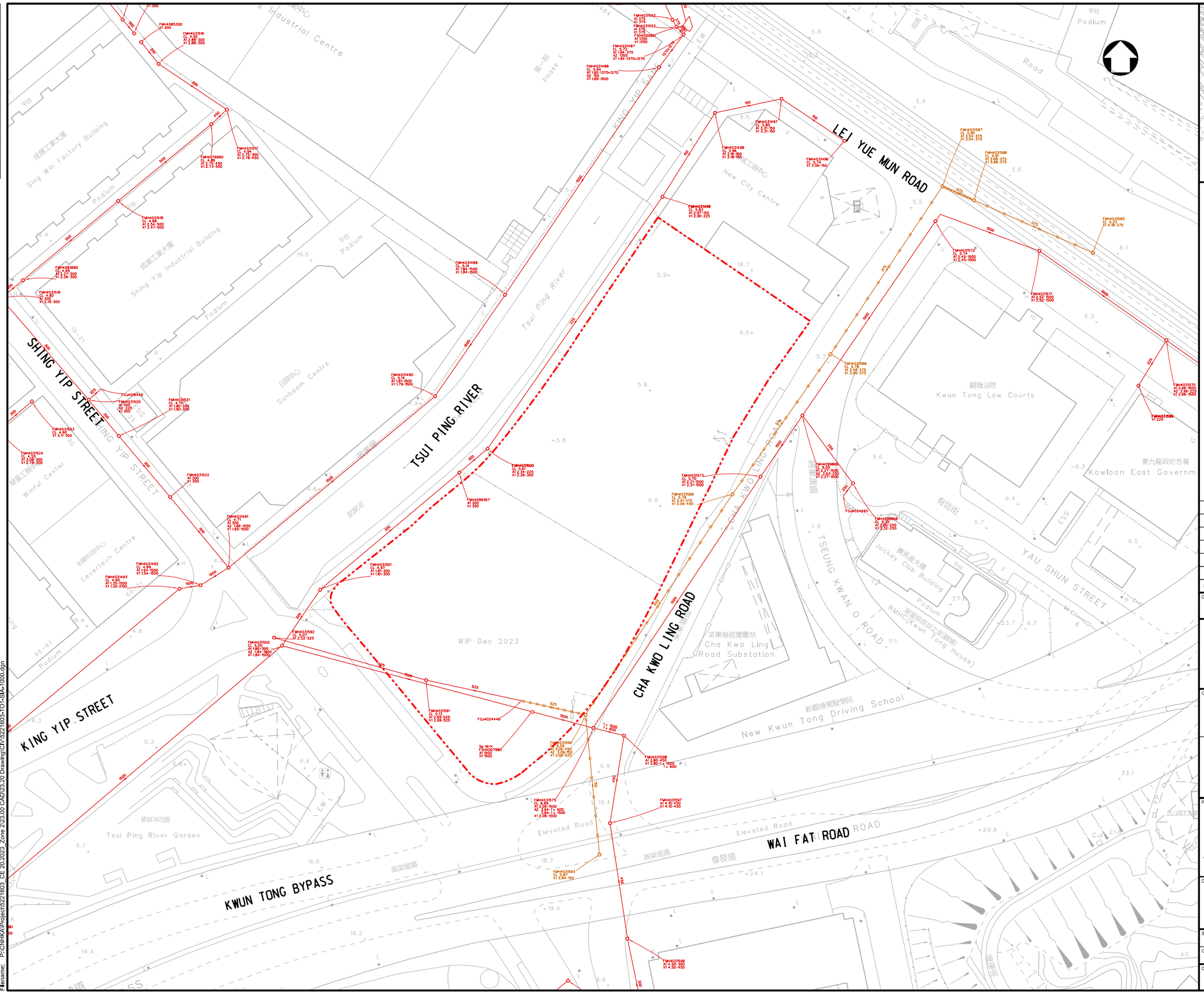
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

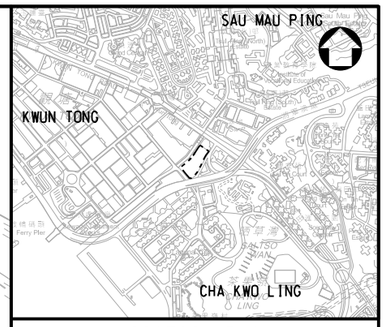
Drawing Number: Figure 3.8
Revision: A

User name: $USERNAME$ Date:$DATE$ Time:$TIME$
Filename: $FILE$

Copyright © Atkins Limited

Millimetres 100 0 10





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING SEWERAGE LAYOUT PLAN

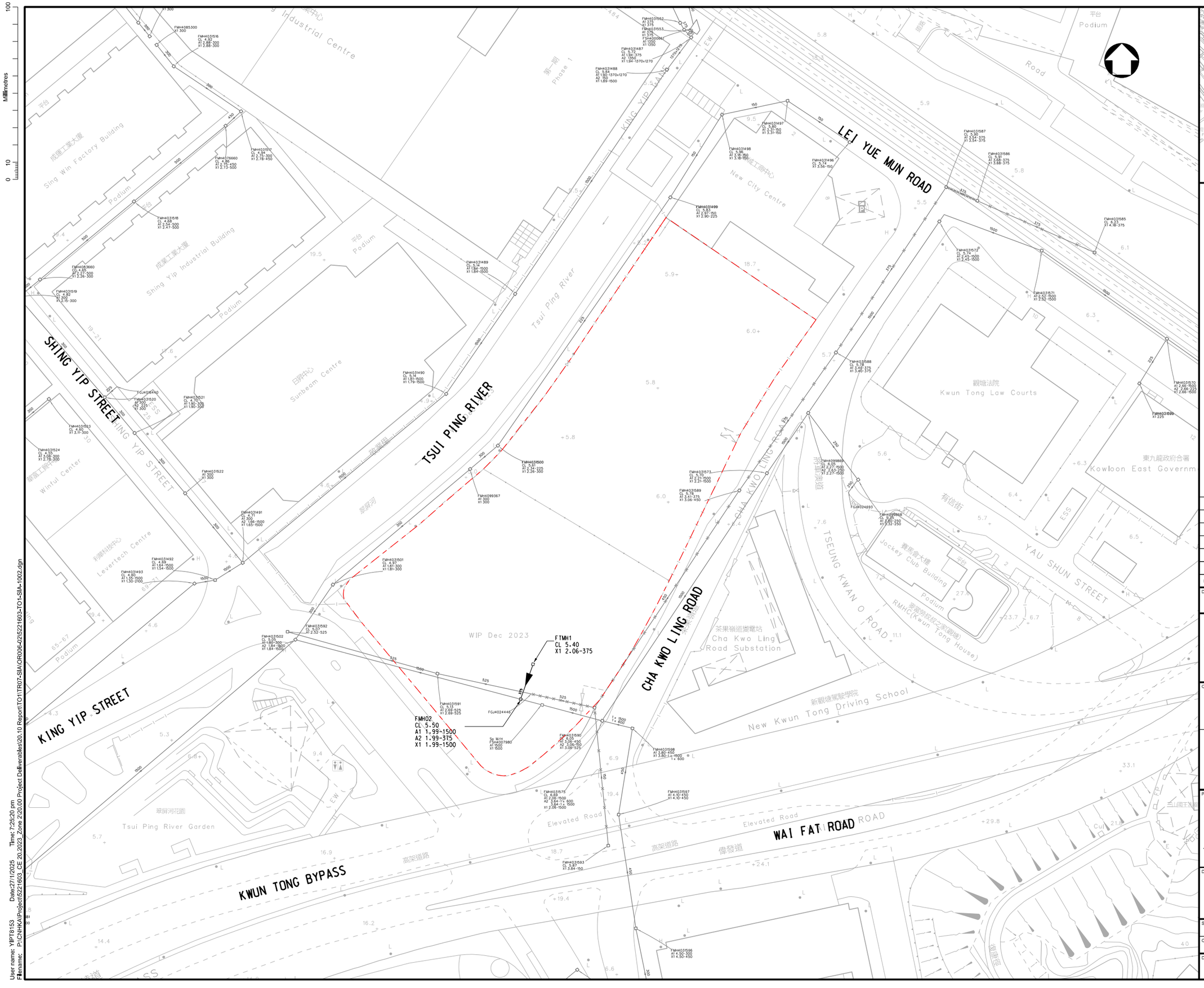
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

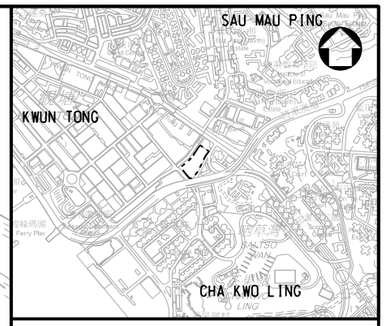
Drawing Number: Figure 3.9
Revision: A

User name: CHAN9162 Date:27/2/2024 Time: 12:37:18
File name: P:\CN\HKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-SIA-1000.dgn

Copyright © Atkins Limited

Millimetres 100 10 0





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING SEWERAGE SYSTEM
- PROPOSED SEWERAGE SYSTEM
- EXISTING MANHOLE FOR SEWERAGE SYSTEM
- PROPOSED MANHOLE FOR SEWERAGE SYSTEM

Rev.	Date	Description	By	Chk'd	App'd
B	AUG 2024	SECOND ISSUE	KLC	FT	AT
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED SEWERAGE LAYOUT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500	HN	HN	HC	LL
Original Size: A1	Date: JAN 2025	Date: JAN 2025	Date: JAN 2025	Date: JAN 2025

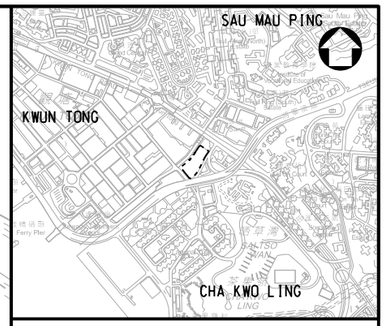
Drawing Number: Figure 3.10
Revision: B

Copyright © Atkins Limited

User name: YIPTB153 Date:27/1/2025 Time: 7:26:20 pm
Filename: P:\CNHK\Project\5221603_CE 20.2023_Zone 2\20.00 Project Deliverables\20.10 Report\TO1\TR07-SIA\OR006-02\5221603-TO1-SIA-1002.dgn

Millimetres 0 10 100

TSUI PING RIVER
LEI YUE MUN ROAD
SHING YIP STREET
KING YIP STREET
CHA KWO LING ROAD
KWUN TONG BYPASS
WAI FAT ROAD
TSEUNG KWAN O ROAD
YAU SHUN STREET
Road
Elevated Road
Tsui Ping River Garden
Kwun Tong Law Courts
Kowloon East Governm
Jockey Club Building
RMHC(Kwun Tong House)
Cha Kwo Ling Road Substation
New Kwun Tong Driving School
Sing Win Factory Building
Sing Yip Industrial Building
Sunbeam Centre
Winful Center
Levertech Centre
New City Centre
Industrial Centre
Podium
WIP Dec 2023
Connected to existing 1" GIL not found in MRP



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- FW — EXISTING FRESH WATER MAIN
- FW — EXISTING FRESH WATER MAINS WITH AC MATERIAL
- FW — EXISTING FRESH WATER MAINS WITH UNKNOWN MATERIAL

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING FRESH WATER MAIN

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

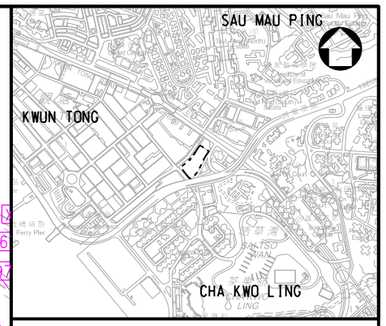
Drawing Number: Figure 3.11
Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:11:10
FIlename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1006.dgn

Millimetres 100 10 0

SHING YIP STREET
TSUI PING RIVER
KING YIP STREET
KWUN TONG BYPASS
CHA KWO LING ROAD
WAI FAT ROAD
LEI YUE MUN ROAD
YAU SHUN STREET
TSEUNG KWAN O ROAD
Tsui Ping River
Tsui Ping River Garden
Sing Win Factory Building
Sing Yip Industrial Building
Sunbeam Centre
Winful Center
Levertech Centre
New City Centre
Cha Kwo Ling Road Substation
Kwun Tong Law Courts
Jockey Club Building
RMHC(Kwun Tong Ronald McDonald House)
New Kwun Tong Government Offices
Kowloon East Government Offices
WIP Dec 2023
X 650516
X 689377
X 689380
X 650528
X 651462
X 660706
X 684436
X 650527
X 650524
X 694705
X 694706
X 651461
X 679725
X 679728



LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- SW — EXISTING SALT WATER MAIN
- SW — EXISTING SALT WATER MAINS WITH AC MATERIAL
- SW — EXISTING SALT WATER MAINS WITH UNKNOWN MATERIAL

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING SALT WATER MAIN

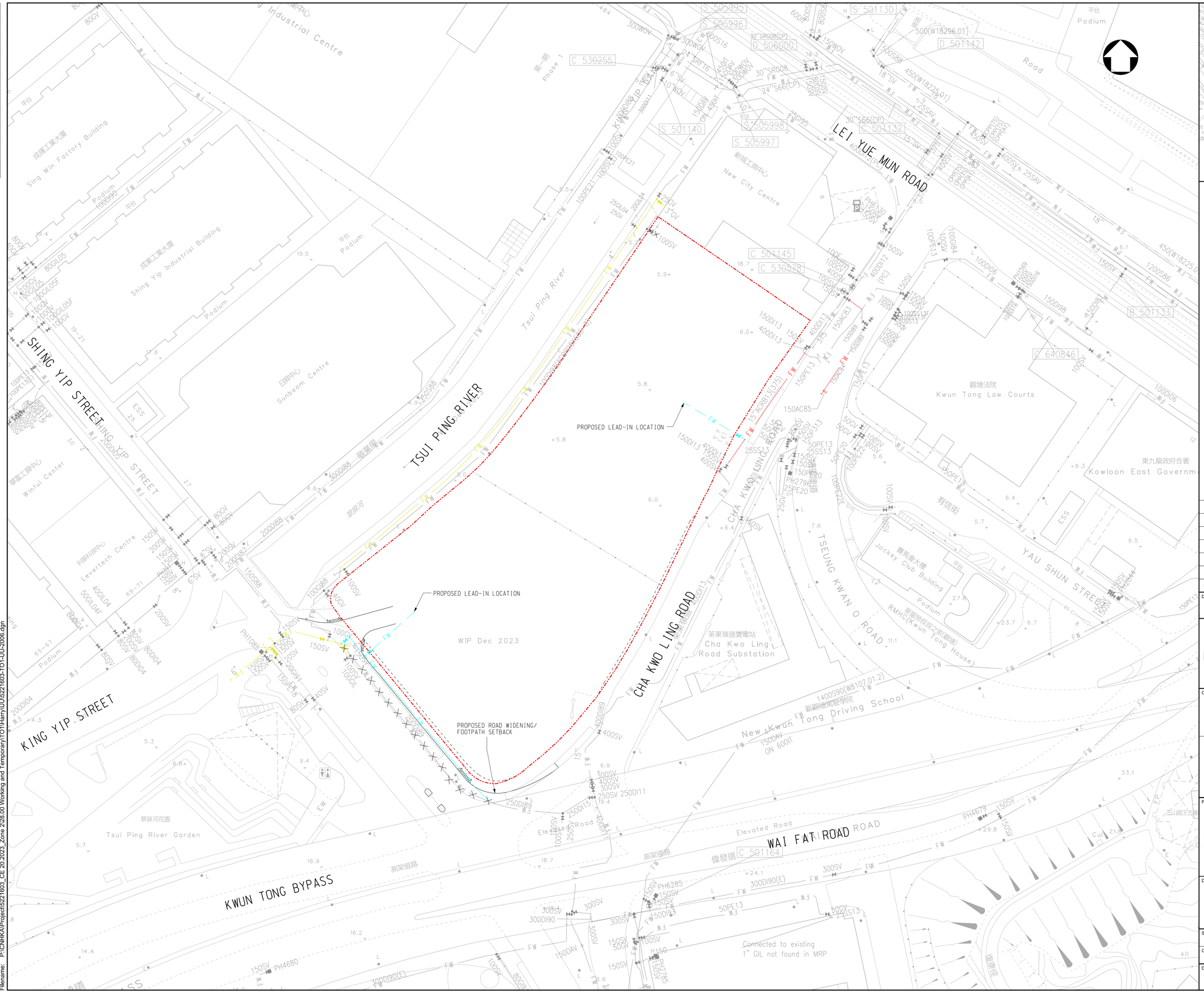
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

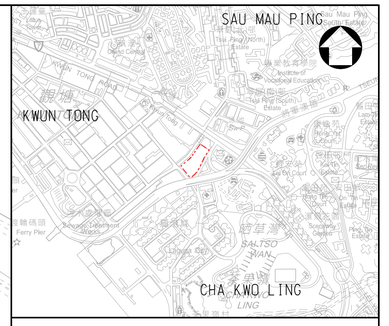
Drawing Number: Figure 3.12
Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:28:37
FIlename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1007.dgn

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- FW — EXISTING FRESH WATER MAIN
- FW — EXISTING FRESH WATER MAINS WITH AC MATERIAL
- FW — EXISTING FRESH WATER MAINS WITH UNKNOWN MATERIAL
- FW — EXISTING FRESH WATER MAIN TO BE REMOVED
- FW — PROPOSED FRESH WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED FRESH WATER MAIN

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.13
Revision: A

Copyright © Atkins Limited

User name: CHEUI9011 Date:5/2/2025 Time: 3:48:11 PM
Filename: P:\CNHK\AProject\5221603_CE 20.2023_Zone 2\28.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2006.dgn

Millimetres 0 10 100

PROPOSED LEAD-IN LOCATION

PROPOSED LEAD-IN LOCATION

PROPOSED ROAD WIDENING/ FOOTPATH SETBACK

WIP Dec 2023

TSUI PING RIVER

KING YIP STREET

SHING YIP STREET

KWUN TONG BYPASS

LEI YUE MUN ROAD

CHA KWO LING ROAD

WAI FAT ROAD

YAU SHUN STREET

TSEUNG KWAN O ROAD

Tsui Ping River

Sing Win Factory Building

Shing Yip Industrial Building

Sunbeam Centre

Winful Center

Levertech Centre

New City Centre

Cha Kwo Ling Road Substation

Kwun Tong Law Courts

Jockey Club Building

New Kwun Tong Lutheran School

Tsui Ping River Garden

Elevated Road

Kowloon East Governm

SAU MAU PING

KWUN TONG

CHA KWO LING

LOCATION PLAN

SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- SW EXISTING SALT WATER MAIN
- SW EXISTING SALT WATER MAINS WITH AC MATERIAL
- SW EXISTING SALT WATER MAINS WITH UNKNOWN MATERIAL
- SW PROPOSED SALT WATER MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED SALT WATER MAIN

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

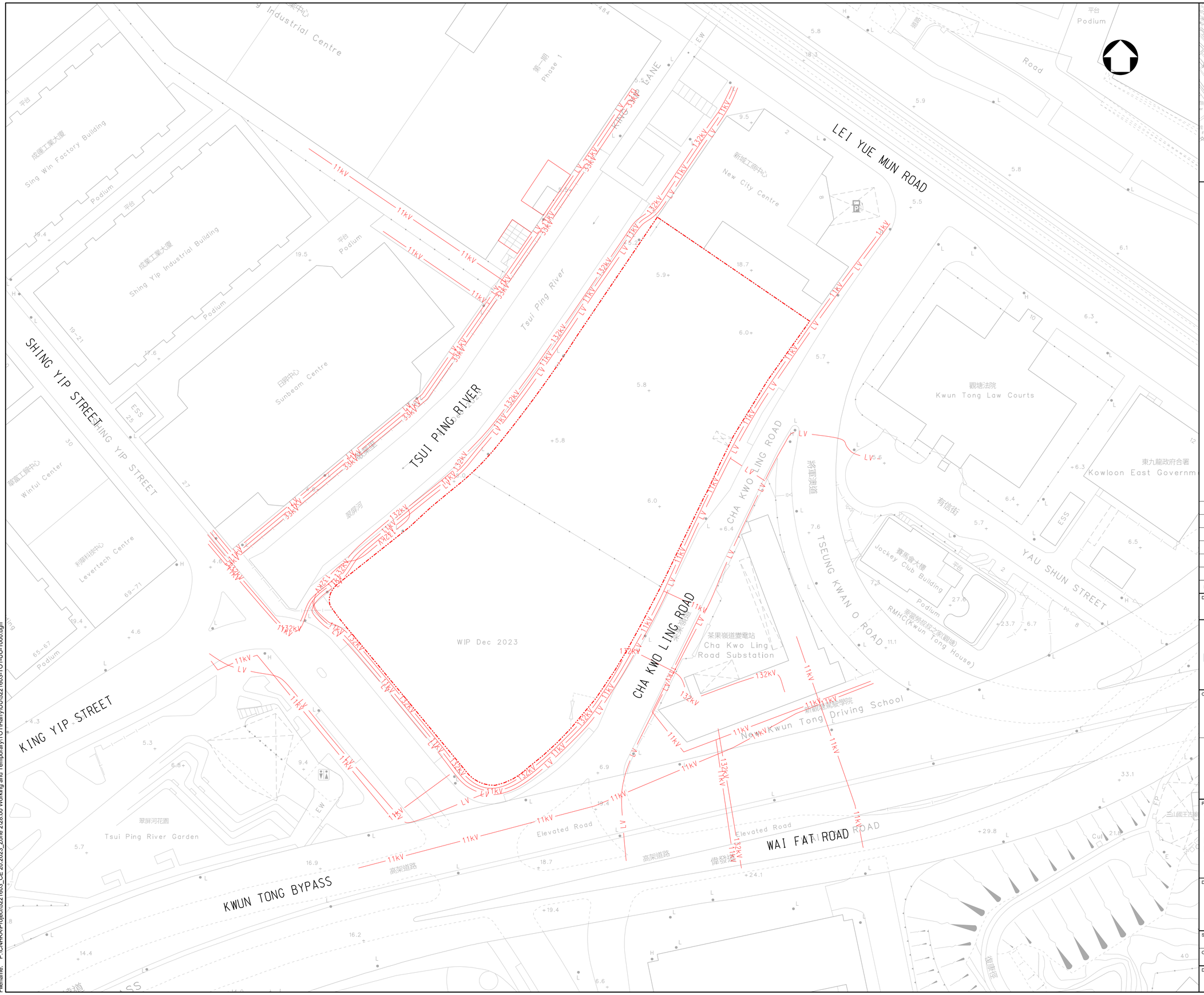
Drawing Number: Figure 3.14

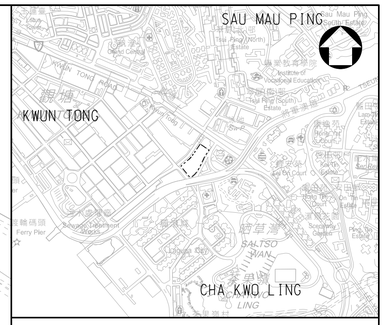
Revision: A

Copyright © Atkins Limited

User name: CHEU9011 Date:5/2/2025 Time: 3:38:09 PM
Filename: P:\CN\HK\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2007.dgn

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- 11kV — EXISTING 11kV POWER CABLE
- 33kV — EXISTING 33kV POWER CABLE
- 132kV — EXISTING 132kV POWER CABLE
- LV — EXISTING LV POWER CABLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

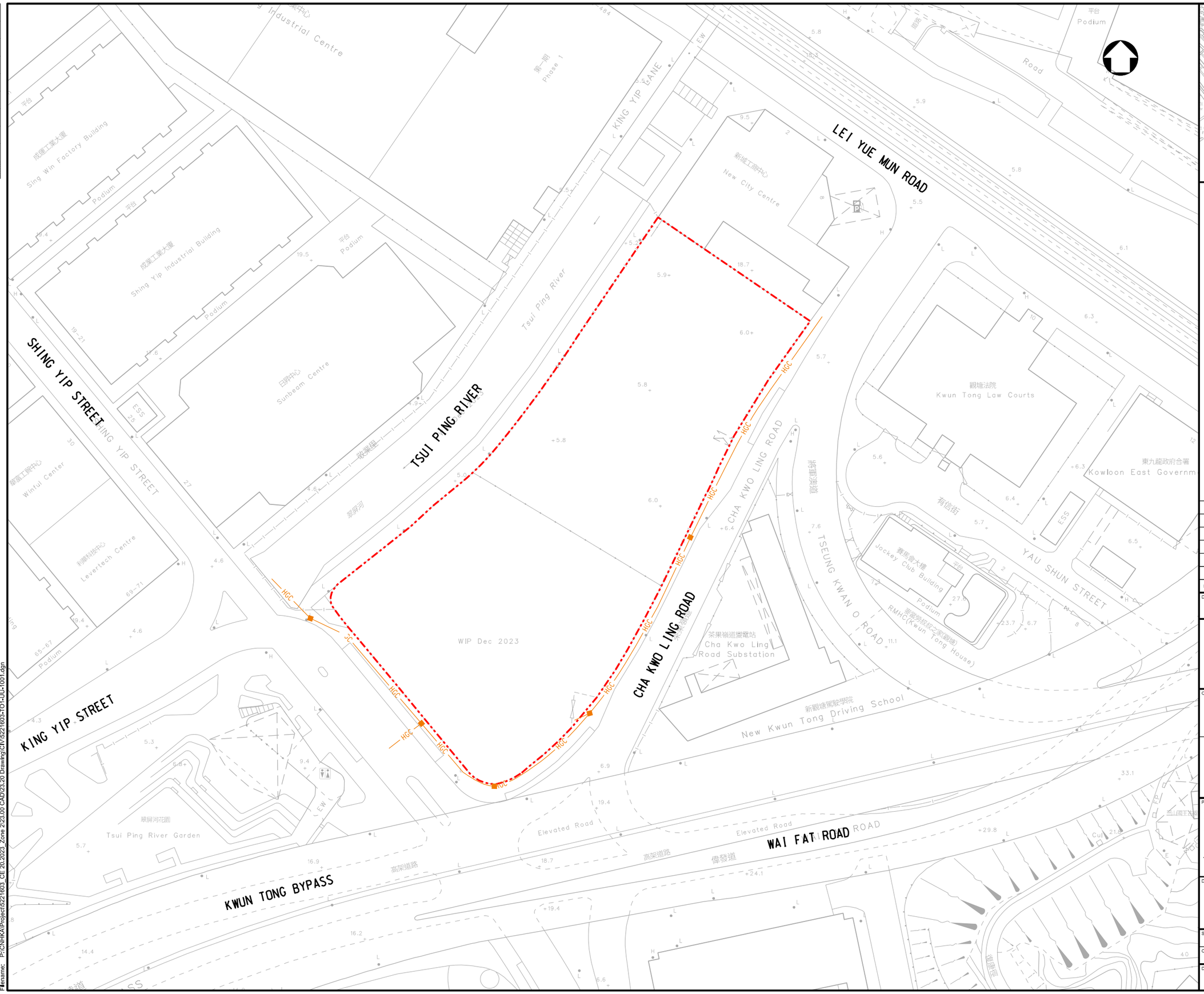
Drawing Title:
EXISTING POWER SUPPLY SYSTEM

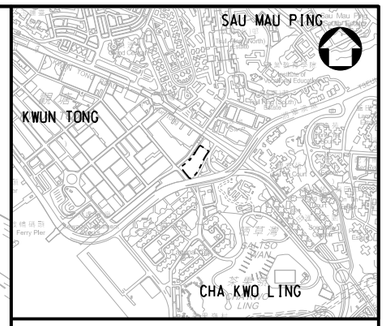
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.15
Revision: A

Copyright © Atkins Limited

User name: CHELI9011 Date:5/2/2025 Time: 3:31:42 PM
Filename: P:\CNHKA\Projects\5221603_CE 20.2023_Zone 2\28.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-1000.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HGC — EXISTING HGC CABLE
- EXISTING JOINT BOX

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING HGC CABLE SYSTEM

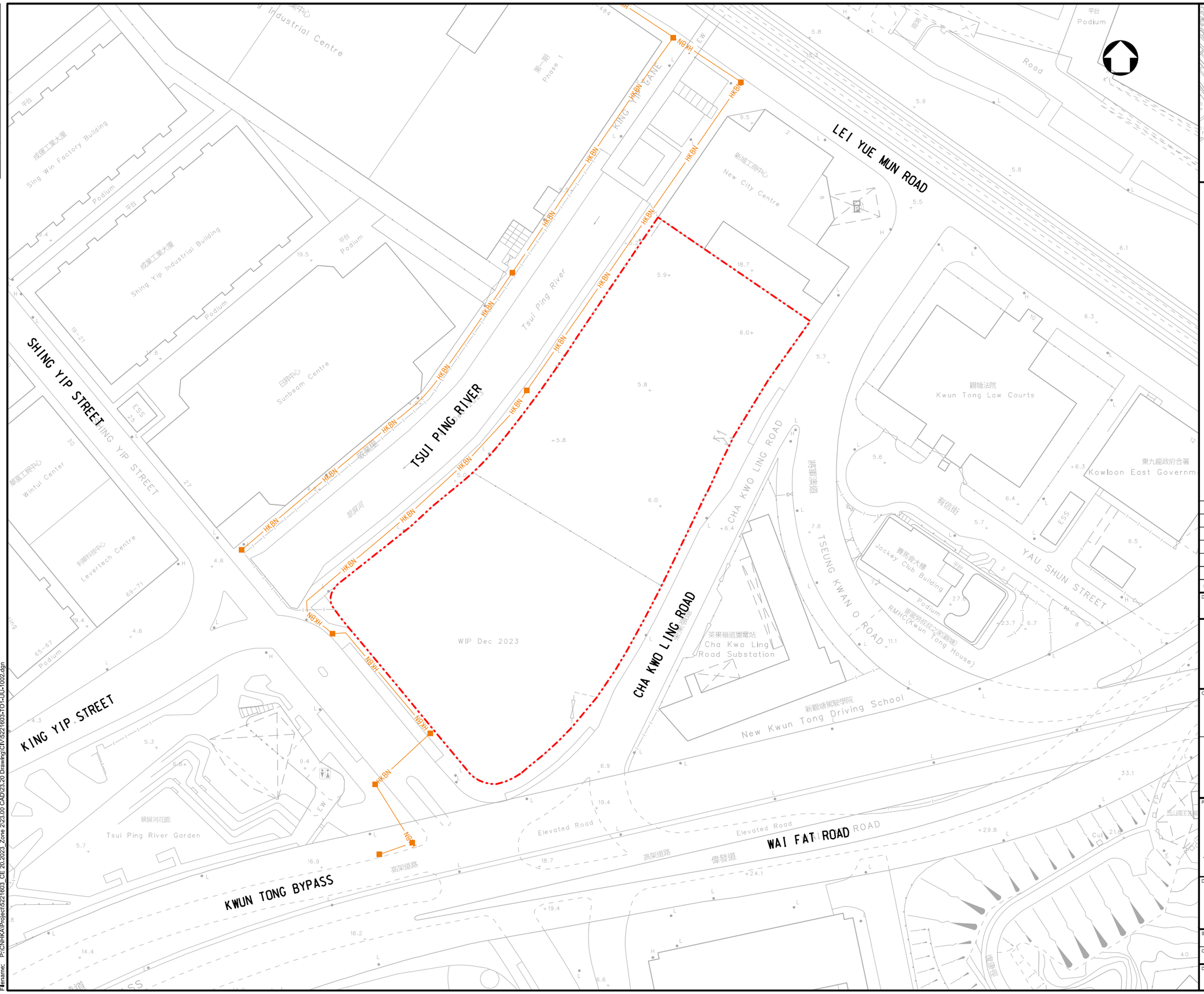
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

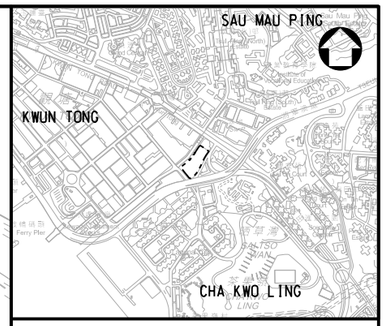
Drawing Number: Figure 3.16

Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:10:57
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1001.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HKBN — EXISTING HKBN CABLE
- EXISTING JOINT BOX

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: **FEASIBILITY STUDY**

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING HKBN CABLE

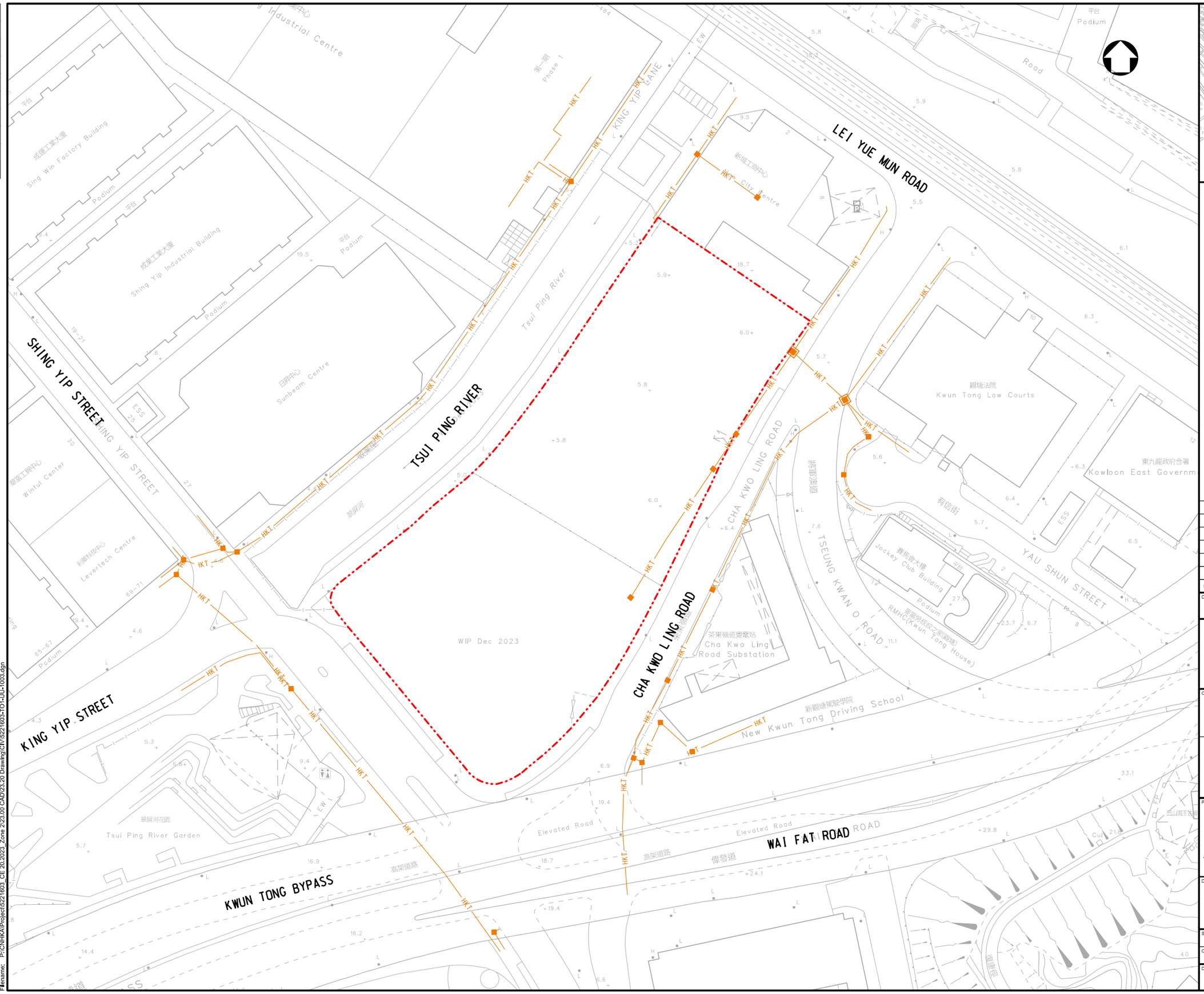
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

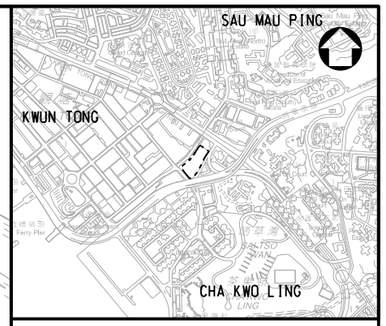
Drawing Number: Figure 3.17

Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time:9:10:59
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1002.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING HKT CABLE
- EXISTING JOINT BOX
- EXISTING MANHOLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING HKT CABLE

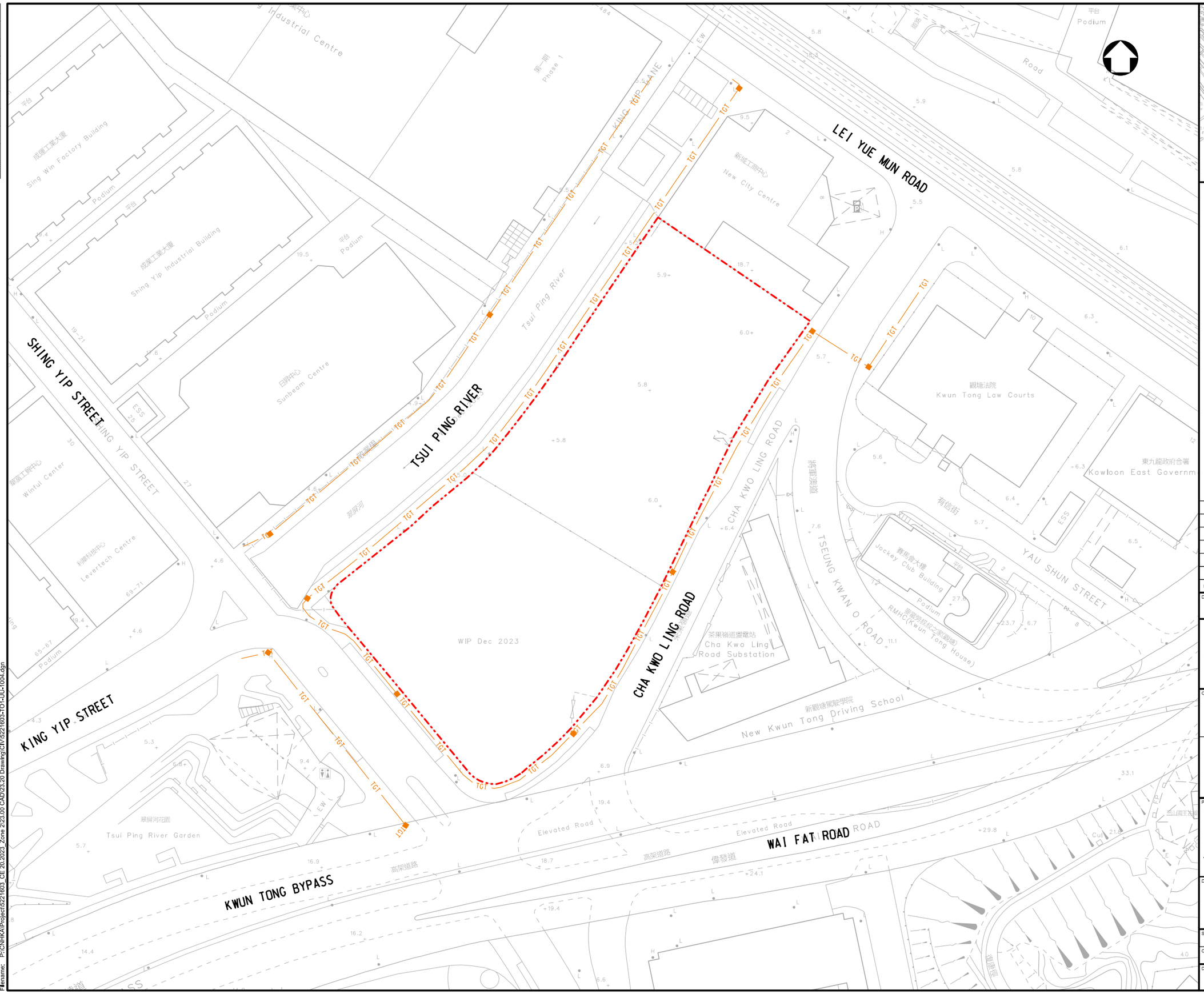
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

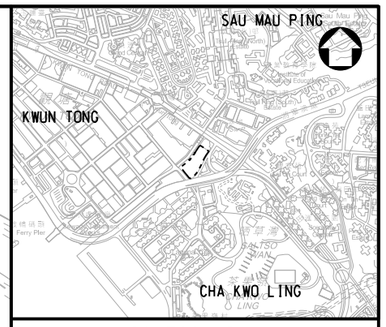
Drawing Number: Figure 3.18

Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:11:01
Filename: P:\CN\HK\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CN\5221603-TO1-ULL-1003.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- TGT — EXISTING DUCT ROUTE
- EXISTING DUCT ROUTE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING TGT CABLE

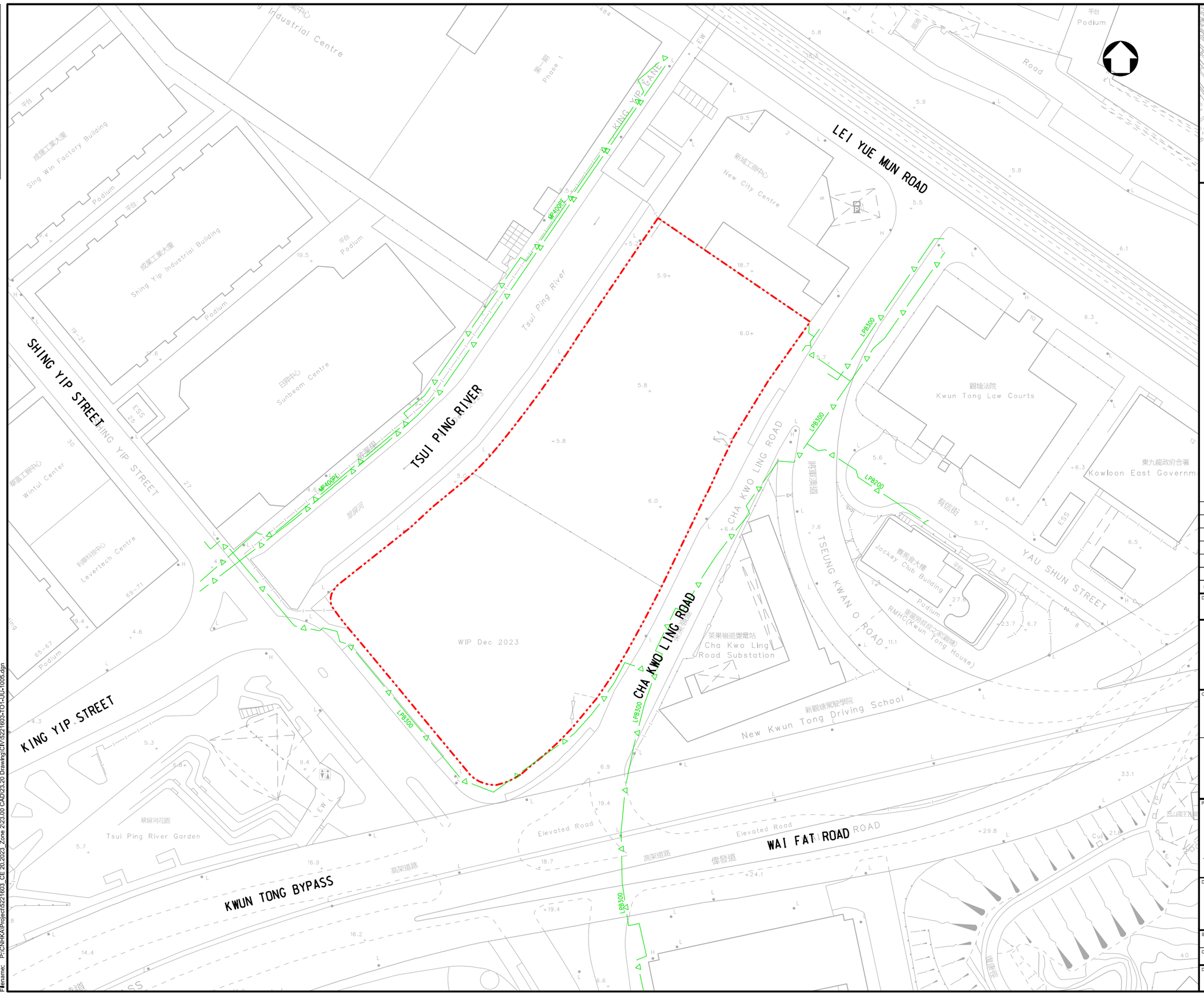
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

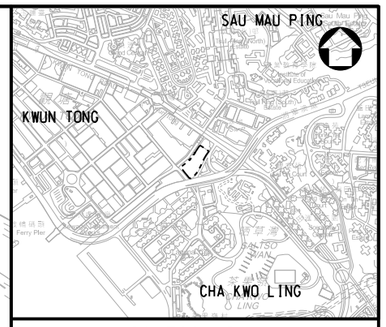
Drawing Number: Figure 3.19

Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:11:04
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1004.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING GAS MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

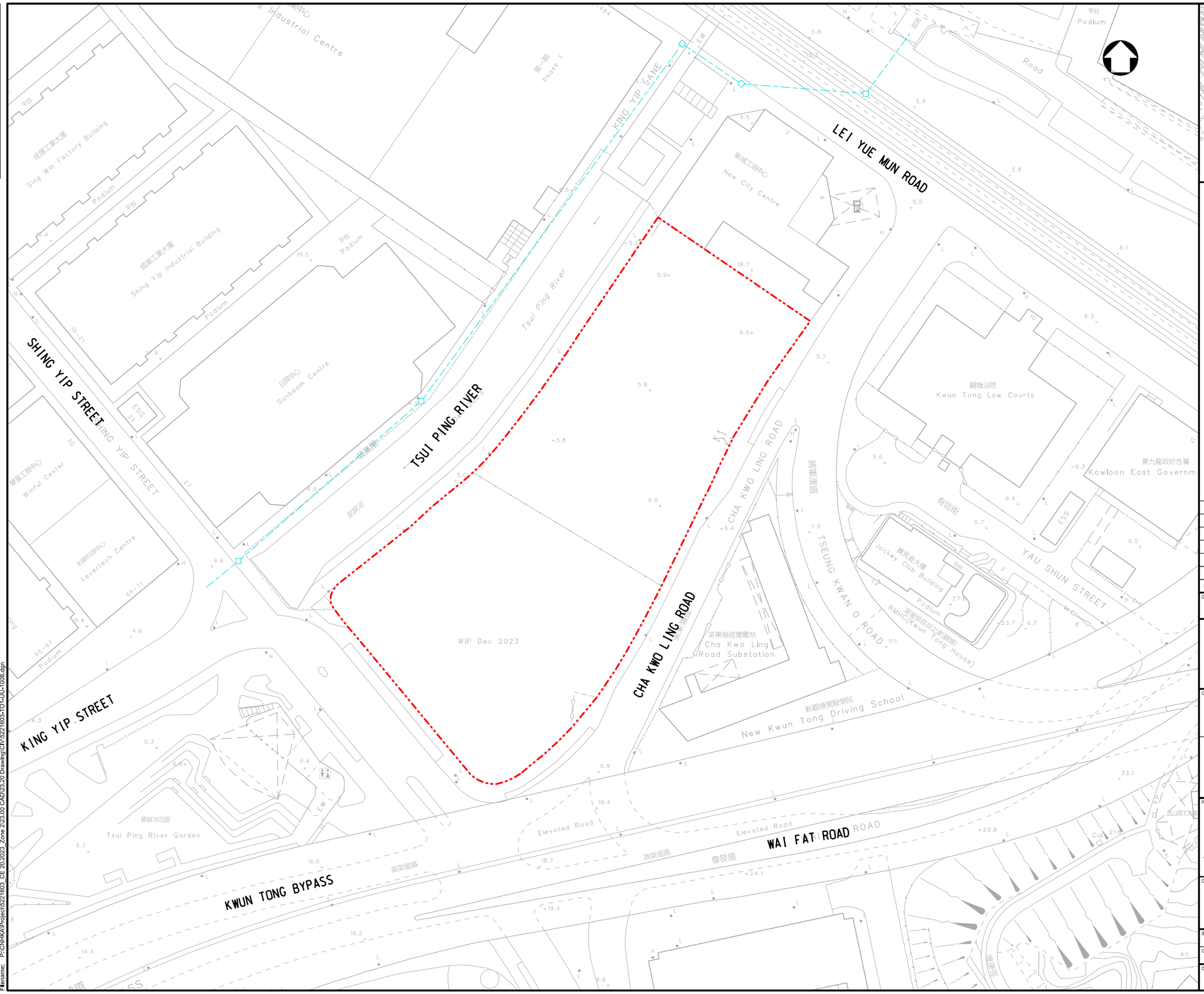
Drawing Title:
EXISTING GAS SUPPLY SYSTEM

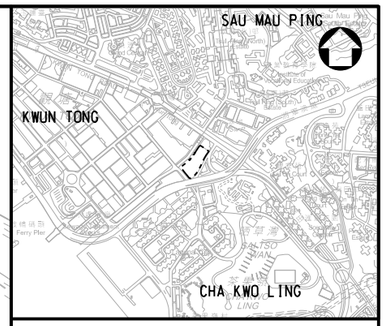
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.20
Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:11:07
Filename: P:\CNHKA\Project\5221603_CE 20.2022_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-JJU-1005.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING WSD CABLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2024	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
EXISTING WSD CABLE

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

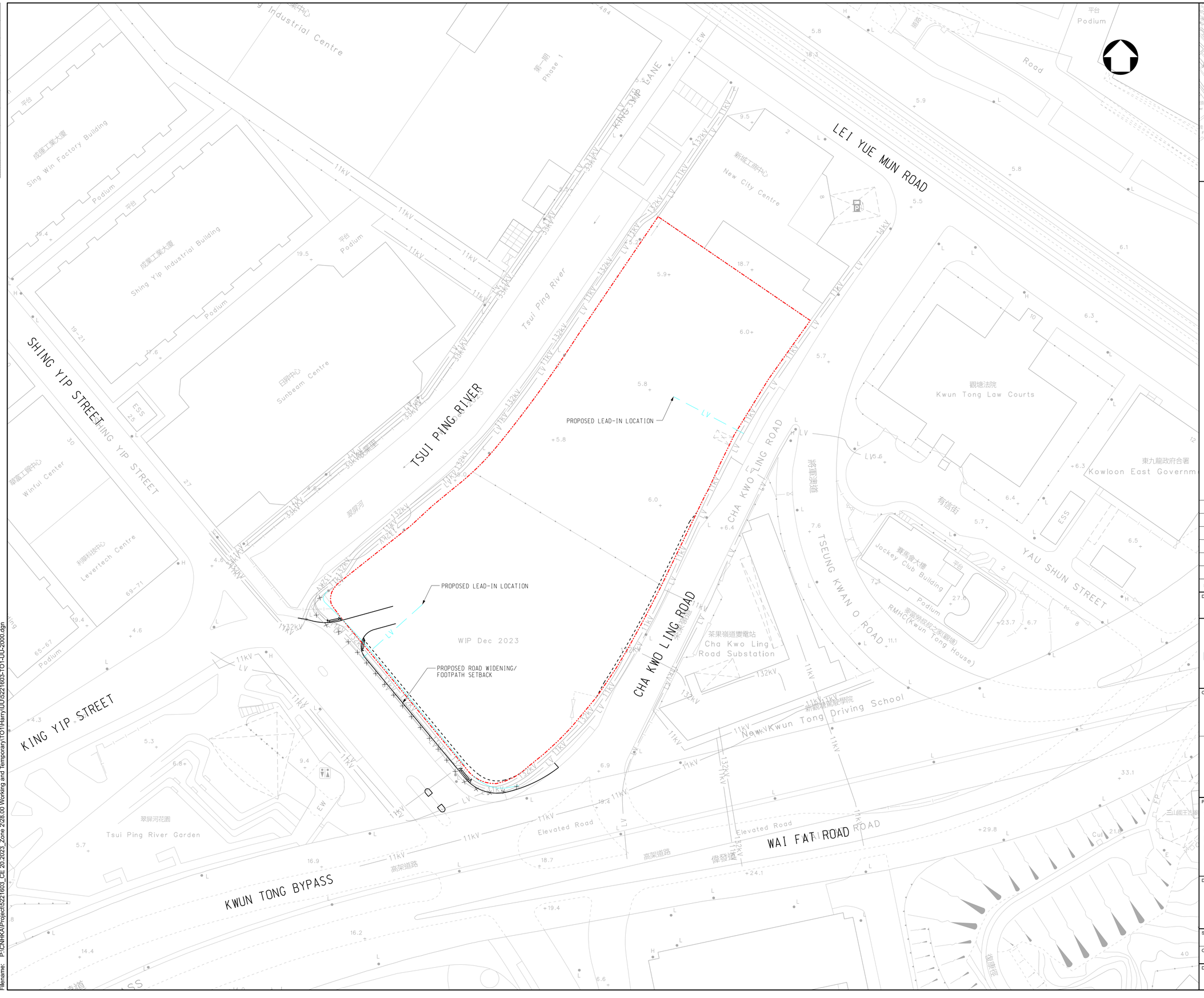
Drawing Number: Figure 3.21

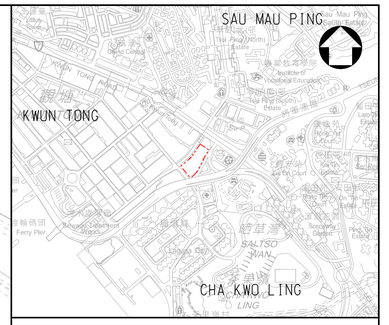
Revision: A

Copyright © Atkins Limited

User name: CHAN9162 Date:9/2/2024 Time: 9:11:15
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\23.00 CAD\23.20 Drawing\CIV\5221603-TO1-UU-1008.dgn

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- 11kV — EXISTING 11kV POWER CABLE
- 33kV — EXISTING 33kV POWER CABLE
- 132kV — EXISTING 132kV POWER CABLE
- LV — EXISTING LV POWER CABLE
- LV — EXISTING LV POWER CABLE TO BE REMOVED
- LV — PROPOSED LV POWER CABLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department (CEDD)

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED POWER SUPPLY SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.22
Revision: A

Copyright © Atkins Limited

User name: CHEUI9011 Date:2/27/2025 Time: 12:00:49 PM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2000.dgn

Millimetres 0 10 100

PROPOSED LEAD-IN LOCATION

PROPOSED LEAD-IN LOCATION

PROPOSED ROAD WIDENING/ FOOTPATH SETBACK

WIP Dec 2023

TSUI PING RIVER

KING YIP STREET

SHING YIP STREET

KWUN TONG BYPASS

CHA KWO LING ROAD

LEI YUE MUN ROAD

WAI FAT ROAD

TSEUNG KWAN O ROAD

YAU SHUN STREET

KING YIP LANE

Tsui Ping River

Tsui Ping River Garden

Kwun Tong Law Courts

Kowloon East Governm

New Kwun Tong Driving School

Cha Kwo Ling Road Substation

Jockey Club Building

RMHC(Kwun Tong House)

Sing Win Factory Building

Shing Yip Industrial Building

Sunbeam Centre

Winful Center

Levertech Centre

New City Centre

Industrial Centre

Podium

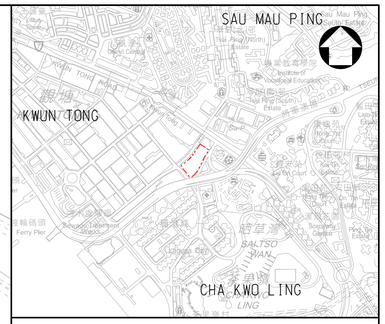
Road

Elevated Road

HGC

LOCATION PLAN

SCALE 1:15000



LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HGC — EXISTING HUTCHISON GLOBAL COMMUNICATION CABLES
- EXISTING JOINT BOX
- EXISTING JOINT BOX TO BE REMOVED
- PROPOSED JOINT BOX
- HGC — PROPOSED HUTCHISON GLOBAL COMMUNICATION CABLES

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED HGC CABLE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Orginal Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.23

Revision: A

User name: CHEU9011 Date:2/28/2025 Time: 9:35:38 AM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2001.dgn

Copyright © Atkins Limited

Millimetres 100 10 0

PROPOSED LEAD-IN LOCATION

PROPOSED LEAD-IN LOCATION

PROPOSED ROAD WIDENING/ FOOTPATH SETBACK

WIP Dec 2023

LEI YUE MUN ROAD

KING YIP LANE

KING YIP STREET

SHING YIP STREET

TSUI PING RIVER

Tsui Ping River

CHA KWO LING ROAD

WAI FAT ROAD

KWUN TONG BYPASS

TSEUNG KWAN O ROAD

YAU SHUN STREET

Road

Podium

Elevated Road

Industrial Centre

Phase 1

New City Centre

Sing Win Factory Building

Shing Yip Industrial Building

Sunbeam Centre

Winful Center

Levertech Centre

Tsui Ping River Garden

Kwun Tong Law Courts

Kowloon East Governm

Jockey Club Building

RMHC(Kwun Tong House)

Cha Kwo Ling Road Substation

New Kwun Tong Driving School

ESS

HKBN

NEW

EW

SAU MAU PING

KWUN TONG

CHA KWO LING

SALTSO WAN

LOCATION PLAN

SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HKBN — EXISTING HONG KONG BROADBAND CABLES
- EXISTING JOINT BOX
- EXISTING JOINT BOX TO BE REMOVED
- PROPOSED JOINT BOX
- HKBN — PEOPOSED HONG KONG BROADBAND CABLES

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED HKBN CABLE SYSTEM

Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

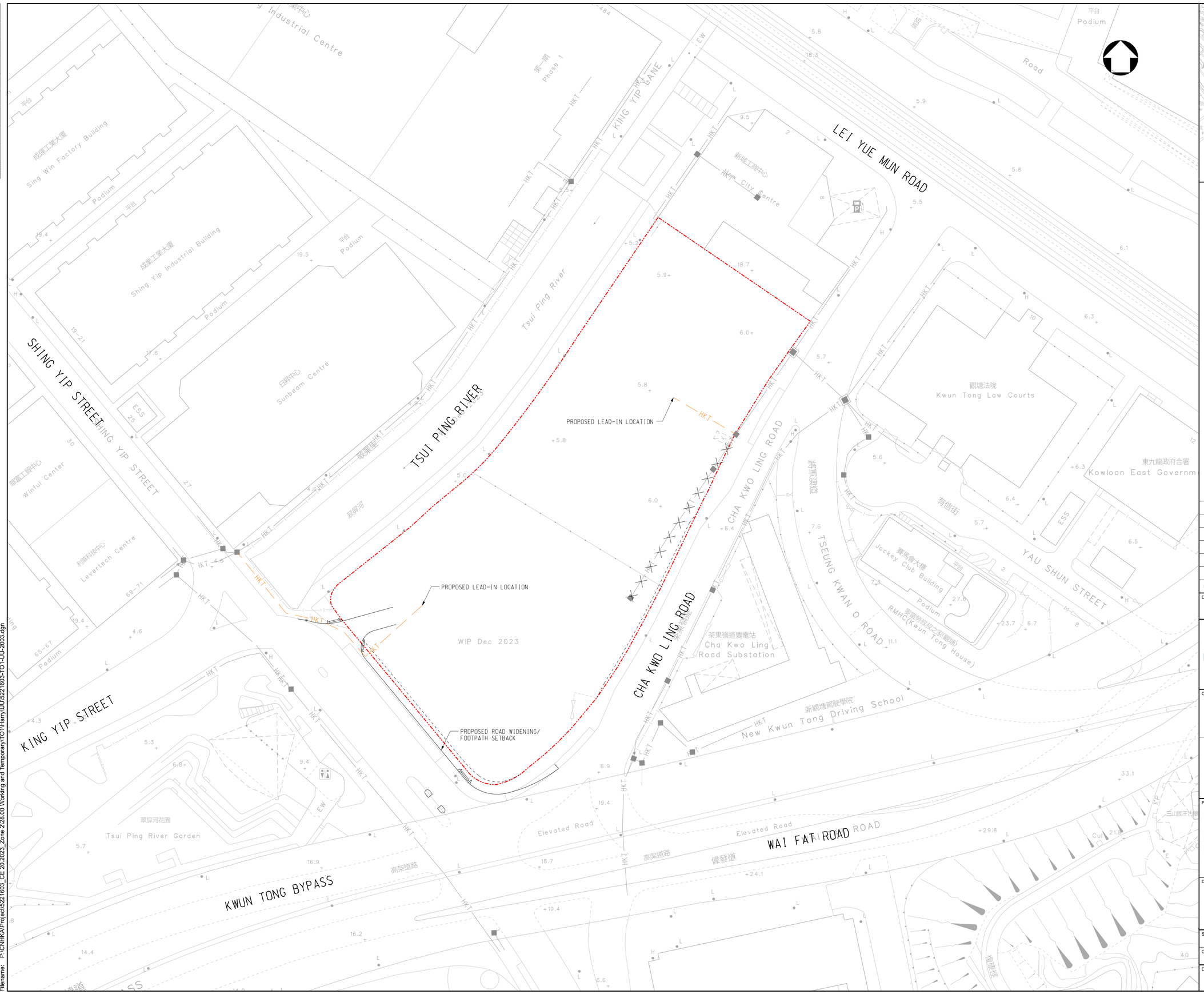
Drawing Number: Figure 3.24

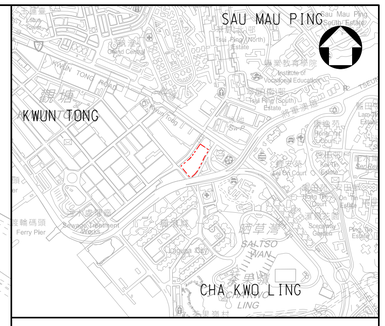
Revision: A

Copyright © Atkins Limited

User name: CHEUI9011 Date:2/28/2025 Time: 9:29:15 AM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2002.dgn

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- HKT — EXISTING HONG KONG TELECOM CABLE
- EXISTING JOINT BOX
- EXISTING MANHOLE
- HKT — EXISTING HONG KONG TELECOM CABLE TO BE REMOVED
- HKT — PROPOSED HONG KONG TELECOM CABLE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

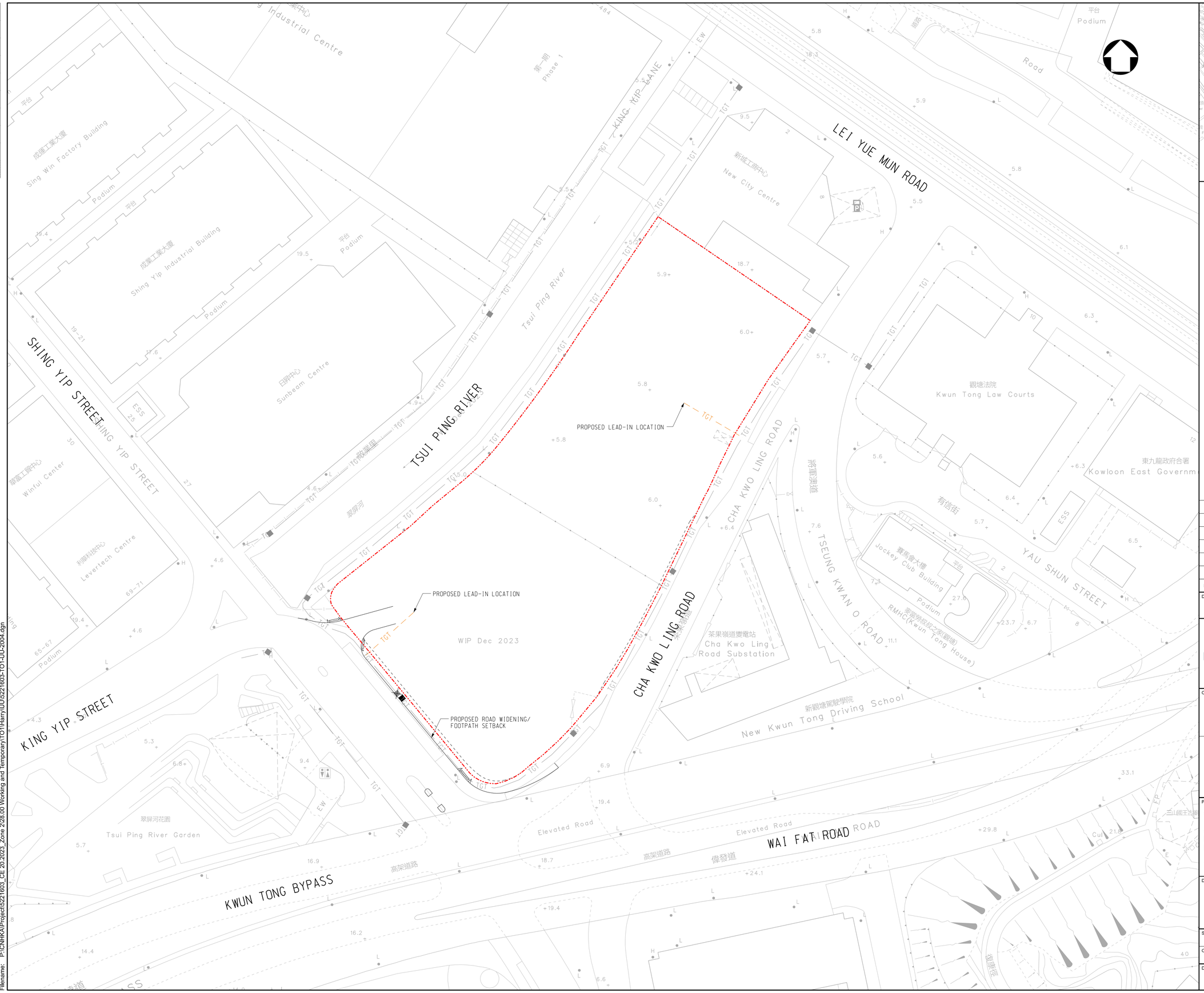
Drawing Title:
PROPOSED HKT CABLE SYSTEM

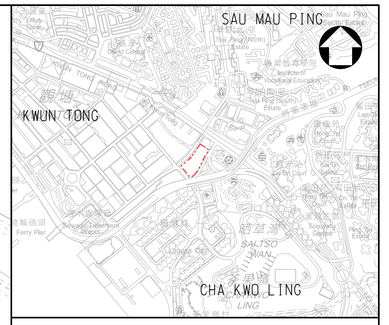
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size	Date	Date	Date	Date
A1	FEB 2024	FEB 2024	FEB 2024	FEB 2024

Drawing Number: Figure 3.25
Revision: A

Copyright © Atkins Limited

User name: CHEU9011 Date:2/28/2025 Time: 9:35:16 AM
Filename: P:\CN\HK\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2003.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- TGT — EXISTING DUCT ROUTE
- EXISTING JOINT BOX
- EXISTING JOINT BOX TO BE REMOVED
- PROPOSED JOINT BOX
- TGT — PROPOSED DUCT ROUTE

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

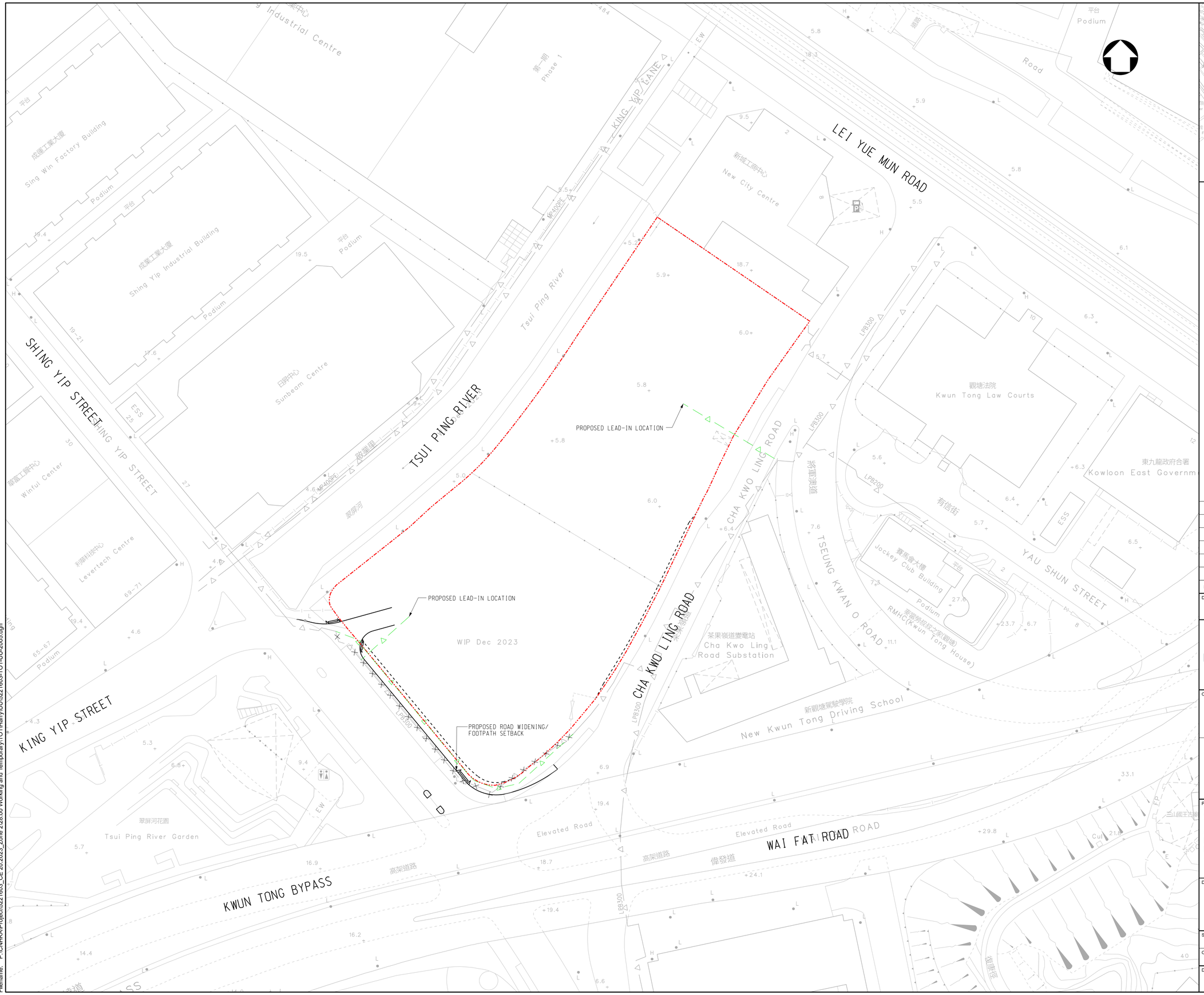
Drawing Title:
PROPOSED TGT CABLE SYSTEM

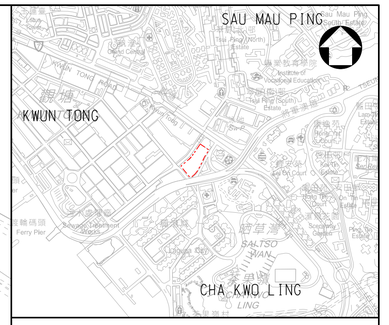
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Orginal Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.26
Revision: A

Copyright © Atkins Limited

User name: CHEUJ9011 Date:2/28/2025 Time: 9:34:52 AM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2004.dgn





LOCATION PLAN
SCALE 1:15000

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- EXISTING GAS MAIN
- EXISTING GAS MAIN TO BE REMOVED
- PROPOSED GAS MAIN

Rev.	Date	Description	By	Chk'd	App'd
A	FEB 2025	FIRST ISSUE	KLC	FT	AT

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
PROPOSED GAS SUPPLY SYSTEM

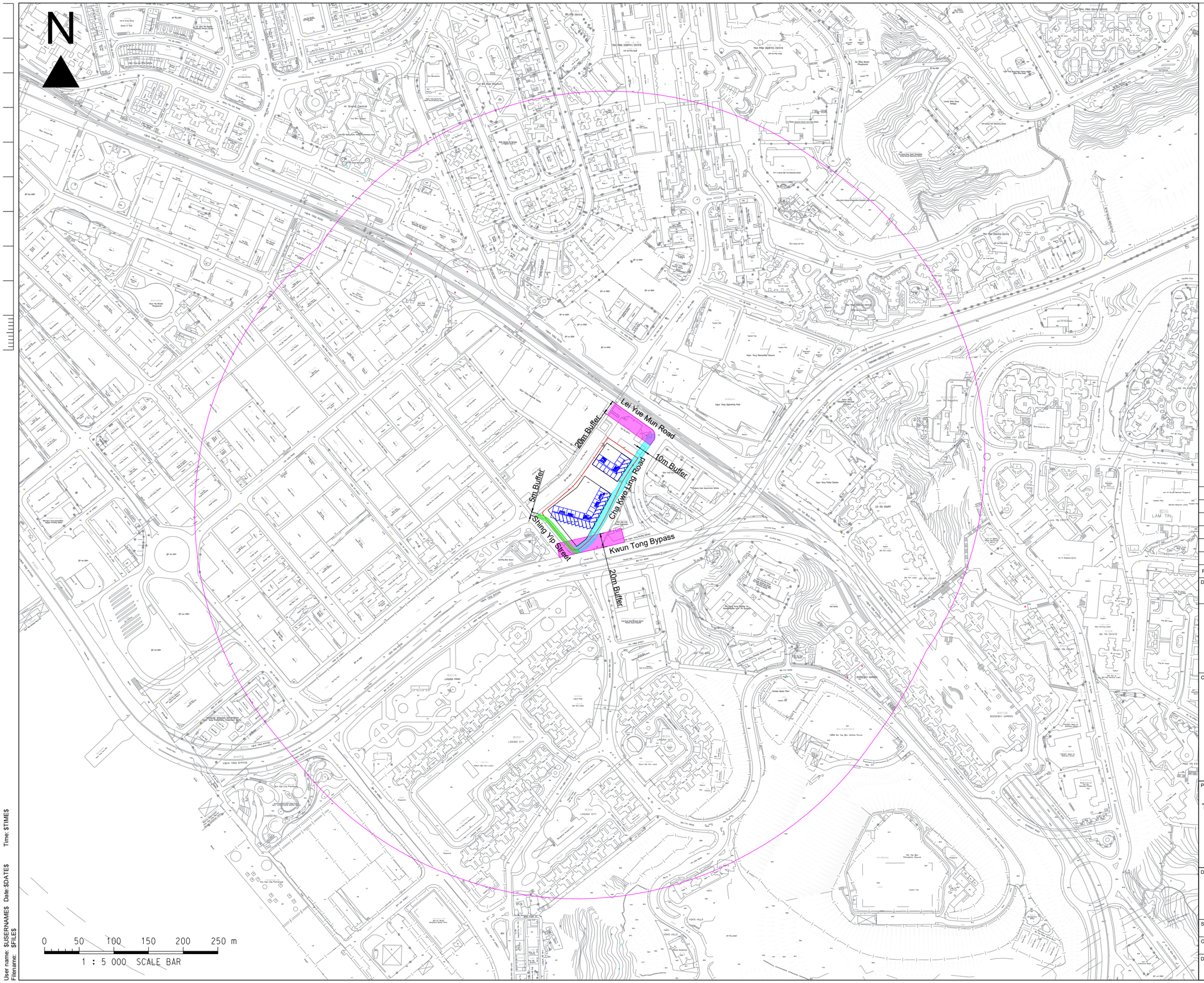
Scale	Designed	Drawn	Checked	Authorised
1:500	JL	KLC	FT	AT
Original Size: A1	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024	Date: FEB 2024

Drawing Number: Figure 3.27
Revision: A

Copyright © Atkins Limited

Millimetres 0 10 100

User name: CHEUI9011 Date:2/27/2025 Time: 11:58:46 AM
Filename: P:\CNHKA\Project\5221603_CE 20.2023_Zone 2\26.00 Working and Temporary\TO1\Harry\UU\5221603-TO1-UU-2005.dgn



Millimetres 100 10 0

LEGEND:

- Proposed Site Boundary
- 500m Air Quality Study Area
- 20m Buffer Distance for Air Quality Setback for Primary Distributor
- 10m Buffer Distance for Air Quality Setback for District Distributor
- 5m Buffer Distance for Air Quality Setback for Local Distributor

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: —

Suitability: —

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

Recommended Air Buffer Distance from Road Kerb to the Development Site Boundary

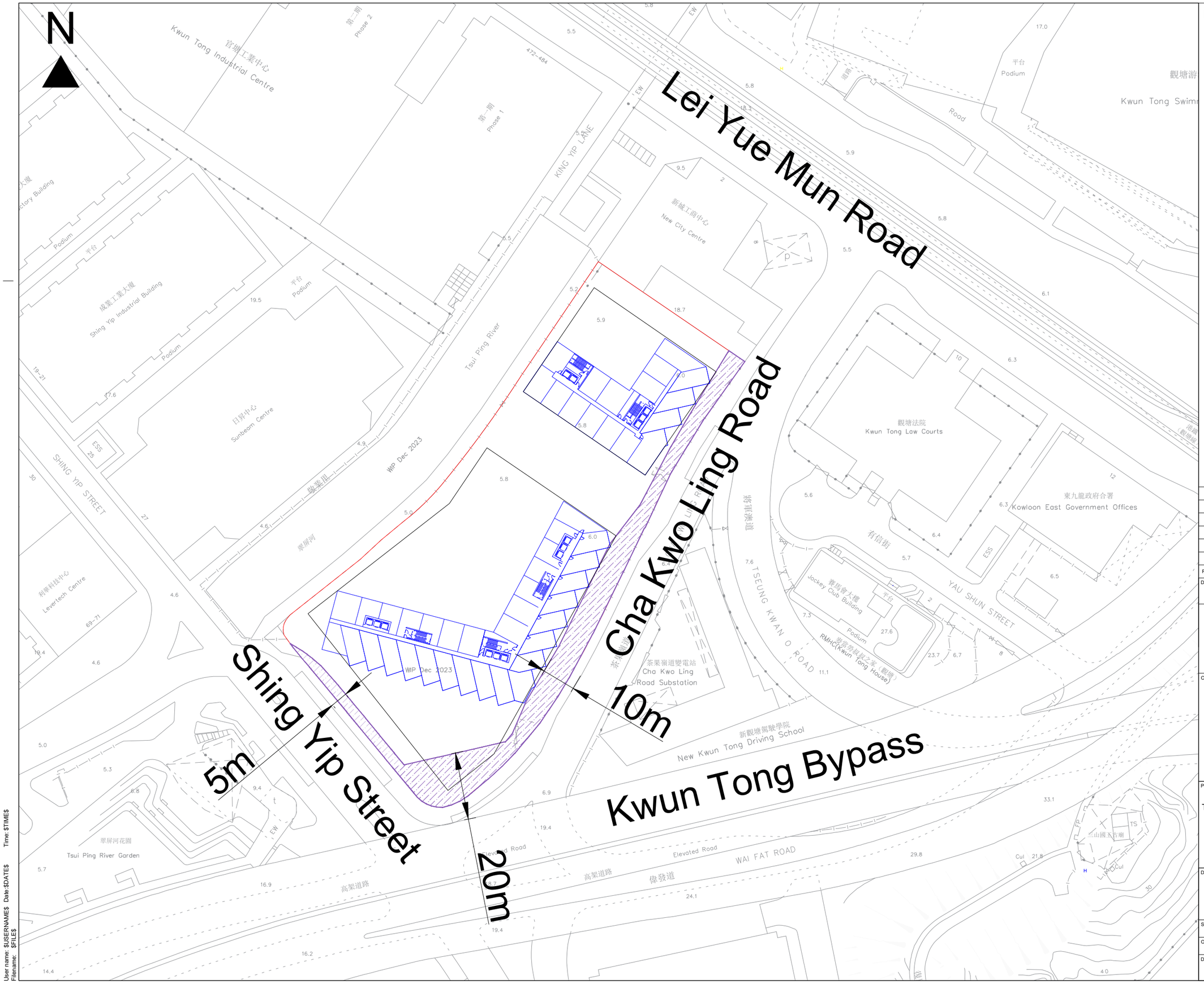
Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	HP	HP	BT	VC
Original Size	**Date**	**Date**	**Date**	**Date**
A3	MAR 2024	MAR 2024	MAR 2024	MAR 2024

Drawing Number: Figure 3.28

Revision:

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited



LEGEND:

- Proposed Site Boundary
- Fresh Air Intake and Openable Window is not Allowed

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: -

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

Demarcation of Prohibited Area for Air Sensitive Uses

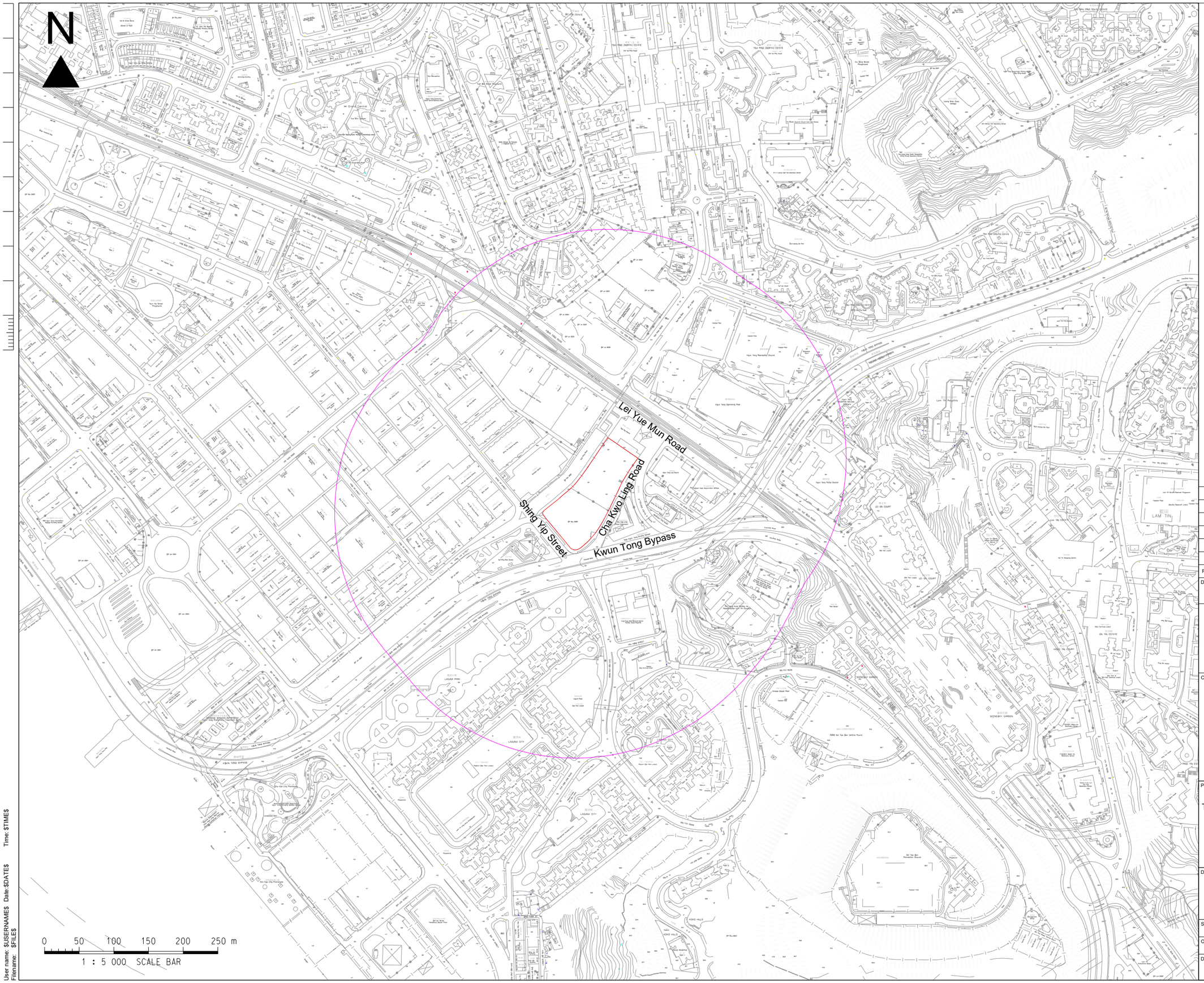
Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	HP	HP	BT	VC
Original Size	Date	Date	Date	Date
A3	MAR 2024	MAR 2024	MAR 2024	MAR 2024

Drawing Number: Figure 3.29

Revision:

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited



LEGEND:

- Proposed Site Boundary
- 300m Noise Assessment Area

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status

Suitability

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

300m Noise Study Area

Scale	Designed	Drawn	Checked	Authorised
AS SHOWN	HP	HP	BT	VC
Original Size	**Date**	**Date**	**Date**	**Date**
A3	MAR 2024	MAR 2024	MAR 2024	MAR 2024

Drawing Number

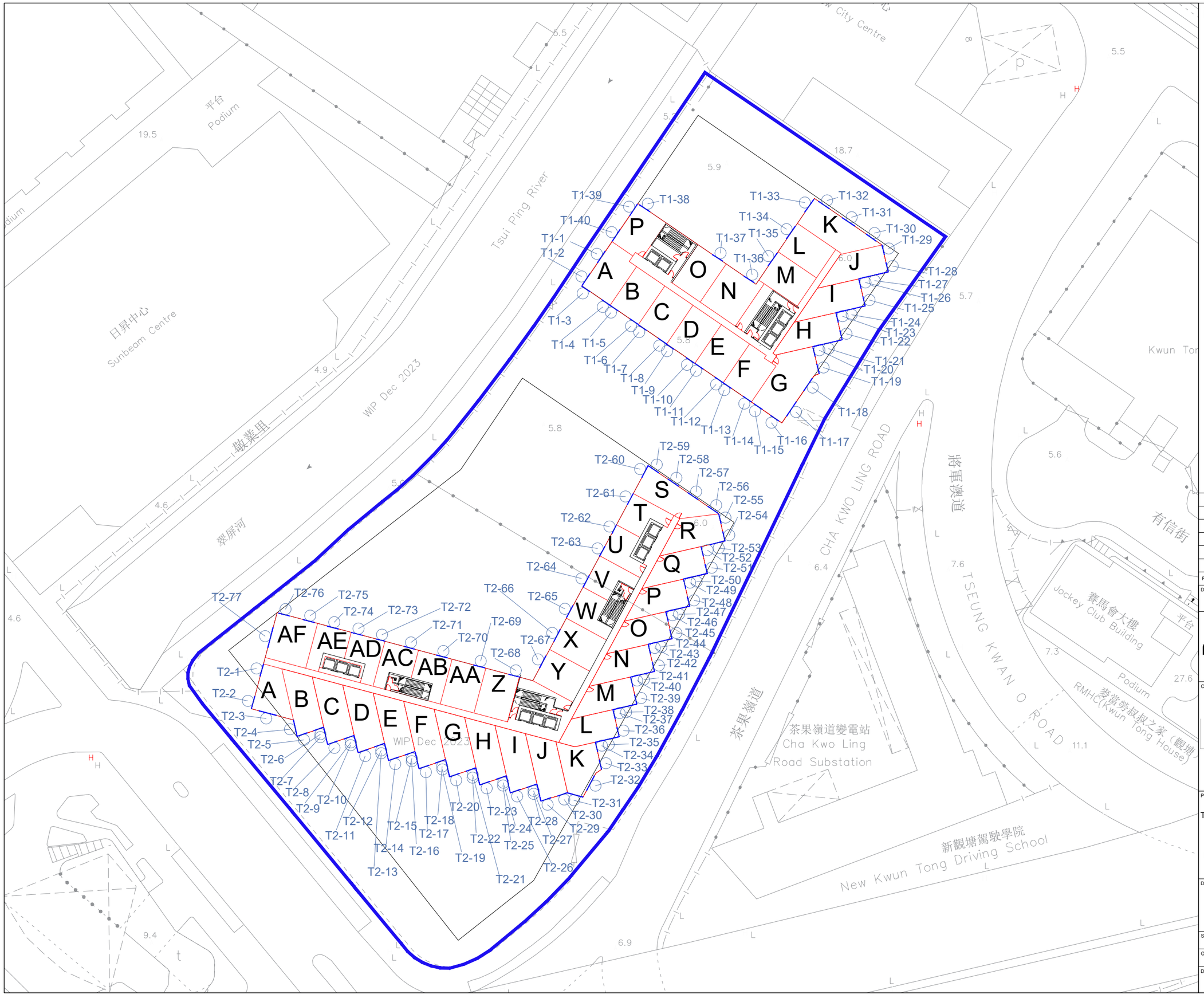
Figure 3.30

Revision

Millimetres 0 10 100

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited



Rev.	Date	Description	By	Chk'd	App'd

Drawing Status —

Suitability —

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department
土木工程處
專責事務(工程)部
Special Duties (Works) Division
Civil Engineering Office

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

Representative Noise Sensitive Receivers for Road Traffic Noise

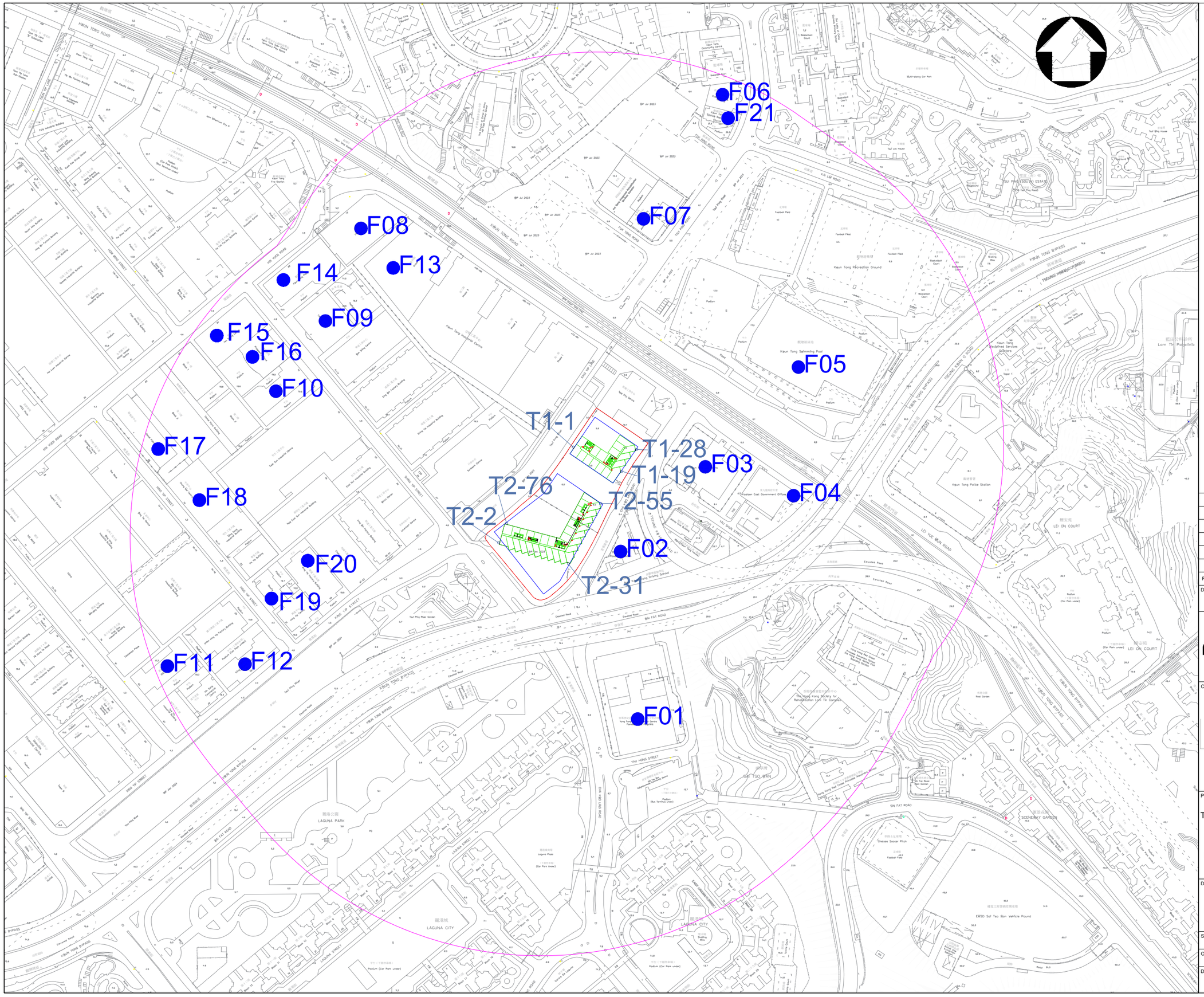
Scale	Designed	Drawn	Checked	Authorised
Original Size A3	Date	Date	Date	Date

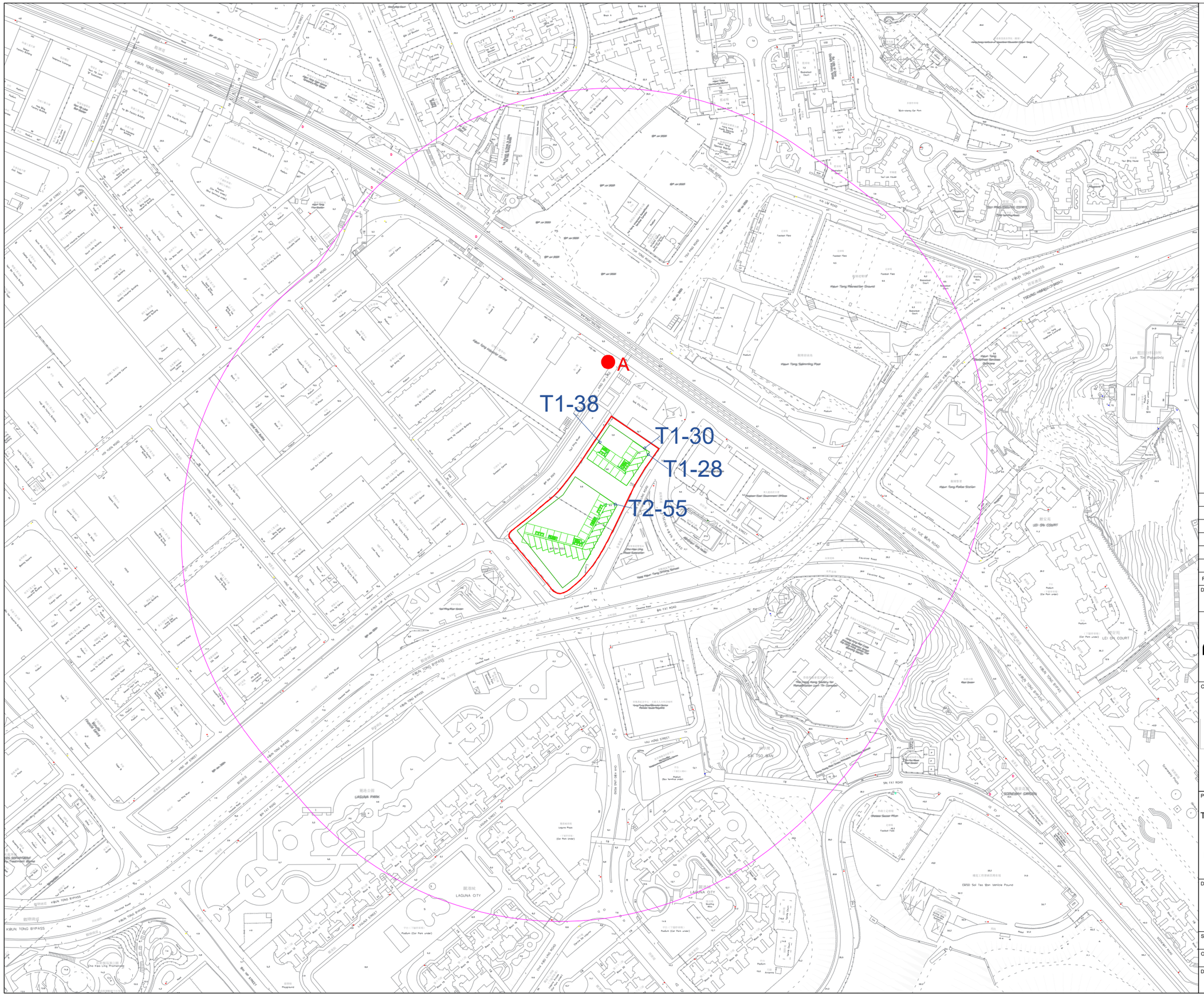
Drawing Number

Figure 3.31

Revision

Copyright © Atkins Limited


F06
F21
F07
F08
F13
F14
F09
F15
F16
F10
F17
F18
F20
F19
F11
F12
F01
F02
F03
F04
F05
T1-1
T1-28
T1-19
T2-76
T2-55
T2-2
T2-31
KWUN TONG ROAD
KWUN TONG BYPASS
HOI YUEN ROAD
WANG TUNG STREET
HUNG TO ROAD
HUNG CHEUNG ROAD
HUNG KWONG STREET
HUNG TAI STREET
HUNG YIP STREET
HUNG KWAI STREET
HUNG KWAN O ROAD
HUNG HOM BYPASS
KAI LIM ROAD
TSUI PING ROAD
TSUI PING (SOUTH) ESTATE
TSUI PING ROAD
TSUI PING RIVER
TSUI PING RIVER BRIDGE
TSUI PING ROAD PLAYGROUND
TSUI LAM HOUSE
TSUI SHING HOUSE
TSUI WAH HOUSE
TSUI YAT HOUSE
TSUI YIU HOUSE
TSUI YUEN HOUSE
TSUI YUNG HOUSE
TSUI YUNG ROAD
TSUI YUNG ROAD PLAYGROUND
TSUI YUNG ROAD SOCCER PITCH
TSUI YUNG ROAD BASKETBALL COURT
TSUI YUNG ROAD FOOTBALL FIELD



LEGEND:

- Proposed Site Boundary
- 300m Noise Study Area
- Proposed Layout Plan
- Proposed Layout Plan of Podium
- T1-30 — Railway Noise Sensitive Receivers
- A — Trail Noise Measurement Location

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status

Suitability

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department
土木工程處
專責事務(工程)部
Special Duties (Works) Division
Civil Engineering Office

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

Representative Noise Sensitive Receiver for Railway Noise

Scale	Designed	Drawn	Checked	Authorised
Original Size A3	Date	Date	Date	Date

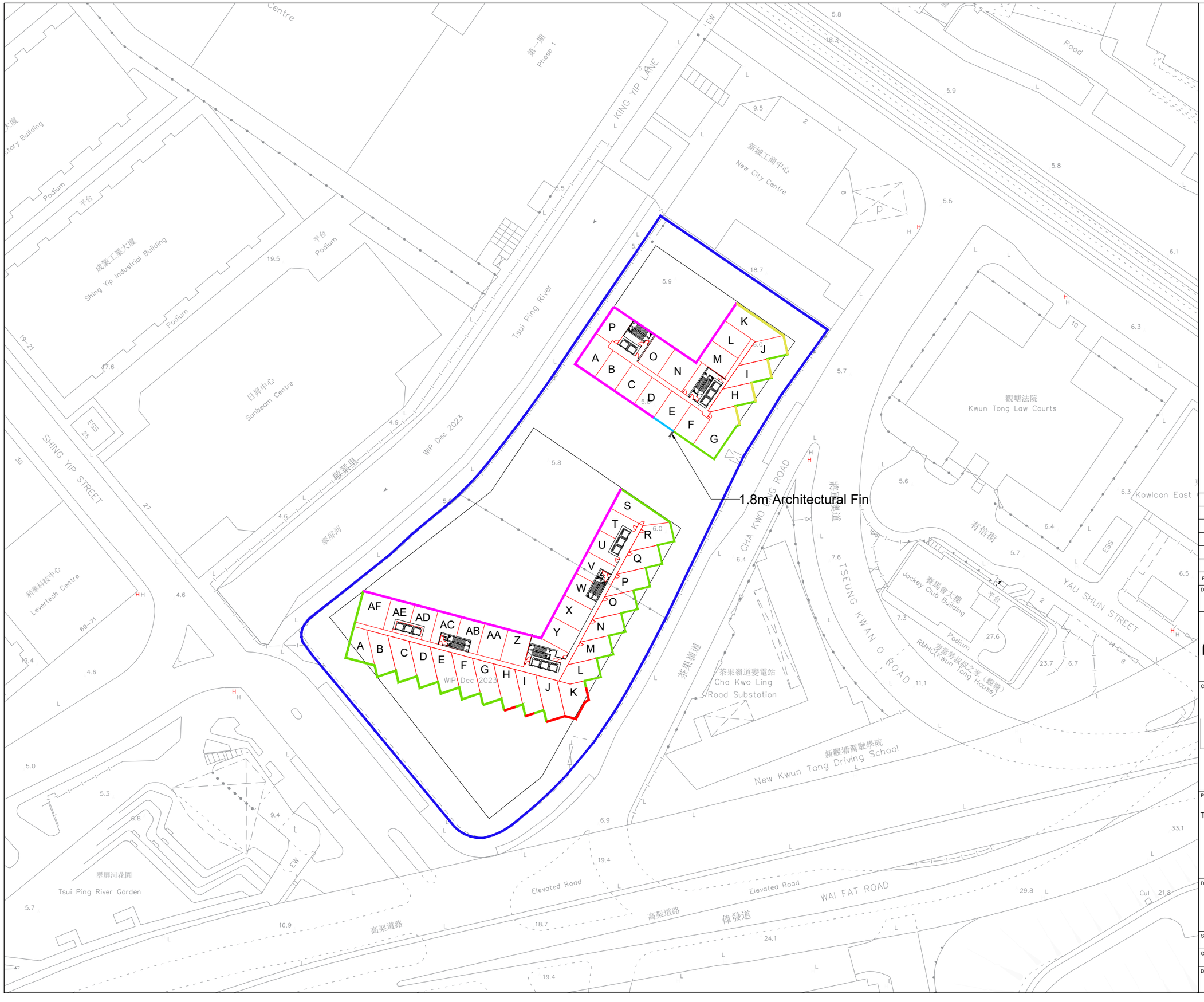
Drawing Number

Figure 3.33

Revision

Copyright © Atkins Limited


KWUN TONG BYPASS
KWUN TONG ROAD
SAI YEE STREET
SAI YEE ROAD
SAI YEE ROAD WEST
SAI YEE ROAD EAST
HOI YUEN ROAD
HOI YUEN STREET
HOI YUEN ROAD
HOI YUEN ROAD WEST
HOI YUEN ROAD EAST
HOI YUEN ROAD NORTH
HOI YUEN ROAD SOUTH
LAI YIP ROAD
LAI YIP ROAD WEST
LAI YIP ROAD EAST
LAI YIP ROAD NORTH
LAI YIP ROAD SOUTH
LAI YIP STREET
LAI YIP STREET WEST
LAI YIP STREET EAST
LAI YIP STREET NORTH
LAI YIP STREET SOUTH
LAI CHI KOK ROAD
LAI CHI KOK ROAD WEST
LAI CHI KOK ROAD EAST
LAI CHI KOK ROAD NORTH
LAI CHI KOK ROAD SOUTH
LAI TAK ROAD
LAI TAK ROAD WEST
LAI TAK ROAD EAST
LAI TAK ROAD NORTH
LAI TAK ROAD SOUTH
LAI TAK STREET
LAI TAK STREET WEST
LAI TAK STREET EAST
LAI TAK STREET NORTH
LAI TAK STREET SOUTH
LAI TAK TSUEN
LAI TAK TSUEN WEST
LAI TAK TSUEN EAST
LAI TAK TSUEN NORTH
LAI TAK TSUEN SOUTH
LAI TAK TSUEN ROAD
LAI TAK TSUEN ROAD WEST
LAI TAK TSUEN ROAD EAST
LAI TAK TSUEN ROAD NORTH
LAI TAK TSUEN ROAD SOUTH
LAI TAK TSUEN STREET
LAI TAK TSUEN STREET WEST
LAI TAK TSUEN STREET EAST
LAI TAK TSUEN STREET NORTH
LAI TAK TSUEN STREET



LEGEND:

- Proposed Site Boundary
- Proposed Layout Plan
- Proposed Layout Plan of Podium
- Acoustic Window (AW) (noise reduction of 7.5dB(A) with absorptive material)
- Acoustic Balcony (AB) (noise reduction of 9.5 dB(A) with absorptive material)
- No Noise Level Exceedances
- Use of Architectural Fins
- Fixed Glazing
- A-AE — ID of Proposed Flats

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: -

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department
土木工程處
專責事務(工程)部
Special Duties (Works) Division
Civil Engineering Office

Project Title

AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS
FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027) - FEASIBILITY STUDY (TASK ORDER 1 - CHA KWO LING)

Drawing Title

Proposed Noise Mitigation Measures at Domestic Portion for Road Traffic Noise

Scale	Designed	Drawn	Checked	Authorised
-	-	AL	CK	LL

Original Size	Date	Date	Date	Date
A3	-	July 2025	July 2025	July 2025

Drawing Number: Figure 3.35

Revision: 3

Copyright © Atkins Limited

FIGURE 3.36

Agreement No. CE 20/2023(CE)
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 2 (2023- 2027) - Feasibility Study (Task Order 1 – Cha Kwo Ling Site Site)

Conducted by: Mr. CHOI Kwok Fai
RSTMP Reg. No. TM322117
Date of Assessment: 3rd April 2024

Tree Assessment Schedule

20250916 Rev 4

Tree No. CHR-	Species			Measurements			Amenity Value (High(H)/ Medium(M)/ Low(L))	Form (Good(G)/ Average(A)/ Poor(P))	Health Condition (Good(G)/ Average(A)/ Poor(P))	Structural Condition (Good(G)/ Average(A)/ Poor(P))	Old & Valuable Tree (Yes(Y)/ No(N))	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Maintenance / Responsible Party		Additional Remarks
	Scientific Name	Chinese Name	Native / Exotic (Na/Ex)	Height (m)	DBH (mm)	Crown Spread (m)						(High(H)/ Medium(M)/ Low(L))	Remarks			Before	After	
T001	*Ficus microcarpa*	細葉榕	Na	4.0	180	3.0	L	A	A	A	N	L	a c f	NIL	Remove	LCSD		asymmetric canopy; engulfed fence in trunk; grew on concrete wall
T002	*Caryota mitis*	短穗魚尾葵	Ex	4.0	150	1.5	L	A	A	A	N	L	a	NIL	Remove	Tenant		
T003	*Caryota mitis*	短穗魚尾葵	Ex	4.0	150	1.5	L	A	A	A	N	L	a	NIL	Remove	Tenant		
T004	*Ficus subpisocarpa*	筆管榕	Na	5.0	150	3.0	L	A	A	A	N	L	a c f	NIL	Remove	Tenant		asymmetric canopy; co-dominant trunks; grew on brick wall
T005	*Ficus subpisocarpa*	筆管榕	Na	5.0	120	2.0	M	A	A	A	N	L	f	NIL	Remove	Tenant		grew on brick wall
T006	*Ficus microcarpa*	細葉榕	Na	8.5	500	7.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T007	*Ficus microcarpa*	細葉榕	Na	8.5	300	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T008	*Ficus microcarpa*	細葉榕	Na	7.0	500	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T009	*Ficus microcarpa*	細葉榕	Na	6.0	450	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T010	*Ficus microcarpa*	細葉榕	Na	6.0	250	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T011	*Ficus microcarpa*	細葉榕	Na	6.0	330	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T012	*Ficus microcarpa*	細葉榕	Na	6.0	450	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T013	*Ficus microcarpa*	細葉榕	Na	6.0	550	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T014	*Ficus microcarpa*	細葉榕	Na	6.0	550	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T015	*Ficus microcarpa*	細葉榕	Na	6.0	350	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T016	*Ficus microcarpa*	細葉榕	Na	7.5	500	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T017	*Ficus microcarpa*	細葉榕	Na	7.5	500	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T018	*Ficus microcarpa*	細葉榕	Na	7.5	500	5.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T019	*Ficus microcarpa*	細葉榕	Na	8.0	500	7.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T020	*Ficus microcarpa*	細葉榕	Na	8.0	550	7.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T021	*Ficus microcarpa*	細葉榕	Na	8.5	460	8.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T022	*Ficus microcarpa*	細葉榕	Na	8.5	780	8.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T023	*Ficus microcarpa*	細葉榕	Na	9.5	500	8.0	M	A	A	A	N	L	c f	NIL	Remove	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T024	*Ficus subpisocarpa*	筆管榕	Na	4.0	150	3.5	L	P	A	P	N	L	a b f	NIL	Remove	Tenant		crown suppressed by adjacent trees; grew on concrete wall
T025	*Bauhinia × blakeana*	洋紫荊	Na	9.0	250	5.0	M	P	A	A	N	L	b c	NIL	Retain	DSD		co-dominant branches; leaning trunk
T026	*Archontophoenix alexandrae*	假檳榔	Ex	8.0	150	2.0	M	A	A	A	N	M		NIL	Transplant	DSD		
T027	*Archontophoenix alexandrae*	假檳榔	Ex	7.5	180	2.0	M	A	A	A	N	M		NIL	Transplant	DSD		
T028	*Syzygium jambos*	蒲桃	Ex	8.0	230	5.0	M	P	A	A	N	L	b c	NIL	Retain	DSD		asymmetric canopy; epicormics on trunk
T029	*Archontophoenix alexandrae*	假檳榔	Ex	8.5	180	2.0	M	A	A	A	N	M		NIL	Transplant	DSD		
T030	*Archontophoenix alexandrae*	假檳榔	Ex	8.5	160	2.0	M	A	A	A	N	M		NIL	Transplant	DSD		
T031	*Syzygium jambos*	蒲桃	Ex	7.0	280	5.0	M	P	A	A	N	L	b c	NIL	Remove	DSD		co-dominant branches; leaning trunk
T032	*Archontophoenix alexandrae*	假檳榔	Ex	9.0	200	2.0	M	A	A	A	N	L	c	NIL	Transplant	DSD		
T033	*Archontophoenix alexandrae*	假檳榔	Ex	9.0	200	2.0	M	A	A	A	N	L	c	NIL	Transplant	DSD		
T034	*Archontophoenix alexandrae*	假檳榔	Ex	9.0	180	1.5	M	A	A	A	N	L	c	NIL	Transplant	DSD		
T035	*Melia azedarach*	苦楝	Ex	3.5	150	2.0	L	P	A	P	N	L	a b c	NIL	Remove	DSD		asymmetric canopy; co-dominant branches; broken branch; epicormics on branch; low bifurcated branch
T036	*Ficus hispida*	對葉榕	Na	3.0	100	3.0	L	P	A	P	N	L	a b f	NIL	Remove	DSD		grew on brick wall
T037	*Macaranga tanarius var. tomentosa*	血桐	Na	3.0	100	1.5	L	P	A	P	N	L	a b	NIL	Remove	DSD		wounded trunk; sign of waterlogging
T038	*Macaranga tanarius var. tomentosa*	血桐	Na	4.0	100	3.0	L	P	A	P	N	L	a b c	NIL	Remove	DSD		low bifurcated branch; co-dominant trunks; sign of waterlogging
T039	*Macaranga tanarius var. tomentosa*	血桐	Na	3.5	100	3.0	L	P	A	P	N	L	a b c f	NIL	Remove	DSD		co-dominant branches; leaning trunk; grew on brick wall
T040	*Spathodea campanulata*	火焰樹	Ex	8.5	200	3.0	M	P	A	A	N	L	b	NIL	Retain	DSD		crown suppressed by adjacent trees; curved trunk
T041	*Khaya senegalensis*	非洲楝	Ex	16.0	600	12.0	M	A	A	A	N	L	c	NIL	Retain	DSD		asymmetric canopy; co-dominant branches
T042	*Khaya senegalensis*	非洲楝	Ex	15.5	600	15.0	M	A	A	A	N	L	c	NIL	Retain	DSD		co-dominant branches
T043	*Lagerstroemia speciosa*	大花紫薇	Ex	5.0	160	25.0	M	P	A	A	N	L	b c	1	Retain	DSD		asymmetric canopy; crown suppressed by adjacent trees; co-dominant branches; curved trunk
T044	*Khaya senegalensis*	非洲楝	Ex	14.5	600	12.0	M	A	A	A	N	L	c	NIL	Remove	DSD		co-dominant branches
T045	*Acacia auriculiformis*	耳果相思	Ex	10.5	400	6.0	M	P	A	A	N	L	b c	NIL	Retain	DSD		co-dominant branches
T046	*Spathodea campanulata*	火焰樹	Ex	9.5	230	3.0	M	P	A	A	N	L	b c	NIL	Remove	DSD		crown suppressed by adjacent trees; curved trunk
T047	*Swietenia mahagoni*	桃花心木	Ex	14.0	400	6.0	M	A	A	A	N	L	c	2	Remove	DSD		co-dominant branches
T048	*Khaya senegalensis*	非洲楝	Ex	13.5	550	12.0	M	A	A	A	N	L	c	NIL	Remove	DSD		asymmetric canopy; co-dominant branches; curved trunk
T049	*Lagerstroemia speciosa*	大花紫薇	Ex	7.0	200	4.0	M	A	A	A	N	L	c	1	Retain	DSD		asymmetric canopy; co-dominant branches
T050	*Plumeria rubra*	雞蛋花	Ex	4.5	150	4.0	M	A	A	A	N	L	c	NIL	Remove	DSD		co-dominant branches; low bifurcated branch; leaning trunk
T051	*Pterocarpus indicus*	紫檀	Ex	8.0	230	5.0	M	P	A	A	N	L	b c	NIL	Remove	DSD		co-dominant branches; epiphytic plants on branch; low bifurcated branch
T052	*Grevillea robusta*	銀樺	Ex	0.0	260	2.0	M	A	A	P	N	L	b c	NIL	Remove	DSD		leaning trunk; sign of termite on trunk; wounded trunk
T053	*Plumeria rubra*	雞蛋花	Ex	4.5	160	4.0	M	A	A	A	N	L	c	NIL	Remove	DSD		co-dominant branches; low bifurcated branch; leaning trunk
T054	*Grevillea robusta*	銀樺	Ex	5.0	110	1.5	M	P	P	P	N	L	b c	NIL	Remove	DSD		asymmetric canopy; dieback; co-dominant branches

FIGURE 3.36

Agreement No. CE 20/2023(CE)
Term Consultancy for Site Formation and Infrastructure Works
for Proposed Housing and Other Developments in Zone 2 (2023- 2027) - Feasibility Study (Task Order 1 – Cha Kwo Ling Site Site)

Conducted by: Mr. CHOI Kwok Fai
RSTMP Reg. No. TM322117
Date of Assessment: 3rd April 2024

Tree Assessment Schedule

20250916 Rev 4

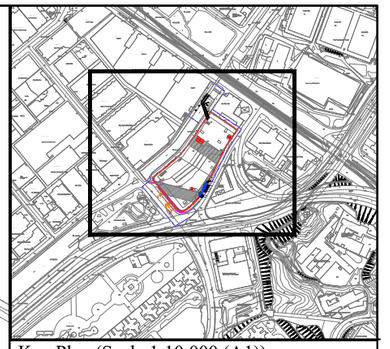
Tree No. CHR-	Species			Measurements			Amenity Value (High(H)/ Medium(M)/ Low(L))	Form (Good(G)/ Average(A)/ Poor(P))	Health Condition (Good(G)/ Average(A)/ Poor(P))	Structural Condition (Good(G)/ Average(A)/ Poor(P))	Old & Valuable Tree (Yes(Y)/ No(N))	Suitability for Transplanting		Conservation Status	Recommendation (Retain/ Transplant/ Remove)	Maintenance / Responsible Party		Additional Remarks
	Scientific Name	Chinese Name	Native / Exotic (Na/Ex)	Height (m)	DBH (mm)	Crown Spread (m)						(High(H)/ Medium(M)/ Low(L))	Remarks			Before	After	
T055	*Bischofia javanica*	秋楓	Na	6.0	140	2.0	M	A	A	A	N	M		NIL	Remove	DSD		stockpile within dripline area
T056	*Pterocarpus indicus*	紫檀	Ex	13.0	500	12.0	M	P	A	P	N	L	b c	NIL	Retain	DSD		co-dominant branches; broken branch; curved trunk
T057	*Bischofia javanica*	秋楓	Na	7.0	130	2.0	M	A	A	A	N	M		NIL	Retain	DSD		crown suppressed by adjacent trees; co-dominant branches
T058	*Lagerstroemia speciosa*	大花紫薇	Ex	4.0	120	2.5	M	P	A	A	N	L	b c	1	Retain	LCSD		asymmetric canopy
T059	*Lagerstroemia speciosa*	大花紫薇	Ex	5.0	150	2.0	M	P	A	A	N	L	b c	1	Retain	LCSD		asymmetric canopy; crooked trunk
T060	*Lagerstroemia speciosa*	大花紫薇	Ex	5.5	140	2.5	M	P	A	A	N	L	b c	1	Remove	LCSD		asymmetric canopy
T061	*Ficus microcarpa*	細葉榕	Na	12.0	450	9.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		asymmetric canopy; co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T062	*Albizia lebbeck*	大葉合歡	Ex	13.0	450	7.0	M	P	A	A	N	L	b c	NIL	Retain	DSD		asymmetric canopy; co-dominant branches; wounded branch; stockpile within dripline area
T063	*Albizia lebbeck*	大葉合歡	Ex	9.5	400	4.5	M	P	A	A	N	L	b c	NIL	Retain	DSD		crown conflict with structure; co-dominant branches; leaning trunk; stockpile within dripline area
T064	*Ficus microcarpa*	細葉榕	Na	6.0	500	4.0	M	P	A	A	N	L	b c f	NIL	Retain	LCSD		asymmetric canopy; co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T065	*Ficus microcarpa*	細葉榕	Na	12.5	500	13.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T066	*Ficus microcarpa*	細葉榕	Na	8.0	500	7.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T067	*Ficus microcarpa*	細葉榕	Na	9.0	500	8.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T068	*Ficus microcarpa*	細葉榕	Na	11.0	600	12.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T069	*Ficus microcarpa*	細葉榕	Na	11.0	400	10.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T070	*Ficus microcarpa*	細葉榕	Na	9.5	450	10.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side); stockpile within dripline area
T071	*Bischofia javanica*	秋楓	Na	11.0	450	4.0	M	A	A	A	N	L	c	NIL	Remove	LCSD		
T072	*Bischofia javanica*	秋楓	Na	9.0	400	5.0	M	A	A	A	N	L	c	NIL	Remove	LCSD		co-dominant branches
T073	*Bischofia javanica*	秋楓	Na	9.5	400	5.0	M	A	A	A	N	L	c	NIL	Remove	LCSD		co-dominant branches
T074	*Bischofia javanica*	秋楓	Na	9.5	300	4.0	M	A	A	A	N	L	c	NIL	Remove	LCSD		co-dominant branches
T075	*Bischofia javanica*	秋楓	Na	7.5	260	2.5	M	P	A	A	N	L	b c	NIL	Remove	LCSD		asymmetric canopy; co-dominant branches; curved trunk
T076	*Bischofia javanica*	秋楓	Na	11.0	350	3.0	M	A	A	A	N	L	c	NIL	Remove	LCSD		co-dominant branches
T077	*Bischofia javanica*	秋楓	Na	7.5	280	2.0	M	P	A	A	N	L	b	NIL	Remove	LCSD		co-dominant branches
T078	*Bischofia javanica*	秋楓	Na	10.0	450	5.5	M	A	A	A	N	L	c	NIL	Remove	LCSD		co-dominant branches
T079	*Syzygium jambos*	蒲桃	Ex	5.5	230	4.0	M	P	A	A	N	L	b c	NIL	Remove	DSD		co-dominant branches; leaning trunk
T080	*Lagerstroemia speciosa*	大花紫薇	Ex	3.5	110	2.5	M	A	A	A	N	M	c f	1	Remove	DSD		Multitrunk, exposed roots
T081	*Ficus microcarpa*	細葉榕	Na	10.0	453	16.0	M	P	A	P	N	L	c f	NIL	Retain	LCSD		Exposed roots
T082	*Ficus microcarpa*	細葉榕	Na	8.0	390	8.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		Exposed roots
T083	*Ficus microcarpa*	細葉榕	Na	10.0	900	14.0	M	P	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T084	*Ficus microcarpa*	細葉榕	Na	12.0	650	16.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side) Asymetrical crown
T085	*Ficus microcarpa*	細葉榕	Na	10.0	365	8.0	M	P	A	P	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T086	*Ficus microcarpa*	細葉榕	Na	12.0	485	10.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T087	*Ficus microcarpa*	細葉榕	Na	9.0	420	10.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
T088	*Ficus microcarpa*	細葉榕	Na	9.0	330	14.0	M	A	A	A	N	L	c f	NIL	Retain	LCSD		co-dominant branches; restricted for root expansion (more than 1 side)
											Qty:	0		Qty:	8			

Notes:
- No tree is registered as OVT referred to DEVB - TC(W) No. 5/2020
- No rare or precious plants was identified referred to "Rare and precious Plants in Hong Kong" issued by AFCD
- "Tenant" means Tenant of the STT Carpark (KX2956)

Suitability for Transplanting:
- a - low amenity value
- b - poor health, structure or form
- c - irrecoverable form after transplanting (e.g. transplanting requires substantial crown and root pruning)
- d - low chance of survival upon transplanting
- e - undesirable species (e.g. *Leucaena leucocephala* which is an invasive, exotic and self-seeding tree)
- f - trees grown under poor conditions which have limited the formation of proper root ball necessary for transplanting

Conservation Status:
- 1 - Scheduled under Cap. 96
- 2 - Protected under Cap. 586
- 3 - Rare and Precious Plants of Hong Kong
  - *Extinct (EX)*
  - *Extinct in the Wild (EW)*
  - *Critically Endangered (CR)*
  - *Endangered (EN)*
  - *Vulnerable (VU)*
- 4 - China Plant Red Data Book
  - *Endangered (E)*
  - *Rare (R)*
  - *Vulnerable (V)*
  - *Near Threatened (NT)*
  - *Least Concern (LC)*





Key Plan (Scale 1:10,000 (A1))

NOTES

1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- TREE SURVEY AREA
- CKL-T001 / 41 EXISTING TREE

Rev.	Date	Description	By	Chk'd	App'd
D	09/25	Add Trees	HT	AW	
C	08/25	Gen. Rev.	HT	AW	
B	03/25	Gen. Rev.	HT	AW	
A	01/25	Gen. Rev.	HT	AW	
-	04/24	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程1組
Civil Engineering Office
Housing Projects 1 Unit

Project Title

CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027)- FEASIBILITY STUDY

Drawing Title

CHA KWO LING (TO1)
TREE SURVEY PLAN

Scale	Designed	Drawn	Checked	Authorised
1:500 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
A1		04/2024	04/2024	

Drawing Number: FIGURE 3.37

Revision: D

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited

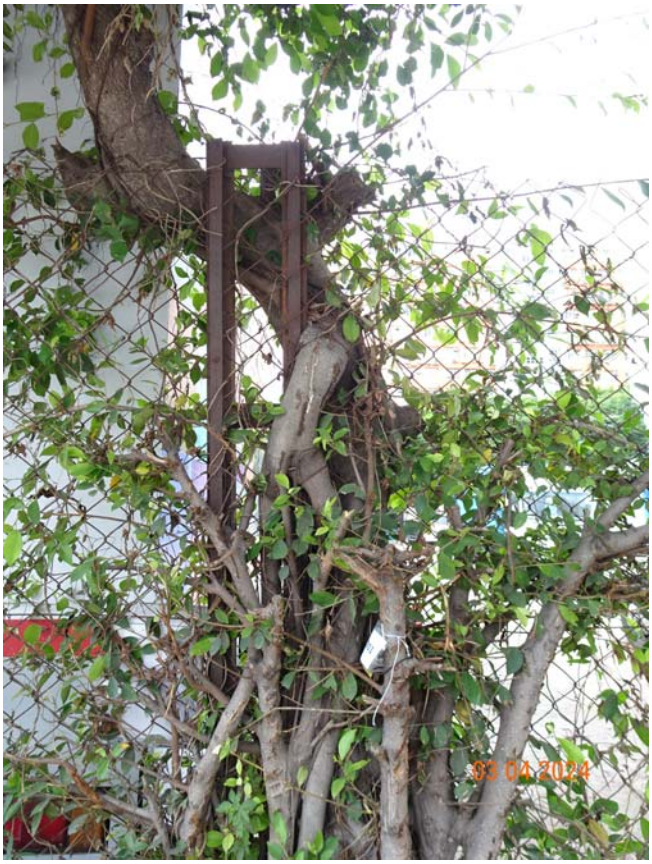
Figure 3.38



CKL-T001 (1)



CKL-T001 (2)



CKL-T001 (3)



CKL-T002 (1)



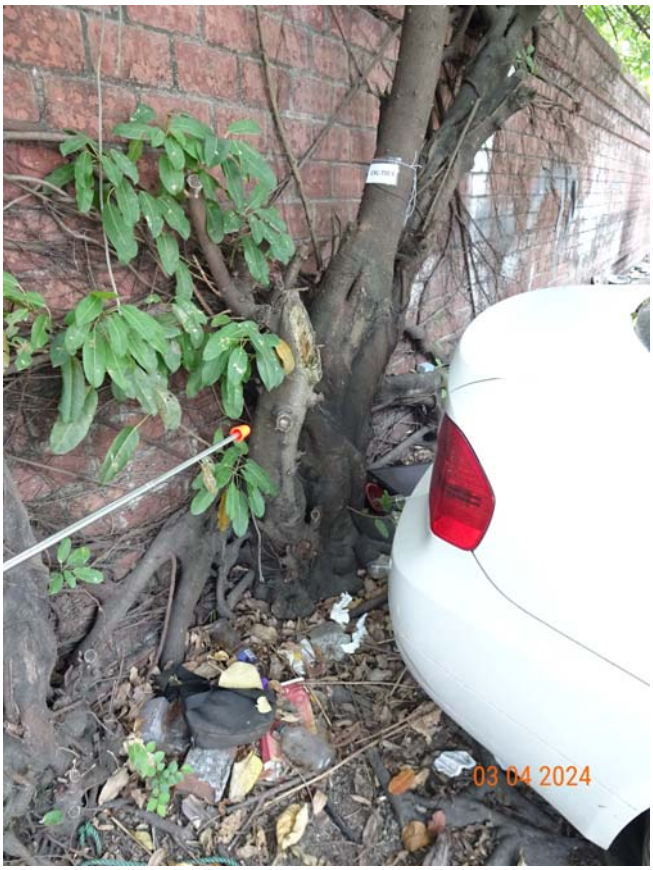
CKL-T002 (2)



CKL-T003 (1)



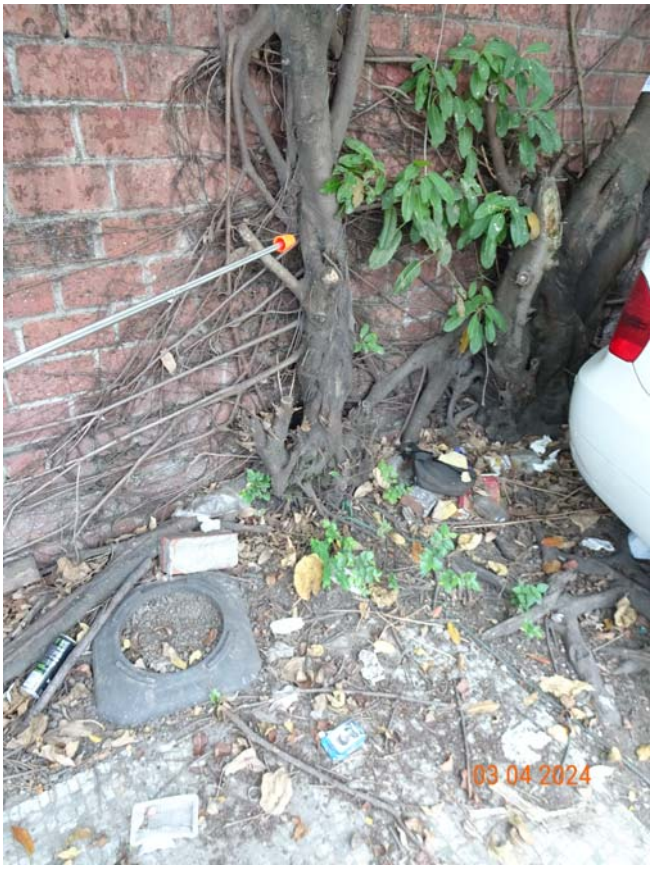
CKL-T003 (2)



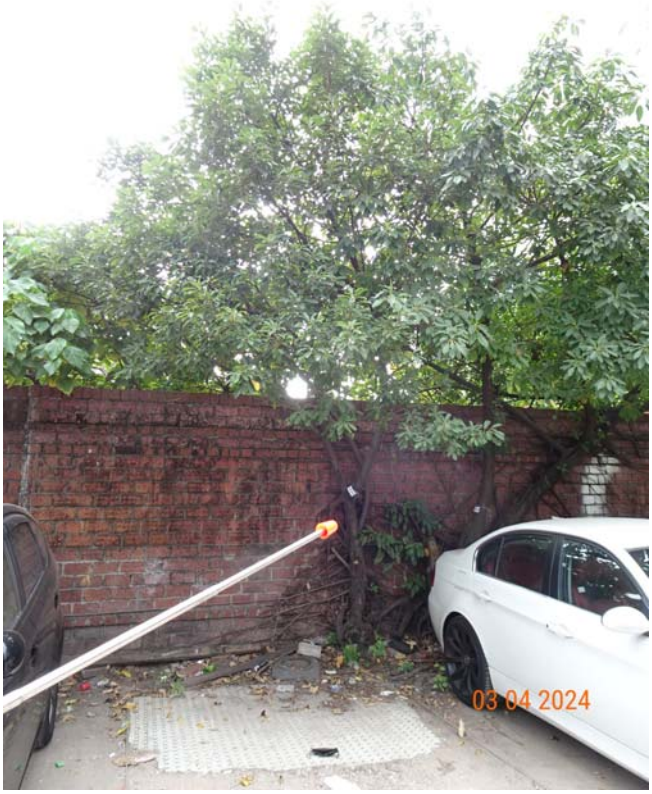
CKL-T004 (1)



CKL-T004 (2)



CKL-T005 (1)



CKL-T005 (2)



CKL-T006 (1)



CKL-T006 (2)



CKL-T007 (1)



CKL-T007 (2)



CKL-T008 (1)



CKL-T008 (2)



CKL-T009 (1)



CKL-T009 (2)



CKL-T010 (1)



CKL-T010 (2)



CKL-T011 (1)



CKL-T011 (2)



CKL-T012 (1)



CKL-T012 (2)



CKL-T012 (3)



CKL-T013 (1)



CKL-T013 (2)



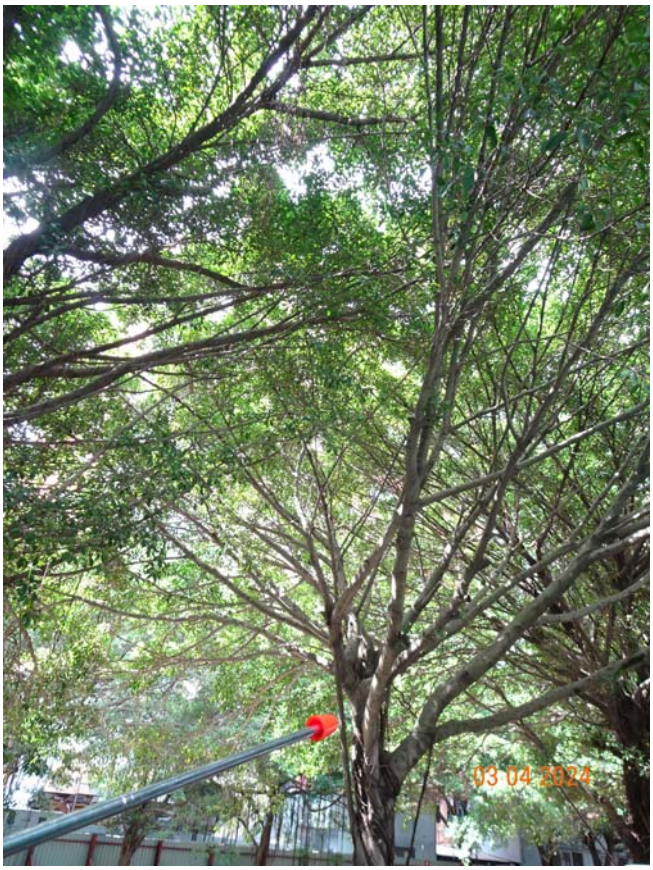
CKL-T014 (1)



CKL-T014 (2)



CKL-T015 (1)



CKL-T015 (2)



CKL-T015 (3)



CKL-T016 (1)



CKL-T016 (2)



CKL-T017 (1)



CKL-T017 (2)



CKL-T018 (1)



CKL-T018 (2)



CKL-T019 (1)



CKL-T019 (2)



CKL-T019 (3)



CKL-T020 (1)



CKL-T020 (2)



CKL-T021 (1)



CKL-T021 (2)



CKL-T021 (3)



CKL-T022 (1)



CKL-T022 (2)



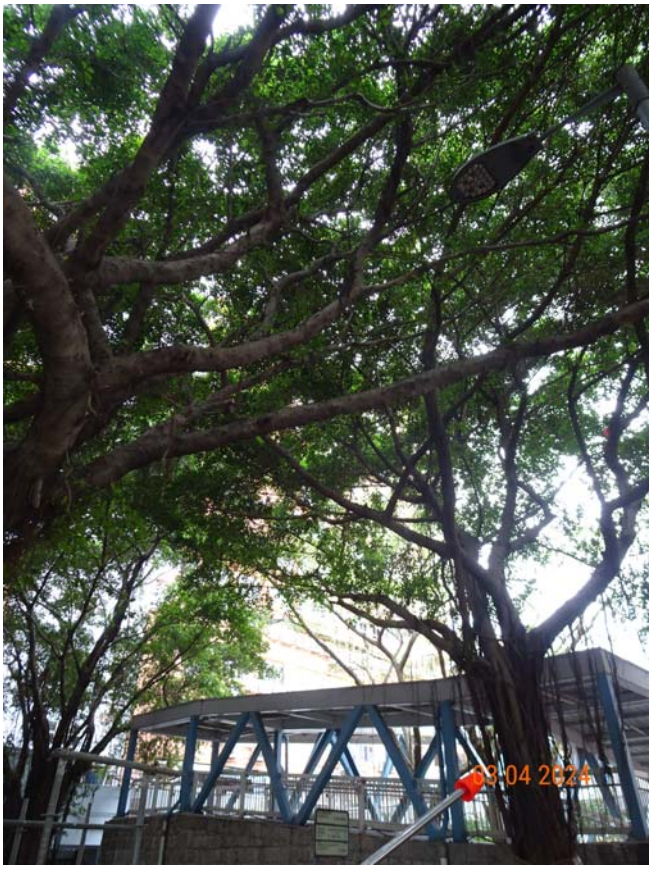
CKL-T022 (3)



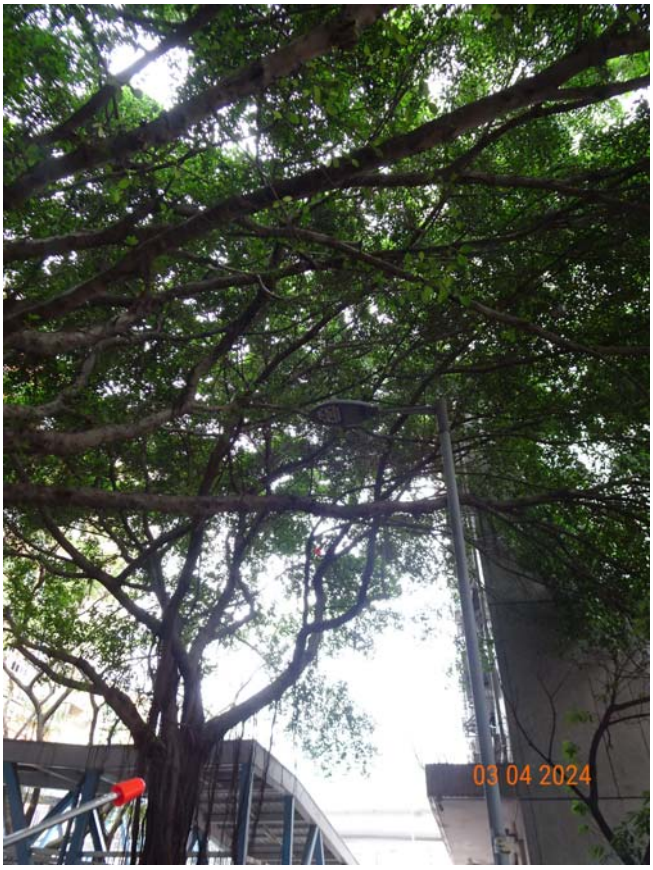
CKL-T022 (4)



CKL-T023 (1)



CKL-T023 (2)



CKL-T023 (3)



CKL-T024 (1)



CKL-T024 (2)



CKL-T025 (1)



CKL-T025 (2)



CKL-T026 (1)



CKL-T026 (2)



CKL-T027 (1)



CKL-T027 (2)



CKL-T028 (1)



CKL-T028 (2)



CKL-T029 (1)



CKL-T029 (2)



CKL-T030 (1)



CKL-T030 (2)



CKL-T031 (1)



CKL-T031 (2)



CKL-T032 (1)



CKL-T032 (2)



CKL-T033 (1)



CKL-T033 (2)



CKL-T034 (1)



CKL-T034 (2)



CKL-T035 (1)



CKL-T035 (2)



CKL-T035 (3)



CKL-T036 (1)



CKL-T036 (2)



CKL-T037 (1)



CKL-T037 (2)



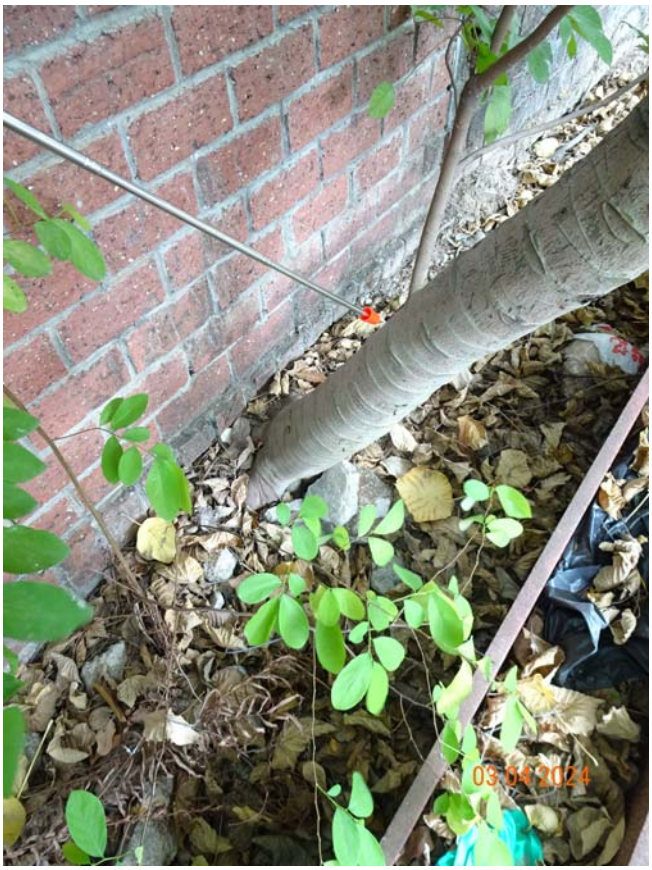
CKL-T037 (3)



CKL-T038 (1)



CKL-T038 (2)



CKL-T039 (1)



CKL-T039 (2)



CKL-T040 (1)



CKL-T040 (2)



CKL-T041 (1)



CKL-T041 (2)



CKL-T042 (1)



CKL-T042 (2)



CKL-T043 (1)



CKL-T043 (2)



CKL-T044 (1)



CKL-T044 (2)



CKL-T045 (1)



CKL-T045 (2)



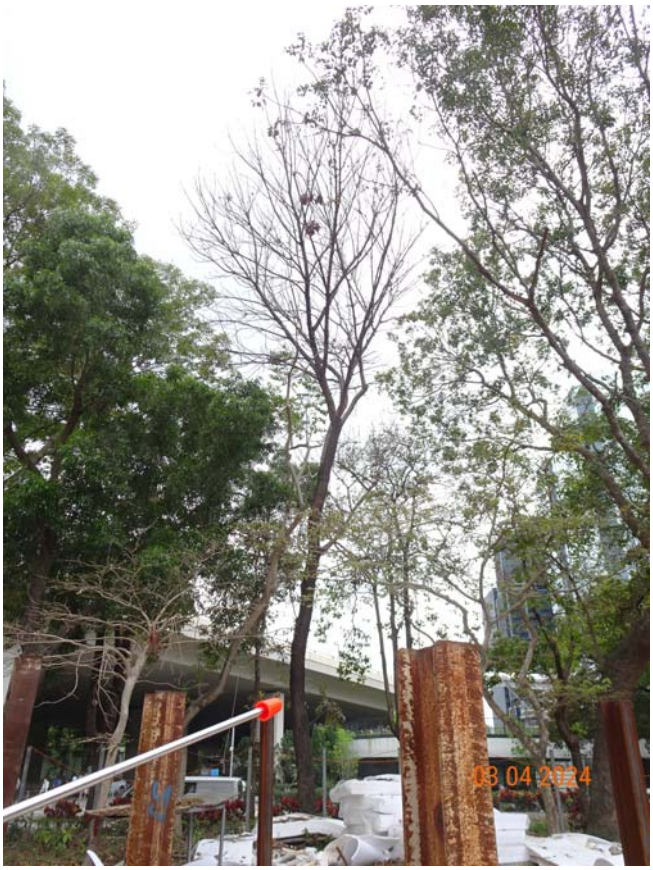
CKL-T046 (1)



CKL-T046 (2)



CKL-T047 (1)



CKL-T047 (2)



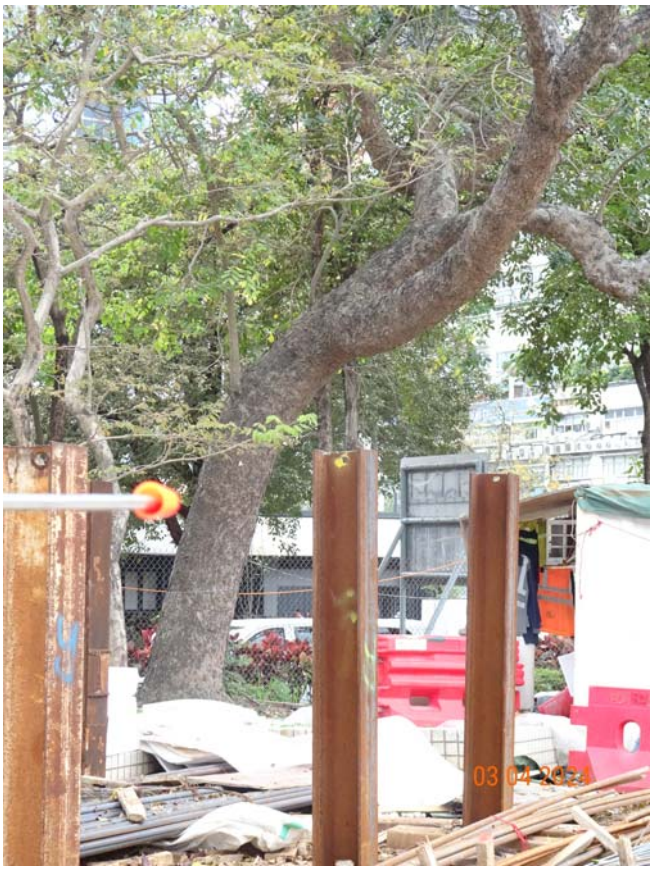
CKL-T048 (1)



CKL-T048 (2)



CKL-T048 (3)



CKL-T048 (4)



CKL-T049 (1)



CKL-T049 (2)



CKL-T050 (1)



CKL-T050 (2)



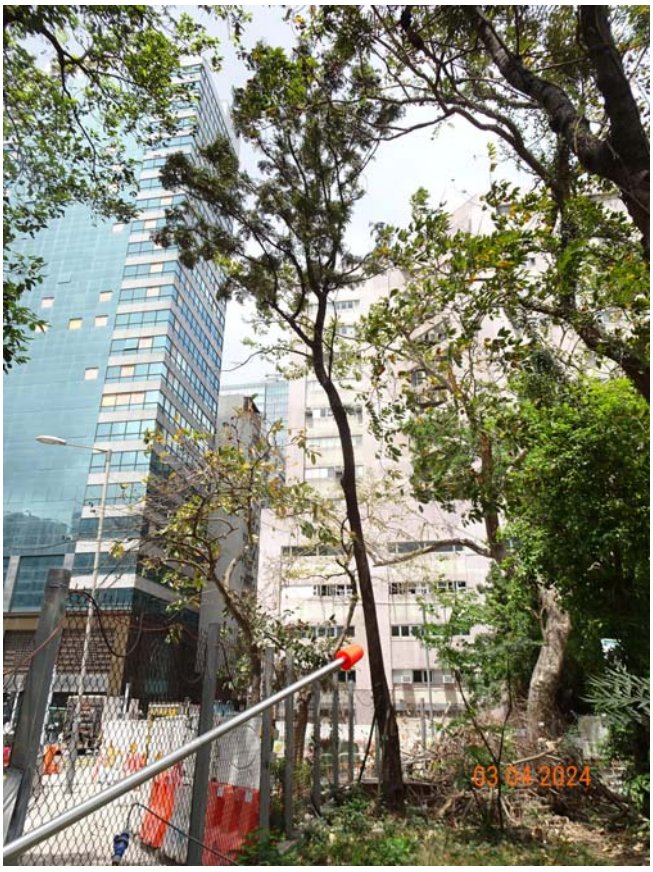
CKL-T051 (1)



CKL-T051 (2)



CKL-T052 (1)



CKL-T052 (2)



CKL-T052 (3)



CKL-T053 (1)



CKL-T053 (2)



CKL-T054 (1)



CKL-T054 (2)



CKL-T054 (3)



CKL-T055 (1)



CKL-T055 (2)



CKL-T056 (1)



CKL-T056 (2)



CKL-T056 (3)



CKL-T056 (4)



CKL-T056 (5)



CKL-T056 (6)



CKL-T057 (1)



CKL-T057 (2)



CKL-T058 (1)



CKL-T058 (2)



CKL-T058 (3)



CKL-T058 (4)



CKL-T059 (1)



CKL-T059 (2)



CKL-T061 (1)



CKL-T061 (2)



CKL-T062 (1)



CKL-T062 (2)



CKL-T062 (3)



CKL-T063 (1)



CKL-T063 (2)



CKL-T064 (1)



CKL-T064 (2)



CKL-T065 (1)



CKL-T065 (2)



CKL-T066 (1)



CKL-T066 (2)



CKL-T067 (1)



CKL-T067 (2)



CKL-T067 (3)



CKL-T068 (1)



CKL-T068 (2)



CKL-T068 (3)



CKL-T069 (1)



CKL-T069 (2)



CKL-T070 (1)



CKL-T070 (2)



CKL-T071 (1)



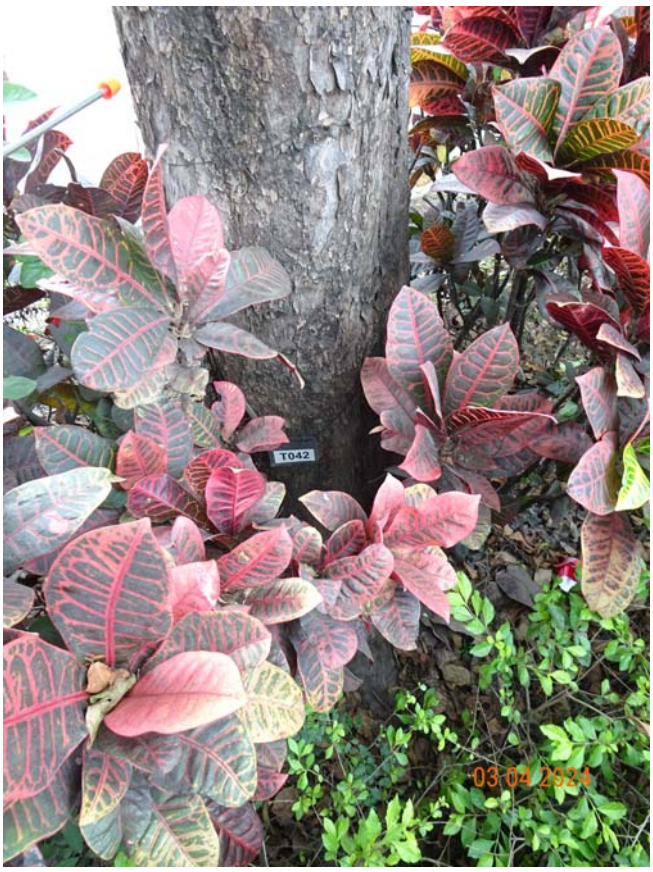
CKL-T071 (2)



CKL-T072 (1)



CKL-T072 (2)



CKL-T073 (1)



CKL-T073 (2)



CKL-T074 (1)



CKL-T074 (2)



CKL-T075 (1)



CKL-T075 (2)



CKL-T076 (1)



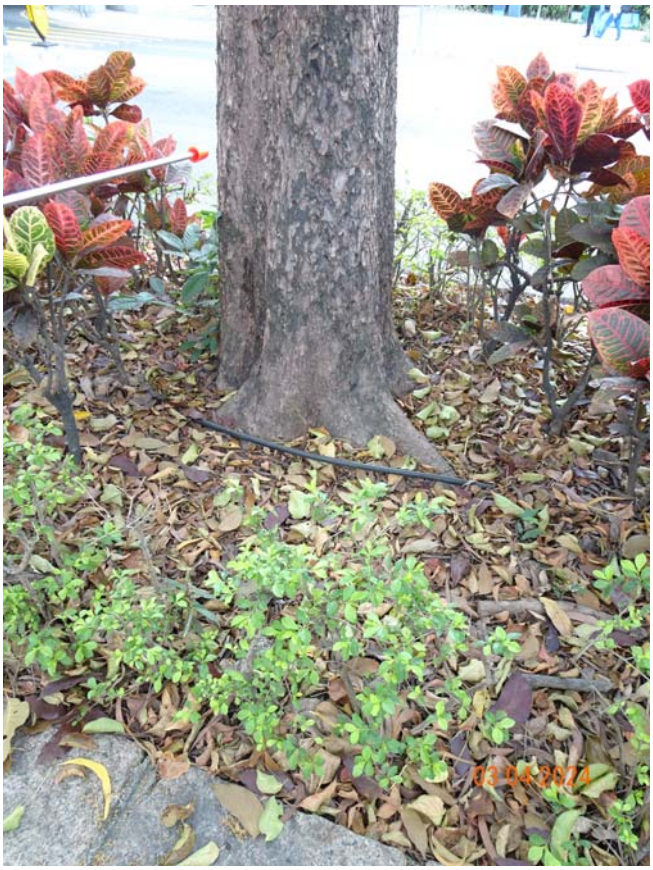
CKL-T076 (2)



CKL-T077 (1)



CKL-T077 (2)



CKL-T078 (1)



CKL-T078 (2)



CKL-T079 (1)



CKL-T079 (2)



CKL-T080 (1)



CKL-T080 (2)



CKL-T081 (1)



CKL-T081 (2)



CKL-T081 (3)



CKL-T082 (1)



CKL-T082 (2)



CKL-T083 (1)



CKL-T083 (2)



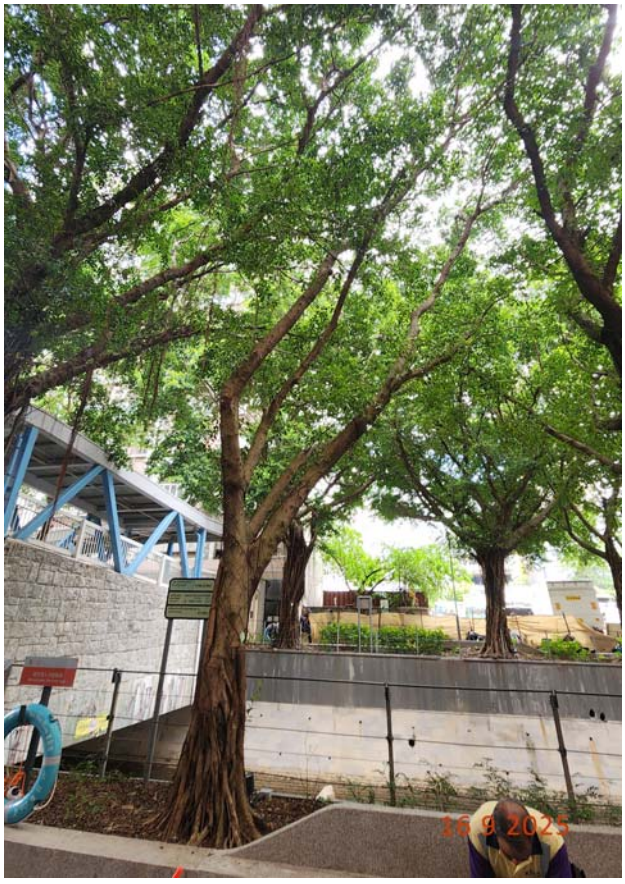
CKL-T083 (3)



CKL-T084 (1)



CKL-T084 (2)



CKL-T085 (1)



CKL-T085 (2)



CKL-T086 (1)



CKL-T086 (2)



CKL-T087 (1)



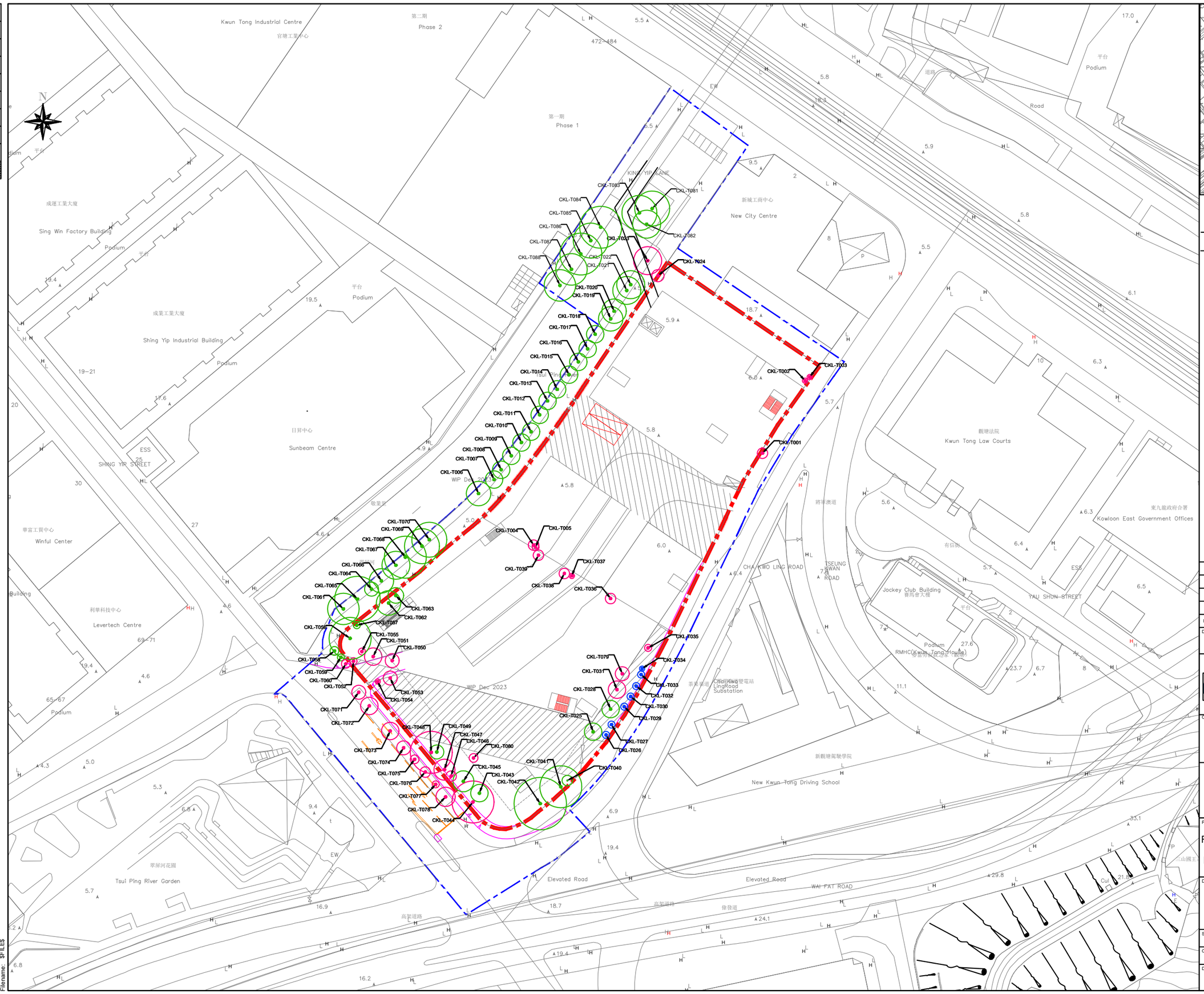
CKL-T087 (2)

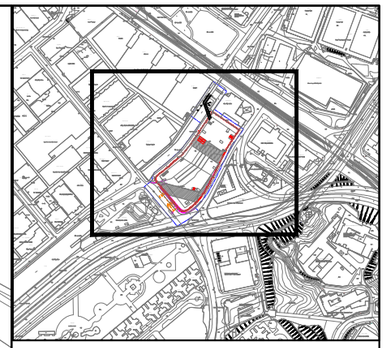


CKL-T088 (1)



CKL-T088 (2)





Key Plan (Scale 1:10,000 (A1))

NOTES

1. Coordinates are relative to Hong Kong Metric Grid (1980).
2. All Levels are in metres relative to Principal Datum (P.D.).
3. Dimensions are in metres unless otherwise stated.

LEGEND:

- PROPOSED DEVELOPMENT SITE BOUNDARY
- TREE SURVEY AREA
- CKL-T001 PROPOSED REMOVED TREE
- CKL-T001 PROPOSED TRANSPLANTED TREE
- CKL-T001 PROPOSED RETAINED TREE

Rev.	Date	Description	By	Chk'd	App'd
D	09/25	Add Trees	HT	AW	
C	08/25	Gen. Rev.	HT	AW	
B	03/25	Gen. Rev.	HT	AW	
A	01/25	Gen. Rev.	HT	AW	
-	04/24	FIRST ISSUE	HT	AW	

Drawing Status: FEASIBILITY STUDY

Suitability: -

AtkinsRéalis

Client

CEDD 土木工程拓展署
Civil Engineering and Development Department

土木工程處
房屋工程1組
Civil Engineering Office
Housing Projects 1 Unit

Project Title
CE 20/2023 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENT AND OTHER DEVELOPMENTS IN ZONE 2 (2023-2027)- FEASIBILITY STUDY

Drawing Title
CHA KWO LING (TO1)
TREE TREATMENT PLAN

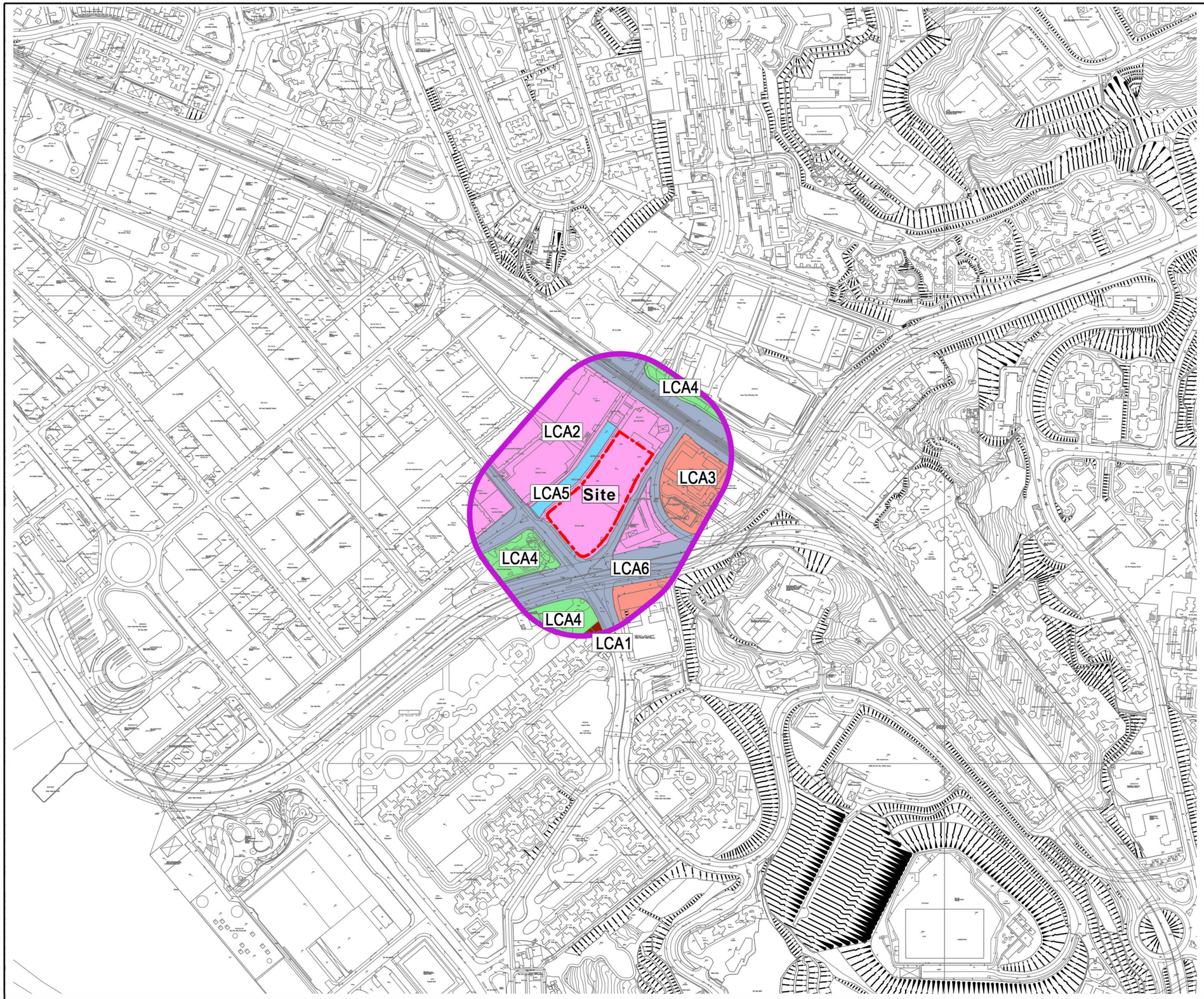
Scale	Designed	Drawn	Checked	Authorised
1:500 (A1)		HT	AW	
Original Size	Date	Date	Date	Date
A1		04/2024		

Drawing Number: FIGURE 3.39

Revision:

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited



LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Industrial Urban Landscape
- LCA3 Institutional Landscape
- LCA4 Park Urban Landscape
- LCA5 Drainage Channel Landscape
- LCA6 Transportation Corridor Landscape

- 100m Radius Study Area
- Proposed Development Site Boundary

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Landscape Character Area

AtkinsRéalis

Drawing Status

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

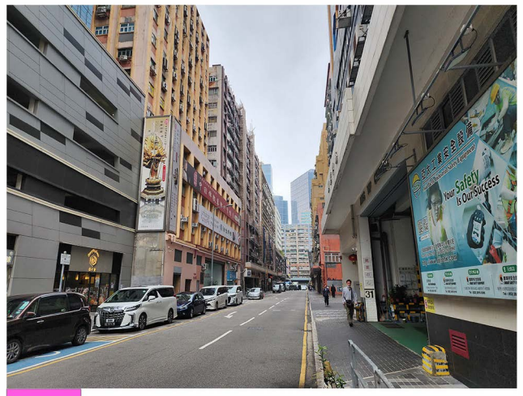
Drawing Number

Figure 3.40

Copyright © Atkins Limited



LCA1 Residential Urban Landscape



LCA2 Industrial Urban Landscape



LCA3 Institutional Landscape



LCA4 Park Urban Landscape



LCA5 Drainage Channel Landscape



LCA6 Transportation Corridor Landscape

LEGEND

- LCA1 Residential Urban Landscape
- LCA2 Industrial Urban Landscape
- LCA3 Institutional Landscape
- LCA4 Park Urban Landscape
- LCA5 Drainage Channel Landscape
- LCA6 Transportation Corridor Landscape

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Photos of Landscape Character Area

AtkinsRéalis

Client

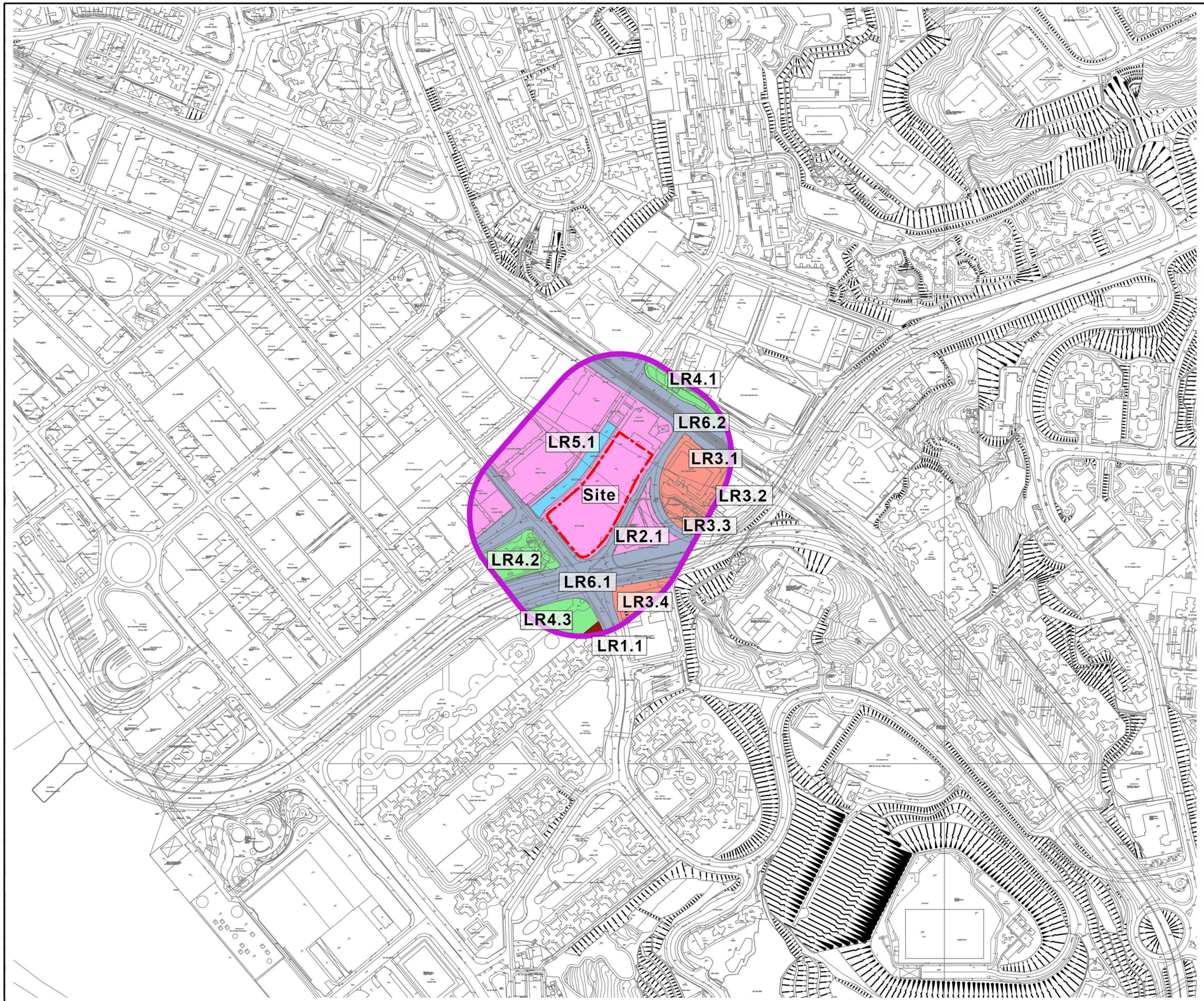
CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

Drawing Number

Figure 3.41

Copyright © Atkins Limited



LEGEND

- LR1 Residential Urban Landscape
  - LR1.1 Laguna City
- LR2 Industrial Urban Landscape
  - LR2.1 CLP Cha Kwo Ling Sub-station
  - LR2.2 The Site
- LR3 Institutional Landscape
  - LR3.1 Kwun Tong Law Courts
  - LR3.2 Kowloon East Government Offices
  - LR3.3 RMHC (Kwun Tong House)
  - LR3.4 Yung Fung Shee Memorial Centre
    East Kowloon Health Centre
- LR4 Park Urban Landscape
  - LR4.1 Kwun Tong Swimming Pool
  - LR4.2 Tsui Ping River Garden
  - LR4.3 Laguna Park
- LR5 Drainage Channel
  - LR5.1 Tsui Ping River Channel
- LR6 Transportation Corridor
  - LR6.1 Tseung Kwan O Road
  - LR6.2 MTR

100m Radius Study Area

Proposed Development Site Boundary

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Landscape Resources

AtkinsRéalis

Drawing Status

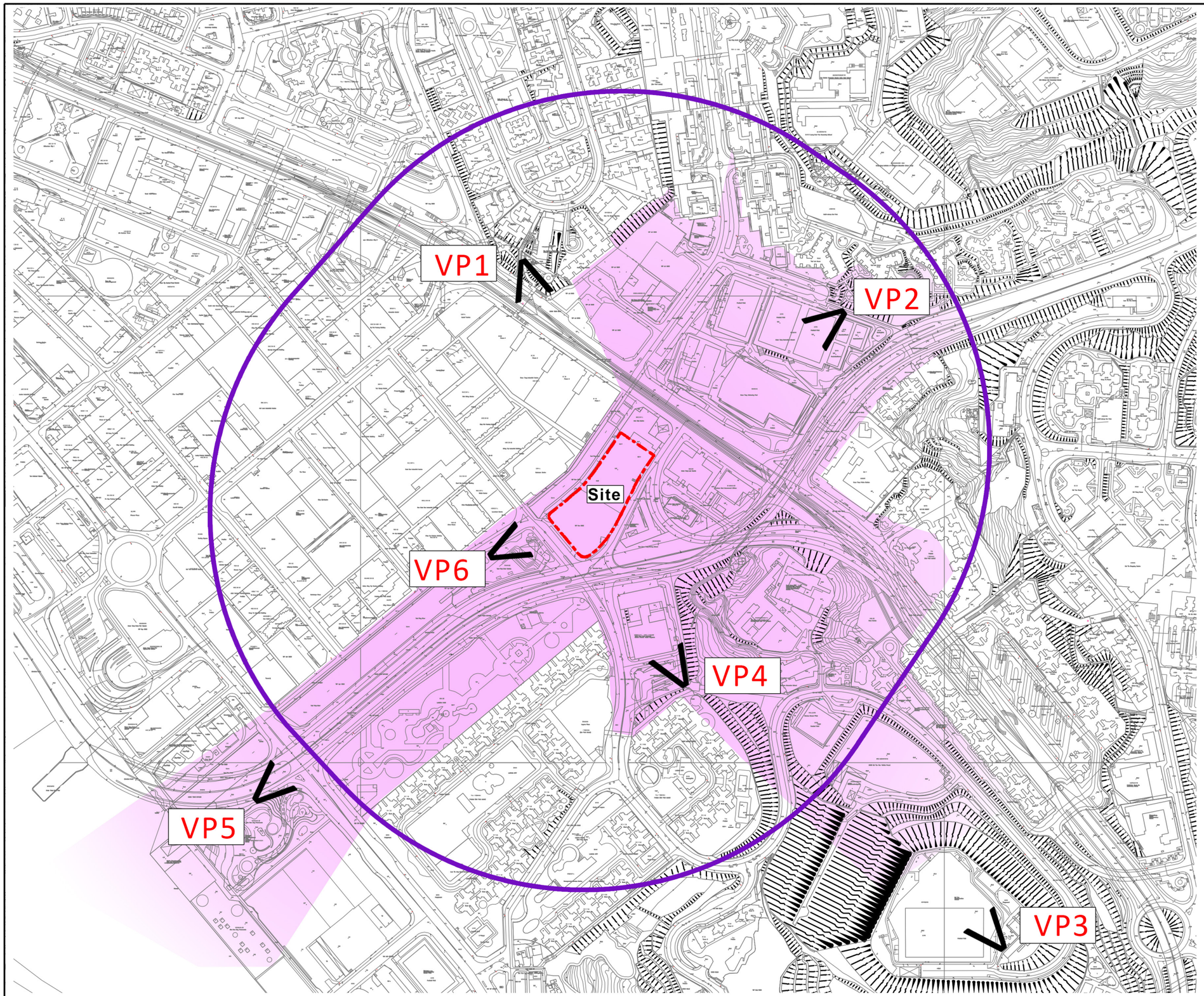
Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Number

Figure 3.42

Copyright © Atkins Limited



LEGEND

- Proposed Development Site Boundary
- Horizontal Distance 3x Height of Development
- Key Public Viewpoint and Number (VP6)
- Visual Envelope

Purple line indicates the horizontal extent of 3x the building height of 135m (i.e. 405m).

SCALE 1 : 5000 @A3

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Key Public Viewpoints

AtkinsRéalis

Drawing Status

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Number

Figure 3.43a

Copyright © Atkins Limited



VP1 From Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street (280m)



VP2 - From Kwun Tong Recreation Ground (300m)



VP3 - From Sai Tso Recreation Ground (740m)



VP4 - From Connecting Footbridge between Laguna City and Sin Fat Road (220m)



VP5 - From Roof Garden of Cha Kwo Ling Promenade (510m)



VP6 - From Tsui Ping River Garden (130m)

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

Key Public Viewpoints

AtkinsRéalis

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

Drawing Status

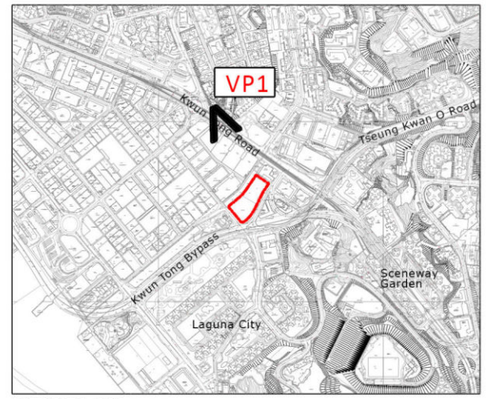
Drawing Number

Figure 3.43b

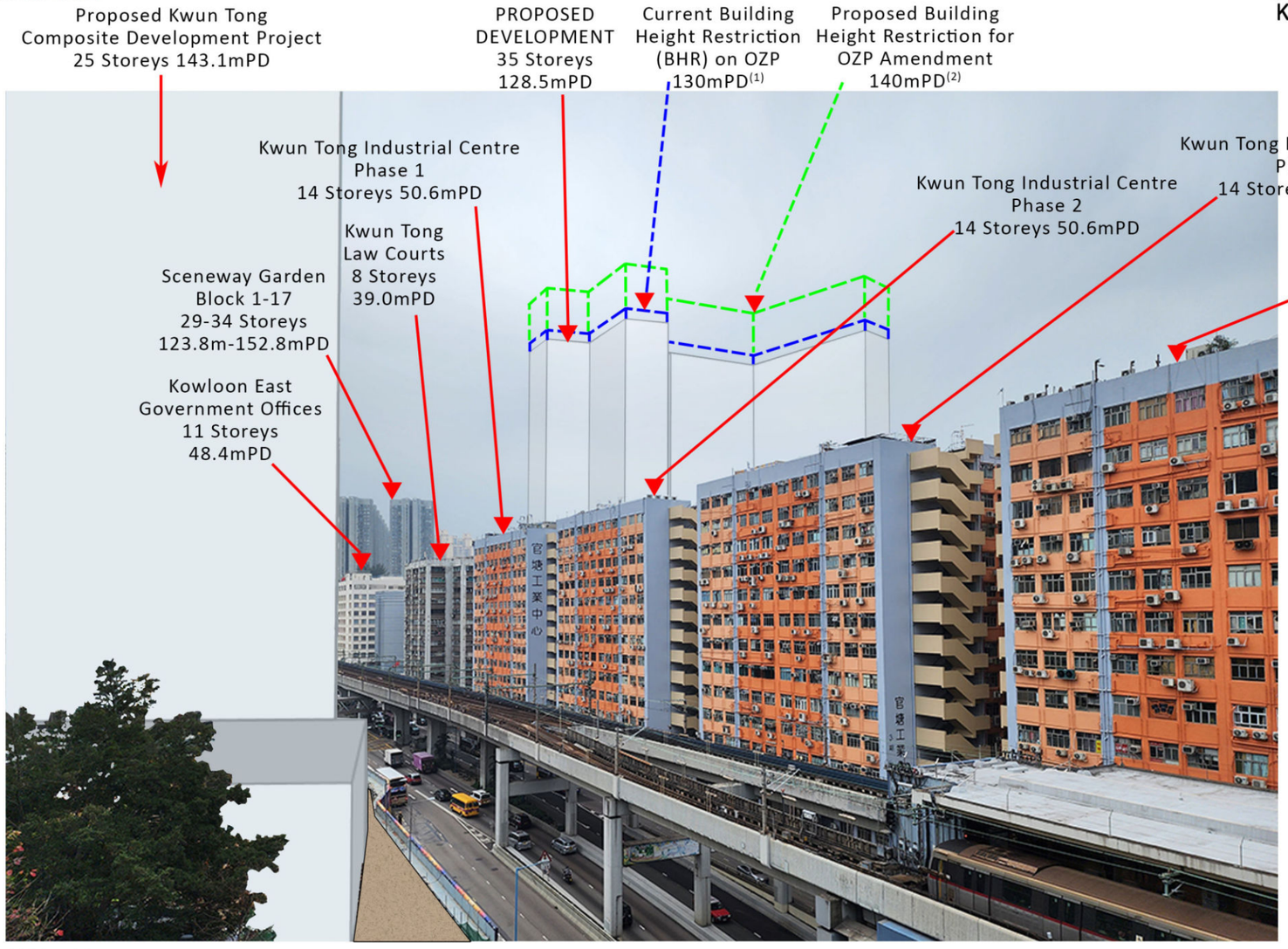
Copyright © Atkins Limited



VP1 - Before



KEY PLAN N.T.S.



VP1 - After

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

From Footbridge at Escalator Connecting Kwun Tong MTR Station, Exit D2 and Yuet Wah Street (280m) (+27.4mPD)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

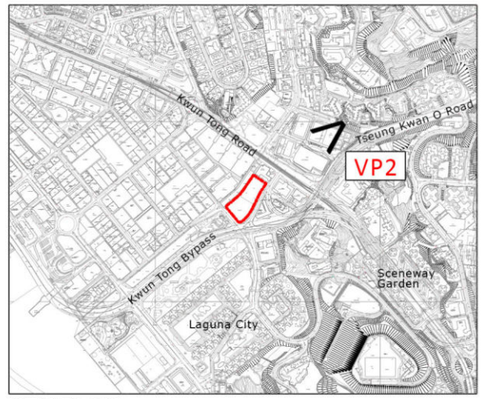
Drawing Status

Drawing Number: Figure 3.44

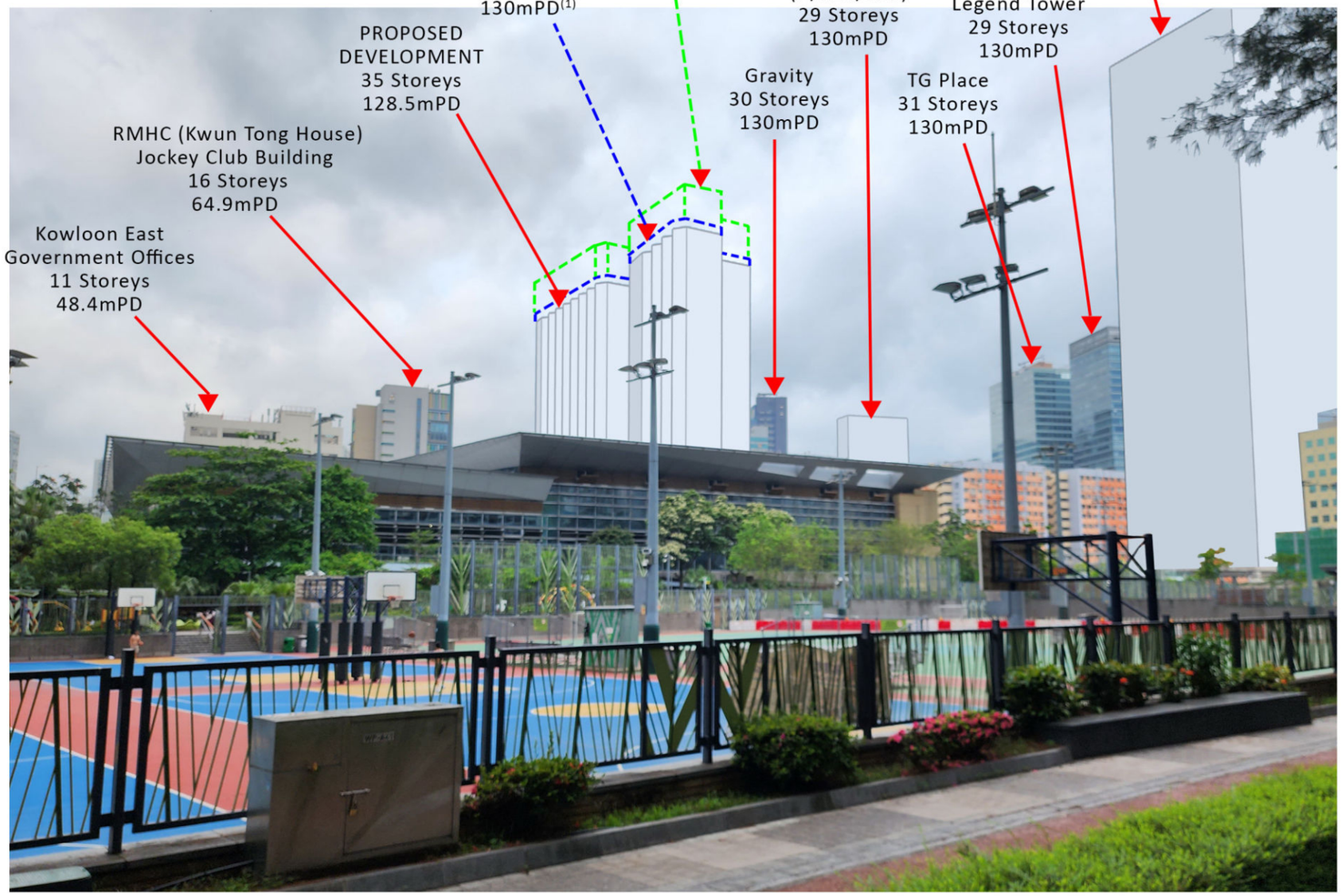
Copyright © Atkins Limited



VP2 - Before



KEY PLAN N.T.S.



VP2 - After

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

VP2 - Kwun Tong Recreation Ground (280m) (+7.6mPD)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

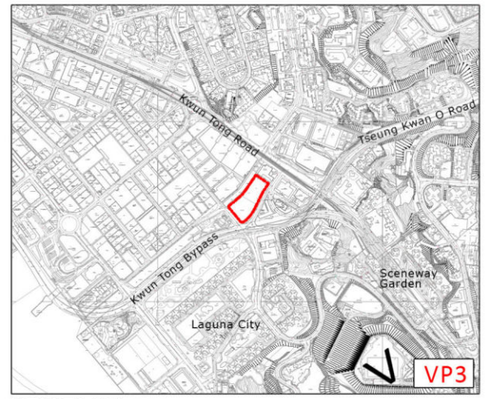
Drawing Status

Drawing Number: Figure 3.45

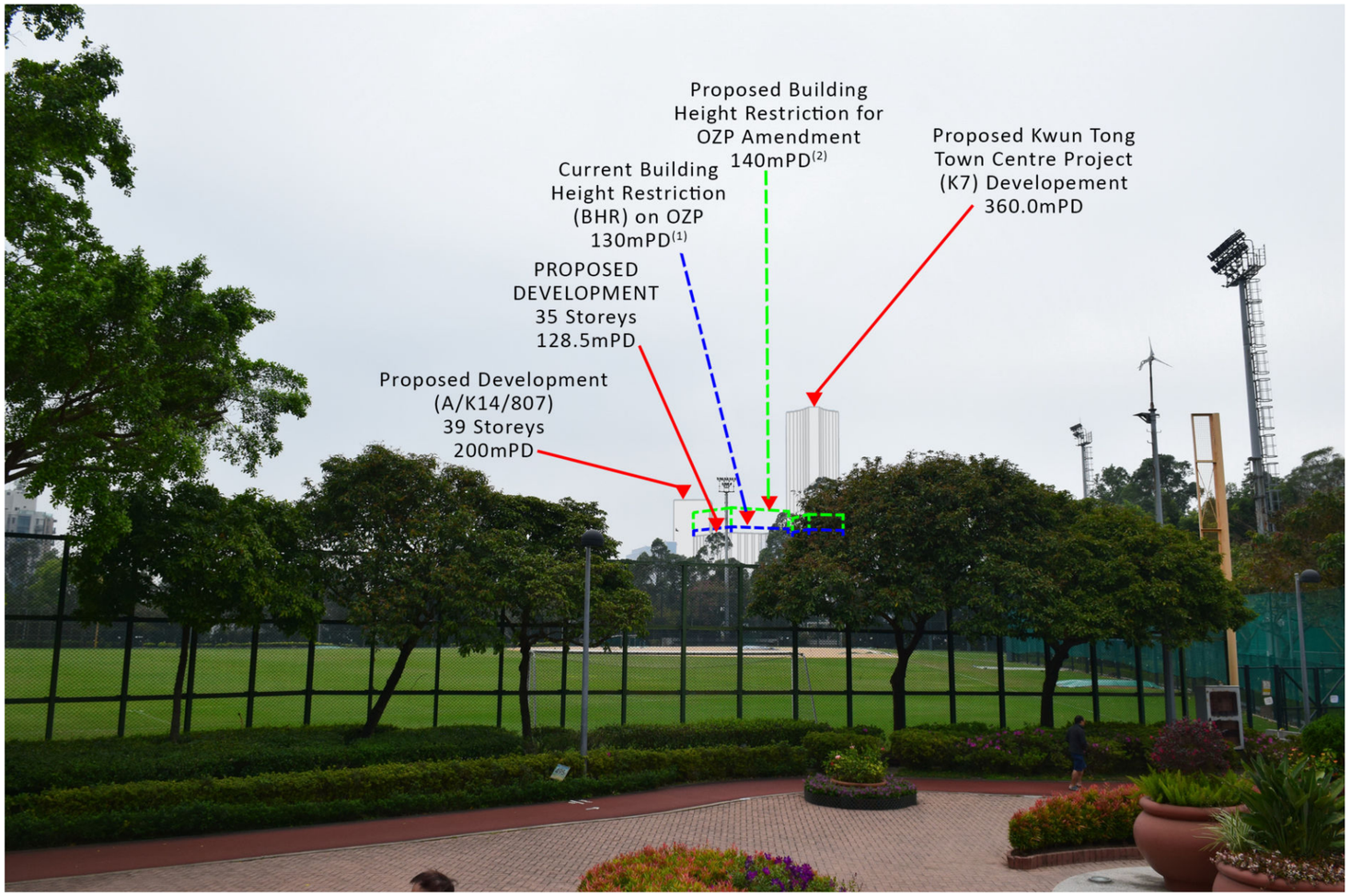
Copyright © Atkins Limited



VP3 - Before



KEY PLAN N.T.S.



VP3 - After

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

VP3 - From Sai Tso Recreation Ground (740m) (+79.6mPD)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

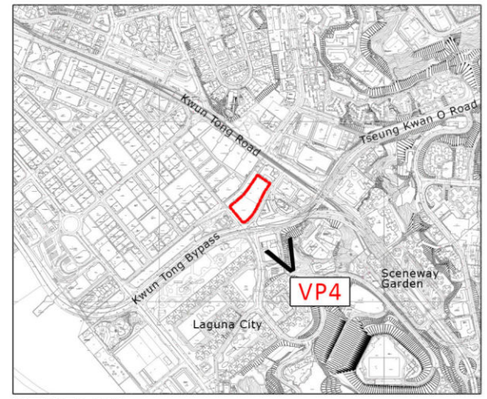
Drawing Status

Drawing Number: Figure 3.46

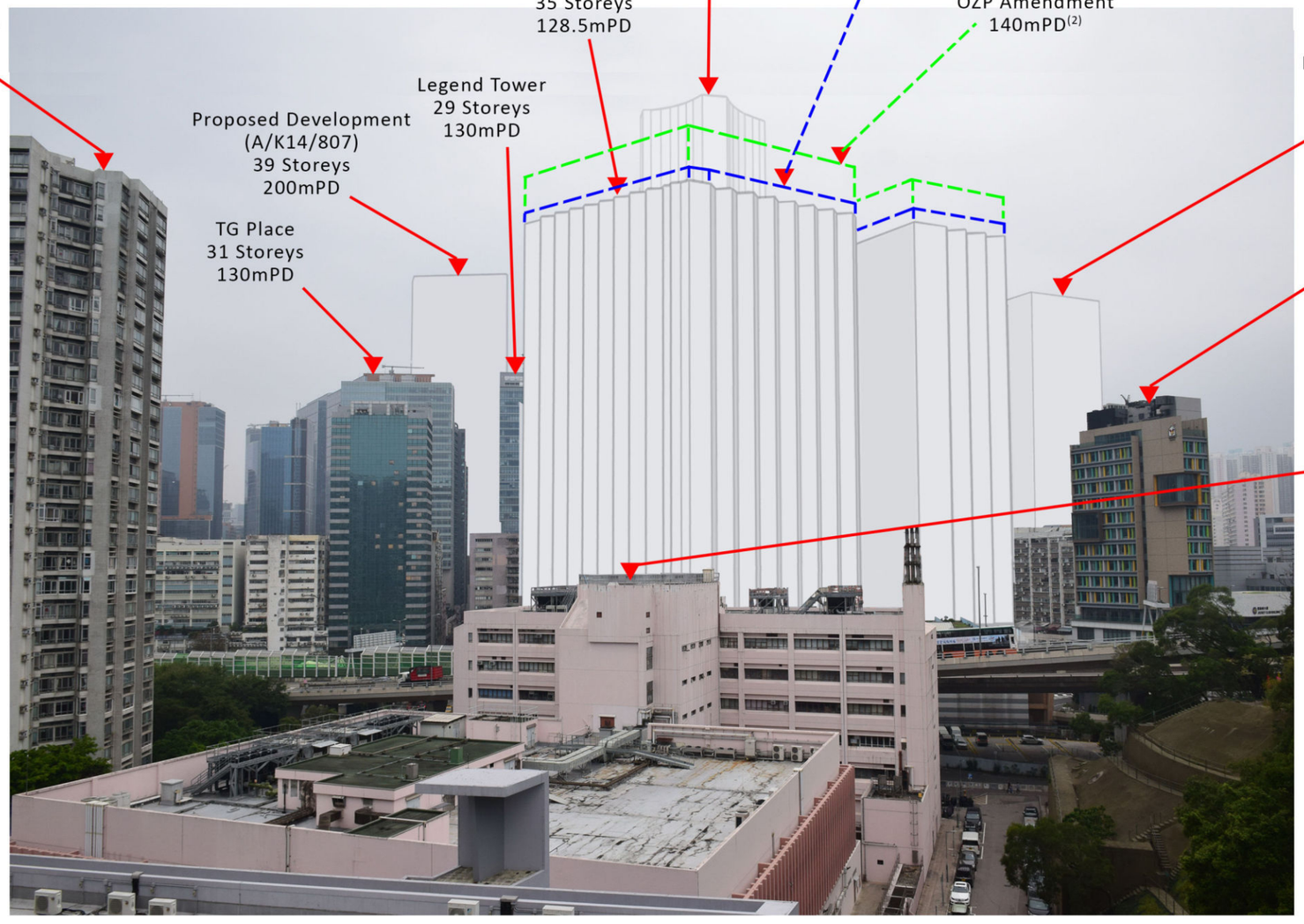
Copyright © Atkins Limited



VP4 - Before



KEY PLAN N.T.S.



VP4 - After

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

VP4 - From Connecting Footbridge between Laguna City and Sin Fat Road (220m) (+39mPD)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

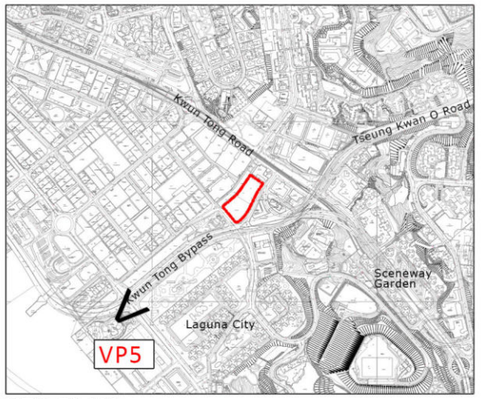
Drawing Status

Drawing Number: Figure 3.47

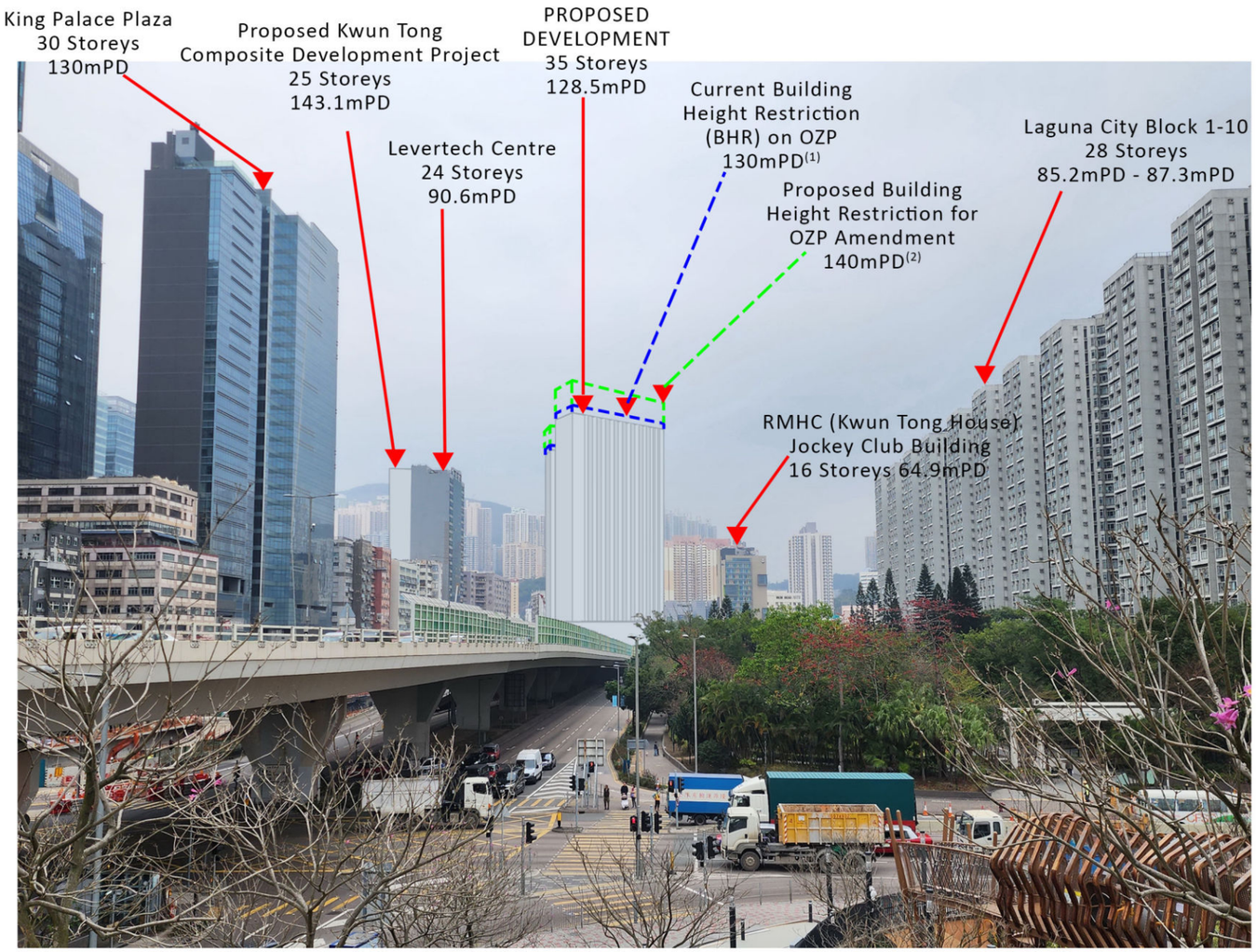
Copyright © Atkins Limited



VP5 - Before



KEY PLAN N.T.S.



VP5 - After

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

VP5 - From Roof Garden of Cha Kwo Ling Promenade (510m) (+12.4mPD)

AtkinsRéalis

Drawing Status

Client

CEDD 土木工程拓展署 Civil Engineering and Development Department

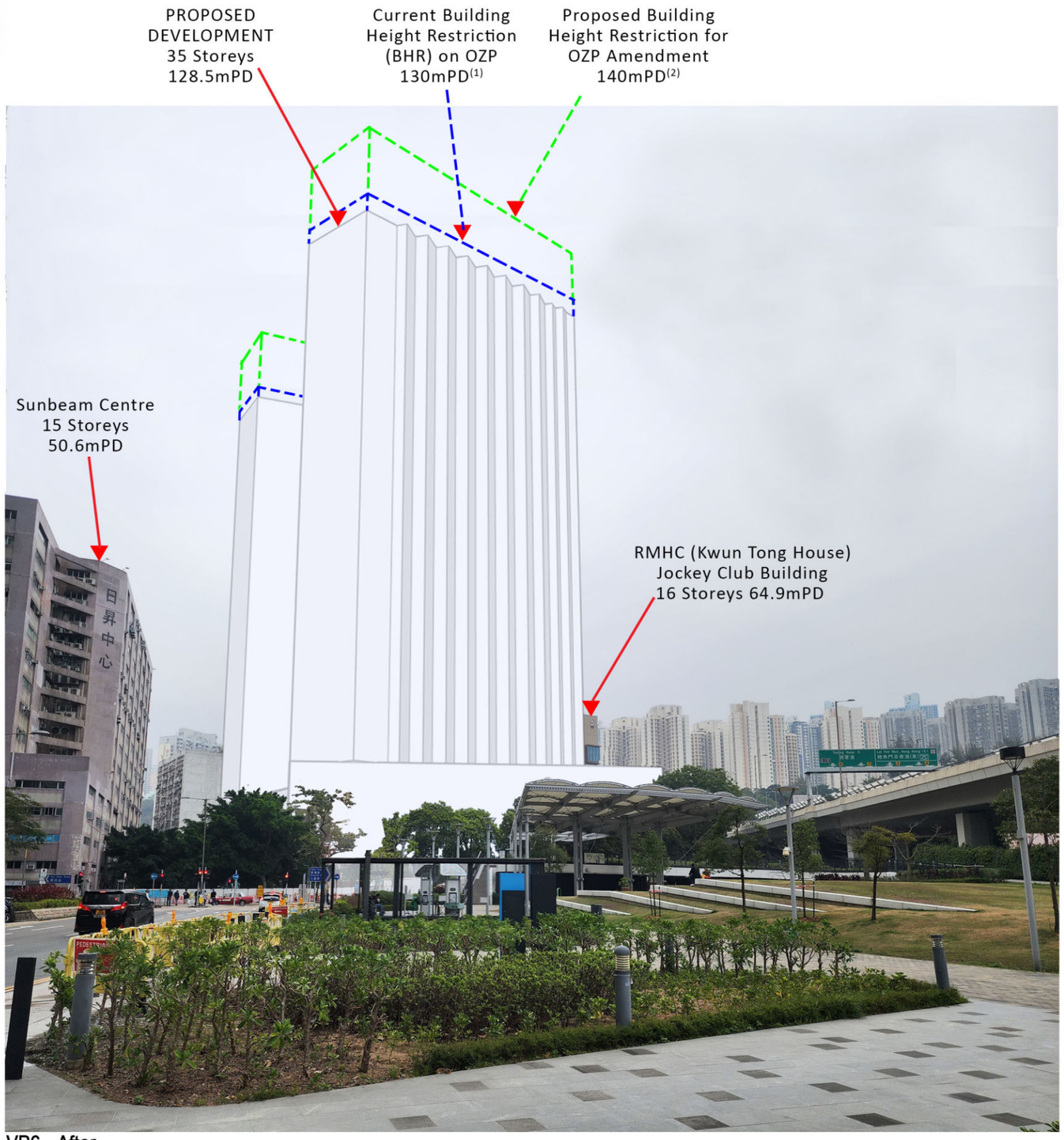
Drawing Number

Figure 3.48

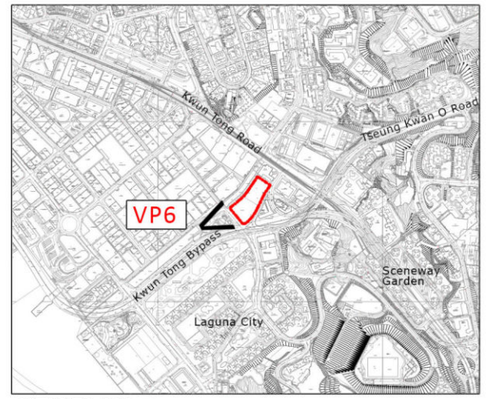
Copyright © Atkins Limited



VP-6 Before



VP6 - After



KEY PLAN N.T.S.

Remarks:

(1). Current Building Height Restriction (BHR) on OZP 130mPD.

(2) Proposed Building Height Restriction (BHR) for OZP Amendment 140mPD.

Project Title

Agreement No. CE20/2023 (CE) Term Consultancy in Zone 2 – TO1 (Cha Kwo Ling Road Site)

VP6 - From Tsui Ping River Garden (130m) (+5.7mPD)

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

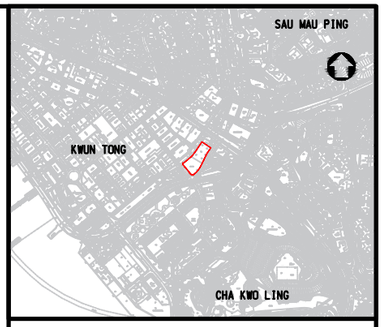
Drawing Status

Drawing Number: Figure 3.49

Copyright © Atkins Limited

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

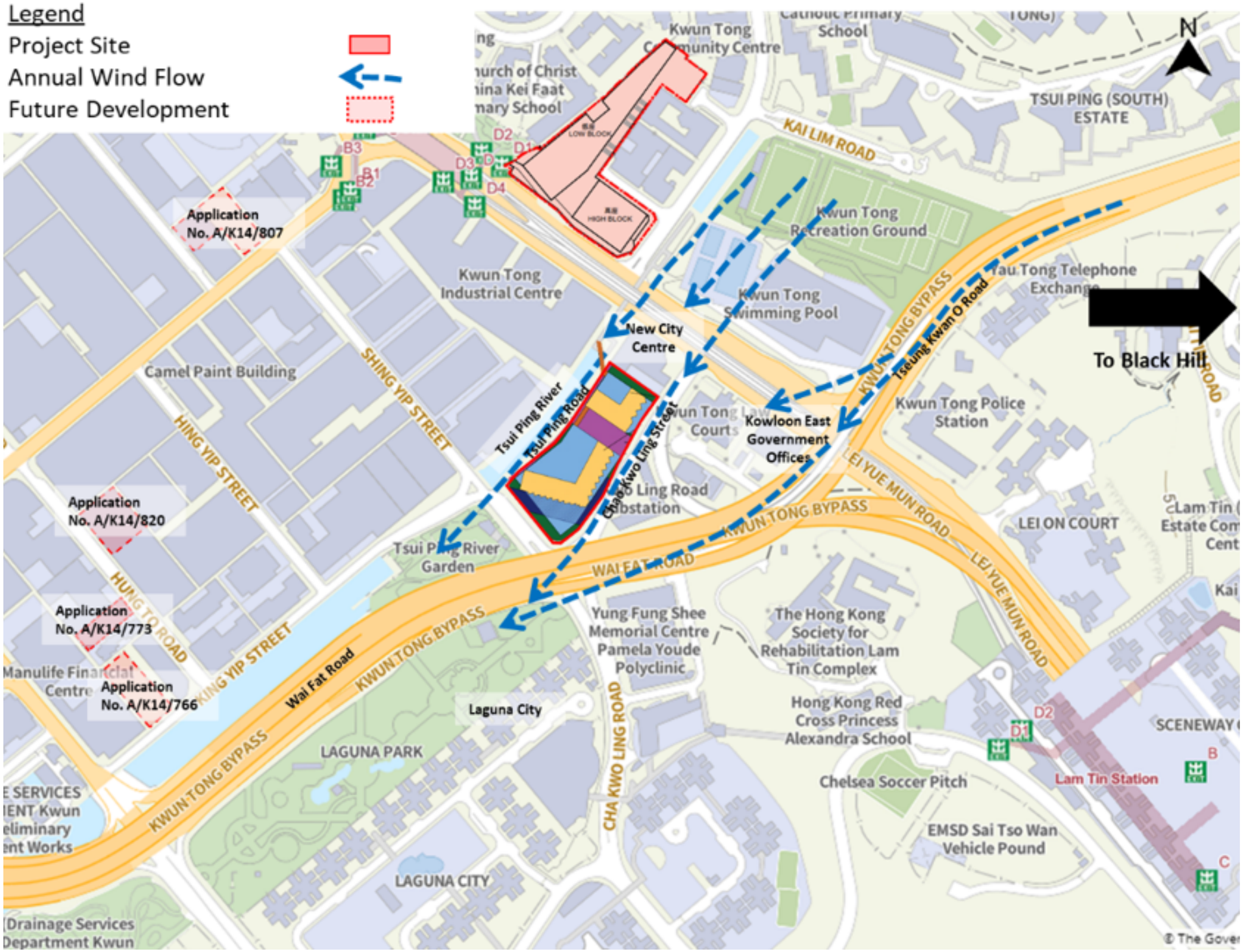
Drawing Title
Annual and Summer Wind Flow

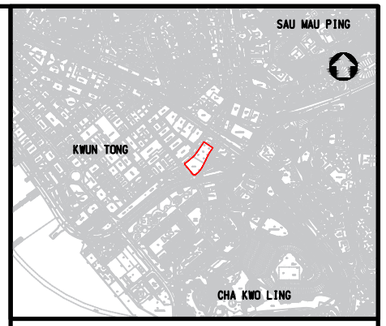
Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	JUNE 2025	JUNE 2025	JUNE 2025	JUNE 2025

Drawing Number: Figure 3.50
Revision: A

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Copyright © Atkins Limited





LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027) – FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
Major Wind Flow of Development Scheme under NE & ENE Winds

Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	JUNE 2025	JUNE 2025	JUNE 2025	JUNE 2025

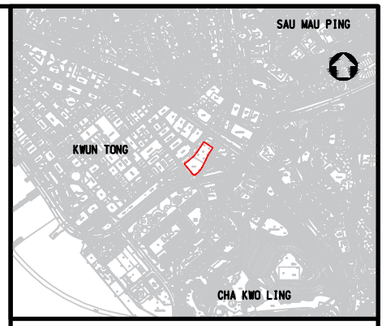
Drawing Number: Figure 3.51
Revision: A

Copyright © Atkins Limited

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title:
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title:
Major Wind Flow of Development Scheme under E Winds

Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	JUNE 2025	JUNE 2025	JUNE 2025	JUNE 2025

Drawing Number: Figure 3.52
Revision: A

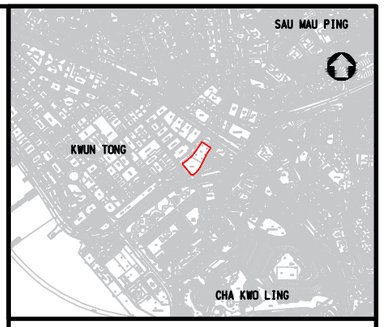
Copyright © Atkins Limited

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Legend
Project Site
Summer Wind Flow
Future Development

Application No. A/K14/807
Application No. A/K14/820
Application No. A/K14/773
Application No. A/K14/766

Kwun Tong Community Centre
Church of Christ China Kei Faat Primary School
Catholic Primary School
TSUI PING (SOUTH) ESTATE
KAI LIM ROAD
Kwun Tong Recreation Ground
Kwun Tong Industrial Centre
Kwun Tong Swimming Pool
Yau Tong Telephone Exchange
KWUN TONG BYPASS
Tseung Kwan O Road
KAI TIN ROAD
New City Centre
Camel Paint Building
SHING YIP STREET
HING YIP STREET
Tsui Ping River
Tsui Ping Road
Kwun Tong Law Courts
Kwun Tong Police Station
LEI YUE MUN ROAD
Cha Kwo Ling Road
Kwo Ling Road Substation
LEI ON COURT
Lam Tin Estate Centre
Tsui Ping River Garden
WAI FAT ROAD
HUNG TO ROAD
KING YIP STREET
Wai Fat Road
Manulife Financial Centre
Yung Fung Shee Memorial Centre Pamela Youde Polyclinic
The Hong Kong Society for Rehabilitation Lam Tin Complex
Laguna City
LAGUNA PARK
LAGUNA CITY
CHA KWO LING ROAD
Hong Kong Red Cross Princess Alexandra School
Chelsea Soccer Pitch
Lam Tin Station
SCENEWAY
EMSD Sai Tso Wan Vehicle Pound
To Victoria Harbour
(Drainage Services Department Kwun
D1
D2
D3
D4
B1
B2
B3
B
C
N



LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client
土木工程拓展署
Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title
Major Wind Flow of Development Scheme under WSW & SW Winds

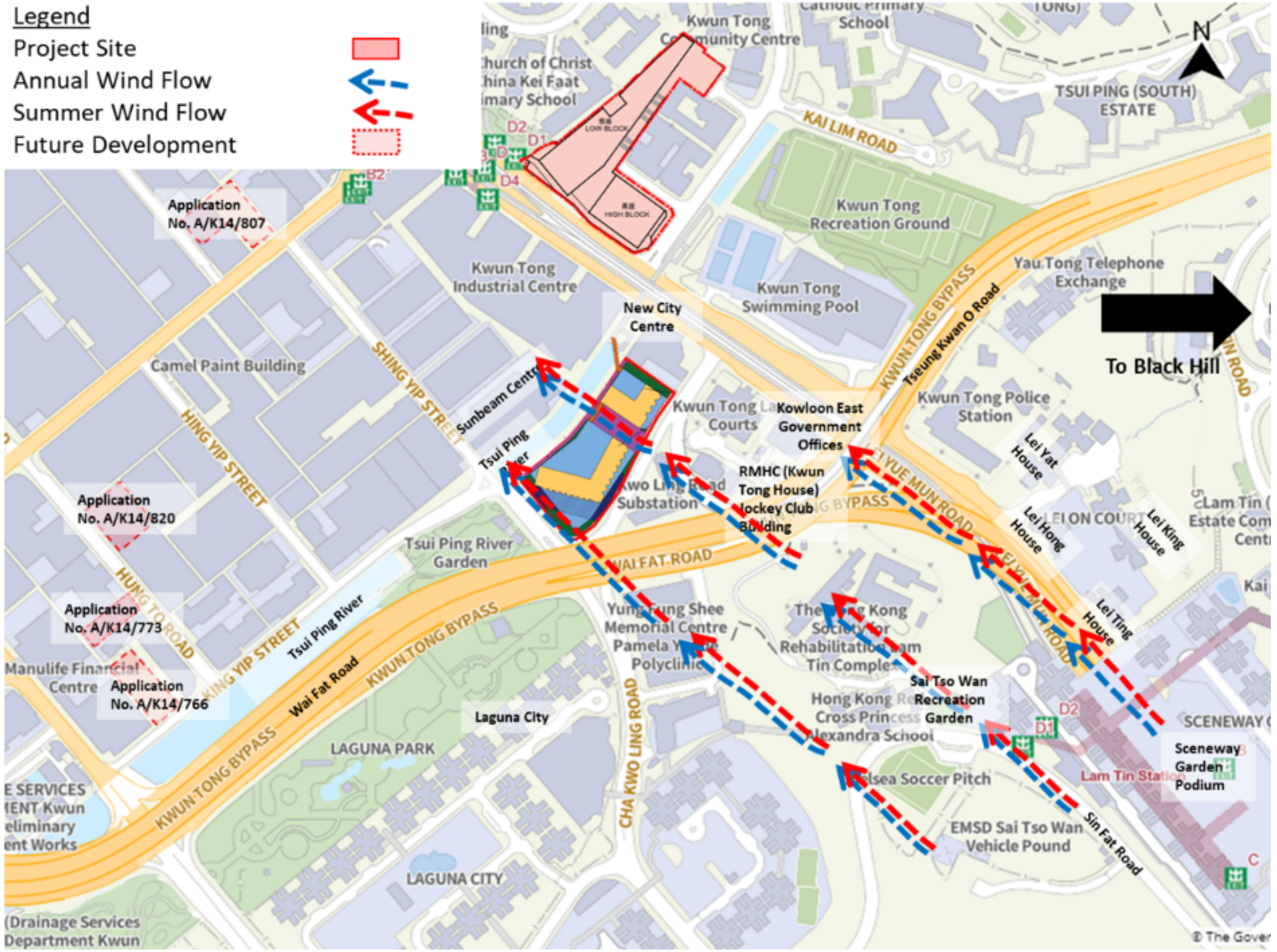
Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	JUNE 2025	JUNE 2025	JUNE 2025	JUNE 2025

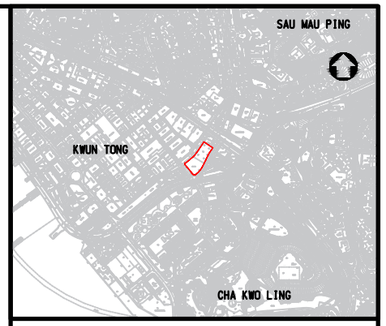
Drawing Number: Figure 3.53
Revision: A

Copyright © Atkins Limited

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

Millimetres 0 10 100





LOCATION PLAN
SCALE 1:15000

Rev.	Date	Description	By	Chk'd	App'd

Drawing Status: FEASIBILITY STUDY
Suitability: -

AtkinsRéalis

Client: CEDD 土木工程拓展署 Civil Engineering and Development Department

東拓展處
EAST DEVELOPMENT OFFICE

Project Title
AGREEMENT NO. CE 20/2023 (CE)
TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING AND OTHER DEVELOPMENTS IN ZONE 2 (2023 – 2027)
– FEASIBILITY STUDY
TASK ORDER 1 – CHA KWO LING ROAD

Drawing Title
Major Wind Flow of Development Scheme under SE & ESE Winds

Scale	Designed	Drawn	Checked	Authorised
1:1000	HN	HN	HC	LL
Original Size	Date	Date	Date	Date
A1	JUNE 2025	JUNE 2025	JUNE 2025	JUNE 2025

Drawing Number: Figure 3.54
Revision: A

Copyright © Atkins Limited

User name: $USERNAME$ Date:$DATE$ Time: $TIME$
Filename: $FILE$

AtkinsRéalis

AtkinsRéalis
AtkinsRealis Asia Limited
13/F Wharf T&T Centre
Harbour City, Tsim Sha Tsui
Kowloon, Hong Kong

Tel (852) 2972 1000
Fax (852) 2890 6343

Info.HK@atkinsrealis.com

© **AtkinsRéalis** except where stated otherwise

Kowloon District

Agenda Item 4

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/K15/6 Application for Amendment to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27, To rezone the application site from "Comprehensive Development Area" to "Commercial (1)", 428 Cha Kwo Ling Road, Yau Tong Bay, Yau Tong, Kowloon
(MPC Paper No. Y/K15/6A)

---

35. The Secretary reported that Ove Arup & Partners Hong Kong Limited (ARUP) was one of the consultants of the applicant. Mr Franklin Yu had declared an interest on the item for his firm having current business dealings with ARUP. As Mr Franklin Yu had no involvement in the application, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

36. The following representatives from the Planning Department (PlanD) and the applicant's representatives were invited to the meeting at this point:

PlanD

Ms Vivian M.F. Lai	- District Planning Officer/Kowloon
Mr Steven Y.H. Siu	- Senior Town Planner/Kowloon (STP/K)
Mr Kenneth P.C. Wong	- Town Planner/Kowloon

Applicant

Ever Sun International Holdings Limited

Dr Eddy Li Sau Hung

Mr Yau Kit Chi

Applicant's Representatives

Arup Hong Kong Limited

Ms Yeung Wing Shan, Theresa

Mr Lim Tse Kang Mark

Mr Wong Sek Hei

Associated Architects Limited

Ms Lee So Kwan

Mr Ip Kwun Lun

37. Mr Stanley Choi declared that he and Dr Eddy Li Sau Hung both were council members of Hong Kong Chinese Importers and Exporters Association. The Committee noted that as the interest of Mr Stanley T.S. Choi was indirect and he had not discussed with Dr Li about the application, the Committee agreed that he could stay in the meeting.

38. The Chairman extended a welcome and explained the procedures of the meeting. He then invited PlanD's representatives to brief Members on the background of the application.

39. With the aid of a PowerPoint presentation, Mr Steven Siu, STP/K, briefed Members on the history of the application site (the Site), background of the application, the proposed rezoning to facilitate redevelopment of the existing industrial building (IB) at the Site, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. PlanD had no in-principle objection to the application.

40. The Chairman then invited the applicants' representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Theresa Yeung, the applicant's representative, made the following main points:

Planning Background of the Site

(a) the Site was located in an area zoned "Comprehensive Development Area" ("CDA") for commercial/residential uses subject to a maximum plot ratio (PR) of 5 and a maximum building height (BH) of 120mPD;

(b) the existing Wing Shan Industrial Building (WSIB) on the Site had a non-domestic PR of about 11;

(c) the latest set of building plans pursuant to the wholesale conversion of WSIB for retail use was approved by the Building Authority on 18.2.2011, and the applicant had received the No-objection Letter for lease modification from the Lands Department;

(d) the planned public waterfront promenade (PWP) along Yau Tong Bay would be blocked by WSIB as the building was constructed before the requirement for provision of PWP was stipulated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP);

The Proposed Development

(e) the current development proposal of WSIB put forth by the applicant could help realise a continuous PWP along Yau Tong Bay, achieving seamless connection and integration with the PWP in Kowloon East;

(f) the proposed development, namely The Rainbow Tower, would have a non-domestic PR of 11 (the same as the existing WSIB), a BH of 130mPD, and a PWP of about 20m wide which was 5m wider than the 15m minimum requirement stipulated in the Notes of the "CDA" zone;

(g) the proposed development would form an iconic landmark to help transform Yau Tong Bay into a vibrant eastern gateway;

(h) apart from offices, the proposed development would provide retail shops as well as food and beverage uses along the harbourfront of Yau Tong Bay, creating a new destination along Victoria Harbour;

(i) the proposed development would provide a building setback from the proposed residential development to the east, and a 24-hour pedestrian

access connecting Cha Kwo Ling Road and the PWP;

(j) there was no adverse comments/no in-principle objection from relevant government bureau/departments on the proposed development; and

(k) it was proposed to rezone the site from "CDA" to "Commercial(1)" ("C(1)") with a maximum PR of 11, a maximum BH of 130mPD and provision of a PWP of minimum width of 15m. It was also proposed to include 'Marine Related Facilities' and 'Marina' as Column 1 and 2 uses respectively for the proposed "C(1)" zone to facilitate the proposed public landing step at the PWP and to allow flexibility for the incorporation of marina related uses at the Site in the future, with a view to creating an iconic commercial node and a vibrant harbourfront with marina at Yau Tong Bay for public enjoyment.

41. As the presentations of PlanD's representative and the applicants' representative were completed, the Chairman invited questions from Members.

Planning Gains and Proposed BH

42. A Member considered that while the proposed 24-hour pedestrian access and 20m-wide PWP were beneficial, the former might not be necessary since there was already a planned pedestrian access to the immediate east of the Site to connect Cha Kwo Ling Road and the PWP, and the PWP was only required to be 15m in width under the OZP. The proposed planning gains appeared to have been provided at the expense of an increased BH, and the resulting building bulk might overshadow the surroundings. The Member asked PlanD whether it was necessary to relax the height of the proposed development from 120mPD to 130mPD under the OZP as proposed by the applicant.

43. In response, Mr Steven Siu, STP/K, made the following main points:

(a) the Site's planning background was unique in that WSIB was built to a PR of about 11 and the applicant had obtained relevant approvals for wholesale conversion of the existing WSIB. The applicant had proposed a series of

planning gains under the current redevelopment proposal, including a PWP of 20m wide with an area of not less than 1,205m^2, which was about one quarter of the site area and hence limiting the area available for the tower block. Against such background, the proposed BH of 130mPD to achieve a PR of 11 at the Site was not considered unreasonable;

(b) to accommodate a PR of 11, the applicant had tried to maximise the site coverage of the proposed development, resulting in a relatively large proposed floor plate. As seen in the approved master layout plan (MLP) under Application No. A/K15/112 and the photomontage of Yau Tong Bay submitted by the applicant, the building frontages of the proposed residential buildings on the northern side of Yau Tong Bay fronting the PWP was comparable to the proposed development at the Site. Given the unique planning circumstances, the proposed development was not considered incompatible with the surroundings; and

(c) with regard to the pedestrian access to the immediate east of the Site, the developer of that lot had no concrete development programme. There was also no concrete programme to relocate the government uses to the west of the Site. The applicant had pledged to provide a 3m wide at-grade pedestrian path and the 20m wide PWP within the Site as soon as possible to enhance accessibility between the harbourfront and the hinterland for public enjoyment.

44. In response to a Member's question on whether it would be possible to reduce the BH if the width of PWP was reduced to 15m, i.e. the minimum requirement stipulated under the OZP, Ms Lee So Kwan, the applicant's representative, said that in general, a larger building footprint could result in a larger per floor footprint. Under the applicant's proposal, a floor-to-floor height of 4.3m was adopted for the proposed Grade A office floors. For reference, other developers had proposed a 5m floor-to-floor height for Grade A office floors. A 10m reduction in height for the proposed scheme would result in a reduction of three typical floors. A reduction in tower setback from the eastern and western boundaries to compensate for the reduction in floor space would also be undesirable. The applicant had also reduced the proposed BH by proposing a basement carpark.

45. In response the Chairman's enquiry about the design considerations for the proposed BH, Ms Theresa Yeung, the applicant's representative, made the following points:

(a) as compared to the existing WSIB, one-quarter of the total area of the Site was reserved for the PWP under the current proposed scheme. Tower setbacks were also proposed from both the eastern and western boundaries, allowing a building separation with the proposed building to the east and improving the visual permeability;

(b) in addition to the provision of the 3m wide pedestrian access connecting the hinterland and PWP and the 20m wide PWP, the applicant had also pledged to provide public landing steps at the PWP as a planning gain. Similar to the PWP, the public landing steps would be managed and maintained by the applicant until they were requested to be surrendered to the Government. The proposed development could provide commercial facilities to visitors and residents coming from eastern side of the Site to Yau Tong Bay PWP; and

(c) the applicant had made reference to the BH of the "C" zone on the same OZP. With a maximum PR of 12, the BH of buildings within the "C" zone could reach up to 140mPD and 120mPD for sites with no PWP provision requirement. The applicant had made efforts to maximise the site coverage and reduce the BH of the proposed development.

46. In response to a Member's enquiry on the feasibility of increasing the current site coverage, Ms Theresa Yeung, the applicant's representative, said that the current site coverage was about 45%. The strips along the eastern and western boundaries of the Site were reserved as air ventilation corridors. Further increasing the site coverage of the proposed development would worsen air ventilation performance, which might not be acceptable to government departments.

47. In response to the Chairman's enquiry about the PR should the BH of the proposed development be restricted to 120mPD, Ms Theresa Yeung, the applicant's

representative, said that they did not have such calculation as they would not consider a scheme with a PR lower than that of the existing provision. Dr Eddy Li Sau Hung, the applicant's representative, added that they had to take into consideration reasonable floor-to-floor height which would be attractive to the market.

48. A Member raised the following questions:

(a) whether there was any means to control the width of the PWP along the harbourfront so that there would not be an abrupt widening of PWP from the adjacent land parcels to the 20m wide promenade at the Site; and

(b) the design concept of the height profile of the approved MLP for the Yau Tong Bay "CDA" submitted by the Consortium.

49. In response, Mr Steven Siu, STP/K, made the following points:

(a) according to the Notes of the OZP for the "CDA" zone, a PWP of not less than 15m wide and site area not less than 24,700m^2 should be provided. The site area of not less than 24,700m^2 was equivalent to a promenade measured at 20m in width along the entire harbourfront, with undulations in width to allow design variations, taking into account the potential development constraints of the sites;

(b) for the previously approved MLP, the adjacent lot to the immediate east of the Site would provide a PWP with a maximum width of 18m to 19m, with an undulation further to the east taking into account the footprint of the proposed residential tower. For the Site, as shown in the applicant's proposal, a 20m wide PWP would be maintained along the Site with no undulation; and

(c) according to the endorsed Planning Brief for the Yau Tong Bay "CDA" zone, a distinct graduation of height profile with descending BH towards the harbourfront should be adopted with innovative design and appropriate disposition in order to avoid a monotonous harbourfront image and wall

effect. The westernmost towers of the "CDA" zone should have BHs of about 60mPD. The height of the building blocks in front of Yau Tong Estate should be kept as low as possible to minimise the adverse visual impact of the development.

50. In response to the Chairman's question on whether PlanD had any views on the proposed BH of 130mPD, Mr Steven Siu, STP/K, said that given the Site's unique circumstances and planning background, and that some high-rise development proposals along the harbourfront had also been agreed by the Committee in recent years such as the BHR of 110/130mPD for the committed Cha Kwo Ling Village (CKLV) public housing development to the northwest of the Site, the proposed BH of 130mPD for the Site was considered acceptable in the given circumstances and generally in line with the latest planning circumstances.

51. In response to a Member's enquiry on whether the proposed development would set a precedent, Mr Steven Siu, STP/K, said that given the Site's unique circumstances and planning background as presented and discussed at the meeting, the subject application should be considered on its own individual merits and the proposed BH of 130mPD to achieve a PR of 11 was not considered unreasonable in the given circumstances.

52. The Chairman asked the applicant's representatives whether they had any objection to the incorporation of the requirements for a PWP of 20m-wide and an at-grade north-south pedestrian path of 3m-wide connecting Cha Kwo Ling Road and the PWP, as proposed by the applicant, into the Notes of the OZP as appropriate. Ms Theresa Yeung, the applicant's representative, confirmed that they had no objection to the stipulation of such requirements in the OZP, which would also be reflected in the lease.

53. In response to a Member's question on whether there were other planning merits for the public (e.g. Government, institution or community (GIC) facilities) apart from the provision of pedestrian connection and PWP, Mr Steven Siu, STP/K, made the following points:

(a) apart from the 3m wide public passageway and the 20m wide PWP, the applicant had proposed a set of landing steps that would be opened for

public use;

(b) all the GIC facilities prescribed for the "CDA" zone under the endorsed Planning Brief, such as the Integrated Children and Youth Services Centre, Integrated Vocational Rehabilitation Services Centre and Hostel for Moderately Mentally Handicapped Persons, had been committed at the adjacent Phases 1 and 2 development under the approved MLP; and

(c) other social welfare facilities suggested by the public, such as child care centre, had also been included in the housing development at CKLV and Ex-Cha Kwo Ling Kaolin Mine Site Phase 2 Development in the vicinity of the Site.

54. Ms Theresa Yeung, the applicant's representative, supplemented that landside supporting facilities were not proposed in the "CDA" proposal submitted by others (the Consortism). In that regard, although marina did not form part of the applicant's notional scheme, the proposed inclusion of 'Marina' as a Column 2 use in the Notes would allow flexibility for provision of landside facilities at the Site directly related to marina activities in the future under planning application.

Proposed Commercial Use

55. A Member raised the following questions to the applicant's representatives:

(a) the consideration for having a commercial development at the Site against the approved MLP of the "CDA" zone; and

(b) how to connect the Site with the hinterland, and the planning gains.

56. In response, Ms Theresa Yeung, the applicant's representative, made the following points:

(a) the planning intention of the Yau Tong Bay "CDA" zone was 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;

(b) Phases 1 and 2 under the latest approved MLP for the "CDA" site (submitted by the Consortium) were mainly residential development with a small portion of commercial development adjacent to Yau Tong MTR Station. The proposed commercial development at the Site would bring more vibrancy to the Yau Tong waterfront and provide retail shops for residents in the area. The Site was a prominent location conducive to commercial development with its high accessibility to the nearby Yau Tong MTR Station and the connecting waterfront promenade extending all along to Cha Kwo Ling and the second Core Business District. A 24-hour public passageway was also proposed within the Site to improve the connectivity of the hinterland and the harbourfront; and

(c) it should be noted that the Government might request the applicant to surrender the PWP and the landing steps area in the future. Nonetheless, the applicant proposed to provide retail shops on the G/F fronting the PWP for public enjoyment in future.

57. In response to a Member's enquiry on the reason for not proposing a residential development to tally with the adjacent residential developments under the MLP, Dr Eddy Li Sau Hung, the applicant's representative, made the following points:

(a) the applicant had no intention and experience in developing residential properties, and residential development was not in line with their business plan;

(b) in light of the vision to realise a connected PWP, the applicant had put on hold their previous plan to convert the WSIB into retail/F&B use for a decade, waiting for the Yau Tong "CDA" to mature; and

(c) the Site was considered a prime location for creating an iconic commercial tower and potential marina which could attract visitors on cruise ships

coming into Victoria Harbour from the east.

58. Ms Theresa Yeung, the applicant's representative, supplemented that the Site was located at a convenient location in Yau Tong Bay where many planned residential developments were located nearby. For instance, the planned population from Phases 1 and 2 of the Yau Tong Bay "CDA" was about 19,000; while the planned population from the public housing development at CKLV and Ex-Cha Kwo Ling Kaolin Mine Site Phase 2 Development was also about 19,000. The proposed commercial development with complementary retail and office uses would satisfy the locals' daily needs and offer more job opportunities in the area. For areas to the east of Yau Tong MTR Station including Yau Tong Estate and Yau Lai Estate, connection to the PWP was possible via footbridge linking the MTR station with the proposed shopping mall at Phases 1 and 2 of the Yau Tong Bay "CDA".

Proposed Building Design

59. In response to a Member's enquiry about the design concept and materials of the proposed development (The Rainbow Tower) and concern over the advertisement display on the building façade, Dr Eddy Li Sau Hung, the applicant's representative, said that the design of The Rainbow Tower took inspiration from conventional lighthouses with the top of the shaft sitting a rainbow-coloured lantern. The material used for the rainbow-coloured lantern would be coloured solar panels with 30% to 50% optical transparency, which was a newly developed technology increasingly adopted in Mainland China. The rainbow lantern would be stagnant and would not rotate. The diagonal architectural fins on the façade would reflect natural light at different times of the day and angles and attract people from near and afar. The applicant had no intention to post advertisement on the building façade or the rainbow-coloured panels at the top.

Harboufront Planning

60. A Member raised the following questions:

(a) whether the Government had any vision and plan for the harbourfront at Yau Tong Bay;

(b) whether the planning of the harbourfront at Yau Tong Bay needed to consult the Harbourfront Commission (HC); and

(c) whether there was any planning for the water bodies within Yau Tong Bay.

61. In response, Mr Steven Siu, STP/K, made the following points:

(a) according to the Notes of the OZP and the endorsed Planning Brief for the Yau Tong Bay "CDA" zone, a PWP with a site area not less than 24,700m^2 should be provided at the entire harbourfront of the "CDA" zone, which would be equivalent to a promenade of about 20m in width;

(b) the Consortium, which submitted planning applications for the Yau Tong Bay "CDA", was required to provide and reflect the provision of PWP on the MLP in accordance with the approval condition of the previously approved applications. They were in the process of lease modification, and such requirement had also been imposed in the lease;

(c) for the subject s.12A application, should the Committee agree to rezone the Site, the proposed amendment to the OZP would be submitted to the Board for consideration before exhibition, and the applicant would not need to submit a s.16 planning application for the proposed development under the proposed "C(1)" zoning. PlanD would impose the requirement of PWP in the Notes of the OZP to ensure the provision to be administrated under the building plan submission and the lease;

(d) as the Site fell within the purview of the HC, the applicant had consulted the HC on their proposal. Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the HC provided advice and comments on the proposal, which were addressed by the applicant. Subsequently, the Task Force of HC indicated no further comment; and

(e) the current OZP did not include the waterbody of Yau Tong Bay. Any proposed marina development would be subject to demonstration of technical feasibility in the future. The applicant would need to consult the Marine Department, nearby stakeholders and the relevant committees on the proposal. Apart from the need for s.16 planning application for marina-related landside development at the Site, the proposal would likely be subject to further scrutiny under the Protection of the Harbour Ordinance and the Environmental Impact Assessment Ordinance.

62. In response to a Member's enquiry on the planning of waterbodies adjoining a harbourfront, Mr Steven Siu, STP/K, said that the waterbodies would normally not be included in the OZPs except in areas with plan for reclamation for major development or specific uses. In any event, the waterbodies fell within the purview of other Ordinances.

63. As there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked PlanD's and the applicant's representatives for attending the meeting. They left the meeting at this point.

[Messrs Wilson Y.W. Fung and Stanley T.S. Choi left the meeting at this point.]

Deliberation Session

64. The Chairman recapitulated that the applicant proposed to rezone the Site from "CDA" to "C(1)" for commercial development. While the planning intention of the subject "CDA" at Yau Tong Bay was for comprehensive development/redevelopment of the area, such planning intention had already been achieved for Phases 1 and 2 development where the lease modification was in progress and the building plans were already approved in accordance with the approved MLP. The applicant of the current application had indicated no intention to develop the Site per the approved MLP, which proposed the development of a hotel block at the Site. Instead, the applicant proposed to redevelop the Site for commercial use with a maximum PR of 11 as per the existing IB and a maximum BH of 130mPD to accommodate the floor space aiming to create an iconic landmark. Given the various planning and design merits and unique planning background, the proposed BH of 130mPD

was not considered unacceptable. It should also be noted that the proposed 'Marina' was for illustrative purpose and did not form part of the indicative notional scheme under the current application.

65. Members in general had no objection to rezoning the Site from "CDA" to "C(1)" to facilitate redevelopment of the existing IB. Some Members supported the application as the proposed scheme would phase out a bulky IB/operation in the Yau Tong Bay area and facilitate the provision of a continuous PWP for public enjoyment, thereby promoting a more active and vibrant harbourfront. The proposed commercial use was also supported as it would create job opportunities.

66. A Member expressed reservation that the proposed rezoning might set an undesirable precedent whereby landowners could create planning gains to achieve commercial gain with a BH exceeding the OZP restriction. It might also encourage landowners to propose rezoning for individual site which departed from the planning intention of a "CDA" zone. Besides, the proposal would depart from the general urban design guidelines for a stepped BH profile with lower buildings along the waterfront and taller buildings inland.

67. The Chairman reiterated that the subject application was a special case with unique site circumstances and planning background. Any future rezoning proposals would be considered on a case-by-case basis. In view of Members' concern, the Committee could partially agree to the rezoning of the Site to "C(1)" subject to BH of 120mPD and impose appropriate development restrictions in the Notes of the OZP which PlanD would further examine in detail before proposing amendments to the OZP for the Committee's consideration. Opportunity would also be taken to review the adjoining land uses in light of the latest implementation progress and the outcome of relevant planning application(s).

68. After deliberation, the Committee decided to partially agree to the application and appropriate development restrictions such as a PWP of not less than 20m in width should be imposed for the proposed "C(1)" zone subject to BH of 120mPD. The proposed amendments to the Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan, together with its revised Notes and ES, would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

[Messrs Franklin Yu, Paul Y.K. Au and Ryan M.F. Choy, and Ms Sandy H.Y. Wong left the meeting during deliberation.]

[Mr Ricky W.Y. Yu and Miss Queenie Y.C. Ng left the meeting at this point.]

~~**Tsuen Wan and West Kowloon District**~~

[Ms Jessica Y.C. Ho and Mr W.C. Lui, Senior Town Planners/Tsuen Wan and West Kowloon (STPs/TWK), and Ms Annie S.W. Kong, Town Planner/Tsuen Wan and West Kowloon (TP/TWK), were invited to the meeting at this point.]

Agenda Item 5

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/K5/859 Proposed Shop and Services in "Other Specified Uses" annotated "Business (1)" Zone, Flat B (Portion), G/F, Ka Ming Court, 688 Castle Peak Road, Cheung Sha Wan, Kowloon
(MPC Paper No. A/K5/859)

Presentation and Question Sessions

69. With the aid of some plans, Ms Jessica Y.C. Ho, STP/TWK, briefed Members on the background of the application, the proposed use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

70. Members had no question on the application.

Deliberation Session

71. After deliberation, the Committee decided to approve the application, on the ~~terms of the application as submitted to the Town Planning Board. The permission should~~

General

[Ms Janet K.K. Cheung, District Planning Officer/Hong Kong, Ms Vivian M.F. Lai, District Planning Officer/Kowloon, Mr Derek P.K. Tse, District Planning Officer/Tsuen Wan and West Kowloon, Ms Kathy C.L. Chan, Senior Town Planner/New Territories District Planning Division Headquarters (STP/NTHQ) and Mr Brandon C.W. Hung, Town Planner/New Territories District Planning Division Headquarters (TP/NTHQ), were invited to the meeting at this point.]

Agenda Item 3

[Open Meeting]
Review of Sites Designated "Comprehensive Development Area" on Statutory Plans in the Metro Area for the Years 2023/2025
(MPC Paper No. 3/25)

7. With the aid of a PowerPoint presentation, Mr Brandon C.W. Hung, TP/NTHQ, introduced the background to the review of "Comprehensive Development Area" ("CDA") sites. According to the Town Planning Board Guidelines for Designation of "CDA" Zones and Monitoring the Progress of "CDA" Developments (TPB PG-No. 17A), a review of the "CDA" sites designated for more than 3 years should be conducted on a biennial basis to assist the Committee to monitor the progress of "CDA" developments. The last "CDA" Review was conducted in 2023.

8. Mr Brandon C.W. Hung, TP/NTHQ, further presented the results of the current review on "CDA" sites in the Metro Area, including the justifications for retention, review and rezoning of the "CDA" sites, as detailed in the Paper and made the following main points:

(a) since the last CDA Review, four "CDA" sites had been rezoned to various commercial and/or residential zonings;

(b) as at end March 2025, there were a total of 46 "CDA" sites in the Metro Area that had been designated for more than 3 years, which were covered

under the current review;

"CDA" Sites with No Valid Approved Master Layout Plan (MLP)

(c) 10 "CDA" sites had no valid approved MLP, and eight of which were proposed for retention. Four sites, including one in Central (H21), two in Kai Tak (K55 and K59) and one in Yau Tong (K59), were on government land pending land disposal subject to site availability and resolution of related development constraints. The other four sites under private ownership in Ma Tau Kok (K30), Hung Hom (K42) and Tsuen Wan (TW37 and TW38) were subject to traffic/environmental/visual impacts, infrastructural constraints and/or industrial/residential (I/R) interface issues;

(d) the remaining two sites were subject to on-going review. The Exhibition Centre Station site (H61) was intended primarily for convention and meeting facilities and other commercial related uses, together with railway station facilities, a public transport interchange (PTI) and other supporting facilities. While the Exhibition Centre Station and PTI had been developed and were in operation, the topside development of the "CDA" site, together with the sites in the north zoned "Other Specified Uses" annotated "Waterfront Related Commercial and Leisure Uses" and "Open Space" at the Pierside Precinct were being examined in the "Study on Topside Development above Exhibition Centre Station – Feasibility Study" (the Study) undertaken by the Civil Engineering and Development Department. The Study commenced in 2023 and the land use zoning of the "CDA" site would be considered pending the recommendation of the Study. For the site at the junction of Kowloon City Road and Ma Tau Kok Road (K31) under multiple ownership, which was commonly known as "13 Streets", the planning intention was to facilitate restructuring of dilapidated area of Ma Tau Kok, phasing out of non-conforming uses (such as vehicle repair workshops), and address possible I/R interface problems. As a large number of owners, tenants and business operators would be affected, the Development Bureau and Planning Department (PlanD) were assessing appropriate implementation mechanism to facilitate redevelopment of the

site;

"CDA" Sites with Approved MLP

(e) 36 "CDA" sites were with approved MLP, and 24 of which were proposed for retention to ensure implementation in accordance with the approved MLPs and fulfilment of approval conditions;

(f) there were seven sites previously agreed by the Committee for rezoning to appropriate zonings to reflect their as-built conditions when opportunity arose; and

(g) as the development in five sites had been completed, they were proposed to be rezoned to appropriate zonings to reflect their as-built conditions when opportunity arose. They included (i) the commercial development (known as Taikoo Place) in Quarry Bay (H19); (ii) the comprehensive commercial development with public transport terminus (known as AIRSIDE) in Kai Tak (K56); (iii) the comprehensive private residential development (known as Grand Victoria) in Cheung Sha Wan (CSW) (K65); (iv) the comprehensive hotel development (known as Townplace West Kowloon) in CSW (K66); and (v) the comprehensive private residential development (known as Montego Bay) in Yau Tong (K71).

[Mr Stanley T.S. Choi joined the meeting during PlanD's presentation.]

9. In response to a Member's question on the rationale for the proposed rezoning of the five "CDA" sites with completed developments, Ms Kathy C.L. Chan, STP/NTHQ, said that upon completion of the developments and compliance with all approval conditions, it had been the established practice to recommend rezoning the "CDA" sites to other appropriate zonings such as "Residential" and "Commercial" zones to reflect the as-built conditions. The Secretary supplemented that designation of "CDA" zone for a site was intended to achieve specific objectives such as facilitating urban renewal and restructuring of land uses in the old urban areas, providing opportunities for site amalgamation, achieving co-ordinated development to address environmental and infrastructural constraints and possible I/R

interface issues, etc. Under the "CDA" zone, an applicant had to submit a MLP for the proposed development for the approval of the Town Planning Board (the Board). If the developments were completed and all the approval conditions were complied with, rezoning the "CDA" sites to other appropriate zones would provide flexibility in subsequent modification of uses without the need for submission of a revised MLP. For instance, after rezoning a "CDA" site with completed residential development to "Residential (Group A)", there was no need to submit a revised MLP on any future change of uses that were always permitted on the lowest three floors of the building. The Chairperson remarked that in the past, there were cases where submission of a revised MLP was required for "CDA" sites with completed developments even if only minor amendments to the approved MLP were involved. The considerations for re-designation of "CDA" sites upon completion of development to appropriate zones to provide flexibility in the subsequent modifications of uses within the development were detailed in TPB PG-No. 17A.

10. Noting that some "CDA" zones had been designated for some years, such as the "13 Streets" site (K31), with no progress in implementation due to various issues that needed to be addressed including fragmented ownership as well as market conditions, the Vice-chairperson suggested that in the next "CDA" review presentation, information on the timelines could be included such as the number of years after designation for cases without development programme, so that Members could focus their discussion on these cases and consider whether any measures could be proposed for the Government's consideration to facilitate their development. The Chairperson said that such information could be highlighted in the next round of "CDA" review with focus on those that had been designated for a long time (in particular 30 years or more) without submission of planning application/implementation programme such that consideration should be given to exploring whether measures such as rezoning to other appropriate zonings could help expedite their development.

11. After deliberation, the Committee decided to:

(a) note the findings of the review of the sites designated "Comprehensive Development Area" ("CDA") on statutory plans in the Metro Area;

(b) agree to the proposed retention of the "CDA" designation for the sites

mentioned in paragraphs 4.1.1 and 4.2.1 and detailed at Appendices Ia and IIa of the Paper;

(c) note the sites which were subject to on-going review mentioned in paragraph 4.1.2 and detailed at Appendix Ib of the Paper;

(d) note the previous agreement of the Committee to rezone the sites mentioned in paragraph 4.2.2 and detailed at Appendix IIb of the Paper; and

(e) agree to the proposed rezoning of the sites mentioned in paragraph 4.2.3 and detailed at Appendix IIc of the Paper.

[The Chairperson thanked PlanD's representatives for attending the meeting. They left the meeting at this point.]

~~**Tsuen Wan and West Kowloon District**~~

[Mr Derek P.K. Tse, District Planning Officer/Tsuen Wan and West Kowloon, Mr Matthew H.H. Law, Senior Town Planner/Tsuen Wan and West Kowloon, and Mr H.Y. Wong, Town Planner/Tsuen Wan and West Kowloon (TP/TWK), were invited to the meeting at this point.]

Agenda Item 4

[Open Meeting]
Proposed Amendments to the Approved Cheung Sha Wan Outline Zoning Plan No. S/K5/39 (MPC Paper No. 4/25)

Presentation and Question Sessions

12. With the aid of a PowerPoint presentation, Mr H.Y. Wong, TP/TWK, briefed Members on the background of the proposed amendments to the approved Cheung Sha Wan

Provision of Major Community Facilities and Open Space
in the Kwun Tong District Council Area (Including Anderson Road Quarry (ARQ&))

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons#	81.11 ha	63.39	116.02	+34.91
Local Open Space	10 ha per 100,000 persons#	81.11 ha	122.32	147.00	+65.89
Secondary School	1 whole-day classroom for 40 persons aged 12-17# (assessed by Education Bureau (EDB) on a territorial-wide basis)	531 classrooms	939 classrooms	999 classrooms	+468 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11# (assessed by EDB on a district/school network basis)	871 classrooms	971 classrooms	1,061 classrooms	+190 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6#	339 classrooms	398 classrooms	492 classrooms	+153 classrooms
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	1	2	2	+1
Divisional Police Station	1 per 100,000 to 200,000 persons (assessed on a regional basis)	4	1	2	-2

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a regional/cluster basis)	4,633 beds	1,574 beds	2,134 beds	-2,499 beds[^]
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	8	5	8	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	1	1	1	0
Child Care Centre	100 aided places per 25,000 persons[#@] (assessed by Social Welfare Department (SWD) on a local basis)	3,244 places	578 places	1,666 places	-1,578 places[**]
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24[#] (assessed by SWD on a local basis)	6	13	14	+8
Integrated Family Services Centre	1 for 100,000 to 150,000 persons[#] (assessed by SWD on a service boundary basis)	5	7	8	+3
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above[#] (assessed by SWD)	N.A.	4	4	N.A.

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing[#] (assessed by SWD)	N.A.	21	25	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above[#*@] (assessed by SWD on a district basis)	4,955 places	2,237 places	2,985 places	-1,970 places[**]
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above[#@] (assessed by SWD on a cluster basis)	6,137 beds	2,536 beds	3,676 beds	-2,461 beds[**]
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6[#] (assessed by SWD on a district basis)	528 places	576 places	1,181 places	+653 places[**]
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above[#] (assessed by SWD on a district basis)	1,671 places	1,146 places	1,646 places	-25 places[**]
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above[#] (assessed by SWD on a cluster basis)	2,615 places	1,108 places	1,708 places	-907 places[**]

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Community Rehabilitation Day Centre	1 centre per 420,000 persons[#] (assessed by SWD on a district basis)	2	1	1	-1
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons[#] (assessed by SWD on a district basis)	3	2	2	-1
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons[#] (assessed by SWD on a district basis)	3	2	2	-1
Community Hall	No set standard	N.A	9	10	N.A
Library	1 district library for every 200,000 persons[π] (assessed on a district basis)	4	6	8	+4
Sports Centre	1 per 50,000 to 65,000 persons[#] (assessed on a district basis)	12	9	11	-1
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons[#] (assessed on a district basis)	3	1	1	-2
Swimming Pool Complex – standard	1 complex per 287,000 persons[#] (assessed on a district basis)	2	1	1	-1

Notes:
Facilities and open space figures of all OZPs (S/K13/33, S/K14N/15, S/K14S/26, S/K15/27 and S/K22/8(part)) within Kwun Tong DC district are included.
The planned resident population in Kwun Tong District (including ARQ) is about 811,100. If including transients, the overall planned population is about 842,500. All population figures have been adjusted to the nearest hundred.

Remarks:

The requirements exclude planned population of transients.

^ The deficit in provision under HKPSG is based on the Kwun Tong District Council planned population while Health Bureau (HHB) / Hospital Authority (HA) adopts a wider spatial context in the assessment and plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. Under the on-going First Hospital Development Plan (HDP) and the second HDP currently under planning, the Government and HA will implement hospital development projects to provide additional beds and other medical facilities in order to meet the anticipated service demand.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate.

π Small libraries are counted towards meeting the HKPSG requirement.

& ARQ falls within Sai Kung DC.

** The deficit in provision is based on District Council planned population while the SWD adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

OCTOBER 2025