

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

For discussion
on 26 May 2014

TFK/07/2014

Proposed Comprehensive Residential Development at Tung Yuen Street and Shung Yiu Street, Yau Tong, Kowloon (YTML No. 69 & YTIL No. 4RP)

1. Introduction

- 1.1 The Site falls within an area zoned “Comprehensive Development Area” (“CDA”) on the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/20 (*Figure 1* refers). The Applicants are seeking approval from the Town Planning Board for **residential use**.
- 1.2 The Site, which comprises YTIL No. 4 RP (the Eastern Portion) and YTML No. 69 (the Western Portion), is located in the south-western part of the Yau Tong Industrial Area (YTIA) (*Figure 2* refers). It covers an area of about 7,546 m².

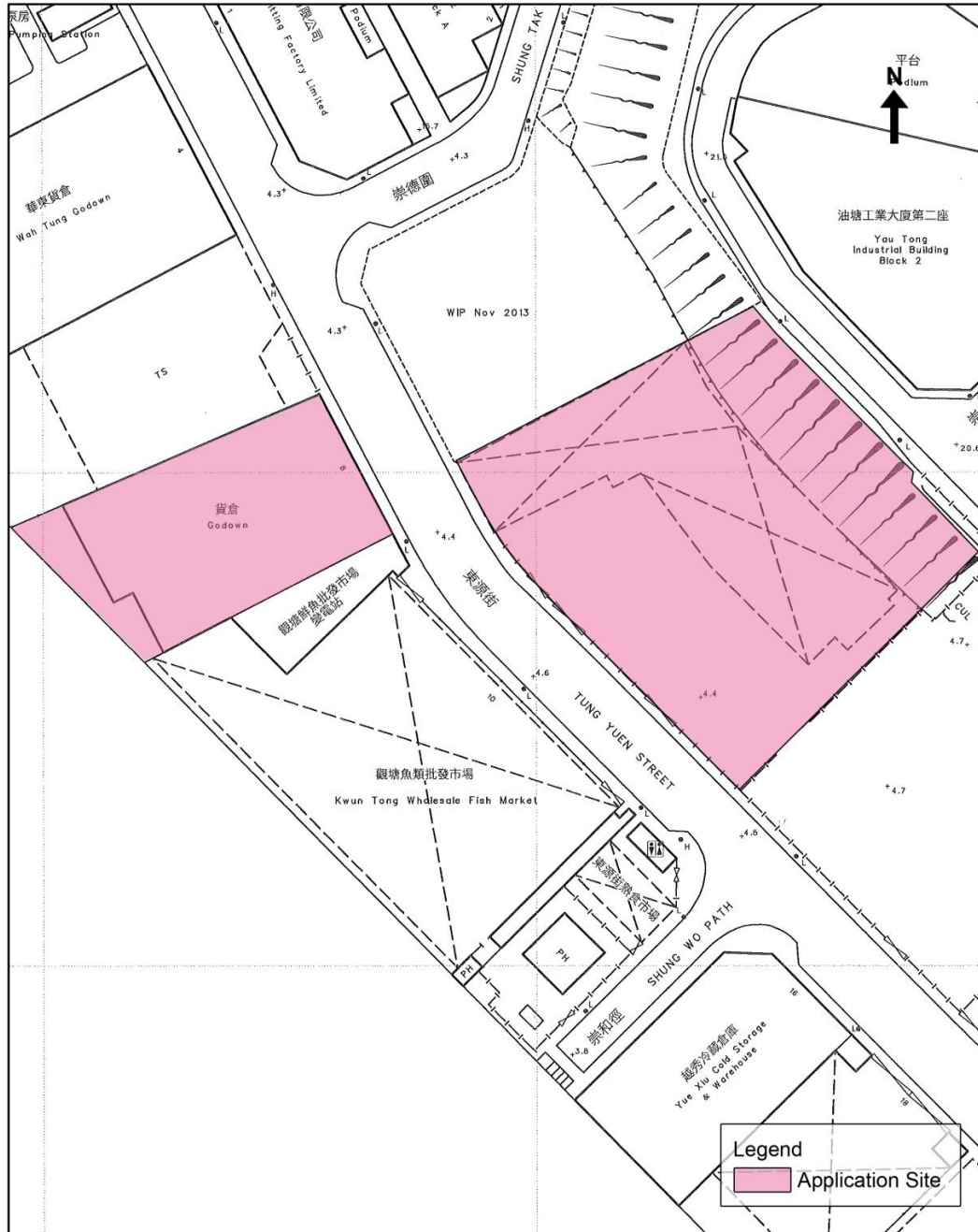
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PDI Consultants Ltd.

Site Plan
Extract Plan Based on Map Series HP1C Sheet
No. 11-SE-4C Dated 13.9.2013

Figure 2
Scale 1:1000
For Identification Purpose

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2. Planning Context

2.1 Territorial Level

2.1.1 The Long Term Housing Strategy Steering Committee (“LTHSSC”) published a Long Term Housing Strategy Consultation Document in September 2013.¹ The following housing problems are identified:

- (a) supply and demand for both public and private housing is severely imbalanced;
- (b) affordability is deteriorating;
- (c) growth in household number much faster than population growth resulting in greater housing demand; and
- (d) lack of suitable land in the medium to long term.

To address these housing problems, the Steering Committee has proposed a “supply-led” strategy with a supply target of 470,000 units in the next 10 years. This proposed target is accepted by the Government and adopted in the Chief Executive’s 2014 Policy Address.²

However, the Government acknowledged that this target is difficult to fulfil. As stated in the same Policy Address, “*To achieve this target, we have to ensure that there will be adequate supply of land... This will be a tall order for both the Government and the community.*”³

2.1.2 In the meantime, economic restructuring since the 1980s has resulted in a shrinkage of manufacturing activities in Hong Kong.⁴ Land uses and zonings of some industrial areas are no longer in line with the territorial economic development. **The Government has therefore launched a number of measures to encourage redevelopment of industrial buildings and wholesale conversion of existing industrial buildings in order to meet the changing market needs and improve the environment of living.**⁵ In parallel, PlanD is also conducting a new round of Area Assessments of Industrial Land.⁶

¹ <http://www.thb.gov.hk/eng/policy/housing/policy/lths/>.

² Paragraph 142, page 46, 2014 Policy Address.

³ *Ibid.*

⁴ Development Bureau, HKSAR Government. (2009) Press Release (in Chinese) dated 15 October 2009.

⁵ http://www.devb.gov.hk/industrialbuildings/eng/policy_initiatives/index.html.

⁶ Paragraph 134, page 44, 2014 Policy Address.

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2.2 Local Level

2.2.1 The Site falls within an area zoned “CDA” on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/20 (*Figure 1*). The planning intention of the zoning is for comprehensive residential and commercial development with open space and other community and supporting facilities. More specifically, the “CDA” at YTIA is intended to be comprehensively redeveloped for predominantly residential use with ancillary retail and community facilities. The Notes stipulate that the maximum GFA for the entire “CDA” is 185,430 m². **The maximum building height of 80mPD is imposed for area fronting the harbour and 100mPD for the rest of the “CDA” site.**

2.2.2 To enhance the prospect of implementation, the Planning Department (“PlanD”) conducted a planning review in 2011. Metro Planning Committee on 16 March 2012 agreed that the sites at YTIA be “sub-divided into smaller sites with appropriate zonings to facilitate comprehensive redevelopment of the area”.⁷ Minutes of the 485th Metro Planning Committee Meeting on 15 March 2013 stated that the sub-division into smaller sites would be submitted by PlanD, together with other amendments including the proposed rezoning of the “GIC” sites for residential uses, to the Board for consideration in one go.⁸

3. Proposed Residential Development

3.1 Development Parameters

3.1.1 An indicative scheme has been prepared to demonstrate the feasibility of the proposed residential redevelopment (*Figure 3*).

⁷ Item 3(d), page 5, Minutes of 462nd Meeting of the Metro Planning Committee held on 16.3.2012.

⁸ Paragraph 8, page 7, Minutes of 485th Meeting of the Metro Planning Committee held on 15.3.2013.

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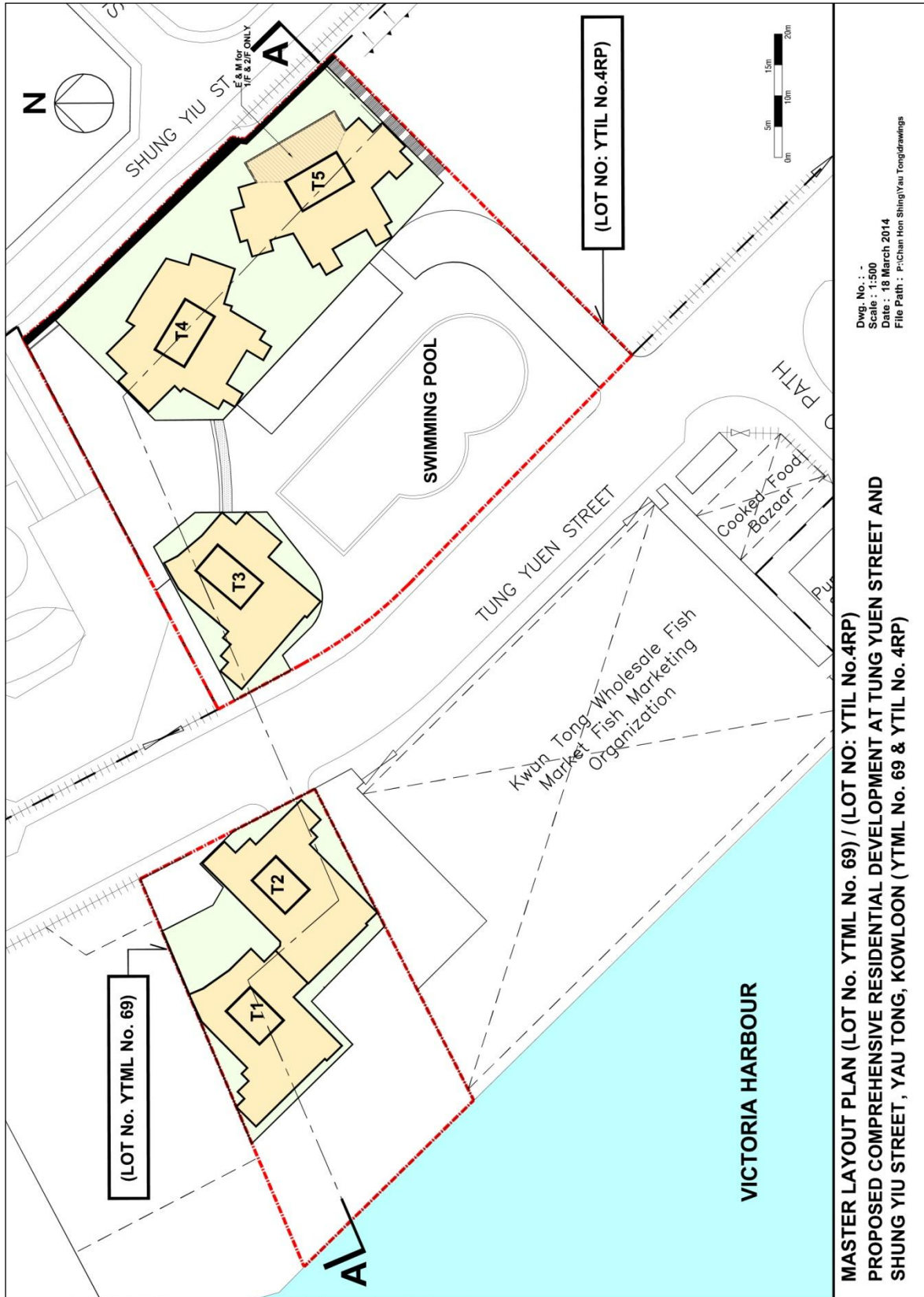


Figure 3 : Master Layout Plan of the Proposed Scheme

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For illustrative purposes, development parameters of the indicative scheme are set out below (*Tables 1 and 2*).

Table 1. Indicative Development Schedule for the Western Portion of the Site

SITE AREA	2,108 m ²
Plot Ratio - Domestic	5.0
GFA - Domestic	10,540 m ²
Number of Flats	143
Average Flat Size	73.71 m ²
Building Height	60mPD to 77.85mPD
Number of Blocks	2
<u>Number of Storeys</u>	
Total Number of Storeys in Tower 1	18 (including 1 level of basement)
- Basement (car park)	1
- Ground floor (entrance lobbies, loading & unloading and clubhouse)	1
- First floor (clubhouse)	1
- 2/F – 16/F (residential)	15
Total Number of Storeys in Tower 2	24 (including 1 level of basement)
- Basement (car park)	1
- Ground floor (entrance lobbies, loading & unloading and clubhouse)	1
- First floor (clubhouse)	1
- 2/F – 22/F (residential)	21
<u>Site Coverage</u>	
- Domestic block (above podium)	27.50%
- Podium (up to 10.975m above ground level)	52.01%
Open Space	Not less than 429 m ²
<u>Parking Provision</u>	
Total Number of Parking Spaces	48
- Residential	38
- Visitor	10
Motorcycle parking spaces	2
<u>Loading & Unloading (L/UL)</u>	
Total Number of L/UL Bays (Residential)	2
Anticipated Population (approx.)	429 persons

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Table 2. Indicative Development Schedule for the Eastern Portion of the Site

SITE AREA	5,438 m ²
Plot Ratio - Domestic	5.0
GFA - Domestic	27,190 m ²
Number of Flats	393
Average Flat Size	69.19 m ²
Building Height	93.975mPD to 99.925mPD
Number of Blocks	3
Number of Storeys	
Total Number of Storeys in Tower 3	27 (including 1 level of basement)
Basement (entrance lobbies, loading & unloading and car park)	1
Garden level (clubhouse and podium garden)	1
1/F – 25/F (residential)	25
Total Number of Storeys in Towers 4 and 5	29 (including 1 level of basement)
Basement (entrance lobbies, loading & unloading and car park)	1
Garden level (clubhouse and podium garden)	1
1/F – 27/F (residential)	27
Site Coverage	
Domestic block (above podium)	18.91%
Podium (up to 15.2m above mean level of the lowest street)	85.65%
Open Space	Not less than 1,179 m ²
Parking Provision	
Total Number of Parking Spaces	118
Residential	103
Visitor	15
Motorcycle parking spaces	4
Loading & Unloading (L/UL)	
Total Number of L/UL Bays (Residential)	3
Anticipated Population (approx.)	1,179 persons

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- 3.1.2 The total Site Area is 7,546 m² with a total gross floor area of about 37,730 m² and a plot ratio of 5. There will be 5 residential blocks with building heights ranging from 60mPD to 99.925mPD to comply with the building height restriction imposed under the OZP. The building blocks will have 18-29 storeys including 1 level of basement. Not more than 536 residential units will be provided and will house about 1,608 persons, assuming a Persons Per Occupied Flat (PPOF) ratio of 3. The flat size is about 70.39m² on average.
- 3.1.3 Underground carpark⁹ will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), including not less than 166 private parking spaces for residents, visitors and the disabled. Not less than 6 motorcycle spaces and 5 loading/unloading spaces will also be provided to serve the proposed development.

4. The Harbour Planning Principles

- 4.1 The Western Portion, with a site area of 2,108 m², has a harbour frontage of 38.3m (approx.)(See *Figure 4*). The Eastern Portion is situated behind the Kwun Tong Wholesale Fish Market (“KTWFM”), which is fronting the harbour, across Tung Yuen Street. Whilst direct frontage to the harbour is limited, efforts have been made to design the Proposed Scheme in accordance with the Harbour Planning Principles.

Principles 1 & 2: Preserving Victoria Harbour and Stakeholder Engagement

- 4.2 In accordance with the Government’s initiative and the social aspirations to increase residential supply, the Proposed Scheme would serve as a driver for the creation of economic and social values. Stakeholders’ engagement has been promoted through the Harbourfront Commission and the statutory planning application system.

⁹ *Underground carpark as defined under Buildings Department’s Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers No.APP-2.*

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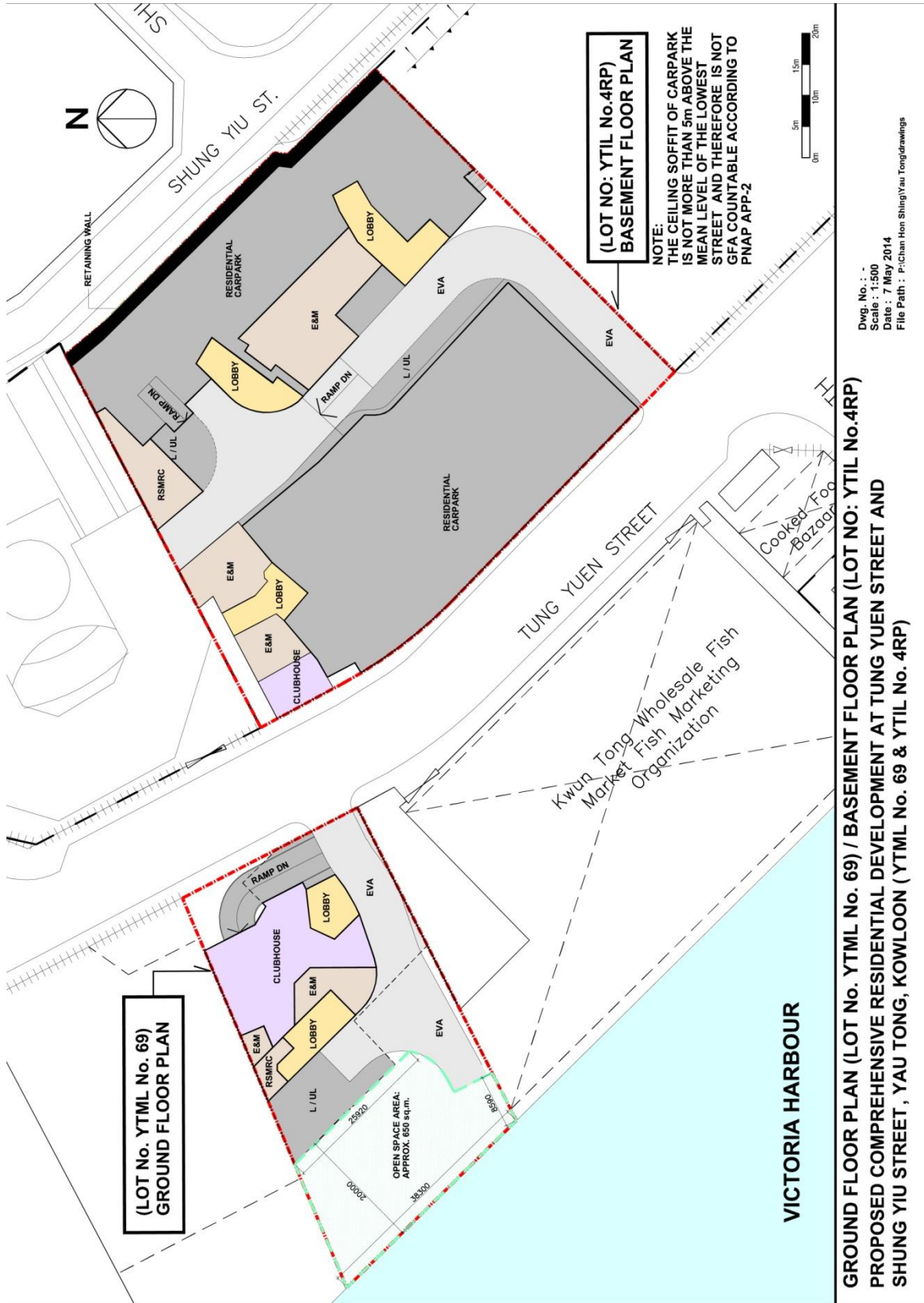


Figure 4 : Plan indicating Ground Level of the Proposed Scheme include the Area earmarked as Waterfront Open Space

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Principles 3 & 6: Sustainable Development and Vibrant Harbour

- 4.3 The planning, development and management of harbour-front areas should embrace the principles of sustainable development to balance and cater for the economic, social and environmental needs of all sectors of the present generation, without compromising the needs of future generations. In this connection, we note that KTWFM, sitting immediately next to the Western Portion of the Proposed Scheme, *“needs to continue its operation for providing wholesale services for market users, the community of Kwun Tong and nearby districts...Public access to the Fish Market is generally restricted and waterfront in the Fish Market would not open to the public owing to its operational needs and public safety consideration.”*¹⁰
- 4.4 To respect the continuous operation of the KTWFM and to maintain a vibrant harbour serving all sectors of the community including the fisheries, the Applicant has undertaken relevant traffic, noise, air quality, odour assessments to ensure co-existence of the Proposed Scheme with KTWFM.

Principle 4: Integrated Planning

- 4.5 Whilst the Proposed Scheme should, ideally, be planned and developed alongside other lots within the CDA, land assembly is a major issue; noting that some 39% of lots within the CDA are owned by the Government or the Fish Marketing Organisation (a public corporation). As such, the Metro Planning Committee of Town Planning Board agreed in 2012 to sub-divide the CDA *“into smaller sites with appropriate zonings to facilitate comprehensive redevelopment of the area”*.¹¹
- 4.6 Therefore, to cater for future implementation of a waterfront promenade and to kick-start harbour enhancement, a waterfront open space has been earmarked within the Western Portion of the Proposed Scheme (See *Figure 4* above). When other lots are available for implementation of the waterfront promenade, the waterfront open space would be operational as a continuous stretch of open space.

¹⁰ Source: Comments submitted by the Kwun Tong Wholesale Fish Market to the Town Planning Board dated 15 April 2014.

¹¹ Item 3(d), page 5, Minutes of 462nd Meeting of the Metro Planning Committee held on 16.3.2012.

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Principle 8: Public Enjoyment

- 4.7 The planning, development and management of Victoria Harbour and its harbourfront areas should maximise opportunities for public enjoyment. The Western Portion, with a site area of 2,108 m², has earmarked 650 m² (or 31% of its site coverage) as a waterfront open space. Save for a small part to accommodate an Emergency Vehicular Access, majority of the waterfront open space would have a width of 20m (See *Figure 4* above).
- 4.8 Nevertheless, given its small size of 650 m², the waterfront open space as earmarked would not be able to accommodate the general public on its own. Accordingly, the waterfront open space as designated would, if requested, be surrendered to the Government when other lots within the CDA are available for implementation of the waterfront promenade.

Principle 7: Accessible Harbour

- 4.9 Pedestrian links at grade are available via the public streets at Shung Wo Path and Yan Yue Wai, both of which have direct access to the Harbour (See *Figure 5*).

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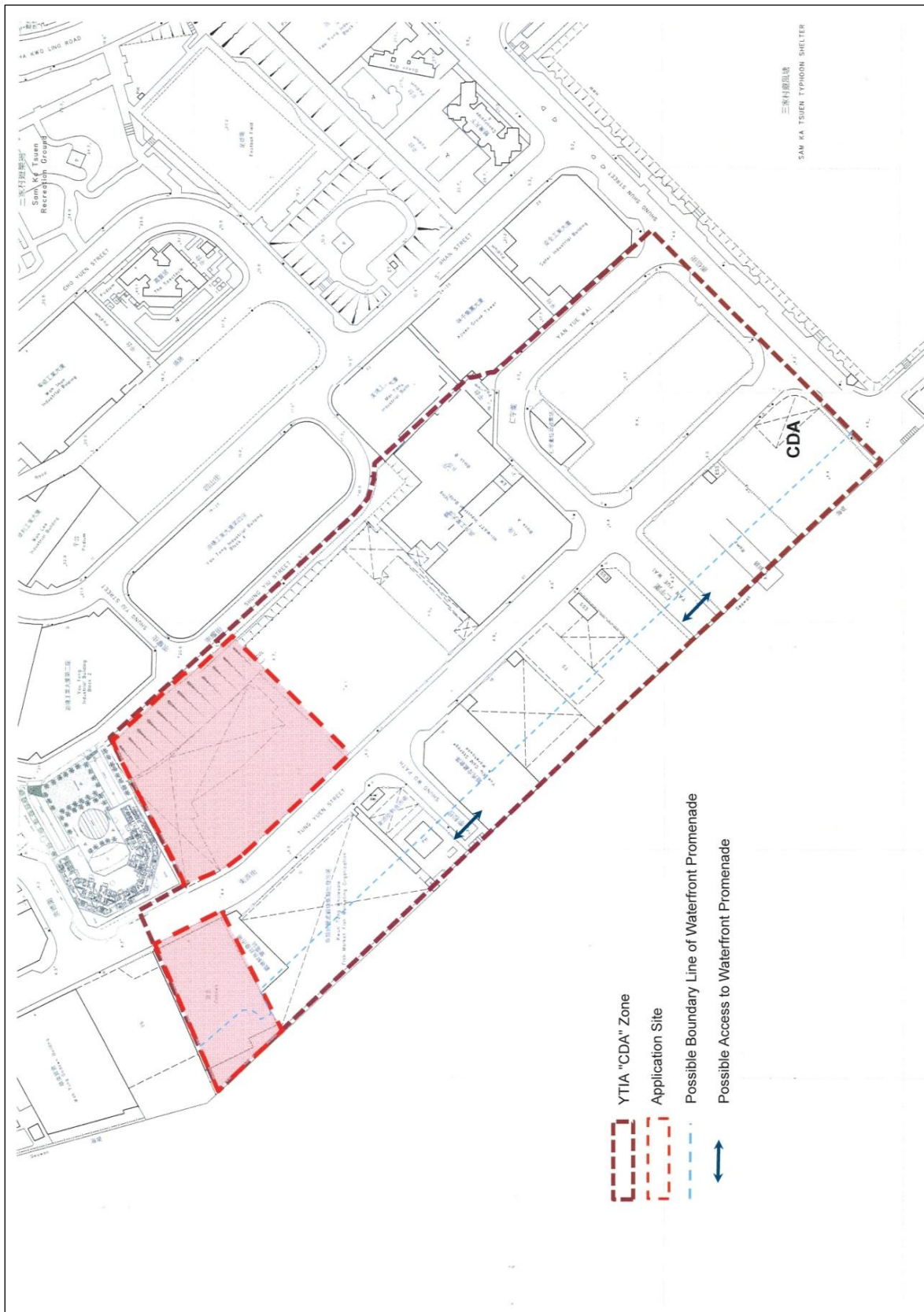


Figure 5 : Possible Waterfront Promenade within Yau Tong Industrial Area CDA Zone

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5. Design and Layout

- 5.1 The proposed residential blocks have been specially designed in response to specific architectural, urban and environmental design criteria. A stepped height profile will be adopted so that the building height of the blocks will cascade down from the block abutting Shung Yiu Street to the block fronting on to the harbour (See *Figure 6*). A rhythmic skyline will be created. With these varied building heights east to west against much taller buildings as the backdrop, a very interesting townscape will be visible from the harbour. This is fully in line with what is recommended in the Urban Design Guidelines for waterfront development.
- 5.2 An articulated building frontage will be created to avoid any potential wall effect and enhance the visual quality of the proposed development (See *Figure 7*).
- 5.3 In addition, the proposed visual corridor with a width of about 16.5m between residential blocks Towers 3 and 4 would enhance air circulation as well as visual permeability of the proposed development (See *Figure 8*).

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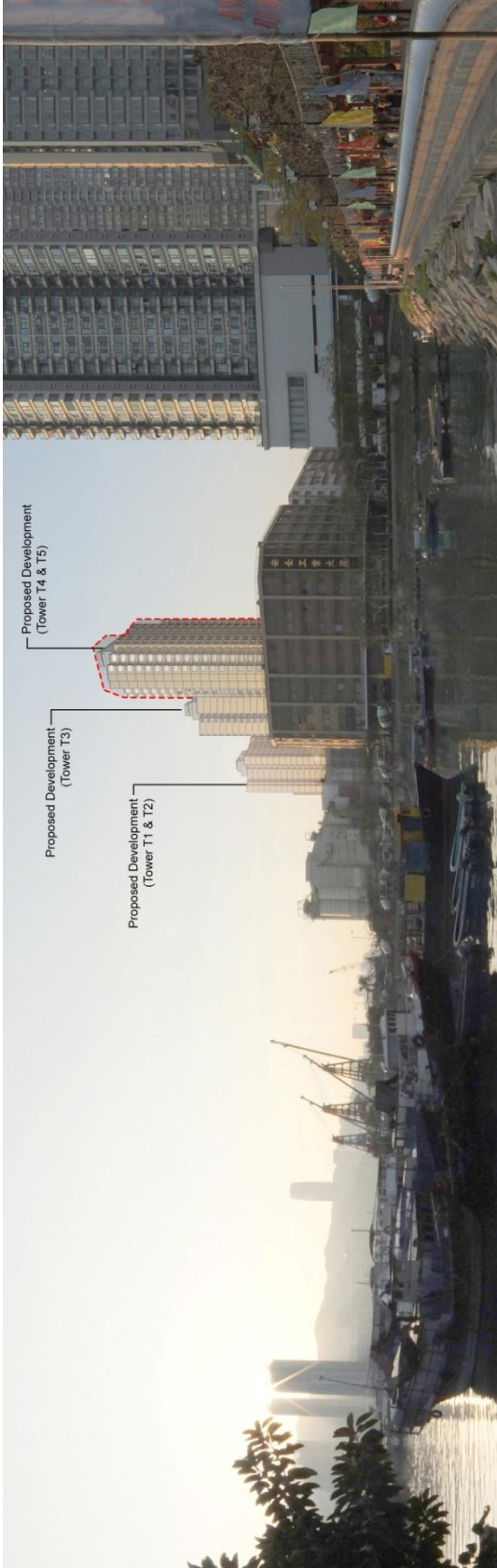


Figure 6 : Stepped Height Profile of the Proposed Scheme



Figure 7 : A "Green" Building Frontage of the Proposed Scheme

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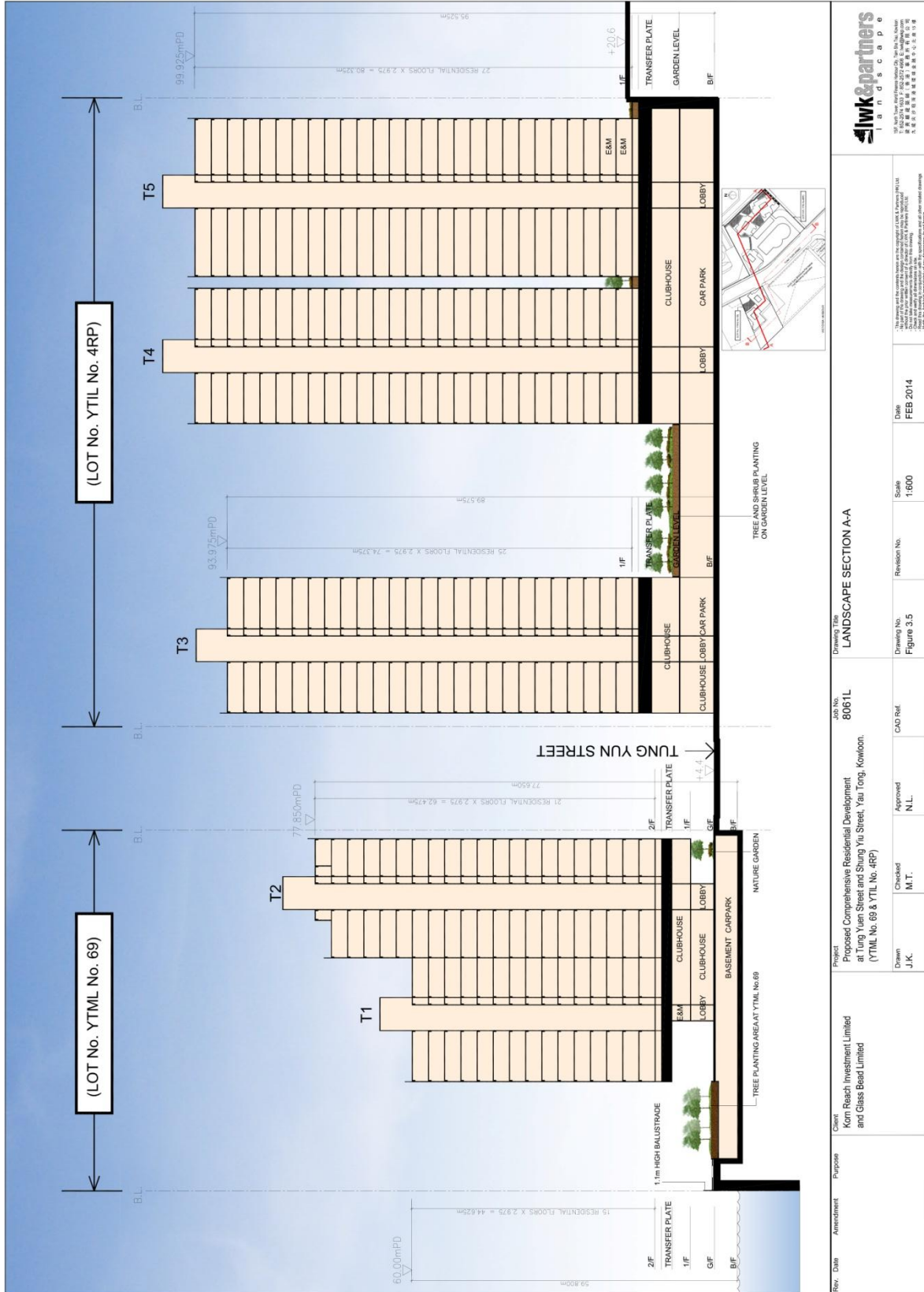


Figure 8 : Section Plan Showing the Stepped Height Profile and Visual Corridor of the Proposed Scheme

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6. Landscape Proposals

- 6.1 To establish the character of the development and introduce a sense of individuality, the proposed development has entrance courtyards leading to individual residential blocks. The residential landscape will accommodate active recreational pursuits including a swimming pool and fitness / play areas. The open space network incorporates a number of distinct landscape characters created through orientation of the built form and through the use of planting to create a series of outdoor rooms accommodating both passive recreation spaces and amenity areas with the provision of lawn, shaded seating areas and leisure walks (*Figure 9*).
- 6.2 Each of these spaces will be imbued with an individual character through the use of, for example, distinctive paving, furniture, and planting combinations. A substantial area of greenery will also be achieved through the provision of green roofs above the clubhouses of both lots. On the landward side of the landscaped area at the Western Portion, areas of stepped planters planted with trees and shrubs will be used to soften the effect of the adjacent podium and buildings.
- 6.3 Open space provision for the Site is well over the minimum as stipulated in Chapter 4 in HKPSG. The proposed development will provide open space of not less than 1,608m². The proposed ground level greening coverage also fulfills PNAP APP-152 guidelines that 21% of the total Site area is planting area, all of which is in the pedestrian zone.
- 6.4 In compensation for 65 existing trees lost to construct the proposed development, a minimum of 65 trees will be planted, resulting in 1:1 ratio in terms of compensatory tree planting for the Site. New planting will comprise a mix of native and exotic flowering trees and shrubs for aesthetic effect. The overall landscape treatment will complement the development as well as the surrounding area, providing recreational space, plentiful greenery and new attractions. The Site is envisaged to become a much improved space benefitting the users and, hence, in turn, the community as a whole.

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Figure 9 : Overall Landscape Master Plan

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7. Air Ventilation Assessment

- 7.1 An Air Ventilation Assessment (AVA) has been conducted to assess potential air ventilation impacts and identify mitigation measures, as necessary, for the proposed development.
- 7.2 Based on the AVA, the air ventilation performance of the Proposed Scheme is better than the Baseline Scheme. The Proposed Scheme is considered better than the Baseline Scheme because of its smaller building footprint and minimal podium design, stepping building height and its capability to generate downwash effect, form of building alignment to minimise wind blockage under prevailing wind, better permeability by providing 16.5m-wide (about) building gap and permeable ground floor layout of the waterfront site, and its potential to provide more greenery.
- 7.3 According to the quantitative assessment result, both SVR and LVR of the Proposed Scheme are higher. Better VR of the Proposed Scheme is also found among Tung Yuen Street and Shung Tak Wai.

8. Conclusions

- 8.1 The Proposed Scheme has been designed following the Harbour Planning Principles. In response to Government's initiative and the social aspirations towards increasing residential supply, a residential development will serve as a driver for the creation of economic and social values.
- 8.2 The Kwun Tong Wholesale Fish Market is an important member of the harbour-related community and will contribute positively to the vibrancy of the harbour. In view of its intention to continue operations in its current location, the Proposed Scheme has embraced the Wholesale Fish Market with relevant design features and mitigation measures to ensure co-existence of the two different land uses.
- 8.3 The waterfront area of KTWFM will be available when the adjoining lots will be developed in accordance with the OZP. A waterfront open space of 650m² has been earmarked within the Proposed Scheme for the future waterfront promenade and, if requested, will be surrendered to Government on demand. The proposal caters to the current economic and social needs of increasing residential supply in addition to kick-starting the seed for a full fledged waterfront promenade.