

**PLANNING BRIEF FOR  
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT  
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

**油塘東源街及仁宇圍五個「綜合發展區」地帶規劃大綱**



**規劃署  
PLANNING DEPARTMENT**

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**PLANNING BRIEF FOR THE  
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT  
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**1. PURPOSE OF THE PLANNING BRIEF**

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plans (MLPs) for the comprehensive developments in the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai in Yau Tong.
- 1.2 The five sites are zoned “CDA(1)” to “CDA(5)” on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/23 (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

**2. BACKGROUND**

- 2.1 The five sites together with the adjoining roads were previously covered by a large single “CDA” zone in the southwestern waterfront area of the Yau Tong Industrial Area. The then “CDA” zone was intended for predominantly residential use with ancillary retail and community facilities. However, it was not implemented mainly due to fragmented land ownership and the surrounding active industrial installations. To facilitate early development/redevelopment, the Metro Planning Committee (the Committee) of the Board agreed in 2012 to subdivide the “CDA” zone into smaller sites with appropriate zonings.
- 2.2 On 19.12.2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 incorporating, inter alia, amendments to subdivide the then “CDA” zone into five smaller “CDA” zones, i.e. “CDA(1)” to “CDA(5)” and rezone the remaining area as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. The subdivision has taken into account the land ownership pattern and the possibility to assemble private land as revealed from previous planning applications/rezoning request.

**3. PLANNING CONTEXT**

- 3.1 The “CDA(1)” to “CDA(5)” zones are 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.

- 3.2 According to the Notes of the OZP, the “CDA(1)” to “CDA(5)” zones are subject to a maximum plot ratio (PR) of 5. Besides, the waterfront portions of the “CDA(1)” to “CDA(5)” zones are restricted to a maximum building height (BH) of 80 metres above Principal Datum (mPD) while the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” are subject to a maximum BH of 100mPD (**Plan 2**). A public waterfront promenade of not less than 15m wide as designated on the OZP shall be provided in the waterfront portion of all “CDA” zones and southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street, that are shown as ‘Road’ on the OZP. Moreover, a public vehicle park with not less than 171 public vehicle parking spaces shall be provided in the “CDA(5)” zone.
- 3.3 In addition, the Explanatory Statement (ES) of the OZP states that suitable commercial uses, especially shop and services and eating place, should be provided in the developments along the waterfront promenade to enhance the vibrancy and public enjoyment. To allow better air ventilation upon redevelopment, two non-building areas (NBAs) of not less than 15m wide in a northeast-southwest direction, one aligning with Shung Yiu Street and Shung Wo Path within the “CDA(1)”, “CDA(2)” and “CDA(3)” zones (NBA1 on **Plan 5**), and one aligning with Yan Yue Wai within the “CDA(3)” zone shall be provided (NBA2 on **Plan 5**). Another NBA of not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone (NBA3 on **Plan 5**). Furthermore, Government, institution and community (GIC) facilities as required by Government departments should be provided in the development in individual “CDA” zone to serve the local and district needs. In the course of preparation of the MLP, reference should also be made to the above planning requirements.
- 3.4 As mentioned above, the subdivision of the then large “CDA” zone into five smaller “CDA” zones is to facilitate early development/redevelopment of individual sites. The intention is to allow applicant to submit MLP for individual “CDA” zone based on the development restrictions set out in the OZP. To ensure the developments will be implemented in a comprehensive manner and compatible with each others, a coordinated approach of redevelopment of individual “CDA” zone in terms of development scale, design layout, provision of waterfront promenade as well as visual and air corridors should be adopted. In this regard, this PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific requirements for individual zone.

#### 4. **THE SITES AND THEIR SURROUNDING AREAS**

##### The Sites

- 4.1 The five “CDA” zones are located at the southwestern waterfront area of the Yau Tong Industrial Area currently occupied by an industrial building, three concrete batching plants, two recycling depots, a sand depot, a temporary vehicle park, a vehicle repair workshop, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point (**Plans 3 and 4**). The total site area of the “CDA” zones is about 4.02 ha. While “CDA(5)” zone is Government land identified for comprehensive development, other four “CDAs” are mainly under private ownership except for the salt water pumping station and cooked food market at “CDA(2)” zone, and a long strip of unleased and unallocated Government land at the northeastern boundary of “CDA(1)” and “CDA(3)” zones.
- 4.2 The sites are well served by Ko Fai Road and Shung Shun Street connected with Cha Kwo Ling Road and then major roads in the district. MTR Yau Tong Station is located about 400m to the northeast.

##### The Surrounding Areas

- 4.3 The Yau Tong Industrial Area is mainly occupied by industrial buildings and godown previously zoned “Industrial” on the OZP. In 1998, the area was rezoned to “CDA”, “Residential (Group E)” (“R(E)”) and “Commercial” zones with the intention of phasing out industrial uses. Planning approvals have been granted for some adjacent “R(E)” sites for residential developments, of which three were completed and one is under construction (**Plan 4**).
- 4.4 In a wider context, the Yau Tong Bay CDA (**Plan 1**), where planning permission has been obtained for a proposed comprehensive commercial and residential development with community facilities and waterfront promenade, is located to the northwest. Lei Yue Mun Village and a waterfront promenade are located to the east across Shung Shun Street around Sam Ka Tsuen Typhoon Shelter (**Plan 1**). The seafood restaurants in the village have long been a tourist attraction to local and overseas patronage.

#### 5. **GENERAL DESIGN PRINCIPLES**

- 5.1 The planning objective of the five “CDA” zones is for comprehensive development/redevelopment to phase out the existing industrial use with residential and/or commercial uses while possible industrial/residential (I/R) interface problems should be properly addressed. In view of the harbourfront location, the proposed development should respect the waterfront setting and promote an attractive and accessible public waterfront promenade.

5.2 To achieve the above planning objectives, the following considerations should be taken into account when formulating the MLP for each “CDA” zone:

- (a) ensure the development be compatible and congruous with the surrounding developments and settings;
- (b) create an active waterfront and green streetscape which can be easily accessible to the public for enjoyment;
- (c) encourage diversity in built form and adopt a distinct gradation height profile with variation to avoid a monotonous waterfront image and wall effect;
- (d) avoid large and extensive podium structure and promote high permeability podium design for the development in waterfront portion;
- (e) enhance the vibrancy at the waterfront area by allowing and introducing suitable commercial uses along waterfront promenade;
- (f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;
- (g) promote high accessibility of waterfront promenade and good connectivity between different sections of the promenade, and with the open space/waterfront promenade in the surrounding areas; and
- (h) incorporate suitable mitigation measures to address I/R interface problems, including the nuisances by the concrete batching plants and fish market.

5.3 It is anticipated that each “CDA” zone may have different implementation timeframe. To ensure the coordinated approach mentioned in paragraph 3.4 above can be achieved, when formulating the MLP for a particular “CDA” zone, reference should also be made to the committed/completed development at other “CDA” zones.

## 6. DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<b><u>Major Development Parameters</u></b>			
1.	Location	“CDA(1)” Yau Tong Marine Lot (YTML) 69, Yau Tong Inland Lot (YTIL) 4 RP, and adjoining Government land	<b>Plan 4</b>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>“CDA(2)” YTML 72 and adjoining Government land</p> <p>“CDA(3)” YTML 57, YTILs 4 s.B and 9, and adjoining Government land</p> <p>“CDA(4)” YTMLs 58, 59, 60, 61 and 62</p> <p>“CDA(5)” Government land bounded by Shung Shun Street and Yan Yue Wai</p>	
2.	Site Area	<p>“CDA(1)”: about 0.78 ha  “CDA(2)”: about 0.51 ha  “CDA(3)”: about 1.24 ha  “CDA(4)”: about 0.43 ha  “CDA(5)”: about 1.06 ha</p> <p>Total: about 4.02 ha</p>	<p>Site areas subject to detailed survey</p> <p><b>Plan 2</b></p>
3.	OZP Zonings and Planning Intention	<p>“CDA(1)” to “CDA(5)”</p> <p>The “CDA” zones are 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.</p>	<p><b>Plan 1</b></p>
4.	Proposed Uses	<p>Mainly residential with commercial uses, and provision of public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only)</p>	<p>GIC facilities at “CDA(2)” zone include pumping station and cooked food market. Other GIC facilities can be included at individual zones, if considered appropriate.</p>
5.	Maximum PR	<p>A total PR of 5.</p>	<p>– Any floor space that is constructed or intended for use solely as GIC</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
			<p>facilities and public vehicle park shall be included for PR/GFA calculation.</p> <p>The areas of the public waterfront promenade, public passageway and setback can be included in PR calculation.</p>
6.	Maximum BH	<p>80mPD (at main roof) (waterfront portion of “CDA(1)” to “CDA(5)” zones)</p> <p>100mPD (at main roof) (inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones)</p>	<p>To provide design/architectural flexibility, minor relaxation of the BH restriction, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.</p> <p><b>Plan 2</b></p>
7.	Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).	
<b><u>Planning Requirements</u></b>			
8.	Urban Design Considerations	<p>An urban design proposal should be prepared and submitted as part of the MLP submission.</p> <p>The MLP should take into account the following urban design considerations, where appropriate:</p> <p>(a) ensure the development be compatible and congruous with the surrounding developments and settings, respecting the waterfront setting and promoting public access and visual permeability to the waterfront;</p> <p>(b) create an active waterfront and green streetscape which can be</p>	<p>Due regard should be given to the Board’s Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission, and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 Urban Design Guidelines.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>easily accessible to the public for enjoyment;</p> <p>(c) create a focal point and an active waterfront with diversity in activities, functions and design;</p> <p>(d) encourage diversity in built form and adopt a distinct gradation of height profile with descending BH towards the harbourfront. Variation in the BH profile to enhance visual interests is encouraged;</p> <p>(e) adopt more innovative design, and appropriate disposition and NBA/permeable zones to form part of visually interesting water edge, and avoid a monotonous waterfront image and wall effect;</p> <p>(f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;</p> <p>(g) avoid large and extensive podium structure and promote high permeability podium design for the development in the waterfront portion;</p> <p>(h) provide sufficient separation between each residential block;</p> <p>(i) maximize at-grade public spaces;</p> <p>(j) provide high quality greening and maximize the greening opportunity; and</p> <p>(k) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.</p>	
9.	Public Waterfront Promenade	<p>– A public waterfront promenade of not less than 15m wide as designated on the OZP should be provided (<b>Plan 5</b>) to the satisfaction of the relevant Government department(s).</p> <p>– Three sections of waterfront</p>	<p>– The developers of each “CDA” zone will be required to construct the respective section of the waterfront promenade (including the sections falling within ‘Road’</p>



<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
	<p>promenade at the southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street within the 'Road' area outside the "CDA" zones should be included as part of the waterfront promenade in the "CDA(2)", "CDA(4)" and "CDA(5)" zones respectively. Their design should be included in the respective MLP submission and these sections of promenade will be implemented by the developer of respective "CDA" zone.</p> <p>The public waterfront promenade should be opened for public enjoyment every day on a 24-hour basis.</p> <p>For the design and management of the public waterfront promenade, the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau should be observed.</p> <p>The public waterfront promenade should be designed to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. Moreover, its design should address the constraints posed by the adjoining existing developments including the fish market and concrete batching plants.</p> <p>Sufficient width of landscaped buffer between the public waterfront promenade and residential development should be provided.</p> <p>The public waterfront promenade should be clearly alienated from other part of the development and no structure (except those directly related to the promenade) should be located underneath the promenade.</p>	<p>area outside "CDA" zone) at his cost.</p> <p>The management and maintenance responsibilities of the waterfront promenade (including the sections falling within 'Road' area outside "CDA" zone) before surrendering to the Government upon request should not be transferred to the future individual flat owners.</p>

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		<ul style="list-style-type: none"> <li data-bbox="539 271 1027 555">- The public waterfront promenade should be easily accessible between different sections in “CDA” zones, and from the adjoining waterfront promenade and open space, Lei Yue Mun Village as well as residential sites to the northeast to achieve good connectivity.</li> <li data-bbox="539 600 1027 846">- Design and materials including paving palettes, landscape/plantings and street furniture, of each section of the public waterfront promenade should make reference to the completed sections for a compatible design.</li> </ul>	
10.	Public Passageway to Public Waterfront Promenade	<p>An at-grade public passageway of not less than 1.5m wide for public use every day on a 24-hour basis should be provided along its northwestern boundary within the “CDA(1)” zone connecting Tung Yuen Street and the northwestern end of public waterfront promenade (<b>Plan 5</b>). The provision of the public passageway should be to the satisfaction of the Commissioner for Transport (C for T).</p>	<ul style="list-style-type: none"> <li data-bbox="1070 889 1410 1061">- The developer of the “CDA(1)” zone will be required to construct the public passageway at his cost.</li> <li data-bbox="1070 1106 1410 1317">- The management and maintenance responsibilities should not be transferred to the future individual flat owners.</li> </ul>
11.	Commercial Uses along Public Waterfront Promenade	<ul style="list-style-type: none"> <li data-bbox="539 1359 1027 1682">- To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each CDA zone along the public waterfront promenade. The commercial uses should not be located within the public waterfront promenade.</li> <li data-bbox="539 1727 1027 1899">- For “CDA(5)” zone which is the entrance to the public waterfront promenade, the gross floor area (GFA) of the commercial uses should not be less than 500m<sup>2</sup>.</li> <li data-bbox="539 1944 1027 2038">- For other “CDA” zones, appropriate amount of commercial GFA with due consideration on enhancing</li> </ul>	

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		<p>vibrancy of waterfront area should be included in the MLP submission.</p> <p>Commercial uses should be immediately fronting and directly accessible at ground level from the waterfront promenade. The use and design should be compatible with the waterfront promenade and with each other.</p> <p>The commercial facilities should be designed in such a way to allow a visual and physical connection with the waterfront promenade and adjoining developments.</p>	
12.	Local Open Space	Local open space of not less than 1m <sup>2</sup> per person should be provided in accordance with the HKPSG.	
13.	NBA	<p>Three NBAs (NBA1, NBA2 and NBA3) shall be provided to form air paths of not less than 15m wide for better air ventilation (<b>Plan 5</b>):</p> <p><u>NBA1</u> It mainly falls within “CDA(1)” and “CDA(3)” zones in a northeast-southwest direction and aligning with Shung Yiu Street and Shung Wo Path with a narrow strip of land within “CDA(2)” zone along Shung Wo Path.</p> <p><u>NBA2</u> It falls within “CDA(3)” zone in a northeast-southwest direction and aligning with Yan Yue Wai.</p> <p><u>NBA3</u> It falls within “CDA(5) zone in a northwest-southeast direction and aligning with Tung Yuen Street.</p> <p>Proper landscaping/greening should be provided in the NBAs.</p> <p>No above ground structure is</p>	Subject to the air ventilation assessment (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 and the development potential of other “CDA” zones would not be undermined.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>allowed within the NBA 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.</p>	
14.	Landscape and Tree Preservation	<p>A Landscape Master Plan (LMP) should be prepared and submitted as a part of the MLP submission, and with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> <li>(a) A comprehensive landscaping proposal should be created to integrate the developments with waterfront environment and promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources;</li> <li>(b) Due consideration should be given to preserve the existing good quality mature trees on the site as far as practicable;</li> <li>(c) A minimum greenery coverage of 20% based on net site area (excluding the public waterfront promenade) should be provided. Greenery coverage is preferably to be provided at grade. Other forms of greenery such as roof-top greening and vertical greening should be accessible by the occupants; and</li> <li>(d) High quality streetscape and public realm with adequate landscape treatment such as roadside trees and street furniture should be provided to create friendly environment, shading for users of waterfront promenade and a strong sense of place.</li> </ul> <p>The LMP should illustrate:</p>	<p>The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.</p>

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		<ul style="list-style-type: none"> <li>(a) conceptual and detailed landscape proposals including hard and soft landscape;</li> <li>(b) other amenities, street furniture and facilities to be provided;</li> <li>(c) the relationship of the development with the surroundings, especially with the waterfront promenade and landscaped NBAs;</li> <li>(d) layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas; and</li> <li>(e) clear and sufficient signage to demarcate the waterfront promenade and direct public to access the promenade.</li> </ul>	
15.	GIC Facilities	<ul style="list-style-type: none"> <li>- A salt water pumping station and a sea water intake tunnel should be provided within the "CDA(2)" zone to the satisfaction of the Director of Water Supplies. The GFA of the pumping station (not including the sea water intake tunnel) should be not less than 560m<sup>2</sup> (net area).</li> <li>- A cooked food market with a GFA of not less than 370m<sup>2</sup> should be provided within the "CDA(2)" zone to the satisfaction of the Director of Food and Environmental Hygiene.</li> </ul>	<ul style="list-style-type: none"> <li>- Any floor space that is constructed or intended for use solely as GIC facilities shall be included in the GFA/PR calculation.</li> <li>- The affected cooked food stalls in the existing cooked food market should continue to operate in the existing location until they are re-sited to a new cooked food market built by the developer of "CDA(2)" zone.</li> <li>- The new salt water pumping station and sea water intake tunnel, and the new cooked food market should be handed back to the Water Supplies Department and Food and Environmental Hygiene Department respectively upon completion.</li> </ul>

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			<ul style="list-style-type: none"> <li>- The exact GFA requirement of these facilities is subject to confirmation of the relevant Government departments.</li> </ul>
16.	Public Vehicle Park	<ul style="list-style-type: none"> <li>- A public vehicle park with not less than 171 public vehicle parking spaces shall be provided within the “CDA(5)” zone (<b>Plan 5</b>) but shall not be located on or above the ground level of the waterfront portion to the satisfaction of C for T.</li> <li>- Sufficient parking spaces should be maintained in the temporary vehicle park within the “CDA(5)” zone before operation of the permanent public vehicle park to the satisfaction of C for T.</li> </ul>	<ul style="list-style-type: none"> <li>- Out of the 171 parking spaces, 122 spaces should be provided for private cars, 24 are for light goods vehicles and 25 are for heavy goods vehicles/coaches. The exact provision requirement is subject to C for T’s confirmation.</li> <li>- The public vehicle park will be constructed by the developer of “CDA(5)” zone and should not be owned, operated, managed and maintained by the future individual flat owners.</li> <li>- Any floor space that is constructed or intended for use solely as public vehicle park shall be included for GFA/PR calculation.</li> </ul>
17.	Parking and Loading/unloading	Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA) to be carried out by the applicant to the satisfaction of C for T.	This also includes the ancillary parking for public waterfront promenade, GIC and commercial uses.
18.	Setback	Setback in full height at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai ( <b>Plan 5</b> ) should be provided to allow provision of 3.5m-wide footpath on each side of Tung Yuen Street and the concerned	The setback area for footpath widening should be surrendered to the Government for management and maintenance upon

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		section of Yan Yue Wai measuring from the kerb line to the satisfaction of C for T and Director of Highways (D of Hy).	completion.
<b><u>Other Technical Requirements</u></b>			
19.	Traffic and Transport Aspects	<ul style="list-style-type: none"> <li>- A TIA should be carried out to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</li> <li>- The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission.</li> <li>- Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and D of Hy.</li> </ul>	
20.	Environment Aspect	<ul style="list-style-type: none"> <li>- An environment assessment (EA) should be carried out by the applicant to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission.</li> <li>- The air and noise nuisances generated by the concrete batching plants, fish market, vehicles and industrial buildings should also be assessed in the EA.</li> <li>- Suitable mitigation measures to address the I/R interface problems, including the nuisances generated by</li> </ul>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>the concrete batching plants and fish market should be proposed in the EA and implemented.</p> <p>– On the mitigation measures against nuisances generated by the fish market and/or fixed noise sources, consideration may be given to provide mitigation measures at source and/or receiver subject to satisfaction of DEP, Director of Agriculture, Fisheries and Conservation and other relevant parties. The developer is responsible for seeking agreement from relevant parties on the scope of the measures and has to bear the relevant capital, recurrent and recovery costs for mitigation measures to be adopted at source.</p>	
21.	Drainage and Sewerage Aspects	<p>A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and the DEP respectively, and submitted as part of the MLP submission.</p>	
22.	Visual Aspect	<p>A visual impact assessment (VIA) should be carried out to examine any visual problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The VIA should be submitted as part of the MLP submission.</p>	<p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Town Planning Board (TPB PG-No. 41).</p>
23.	Air Ventilation Aspect	<p>– An AVA should be carried out to examine any air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part</p>	<p>– The AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental,</p>



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		<p>of the MLP submission.</p> <ul style="list-style-type: none"> <li data-bbox="504 342 1035 595">- Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</li> <li data-bbox="504 633 1035 987">- To allow sea breeze penetrating into the inland areas, existing street grid pattern serving as air ventilation corridors should be retained. Careful building design and suitable provision of building gaps (including the NBAs in Item 13 above) by taking into account street grids and air paths should be considered.</li> <li data-bbox="504 1025 1035 1167">- Sufficient separation between each residential block should be provided. Slab block design along the waterfront should be avoided.</li> </ul>	<p>Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment.</p> <ul style="list-style-type: none"> <li data-bbox="1035 454 1417 622">- Minor structure for footbridge connection or covered walkway within the NBA, if any, should be included in the AVA.</li> </ul>
24.	Geotechnical Aspect	<ul style="list-style-type: none"> <li data-bbox="504 1216 1035 1749">- A geotechnical assessment should be carried out for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street as their developments are adjacent to the street and thus may affect the slopes/retaining structures which are currently supporting the street. The geotechnical assessment should be completed to the satisfaction of the D of Hy and the Head of Geotechnical Engineering Office of Civil Engineering and Development Department, and submitted as part of the MLP submission.</li> </ul>	

## 7. IMPLEMENTATION PROGRAMME

An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential

development, commercial use, public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only).

## **8. MASTER LAYOUT PLAN SUBMISSION**

8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No. 18A) and submitted to the Board for approval under the Ordinance.

8.2 The MLP should contain all the information as required under the Notes for the “CDA(1)” to “CDA(5)” zones of the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP and demonstrate clearly that the requirements stated in ES of the OZP and this PB have been complied with. It should indicate the following information:

- (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
- (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
- (iii) the details and extent of GIC and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
- (v) the LMP and urban design proposals within the area;
- (vi) programmes of development in detail;
- (vii) an EA report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
- (viii) a VIA and an AVA to examine any visual and air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (ix) a DIA and a SIA to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
- (x) a TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

- (xi) a geotechnical assessment for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street; and
- (xii) such other information as may be required by the Board.

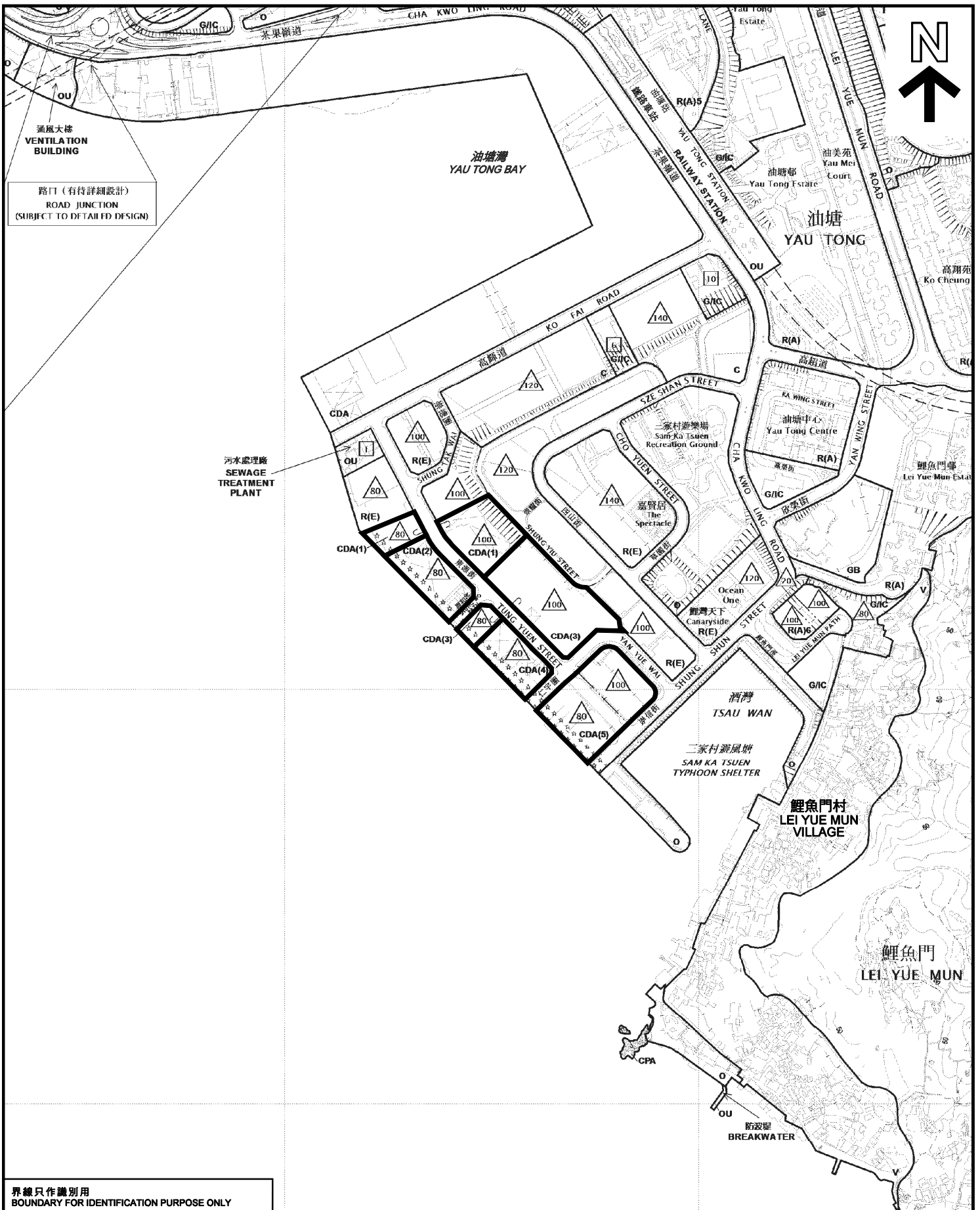
8.3 The MLP should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

8.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

**9. ATTACHMENTS**

- Plan 1** Location Plan
- Plan 2** Site Plan
- Plan 3** Site Photo
- Plan 4** Existing Uses and Lot Boundary
- Plan 5** Development Concept

**PLANNING DEPARTMENT  
NOVEMBER 2015**



界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年11月6日擬備，  
所根據的資料為於2015年10月27日  
核准的分區計劃大綱圖編號S/K15/23

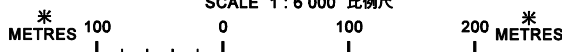
EXTRACT PLAN PREPARED ON 6.11.2015  
BASED ON OUTLINE ZONING PLAN No.  
S/K15/23 APPROVED ON 27.10.2015

**位置圖 LOCATION PLAN**

油塘東源街及仁宇圍  
五個「綜合發展區」規劃大綱  
PLANNING BRIEF FOR FIVE

"COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

SCALE 1 : 6 000 比例尺

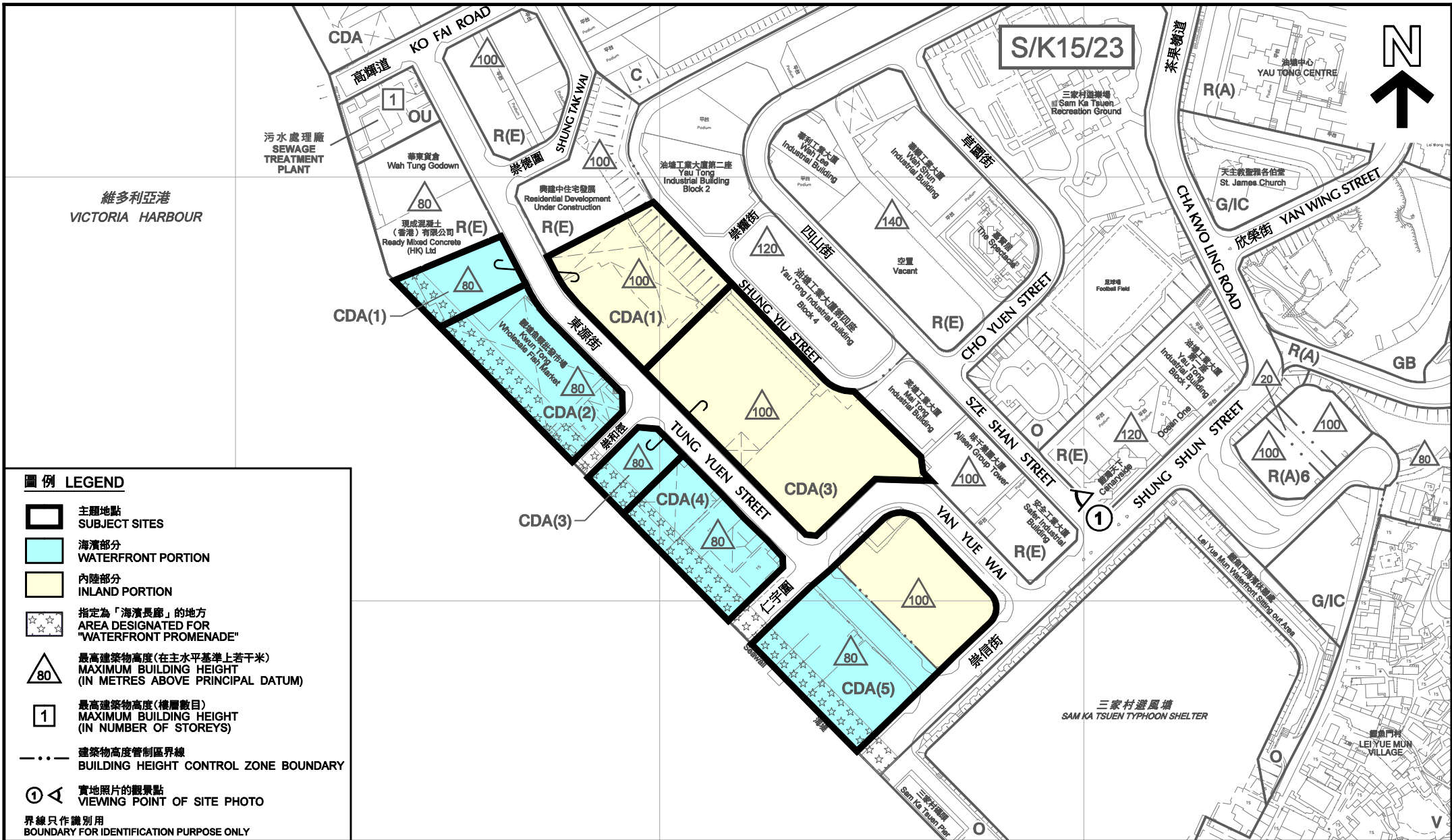


規劃署  
PLANNING  
DEPARTMENT




參考編號  
REFERENCE No.  
M/K15/15/80

圖 PLAN  
1

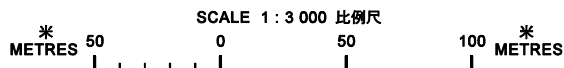


**圖例 LEGEND**

-  主題地點  
SUBJECT SITES
  -  海濱部分  
WATERFRONT PORTION
  -  內陸部分  
INLAND PORTION
  -  指定為「海濱長廊」的地方  
AREA DESIGNATED FOR "WATERFRONT PROMENADE"
  -  最高建築物高度(在主水平基準上若干米)  
MAXIMUM BUILDING HEIGHT  
(IN METRES ABOVE PRINCIPAL DATUM)
  -  最高建築物高度(樓層數目)  
MAXIMUM BUILDING HEIGHT  
(IN NUMBER OF STOREYS)
  -  建築物高度管制區界線  
BUILDING HEIGHT CONTROL ZONE BOUNDARY
  -  實地照片的觀景點  
VIEWING POINT OF SITE PHOTO
- 界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**平面圖 SITE PLAN**

油塘東源街及仁字圍五個「綜合發展區」規劃大綱  
**PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES  
 AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**



本摘要圖於2015年11月6日擬備，  
 所根據的資料為測量圖編號11-SE-4C  
 EXTRACT PLAN PREPARED ON 6.11.2015  
 BASED ON SURVEY SHEET No. 11-SE-4C

**規劃署  
 PLANNING  
 DEPARTMENT**



參考編號  
 REFERENCE No.  
**M/K15/15/80**

**圖 PLAN**  
 2

1

海濱長廊  
WATERFRONT  
PROMENADE

維多利亞港  
VICTORIA HARBOUR

三家村避風塘  
SAMKA TSUEN  
TYPHOON SHELTER

崇信街  
SHUNG SHUN STREET

仁字圍

CDA(4)

CDA(3)

CDA(2)

CDA(1)

東源街

TUNG YUEN STREET

CDA(1)

YAN YUE WAI

CDA(5)

CDA(3)

四山街  
SZE SHAN STREET

四山街

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2015年11月6日擬備，所根據的資料  
為攝於2015年10月27日的實地照片  
EXTRACT PLAN PREPARED ON 6.11.2015  
BASED ON SITE PHOTO TAKEN ON 27.10.2015

實地照片 SITE PHOTO

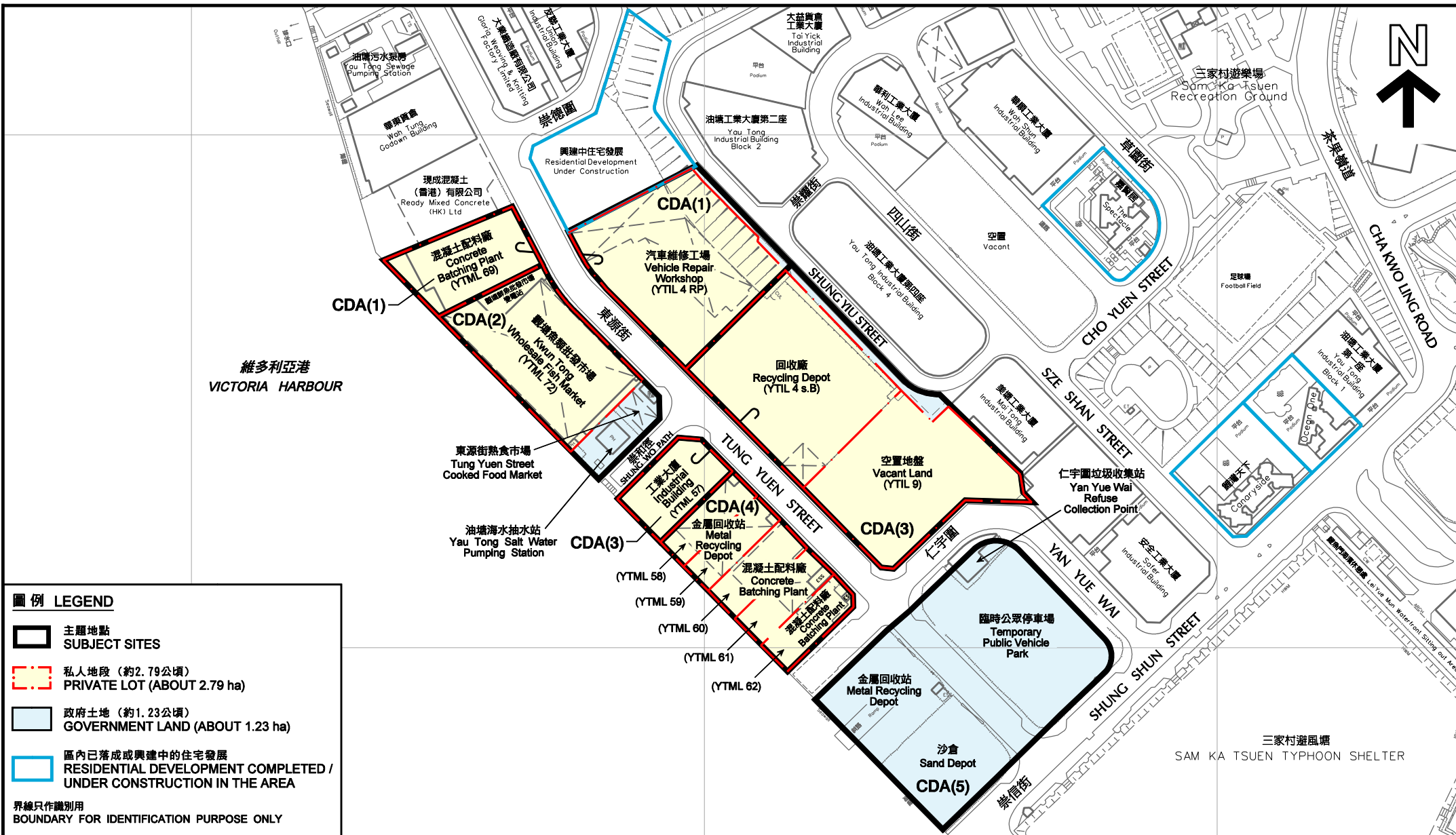
油塘東源街及仁字圍五個「綜合發展區」規劃大綱  
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/15/80

圖 PLAN  
3



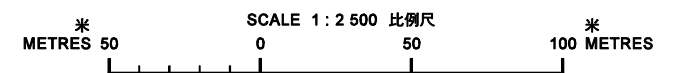
**圖例 LEGEND**

- 主題地點  
SUBJECT SITES
- 私人地段 (約2.79公頃)  
PRIVATE LOT (ABOUT 2.79 ha)
- 政府土地 (約1.23公頃)  
GOVERNMENT LAND (ABOUT 1.23 ha)
- 區內已落成或興建中的住宅發展  
RESIDENTIAL DEVELOPMENT COMPLETED / UNDER CONSTRUCTION IN THE AREA

界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

**現有用途及地段界線 EXISTING USES AND LOT BOUNDARY**

油塘東源街及仁字圍五個「綜合發展區」規劃大綱  
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES  
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG



**規劃署**  
**PLANNING DEPARTMENT**

參考編號  
REFERENCE No.  
**M/K15/15/80**

**圖 PLAN**  
**4**

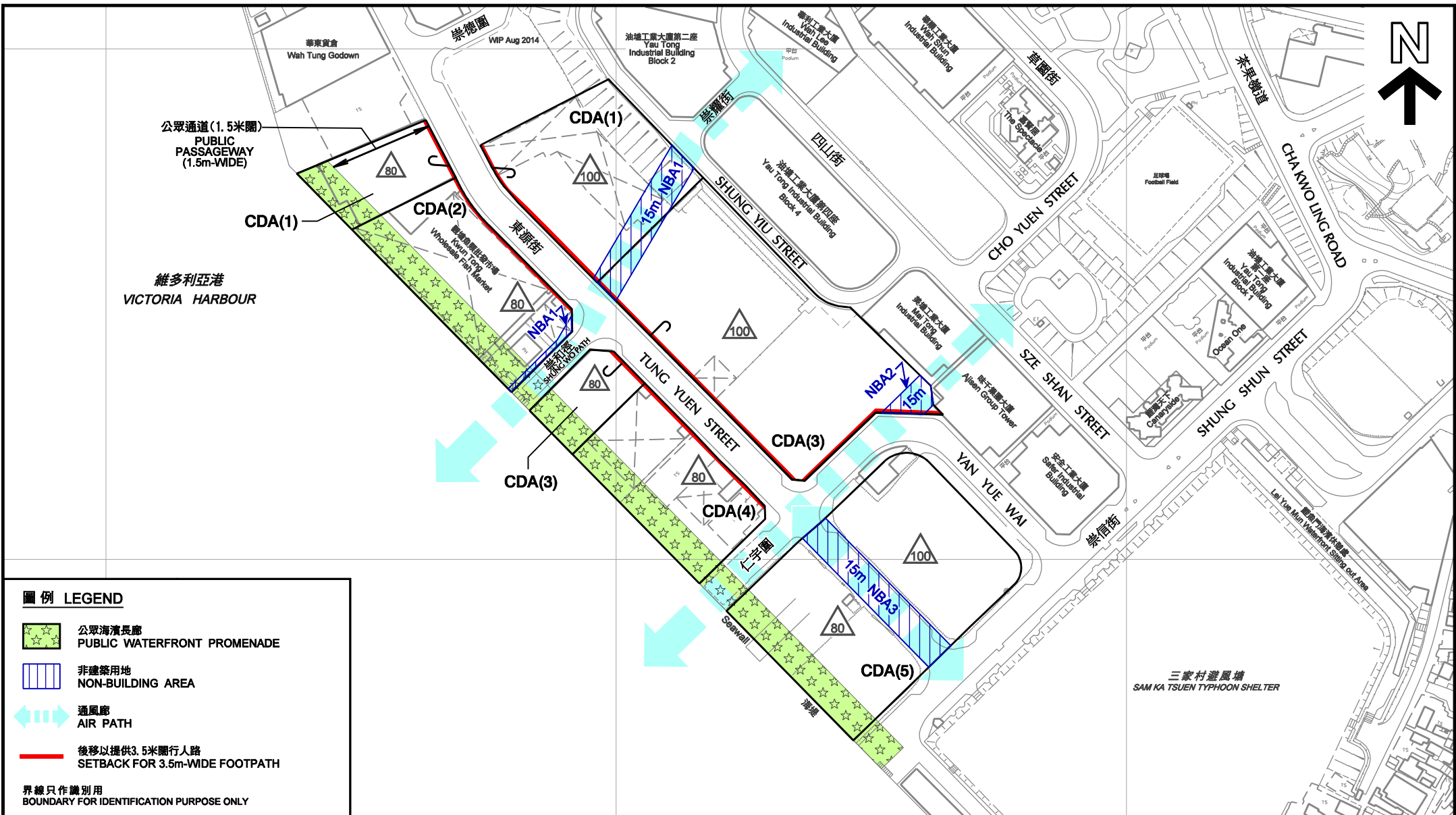
本摘要圖於2015年11月6日擬備，  
所根據的資料為測量圖編號11-SE-4C  
EXTRACT PLAN PREPARED ON 6.11.2015  
BASED ON SURVEY SHEET No. 11-SE-4C



維多利亞港  
VICTORIA HARBOUR

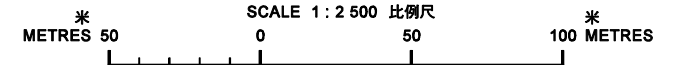
公眾通道(1.5米闊)  
PUBLIC PASSAGEWAY  
(1.5m-WIDE)

- 圖例 LEGEND**
- 公眾海濱長廊  
PUBLIC WATERFRONT PROMENADE
  - 非建築用地  
NON-BUILDING AREA
  - 通風廊  
AIR PATH
  - 後移以提供3.5米闊行人路  
SETBACK FOR 3.5m-WIDE FOOTPATH
- 界線只作識別用  
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY



### 發展概念 DEVELOPMENT CONCEPT

油塘東源街及仁字圍五個「綜合發展區」規劃大綱  
 PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES  
 AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG



規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K15/15/80

圖 PLAN  
5

本摘要圖於2015年11月6日擬備，  
 所根據的資料為測量圖編號11-SE-4C  
 EXTRACT PLAN PREPARED ON 6.11.2015  
 BASED ON SURVEY SHEET No. 11-SE-4C



**Comparison of major parameters with requirements in Planning Brief (PB)**

	<b>Planning Brief (a)</b>	<b>Current Proposal (b)</b>	<b>Difference [(b)-(a)]</b>
Site area	1.24ha (about)	1.24ha (about)	0
Maximum total PR	5	5	0
Building Height Waterfront portion: Inland portion:	80mPD 100mPD	79.75mPD 99.35mPD	-0.25m -0.65m
Public waterfront promenade (PWP)	<ul style="list-style-type: none"> <li>•A PWP of not less than 15m wide as designated on the OZP should be provided to the satisfaction of the relevant Government department(s).</li> <li>•Should be opened for public enjoyment every day on a 24-hour basis.</li> </ul>	<ul style="list-style-type: none"> <li>•A 15m wide PWP (about 454m<sup>2</sup>) will be provided. <b>(Drawings A-1 and A-6)</b></li> <li>•Management and maintenance responsibilities of the PWP would be borne by the applicant and would not be transferred to the future individual flat owners before surrendering to the Government.</li> <li>•To be open for public enjoyment from 8:00 to 21:00 every day before surrendering to the Government (a shorter opening hour of 8:00 to 18:00 is proposed for the “CDA(1)” site)</li> </ul>	<p style="text-align: center;">-</p> <p>For night time safety and security reasons, and with the anticipated low usage given the small size before surrendering, shorter opening hour is proposed.</p>

	<b>Planning Brief (a)</b>	<b>Current Proposal (b)</b>	<b>Difference [(b)-(a)]</b>
	<ul style="list-style-type: none"> <li>•Sufficient width of landscaped buffer between the PWP and residential development should be provided.</li> <li>•Design and materials should make reference to the completed sections for a compatible design.</li> </ul>	<ul style="list-style-type: none"> <li>•3m wide landscaped buffer between residential block in waterfront portion and PWP will be provided.</li> <li>•To ensure future compatibility and coherence of the entire PWP design among the five “CDA” sites in YTIA, reference would be made to the planned or completed sections of the PWP in terms of paving palettes, landscape/planting, street furniture etc. at detailed design stage.</li> </ul>	-
Commercial uses along PWP	<ul style="list-style-type: none"> <li>•To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each CDA zone along the PWP.</li> </ul>	<ul style="list-style-type: none"> <li>•Nil provision</li> </ul>	The waterfront portion is small in size (1,469m <sup>2</sup> ) with narrow waterfrontage (around 30m in width) and over one-third of the waterfront portion has been designated for PWP and reserved for 3m-width landscape buffer; the resultant buildable area would be reduced to about 922m <sup>2</sup> . As such, the applicant considered that there is no room for providing the commercial uses at the waterfrontage

	<b>Planning Brief (a)</b>	<b>Current Proposal (b)</b>	<b>Difference [(b)-(a)]</b>
Local open space	<ul style="list-style-type: none"> <li>Local open space of not less than 1m<sup>2</sup> per person in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).</li> </ul>	<ul style="list-style-type: none"> <li>Not less than 3,168m<sup>2</sup> (1m<sup>2</sup> per person for a design population of 3,168)</li> </ul>	-
Non-Building Area (NBA) <sup>1</sup>	<ul style="list-style-type: none"> <li>NBAs shall be provided to form air paths of not less than 15m wide for better air ventilation. NBA(1) and NBA(2) on Plan 5 of <b>Appendix IIa</b> fall within “CDA(3)” zones, where NBA(1) in the western corner aligns with Shung Wo Path and NBA(2) in the eastern corner aligns with Yan Yue Wai.</li> <li>Tung Yuen Street is identified as an northwest-southeast running air path for the area.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed podium at inland portion with carpark beneath open landscape area, and staircases would encroach into the NBAs along NBA(1) and NBA(2) (<b>Drawing A-1</b>).</li> <li>An enclosed footbridge (with about 5m headroom) transverse across Tung Yuen Street.</li> </ul>	Adopting various air ventilation improvement measures in the design, AVA results indicated that the overall air ventilation performance would not be adversely affected.

<sup>1</sup> As specified in the Explanatory Statement of the OZP and the PB, subject to the AVA, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected. Within the NBAs, 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.

	<b>Planning Brief (a)</b>	<b>Current Proposal (b)</b>	<b>Difference [(b)-(a)]</b>
		<ul style="list-style-type: none"> <li>•Incorporation of air ventilation improvement measures such as 13-14m podium setbacks from lot boundary at Tung Yuen Street, 19m building separation between Tower 2 and Tower 3, 12.5m building setback between Tower 4 and the western boundary, appropriate disposition and orientation of the tower blocks aligning with the prevailing winds, and the provision of large open landscaped garden at the podia.</li> </ul>	
Greenery coverage	<ul style="list-style-type: none"> <li>•Minimum greenery coverage of 20% based on net site area (excluding the PWP).</li> </ul>	<ul style="list-style-type: none"> <li>•about 21%</li> </ul>	+ 1%
Parking and Loading/Unloading (L/UL)	<ul style="list-style-type: none"> <li>•Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the TIA to be carried out by the applicant to the satisfaction of C for T.</li> </ul>	Private car: 169 Visitors: 25 Motorcycle : 11 L/UL: 5 <ul style="list-style-type: none"> <li>•The internal transport facilities for the Site as a whole are provided to meet the high-end requirements in HKPSG, and agreed by C for T.</li> </ul>	-

	<b>Planning Brief (a)</b>	<b>Current Proposal (b)</b>	<b>Difference [(b)-(a)]</b>
		<ul style="list-style-type: none"> <li>Owing to the small size of the waterfront portion, except 1 L/UL bay, all other parking facilities are provided in the inland portion. A private footbridge is proposed to facilitate the uses of these facilities. The two portions will be implemented in a single phase to safeguard sufficient parking provision to serve the whole development.</li> </ul>	
Setback	<ul style="list-style-type: none"> <li>Setback in full height at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai (Plan 5 of <b>Appendix IIa</b>) should be provided to allow provision of 3.5m wide footpath.</li> </ul>	<ul style="list-style-type: none"> <li>Full height setbacks along the concerned road sections are proposed to allow the provision of 3.5m-wide footpath.</li> </ul>	-
Technical assessments to be included in MLP submission	<ul style="list-style-type: none"> <li>TIA, EA, DIA/SIA, AVA, VIA and GA, LMP and urban design proposal.</li> </ul>	<ul style="list-style-type: none"> <li>TIA, EA, DIA/SIA, AVA, VIA, GA, LMP, WSIA, LCA and Urban Design Proposal were submitted.</li> </ul>	-

**Detailed Comments from Government Departments**

**Land Administration**

Comments of the District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD):

- (a) The proposed comprehensive residential development falls within YTIL 4 S.B and 9, YTML
- (b) 57 and adjoining Government land. The lease conditions of the above two lots contain, inter alia, the following restrictions:

**YTIL 4 S.B**

YTIL 4 S.B is held under the Conditions of Sale No. 9408 dated 28.10.1968 from a term of 99 years less 3 days from 1.7.1898 and further extended to 30.6.2047, as varied or modified by two Modification Letters dated 28.1.1981 and 16.12.1993 respectively. It is restricted to industrial and/or godown purposes excluding any offensive trade. The total gross floor area shall not exceed 43,503m<sup>2</sup>.

**YTIL 9**

YTIL 9 is held under the Conditions of Sale No.9505 dated 14.7.1969 from a term of 99 years less three days commencing from 1.7.1898 and further extended to 30.6.2047, as varied or modified by two Modification Letters dated 3.2.1981 and 31.3.1982 respectively. It is restricted to industrial and/or godown purposes excluding any offensive trade with a height restriction of 100 feet above Hong Kong Principal Datum (HKPD).

**YTML 57**

YTML 57 is held under the Conditions of Sale No. 9367 dated 15.6.1986 for a term of 99 years less three days commencing from 1.7.1898 and further extended to 30.6.2047. It is restricted to industrial and/or godown purposes excluding any offensive trade with a height restriction of 100 feet above HKPD.

- (c) The applicant proposes to construct a waterfront promenade within YTML 57. If the waterfront promenade is to be surrendered to the Government, the relevant department, presumably Leisure and Cultural Services Department (LCSD), should be asked to confirm its agreement to take up the permanent management and maintenance responsibilities of the waterfront promenade. Given that the subject proposal is a pure residential development, according to the principle of the “Public Open Space in Private Developments Design and Management Guidelines” promulgated by the Development Bureau, before the waterfront promenade is to be surrendered to the Government, its management and maintenance responsibilities should be borne by the developer at his cost, with an undertaking from his

parent company (who should not be a shell company), rather than the future individual flat owner.

- (d) The applicant proposes to include a right of way application on Government land off Shung Yiu Street for the proposed private pedestrian access and also an elevated private footbridge across Tung Yuen Street. As the said proposal affects the public pavement and carriageway of both Shung Yiu Street and Tung Yuen Street, agreement should be sought from Transport Department (TD) and Highways Department (HyD) in this regard.
- (e) The proposed footbridge over Tung Yuen Street may require gazettal under Roads (Works, Use and Compensation) Ordinance (Cap 370).
- (f) The applicant should seek the agreement of LCSD and HyD as appropriate for the proposed roadside trees.

### **Traffic Aspect**

Comments from the Commissioner for Transport (C for T) on FI (h):

- (a) Section 3.3 & 4.6 - The reserve capacity for J10 & J11 in Table 3.1 and J2 in Table 4.6 appears not reflecting the traffic condition.
- (b) Section 4.8- Please advise if the proposed lift at Shung Yiu Street will be included in proposed development and opened for public use.
- (c) Section 4.6, Figure 4.6- It is noted that 3 nos. of existing Goods Vehicle parking spaces in front of the proposed development access to Site B are deleted. In view of the high parking demand in the district, please consider to provide re-provision of the concerned parking spaces.
- (d) Section 4.6, Figure 4.6- One of the traffic lanes abutting waterfront portion of the site is terminated at the junction Shung Wo Path/ Tung Yuen Street, which is not desirable from traffic viewpoint. Please review the junction layout and submit a traffic arrangement proposal for this junction for comments.
- (e) Section 5.2, Car Parking Provisions- In the submitted R to C, it is noted that the proposed development will be implemented in a single phase, please ensure the ancillary parking provisions of the whole site will be provided upon population intake of the development in order to meet the high-end requirements in the HKPSG. To enhance connectivity between northern and the southern parts of the sites, please also ensure the proposed footbridge will be provided to connect the two parts of the site.

## **Environmental Aspect**

Comments of the Director of Environmental Protection (DEP) on FI (h) and (i):

- (a) The chimney information does not match with other concurrent projects nearby. Please review.
- (b) S4.9.2 of Environmental Assessment at Appendix Ig (EA) – noted from the other part of your submission that all the floors designated for clubhouse and office will contain no openable windows and will be provided with central air-conditioning with fresh air intake at the height level that could meet the AQOs and odour criteria. Please confirm the above and rephrase the sentence “It is common that .....” to avoid misunderstanding.
- (c) S4.9.2 – please consider revising the last sentence to “Besides, residential buildings relying on openable windows are at least 11.5mAG (T1-T4) and 10.5mAG (T5), implying no fresh air intake location and openable window are within the non-compliant zone, the future residents of proposed development will not subject to unacceptable air quality and odour impact”.
- (d) In S4.9.2 – it mentioned that the fresh air intake location should be located at least 5.5m above ground at the northeast portion of the proposed development (T1-T4) and 10.5mAG at the southwest portion (T5). As such, please also provide contour plot for 5.5mAG & 10.5mAG so as to clearly indicate the compliance of AQO.
- (e) S5.1.4 – please consider revising it to “Based on the air quality impact and odour assessment results, with the proper siting of the fresh air intakes of the ventilation for the non-residential lower floors, including the clubhouse and office in accordance with paragraph 4.9, it is predicted that the future occupants of the proposed development will not subject to any unacceptable air quality and odour impact”.
- (f) According to S4.9.1, ground floor (lobby) of the proposed development would also exceed the AQO. Please confirm if central air-conditioning would be provided and revise S4.9.2 & S5.1.4 where appropriate (referring to point (b) & (e) above).
- (g) Appendix 4.11, page 2 – the ferry service should be between Sam Ka Tsuen and Tung Lung Island not Tung Chung Island.
- (h) Appendix 4.22, note 1 – the criteria of odour is not HKAQOs, but a criteria stipulated in the EIAO-TM. Please revise.
- (i) Traffic data forecast has not been endorsed by Transport Department yet.
- (j) AERMOD sources location inputs do not match with Fig 4.3 and 4.4 of the report
- (k) AERMOD source for CBP L51, L52 and L53: input for “release height” in the model are not tally with the report App. 4.2.



- (l) CALINE FSP source input: inputs for traffic flow and emission rate among the model files “ASR255” and “ASR230” are not consistent.
- (m) Model results for NO2 breakdowns (both 19th hour and annual): model outputs are not tally with the report App 4.20

### **Urban Design and Visual Aspect**

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

- (a) Edge treatment including greening at street level should be maximised to contribute to a pleasing streetscape and public realm, and to minimise the visual bulkiness of the car park at Tung Yuen Street. The applicant should ensure tree planting, as part of the proposed edge treatment, outside the Site (both the Application Site and the lot boundary) could be realised
- (b) The Planning Brief and the Explanatory Statement of the relevant OZP both state suitable commercial uses, especially ‘Shop and Services’ and ‘Eating Place’ should be provided in the sites to enhance vibrancy and public enjoyment of the waterfront promenade. Noting the applicant’s concern given the industrial operation in the adjoining site and the justification regarding the small size of the waterfront portion, flexible design should be incorporated in the waterfront portion in order to foster the vibrancy of the waterfront area
- (c) The applicant should explore the scope to promote visual interests through building height variation for the residential blocks above the podium at the inland portion where the site coverage is of only 20% (about).
- (d) The applicant should provide a better interface between the development and the public domain with the creation of a pleasant pedestrian route along Shung Wo Path in mind, thereby improving the attractiveness of the promenade.

### **Landscape Aspect**

Comments of the Director of Leisure and Cultural Services (DLCS) on FI (h):

- (a) This department will work out our own tree planting proposal for the pavement on the basis of actual requirement and site constraints.

### **Building Matters**

Comments of the Chief Building Surveyors/Kowloon, Buildings Department (CBS/K, BD)

- (b) For inland portion, neither means of escape nor means of access connecting to Shung Yiu Street via the Government land would be accepted unless right-of-way over such Government land is

obtained.

- (c) In accordance with the Government's committed policy to implemented building design to foster a quality and sustainable built environment, the sustainable building design requirements, viz. building separation, building setback and site coverage of greenery should be included, where possible, in the conditions of the planning approvals. The Sustainable Building Design Guidelines set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 may only be implemented in the building plans approval stage under the BO when the proposed building development applies for gross floor area (GFA) concessions (i.e. excluding/disregarding green/amenity features and non-mandatory/non-essential plant rooms and services from GFA and/or site coverage (SC) calculations).
- (d) PNAP APP-151 for Building Design to Foster a Quality and Sustainable Built Environment and PNAP APP-152 for Sustainable Building Design Guidelines are applicable to the proposed development of the lots.
- (e) Under PNAP APP-2, 100% GFA concession may be granted for underground private carparks while only 50% GFA concession may be granted for aboveground private carparks.
- (f) Subject to the compliance with the requirements stipulated in PNAP APP-8, exemption under BO s31(1) to permit the footbridge to project over street may be given.
- (g) As regards the site area after surrender of the waterfront promenade, the applicant is required to observe the requirements on document proof of site parameters stipulated in PNAP ADM-21.
- (h) Detailed comments under the BO will be provided at the building plan submission stage.

*Advisory clauses*

- (a) the approved Master Layout Plan (MLP), together with the set of approval conditions, will be certified by the Chairman of the Town Planning Board (the Board) 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 a revised MLP for deposition in the Land Registry as soon as possible.
- (b) the approval of the application does not imply that any proposal on building design elements to fulfill the requirements under the Sustainable Building Design Guidelines and/or the relevant requirements under the lease, and that the proposed gross floor area (GFA) concession for the proposed development will be approval/granted by the Building Authority (BA). The applicant should approach the Buildings Department (BD) and the Lands Department (LandsD) direct to obtain the necessary approval. If the proposed building design elements and GFA concession are not approved/granted by the BA and the Lands Authority, and major changes to the approved scheme are required, a fresh planning application to the Town Planning Board may be required;
- (c) to note the comments of the District Lands Officer/Kowloon East, LandsD on the need to apply to the District Lands Office, Kowloon East for lease modification/land exchange to give effect to the proposal. However, there is no guarantee that the lease modification/land exchange application would be approved. If the application for lease modification/land exchange is approved by LandsD in the capacity as landlord at his sole discretion, it will be subject to those terms and conditions including the payment of any administration fee and premium as considered appropriate by LandsD. Given that the subject proposal is a pure residential development, according to the principle of the “Public Open Space in Private Developments Design and Management Guidelines” (POSPD Guidelines) promulgated by Development Bureau (DEVB), before the waterfront promenade is to be surrendered to the Government, its management and maintenance responsibilities should be borne by the applicant at his cost, with an undertaking from his parent company (who should not be a shell company), rather than the future individual flat owners. The proposed footbridge over Tung Yuen Street may require gazettal under Roads (Works, Use and Compensation) Ordinance (Cap 370). The applicant should seek the agreement of Leisure and Cultural Services Department and Highways Department (HyD) as appropriate for the proposed roadside trees;
- (d) to note the comments of the Chief Architect/Central Management Division 2, Architectural Services Department that the design of the footbridge should take into consideration of the possible adverse ventilation, overshadow and visual impacts to the surroundings, and are subject to the approval from the Advisory Committee on the Appearance of Bridges and Associated structure in accordance with ETWB TC(W) no. 36/2004. The proposed footbridges would be at/over government land and comments from relevant department should be sought. The construction of the proposed footbridges should not cause disturbance/disruption to the public usage of the roads. The design and management of the waterfront promenade should follow DEVB’s POSPD Guidelines;
- (e) to note the comments of the Director of Agriculture, Fisheries and Conservation that any potential visual, traffic and environmental (e.g. air quality, odour and noise) impacts of the Kwun Tong Wholesale Fish Market (KTFM) on the proposed

development should be duly acknowledged by the applicant and be properly addressed. The applicant is advised to incorporate appropriate measures in the proposed development to mitigate the impacts concerned. Alternatively, the applicant may propose mitigation measures at the KTFM with the assistance of the Fish Marketing Organisation, subject to his prior agreement and other relevant authorities together with the provision of the required capital and recurrent costs;

- (f) to note the comments of the Chief Building Surveyor/Kowloon, BD that all building works are subject to the compliance with the Buildings Ordinance (BO). Notwithstanding that the Lots are regarded as one site for planning application purpose, they are however taken as two sites (YYML No. 57 (i.e. waterfront portion) and YTIL No. 4B, 9 & adjoining Government land (i.e. inland portion)) for the purpose of the BO and its regulations. In other words, these two sites should be self-sustained in terms of plot ratio and site coverage (SC), open spaces, access, emergency vehicular access, means of escape and servicing etc. The proposed waterfront promenade is not regarded as a specified street for site classification purpose nor will it be taken as a street for providing natural lighting and ventilation to any adjoining domestic buildings as required under Building (Planning) Regulations (B(P)R) 30 and 31. As the public waterfront promenade (PWP) shall be surrendered to the Government upon request, the waterfront promenade should not be taken into account for provision of open spaces as required under B(P)R 25 and the rectangular horizontal planes for prescribed windows as required under B(P)R 31 for any proposed domestic buildings. For inland portion, neither means of escape nor means of access connecting to Shung Yiu Street via the Government land would be accepted unless right-of-way over such Government land is obtained. In accordance with the Government's committed policy to implement building design to foster a quality and sustainable built environment, the sustainable building design requirements, viz. building separation, building setback and site coverage of greenery should be included, where possible, in the conditions of the planning approvals. The Sustainable Building Design Guidelines set out in the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 may only be implemented in the building plans approval stage under the BO when the proposed building development applies for GFA concessions (i.e. excluding/disregarding green/amenity features and non-mandatory/ non-essential plant rooms and services from GFA and/or SC calculations). PNAP APP-151 for Building Design to Foster a Quality and Sustainable Built Environment and PNAP APP-152 for Sustainable Building Design Guidelines are applicable to the proposed development of the lots. Under PNAP APP-2, 100% GFA concession may be granted for underground private car parks while only 50% GFA concession may be granted for aboveground private car parks. Subject to the compliance with the requirements stipulated in PNAP APP-8, exemption under BO s31(1) to permit the footbridge to project over street may be given. As regards the site area after surrender of the waterfront promenade, the applicant is required to observe the requirements on document proof of site parameters stipulated in PNAP ADM-21. Detailed comments under the BO will be provided at the building plan submission stage.
- (g) to note the comments of the Commissioner for Transport that submission of a revised traffic impact assessment and implementation of traffic mitigation measures for the proposed development is required. The applicant should ensure the ancillary parking provisions of the whole site will be provided upon population intake of the development in order to meet the high-end requirements in the HKPSG. The

footbridge connecting the two parts of the site across Tung Yuen Street should be provided as proposed by the applicant;

- (h) to note the comments of the Director of Fire Services that fire service installations and water supplies for firefighting should be provided to the satisfaction of his department; and detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. As no details of the emergency vehicular access (EVA) have been provided, comments could not be offered at the present stage. Nevertheless, the applicant is advised to observe the requirements of EVA as stipulated in Section 6, Part D of the “Code of Practice for Fire Safety in Buildings 2011” which is administered by the BD;
- (i) The proposed development should be developed in one-go to minimize the interim industrial/residential (I/R) interface problem as proposed by the applicant. The developer should liaise with owners/operator of the surrounding industrial uses regarding the implementation programme of the proposed development as well as the phasing out plan (if any) of the surrounding industrial uses to minimize the interim I/R interface problem. Also, the developer should inform the future residents of the possible nuisance of concrete batching plants and provide channels to assist the future residents to deal with their complaints relating to I/R interface issues of the proposed development.
- (j) to note the comments of the Chief Highway Engineer/Kowloon, HyD that subject to permission from LandsD on construction of new footpath at Shung Yiu Street outside the lot boundary, the applicant shall construction the new footpath, including felling of trees in existing planting area, at own cost. For the proposed footbridge across Tung Yuen Street, clear headroom of 5.1m should be maintained above all part of the public carriageway and the public footpath. The applicant’s attention is drawn on Chapter 13 of Structures Design Manual for Highways and Railways for measurement of effective headroom above the carriageway; and
- (k) to note the comments of the Chief Town Planner/Urban Design and Landscape, the Planning Department that the applicant should provide better interface between the development and the public domain with the creation of a pleasant pedestrian route along Shung Wo Path and thereby improving the attractiveness of the promenade. Flexible design should be incorporated in the waterfront portion in order to foster the vibrancy of the waterfront area. Edge treatment including greening at street level should be maximised to contribute to a pleasing streetscape and public realm, and to minimise the visual bulkiness of the car park at Tung Yuen Street. The applicant should ensure tree planting, as part of the proposed edge treatment, outside the Site (both the Application Site and the lot boundary) could be realised. Sufficient signage to “*Demarcate the waterfront promenade and direct public to access the promenade*” should be illustrated on the LMP. Relevant information demonstrating the percentage for soft landscaping and “planting trees” for public open space for compliance of the Hong Kong Planning Standard and Guidelines requirement should be provided. The applicant should explore rooms for further improving the at-grade greening opportunities and a well-articulated landscaped area at street level.