

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

For discussion
on 1 September 2015

TFK/07/2015

Draft Planning Brief for the Five “Comprehensive Development Area” Zones at Tung Yuen Street and Yan Yue Wai, Yau Tong

PURPOSE

The purpose of this paper is to invite Members' views on the draft Planning Brief (PB) for the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai, Yau Tong (**Appendix I**).

BACKGROUND

2. The five “CDA” zones (total area about 4.02 ha) together with the adjoining roads were previously covered by a large single “CDA” zone, which was not implemented mainly due to difficulty in land assembly for the site with fragmented land ownership.

3. On 19 December 2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/22 incorporating, inter alia, amendments to subdivide the large “CDA” zone into five smaller “CDA” zones, i.e. “CDA(1)” to “CDA(5)” and rezone the remaining area as ‘Road’ to facilitate early development/redevelopment was exhibited for public inspection under the Town Planning Ordinance (the Ordinance). No site-specific representation against the amendments on the subdivided “CDA” zones was received. On 19 January 2015, the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing (the Task Force) was consulted on the OZP amendments. The Task Force raised no particular objection to the subdivision proposal.

4. According to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a Master Layout Plan (MLP) for the approval of the Town Planning Board (the Board). As the five “CDA” zones occupy a prominent waterfront location, there is a need to have a comprehensive guidance/control on

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

TFK/07/2015

the future development. Therefore, a draft PB is prepared to guide the preparation of MLP.

5. On 19 June 2015, the Metro Planning Committee (the MPC) of the Board agreed that the draft PB was suitable for consultation with stakeholders such as the Harbourfront Commission and the Kwun Tong District Council (KTDC).

THE SITES AND THEIR SURROUNDING AREAS

6. The five “CDA” zones are currently occupied by industrial building, concrete batching plants, recycling depots, vehicle repair workshop, vehicle parks, sand depot, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point (**Plans 3 and 4** in **Appendix I**). While the “CDA(5)” zone is a piece of Government land, the “CDA(1)” to “CDA(4)” zones are mainly under private ownership.

7. The Yau Tong Industrial Area is mainly zoned “CDA”, “Residential (Group E)” (“R(E)”) and “Commercial” zones with the intention of gradually phasing out industrial uses. Planning approvals have been granted for some “R(E)” sites for residential developments, of which three were completed and one is under construction (**Plan 2** in **Appendix I**). The Yau Tong Bay CDA to its northwest, would be developed into a comprehensive commercial and residential area with community facilities and waterfront promenade. Lei Yue Mun Village is located to the east.

DRAFT PB

8. To ensure the developments will be compatible with each others, a coordinated approach was adopted for individual “CDA” zone in terms of development scale, design layout, provision of waterfront promenade as well as visual and air corridors should be adopted. The draft PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific

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

TFK/07/2015

requirements for individual zone.

Major Development Parameters

9. The “CDA” zones are 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. According to the Notes of the OZP, the “CDA” zones are subject to a maximum plot ratio (PR) of 5 and a maximum building height (BH) of 80 meters above Principal Datum (mPD) and 100mPD for waterfront and inland portions respectively.

Urban Design Requirements

10. Since the sites are located within the harbourfront areas, a number of urban design considerations are proposed to respect the waterfront setting and promote an attractive and accessible waterfront, which include encouraging diversity in built form, adopting a distinct gradation of height profile with descending BH towards the harbourfront, avoiding large and extensive podium structure, promoting high permeability podium design for the development in the waterfront portion and providing sufficient building separation, visual and ventilation corridors and high quality greening. An urban design proposal should be submitted as part of the MLP submission.

Public Waterfront Promenade

11. A public waterfront promenade of not less than 15m wide should be provided in each “CDA” zones (**Plan 5 in Appendix I**). Three sections of waterfront promenade at the south western end of adjoining roads outside the “CDA” zones should be included as part of the waterfront promenade in the “CDA(2)”, “CDA(4)” and “CDA(5)” zones respectively for implementation. The waterfront promenade should be opened for public enjoyment on a 24-hour basis, and could be accessed via Shung Shun Street, Yan Yue Wai and Shung Wo Path.

12. The developer of each “CDA” zones will be required to construct the respective section of the waterfront promenade, and manage and maintain it until surrendering to the Government upon

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

TFK/07/2015

request. For the design and management, the developer should observe the Public Open Space in Private Developments Design and Management Guidelines.

13. To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each “CDA” zone along the public waterfront promenade. Since the section of waterfront promenade in “CDA(5)” zone will act as a prominent entrance to the entire waterfront promenade from Yau Tong to Kai Tak and is in close proximity to the tourist spot at Lei Yue Mun Village, a minimum commercial gross floor area (GFA) requirement of 500m² is stipulated for “CDA(5)” zone with a view to enhancing the vibrancy of the waterfront in the area. For other “CDA” zones, no minimum commercial GFA requirement is set to allow flexibility for the individual developer to determine the exact amount at planning application stage based on their own design concept, proposed uses, business viability considerations, etc.

Visual, Air Ventilation and Landscape Requirements

14. Visual impact assessment (VIA) and air ventilation assessment (AVA) should be carried out to examine any visual and air ventilation problems and the proposed mitigation measures to tackle them, and submitted as a part of MLP submission. A Landscape Master Plan should be prepared and submitted as part of the MLP submission. A minimum greenery coverage of 20% should be provided. To allow better air ventilation, three non-building areas (NBAs) (**Plan 5** in **Appendix I**) shall be provided to form air paths of not less than 15m wide.

Traffic and Transport Requirements

15. A public vehicle park with not less than 171 parking spaces for private car, light goods vehicle and heavy goods vehicle/coach shall be provided within the “CDA(5)” zones serving the district. The public vehicle park shall not be located on or above the ground level of the waterfront portion. Setback along Tung Yuen Street and Yan Yue Wai shall be provided for 3.5m-wide footpath to enhance the pedestrian connectivity of the area (**Plan 5** in **Appendix I**). A traffic impact

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

TFK/07/2015

assessment (TIA) should be carried out to examine any possible traffic problems and the proposed mitigation measures to tackle them, and submitted as part of MLP submission.

Government, Institution and Community Facilities

16. The affected Yau Tong Salt Water Pumping Station and Tung Yuen Street Cooked Food Market should be re-provisioned within the “CDA(2)” zone.

Environmental, Geotechnical and Infrastructure Requirements

17. An environment assessment, a sewerage impact assessment, a drainage impact assessment and a geotechnical assessment should be carried out to examine any problems and the proposed mitigation measures to tackle them. These assessments should be submitted as part of MLP submission.

Implementation

18. While it is anticipated that each “CDA” zone may have different implementation timeframe, the draft PB will help ensure a coordinated approach can be achieved. Also, when formulating the MLP for a particular “CDA” zone, reference should be made to the committed/completed development at other “CDA” zones.

HARBOUR PLANNING PRINCIPLES

19. Reference has been made to the Harbour Planning Principles (HPPs) and the Harbour Planning Guidelines when preparing the draft PB. The draft PB is considered to be in line with the following HPPs:

Principle 1: Preserving Victoria Harbour

- (a) The draft PB does not involve any reclamation with the Victoria Harbour, and the objective to preserve the harbour is fulfilled.

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

TFK/07/2015

- (b) The proposed comprehensive development with a maximum PR of 5 and maximum BHs of 80mPD and 100mPD respects the waterfront setting and will not impose significant visual impacts on the surrounding harbourfront areas. The permitted BHs follow the stepped BH profile with height descending towards waterfront to avoid dominating the harbour and increase permeability to the water body (**Plans A and B**).

Principle 2: Stakeholder Engagement

- (c) Both the Task Force and the KTDC have been engaged on the proposed development at the early stage and on an on-going basis. Before the OZP gazettal, the KTDC was consulted on the subdivision of the “CDA” zone on 2 September 2014. After the OZP gazettal, the KTDC and the Task Force were consulted on the OZP amendments on 6 January 2015 and 19 January 2015 respectively. The stakeholder was involved in the process and no adverse comment was received.

Principle 3: Sustainable Development

- (d) The proposed development will provide a mix of land uses at the waterfront areas including private housing developments with commercial uses, public vehicle park and public waterfront promenade to meet the social and economic needs of different sectors of the community and to optimize the scarce land resource.
- (e) Careful consideration has been given in planning the development scale, BH and NBAs to ensure visual permeability and to avoid creating wall effect. The “CDA” zoning would allow appropriate planning control over the development mix, scale, design and layout of the development through the requirement of MLP submission with technical assessments, thereby ensuring the proposed development be sustainable in terms of environment, traffic, visual, landscape and air

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

TFK/07/2015

ventilation.

Principle 4: Integrated Planning

- (f) The draft PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific requirements for individual “CDA” zone. This is to ensure the developments will be implemented in a comprehensive and integrated manner. Further, through the requirement of MLP submission, the Board will have appropriate planning control over the development mix, scale, design and layout of the development to ensure its integration with the adjoining developments and the waterfront setting.

Principle 5: Proactive Harbour Enhancement

- (g) The “CDA” zones are currently occupied by various industrial uses and the sea frontage is actively being used by the industrial activities, which prohibits public access to the harbourfront area. The proposed comprehensive development will phase out the incompatible industrial uses and transform to residential and commercial uses with provision of public waterfront promenade, which will bring significant enhancement to the harbourfront areas for public enjoyment. The three NBAs can also act as an unobstructed visual corridors opening up the view between the hinterland and the harbour.

Principle 6: Vibrant Harbour

- (h) Coupled with the tourist attractions at Lei Yue Mun Village and other waterfront promenade nearby, the provision of a public waterfront promenade with commercial uses along the promenade, unobstructed public access and enhanced environment would attract

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

TFK/07/2015

more public and tourists to reach and enjoy this part of harbourfront area.

Principle 7: Accessible Harbour

- (i) Upon completion of the proposed development, the harbourfront areas currently occupied by industrial uses will be opened up for public enjoyment. In a wider context, a continuous connection along the harbour linking up with the tourist attractions in Lei Yue Mun Village and the planned waterfront promenade at Yau Tong Bay Development leading to Kai Tak will be realized.
- (j) The proposed setback along Tung Yuen Street and Yan Yue Wai will allow footpath widening with high-quality streetscape design to further improve the overall connectivity of the harbourfront area.

Principle 8: Public Enjoyment

- (k) Upon redevelopment, the areas currently predominantly occupied by industrial activities will be revitalized. The opportunity for public enjoyment of the harbour and its harbourfront areas is therefore maximized.

ADVICE SOUGHT

20. Members are invited to express views on the draft PB. The revised PB incorporating stakeholders' comments, where appropriate, will be submitted to the MPC for further consideration before endorsement.

ATTACHMENT

Appendix I Draft PB for the Five "CDA" Zones at Tung Yuen Street and Yan Yue Wai, Yau Tong

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

TFK/07/2015

- Plan 1 Location Plan
- Plan 2 Site Plan
- Plan 3 Site Photo
- Plan 4 Existing Uses and Lot Boundary
- Plan 5 Development Concept

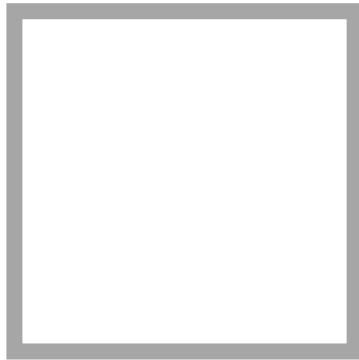
Plan A Photomontage Viewing from Quarry Bay Park

Plan B Photomontage Viewing from Kai Tak Runway Park

Planning Department

August 2015

DRAFT



**PLANNING BRIEF FOR
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

油塘東源街及仁字圍五個「綜合發展區」地帶規劃大綱



規劃署
PLANNING DEPARTMENT

二零一五年九月
SEPTEMBER 2015

**PLANNING BRIEF FOR THE
FIVE “COMPREHENSIVE DEVELOPMENT AREA” ZONES AT
TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**

1. PURPOSE OF THE PLANNING BRIEF

- 1.1 The purpose of the Planning Brief (PB) is to set out the broad planning parameters and development requirements to facilitate the preparation of Master Layout Plans (MLPs) for the comprehensive developments in the five “Comprehensive Development Area” (“CDA”) zones at Tung Yuen Street and Yan Yue Wai in Yau Tong.
- 1.2 The five sites are zoned “CDA(1)” to “CDA(5)” on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/22 (**Plan 1**). Pursuant to section 4A(2) of the Town Planning Ordinance (the Ordinance) and according to the Notes of the OZP, an applicant for permission for development on land designated “CDA” shall prepare a MLP for the approval of the Town Planning Board (the Board).

2. BACKGROUND

- 2.1 The five sites together with the adjoining roads were previously covered by a large single “CDA” zone in the southwestern waterfront area of the Yau Tong Industrial Area. The then “CDA” zone was intended for predominantly residential use with ancillary retail and community facilities. However, it was not implemented mainly due to fragmented land ownership and the surrounding active industrial installations. To facilitate early development/redevelopment, the Metro Planning Committee (the Committee) of the Board agreed in 2012 to subdivide the “CDA” zone into smaller sites with appropriate zonings.
- 2.2 On 19.12.2014, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/22 incorporating, inter alia, amendments to subdivide the then “CDA” zone into five smaller “CDA” zones, i.e. “CDA(1)” to “CDA(5)” and rezone the remaining area as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. The subdivision has taken into account the land ownership pattern and the possibility to assemble private land as revealed from previous planning applications/rezoning request.

3. PLANNING CONTEXT

- 3.1 The “CDA(1)” to “CDA(5)” zones are 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.

- 3.2 According to the Notes of the OZP, the “CDA(1)” to “CDA(5)” zones are subject to a maximum plot ratio (PR) of 5. Besides, the waterfront portions of the “CDA(1)” to “CDA(5)” zones are restricted to a maximum building height (BH) of 80 metres above Principal Datum (mPD) while the inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” are subject to a maximum BH of 100mPD (**Plan 2**). A public waterfront promenade of not less than 15m wide as designated on the OZP shall be provided in the waterfront portion of all “CDA” zones and southwestern end of Shung Wo Path, Yan Yue Wai and Shung Shun Street, that are shown as ‘Road’ on the OZP. Moreover, a public vehicle park with not less than 171 public vehicle parking spaces shall be provided in the “CDA(5)” zone.
- 3.3 In addition, the Explanatory Statement (ES) of the OZP states that suitable commercial uses, especially shop and services and eating place, should be provided in the developments along the waterfront promenade to enhance the vibrancy and public enjoyment. To allow better air ventilation upon redevelopment, two non-building areas (NBAs) of not less than 15m wide in a northeast-southwest direction, one aligning with Shung Yiu Street and Shung Wo Path within the “CDA(1)”, “CDA(2)” and “CDA(3)” zones (NBA1 on **Plan 5**), and one aligning with Yan Yue Wai within the “CDA(3)” zone shall be provided (NBA2 on **Plan 5**). Another NBA of not less than 15m wide in a northwest-southeast direction aligning with Tung Yuen Street shall be provided within the “CDA(5)” zone (NBA3 on **Plan 5**). Furthermore, Government, institution and community (GIC) facilities as required by Government departments should be provided in the development in individual “CDA” zone to serve the local and district needs. In the course of preparation of the MLP, reference should also be made to the above planning requirements.
- 3.4 As mentioned above, the subdivision of the then large “CDA” zone into five smaller “CDA” zones is to facilitate early development/redevelopment of individual sites. The intention is to allow applicant to submit MLP for individual “CDA” zone based on the development restrictions set out in the OZP. To ensure the developments will be implemented in a comprehensive manner and compatible with each others, a coordinated approach of redevelopment of individual “CDA” zone in terms of development scale, design layout, provision of waterfront promenade as well as visual and air corridors should be adopted. In this regard, this PB has covered the general planning principles and development requirements generally applying to all “CDA” zones as well as specific requirements for individual zone.

4. **THE SITES AND THEIR SURROUNDING AREAS**

The Sites

- 4.1 The five “CDA” zones are located at the southwestern waterfront area of the Yau Tong Industrial Area currently occupied by an industrial building, three concrete batching plants, two recycling depots, a sand depot, a temporary vehicle park, a vehicle repair workshop, Kwun Tong Wholesale Fish Market, Yau Tong Salt Water Pumping Station, Tung Yuen Street Cooked Food Market and Yan Yue Wai Refuse Collection Point (**Plans 3 and 4**). The total site area of the “CDA” zones is about 4.02 ha. While “CDA(5)” zone is Government land identified for comprehensive development, other four “CDAs” are mainly under private ownership except for the salt water pumping station and cooked food market at “CDA(2)” zone, and a long strip of unleased and unallocated Government land at the northeastern boundary of “CDA(1)” and “CDA(3)” zones.
- 4.2 The sites are well served by Ko Fai Road and Shung Shun Street connected with Cha Kwo Ling Road and then major roads in the district. MTR Yau Tong Station is located about 400m to the northeast.

The Surrounding Areas

- 4.3 The Yau Tong Industrial Area is mainly occupied by industrial buildings and godown previously zoned “Industrial” on the OZP. In 1998, the area was rezoned to “CDA”, “Residential (Group E)” (“R(E)”) and “Commercial” zones with the intention of phasing out industrial uses. Planning approvals have been granted for some adjacent “R(E)” sites for residential developments, of which three were completed and one is under construction (**Plan 4**).
- 4.4 In a wider context, the Yau Tong Bay CDA (**Plan 1**), where planning permission has been obtained for a proposed comprehensive commercial and residential development with community facilities and waterfront promenade, is located to the northwest. Lei Yue Mun Village and a waterfront promenade are located to the east across Shung Shun Street around Sam Ka Tsuen Typhoon Shelter (**Plan 1**). The seafood restaurants in the village have long been a tourist attraction to local and overseas patronage.

5. **GENERAL DESIGN PRINCIPLES**

- 5.1 The planning objective of the five “CDA” zones is for comprehensive development/redevelopment to phase out the existing industrial use with residential and/or commercial uses while possible industrial/residential (I/R) interface problems should be properly addressed. In view of the harbourfront location, the proposed development should respect the waterfront setting and promote an attractive and accessible public waterfront promenade.

5.2 To achieve the above planning objectives, the following considerations should be taken into account when formulating the MLP for each “CDA” zone:

- (a) ensure the development be compatible and congruous with the surrounding developments and settings;
- (b) create an active waterfront and green streetscape which can be easily accessible to the public for enjoyment;
- (c) encourage diversity in built form and adopt a distinct gradation height profile to avoid a monotonous waterfront image and wall effect;
- (d) avoid large and extensive podium structure and encourage podium-free design directly along waterfront promenade of each “CDA” zone;
- (e) enhance the vibrancy at the waterfront area by allowing and introducing suitable commercial uses along waterfront promenade;
- (f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;
- (g) promote high accessibility of waterfront promenade and good connectivity between different sections of the promenade, and with the open space/waterfront promenade in the surrounding areas; and
- (h) incorporate suitable mitigation measures to address I/R interface problems, including the nuisances by the concrete batching plants and fish market.

5.3 It is anticipated that each “CDA” zone may have different implementation timeframe. To ensure the coordinated approach mentioned in paragraph 3.4 above can be achieved, when formulating the MLP for a particular “CDA” zone, reference should also be made to the committed/completed development at other “CDA” zones.

6. DEVELOPMENT REQUIREMENTS

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
<u>Major Development Parameters</u>			
1.	Location	“CDA(1)” Yau Tong Marine Lot (YTML) 69, Yau Tong Inland Lot (YTIL) 4 RP, and adjoining Government land	Plan 4

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>“CDA(2)” YTML 72 and adjoining Government land</p> <p>“CDA(3)” YTML 57, YTILs 4 s.B and 9, and adjoining Government land</p> <p>“CDA(4)” YTMLs 58, 59, 60, 61 and 62</p> <p>“CDA(5)” Government land bounded by Shung Shun Street and Yan Yue Wai</p>	
2.	Site Area	<p>“CDA(1)”: about 0.78 ha “CDA(2)”: about 0.51 ha “CDA(3)”: about 1.24 ha “CDA(4)”: about 0.43 ha “CDA(5)”: about 1.06 ha</p> <p>Total: about 4.02 ha</p>	<p>Site areas subject to detailed survey</p> <p>Plan 2</p>
3.	OZP Zonings and Planning Intention	<p>“CDA(1)” to “CDA(5)”</p> <p>The “CDA” zones are 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.</p>	<p>Plan 1</p>
4.	Proposed Uses	<p>Mainly residential with commercial uses, and provision of public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only)</p>	<p>GIC facilities at “CDA(2)” zone include pumping station and cooked food market. Other GIC facilities can be included at individual zones, if considered appropriate.</p>
5.	Maximum PR	<p>A total PR of 5.</p>	<p>– Any floor space that is constructed or intended for use solely as GIC</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
			<p>facilities and public vehicle park shall be included for PR/GFA calculation.</p> <p>– The areas of the public waterfront promenade, public passageway and setback can be included in PR calculation.</p>
6.	Maximum BH	<p>– 80mPD (at main roof) (waterfront portion of “CDA(1)” to “CDA(5)” zones)</p> <p>– 100mPD (at main roof) (inland portion of “CDA(1)”, “CDA(3)” and “CDA(5)” zones)</p>	<p>To provide design/architectural flexibility, minor relaxation of the BH restriction, based on the merits of individual development or redevelopment scheme, may be considered by the Board on application under section 16 of the Ordinance.</p> <p>Plan 2</p>
7.	Maximum Site Coverage	Not exceeding those stipulated in the Building (Planning) Regulations (B(P)R).	
<u>Planning Requirements</u>			
8.	Urban Design Considerations	<p>– An urban design proposal should be prepared and submitted as part of the MLP submission.</p> <p>– The MLP should take into account the following urban design considerations, where appropriate:</p> <p>(a) ensure the development be compatible and congruous with the surrounding developments and settings, respecting the waterfront setting and promoting public access and visual permeability to the waterfront;</p> <p>(b) create an active waterfront and green streetscape which can be</p>	<p>Due regard should be given to the Board’s Harbour Vision Statement and the Harbour Planning Principles and Harbour Planning Guidelines adopted by the Harbourfront Commission, and the Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 11 Urban Design Guidelines.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>easily accessible to the public for enjoyment;</p> <p>(c) create a focal point and an active waterfront with diversity in activities, functions and design;</p> <p>(d) encourage diversity in built form and adopt a distinct gradation of height profile with descending BH towards the harbourfront;</p> <p>(e) adopt more innovative design, and appropriate disposition and NBA/permeable zones to form part of visually interesting water edge, and avoid a monotonous waterfront image and wall effect;</p> <p>(f) provide visual and ventilation corridors to enhance visual and air permeability, and preserve the existing air paths;</p> <p>(g) avoid large and extensive podium structure and promote high permeability podium design for the development in the waterfront portion;</p> <p>(h) provide sufficient separation between each residential block;</p> <p>(i) maximize at-grade public spaces;</p> <p>(j) provide high quality greening and maximize the greening opportunity; and</p> <p>(k) improve streetscape and amenity with high quality paving, street furniture, lighting, tree planting and greening at street level.</p>	
9.	Public Waterfront Promenade	<p>– A public waterfront promenade of not less than 15m wide as designated on the OZP should be provided (Plan 5) to the satisfaction of the relevant Government department(s).</p> <p>– Three sections of waterfront promenade at the southwestern end of Shung Wo Path, Yan Yue Wai and</p>	<p>– The developers of each “CDA” zone will be required to construct the respective section of the waterfront promenade (including the sections falling within ‘Road’ area outside “CDA” zone) at his cost.</p>

<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
	<p>Shung Shun Street within the 'Road' area outside the "CDA" zones should be included as part of the waterfront promenade in the "CDA(2)", "CDA(4)" and "CDA(5)" zones respectively. Their design should be included in the respective MLP submission and these sections of promenade will be implemented by the developer of respective "CDA" zone.</p> <p>The public waterfront promenade should be opened for public enjoyment every day on a 24-hour basis.</p> <p>For the design and management of the public waterfront promenade, the Public Open Space in Private Developments Design and Management Guidelines promulgated by the Development Bureau should be observed.</p> <p>The public waterfront promenade should be designed to allow for the provision of a diversity of activities to ensure vibrancy of the waterfront. Moreover, its design should address the constraints posed by the adjoining existing developments including the fish market and concrete batching plants.</p> <p>Sufficient width of landscaped buffer between the public waterfront promenade and residential development should be provided.</p> <p>The public waterfront promenade should be clearly alienated from other part of the development and no structure (except those directly related to the promenade) should be located underneath the promenade.</p> <p>The public waterfront promenade should be easily accessible between</p>	<p>The management and maintenance responsibilities of the waterfront promenade (including the sections falling within 'Road' area outside "CDA" zone) before surrendering to the Government upon request should be borne by the developer at his cost without transferring to the future individual flat owners.</p> <p>The public waterfront promenade to be surrendered to the Government upon request is not regarded as a specified street for site classification purpose nor will it be taken as a street for providing natural lighting and ventilation to any adjoining domestic buildings as required under B(P)R 30 and 31. Moreover, the provision of open space required under B(P)R 25 and/or prescribed windows with their rectangular horizontal planes required under B(P)R 31 for any proposed domestic buildings should not project over the public waterfront promenade.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>different sections in “CDA” zones, and from the adjoining waterfront promenade and open space, Lei Yue Mun Village as well as residential sites to the northeast to achieve good connectivity.</p>	
10.	Public Passageway to Public Waterfront Promenade	<p>An at-grade public passageway of not less than 1.5m wide for public use every day on a 24-hour basis should be provided along its northwestern boundary within the “CDA(1)” zone connecting Tung Yuen Street and the northwestern end of public waterfront promenade (Plan 5). The provision of the public passageway should be to the satisfaction of the Commissioner for Transport (C for T).</p>	<p>– The developer of the “CDA(1)” zone will be required to construct the public passageway at his cost.</p> <p>– The management and maintenance responsibilities should be borne by the developer at his cost without transferring to the future individual flat owners.</p>
11.	Commercial Uses along Public Waterfront Promenade	<p>– To enhance the vibrancy at the waterfront area, suitable commercial uses especially shop and services and eating place, should be provided at each CDA zone along the public waterfront promenade. The commercial uses should not be located within the public waterfront promenade.</p> <p>– For “CDA(5)” zone which is the entrance to the public waterfront promenade, the gross floor area (GFA) of the commercial uses should not be less than 500m².</p> <p>– For other “CDA” zones, appropriate amount of commercial GFA with due consideration on enhancing vibrancy of waterfront area should be included in the MLP submission.</p> <p>– Commercial uses should be immediately fronting and directly accessible at ground level from the waterfront promenade. The use and design should be compatible</p>	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>with the waterfront promenade and with each other.</p> <p>– The commercial facilities should be designed in such a way to allow a visual and physical connection with the waterfront promenade and adjoining developments.</p>	
12.	Local Open Space	Local open space of not less than 1m ² per person should be provided in accordance with the HKPSG.	
13.	NBA	<p>– Three NBAs (NBA1, NBA2 and NBA3) shall be provided to form air paths of not less than 15m wide for better air ventilation (Plan 5):</p> <p><u>NBA1</u> It mainly falls within “CDA(1)” and “CDA(3)” zones in a northeast-southwest direction and aligning with Shung Yiu Street and Shung Wo Path with a narrow strip of land within “CDA(2)” zone along Shung Wo Path.</p> <p><u>NBA2</u> It falls within “CDA(3)” zone in a northeast-southwest direction and aligning with Yan Yue Wai.</p> <p><u>NBA3</u> It falls within “CDA(5) zone in a northwest-southeast direction and aligning with Tung Yuen Street.</p> <p>– Proper landscaping/greening should be provided in the NBAs.</p> <p>– No above ground structure is allowed within the NBA except for landscape feature, boundary fence/boundary wall that is designed to allow high air porosity, and minor structure for footbridge connection or covered walkway may be allowed. Below ground structure is allowed within the NBAs.</p>	Subject to the air ventilation assessment (AVA) submitted to support the MLP, variation to the width or alignment of the NBA could be considered if it can be demonstrated that the overall air ventilation performance would not be adversely affected and the development potential of other “CDA” zones would not be undermined.

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
14.	Landscape and Tree Preservation	<p>A Landscape Master Plan (LMP) should be prepared and submitted as a part of the MLP submission, and with the incorporation of the following landscaping requirements:</p> <ul style="list-style-type: none"> (a) A comprehensive landscaping proposal should be created to integrate the developments with waterfront environment and promenade, soften the building mass and minimize the adverse impact on existing landscape character and resources; (b) Due consideration should be given to preserve the existing good quality mature trees on the site as far as practicable; (c) A minimum greenery coverage of 20% based on net site area (excluding the public waterfront promenade) should be provided. Greenery coverage is preferably to be provided at grade. Other forms of greenery such as roof-top greening and vertical greening should be accessible by the occupants; and (d) High quality streetscape and public realm with adequate landscape treatment such as roadside trees and street furniture should be provided to create friendly environment, shading for users of waterfront promenade and a strong sense of place. <p>The LMP should illustrate:</p> <ul style="list-style-type: none"> (a) conceptual and detailed landscape proposals including hard and soft landscape; (b) other amenities, street furniture and facilities to be provided; (c) the relationship of the development with the surroundings, especially with the waterfront promenade and 	<p>The calculation of greenery coverage should be referenced to Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-152.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>landscaped NBAs;</p> <p>(d) layout, location and landscape design of open spaces including pedestrian circulation in relation to adjoining developments and areas; and</p> <p>(e) clear and sufficient signage to demarcate the waterfront promenade and direct public to access the promenade.</p>	
15.	GIC Facilities	<p>A salt water pumping station and a sea water intake tunnel should be provided within the “CDA(2)” zone to the satisfaction of the Director of Water Supplies. The GFA of the pumping station (not including the sea water intake tunnel) should be not less than 560m² (net area).</p> <p>A cooked food market with a GFA of not less than 370m² should be provided within the “CDA(2)” zone to the satisfaction of the Director of Food and Environmental Hygiene.</p>	<p>Any floor space that is constructed or intended for use solely as GIC facilities shall be included in the GFA/PR calculation.</p> <p>The affected cooked food stalls in the existing cooked food market should continue to operate in the existing location until they are re-sited to a new cooked food market built by the developer of “CDA(2)” zone.</p> <p>The new salt water pumping station and sea water intake tunnel, and the new cooked food market should be handed back to the Water Supplies Department and Food and Environmental Hygiene Department respectively upon completion.</p> <p>The exact GFA requirement of these facilities is subject to confirmation of the relevant Government departments.</p>

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
16.	Public Vehicle Park	<ul style="list-style-type: none"> <li data-bbox="504 264 1035 548">- A public vehicle park with not less than 171 public vehicle parking spaces shall be provided within the “CDA(5)” zone (Plan 5) but shall not be located on or above the ground level of the waterfront portion to the satisfaction of C for T. <li data-bbox="504 548 1035 772">- Sufficient parking spaces should be maintained in the temporary vehicle park within the “CDA(5)” zone before operation of the permanent public vehicle park to the satisfaction of C for T. 	<ul style="list-style-type: none"> <li data-bbox="1035 264 1417 660">- Out of the 171 parking spaces, 122 spaces should be provided for private cars, 24 are for light goods vehicles and 25 are for heavy goods vehicles/coaches. The exact provision requirement is subject to C for T’s confirmation. <li data-bbox="1035 660 1417 974">- The public vehicle park will be constructed by the developer of “CDA(5)” zone and should not be owned, operated, managed and maintained by the future individual flat owners. <li data-bbox="1035 974 1417 1243">- Any floor space that is constructed or intended for use solely as public vehicle park shall be included for GFA/PR calculation.
17.	Parking and Loading/unloading	Ancillary parking spaces and loading/unloading facilities should be provided in accordance with the HKPSG and subject to the traffic impact assessment (TIA) to be carried out by the applicant to the satisfaction of C for T.	This also includes the ancillary parking for public waterfront promenade, GIC and commercial uses.
18.	Setback	Setback in full height at both sides of Tung Yuen Street and the northwestern side of Yan Yue Wai (Plan 5) should be provided to allow provision of 3.5m-wide footpath on each side of Tung Yuen Street and the concerned section of Yan Yue Wai measuring from the kerb line to the satisfaction of C for T and Director of Highways (D of Hy).	The setback area for footpath widening should be surrendered to the Government for management and maintenance upon completion.
<u>Other Technical Requirements</u>			
19.	Traffic and	- A TIA should be carried out to	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
	Transport Aspects	<p>examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. It is advisable that the requirements and methodology of the TIA are agreed with C for T before its commencement.</p> <ul style="list-style-type: none"> - The TIA should be completed to the satisfaction of C for T, and submitted as part of the MLP submission. - Any road/junction improvement measures/works proposed in the TIA should be funded, designed and implemented by the applicant to the satisfaction of C for T and D of Hy. 	
20.	Environment Aspect	<ul style="list-style-type: none"> - An environment assessment (EA) should be carried out by the applicant 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. The EA should be completed to the satisfaction of the Director of Environmental Protection (DEP), and submitted as part of the MLP submission. - The air and noise nuisances generated by the concrete batching plants, fish market, vehicles and industrial buildings should also be assessed in the EA. - Suitable mitigation measures to address the I/R interface problems, including the nuisances generated by the concrete batching plants and fish market should be proposed in the EA and implemented. - On the mitigation measures against nuisances generated by the fish market and/or fixed noise sources, 	

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>consideration may be given to provide mitigation measures at source and/or receiver subject to satisfaction of DEP, Director of Agriculture, Fisheries and Conservation and other relevant parties. The developer is responsible for seeking agreement from relevant parties on the scope of the measures and has to bear the relevant capital, recurrent and recovery costs for mitigation measures to be adopted at source.</p>	
21.	Drainage and Sewerage Aspects	<p>A drainage impact assessment (DIA) and a sewerage impact assessment (SIA) should be carried out by the applicant to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The DIA and SIA should be completed to the satisfaction of the Director of Drainage Services and the DEP respectively, and submitted as part of the MLP submission.</p>	
22.	Visual Aspect	<p>A visual impact assessment (VIA) should be carried out to examine any visual problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The VIA should be submitted as part of the MLP submission.</p>	<p>The VIA should be conducted in accordance with the Town Planning Board Guidelines on Submission of VIA for Planning Application to the Town Planning Board (TPB PG-No. 41).</p>
23.	Air Ventilation Aspect	<ul style="list-style-type: none"> - An AVA should be carried out to examine any air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them. The AVA should be submitted as part of the MLP submission. - Good design features and possible air ventilation problem areas should be identified and effective mitigation measures should be proposed to 	<ul style="list-style-type: none"> - The AVA should be conducted in accordance with Joint Housing, Planning and Lands Bureau and Environmental, Transport and Works Bureau Technical Circular No. 1/06 on Air Ventilation Assessment. - Minor structure for

	<u>Item</u>	<u>Particulars</u>	<u>Remarks</u>
		<p>minimize the possible adverse air ventilation impacts within the site and to the nearby areas.</p> <p>– To allow sea breeze penetrating into the inland areas, existing street grid pattern serving as air ventilation corridors should be retained. Careful building design and suitable provision of building gaps (including the NBAs in Item 13 above) by taking into account street grids and air paths should be considered.</p> <p>– Sufficient separation between each residential block should be provided. Slab block design along the waterfront should be avoided.</p>	<p>footbridge connection or covered walkway within the NBA, if any, should be included in the AVA.</p>
24.	Geotechnical Aspect	<p>– A geotechnical assessment should be carried out for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street as their developments are adjacent to the street and thus may affect the slopes/retaining structures which are currently supporting the street. The geotechnical assessment should be completed to the satisfaction of the D of Hy and the Head of Geotechnical Engineering Office of Civil Engineering and Development Department, and submitted as part of the MLP submission.</p>	

7. IMPLEMENTATION PROGRAMME

An implementation programme with phasing plan, if any, is required as part of the MLP submission for each “CDA” zone to indicate the construction programme of the proposed comprehensive development including residential development, commercial use, public waterfront promenade, GIC facilities and public vehicle park (“CDA(5)” zone only).

8. MASTER LAYOUT PLAN SUBMISSION

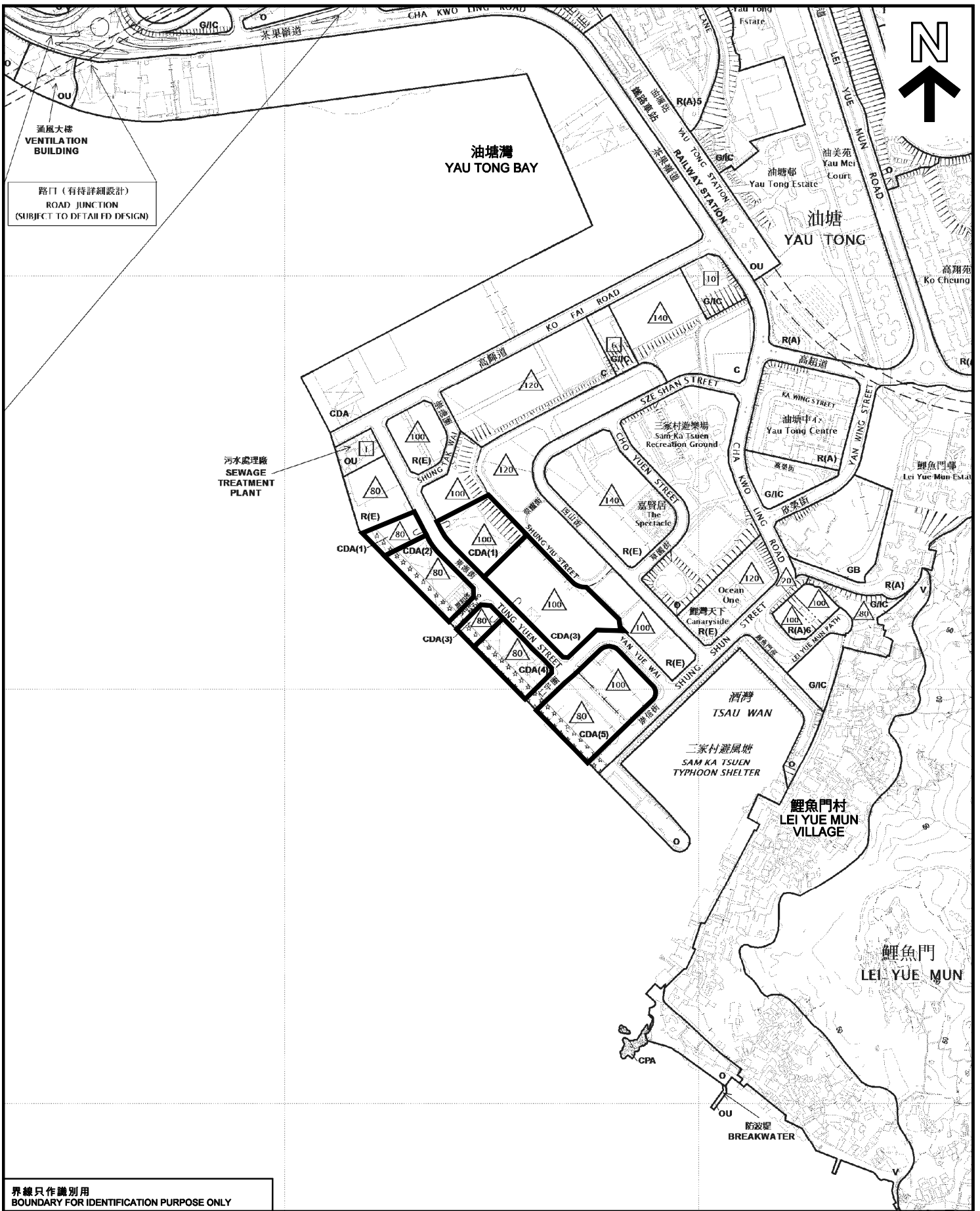
- 8.1 The MLP should be prepared in accordance with the Town Planning Board Guidelines for Submission of MLP under Section 4A(2) of the Town Planning Ordinance (TPB-PG No. 18A) and submitted to the Board for approval under the Ordinance.
- 8.2 The MLP should contain all the information as required under the Notes for the “CDA(1)” to “CDA(5)” zones of the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP and demonstrate clearly that the requirements stated in ES of the OZP and this PB have been complied with. It should indicate 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 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 LMP and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an EA 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 VIA and an AVA to examine any visual and air ventilation problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a DIA and a SIA 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 TIA report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (xi) a geotechnical assessment for “CDA(1)” and “CDA(3)” zones to ensure the integrity of Shung Yiu Street; and
 - (xii) such other information as may be required by the Board.

- 8.3 The MLP 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.
- 8.4 A copy of MLP, if approved by the Board, shall be deposited in the Land Registry and shall be made available for free public inspection in accordance with section 4A(3) of the Ordinance.

9. ATTACHMENTS

- Plan 1** Location Plan
Plan 2 Site Plan
Plan 3 Site Photo
Plan 4 Existing Uses and Lot Boundary
Plan 5 Development Concept

**PLANNING DEPARTMENT
SEPTEMBER 2015**



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年4月14日擬備，
所根據的資料為於2014年12月19日
展示的分區計劃大綱圖編號S/K15/22

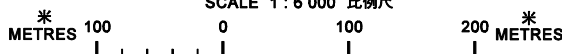
EXTRACT PLAN PREPARED ON 14.4.2015
BASED ON OUTLINE ZONING PLAN No.
S/K15/22 EXHIBITED ON 19.12.2014

位置圖 LOCATION PLAN

油塘東源街及仁字圍
五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE

"COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

SCALE 1 : 6 000 比例尺



規劃署
PLANNING
DEPARTMENT

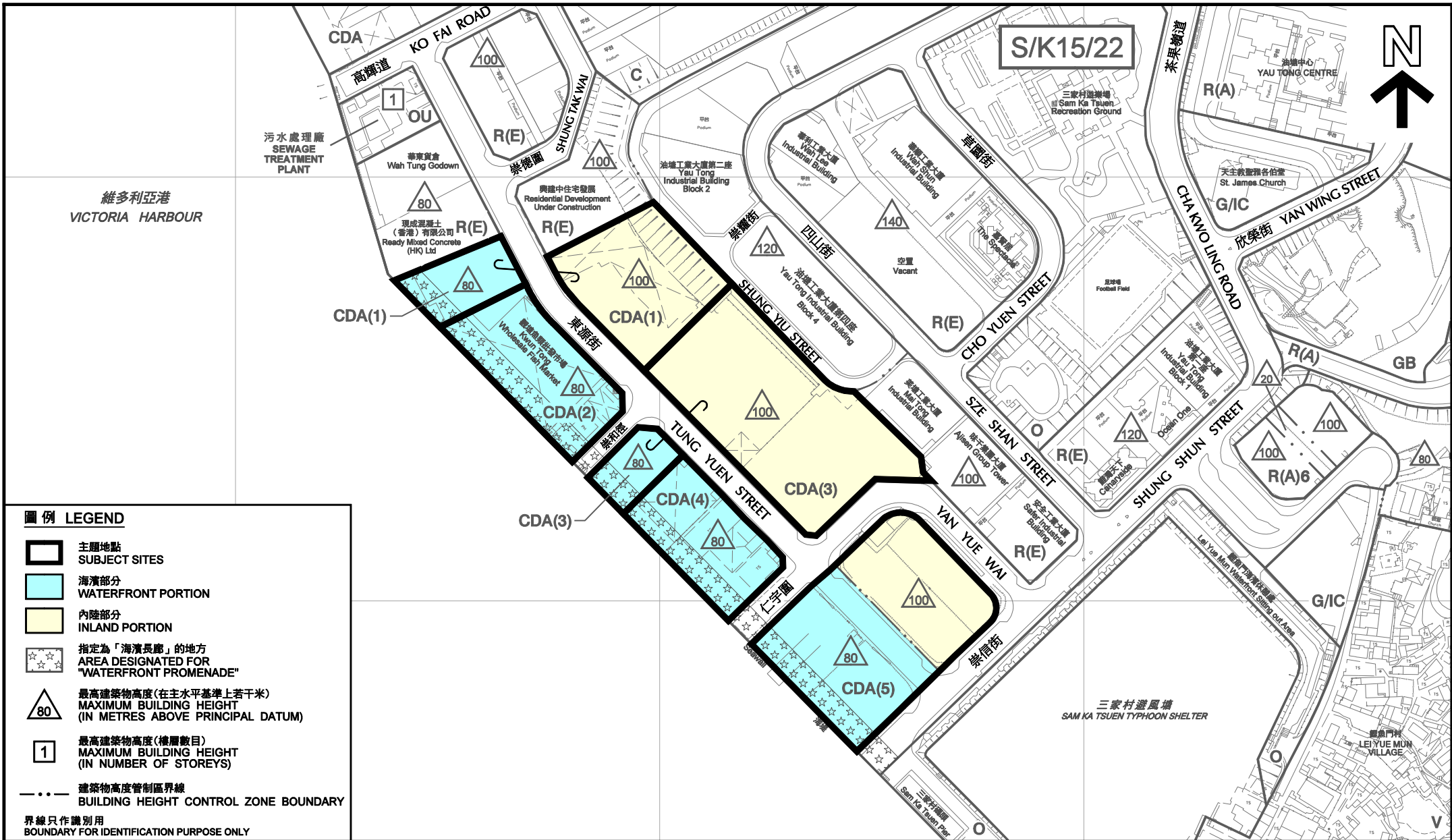


參考編號
REFERENCE No.

M/K15/15/8

圖 PLAN

1



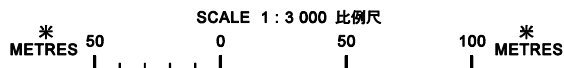
圖例 LEGEND

- 主題地點
SUBJECT SITES
- 海濱部分
WATERFRONT PORTION
- 內陸部分
INLAND PORTION
- 指定為「海濱長廊」的地方
AREA DESIGNATED FOR "WATERFRONT PROMENADE"
- 80 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT
(IN METRES ABOVE PRINCIPAL DATUM)
- 1 最高建築物高度(樓層數目)
MAXIMUM BUILDING HEIGHT
(IN NUMBER OF STOREYS)
- 建築物高度管制區界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

平面圖 SITE PLAN

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
**PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
 AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG**



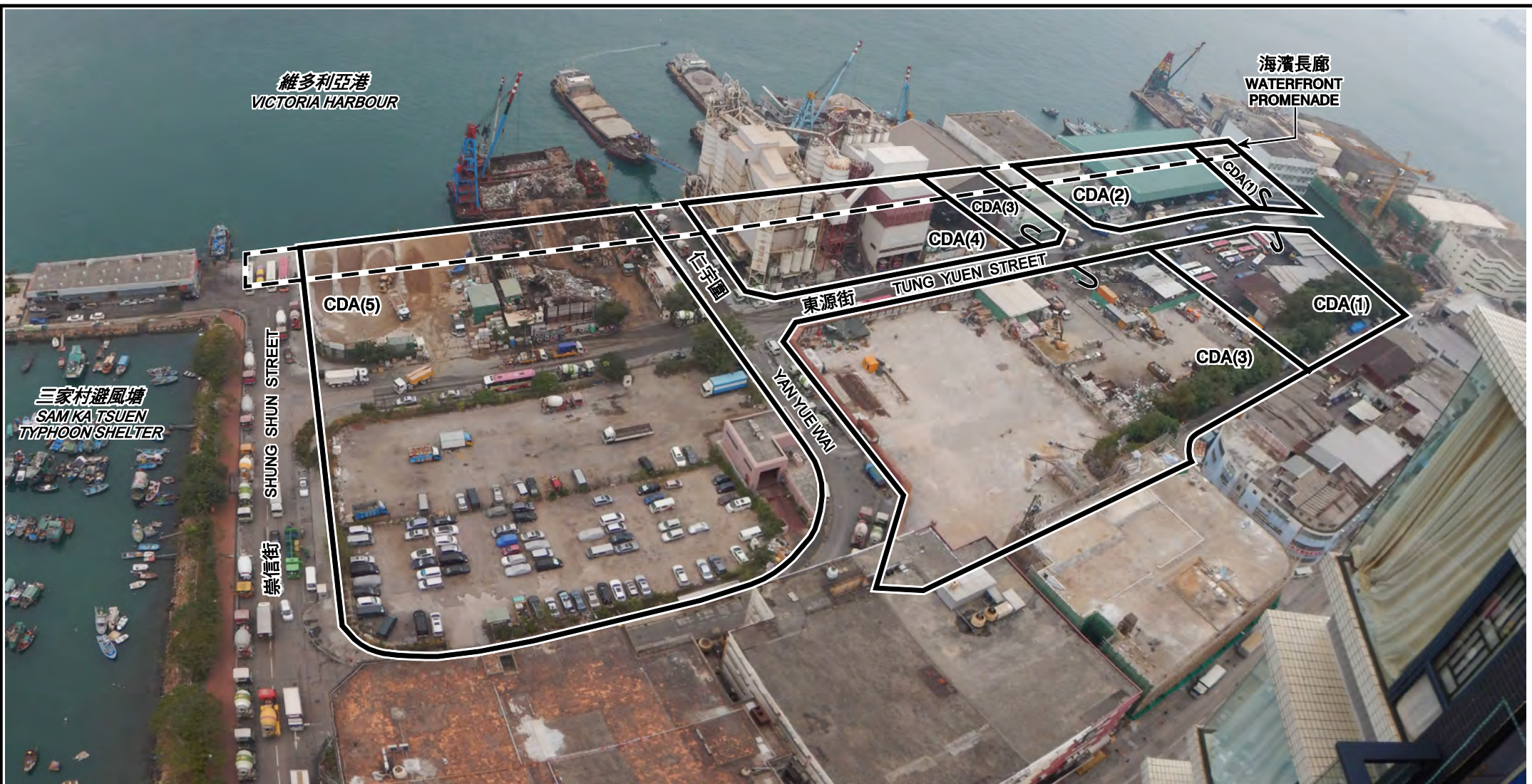
本摘要圖於2015年5月5日擬備，
 所根據的資料為測量圖編號11-SE-4C
 EXTRACT PLAN PREPARED ON 5.5.2015
 BASED ON SURVEY SHEET No. 11-SE-4C

**規劃署
 PLANNING
 DEPARTMENT**



參考編號
 REFERENCE No.
M/K15/15/8

圖 PLAN
 2



維多利亞港
VICTORIA HARBOUR

海濱長廊
WATERFRONT
PROMENADE

CDA(5)

仁字圍

東源街

TUNG YUEN STREET

CDA(2)

CDA(4)

CDA(3)

CDA(1)

三家村避風塘
SAMIKA TSUEN
TYPHOON SHELTER

崇信街
SHUNG SHUN STREET

YAN YUE WAI

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

實地照片 SITE PHOTO

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

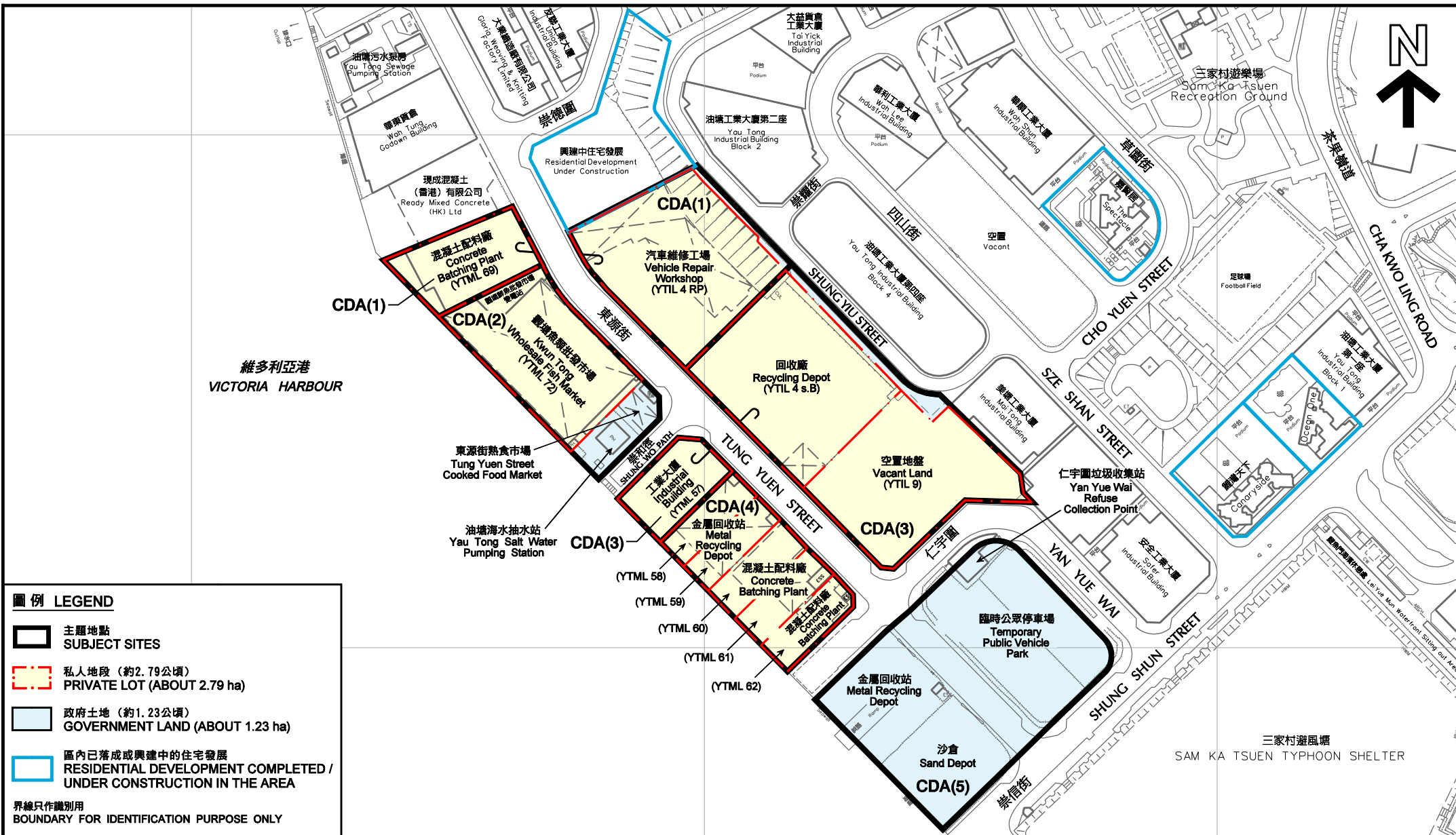
本圖於2015年3月10日擬備，所根據的資料
為攝於2014年11月3日的實地照片
EXTRACT PLAN PREPARED ON 10.3.2015
BASED ON SITE PHOTO TAKEN ON 3.11.2014

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K15/15/8

圖 PLAN
3



圖例 LEGEND

- 主題地點
SUBJECT SITES
- 私人地段 (約2.79公頃)
PRIVATE LOT (ABOUT 2.79 ha)
- 政府土地 (約1.23公頃)
GOVERNMENT LAND (ABOUT 1.23 ha)
- 區內已落成或興建中的住宅發展
RESIDENTIAL DEVELOPMENT COMPLETED / UNDER CONSTRUCTION IN THE AREA

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2015年5月13日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON 13.5.2015
BASED ON SURVEY SHEET No. 11-SE-4C

現有用途及地段界線 EXISTING USES AND LOT BOUNDARY

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG

SCALE 1:2 500 比例尺

米 METRES 50 0 50 100 METRES

**規劃署
PLANNING
DEPARTMENT**

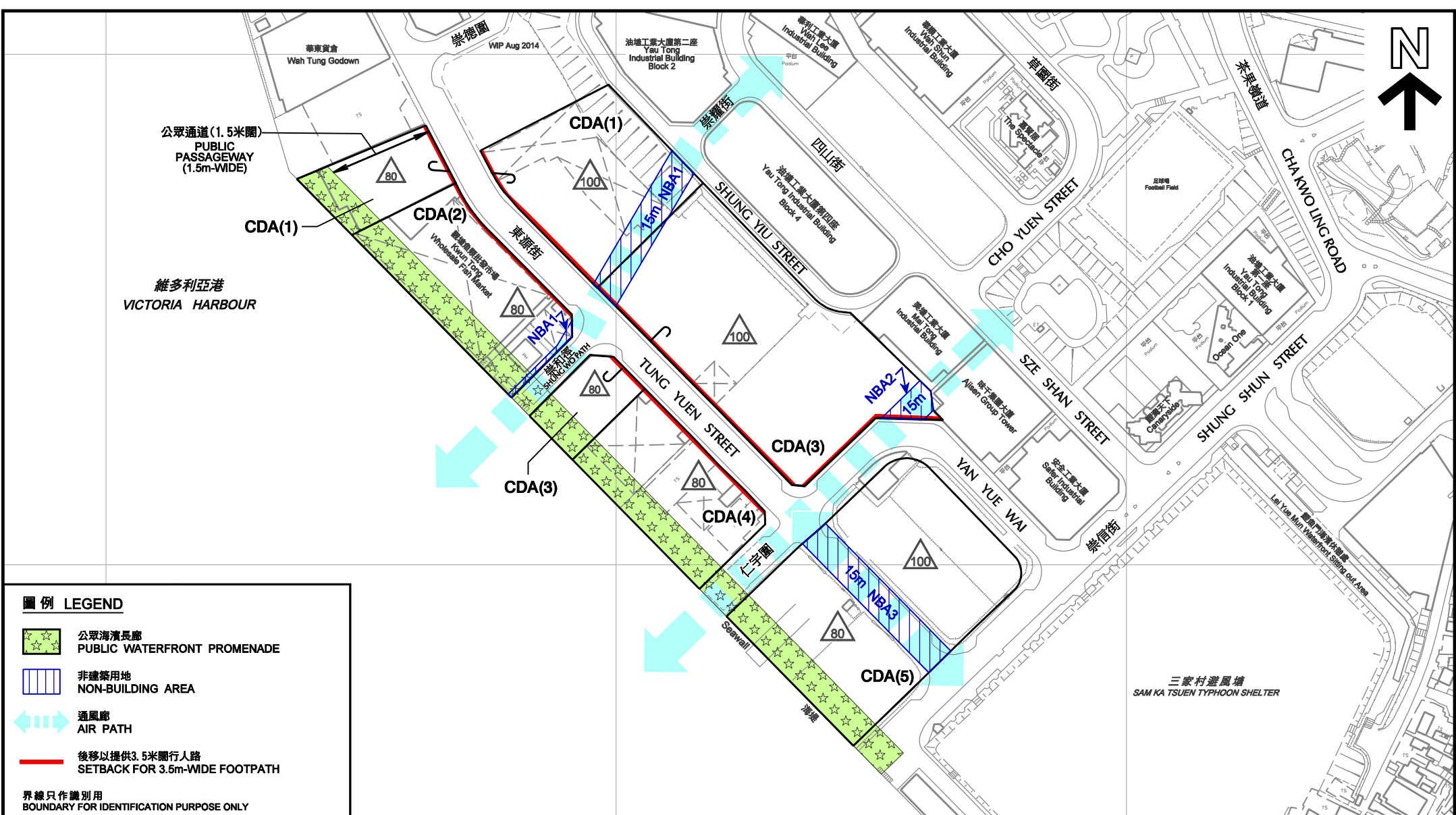
參考編號
REFERENCE No.
M/K15/15/8

圖 PLAN
4



維多利亞港
VICTORIA HARBOUR

公眾通道(1.5米闊)
PUBLIC PASSAGEWAY
(1.5m-WIDE)



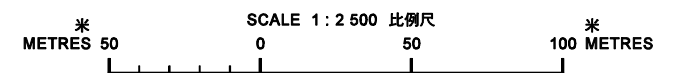
圖例 LEGEND

-  公眾海濱長廊
PUBLIC WATERFRONT PROMENADE
-  非建築用地
NON-BUILDING AREA
-  通風廊
AIR PATH
-  後移以提供3.5米闊行人路
SETBACK FOR 3.5m-WIDE FOOTPATH

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

發展概念 DEVELOPMENT CONCEPT

油塘東源街及仁字圍五個「綜合發展區」規劃大綱
PLANNING BRIEF FOR FIVE "COMPREHENSIVE DEVELOPMENT AREA" ZONES
AT TUNG YUEN STREET AND YAN YUE WAI, YAU TONG



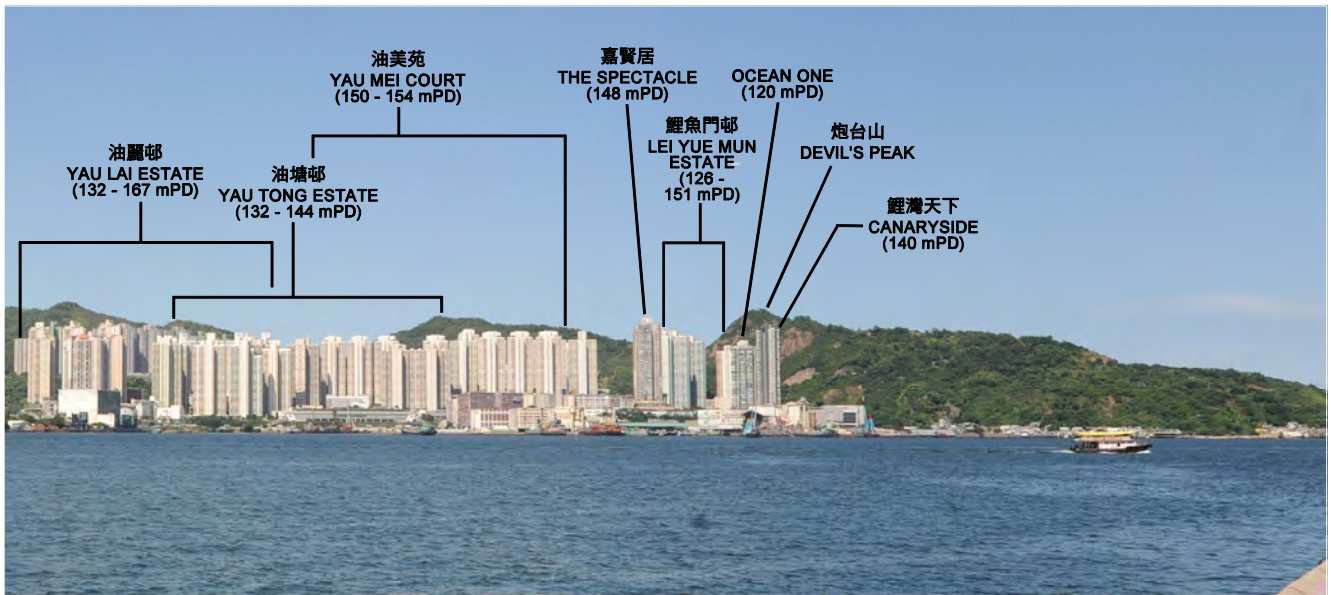
規劃署
PLANNING
DEPARTMENT



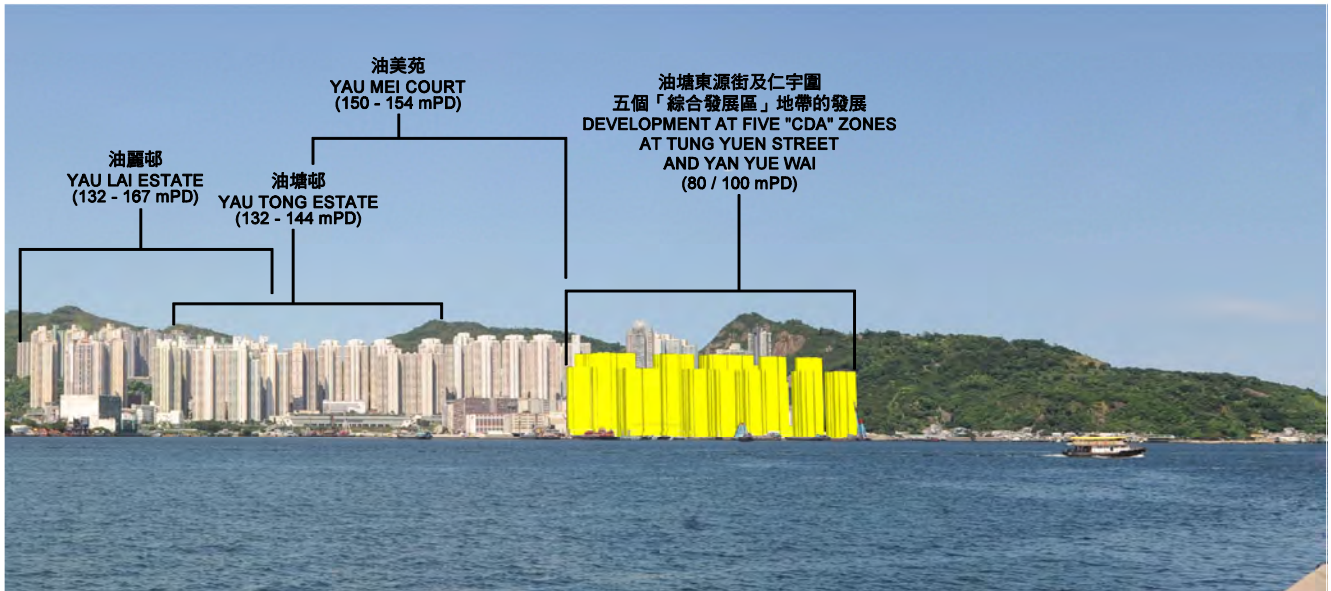
參考編號
REFERENCE No.
M/K15/15/8

圖 PLAN
5

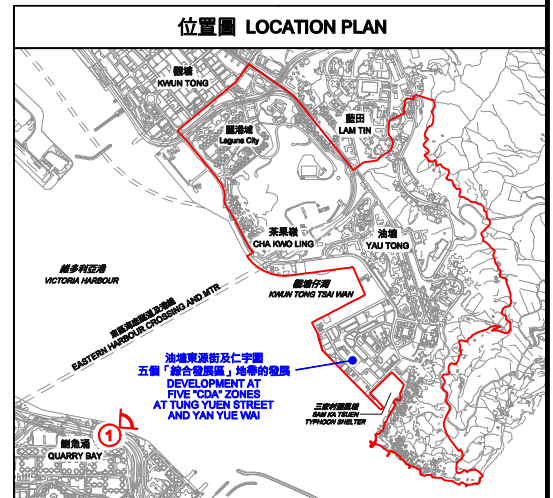
本摘要圖於2015年6月12日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON 12.6.2015
BASED ON SURVEY SHEET No. 11-SE-4C



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



參考編號
REFERENCE No.

M/K15/15/53

圖 PLAN

A

本摘要圖於2015年8月24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 24.8.2015
BASED ON PHOTO TAKEN ON 24.10.2014

