



圖例
NOTATION

ZONES

COMMERCIAL

RESIDENTIAL (GROUP A)

RESIDENTIAL (GROUP B)

GOVERNMENT, INSTITUTION OR COMMUNITY

OPEN SPACE

OTHER SPECIFIED USES

GREEN BELT

C

R(A)

R(B)

G/C

O

OU

GB

地帶

商業

住宅 (甲類)

住宅 (乙類)

政府、機構或社區

休憩用地

其他指定用途

綠化地帶

COMMUNICATIONS

RAILWAY AND STATION

RAILWAY AND STATION (INTERMEDIATE)

RAILWAY AND STATION (ELEVATED)

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

鐵路及車站

鐵路及車站 (地下)

鐵路及車站 (高架)

主要道路及路口

高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

BUILDING HEIGHT CONTROL ZONE BOUNDARY

MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

PETROL FILLING STATION

規劃範圍界線

市區重建局發展計劃範圍

建築物高度管制區界線

最高建築物高度 (在主水平基準上若干米)

最高建築物高度 (樓層數目)

加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	百分比 %	用途
COMMERCIAL	2.58	0.67	商業
RESIDENTIAL (GROUP A)	137.73	35.55	住宅 (甲類)
RESIDENTIAL (GROUP B)	14.46	3.73	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	43.32	11.18	政府、機構或社區
OPEN SPACE	41.49	10.71	休憩用地
OTHER SPECIFIED USES	47.16	12.17	其他指定用途
GREEN BELT	28.50	7.36	綠化地帶
NULLAH	0.09	0.02	明渠
MAJOR ROAD ETC.	67.01	17.30	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.06	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	387.40	100.00	規劃範圍面積

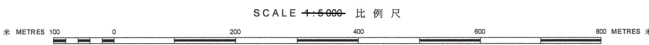
USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	百分比 %	用途
COMMERCIAL	2.58	0.67	商業
RESIDENTIAL (GROUP A)	137.73	35.55	住宅 (甲類)
RESIDENTIAL (GROUP B)	14.46	3.73	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	43.32	11.18	政府、機構或社區
OPEN SPACE	41.49	10.71	休憩用地
OTHER SPECIFIED USES	47.16	12.17	其他指定用途
GREEN BELT	28.50	7.36	綠化地帶
NULLAH	0.09	0.02	明渠
MAJOR ROAD ETC.	67.01	17.30	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.06	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	387.40	100.00	規劃範圍面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2022年3月15日 根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 15 MARCH 2022


Ms Wendy LEUNG 梁蕙儀女士
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的觀塘南部（九龍規劃區第14區部分）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (SOUTH) - OUTLINE ZONING PLAN



規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD



圖則編號
PLAN No. S/K14S/24

本摘要圖於2023年9月7日擬備
EXTRACT PLAN PREPARED ON 7.9.2023

參考編號 REFERENCE No. M/K14S/23/35

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
RESIDENTIAL (GROUP A)	RIA	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
GREEN BELT	GB	綠化地帶
COMMUNICATIONS		交通
RAILWAY AND STATION		鐵路及車站
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)		鐵路及車站（高架）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度（在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度（樓層數目）
PETROL FILLING STATION	P F S	加油站

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	百分率 %	
COMMERCIAL	2.72	0.70	商業
RESIDENTIAL (GROUP A)	137.73	35.55	住宅（甲類）
RESIDENTIAL (GROUP B)	14.87	3.84	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	43.30	11.18	政府、機構或社區
OPEN SPACE	41.41	10.69	休憩用地
OTHER SPECIFIED USES	47.16	12.17	其他指定用途
GREEN BELT	28.50	7.36	綠化地帶
RIVER CHANNEL	0.09	0.02	河道
MAJOR ROAD ETC.	66.98	17.29	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	4.64	1.20	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	387.40	100.00	規劃範圍總面積

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

核准圖編號 S / K 1 4 S / 2 4 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K14S/24

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂
AMENDMENT ITEM A1	修訂項目 A 1 項
AMENDMENT ITEM A2	修訂項目 A 2 項
AMENDMENT ITEM B	修訂項目 B 項
AMENDMENT ITEM C1	修訂項目 C 1 項
AMENDMENT ITEM C2	修訂項目 C 2 項
AMENDMENT ITEM D	修訂項目 D 項

（參看附表）
(SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的觀塘南部（九龍規劃區第 1 4 區部分）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (SOUTH) - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺
米 METRES 100 0 200 400 600 800 METRES 米

圖則編號
PLAN No. S/K14S/24A

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD



KOWLOON PLANNING AREA NO. 14 (PART)

**APPROVED DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO.
S/K14S/244**

(Being an ~~Approved~~ **a Draft** Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
- toll plaza, on-street vehicle park and railway track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 14 (PART)

APPROVED *DRAFT* KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/244

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) <u>Hotel</u> Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Hospital Hotel Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances Petrol Filling Station Wholesale Trade</p>

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

Remarks

- (1) On land designated “Commercial (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building heights, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 86,650m², and the maximum building height in terms of mPD as stipulated on the Plan, or the gross floor area and height of the existing building, whichever is the greater. A public transport interchange, public vehicle park and Government, institution or community (GIC) facilities, as required by the Government, shall be provided.
- (3) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, on land designated “Commercial (2)”, may also be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (1) and (2) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1) and (2) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage
Flat	Establishment
Government Refuse Collection Point (on land designated "Residential (Group A)3" only)	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point (not elsewhere specified)
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances
Residential Institution	Office
School (in free-standing purpose-designed building only)	Petrol Filling Station
Social Welfare Facility	Place of Entertainment
Utility Installation for Private Project	Private Club
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) On land designated “Residential (Group A)” and “Residential (Group A)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (9) and/or (10) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) On land designated “Residential (Group A)” and “Residential (Group A)3”, for a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (9) and/or (10) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated “Residential (Group A)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 134,352m² **and a maximum non-domestic gross floor area of 22,405m².**
- (4) On land designated “Residential (Group A)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum domestic and non-domestic plot ratio of 4.5 and 1.5 respectively, and the maximum building height of ~~150~~ **in terms of** metres above Principal Datum (mPD), **as stipulated on the Plan,** or the plot ratio and height of the existing building, whichever is the greater.
- (5) For the purpose of paragraphs (1) and (4), on land designated “Residential (Group A)”, “Residential (Group A)2” and “Residential (Group A)3”, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable-
- (a) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
- (b) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (4) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (6) On land designated “Residential (Group A)” abutting both Hiu Ming Street and Hiu Kwong Street and land designated “Residential (Group A)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1), (2) and (4) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (8) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) to (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. **Any floor space that is constructed or intended for use solely as public transport facilities and Government, institution or community facilities, as required by the Government, on land designated "Residential (Group A)1", may also be disregarded.**
- (9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (1), (2), (3) or (4) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1) to (4) above may thereby be exceeded.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) to (4) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library <u>Public Clinic (on land designated</u> <u>“Residential (Group B)1” only</u> Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic <u>(not elsewhere specified)</u> Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) ~~No~~On land designated “Residential (Group B)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated “Residential (Group B)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 21,630m², a maximum non-domestic gross floor area of 6,200m² and the maximum building height, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the gross floor area and height of the existing building, whichever is the greater.
- (2)(3) In determining the maximum plot ratio/gross floor area for the purposes of paragraphs (1) and (2), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretakers’ office or caretakers’ quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3)(4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Place of Recreation, Sports or Culture	Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park (excluding container vehicle)	Private Club
Recyclable Collection Centre	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services (not elsewhere specified)
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated “Government, Institution or Community (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Utility Installation (on land designated “Open Space (1)” only) Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. For land designated “Open Space (1)”, provision of minor public utility installations is always permitted.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p style="text-align: center;"><u>For “Business” only</u></p> <p style="text-align: center;">Schedule I: for open-air development or for building other than industrial or industrial-office building[@]</p>	
<p>Ambulance Depot</p> <p>Commercial Bathhouse/Massage Establishment</p> <p>Eating Place</p> <p>Educational Institution</p> <p>Exhibition or Convention Hall</p> <p>Government Use (Police Reporting Centre, Post Office only)</p> <p>Information Technology and Telecommunications Industries</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[△])</p> <p>Off-course Betting Centre</p> <p>Office</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Religious Institution</p> <p>Research, Design and Development Centre</p> <p>School (excluding free-standing purpose-designed building and kindergarten)</p> <p>Shop and Services</p> <p>Training Centre</p> <p>Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio</p> <p>Bus Depot (on land designated —“OU (Business 1)” only)</p> <p>Cargo Handling and Forwarding Facility</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances</p> <p>Non-polluting Industrial Use (not elsewhere specified)</p> <p>Petrol Filling Station</p> <p>School (not elsewhere specified)</p> <p>Social Welfare Facility (excluding those involving residential care)</p> <p>Warehouse (excluding Dangerous Goods Godown)</p> <p>Wholesale Trade</p>

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Business" only (Cont'd)</u>	
Schedule II: for industrial or industrial-office building [@]	
Ambulance Depot Art Studio (excluding those involving direct provision of services or goods) Cargo Handling and Forwarding Facility (not elsewhere specified) Eating Place (Canteen only) Government Refuse Collection Point Government Use (not elsewhere specified) Information Technology and Telecommunications Industries Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ) Office (excluding those involving direct provision of customer services or goods) Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Research, Design and Development Centre Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only) Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)	Broadcasting, Television and/or Film Studio Bus Depot (on land designated —"OU (Business 1)" only) Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only) Industrial Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances Off-course Betting Centre Office (not elsewhere specified) Petrol Filling Station Place of Recreation, Sports or Culture (not elsewhere specified) Private Club Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor) Vehicle Repair Workshop Wholesale Trade

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^Δ, the following use is always permitted :

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following uses may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Religious Institution
School (excluding kindergarten)
Shop and Services
Training Centre

Social Welfare Facility (excluding those involving residential care)

- @ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- △ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).
- # Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For “Business” only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Petrol Filling Station" only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations serving the needs of local residents as well as the general public.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Sewage Treatment Plant" only

Sewage Treatment/Screening Plant	Government Use (not elsewhere specified) Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Drainage Facility and At-grade Public Open Space” only</u>	
Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Utility Installation (Drainage Facility only) Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Place of Entertainment Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of drainage facility with underground storm water storage tank and ancillary aboveground structures as well as at-grade public open space.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum building height in terms of number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREA NO. 14 (PART)

~~APPROVED~~ *DRAFT* KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/24A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 14 (PART)

APPROVED DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/24A

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KOWLOON PLANNING AREA NO. 14 (PART)

APPROVED DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/24A

(Being an Approved **a Draft** Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the approved **draft** Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/24A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 9 January 1959, the draft Ngau Tau Kok Village - Proposed Layout Plan No. LK 15/24/2, being the first statutory plan covering the western part of the Kwun Tong area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). On 9 June 1959, the then Governor-in-Council (G in C) under the then section 8(1) of the Ordinance, approved the draft Layout Plan. In January 1964, the approved Layout Plan was referred back to the Board for amendment. On 25 September 1964, the Ngau Tau Kok Village Layout Plan No. LK 14/17, which replaced the Plan No. LK 15/24/2, was gazetted under section 5 of the Ordinance, and was subsequently approved by the then G in C on 9 March 1965 under the then section 8(1) of the Ordinance.
- 2.2 On 9 May 1984, the Board was directed under section 3 of the Ordinance to prepare a draft statutory plan for the Kwun Tong and Lam Tin areas. On 26 August 1986, the approved Ngau Tau Kok Village Layout Plan was referred back to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 11 December 1987, the draft Kwun Tong OZP No. S/K14/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 6(7) and 7 of the Ordinance. On 1 May 1990, the then G in C agreed to refer the OZP No. S/K14/4 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance.
- 2.3 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board on 3 February 1993, under section 3(1)(a) of the Ordinance, to prepare a separate draft OZP for the Anderson Road Quarries and the adjoining area to tie in with the rehabilitation scheme of Anderson Road Quarries. In this connection, the land north of Sau

Mau Ping Road was excised from the draft Kwun Tong OZP and the OZP was re-named as the draft Kwun Tong (South) OZP. On 21 May 1993, the draft Kwun Tong (South) OZP No. S/K14S/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 7 of the Ordinance.

- 2.4 On 14 September 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/6. On 19 September 2000, the CE in C referred the approved OZP No. S/K14S/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 10 July 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/8. On 25 September 2001, the CE in C referred the approved OZP No. S/K14S/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 16 March 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/10. On 5 October 2004, the CE in C referred the approved OZP No. S/K14S/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 27 March 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/14. On 5 June 2007, the CE in C referred the approved OZP No. S/K14S/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.8 On 5 October 2007, the draft Kwun Tong (South) OZP No. S/K14S/15, mainly indicating two areas of the Plan replaced by the draft Urban Renewal Authority (URA) Kwun Tong Town Centre (KTTC) – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/1 and the draft URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/1, was exhibited for public inspection under section 5 of the Ordinance.
- 2.9 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/16. On 7 February 2012, the CE in C referred the approved OZP No. S/K14S/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.10 On 4 June 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/18. On 1 April 2014, the CE in C referred the approved OZP No. S/K14S/18 to the Board for amendment under section 12(1)(b)(ii) of the

Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

- 2.11 On 21 July 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/20. On 18 October 2016, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.12 On 30 October 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/22. On 4 June 2019, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the approved OZP was notified in the Gazette on 14 June 2019 under section 12(2) of the Ordinance.~~ **The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.**
- ~~2.13 On 19 March 2021, the draft Kwun Tong (South) OZP No. S/K14S/23, incorporating amendments mainly to include the rezoning of a waterfront area at the Kwun Tong Business Area (KTBA) from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (2)” (“C(2)”), “O” and “O(1)”, “Other Specified Uses” (“OU”) annotated “Drainage Facility and At-grade Public Open Space” and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 16 representations were received. On 25 June 2021, the representations were published for three weeks for public comments and a total of five comments were received. After giving consideration to the representations and comments on 5 November 2021, the Board decided not to uphold the representations and that no amendment should be made to the draft OZP to meet the representations.~~
- 2.14~~3~~ On 15 March 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/24. ~~On 25 March 2022, the approved Kwun Tong (South) OZP No. S/K14S/24 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance.~~ **On 14 June 2022, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 8 July 2022 under section 12(2) of the Ordinance.**
- 2.14 On XX XXXX 2023, the draft Kwun Tong (South) OZP No. S/K14S/25 (the Plan), incorporating amendments mainly to (i) rezone a site at Lai Yip Street from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (1)” (“C(1)”); (ii) rezone a site at How Ming Street from “Other Specified Uses” (“OU”) annotated “Business 1” (“OU(B)1”) to “OU(B)”;**
(iii) rezone a strip of land at Hang On Street from “O” to “G/IC”;
and (iv) incorporate the area with the completed development covered by the approved URA KTTC – Yuet Wah

Street Site DSP No. S/K14S/URA2/2 into the OZP, was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport network so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kwun Tong (South) area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by Hoi Bun Road, Shun Yip Street and Ngau Tau Kok Road to the west; Chun Wah Road and Sau Mau Ping Road to the north; and Lei Yue Mun Road and King Yip Street to the south. The eastern boundary largely follows the district administrative boundary for the Kwun Tong District. The boundary of the Area is shown in a heavy broken line on the Plan and includes ~~the two areas~~ an area designated as "URA KTTC DSP Area". It covers about 387 hectares of land.

- 5.2 The Area can be separated into two portions in terms of land use. The portion to the south-west of Kwun Tong Road, which was formed by reclamation in the 1950s, is the **Kwun Tong Business Area (KTBA)**, which is one of the major employment centres in the main urban area. The area is under transformation to meet the changing needs of the non-polluting industrial and business sectors. The portion to the northeast of Kwun Tong Road and Lei Yue Mun Road is predominantly occupied by residential developments, particularly public housing estates.

6. **POPULATION**

Based on the 2016 Population By-census, the population of the Area was estimated by the Planning Department as about 302,100 persons. It is estimated that the planned population of the Area would be about 348,400 **320,000** persons.

7. **BUILDING HEIGHT RESTRICTIONS IN KWUN TONG BUSINESS AREA KTBA**

- 7.1 As revealed from the public consultations undertaken under the Study of Urban Design Guidelines for Hong Kong (2003, **the UDG Study**), the community was in general supportive of the initiative to instigate **building** height control in the statutory plans to protect views to the ridgelines from popular vantage points. In taking this forward, proposals for building height restriction (**BHR**) for the Kwun Tong and Kowloon Bay Business Areas were prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment.
- 7.2 In main, the ~~building height restrictions~~ **BHRs** are to preserve the views to the Kowloon Ridgelines from the vantage points recommended in the ~~Urban Design Guidelines~~ **UDG** Study, taking into account the local area context and the need to maintain visually compatible building masses in the wider setting. There are four height bands – 100 metres above Principal Datum (mPD), 130mPD, 160mPD and 200mPD imposed for the commercial, business and industrial developments in KTBA, for preserving views to the ridgelines and reinforcing discernible district centre character at the main activity node of the Mass Transit Railway (MTR) Kwun Tong Station and KTTC. These height bands help achieve a stepped height profile for visual permeability, reduce the solidness of KTBA and maintain a more intertwined relationship with the Victoria Harbour edge. Sharp contrast and significant visual barrier to adjacent major residential development such as Laguna City is also avoided.
- 7.3 ~~Building height restrictions~~ **BHRs** for Government, institution or community (GIC) and utility sites in KTBA in height bands of 15mPD and 40mPD are also incorporated to provide visual relief to the high density environment of KTBA.
- 7.4 A minor relaxation clause in respect of the ~~building height restrictions~~ **BHRs** is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each application for minor relaxation of ~~building height restriction~~ **BHRs** under

section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air ventilation and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

7.5 However, for existing buildings where the building height has already exceeded the maximum ~~building height restrictions~~ **BHRs** in terms of mPD and/or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

7.6 ~~Building height restrictions~~ **BHRs** have also been incorporated for some development sites outside KTBA. The criteria as mentioned in paragraphs 7.4 and 7.5 above are also relevant for consideration of application for minor relaxation of the ~~building height restrictions~~ **BHRs** for these sites.

8. **LAND USE ZONINGS**

8.1 **“Commercial” (“C”) - Total Area 2.5872 ha**

8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

8.1.2 There are a total of seven sites under “C(1)” zoning. They are located in KTBA to the south of Kwun Tong Road. These commercial sites, which are either located near road junctions or major transport interchanges, have been developed to provide commercial facilities for the workers. Multi-storey car parks are incorporated in some of the developments.

- 8.1.3 A maximum plot ratio of 12.0 is imposed on these “C(1)” zones. Developments and redevelopments in the “C(1)” sites are subject to maximum building heights of 100mPD or 130mPD as stipulated on the Plan.

8.1.4 The Lai Yip Street commercial development site (the LYS Site) near the waterfront is zoned “C(1)”, which is proposed for commercial development with flexibility in provision of hotel. Arts, cultural and creative industries (ACC) uses are encouraged at this site to create synergies with the Fly the Flyover sites in the immediate vicinity. Not less than 3,600m² of gross floor area (GFA) for ACC/retail/food and beverage (F&B) uses shall be provided at the site, of which not less than 300m² shall be for retail/F&B uses at the ground level along Hoi Bun Road. ACC uses may include arts centre, arts gallery, cultural complex, venue for performances and theatrical entertainment, concert hall, city hall/ town hall, arts studio, rehearsal room for art performance, craft workshop, design and media production, audio-visual recording studio, school and training centre (related to ACC only), retail shop (related to ACC only), institutional use (related to ACC only) and facilities of appropriate scale which are directly related and ancillary to the aforementioned uses. For the avoidance of doubt, cinema and movie theatre are not regarded as ACC uses.

8.1.5 The LYS Site should provide 24-hour public passageway(s) and potential connections to the proposed “multi-modal” Environmentally Friendly Linkage System at Wai Yip Street and Kwun Tong Promenade, as well as barrier free access between the connection point(s) and ground level. Above-ground setback along Wai Yip Street and ground-level setback of 1m along Lai Yip Street with a clear headroom of 5m shall be provided to enhance walkability and to align with the building lines nearby. A minimum greening ratio of 30% shall be provided at the site. Distinctive architectural design is encouraged at the site to capitalise on its prime harbourfront location.

- 8.1.46 A waterfront site at the KTBA is zoned “C(2)”, which is proposed for a ~~mixed~~-commercial development with office, shop, services and/or eating place uses. A maximum ~~gross floor area~~ **GFA** of 86,650m² is stipulated for achieving an optimal development intensity having regard to the local road capacities and its waterfront setting. An at-grade public transport interchange (PTI), social welfare facilities and public vehicle park as required by the Government, a minimum total provision of 6,500m² public open space in private development (POSPD) at ground level and deck level at locations facing the waterfront with sea view, and not less than 90m of retail frontage which may include ~~food and beverage~~ **F&B** uses at the ground level of the commercial development facing the waterfront shall be provided. The Emergency Vehicular Access for the “C(2)” site should be designed in a manner which would not compromise public enjoyment of the waterfront promenade. In determining the maximum ~~gross floor area~~ **GFA** of the development/redevelopment in the “C(2)” zone, any

floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A maximum building height of 100mPD is imposed for the main portion of the site for blending in with the stepped building height profile descending from the inland area towards the waterfront. A stepped-down height profile towards the waterfront should also be adopted for the buildings on this site. Having regard to the air ventilation assessment (AVA) conducted under the Planning and Engineering Study on Kwun Tong Action Area, which identified Hoi Yuen Road as a major air corridor, and in order to allow wind penetration to the inland area, a maximum building height of 15mPD is imposed for the western portion of this site that generally aligns with Hoi Yuen Road.

8.1.57 In the “C(2)” zone, a stepped-down viewing deck facing the waterfront should be incorporated at the deck level of the POSPD, with the lowest level sufficiently below the soffit level of Kwun Tong Bypass to provide sea view. A set of landscaped staircases cascading down from the deck level to the adjoining public open space in the “OU” annotated “Drainage Facility and At-grade Public Open Space” zone and the waterfront promenade should be provided. Connections with barrier free accesses between at-grade and elevated levels as well as between private and public developments in the vicinity should be provided for enhancing connectivity and accessibility. Design Control Drawing would be prepared to provide guidelines to ensure that the proposed at-grade POSPD and the adjoining public open space would be designed in a comprehensive and integrated manner.

8.1.68 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations (B(P)R), the above specified maximum plot ratio/~~gross floor area~~ GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

8.1.72 To provide design/architectural flexibility, minor relaxation of the plot ratio/~~gross floor area~~ GFA/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of ~~building height restriction~~ BHR. However, for any existing building with plot ratio/~~gross floor area~~ GFA already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio/~~gross floor area~~ GFA restrictions unless under exceptional circumstances. Each application will be considered on its own merits.

8.1.10 The plot ratio control for the LYS Site is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/ Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

8.2 “Residential (Group A)” (“R(A)”) - Total Area 137.73 ha

- 8.2.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 8.2.2 Existing public rental housing (PRH) estates in the Area include Lok Wah (North and South) Estate, Upper Ngau Tau Kok Estate, Sau Mau Ping Estate, Sau Mau Ping South Estate, Wo Lok Estate, Wan Hon Estate, Tsui Ping (North and South) Estate, Kai Tin Estate, Ping Tin Estate, On Tin Estate, Hing Tin Estate, Lam Tin Estate and Tak Tin Estate. Existing Home Ownership Scheme developments include Lok Nga Court, Lei On Court, On Kay Court, Chun Wah Court, Cheung Wo Court, Hong Tin Court, Hong Yat Court, Hiu Lai Court, Po Pui Court, Hong Wah Court and Hong Ying Court. Existing public housing developments under the Hong Kong Housing Society (HKHS) include Lotus Tower and Kwun Tong Garden Estate Phase II.
- 8.2.3 *A site abutting both Hiu Ming Street and Hiu Kwong Street, which is zoned “R(A)”, is reserved for PRH development and is subject to maximum building heights of 80mPD (for the upper platform and its adjoining slope) and 150mPD (for the lower platform) as shown on the Plan.* A site along Sau Ming Road, which is zoned “R(A)2”, is developed for PRH cum community hall GIC development. To prevent massive and out-of-context development, the site is subject to a maximum building height of 150mPD as stated in the Notes shown on the Plan, a maximum domestic plot ratio of 4.5 and a maximum non-domestic plot ratio of 1.5. Various GIC facilities including a community hall, a small public library and a study area would be are provided within the development. ~~A site abutting both Hiu Ming Street and Hiu Kwong Street is reserved for PRH development and is subject to maximum building heights of 80mPD (for the upper platform and its adjoining slope) and 150mPD (for the lower platform) as shown on the Plan.~~ A site abutting both Ting On Street and Ngau Tau Kok Road, which is zoned “R(A)3”, is proposed for public housing development under HKHS and is subject to a maximum building height of 110mPD as shown on the Plan. *A neighbourhood elderly centre and a refuse collection point shall be provided within the development.* To increase building permeability and allow more wind penetration, two setbacks shall be provided along Ting On Street and Ngau Tau Kok Road and a stepped terrace architectural design shall be adopted for minimising the podium structure at the “R(A)3” site. In order to minimise any adverse air ventilation impact on the surrounding low to medium-rise developments, a quantitative air ventilation assessment AVA is required at the detailed design stage to explore more opportunity on scheme improvement.
- 8.2.4 A wide range of GIC and supporting facilities such as primary schools, community halls, children and youth centres, elderly centres, local open space, indoor games halls, markets and shopping centres are provided within these the public housing estates to serve the residents.

Some of the community facilities are free-standing within the housing estates. ~~They are as follows:~~

<u>Name of Estate</u>	<u>No. of Free-standing Facilities</u>
Lok Wah Estate	2 primary schools and 1 community centre
Tsui Ping Estate	1 primary school
Lam Tin Estate	1 municipal services building
Ping Tin Estate	2 primary schools
Sau Mau Ping Estate	4 primary schools
Upper Ngau Tau Kok Estate	1 primary school

~~These school and GIC facilities, existing or planned, are zoned “R(A)” on the OZP so as to allow for flexibility in the comprehensive planning and development of these large residential sites.~~

- 8.2.5 Existing private residential developments include those to the north/west of KTTC, as well as those at On Wah Street, Ting On Street, Hiu Kwong Street and Kai Tin Road.
- 8.2.6 In the consideration of the overall transport, environmental and infrastructural constraints as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the gross floor areas **GFAs** for these developments/redevelopments, the sites for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.2.7 The northern part of Sceneway Garden, which is a comprehensive private residential development above the **Lam Tin Station** PTI, is within the “R(A)1” zone. The southern part of the development is built on top of the MTR Lam Tin Station on the other side of Lei Yue Mun Road which falls within the **adjoining** Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, ~~that is outside the Plan area~~. A landscaped deck is built over the road linking the two parts of the development together. ~~To ensure that the intensity of this private development is under statutory planning control, a~~ **The “R(A)1” zone is subject to a maximum domestic gross floor area GFA of 134,352m² and a maximum non-domestic GFA of 22,405m² is imposed under the Notes of the Plan. Apart from a PTI, various GIC facilities including a social centre for the elderly and government offices are provided within the development. In determining the maximum GFA of the development/redevelopment in the “R(A)1” zone, any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities, as required by the Government, may be disregarded.**

8.2.8 In the circumstances set out in Regulation 22 of the ~~Building (Planning) Regulations~~ **B(P)R**, the above specified maximum plot ratios or ~~gross floor areas~~ **GFA**s may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

8.2.9 To provide design/architectural flexibility, minor relaxation of the plot ratio/~~gross floor area~~ **GFA**/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of ~~building height restriction~~ **BHR**. However, for any existing building with plot ratio/~~gross floor area~~ **GFA** already exceeding the restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio/~~gross floor area~~ **GFA** restrictions unless under exceptional circumstances. Each application will be considered on its own merits.

8.3 “Residential (Group B)” (“R(B)”) - Total Area 14.46~~87~~ ha

8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The private residential developments along Kung Lok Road, Hong Lee Road, Yuet Wah Street, Tin Heung Street and upper sections of Hong Ning Road and Hip Wo Street fall within this zone. **Developments within the “R(B)” zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing and planned road network.**

8.3.2 ~~Developments within this zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing and planned road network.~~ **A residential development, known as Park Metropolitan, at Yuet Wah Street is zoned “R(B)1” to reflect the as-built GIC facilities within its podium. The site was previously covered by the approved URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/2. The GIC facility (known as the Kwun Tong Community Health Centre Building) and the pedestrian passageway linking Yuet Wah Street and the URA KTTC Main Site form part of a wider package of GIC uses and pedestrian network within the URA KTTC redevelopment project. The “R(B)1” zone is subject to a maximum domestic GFA of 21,630m², a maximum non-domestic GFA of 6,200m² solely for GIC facilities, and a maximum building height of 140mPD, as stipulated on the Plan.**

8.3.3 To provide design/architectural flexibility, minor relaxation of the plot ratio/~~GFA~~/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. However, for any existing building with plot ratio/~~GFA~~ already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio/~~GFA~~ restriction unless

under exceptional circumstances. Each application will be considered on its own merits.

8.4 “Government, Institution or Community” (“G/IC”) - Total Area 43.320 ha

- 8.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 8.4.2 Major existing GIC facilities include United Christian Hospital at Sau Nga Road, Ngau Tau Kok Jockey Club Clinic at Ting On Street, Lam Tin Polyclinic at Kai Tin Road, Ngau Tau Kok Government Offices at On Wah Street, Hong Kong Public Records Building at Tsui Ping Road, various social welfare facilities at Kung Lok Road, Kwun Tong Road, Fuk Tong Road and Fuk Ning Road, two vocational training centres at Wan Hon Street and Tsui Ping Road, two Municipal Services Buildings at Ngau Tau Kok Road and Shui Wo Street, two divisional police stations at Hong Ning Road and Lei Yue Mun Road, two sub-divisional fire stations at Hoi Yuen Road and Kai Tin Road, a Disciplined Services Quarters at Wo Hong Path, a market-cum-rooftop garden complex at Yee On Street, a sports centre at Hiu Kwong Street, a swimming pool complex at Tsui Ping Road, service reservoirs, pumping stations, electricity substations, telephone exchanges, community centres, churches, a higher educational facility and a number of primary and secondary schools.
- 8.4.3 Developments and redevelopments in the “G/IC(1)” sites in KTBA to the south of Kwun Tong Road are subject to maximum building heights of 15mPD or 40mPD as stipulated on the Plan. The “G/IC(1)” site abutting Kei Yip Street is the dangerous goods vehicle (DGVs) queuing area of the Kwun Tong Vehicular Ferry Pier (KTVFP), which falls within the Kai Tak OZP. The KTVFP and the DGVs queuing area is a restricted zone. For any new shared-use activities or design proposals in the DGVs queuing area, relevant Government departments should be consulted and their prior agreement should be obtained in order not to affect the operation of the DGVs queuing area.
- 8.4.4 To provide design/architectural flexibility, minor relaxation of the ~~building height restriction~~ BHR may be considered by the Board on application under section 16 of the Ordinance pursuant to the criteria given in paragraphs 7.4 and 7.5 above. Each application will be considered on its own merits.

8.5 “Open Space” (“O”) - Total Area 41.491 ha

- 8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

- 8.5.2 Major existing open spaces in the Area include Kwun Tong Recreation Ground, Hong Ning Road Recreation Ground, Sau Ming Road Park, Hoi Bun Road Park, Lam Tin Park, Hong Ning Road Park, the playgrounds at On Tak Road, Kung Lok Road, Yuet Wah Street, Sau Nga Road, Hiu Ming Street, Tsun Yip Street, and a number of rest gardens/sitting-out areas at various locations. Additional sites have been reserved at Kai Tin Road and Tseung Kwan O Road.
- 8.5.3 Two sites to the west and south of the Hoi Yuen Road/Wai Yip Street junction are reserved for local open spaces, including one site zoned “O(1)” where provision of minor public utility installations (PUI) is always permitted. The PUI to be provided at the “O(1)” zone is a gas governor kiosk, and its design should have due regard to the planning intention of the public open space.
- 8.5.4 Local open spaces providing sitting-out areas, children’s playground and/or recreational facilities are also provided on top of the decked service reservoirs and within public housing developments, comprehensive residential developments, and/or some private residential and commercial/residential developments.

8.6 “Other Specified Uses” (“OU”) - Total Area 47.16 ha

- 8.6.1 This zoning covers land allocated for specific uses which include Business, Petrol Filling Station (PFS), Sewage Treatment Plant and Drainage Facility and At-grade Public Open Space.
- 8.6.2 About 45.57ha of land is zoned “OU” ~~annotated “Business” (“OU(B)”)~~. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial and or industrial-office (I-O) buildings. As it is not possible to phase out existing polluting and hazardous industrial uses all at once on land zoned “OU(B)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in KTBA until the whole area is transformed to cater for the new non-polluting business uses. ~~The s~~Setting back of buildings to cater for the future increase in traffic/pedestrian demand and for amenity/streetscape enhancement, and non-building areas (NBAs) to facilitate loading/unloading activities may also be required. The setback and NBA requirements are stipulated in the departmental outline development plan (ODP) and enforced through lease modification process where appropriate.
- ~~8.6.3 A site at How Ming Street to the northwest of Tsun Yip Street Playground is zoned “OU(B)1”. It is also for general employment uses with the same planning intention as stated in paragraph 8.6.2. However, in order to make provision for redevelopment of the vacated bus depot if necessary, ‘Bus Depot’ use is included in Column 2 of the~~

~~“OU(B)1” zone to allow the Board to scrutinise any submitted proposals to its satisfaction.~~

- 8.6.43 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites zone are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 200mPD as stipulated on the Plan. Reference should be made to the relevant Town Planning Board Guidelines. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations **B(P)R**, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.6.54 The sewage treatment plant at Wing Yip Street zoned “OU” annotated “Sewage Treatment Plant” is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public. Development and redevelopment therein is subject to a maximum building height of 15mPD.
- 8.6.65 A waterfront site to the southwest of the Hoi Yuen Road/Wai Yip Street junction zoned “OU” annotated “Drainage Facility and At-grade Public Open Space” is reserved for drainage facility, with underground storm water storage tank and ancillary aboveground structures, and with provision of at-grade public open space. Development and redevelopment therein is subject to a maximum building height of 1 storey (excluding basement floor(s)). The drainage facility should be designed to respect the harbourfront setting and integrate with the at-grade public open space for public enjoyment.
- ~~8.6.7 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites are subject to maximum building heights ranging from 100mPD to 200mPD as stipulated on the Plan. Development and redevelopment in the “OU” annotated “Sewage Treatment Plant” site is subject to a maximum building height of 15mPD.~~
- 8.6.86 To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of building height restriction **BHR**. However, for any existing building with plot ratio already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio restriction unless under exceptional circumstances. Each application will be considered on its own merits.
- 8.6.97 The ~~petrol filling stations~~ **PFSs** at Kwun Tong Road and Hiu Kwong Street zoned “OU” annotated “Petrol Filling Station” are intended primarily for the provision of ~~petrol filling stations~~ **PFSs** serving the needs of local residents as well as the general public.

8.7 “Green Belt” (“GB”) - Total Area 28.50 ha

8.7.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

8.7.2 It includes the closed Ma Yau Tong West and Ma Yau Tong Central landfill sites. *A sitting out area has been developed at part of the restored Ma Yau Tong West landfill site.* Restoration works *at the remaining portions of the landfill sites* for recreational, *environmental or other facilities* ~~after-use~~ are currently in progress. Part of Lam Tin Park and hillslopes at various locations are also within this zone.

9. COMMUNICATIONS

9.1 Roads

9.1.1 The primary distributors in the Area include Kwun Tong Bypass and Tseung Kwan O Road. Kwun Tong Bypass along the southwestern boundary of the Area links Eastern Harbour Crossing in the southeast and Tseung Kwan O Tunnel via Tseung Kwan O Road in the northeast. This Bypass also forms part of the road network connecting the Eastern Harbour Crossing to the approaches of the Tate’s Cairn Tunnel portal at Diamond Hill. Tseung Kwan O Road links Tseung Kwan O New Town via Tseung Kwan O Tunnel, which forms ~~the~~ *one of two* principal accesses from the main urban areas to the New Town.

9.1.2 Major district distributors in the Area include Kwun Tong Road, Lei Yue Mun Road and Wai Yip Street. These distributors, running in a northwest and southeast direction, connect the Area, in particular KTBA, with Central and West Kowloon. The business area is also served by local distributors including Hung To Road, Lai Yip Street, Tsun Yip Street and Hoi Yuen Road.

9.1.3 Sau Mau Ping Road, Tsui Ping Road, Hip Wo Street and Hong Ning Road are the major local distributors in the north-eastern part of the Area. The main function of these roads is to serve the residents of the public and private housing developments in the Area. Sau Mau Ping Road at the northern edge of the Area together with Shun Lee Tsuen Road and Po Lam Road also provide external linkages to Central and West Kowloon to the west, and Sai Kung and Tseung Kwan O to the east.

9.2 Mass Transit Railway

The existing MTR Kwun Tong Line runs along Kwun Tong Road and Lei Yue Mun Road on elevated tracks. It connects MTR Tseung Kwan O Line with interchange at MTR Yau Tong Station for harbour crossing. There are two stations in the Area, namely, MTR Ngau Tau Kok Station and MTR Kwun Tong Station.

9.3 Public Transport

Apart from the MTR, the Area is also well served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential, commercial, business and industrial developments in the Area.

10. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS

10.1 ~~Two areas have~~ A site has been designated as “URA DSP Areas”. ~~The land use zonings of the areas are depicted on the relevant URA DSPs and they will be implemented by the URA.~~

10.2 ~~The DSP for KTTC – Main Site~~ DSP covers an zoned area of about 4.634 ha. The site is intended for comprehensive development/redevelopment of the area for residential, Government and/or commercial uses with the provision of open space and other community and supporting facilities. *The northern portion of the site is developed as a high-density residential development with commercial uses, PTL, hawker bazaar and refuse collection point on the lower floors.* ~~The DSP for KTTC – Yuet Wah Street Site covers an area of about 0.43 ha. The site is developed as a high density residential development with Kwun Tong Community Health Centre in the podium serving the wider district.~~

10.32 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft URA KTTC – Main Site DSP ~~and draft URA KTTC – Yuet Wah Street Site DSP~~ which ~~were~~ was subsequently renumbered as S/K14S/URA1/2 ~~and S/K14S/URA2/2 respectively.~~ On 12 September 2008, the approved URA KTTC – Main Site DSP No. S/K14S/URA1/2 ~~and approved URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/2 were~~ was exhibited for public inspection under section 9(5) of the Ordinance.

11. UTILITY SERVICES

11.1 ~~The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available. No difficulty is envisaged in meeting the future requirements. Improvement works to the existing drainage and sewerage systems may be required for the possible change of stormwater flow due to topographic changes arising from development.~~

- ~~11.2 The project of “East Kowloon Sewerage Improvement and Pollution Control” undertaken by the Drainage Services Department to improve the existing sewerage system and abate the pollution problem in East Kowloon has been completed.~~

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zoning are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications will take into account all relevant planning considerations which may include departmental ~~outline development plans~~ **ODPs** and guidelines published by the Board. The ~~outline development plans~~ **ODPs** are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.



Development Bureau
The Government of the Hong Kong Special Administrative Region

Attachment V of
MPC Paper No. 7/23



Agreement No. WQ/056/18

TECHNICAL STUDY ON THE LAI YIP STREET SITE IN KOWLOON EAST

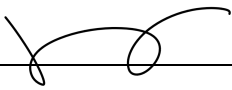
Executive Summary
January 2023

PLANNING CONSULTANCY SERVICES TECHNICAL STUDY ON THE LAI YIP STREET SITE IN KOWLOON EAST

– EXECUTIVE SUMMARY –

Client	Energizing Kowloon East Office Development Bureau
Lead / Planning Consultant, Visual Impact Specialist	Townland Consultants Limited
Architect / Authorized Person	Ho & Partners Architects Limited
Traffic Consultant	MVA Hong Kong Limited
Engineering Consultant	AIM Group Limited
Environmental Consultant	SMEC (Asia) Limited

File Reference: DB/LYS

For and on behalf of Townland Consultants Ltd.	
Approved by :	
Position :	Associate
Date :	18 January 2023

January 2023

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Reference: DB/LYS
Date: January 2023

PLANNING CONSULTANCY SERVICES TECHNICAL STUDY ON THE LAI YIP STREET SITE IN KOWLOON EAST

- EXECUTIVE SUMMARY -

1 INTRODUCTION

1.1 Background and Study Objective

- 1.1.1 Townland Consultants Limited ("**TOWNLAND**") has been commissioned by the Energizing Kowloon East Office ("**EKEO**") to carry out a technical study (the "**Study**") on the suitable land uses (including arts, cultural and creative industries ("**ACC**") uses) on a site on Lai Yip Street near the Kwun Tong Harbourfront (the "**Study Area**").
- 1.1.2 The Study is to take forward the 2017 Policy Agenda which called for a review of the future use of the Study Area. The main objective of the Study is to explore the development potential of the Study Area and determine suitable land uses which include spaces for ACC uses. The Study will also make recommendations on the suitable statutory land use zoning for the Study Area.
- 1.1.3 The study process involves examining suitable ACC uses and optimal permissible development potential, and preparing a Recommended Design for the Study Area with supporting technical assessments including Traffic and Transport Impact Assessment ("**TTIA**") and Visual Appraisal ("**VA**"). As part of the Study, a sewer diversion proposal and assessment on buffer distance for vehicular/ chimney emission will be prepared.
- 1.1.4 This Study is led by TOWNLAND as the Lead / Planning Consultant and Visual Specialist. TOWNLAND is supported by Ho & Partners Architects Engineers & Development Consultants Limited ("**HPA**") (Architectural); MVA Hong Kong Limited ("**MVA**") (Traffic/ Transport/ Pedestrian); AIM Group Limited ("**AIM**") (Engineering) and SMEC Asia Limited ("**SMEC**") (Environmental).

1.2 The Study Area

- 1.2.1 The Study Area, with an area of about 2,500m², is bounded by Wai Yip Street to the northeast, Lai Yip Street to southeast, Hoi Bun Road to southwest and NEO (a commercial development) to the northwest (**Figure 1.1** refers). The Study Area is currently occupied by a cooked food hawker bazaar ("**CFHB**"), a refuse collection point ("**RCP**"), a public toilet and a sitting out area (approx. 122m²), a planting strip and public road with a left-turn flare lane. The CFHB is intended to be closed down without reprovisioning. The RCP will be reprovisioned elsewhere. As a public toilet is available on Kwun Tong Promenade (approx. 160m from the Study Area), the existing public toilet will not be reprovisioned. There is no reprovisioning need for the Lai Yip Street Sitting-Out Area.
- 1.2.2 The Study Area falls within the "Government, Institution or Community (1)" ("**G/IC(1)**"), "Commercial (1)" ("**C(1)**"), and "Open Space ("**O**")" zones and an area shown as Road on the Approved Kwun Tong (South) Outline Zoning Plan ("**Approved OZP**") No. S/K14S/24. The "G/IC(1)" and "C(1)" zones are subject to statutory Building Height Restrictions ("**BHR**") of 15mPD and 100mPD respectively (**Figure 1.2** refers). According to the Kwun Tong (Western Part) Outline Development Plan ("**Adopted ODP**") No. D/K14A/2, the majority of the Study Area is shown as "Government" and a minor portion to the north of the Study Area is shown as "Local Open Space" (**Figure 1.3** refers). A 4m full-height building setback line ("**SBL**") is delineated along Hoi Bun Road.

- 1.2.3 The left-turn flare lane of Lai Yip Street (located within the Study Area) is proposed to be removed under separate study - Proposed Pedestrian Environment Improvement Works in Kwun Tong Business Area – Ngau Tau Kok Portion – Investigation (“**KTBA – NTK Portion Study**”) (Agreement No. CE 26/2017 (HY)), with a view to improve the pedestrian connectivity at the concerned junction, by simplifying the pedestrian crossing layout. According to the latest available information, the junction design under consideration will maintain the left-turn movement (**Figure 1.4** refers).

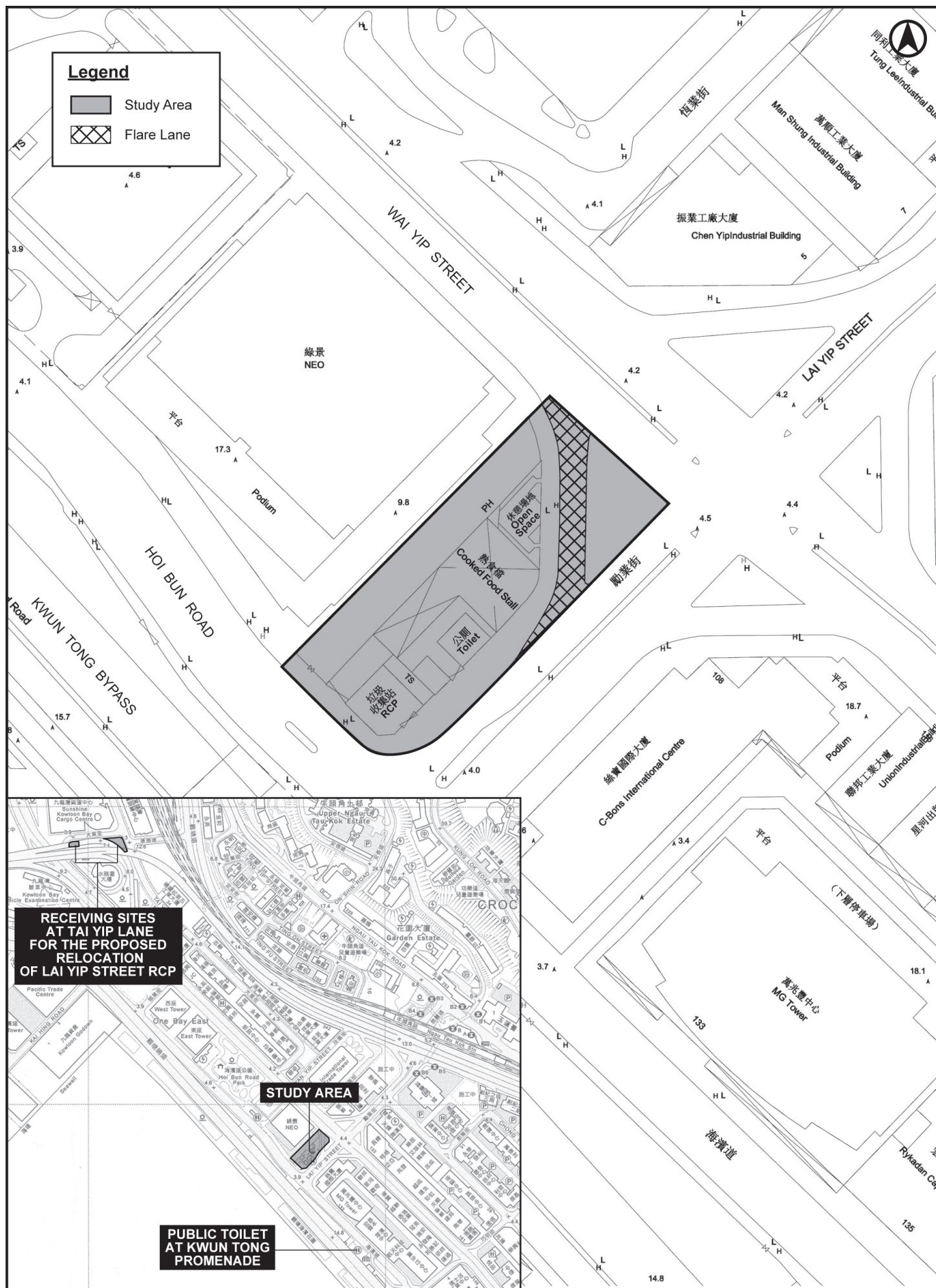
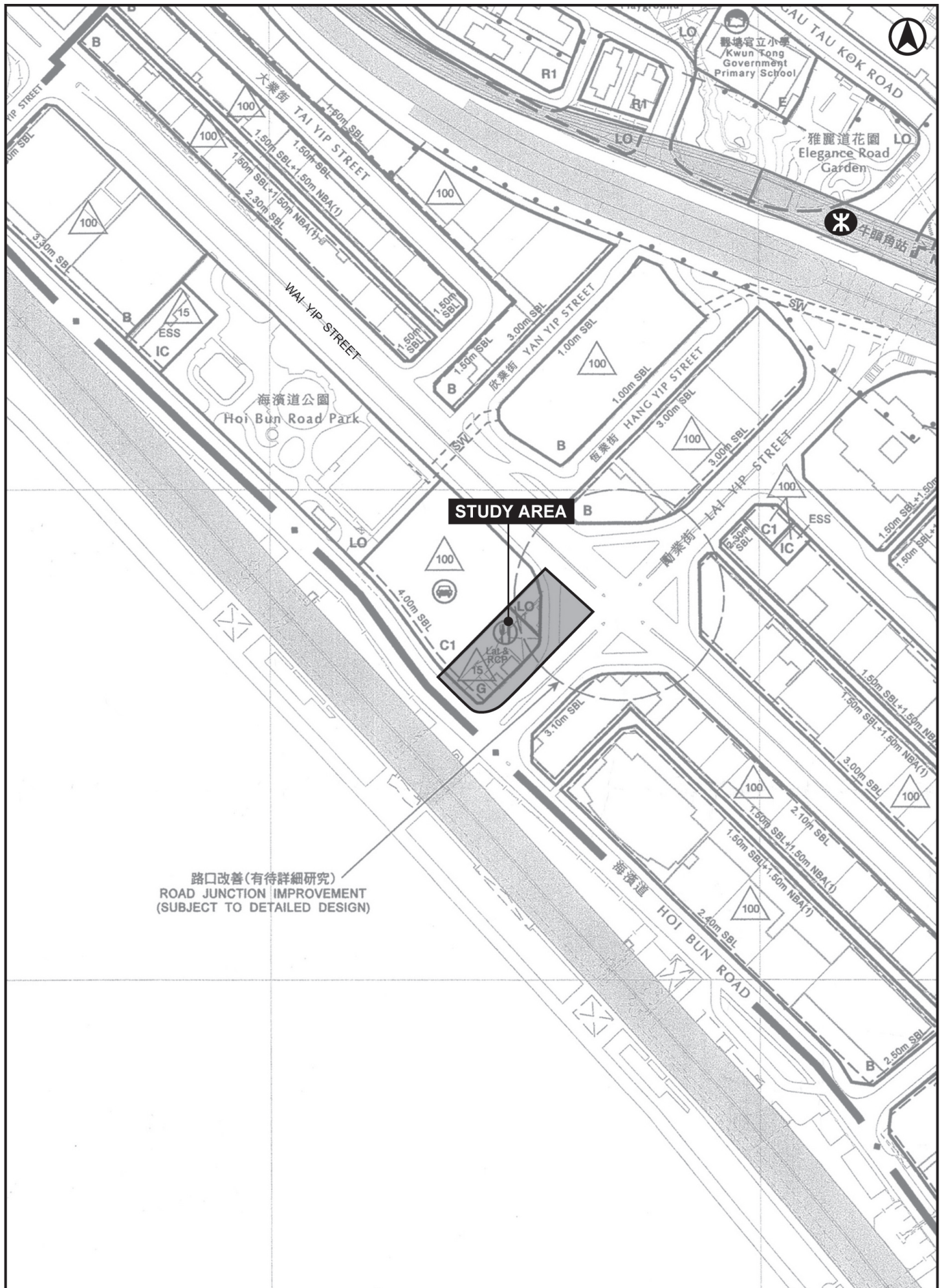




FIGURE 1.2 APPROVED KWUN TONG (SOUTH) OUTLINE ZONING
PLAN NO. S/K14S/24
SCALE 1 : 5,000



DB/LYS

FIGURE 1.3 ADOPTED KWUN TONG (WESTERN PART)
OUTLINE DEVELOPMENT PLAN NO. D/K14A/2
SCALE 1 : 2,500



DB/LYS

FIGURE 1.4 JUNCTION DESIGN FOR WAI YIP STREET / LAI YIP STREET JUNCTION
(TO BE IMPLEMENTED BY OTHER PROJECT)

2 KEY CONSIDERATIONS

2.1 Planning Principles and Development Themes

CBD2 Strategy

2.1.1 Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030 (“**HK2030+**”) sets out the vision and strategy for developing Hong Kong into a liveable high-density city, embracing new economic challenges and opportunities, and creating capacity for sustainable growth. Kowloon East, comprising the former Kai Tak Airport, the Kwun Tong Business Area and the Kowloon Bay Business Area, is planned to become another premier Core Business District (“**CBD2**”) of Hong Kong to support economic growth and strengthen the city’s global competitiveness. The Energizing Kowloon East (“**EKE**”) initiative formulated under the CBD2 Strategy focuses on enhancing connectivity, branding, design and diversity.

2.1.2 Within this context, future development within the Study Area should integrate with the wider CBD2 in terms of physical connections, branding, design and diversity.

Connectivity

2.1.3 Under the EKE initiatives, proposals have been made to improve and extend the pedestrian links to and from the Ngau Tau Kok MTR Station, other transport nodes and the waterfront. Several transport and pedestrian environment improvement studies are underway in the vicinity of the Study Area. The recommendations of the improvement studies shall be taken into consideration in the development of conceptual schematic design options to allow for seamless connections between the Study Area and its surroundings, and to support comprehensive transport and pedestrian planning in CBD2.

Branding

2.1.4 Kowloon East is positioned as CBD2 and a Smart City pilot area of Hong Kong. Future development within the Study Area should support this vision through a place-making approach and implementation of smart and green initiatives.

2.1.5 In relation to the Fly-the-Flyover Sites across Hoi Bun Road which are mainly used for ACC uses, the Study Area should echo and extend these uses to enhance the identity of the hinterland in a cohesive manner.

Design

2.1.6 With its mostly unobstructed views of the waterfront and strategic positioning along a primary pedestrian corridor between the MTR and the waterfront area, future development on the Study Area will be highly visible. Thus, iconic design of the future development should be encouraged with emphasis on a high-quality street environment (i.e. ground level design, active street frontages, etc) to enhance street vibrancy and to bring people to the waterfront.

Diversity

2.1.7 Commercial uses on the Study Area are proposed to be in line with the vision of CBD2. Nonetheless, complementary uses should be provided on the Site to enhance vibrancy in the District outside normal business hours. A diversity of uses, including ACC, retail and Food & Beverage (“**F&B**”), are thus considered compatible and will help to support more balanced and sustainable lifestyles.

2.1.8 The future development should embrace arts and culture in city life and help transform Kowloon East into a place for work, business, stay and play.

Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas

- 2.1.9 Situated in the Kowloon East Harbourfront Area, future development in the Study Area should take the Harbour Planning Guidelines for Victoria Harbour and its Harbour-front Areas (“**HPG**”) and the Harbour Planning Principles (“**HPP**”) into account. In particular, the following aspects should be considered:

Land Use Planning

- 2.1.10 To promote vibrancy and diversity and to enhance public enjoyment, a mix of various uses including commercial (retail and dining) & ACC should be included. Commercial (office) uses which provide employment opportunities to cater for the socio-economic needs of the wider area are proposed to achieve a better job-housing balance.

Urban Design and Landscaping

- 2.1.11 While the development potential should be maximized, the development intensity and BH should be compatible with the harbourfront setting and the surrounding areas. Major view corridors to and from the harbour and ridgelines should also be preserved. In addition, iconic design to promote Victoria Harbour as a landmark of Hong Kong should be considered.
- 2.1.12 At the street level, active street frontages with various activities such as shop fronts facing waterfront shall be encouraged to promote street vibrancy and also integrate with the promenade to add vitality. Greening should also be maximized where possible.

Physical Linkage

- 2.1.13 The provision of continuous pedestrian at-grade access to the waterfront should be encouraged.

Sustainable Development

- 2.1.14 The future development in the Study Area should balance economic, social and environmental considerations. In terms of building design, the schematic design options should adopt green building principles (e.g. Sustainable Building Design Guidelines (“**SBD Guidelines**”)) to improve the microclimate of the built environment in the area.

Promote Art, Cultural and Creative Uses

- 2.1.15 Taking forward the 2017 Policy Agenda to review the future use of the Study Area which includes studying the possibility of providing spaces for ACC uses, the planning and design of the schematic design options should effectively realize the vision for the Study Area and promote the ACC uses at an appropriate level.

2.2 Land Use Compatibility and Urban Design Considerations

Land Use Compatibility

- 2.2.1 The Study Area is located within the Kwun Tong Business Area (“**KTBA**”) which is also part of CBD2. Given the past industrial history of the area and its proximity to the Kowloon Bay Business Area (“**KBBA**”), it is predominantly surrounded by commercial and industrial uses. In line with the planning intention, many industrial buildings in the area are planned to be redeveloped for office use.

Urban Design Consideration

- 2.2.2 Section 6.2, Chapter 11 (“**Urban Design Guidelines**”) of the Hong Kong Planning Standards and Guidelines (“**HKPSG**”) provides general urban design criteria to guide the development of an aesthetic yet functional physical environment in both macro and micro levels. From a macro level, potential direct and indirect impacts on physical and visual quality of natural landscape, cultural or socio-economic assets shall be assessed and taken into consideration. In terms of micro level, human scale streetscape and furnishing shall be considered to enhance the overall user experience.
- 2.2.3 Regarding the Building Height (“**BH**”) profile, the Study Area is surrounded by buildings with heights ranging from 50mPD to 129.5mPD (The Nina Hotel KE) (**Figure 2.1** refers). Sites along the Kwun Tong Harbourfront are mostly subject to a BHR of 100mPD. Moreover, the major ridgelines of Kowloon are situated to the north of the Study Area and they should be preserved. The BH of the schematic design options should respect the BH profile of the surrounding context and existing ridgelines. Ultimately, the architectural design and the scale and massing of the building should harmonize with the existing urban context.



Figure 2.1 Surrounding BHs

- 2.2.4 According to the Air Ventilation Assessment – Initial Study under Kai Tak Development Engineering Study Agreement No. CE 35/2006(CE), Lai Yip Street, Hoi Bun Road and Wai Yip Street have been identified as three (3) air paths for the south-east prevailing wind and land-sea breezes to penetrate into Kwun Tong Area. To avoid any adverse impact on the air paths and allow the wind to effectively pass through, the building disposition and orientation of the future development in the Study Area should be setback from the air paths and align with the wind direction.

2.3 Key Constraints and Opportunities

2.3.1 After undertaking a baseline review of the Study Area and its surroundings, the key constraints and opportunities are identified and summarized below.

Key Constraints

Access Arrangement

2.3.2 The Study Area is bounded by Wai Yip Street, Lai Yip Street and Hoi Bun Road along the northeast, southeast and southwest respectively. Based on the review on the road design and traffic census, their classifications are as follows:

- Wai Yip Street Westbound (Section between Shun Yip Street and Lai Yip Street) – A 3-lane Primary Distributor (“PD”);
- Lai Yip Street Northbound (Section between Hoi Bun Road and Wai Yip Street) – A 2-lane District Distributor (“DD”); and
- Hoi Bun Road Eastbound (Section between Lai Yip Street and Shun Yip Street) – A 2-lane Local Distributor (“LD”).

2.3.3 Existing vehicular access to the Study Area are via Hoi Bun Road and Lai Yip Street for the existing RCP and CFHB respectively. However, both accesses are located close to the signalized junction of Hoi Bun Road / Lai Yip Street (one of which is located directly in front of the stop line on Hoi Bun Road) which is considered undesirable. Therefore, the future development cannot adopt the same existing run-in/ out location.

2.3.4 According to Vol. 2 Ch. 3.6 of Transport Planning and Design Manual (“TPDM”), the run-in/ out should not be permitted on Trunk Road, PD or DD. When the lot abuts onto more than one (1) road, the run-in should be sited on the least important roads (i.e. Hoi Bun Road in this scenario). Moreover, the run-in/ out should be sited as far as possible away from junctions, horizontal curves, bus stops, zebra or other pedestrian crossing and other similar locations.

2.3.5 Despite Hoi Bun Road being an LD, the existing stop line at the signalized junction of Hoi Bun Road/ Lai Yip Street is very close to the Study Area. In the event that the access point is located on Hoi Bun Road, the furthest distance that can be achieved from the existing stop line at the signalized junction of Hoi Bun Road/ Lai Yip Street is only approx. 7.5m. A swept path analysis (**Figure 2.2** refers) shows the egress of long vehicles (e.g. 11m long heavy goods vehicle (“HGV”)) will not be able to stop properly at the eastbound stop line. That is to say, the existing stop line would be too close to the vehicular access, if it is proposed to be at Hoi Bun Road.

Key Opportunities

Prestige Harbourfront Location

2.3.6 The Study Area, being located at a prime harbourfront location in CBD2, should capitalize on opportunities to provide high-quality commercial floor space which could support the Kowloon East to transform into another business core of Hong Kong.

Close Proximity to the Fly the Flyover Sites

2.3.7 The Fly-the-Flyover Sites across Hoi Bun Road offer an outdoor environment for a wide variety of events and activities. The Study Area could provide indoor floor space for ACC uses, such as exhibition and performance venues which may complement the Fly-the-Flyover Sites and achieve synergy.

Removal of Flare Lane

2.3.8 The removal of the left-turn flare lane in the Study Area will improve the pedestrian connectivity in the area and unleash a sizeable developable area in view of maintaining a steady land supply in Kowloon East for commercial developments.

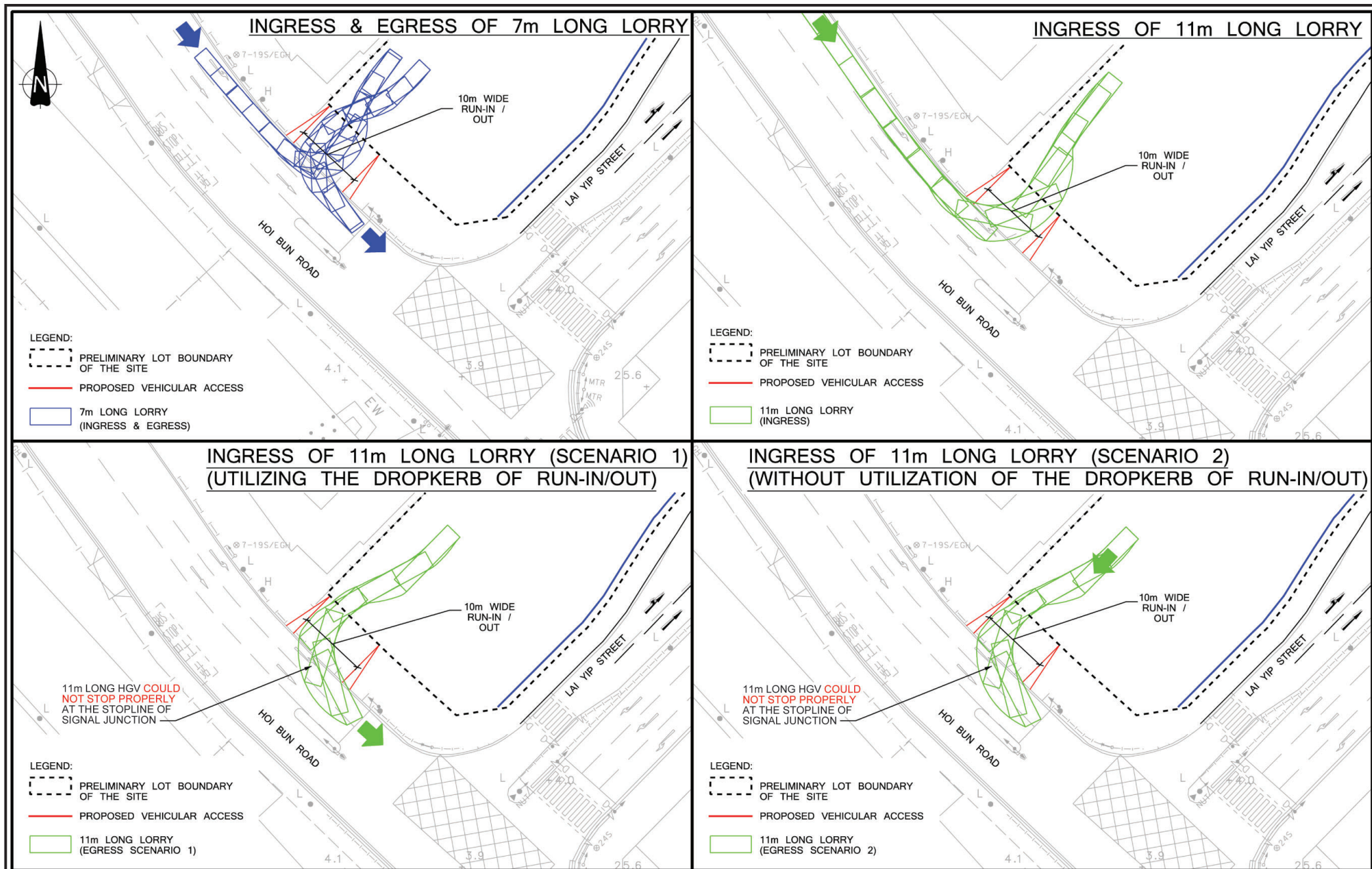


FIGURE 2.2 SWEEP PATH ANALYSIS FOR VEHICULAR ACCESS PROPOSED AT HOI BUN ROAD

Relocation of the RCP

- 2.3.9 The relocation of the RCP (i.e. removal of the existing run-in/out of the RCP) would provide an opportunity to enhance the pedestrian environment (i.e. straightening the existing staggered pedestrian crossing at the Lai Yip Street/ Hoi Bun Road junction) and walkability.

Potential Footbridge Connections

- 2.3.10 The detailed feasibility study on the Environmentally Friendly Linkage System (“EFLS”) for Kowloon East has been completed and suggested implementing a multi-modal EFLS (“MMEFLS”), which is considered more effective and desirable than a standalone infrastructure (i.e. monorail system). The proposed MMEFLS includes introducing new bus and green minibus routes in the area and developing travellers network linking up the former runway of Kai Tak, the two Action Areas in Kowloon East and the nearby MTR stations etc.
- 2.3.11 In particular, a pedestrian cum cyclist bridge with traveller will be constructed across the Kwun Tong Typhoon Shelter (“KTTS”) to provide a more direct and convenient linkage between the Kwun Tong Promenade and former Kai Tak runway on its both sides. Upon its completion, it will facilitate pedestrians to move between the former runway area and MTR Ngau Tau Kok Station via Lai Yip Street.
- 2.3.12 Moreover, an elevated walkway along and above Wai Yip Street connecting Kowloon Bay Action Area (“KBAA”) and Kwun Tong Action Area (“KTAA”) is proposed under the MMEFLS and a landing point is proposed at the Wai Yip Street/Lai Yip Street junction. The future development should capture the opportunities arising from the enhanced pedestrian connections between various focal points in Kowloon East.

2.4 Architectural Considerations

Design Intention

- 2.4.1 To take advantage of the prestigious harbourfront location, the following design criteria have been considered when formulating the Recommended Design:
- The development potential of the Study Area should be fully utilized.
 - Rooms that required prescribed windows should not be placed on the western side of the future development as it cannot fulfil the minimum setback distance with the adjacent building. Lift core and back of house (“BOH”) functions (e.g. storage rooms, toilets, art gallery space) that require no natural lighting, and studios should be placed on the western side.
 - Ground Floor shall be set back along Lai Yip Street, creating a cantilevered space to allow a wider pedestrian footpath and more comfortable pedestrian experience.
 - Provision of canopy/ weather protection along the building façade as far as practical.
 - Above-ground setback of building façade fronting Wai Yip Street shall be provided to avoid the Recommended Design from protruding the straight alignment of building lines along the southern side of Wai Yip Street.
 - Tower should be setback from Lai Yip Street as far as possible to avoid canyon effect and minimize the impact to the existing ventilation corridor at Lai Yip Street.
 - Consideration of additional headroom shall be given to the ACC uses for flexible and special exhibitions and performances.
 - SBD Guidelines should be complied with in order to achieve maximum Gross Floor Area (“GFA”) concessions on green amenity features and to harmonize with the natural environment.
 - Compliance with the greenery requirement of minimum 30% for land sale sites in Kowloon East.
 - Synergy with the Fly-the-Flyover Sites should be maximized.
 - Opening for footbridge connection to the travellers network at podium floor(s) should be reserved and convenient and barrier-free access to the G/F should be provided.

Access Arrangement

- 2.4.2 Based on the initial review from traffic and urban design perspective, Lai Yip Street (In) & Wai Yip Street (Out) option is considered the most preferable. Such access arrangement shall pose less pressure on the junction capacity at Lai Yip Street/ Wai Yip Street and would preserve the frontage near the harbourfront for retail/ F&B facilities to enhance the street vibrancy.

2.5 Developable Area

- 2.5.1 After considering the abovementioned key issues, a lot boundary is demarcated to define the developable area for the future development (**Figure 2.3** refers). The developable area, hereinafter referred as the “**Site**”, has a site area of approx. 1,919m² (subject to site survey).

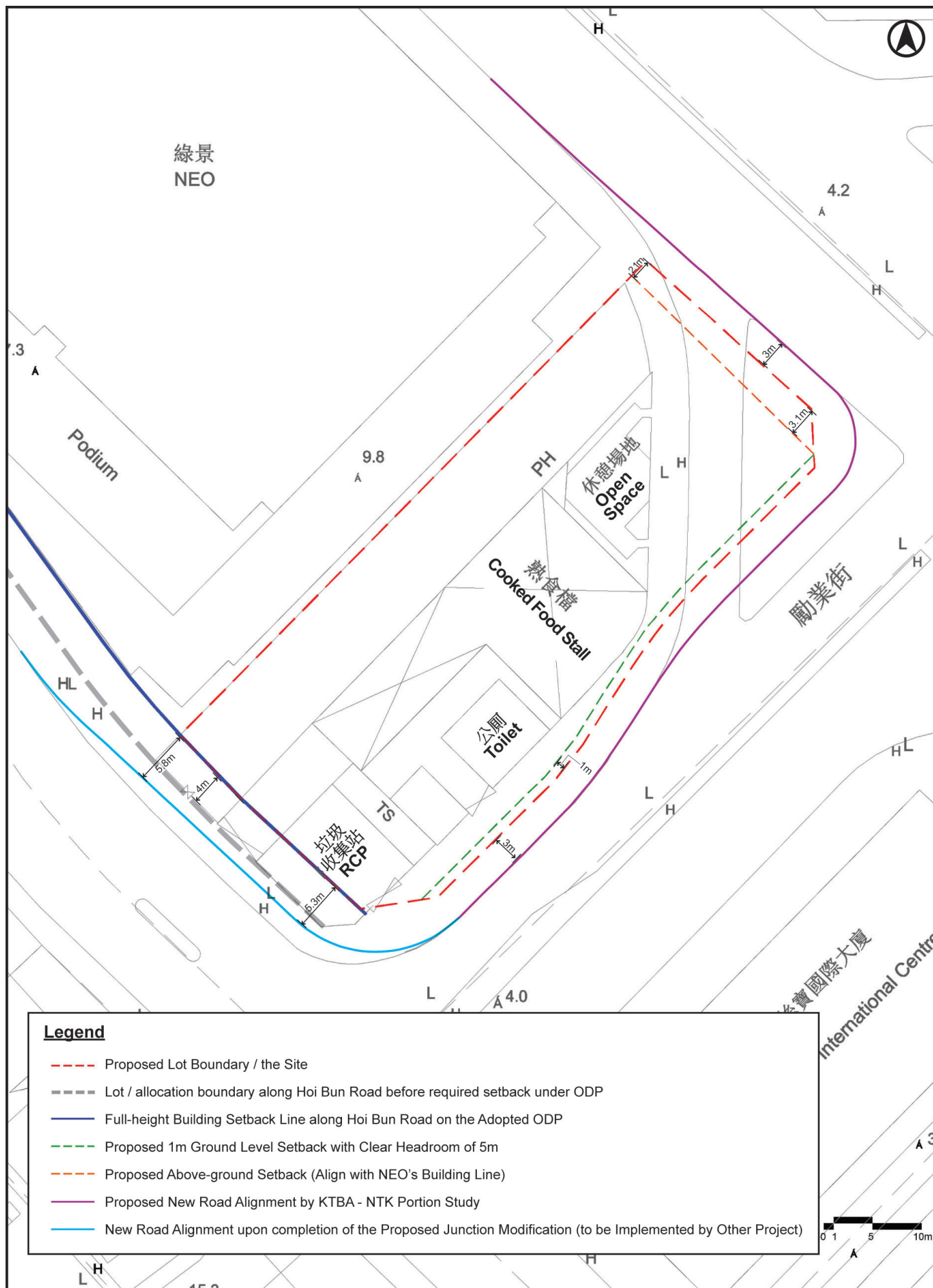


FIGURE 2.3 PROPOSED LOT BOUNDARY

3 RECOMMENDED DESIGN

3.1 Recommended Land Use Mix, Broad Land Use Budget and Major Development Parameters

Planning Intention and Land Use Mix

- 3.1.1 The Site situates amidst office developments in KTBA and at the intersection of the travellers network which connects the former Kai Tak Runway, Ngau Tau Kok Station, KBAA and KTAA. To further enhance and expedite the transformation of Kowloon East as a vibrant CBD2 and capitalise on the proximity to the strategic linkage system (i.e. MMEFLS) and waterfront, commercial use is recommended to be the most suitable use for the Site. Furthermore, to promote ACC uses in the Kowloon East Area and synergize with the Fly-the-Flyover Sites across Hoi Bun Road, retail/ F&B/ ACC uses are also recommended at the podium levels. Commercial development is also considered to be compatible with the surrounding existing/ planned office establishments.

Broad Land Use Budget

- 3.1.2 The Site Area is approx. 1,919m² (subject to site survey). The proposed plot ratio ("PR") for the Site is 12, which has made reference to the maximum PR for the "C" and "Other Specified Uses" annotated "Business" ("OU(B)") zones on the prevailing OZP. Thus, the maximum GFA for the future development will be approx. 23,028m² (equivalent to PR of 12). The broad land use budget is listed below (the actual GFA breakdown is subject to the design of future development):

ACC Uses and Retail/ F&B

- 3.1.3 The Site is situated between KBAA and KTAA for creating a key node between the Action Areas and along the Kowloon East Harbourfront. In addition, the Site would provide an opportunity to encourage/ facilitate high quality ACC spaces along the harbourfront. To further enhance the vitality of harbourfront, retail and F&B facilities should also be considered.
- 3.1.4 Having reviewed the small size of the Site, the supply of ACC floor space in the vicinity of the Site and other relevant developments, 2 storeys of ACC/retail/F&B facilities are proposed within the podium (GFA subject to the design of the podium). The nature of ACC uses may include exhibition areas, event spaces and performance venues, which will provide alternative indoor space for special exhibitions or performances complementary to the Fly-the-Flyover Sites.
- 3.1.5 By making reference to the Planning Brief for the Site Covering the "Comprehensive Development Area (2)", "Other Specified Uses" annotated "Arts and Performance Related Uses" and "Open Space" Zones in Kai Tak Development, ACC uses include arts centre, art gallery, cultural complex, venue for performances and theatrical entertainment, concert hall, city hall/ town hall, art studio, rehearsal room for art performance, craft workshop, design and media production, audio-visual recording studios, school/ training centre (related to ACC only), retail shop (related to ACC only), institutional use (related to ACC only) and facilities of appropriate scale which are directly related and ancillary to the aforementioned uses. For avoidance of doubt, cinema and movie theatre are not regarded as ACC uses.
- 3.1.6 Apart from ACC uses, some GFA are also proposed for Retail and F&B (e.g. restaurant, performance café; bookstores; art & craft shops, etc) and are assumed at G/F and the top floor. They can help enhancing street level vibrancy and activities and capitalising the prestige harbour view for public enjoyment.

Office

- 3.1.7 The remaining GFA is assumed for office use. It is estimated that the office GFA is approx. 20,000m².
- 3.1.8 Landscape gardens are proposed as an amenity area for the enjoyment of the occupants and users of the future development¹.

Building Height

¹ Standard for Provision of Open Space under Chapter 4 of HKPSG (currently 0.5m² /worker) have been referenced.

3.1.9 As mentioned in **Section 2.2**, the BHs of the surrounding developments range from 50 to 129.5mPD (The Nina Hotel KE) where the prevailing OZP has imposed a BHR of 100mPD in the immediate surroundings. To harmonize with the existing BH profile, the proposed maximum BH for the future development is also 100mPD.

3.1.10 **Table 3.1** summarizes the Broad Development Parameters proposed for the Study Area.

Table 3.1 Broad Development Parameters

Broad Development Parameters	
Development Site Area	1,919m ² (subject to site survey)
Permissible PR	12
Permissible GFA	23,028m ²
Maximum Building Height	100mPD

3.2 The Recommended Design

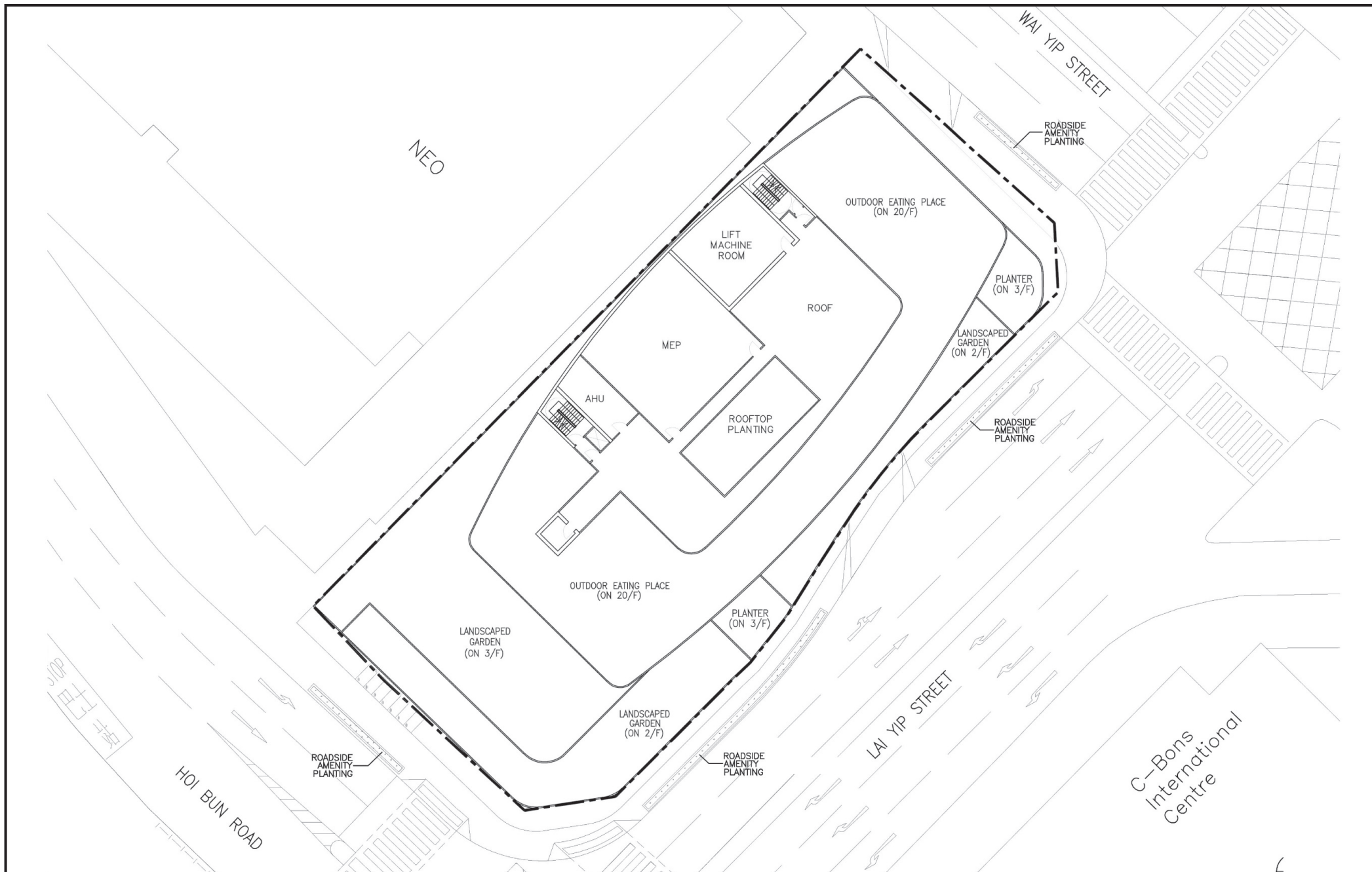
3.2.1 The Site would be developed by the private sector after land sale. For the sake of ensuring technical feasibility, a Recommended Design (indicative only) has been developed to ascertain the recommended development parameters. It is however not meant to be rigidly followed in the ultimate design of the future development.

Schematic Design

3.2.2 The Recommended Design (**Figures 3.1 to 3.4** refer) of a height of 100mPD adopts a curved curtain wall with an elliptical footprint that suggests an innovative architecture form while maintaining floor plan efficiency. Despite the drawbacks of adopting a curved curtain wall façade incurring higher cost, more complex detail design at later stages of the project and a longer construction timeframe, curved facades can bring forth a sense of waving movement that is compatible with the adjacent harbour view and waterfront theme.

3.2.3 The Recommended Design comprises a 21-storey commercial development over 2 levels of basement car park. ACC/retail/F&B facilities are proposed at 1/F and 2/F for ease of public access. The two (2) levels are designed with high floor-to-floor heights to enable uses for various arts and cultural events. Moreover, a potential double-floor void space can be provided at the northern side of the building to accommodate larger installations of artwork to be displayed. To encourage a vibrant streetscape character next to the waterfront, a series of shops (for retail or F&B) are proposed along the ground level of Hoi Bun Road and Lai Yip Street to provide an active street frontage. Two openings at the northern and southern sides of the podium at 1/F are also proposed to facilitate potential connections to the proposed traveller network in the vicinity. Detailed assessments would be carried out by a separate study to ascertain the feasibility of the potential connections.

3.2.4 In terms of amenity area, the 2/F building footprint is intentionally designed to set back from Hoi Bun Road and Lai Yip Street to allow for the provision of a landscape garden. Along with the flat roof/ landscaped garden on 3/F and the R/F, a sizeable amenity area in the form of a landscaped garden for the enjoyment of workers within the development can be provided. The 20/F building footprint is also proposed for eating place with minimised footprint to maximise the outdoor area for visitors to enjoy the panoramic harbour view.



DB/LYS

FIGURE 3.1 MASTER LAYOUT PLAN OF RECOMMENDED DESIGN (INDICATIVE ONLY)

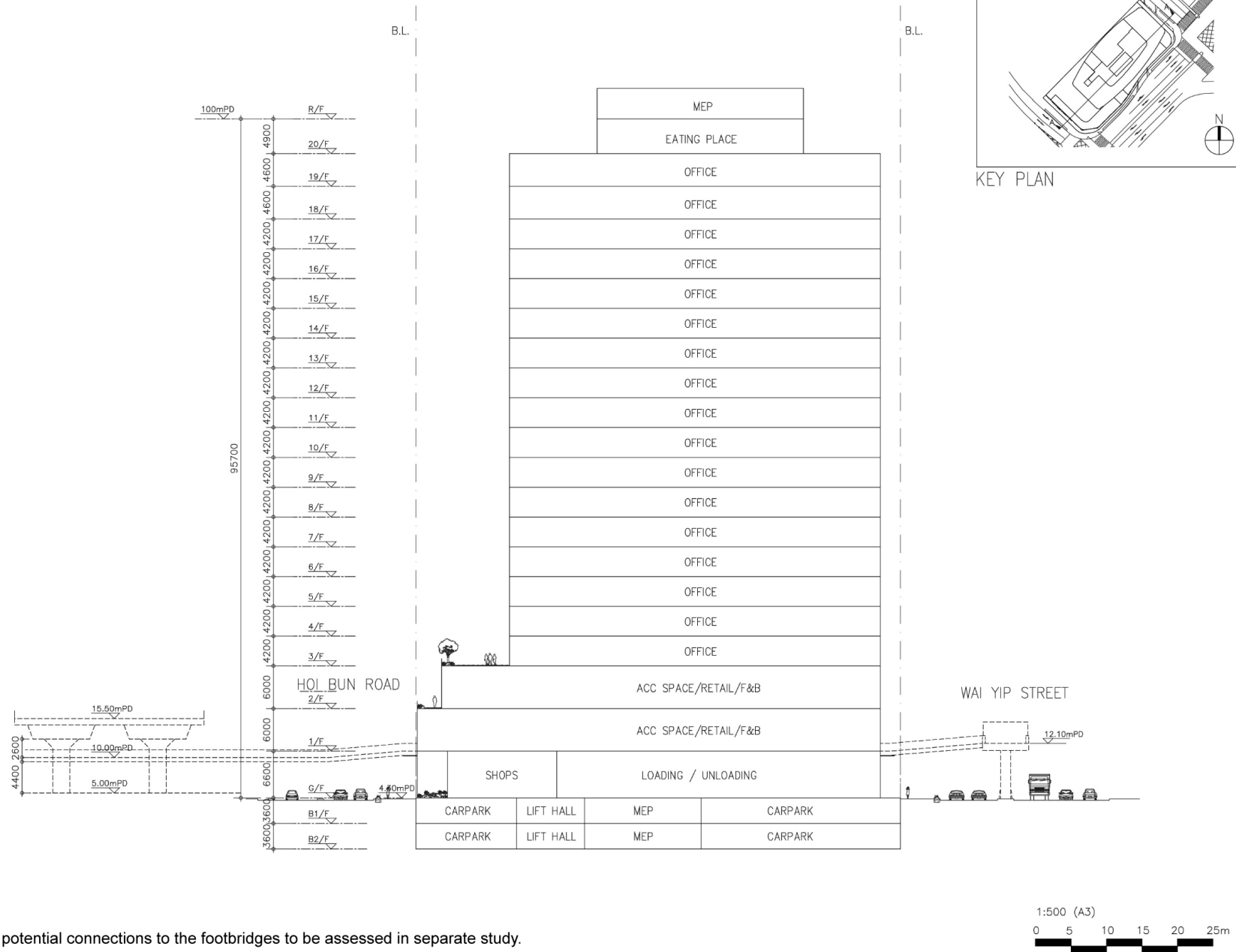


FIGURE 3.2 SECTION OF THE RECOMMENDED DESIGN (INDICATIVE ONLY)

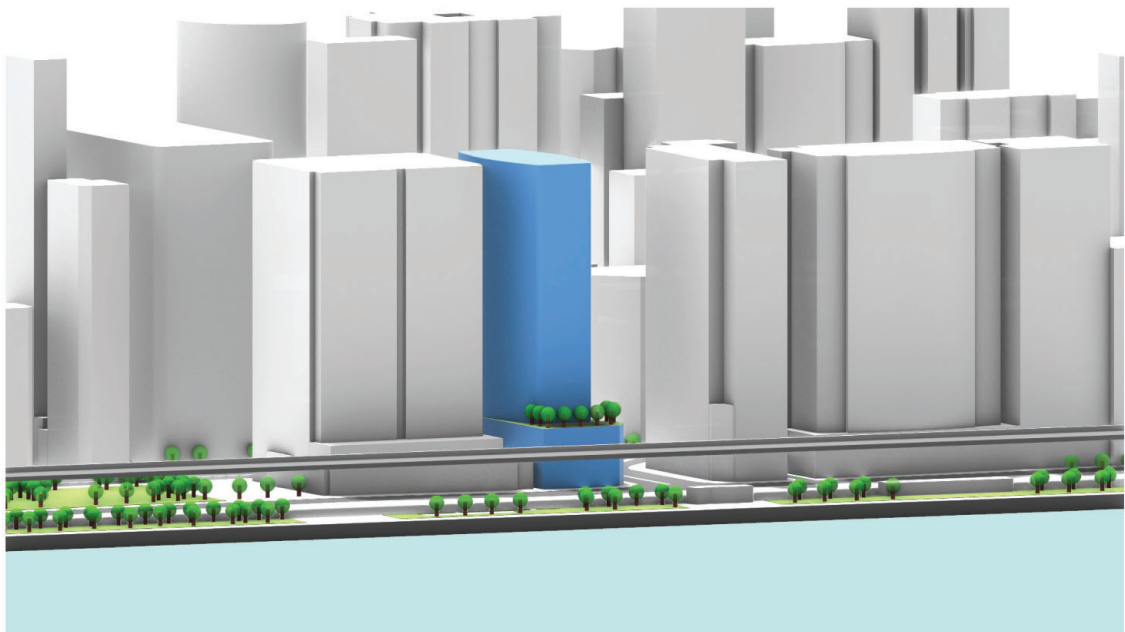
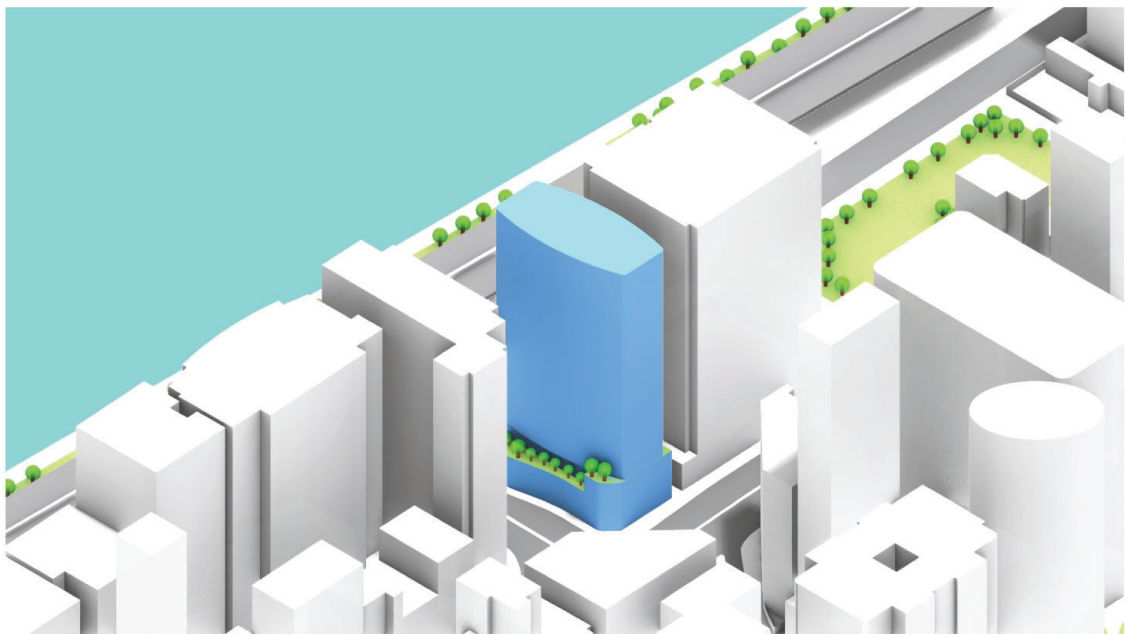
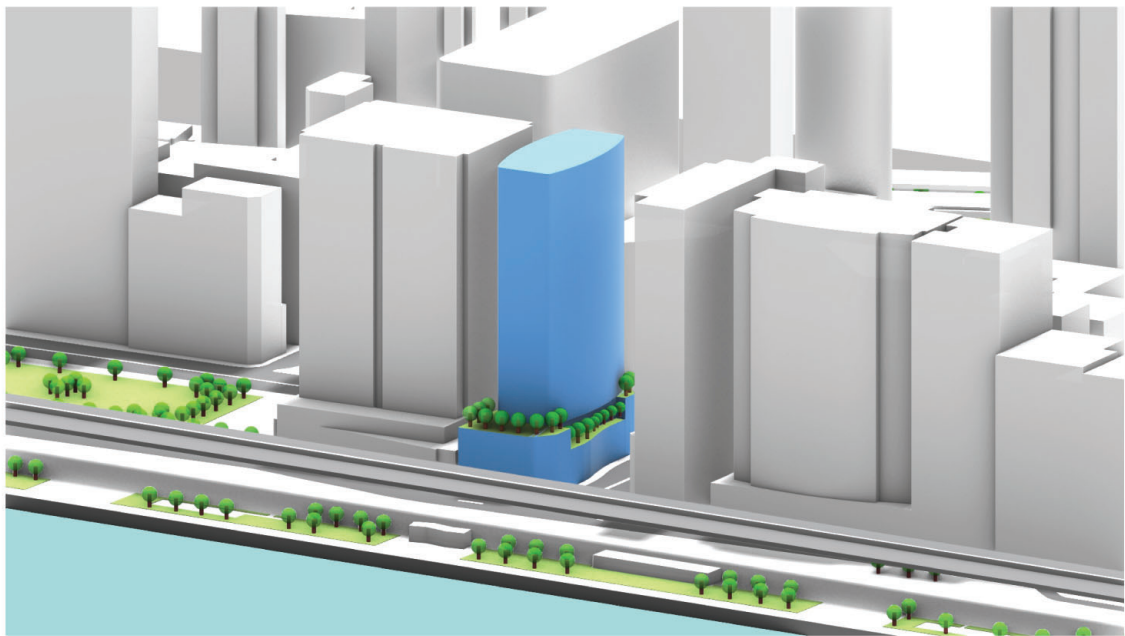


FIGURE 3.3 MODEL VIEW OF RECOMMENDED DESIGN (1)
(INDICATIVE VISUAL AIDS ONLY)

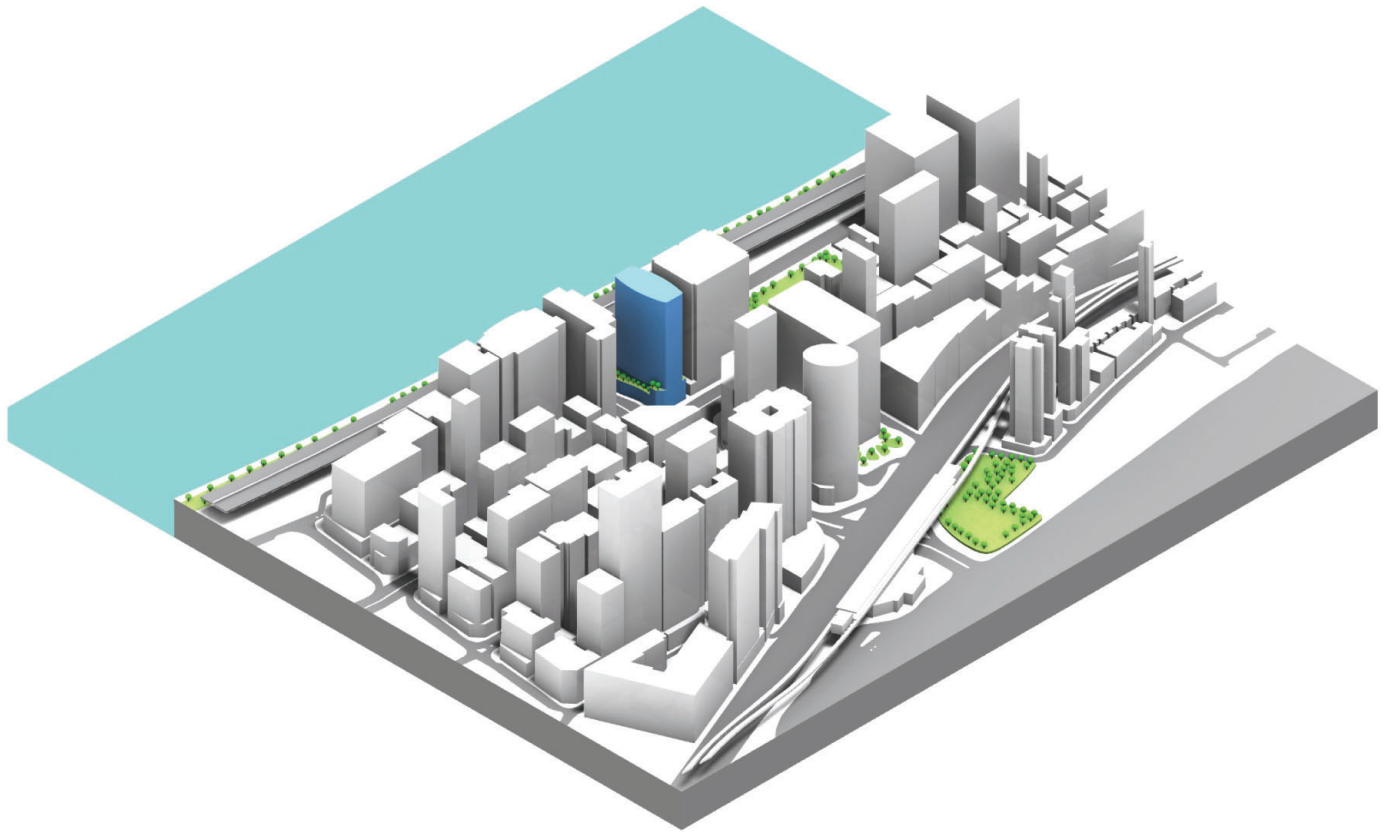


FIGURE 3.4 MODEL VIEW OF RECOMMENDED DESIGN (2)
(INDICATIVE VISUAL AIDS ONLY)

- 3.2.5 To promote walkability through provision of weather protection, canopy and sun shading device are proposed along the building façade (i.e. along Wai Yip Street, Lai Yip Street and Hoi Bun Road) at G/F.
- 3.2.6 A 2 storeys of basement is proposed to accommodate ancillary vehicle parking spaces. In addition, all loading/ unloading (“L/UL”) are proposed to be located on the G/F to avoid excavation of deeper basement (i.e. higher costs and inefficiencies of deeper basement excavation, and associated increase in means of escape) and longer ramp (i.e. less efficient use of space). The development parameters of the Recommended Design are summarized in **Table 3.2**.

Table 3.2 Proposed Development Parameters of the Recommended Design

Proposed Development Parameters	
Site Area (approx.)	1,919m ² (subject to site survey)
BH/ No. of Storeys	100mPD/ 21-storey (excl. 2 levels of basements)
Site Coverage	
– Podium	Approx. 84-95 %
– Tower	Approx. 60 %
Total GFA (approx.)	23,028m ²
GFA Distribution (approx.)	
– Office	19,428m ²
– ACC/ F&B/ Retail	3,600m ²
Parking Spaces	
– Private Car	81
– Motorcycle	8
– L/UL	10
PR	12
Amenity Area (on 2/F, 3/F and R/F)	1,050m ²

Pedestrian Environment

- 3.2.7 Lai Yip Street corridor (north-south) is one of the major pedestrian corridors connecting KTBA and Kwun Tong Promenade as identified in the Pedestrian Environment Enhancement Study for KTBA. Commuters from Ngau Tau Kok MTR Station and bus stops on Kwun Tong Road generally walk along Lai Yip Street (majority at eastern footpath) to the Kwun Tong waterfront and adjacent office/ commercial developments. The Recommended Design has incorporated a 1m setback on the G/F along Lai Yip Street to cater for pedestrian flows and enhance pedestrian environment.
- 3.2.8 On-site review of the surrounding streetscapes indicates that roadside planting can be found in the form of shrubs and trees. Roadside landscaping in the form of landscape strip is proposed to provide screening of pollutants from road traffic in order to enhance the pedestrian environment (street trees are not proposed as sufficient sightline shall be reserved near the run-in/out and junctions). Along with the proposed setbacks, the ground level will provide a desirable pedestrian environment for visitors and passers-by. **Figure 3.5** shows a perspective of the streetscape and pedestrian environment. The future developer is required to provide roadside amenity plantings at the public footpaths along Hoi Bun Road, Wai Yip Street and Lai Yip Street at its own costs and handing them over to Leisure and Cultural Services Department (“**LCSD**”) for management and maintenance.
- 3.2.9 Given the ACC uses will synergize with Fly-the-Flyover Sites and the activities along the Kwun Tong Promenade, the connectivity of the Site with the waterfront should be enhanced. It is proposed to add a new pedestrian crossing across Hoi Bun Road by capitalising the all pedestrian stage in the method of control at the signal junction. It will allow the Site to be directly connected to the harbourfront and help diverting the pedestrian flow on the eastern side of Lai Yip Street. In view of the existing staggered crossing at the Lai Yip Street/ Hoi Bun Road junction which is considered indirect, opportunity should be taken to convert the existing staggered crossing to a straight crossing to enhance the pedestrian experience. The entire modification to the Lai Yip Street/ Hoi Bun Road Junction is collectively referred as “**Proposed Junction Modification**” (**Figure 3.6** refers).

VIEW FROM HOI BUN ROAD



VIEW FROM WAI YIP STREET



Note: Feasibility of potential connections to the footbridges to be assessed in separate study.

FIGURE 3.5 STREET-LEVEL PERSPECTIVES
(INDICATIVE VISUAL AIDS ONLY)

3.3 Development Phasing and Programme

- 3.3.1 Given the Proposed Development is considered as a small-site development and only involved one tower, the Proposed Development is proposed to be constructed in one phase. However, since the formation of the Site depended on the timeline of reprovision of Lai Yip Street RCP, road works proposed in KTBA – NTK Portion Study, including removal of flare lane to be implemented by HyD, and the Proposed Junction Modification, disposal of the Site by land sale and construction of the Proposed Development can only commence after the completion of relevant works and site clearance.
- 3.3.2 The following steps/procedures are expected to be undertaken/ implemented by various parties in the subsequent stages:

Table 3.3 Tasks Recommended under the Study to be Implemented by Various Parties

Task	Responsible Party
Removal of flare lane*	HyD
Reprovisioning of RCP*	FEHD/ EKEO/ ArchSD
OZP Amendment*	PlanD
Setback of footpath on Hoi Bun Road, closure of public footpath/ demarcation of lot boundary for land sale*	LandsD
Land Sale	LandsD
Provision of additional pedestrian crossing across Hoi Bun Road and straightening of staggered pedestrian crossing at Lai Yip Street	HyD
Sewerage Diversion Works**	Future Developer

* Tasks to be completed before land sale.

** Refer to Paragraph 4.11 below.

3.4 Proposed Statutory Land Use Zoning(s) for the Site

- 3.4.1 As the Site is currently zoned “G/IC”, “C(1)” and “O”, rezoning of the Site is required to enable the future development. In considering an appropriate land use zone for the future development, reference has been made to the “C” zone on the prevailing OZP as the major planning intention for the Site is proposed to be commercial development. The statutory planning intention of the “C” zone is *“primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/ financial centre(s) and regional or district commercial/ shopping centre(s)”*. According to the Schedule of Uses of the existing “C” zones under the prevailing OZP, most of the uses currently recommended/ considered appropriate for the future development falls within Column 1 uses (i.e. uses always permitted) under “C” zone (**Table 3.4** refers).

Table 3.4 Intended Uses for the Site and the Corresponding Definition of Terms

Intended Uses for the Site	Definition of Terms
Office (Including Audio-Visual Recording Studio; Design and Media Production Firm; Architectural and Landscape Design Firms; Web Design and Internet Application Firm; Advertising Firms; Public Relations Agencies and Market Research Companies)	‘Office’
Art Gallery, Arts Studio, Rehearsal Room for Art Performance	‘Place of Recreation, Sports or Culture’
Venue for Performances and Theatrical Entertainment	‘Place of Entertainment’
Retail, Photographic Studio and Small-scale Printing, Publishing and Allied Industries	‘Shop and Services’
School and Training Centre (related to ACC only)	‘School’/ ‘Training Centre’
Institutional Use (related to ACC only)	‘Institutional Use’
Private Club (related to ACC only)	‘Private Club’
Information Technology and Telecommunications Industries	‘Information Technology and Telecommunications Industries’
F&B	‘Eating Place’

- 3.4.2 Whilst 'Office' use is assumed in the Recommended Design (indicative only), 'Hotel' use is also considered to be a suitable and appropriate alternative commercial use for the Site and flexibility should be provided for the future developer. 'Hotel' use can support the surrounding business uses, provide visitor accommodation near the waterfront and in close proximity to the MTR station, and provide support to ACC uses (both on site and within the Fly the Flyover sites). There are numerous examples of ACC uses accompanied by 'Hotel' (or hostel) in Hong Kong. For example, Mei Ho House and West Kowloon Cultural District both provide rooms on site for the visiting artists.
- 3.4.3 A sensitivity test on the traffic impact induced by hotel development has been conducted and it is considered feasible to include 'Hotel' use in Column 1 of Schedule of Uses of the OZP.

4 TECHNICAL ASSESSMENTS ON RECOMMENDED DESIGN

- 4.1 Technical Assessments have been conducted to ascertain the technical feasibility of the Recommended Design, and to ensure that the proposals would not generate adverse impact to the environment.

Visual Appraisal

- 4.2 The Site is strategically located within the Harbour Metropolis which is being transformed into an attractive CBD2 to support economic growth and to strengthen the city's global competitiveness. The surrounding of the Site is characterized by a cluster of mid-to-high rises buildings. The Site is also located within the Waterfront Areas of Victoria Harbour.
- 4.3 From the short-range viewing points ("VP"s), the future development might induce significant visual changes when compared to the existing condition whereas the Site is only occupied by low-rise structures. In particular, the view from the Ngau Tau Kok MTR Station Exit B6 will be subject to moderately adverse visual impact since the Recommended Design partially obstructs visual openness/ sky view.
- 4.4 For the medium-to-long-range VPs, the Recommended Design is unlikely to impact on any visual resources (e.g. the open sky view and mountain backdrop) since it would blend in with the surrounding high-rise developments. The proposed BH is considered compatible and the Recommended Design harmonizes with the existing urban skyline along the Harbourfront.
- 4.5 From the strategic viewpoint at the Quarry Bay Park, the Recommended Design is hardly visible due to its scale and far distance from this viewpoint. Thus, no visual impact is expected.
- 4.6 **Table 4.1** summarized the visual impact at the selected VPs. It is concluded that the Recommended Design will unlikely have significant adverse effect to the visual character of the assessment area, which is characterized by high-rise commercial developments and mid-rise phasing out industrial developments.

Table 4.1 Summary of Visual Impact

Viewpoint	Visual Sensitivity	Visual Impact
VP1: View from the Ngau Tau Kok MTR Station Exit B6 at Lai Yip Street	High	Moderately Adverse
VP2: View from the Kwun Tong Promenade	Medium-high	Negligible
VP3: View from the Public Pier in front of the former Kai Tak Airport Fire Station	High	Negligible
VP4: View from the Hoi Bun Road Park	Medium	Negligible
VP5: View from the Landscape Deck at Kai Tak Cruise Terminal	Medium	Negligible
VP6: View from the Quarry Bay Park	Medium	Negligible

Traffic and Transport Impact Assessment

- 4.7 The future development is served by various public transport modes and is located in a walkable distance from the Ngau Tau Kok MTR Station.
- 4.8 With respect to the vehicular traffic, ten (10) major junctions in the vicinity of the future development were identified for junction capacity assessment. It is concluded that all of the assessed junctions are expected to operate within capacities under 2031 Reference and Design Scenarios. It should be highlighted that the traffic impact on the adjacent road network due to the future development after change of use in Year 2031 is expected to be minimal.
- 4.9 Regarding the pedestrian environment, 18 planned/ existing pedestrian walkways and 12 pedestrian crossings were assessed and it is concluded that all of the assessed walkways and crossings would operate with satisfactorily Level-of-Service (LOS C or above) and within capacity under 2031 Design Scenarios respectively.

Sewer Diversion Proposal

- 4.10 There is a 400mm diameter sewer at about 4m deep running through the western flare lane at the junction of Lai Yip Street and Wai Yip Street, which is within the Study Area (**Figure 4.1** refers). The sewer collects discharges from the buildings on the northern side of Wai Yip Street and runs in a southerly direction along Wai Yip Street and Lai Yip Street before discharging into a large (3,000mm wide x 2,600mm high) sewage box culvert on Hoi Bun Road. To make way for the future development, the concerned sewer will need to be relocated via a simple addition of a new manhole outside the Site on the western side of the junction of Lai Yip Street and Wai Yip Street, with 400mm diameter sewers at a constant gradient connecting to the existing upstream and downstream manholes (Manholes FMH4042674 and FMH4042675 respectively).
- 4.11 It is proposed that the future developer shall carry out the sewerage diversion works as the new manhole and the new alignment of the sewer are located within public road and it is an efficient way to conduct the diversion works along with the road re-alignment at Lai Yip Street and Wai Yip Street. However, the diversion works may be in conflict with the implementation programme of the "Travellers Network Link along Wai Yip Street" (commissioned by CEDD), the sewer diversion may need to be advanced before land disposal to minimize the possible adverse impacts due to concurrent site works at Wai Yip Street.
- 4.12 Based on a preliminary assessment, the future development would increase peak discharge by approx. 249%. It is noted that the Site is close to a steep sewer, with a significant capacity (at Manhole FMH4046278), and a large sewage box culvert immediately downstream of that sewer. Any upgrading required to cater for the increased discharge from the Site would therefore be very local. Should any upgrading works be required to accommodate the new sewage flow, it should be at the future developer's cost.



FIGURE 4.1 PROPOSED SEWER DIVERSION
NOT TO SCALE

Compliance with Buffer Distance Requirements for Vehicular/ Chimney Emissions

Vehicular Emission

- 4.13 Based on the review on the road design, traffic census and the road classification information received from TD, the types of road sections surrounding the Study Area and the associated buffer distance requirement are summarized and presented in **Table 4.2**.

Table 4.2 Required Buffer Distances from Surrounding Roads

Road Name	Section Between		Type of Road	Buffer Distance Required
Kwun Tong Bypass	Wai Yip Street	Cheung Yip Street	Expressway	>20m
Wai Yip Street	Lai Yip Street	Hoi Yuen Road	District Distributor	>10m
Wai Yip Street	Lai Yip Street	Kai Fuk Road Flyover	Primary Distributor	>20m
Lai Yip Street	Wai Yip Street	Kwun Tong Road	District Distributor	>10m
Lai Yip Street	Wai Yip Street	Hoi Bun Road	District Distributor	>10m
Hoi Bun Road	Shun Yip Street	Lai Yip Street	Local Distributor	>5m
Hoi Bun Road	Lai Yip Street	How Ming Street	Local Distributor	>5m

Chimney Emission

- 4.14 According to HKPSG, chimney located more than 200m from the Study Area is considered having sufficient buffer distance. However, if the chimney is located within 200 m from the Study Area, the buffer distance required shall depend on the height difference between the chimney exit and the fresh air intake locations of the Study Area.
- 4.15 A desktop review of the chimney records was carried out first to identify potential locations of existing chimneys within 200m from the Study Area. Subsequently, a desktop search of other online information and a site visit were undertaken in March and December 2019 to identify the locations of any existing industrial chimneys within 200m from the Site and the height of the chimney exit for any identified chimney. Three (3) industrial chimneys/ vents were identified (**Figure 4.2** refers).
- 4.16 Based on the best available information, it is assumed that the chimneys are related to fuel combustion. The required buffer distance for vehicular and chimneys emissions and the corresponding height difference for chimneys at Wing Tai Industrial Building and Rainbow Industrial Building are shown on **Figure 4.2**. Noting the future development will have a BH of not more than 100mPD, there is sufficient design flexibility for the fresh air-intake to meet the buffer distance (i.e. placing the fresh air intake outside the traffic emission buffer area in the Site (**Figure 4.2** refers) below 39.2 mPD).

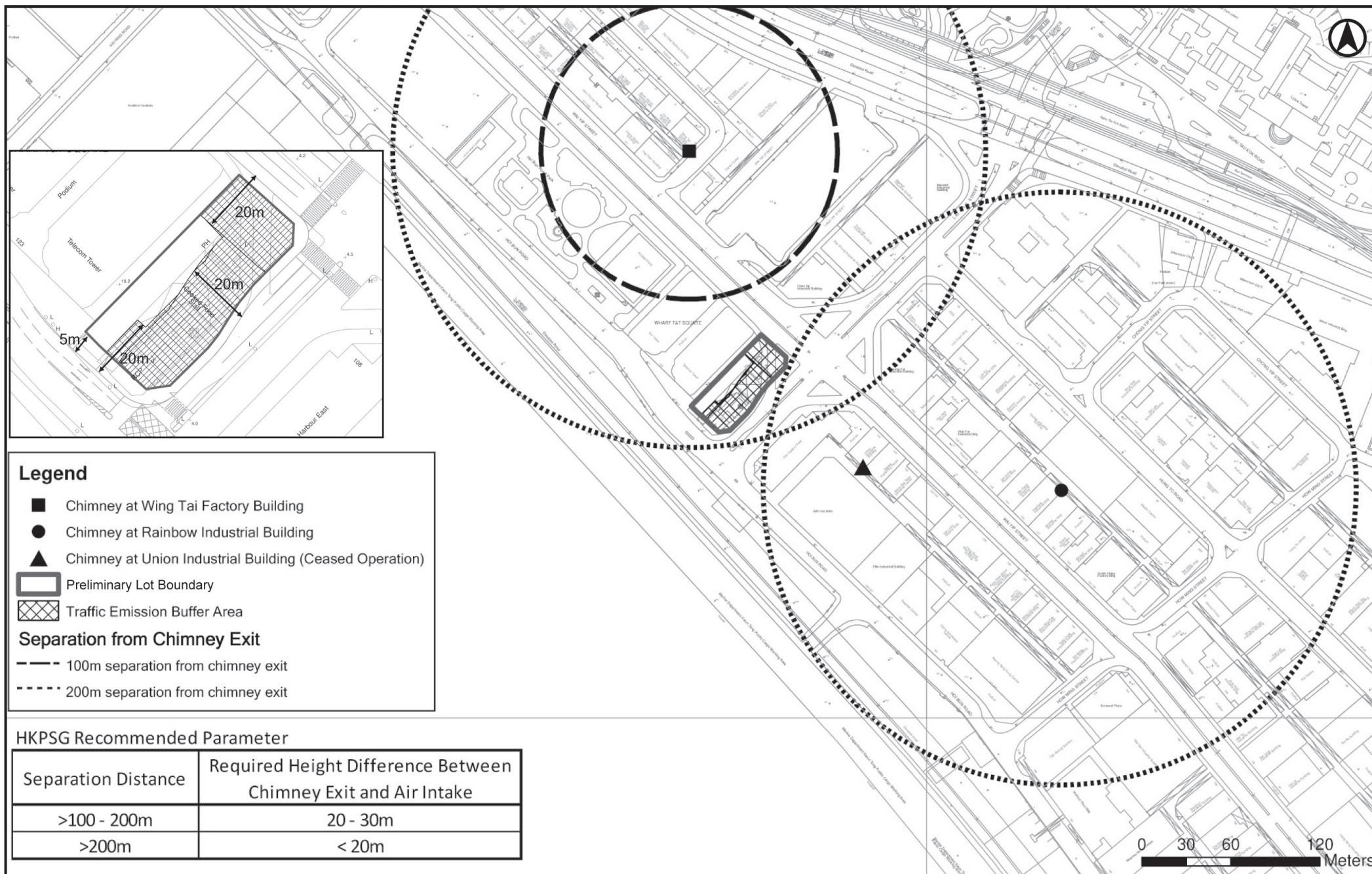


FIGURE 4.2 BUFFER DISTANCE REQUIREMENT FOR VEHICULAR / CHIMNEY EMISSIONS

5 CONCLUSION

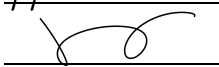
- 5.1 This Study has reviewed the development potential of the Study Area and formulated the developable area on the Site based on relevant technical assessments. A Recommended Design has been prepared with a view to optimizing the development potential and provides the flexibility to accommodate floor space for ACC and hotel uses. The Recommended Design comprises a 21-storey commercial development including ACC/Retail/F&B facilities over 2 levels of basement carpark. The BH and PR of the Recommended Design are 100mPD and 12 (approx.) respectively.
- 5.2 A VA and TTIA have been prepared to assess any potential adverse technical impact to be posed to the surrounding area and it is concluded the Recommended Design with the proposed BH and PR (i.e. 100mPD and 12 respectively) for a commercial development, with provision of hotel and ACC as optional uses, is technically feasible. Apart from the Recommended Design, the Study also proposed the junction modification at Hoi Bun Road/ Lai Yip Street to enhance the pedestrian environment and walkability of the harbourfront. The findings and recommendations of the Study serve as a reference for the amendments to the prevailing OZP and will guide the land disposal and future development of the Site.

Edited &

Approved by: Cindy Tsang



Prepared by: Delius Wong



Eric Chan



Date: January 2023

File Ref: DB/LYS

**Provision of Open Space and Major Government, Institution or Community Facilities
in Kwun Tong South (K14S) Planning Area**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons [#]	30.57 ha	18.26 ha	29.77 ha	-0.80 ha
Local Open Space	10 ha per 100,000 persons [#]	30.57 ha	57.38 ha	59.19 ha	+28.62 ha
Sports Centre	1 per 50,000 to 65,000 persons [#] (assessed on a district basis)	4	4	4	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons [#] (assessed on a district basis)	1	0	0	-1
Swimming Pool Complex – standard	1 complex per 287,000 persons [#] (assessed on a district basis)	1	1	1	0
District Police Station	1 per 200,000 to 500,000 persons (assessed on a regional basis)	0	2	2	+2
Divisional Police Station	1 per 100,000 to 200,000 persons	1	1	1	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons (assessed on a regional basis)	0	0	0	0
Community Hall	No set standard	N.A.	5	5	N.A.
Library	1 district library for every 200,000 persons ^π (assessed on a district basis)	1	4	4	+3

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6 [#]	139 classrooms	166 classrooms	166 classrooms	+27 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 [#] (assessed by EDB on a district/school network basis)	424 classrooms	467 classrooms	467 classrooms	+443 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 [#] (assessed by EDB on a territorial-wide basis)	384 classrooms	550 classrooms	550 classrooms	+166 classrooms
Hospital	5.5 beds per 1,000 persons [^] (assessed by Hospital Authority on a regional/cluster basis)	1,759 beds	1,548 beds	2,608 beds	+849 beds
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	3	3	3	0
Child Care Centre	100 aided places per 25,000 persons [#] (assessed by SWD on a local basis)	1,223 places	266 places	466 places	-757 places [@] (A long-term target assessed on a wider spatial context by SWD [@])
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#] (assessed by SWD on a local basis)	4	7	7	+3
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#] (assessed by SWD on a service boundary basis)	2	3	3	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#] (assessed by SWD)	N.A.	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#] (assessed by SWD)	N.A.	8	8	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*} (assessed by SWD on a district basis)	1,746 places	995 places	1,193 places	-553 places [@] (A long-term target assessed on a wider spatial context by SWD [@])
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above [#] (assessed by SWD on a cluster basis)	2,162 beds	931 beds	1,141 beds	-1,021 beds [@] (A long-term target assessed on a wider spatial context by SWD [@])
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6 [#] (assessed by SWD on a district basis)	213 places	0 places	300 places	+87 places
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a district basis)	621 places	712 places	892 places	+271 places

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a cluster basis)	972 places	690 places	940 places	-32 places [@] (A long-term target assessed on a wider spatial context by SWD [@])
Community Rehabilitation Day Centre	1 centre per 420,000 persons [#] (assessed by SWD on a district basis)	1	1	1	0
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons [#] (assessed by SWD on a district basis)	1	1	1	0
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons [#] (assessed by SWD on a district basis)	1	2	2	+1

Note:

The planned resident population is 305,787. If including transients, the overall planned population is about 320,000. The population figures have been adjusted downwards to the nearest hundred for assessment purpose.

The requirements exclude planned population of transients.

^ The deficit in provision is based on OZP planned population while the Hospital Authority plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. The Kowloon East Cluster provides services for residents in Kwun Tong and Sai Kung districts.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ The deficit in provision is based on OZP planned population while the Social Welfare Department (SWD) adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

π Small libraries are counted towards meeting the HKPSG requirement.

Task Force on Kai Tak Harbourfront Development

Minutes of Fortieth Meeting

Date : 11 May 2021 (Tuesday)

Time : 3 p.m.

Venue : Room 1303, 13/F, Wing On Kowloon Centre, 345 Nathan Road,
Kowloon

Present

Mr Vincent NG

Chairman

Organization Members

Mrs Margaret BROOKE

Representing Business Environment Council

Dr Vivian WONG*

Representing Friends of the Earth (HK) Charity
Limited

Mr Ivan HO

Representing Hong Kong Institute of Urban Design

Mr Paul ZIMMERMAN*

Representing Society for Protection of the Harbour

Mr LEUNG Kong-yui

Representing The Chartered Institute of Logistics
and Transport in Hong Kong

Mr Ken SO*

Representing The Conservancy Association

Mr Freddie HAI*

Representing The Hong Kong Institute of Architects

Mr Paul CHAN*

Representing The Hong Kong Institute of Landscape
Architects

Ir Raymond CHAN Kin-sek

Representing The Hong Kong Institution of
Engineers

Mr Desmond NG*

Representing The Real Estate Developers
Association of Hong Kong

Individual Members

Mr Mac CHAN*

Ms Kelly CHAN*

Mr Hans Joachim ISLER*

Mr NGAN Man-yu*

Ms Angela SO*

Co-opted Member

Prof Wallace CHANG*

Mr LAI Kwong-wai

Official Members

Mr Vic YAU Deputy Secretary (Planning & Lands) 1,
Development Bureau (DEVB)

Mr Johnny CHAN Principal Assistant Secretary (Works) 2, DEVB

Ms Stephenie HO Senior Manager (Tourism) 41, Tourism Commission
(TC)

Mr Patrick HO Assistant Commissioner/Urban, Transport
Department (TD)

Mr George MAK Chief Engineer/East 5, Civil Engineering and
Development Department (CEDD)

Mr Horman CHAN Assistant Director (Leisure Services) 1, Leisure and
Cultural Services Department (LCSD)

Ms Katy FUNG District Planning Officer/Kowloon (Acting),
Planning Department (PlanD)

Mr Steven LEE Secretary

In Attendance

Miss Rosalind CHEUNG Principal Assistant Secretary (Harbour), DEVB

Mr Henry LAI Assistant Secretary (Harbour) 1, DEVB

Ms Angora NGAI Assistant Secretary (Harbour) 1 (Designate), DEVB

Mr William CHAN Project Manager (Harbour), DEVB

Mr Peter MOK* Project Manager (Harbour) Special Duties, DEVB

Mr Carlos FUNG	Senior Engineer (Harbour), DEVB
Mr NG Shing Kit	Engineer (Harbour), DEVB
Ms Jessie KWAN	Senior Town Planner/Kowloon 5, PlanD

Absent with Apologies

Mr Edward LO	Representing The Hong Kong Institute of Planners
Sr Raymond CHAN Yuk-ming	Representing The Hong Kong Institute of Surveyors
Ms Vivian LEE	Individual Member
Hon Tony TSE	Individual Member

For Item 2

Ms Katy FUNG	District Planning Officer/Kowloon (Acting), PlanD
Ms Jessie KWAN	Senior Town Planner/Kowloon 5, PlanD
Mr KING Kwok Cheung	Deputy Head, Energizing Kowloon East Office (EKEO)
Ms Carol CHEUK	Senior Place Making Manager (Planning), EKEO

For Item 3

Mr KING Kwok Cheung	Deputy Head, EKEO
Ms Carol CHEUK	Senior Place Making Manager (Planning), EKEO
Mr Elton CHUNG	Place Making Manager (Planning) 2, EKEO
Mr Eric CHAN	Town Planner, Townland Consultant Limited
Mr Ray MUI	Associate, MVA Hong Kong Limited

*Denoting attendance online.

~~2.19 **The Chairman** concluded that the Task Force was generally concerned about the impact of the proposed PTI near the waterfront and the delivery of a vibrant harbourfront for the general public. In the event that the proposed PTI could not be relocated further from the waterfront due to technical or other relevant considerations at this stage, suitable remedial measures, such as reserving a strip of space outside the PTI along the current 23-metre wide waterfront promenade zoned "O" for retail and F&B purposes, should be considered to minimize its potential impact. Specifically, EKEO should give further consideration as to how to add more vibrancy to the harbourfront promenade for public enjoyment and reach a balanced solution between meeting the traffic need and maintain vibrancy along the waterfront. In light of Members' substantial concerns over the implementation of the project, EKEO was requested to further consult the Task Force in a timely manner on the refinements to the development plan and the control measures to ensure its proper delivery and that comments of the Task Force could be taken on board, before finalising the land sale and lease documents.~~

~~[Post-meeting note: Subsequent to the meeting, the Secretariat made a representation reflecting the views of the Task Force to the Town Planning Board on 20 May 2021.]~~

Item 3 Technical Study on the Lai Yip Street Site in Kowloon East (TFKT/03/2021)

Briefing by the proponent

3.1 **The Chairman** informed Members that EKEO submitted a paper (TFKT/03/2021) on the technical study on the Lai Yip Street Site in Kowloon East (the Study).

3.2 **Mr Steven LEE** briefed Members on the background of the item. Following the 2017 Policy Address, a review on the future use of a site at Lai Yip Street near the Kwun Tong harbourfront, which covered studying the possibility of providing space for arts, cultural and creative industries (ACC) uses, commenced in March 2019. Upon completion, EKEO would like to brief Members on the proposed development, including the intended land uses and development parameters of the concerned site, hence this submission.

3.3 With the aid of a PowerPoint presentation, **Mr KING Kwok Cheung** from EKEO briefed Members on the proposed development.

Discussion

Land Uses and Development Parameters

3.4 **Mr Ivan HO** expressed that in light of the current underutilization of the concerned site, he supported the intended planning direction of the project which was expected to bring vibrancy. **Mr LEUNG Kong-yui** supported the development proposal as it could create synergy with the adjacent commercial and office developments with minimal adverse impact to the harbourfront.

3.5 **Prof Wallace CHANG** suggested the project team to consider revitalising the existing cooked food hawker bazaar at the site. He considered that instead of transforming the site into a normal commercial building, the project team could consider introducing civic elements and developing it as strategic connection node between Ngau Tau Kok MTR Station and Kai Tak waterfront. **Mr NGAN Man-yu** suggested that given the limited site size and its location, the project proponent could also consider

developing it as a harbourfront park instead of a commercial building for public enjoyment.

3.6 **Mr Ivan HO** added that in view of the small site size and the need to reserve spaces for ancillary parking, loading and unloading facilities, connection points for the proposed elevated walkway, etc., the proponent should suitably relax the proposed development parameters, in particular building height restriction, so as to allow more flexibility for the future developer. He also enquired about the control measures in ensuring the provision of ACC uses at the site as the proposed GFA distribution of 3,600 metre square did not specify the proportion among retail, F&B and ACC uses. **Mr Desmond NG** concurred and suggested that more flexibility should be given to the developments parameters, such as that in relation to minimum plot ratio for Retail, F&B, and ACC uses.

3.7 **Mr KING Kwok Cheung** responded that while there was a minimum GFA requirement on retail, F&B and ACC uses in the proposed development parameters, these uses could be provided at any level of the development with flexibility. He supplemented that under the new Revitalisation Scheme for Industrial Buildings, relevant developers would be required to designate 10% of the floor area for specific uses prescribed by the Government upon completion of their conversion works which allow a substantial potential floor area supply for ACC uses.

3.8 Making reference to the Wuhan K11 Art Village, **Dr Vivian WONG** further suggested the project team to consider introducing within the site an art colony for local artists to gather and encourage ACC usage.

Green Building Requirements

3.9 **Dr Vivian WONG** enquired if green building requirements,

such as solar panels and groundwater recycling, would be added to the proposed development. **Mr Desmond NG** advised that while the proposal to set a higher greening ratio was welcomed, the project team should examine and ensure the feasibility of its implementation before taking forward the proposed ratio.

3.10 **Mr KING Kwok Cheung** noted Members' comments and responded that instead of incorporating individual green requirements, a requirement for the BEAM Plus accreditation of Gold rating or above would be added in the lease conditions to facilitate a holistic consideration and design by the future developer.

Proposed Elevated Connection

3.11 **Mr Paul ZIMMERMAN** asked for more information on the elevated walkway along Wai Yip Street and the pedestrian-cum-cyclist bridge across Kwun Tong Typhoon Shelter, as well as their potential impacts. **Mr NGAN Man-yu** noted that implementation of the two relevant connections had yet to be confirmed and advised that he recalled there was a planned underground connection between the Ngau Tau Kok MTR Station and Hoi Bun Road.

3.12 **The Chairman** pointed out that the pedestrian-cum-cyclist bridge was an alternative initiative to the earlier proposed Environmentally Friendly Linkage System (EFLS), which had yet to be discussed by the Task Force. He advised that the Task Force would follow this up with relevant department.

[Post-meeting note: The Secretariat had made arrangement with the EFLS team for a briefing for the Task Force in due course.]

3.13 **Mr LEUNG Kong-yui** opined that the 1st floor of the proposed development would serve as a strategic point providing a convenient elevated pedestrian connection to link up the hinterland and the waterfront, in particular considering the busy traffic flow in Kwun Tong at ground level.

3.14 **Mr KING Kwok Cheung** responded that the linkage system connecting the Ngau Tau Kok MTR Station was being studied with a view to introducing barrier-free accesses to the waterfront including the Lai Yip Street site. Subject to further information being available from the study of the proposed elevated connections, relevant connection details would be incorporated into the lease of the Lai Yip Street development to facilitate the design by the future developer.

Way Forward

3.15 **The Chairman** concluded that in light of the relatively small size of the site and as an important pedestrian node, the project team was suggested to review the estimated pedestrian flow and feasibility of the proposed scheme when firming up various development parameters.

~~Item 4 Any Other Business~~

4.1 There being no other comments, the meeting was adjourned at 5 pm.

Secretariat

Task Force on Kai Tak Harbourfront Development

September 2021