



PLANNING LIMITED
規劃顧問有限公司

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By Hand

Our Ref: S3061/KYS/22/001Lg

30 June 2022

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

Dear Sir/Madam,

**Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height Restrictions in
"Comprehensive Development Area (2)" Zone and an Area shown as 'Road' at
Kai Yuen Street, North Point
(Amendments to Approved Master Layout Plan)
- S16 Planning Application -**

On behalf of the Applicant, Chief Lead Limited, we submit herewith 1 signed original copy of the Application Form No. S16-I, together with 70 copies of the Supporting Planning Statement, for the consideration of the Town Planning Board. A Site Location Plan, Particulars of a Development Proposal, an Authorization Letter, documentary proof of land ownership, copy of notification given to the "current land owners", a completed "Particulars of Applicant and Authorized Agent" and Checklist of Documents are also enclosed with this letter.

Meanwhile, should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8451 or Ms Kitty Wong at 3426 8452.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Pauline Lam

Encl.

cc. the Applicant & Team

PL/KW/vy

2022年 7月 2 0日
此文件在 收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 20 JUL 2022
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

2022年 7月 2 0日

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Form No. S16-I
表格第 S16-I 號

**APPLICATION FOR PERMISSION
UNDER SECTION 16 OF
THE TOWN PLANNING ORDINANCE
(CAP.131)**

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to proposals not involving or not only involving:
適用於建議不涉及或不祇涉及:**

- (i) **Construction of "New Territories Exempted House(s)";**
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas; and**
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展;及
- (iii) **Renewal of permission for temporary use or development in rural areas**
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:
https://www.info.gov.hk/tpb/en/plan_application/apply.html

申請人如欲在本地報章刊登申請通知,以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟,請瀏覽以下網址有關在指定的報章刊登通知:
https://www.info.gov.hk/tpb/tc/plan_application/apply.html

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期,其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足,請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/48/435
	Date Received 收到日期	20 JUL 2022

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

Chief Lead Limited (翠領有限公司)

2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☒ Company 公司 / ☐ Organisation 機構)

KTA Planning Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Land falling within "Comprehensive Development Area (2)" Zone and an area shown as 'Road' at Kai Yuen Street, North Point
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<p>17,750 ("CDA(2)" zone and 'Road' area) 15,300 ("CDA(2)" zone area only)</p> <p><input checked="" type="checkbox"/> Site area 地盤面積 sq.m 平方米 <input checked="" type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Gross floor area 總樓面面積 124,535 sq.m 平方米 <input checked="" type="checkbox"/> About 約</p>
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	2,450 ('Road' area) sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved North Point Outline Zoning Plan No. S/H8/26
(e) Land use zone(s) involved 涉及的土地用途地帶	"Comprehensive Development Area (2)" and 'Road'
(f) Current use(s) 現時用途	<p>Eastern Portion of the "CDA(2)" Zone: Phase 1 Development Site is currently occupied by the as-built residential development namely Fleur Pavilia</p> <p>Western Portion of the "CDA(2)" Zone: Phase 2A Development Site is currently vacant; and Phase 2B Development Site is currently occupied by residential buildings (Please refer to Section 2 of the Supporting Planning Statement)</p> <p>(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area)</p> <p>(如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)</p>

4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 -

- ☐ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☒ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☐ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

- ☐ The application site is entirely on Government land (please proceed to Part 6).
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

5. Statement on Owner's Consent/Notification.

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 28/06/2022 & 29/06/2022 (DD/MM/YYYY), this application involves a total of more than 781 "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)"[#].
已取得 名「現行土地擁有人」[#]的同意。

Details of consent of "current land owner(s)" [#] obtained 取得「現行土地擁有人」 [#] 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has notified "current land owner(s)"#
已通知 名「現行土地擁有人」#。

Details of the "current land owner(s)"# notified 已獲通知「現行土地擁有人」#的詳細資料

No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has taken reasonable steps to obtain consent of or give notification to owner(s):
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on _____ (DD/MM/YYYY)#&
於 _____ (日/月/年)向每一名「現行土地擁有人」#郵遞要求同意書&

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☒ published notices in local newspapers on 30/06/2022 (DD/MM/YYYY)&
於 _____ (日/月/年)在指定報章就申請刊登一次通知&
- ☒ posted notice in a prominent position on or near application site/premises on
30/06/2022 (DD/MM/YYYY)&
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知&
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on _____ (DD/MM/YYYY)&
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會&

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- ☐ Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☒ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)類申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 sq.m 平方米 <input type="checkbox"/> About 約		
	Non-domestic part 非住用部分 sq.m 平方米 <input type="checkbox"/> About 約		
	Total 總計 sq.m 平方米 <input type="checkbox"/> About 約		
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

(ii) For Type (ii) application 供第(ii)類申請

<p>(a) Operation involved 涉及工程</p>	<p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))</p>
<p>(b) Intended use/development 有意進行的用途/發展</p>	

(iii) For Type (iii) application 供第(iii)類申請

<p>(a) Nature and scale 性質及規模</p>	<p><input type="checkbox"/> Public utility installation 公用事業設施裝置</p> <p><input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置</p> <p>Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度</p> <table border="1" data-bbox="499 1366 1449 1865"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table> <p>(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)</p>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											

(iv) For Type (iv) application 供第(iv)類申請

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☒ Plot ratio restriction From 由 8 to 至 8.14 (for the entire "CDA(2)" zone)
地積比率限制
- ☐ Gross floor area restriction From 由sq. m 平方米 to 至sq. m 平方米
總樓面面積限制
- ☐ Site coverage restriction From 由% to 至 %
上蓋面積限制
- ☒ Building height restriction From 由m 米 to 至 m 米
建築物高度限制
(for Phase 2A Development Site only) From 由 130 mPD 米 (主水平基準上) to 至 145.4mPD 米 (主水平基準上)
From 由 storeys 層 to 至 storeys 層
- ☐ Non-building area restriction From 由m to 至 m
非建築用地限制
- ☐ Others (please specify)
其他 (請註明)

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development
擬議用途/發展

Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height Restrictions
(Amendments to Approved Master Layout Plan)

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表 (Please refer to Table 4.2 of the Supporting Planning Statement)

- Proposed gross floor area (GFA) 擬議總樓面面積 124,535 [#] sq.m 平方米 ☒ About 約
- Proposed plot ratio 擬議地積比率 8.14 [#] ☒ About 約
- Proposed site coverage 擬議上蓋面積 Not more than 33.3 % ☐ About 約
- Proposed no. of blocks 擬議座數 Phase 1: 3 nos.; Phase 2A: 1 no.; Phase 2B: 4 nos.
- Proposed no. of storeys of each block 每座建築物的擬議層數 * Phase 1: 28; Phase 2A: 31; Phase 2B: 30
..... storeys 層
- ☐ include 包括 storeys of basements 層地庫
☒ exclude 不包括 storeys of basements 層地庫
Phase 1: 3; Phase 2A: 2; Phase 2B: 4
- Proposed building height of each block 每座建築物的擬議高度 Phase 1: Not more than 125.6mPD (as-built) ☐ About 約
Phase 2A: Not more than 145.4mPD ☐ About 約
Phase 2B: Not more than 127.1mPD

Notes:

[#] Including a bonus GFA of about 2,135 m² to be claimed under B(P)R in Phase 2A Development Site subject to BA's approval at a later stage

* Including entrance lobby, recreational facilities and excluding carpark and/or vehicular entrance

☒ Domestic part 住用部分 (including a bonus GFA of about 2,135 m² to be claimed under B(P)R in Phase 2A Development Site subject to BA's approval at a later stage) 124,535 sq. m 平方米 ☒ About 約
 GFA 總樓面面積 Phase 1: 611 nos. / Phase 2A: 310 nos. / Phase 2B: 540 nos.
 number of Units 單位數目
 average unit size 單位平均面積 85.2 sq. m 平方米 ☒ About 約
 estimated number of residents 估計住客數目 Phase 1: 1,833 nos. / Phase 2A: 899 nos. / Phase 2B: 1,566 nos.

☐ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆

..... sq. m 平方米 ☐ About 約

☐ hotel 酒店

..... sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目)

☐ office 辦公室

..... sq. m 平方米 ☐ About 約

☐ shop and services 商店及服務行業

..... sq. m 平方米 ☐ About 約

☐ Government, institution or community facilities

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

政府、機構或社區設施

.....

☐ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....

☒ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☒ private open space 私人休憩用地

Phase 1: Not less than 2,124 m² (as-built) sq. m 平方米 ☒ Not less than 不少於

☐ public open space 公眾休憩用地

Phase 2A: Not less than 899 m² sq. m 平方米 ☐ Not less than 不少於

Phase 2B: Not less than 1,566 m² sq. m 平方米 ☐ Not less than 不少於

(c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

(Please refer to Section 4 and Appendix 2 (Architectural Drawings) of the Supporting Planning Statement)

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Phase 1 (T1-T3) Phase 2A (T1)	As-built B1/F - B2/F G/F P1/F - P2/F 1/F - 28/F	As-built Basement Carpark Entrance Lobby / Residents' Clubhouse / L/UL / Pick-up/Drop-off Area / E&M Residents' Clubhouse / Landscaped Podium / E&M Residential Units 28 domestic storeys above 1 level of landscaped podium and 1 level of residents' clubhouse, 2 levels of basement carpark and 1 level for E&M facilities and 1-level of shuttle lift lobby
Phase 2B (T2-T5) (Future Phase)		

(d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

.....
 Private Open Space, Landscaped Garden, Swimming Pool and Circulation Area

.....

7. Anticipated Completion Time of the Development Proposal 擬議發展計劃的預計完成時間

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)
擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例：2023 年 6 月)
(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))
(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

Phase 1: Completed

Phase 2A: End of Year 2024

Phase 2B (Future Phase): Year 2027

8. Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行车通道安排

<p>Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))</p> <p>Kai Yuen Street</p> <p><input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度)</p> <p><input type="checkbox"/></p>																																								
<p>Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示</p> <table border="1"> <thead> <tr> <th></th> <th>Phase 1</th> <th>Phase 2A</th> <th>Phase 2B (Future Phase)</th> </tr> </thead> <tbody> <tr> <td>Private Car Parking Spaces 私家車車位</td> <td>144</td> <td>76 (incl. 2 accessible car parking spaces)</td> <td>250 (incl. 4 accessible car parking spaces)</td> </tr> <tr> <td>Motorcycle Parking Spaces 電單車車位</td> <td>8</td> <td>6</td> <td>20</td> </tr> <tr> <td>Light Goods Vehicle Parking Spaces 輕型貨車泊車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Parking Spaces 中型貨車泊車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Parking Spaces 重型貨車泊車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Visitor Car Parking Spaces</td> <td>3</td> <td>5</td> <td>20</td> </tr> </tbody> </table> <p><input type="checkbox"/></p>		Phase 1	Phase 2A	Phase 2B (Future Phase)	Private Car Parking Spaces 私家車車位	144	76 (incl. 2 accessible car parking spaces)	250 (incl. 4 accessible car parking spaces)	Motorcycle Parking Spaces 電單車車位	8	6	20	Light Goods Vehicle Parking Spaces 輕型貨車泊車位				Medium Goods Vehicle Parking Spaces 中型貨車泊車位				Heavy Goods Vehicle Parking Spaces 重型貨車泊車位				Others (Please Specify) 其他 (請列明)				Visitor Car Parking Spaces	3	5	20								
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<p>Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？</p>	<p>Yes 是</p> <p>No 否</p>	<p><input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示</p> <table border="1"> <thead> <tr> <th></th> <th>Phase 1</th> <th>Phase 2A</th> <th>Phase 2B (Future Phase)</th> </tr> </thead> <tbody> <tr> <td>Taxi Spaces 的士車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Coach Spaces 旅遊巴車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Light Goods Vehicle Spaces 輕型貨車車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Medium Goods Vehicle Spaces 中型貨車車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Heavy Goods Vehicle Spaces 重型貨車車位</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>L/UL Bay (3.5m x 11m) (1 bay per block)</td> <td>3</td> <td>1</td> <td>4</td> </tr> <tr> <td>Pick-up / Drop-off / Taxi Lay-by</td> <td>1</td> <td>2</td> <td>1</td> </tr> <tr> <td>L/U for Refuse Collection Vehicle</td> <td>1</td> <td>N/A</td> <td>1</td> </tr> </tbody> </table> <p><input type="checkbox"/></p>		Phase 1	Phase 2A	Phase 2B (Future Phase)	Taxi Spaces 的士車位				Coach Spaces 旅遊巴車位				Light Goods Vehicle Spaces 輕型貨車車位				Medium Goods Vehicle Spaces 中型貨車車位				Heavy Goods Vehicle Spaces 重型貨車車位				Others (Please Specify) 其他 (請列明)				L/UL Bay (3.5m x 11m) (1 bay per block)	3	1	4	Pick-up / Drop-off / Taxi Lay-by	1	2	1	L/U for Refuse Collection Vehicle	1	N/A	1
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9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是 No 否</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p><input checked="" type="checkbox"/></p>																																				
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 No 否</p>	<p><input checked="" type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/> Excavation of land 挖土 (Phase 2A Development Site) Area of excavation 挖土面積...2,322..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 Depth of excavation 挖土深度18.....m 米 <input checked="" type="checkbox"/> About 約 (approximate subject to detail design)</p> <p><input type="checkbox"/></p>																																				
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?</p>	<p>On environment 對環境 On traffic 對交通 On water supply 對供水 On drainage 對排水 On slopes 對斜坡 Affected by slopes 受斜坡影響 Landscape Impact 構成景觀影響 Tree Felling 砍伐樹木 Visual Impact 構成視覺影響 Others (Please Specify) 其他 (請列明)</p> <p>.....</p> <p>.....</p>	<table border="0"> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Yes 會</td> <td><input type="checkbox"/></td> <td>No 不會</td> <td><input checked="" type="checkbox"/></td> </tr> </table>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>	Yes 會	<input type="checkbox"/>	No 不會	<input checked="" type="checkbox"/>
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<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to Appendix 5 (Landscape Master Plan) of the Supporting Planning Statement.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>																																						

10. Justifications 理由

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

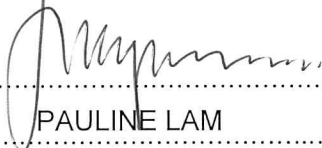
Please refer to the Supporting Planning Statement.

11. Declaration 聲明

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in an application to the Board and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.
本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature
簽署


PAULINE LAM

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Deputy Managing Director

Name in Block Letters
姓名（請以正楷填寫）

Position (if applicable)
職位（如適用）

Professional Qualification(s) ☒ Member 會員 / ☐ Fellow of 資深會員

專業資格

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會 /

☐ RPP 註冊專業規劃師

Others 其他

on behalf of
代表

KTA Planning Limited



☒ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期

30/06/2022

(DD/MM/YYYY 日/月/年)

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料：

Ash interment capacity 骨灰安放容量[@]

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

[@] Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置/地址	Land falling within "Comprehensive Development Area (2)" and an area shown as 'Road' at Kai Yuen Street, North Point		
Site area 地盤面積	17,750 ("CDA(2)" zone and 'Road' area) sq. m 平方米 <input checked="" type="checkbox"/> About 約 15,300 ("CDA(2)" zone area only) (includes Government land of 包括政府土地 2,450 sq. m 平方米 <input checked="" type="checkbox"/> About 約) ('Road' Area)		
Plan 圖則	Approved North Point Outline Zoning Plan No. S/H8/26		
Zoning 地帶	"Comprehensive Development Area (2)" and 'Road'		
Applied use/ development 申請用途/發展	Proposed Comprehensive Residential Development with Minor Relaxation of Plot Ratio and Building Height Restrictions (Amendments to Approved Master Layout Plan)		
(i) Gross floor area and/or plot ratio 總樓面面積及/或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	124,535 # <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	8.14 # <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	Phase 1: 3 nos. (as-built) Phase 2A: 1 no. Phase 2B (Future Phase): 4 nos.	
	Non-domestic 非住用		
	Composite 綜合用途		

Note:

Including a bonus GFA of about 2,135 m² to be claimed under B(P)R in Phase 2A Development Site subject to BA's approval at a later stage

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	Phase 1: 97.1m (as-built) Phase 2A: 115.55m (measured from mean formation level of 29.85mPD) m 米 Phase 2B: 105.1m <input checked="" type="checkbox"/> (Not more than 不多於) (measured from mean formation level of about 22mPD)
		Phase 1: 125.6mPD (as-built) mPD 米(主水平基準上) Phase 2A: 145.4mPD <input checked="" type="checkbox"/> (Not more than 不多於) Phase 2B: 127.1mPD
		Phase 1: 28 nos. (as-built) Storeys(s) 層 Phase 2A: 31 nos. <input type="checkbox"/> (Not more than 不多於) Phase 2B: 30 nos. (<input type="checkbox"/> Include 包括 <input checked="" type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input checked="" type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途	m 米 <input type="checkbox"/> (Not more than 不多於)
		mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
		Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) (<input type="checkbox"/> Include 包括 <input type="checkbox"/> Exclude 不包括 <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	Not more than 33.3 % <input type="checkbox"/> About 約	
(v) No. of units 單位數目	Phase 1: 611 nos. (as-built) Phase 2A: 310 nos. Phase 2B (Future Phase): 540 nos.	
(vi) Open space 休憩用地	Private 私人	Phase 1: Not less than 2,124 m ² (as-built) Phase 2A: Not less than 899 m ² sq.m 平方米 <input checked="" type="checkbox"/> Not less than 不少於 Phase 2B: Not less than 1,566 m ²
	Public 公眾	Nil sq.m 平方米 <input type="checkbox"/> Not less than 不少於

		Phase 1	Phase 2A	Phase 2B
(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	155	87	290
	Private Car Parking Spaces 私家車車位	144	76 (inc. 2 accessible car parking spaces)	250 (inc. 4 accessible car parking spaces)
	Motorcycle Parking Spaces 電單車車位	8	6	20
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位			
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位			
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位			
	Others (Please Specify) 其他 (請列明)			
	Visitor Car Parking Spaces	3	5	20
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數			
	Taxi Spaces 的士車位			
	Coach Spaces 旅遊巴車位			
	Light Goods Vehicle Spaces 輕型貨車車位			
	Medium Goods Vehicle Spaces 中型貨車位			
	Heavy Goods Vehicle Spaces 重型貨車車位			
	Others (Please Specify) 其他 (請列明)			
	L/UL Bay (3.5m x 11m) (1 bay per block)	3	1	4
	Pick-up / Drop-off / Taxi Lay-by	1	2	1
	L/U for Refuse Collection Vehicle	1	N/A	1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

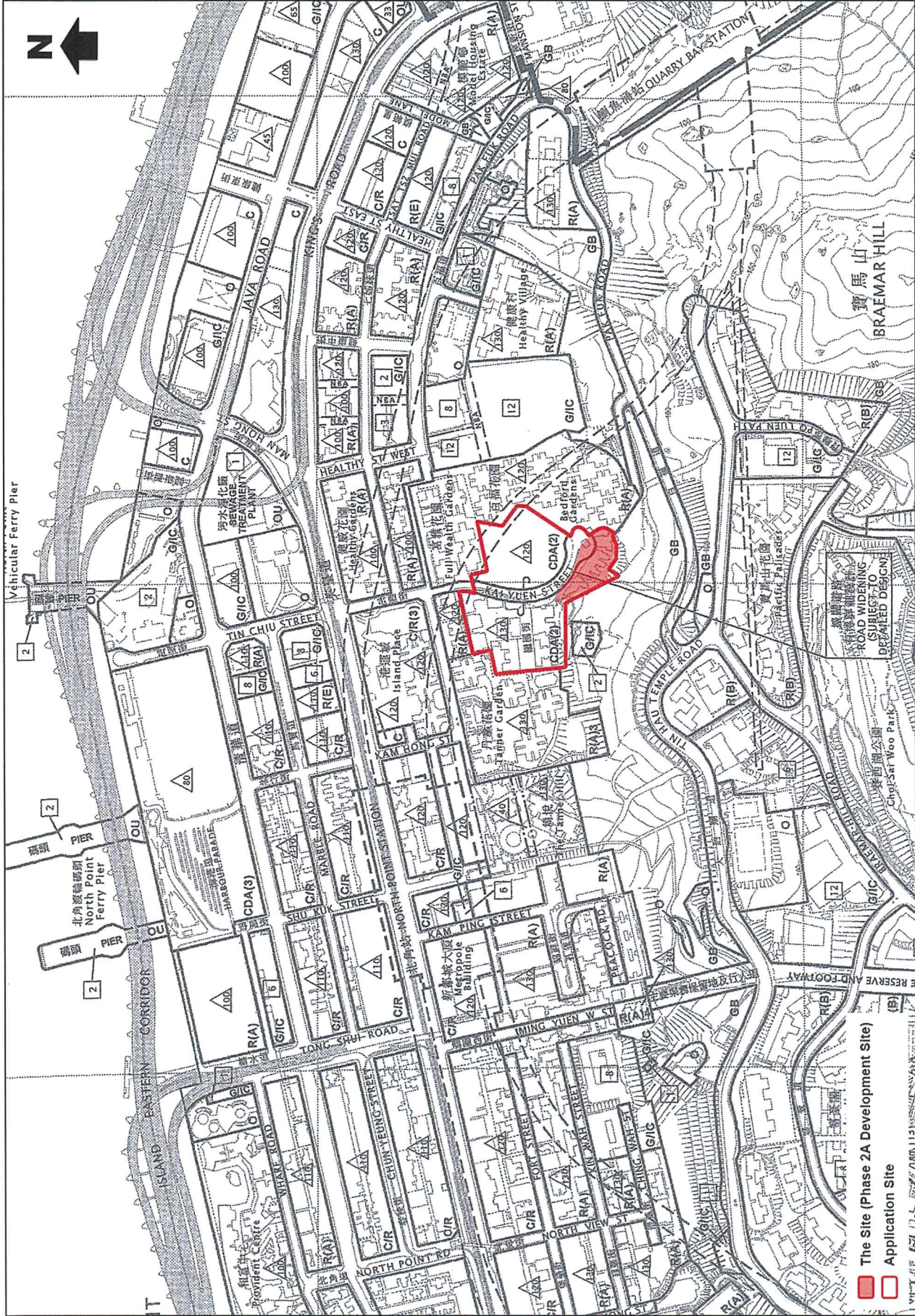
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Ventilation Assessment		

Note: May insert more than one '✓'. 註：可在多於一個方格內加上「✓」號

Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.

註：上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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PLANNING LIMITED
規劃有限公司

Site Location Plan

Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height
Restrictions in "Comprehensive Development Area (2)" Zone
and an Area shown as "Road" at Kai Yuen Street, North Point
(Amendments to Approved Master Layout Plan)
S16 Planning Application

Based on Approved North Point Outline
Zoning Plan No. S/H8/26

Scale: 1:4 000

Date: 29 June 2022

By Hand

Our Ref: S3061/KYS/22/011Lg

20 January 2023

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



PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
KOWLOON, HONG KONG
九龍觀塘海濱道133號
萬兆豐中心16樓K室
電話TEL (852) 3426 8451
傳真FAX (852) 3426 9737
電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height Restrictions in
"Comprehensive Development Area (2)" Zone and an Area shown as 'Road' at
Kai Yuen Street, North Point
(Amendments to Approved Master Layout Plan)
(Planning Application No. A/H8/435)**

- Submission of Final Consolidated Supporting Planning Statement -

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board ("TPB") on 3 February 2023.

We submit herewith the Final Consolidated Supporting Planning Statement (Volumes 1 and 2) containing the most up-to-date information (including the most updated technical assessments that have already had the in-principle agreement by relevant Government Departments during the Further Information submissions) and all previously submitted responses-to-comments tables to facilitate the TPB's ease of reference and consideration.

Should you have any queries in relation to the attached, please do not hesitate to contact the undersigned at 3426 8452.

Many thanks for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Kitty Wong

RECEIVED
2023 JAN 20 A 10:34
TOWN PLANNING BOARD

Encl. Final Consolidated Supporting Planning Statement (Volumes 1 and 2) – 35 hardcopies

cc. DPO/HK – Mr Dino Tang (by Hand) w/ 1 copy
Applicant

PL/KW/ny



PLANNING LIMITED

規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 Hoi Bun Road, Kwun Tong
Kowloon, Hong Kong

九龍觀塘海濱道133號
萬兆豐中心16樓K室

電話TEL (852) 3426 8451

傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

By Email

Our Ref: S3061/KYS/22/004Lg

31 August 2022

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

Dear Sir/Madam,

**Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height Restrictions in
“Comprehensive Development Area (2)” Zone and an Area shown as ‘Road’ at
Kai Yuen Street, North Point
(Amendments to Approved Master Layout Plan)
- Planning Application No. A/H8/435 -**

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board (“TPB”) on 9 September 2022 and the comments of relevant Government Departments received via emails from Hong Kong District Planning Office during the period from 15 to 25 August 2022.

Having reviewed the departmental comments received regarding the captioned Planning Application, the Applicant would require additional time to prepare Further Information including the preparation of a revised Air Quality Impact Assessment to address these comments. As such, the Applicant sincerely requests a 2-month deferral of the TPB decision on this Planning Application.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned or Ms Pauline Lam at 3426 8451.

Thank you for your kind attention.

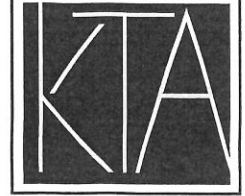
Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Kitty Wong

cc. DPO/HK – Mr Dino Tang (by Email)
Applicant & Team

PL/KW/vy





PLANNING LIMITED
規劃顧問有限公司

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傳真FAX (852) 3426 9737

電郵EMAIL kta@ktaplanning.com

By Email

Our Ref: S3061/KYS/22/009Lg

19 December 2022

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

Dear Sir/Madam,

**Proposed Comprehensive Residential Development with
Minor Relaxation of Plot Ratio and Building Height Restrictions in
“Comprehensive Development Area (2)” Zone and an Area shown as ‘Road’ at
Kai Yuen Street, North Point
(Amendments to Approved Master Layout Plan)
- Planning Application No. A/H8/435 -**

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board (“TPB”) on 23 December 2022 and the comments of Transport Department (“TD”) received via email from Hong Kong District Planning Office on 14 December 2022.

Having reviewed the comments from TD regarding the captioned Planning Application, the Applicant would require additional time to prepare Further Information to address the comments on the proposed Gyratory Scheme. As such, the Applicant sincerely requests a 1-month deferral of TPB’s decision on this Planning Application.

Should you have any queries in relation to the above, please do not hesitate to contact the undersigned or Ms Pauline Lam at 3426 8451.

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED



Kitty Wong

cc. DPO/HK – Mr Dino Tang (by Email)
Applicant & Team

PL/KW/vy



Comments of the District Lands Officer/Hong Kong East, Lands Department

- (a) The site area stated in the supplementary planning statement (SPS) is subject to survey. The total GFA may have to be adjusted on the basis of the surveyed area.

Phase 2A Development

- (b) Phase 2A comprises various section and sub-sections of IL 5044. Apart from the non-offensive trades clause, the lease conditions governing IL 5044 requires the keeping and maintenance of “one or more messuages or dwelling houses”. Besides, the design of the exterior elevations and the disposition and height of any building are subject to approval.
- (c) The site area stated in the SPS has not been checked. The applicant should ensure that the proposed development is entirely within the lots and would not in any event encroach onto the adjoining government land. The applicant is advised to refer to LandsD LAO PN Issue Nos. 4/2008 and 1/2017 in this respect.
- (d) As stated in the SPS, the total domestic GFA for Phase 2A has taken into account bonus to be claimed under the B(P)R in return for dedication/surrender of the areas for road widening purposes at Kai Yuen Street. This should be subject to comments and agreement of the relevant departments including BD, TD and HyD.

Phase 2B Development

- (e) Phase 2B comprises various section and sub-sections of IL 5044 and IL 2168, and adjoining unleased and unallocated Government land. Apart from the “non-offensive trades clauses” and “rate and range” clauses, the lease conditions governing IL 2168 restrict the lot to be used for erection of not more than four houses and the height of any building should not exceed 30 feet. The lease conditions governing IL 2168 were subsequently modified by a letter dated 21.3.1957 (including an extension) in respect of IL 2168 sA and RP at that time; a letter dated 12.11.1958 in respect of IL 2158 RP at that time; and a letter dated 14.3.1962 for an extension of to IL 2168 sC. The modified conditions contain, among others, restrictions on varying maximum roofed-over area for different building height (in terms of number of storeys), user (e.g. private residential purposes only), parking provisions, etc.

Comments of the Head of the Geotechnical Engineering Office, Civil Engineering and Development Department

- (a) The applicant is reminded to submit a detailed geotechnical submission for the proposed development to the BD under the provision of Buildings Ordinance and he shall provide further geotechnical comments when the submission is received.
- (b) It is noted that the submitted GPRR is prepared for IL 5044 (Phase 2A development) only. The applicant is reminded that the Phase 2B development is also overlooked by natural terrain and a NTHS shall also be carried out for the Phase 2B development when the development proceeds, as included in the approval conditions of both application nos. A/H8/401 and A/H8/401-2. Furthermore, part of the Phase 2B development site is located within the MTRC protection zone, any proposed development works shall comply with PNAP APP-24.

Comments of the Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department

- (a) The applicant's attention is drawn to the following:
 - (i) the applicant is reminded to comply with the pre-requisites and the sustainable building design guidelines as stipulated in PNAP APP-151 and 152 for Phase 2A and 2B developments which are self-sustainable under BO if GFA exemption is applied for the green/amenity features and non-mandatory/non-essential plant rooms; and
 - (ii) high headroom of G/F and Podium 2 level shall be justified.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

220727-143248-21350

提交限期

Deadline for submission:

16/08/2022

提交日期及時間

Date and time of submission:

27/07/2022 14:32:48

有關的規劃申請編號

The application no. to which the comment relates:

A/H8/435

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Tinner

意見詳情

Details of the Comment :

支持香港發展，善用土地，向高發展別浪費。

5.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角海華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H8/435

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

此申請放寬地積比率及物業高度限制，若獲批准將會增加此段繼園街的車流量，造成長期難解的交通阻塞因素。因此本法團強烈反對放寬。除非常局能於繼園街百福花園後的百福道打通，使繼園街的車流能夠通過百福花園進出百福道，本法團始能支持此申請。

「提意見人」姓名名稱 Name of person/company making this comment

簽署 Signature

日期 Date

1-8-2022

繼園街38-40號業主法團
法團主席 張百敏

致 城市規劃委員會秘書：



10

有關的規劃申請編號 A/H8/435 - 申請人提交的進一步資料

意見詳情：

規劃署將北角繼園街劃為「綜合發展區(2)」,原意發展舊區,令區內居住環境得以改善及充份利用地積比率增加房屋供應.

雖然本 關注組在回覆早期諮詢時,曾指出繼園街重建項目必須在全面收購後,才可進行重建工作.可惜意見未被採納,導致發展商 新世界收購繼園上下里建成柏蔚山後,無意發展如下地段.

事隔十年,另有發展商見有利可圖,將原本 新世界建議的會所改變為 310 個單位及 87 個車位的建築物 2A.

關注組支持舊區重建,但任由發展商祇在有利可圖情況下,選擇性部份重建.令致規劃署原本整體規劃支離破碎,失去重建初衷.

關注組建議貴會如果批准申請時,必須加入條款命令發展商需同步重建 2A 及 2B 部份.否則,餘下的 2B 部份,將不會有發展商有意重建.正如現時的申請受到柏蔚山住戶的強烈反對情況,再加上將來 2A 的住戶.如下地段重建難度加大,更難吸引發展商有意重建.

「提意見人」姓名：北角繼園街重建關注組

簽署：



日期：2022 年 8 月 2 日

16

☐ Urgent ☒ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi



**Objection to application no. A/H8/435 - Comprehensive Development Area (2)
zone at Kai Yuen Street, North Point**
10/08/2022 13:00

From: [REDACTED]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: [REDACTED]
File Ref:

1 attachment

PDF

Objection Letter to Town Planning Board_10Aug22.pdf

Dear Sir/Madam,

Attached please find my client's objection letter of the application A/H8/435 about the Comprehensive Development Area (2) zone at Kai Yuen Street, North Point.

Please acknowledge receipt of this email. Thanks.

Regards,
Stanley

Stanley Wong
Solicitor (Practising), CPA (Practising)

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

Re: A/H8/435

Date: 10th August, 2022

Dear Sir/Madam

Objection Letter to A/H8/435

I am strongly disagreed the Proposed Comprehensive Residential Development with minor relaxation of plot ratio and building height restrictions at Kai Yuen Street, North Point.

The site falls within the "Comprehensive Development Area (2)" that was approved on 12 February 2010 to build a standalone residents' clubhouse. The property developers have proposed to change their plan, but it is infeasible due to the road condition of Kai Yuen Street. Besides, it is immoral for the property developers to do so because the clubhouse plan seemed to please the government bodies to approve the Phase I Development Site in the eastern portion and also to attract potential buyers. Now, it became 3 towers of residential building named Fleur Pavilia. It is unfair and no safeguard to the existing residents of Fleur Pavilia.

Just happened this month (2nd August 2022). The gas pipes broken under the Tanner Road which needed an emergency repaired for five days or more. It affected the roads users in an intersection (i.e., Tanner Road, Kai Yuen Street, Kai Yuen Terrace, and Tsat Taz Mui Road). Some roads were stopped to used and the drivers needed to change their routes. Shuttle bus service of Fleur Pavilia has been stopped in the afternoon on 2nd August 2022 due to re-design of road used caused by the incident. The intersection became very busy and congested.

The broken pipes always happened in Kai Yuen Street, there either had no fresh water supplied or no toilet water supplied not less than 8 times within 1.5 years (counted from March 2021 to July 2022) in Fleur Pavilia. It took time to repair which

severely affected the living of the residents in Kai Yuen Street. Apparently, the pipes facilities in Kai Yuen Street were obsolescence and cannot support a property development. Besides, an emergency maintenance will further increase the burden of Kai Yuen Street as at least one way of the road must be blocked for repair. Herewith attached some photos showing the repairing works in Kai Yuen Street and Tanner Road.

Moreover, there is a severe flooding of drainage in Kai Yuen Street in a heavy raining day. The water flooding from the drainage just beside the pavement and rush out on the road. Large volume of rain also rushing out along the Kai Yuen Street in a heavy raining day. It is very dangerous and unacceptable. Even though the problems are fully aware but there is no improvement at the very beginning of the "Comprehensive Residential Development". There is no consideration mentioned in the said proposed plan as well. If a road repair happens at the same time in a heavy raining day, it definitely affects the safety of residents' living nearby in the Kai Yuen Street.

The said proposed building site is surrounded by many residential buildings. The nearby Bedford Garden and Fleur Pavilia have 12 blocks with 1,433 units and 3 towers with 611 units respectively. Besides, there are North Point View Mansion, King's Court, and Fortune Building. All of the residents are using the Kai Yuen Street daily. However, the Kai Yuen Street and its pavement is too narrow and uneven without handrail. It is too danger to be used by more than one pedestrian. So, the residents have no choice and most of the time are being forced to walk on the car road instead.

After completion of Fleur Pavilia residential buildings, the traffic of Kai Yuen Street has already overloaded. The said proposed projects will further provide 310 flats and definitely increase a significant number of people using the Kai Yuen Street. It makes the situation much worsen. A large number of people will further increase the traffic conditions in the intersection of Kai Yuen Street, Full Wealth Terrace, Tanner Road and Tsat Tsz Mui Road. The pavements of those streets are very narrow. Those streets are always busy and have many road users on each day, especially there are restaurants and shopping mall beside the intersection of Kai Yuen Street and Tsat Tsz Mui Road. There are a lot of people waiting in the streets for lunch on weekdays. There are a lot of students go home after school during the lunch time on weekdays. There are so many cars parking on those streets on weekdays. The goods delivery almost happens at the same time on weekdays. Besides, there are so many School buses

stop on road sides on weekdays. Most of the students are forced to walk on streets instead of pavement because there is insufficient space for them to use. (Please refer to the attached photos)

Apart from the significant numbers of residential buildings nearby, there are five primary schools located nearby as well. The original road design is not enough for today use. It is advised that the "Comprehensive Development Area (2)" zone should be planned together with a future development of the western part of Kai Yuen Street as a whole (i.e., Phase 2A and 2B according to the Gist of Development Proposal). It is unwise and unfair to approve the said project which is override the interest of all the existing residents and road users.

The whole projects of Kai Yuen Street are separated into three phases (Phase I, Phase 2A and Phase 2B). It is unfair to the existing residents to suffer sound pollution, air pollution and environment nuisance for a long period of time. Once the project has been approved. It will increase the traffic of Kai Yuen Street. Thus, it will increase the dangerous of using the road.

Herewith attach some photos showing that there are so many people (including a large number of pupils) using Kai Yuen Street together with a lot of cars drive-passed. There are a lot of private cars, lorries, vans, taxis, motorbikes go up and down all the time. The residents and domestic helpers always push and pull the baby carriages when they look after babies. They are always push and pull the trollies after shopping.

The proposed building located in a high-density housing area. It inevitably becomes a Walled building effect. It will block the sunlight and the air ventilation. It definitely results in higher temperature and increase the respiratory diseases of the residents. The Wall building effect is widely discussed and concerned by the society for years. The government and the Town Planning Board have the responsibility to protect the health of the residents. Now, it is the time for the Town Planning Board to scrutinize the feasibility to build extra 310 flats under the existing capacity of Kai Yuen Street. The too aggressive proposal from the property developer will harm the benefit and most importantly, the health of the existing residents. It is evidence that during the virus pandemic (Covid-19), people are easily be infected due to too closed living environment. It ultimately transfers the cost to the government.

The crucial point is that only the whole development of the projects, which are

including Phase 2A and Phase 2B development, can provide a clear picture and feasible solution on the existing problem of Kai Yuen Street. It is unfair and dangerous to approve the said project by phases. It is because the property developers can change their proposal after completion by phase, and the road situation remains the same. It is unfair and dangerous to the existing residents and the road users of Kai Yuen Street.

Yours faithfully

A handwritten signature in black ink, written in a cursive style, which reads "Gladys".

Gladys Lau









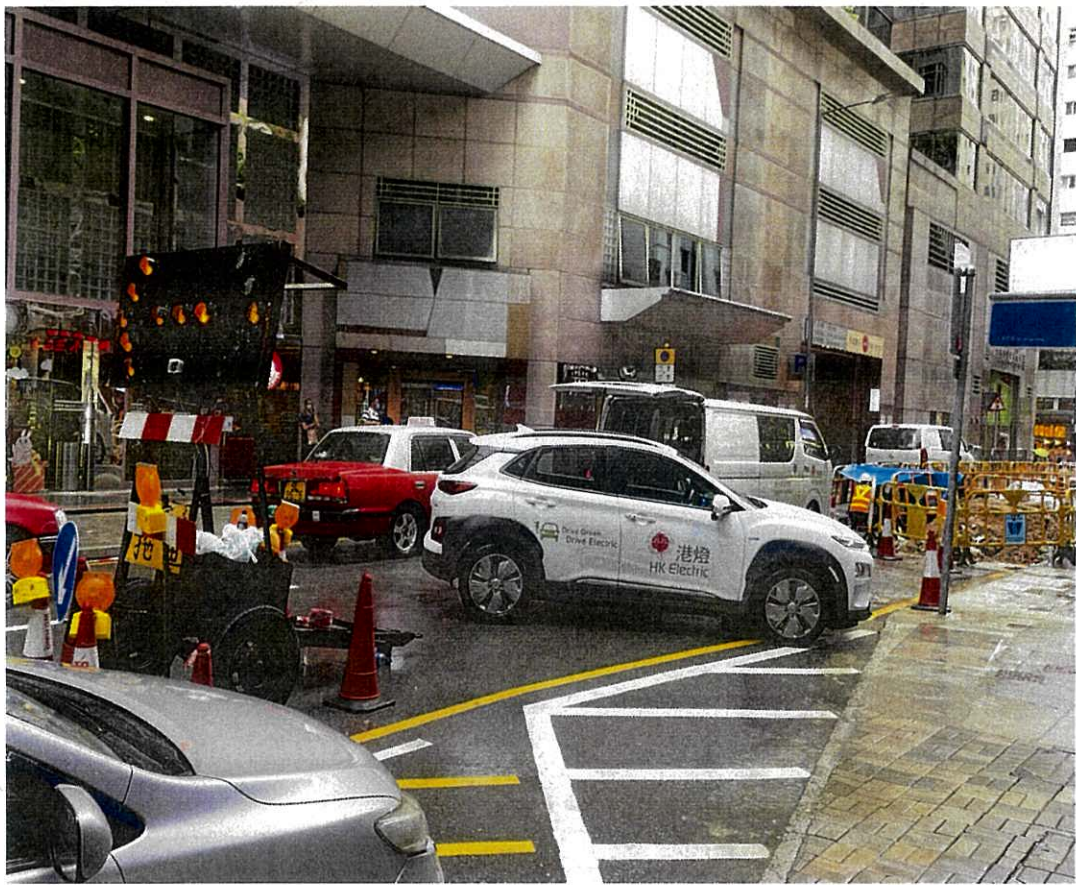












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Re: Application No. A/H8/435 - comments

16/08/2022 15:52

From:

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

File Ref:

1 attachment



2022 0816 Additional Information to TPB (6) pdf.pdf

16 August 2022

To Secretary, Town Planning Board,

Please see attached 15-page document of comments and submit to the TPB.

Regards,

The Incorporated Owners of Block F of North Point View Mansion

To: Secretary Town Planning Board,
15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
Email : tpbpd@pland.gov.hk

Re: Proposed Comprehensive Residential Development with Minor Relaxation of Plot Ratio and Building Height Restrictions (Amendments to an Approved Master Layout Plan)
Land falling within "Comprehensive Development Area (2)" zone and an area shown as "Road" at Kai Yuen Street, North Point (**Application No. A/H8/435**)

Dear Sirs,

We, The Incorporated Owners of Block F of North Point View Mansion, ASSERT OUR STRONG OBJECTION TO APPLICATION No. A/H8/435 for the following reasons, but not limited to.

Any proposed improvements to the junction at the bottom of Kai Yuen Street roadway cannot resolve the congested substandard conditions of the narrow, steep Kai Yuen Street roadway and including the narrow, stepped pedestrian walkway.

We reiterate the very important Town Planning Ordinance Cap. 131, which must be kept at the forefront of every application:

"To promote the health, safety, convenience and general welfare of the community by making provision for the systematic preparation and approval of plans for the lay-out of areas of Hong Kong as well as preparation and approval of plans for areas within which permission is required for development." (Amended 4 of 1991 s.2)

Collectively, we are long term owners and residents of Kai Yuen Street; what is referred to as "Phase 2B" in the A/H8/435 Application, which comprises of several residential low-rise buildings.

After viewing the Information submitted by the Applicant, "Chief Lead Ltd" we conclude the Applicant's proposals are unrealistic and totally unworkable, with their proposal of Phase 2A being developed at this time separate from Phase 2B.

The infrastructure is not able to support the existing local residential homes at present. Therefore, to attempt to build a complex of 310 units and 87 vehicle spaces and 3 loading bays to an already overloaded deteriorating infrastructure will surely exacerbate the situation.

Only when Phase 2A and Phase 2B are developed concurrently can the Applicant's proposed enhanced Master Layout Plan come to fruition. Whereby, the whole of the redevelopment site of Phase 2A and Phase 2B infrastructure would be totally replaced and upgraded to meet the future demands of such a large population of residents.

It is noteworthy, the very same Applicant previously submitted the same or similar information under Application No. A/H8/ 432. The documents currently submitted to the Town Planning Board (T.P.B.) in **Application No. A/H8/435** fall very short of the true reality at location.

Documentation of existing vital information of Kai Yuen Street Area is totally absent from the Applicant's submission, ie: the true road width measurements and pedestrian walkway width measurements at location. Without a doubt, it is totally impossible to widen either at this time and not until Phase 2A and 2B are developed together. Only then can the Applicant's widening proposal be implemented and become a reality.

The Applicant's submission shows the excavation of Phase 2A site to create 2 levels of underground parking. This involves the removal from Phase 2A construction site multiple tonnes of soil and debris several levels deep, so is of great concern to residents. The site is in very close proximity of the residential building of North Point View Mansion's "Dangerous Hillside" slope, so poses colossal safety risks to local residents and their properties. No substantial proposal to allay the residents' fears, was forthcoming from the Applicant in their submission. In addition, no substantial solution to the "Substandard Condition" and congestion of Kai Yuen Street narrow roadway and pedestrian walkway was submitted by the Applicant, which could be implemented at this time.

The Applicant refuses to accept the true reality of the dangers, limitations and impossibilities of the narrow steep road of Kai Yuen Street and the narrow-stepped pedestrian walkway running alongside. T.P.B. can note that local residents have submitted multiple detailed written submissions, including relevant photos to T.P.B., in direct response to the Applicant's 1st Application attempt of **A/H8/432**.

However, we now find the very same Applicant "Chief Lead Ltd." has indeed abandoned their 1st Application attempt of A/H8/432, after it received 5 rounds of public comments and justified grievances, including various Government Departments reviews.

The same Applicant has now submitted a totally NEW Application number of **A/H8/435**, thus allowing the same Applicant to shed and dispose of all the previous relevant public comments and public grievances, to enable **the same Applicant** a fresh start, using all their old information and reports with slight alteration.

We can see, in an effort to convince the T.P.B. and divert the attention from the reality of the constraints of the redevelopment location, the Applicant is now referencing and quoting from the Government's Policies on Increasing Housing Supply. It has to be said this Application involves luxury high end private homes and parking spaces, NOT public housing for low-income families.

The Applicant can submit a whole mound of Traffic Assessments, Air Ventilation, Geotechnical Planning, Environmental Impact Assessments Reports and so on. But everything comes back to the **FACT: THE ENTIRE LENGTH OF KAI YUEN STREET ROAD IS SUB-STANDARD. IT IS NARROW, STEEP AND ALREADY BADLY CONGESTED WITH PRIVATE VEHICLES AND THE APPLICANT'S OVERSIZED**

CONSTRUCTION TRUCKS (should Phase 2A proceed). THE NARROW-STEPPED WALKWAY FORCES PEDESTRIANS TO OVERFLOW ONTO TO THE ROAD AND ADDS TO THE CONGESTION.

Also refer to **Factor 2 on page 5** below for “sub-standard” details.

Note: In April 2021, the Applicant’s oversized construction trucks were operating at “Phase 2A” Demolition site, **without the required PERMIT**. As such they should not be on Kai Yuen Street roadway. **The above information is confirmed by Transport Department.**

The Applicant has only succeeded in bombarding the T.P.B. with pages and pages of numbers, charts, tables, graphs, plans and such. Collectively, all of the abovementioned assessments **do not reflect the true and accurate reality of the impacted neighbourhood and beyond.**

These self-serving assessments carried out by the Applicant’s employed Consultants, are questionable as to the accuracy and validity. It has to be said, the Applicant’s Consultants carrying out the assessments are only in the area for a limited time period. We, the residents and owners living in the Kai Yuen Street area, are truly qualified to give accurate, up-to-date assessments of the reality. Therefore, the Applicant’s self-serving submitted assessments are of very little relevance to their application and should be treated as such. Critical facts have been omitted by the Applicant. Therefore, it is a one-sided bias, distorted view point and totally disregards “**the health and safety, convenience and general welfare of the community**” living in Kai Yuen Street Area at present.

Reference to the Applicant claims made Existing Vegetation: -

2.3.1 *“No registered Old and Valuable Trees or rare/protected tree species are found within the Site and Phase 2B Development Site.”*

The building of North Point View Mansion is within (what the Applicant refers to as “Phase 2B”). We along with Blocks A, B, C, D, E and E1 Incorporated Owners, are responsible for the maintenance of HILLSIDE SLOPE FEATURE No. 11SE -A/CR97 (Sub-division No. 2), up to the land lot boundary line which meets the Government land. It is at this point a Banyan Tree (estimated to be over 100 years old) is located.

To confirm, the mentioned Banyan Tree is a Government Tree planted on Government Land. But the roots of this Banyan Tree have grown extensively and encroach into our Hillside Slope by several storeys.

The Applicant makes no reference to the existence of this “Old and Valuable Tree”. As such, there is no proposal for the preparation, protection and support measures to be carried out to this Banyan Tree during the “Phase 2B” future demolition. Planning proposals are required before the future demolition of the buildings of North Point View Mansion and King’s Court, and especially before any excavation of the Hillside Slope Feature No. 11SE-A/CR97.

For Documentation and to put on record: -

On 13th January 2021, Chairman of The Incorporated Owners of Block F of North Point View Mansion received a phone call to report that a group of people were trespassing on Block F privately owned land. These intruders were intercepted and asked to identify themselves and why they were trespassing on Block F private land. The intruders stated they had been employed by the Developers to document the trees.

The intruders then handed over their business card which read: *Trazy Kong, Assistant Project Manager, ADI Limited. Landscape Architecture, Urban Design, Master Planning.* Block F Incorporated Owners had not received a letter to request such visit, the intruders were told to leave Block F owners' private land lot. Therefore, the intruders do NOT have documentation of the Block F owners' large Tree standing several storeys high located on Block F private land lot. It has to be said, this privately owned tree is NOT self-planted by nature and is NOT documented in the Developer's "Existing Vegetation" list. This is yet another reason why we doubt and question the accuracy and validity of these assessments and reports carried out by "the Applicant's" employed Consultants.

The behaviour of the Applicant's employed consultants, **ADI Limited** is also very concerning due to their trespassing, unethical, disrespectful and unprofessional conduct. Block F Management Committee Member called ADI Limited office, who did confirm their company are indeed employed by the Developer and were sent to Kai Yuen Street on 13th January 2021. It was at this time, ADI Limited were reminded of the proper and correct procedures: to send a letter in advance to Block F Incorporated Owners stating the purpose of a visit. It has to be said, from 13th January 2021 to date, Block F Incorporated Owners has NOT received any such letter from ADI Limited or a letter of apology for their trespassing and nuisance caused.

For your consideration, the following facts and reality have been compiled in relation to the above captioned Application and are now presented to The Town Planning Board Members.

Factor 1: Kai Yuen Street, local roadway is the LIFELINE for ALL residents living in Kai Yuen Street Area and is the ONLY access road to the residential area.

The current usage of Kai Yuen Street roadway is as follows:

1.1 LIFELINE for the Elderly: "Healthy Elderly Home" on Kai Yuen Street is a nursing care home for the elderly. Their needs range from day time rehabilitation, pick-up/drop-off and escorted community bus services. Also, emergency vehicle ambulance access to the elderly care home, is essential.

- 1.2 LIFELINE for local Students and children:** School buses need to access Kai Yuen Street Area for the picking up and dropping off of young students. In addition, parents and helpers with young babies and toddlers who cannot use the stairs, have no other option but to push the baby stroller on the narrow, steep Kai Yuen Street roadway. This leaves them all totally exposed to heavy traffic in both directions.
- 1.3 LIFELINE for Sanitation:** Garbage trucks need to access ALL buildings located on Kai Yuen Street by roadway on a daily basis.
- 1.4 LIFELINE for EMERGENCY VEHICLES:** Police, Fire, Ambulance Services. 24-hour Kai Yuen Street Road Access is critical.
- 1.5 LIFELINE for Daily Essentials:** Delivery vans and delivery motorbikes bring food and household supplies to residents living on Kai Yuen Street.
- 1.6 LIFELINE for Residents Transportation Needs:** Residents' private cars or taxi pick-ups / drop offs access. Delivery Companies pick up and drop off of large household electrical items. Moving into or out of a Kai Yuen Street property, involves the entire household items to be moved by trucks via Kai Yuen Street roadway.
- 1.7 LIFELINE for Contractors Vehicles Access, to carry out Major Building Repairs and Construction works:** It is noteworthy, several buildings on Kai Yuen Street are issued with the Buildings Department Mandatory Building Inspection Scheme (M.B.I.S.). Construction and repair work to be carried out in the coming year.
- 1.8 LIFELINE for Contractors Vehicle Access, to carry out Dangerous Hillside Remedial Works:** Date is to be finalised by Buildings department in the dry season of the coming year.
- 1.9 LIFELINE for No. 1 Kai Yuen Street, Fleur Pavilia complex:** Shuttle buses provide pick up and drop off services throughout the day, for their 611 residential units. Also access for 155 residents' vehicles.
- 1.10. LIFELINE for the Chun Chu Temple:** This is a Buddhist temple built in 1955, so is of great interests to tourists and general public alike.

Factor 2: Kai Yuen Street Road is in "Substandard Condition" and is Congested –

2.1) In the Minutes of 1208th Meeting of the Town Planning Board held on 13.09.2019, Agenda Item 7, it was recorded: "*The area (North Point View Mansion) was subject to traffic constraints primarily due to the substandard condition of the only access road, Kai Yuen Street.*" (Mr. Jerry Austin DPO/HK)

2.2) Kai Yuen Street roadway is of “substandard condition” as it is narrow and very steep, with a 1:5 gradient at the lower portion of the roadway, progressing to a steeper 1:6 gradient at the upper portion. Due to the vehicular volume and congestion, Kai Yuen Street Road surface is in a poor and uneven condition, which requires constant repair. The permitted vehicle Weight Limit is 5.5 Tonnes.

2.3) The pedestrian sidewalk is NARROW, so at peak hours people are forced onto the steep roadway. Also, the sidewalk is STEPPED, so is unsuitable for baby strollers, shopping trolleys and people unable to use stairs. Pedestrians who are forced to use the steep roadway, are vulnerable and exposed to the dangers of the oncoming traffic. There is NOT sufficient space for safe pedestrian movement.

2.4) Kai Yuen Street, roadway is the ONLY access road for ALL Residents living in the area with a mix of high-rise towers and low-rise buildings:

A) No. 1 Kai Yuen Street, “Fleur Pavilia” has 611 Units /households, consisting of 3 Towers of 28 storeys and 155 vehicle parking spaces.

B) “Phase 2B” area currently consists of 184 Units or thereabout: North Point View Mansion, King’s Court, Feiloon Terrace, Gily Garden House, 28-30 Kai Yuen Street, High Life Mansion (3 buildings) and 8-10 Kai Yuen Street.

C) Kai Yuen Street roadway is also access for “Bedford Garden” residents with 1,421 Units /household consisting of 12 Towers. Bedford Garden complex is fortunate to have another access by road, unlike ALL residents living within Kai Yuen Street Area.

2.5) Without a doubt, Kai Yuen Street roadway is “Substandard”, as it is a very congested narrow, steep roadway with poor surface condition, to date. Should the T.P.B. approve the captioned Proposal, “Phase 2A” would add 310 units and 87 vehicle parking spaces, adding further traffic congestion of garbage, delivery and moving trucks, residential shuttle bus, etc.

Should “Phase 2A” be approved for developed separate from “Phase 2B”, T.P.B. would be refusing to acknowledge the “substandard” roadway and GUARANTEEING A LIVING NIGHTMARE FOR YEARS, for all living in “Phase 2B”, the 3 Towers of residents from No. 1 Kai Yuen Street Fleur Pavilia and Bedford Garden residents.

Factor 3: Dangerous Hillside Orders issued by Building Department:

3.1) Buildings Department “Dangerous Hillside” metal notices are secured to various Hillside locations near “Phase 2A” site. Therefore, it is clearly apparent to ALL in area of the Dangerous Hillside condition. However, no reference or updated report on the current condition of the Dangerous Hillside can be found in the Applicant’s latest submission **No. A/H8/435**.

- 3.2) **Dangerous Hillside Order No. DH0045/HK/13/C Feature 11SE-A/CR97 (Sub-division No. 2)** April 19th 2013 was issued to North Point View Mansion owners. King's Court owners also has a Dangerous Hillside Order. Progress to date: Hillside Ground Inspection Works completed and Remedial works date to be finalized for the dry season by Buildings Department in 2023.
- 3.3) In October 2016, a landslide occurred at the captioned Dangerous Hillside. Contractors carried out Emergency works over a 3-month period.

North Point View Mansion is adjacent to the Proposed "Phase 2A". From the Proposed "Phase 2A" plans, several underground levels will be excavated out of the ground. It is noted that this proposed excavation is in very close proximity to the "Dangerous Hillside". As mentioned above, this Dangerous Hillside had a landslide in 2016. Therefore, it can be concluded without a doubt, any extensive excavation works being carried out in such close proximity, would put owners and their properties at great risk of a major landslide collapse.

Factor 4: By amending Phase 2 into "Phase 2A" & "Phase 2B", would create a disruptive, dirty and dangerous nuisance for all residents living in the vicinity.

- 4.1) From the Applicant's submission, it is proposed that Phase 2 is separated into "Phase 2A" and "Phase 2B". Please be reminded when the Applicant first submitted plans for approval in 2009, the whole area was then referred to as **Phase 1** - Lower & Upper Kai Yuen Street (now it is No. 1 Kai Yuen Street, Fleur Pavilia complex) and **Phase 2** – Western Portion Kai Yuen Street.
- 4.2) The Applicant is now proposing the redevelopment of the area be broken into 3 separate phases, even though it is apparent the infrastructure clearly cannot support this proposal.
- 4.3) **ENVIRONMENTAL IMPACT:** The proposed separation of "Phase 2A" (current Demolished Site) and "Phase 2B", to be constructed at totally different times, is absolutely unjustified.

Each construction stage requires numerous heavy-duty trucks loaded with different machines to be delivered to the construction site entrance, located at the highest point of Kai Yuen Street. The delivery of each oversized machine, to site and from site, requisites Police escort to protect other road users and pedestrians. As soon as the heavy construction trucks enter the steep gradient of Kai Yuen Street, the engine of these huge trucks labour under the intense weight of the truck plus construction items being carried. Therefore, the entire length of the roadway disappears into a haze of black toxic exhaust fumes, engulfing the other road users and pedestrians. During the construction of Phase 1, No. 1 Kai Yuen Street, Fleur Pavilia complex, local residents' health and safety was extremely compromised by this pollution they had to suffer over many years.

Should the T.P.B. approve the proposed separation of "Phase 2A" and "Phase 2B" construction, this would result in the implementation of the delivery being carried out repeatedly with excess traffic and congestion over a span of years. All this would be extremely detrimental to the

environment and the local residents. The obvious remedy is to construct the new development as one complete Phase 2 to minimize the impact on the ENVIRONMENT. Otherwise, "Phase 2B" owners and residents would once again be forced to suffer for several years of a living hell within their own home and the immediate vicinity.

4.4) The dust and dirt generated from the proposed "Phase 2A" construction, would force the "Phase 2B" residents and owners to permanently close all windows in their property. **The intolerable noise** generated by the large machines and the earth-shaking constant thudding sound and the shake and movement of the building is simply torture.

4.5) "Phase 2B" residents would be forced to endure hours, days and months of nuisance, really taking a toll on their health and mental health. Our elderly residents would be the real prisoners to this torture, with nowhere else to go during the day time, to escape. They just want to enjoy their own home and enjoy visits from family, friends and neighbours.

4.6) The intolerable Nuisance wouldn't just end there. Once outside of your property residents would be exposed to Kai Yuen Street roadway **congestion** from a steady stream of huge construction trucks, bellowing out clouds of hot black toxic exhaust fumes from the side of the trucks. Local residents walking up or down the narrow roadway of Kai Yuen Street, would feel the full force of these toxic fumes. There's no escaping these fumes, as the engine of these huge trucks labour under the sheer weight of the truck and construction items being carried. As previously emphasized, this is the **ONLY** road and walkway access for **ALL** residents.

4.7) Without a doubt, the Applicant has everything to gain by submitting their application **at this time**, in the hope T.P.B. approves it. We the "Phase 2B" owners, have everything to lose permanently. By "everything", we are referring to this possible attempt into forcing owners out and pushing them to prematurely sell their property to the Developers, should the T.P.B. approve the submission.

4.8) Owners are realistic and accept change is inevitable and part of evolution of life in every corner of the world. Some buildings in the area have joined the Government "Smart Tender Scheme" to help guide and assist Incorporated Owners to comply to the "Mandatory Building Inspection Scheme". Owners and residents have declared, they want to continue to enjoy the peace and quiet of their residential properties.

4.9) Whilst the public supports the existence and appreciates the importance of the terms and conditions set out in "Town Planning Ordinance" Cap. 131 (T.P.O.), it has to be said the abovementioned **Application No. A/H8/435** does NOT meet the criteria as stated in the T.P.O., "The Ordinance" (Cap. 131).

4.10) It would be reckless and irresponsible of T.P.B. "The Board", to ignore the serious legitimate concerns of "Phase 2B" and No. 1 Kai Yuen Street, 3 towers of owners and residents and their right to a healthy and safe living environment and would go against the T.P.O. "The Ordinance" Cap. 131.

Factor 5: History of the Applicants Dangerous and disregard of safety procedures during the construction of Phase 1 - No. 1 Kai Yuen Street (completed in 2018). Negligent conduct and behaviour of the Applicant's Construction Company's employees exposed residents to serious danger and is documented as follows, but not limited to:

5.1) NO ROAD MANAGEMENT CONTROL by the Applicant's Construction Company -

Local residents were left to monitor and police the area: **Trucks ignored the Transport Department Permit conditions, the maximum number to be on the roadway:**

A) only one truck allowed at any given time;

B) six trucks allowed per hour. On many occasions, several oversized construction trucks were on the steep Kai Yuen Street at the same time.

5.2) On a regular basis, the number of the Applicant's construction vehicles blocked the roadway. Local residents experienced disruption and delays on Kai Yuen Street steep roadway. All vehicles were forced to stop and wait. This is very dangerous especially in the rainy season. Vehicles had to make a hill start on a wet surface on a steep 1:6 gradient road. As the vehicles' wheels spun in an attempt to grip the wet surface of the road, the smell of the rubber tyres and black smoke filled the air. Police were again called to Kai Yuen Street, as the roadway was totally blocked again.

5.3) Frequently, the cement trucks sent to the construction site had to wait on Tsat Tsz Mui Road, causing "traffic grid-lock" in the neighbourhood beyond Kai Yuen Street. The Public called the Police, who found several cement trucks circling the area, as the construction site could not receive the fully loaded cement trucks.

5.4) Repeatedly, Cement mixer trucks would be filled to **overcapacity**. Therefore, the wet cement and gravel poured down onto the 1:5 gradient steep roadway of Kai Yuen Street. This happened whilst several vehicles were on the roadway of Kai Yuen Street. This blocked the roadway and vehicles were stuck on the road, waiting for construction workers to shovel off all the wet cement and gravel from the roadway. Again, Police were called by local residents.

5.5) On another occasion, a heavy, long construction metal **I-Beam fell from the truck**, as it drove up 1:5 gradient steep Kai Yuen Street. Police were called when this blocked the roadway for a long time, as the extremely long metal I-Beam had to be lifted off the steep roadway. A local resident captured this on video.

5.6) Transporting heavy giant-sized machines onto Kai Yuen Street requires **A)** first obtaining permission from Transport Department and **B)** a Police escort. It was confirmed by Police, the construction company was **IN VIOLATION of A) and B)** as required on their Permit conditions issued by Transport Department.

Factor 6: Documentation of the Dangers to the public from the Applicants Demolition Site - "Phase 2A", 60-74 Kai Yuen Street, in 2021:

6.1) Wing Fat Building Construction Limited, is the Applicant's appointed Company to carry out the demolition of 60-74 Kai Yuen Street, referred to as "Phase 2A". During the Typhoon in October 2021, the erected construction scaffolding was not secured properly and blew down, so Police were called to the site. Their negligence in not correctly installing the scaffolding, could have cost lives. This seriously jeopardized the residents' safety and owners' properties in the immediate area.

6.2) The Applicant's demolition Company had erected "metal formwork", which drastically reduced the steep roadway width at the critical turning point on Kai Yuen Street. Vehicles were forced to make several manoeuvres to complete the turn. This is because the cul-de-sac at the top of Kai Yuen Street and directly opposite the demolition site was illegally occupied by Wing Fat Building Construction Limited's construction materials, large plastic water barriers and the site Foreman's parked vehicle. This cul-de-sac area was blocked such that it was impossible for essential service and emergency vehicles to enter and turnaround. This blocked cul-de-sac also obstructed the vehicle access entrance for Bedford Gardens.

6.3) Since April 2021, many individual residents and owners lodged complaints with the Police and various relevant Government Departments. Whilst other residents contacted District Politician Ms. TSANG Cheuk Yi, Pearl who issued official letters of complaint to Police, Fire, Transport, Highways, Home Affairs Departments, etc. This situation is posted with photos on Pearl TSANG's Facebook.

6.4) From the beginning of the demolition works in April 2021 to July 2022, local residents have been forced to **endured the nuisance and hazards created by the severe road congestion**, as created by the constant stream of large over-sized construction trucks on Kai Yuen Street, which are prohibited.

6.5) Local residents made numerous complaints to both Transport Department and Highways Department about the various over-sized trucks on Kai Yuen Street being **a) over the gross vehicle weight limit of 5.5 tonnes; b) overloaded with construction material; and then c) spilling the overload.**

6.6) These over-sized trucks were **overloaded with construction material** and on several occasions spilled a considerable amount of their construction material onto the road surface of Kai Yuen Street. This construction material was **spilled on both sides** across the length and width of the roadway, posing a great danger not only to other road users, but to the pedestrians who are forced to walk on the roadway where there is no walkway. It is especially dangerous when the construction material is scattered across the steep 1:6 gradient road surface. Then when other road users drive over the spillage, it can fly up from the wheel of a vehicle at great force, possibly hitting other vehicles, their windscreen or pedestrians. For documentation and put on record, this is exactly what happened to a pedestrian while walking up Kai Yuen Street.

6.7) After Government investigations, Transport Department confirmed these over-sized trucks were indeed in violation of these irregularities:

a) over the gross vehicle weight limit of 5.5 tonnes;

b) overloaded with construction material; and then c) spilling the overload.

Transport Department officers had to instruct The Authorized person of the demolition site on many occasions, to rectify these reoccurring serious road safety issues. At the same time, Transport Department requested the Police to step up necessary enforcement at Kai Yuen Street. They also referred the case to Buildings Department, the Police and Highways Department for their necessary investigation and follow up actions.

6.8) Transport Department procedure is: *"If the contractors have necessary reasons to use vehicles over the gross vehicle weight of 5.5 tonnes for construction, they should apply for a permit from TD. TD will consider the permit application on a need basis and prescribe appropriate condition to control the use of such vehicles."*

Transport Department confirmed, **NONE** of these over-sized trucks had any permits to be travelling on Kai Yuen Street. It is incomprehensible that the Wing Fat Building Construction Limited **NEVER applied for any permits** from Transport Department.

It is absolutely outrageous that large construction excavator machines were brought to site on the back of a LONG construction vehicles with **NO PERMIT** and **NO POLICE ESCORT**. This reckless conduct by Wing Fat Building Construction Limited, places the public in serious danger.

It should NOT be the role or responsibility of owners and residents to spend their time to monitor and report the hazards, created by the Applicant's demolition and construction company, for follow up action by Government or Police. But this has been forced upon residents to ensure our own personal safety.

Factor 7: The Applicant has submitted a NEW proposal that is misleading;

Applicant's proposal: *"To further improve the pedestrian walking environment along the staircase at Kai Yuen Street the (Applicant) has proposed to put a concrete cover on top of the existing open channel along the slope toe to increase the walkable area of the staircase from 0.99m to about 1.7m in width."*

It is a totally ludicrous, unworkable and impossible proposal to implement into a real genuine solution. This proposal submitted by the Applicant constitutes a safety hazard should it somehow be implemented. This goes against the very core principals as set out in the Town Planning Ordinance Cap. 131.

This so-called proposal by the Applicant is a total and utter insult to the public's intellect, and especially the (T.P.B. Members) in what can only be described as a lame attempt to appease the public and dupe the (T.P.B. Members). One can conclude this deceitful and dishonest conduct has well and truly backfired, thus leaving the Applicant exposed in their true light and real intention.

(T.P.B. members) must be made aware of the Applicants conduct immediately. The Applicant of A/H8/435 has knowingly and deliberately submitted false information to T.P.B.

The public's complaints and justified criticisms are well and truly documented in relation to the Applicant's previous submissions in response to A/H8/432 which claimed the pedestrian staircase walkway area was allegedly adequate as it allowed pedestrians to pass each other. If indeed two people were passing each other and a third person was at the same location, the third person or more would be forced off the walkway onto the roadway and exposed to oncoming traffic.

It has to be said, there is a major disconnect between the Applicant's submitted proposal and the reality of what is actual facts and truth presented at location. The true condition and measurements of the width Kai Yuen Street Roadway and the width of the pedestrian usable area of the staircase are as follows:

1. Width of Kai Yuen Street Roadway – FACTS vs. APPLICANT'S SELF-SERVING MEASUREMENT OF 7.3M, ONLY AFTER "PHASE 2B" COMPLETION;
2. **FACT - 5.84 m in width, which is located at the lower portion entrance to the roadway.**
3. Width of the Pedestrian Usable Area of the Staircase – FACTS vs. APPLICANT'S DECEITFUL SELF-SERVING MEASUREMENT CLAIM OF 0.99M;
4. **FACT - 0.77m in width which is located at the lower portion entrance to the pedestrian staircase walkway.**

Case In Point

In an attempt to sway the public and the various Government Departments involved who would need to agree unanimously to implement the Applicant's proposal: *"to put concrete cover on top of the existing open channel along the slope toe to increase the walkable area of the staircase from 0.99m to about 1.7m in width."* To back up and support this ludicrous proposal the Applicant submitted:

- a) a close-up photo of the open channel drain and;
- b) a photo listed as No.7 showing a view of Kai Yuen Street roadway, which documents the pedestrian walkable actual area in reality. However, this photo was deliberately taken from an angle that **DOES NOT** show or capture:
 1. The two Government lamp posts installed within the channel drain;
 2. Multiple thick tree roots growing out from the Hillside slope and growing into the channel drain;
 3. Several vertical drain pipes which deposit rainwater into the channel drain from above;
 4. Horizontal pipe located within the channel drain.

In theory and on paper as presented by the Applicant, their proposal sounds like a genuine and sincere solution to increase the walkable area of the very narrow steep staircase at this time,

"from 0.99m to about 1.7m in width." However, in reality and confirmed by using a basic household tape measure, the alleged proposed *"increase the walkable area of the staircase from 0.99m to about 1.7m in width"* is totally impossible to make the Applicant's ridiculous proposal a reality.

NO WHERE along the pedestrian walkway staircase can the usable area be increased at ALL. The channel drain is approximately 30.4 m in length, as measured by a basic household tape measure and it is located at the lower portion of Kai Yuen Street roadway. This section of roadway and indeed the mentioned pedestrian walkway is sandwiched between two residential complexes, aged 46 and 37 years old, which are **NOT** listed for redevelopment land acquisition. The roadway of Kai Yuen Street is the only access point for all of Kai Yuen Street residential area.

As such, the road entrance of Kai Yuen Street and the pedestrian walkway staircase sections are both bottlenecks for vehicles and pedestrians alike. At this point, the roadway of Kai Yuen Street is only **5.84 m in width**, as measured by household tape. Therefore, vehicles are forced into driving in the middle of the road at the lower portion of Kai Yuen Street roadway, including large trucks, children's school buses, Fleur Pavilia shuttle bus and emergency vehicles and so on.

REALITY: The implementation of the Applicant's proposal to cover over the open channel drain to increase the walkable useable area, would then expose pedestrians to the dangers of the jagged hillside rock, tree roots, drain pipes attached. The hillside jagged rock juts out alongside the pedestrian staircase walkway and therefore would obstruct the walkway greatly, should the channel drain be covered over as proposed by the Applicant.

At present the existing open channel drain provides several important functions.

- a) the existing open channel drain collects and takes away the heavy rain fall during the rainy season;
- b) in actual fact, the open channel drain protects pedestrians from coming into close contact with tree roots, drain pipes with the jagged sections of the hillside rock which jut out.

It is evident the Applicant has the luxury of throwing excessive amounts of money at consultants to conjure up totally unworkable proposals, which look good only on paper. However, this does enable the Applicant to create a façade and trigger yet another round of public comments. These proposals are merely self-serving without merit, to further advance the Applicant's Town Planning application, in an attempt to reach their desired goal at whatever the financial cost, including the cost to the public or at the expense of their own reputation, the environment and even public safety.

Factor 8: Kai Yuen Street Residential Area - Defective Infrastructure Underground Water Supply Pipes:

The infrastructure of these old defective underground fresh water supply pipes are cracking and erupting, due to the demand of fresh water required to supply the current residential homes in Kai

Yuen Street Area. It makes no sense that the Applicant considers it suitable to proceed with "Phase 2A" construction at this time is totally **reprehensible**.

The frequency of the loss of fresh water supply to residents' homes has increased greatly over the past few years. It is now becoming a common sight to see fresh water bubbling up and erupting from the surface of Kai Yuen Street roadway, immediately followed by the total loss of fresh water supply to our homes in the area.

It is without doubt, a disturbing recurring tragedy, to not only the local residents but indeed to the environment requiring immediate emergency works. Kai Yuen Street steep roadway must be dug up and reduced to a single lane, with traffic light control in place. Sheer amounts of fresh water are lost each time and the roadway surface must be dug up each time and dumped into landfill. This is a serious environmental disaster, time and time again. However, the Applicant continues to insist that "Phase 2A" should go ahead regardless. As the Applicant of A/H8/435 is the very same Developer of No.1 Kai Yuen Street, 3 Towers of Fleur Pavilia, they would very much be aware of this serious situation and that the infrastructure is at collapsing point.

The last underground fresh water pipe eruption was as recent as 7 July 2022 or thereabout. This involved emergency works over a period of several days and nights and even during the early hours of the morning to replace the defective fresh water pipes. Once emergency repairs were carried out to one section of Kai Yuen Street roadway, workers then moved to another section of the roadway to dig up and replace more defective sections of water supply pipes. As a direct result of these ongoing multiple emergency repair works over the past few years, the surface of Kai Yuen Street roadway looks more like a patchwork quilt than a road.

It is noteworthy, the Applicant's proposal to widen the roadway of Kai Yuen Street and the pedestrian walkway is only proposed at the point when "Phase 2B" is constructed, being at some unknown time in the future.

In conclusion, at this stage the Applicant does NOT have planning justification for Application No. A/H8/435, therefore this submission is premature for the following main reasons:

- The present Applicant's submission **A/H8/435** goes against the very core conditions and requirements of Town Planning Ordinance Cap. 131.
- The Applicant has **NOT acquired 100% of the properties** under multiple ownership in the Western Portion of Kai Yuen Street Area – namely "Phase 2B".
- Kai Yuen Street is the vital LIFELINE for residents and is the only local roadway to the area. The **"Substandard Condition" and congestion of Kai Yuen Street CANNOT** accommodate "Phase 2A" construction at this time, separate from "Phase 2B".

- Considering the adjacent **Dangerous Hillside Condition** and landslip history, "Phase 2A" construction should **NOT** proceed at this time, separate from "Phase 2B".
- Proceeding with "Phase 2A" construction separate from "Phase 2B" construction, would have extreme **detrimental impact to the ENVIRONMENT**.
It is unjustifiable at this time, to create an intolerable disruptive, dirty and dangerous nuisance for ALL the local residents.
- The Infrastructure of Kai Yuen Street Area is old and overloaded at present and is not able to accommodate the present residential population with a stable supply of fresh water.

The above documentation conclusively proves, the Applicant's past and present demolition and construction companies, have no regard for Government regulations. They are totally incapable of abiding to the various applicable ordinances; nor managing and putting the necessary safety measures in place. Keep this in mind and considering the old and overloaded infrastructure of Kai Yuen Street Area, which is currently struggling to provide essential services to residents. It goes without saying, it is premature at this point in time to proceed with "Phase 2A" separate from "Phase 2B".

Only once the Land Acquisition of "Phase 2B" (remaining western portion) is 100% achieved, should the submission be considered for approval by T.P.B.

Applicant's claim: *"For the remaining western portion, with the large no. of owners/private lots with multiple ownership involved (with over 150 nos. of individual owners), is it understood that consensus amongst individual land owners for redevelopment has been difficult to reach even up till now."* Extract from the Applicants previous submitted Application No. A/H8/432

"Western Portion": To put on record, we as collective Incorporated Owners of North Point View Mansion, including individual property owners have **NEVER** been contacted by the Applicant directly or by their representatives, in regards to the purchase our properties / Land. Therefore, the Applicant's claim as stated above is total nonsense.

WE ASSERT OUR STRONG OBJECTION TO APPLICATION No. A/H8/435 AND IS HEREBY DECLARED.

On behalf of owners and residents, The Incorporated Owners of Block F of North Point View Mansion (I.O.) have presented and documented the facts and reality for your consideration. Therefore, we conclude our objections are clearly listed and stated, but not limited to.

From: The Incorporated Owners of Block F of North Point View Mansion,
Block F North Point View Mansion, 54 Kai Yuen Street, North Point, Hong Kong.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

220815-205122-11670

提交限期

Deadline for submission:

16/08/2022

提交日期及時間

Date and time of submission:

15/08/2022 20:51:22

有關的規劃申請編號

The application no. to which the comment relates:

A/H8/435

「提意見人」姓名/名稱

Name of person making this comment:IO Blocks E & E1 North Point View Man
sion

意見詳情

Details of the Comment :Amended Comments on Planning Application
A/H8/432

We, the residents and owners of North Point View Mansions (Blocks E & E1) wish to raise our objections to the planning application. The reasons are threefold

Traffic and the Dangers to Pedestrians.

The plans state:

- The Current Scheme complies with the planning intention for the “CDA(2)” zone to redevelop the Kai Yuen Street area for comprehensive residential use with road improvement proposal which includes the provision of a 7.3m-wide carriageway and 2.75m-wide public pedestrian footpaths on both sides of Kai Yuen Street.
- Provision of 7.3m-wide carriageway, footpath of minimum 2.75m in width on both sides and a turnaround facility at the end of Kai Yuen Street would be essential to help improve the standard conditions of the local road from traffic point of view, and the improvement in pedestrian environment echoes with the relevant concepts outlined in the Hong Kong Planning Standards and Guidelines.

This is all very well, but the area below the proposed development of phase 2A will still be limited to the current narrow road and narrow pedestrian footpath. At the present time, anyone with a baby buggy/pushchair or any form of cart has to use the road. There is only room for a maximum of two people side by side. This already causes people escorting children or old people to step on to the road when crossing pedestrians coming from the opposite direction. Certain times of the day, this problem is already of concern. The early morning and early evening, whilst people are going to or returning from work/school, as well as the times when young children are being taken to or collected from nursery school/ kindergarten. At present, this problem is primarily limited to the lower slopes below the entrance to Fleur Pavilia.

The actual public pedestrian footpath is limited to approximately 0.95 metres (95cm) in many parts with a minimum of only 0.75 metres (75cm) at one lower section. From the lower part of Phase 2A to the bottom of the hill at the junction with Tanner Road, these constraints will still exist both during any development work and after. The majority of this pedestrian footpath/steps section lacks any rails or protection. Thus, overhangs such as external wing mirrors on large vehicles also pose a risk.

During Construction, heavy vehicles would have to go up past the entire residential areas of Fleur Pavilia and those living in Upper Kai Yuen Street (Phase 2B). Once the development of Phase

Phase 2A is forecast to be completed, there will be 310 additional units, parking for 76 cars as well as visitor spaces and motor cycles. There will also be the need for taxi and other forms of transport and delivery / service vehicles. This additional traffic will have to pass the entire pedestrian movement on the hill without the benefit of any wider pedestrian footpaths.

There is currently traffic congestion at the bottom of the narrow hill and this will only be accentuated. The plan on providing the wider road and pedestrian walkway as required in the plans will only affect those walking adjacent to the development area of Phase 2A. The numbers will be small and even they will then have to use the existing pedestrian walkways below the site.

The problem becomes not so much a question of 'whether' an accident involving one or more pedestrians will happen but rather more likely, 'when'.

Future Development

The Application states that:

- Self-contained phased development would not jeopardize the development potential of Phase 2B Development (Future Phase). The Current Scheme would help materialize the planning intention for comprehensive residential development in the western portion of the "CDA(2)" site.

We would argue that this Development taking place prior to any action on Phase 2B will actually delay or inhibit any development taking place.

The reason that we believe this to be so is down to the entrance to Phase 2B. At present, the only access is by a narrow-elevated road located at the lower (northern) end of Phase 2A. Turning is extremely tight and has already been further limited by concrete and steel buttresses now in place for the site's works of phase 2A. By commencing work on phase 2A prior to any work on creating access for phase 2B will make matters very difficult and a disincentive for any development to commence on phase 2B.

Thus, we also object to any adjustments in the height restrictions/limits as we feel that we may be condemned to live in an increasingly dark pit surrounded by ever taller buildings.

Vague intent and hoped for dates are meaningless. They are in no way a guarantee and are just a 'red herring'. There is no firm guarantee that they will purchase and develop the remainder of Phase 2 site and the hoped-for occupation date of 2027 for phase 2B has absolutely no supporting evidence. It is tentative and without foundation.

Danger to Existing Buildings

North Point View Mansions is adjacent to the proposed development. There are already questions raised as to the safety of the slope behind our building (South Side). It has been declared a dangerous slope by the Buildings Department and has been expected. Remedial works are about to commence in the near future but this is based on the current situation.

With heavy groundworks, the effect on the slope and our building could be very detrimental. North Point View Mansions is not built on piles but rather the older method of a concrete platform foundation. The inevitable vibrations that will take place can only affect the building in a negative manner.

We have been advised to take photographs of the building prior to any work commencing, but it is still extremely worrying for the residents whilst excavation/heavy foundation works are taking place. Recent events such as the collapse of the block of flats in Florida (23rd June 2021) and past collapses of old buildings in Hong Kong only serve to fuel this concern.

Summary

It would only seem logical on safety grounds that Phase 2B would be developed either before or in conjunction with Phase 2A. The limitations on the access as well as the profile of the site is clearly the reason that it was envisaged as a Comprehensive Development Area in its entirety at the initial stage.

The addition of words suggesting the development of Phase 2B are only padding to their proposal. It in no way deals with the situation of the traffic and in particular the pedestrian traffic both during and post development of Phase 2A. The dangers to life are only too real and I for one would not like to take such a risk in permitting the Application to go ahead in such a situation.

Ms TOPE, HUNG Wai Yeung Fiona

Chairman of Incorporated Owners of Blocks E & E1 of North Point View Mansion

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Opposition to application A/H8/435

16/08/2022 23:46

From:

To: tpbpd@pland.gov.hk

Cc:

File Ref:

1 attachment



Response to oppose application A-H8-435 (2022 08 16).pdf

I submit my response to application A/H8/435 in the attached.

My contact details are :

Alan Fung

email address:

Phone:

Regards,

Alan Fung

I am writing to strongly object to the planning application (A/H8/435) (the "Application"). My reasons, as a resident living in the neighbourhood, are as follows:

1. The development of Phase 2A and Phase 2B is a huge project providing a total of 850 residential units and over 300 car parking spaces. Taking into consideration the 611 residential units in Fleur Pavilia, It is impossible for Kai Yuen Street, which is just a short, steep and narrow road, to support such a big population.
2. Kai Yuen Street is unable to accommodate the drastic increase in traffic as a result of the proposed development. Kai Yuen Street is a very narrow and steep road. The width of the single lane two-way carriageway of Kai Yuen Street is barely enough to allow two cars to pass through. If there are any trucks, vans, large sized or emergency vehicles going up or down Kai Yuen Street, other vehicles in the opposite lane have to move aside in order to avoid any collision. Poor weather such as heavy rain also made the steep slope very dangerous as water kept pouring down the slope. The proposed development will aggravate the serious traffic problem and jeopardise the safety of the road users.
3. During the demolition of 60-74 Kai Yuen Street, construction trucks in excess of weight limit 5.5 tonnes with any valid permit are often seen travelling up and down Kai Yuen Street. Given the narrowness of Kai Yuen Street, these big trucks often have to occupy the opposite lane and cause traffic problems and pose danger to other road users and pedestrians.

Below is a picture showing the construction truck crossing the opposite lane and posing danger to other road users:



This picture illustrates clearly that the width of Kai Yuen Street cannot support busy two way traffic.

4. The traffic problem at the junction of Kai Yuen Street/Tanner Road/Tin Chiu Street is already tragic. Interlocking traffic congestion and traffic tailing back from Tin Chiu Street to Tanner Road always happen especially during rush hours. The tremendous increase in traffic flow brought by the proposed huge development will definitely aggravate the traffic problem into a disaster. The Applicant fails to propose any feasible solution to

resolve such a serious traffic problem given the inherent shortcoming of Kai Yuen Street.

A picture showing the chaotic traffic condition at the intersection of Kai Yuen Street, Tanner Road, Tin Chiu Street and Kai Yuen Terrace is attached below:



5. The footpath on Kai Yuen Street is a big problem for pedestrians. The footpath is actually a long, steep and narrow stairway with only around one meter wide. The width of the stairway can barely allow two pedestrians to pass through, not to mention if the pedestrians have to carry things or umbrellas. Pedestrians, in particular, baby stroller users, elderly using crutches and wheelchairs users have been left with no options but to use the carriageway instead of the stairway. The situation becomes worse during bad weather conditions such as heavy rain which make the footpath very dangerous for pedestrians. If the proposed development under the Application is approved by TPB without any improvement of the pedestrian walkway of Kai Yuen Street, frequent accidents jeopardising the lives and safety of the pedestrians will likely happen.
6. The infrastructure on Kai Yuen Street is also very old and poor. Bursts of underground water pipes on Kai Yuen Street leading to water suspension for Fleur Pavilia and Kai Yuen Terrace have become more frequent. The current old pipeline system of Kai Yuen Street is clearly unable to support such a huge increase in population. The vast increase in the number of residential units and residents to be brought by the proposed development under the Application will certainly exert tremendous pressure on the current old pipeline systems which will lead to frequent breakdown of these infrastructure facilities such as pipe bursting and flooding. Gas pipe on Tanner Road was also recently broken which led to the closure of one side of the road for a week and created heavy traffic congestion.

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**Submission to oppose to TPB Application A/H8/432**

29/11/2022 23:36

From:

To:

tpbpd@pland.gov.hk

Cc:

File Ref:

1 attachment



Submission to oppose application A-H8-435 (2022 11 29).pdf

To: Town Planning Board

I would like to oppose the TPB Application A/H8/432 by submitting my comments in the attached submission.

I can be contacted by email at [REDACTED]

Thank you for your kind attention.

Regards,

Jacqueline Wong

Date: 29 November 2022

I write to strongly object to the Town Planning Board Application A/H8/435 (the "Application") and submit my reasons as follows:

1. The phase 2A and phase 2B developments will be developed into 5 tall buildings comprising 850 residential units. A huge population will be drawn to the site which can only be accessed by Kai Yuen Street. Unfortunately, Kai Yuen Street is an old road and was not built for accommodating such a huge population and traffic.
2. The biggest danger of Kai Yuen Street is the very steep and narrow carriageway and footpath. Pedestrians, including my child, always have no way to walk on the footpath but have to walk on the carriageway and run the risk of being run over by vehicles. This problem is even more detrimental to infants in baby strollers, shopping trolley users, elderly, crutch and wheelchair users and when the road becomes more slippery during bad weather. The surge in population and traffic as a result of Phase 2A and Phase 2B development will definitely turn this serious problem into a tragedy which puts the lives of the pedestrians in jeopardy. The Application has failed to make any constructive proposal to improve the road condition for pedestrians.

Below are the pictures of the poor traffic condition of Kai Yuen Street affecting the safety of pedestrians:



3. There is a serious traffic problem at the junction of Tanner Road and Kai Yuen Street due to (1) traffic often tails back from Tin Chiu Street due to the heavy traffic flow from Tsat Tsz Mui Road via Tin Chiu Street to King's Road; (2) the traffic light at Tin Chiu Street and Tanner Road takes a long while to turn green which only lasts for 10 seconds; and (2) vehicles can never merge from Kai Yuen Street into Tanner Road as they have to yield in front of the stop sign. The traffic to be brought by the new development with over 300 car parking spaces in the proposed development will only deeply aggravate the traffic problem at the junction of Kai Yuen/Tanner/Tin Chiu, resulting in a disaster at the junction of Kai Yuen/Tanner/Tin Chiu and creating frequent car accidents.

Below is a picture showing police clearing the deadlock traffic at the intersection of Kai Yuen Street and Tanner Road:



4. The development will also bring a lot of adverse impacts on the environment of the neighbourhood such as the already old and poor fresh water pipelines, sewerage and drainage systems and gas pipelines. Breakage of water pipes on Kai Yuen Street has already become more frequent which caused water suspension to the neighbourhood many times. The erection of five tall residential buildings on such a small site is simply too crowded. The infrastructure and facilities on Kai Yuen Street are unable to support such a huge increase in population. I fail to see any legitimate reason for such a huge change in application other than an attempt to fetch more profit at the sacrifice of the living condition and safety of its neighbours.
5. The Hong Kong government has already announced a major plan to develop the Northwest New Territories and secure abundant land parcels in order to substantially resolve the housing problem. Increasing the height and area of a small development should not be claimed by the developer as a reason to resolve the housing problem of Hong Kong.

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk



To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/H8/435 Received on 02/11/2022

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

另附件

「提意見人」姓名/名稱 Name of person/company making this comment Chow Ho Yuk

簽署 Signature 周可玉 日期 Date 11-29-22

附件

城規會的申請編號：A/H8/432，申請人在多次的公眾諮詢中，並沒有回應公眾意見，並提出了 A/H8/435 的新申請。本人現將意見再次提交如下：

本人強烈反對 A/H8/435 的規劃申請，理由如下：

一、分開 2A 和 2B 期發展罔顧居民和駕駛者安全

位於繼園街 2B 期的行人路和馬路設計不良，崎嶇不平，不足夠上落的居民平排並行，行人難免要借車路而行，險象環生。

按新建議在 2A 期再增加 310 單位的人口和車流，必會大幅增加發生致命交通意外的風險。

2A 期的行人入口設在繼園街 30 米的山坡上，長者、小孩等不良於行的居民，需要使用交通工具才能到達該入口，增加不必要的交通、車輛排放和嘈音污染。

建議：保留原有 2A 和 2B 期的合併發展計劃，先開展繼園街下段的道路擴闊工程，並設計興建扶手電梯或升降機由 2B 的入口，帶動居民上山，確保人命安全放在首位，為社區帶內寧靜和環保綠化的規劃。

二、2A 期的建築物與附近樓宇距離過近不足 10 米

由於 2A 期的建築物位於北角區內的南風的通風口，若批准再增加地積比和高度限制，必會形成屏風效應，並影響附近樓宇的自然光度。

根據之前城規會就 A/H8/401 就相關發展的討論和修訂，理想距離應為至少 20 米以上。

再加上這裡位於通風帶和山坡上，建築物的距離更應倍增。

建議：限制 2A 期的建築物與附近樓宇（百福花園、柏蔚山）的距離，以及限制該建築物的高度、長闊度，為社區帶來合適的空氣流動和採光度。

Recommended Advisory Clauses

- (a) the approved MLP, together with a set of approval conditions, would be certified by the Chairman of the TPB and deposited in the Land Registry in accordance with section 4A(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into the revised MLP for deposition in the Land Registry as soon as practicable;
- (b) the approval of the application does not imply that the proposed gross floor area (GFA) concession for the proposed development would be granted by the Building Authority (BA). The applicant should approach the Buildings Department direct to obtain the necessary approval. If GFA concession is not granted by BA and major changes to the current scheme are required, a fresh planning application to the TPB may be required;
- (c) to resolve any land issue relating to the development with other concerned owners of the application site;
- (d) to note the District Lands Officer/Hong Kong East, Lands Department (DLO/HKE, LandsD)'s comments that Phase 2B development contravenes the existing lease conditions and a land exchange is required given that Government land is involved. Any application for such land exchange will be considered by LandsD in the capacity of a landlord at its discretion and there is no guarantee that such application will be approved. If such application is approved by LandsD, it will be subject to such terms and conditions, including, among others, the payment of premium and fee, as considered appropriate by LandsD.
- (e) to note the Director of Environmental Protection's comment that the applicant is reminded to strictly observe all the requirements in the relevant pollution control ordinances, including Air Pollution Control Ordinance, Noise Control Ordinance and Water Pollution Control Ordinance, etc.
- (f) to note the Head of the Geotechnical Engineering Office, Civil Engineering and Development Department's comment that the Phase 2B development is also overlooked by natural terrain and a natural terrain hazard study shall also be carried out for the Phase 2B development when the development proceeds
- (g) to note the Chief Building Surveyor/Hong Kong East and Heritage, Buildings Department's comments that the claim of bonus PR / SC in return of the proposed surrender will be subject to the compliance with the Building (Planning) Regulation 22(2), PNAP APP-20 and the acceptance of such surrender from the relevant Government departments; and the applicant is reminded to comply with the pre-requisites and the sustainable building design guidelines as stipulated in PNAP APP-151 and 152 for Phase 2A and 2B

developments which are self-sustainable under BO if GFA exemption is applied for the green/amenity features and non-mandatory/non-essential plant rooms;

- (h) to note the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD)'s comments that there are existing fresh and salt water mains within and in the vicinity of the Site and are affected by the proposed development. Free access should be allowed for WSD any time to carry out operation and maintenance of these water mains. In case the project proponent considers that diversion of these water mains is required, they should study the feasibility of diverting these water mains. If diversion is considered feasible, the project proponent should submit their proposal for WSD's consideration and approval. The diversion shall be carried out by the project proponent at their own cost to the satisfaction of WSD. WSD will only carry out the connection works to the existing network and the associated connection cost should be borne by the project proponent.