

Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing

For discussion
on 19 January 2015

TFK/02/2015

Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/21

PURPOSE

The purpose of this Paper is to invite Members' views on the amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/21 (**Plan 1 and Annex**), which are being exhibited for public inspection from 19 December 2014 to 23 February 2015.

AMENDMENTS TO THE OZP

2. The amendments to the OZP (**Plan 1**) are set out below:

Rezoning for Subdivision of the Yau Tong Industrial Area (YTIA) Comprehensive Development Area (CDA) (Item A) (Plans 2A and 2B)

2.1 In 1998, an area of about 5.02ha located at the southwestern waterfront area of YTIA was rezoned from mainly "Industrial" to "CDA" for comprehensive redevelopment for residential use with ancillary retail and community facilities, subject to a maximum gross floor area (GFA) of 185,430m². In 2008, building height restrictions (BHRs) were imposed onto this "CDA" zone (80mPD along the waterfront portion and 100mPD at the inland portion). The site is currently occupied by industrial buildings, concrete batching plants, metal recycling depots, sand depot, wholesale fish market, pumping station, temporary car parks and roads.

2.2 Owing to the fragmented land ownership, the redevelopment of "CDA"

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as a whole has not been implemented. Based on land ownership pattern and the possibility to assemble private land as revealed from previous planning applications/rezoning request, the “CDA” zone is subdivided to 5 sub-zones, i.e. “CDA(1)” to “CDA(5)” with a view to facilitating the transition of this industrial area into a more vibrant waterfront with other uses having regard to the development of adjacent areas. The existing public roads are rezoned to areas shown as ‘Road’.

- 2.3 The maximum GFA of 185,430m² are allocated on a pro-rata basis to these 5 sub-zones with reference to each development site area, resulting in a plot ratio (PR) of 4.71 for each sub-zone. In view of the change in the traffic and infrastructure over the years, a slightly higher PR of 5, which is the same as the maximum domestic PR of the area zoned “Residential (Group E)” to its immediate north and east and the approved PR of the Yau Tong Bay “CDA” to its north, is adopted. The current BHRs are maintained.
- 2.4 In order to link up the planned waterfront promenade in the Yau Tong Bay CDA to its north and existing open space at Lei Yue Mun to its east, a 15m-wide waterfront promenade of about 400m long is designated along the harbour frontage within all “CDA” sub-zones. Suitable commercial uses, especially shop and services and eating place, will be provided in the future developments along the waterfront promenade to enhance the vibrancy and public enjoyment. Public access to the waterfront promenade from Tung Yuen Street will also be provided. Three 15m-wide Non-Building Areas (NBAs) along the existing street grid pattern will be imposed for better air ventilation and visual permeability (**Plan 2B**). To meet parking demand of the area, a public vehicle park with 171 car parking spaces will be provided in the “CDA(5)” zone as requested by the Transport Department.

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- 2.5 Detailed planning and technical requirements will be specified in planning brief to be prepared to guide preparation of Master Layout Plan (MLP) submission. Technical assessments on various aspects including environment, traffic, visual, air ventilation, landscaping, etc. are required for supporting the MLP submission for approval of the Town Planning Board (TPB) at planning application stage.

Rezoning for the ex-Cha Kwo Ling Kaolin Mine Site (CKLKMS) (Items B and C) (Plans 3A and 3B)

- 2.6 A large piece of land (about 18ha) comprising the abandoned CKLKMS and Cha Kwo Ling Tsuen is situated at harbourfront areas. It was originally reserved for high density public and private housing development in 1998. Major portion of the site was zoned “Residential (Group A)4” subject to a maximum domestic GFA of 610,000m² and non-domestic GFA of 13,890m².
- 2.7 In view of the setting of the harbourfront area and the public aspirations on conservation of natural landscape, such large scale development was not pursued. In 2011, the Planning Department commissioned a planning study to review the land use in CKLKMS. The Task Force was briefed on the recommendations of the study on 22 January 2013. A feasibility study was subsequently undertaken by the Civil Engineering and Development Department (CEDD) to ascertain the technical feasibility of the proposal. The current OZP amendments are to take forward the recommended layout plan of the planning review and the feasibility study with refinements upon local public consultation.

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- 2.8 The CKLKMS comprises highly varied landforms previously formed by mining activities, rock and man-made slopes, with a partly paved road from Sin Fat Road running among these platforms. Four Government sites mainly on the platforms are rezoned to “Residential (Group B)1” (“R(B)1”) to “R(B)4” for medium-density private and subsidizing housing with PR ranging from 3.3 to 5 and BHRs 90mPD to 110mPD. A “Government, Institution or Community” (“G/IC”) zone is reserved adjacent to Laguna City for a primary school. A stepped height profile from 90mPD closer to waterfront to 95 and 110 mPD in inner part is adopted to respect the waterfront setting. Such PRs and BHRs are generally compatible with the adjoining existing residential developments of Laguna City and Sceneway Garden, which have building height of 90-142mPD and PR of about 5.0 and 7.0 respectively. Two NBAs (**Plan 3B**) are imposed to act as visual and air ventilation corridor. The remaining area is zoned “Open Space” (“O”) and “Green Belt” for open space development and preserving the existing green knoll respectively.
- 2.9 Cha Kwo Ling Tsuen to the southwest is rezoned to “Undetermined” at this juncture pending a land use review on the appropriate use, development intensity and implementation mechanism for the area.

Rezoning for Proposed Social Welfare Development at Lei Yue Mun Path (Item E) (Plan 4)

- 2.10 A site (about 0.18ha) occupied by abandoned catholic church, unused kindergarten and temporary structure at Lei Yuen Mun Path is rezoned from “Village Development Area” to “G/IC” to amalgamate with the adjoining undeveloped “G/IC” site to its north (resulting in a total site

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area of about 0.42ha) for comprehensive social welfare development. A BHR of 80mPD is stipulated for the site to align with that of the adjoining “G/IC” site and maintain a stepped height profile with the taller residential development to the north descending from the hinterland to the waterfront.

Other Amendments (Plan 1)

Amendment Items D1, D2 and F1

The existing Shing Yip Street Rest Garden (about 0.48ha) zoned “O” is rezoned to “Commercial” (“C”) to amalgamate with the adjoining undeveloped “C” site (about 0.48ha) for commercial cum public vehicle park development (about 0.96 ha) subject to a maximum PR of 12 and BHR of 130mPD. The adjoining area zoned “Other Specified Uses” annotated “Lorry Park” is rezoned to “O” for proposed Tsui Ping River Garden (about 0.6ha) for compensating the loss of existing open space.

Amendment Items F2, F3, G, H1 and H2 and Inclusion of Authorized Road Scheme for Information

Opportunities are taken to rezone a number of sites to reflect their as-built conditions. Authorized road scheme of the Tseung Kwan O-Lam Tin Tunnel is indicated for information.

3. Opportunity is also taken to amend the Notes and Explanatory Statement of the OZP to reflect the above amendments and to update the general information of various land use zonings in the planning area.

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HARBOUR PLANNING PRINCIPLES

4. Reference has been made to the Harbour Planning Principles (HPPs) and Harbour Planning Guidelines. The above amendments are considered to be in line with the following HPPs:

Principle 1: Preserving Victoria Harbour

- (a) The amendments do not involve any reclamation with the Victoria Harbour. The proposed medium-density housing development at CKLKMS with a PR of 3.3 to 5 and a stepped height profile from 90mPD (closer to waterfront) to 95mPD and 110mPD (inner part) respects the waterfront setting and the surrounding green knoll/natural slopes. As revealed from the photomontages prepared (**Plans 5 and 6**), the harbourfront and prominent knoll as viewed from the Kai Tak Runway Park and East Hong Kong Island will not be visually intruded. The natural view of the green backdrop of the harbour is generally preserved.

Principle 2: Stakeholder Engagement

- (b) The local community has been engaged at early stage and on-going basis. During the course of the planning review study on CKLKMS development, the conceptual proposal was submitted to the Kwun Tong District Council (KTDC) on 8.1.2013 and the Task Force on 22.1.2013 for consultation. Various meetings with the local residents of Laguna City and villagers of Cha Kwo Ling Tsuen were held to discuss the development proposal. Taking into account the public views, the proposal was refined to

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incorporate subsidized housing and commercial elements, and deletion of the emergency vehicular access passing through Cha Kwo Ling Tsuen.

- (c) KTDC was consulted on the proposed amendments to the OZP on 2.9.2014 and generally supported the land use proposals, but raised concern on traffic aspect. KTDC was further consulted on 6.1.2015 during the public exhibition period, and would be consulted on the planning brief for the YTIA “CDA” sites.

Principle 3: Sustainable Development

- (d) The OZP amendments as highlighted above would provide a mix of land uses at the waterfront and the local areas, including private and public residential developments with commercial elements, social welfare facilities, open spaces, waterfront promenade and public vehicle park to meet the social and economic needs of different sectors of the community and to optimize the land use resources. Careful consideration has been given in planning the development scale, building height and visual corridors/breezeways to ensure visual permeability and to avoid creating wall effect (**Plans 5 and 6**).
- (e) The rezoning proposals supported with various technical assessments are considered sustainable in terms of traffic, environmental, visual and landscape and air ventilation aspects.

Principle 4: Integrated Planning

- (f) The planning brief for the subdivided YTIA “CDA” sites will be

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prepared comprehensively in one batch to ensure co-ordinated development/redevelopment of individual sub-zone in respect of development scale, design layout, provision of waterfront promenade, visual and air corridors, etc.

- (g) For the CKLKMS, a comprehensive approach has been adopted in the course of planning review and engineering feasibility study with the preparation of a MLP to ensure that the scale, layout and building height are compatible with the harbourfront and the nearby developments.

Principle 5: Proactive Harbour Enhancement

- (h) The waterfront of YTIA is currently occupied by various industrial uses, which are incompatible with the waterfront setting. The subdivision of “CDA” zone will expedite the redevelopment process to phase out the incompatible land uses, bringing harbourfront enhancement to the area concerned.
- (i) Careful consideration has been given to the overall development scale, building height and pedestrian connection of the amendment items to ensure visual permeability and building height compatibility in the harbourfront areas.

Principle 6: Vibrant Harbour

- (j) Coupled with the tourist attraction at Lei Yue Mun, the provision of a waterfront promenade at YTIA with commercial elements, unobstructed public access and enhanced environment would attract more members of public as well as tourists to reach and

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enjoy this part of the harbourfront areas.

Principle 7: Accessible Harbour

- (k) Upon the completion of the proposed waterfront promenade within the YTIA “CDA” sites, a connection linking up with the adjoining open space at Sam Ka Tsuen Typhoon Shelter in the east, and Yau Tong Bay waterfront promenade and Kai Tak in the northwest will be realized in the long term. A new waterfront destination at the eastern part of the Victoria Harbour at Kowloon side can then be created.

Principle 8: Public Enjoyment

- (l) The comprehensive residential/commercial developments at the YTIA “CDA” sites with a waterfront promenade would revitalize and enable public enjoyment at the waterfront which is currently occupied by industrial uses. With provision to allow certain commercial elements, like alfresco-dining, in the sites, it is expected that the diversified uses would help create a pleasant and attractive environment for public enjoyment.

ADVICE SOUGHT

5. Members are invited to comment on the above amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21.

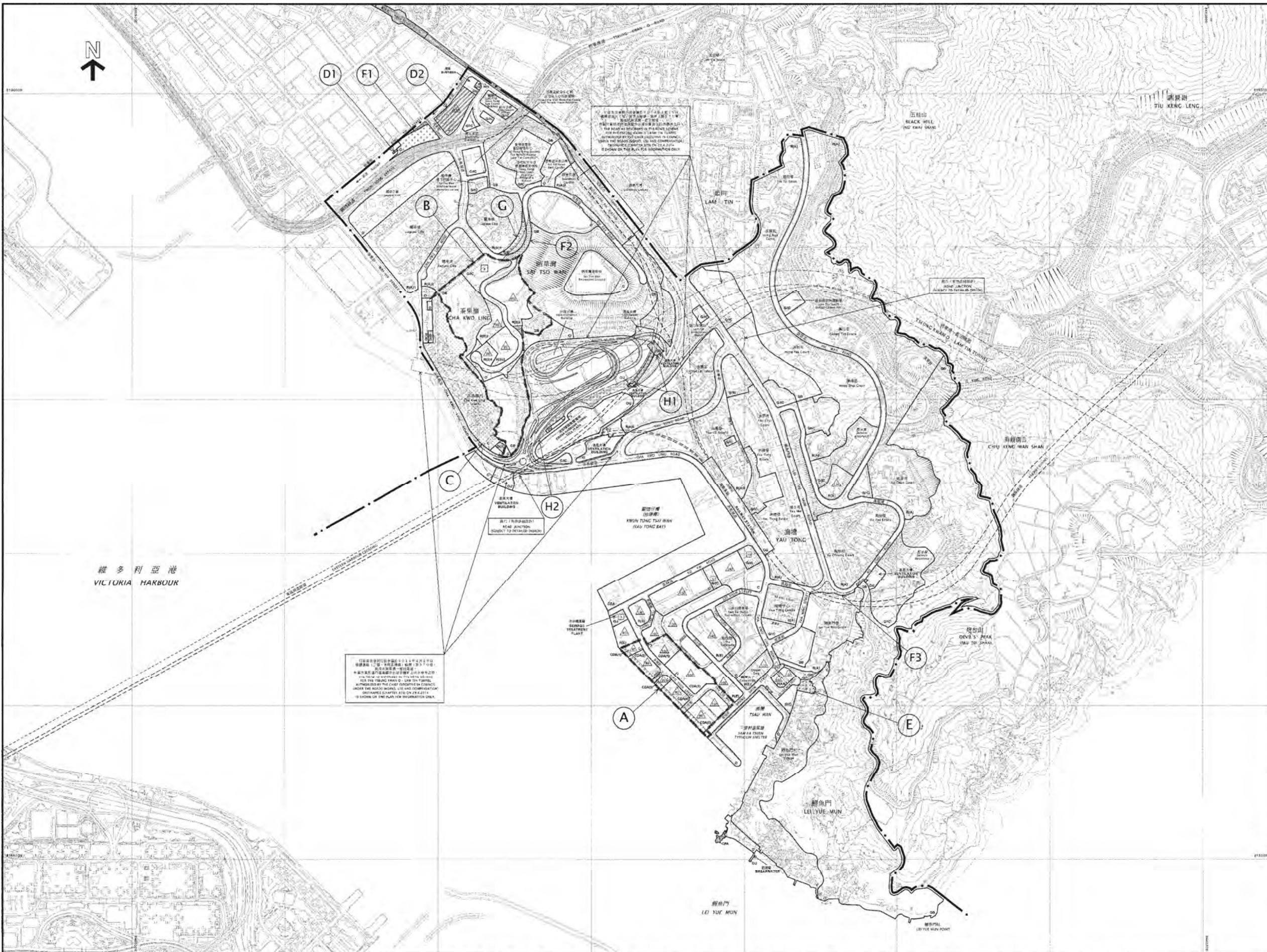
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ATTACHMENTS

- Plan 1: Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22
- Plan 2A: Rezoning proposal of YTIA – Item A
- Plan 2B: Site Plan and Photo – Item A
- Plan 3A: Rezoning proposal of CKLKMS – Items B and C
- Plan 3B: Site Photo and Concept Plan – Items B and C
- Plan 4: Rezoning proposal for G/IC facilities at Lei Yue Mun Path - Item E
- Plan 5: Photomontage from Quarry Bay Park
- Plan 6: Photomontage from Kai Tak Runway Park
- Annex: Schedule of Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/21

**Planning Department
January 2015**



圖例 NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA1	住宅(甲類)
RESIDENTIAL (GROUP B)	RB1	住宅(乙類)
RESIDENTIAL (GROUP E)	RE1	住宅(戊類)
VILLAGE TYPE DEVELOPMENT	V	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	GI/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
UNDETERMINED	U	未決定用途
GREEN BELT	GB	綠化地帶
COASTAL PROTECTION AREA	CPA	海岸保護區
COMMUNICATIONS		交通
RAILWAY AND STATION	(Symbol)	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	(Symbol)	鐵路及車站(地下)
RAILWAY AND STATION (ELEVATED)	(Symbol)	鐵路及車站(高架)
MAJOR ROAD AND JUNCTION	(Symbol)	主要道路及路口
ELEVATED ROAD	(Symbol)	高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME	(Symbol)	規劃區界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	(Symbol)	建築高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	(Symbol)	最高建築高度(在平均海平面以上)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	(Symbol)	最高建築層數(層數)
PETROL FILLING STATION	P F S	加油站
AREA DESIGNATED FOR WATERFRONT PROMENADE	(Symbol)	指定為「海濱 promenade」的地區

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	4.03	1.03	商業
COMPREHENSIVE DEVELOPMENT AREA	13.93	3.28	綜合發展區
RESIDENTIAL (GROUP A)	76.06	28.78	住宅(甲類)
RESIDENTIAL (GROUP B)	3.29	1.20	住宅(乙類)
RESIDENTIAL (GROUP E)	5.79	2.19	住宅(戊類)
VILLAGE TYPE DEVELOPMENT	7.75	2.94	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	16.21	7.28	政府、機構或社區
OPEN SPACE	18.91	7.18	休憩用地
OTHER SPECIFIED USES	5.96	2.11	其他指定用途
UNDETERMINED	4.65	1.76	未決定用途
GREEN BELT	59.28	22.40	綠化地帶
COASTAL PROTECTION AREA	0.07	0.03	海岸保護區
NULLAH	1.00	0.40	溝渠
MAJOR ROAD ETC.	44.81	16.81	主要道路等
TOTAL PLANNING SCHEME AREA	293.85	100.00	規劃區總面積

夾附的《註釋》屬這份圖則的一部分，現經修訂並按照城市規劃條例第5條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K15/21 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/21

按圖則編號 S/K15/21 的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A、B 項 AMENDMENT ITEMS A, B	修訂項目 F 2 項 AMENDMENT ITEM F2
修訂項目 C 項 AMENDMENT ITEM C	修訂項目 F 3 項 AMENDMENT ITEM F3
修訂項目 D 1 項 AMENDMENT ITEM D1	修訂項目 G 項 AMENDMENT ITEM G
修訂項目 D 2 項 AMENDMENT ITEM D2	修訂項目 H 1 項 AMENDMENT ITEM H1
修訂項目 E 項 AMENDMENT ITEM E	修訂項目 H 2 項 AMENDMENT ITEM H2
修訂項目 F 1 項 AMENDMENT ITEM F1	

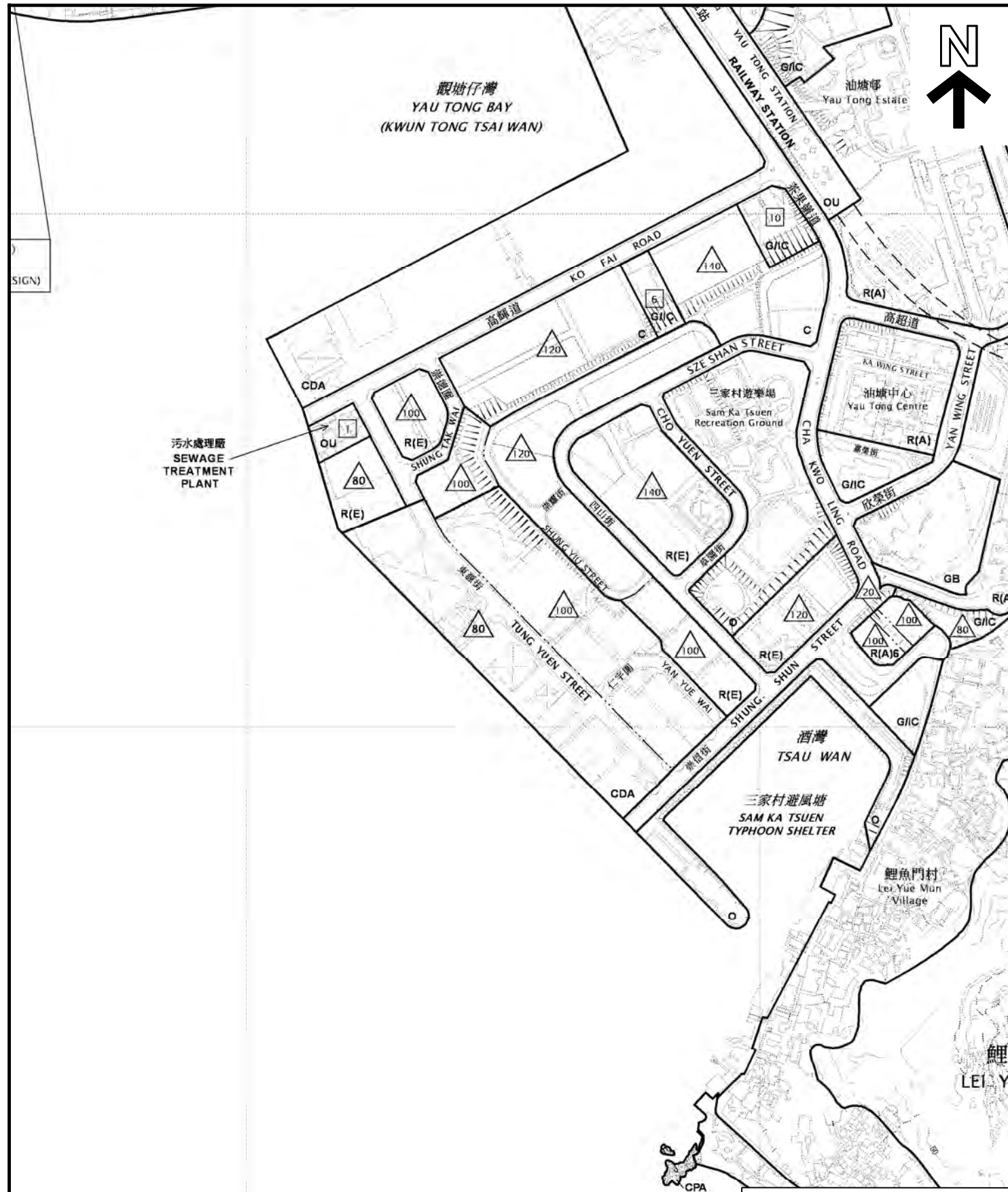
(參看附表)
(SEE ATTACHED SCHEDULE)

2014年12月19日
AMENDMENTS TO APPROVED PLAN No. S/K15/21 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 19 DECEMBER 2014

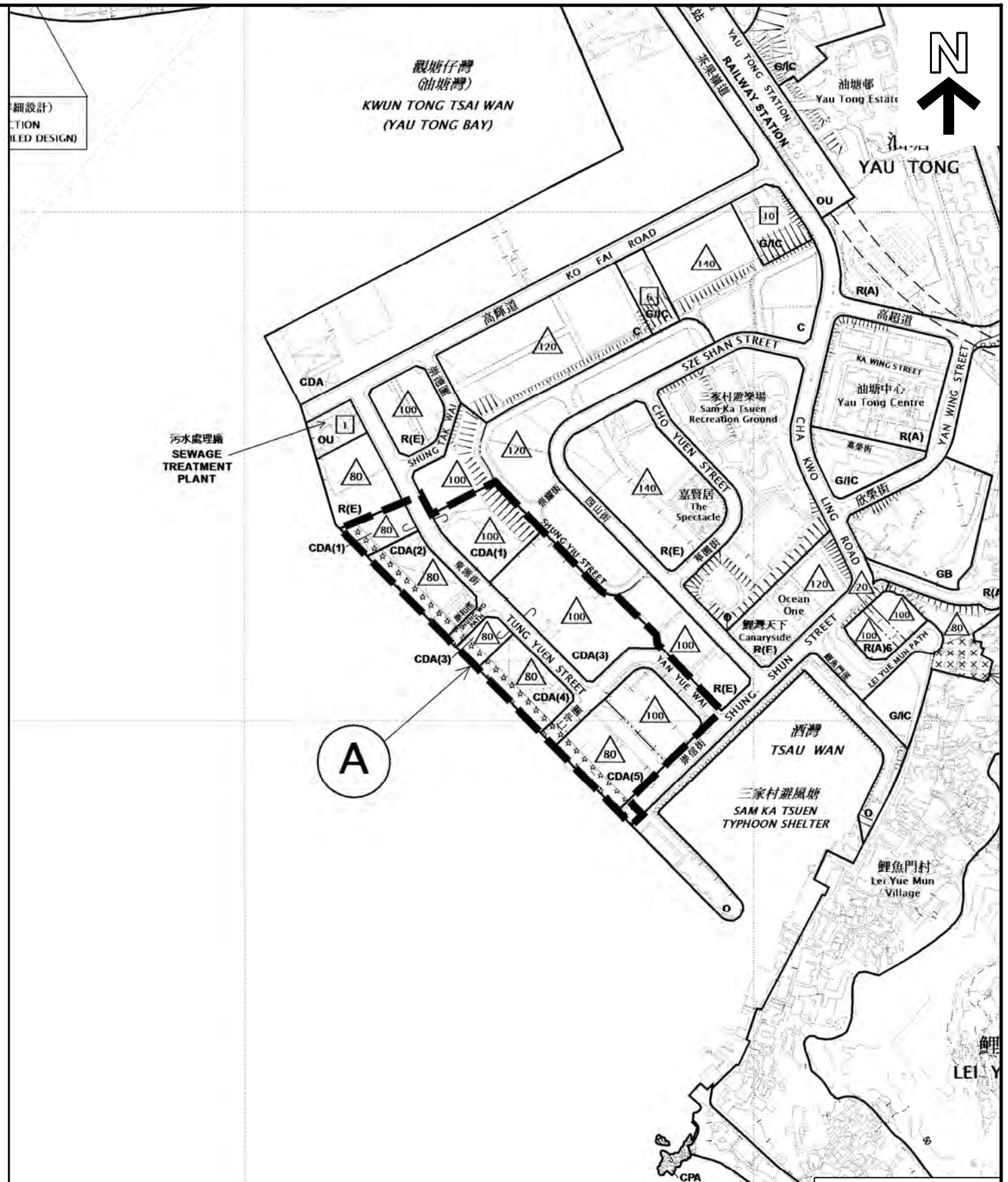
Me Christine K. C. TSE
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的茶果嶺、油塘、鯉魚門(九龍規劃區第15區)分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 15 - CHA KWO LING, YAU TONG, LEI YUE MUN - OUTLINE ZONING PLAN

圖則編號
PLAN No. S/K15/22



S/K15/21的摘要圖
EXTRACT PLAN OF S/K15/21

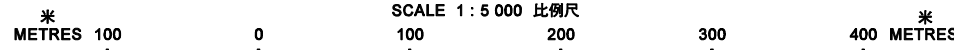


修訂項目
AMENDMENT ITEM

位置圖 LOCATION PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/21 的修訂 (A項)
AMENDMENT TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21 (ITEM A)

本摘要圖於2014年12月19日擬備，所根據的資料為於2014年4月29日核准的分區計劃大綱圖編號S/K15/21及於2014年12月19日展示的分區計劃大綱圖編號S/K15/22
EXTRACT PLAN PREPARED ON 19.12.2014 BASED ON OUTLINE ZONING PLANS No. S/K15/21 APPROVED ON 29.4.2014 AND No. S/K15/22 EXHIBITED ON 19.12.2014

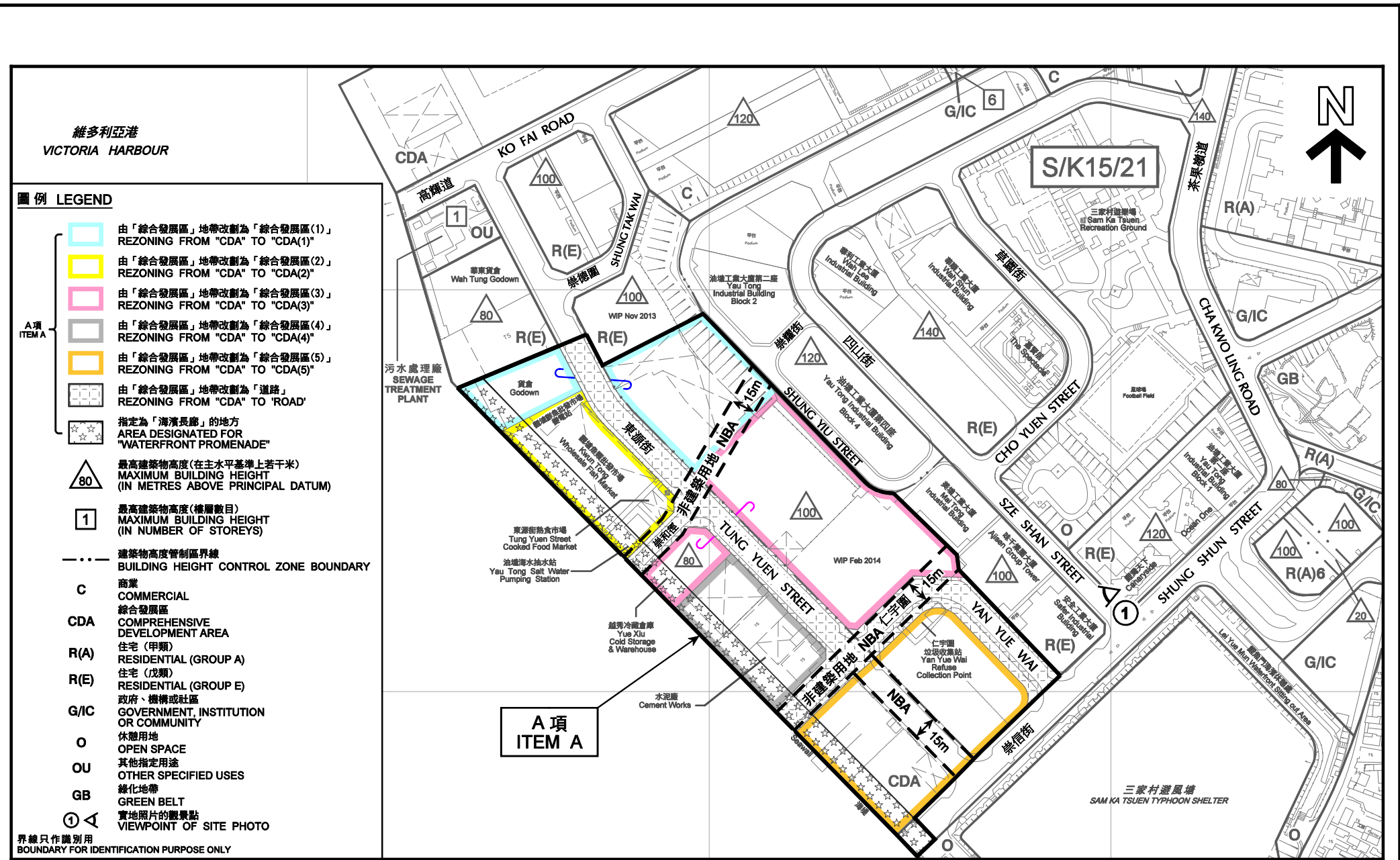


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參考編號
REFERENCE No.
M/K15/14/83

圖 PLAN
2A



平面圖及實地照片 SITE PLAN AND PHOTO

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S / K 1 5 / 2 1 的修訂
(A 項)
AMENDMENT TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21
(ITEM A)

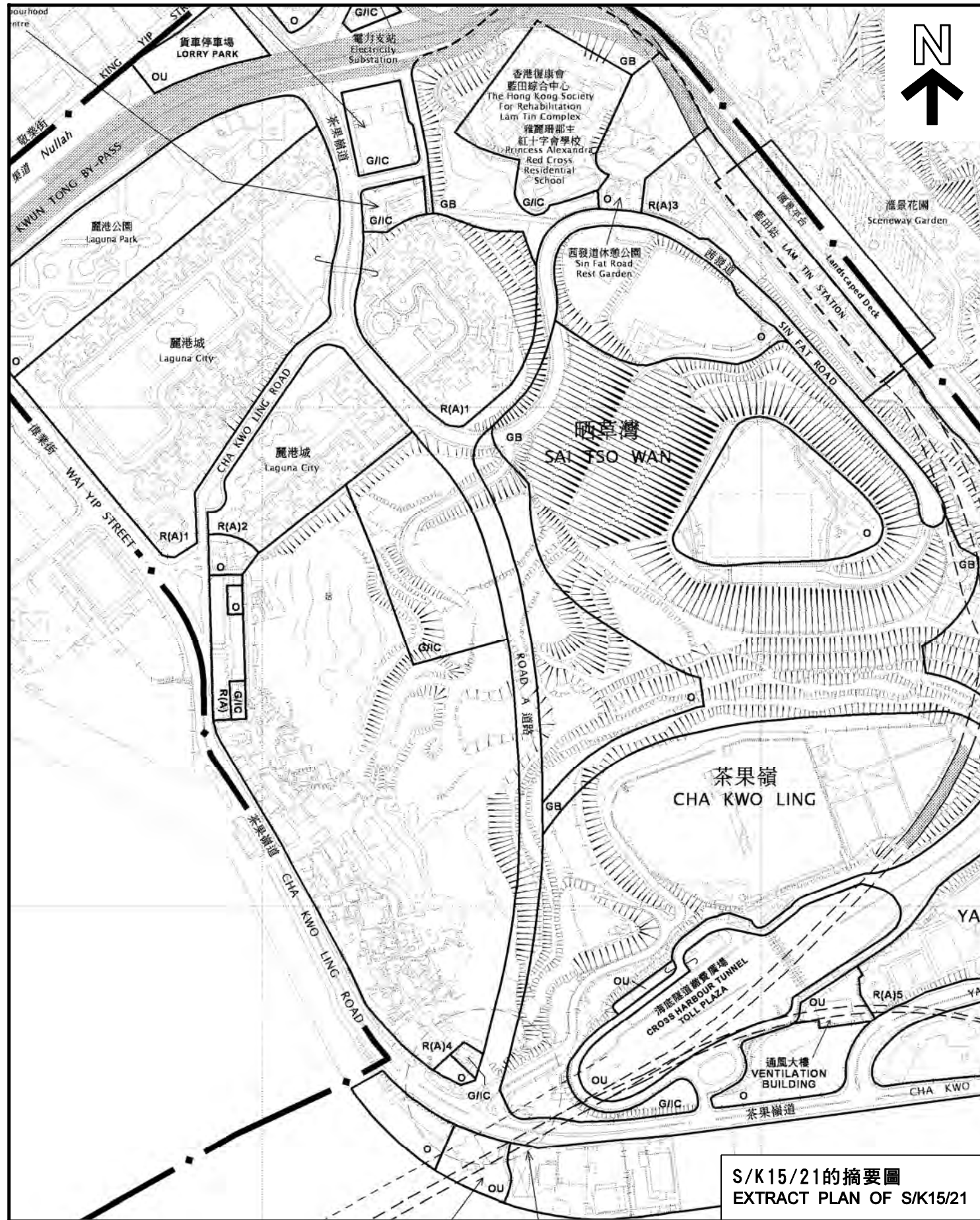
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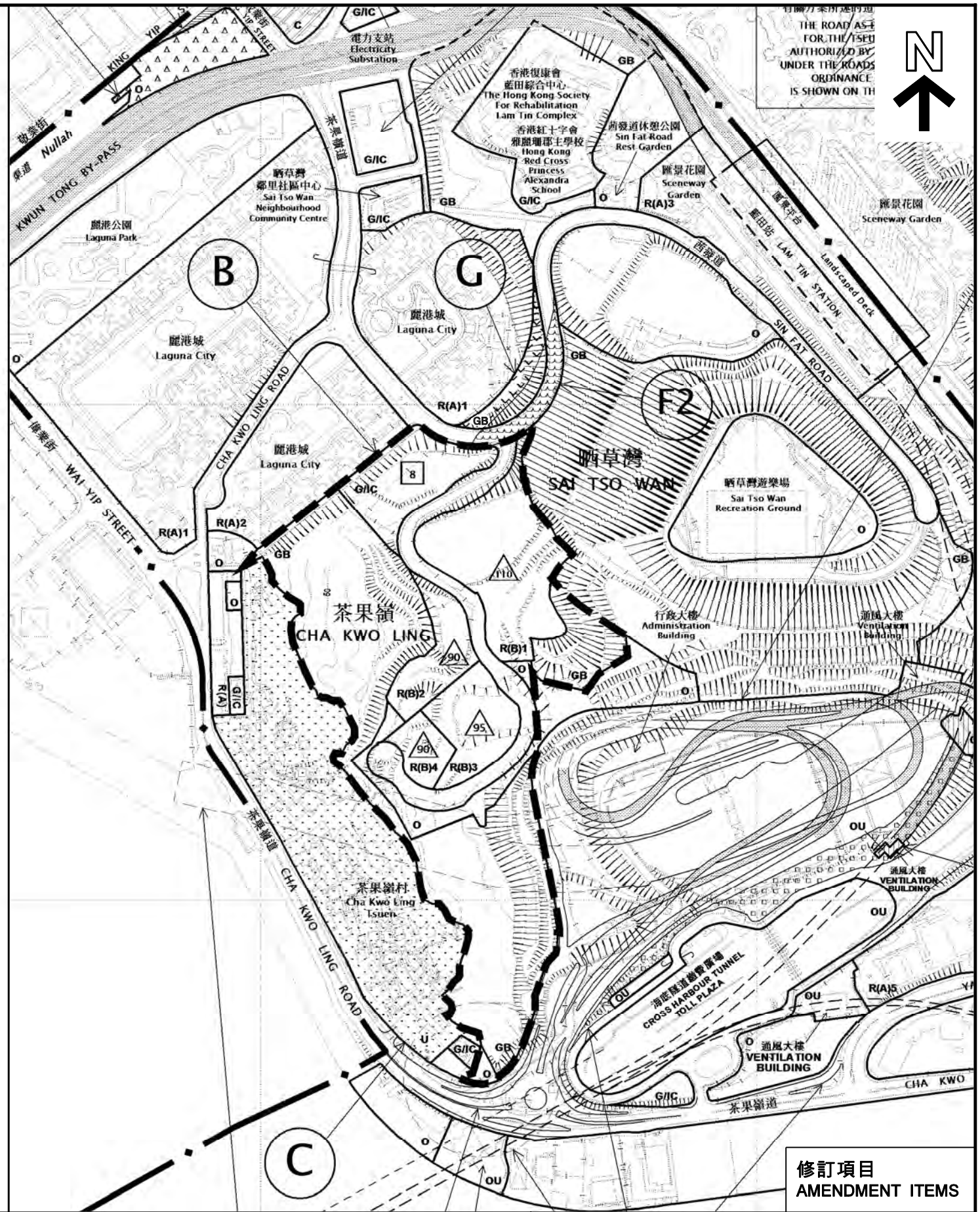
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REFERENCE No.
M/K15/14/83

圖 PLAN
2B

本摘要圖於2015年1月8日擬備，所根據的資料為測量圖編號11-SE-4C及攝於2014年11月3日的實地照片
EXTRACT PLAN PREPARED ON 8.1.2015
BASED ON SURVEY SHEET No. 11-SE-4C
AND SITE PHOTO TAKEN ON 3.11.2014



S/K15/21的摘要圖
EXTRACT PLAN OF S/K15/21



修訂項目
AMENDMENT ITEMS

位置圖 LOCATION PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K15/21 的修訂
(B, C, F2 及 G 項)
AMENDMENTS TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21
(ITEMS B, C, F2 AND G)

SCALE 1:5 000 比例尺
METRES 100 0 100 200 300 400 METRES

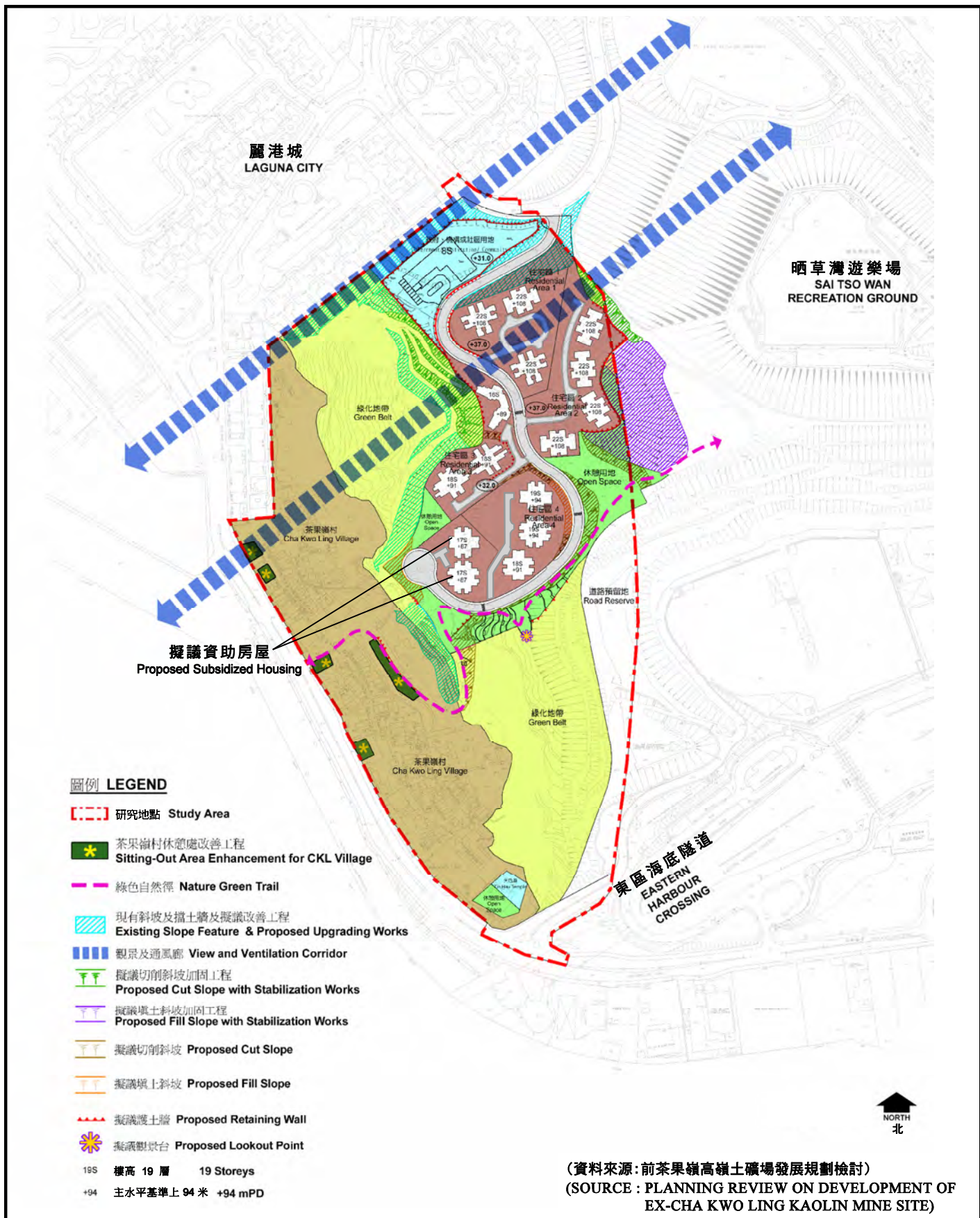
本摘要圖於2014年12月19日擬備，所根據的資料為於2014年4月29日核准的分區計劃大綱圖編號S/K15/21及於2014年12月19日展示的分區計劃大綱圖編號S/K15/22
EXTRACT PLAN PREPARED ON 19.12.2014 BASED ON OUTLINE ZONING PLANS No. S/K15/21 APPROVED ON 29.4.2014 AND No. S/K15/22 EXHIBITED ON 19.12.2014

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K15/14/83

圖 PLAN
3A



航攝照片及發展概念圖
AERIAL PHOTO AND CONCEPT PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的修訂
(B, C, F 2 及 G 項)

AMENDMENTS TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21
(ITEMS B, C, F2 AND G)

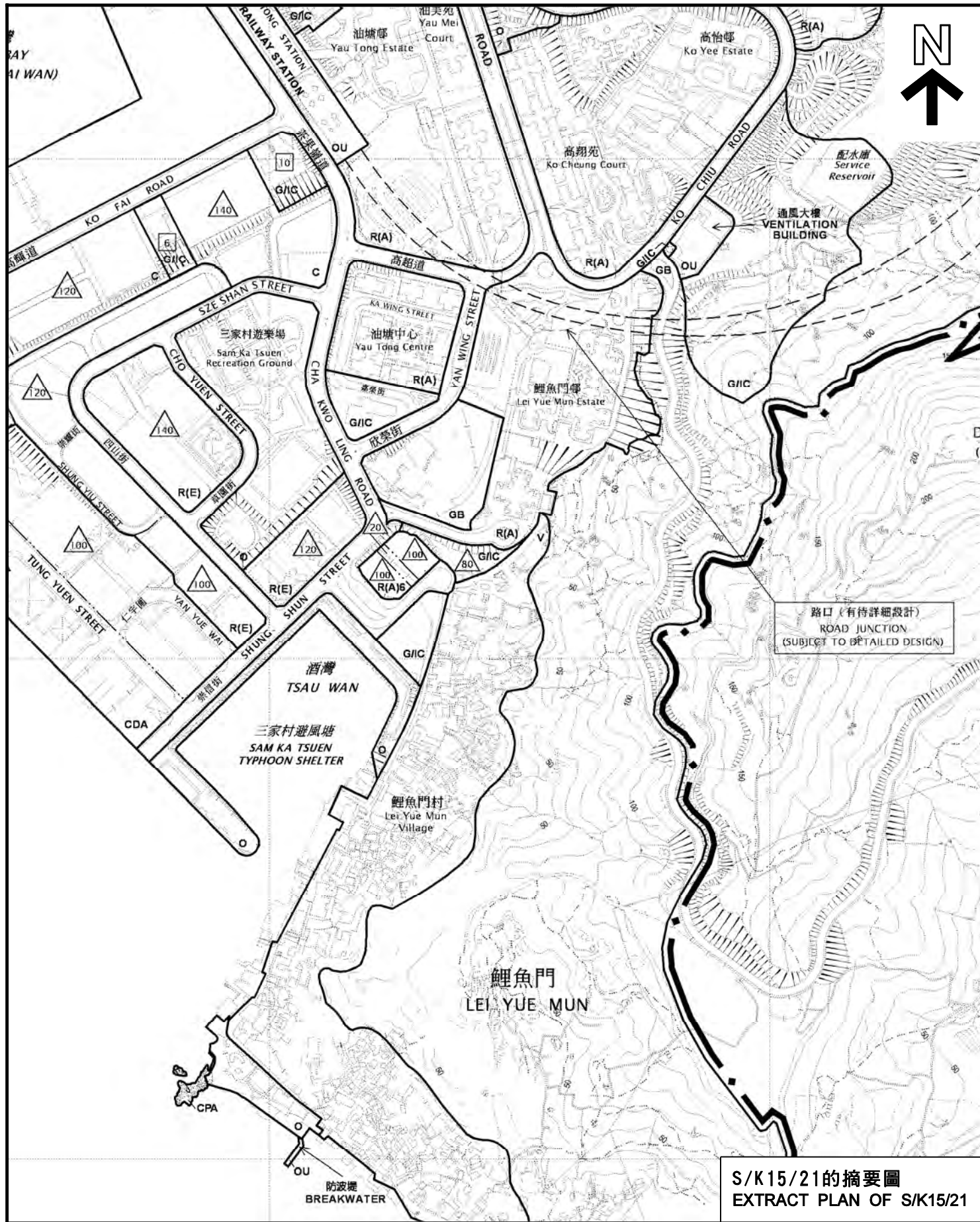
規劃署
PLANNING DEPARTMENT



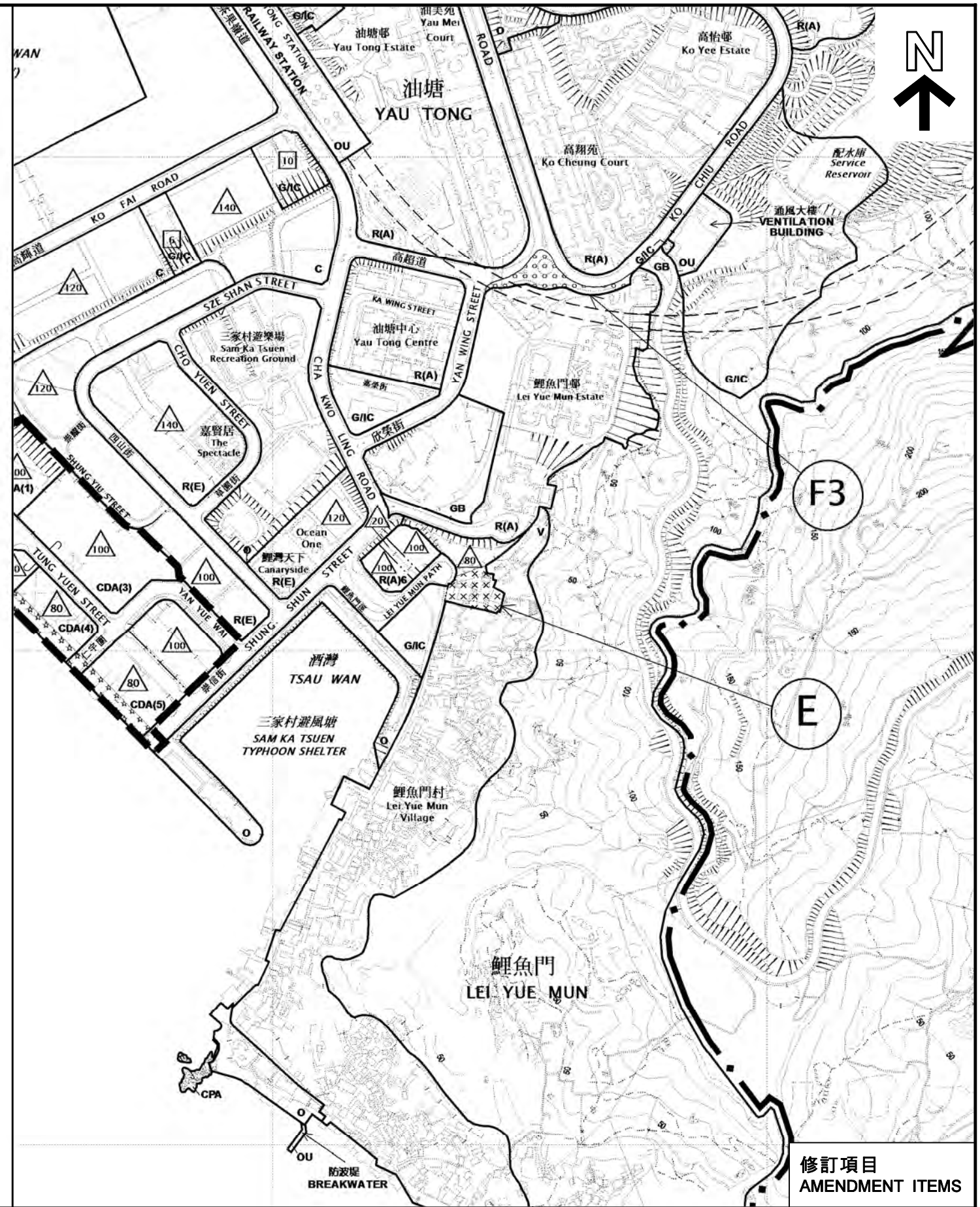
參考編號
REFERENCE No.
M/k15/14/83

圖 PLAN
3B

本摘要圖於2014年12月9日擬備，所根據的資料為地政總署於2014年1月29日拍得航攝照片編號CW106474
EXTRACT PLAN PREPARED ON 9.12.2014 BASED ON AERIAL PHOTO No. CW106474 TAKEN ON 29.1.2014 BY LANDS DEPARTMENT



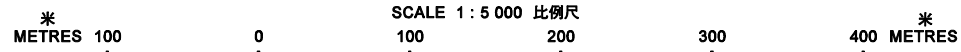
S/K15/21的摘要圖
EXTRACT PLAN OF S/K15/21



修訂項目
AMENDMENT ITEMS

位置圖 LOCATION PLAN

茶果嶺、油塘、鯉魚門分區計劃大綱核准圖編號 S/K 1 5 / 2 1 的修訂
(E 及 F 3 項)
AMENDMENT TO THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN OUTLINE ZONING PLAN No. S/K15/21
(ITEMS E AND F3)



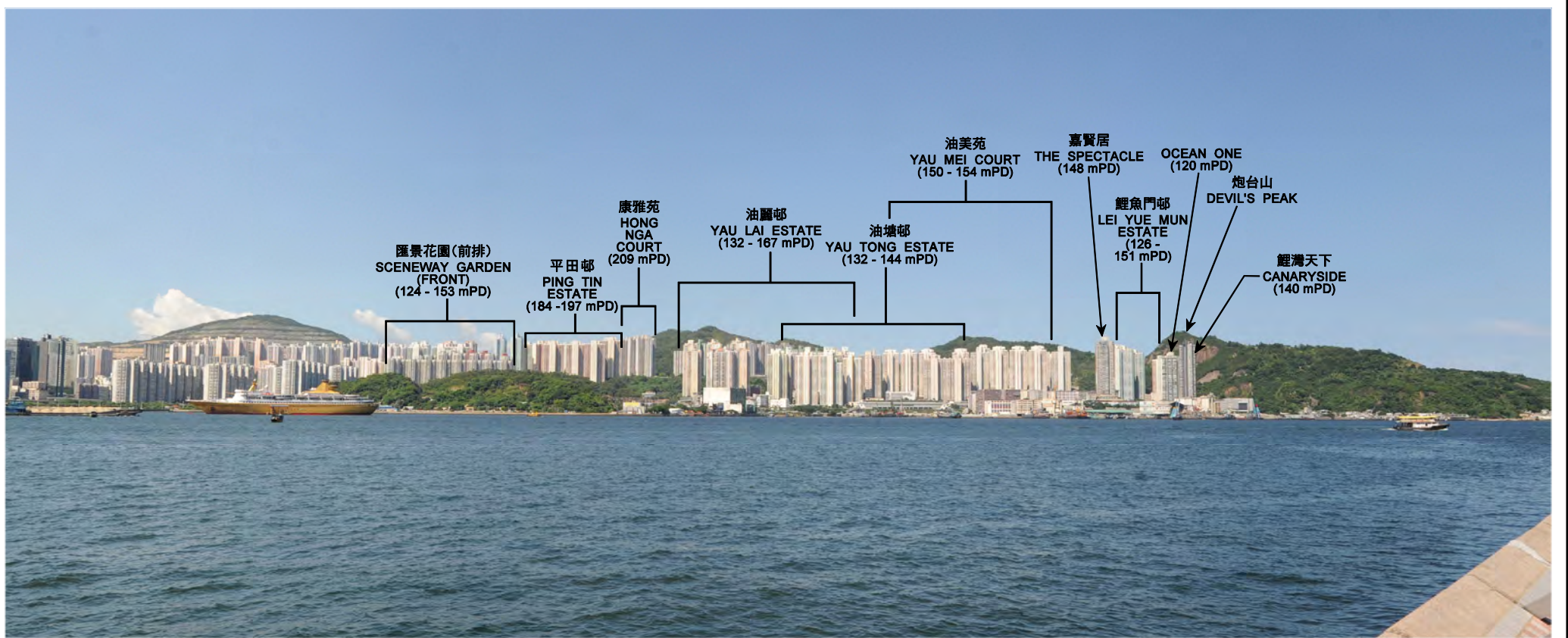
本摘要圖於2014年12月19日擬備，所根據的資料為於2014年4月29日核准的分區計劃大綱圖編號S/K15/21及於2014年12月19日展示的分區計劃大綱圖編號S/K15/22
EXTRACT PLAN PREPARED ON 19.12.2014
BASED ON OUTLINE ZONING PLANS
No. S/K15/21 APPROVED ON 29.4.2014 AND
No. S/K15/22 EXHIBITED ON 19.12.2014

規劃署
PLANNING DEPARTMENT

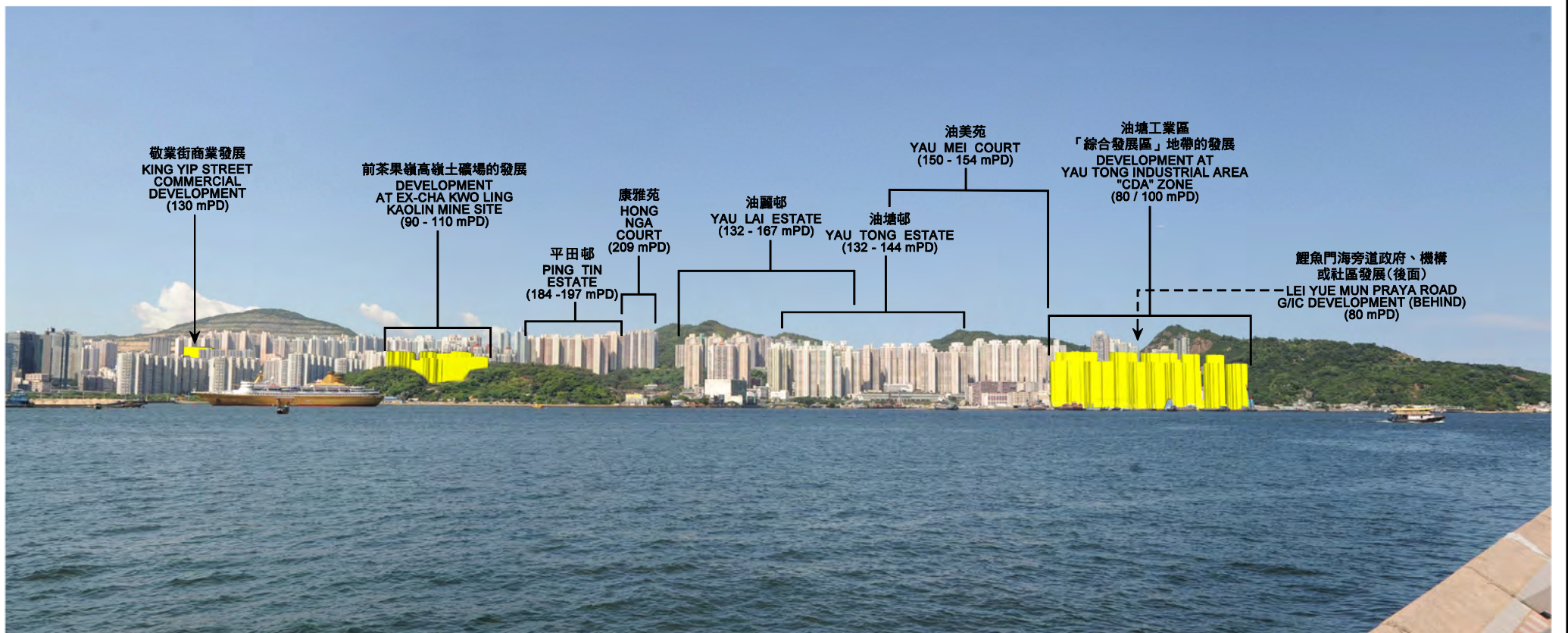


參考編號
REFERENCE No.
M/K15/14/83

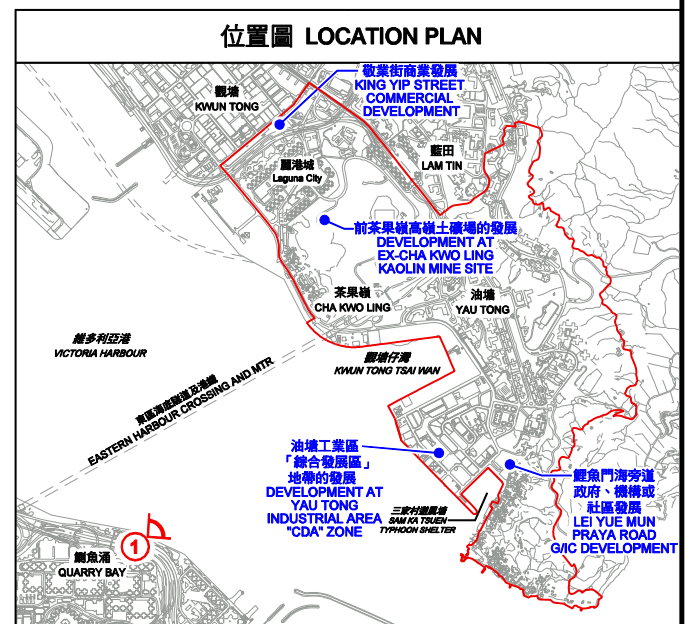
圖 PLAN
4



現有景觀
EXISTING VIEW



合成照片
PHOTOMONTAGE



合成照片 PHOTOMONTAGE

由鯉魚涌公園眺望的全景 (觀景點 1)
PANORAMA FROM QUARRY BAY PARK (VIEW POINT 1)

規劃署
PLANNING
DEPARTMENT



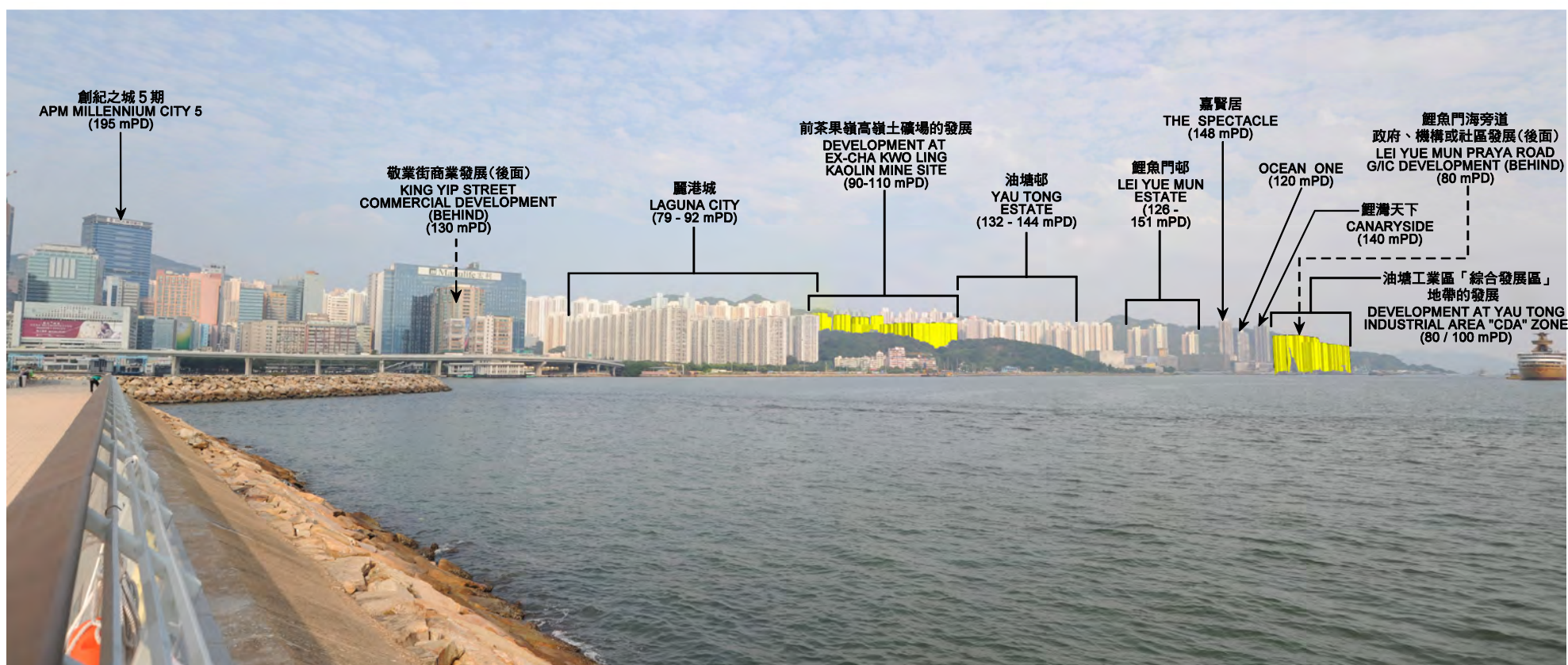
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REFERENCE No.
M/K15/14/83

圖 PLAN
5

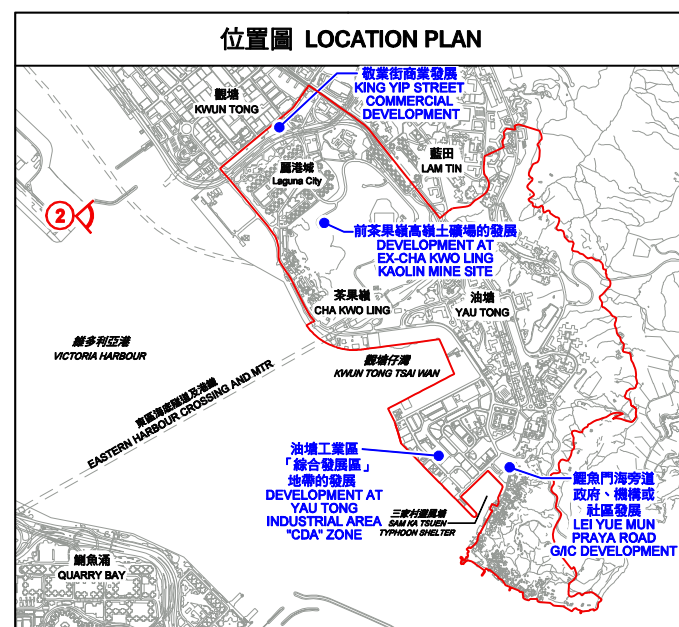
本摘要圖於2014年12月19日擬備，所根據的資料為攝於2014年7月28日的照片
EXTRACT PLAN PREPARED ON 19.12.2014
BASED ON PHOTO TAKEN ON 28.7.2014



現有景觀
EXISTING VIEW



合成照片
PHOTOMONTAGE



合成照片 PHOTOMONTAGE

由啟德跑道公園眺望的全景 (觀景點 2)
PANORAMA FROM KAI TAK RUNWAY PARK (VIEW POINT 2)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/14/83

圖 PLAN
6

本摘要圖於2014年12月19日擬備，所根據的資料為攝於2014年10月24日的照片
EXTRACT PLAN PREPARED ON 19.12.2014
BASED ON PHOTO TAKEN ON 24.10.2014

**SCHEDULE OF AMENDMENTS TO THE
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/21
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Revision of the land use zonings of the area generally bounded by Victoria Harbour, Shung Yiu Street and Shung Shun Street to incorporate the following:
- (a) rezoning of sites at Tung Yuen Street and Yan Yue Wai from “Comprehensive Development Area” (“CDA”) to “CDA(1)”, “CDA(2)”, “CDA(3)”, “CDA(4)” and “CDA(5)”;
 - (b) addition of symbols on the Plan within the rezoned “CDA(1)” and “CDA(3)” to link their own portions to the northeast and southwest of Tung Yuen Street;
 - (c) rezoning of Yan Yue Wai, Shung Wo Path and a section of Tung Yuen Street from “CDA” to areas shown as ‘Road’; and
 - (d) designation of a strip of land abutting Victoria Harbour at the rezoned “CDA(1)”, “CDA(2)”, “CDA(3)”, “CDA(4)” and “CDA(5)” and areas shown as ‘Road’ as ‘Waterfront Promenade’.
- Item B – Revision of the land use zonings of the area generally bounded by Cha Kwo Ling Tsuen, Laguna City and Sai Tso Wan to incorporate the following:
- (a) rezoning of four sites from “Residential (Group A) 4” (“R(A)4”), “Government, Institution or Community” (“G/IC”), “Green Belt” (“GB”), “Open Space” (“O”) and areas shown as ‘Road’ to “Residential (Group B) 1” (“R(B)1”), “R(B)2”, “R(B)3” and “R(B)4” respectively and stipulation of building height restrictions;
 - (b) rezoning of a piece of land at Sin Fat Road and a small piece of land to the south of Laguna City from “R(A)4”, “O” and an area shown as ‘Road’ to “G/IC” to amalgamate with part of the adjoining existing “G/IC” zone and stipulation of building height restriction for the revised “G/IC” zone;

- (c) rezoning of three strips of land from “R(A)4”, “G/IC”, “O” and GB” to areas shown as ‘Road’;
 - (d) rezoning of two sites from “R(A)4” and areas shown as ‘Road’ to “O”; and
 - (e) rezoning of the land to the east of Cha Kwo Ling Tsuen and a site to the southwest of Sai Tso Wan Recreation Ground from “R(A)4”, “G/IC”, “O” and an area shown as ‘Road’ to “GB”.
- Item C – Rezoning of the Cha Kwo Ling Tsuen area from “R(A)4” to “Undetermined” (“U”).
- Item D1 – Rezoning of a site at the junction of King Yip Street and Shing Yip Street from “Other Specified Uses” (“OU”) annotated “Lorry Park” (“OU(Lorry Park)”) and an area shown as ‘Road’ to “O”.
- Item D2 – Rezoning of a site at the junction of Shing Yip Street and Cha Kwo Ling Road from “O” and an area shown as ‘Road’ to “Commercial” (“C”) to amalgamate with the adjoining existing “C” zone and stipulation of building height restriction for the revised “C” zone.
- Item E – Rezoning of a site at the junction of Lei Yue Mun Praya Road and Lei Yue Mun Path from “Village Type Development” (“V”) and an area shown as ‘Road’ to “G/IC” and stipulation of a revised building height restriction.
- Item F1 – Rezoning of a narrow strip of land at King Yip Street from “OU(Lorry Park)” to an area shown as ‘Road’.
- Item F2 – Rezoning of a section of Sin Fat Road from “GB” and “O” to an area shown as ‘Road’.
- Item F3 – Rezoning of a portion of the roundabout at the junction of Ko Chiu Road and Lei Yue Mun Road from “R(A)” to an area shown as ‘Road’.
- Item G – Rezoning of a strip of land to the east of Laguna City from an area shown as ‘Road’ and “O” to “GB”.
- Item H1 – Rezoning of two sites to the northeast of Eastern Harbour Crossing Toll Plaza from “G/IC” to “OU” annotated “Ventilation Building”.
- Item H2 – Rezoning of a strip of land along the northern side of the Eastern Harbour Crossing Toll Plaza from “G/IC” to an area shown as ‘Road’.

Showing the road scheme for the Tseung Kwan O – Lam Tin Tunnel authorized by the Chief Executive in Council under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 29 April 2014 on the Plan for information. The authorized road scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

II. Amendments to the Notes of the Plan

- (a) Incorporation of a new set of Notes for the “R(B)” zone.
- (b) In the remarks of the “CDA” zone, deletion of the “CDA” zone at the Yau Tong Industrial Area and incorporation of the “CDA(1)”, “CDA(2)”, “CDA(3)”, “CDA(4)” and “CDA(5)” zones and stipulation of the plot ratio restriction and waterfront promenade requirement for these zones, and requirement to provide public vehicle park for the “CDA(5)” zone.
- (c) Deletion of the Notes for the “OU(Lorry Park)” zone.
- (d) Deletion of the provision for the “R(A)4” zone under the Remarks of the Notes for the “R(A)” zone.
- (e) Revision of the clause in paragraph 7(a) of the covering Notes to include allowance for rail facilities.
- (f) Incorporation of a clause for the “U” zone in the covering Notes.

Town Planning Board

19 December 2014