

APPLICATION FOR PERMISSION
UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. A/K15/122

- Applicant** : Korn Reach Investment Limited represented by Kenneth To & Associates Limited
- Application Site** : 5 and 8 Tung Yuen Street, Yau Tong, Kowloon
- Site Area** : About 7,773m²
- Lease** : Yau Tong Inland Lot (YTIL) 45 (the Lot)
(a) Restricted to private residential purposes
(b) Maximum total gross floor area (GFA) of 38,865m²
(c) Maximum building heights (BH) of 80m above Principal Datum (mPD) at the waterfront portion and 100mPD at the inland portion
(d) Provision of public waterfront promenade (PWP) with minimum width of 15m and a minimum 1.5m-wide public pedestrian access (PPA) to link up the PWP and Tung Yuen Street
- Plan** : Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/25
- Zoning** : “Comprehensive Development Area (1)” (“CDA(1)”) [Subject to a maximum plot ratio (PR) of 5.0 and a maximum BH of 80 mPD for the waterfront portion and 100mPD at the inland portion, and a PWP of not less than 15m wide on land designated ‘Waterfront Promenade’ on the OZP shall be provided.]
- Application** : Proposed Comprehensive Residential Development

1. The Proposal

- 1.1 The applicant seeks planning permission for a proposed comprehensive residential development at the application site (the Site) which is zoned “CDA(1)” on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 (**Plan A-1**). According to the Notes of the OZP, an applicant seeking permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) with the required information and technical assessments for the approval of the Town Planning Board (the Board). The Site is divided into the waterfront and inland portions separated by Tung Yuen Street (**Plan A-2**). The inland portion is currently vacant while the waterfront portion is occupied by a 5-storey industrial building (IB) accommodating a concrete batching plant (CBP) which had ceased operation.

- 1.2 According to the applicant, the development proposed is prepared having regard to the 'Planning Brief for the five "CDA" zones at Tuen Yuen Street and Yan Yue Wai' (PB), which covers the subject "CDA", endorsed by the Metro Planning Committee (the Committee) on 20.11.2015. As indicated on the MLP submitted by the applicant, the proposed development with three residential blocks providing about 903 flats will be developed with total PR of 5. The BHs of the residential towers are 35.6mPD (Tower B3), 80mPD (Tower A1) and 100mPD (Tower B1 and B2) (the Proposed Scheme).
- 1.3 The Site is the subject of a previous planning application (No. A/K15/114) for proposed residential development which was approved with conditions by the Committee on 5.2.2016. Building plans (BPs) for the waterfront portion and the inland portion based on the previous approved scheme were approved by the Building Authority (BA) on 27.11.2017 and 12.12.2019 respectively. Compared with the previous approved scheme, the Proposed Scheme involves the following major changes:
- (a) Increase in site area with corresponding increase in GFA – a strip of government land (GL) (of about 227m² or 3% of the site area) abutting Shung Yiu Street is within the "CDA(1)" zone which had not been included in the net site in the previous approved scheme (**Drawing A-1**). Subsequently, the Lot area has been revised to include this stripe of GL in the land grant process which was executed in June 2019^[1]. In the current application, the site area follows the new land grant lot boundary with corresponding increase in GFA, while the permissible PR of 5 remains unchanged.
 - (b) Changes in number and disposition of building blocks – the previous approved scheme comprises five residential blocks (with two in the waterfront and three in the inland portions). Under the current application, one block is proposed for the waterfront portion and two clusters of elongated blocks are proposed for the inland portion.
 - (c) Provision of building setbacks – While both schemes incorporate setbacks from both sides of Tung Yuen Street fronting the Site for providing a public footpath with a minimum width of 3.5m as per the PB, the undulating building façade of tower abutting northern side of Tung Yuen Street (i.e. Tower B1 and B2) in the Proposed Scheme create setbacks with variations in width (from 3.5m fpath on both ends to maximum of about 12m in the centre) (**Drawings A-1 and A-2**). A void (15m wide and 13m high) extending from street level of Tung Yuen Street is provided with at-grade planting and cascading water features (**Drawings A-3, A-6 to A-8 and A-11**). As compared with the previous approved scheme with aboveground carpark in the inland portion, semi-sunken basement carpark is proposed in the Proposed Scheme (**Drawings A-2 and A-5 to A-6**). As for Shung Yiu Street to the northeast of the inland portion, building setback with roadside

^[1] According to TPB PG-No. 36A (which was in effect when the basic terms of land grant was approved), any increase in GFA of less than 5% of the approved GFA due to setting out of site boundary at the land grant process is a Class A amendment.

tree planting is proposed (**Drawings A-1 and A-7**). On the southern side of Tung Yuen Street, Tower A1 at the waterfront portion is sensitively dispositioned having regard to the industrial/residential (I/R) interface issue with the adjacent CBP and Kwun Tong Wholesale Fish Market (KTWFM) while providing wider tower setback along Tung Yuen Street (**Drawing A-1**).

- (d) Changes in BH – the BHs of the residential blocks adopted in the previous approved scheme are from 60/78mPD (waterfront portion) to about 94/100mPD (inland portion), which is stepping down towards the harbour. The BH in the Proposed Scheme are 80mPD (waterfront portion), and 35.6mPD and 100mPD (inland portion abutting Shung Yiu Street and Tung Yuen Street respectively) (**Drawing A-1**).
- (e) Provision of Non-Building Area (NBA) – according to the Explanatory Statement (ES) of the OZP and the PB, a 15m-wide NBA running in northeast-to-southwest direction at the eastern part of the inland portion is required for better air ventilation^[2] (Plan 5 of **Appendix II**). Instead of strictly follow the said NBA, the previous approved scheme adopts an alternative air corridor of 16.5m-wide between two blocks in the inland portion and the Air Ventilation Assessment (AVA) as submitted demonstrate that the overall air ventilation performance would not be adversely affected. The Proposed Scheme generally follows the NBA requirement with no structure proposed therein except landscape features. Besides, building separation between the inland portion and Peninsula East to the north of the Site would create another wind corridor to facilitate wind penetration (**Drawings A-1 and A-7**).
- (f) Increase in number of flats from 536 units to 903 units (+367 units, 68%) in the Proposed Scheme, with average flat size reduced from about 70.4m² to about 42.09 to 45.83m².
- (g) Minor adjustment to the number of car parking and loading/unloading (L/UL) spaces ^[3].
- (h) Extended opening hours of the 15m-wide PWP from 0800 – 1800 every day in the previous approved scheme to 24-hours daily and a wider PPA connecting PWP with Tung Yuen Street from 1.5m under the previous approved scheme (i.e. minimum requirement under PB) to 3m (clear headroom of 3.5m). The PWP (before surrendered to the government)

^[2] According to the 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.

^[3] Parking requirement under Hong Kong Planning Standards and Guidelines (HKPSG) for private housing development increases with larger flat size. Thus, with overall reduction in average flat size, the parking spaces incorporated in Proposed Scheme are slightly lower than that under the previous approved scheme even though there are more flats in the Proposed Scheme.

and the PPA will be implemented, maintained and managed by the applicant without transferring the management and maintenance (M&M) responsibilities to the future individual flat owners. A 3m-wide landscaped buffer between the PWP and residential block will be provided as an interface design measure (**Drawing A-1**).

1.4 The MLP, elevation and section plans, Landscape Master Plan (LMP), urban design proposals, photomontages submitted by the applicant are shown in **Drawings A-1 to A-11**. The major development parameters as compared with the previous approved scheme are set out in the table below.

Development Parameters	Previous Approved Scheme (Application No. A/K15/114) (a)	Proposed Scheme (Application No. A/K15/122) (b)	Difference [(b)-(a)] (%)
Site area (about)	7,546m ² [a]	7,773m ²	+227 (+3%)
- Waterfront Portion	2,108m ²	2,108m ²	-
- Inland Portion	5,438m ² [a]	5,665m ²	+227 (+4.2%)
Total Domestic GFA (about)	37,730m ²	38,865m ²	+1,135 (+3%)
- Waterfront Portion	10,540m ²	10,540m ²	-
- Inland Portion	27,190m ²	28,325m ²	+1,135 (+4.2%)
Total PR	5 (for each portion)	5 (for each portion)	-
Site Coverage (SC)			
- Waterfront Portion	52% (below 15m) 29% (above 15m)	≤40% (below 15m) ≤33.3% (above 15m)	-12 (-23%) +4 (+15%)
- Inland Portion	52% (below 15m) 19% (above 15m)	≤90% (below 15m) ≤33.3% (above 15m)	+38 (+73%) +14 (+75%)
BH (main roof)			
- Waterfront Portion	60mPD (T1) to 78mPD (T2)	80mPD (Tower A1)	varies
- Inland Portion	94mPD (T3) to 100mPD (T4 & T5)	35.6mPD (Tower B3) and 100mPD (Tower B1 & B2)	varies
No. of Blocks	5	3	-2
- Waterfront Portion	2	1	-1
- Inland Portion	3	2 ^[b]	-1
No. of Storeys			
- Waterfront Portion	19 (T1) and 25 (T2) (including 2-level lobby/ clubhouse and 2-level basement carpark)	Tower A1 : 26 (including lobby/ L/UL clubhouse on G/F and 2- level basement carpark)	varies
- Inland Portion	27 (T3) and 29 (T4 & T5)	Tower B1 & B2: 32 (including 2-level lobby/clubhouse and 1-level	varies

Development Parameters	Previous Approved Scheme (Application No. A/K15/114) (a)	Proposed Scheme (Application No. A/K15/122) (b)	Difference [(b)-(a)] (%)
	(including 1-level lobby/clubhouse and 1-level carpark ^[d])	semi-sunken basement carpark ^[e] Tower B3: 9 (including 1-level E&M, 1-level clubhouse and 1-level basement semi-sunken carpark ^[e])	
No. of Flats	536	903	+367 (+68%)
- Waterfront Portion	143	230	+87 (+61%)
- Inland Portion	393	673	+280 (+71%)
Design population (about)	1,608	2,258	+ 650 (+40%)
- Waterfront Portion		575	-
- Inland Portion		1,683	-
Pubic Open Space (PWP)	Not less than 550m ²	Not less than 550m ²	-
Private Open Space	Not less than 1,680m ²	Not less than 2,258m ²	+ 650 (+40%)
- Waterfront Portion	-	Not less than 575m ²	-
- Inland Portion	-	Not less than 1,683m ²	-
Greenery coverage ^[d]	about 21.3%	about 21.5%	+0.2% (+1%)
Parking Provision			
- Private Car (PC)	172	146 ^[e]	-26 (-15%)
- Motorcycle (MC)	6	10	+4 (+67%)
- L/UL bays	5	4	-1 (-20%)
Tentative Completion Year	2018	2025	-

Remarks

- [a] A long strip of GL in the inland portion abutting Shung Yiu Street of about 227m² was not included in GFA calculation in the previous approved scheme.
- [b] While building numbering of Tower B1 and Tower B2 are assigned, the building structures are physically connected and is considered as one block.
- [c] While the applicant indicates that the car parking spaces to be provided at basement levels in inland portion are not included in the GFA calculation, the GFA accountability of the semi-sunken carparks is subject to the discretion of the BA under PNAP APP-2.
- [d] The greenery coverage should be calculated based on net site area (excluding the PWP).
- [e] Breakdown of parking provisions are as follows:
Waterfront Portion: PC (44, including 1 accessible parking), MC (3) and L/UL (1)
Inland Portion: PC (102, including 2 accessible parking), MC (7) and L/UL (3)

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

- (a) Letter received on 13.6.2019 enclosing the application form **(Appendix I)**
- (b) Supporting Planning Statement (including MLP, LMP, Tree Survey Report, AVA, Visual Impact Assessment (VIA), Noise Impact Assessment (NIA), Air Quality Impact Assessment (AQIA), Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), and Geotechnical Assessment (GA)) **(Appendix Ia)**
- (c) 1st Further Information (FI) via letter dated 4.7.2019 providing revised AQIA^(*) **(Appendix Ib)**
- (d) 2nd FI via letter dated 8.8.2019 providing Response to Departmental Comments (RtoC), revised and supplementary architectural drawings, revised TIA, DSIA, NIA and AVA^(*) **(Appendix Ic)**
- (e) 3rd FI via letter dated 11.10.2019 providing RtoC, supplementary drawings to compare between the approved scheme and Proposed Scheme, revised AVA, TIA and AQIA^(*) **(Appendix Id)**
- (f) 4th FI via letter dated 20.12.2019 providing RtoC, addendum to the Planning Statement, revised architectural and landscape drawings, AQIA and TIA^(*) **(Appendix Ie)**
- (g) 5th FI via letter dated 31.1.2020 providing RtoC and revised AQIA and TIA^(*) **(Appendix If)**
- (h) 6th FI via letters dated 24.2.2020 and 2.3.2020 providing revised pages of AQIA **(Appendix Ig)**
- (i) 7th FI via letter dated 3.3.2020 providing new air modelling for AQIA and assessment result^(*) **(Appendix Ih)**
- (j) 8th FI via letter dated 13.3.2020 with submission of consolidated AQIA **(Appendix Ii)**
- (k) 9th FI via letters dated 6.4.2020 and 9.4.2020 providing RtoC and revised section plan **(Appendix Ij)**

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

1.6 On 4.10.2019 and 29.11.2019, the Committee agreed to defer making a decision on the application for two months and one month respectively as requested by the applicant in order to allow sufficient time for preparation of FI to respond to the departmental comments. With the FIs received on 20.12.2019, 31.1.2020 and 3.3.2020 (**Appendices Ie, If and Ih**), the application is scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application as detailed in the planning statement and the FIs in **Appendices Ia to Ij** are summarized as follows:

Planning Intention and Compliance with PB

- (a) The proposed development is in line with the planning intention of the “CDA(1)” zone to facilitate comprehensive (re)development of the area for residential and/or commercial uses. The Proposed Scheme complies with the statutory restrictions under OZP and the design requirements with respect to the provision of PWP and PPA, setback, provision of open space and greenery coverage under PB.
- (b) The proposed development would help to address the acute shortage of housing and is in line with the Policy Addresses in recent years to boost housing supply. Besides, it facilitates redevelopment of the area to phase out the obsolete IBs and polluting industrial operations.
- (c) 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 approved scheme, there is nil provision under the Proposed Scheme. The waterfront portion is small in size with one-fourth designated for PWP (about 550m²). Upon excising the PWP, the net site area of waterfront portion is small (with 1,558m²) and all possible G/F space has been designated for greening/private open space to meet the relevant requirements under PB. As the PWP has yet to be connected with the adjoining sites to form a continuous promenade, it is not viable to place any commercial uses along this small packet of PWP.

Planning and Design Merits

- (d) To enhance the visual openness and walking environment along Tung Yuen Street at pedestrian level, setbacks with various widths and road side planting along Tung Yuen Street are proposed as discussed in paragraph 1.3(c) (**Drawings A-1, A-2 and A-7**). The void as proposed would enhance visual interest and permeability along Tung Yuen Street and spatial connection between the roadside landscape area and the private open space inside.
- (e) Distinct variation in BH within inland portion is proposed with a low rise block of about 35.6mPD abutting Shung Yiu Street (6m wide) which would avoid overshadowing the narrow street and reduce canyon effect, and improve air ventilation of the inland area. Setback therein would also allow tree planting alongside the footpath (**Drawings A-1 and A-8**).
- (f) To allow wind penetration between the waterfront and inland area, the Proposed Scheme adopts two major building separations in the inland portion as discussed in paragraph 1.3(e) above (**Drawings A-1 and A-8**).
- (g) The applicant also demonstrates that the Tower B1 and B2 has met the requirements on building separation and building setback under the Sustainable Building Design Guidelines (SBDG) (Appendix III of **Appendix Id**)

Measures to Address the Interim I/R interface Issues

- (h) Various mitigation measures have been incorporated in the Proposed Scheme in order to address the I/R interface, namely (i) setbacks to minimize the impacts from existing industrial operations along Tung Yuen Street e.g. CBPs and KTWFM; (ii) self-protective building design including high podium with elevated residential floors and careful building disposition and orientation to reduce sight line from sensitive uses at Tower A1 to the nearby industrial noise sources; (iii) direct noise mitigation measures e.g. architectural fins are adopted where necessary to provide further protection; and (iv) developing the Proposed Scheme in “one-go” will remove the industrial operations within the Site so there will be no interim I/R interface that may otherwise be caused by co-existing of residential and industrial uses within the Site. The findings of AQIA and NIA confirm that there would not be adverse environmental impact to the proposed development. The applicant would set up a designated hotline for handling complaints with respect to the I/R interface and help the residents actively communicate and liaise with the nearby industrial use operators.

Technically Feasible

- (i) With good design features (e.g. setbacks, NBA and building separations (Appendix VIII of **Appendix Ic**)), the AVA concludes that the Proposed Scheme would have slightly better air ventilation performance at the pedestrian level of the area around the Site when compared with the previous approved scheme.
- (j) On traffic aspect, with mitigation measures at the two junctions proposed to be implemented by the applicant before the population in-take, namely, Lei Yue Mun Road/ Slip Road to Eastern Harbour Crossing (EHX) junction and Cha Kwo Ling Road/ Yau Tong Road junction (**Drawings A-12 and A-13**), the TIA shows that the Proposed Scheme is acceptable from traffic engineering point of view. Parking facilities would be provided to meet the high end requirement under HKPSG.
- (k) The proposed development has no adverse impacts to its surroundings 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 Application

The Site is the subject of a previous s.16 planning application (No. A/K15/114) for proposed comprehensive development, which was approved with conditions by the Committee on 5.2.2016 (**Plan A-1**) on the considerations that the proposed residential development with the provision of PWP is generally in line with the planning intention of the “CDA(1)” zone and was considered compatible with the planned land use of the area that would facilitate the gradual transformation of the Yau Tong Industrial Area (YTIA) for residential use; the proposed development intensity is within the permissible

statutory limits and the general gradation in BH from inland towards waterfront is maintained; the scheme generally complied with the design requirements set out in the PB and there would be no insurmountable impact on air ventilation, traffic, environmental, and other technical aspects. Based on the approved scheme under A/K15/114, BPs for the waterfront portion and the inland portion were approved by the BA on 27.11.2017 and 12.12.2019 respectively, and the land exchange was executed in June 2019.

5. Similar Applications

- 5.1 There are two similar planning applications (Nos. A/K15/119 and 120) at YTIA for proposed residential developments with PWP at the “CDA(3)” and “CDA(5)” zones. The application at “CDA(5)” zone include commercial uses and public vehicle park. Both were approved with conditions by the Committee on 15.6.2018 and 11.8.2017 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 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 latter application was approved with conditions on 16.1.2019 (**Plan A-1**).

6. The Sites and Its Surrounding Areas (**Plans A-1 and A-2** and photos on **Plans A-3 to A-5**)

6.1 The Site is:

- (a) located at the northwestern part of YTIA;
- (b) composed of the waterfront and inland portions separated by Tung Yuen Street. The inland portion is currently vacant while the waterfront portion is occupied by a 5-storey IB accommodating a CBP which had ceased operation (**Plans A-3 to A-5**); and
- (c) the waterfront portion is bounded by Victoria Harbour on its west, Tung Yuen Street on its east, KTWFM on its south and another CBP on its north for the waterfront portion. The inland portion abuts Tung Yuen Street on its west (+4.4mPD), Shung Yiu Street at a higher level on its east (+21mPD), inland portion of “CDA(3)” site currently occupied by a recycling depot on its south and a residential development, namely Peninsular East on its north (**Plan A-2**).

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 developments, of which four were completed, namely Canaryside, Ocean One, the Spectacle and Peninsula East, and one at Sze Shan Street under construction (**Plan A-2**);

- (b) planning permissions (Nos. A/K15/119 and 120) for proposed comprehensive residential developments were granted to the adjoining “CDA(3)” and “CDA(5)” sites on 15.6.2018 and 11.8.2017 respectively (**Plan A-1**). Development for the approved residential development with commercial uses at the “CDA(5)” zone is currently under construction;
- (c) the “CDA(2)” zone, abutting the waterfront portion to the south is occupied by KTWFM^[4], a Salt Water Pumping Station and Tung Yuen Street Cooked Food Market (**Plan A-2**);
- (d) the “CDA(4)” zone is currently occupied by two CBPs, and a planning application (No. A/K15/121) for comprehensive residential development is under processing; and
- (e) MTR Yau Tong Station is about 400m to the northeast of the Site.

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 ES of the OZP set out that suitable commercial uses, especially shop and services and eating place, should be provided in the future developments 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 in YTIA, a PB setting out the broad planning parameters and development requirements was endorsed by 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

[4] The Civil Engineering and Development Department (CEDD) has commenced a Technical Study on Potential Sites for Relocation of Wholesale Markets and Other Industrial Uses to North West Tsing Yi, which will cover the provisioning of the KTWFM. The study is expected to be completed in Q3 2020.

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 etc. A copy of the PB is attached at **Appendix II**. A comparison of major development parameters and planning requirements of the PB and the subject application are as set out in **Appendix III**.

9. Comments from Relevant Government Bureau/Departments

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

Land Administration

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

- (a) He has no objection to the application.
- (b) The proposed comprehensive residential development in the Site falls within YNIL 45 which is held under Conditions of Exchange No. 20347 dated 19.6.2019 (the Condition). The user of the Lot is restricted to private residential purposes. The total GFA shall not exceed 38,865m², with maximum GFA of 10,540m² for the waterfront portion and 28,325m² for the inland portion. The height restrictions for the waterfront and the inland portions are 80mPD and 100mPD respectively.
- (c) According to the Conditions, the applicant is required, amongst others, to take up the formation, M&M obligations of the PWP and PPA without transferring the same to the individual flat owners of the proposed development, and to provide full height setback and carry out the formation works for the purpose of footpath widening at both sides of the Tung Yuen Street fronting the Lot.
- (d) Other key restrictions specified in the lease conditions of the Lot are detailed at **Appendix IV**.

Traffic Aspect

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

Having reviewed the revised TIA at **Appendix If**, he has no adverse comment on the application from traffic engineering point of view, but suggests that should the application be approved by the Board, approval conditions for the submission of a revised TIA, and implementation of the mitigation measures (including improvement works at Lei Yue Mun Road/Slip Road to EHX junction and Cha Kwo Ling Road/ Yau Tong Road junction (**Drawings A-12 and A-13**) before the first population in-

take) as proposed by the applicant, and the design and provision of vehicular access, and vehicle parking/L/UL facilities for the proposed development as stated in paragraph 12.2 below should be imposed.

Environmental Aspect

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

- (a) While it is noted that the planning intention of the five “CDA” zones along Tung Yuen Street is to phase out existing industrial uses with residential and/or commercial uses in YTIA, environmental complaints in relation to the I/R interface problems in YTIA have been received from time to time in recent years, in particular from the Peninsula East since its first population intake in 2017.
- (b) As the Site is closely surrounded by or close to existing incompatible industrial uses (including the existing CBPs, KTWFM, IBs, etc.), any I/R interface issues arising from the co-existence of the existing industrial uses should be properly addressed. According to the AQIA and NIA as submitted by the applicant, the following environmental mitigation measures/design in the Proposed Scheme are incorporated:
 - (i) Setback of the Proposed Residential Development – Noting that there are still a number of existing industrial operations situated in the vicinity of the Site which could lead to potential impacts on the future residents during the existence of interim I/R interface, setbacks (i.e. 4m to 16m from Tung Yuen Street) have been incorporated to reduce the impacts.
 - (ii) Building Disposition and Orientation – To reduce line of sight to the sensitive uses nearby, Tower A1 in the waterfront portion in particular, has been orientated to mitigate the potential adverse impacts from the adjacent CBP.
 - (iii) Architectural Fin and Fixed Window – In order to mitigate the noise impacts from the CBP, 1.2m to 1.5m fins and fixed window have been adopted as a noise mitigation measures.
 - (iv) High podium with non-residential uses – To avoid potential adverse air quality impact to the future residents, mitigation measures such as a design of having 8m high podium cum transfer plate of Tower A1 so that the first residential floor is elevated to 12mPD. For both the waterfront and inland portions, fresh air intake of clubhouse will be located at 5m above ground.
 - (v) Development in “One-go” –The entire development would be implemented in “one-go” so there will be no interim I/R interface issues within the Site.

- (c) The AQIA demonstrates that even with the operation of industrial activities nearby, the predicted air pollutant concentrations at air sensitive receivers would comply with the Air Quality Objectives.
- (d) The Proposed Scheme has incorporated various mitigation measures and that the relevant air quality and noise standards as stipulated in the HKPSG have been met. Should the Board considers it appropriate to approve the application having regard to the long term planning intention of the “CDA(1)” zone and the interim I/R interface issues with the CBPs still in operation in the vicinity of the Site, DEP has no objection from environmental perspective and suggests that relevant approval conditions requiring the submission of Land Contamination Assessment, revised SIA and revised EA (covering air quality and noise impacts) to (i) cater for potential changes in project design/development layout; and (ii) address outstanding technical comments and the I/R interface environmental problems with surrounding uses, including but not limited to air quality and noise impacts; and implementation of environmental mitigation measures identified therein as stated in paragraph 12.2 below should be imposed.
- (e) DEP’s other technical comments on the AQIA are at **Appendix IV**.

Urban Design, Visual and Landscape Aspect

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

Urban Design and Visual Aspects

- (a) The Site forms part of the five “CDA” subzone at YTIA planned for transformation into a residential area. Situated at the north-western end of the cluster, the Site comprises the waterfront portion and the inland portion separated by Tung Yuen Street.
- (b) For the inland portion, the proposal has chosen to place close to the edge of Tung Yuen Street the high-rise tower with BH of 100mPD (Tower B1 & B2) whereas a substantially lower building block of 35.6mPD (Tower B3) at the north-eastern boundary along Shung Yiu Street, creating a rather distinct BH variation within the inland portion. A lower-scale built form along the relatively narrow Shung Yiu Street may help create a better pedestrian environment.
- (c) Regarding the building disposition, while the mass of the connected Tower B1 and B2 are relatively close to the street frontage of Tung Yuen Street, the setback requirement under PB from the street line for footpath widening has been adhered to. The horizontal mass of the elongated high rise block is also broken down by an articulated building façade with variation in setback. The part of façade at the centre is recessed farther away from the street line (about 12m) where a void of about 15m wide is created

extending from the street level to 3/F (13m high), promoting visual interest and permeability along with the edge greening.

- (d) The building disposition arrangement within the inland portion allows a more private landscaped setting with a swimming pool at the centre of the inland lot. The siting of the building blocks under the Proposed Scheme has also respected the requirement of the 15m NBA as per the PB.
- (e) Having reviewed the applicant's justification for not providing commercial uses at the waterfront portion (paragraph 2 (c) above), he has no adverse comment on nil provision of such use.

Landscape Aspect

- (f) The Site is situated in an area of industrial landscape character dominated by low to medium-rise IBs, warehouse etc. Having reviewed the LMP (**Drawing A-7**) and tree survey report (**Appendix Ia**) submitted, she has no in-principle objection to the application from landscape planning perspective 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 below should be imposed.

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

He considers that the proposed development which consists of three residential blocks with BHs ranging from 35.6mPD to 100mPD may not be incompatible with adjacent development with BHs ranging from 80mPD to 120mPD, and has no comment from architectural and visual impact point of view.

Air Ventilation Aspect

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

- (a) An AVA Initial Study (AVA IS) using computational fluid dynamic modelling has been carried out to support the captioned application. Two schemes, the previous approved scheme and the Proposed Scheme were compared. In terms of design features for air penetration, both schemes have incorporated the 15m-wide PWP as designated on the OZP. The Proposed Scheme has further incorporated (i) a 3m-wide buffer between the residential block and the PWP in the waterfront portion; (ii) a void with 13m-high x 15m-wide from the street level to 3/F at Tower B1 and B2 at inland portion and (iii) a 32m-wide building separation between towers of the waterfront and inland portions (Appendix VIII of **Appendix Ic**). According to the simulation results in the AVA IS, the Proposed Scheme has better annual and summer site and local spatial average

velocity ratios (i.e. SVR and LVR) when compared with the previous approved scheme.

- (b) Based on the above considerations, it is not anticipated that the Proposed Scheme would generate any significant adverse impact on the pedestrian wind environment.
- (c) His other minor technical comments on the AVA is at **Appendix IV**.

Harbourfront Planning

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

On 26.9.2019, the applicant consulted the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) of Harbourfront Commission on the Proposed Scheme. The Secretary of the Task Force submitted a letter to the Board on 14.1.2020 summarizing the Task Force's comments as follows (**Appendix V**):

- (a) The PWP and the PPA should be opened 24-hours daily instead of 0800-1800 as in the previous approved scheme. The applicant should take up the M&M responsibility of the PWP before surrendering to the Government upon request.
- (b) The width of the PPA should be wider than the minimum requirement of 1.5m under PB.
- (c) The separation between the PWP and the development should be carefully articulated in detailed design stage to allow visual permeability to the harbourfront.

Interface with KTFM

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

He has no objection to the application but reminds the applicant to note the following aspects:

- (a) Any potential impact arising from the daily operation of KTFM 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.
- (b) To avoid public access to KTFM from the adjacent PWP concerned, the project proponent/developer should undertake to provide appropriate measures, such as providing/maintaining an effective

barrier between KTFM and the promenade, to ensure safety of tourists and security of users and properties of KTFM.

Building Matter

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

- (a) He has no in-principle objection to the application under Building Ordinance (BO) subject to the submission of BPs to demonstrate compliance with BO and regulations.
- (b) Applications for modification to BO, if any, can be submitted at BP submission stage, with demonstration of compliance with the relevant acceptance criteria, requirements, prerequisites, etc. in relevant PNAPs for consideration by the BA.
- (c) The Site comprises two plots of land separated by Tung Yuen Street. They should be regarded as two individual sites for the purpose of BO. In other words, these independent sites should be self-sustained in terms of PR, SC, open space, access, emergency vehicle access, means of escape and servicing etc.
- (d) Other detailed comments are in **Appendix IV**.

Seawall Engineering Matter

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

He has no objection to the application but reminds the applicant to note the following aspects in detailed design stage:

- (a) In view of the potential coastal hazards at the shoreline, the applicant should ensure that the existing seawall meets the requirements in the latest version of the Port Works Design Manual taking into account the proposed development so as to safeguard the public.
- (b) To enhance the protection of public lives and properties during extreme weather, the applicant should carefully review the potential impact under extreme weather to the development which is located at or close to the coastline, in particular pier facility, 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 bureau/departments have no objection to/comment on the application:

- (a) Director of Leisure and Cultural Services (DLCS);

- (b) Chief Highway Engineer/Kowloon, Highways Department;
- (c) Project Manager/East Development Office, CEDD;
- (d) Director of Marine;
- (e) Chief Engineer/Construction, Water Supplies Department;
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Head of Geotechnical Engineering Office, CEDD;
- (h) Director of Fire Services;
- (i) Commissioner of Police;
- (j) Director of Food and Environmental Hygiene; and
- (k) District Officer (Kwun Tong), Home Affairs Department.

10. Public Comments Received During Statutory Publication Period

- 10.1 The application and the subsequent FIs were published for public inspection on 21.6.2019, 16.7.2019, 20.8.2019, 25.10.2019, 7.1.2020, 21.2.2020 and 17.3.2020. During the statutory public inspection periods, a total of 17 public comments were received (**Appendices VI (1) to (17)**), including one supporting comment from an individual and 16 opposing comments from four industrial operators nearby and other individuals.
- 10.2 The supporting commenter considers that the Proposed Scheme with gradation in BH would facilitate air ventilation. 11 comments from individuals raise concerns about the possible adverse impact on air ventilation of the Proposed Scheme and inadequate parking provision within the Site. There are other area-wide concerns in relation to provision of GIC/recreational facilities and open space, handling capacity of road network and mass transit system, and the illegal parking and occupation of footpaths by miscellaneous objects along Shung Yiu Street and the vicinity. There are suggestions to lower BH to 60mPD for the waterfront portion and to improve pedestrian connectivity between MTR Yau Tong Station and the Site. Six comments from the four industrial operators nearby comment that the Site and the vicinity are currently occupied by recycling and related industries and the proposed residential development would affect their operations and business establishment and is not in line with the existing industrial nature of the area.

11. Planning Considerations and Assessments

- 11.1 The applicant seeks planning permission for a proposed comprehensive residential development with a PWP at the Site which is zoned “CDA(1)”. The Site is the subject of a previous application (No. A/K15/114) for proposed comprehensive residential development, which was approved with conditions by the Committee on 5.2.2016. As compared with the previous approved scheme, amendments are proposed in respect of the number and disposition of building blocks, change in proposed BHs (that are within permissible BH restrictions (BHR)), increase in flat number (+367 units or 68%), as well as the extension of the opening hour of the PWP/PPA from 10-hours (0800 to 1800) to 24-hours daily and a wider PPA from 1.5m to 3m (see paragraph 1.3 above for details).

Planning Intention and Development Intensity

- 11.2 The planning intention of the “CDA(1)” 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(1)” zone.
- 11.3 While there is an increase in flat production (+68%) as compared with the previous approved scheme, the PR remains at 5 under the Proposed Scheme. The provision of private open space (i.e. 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.

Land Use Compatibility

- 11.4 The YTIA is under transformation with a mix of industrial and residential developments. The Site is one of the five “CDA” subzones in YTIA which is currently mainly occupied by various industrial uses with a residential development under construction on the “CDA(5)” site. Planning permission for residential development at the adjoining “CDA(3)” zone was granted in 2018. 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 or under construction (**Plans A-1 and A-2**). The proposed comprehensive residential development 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.

Urban Design, Landscape and Air Ventilation Aspects

- 11.5 The Site comprises an inland portion and a waterfront portion as separated by Tung Yuen Street, and each portion would be developed within the BHR of 80mPD for the waterfront portion and 100mPD for the inland portion. For the variation in BH within the inland portion with high-rise tower of 100mPD (Tower B1 and B2) abutting Tung Yuen Street and lower building block of 35.6mPD (Tower B3) at along Shung Yiu Street, the applicant claims that such building disposition would avoid overshadowing of the narrow Shung Yiu Street (6m wide) (**Drawings A-1 and A-8**). CTP UD&L, PlanD advises that the proposed setting with lower-scale built form along the relatively narrow Shung Yiu Street may help create a better pedestrian environment therein. While there is distinct graduation in BH within the Site, the overall BH profile descending from inland towards waterfront could still be maintained.

- 11.6 With the aid of photomontages (**Drawings A-9 to A-10**), the applicant has demonstrated that there will be no significant visual impact to the surrounding areas. The applicant indicates that elongated tower design for Tower B1 and B2 has met the requirements on building separation/permeability and building setback under SBDG. CBS/K, BD has no adverse comment in this regard subject to detailed checking in the BP submission stage. In addition to the setback requirements under the PB for provision of 3.5m footpath along Tung Yuen Street, other pedestrian environment enhancement features are introduced e.g. more setbacks as incorporated in the undulating building design with road side planting/cascading water features, and semi-sunken basement at the Inland Portion (**Drawings A-1, A-2, A-6, A-7 and A-11**), which may also help minimise the visual impacts of the sensitive uses on the southern side of the street. Both CTP/UD&L, PlanD and CA/CMD2, ArchSD have no adverse comment on the application from visual and urban design points of view.
- 11.7 On air ventilation aspect, an AVA IS has been carried out which compared the air ventilation impacts of the previous approved scheme and the Proposed Scheme. The AVA IS concludes that with various good design features (e.g. setbacks, void between Tower B1 and B2 and building separations), the Proposed Scheme would have a better air ventilation performance as compared with the previous approved scheme. CTP/UD&L, PlanD advises that significant adverse impact on the pedestrian wind environment is not anticipated.
- 11.8 On landscape aspect, a LMP (**Drawing A-7**) is submitted by the applicant. The proposed development would provide the 15m-wide PWP as required under the OZP, 3m-wide landscaped buffer with the residential block, and the proposed provision of private local open space also meet the requirement under the HKPSG. CTP/UD&L, PlanD and DLCS have no adverse comment on the application from landscaping planning and open space provision points of view. CTP/UD&L, PlanD suggested an approval condition for submission and implementation of revised LMP in paragraph 12.2 below.

Environmental Aspect

- 11.9 The planning intention of “CDA” and “R(E)” 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.
- 11.10 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. Apart from the direct noise mitigation measures (such as architectural fins and fixed windows), a number of measures are adopted in the building layout

design to mitigate the environmental impacts and nuisance from the industrial operations, such as high podium with elevated 1st residential floor at 12mPD, setbacks and careful building disposition and orientation to reduce sight line from sensitive uses to industrial noise sources, and development in 'one-go' so there will be no interim I/R interface issues for uses within the Site. Given the proposed mitigation measures, DEP considered that the applicant has demonstrated that the proposed development could meet the relevant air quality and noise standards. Should the Board considers it appropriate to approve the application having regard to the long term planning intention of the "CDA(1)" zone and the interim I/R interface issue with the CBPs still in operation in the vicinity of the Site, DEP has no objection from environmental perspective and suggests imposition of approval conditions requiring the submission of Land Contamination Assessment, revised SIA and EA and implementation of environmental mitigation measures identified therein are suggested in paragraph 12.2 below.

Compliance with PB

- 11.11 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 on both sides of Tung Yuen Street for widening of footpath to 3.5m, 3m landscape buffer between the proposed development and the PWP, 15m-wide NBA to allow wind penetration in inland portion, minimum 20% greenery coverage and provision of private open space with 1m² per resident as per HKPSG, etc.) (**Appendix III**).
- 11.12 The Proposed Scheme incorporates a 15m-wide PWP with a 3m-wide at-grade PPA (exceeds the minimum 1.5m-wide requirement under PB) connecting Tung Yuen Street and the PWP. Regarding the opening hours of PWP and PPA, 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 and PPA for public enjoyment at 24-hours daily basis. The PWP (prior to surrendering to the Government upon request) and the PPA will be managed and maintained by the applicant without transferring the responsibilities to the future individual flat owners. The above arrangement has addressed the comments of the Task Force.
- 11.13 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 applicant explains that the waterfront portion is small and one-fourth of its area has been taken up by the PWP (about 550m²) and there are needs to provide at-grade greening/private open space at the remaining site (1,558m²) to meet the other relevant requirements under PB. As commented by CBS/K, BD, it is required under BO to provide self-sustained open spaces, access, EVA, etc, within the waterfront portion. Having regard to the site constraints and other design requirements, nil provision of commercial use along PWP at the Site may not be unreasonable. Both PAS(H), DEVB and CTP/UD&L, PlanD have no adverse comment on this aspect.

Public Comments

11.14 17 public comments were received, amongst them, the supportive comment is noted. Regarding concerns that residential use is not in line with the industrial operations in the area, possible air ventilation impact and insufficient provision of parking facilities and open space, the assessments above are relevant. 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 “G/IC” site at Lei Yue Mun Path, which is about 250m from the CDA cluster, has been reserved for the provision of a social welfare complex. The proposed PWP would be open for public enjoyment on 24-hours daily basis. Setbacks on both sides of Tung Yuen Street for footpath widening as proposed would improve pedestrian circulation enroute to the MTR station. The concerns about the traffic issues and illegal occupation of public road spaces by miscellaneous objects had been relayed to the relevant departments for consideration and/or follow up enforcement action, as appropriate.

12. Planning Department’s Views

12.1 Based on the assessments made in paragraph 11 and having taken into account the public comments as 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 24.4.2024, 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 (m) 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, including tree preservation proposal, to the satisfaction of the Director of Planning or of the Town Planning Board;
- (d) the submission of a revised Sewerage Impact Assessment Report to the satisfaction of the Director of Environmental Protection or of the Town Planning Board;

- (e) the submission of a revised Drainage Impact Assessment Report to the satisfaction of the Director of Drainage Services or of the Town Planning Board
- (f) the implementation of the sewerage and drainage facilities identified in the revised Sewerage Impact Assessment Report under approval condition (d) and the revised Drainage Impact Assessment Report under approval condition (e) to the satisfaction of the Director of Drainage Services or of the Town Planning Board;
- (g) the submission of an Environmental Assessment 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;
- (h) the submission of a 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 Director of Environmental Protection or of the Town Planning Board;
- (i) the submission of a revised traffic impact assessment and implementation of the mitigation measure 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, and vehicle parking/loading/unloading facilities 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 on each side of Tung Yuen Street, 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 design and provision of the public waterfront promenade with a public pedestrian access connecting Tung Yuen Street and the promenade, as proposed by the applicant, to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board; and
- (m) the public waterfront promenade with the 3m wide public pedestrian access should be opened 24 hours every day as proposed by the applicant, and maintained and managed by the applicant, to the satisfaction of the Director of Leisure and Cultural Services or of the Town Planning Board.

Advisory Clauses

12.3 The recommended advisory clauses are attached at **Appendix VII**.

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

the applicant has not demonstrated that the proposed comprehensive residential development would not be subject to unacceptable environmental impact from the industrial operations and wholesale fish market in the vicinity

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to grant or 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	Letters received on 13.6.2019 enclosing the application form
Appendix Ia	Supplementary planning statements
Appendix Ib	Letter dated 4.7.2019 from the applicant [FI(1)]
Appendix Ic	Letter dated 8.8.2019 from the applicant [FI(2)]
Appendix Id	Letter dated 11.10.2019 from the applicant [FI(3)]
Appendix Ie	Letter dated 20.12.2019 from the applicant [FI(4)]
Appendix If	Letter dated 31.1.2020 from the applicant [FI(5)]
Appendix Ig	Letters dated 24.2.2020 and 2.3.2020 from the applicant [FI(6)]
Appendix Ih	Letter dated 3.3.2020 from the applicant [FI(7)]
Appendix Ii	Letter dated 13.3.2020 from the applicant [FI(8)]
Appendix Ij	Letters dated 6.4.2020 and 9.4.2020 from the applicant [FI(9)]
Appendix II	Planning Brief
Appendix III	Comparison of major parameters with requirements in Planning Brief
Appendix IV	Detailed comments from Government departments
Appendix V	Letter from the Secretary of the Task Force
Appendices VI(1) to (17)	Public comments
Appendix VII	Recommended advisory clauses
Drawing A-1 to A-6	Comparison of the Proposed and the Previous Approved Master Layout Plan, Sections and Floor Plans
Drawing A-7	Landscape Master Plan
Drawing A-8	Urban Design Proposal
Drawings A-9 to A-10	Photomontages
Drawing A-11	Comparison of the Proposed and the Previous Approved

Drawings A-12 to A-13	Scheme – Artistic Rendering
Plan A-1	Proposed Junction Improvement Schemes
Plan A-2	Location plan
Plans A-3 to A-6	Site plan
Plan A-7	Site photos
	Comparison of Master Layout Plan with requirements in Planning Brief

**PLANNING DEPARTMENT
APRIL 2020**