

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K15/126

- Applicant** : Charm Smart Development Limited, Glory Mission Development Limited, Hoover (China) Limited and Lucken Limited represented by Vision Planning Consultants Limited
- Site** : Yau Tong Inland Lot (YTIL) Nos. 4 S.B and 9, Yau Tong Marine Lot (YTML) No. 57 (the Lots) and adjoining Government Land (GL), Tung Yuen Street, Yau Tong, Kowloon
- Site Area** : 12,262m² (about) (including GL of about 513m² (4.2%))^[1]
- Waterfront Portion (YTML 57) of about 1,469m² (12%) and
 - Inland Portion (YTIL Nos. 4 S.B and 9, and adjoining GL) of about 10,793m² (88%)
- Lease** : (a) YTIL No. 4 S.B: restricted to industrial and/or godown purposes excluding any offensive trade with a gross floor area (GFA) restriction of 43,503m²; and
- (b) YTIL No. 9 and YTML No. 57: restricted to industrial and/or godown purposes with a building height (BH) restriction of 100ft Hong Kong Principal Datum (PD)
- Plan** : Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/25
- Zoning** : “Comprehensive Development Area (3)” (“CDA(3)”) and ‘Road’
- [Subject to a maximum plot ratio (PR) of 5.0 and a maximum BH of 80 meters above Principal Datum (mPD) for the Waterfront Portion and 100mPD for the Inland Portion. A public waterfront promenade (PWP) of not less than 15m wide on land designated ‘Waterfront Promenade’ on the OZP shall be provided.]
- Application** : Proposed Comprehensive Residential Development (Amendments to Approved Master Layout Plan (MLP))

1. The Proposal

- 1.1 The applicant seeks planning permission for amendments to the approved MLP for a proposed comprehensive residential development at the application site (the Site) which is zoned “CDA(3)” on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 (**Plan A-1**). The proposed amendments in the current

[1] An area shown as ‘Road’ (of about 69m²) on OZP covered by the proposed private footbridge linking up the Waterfront Portion and Inland Portion across Tung Yuen Street (**Drawing A-1**) are excluded.

application (the Proposed Scheme) are set out in paragraphs 1.4 and 1.5 below. As the main proposed amendments, namely the increase in site area from 11,749m² to 12,262m² (i.e. +513m² (+4.4%)) with corresponding increase in GFA (from about 58,745m² to 61,310m² (+2,565m² (+4.4%)) not arising from the setting out of site boundary nor inclusion/exclusion of private lane and/or land for public purposes in site area calculation, and the increase in number of flats from 1,056 units to 1,393 units (+337units (+31.9%)), are beyond the Class A or Class B amendments specified in the Town Planning Board (the Board)'s Guidelines on Class A and Class B amendments to Approved Development Proposals (TPB PG-No. 36B), a fresh application under s. 16 of Town Planning Ordinance (the Ordinance) is required.

- 1.2 According to the Notes of the OZP, an applicant seeking permission for development on land designated "CDA" shall prepare a MLP with the required information and technical assessments for the approval of the Board. According to the applicant, the development proposal is prepared having regard the 'Planning Brief for the five "CDA" zones at Tung Yuen Street and Yan Yue Wai, Yau Tong' (PB), which covers the subject "CDA", endorsed by the Metro Planning Committee (the Committee) on 20.11.2015.
- 1.3 As indicated on the MLP submitted by the applicant, the Proposed Scheme comprises five residential blocks providing 1,393 flats with a total PR of 5. The BHs of the residential towers are 100mPD (Tower T1 to Tower T4) in the Inland Portion and 80mPD (Tower T5) in the Waterfront Portion (**Drawing A-1**). The proposed PR and BHs of the Proposed Scheme are in line with the PR and BH restrictions as stipulated in the OZP and the PB.
- 1.4 The Site is the subject of a previous planning application (No. A/K15/119) for proposed comprehensive residential development approved with conditions by the Committee on 15.6.2018. Compared with the previous approved scheme, the Proposed Scheme involves the following major changes:
 - (a) Increase in site area with corresponding increase in GFA – During the land grant process for the previous approved scheme, the boundary of the Lots has been revised to include a strip of GL abutting Shung Yiu Street within the "CDA(3)" zone (of about 513m²) (**Drawing A-1**, and **Plans A-2** and **A-6**). The site area in current application (with GL included) therefore increases from 11,749m² to 12,262m² (i.e. +513m² (+4.4%)) with corresponding increase in GFA from about 58,745m² to 61,310m² (i.e. +2,565m² (+4.4%)), with the permissible PR remains unchanged as 5.
 - (b) While residential blocks remains as 5 with building disposition largely the same as that under the previous approved scheme, there is an increase in number of flats from 1,056 units to 1,393 units (+337 units (+32%)) in the Proposed Scheme, with average flat size reduces from about 55m² to 44m².
 - (c) Increase in private open space from not less than 3,168m² under the previous approved scheme to not less than 4,126m² (+958m² (+30.2%)), with provision of about 1.1m² per person which exceeds the requirement under Hong Kong Planning Standards and Guidelines (HKPSG) and the PB.
 - (d) Increase in provision of parking and loading/unloading (L/UL) facilities at a ratio above the high-end requirements under the prevailing HKPSG. A new

basement level in the Inland Portion is proposed to accommodate the additional parking spaces (**Drawings A-2 and A-6**).

- (e) Further building setback of Tower 1 and Tower 4 from Tung Yuen Street (from about 14m under the previous approved scheme to 19m/20m under Proposed Scheme) is provided at the Inland Portion (**Drawing A-1**) to enhance air ventilation performance and minimize the potential environmental impact caused by the road traffic and existing industrial operations (i.e. concrete batching plants (CBPs) and Kwun Tong Wholesale Fish Market (KTWFM)) along Tung Yuen Street (**Plan A-2**).
- (f) Extended opening hours of the 15m-wide PWP from 8:00 to 21:00 (13 hours daily) in the previous approved scheme to 24-hours daily. As per the PB, the PWP (before surrendered to the government) will be implemented, maintained and managed by the applicant without transferring such responsibilities to the future individual flat owners. A 3m-wide landscaped buffer between the PWP and residential block would also be provided (**Drawing A-1**).

1.5 The MLP, floor and section plans, Landscape Master Plan (LMP), photomontages, artist illustration submitted by the applicant are shown in **Drawings A-1 to A-12**. Major development parameters of the Proposed Scheme as compared with the previous approved scheme are set out in the table below.

Development Parameters	Previous Approved Scheme (Application No. A/K15/119) (a)	Proposed Scheme (Application No. A/K15/126) (b)	Difference [(b) – (a)] (%)
Site Area (about)	11,749m ²	12,262m ²	+513 (+4.4%)
- Waterfront Portion	1,469m ²	1,469m ²	-
- Inland Portion	10,280m ²	10,793m ² (incl. GL of about 513m ²)	+513 (+5.0%)
Total GFA (about)	58,745m ²	61,310m ²	+2,565 (+4.4%)
Domestic GFA (about)	58,573m ²	61,138m ²	+2,565 (+4.4%)
- Waterfront Portion	7,607m ²	7,607m ²	-
- Inland Portion	50,966m ²	53,531m ²	+2,565 (+5.0%)
Non-domestic GFA (about): Private footbridges	172m ²	172m ²	-
Total PR	5	5	-
Site Coverage (SC) (about)			
- Waterfront Portion	26% (Domestic) 39% (Podium)	28% (Domestic) 43% (Podium)	+2% (+7.7%) +4% (+10.3%)
- Inland Portion	20% (Domestic) 71% (Podium)	25% (Domestic) 75% (Podium)	+5% (+25%) +4% (+5.6%)
BH (at main roof level)			
- Waterfront Portion	79.75mPD (T5)	80mPD (T5)	+0.25 (+0.3%)
- Inland Portion	99.35mPD (T1 to T4)	100mPD (T1 to T4)	+0.65 (+0.7%)

Development Parameters	Previous Approved Scheme (Application No. A/K15/119) (a)	Proposed Scheme (Application No. A/K15/126) (b)	Difference [(b) – (a)] (%)
No. of Blocks	5	5	-
- Waterfront Portion	1	1	-
- Inland Portion	4	4	-
No. of Storeys			
- Waterfront Portion	21 residential floors (on top of 2-level lobby/clubhouse)	21 residential floors (on top of 2-level lobby/clubhouse)	-
- Inland Portion	27 residential floors (on top of 1-level clubhouse and 1-level basement carpark ^[a])	27 residential floors (on top of 1-level clubhouse and 2-levels basement carpark ^[a])	+1 basement carpark floor
No. of Flats	1,056	1,393	+337 (31.9%)
- Waterfront Portion	84	105	+21 (+25%)
- Inland Portion	972	1,288	+316 (+32.5%)
Design Population (about)	3,168	3,761	+593 (+18.7%)
Open Space (about)			
- Public (PWP)	Not less than 454m ²	Not less than 454m ²	-
- Private	Not less than 3,168m ²	Not less than 4,126m ²	+958 (+30.2%)
Greenery coverage	about 21%	about 21.8% ^[b]	+0.8% (+3.8%)
Parking Provision			
- Private Car	194 (including 3 accessible spaces)	219 (including 3 accessible spaces)	+25 (+12.9%)
- Resident	169	194	+25 (+14.8%)
- Visitor	25	25	-
- Motorcycle	11	22	+11 (+100%)
- Loading/Unloading (L/UL) Bays	5	5	--
- Refuse Collection Bay	--	1	+1 (+100%)
Target Completion	2023	2025	+2

Notes:

[a] The carpark facilities are to be provided on two carpark floors in the Inland Portion, which abuts two streets of different levels, namely Shung Yiu Street (+18.2mPD) and Tung Yuen Street (+4.5mPD) (**Drawing A-6**). While the upper level of the carpark floor is at similar level of Tung Yuen Street, the applicant claimed that both carpark floors as underground carpark and excluded in GFA calculation. The GFA accountability of the parking facilities is subject to the discretion of the Building Authority (BA) under PNAP APP-2.

[b] The greenery coverage should be calculated based on site area with exclusion of the PWP.

1.6 In support of the application, the applicant has submitted the following documents:

- (a) Application form received on 21.8.2020
- (b) Supporting Planning Statement (including MLP, LMP, Tree Survey Report, Urban Design Proposal, Traffic Impact Assessment (TIA), Environmental Assessment (EA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), AVA, Visual Impact Assessment (VIA) and Geotechnical Assessment (GA)) received on 21.8.2020
- (c) Further information (FI) 1 vide letter received on 9.12.2020 enclosing Responses to Departmental Comments (R to C), revised MLP, LMP, Urban Design Proposal, revised and supplementary architectural drawings, revised TIA, DIA, SIA, EA, AVA and revised photomontages (*)
- (d) FI2 vide letter received on 19.1.2021 enclosing R to C and a GA (*)
- (e) FI3 vide letter received on 26.2.2021 enclosing R to C, revised MLP, LMP, Urban Design Proposal, revised and supplementary architectural drawings, revised TIA, revised pages of EA, DIA, SIA, AVA and revised photomontage (*)
- (f) FI4 vide letter received on 1.4.2021 enclosing R to C, revised LMP, revised architectural drawings, revised TIA and revised pages of Planning Statement, EA, DIA and SIA (*)
- (g) FI5 vide letters received on 12.5.2021 and 14.5.2021 enclosing R to C and revised TIA
- (h) FI6 vide letter received on 20.5.2021 and 21.5.2021 enclosing R to C and revised architectural drawings

(**Appendix Ia** ^[2])

(**Appendix Ib**)

[()FIs accepted but not exempted from publication and recounting requirement]*

1.7 On 9.10.2020, the Committee agreed to defer making a decision on the application for two months as requested by the applicant in order to allow sufficient time for preparation of FI in response to the departmental comments. With FI4 received on 1.4.2021, the application is scheduled for consideration by the Committee at this meeting.

^[2] Two volumes of consolidated report containing finalized technical assessments, R to C tables and replacement pages for the submitted consolidated report (**Appendix Ia**) are submitted by the applicant on 12.5.2021 and 14.5.2021; thus the relevant FIs, being consolidated in **Appendix Ia**, are not attached in this Paper.

2. Justifications from the Applicant

The justifications put forth by the applicant in supporting the application as set out in the consolidated Planning Statement, technical assessments and R to C tables at **Appendices Ia** and **Ib** are summarized as follows:

Planning Intention and Compliance with PB

- 2.1 The proposed development is in line with the planning intention of the “CDA(3)” zone to facilitate the comprehensive (re)development of the area and phasing out the industrial use. The Proposed Scheme also complies with the statutory restrictions under OZP and the design requirements under the PB. Besides, redevelopment at the Site would act as a catalyst to speed up the redevelopment process of the Yau Tong Industrial Area (YTIA).
- 2.2 While it is required under the PB for providing suitable commercial uses (especially shop and services and eating place) along the PWP, as with the previous approved scheme, there is nil provision under the Proposed Scheme. The configuration of the Waterfront Portion is very limited to meet the design requirements of providing on-site L/UL, proposed 3m-wide buffer landscape treatment and other essential facilities. Besides, commercial floor spaces will be provided at the adjacent “CDA(4)” site and the “CDA(5)” site to its further east based on the respective approved development schemes under planning application nos. A/K15/121 and A/K15/120.
- 2.3 Similar to the previous approved scheme, the proposed podium in the Inland Portion with landscaped areas/swimming pool/minor ancillary structures atop the carpark encroach on the two designated 15m-wide non-building areas (NBAs) (**Drawing A-4**) running in northeast-southwest direction aligning with Shung Yiu Street/Sung Wo Path and Yan Yu Wai respectively (**Plan 6 of Appendix IIa**)^[3]. The AVA Initial Study (IS) as submitted demonstrated that, with appropriate mitigation measures, the Proposed Scheme would have an overall similar air ventilation performance with the previous approved scheme and would not induce significant impact to the nearby area under both annual and summer conditions.

Planning and Design Merits

- 2.4 As compared with the previous approved scheme, inclusion of a strip of GL of 513m² for PR calculation under the Proposed Scheme would better utilize land resources for providing more flats (+337 units) to meet the acute housing demand. Should the GL be excluded in the development site, it will remain as another piece of fenced-off roadside amenity area with minimal landscaping treatment (**Plans A-2 and A-6**). Further design merits are incorporated in the Proposed Scheme:
 - (a) Extended opening hours of the PWP from 0800 to 2100 under the previous approved scheme to 24-hour daily under current application and the management and maintenance (M&M) responsibilities would be borne by the

^[3] According to the Explanatory Statement (ES) and the PB, within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs. It is also set out in the PB that subject to the AVA submitted to support the MLP, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected.

applicant without transferring to the future individual flat owners before surrendering to the Government; and

- (b) Private open space of about 4,126m² would be provided which corresponds to about 1.1m² per persons, exceeding the requirement of 1m² per person under HKPSG and PB.

Measures to Address the Interim Industrial/Residential (I/R) Interface Issues

- 2.5 Various mitigation measures have been incorporated in the Proposed Scheme to address the I/R interface, namely (i) setbacks to minimize the impacts from existing industrial operations along Tung Yuen Street; (ii) self-protective building design with raised first residential floor and careful building orientation to reduce line of sight between sensitive uses and nearby industrial noise sources; (iii) direct noise mitigation measures (e.g. acoustic windows and balconies) are adopted where necessary to provide further protection; and (iv) alternative resident access at Shung Yiu Street with footbridges linking up the Inland and Waterfront Portions to minimize the residents' exposure to road traffic at Tung Yuen Street (**Drawing A-1**). The findings of the EA as submitted (including Air Quality Impact Assessment and Noise Impact Assessment) confirmed that there would not be adverse/unacceptable environmental impacts to the proposed development.

Technically Feasible

- 2.6 On traffic aspect, the TIA revealed that the Proposed Scheme is acceptable from traffic engineering point of view. The applicant proposes to relocate two affected existing on-street metered bus parking spaces abutting the northern kerb of Tung Yuen Street to Yan Yue Wai and to realign the kerblines at his own cost (**Drawing A-13**). On top of the high end parking requirement under HKPSG, additional parking facilities would be provided in view of the recent increasing trend of car ownership.
- 2.7 The proposed development has no adverse or unacceptable impacts to its surrounding on drainage, sewerage, visual and geotechnical perspectives.

3. Compliance with the “Owner’s Consent/Notification” Requirements

The applicant is the sole “current land owner” of the Site. Detailed information would be deposited at the meeting for Members’ inspection.

4. Previous Applications

The Site is the subject of three previous planning applications (Nos. A/K15/24, 31 and 119). The former two applications were for proposed industrial/office development within previous “Industrial” zone covering the Site and adjoining sites (**Plan A-1**). Application No. A/K15/24 covering part of Inland Portion of “CDA(3)” zone and the adjacent “CDA(1)” zone was rejected by the Board upon review on 10.5.1991 mainly on the grounds that the proposed development failed to satisfy the basic design requirements and the revised proposal constituted a material change to the original application. Application No. A/K15/31, covering the Inland Portion only, was approved by the Committee on 16.9.1994 and lapsed on 16.9.1996. The most recent application No.

A/K15/119, submitted by the same applicant of the current application, for proposed comprehensive residential development was approved with conditions by the Committee on 15.6.2018 on the considerations that the proposed comprehensive development with provision of PWP was in line with the planning intention of the “CDA(3)” zone and was considered compatible with the planned land use of the area that would facilitate the gradual transformation of YTIA. All approval conditions have not yet complied with. Based on the approved scheme under A/K15/119, land exchange/lease modification exercise is being processed.

5. Similar Applications

- 5.1 There are four similar planning applications (Nos. A/K15/114, 120, 121 and 122) at YTIA for proposed comprehensive residential developments with PWP at the “CDA(1)”, “CDA(4)” and “CDA(5)” zones. The approved developments at “CDA(4)” and “CDA(5)” zones include commercial uses, and a public vehicle park is proposed for “CDA(5)” zone. All were approved with conditions by the Committee on 5.2.2016, 11.8.2017, 26.6.2020 and 24.4.2020 respectively (**Plan A-1**).
- 5.2 Two applications (Nos. A/K15/96 and 112) for proposed comprehensive commercial/residential development with Government, institution or community (GIC) uses, public vehicle park and public landing steps, and minor relaxation of PR restriction at the “CDA” at Yau Tong Bay were approved with conditions by the Committee on 8.2.2013 and 16.1.2015 respectively, and a s.16A application (No. A/K15/112-1) for extension of commencement for four years for the later application was approved with conditions on 16.1.2019 (**Plan A-1**).

6. The Site and Its Surrounding Areas (Plans A-1 to A-2 and site photos on **Plans A-3 to A-6**)

6.1 The Site is:

- (a) located at the south-western part of YTIA;
- (b) composed of the Waterfront and Inland Portions separated by Tung Yuen Street. The Inland Portion is currently occupied by open air recycling depot and storage/depot while the Waterfront Portion is occupied by a 6-storey industrial building (IB) for cold storage and warehousing use (**Plans A-3 to A-5**);
- (c) the Waterfront Portion is bounded by Victoria Harbour to its west, Tung Yuen Street to its east, a vacant site (formerly occupied by a CBP which ceased operation) forms part of an approved comprehensive residential development of “CDA(4)” site to its south and Tung Yuen Street Cooked Food Market and a Salt Water Pumping Station to its north across Shung Wo Path (**Plan A-3**); and
- (d) the Inland Portion abuts Tung Yuen Street to its west (+4.5mPD), Shung Yiu Street at a higher level to its east (+18.2mPD), the Inland Portion of “CDA(1)” site which forms part of an approved comprehensive residential development to its north; and Yan Yue Wai to its south (**Plan A-3**).

6.2 The surrounding areas have the following characteristics:

- (a) YTIA is being gradually transformed and is currently with a mix of residential and industrial uses. The area to the north of the “CDA” cluster is mainly zoned “Residential (Group E)” (“R(E)”) with the intention to phase out the non-conforming industrial uses through redevelopment. Planning approvals have been granted for some “R(E)” sites for residential/shop and services developments, of which five were completed, namely Canaryside, Ocean One, the Spectacle, Peninsula East and Maya (**Plan A-2**);
- (b) the “CDA(1)” and “CDA(5)” zones are currently under construction for the approved comprehensive residential developments (**Plan A-3**);
- (c) the “CDA(2)” zone, to the north of the Waterfront Portion across Shung Wo Path, is occupied by KTWFM, a Salt Water Pumping Station and Tung Yuen Street Cooked Food Market ^[4] (**Plan A-2**);
- (d) portion of the “CDA(4)” zone to the immediate south the Waterfront Portion is a vacant site which was once occupied by a CBP. The middle portion of “CDA(4)” zone is occupied by one CBP that requires Special Process Licence (SPLs) under the Air Pollution Control Ordinance (APCO) for operation^[5]. The Environmental Protection Department (EPD) has recently issued a notice to refuse the application for renewal of SPL under APCO for another CBP locates at the southern part of the “CDA(4)” zone (**Plan A-2**). The operator has submitted an application for appeal within 21 days of receiving the EPD’s notice and the appeal application will be considered by the Appeal Board established under the APCO; and
- (e) MTR Yau Tong Station is about 500m to the northeast of the Site (**Plan A-1**).

7. Planning Intention

The “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. The

[4] The Civil Engineering and Development Department (CEDD) has commissioned a technical consultancy study on potential sites for relocating various existing wholesale markets (including the KTWFM) in North West Tsing Yi. It is anticipated that the study findings would be available within 2021. According to the endorsed PB, the Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market should be re-provisioned within the future development at “CDA(2)” zone.

[5] When the CBP operators applied for SPLs under the APCO, they had submitted an air pollution control plan to the EPD to confirm that the CBPs would adopt the best practicable measures to control air pollutants emission in order to meet the air quality objectives and to avoid impact on the surrounding users. The CBPs have to comply with the requirements of the licences, including proper operation of the plants for strict compliance with the measures for controlling air pollution. The EPD will inspect the CBPs from time to time and also follow up on-site upon receipt of complaints, ensuring that the plants have taken practicable measures to minimize air pollution impact on the nearby environment in accordance with the requirements of the licences. They will carry out prosecution to the operators if violation of requirements of the SPL found.

Explanatory Statement of the OZP set out that suitable commercial uses, especially shop and services and eating place, should be provided in the future development along the PWP to enhance the vibrancy and for public enjoyment.

8. Major Requirements under the Planning Brief

To facilitate the preparation of MLPs for the comprehensive developments in the five “CDA” zones, a PB setting out the broad planning parameters and development requirements was endorsed in the Committee on 20.11.2015. To ensure the developments will be implemented in a comprehensive manner and compatible with each other, a co-ordinated approach of redevelopment of individual “CDA” zone in terms of development scale, design layout, provision of PWP as well as visual and air corridors should be adopted. The PB covered the general planning principles and development requirements for all “CDA” zones in YTIA as well as specific requirements for individual zones. Major design considerations set out in the PB include adoption of descending BH towards the harbourfront with variation in the BH profile with 100mPD for the Inland Portion and 80mPD for the Waterfront Portion, paying attention to compatibility and congruity with surrounding developments and waterfront setting, provision of visual and ventilation corridors to enhance visual and air permeability, provision of commercial uses along waterfront to enhance vibrancy of PWP, full height setback for provision of 3.5m-wide footpath along Tung Yuen Street/Yan Yue Wai as appropriate etc. A copy of the PB is attached at **Appendix IIa**. A comparison of major development parameters and planning requirements of the PB and the subject application are set out in **Appendix IIb**.

9. Comments from Relevant Government Bureau/Departments

9.1 The following Government bureau/departments have been consulted and their views on the application are summarized as follows:

Land Administration

9.1.1 Comments of the District Lands Officer/Kowloon East (DLO/KE) and the Chief Estate Surveyor/Land Supply, Lands Department (LandsD):

- (a) DLO/KE has no objection to the application.
- (b) The proposed comprehensive residential development falls within the Lots and the adjoining GL before under Planning Application No. A/K15/119. The lease conditions of the said three lots contain, inter alia, restriction detailed at **Appendix III**. The proposed residential use on the Lots is in contravention of the lease restrictions, inter alia, the user and height restrictions of the three lots respectively.
- (c) The Land Supply Section (LSS) of LandsD is processing an application from the applicant for a proposed land exchange to implement the previous approved scheme under application (No. A/K15/119) subject to inter alia, including a strip of GL of about 513m² within the Site for calculation of the maximum GFA permitted under the proposed land exchange.

- (d) If planning permission for the current application is so given, the applicant should be reminded to submit to LSS for the necessary amendments (if any) to the development restrictions under the proposed land exchange application. The land exchange application will be considered by LandsD acting in its capacity as a landlord at its sole discretion and there is no guarantee that the land exchange for the proposed development will be approved. In the event that the land exchange application is approved, it will be subject to such terms and conditions, including payment of premium and other applicable fees, to be imposed by LandsD at its sole discretion.

Traffic Aspect

9.1.2 Comments of the Commissioner for Transport (C for T):

- (a) Having reviewed the TIA and technical clarifications at the subsequent FIs (**Appendix Ia**), he has no adverse comment on the application from traffic engineering viewpoint.
- (b) He suggests that approval conditions for (i) the submission of a revised TIA and implementation of traffic mitigation measures (including the relocation of the two affected existing on-street metered bus parking spaces abutting the norther kerb of Tung Yuen Street to Yan Yue Wai and the realignment of the kerbline), and (ii) the design and provision of vehicular access, vehicle parking spaces, L/UL facilities and maneuvering spaces for the proposed development as stated in paragraph 12.2 below should be imposed should the application be approved by the Board.

Environmental Aspect

9.1.3 Comments of the Director of Environmental Protection (DEP):

- (a) As the Site is closely surrounded by many existing industrial uses, including the CBPs in “CDA(4)”, cooked food stall, the KTWFM and other IBs, the I/R interface problem arising from the co-existence of all these existing industrial uses with the proposed residential development at the Site is one of the key concerns.
- (b) To address the I/R interface problem, it is noted that the applicant has proposed some mitigation measures as recommended in the EA (**Appendix Ia**) to meet the relevant air and noise criteria as stipulated in the HKPSG. A summary of the proposed mitigation measures is as follows:
- (i) Setback of the Proposed Development
Tower 1 and Tower 4 of the Inland Portion have been setback as far as practicable (i.e. about 20m for Tower 1 and minimum 19m for Tower 4 from Tung Yuen Street as shown in **Drawing A-1**) to minimize the potential environmental impact caused by the road traffic.
 - (ii) Building Disposition and Orientation
In order to reduce line of sight between sensitive uses and the

nearby industrial noise sources, Tower 5 of the Proposed Development has been orientated to mitigate the potential fixed noise impact (**Drawing A-4**).

(iii) Direct Noise Mitigation Measures

In addition to the self-protective building design, direct noise mitigation measures such as acoustic window (Baffle Type) and enhanced acoustic balcony (Baffle Type) have been adopted where necessary to provide further protection for future residents during the interim I/R interface when residential uses co-exist with other industrial operations.

(iv) Podia Building

To avoid potential adverse air quality impact to the future residents, mitigation measures such as a design of having 10m height podia building so that the first residential floor is elevated to 14.5mPD for Tower 1 to Tower 4 and 13.85mPD for Tower 5, have been incorporated into the Proposed Scheme (**Drawing A-6**).

(v) Alternative Access/Linkage between Towers within the Proposed Development

A footbridge across Tung Yuen Street between the Inland Portion and the Waterfront Portion and an alternative access to the Proposed Development in Shung Yiu Street have been proposed so that the future residents can access to and from the two portions without exposing to road traffic emission (**Drawing A-1**).

- (c) In view of the above, DEP has no objection to the subject planning application. Should the application be approved by the Board, it is suggested that the approval conditions as stated in paragraph 12.2 (d) to (f) below should be imposed to cater for any possible changes in the project design, layout and measures and address the outstanding environmental issues including potential land contamination and sewerage impact.

Urban Design, Visual and Landscape Aspects

9.1.4 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

Urban Design and Visual Aspects

- (a) The Site comprises two portions, the Inland Portion (being the major portion) and the Waterfront Portion, separated by Tung Yuen Street. It forms part of a group of sites at the YTIA under various “CDA” subzones. The Proposed Scheme is for a comprehensive residential development up to the permissible PR with four residential building blocks of BH of 100mPD in the Inland portion and one residential block of BH of 80mPD in the Waterfront portion (**Drawing A-1**). The Proposed Scheme, which complies with the development restrictions as stipulated on the OZP, would unlikely cause any adverse effects on the visual character of the surrounding townscape.

- (b) Similar to the previous approved scheme, 15m-wide landscaped PWP with 3m landscaped buffer from residential development have been incorporated. Full-height setbacks for provision of 3.5m-wide footpath have been provided along Tung Yuen Street and Yan Yue Wai as per the PB requirement. Landscape treatment in the form of trees and planters have been provided along the site boundaries and podium edges. The above design measures may improve the pedestrian environment and promote visual interest.
- (c) While the applicant provided justification on the nil provision of commercial uses at the Waterfront Portion, incorporation of uses such as shop and services and eating places would help enhance the vibrancy at the waterfront area.

Landscape Aspect

- (d) With reference to aerial photos in 2019, the Site is situated in an area of urban industrial landscape character dominated by godown, warehouse, wholesale market, IBs, etc. As there are proposed comprehensive residential developments in the vicinity of the Site, the proposed residential development is not incompatible to the landscape character of the planned use.
- (e) A total of 27 existing trees are found within the Site and 3 of the existing trees are proposed to be preserved on Site and a total of 122 new trees are proposed to be planted within the proposed development. Apart from the 15m wide PWP, private open space of not less than 4,126m² (for the target population of 3,761 residents) would be provided. Landscape areas with active/passive recreational facilities (e.g. swimming pool, seating and children play area) and planting areas are proposed on podium to serve the future residents. Not less than 21.8% greenery at various levels of the proposed development will also be provided.
- (f) Having reviewed the LMP as submitted (**Drawing A-7**), he has no in-principle objection to the application from landscape planning point of view but suggests that should the application be approved, an approval condition requiring the submission and implementation of revised LMP as stated in paragraph 12.2 (c) below should be imposed.

9.1.5 Comments of the Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD):

- (a) The Proposed Scheme consists of 5 tower blocks with height ranging from 80mPD (Waterfront Portion) and 100mPD (Inland Portion) complies with the BH restriction (BHR) permitted in the OZP and may not be incompatible with adjacent developments with BHR ranging from 80mPD to 100mPD. In this regard, he has no comment from architectural and visual impact point of view.

Air Ventilation Aspect

9.1.6 Comments of the CTP/UD&L, PlanD:

An AVA IS using computational fluid dynamic modelling has been carried out to support the application (**Appendix Ia**). Two scenarios, Baseline Scheme i.e. the previous approved scheme, and the Proposed Scheme (both with the 15m-wide PWP as designated on the OZP), have been studied. According to the AVA IS, various mitigation measures including (i) about 18m-wide building separations between Tower 2 and Tower 3 in the Inland Portion; (ii) about 18m-wide building setback from the waterfront in the Waterfront Portion; and (iii) about 19m/20m-wide building setbacks between Towers 1 and 4 and Tung Yuen Street in the Inland Portion, are proposed with the aim to address the potential adverse air ventilation impact induced by the proposed development on the surroundings (**Drawing A-7**). The simulation results in the AVA IS showed that the overall performances of the Baseline Scheme and the Proposed Scheme on pedestrian wind environment are comparable. As such, the Proposed Scheme is not expected to impose significant adverse air ventilation impact to the surrounding pedestrian wind environment when compared with the Baseline Scheme under both annual and summer conditions.

Harbourfront Planning

9.1.7 Comments of the Principal Assistant Secretary (Harbour), Development Bureau (PAS (H), DEVB):

The Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of Harbourfront Commission (HC) was consulted on the application by circulation in January 2021. Comments from one Task Force member has subsequently been sent to the applicant which were mainly on the design of the PWP. R-to-C at FI3 and FI4 from the applicant (**Appendix Ia**) was forwarded to members of the Task Force. Task Force members have been invited to file their comments (in personal capacity and if any) to the Board direct. No further comment was received from the Task Force members.

Interface with KTWFM

9.1.8 Comments of the Director of Agriculture, Fisheries and Conservation:

He has no objection to the application but reminds the applicant that any potential impact arising from the daily operation of KTWFM including visual, traffic and environmental (e.g. air quality, odour and noise) impacts, to the future residents of the proposed development should be duly acknowledged by the applicant. The applicant is advised to incorporate appropriate measures in the proposed development to mitigate the impacts concerned, if any.

Building Matters

9.1.9 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

(a) He has no objection to the application and comments that all building

works are subject to the compliance with the Building Ordinance.

- (b) While all detailed comments of the development will be conveyed in building plans (BPs) submission stage and his other detailed comments are at **Appendix III**.

Fire Safety

9.1.10 Comments of the Director of Fire Services (D of FS):

- (a) He has no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to the satisfaction of his department. Detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans.
- (b) The applicant should be reminded that emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 which is administered by BD.
- (c) He suggests that an approval condition for the provision of fire service installations and water supplies for firefighting as stated in paragraph 12.2 below should be imposed should the application be approved by the Board.

Other Technical Aspects

9.1.11 Comments from the Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD)

- (a) He has no objection to the application but suggests that approval conditions as set out in paragraph 12.2 (g) and (h) below should be imposed, should the application be approved by the Board.
- (b) His other technical comments are at **Appendix III**.

9.1.12 Comments of the Chief Engineer/Port Works, CEDD (CE/PW, CEDD):

- (a) He has no comment to the application but reminds the applicant to note the following aspects:
 - (i) The ground level at the PWP shall be designed such that it will not cause any adverse effect on the stability of the existing seawall. Also, the ground level should take into account any wave overtopping.
 - (ii) During Super Typhoon Mangkhut in September 2018, the coastline of Hong Kong has experienced severe damages by the attack of strong winds, storm surges and waves. Taking into account the effects of climate change, it is expected that sea level will rise and the threat of storm surges associated with tropical cyclones will increase. To enhance the protection of public lives and properties, the applicant is advised to carefully review the potential impact of more extreme weather to the development which is located at or close to the coastline, in particular seawalls, promenade, basement carpark, pump house, electricity room or

ancillary facilities, etc. They should be designed or enhanced to protect the development from possible damage or coastal flooding as a result of extreme wave action.

9.2 The following Government departments have no objection to/no comment on the application:

- (a) Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD);
- (b) Project Manager/East Development Office, CEDD;
- (c) Head of Geotechnical Engineering Office, CEDD
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Director of Electrical and Mechanical Services;
- (f) Director of Marine;
- (g) Director of Leisure and Cultural Services (DLCS);
- (h) Director of Food and Environmental Hygiene;
- (i) Commissioner of Police; and
- (j) District Officer (Kwun Tong), Home Affairs Department.

10. Public Comments Received During Statutory Publication Periods

- 10.1 The application and the FIs were published for public inspection. Within the statutory public inspection periods, a total 14 public comments were received (**Appendices IV(1) to IV(14)**), including six supporting comments and eight objecting comments.
- 10.2 The six supporting comments from individuals considered that the Proposed Scheme with building separations and setbacks would facilitate air ventilation. Proposed redevelopment at the Site would facilitate phasing out of industrial uses in the YTIA and provide housing flats to meet the immense housing demand. The extended opening hour of the PWP to 24-hour daily would be beneficial to the public as a whole. There was a suggestion to increase the provision of parking spaces and to further widen Tung Yuen Street and Yan Yue Wai to cater the traffic growth in the vicinity (**Appendices IV(1) to IV(6)**).
- 10.3 Out of the eight objecting comments received, five were from the recycling industry operators within the YTIA who opposed the application mainly on the grounds that the proposed residential development was incompatible with the long existed industrial uses in YTIA and the anticipated interface issues with co-existence of residential and industrial uses. Also, the approval of the application would adversely affected the operation of recycling industries. There were concerns over the traffic congestion within the area (**Appendices IV(7) to IV(11)**). The other three opposing comments from two individuals queried on the delay in development programme assumed under the previous approved scheme; and had concern about the small flat size, the design of open space and nil provision of GIC facilities within the proposed development. There was a comment that the Proposed Scheme should be reviewed by the HC (**Appendices IV(12) to IV(14)**).

11. Planning Considerations and Assessments

11.1 The application is to seek planning permission for the proposed amendments to the previously approved MLP under application No. A/K15/119 for a proposed comprehensive residential development with a PWP at the Site which is zoned “CDA(3)”. As compared with the previous approved scheme, the major amendments in current application involved the increase in site area from 11,749m² to 12,262m² (+4.4%) with corresponding increase in GFA from 58,745m² to 61,310m² (+4.4%) calculation and the increases in flat number (+31.9%). There are other changes in the Proposed Scheme including the extension of the opening hour of the PWP, increase in provision of parking and L/UL, private open spaces and building setbacks as detailed in paragraph 1.4 above. Other major development parameters including PR and BH remain the same as in the previous approved scheme.

Planning Intention and Land Use Compatibility

11.2 The planning intention of the “CDA(3)” zone is to phase out the existing industrial operations for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other community and supporting facilities. The proposed comprehensive residential development with the provision of a PWP is considered generally in line with the planning intention of the “CDA(3)” zone.

11.3 The transformation of the “CDA” cluster has been gradually taking shape with approved residential developments under construction on the “CDA(1)” and “CDA(5)” sites and that industrial uses at some sites including the CBPs and open-air workshop/storage had ceased operation for approved residential uses,. The remaining areas of the YTIA are zoned “R(E)” and “Commercial” with the intention of phasing out industrial uses. Planning approvals have been granted for some “R(E)” sites for residential developments, of which some were completed (**Plans A-1 and A-2**). The proposed comprehensive residential development with a PWP at the Site is considered compatible with the long term planned land use of the area and would facilitate the gradual transformation of the area for residential use in long run.

Development Intensity

11.4 The inclusion of a strip of GL (about 513m²) along Shung Yiu Street in the development site could make better use of land resources. While there is an increase in GFA (+4.4%) and flat production (+31.9%) as compared with the previous approved scheme, the PR remains at 5 under the Proposed Scheme. The provision of private open spaces (i.e. above 1m² per person) and parking and L/UL facilities has been amended to comply with the requirements as per HKPSG and the PB. The applicant has submitted concerned technical assessments to demonstrate that the proposed development would not cause any insurmountable problems on traffic and parking provision, and sewerage/drainage aspects and concerned Government departments have no adverse comment on the application from those technical aspects, subject to imposition of relevant conditions as set out in paragraph 12.2 below.

Environmental Aspect and I/R Interface Issue

- 11.5 The planning intention of “CDA” zones in the YTIA is to encourage redevelopment for mainly residential use and phase out non-conforming and polluting industrial uses in the long term. While a number of residential developments were approved at “R(E)” and various “CDA” zones, the land use transformation takes time to fully complete. During the interim period, co-existence of residential developments and industrial installations, e.g. CBPs and the fish market, is unavoidable. It is vital to ensure through the planning application mechanisms that appropriate measures are adopted in the proposed residential development to address the possible I/R interface issues in the interim period.
- 11.6 While the Site would be subject to I/R interface problems arising from the co-existence of the existing industrial uses outside the Site with the proposed residential development, the applicant has proposed various mitigation measures/design in the Proposed Scheme to address the possible I/R interface issues (see paragraph 9.1.3(b) above for details) in order to mitigate the environmental impacts and nuisance from the industrial operations. With incorporation of these mitigation measures, the EA as submitted by the applicant demonstrated that the relevant air and noise criteria are met. In view of the above, DEP has no objection to the application but suggests imposition of relevant approval conditions as detailed in paragraph 12.2 (d) to (f) below.

Compliance with PB

- 11.7 The Proposed Scheme generally complies with the main planning and design requirements under the PB (including stepped BH profile generally descending toward the waterfront, full height setbacks along Tung Yuen Street and Yan Yue Wai for provision of 3.5m-wide footpath, minimum 20% greenery coverage and provision of private open space with 1m² per resident as per HKPSG, etc.) (**Appendix IIb**).
- 11.8 The Proposed Scheme incorporates a 15m-wide PWP with a 3m landscape buffer between the PWP and the proposed development. Regarding the opening hours of PWP, instead of opening from 8:00 to 18:00 every day as adopted in the previous approved scheme, the applicant proposes to extend the opening hour of the PWP for public enjoyment at 24-hours daily basis. The PWP (prior to surrendering to the Government upon request) will be managed and maintained by the applicant without transferring the M&M responsibilities to the future individual flat owners.
- 11.9 According to the PB, to enhance the vibrancy at the waterfront area, appropriate amount of commercial use should be provided along the PWP. As with the previous approved application, no commercial uses are proposed in the current application. The waterfront portion is small (about 1,469m²) and one-third of its area has been taken up by the PWP (about 454m²) and there are needs to provide L/UL, 3m landscape buffer, and other facilities at the remaining site (about 1,015m²) to meet the other relevant requirements. Having regard to the site constraints, nil provision of commercial use along PWP at the Site may not be unreasonable. PAS(H), DEVB has no adverse comment on this aspect.

11.10 Along the two NBAs running in a northeast-southwest direction in the Inland Portion, podium structures with landscape areas/swimming pool/minor ancillary structure atop carpark are proposed (**Drawing A-4**). Such proposal is largely the same as that proposed under the previous approved scheme. With incorporation of other mitigation measures as detailed in paragraph 9.1.6 above, the AVA IS demonstrated that the Proposed Scheme would not impose significant adverse air ventilation impact to the surrounding pedestrian wind environment when compared with the approved previous scheme, and CTP/UD&L, PlanD has no adverse comment in this regard.

Urban Design and Landscape Aspects

11.11 The Proposed Scheme would be developed within the BHR of 80mPD for the Waterfront Portion and 100mPD for the Inland Portion which can generally blend in with the overall stepped BH profile of the area descending from the inland area to the waterfront (**Drawing A-6**). With the aid of photomontages (**Drawings A-8 to A-11**), the VIA illustrated that there will be no significant visual impact to the surrounding areas. Both CTP/UD&L, PlanD and CA/CMD2, ArchSD have no adverse comment on the application from visual and urban design points of view.

11.12 On landscape aspect, a LMP (**Drawing A-7**) is submitted by the applicant. The proposed development would provide the 15m-wide PWP as required by the OZP, with 3m-wide landscape buffer from the residential development, and the proposed provision of private local open space with both active and passive recreational facilities also meets the requirement of HKPSG. CTP/UD&L, PlanD and DLCS have no adverse comment on the application from landscaping and open space provision points of view, and suggest to impose relevant approval conditions as set out in paragraph 12.2 below should the Board approve the application.

Public Comments

11.13 Regarding the comments on the planning intention of the Site and suitability of residential uses in YTIA, design of the private open space, widening along Tung Yuen Street, concern over traffic issues, provision of more parking facilities within the Site, and nil provision of the commercial uses within the Site, the above assessments are relevant. The Task Force was also consulted on the Proposed Scheme and has no adverse comment from harbourfront planning point of view. The provision of GIC facilities are generally sufficient to meet the existing and planned demand in the Planning Scheme Area except shortfalls in provision of district open space, school places and hospital beds. As for the shortfall in social welfare facilities, a welfare block comprising different types of welfare facilities with target completion by 2027 is proposed at a “G/IC” site in Lei Yue Mun Path, which is about 400m from the Site (**Plan A-1**). The average flat size of the Proposed Scheme (about 44m²) is generally within the range of that under similar approved residential developments in “CDA” sites in YTIA from 42m² to 97m².

12. Planning Department’s Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the comments mentioned in paragraph 10, the Planning Department has no objection to the application.

- 12.2 Should the Committee decide to approve the application on the terms of the application as submitted to the Board, it is suggested that the permission shall be valid until 28.5.2025, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clauses are suggested for Members' reference:

Approval Conditions

- (a) the submission and implementation of a revised Master Layout Plan to incorporate the approval conditions as stipulated in conditions (b) to (n) below to the satisfaction of the Director of Planning or of the Town Planning Board;
- (b) the submission and implementation of a development programme indicating the timing and phasing of the comprehensive development to the satisfaction of the Director of Planning or of the Town Planning Board;
- (c) the submission and implementation of a revised Landscape Master Plan to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the submission of a revised Environmental Assessment to address the potential air quality and noise impacts and industrial/residential interface environmental problems, and the implementation of the environmental mitigation measures identified therein for the proposed development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (e) the submission of a revised Land Contamination Assessment and the implementation of the mitigation measures proposed therein prior to the commencement of the construction works for the proposed development to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (f) the submission of a revised Sewerage Impact Assessment to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;
- (g) the submission of a revised Drainage Impact Assessment to the Director of Drainage Services or of the Town Planning Board;
- (h) the implementation of the sewerage and drainage facilities identified in the revised Sewerage Impact Assessment under approval condition (f) and the revised Drainage Impact Assessment under approval condition (g) to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (i) the submission of a revised traffic impact assessment and implementation of traffic mitigation measures identified therein for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;
- (j) the design and provision of vehicular access, vehicle parking spaces, loading/unloading facilities and maneuvering spaces for the proposed development to the satisfaction of the Commissioner for Transport or of the Town Planning Board;

- (k) the design and provision of a full height setback to allow a minimum width of 3.5m for footpath along Tung Yuen Street and Yan Yue Wai, as proposed by the applicant, to the satisfaction of the Commissioner for Transport and Director of Highways or of the Town Planning Board;
- (l) the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the Town Planning Board;
- (m) the design and provision of the public waterfront promenade as proposed by the applicant, to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board; and
- (n) the public waterfront promenade should be opened 24 hours every day as proposed by the applicant, and maintained and managed by the applicant before surrendering to the Government, to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board.

Advisory Clauses

The recommended advisory clauses are attached at **Appendix V**.

- 12.3 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

the applicant has not demonstrated that the proposed comprehensive residential development would not be subject to unacceptable industrial/residential interface impact.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or to refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Letter received on 21.8.2020 enclosing the application form
Appendix Ia	Consolidated Report and Responses to Comment dated 12.5.2021 and 14.5.2021
Appendix Ib	Letters dated 20.5.2021 and 21.5.2021 from the applicant (FI6)
Appendix IIa	Planning Brief
Appendix IIb	Comparison of major parameters with requirements in Planning Brief
Appendix III	Detailed comments from Government departments

Appendices IV(1) to (14)	Public comments
Appendix V	Recommended advisory clauses
Drawings A-1 to A-6	Comparison of the Proposed and the Previous Approved Master Layout Plan, Floor and Sections Plans
Drawing A-7	Landscape Master Plan
Drawings A-8 to A-11	Photomontages
Drawing A-12	Artistic Illustration
Drawing A-13	Proposed Traffic Improvement Measures by the Applicant
Plan A-1	Location plan
Plan A-2	Site plan
Plans A-3 to A-6	Site photos

PLANNING DEPARTMENT
May 2021