

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

Supporting Planning Statement

Final | November 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is submitted to seek approval from the Town Planning Board (TPB) for the Proposed Flat, Shop and Services, and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) Restrictions (Proposed Scheme) in “Residential (Group E)” (“R(E)”) zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (the Application Site).

The Application Site, with an area of about 2,419m², is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) and conveniently located in proximity to the Yau Tong Mass Transit Railway (MTR) Station to its northeast within walkable distance. It falls within the “R(E)” zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27 with the planning intention of “*phasing out of existing industrial uses through redevelopment (or conversion) for residential use*”, subject to a maximum domestic PR of 5.0, maximum non-domestic PR of 1.0 and maximum BH restriction of 80 metres above Principal Datum (mPD).

With full respect of the planning intention of the “R(E)” zone, the Applicants would like to optimise the valuable land resources at the Application Site, which is now occupied by an existing industrial building (IB) (i.e. Wah Tung Godown), to provide a residential development with retail uses as well as an additional waterfront promenade open for public enjoyment in support of the ongoing transformation of YTIA into a quality seaside residential neighbourhood.

In order to optimise the valuable land resources at the urban centre, create a vibrant waterfront promenade connecting to the adjoining site zoned “Comprehensive Development Area (1)” (“CDA(1)”) and provide additional pedestrian improvement measures serving the community, this Planning Application seeks a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD.

The Proposed Scheme with additional waterfront promenade open for public enjoyment is fully justified due to the following planning and design merits:

- Realising the Planning Intention of the “R(E)” zone with Provision of an Additional Waterfront Promenade for Public Enjoyment;
- Echoing with the Government’s Prevailing Policy to Secure Minimum Flat Sizes and Optimize Flat Supply at Urban Centre;
- Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment;
- Fostering a Connected Waterfront Experience in Kowloon East;
- Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort;
- Respecting the Harbour Vision Statement and the Harbour Planning Principles;
- Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and

Ensuring Compatibility with the Surrounding Context;

- Resulting in NO Adverse Impact to the Surroundings; and
- Establishing a Desirable Precedent of Residential Development with a Quality Waterfront Promenade for Public Use Aspired to Enhance Living Quality in Yau Tong.

The Applicants have demonstrated his genuine intention and commitment in taking forward the Proposed Scheme at the Application Site. In light of the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek the favourable consideration from the TPB to give support to this well justified Section 16 Application.

行政摘要

(內文如與英文版本有任何差異，應以英文版本為準)

本規劃申請根據《城市規劃條例》第 16 條，就位處九龍油塘東源街 4 號劃作「住宅（戊類）」地帶的用地（申請地點），提出擬議分層住宅、商店及服務行業及食肆，並略為放寬地積比率及建築物高度限制（擬議發展方案），向城市規劃委員會提出申請，並遞交本規劃綱領。

申請地點面積約為 2,419 平方米，位處於油塘工業區的西北邊緣。申請地點位置交通便利，油塘港鐵站位處其東北方，並在步行距離之內。申請地點位於茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/27（分區計劃大綱圖）的「住宅（戊類）」地帶，規劃意向主要是「透過進行重建或改建計劃而逐步淘汰現有的工業用途，使改作住宅用途」。此地帶准許的最高住用地積比率為 5.0 倍，最高非住用地積比率為 1.0 倍，最高建築物高度限制則為主水平基準以上 80 米。

擬議發展方案是為積極回應「住宅（戊類）」地帶的規劃意向，申請人旨在善用申請地點（現為工業大廈（華東貨倉））的珍貴土地資源，發展成具備住宅、零售餐飲以及額外海濱長廊的發展項目，以支持油塘工業區持續轉型成為優質的海濱居住社區。

為了善用位處城市中心地段的珍貴土地資源，並與毗鄰劃為「綜合發展區(1)」地帶的用地營造具活力的海濱環境，並提供額外行人改善措施以回應當區居民需要，本規劃申請擬議略為放寬最高住用地積比率限制由 5.0 倍增至 6.0 倍及建築物高度限制由主水平基準以上 80 米增至主水平基準以上 100 米。

擬議發展方案具備額外海濱長廊，將可為公眾帶來以下的規劃及設計增益：

- 實現「住宅（戊類）」地帶的規劃意向，並提供海濱長廊供公眾使用；
- 呼應政府現行政策，保證擬議分層住宅單位均達至規定的單位面積下限，並且在市中心位置增加房屋供應；
- 回應區內需求預留適當的零售樓面面積，營造具活力的生活環境；
- 提供額外海濱長廊供公眾使用，締造東九龍的連貫海濱體驗；
- 提供多項規劃及設計增益，旨在提升行人暢達度及舒適度；
- 充分尊重海港規劃原則及指引；
- 尊重區內分明層次、並向海濱方向遞減的建築物高度輪廓，確保與附近環境相協調；
- 不會對周邊帶來負面影響；及
- 成為住宅項目的良好先例，提供的海濱長廊供公眾使用以提升區內生活質素。

申請人對推進此項目，持有誠懇和積極的態度。基於本規劃綱領所闡述的規劃優點和理據，我們誠懇地希望是次規劃許可申請能獲得城規會的支持。

ARUP

Application for Planning Permission Under Section 16 of the Town Planning Ordinance (Cap. 131) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions at Yau Tong Marine Lot No. 70, No. 4 Tung Yuen Street, Yau Tong, Kowloon

1. INTRODUCTION

- 1.1.1 Pursuant to Section 16 of the Town Planning Ordinance (TPO), this Supporting Planning Statement is prepared and submitted to seek approval from Town Planning Board (TPB) for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio (PR) and Building Height (BH) restrictions (Proposed Scheme) in the “Residential (Group E)” (“R(E)”) zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon (Application Site).
- 1.1.2 The Application Site, with an area of about 2,419m², is located at the northwestern fringe of the Yau Tong Industrial Area (YTIA) where the Yau Tong Mass Transit Railway (MTR) Station is at its northeast within a walkable distance. The Application Site is currently occupied by an existing Industrial Building (IB) (i.e. Wah Tong Godown).
- 1.1.3 The Application Site falls within “R(E)” zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 (the OZP). According to the Notes of the OZP, the planning intention for “R(E)” zone is for “*phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the TPB*”. As specified in the Schedule I of the “R(E)” zone in the Notes of the OZP, the proposed ‘Flat’, ‘Shop and Services’ and ‘Eating Place’ uses are all under Column 2 uses. Hence, a Section 16 Application is herewith submitted to seek approval from the TPB.
- 1.1.4 According to the OZP and Remark (1) for “R(E)” zone of the Notes, the Application Site is subject to a maximum domestic PR of 5.0 and maximum non-domestic PR of 1.0, or the PR of existing building(s); and a maximum BH of 80mPD, or the height of the existing building(s), whichever is the greater. In addition, Remark (6) for “R(E)” zone also indicated that minor relaxation of the PR/BH restrictions may be considered by the TPB based on the individual merits of a development or redevelopment proposal.
- 1.1.5 With a view to addressing the acute demand on territorial housing needs, the Government has paid the best of its endeavour to increase housing supply from public and private initiatives, as well as impose a minimum flat size requirement of 26m² (i.e. 280ft²) for residential plots in recent land sale. In accordance with the Government’s aspiration, the Applicants intend to realise the planning intention of the subject “R(E)” zone to phase out existing industrial uses through redevelopment for residential use in order to address the industrial/residential (I/R) interface problem. Despite that the Application Site does not fall within the planning briefs (PBs) for the Yau Tong Bay (YTB) and the YTIA “Comprehensive Development Area” (“CDA”) zones, the Applicants have taken initiative to provide an additional waterfront promenade of not less than 15m-wide within the Application Site alongside with a 5m-wide public passageway connecting to the Tung Yuen Street, to link up with waterfront area of Lei Yue Mun, Yau Tong Bay and Kai Tak and form a continuous waterfront promenade in East Kowloon. The said waterfront promenade and 5m-wide public passageway from Tung Yuen Street will be opened for public enjoyment. Besides, opportunities are also taken to provide retail facilities and pedestrian safety/comfort improvement measures to activate local streets and enhance walkability. Therefore, this Application also seeks minor relaxation of PR and BH in

support of the various initiatives mentioned above to serve territorial housing need and for an enhanced living environment.

- 1.1.6 The Proposed Scheme, comprising one 22 to 28-storey residential tower with BH of 80 to 100mPD above a 2-storey podium for ‘Shop and Services’ and ‘Eating Place’ uses plus two basement levels for car parking and loading/unloading (L/UL) spaces as well as an additional waterfront promenade of not less than 15m-wide, seeks minor relaxation of domestic PR from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD. With the fact that about one-fourth of the Application Site has been assigned for the additional waterfront promenade for public enjoyment, as well as to accommodate the provision of more residential flats (minor relaxation of domestic PR1), minor relaxation of BH (i.e. from 80mPD to 100mPD) for one of the two proposed residential bands at the inland portion of the Application Site along Tung Yuen Street will be needed. Notwithstanding this, the Proposed Scheme with two BH bands (i.e. 80mPD to 100mPD) would be compatible with the BH profile across Tung Yuen Street and respect the overall stepped BH profile concept for the YTIA. Overall speaking, approval of the Proposed Scheme would set a desirable precedent to facilitate the transformation of the YTIA into a quality seaside residential living neighbourhood.
- 1.1.7 This Supporting Planning Statement is to provide TPB with relevant information including Landscape Master Plan (LMP) and Tree Treatment Proposal, Traffic Impact Assessment (TIA), Drainage and Sewerage Impact Assessment (DSIA), Environmental Assessment (EA), Air Ventilation Assessment (AVA), Air Quality Impact Assessment (AQIA) and Visual Impact Assessment (VIA), which ascertain the technical feasibility of the Proposed Scheme for this Section 16 Application. It is structured as below:
- **Section 2** provides a brief description of the Application Site and its surrounding context;
 - **Section 3** presents the planning context of the Application Site;
 - **Section 4** details the Proposed Scheme in relation to general planning and design principles, and key development parameters;
 - **Section 5** illustrates the planning justifications in support of this Planning Application; and
 - **Section 6** concludes the whole Supporting Planning Statement.
- 1.1.8 We sincerely seek favourable consideration from the TPB to grant approval to this well justified Section 16 Application.

2. SITE CONTEXT

2.1 Location

- 2.1.1 The Application Site is located at No. 4 Tung Yuen Street, Yau Tong with a site area of about 2,419m². The Application Site situates at the northwestern fringe of YTIA and is accessible from Tung Yuen Street.
- 2.1.2 Please refer to **Figure 2-1** for the location of the Application Site.

2.2 Land Status

- 2.2.1 The Application is held under the Yau Tong Marine Lot (YTML) No. 70 and the applicants are the owners of YTML No. 70.
- 2.2.2 Please refer to **Figure 2-2** for the land status of the Application Site.

2.3 Existing Land Use

- 2.3.1 The Application Site is currently occupied by a 7-storey IB for godown use (i.e. Wah Tung Godown).
- 2.3.2 Please refer to **Figures 2-3** for the existing condition of the Application Site.

2.4 Surrounding Land Uses

- 2.4.1 With rapid transformation taking place in the YTIA over the past decade, the Application Site is currently surrounded by a cluster of existing/planned residential developments intermixed with existing industrial developments. High-dense residential developments including Peninsula East, Montego Bay, The Spectacle, Maya, Canaryside, Ocean One and One East Coast and other planned residential development can be found within the YTIA. Besides, some of the existing public housing developments within Yau Tong including Ko Chun Court, Ko Yee Estate, Yau Mei Court, Yau Tong Estate, Lei Yue Mun Estate and other planned developments can also be found on the rising topographies towards the northwest.
- 2.4.2 To the **immediate north** across Ko Fai Road, **further northeast** and **further north** across the open water of the YTB are mainly the vacant land with a few existing individual industrial developments within the YTB “CDA” zone. The whole YTB “CDA” site is the subject of an Approved Application No. A/K15/130 for a comprehensive development with minor relaxation of PR restriction from 4.5 to 5 (Approved YTB Development). The Approved YTB Development includes a total of 29 residential towers at T1 to T14 and T17 as well as three hotels at T15, T16 and T18 with a stepped BH profile descending from 120mPD to 60.5mPD and 72mPD at the western and northern end of the “CDA” zone respectively. Whilst the site of Wing Shan Industrial Building is the subject of a partially agreed S12A Application No. Y/K15/6 for commercial development with BH of not more than 120mPD, the site of Yau Tong Ice Plant is the Development Site of

Approved Application No. A/K15/130 (or Phase III of the whole YTB “CDA” development) for residential development with BH of 115mPD. Besides, there is a long-term planning intention from the Government for a waterfront promenade of not less than 15m-wide along YTB. The proposed waterfront promenade will connect Lei Yue Mun, Yau Tong to Cha Kwo Ling and further to the Kowloon East area.

- 2.4.3 To the **immediate south** is an existing CBP and a planned comprehensive residential development under Approved Application No. A/K15/122 (i.e. The Coast Line I & II under construction) (80 to 100mPD) within the waterfront portion of the “CDA(1)” site and the inland portion of the “CDA(1)” site across Tung Yuen Street. To the **further south**, the “CDA(2)” zone is currently occupied by Kwun Tong Wholesale Fish Market and Tung Yuen Street Cooked Food Market. To the **southeast** across Shung Wo Path are the planned comprehensive residential development (80mPD to 100mPD) under Approved Application No. A/K15/126 within the waterfront portion and inland portion of “CDA(3)” zone, and another planned comprehensive residential development (80mPD) under the Approved Application No. A/K15/121 within “CDA(4)” zone. To the **further southeast** bounded by Yan Yue Wai is Montego Bay (80mPD to 100mPD) within the “CDA(5)” zone. Similar to the YTB “CDA” zone, there is a long-term planning intention for a waterfront promenade of not less than 15m-wide along the YTIA as specified in the PB of the YTIA and designated in the OZP. The waterfront promenade will connect Lei Yue Mun to YTB and Cha Kwo Ling and further to the Kowloon East area. To the **further southeast** beyond Shung Shun Street are Sam Ka Tsuen Ferry Pier, Lei Yuen Mun Typhoon Shelter Breakwater Sitting Out Area and Sam Ka Tsuen Typhoon Shelter.
- 2.4.4 To the **immediate east** and **southeast** across Tung Yuen Street are “R(E)” zones and the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones with BH restriction of 100mPD. To the **further east** and **further southeast** bounded by Shung Yiu Street or across Yan Yue Wai are the other two “R(E)” zones with BH restrictions of 100mPD and 120mPD. Whilst there is an existing residential development with BH exceeding the restriction as stipulated in the OZP (i.e. Peninsula East (147mPD)), the BH bands of about 100mPD and 120mPD among the stepped BH profile descending from towards the waterfront can still be formed alongside with other planned comprehensive/residential developments to the east of Tung Yuen Street. Other than those existing/planned residential developments, some existing IBs also can be identified in these zones, including Gloria Weaving & Knitting Factory Limited to be developed as transitional housing via wholesale conversion¹.
- 2.4.5 To the **east** and **southeast** beyond Sze Shan Street are other “R(E)” zones with BH restrictions of 120mPD and 140mPD respectively. High-rise residential developments including Canaryside (120mPD), Ocean One (120mPD), The Spectacle (148mPD) and Maya (140mPD) can be found within the two “R(E)” zones to the east of Sze Shan Street, forming other two BH bands of about 120mPD and 140mPD among the stepped BH descending towards Yau Tong waterfront. Except those residential developments, a few Government, institution or community (G/IC) facilities including Sze Shan Street Cooked Food Market and Chung Pak Healthcare Services Complex can also be found. Sam Ka

¹ The transitional housing project ‘Light Factory’ for about 166 units and about 560 population at the Tung Yuen Street No.1 is estimated to be completed by Q3 2024 via wholesale conversion of the existing IB. For details, please refer to Housing Bureau’s website (https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_98.html).

Tsuen Recreation Ground zoned “Open Space” is located in between in these two “R(E)” zones.

2.4.6 To the **further east** beyond Cha Kwo Ling Road are a cluster of existing/planned public housing developments with GIC facilities, including Ko Chun Court (122mPD to 124mPD), Ko Yee Estate (65mPD to 115mPD), Yau Mei Court (150mPD to 154mPD), Yau Tong Estate (132mPD to 144mPD), Lei Yue Mun Estate Phase I to III (126mPD to 151mPD), planned Lei Yue Mun Estate Phase IV (150mPD), planning public housing development with minor relaxed BH at Pik Wan Road (185mPD approved under Application No. A/K15/123) and other planned developments. Situating at the rising topographies of Chiu Keng Wan Shan and Devil’s Peak, those existing/planned public housing generally would form part of the highest BH bands of the stepped BH profile in Yau Tong area.

2.4.7 To the **west** of Application Site is the Victoria Harbour.

2.4.8 Please refer to **Figures 2-4a** and **b** for the surrounding context of the Application Site, which illustrate the rapid transformation of the YTIA to a residential neighbourhood. **Table 2-1** summarizes the details of major approved/agreed planning applications by the Town Planning Board in the surroundings of the Application Site.

Table 2-1 Major Approved / Agreed Planning Applications

Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/121	Yau Tong Marine Lots 58, 59, 60, 61 and 62, and Adjoining Government Land, 18 Tung Yuen Street, Yau Tong	“CDA(4)” and area shown as ‘Road’	Proposed Residential Development	Total PR of 5	80mPD
A/K15/122	5 and 8 Tung Yuen Street, Yau Tong	“CDA(1)”	Proposed Comprehensive Residential Development	Total PR of 5	80 to 100mPD
A/K15/123	Pik Wan Road Site B, Junction of Pik Wan Road and Ko Chiu Road, Yau Tong	“R(A)”	Proposed Minor Relaxation of BH Restriction for Permitted Public Housing Development	Domestic PR of 7.5	185mPD* * Minor Relaxation of BH Restriction from 150mPD to 185mPD (+23.3%)

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Application No.	Location	Land Use Zoning(s)	Approved / Agreed Proposal	Proposed PR(s)	Proposed BH(s)
A/K15/126	Yau Tong Inland Lots 4 S.B and 9, Yau Tong Marine Lot 57 and adjoining Government Land, Tung Yuen Street, Yau Tong	“CDA(3)” and area shown as ‘Road’	Proposed Comprehensive Residential Development (Amendments to an Approved Scheme)	Total PR of 5	80 to 100mPD
A/K15/127	8 Sze Shan Street, Yau Tong, Kowloon	“R(E)”	Proposed Residential cum Commercial Development	Domestic PR of 5 & Non-domestic PR of 6	120mPD
A/K15/129	18-20 Sze Shan Street, Yau Tong, Kowloon	“R(E)”	Proposed Minor Relaxation of Domestic and Non-domestic Plot Ratio Restriction for Flat and Permitted Shop and Services, Eating Place and Social Welfare Facility (Day Care Centre for the Elderly)	Domestic PR of 6 & Non-domestic PR of 1.301* * Minor Relaxation of Domestic PR from 5 to 6 (+20%) & Non-domestic PR from 1 to 1.301 (+30.1%).	120mPD
A/K15/130	Various Lots and Adjoining Government Land at Yau Tong Bay, Yau Tong, Kowloon	“CDA”	Proposed Comprehensive Development (including Commenced Phases I and II Developments, and Proposed Phase III and Remaining Phases Development for Residential, Hotel, Commercial, Public Utility Installation (Gas Pigging Station) and Marine Related Facility (Landing Steps)) and Minor Relaxation of Plot Ratio Restriction	Total PR of 5* * Minor Relaxation of PR from 4.5 to 5.0 (+11%)	Domestic: 72 to 120mPD Non- Domestic: 60.5 to 85mPD
Y/K15/6	Yau Tong Marine Lots 73 and 74 in Yau Tong Bay, Yau Tong, Kowloon	Rezone from “CDA” to “Commercial (1)”	Proposed Commercial Development	Non-domestic PR of 11*	120mPD

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2.5 Accessibility

- 2.5.1 Vehicular and pedestrian access to the Application Site can be made via Tung Yuen Street, which directly connects to Ko Fai Road. Tung Yuen Street runs in a general north-south direction in the YTIA, linking up Lei Yue Mun and Yau Tong.
- 2.5.2 The Application Site is conveniently served by road-based and rail-based public transport services. Franchised bus and green minibus services are available in the surroundings with about 50m walking distance to the nearest stops on Shung Tak Wai. Regular public transport services to/from Lei Yue Mun, Lam Tin and Tsim Sha Tsui are available. Two Public Transport Interchanges, namely Yau Tong Public Transport Interchange under Domain Mall and Lei Yue Mun Estate Public Transport Interchange, are located at the northeast of the Application Site within about 800m walking distance. The Application Site is also located in proximity to the Yau Tong MTR Station with about 600m walking distance to the closest exit (Exit A2). In addition, ferry services to/from Sai Wan Ho and Tung Lung Chau are also available at the Sam Ka Tsuen Ferry Pier.

3. PLANNING CONTEXT

3.1 Land Use Zoning

- 3.1.1 The Application Sites designated as “R(E)” zone on the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27. The Notes of the OZP states that the “R(E)” zone is *“intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to TPB”*.
- 3.1.2 According to Schedule I of the Notes of the “R(E)” zone for open-air development or for buildings other than industrial or industrial-office building, ‘Flat’, ‘Shop and Services’ and ‘Eating Place’ are all Column 2 uses which may be permitted with or without conditions on application to TPB. In addition, ‘Shop and Services’ and ‘Eating Place’ are always permitted on the lowest three floors of a building, taken to include basements; or in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room. It is also stated in Remarks (1) in the Notes that *“no new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0”*. As stipulated in the OZP, the Application Site is subject to a maximum BH of 80mPD, or the height of the existing building, whichever is the greater.
- 3.1.3 Moreover, Remark (5) in the Notes states that *“where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.”*
- 3.1.4 Remark (6) in the Notes also states that based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR or BH restriction may be considered by the TPB on application under Section 16 of the TPO.
- 3.1.5 According to the Explanatory Statement (ES) of the OZP, the “R(E)” zone is *“intended to encourage the phasing out of non-conforming industrial uses and residential development may be permitted with or without conditions on application to the TPB. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential I/R interface problems”*. In addition, the specific controls on PRs in the Notes, i.e. a maximum domestic PR of 5.0 and non-domestic PR of 1.0, are stipulated *“in order to restrain traffic growth which will otherwise overload the existing and planned transport network”*. Meanwhile, it is also specified in the ES that *“to provide design/architectural flexibility, minor relaxation of the*

PR/BH restrictions may be considered by the TPB on application under Section 16 of the TPO. Each application will be considered on its individual merits”.

- 3.1.6 Please refer to **Figures 3-1a to 3-1c** and **Figures 3-2a to 3-2b** for the respective Plan and extracts of the Notes and ES of the OZP.

3.2 Departmental Plan Footpath Requirement

- 3.2.1 According to the Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (ODP) No. D/K15C/1B, the boundary of the development along Tung Yuen Street is required to be set back for provision of 3.5m-wide footpath to improve pedestrian circulation of the YTIA area. Apart from respecting the ODP requirement, the Applicants are keen to explore further setback within the Application Site to provide a more comfortable pedestrian environment (with a total of 5m) with landscaping for the local community.
- 3.2.2 Please refer to **Figure 3-3** and **Figures 3-4a** and **3-4b** for the relevant extracts of the Plan and Explanatory Statement of the ODP.

3.3 Planning Briefs for the five “CDA” zones in the Yau Tong Industrial Area and the “CDA” zone in the Yau Tong Bay adjoining the Application Site

- 3.3.1 With full respect of the planning intentions of surrounding sites in the YTIA and the YTB in proximity to the Application Site, the two PBs for the sites zoned “CDA” in the YTIA and the YTB have been taken into the account during the planning and design process for the Proposed Scheme despite the fact that the Application Site fall outside these “CDA” zones.
- 3.3.2 The “CDA” sub-zones in the YTIA and the “CDA” zone in the YTB are both 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. These “CDA” zones are subject to maximum BHs ranging from 80mPD to 120mPD with a distinct gradation of height profile with descending BH towards the harbourfront.
- 3.3.3 Moreover, both PBs requires a public waterfront promenade of not less than 15m-wide along the Yau Tong waterfront, which is intended to create a continuous waterfront promenade connecting to the Kai Tak Development Area and Lei Yue Mun Village. Being also a waterfront site along the YTIA, the Applicants are intended to provide a voluntary waterfront promenade open for public enjoyment, with a width of not less than

15m-wide within the Application Site to connect to the wider waterfront framework for Kowloon East.

3.4 Pedestrian Safety and Comfort Issue along Tung Yuen Street

3.4.1 Currently, the narrow street frontage with limited landscaping resources along Tung Yuen Street has hinder pedestrian comfort and walking experience.

3.4.2 With the intention to improve pedestrian safety and comfort along Tung Yuen Street, in addition to the footpath of 3.5m-wide required under the ODP, an additional full-height setback within the Application Site (1.5m-wide) is proposed along Tung Yuen Street. This additional space will not only provide more room for pedestrians, reducing congestion, but also provide opportunities for street furniture, greenery, and amenities to create a safer, more comfortable, and aesthetically pleasing environment for pedestrians along Tung Yuen Street.

3.5 Recent Government Initiative to Improve Living Spaces in Private Residential Developments

3.5.1 On 24 February 2022, the Development Bureau (DEVB) announced that a minimum flat size requirement, i.e. saleable area of each residential unit should be less than 26m² (or about 280ft²), would be applied to all to all Government land sale, railway property development projects, projects of the Urban Renewal Authority as well as lease modification/land exchange applications for other private residential development projects. The minimum flat size requirement would also apply to all new applications for the relevant private treaty grants, lease modifications or land exchanges received by the Lands Department from 25 February 2022 onwards. To respond the recent Government initiative, the Proposed Scheme will provide residential flats with a minimum flat size of not less than 26m² to improve the living space.

3.6 Government's Initiative to Allow Minor Relaxation of Maximum Domestic PR by 20%

3.6.1 Since the 2014 Policy Address, the Government has indicated that “*except for the north of Hong Kong Island and Kowloon Peninsula which are more densely populated, the maximum domestic PRs that can be allowed for housing sites located in the other Density Zones of the Main Urban Areas and New Towns would be raised generally by about 20% as appropriate. In accordance with the established practice, the Government will duly consider factors such as traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the Proposed Scheme in the area concerned*”². With a view to optimise the precious land resources for increasing housing supply at the Application Site where situates at Density Zone 1 in the Main Urban Area well-served by existing public transport and infrastructure, the Proposed Scheme would take into account the consideration factors listed above for examining the feasibility of applying for minor relaxation of domestic PR at the Application Site.

² Paragraph 1.1.3 of Chapter 2, Hong Kong Planning Standards and Guidelines

4. THE PROPOSED SCHEME – RESIDENTIAL DEVELOPMENT WITH RETAIL FACILITIES AND ADDITIONAL WATERFRONT PROMENADE FOR PUBLIC ENJOYMENT

4.1 **Fostering a Quality Seaside Residential Development along the Yau Tong Harbourfront to Phase Out the Existing Industrial Uses**

4.1.1 To echo with the planning intention to phase out industrial operations, the YTIA was rezoned from “Industrial” zone to other zonings for residential development in 1998, including the “R(E)” zone at Application Site. Meanwhile, the surrounding sites of the Application Site were also rezoned to “CDA” sub-zones to share the similar planning intention to facilitate comprehensive development/redevelopment for residential and/or commercial uses with the provision of waterfront promenade open space and other community and supporting facilities for phasing out existing industrial use. Since then, the transformation in the YTIA is taking shape in recent years from a traditional industrial area to a residential area.

4.1.2 Over the years, there has been an increasing territorial demand for housing supply as well as public aspiration for quality of living environment, especially in the compact urban environment. Therefore, the Applicants have genuinely put forth the vision of **Fostering a Quality Seaside Residential Development Aspired to Enhance Living Quality in Yau Tong** for the Proposed Scheme to set a desirable precedent in support of the ongoing transformation of the YTIA. The Proposed Scheme with minor relaxation of PR and BH restrictions for providing flats in decent sizes and other planning and design merits including an additional waterfront promenade and the associated public passageway, a setback for provision of footpath under ODP requirement and additional setback to improve pedestrian comfort, would not only in line with the planning intention of “R(E)” zone to phase out the existing incompatible industrial land use, but foster a quality residential development at the YTIA by providing considerable public planning gains.

4.2 **General Planning and Design Principles**

4.2.1 **Contributing to Additional Private Housing Supply while Enhancing Liveability** – Situating at an urban centre location conveniently served by public transport services, there is an opportunity to optimise the precious land resource at the Application Site for contributing to the housing supply at the territorial level. Meanwhile, the Proposed Scheme would fully align with the latest Government policy of minimum flat size requirement of 26m² to enhance liveability. Therefore, the Applicants seek minor relaxation of domestic PR from 5.0 to 6.0 to facilitate the provision of additional private housing flats (equivalent to an additional about 60 units) with enhanced living space in the proposed residential development at the Application Site.

4.2.2 **Providing an Additional Waterfront Promenade to Celebrate the Iconic Victoria Harbourfront** – the Applicants have taken initiative to provide a voluntary waterfront promenade of not less than 15m-wide within the Application Site, along a 5m-wide

covered public passageway adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors, connecting to Tung Yuen Street. The additional waterfront promenade, owned by the Applicants, will be open for public enjoyment and the Applicants would take up the responsibility for its construction, maintenance and management, ensuring it is a well-maintained and inviting space for all visitors. Upon its completion, it will form part of the continuous waterfront network for Kowloon East, enhancing the connectivity of the area. The landscape design will also be coherent with the adjoining waterfront promenade for coherent walking experience along the harbourfront.

- 4.2.3 **Enhancing Pedestrian Connectivity, Safety and Comfort in addition to the Planned Setback** – To fully respect the ODP requirements, a full-height setback of about 5m-wide from Tung Yuen Street, of which including a footpath of 3.5m-wide under ODP requirement and an additional setback of 1.5m-wide within the Application Site, is incorporated in the Proposed Scheme to improve pedestrian circulation in the YTIA. Tree plantings will also be provided to further improve pedestrian comfort and walking experience.
- 4.2.4 **Respecting the Harbour Planning Principles and Guidelines and Local Expectations** – In view of the harbourfront location of the Application Site, the planning and design of the Proposed Scheme has fully respected the Vision and Mission Statements as well as the Harbour Planning Principles and Guidelines promulgated by the former Harbourfront Enhancement Committee. Besides, the Proposed Scheme with a voluntary waterfront promenade for public enjoyment would also respect the Harbour Planning Guidelines and relevant Urban Design Guidelines in Chapter 11 of HKPSG to “*bring people to the harbour and the harbour to the people*”.
- 4.2.5 **Providing Suitable Amount of Non-domestic Floor Space for Retail Uses to Serve Surrounding Residents** – Respecting the planning intention of “R(E)” zone, the Proposed Scheme would obtain PR of 0.9 for non-domestic uses, in the form of ‘Shop and Services’ and ‘Eating Place’ uses at the lower floors of the Proposed Scheme. These retail uses along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade would create active frontages for a more vibrant street life and serve local essential needs.
- 4.2.6 **Respecting the Distinct Gradation of Height Profile with Descending Building Height Towards the Harbourfront** – Despite the proposed residential band in the inland portion is with a minor relaxed BH of 100mPD, the residential band fronting the Victoria Harbour would be kept at 80mPD, which is fully in line with the BH restriction on the “R(E)” zone along the waterfront. Besides, the relaxed BH for the residential band at inland portion will not exceed the BH restriction (i.e.100mPD) across Tung Yuen Street. The stepped BH profile for the Proposed Scheme will maintain the distinct gradation of height profile with descending BH towards the harbourfront, while at the same time accommodate additional flat supply and the additional waterfront promenade, resulting in a win-win scenario.
- 4.2.7 Please refer to the architectural layout of the Proposed Scheme in **Appendix A**, as well as the summary of planning and design merits of the Proposed Scheme in **Appendix B**.

4.3 Key Development Parameters

4.3.1 The key development parameters of the Proposed Scheme as compared with the OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP) are summarised in **Table 4-1** below.

Table 4-1 Key Development Parameters of the Proposed Scheme

Key Development Parameters	OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP) (a)	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Area (m²)	About 2,419m ²	About 2,419m ²	-
Proposed Uses	‘Flat’ is Column 2 use; ‘Shop and Services’ and ‘Eating Place’ are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	‘Flat’ is Column 2 use; ‘Shop and Services’ and ‘Eating Place’ are always permitted on the lowest three floors of a building, taken to include basements., excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room)	Column 2 uses (S16 Application required)
Plot Ratio (PR)			
- Total PR	Not more than 6	Not more than 6.9 ^[1]	+ 15%
- Domestic PR	Not more than 5	Not more than 6	+ 20%
- Non-domestic PR	Not more than 1	Not more than 0.9 ^[2]	-
Gross Floor Area (GFA) (m²) ^[1]			
- Total GFA (excluding Bonus GFA to be claimed)	Not more than 14,514m ²	Not more than 16,691.1m ²	+ 15%
- Domestic GFA (excluding Bonus GFA to be claimed)	Not more than 12,095m ²	Not more than 14,514m ²	+ 20%
- Non-domestic GFA	Not more than 2,419m ²	Not more than 2,177.1m ² ^[2]	-
Bonus Plot Ratio (Bonus GFA)	Provision under Remark (5) of the Notes of “R(E)” zone	Not more than 0.082 ^[3] (to be included in Domestic PR) (Not more than 198m ²)	Provision under Remark (5) of the Notes of “R(E)” zone
Building Height (BH) (mPD)	Not more than 80mPD	80mPD to 100mPD (for inland portion only)	+25% (for inland portion only)
No. of Storeys	N/A	22 - 28 storeys (for inland portion only), excluding 2 storeys of basement carpark	-

Key Development Parameters	OZP Scenario (i.e. Development Parameters of “R(E)” zone under the OZP (a))	Proposed Scheme (b)	Differences/ Compliance (b) – (a)
Site Coverage (SC)			
- Below 15m	N/A	Not more than 70%	-
- Above 15m	N/A	Not more than 33.3%	-
No. of Residential Block	N/A	1	-
No. of Flats	N/A	About 342	-
Average Flat Size	N/A	About 43m ²	-
Anticipated Population	N/A	About 855 ^[4]	-
Local Open Space	N/A	Total area of not less than 855m ² , which includes a voluntary waterfront promenade of not less than 608m ² for public access and enjoyment	-
Greenery Provision	N/A	Not less than 20%	-
Car Parking Spaces			
Private Car Parking Spaces	N/A	63 (incl. 2 accessible car parking spaces)	
- Residential	N/A	50	-
- Visitor	N/A	5	-
- Shop and Services/ Eating Place	N/A	8	-
Motorcycle Parking Spaces	N/A	4	
Loading/ Unloading (L/UL) Bays	N/A	3 (1 Light Goods Vehicle Space and 2 Heavy Goods Vehicle Spaces)	-
Completion Year	N/A	2032	-

Notes:

- [1] Proposed clubhouse GFA (5% of total domestic GFA) is exempted from GFA calculation.
- [2] The area of the covered public passageway (about 223m²) for public access from Tung Yuen Street to the waterfront promenade through our proposed building at ground level is not included in the non-domestic GFA of 2,177.1m². Considering the nature of serving the public and users of the proposed development with reference to PNAP APP-108, the 223m² is proposed as an exempted GFA.
- [3] On top of the PR/GFA set out above, a bonus PR of not more than 0.082 (equivalent to a GFA of not more than 198m²) will be claimed for the 39.586m² of ODP-required setback areas. While the bonus PR will be subject to approval by the Building Authority under Building (Planning) Regulations (B(P)R) 22(2) at detailed design stage, nevertheless, the bonus PR has been incorporated in the building bulk (including BH) of the Proposed Scheme and adopted in the technical assessments.
- [4] A person per flat (PPF) ratio of 2.5 is adopted with reference to the average domestic household size of the subject Yau Tong West District Council Constituency Area as reported in the 2021 Population Census results published by the Census and Statistics Department.

4.4 Building Design Concept

Stepped Building Height Design that is Compatible with the Building Height Profile of Surroundings

- 4.4.1 With a view that about one-fourth of the site area (i.e. about 608m²) has been designated for the waterfront promenade open for public enjoyment, there are limited room within the Application Site to accommodate the optimised residential floor space and retail uses within the BH restriction of 80mPD stipulated on the “R(E)” zone.
- 4.4.2 To respect the stepped BH profile in the Yau Tong area, a stepped BH design with two BH bands descending towards the harbourfront are proposed for the Proposed Scheme. In the current architectural design, most of the Proposed Scheme still complies with the BH restriction of 80mPD while only one residential band in the inland portion of the Application Site is with BH of 100mPD, which is not higher than the BH restriction of adjacent developments across Tung Yuen Street, ensuring compatibility.

Compliance with Relevant Provisions of Sustainable Building Design Guidelines (SBDG)

- 4.4.3 The building design of the Proposed Scheme complies the SBDG as stipulated in the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-152) issued by the Buildings Department.

Building Separation

- 4.4.4 The Application Site is less than 20,000m² in area with continuous projected façade of less than 60m. Therefore, the requirement on building separation is not applicable.

Building Setback

- 4.4.5 Since Tung Yuen Street is wider than 15m, no further setback from the street is required under the SBDG requirement. Notwithstanding this, a full-height setback of 5m-wide is proposed from Tung Yuen Street road kerb for provision of the 3.5m-wide footpath under ODP requirement and a further full-height setback of 1.5m-wide abutting the building façade. Tree planting is also proposed at the northwestern end of the proposed setback.

Greenery

- 4.4.6 Since the area of the Application Site is more than 1,000m² and less than 20,000m², the minimum site coverage of greenery of 20% of the site area, i.e. not less than 484m² to be provided in accordance to PNAP APP-152.

4.5 Landscape Design

Design Objective

4.5.1 The primary landscape objectives of the Proposed Scheme are:

To generate suitable massing, composition and arrangement of development that initiates renovation process with the surrounding context;

- To integrate the Proposed Development with the waterfront and waterfront promenade;
- To provide linkage and connections from Tung Yuen Street to the waterfront promenade;
- To provide a quality and sustainable living environment for future occupants; and
- To maximise greening opportunities and create a high-quality environment for the residents and the public.

Landscape Design Concept

4.5.2 The landscape framework of the Proposed Scheme is summarised as follow:

- **Waterfront Promenade of not less than 15m-wide** – The design of the waterfront promenade is intended to encourage social interaction and harbour-viewing, as well as linking up Tung Yuen Street to the waterfront via a Public Passage on G/F level. The design of the waterfront promenade will make reference to the “CDA(1)” zone waterfront promenade for compatibility in a broader context.
- **Design of the Waterfront Promenade within the Application Site** – Geometric pattern will be adopted to generate a unique configuration and arrangement of hard and soft landscape. Colour paving and patterns will be used to delineate the waterfront promenade and adjacent Proposed Development to create an inviting environment upon which pedestrians will feel safe and comfortable. Seating benches, wooden deck and ornamental planting will be provided for public enjoyment.
- **Streetscape along the Tung Yuen Street** – Paving pattern facing Tung Yuen Street will be matching with the Footpath outside the Lot to create a smooth transition. A canopy tree facing Tung Yuen Street will be provided at the entrance ramp to basement carpark as streetscape enhancement.
- **Podium Landscape** – The open space within Proposed Development is featured by a dynamic landscape area at podium level to create a relaxed and informal outdoor space for enjoyment of future users. Viewing deck, swimming pool, outdoor lounge area will be provided for relaxation and leisure.
- **Amenity planting** – A combination of trees and shrub planting will be provided throughout the development. The planting incorporates a varied planting palette to yield changing variety and seasonal interest.
- **Peripheral Planting** – In order to minimise the visual impact to the surrounding, shrubs are planted as much as possible along the northern boundary to soften the building façade.

Provision of Open Space

- 4.5.3 Not less than 855m² open space will be provided within the Application Site, which fulfil the requirement of 1m²/person according to the Hong Kong Planning Standards and Guidelines.

Tree Treatment Proposal

- 4.5.4 According to the recent site survey, 7 nos. of existing trees are identified within the Application Site. Among them, *Ficus microcarpa* is the dominant species (28%). Other species include *Morus alba*, *Pachira aquatica*, *Dimocarpus longan*, *Ficus subpisocarpa* and *Leucaena leucocephala*.
- 4.5.5 All 7 nos. of existing trees are in ‘fair’ to ‘poor’ health condition and form, and are growing in constrained environment with unrecoverable health and structural problem. Since they are in direct conflict with the Proposed Development, all trees are proposed to be *Felled*. To replenish the loss of greenery, 7 nos. new trees of higher aesthetic and ecological value will be planted.
- 4.5.6 No endangered tree species under the listing in ‘Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)’ was identified in the tree survey. Additionally, no ‘Champion’ trees observed within the Site or its periphery.
- 4.5.7 Please refer to Landscape Master Plan and Tree Treatment Proposal in **Appendix C** for details.

4.6 Traffic and Transport Arrangement

Vehicular Access and Connectivity

- 4.6.1 Vehicular Access to the Proposed Scheme is provided at Tung Yuen Street, which is a major road connecting to Ko Fai Road at its western end and to Shung Shun Street at its eastern end. Both of which are well-connected to Cha Kwo Ling Road and Ko Chiu Road, providing external linkage to Eastern Harbour Crossing, Tseung Kwan O – Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.
- 4.6.2 Cha Kwo Ling Road is the main transport corridor of Yau Tong area to provide internal linkage to Yau Tong as well as external linkage to Eastern Harbour Crossing, Tseung Kwan O-Lam Tin Tunnel, Kwun Tong Bypass and Kwun Tong Road.

Pedestrian Circulation

- 4.6.3 The Proposed Scheme with planned setback for provision of footpath is well-connected to the surrounding via existing and planned pedestrian connections. Future residents and other pedestrian can reach the proposed residential development via various pedestrian

connections, including residential lobby at the frontage of Tung Yuen Street, the public passageway connecting Tung Yuen Street and the waterfront promenade.

- 4.6.4 The proposed 5m-wide covered public passageway adjoining retail shops on both sides will enhance the connectivity, vibrancy and create a more welcoming environment for all visitors from Tung Yuen Street to bring pedestrians to the waterfront promenade at our Application Site.

Internal Transport Facilities

- 4.6.5 Provisions of internal transport facilities, including carparking spaces, L/UL bays etc., for the Proposed Scheme are provided in accordance with the relevant requirements stipulated in the HKPSG. The internal transport facilities are linked up by the vehicular access by internal driveway. Carparking spaces are located at the two basement floors and L/UL spaces are located at ground floor.
- 4.6.6 Please refer to the Traffic Impact Assessment in **Appendix D** for details.

5. PLANNING JUSTIFICATIONS

5.1 Realising the Planning Intention of the “R(E)” zone with Provision of an Additional Waterfront Promenade for Public Enjoyment

5.1.1 While the Application Site was rezoned from “Industrial” to “R(E)” zone in 1998, it is currently occupied by an IB for godown use. No previous application has been submitted since then. Meanwhile, the YTIA has undergone a rapid transformation from an industrial area to a residential area in the past two decades, with numerous planned and completed comprehensive/residential developments adjoining the Application Site.

5.1.2 With the proactive response from the Applicants to optimise the valuable land resources at the Application Site for a seaside residential development with retail facilities and an additional waterfront promenade, the Proposed Scheme with minor relaxation of PR and BH fully aligns with the planning intention of “R(E)” as set out in the OZP. While the Proposed Scheme will phase out the existing industrial uses at the Application Site, it will also support for the ongoing transformation of the YTIA into a liveable residential area. Together with other approved applications with minor relaxation of PR in the surroundings as mentioned in **Section 2.4**, the Proposed Scheme can further provide additional flat units in the YTIA. Besides, an additional waterfront promenade open for public enjoyment, which is not required within the “R(E)” zone, is proposed within the Application Site to achieve wider public benefit. The resultant minor relaxation of BH is only for one residential band in the inland portion of the Application Site, which will not jeopardise the overall stepped BH profile concept in the YTIA area.

5.1.3 In summary, the Proposed Scheme with minor relaxation of PR and BH restrictions, which is fully in line with the planning intention of the “R(E)” zone, is to facilitate the achievement of greater planning benefits and provide further effort to enhance liveability and quality of residential neighbourhood in view of the latest needs at territorial and local level.

5.2 Echoing with the Government’s Prevailing Policy to Secure Minimum Flat Sizes and Optimise Flat Supply at Urban Centre

5.2.1 To echo with the minimum flat size requirement in residential developments announced by DEVB in February 2022 as mentioned in **Section 3.5**, the Proposed Scheme (with average flat size of about 43m²) would secure all residential flats to be equal or not less than 26m² to realise the policy intention of enhancing living space and responding to the society’s aspirations.

5.2.2 Considering the recent policy initiative, the Applicants seek to optimise number of flats for the enhancements in both quality (larger living space) and quantity (more flat provision) for the housing supply at the urban centre. The Proposed Scheme with minor relaxation of domestic PR from 5.0 to 6.0 has complied with all the consideration factors listed in Chapter 2 of the HKPSG, including traffic and infrastructural capacity, local characteristics, existing development intensity and various possible impacts of the proposed development in the area concerned, when seeking a minor relaxation of domestic

PR from 5 to 6 in this Planning Application. The Proposed Scheme will be able to provide an additional about 60 units, with a total of 342 flats with a decent living space by 2032.

5.3 Responding to Local Needs by Reserving Suitable Retail Floor Space for a Vibrant Living Environment

- 5.3.1 With respect to the non-domestic PR of 1.0 under the “R(E)”, the Proposed Scheme would obtain PR of 0.9 for non-domestic floor space on G/F and L1/F serving as retail uses, including ‘Shop and Services’ and ‘Eating Place’ along Tung Yuen Street (one of the main streets in YTIA) and the waterfront promenade to serve the local neighbourhood.
- 5.3.2 Along the Tung Yuen Street frontage, a full-height setback of about 5m-wide is proposed for provision of a 3.5m-wide footpath under ODP requirement and a full-height setback of about 1.5m-wide adjoining the planned footpath. It is anticipated that the provision of retail shop frontage at street level with widened footpath and tree plantings along Tung Yuen Street would not only enhance the current street environment, but also activate the street life and support the need of local neighbourhood.
- 5.3.3 On the other hand, 5m-wide covered public passageway adjoining retail shops on both sides along the waterfront promenade would contribute to creating an attractive and welcoming waterfront environment for public enjoyment. The retail shop frontage with a panoramic view towards the Victoria Harbour would further promote the vibrancy of waterfront activities.

5.4 Fostering a Connected Waterfront Experience in Kowloon East

- 5.4.1 To celebrate the iconic Victoria Harbour with the public, the Applicants have taken initiative to provide a voluntary waterfront promenade, which will be owned by the Applicants, of not less than 15m-wide along the western fringe of the Application Site for public access and enjoyment. The Applicants are committed to take up the construction as well as the management and maintenance responsibility of the waterfront promenade within the Application Site. Taken into consideration of the approved residential development in the adjacent “CDA(1)” zone (i.e. The Coast Line I under construction), the Harbour Planning Principles & Guidelines and local expectations, a mixture of soft and hard landscapes will be adopted to create a pleasant waterfront promenade for various recreation activities.
- 5.4.2 Besides, a 5m-wide public passageway is proposed along the northern boundary of the Application Site to connect the footpath along Tung Yuen Street to the waterfront promenade. Future users, including residents of the Proposed Scheme as well as visitors from other parts of Hong Kong, can reach the waterfront of YTIA directly from Tung Yuen Street (one of the main streets in the YTIA) via the proposed public passageway.
- 5.4.3 While a total area of 608m² will be used for provision of the open-air waterfront promenade for public enjoyment, only about 3/4 of the Application Site is remained for the Proposed Scheme. As a result, the Applicants seek minor relaxation of BH from

80mPD to 100mPD (for one residential band in the inland portion only) to accommodate the domestic and non-domestic PR put forward in the Proposed Scheme.

- 5.4.4 With the “incremental approach” adopted by the Government in recent years to expedite the connection of different parts of the waterfront in Hong Kong including Kowloon East, approval of the Proposed Scheme will set a desirable precedent encouraging private-sector’s contribution to collaboratively realise public aspiration for a connected waterfront which is proven to be viable and technically feasible.

5.5 Introducing Multiple Planning and Design Merits to Enhance the Pedestrian Connectivity and Comfort

- 5.5.1 The Proposed Scheme would introduce multiple planning and design merits to benefit the pedestrian environment in terms of connectivity, comfort and safety.

- 5.5.2 To improve pedestrian circulation, a full-height setback of about 5m-wide from Tung Yuen Street, of which including for the 3.5m-wide footpath under ODP requirement and the further setback of 1.5m-wide, is proposed to improve pedestrian connectivity and provide a buffer zone between pedestrians and vehicular traffic. A new tree is proposed at northwestern part of the Application Site to improve the pedestrian comfort and walking experience on Tung Yuen Street. For details, please refers to the Illustrations in **Appendix B**.

- 5.5.3 Besides, along adjoining retail shops on both sides to enhance vibrancy and create a more welcoming environment for all visitors. Active retail shop frontages will be provided under a 5m-wide covered public passageway along the waterfront promenade. The shop frontages not only improve the pedestrian interest and street vibrancy of the area, but also provide the needed retail services to the residents at the Application Site and the adjacent area. For details, please refers to the Illustrations in **Appendix B**.

5.6 Respecting the Harbour Vision Statement and the Harbour Planning Principles

- 5.6.1 Full respect had also been made to the Harbour Vision Statement and the Harbour Planning Principles promulgated by the Harbourfront Commission, which aims to “*provide a quality harbourfront through innovative building design and a variety of recreational activities, to enhance the waterfront as a unique attractive, to enhance the scenic views and maintain visual access to the harbourfront, and to bring the people to the Harbour and the Harbour to the people*” etc.

- 5.6.2 The Proposed Scheme includes the provision of an additional waterfront promenade of not less than 15m-wide for public enjoyment, to expediate the provision of a vibrant and connected waterfront promenade to the wider area and to improve the physical linkage and connectivity with the rest of Kowloon East.

- 5.6.3 To bring people to the Harbour and the Harbour to the people, the Proposed Scheme introduces a 5m wide public passageway within the Application Site that improves the at-grade pedestrian connectivity to the YTIA waterfront. Together with the pedestrian improvement measure as mentioned in **Section 5.5**, the new pedestrian linkage encourages the public to visit and connect with the Victoria Harbour in a convenient manner and serve

as an additional visual access to the waterfront from Tung Yuen Street. The Applicants are also committed to take up the construction, management and maintenance responsibility of the waterfront promenade and the associated public passageway within the Application Site.

- 5.6.4 The Proposed Scheme incorporates sensitive design and disposition of residential bands to avoid a monotonous harbourfront image. The stepped BH design with the proposed waterfront promenade would also provide a more interesting skyline along the YTIA waterfront area. (Please refer to **Appendix B** on the illustration on the additional waterfront promenade). To reduce the building bulk of the development, car parking spaces are proposed at two basement levels to avoid bulky podium structure along the waterfront. With the Proposed Scheme respecting the overall stepped BH profile of the YTIA, the Application Site will create a more distinctive harbourfront image at the Eastern Gateway of Hong Kong.

5.7 Respecting the Distinct Gradation of Building Height Profile Towards the Harbourfront and Ensuring Compatibility with the Surrounding Context

- 5.7.1 Based on the discussion above, minor relaxation of BH is considered necessary to accommodate the additional flat units and provide the voluntary waterfront promenade for public enjoyment. Yet, the Applicants have paid due consideration on optimising the architectural design to ensure the Proposed Scheme is compatible with the surrounding context.

- 5.7.2 To create an interesting skyline at the Application Site, a stepped BH profile with two bands of BH for one residential bulk is proposed for the Proposed Scheme. A stepped BH profile, consisting of one residential band with 100mPD at inland portion along Tung Yuen Street and one residential band with 80mPD towards the Victoria Harbour, is proposed, resulting in a more interesting skyline in the YTIA. Efforts are also in place to minimise overall BH of the Proposed Scheme. For instance, all car parking spaces are proposed at the two basements levels and reasonable typical floor-to-floor height has been adopted (i.e. an average of about 3.15m for residential floors) without jeopardising quality of living for future residents. The Proposed Scheme with BHs of 80 to 100mPD will be in line with the BH restriction of 100mPD along other side of Tung Yuen Street, and hence the overall pattern of stepped BH at YTIA will be maintained.

- 5.7.3 Moreover, a Visual Impact Assessment (**Appendix I**) covering 6 viewing points, including a strategic viewing point at Quarry Bay Park, concluded that the Proposed Scheme is fully compatible with the context of YTIA and the stepped BH profile of YTIA will not be contravened with the minor relaxation of the BH under this Planning Application.

5.8 Resulting in NO Adverse Impact to the Surroundings

- 5.8.1 Various technical assessments including Landscape Master Plan (LMP) and Tree Treatment Proposal (**Appendix C**), Traffic Impact Assessment (TIA) (**Appendix D**), Environmental Assessment (EA) (**Appendix E**), Drainage and Sewerage Impact Assessment (DSIA) (**Appendix F**), Air Quality Impact Assessment (AQIA) (**Appendix G**), Air Ventilation Assessment (AVA) (**Appendix H**) and Visual Impact Assessment

(VIA) (**Appendix I**), have been conducted to assess the technical feasibility of the Proposed Scheme.

5.8.2 Findings of the technical assessment have confirmed that the Proposed Scheme is technically feasible and will not generate adverse impacts to the surrounding area.

5.9 Establishing a Desirable Precedent of Residential Development with Quality Waterfront Promenade Aspired to Enhance Living Quality in Yau Tong

5.9.1 This Planning Application is seeking for a minor relaxation of domestic PR restriction from 5.0 to 6.0 and BH restriction from 80mPD to 100mPD for a residential development with a quality waterfront promenade, retail facilities with pedestrian improvement measures along the waterfront of YTIA.

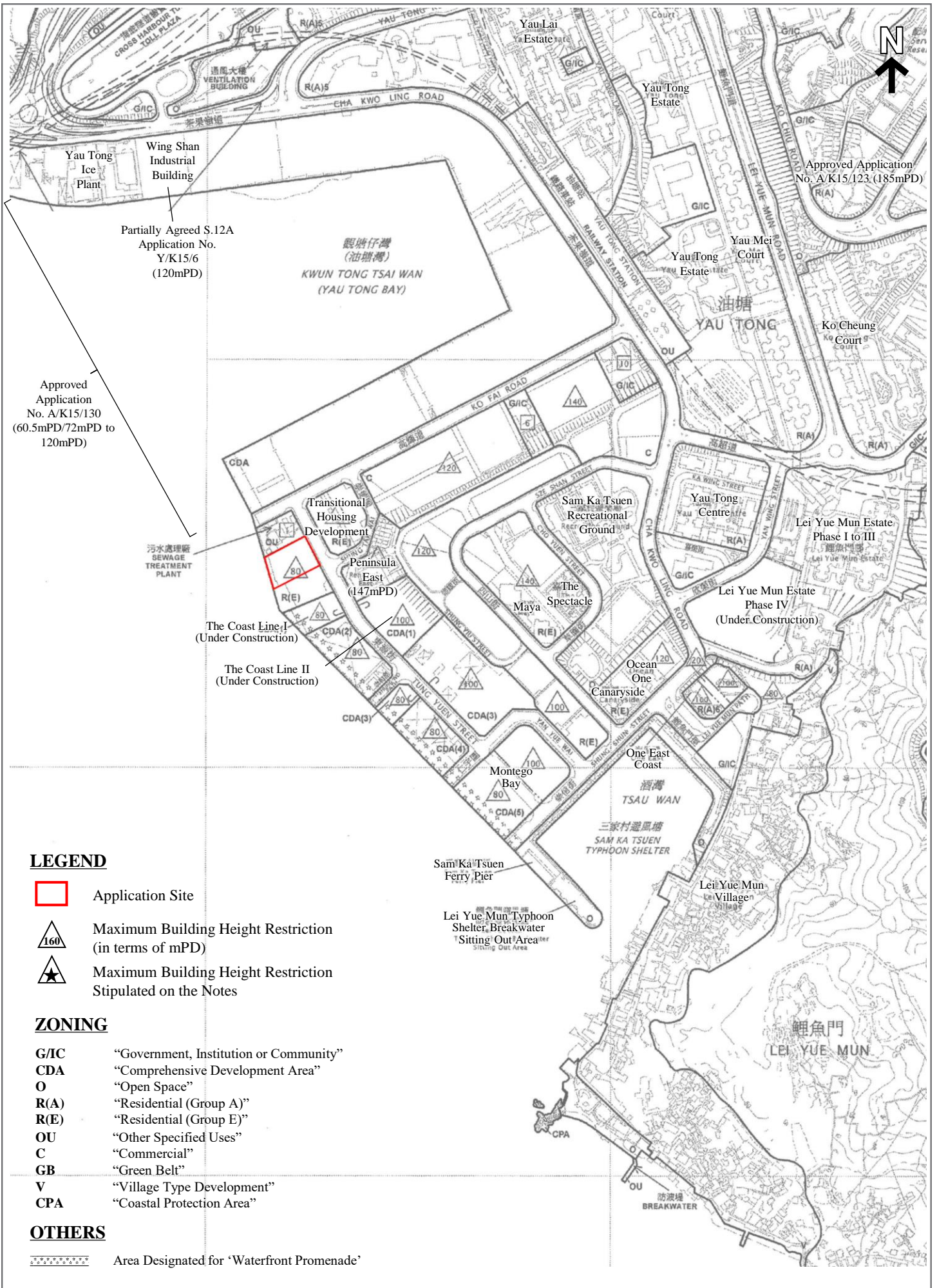
5.9.2 The Proposed Scheme is in line with the planning intention of the “R(E)” zone, echoes with the Government’s prevailing policy to secure minimum flat sizes and increase flat supply, as well as responds to local needs by reserving suitable retail floor space for a vibrant living environment. To realise the minor relaxation of PR for additional about 60 flat units at the urban centre, about one-fourth of the site area (i.e. about 608m²) has been designated for a voluntary waterfront promenade of 15m-wide for public enjoyment, as well as various measures to enhance pedestrian connectivity/comfort, a minor relaxation of BH from 80mPD to 100mPD is therefore required. The minor relaxation of BH is confirmed creating no adverse visual impact to the surroundings and the overall stepped BH profile of YTIA will be respected. Overall speaking, the Proposed Scheme put forward in this Planning Application is confirmed technically feasible and will not generate unacceptable impacts to the surrounding areas.

5.9.3 Therefore, approval of the Proposed Scheme will set a desirable precedent for establishing a seaside residential development aspired to enhance living quality in YTIA. Meanwhile, the approval of the minor relaxation of domestic PR and BH restrictions would also mobilise private initiatives in contributing additional housing supply, creating a continuous waterfront environment in Kowloon East, and fully optimising the use of valuable land resources at an urban centre location, resulting in a win-win situation to society.

6. CONCLUSION

- 6.1.1 This Supporting Planning Statement is submitted under Section 16 of the TPO to seek approval for Proposed ‘Flat’, ‘Shop and Services’ and ‘Eating Place’ with Minor Relaxation of PR and BH Restrictions in the “R(E)” zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon.
- 6.1.2 The proposed minor relaxation of PR and BH restrictions at the Application Site is fully justified for the following reasons. Whilst the Proposed Scheme is realising the planning intention of the “R(E)” zone, the Applicants have endeavoured to echo with the Government’s Prevailing Policy to optimise flat supply with a decent living space at the urban centre. The Proposed Scheme also responds to the local needs by reserving suitable retail floor space for a vibrant living environment and foster a connected waterfront experience in Kowloon East, by providing a voluntary 15m-wide waterfront promenade open for public use. With multiple planning and design merits for enhancing the pedestrian connectivity and comfort specific to the context of YTIA is proposed, the Proposed Scheme also fully respect the Harbour Vision Statement and the Harbour Planning Principles. Careful consideration has been given to the architectural design of the Proposed Scheme to ensure overall compatibility of the building profile of the YTIA, resulting no adverse impacts to the surrounding areas.
- 6.1.3 Various technical assessments, including LMP & Tree Treatment Proposal, TIA, EA, DSIA, AQIA, AVA and VIA, have demonstrated that the Proposed Scheme would not generate adverse impacts to the surroundings. Therefore, approval of this application would also establish a desirable precedent of residential development with quality waterfront promenade aspired to enhance living quality in YTIA.
- 6.1.4 Taken into consideration the planning merits and justifications put forward in this Supporting Planning Statement, we sincerely seek for the favourable consideration from the TPB to give support to this well-justified Application.

Figures



Yau Tong Ice Plant

Wing Shan Industrial Building

Partially Agreed S.12A Application No. Y/K15/6 (120mPD)

Approved Application No. A/K15/130 (60.5mPD/72mPD to 120mPD)

Approved Application No. A/K15/123 (185mPD)

LEGEND

- Application Site
- 160 Maximum Building Height Restriction (in terms of mPD)
- ★ Maximum Building Height Restriction Stipulated on the Notes

ZONING

- G/I/C** "Government, Institution or Community"
- CDA** "Comprehensive Development Area"
- O** "Open Space"
- R(A)** "Residential (Group A)"
- R(E)** "Residential (Group E)"
- OU** "Other Specified Uses"
- C** "Commercial"
- GB** "Green Belt"
- V** "Village Type Development"
- CPA** "Coastal Protection Area"

OTHERS

Area Designated for 'Waterfront Promenade'

Figure No.	Scale	Figure Title	Location Plan
2-1	1:6,000		
ARUP	Date	Source	Extracted from Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27
	November 2024		



地段索引圖 LOT INDEX PLAN



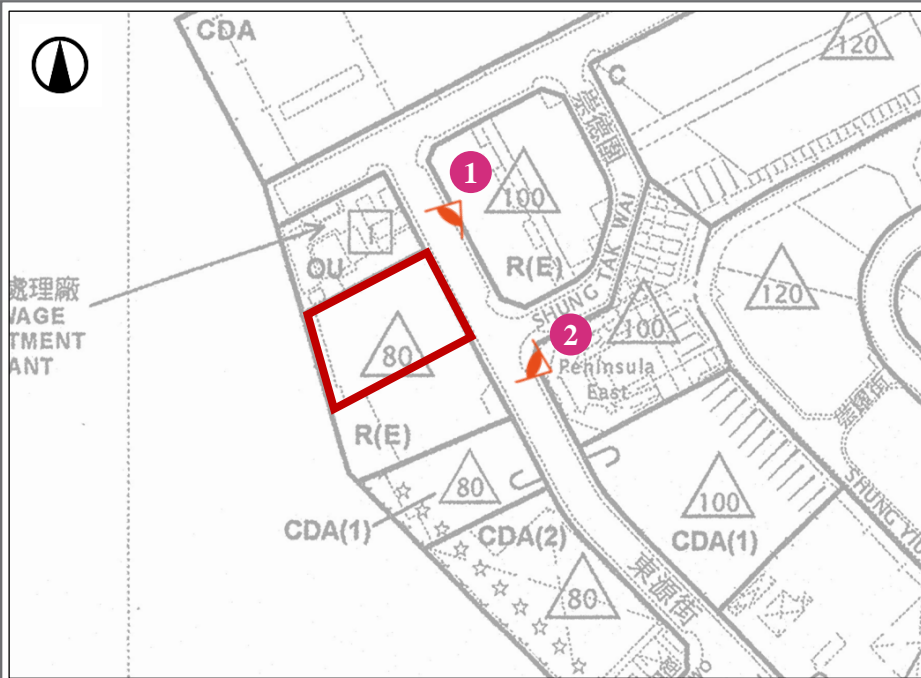
LEGEND

 Application Site

比例尺 SCALE 1:1 000



Figure No.	Scale	Figure Title	Lot Status Plan
2-2	-		
ARUP	Date	Source	Adapted from Lot Index Plan No. ags_S00000135391_0001
	November 2024		



Key Plan

LEGEND

- Application Site
- ▶ 1 Viewing Points

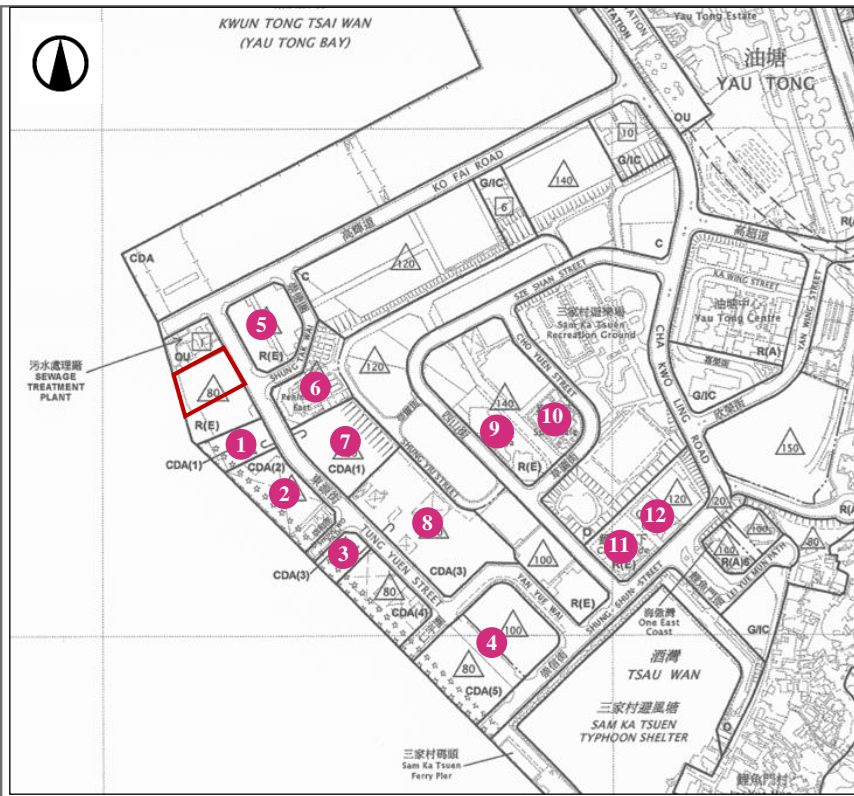


LEGEND

- Application Site



Figure No.	Scale	Figure Title	Existing Condition of the Application Site
2-3	-		
ARUP	Date	Source	GeoInfo Map and Site Photo
	November 2024		



LEGEND

 Application Site

1 The Coast Line I (Under construction)



2 Kwun Tung Wholesale Fish Market



3 Construction Site at Waterfront Portion of "CDA(3)"



4 Montego Bay



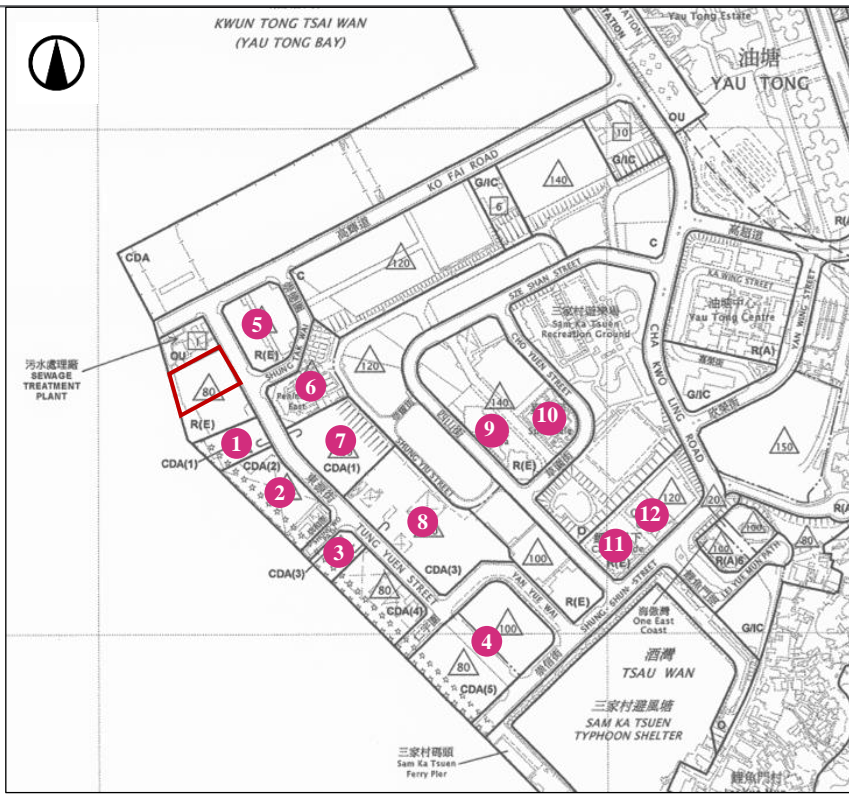
5 Gloria Weaving & Knitting Factory Limited



6 The Peninsula East



Figure No.	Scale	Figure Title
2-4a	-	Surrounding Context of the Application Site
ARUP	Date	Source
	November 2024	Site Photos



LEGEND

 Application Site

7 The Coast Line II (Under Construction)

8 Construction Site at Inland Portion of “CDA(3)”

9 Maya



10 The Spectacle

11 Canaryside

12 Ocean One



Figure No.	Scale	Figure Title	Surrounding Context of the Application Site
2-4b	-		
ARUP	Date	Source	Site Photos
	November 2024		

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

Ambulance Depot
 Government Use (not elsewhere specified)
 Public Transport Terminus or Station
 (excluding open-air terminus or station)
 Utility Installation for Private Project

Commercial Bathhouse/Massage Establishment
 Eating Place
 Educational Institution
 Exhibition or Convention Hall
 Flat
 Government Refuse Collection Point
 Hospital
 Hotel
 House
 Institutional Use (not elsewhere specified)
 Library
 Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
 Office
 Petrol Filling Station
 Place of Entertainment
 Place of Recreation, Sports or Culture
 Private Club
 Public Clinic
 Public Convenience
 Public Transport Terminus or Station (not elsewhere specified)
 Public Utility Installation
 Public Vehicle Park (excluding container vehicle)
 Religious Institution
 Residential Institution
 School
 Shop and Services
 Social Welfare Facility
 Training Centre

(Please see next page)

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – “Residential (Group E)” (Sheet 1 of 3)
3-1a	-		
ARUP	<i>Date</i>	<i>Source</i>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications
	November 2024		

RESIDENTIAL (GROUP E) (Cont'd)

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

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

(Please see next page)

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – “Residential (Group E)” (Sheet 2 of 3)
3-1b	-		
ARUP	<i>Date</i>	<i>Source</i>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications
	November 2024		

RESIDENTIAL (GROUP E) (Cont'd)

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

Remarks

- (1) No new development or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic plot ratio of 5.0 and a maximum non-domestic plot ratio of 1.0.
- (2) No addition, alteration and/or modification to an existing building shall result in a total development in excess of the plot ratio of the existing building, except for modification of an existing non-domestic building to a domestic building or a building that is partly domestic and partly non-domestic, in which case the development shall not exceed the relevant maximum domestic and non-domestic plot ratio(s) stated in paragraph (1) above.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) In determining the relevant maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Schedule of Use of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – “Residential (Group E)” (Sheet 3 of 3)
3-1c	-		
ARUP	<i>Date</i>	<i>Source</i>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications
	November 2024		

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

<u>Sub-zone</u>	<u>Maximum PR</u>
R(B)1	4.5
R(B)2	3.3

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

7.4.4 To allow air penetration and visual permeability from inland towards the waterfront, a NBA of not less than 20m wide in a northeast-southwest direction shall be provided in the “R(B)1” and “R(B)2” zones. Within the NBA, no above ground structure is allowed except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBA.

7.4.5 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its own merits.

7.5 “Residential (Group E)” (“R(E)”) - Total Area 5.79 ha

7.5.1 This zone is intended to encourage the phasing out of non-conforming industrial uses. It provides an opportunity for redevelopment of existing obsolete industrial buildings. Residential development may be permitted with or without conditions on application to the Board. The developers will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential (I/R) interface problems.

7.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses (other than non-polluting industrial uses) within existing industrial buildings will also require the permission of the Board.

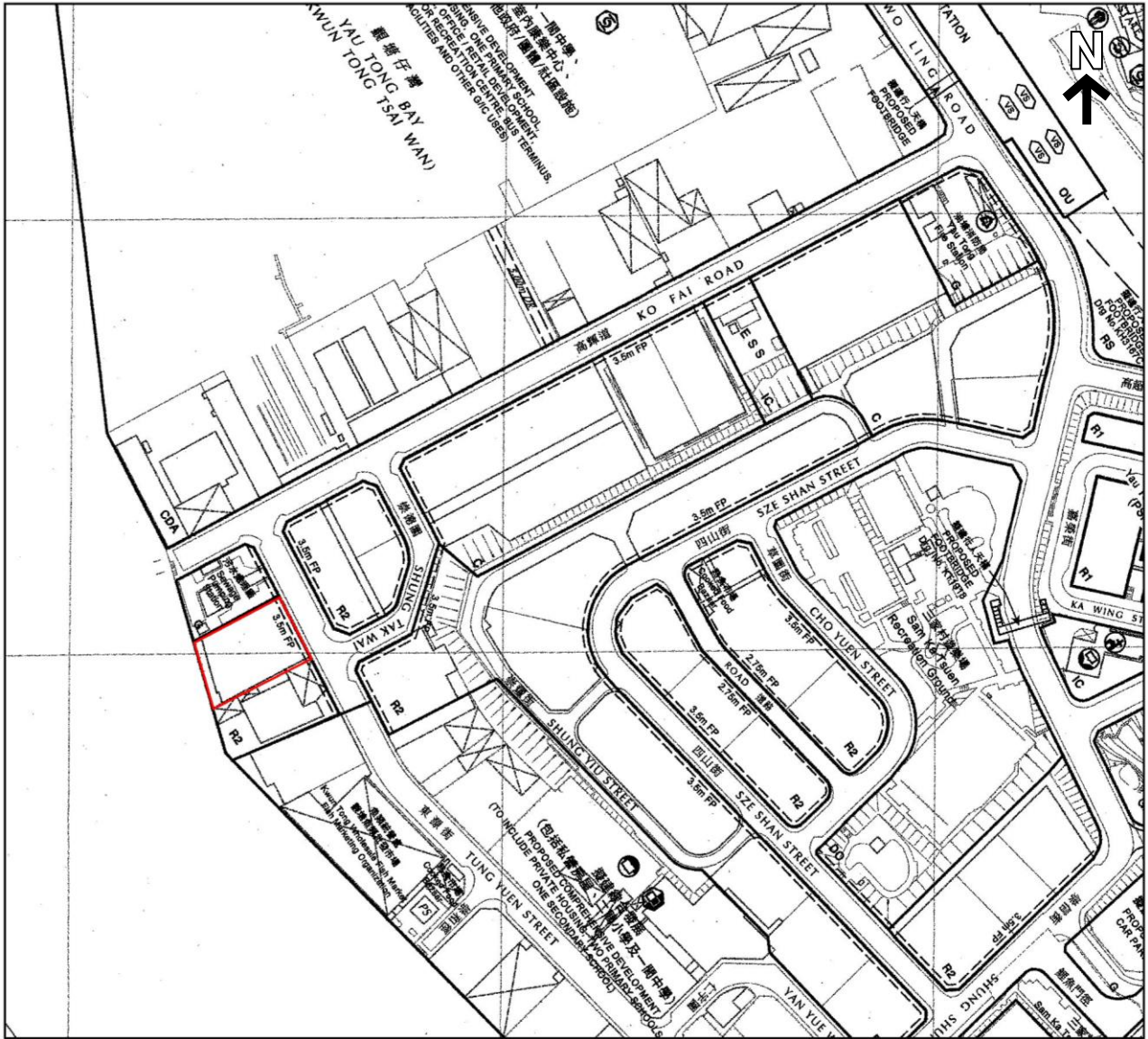
<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Explanatory Statement of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – “Residential (Group E)” (Sheet 1 of 2)
3-2a	-		
ARUP	<i>Date</i>	<i>Source</i>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications
	November 2024		

- 7.5.3 Five sites in Yau Tong Industrial Area, one bounded by Sze Shan Street and Cho Yuen Street, one at Sze Shan Street, two at Tung Yuen Street adjacent to Shung Tak Wai and one at the junction of Shung Shun Street and Cha Kwo Ling Road, are zoned “R(E)”. With the efforts of gradually phasing out the existing industrial use in the area, some of the industrial buildings had been redeveloped into residential use.
- 7.5.4 Developments within this zone are subject to specific control on PRs as stipulated in the Notes, i.e. any new development or redevelopment should not exceed a maximum domestic PR of 5.0 and a maximum non-domestic PR of 1.0 in order to restrain traffic growth which will otherwise overload the existing and planned transport network.
- 7.5.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum PRs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 7.5.6 In order to improve visual permeability, a distinct gradation of height profile with descending building height towards the harbourfront is adopted. Development and redevelopment within this zone are subject to maximum building heights of 80mPD to 140mPD as stipulated on the Plan.
- 7.5.7 To provide design/architectural flexibility, minor relaxation of the PR/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. Each application will be considered on its individual merits.

7.6 “Village Type Development” (“V”) - Total Area 7.75 ha

- 7.6.1 This zone provides for the retention and expansion of existing villages as well as the reservation of land for the re-provisioning of village houses affected by Government development projects. Lei Yue Mun Village, which has long been a tourist attraction famous for its seafood restaurants, is within this zone.
- 7.6.2 It is intended to conserve the traditional character of the existing Lei Yue Mun Village. In order to ensure that any future development or redevelopment within the village is compatible in scale with the existing developments, a maximum building height of 3 storeys (8.23m) or the height of the existing building(s), if this is greater, is imposed under the Notes. Agricultural use and other related uses are also permitted within this zone.
- 7.6.3 To provide design/architectural flexibility on the building design adopted to the characteristics of particular sites, minor relaxation of the building height restriction may be considered by the Board on

<i>Figure No.</i>	<i>Scale</i>	<i>Figure Title</i>	Extracted Explanatory Statement of the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 – “Residential (Group E)” (Sheet 2 of 2)
3-2b	-		
ARUP	<i>Date</i>	<i>Source</i>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27 and Various Approved/Agreed Applications
	November 2024		



LEGEND

- Application Site
- Zoning Boundary
- Footpath
- ESS** 電力支站
ELECTRICITY SUBSTATION
- DR** 排水專用範圍
DRAINAGE RESERVE
- FP** 行人路
FOOTPATH

- "Commercial"
- CDA "Comprehensive Development Area"
- G "Government"
- IC "Institution or Community"
- DO "District Open Space"
- OU "Other Specified Uses"
- R1 "Residential – Zone 1"
- R2 "Residential – Zone 2"
- RS "Special Residential"

Figure No.	Scale	Figure Title	Extracted Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B)
3-3	1:4,000		
ARUP	Date	Source	Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1B)
	November 2024		

5.3.3 “Residential – Zone 2” (“R2”): Total Area 19.01 ha

Land under this zoning accounts for 6.98% of total development area. This zone covers two major comprehensive private residential developments, namely, Laguna City and Sceneway Garden as well as five sites located within Yau Tong Industrial Area.

Laguna City consists of three sites (Sites A, B and C) located on the both sides of Cha Kwo Ling Road with a total area of 10.92ha. Site A of 6.39 ha containing Phases I and IV of the development is located on the western side of Cha Kwo Ling Road whereas Site B of 2.45 ha containing Phase II is located on the eastern side of Cha Kwo Ling Road. Sites A and B together provide 6,568 flats with a total domestic GFA of 440,000m² and commercial GFA of 15,000m². Site C containing Phase III lies to the east of the Cha Kwo Ling Road with an area of 2.08 ha. It comprises some 100,900m² domestic and 4,570m² non-domestic GFA with a total of 1,504 flats. As part of the development, various GIC facilities including an indoor recreation centre, swimming pools, kindergarten and children and youth centre are provided within these development.

Sceneway Garden is a comprehensive commercial/residential development situated above Lam Tin MTR Station. It falls partly within Planning Areas 14 and 15. There are nine domestic blocks with a total domestic GFA of 146,408m² and non-domestic GFA of 23,605m² within Planning Area 15. Another eight domestic blocks falling within Planning Area 14 are built on top of the public transport interchange on the other side of Lei Yue Mun Road. A landscaped deck is built over the road linking the development together.

To ensure the development intensities of Laguna City and Sceneway Garden are under statutory control, maximum domestic GFA are imposed under the Notes of the OZP.

The five sites in Yau Tong Industrial Area are also zoned “R2” to encourage redevelopment of the existing obsolete industrial buildings into residential development. To ensure the proposed residential redevelopment within these five sites will be environmentally acceptable, the developers are required to submit proposed development scheme to the Town Planning Board for consideration. Developments within these five sites are subject to specific control on plot ratios, i.e. a maximum domestic plot ratio of 5 and a maximum non-domestic plot ratio of 1, so as to restrain traffic growth which will otherwise overload the existing and planned transport network.

5.4 “Village Type Development” (“V”) - Total Area 11.57 ha

Land under this zoning accounts for 4.25% of total development area. This zone covers the existing Lei Yue Mun Villages which comprise Ma Wan Village, Che Teng Village, Sam Ka Tsuen, Ma San Tsuen and Ling Nam San Tsuen. The area is characterised by a mixture of one to two-storey village houses and squatter settlement. A number of seafood restaurants which has long been a tourist attraction are densely packed along the waterfront and along the main path in the villages. The traditional

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A) (Sheet 1 of 2)
3-4a	-		
ARUP	Date	Source	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A)
	November 2024		

constructed on Lei Yue Mun Road passing the Roundabout with Kai Tin Road and Approach Roads to EHC. The junction of Lei Yue Mun Road and Yau Tong Road is also proposed to be widened.

- 6.3 A number of footbridges have been provided across Cha Kwo Ling Road and Pik Wan Road to facilitate access to the major shopping centres, public transport interchanges, MTR Stations and other community facilities in the area. Two footbridge connections have been reserved to allow future provision of footbridges to connect the MTR Yau Tong Station with the proposed “CDA” development at Yau Tong Bay.
- 6.4 To cater for the demand arising from the redevelopment of Yau Tong Industrial Area for residential and commercial purposes, the boundaries of the developments along Ko Fai Road, Shung Tak Wai, Sze Shan Street, Cha Kwo Ling Road, Cho Yuen Street and Shung Shun Street are required to be set back to allow for provision of 3.5m wide footpaths to improve pedestrian circulation. Likewise, the development boundaries along the unnamed road between Sze Shan Street and Cho Yuen Street are also required to be set back to for introduction of 2.75m wide footpaths along the road.

Mass Transit Railway

- 6.5 The existing MTR Kwun Tong Line with a station at Lam Tin underneath Sceneway Garden runs through the central part of the Area and terminates at MTR Quarry Bay Station on Hong Kong Island.
- 6.6 The construction works for the MTR TKE, which connects Tseung Kwan O New Town with Kwun Tong District and Hong Kong Island, is now in progress for completion by 2002. As an integral part of the TKE project, the MTR Kwun Tong Line will be extended to MTR Yau Tong and Tiu Keng Leng Stations. The proposed MTR Yau Tong Station situated at the junction of Cha Kwo Ling Road and the existing Yau Tong Road is designed with interchange facilities to allow passengers interchange between the Kwun Tong Line and the TKE.

Public Transport

- 6.7 Apart from the MTR, the Area is well served by various modes of public transport including bus and public light bus. A public transport interchange is located above the MTR Lam Tin Station and a public transport terminus is provided at Yau Hong Street beside the Sai Tso Wan Neighbourhood Community Centre. Public transport terminus are to be provided in Phase 3 of the EHC Housing Site, Yau Tong Estate Redevelopment and Yau Tong Bay “CDA” Development.

Car Parking

- 6.8 There are two existing multi-storey car parks within the Area. They are located in Tak Tin Estate and Hong Park Court. Three sites, one to the west of the Yau Tong Ventilation Building, one at King Yip Street and one at Shung Shun Street are reserved for car/lorry park purposes. Besides, a public car park is also proposed to be incorporated into a commercial development on Cha Kwo Ling Road near its junction with Lei Yue Mun Road.

Figure No.	Scale	Figure Title	Extracted Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A) (Sheet 2 of 2)
3-4b	-		
ARUP	Date	Source	Extract from Explanatory Statement of Draft Cha Kwo Ling, Yau Tong & Lei Yue Mun Outline Development Plan (No. D/K15C/1A)
	November 2024		