

PLANNING BRIEF FOR THE YAU TONG BAY "COMPREHENSIVE DEVELOPMENT AREA" ZONE



PLANNING DEPARTMENT

April 2010

Planning Brief

for the Yau Tong Bay “Comprehensive Development Area” Zone

1. Purpose of the Planning Brief

This Planning Brief (PB) is prepared for the Yau Tong Bay “Comprehensive Development Area” (“CDA”) zone on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/18 (**Plan 1**). This PB sets out the planning objectives, development parameters, planning and other technical requirements and design guidelines to facilitate the preparation of the Master Layout Plan (MLP) for submission to the Town Planning Board (the Board) in the manner as required under the Notes of the OZP for the “CDA” zone.

2. Submission of MLP

According to the Notes of the OZP for “CDA” zone, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Board. Extract of the Notes is at **Annex I**. In the course of the preparation of the MLP, reference should be made to the planning requirements contained in the Explanatory Statement (ES). Extract of the ES is at **Annex II**.

3. Background

3.1 The original Yau Tong Bay “CDA” zone covering an area of about 17.31ha was incorporated into the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP in January 1993. Pursuant to the Board’s agreement on a development proposal submitted by a project proponent, the boundary of the “CDA” zone was expanded from 17.31 ha to 22.4 ha (about 12.49 ha of land to be reclaimed) and incorporated into the draft OZP No. S/K15/15, which was exhibited for public inspection under section 7 of the Town Planning Ordinance (the Ordinance) on 21.6.2002.

3.2 Pursuant to the Court of Final Appeal’s clarification on presumption against reclamation in January 2004, the Board on 20.2.2004 agreed to review the future development of Yau Tong Bay by taking a ‘no reclamation’ approach as a starting point. Given there is no overriding public need to justify reclamation in Yau Tong Bay, the boundary of the Yau Tong Bay “CDA” zone was revised by excising the existing water area from the “CDA” zone. The revised boundary and development parameters of the “CDA” zone have been incorporated into the draft OZP No. S/K15/16 which was exhibited for public inspection on 23.5.2008.

- 3.3 During the OZP exhibition period, 15 objections were received, of which two were subsequently withdrawn. The Board gave preliminary and further considerations to the objections on 12.9.2008 and 28.11.2008 respectively and decided not to propose any amendment to the OZP to meet the objections. The Chief Executive in Council (CE in C) approved the OZP on 31.3.2009 and the approved OZP No. S/K15/17 was exhibited for public inspection on 24.4.2009.
- 3.4 On 30.6.2009, the CE in C referred the approved OZP No. S/K15/17 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 9.10.2009, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/18 incorporating mainly amendments to facilitate the implementation of the Lei Yue Mun Waterfront Enhancement Project, was exhibited for public inspection under section 5 of the Ordinance.

4. Planning Objectives

The “CDA” zone is intended to phase out the existing industrial operations for residential and/or commercial uses and redevelop the area in a comprehensive manner. It also aims to resolve the environmental problems and enhance its waterfront for public enjoyment. These objectives are planned to be achieved by comprehensive redevelopment of the Yau Tong Bay for residential and commercial uses together with some open space and GIC facilities. Having taken into consideration of the industrial/residential (I/R) interface problems of the site and its surrounding areas and the planning intention for the “CDA” zone, comprehensive redevelopment is considered the most appropriate means to resolve the I/R interface problems.

5. General Description of the Site and Its Surrounding Areas

The site is currently occupied by industrial uses accommodated in shed-like accommodations including shipyards, sand depots, storage of construction materials and vehicle repairing workshops. To its south and south-east across Ko Fai Road is Yau Tong Industrial Area (YTIA) and the gradual transformation of YTIA to predominantly residential use with ancillary retail facilities is in progress. To its east across Cha Kwo Ling Road and the MTR Yau Tong Station is Yau Tong Estate. To its north across Cha Kwo Ling Road is the Eastern Harbour Crossing (EHC) site for public housing development, which is under construction (**Plan 2**).

6. Main Development Parameters and Government Requirements

	Item	Particulars	Remarks
1.	Site Area	99,418m ² (about)	Site area subject to detailed survey
2.	Type of Development and Development Intensity	Residential and commercial uses together with open space and GIC facilities. Total plot ratio (PR) of 4.5 (based on gross site area) ¹	<ul style="list-style-type: none"> ● Development mix to be determined by the applicant in the MLP submission stage.
3.	Building Height	Maximum building height of 120mPD ¹	<ul style="list-style-type: none"> ● In view of the harbourfront location of the site, future development at the Yau Tong Bay “CDA” zone is restricted to a maximum building height of 120mPD. However, reference should be made to the maximum building height of 60mPD at the two western ends to maintain a more intertwined relationship with the harbour edge. ● A distinct gradation of height profile with descending building height towards the harbourfront should be adopted with innovative design and appropriate disposition in order to avoid a monotonous harbourfront image and the wall effect. ● The height of the building blocks in front of Yau Tong Estate should be kept as low as possible to minimize the adverse visual impacts caused by the development.

¹ As stipulated in the Notes of OZP for the Yau Tong Bay “CDA” zone

	Item	Particulars	Remarks
4.	Open Space Provision	<ul style="list-style-type: none"> ● A public waterfront promenade not less than 15m wide and with a site area not less than 24,700m² should be provided.¹ ● Local open space should be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG). 	<ul style="list-style-type: none"> ● The width of the public waterfront promenade is planned for 20m. In view of the site constraints and to allow design flexibility, a minimum width of 15m is considered acceptable for part of the promenade with severe site constraints. Detailed design and varying width of the public waterfront promenade should be indicated on the MLP for the Board's consideration. ● Although the site is subject to constraints e.g. presence of the existing sewage pumping station and Eastern Harbour Crossing Ventilation Building, the design of the public waterfront promenade should cater to link up with the proposed promenade in the Kai Tak Development Area and Lei Yue Mun Village in the future and the connectivity to the hinterland should also be clearly indicated in the MLP. In this respect, the design of the public waterfront promenade should address the constraints posed by the existing sewage pumping station and the Eastern Harbour Crossing Ventilation Building near the two western ends of the CDA

¹ As stipulated in the Notes of OZP for the Yau Tong Bay "CDA" zone

	Item	Particulars	Remarks
			<p>site.</p> <ul style="list-style-type: none"> ● The design of the waterfront promenade should include car parking spaces for visitors and public recreational facilities e.g. jogging trail, children play area and lawn etc. ● The waterfront promenade should be designed to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. ● The public waterfront promenade should be designed for public use on a 24-hour basis and to integrate with the pedestrian link to provide a convenient at-grade public access from the MTR Yau Tong Station to the waterfront to bring people to the Harbour and improve the physical linkage with the hinterland. ● Provision of public landing facilities along the public waterfront promenade should be made to facilitate the promotion of water recreation activities in Yau Tong Bay. ● The design and provision of the public waterfront promenade should be to the satisfaction of Director of Leisure and Cultural Services with a view that Leisure and Cultural Services Department

	Item	Particulars	Remarks
			<p>would take up the future management and maintenance responsibilities of the waterfront promenade upon its completion.</p> <ul style="list-style-type: none"> ● Open space furniture/facilities such as paving, benches, shade/rain structures, railing and lighting should be integrated and enhance the waterfront setting. Sufficient open space facilities should be provided in both private and public open space. ● Sufficient screen planting should be provided to the existing and proposed GIC and infrastructure facilities. ● The design of the proposed GIC and infrastructure facilities should be integrated with the waterfront promenade.
5.	Existing Government, Institution or Community (GIC) Facilities	<ul style="list-style-type: none"> ● The reprovisioning/relocation of the Civil Engineering Development Department (CEDD) depot should be to the satisfaction of Chief Engineer/Port Works, CEDD. ● The reprovisioning/relocation of the water pumping station should be to the satisfaction of Director of Water Supplies. 	<ul style="list-style-type: none"> ● The area of the reprovisioning CEDD depot should be about 4,400m² with water, electricity and other utilities supply and land access from public roads. The seafront should be with sufficient length and water depth capable for berthing of vessels of 100m in length. ● The Cha Kwo Ling Salt Water Pumping Station is a strategic water supply installation supplying flushing water to a large

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		<ul style="list-style-type: none"> ● The reprovisioning/relocation of the gas pigging station should be to the satisfaction of Director of Electrical and Mechanical Services. 	<p>regime of eastern Kowloon, which should be retained on site.</p> <ul style="list-style-type: none"> ● Should relocation of the existing gas pigging station be required, the footprint of the reprovisioning site shall be approximately the same as the existing one and should be in the vicinity of the existing gas pigging station in order to avoid major modification to the existing pair of submarine gas pipeline and minimize any possible town gas supply interruption to the gas users on Hong Kong Island. The project proponent should liaise with the Hong Kong and China Gas Company Limited in respect of the existing and planned gas pipes routes/gas installations in the vicinity of the proposed works area during the design and construction stages of development. ● The existing GIC facilities are gross floor area (GFA)/PR accountable if they are not reprovisioned elsewhere.
6.	Government, Institution or Community Facilities	<ul style="list-style-type: none"> ● Provision of social welfare facilities as listed below should be to the satisfaction of Director of Social Welfare: <ul style="list-style-type: none"> (i) Integrated Children and 	<ul style="list-style-type: none"> ● Floor area requirements of the social welfare facilities are: <ul style="list-style-type: none"> (i) Integrated Children and Youth Services Centre of

	Item	Particulars	Remarks
		<p>Youth Services Centre;</p> <p>(ii) 160-place Integrated Vocational Rehabilitation Services Centre ; and</p> <p>(iii) 50-place Hostel for Moderately Mentally Handicapped Persons.</p> <ul style="list-style-type: none"> ● The provision of kindergarten facilities should be to the satisfaction of Secretary of Education. 	<p>not less than net operational floor area (NOFA) of 631m²;</p> <p>(ii) 160-place Integrated Vocational Rehabilitation Services Centre of not less than NOFA of 846m²; and</p> <p>(iii) 50-place Hostel for Moderately Mentally Handicapped Persons of not less than NOFA of 534m².</p> <ul style="list-style-type: none"> ● No free-standing building is required to accommodate the social welfare facilities. ● The GFA of the GIC facilities should be GFA/PR accountable. ● The provision of kindergarten facilities should be in accordance with the HKPSG. ● The GFA of the kindergarten facilities should be GFA/PR accountable.
7.	Urban Design Considerations	<ul style="list-style-type: none"> ● Urban design proposals within the area should be included in the MLP submission. ● The development scheme should be designed to take into account the following urban design considerations, where appropriate: <ul style="list-style-type: none"> (i) more innovative design and appropriate disposition and non-building area/permeable zones should be adopted and reflected in the MLP in order to 	<ul style="list-style-type: none"> ● A minimum of 25m wide separation between each residential block should be provided to enhance the air ventilation to the inner area of Yau Tong. ● Due regard should be given to the Harbour Vision Statement and the Harbour Planning Principles and Guidelines promulgated by the Board and the Harbour-front Enhancement Committee

	Item	Particulars	Remarks
		<p>avoid a monotonous harbourfront image and the wall effect;</p> <p>(ii) provide thematic plantings with flowering trees to increase aesthetic effect and to lighten up the environment;</p> <p>(iii) provide vertical and roof-top greening to maximize the greening opportunity for the site;</p> <p>(iv) adopt innovative design to integrate the “CDA” development with tourism development of the nearby Lei Yue Mun Village;</p> <p>(v) monotonous match-box building and podium structure design would not be allowed;</p> <p>(vi) create innovative waterfront building design to form part of a visually interesting water edge that can help to enhance the city’s “Front Elevation”;</p> <p>(vii) enhance visual permeability to the waterfront in the design and disposition of the residential blocks; and</p> <p>(viii) car parking spaces should be provided at the basement level.</p> <p>(ix) the commercial/retail floor space should mainly be distributed in close proximity to the existing MTR Yau Tong Station to forming a commercial node at a convenient location.</p>	<p>respectively and the Urban Design Guidelines of the HKPSG.</p>
8	Visual Consideration	<p>● A visual impact assessment should be included in the MLP submission to examine any visual problems that may be caused to or by the proposed development</p>	

	Item	Particulars	Remarks
		and the proposed mitigation measures to tackle them.	
9.	Landscape Submission	<ul style="list-style-type: none"> ● A Landscape Master Plan should be included in the MLP submission ● The Landscape Master Plan should include: <ul style="list-style-type: none"> (i) the conceptual and detailed landscape proposals including hard and soft landscape aspects; (ii) provision of green areas, amenity strips at street level particularly along the major transport corridor e.g. Cha Kwo Ling Road; (iii) the relationship of the development with the public open space in the surroundings; (iv) layout and landscape design of non-building areas and their pedestrian circulation and relationship to adjoining development; and (v) clear and sufficient signage to demarcate the public open space and to direct public access to the public open space should be provided at suitable locations. 	<ul style="list-style-type: none"> ● Greening opportunity should be optimized to create a quality green setting. Such planting could be provided on ground, sky gardens and/or roof levels and adequate soil depth should be provided. The Greening Ratio should be at least 30% of the development site area (excluding public open space), of which a minimum of 20% greening shall be provided at ground level while the remainder can be at ground, podium and rooftop. ● All planting areas should be fixed and permanent on site. ● 85% of the land within the public open space will be used for soft landscaping, out of which 60% will be used for planting large trees. ● Detailed requirements of the Landscape Master Plan submission should be referred to Joint Practice Note No. 3. ● Early co-ordination with the utility companies is required to ensure that the proposed street level planting can be finally implemented on site.
10.	Air Ventilation Requirements	<ul style="list-style-type: none"> ● An air ventilation assessment should be included in the MLP submission to provide comparison of design options in external air ventilation terms and 	<ul style="list-style-type: none"> ● The Technical Circular on Air Ventilation Assessment (AVA) promulgated by the then Housing, Planning and Lands Bureau and the then

	Item	Particulars	Remarks
		<p>identification of potential problem areas for design improvements.</p> <ul style="list-style-type: none"> ● A minimum of 25m wide separation between each residential block should be provided to enhance the air ventilation to the inner area of Yau Tong. Slab block design should be avoided along the long waterfront of the CDA site. ● The proposed buildings should be carefully dispositioned to allow penetration of the prevailing wind through the CDA site i.e. East and Southerly wind in summer period and East and Northeast in non-summer period. 	<p>Environment, Transport and Works Bureau in July 2006 sets out a framework for AVA to promote the awareness of project proponents to ensure that air ventilation impacts are duly considered as one of the main criteria in the planning and design process.</p>
11.	Minor Relaxation of the Maximum GFA/PR and Building Height	<ul style="list-style-type: none"> ● In order to give incentive for a comprehensive and integrated redevelopment, a minor relaxation of the maximum PR could be considered by the Board subject to the submission of comprehensive development scheme with planning and design merits. ● In seeking the minor relaxation of the maximum PR, the applicant should demonstrate that at least 80% of private land within the “CDA” zone has been assembled or consent from 80% of the private land owners (calculation in terms of land area) have been obtained in support the 	<ul style="list-style-type: none"> ● Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the maximum PR and building height may be considered by the Board on application under section 16 of the Town Planning Ordinance. ● Under no circumstances shall the total PR for the Yau Tong Bay “CDA” zone, to which minor relaxation of PR is applied, exceed 5.0.¹

¹ As stipulated in the Notes of the OZP for “Yau Tong Bay “CDA” zone

Item	Particulars	Remarks
	<p>application for minor relaxation of the maximum PR under the MLP submission.</p> <ul style="list-style-type: none"> ● The applicant should provide additional information in the MLP submission to meet the following requirements: <ul style="list-style-type: none"> (i) demonstrate that the development proposal with additional GFA granted under the minor relaxation arrangement is technically feasible and sustainable in all aspects with planning and design merits; (ii) implement the waterfront promenade at the initial phase of redevelopment for public enjoyment; (iii) provide recreational facilities along the waterfront to add vibrancy along the harbourfront; (iv) reconstruct and beautify the seawall with interesting design and provide landing steps to facilitate berthing of pleasure boats to enhance the recreation potential of the site; (v) provide thematic plantings with flowering trees to increase aesthetic effect and to lighten up the environment; (vi) provide vertical and roof-top greening to maximize the greening opportunity for the site; (vii) adopt a distinct stepped building height profile with diversity of building mass to add more visual interests to the harbourfront; (viii) provide permeable zones 	<ul style="list-style-type: none"> ● The seawall should be designed and constructed to the satisfaction of Director of Civil Engineering and Development and in accordance with the CEDD Port Works Design Manual.

	Item	Particulars	Remarks
		<p>between the buildings for better air ventilation;</p> <p>(ix) address and resolve the land and sea-bed contamination for the whole Yau Tong Bay; and</p> <p>(x) adopt innovative design to integrate the “CDA” development with tourism development of the nearby Lei Yue Mun Village.</p>	
12.	Transport Requirements	<ul style="list-style-type: none"> ● A traffic impact assessment (TIA) report should be included in the MLP submission to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures or improvement works to tackle them. ● Car parking and loading and unloading facilities to be provided in accordance with the HKPSG. ● Convenient pedestrian access from the MTR Yau Tong Station to the waterfront promenade should be made available within the CDA site for public use on a 24-hour basis and should be clearly indicated on the MLP for the Board’s consideration. 	<ul style="list-style-type: none"> ● CEDD’s proposed road junction (in the form of a roundabout proposed under the Tseung Kwan O- Lam Tin Tunnel project) to the western part of the “CDA” zone should be taken into account in preparing the TIA report and there may be possible encroachment of the proposed roundabout on the “CDA” zone which should be borne in mind in the preparation of the MLP (Plan 1). ● The requirement of car parking spaces for visitors to the public open space should be included in the TIA.
13.	Environmental Requirements	<ul style="list-style-type: none"> ● An environmental assessment report should be included in the MLP submission to examine any possible environmental problems that may cause to or by the 	<ul style="list-style-type: none"> ● CEDD’s proposed road junction (in the form of a roundabout proposed under the Tseung Kwan O- Lam Tin Tunnel project) to the western

	Item	Particulars	Remarks
		<p>proposed development during and after construction and the proposed mitigation measures to tackle them.</p> <ul style="list-style-type: none"> ● Observe and comply with the EIA Ordinance requirement for the decommissioning of the existing shipyards within the site. Review the works scope for the shipyards decommissioning against that outlined in the approved EIA for “Yau Tong Bay Reclamation” to identify if there is any material change to the designated project and check if the findings of the said EIA are still relevant and adequate. 	<p>part of the “CDA” zone should be taken into account in preparing the environmental assessment report.</p> <ul style="list-style-type: none"> ● The scope of the “Yau Tong Bay Reclamation” EIA also covered the decommissioning of shipyards as a designated project. The EIA was approved on 8.4.2002.
14.	Water Supply Requirements	<ul style="list-style-type: none"> ● A water supply impact assessment report should be included in the MLP submission to examine any possible fresh water supply and salt water supply problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. 	<ul style="list-style-type: none"> ● The existing 1,400mm diameter cross-harbour fresh water main supplying water to Hong Kong Island may also be affected by the development. A 15m wide Waterworks Reserve is required for protection of this large diameter water main (Plan 2).
15.	Drainage and Sewerage Requirements	<ul style="list-style-type: none"> ● A drainage and sewerage impact assessment report should be included in the MLP submission to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. 	
16.	Fire Services Requirements	<ul style="list-style-type: none"> ● The arrangement of Emergency Vehicular Access (EVA) shall comply with Part VI of the Code 	

	Item	Particulars	Remarks
		of Practice which is administered by Buildings Department.	
17	Other Technical Requirements	<ul style="list-style-type: none"> ● Diversion of existing utilities affected by the CDA development to the satisfaction of relevant Government departments. ● The need for preserving the existing pontoon should be reviewed. ● If there are any marine construction works that would affect the coastal habitat or seabed ecology, a detailed review and assessment (and if necessary, supported by maritime ecological field survey e.g. dive survey) is required to the satisfaction of Director of Agriculture , Fisheries and Conservation. 	<ul style="list-style-type: none"> ● The review and assessment is to see whether there are any ecologically important habitats/species to be directly/indirectly affected by the proposed development works. Any destruction on the ecologically important habitats/species such as corals should be avoided as far as possible. In addition, good site practices should be fully implemented to avoid/minimize any adverse impacts on the marine environment.
18	Development Programme	Detailed implementation programme to indicate the construction programmes of phased development and the associated open space (including public waterfront promenade), landscaping, transport, pedestrian and utility facilities to tie in with the phased development in the MLP submission.	

Attachments

Annex I Extract of the Notes of the OZP for the “CDA” zone

Annex II Extract of the Explanatory Statement of the OZP for the “CDA” zone

Plan 1 Location Plan

Plan 2 Site Plan

Plan 3 Site Photo

PLANNING DEPARTMENT

APRIL 2010

**Extract of the Notes of the Outline Zoning Plan
for “Comprehensive Development Area” Zone**

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot
	Commercial Bathhouse/Massage Establishment
	Eating Place
	Educational Institution
	Exhibition or Convention Hall
	Flat
	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hotel
	House
	Information Technology and Telecommunications Industries
	Institutional Use (not elsewhere specified)
	Library
	Market
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	Pier
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station
	Public Utility Installation
	Public Vehicle Park

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	(excluding container vehicle)
	Recyclable Collection Centre
	Religious Institution
	Residential Institution
	Research, Design and Development Centre
	School
	Shop and Services
	Social Welfare Facility
	Training Centre
	Utility Installation for Private Project

Planning Intention

This 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.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" ("CDA") shall prepare a Master Layout Plan (MLP) for the approval of the Town Planning Board and include therein the following information :
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;

- (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the Landscape Master Plan and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a visual impact assessment and an air ventilation assessment to examine any visual and air ventilation problems that may be caused to or by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (x) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (xi) such other information as may be required by the Town Planning Board.
- (2) The MLP mentioned in paragraph (1) above should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (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 plot ratio (PR), gross floor

area (GFA) and building height as specified in Table 1 below:

Table 1

<u>Site</u>	<u>Restriction</u>
CDA at Yau Tong Bay	<p>A maximum PR of 4.5 and a maximum building height of 120m above Hong Kong Principal Datum</p> <p>A public waterfront promenade not less than 15m wide and with a site area not less than 24,700m²</p>
CDA at Yau Tong Industrial Area	A maximum GFA of 185,430m ² and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan

- (4) In determining the relevant maximum PR/GFA for the purposes of paragraph (3) 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) In determining the relevant maximum PR/GFA for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as GIC facilities shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the restrictions on the maximum PR/GFA and building height stated in paragraph (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance. Under no circumstances shall the total PR for the Yau Tong Bay "CDA" zone, to which this paragraph applies, exceed 5.0.

**Extract of the Explanatory Statement of the Outline Zoning Plan
for “Comprehensive Development Area” Zone**

- 7.2 “Comprehensive Development Area” (“CDA”) - Total area 14.93 ha
- 7.2.1 This zoning is intended primarily for comprehensive residential and commercial development with community facilities.
- 7.2.2 Two sites are zoned “CDA”. The “CDA” zone at Yau Tong Bay includes the Yau Tong Marine Lots at Cha Kwo Ling Road and Ko Fai Road, the salt water pumping station, the Gas Pigging Station, the Civil Engineering and Development Department’s (CEDD’s) maintenance depot and the Hong Kong Ice and Cold Store. The “CDA” at YTIA is located to the south-west of Shung Yiu Street.
- 7.2.3 Pursuant to section 4A(1) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes of the zone for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.
- 7.2.4 Development within the Yau Tong Bay CDA site is restricted to a maximum PR of 4.5. To allow flexibility and meet the market needs, the development mix between the domestic and non-domestic gross floor areas (GFAs) would be proposed by the applicant at the MLP submission stage, taking into account land use planning considerations and design merits, and should be supported by technical assessments. Government, institution or community (GIC) facilities as requested by Government departments should be provided in the development to serve the local and district needs and included in the calculation of the maximum PR.

7.2.5 In view of the harbourfront location of the site, future development at the Yau Tong Bay "CDA" zone is restricted to a maximum building height of 120mPD. To allow design flexibility, more stringent building height restriction has not been proposed to some prominent parts of the site. However, reference should be made to the maximum building height of 60mPD at the two western ends to maintain a more intertwined relationship with the harbour edge as recommended in the Waterfront Building Height Concept in the Stage II Study on Review of the Metroplan. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and non-building area/permeable zones should be adopted and reflected in the MLP in order to avoid a monotonous harbourfront image and the wall effect. Besides, a public waterfront promenade, which would link up with the proposed promenade in the South East Kowloon Development Area will be required. The width of the public waterfront promenade is planned for 20m. In view of the site constraints and to allow design flexibility, a minimum width of 15m is considered acceptable for part of the promenade with severe site constraints, but the total site area of the public waterfront promenade should not be less than 24,700m². The design of the promenade, which should include public recreational facilities and landscape plantings, would be considered by the Board in the MLP submission stage. The Yau Tong Bay "CDA" zone includes three existing GIC facilities, i.e. the salt water pumping station, the Gas Pigging Station and the CEDD's maintenance depot. These facilities are included into this "CDA" zone to safeguard their continuous operations/reprovisioning arrangements, and if necessary, the design and provision of mitigation measures, would be effectively monitored by the Board in the MLP submission stage.

7.2.6 To facilitate the preparation and submission of the MLP, a planning brief for the Yau Tong Bay "CDA" zone will be prepared to incorporate detailed requirements from relevant Government departments. In order to give incentive for a comprehensive and integrated redevelopment, a minor relaxation of the maximum PR could be considered by the

Board subject to the submission of comprehensive redevelopment scheme with planning and design merits. In seeking the minor relaxation of the maximum PR, the applicant should demonstrate that at least 80% of private land within the “CDA” zone have been assembled or consent from 80% of the private land owners (calculation in terms of land area) have been obtained in support of the application for minor relaxation of the maximum PR under the MLP submission and provide additional information to meet the following requirements:

- (a) demonstrate that the development proposal with additional GFA granted under minor relaxation arrangement is technically feasible and sustainable in all aspects with planning and design merits;
- (b) implement the waterfront promenade at the initial phase of redevelopment for public enjoyment;
- (c) provide recreational facilities along the waterfront promenade to add vibrancy along the harbourfront;
- (d) reconstruct and beautify the seawall with interesting design and provide landing steps to facilitate berthing of pleasure boats to enhance the recreation potential of the site;
- (e) provide thematic plantings with flowering trees to increase aesthetic effect and to lighten up the environment;
- (f) provide vertical and roof-top greening to maximize the greening opportunity for the site;
- (g) adopt a distinct stepped building height profile with diversity of building mass to add more visual interests to the harbourfront;
- (h) provide permeable zones between the buildings for better air ventilation;
- (i) address and resolve the land and sea-bed contamination for the whole Yau Tong Bay; and
- (j) adopt innovative design to integrate the “CDA” development with tourism development of the nearby Lei Yue Mun Village.

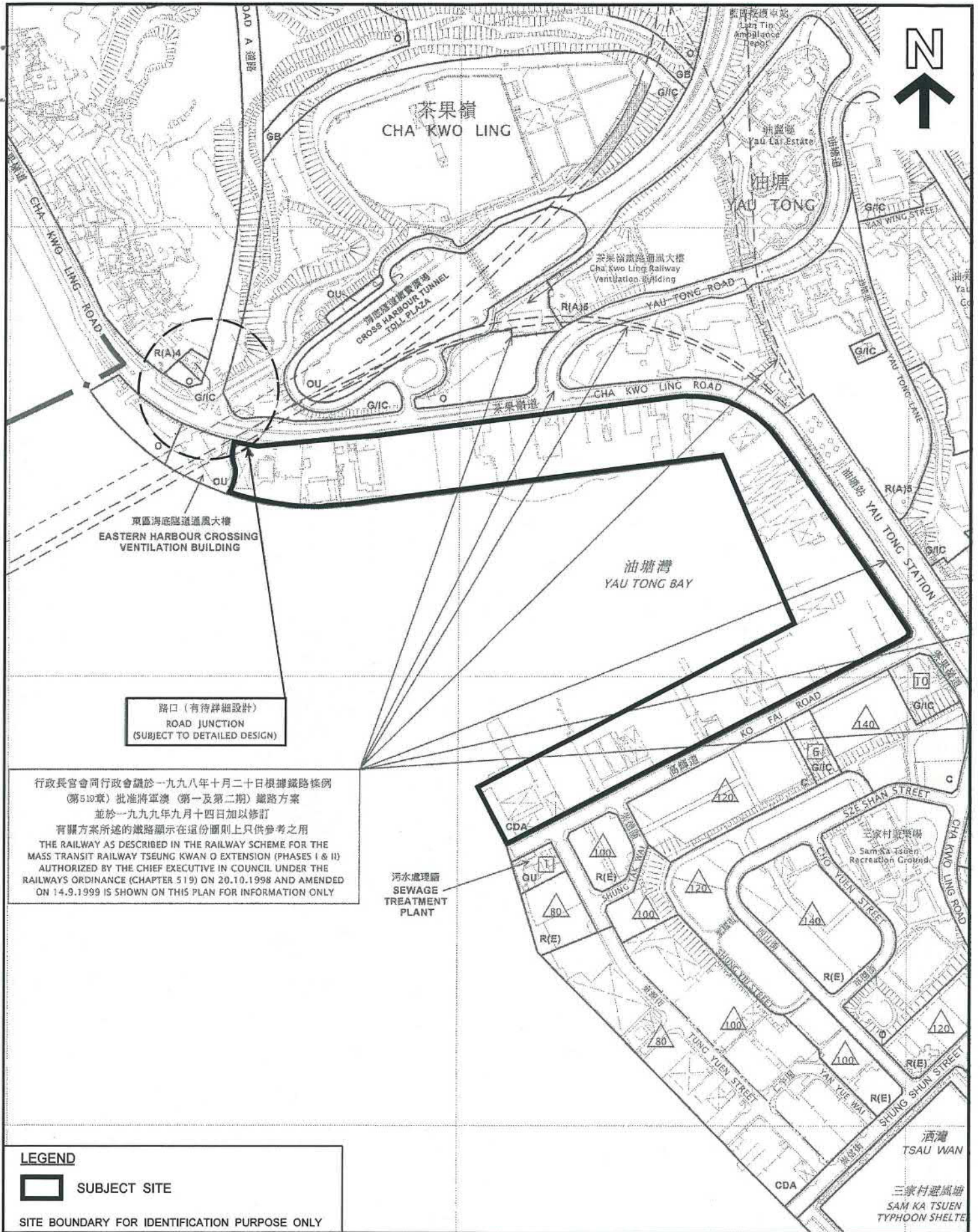
7.2.7 Minor relaxation of the PR and building height restrictions may be considered by the Town Planning Board on application under section 16 of the Ordinance based on individual merits of a development or redevelopment proposal. In order to have a proper control on the development intensity of the area, under

no circumstances shall the total PR for the Yau Tong Bay "CDA" zone exceed 5.0.

7.2.8 The "CDA" at YTIA is at present mainly occupied by obsolete industrial buildings. It is intended to be comprehensively redeveloped for predominantly residential use with ancillary retail and community facilities. A planning brief will be prepared to guide developers in their detailed planning and implementation of the development. It is estimated that the "CDA" would accommodate about 6,800 persons.—To ensure that the development intensity of the "CDA" is under statutory planning control, a maximum GFA is imposed under the Notes. Development within the YTIA CDA site is restricted to a maximum GFA of 185,430m². GIC facilities as requested by Government departments should be provided in the development to serve the local and district needs and included in the calculation of the maximum GFA.

7.2.9 In view of the harbourfront location of the site, future development at the YTIA "CDA" zone is restricted to a maximum building height of 80mPD for area fronting the harbour and 100mPD for the rest of the "CDA" site. To allow design flexibility, more stringent building height restriction has not been proposed to some prominent parts of the site. However, reference should be made to the maximum building height of 60mPD at the area fronting the Harbour to maintain a more intertwined relationship with the harbour edge as recommended in the Waterfront Building Height Concept in the Stage II Study on Review of the Metroplan. A distinct gradation of height profile with descending building height towards the harbourfront should be adopted. More innovative design and appropriate disposition and non-building area/permeable zones should be adopted and reflected in the MLP in order to avoid a monotonous harbourfront image and the wall effect.

7.2.10 To provide design flexibility, minor relaxation of the GFA and building height restrictions for the YTIA "CDA" zone, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.



路口 (有待詳細設計)
ROAD JUNCTION
(SUBJECT TO DETAILED DESIGN)

行政長官會同行政會議於一九九八年十月二十日根據鐵路條例 (第519章) 批准將軍澳 (第一及第二期) 鐵路方案 並於一九九九年九月十四日加以修訂 有關方案所述的鐵路顯示在這份圖則上只供參考之用
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR THE MASS TRANSIT RAILWAY TSEUNG KWAN O EXTENSION (PHASES I & II) AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE RAILWAYS ORDINANCE (CHAPTER 519) ON 20.10.1998 AND AMENDED ON 14.9.1999 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY

污水處理廠
SEWAGE TREATMENT PLANT

LEGEND

SUBJECT SITE

SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

LOCATION PLAN

YAU TONG BAY
"COMPREHENSIVE DEVELOPMENT AREA" ZONE

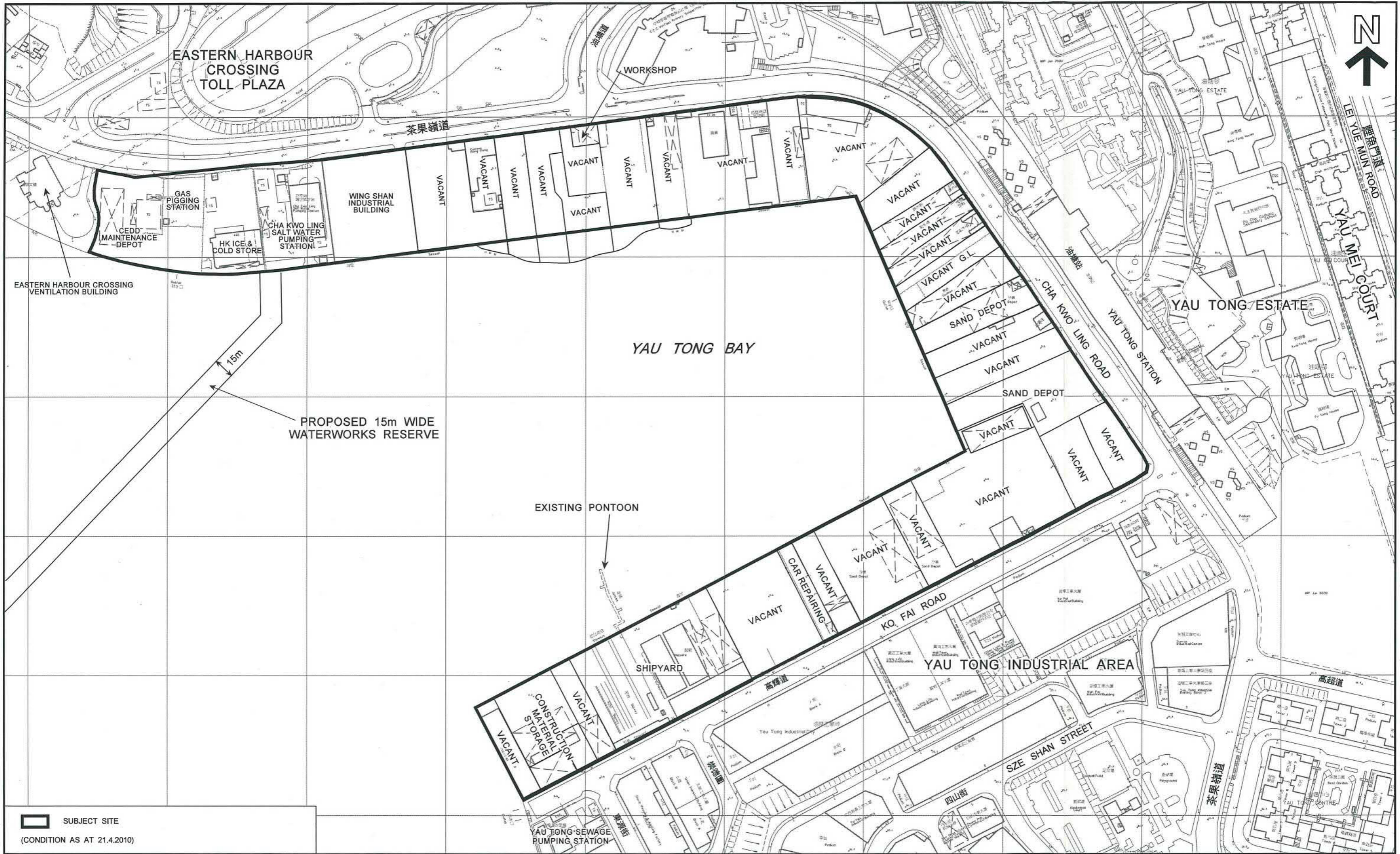
PLANNING DEPARTMENT


EXTRACT PLAN PREPARED ON 26.4.2010
BASED ON OUTLINE ZONING PLAN No. S/K15/18 EXHIBITED ON 9.10.2009

SCALE 1 : 5 500 比例尺
米 METRES 100 0 100 200 METRES

M/K15/09/193

PLAN 1



 SUBJECT SITE
 (CONDITION AS AT 21.4.2010)

SITE PLAN

YAU TONG BAY
 "COMPREHENSIVE DEVELOPMENT AREA" ZONE

EXTRACT PLAN PREPARED ON 26.4.2010
 BASED ON SURVEY SHEETS No.
 11-SE-3B, 4A AND 4C



PLANNING DEPARTMENT 

M/K15/09/193

PLAN
 2



SUBJECT SITE

BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

SITE PHOTO

YAU TONG BAY

"COMPREHENSIVE DEVELOPMENT AREA" ZONE

PLANNING DEPARTMENT



M/K15/09/193

PLAN 3

PLAN PREPARED ON 26.4.2010
 BASED ON SITE PHOTO TAKEN ON 12.4.2010