

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

For discussion
on 31 May 2017

TFK/04/2017

Proposed Comprehensive Residential Development at Yau Tong Inland Lot 44 and adjoining Government Land, Yau Tong, Kowloon

PURPOSE

The Applicant, Massive Leader Limited, has submitted a section 16 planning application (A/K15/120) to the Town Planning Board (TPB) on 13 April 2017. This paper is to present the scheme to solicit the Task Force's views on the proposal of developing a comprehensive residential project, including a public vehicle park (PVP) and public waterfront promenade (PWP), at YUIL 44 and adjoining Government land, in Yau Tong (hereinafter the Application Site or the Site).

THE APPLICATION SITE AND ITS NEIGHBOURHOOD

2. The Application Site is covered by the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/25 (the "OZP"). (**Figure 1**) It has a Gross Site Area of about 10,816m². It is made up of 10,530m² of private land [in Comprehensive Development Area (5) (CDA(5)) zone] and 286m² of Government land (in Road zone). The purpose of including the small piece of Government land into the Site is to facilitate better planning of the waterfront promenade.

3. A section of Tung Yuen Street in the Site splits it into a waterfront portion (South) and inland portion (North). The waterfront portion is currently used as a temporary open-air public vehicle park, while the inland portion is vacant with concrete paving. The section of Tung Yuen Street within the Site is planned to be closed-off and integrated as a Non-Building Area (NBA).

4. The Site is situated right at the waterfront, facing the Victoria Harbour. To the north are industrial buildings. To the west are construction sites and concrete batching plants. To the east is the Sam Ka Tsuen Typhoon Shelter, separated by Shung Shun Street. Across the typhoon shelter and at the foothill of

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

TFK/04/2017

Devil's Peak is Lei Yue Mun Village, a popular tourist destination with seafood restaurants and scenic views of Victoria Harbour.

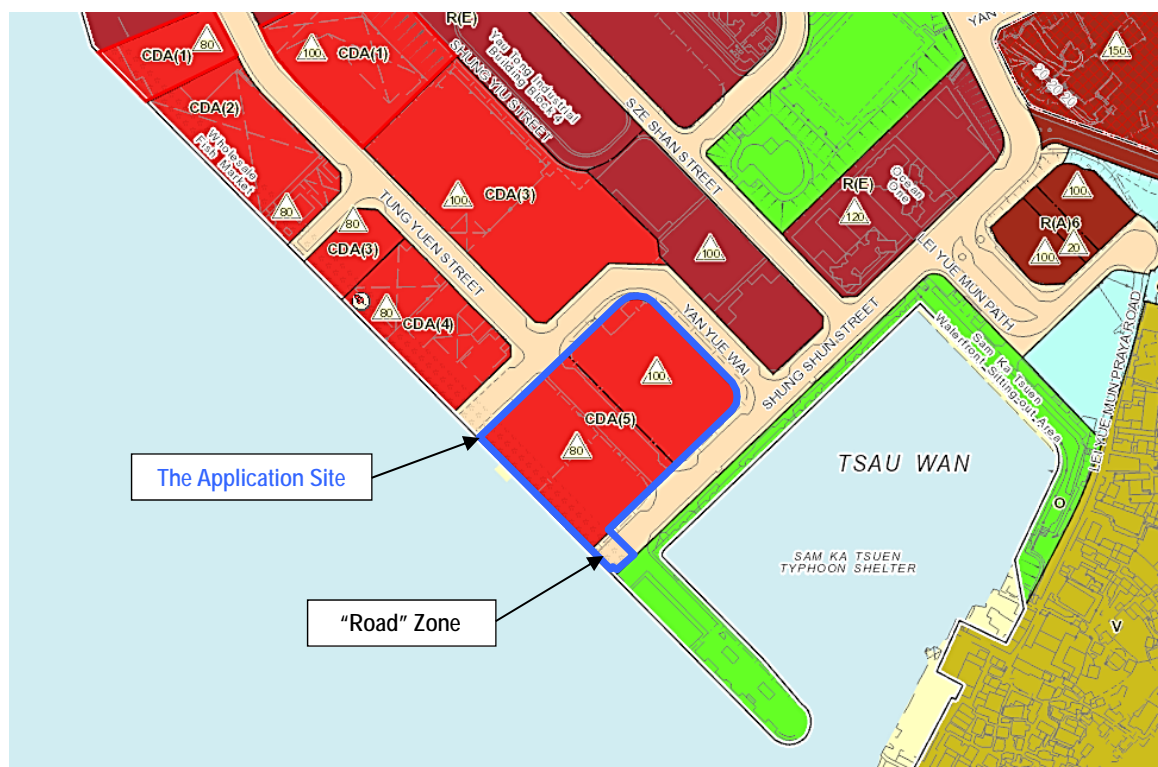


Figure 1: Location of the Application Site on the OZP

PLANNING BACKGROUND AND CONTEXT

5. The five CDA sites of Yau Tong Industrial Area (YTIA) were originally a single, large CDA zone that was rezoned in 1998 from mainly industrial uses. The single CDA site was intended to facilitate redevelopment for predominantly residential use and phase out industrial uses. However, the single CDA zone could not be implemented because of fragmented land ownership and active industrial installations in the vicinity. After a planning review was completed by Planning Department (PlanD) in 2011, the MPC in 2012, agreed to divide the single CDA site into the five CDA sub-zones, namely CDA(1) to CDA(5). This was to further speed-up redevelopment in the area and phase out the obsolete industrial uses, as well as to improve the wider cityscape as an attractive residential hub with a complimentary waterfront setting.

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

TFK/04/2017

6. The following restrictions apply to the CDA(5) zone:
- (a) A maximum plot ratio (PR) of 5 and the maximum building height restrictions (BHRs) for the waterfront portion and the inland portion are 80mPD and 100mPD, respectively;
 - (b) A PWP not less than 15m wide; and
 - (c) A PVP with not less than 171 public vehicle parking spaces.

PLANNING BRIEF

7. There is a Planning Brief (PB) for the five CDA zones, prepared by the PlanD, put into effect in November 2015 by the TPB to guide future development.

8. In September 2015, PlanD presented the PB to the Task Force to consult their comments. The Task Force had no in-principle objection to the PB and raised suggestions on specifying additional requirements, including provision of facilities for mooring, a shared cycle and pedestrian track at the PWP, and possibility of turning some of the streets to pedestrian areas. PlanD then followed-up with responses from relevant Government departments, and the suggestions made were considered infeasible in the existing context and may require further detailed study.

9. In November 2015, PlanD presented the comments of the Task Force and other organizations, and the responses from relevant departments to the TPB for their consideration. After deliberation, the TPB noted the comments and Government responses, and endorsed the PB.

PROPOSED SCHEME

10. The proposed scheme has been designed to comply with the relevant requirements in the PB and the OZP.

11. The scheme would be made up of four residential towers, with various types of flat mix, optimized for a comfortable living environment for residents. It would accommodate 657 residential

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

TFK/04/2017

flats. The total GFA for the domestic flats is about 44,750m². There would be a PVP of 7,000m² that is GFA accountable. The shops and services/ eating place at the podium G/F will be 900m². The total plot ratio of the proposed scheme is not more than 5. The development is anticipated to be completed in 2022. The MLP and a section can be found in **Annex 1**.

12. The architectural design of the proposed scheme aims at achieving a quality and sustainable living environment for the residents, reducing the building bulk at lower levels and providing an enjoyable pedestrian experience at the PWP. An artistic impression is provided in **Annex 2**.

13. The buildings are designed in compliance with the Sustainable Building Design Guidelines (PNAP-152) to ensure adequate air-ventilation, green-coverage, setbacks and building permeability.

14. To encourage a healthy and socially interactive lifestyle; the ground level would contain a Central Garden at the internal NBA with abundant communal spaces, landscaping, footpaths and amenity facilities for residents.

15. A landscaped deck which provides a convenient and weather-proof connection bridging over the NBA for residents between the North and South portions is proposed at the podium level. The clubhouse recreational facilities are located at the South portion podium, with views over the harbour.

16. The proposed transport provisions comprise two components, ancillary parking facilities and a PVP. The former, mainly located underground, is accessed from the South portion of the Site; while the at-grade PVP is from the North portion. The access points of the both the ancillary parking facilities and the PVP are in accordance with the requirements of the lease.

17. The PVP would be a public planning gain to help alleviate the on-street vehicle parking and coach-bus parking demand in the vicinity. It will also provide parking to serve visitors to the Lei Yue Mun Village tourist attractions and restaurants. All parking provisions would meet the HKPSG and lease requirements and ensure minimal impact to the surrounding road network.

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

TFK/04/2017

URBAN DESIGN CONSIDERATIONS

Disposition of Towers

18. There are only two towers at the South portion near the waterfront with ample separation in-between to minimize wall-effect and maximize air permeability across the site. Another two towers at the North portion are positioned to maximize their views towards the water bodies and surrounding hillsides. All window openings towards potential environmental nuisances around the site are strategically treated and architecturally mitigated. Residents at the North portion can also enjoy the southwestern views to the sea as a visual corridor is maintained between the two towers near the waterfront. Towers are oriented in a way to minimize exposure towards undesirable views outside the site and to minimize overlooking situations within the site, while maximizing desirable views towards the water bodies.

Podium Design

19. A basement floor for car parking is introduced to minimize the podium bulk. Stepping of the terraced podium further breaks down the podium massing to facilitate air ventilation at the Central Garden. On top of the podium, there would be abundant communal spaces, landscape and amenities at various levels which would be connected by a landscape deck and terraced staircases, easily accessible to residents, and optimizing views of the harbour.

20. The podium of the development is setback at the ground and first floors from the promenade to create a more open feeling at the waterfront. Shops are planned at street level along the waterfront and around the street corner near the ferry pier, which is accessible to the general public and residents. These will create an attractive and vibrant focal point. The building setback allows for commercial activities such as alfresco dining within the private property. Together with landscape design, it aims to promote a vibrant streetscape ambience. At the vehicular entrance near the residential lobby, the building is designed with a 15m high void space with plants which enables residents to have a view out onto the promenade and sea, as well as provide residents with a convenient access to the promenade. This

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

TFK/04/2017

planting area also provides a permeable and green zone which present a more appealing frontage to the promenade.

Compatible and Congruous with Surroundings

21. The scale and bulk of the proposed development are compatible with the surrounding developments. The proposed scheme complies with the planning restrictions on development intensity and building height. The gradation of building height profile in the vicinity is respected. Taller developments (over 120mPD) further north of the Site, together with the proposed development's North portion at 100mPD (28-storeys) and the South portion at 80mPD (22-storeys) achieve a stepping height profile towards the sea to enhance visual interests.

Enhancing Pedestrian Connectivity and Accessibility

22. The members of the public, and future residents of the proposed development can have barrier-free access to the public waterfront from Shung Shun Street and Yan Yue Wai. The road improvement works around the Application Site would provide more footpath space to allow more convenient and safe connection between the inland area and the waterfront. The waterfront promenade of the CDA(5) zone would facilitate pedestrian connectivity and accessibility of the western cluster of existing commercial, industrial buildings/ installations, as well as new residential developments, with the waterfront promenade and other landmarks at Lei Yue Mun side. **(Annex 3)** It would help form a comprehensive pedestrian network by linking up the pedestrian network of the inland public housing estates, to the waterfront promenade of the CDA sites. **(Annex 3)**

PUBLIC WATERFRONT PROMENADE

23. The PWP would be designed to the requirements in the PB. It would be 15m wide and be accessible to the general public. Similar design features of other sections approved by TPB, have been adopted, including provision of a pedestrian pathway along the waterfront seaward side, and spaces closer to the podium are used for seating, landscape features and tree planting. The promenade would be open for public enjoyment everyday on a 24-hour basis.

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

TFK/04/2017

24. Its design and management would follow the Public Open Space in Private Developments Design and Management Guidelines. It would be managed by the Applicant or leased to an operator, until the Government takes up the management in the future. The section of the CDA(5) PWP would boost the vision of an active and vibrant waterfront promenade for Yau Tong as a whole.

25. The promenade design has taken account of the limited width of 15m and restrictions on construction within 10m of the seawall cope-line. No commercial activity is proposed in this 15m area as it is primarily for public movement and enjoyment. The design of the shops fronting the promenade includes a setback to allow for alfresco dining within the private property boundary, and for openings to provide an indoor/outdoor environment. **(Figure 2)**

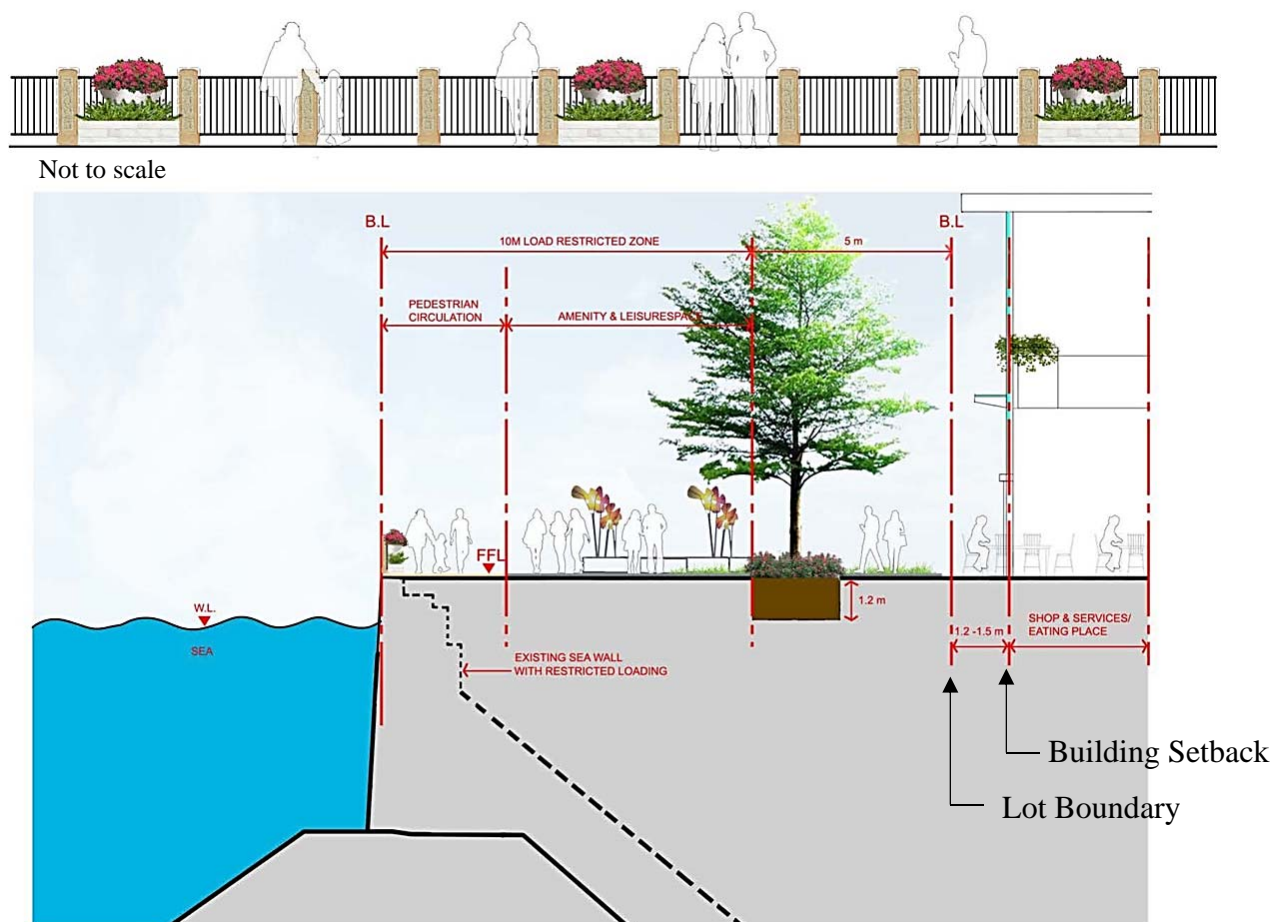


Figure 2: Section of Public Waterfront Promenade

Diversity of Activities and Functions

26. The ground level of the podium fronting the waterfront promenade is designed to create a focal and gathering point with a diversity of commercial shops & services (including alfresco dining), street furniture, shading, lighting and greenery to create a welcoming, comfortable and active environment for visitors and the future residents. The available and well managed public amenities on the waterfront would encourage people to stay there and enjoy the scenic setting by the sea. **(Figure 3)**

Creating a New Landmark on Waterfront Promenade

27. The proposed new waterfront promenade would become a new landmark for visitors to enjoy additional leisure activities and scenic views of Victoria Harbour. A focal landscape feature at the end of Shung Shun Street within the 'Road' zone, would create a "gateway landmark" to attract the people from the surrounding. This feature is subject to further design consideration. The promenade would contain high quality landscaping, paving, lighting and tree planting at street level. **(Figure 3)**



Figure 3: Artistic Impression of Public Waterfront Promenade

28. The proposed new waterfront promenade would complement the landmarks of Lei Yue Mun waterfront and the Lei Yue Mun tourist attraction, by providing visitors and locals with a wider diversity of activities and views to enjoy along the waterfront.

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

TFK/04/2017

It will eventually be linked along the whole waterfront area through the adjacent CDA zones, once redevelopment there is complete.

LANDSCAPING DESIGN

29. In accordance with the PB, a Landscape Master Plan has been prepared for the proposed scheme. (**Annex 4**)

30. The landscape design proposal aims to create significant public benefit both in the form of podium roof landscape visible to surrounding residents, road improvement works with footpath widening and landscaping, as well as through the creation of a publicly accessible waterfront promenade. The scheme consists of these three main components:

- (a) Landscape garden within the lot for the communal use of residents;
- (b) Landscape planting surrounding the lot along the footpath of Shung Shun Street and Yan Yue Wai for pedestrians and public enjoyment; and
- (c) Landscaping on the waterfront promenade (please refer to para. 23 above).

VISUAL IMPACT

31. The Visual Impact Assessment has demonstrated that the building block designs respect the public visual corridors at major public locations. The tower blocks have been oriented in a disposition to ensure a sufficient separation between them. The NBA would create an uninterrupted air path to enhance air ventilation and provide visual amenity for residents to the hillsides at Lei Yue Mun. (**Annex 3**)

32. The proposed building bulk, massing and variation in building height are about the same as the adjacent existing residential developments, it is considered that the proposed development will not result in significant transformation of the existing visual character. Thus, the visual compatibility will be

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

TFK/04/2017

fair to good with the surrounding landscape and urban setting from the public viewers. (**Annex 5**)

AIR VENTILATION ASSESSMENT

33. An Air Ventilation Assessment has been undertaken to compare the air ventilation aspects of the proposed scheme and a baseline scheme. It has been demonstrated that the design of the tower blocks under the proposed scheme would facilitate the air paths and ventilation of the environment. In turn, the impact on air pollution and heat island effect to the surroundings would be reduced. The proposed new waterfront promenade would facilitate penetration of sea breeze into the inland area. (**Annex 3**)

HARBOUR PLANNING PRINCIPLES

34. The proposed scheme aligns with the Harbour Planning Principles in the following aspects –

(a) Preserving Victoria Harbour

35. The proposed scheme does not involve any reclamation works that would diminish the sea area or undermine the importance of Victoria Harbour. It follows the design requirements and development parameters in the OZP and PB. The latter was generally supported in-principle by the Task Force in their meeting on 1 September 2015, and subsequently endorsed by the TPB.

(b) Stakeholder Engagement

36. Under the section 16 planning application process, the scheme would be published for members of the community to provide their comments. These comments would be considered by the TPB in their deliberation of the application. We have also taken steps to present this scheme to the Task Force.

(c) Sustainable Development

37. The proposed scheme would contribute to the much needed housing supply by producing 657 private residential flats.

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

TFK/04/2017

The Site is a Government sale site and is intended to help meet the policy objectives regarding housing supply.

38. The implementation of the proposed residential development would enable provision of a 15m-wide PWP, a PVP with 171 vehicle parking spaces, and an enhanced pedestrian walking environment through road improvement works.

39. Technical assessments have demonstrated that the proposed development would have insignificant impact to the surroundings in terms of traffic, air pollution, odour, noise, air ventilation, visual, drainage and sewerage, landscape and tree aspects. Adequate mitigation measures have been put in place and included in the building design.

40. The new commercial shops at the podium, fronting the promenade would provide an outlet for local businesses to flourish.

(d) Integrated Planning

41. The PWP put forward under the proposed development complies with the 15m-wide requirement of the subject CDA(5) zone, and forms a section of the PWP lining the YTIA. The implementation of this section, would help to speed up the opening of a continuous PWP for public enjoyment.

(e) Proactive Harbour Enhancement

42. The Applicant has taken proactive steps to submit a planning application to the TPB to develop the proposed scheme, which would revitalize the waterfront location from its current temporary uses to a comprehensive residential and commercial development, supported by new community facilities.

(f) Vibrant Harbour

43. The proposed scheme complies with the urban design and landscaping considerations as outlined in the PB. It would create a vibrant ground level of the podium fronting the waterfront promenade, with a diversity of commercial and leisure facilities. The proposed section of PWP would also become a gateway landmark and compliment the tourist attractions nearby.

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

TFK/04/2017

(g) Accessible Harbour

44. The proposed scheme has been designed to maximize the sea views of the residents and members of the public to the Victoria Harbour. The scheme has been designed to respect the visual and air ventilation corridors, and ensure that the PWP is accessible by pedestrians from Yan Yue Wai and Shung Shun Street.

(h) Public Enjoyment

45. The scheme would maximize the opportunities for the public to enjoy the waterfront promenade. It has a PVP which provides convenience to people who drive to the area.

OTHER PLANNING JUSTIFICATIONS

46. The Application Site at YTIL No. 44, was the subject of a land tender in the Land Sale Program (April 2016 to March 2017). The tender was awarded in August 2016 to the Applicant. The proposed residential development complies with the lease conditions and directly contributes to the Government's land supply and provision of housing flats in the private sector. It is capable of early implementation once this application is approved as no subsequent lease modification is required.

47. The proposed comprehensive residential development is in line with the OZP planning intention in respect of CDA(5) zone. The proposed development parameters are all in line with the statutory restrictions of the OZP. It is compatible in terms of scale and bulk to the surrounding developments, and complies with the PB.

48. The proposed development would be in line with the planning intention to facilitate redevelopment of the YTIA and phase out obsolete industrial uses and installations.

49. As demonstrated in the Urban Design Proposal, the proposed scheme would enhance pedestrian connectivity, visual amenities, air ventilation, and create an interesting and vibrant waterfront promenade.

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

TFK/04/2017

50. The continued operation of incompatible uses in the area, and along the waterfront, such as the adjacent concrete batching plant and the fish market, is undesirable. The relevant Government departments should encourage the progressive redevelopment of these sites for residential purposes. Also the implementation of a continuous waterfront promenade should be a priority.



VIEWS SOUGHT

57. Members are invited to express their in-principle support to the proposed scheme.

- Annex 1** Master Layout Plan
- Annex 2** Artistic Impression of the Proposed Scheme
- Annex 3** Indicative Urban Design Framework
- Annex 4** Landscape Master Plan
- Annex 5** Visual Impact: Proposed View Point 1 from Devil's Peak

**Masterplan Limited – Planning and Development Advisors
May 2017**

LEGEND:

-  STRUCTURAL FLOOR LEVEL
-  FINISH FLOOR LEVEL
-  NON-BUILDING AREA
-  WATERFRONT PROMENADE
-  SITE BOUNDARY
-  NON-BUILDING AREA BOUNDARY LINE
-  RESIDENTIAL
-  CLUBHOUSE
-  SWIMMING POOL
-  TRANSFER PLATE
-  LANDSCAPE ROOF GARDEN

EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN



Annex 1

MASTER LAYOUT PLAN
PROPOSED FLAT (COMPREHENSIVE RESIDENTIAL DEVELOPMENT)
AT YAU TONG INLAND LOT NO. 44, YAU TONG, KOWLOON.



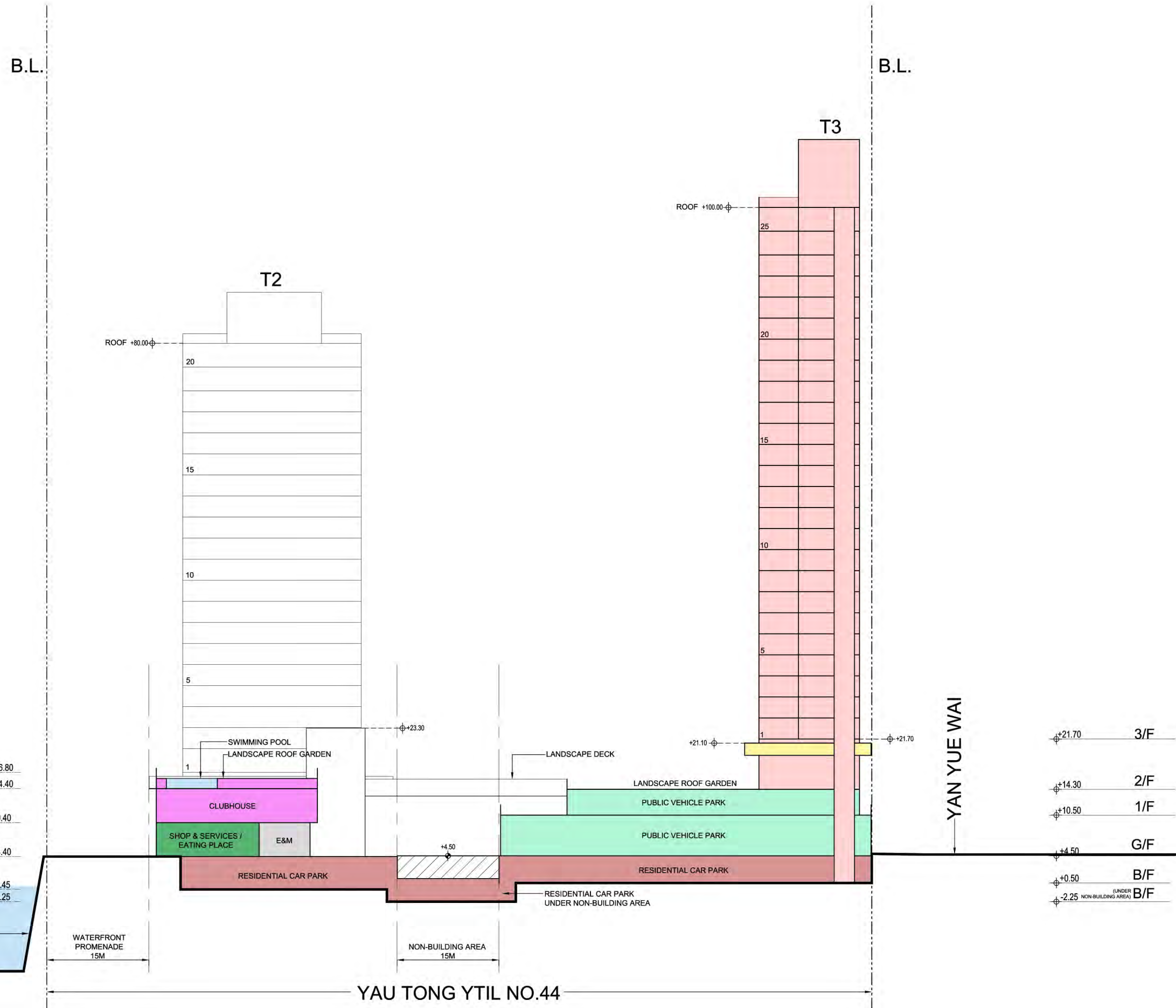
Scale : 1:600



LEGEND:

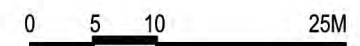
-  STRUCTURAL FLOOR LEVEL
-  FINISH FLOOR LEVEL
-  SITE BOUNDARY
-  NON-BUILDING AREA BOUNDARY LINE
-  NON-BUILDING AREA
-  DRAINAGE RESERVE AREA
-  RESIDENTIAL
-  TRANSFER PLATE
-  CLUBHOUSE
-  SWIMMING POOL
-  RESIDENTIAL CAR PARK
-  SHOP & SERVICES / EATING PLACE
-  PUBLIC VEHICLE PARK
-  E&M

EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN



Annex 1
SECTION B-B

PROPOSED FLAT (COMPREHENSIVE RESIDENTIAL DEVELOPMENT)
AT YAU TONG INLAND LOT NO. 44, YAU TONG, KOWLOON.

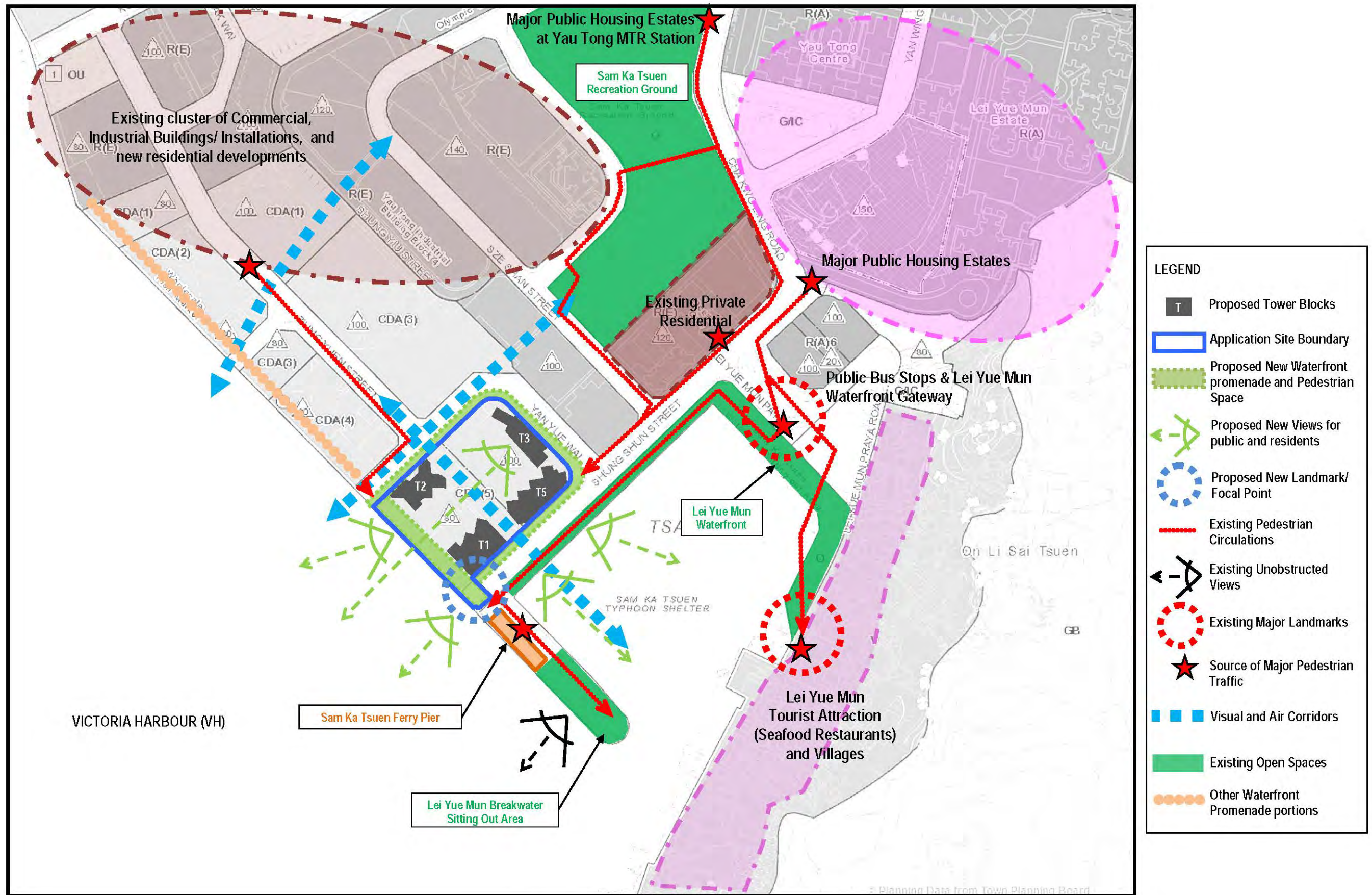


Scale : 1:600





Annex 2



Annex 3



LEGEND

-  SITE BOUNDARY
-  COMPENSATORY TREE
-  PALM TREE
-  LAWN
-  SHRUB
-  PAVING
-  PLANTING AREA
-  LANDSCAPE FEATURE
-  BENCH



PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE
ENVIRONMENTAL CONSULTING

Belt Collins Centre
29/F Hing Wai Centre,
7 Tin Wan Praya Road,
Aberdeen, Hong Kong
Tel: (852) 2528-8233
Fax: (852) 2520-0878
www.bclhk.com

CLIENT:

PROJECT:
**PROPOSED FLAT
(COMPREHENSIVE RESIDENTIAL
DEVELOPMENT)
YAU TONG INLAND LOT NO. 44,
YAU TONG, KOWLOON**

NO	DESCRIPTION	DD/MM/YY
REVISION	REFERENCE	DATE

Copyright of this Drawing is reserved by
Belt Collins International (HK) Ltd.

SCALE: 1:600

DESIGNED BY:
DRAWN BY: WC/CBU/VHS
CHECKED BY:
APPROVED BY:
DRAWING DATE: 24 MAR 2017

SHEET TITLE:
**OVERALL LANDSCAPE
MASTER PLAN**

PROJECT No: P160431
SHEET No: MLP/OA01
REV: CAD: HBL7009-GF LANDSCAPE MASTER PLAN

