

**METRO PLANNING COMMITTEE  
OF THE TOWN PLANNING BOARD**

MPC Paper No. 8/21  
For Consideration by the  
Metro Planning Committee on 12.11.2021

**PROPOSED AMENDMENTS TO THE  
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/25**

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**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/25 (**Attachment I**) as shown on the draft OZP No. S/K15/25A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the draft OZP and its Notes.

**2. Status of the Current OZP**

- 2.1 On 11.4.2017, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/25. On 28.4.2017, the approved OZP No. S/K15/25 (**Attachment I**) was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 16.3.2021, the CE in C referred the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 26.3.2021, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

***Feasibility Study for Cha Kwo Ling Village (CKLV) Development (the FS)***

- 3.1 As announced under the 2019 Policy Address (PA), the 2020 PA and the 2021 PA, the Government will adopt a Government-led approach to resume private land, inter alia, in CKLV for high-density public housing and related infrastructure development, with a view to expediting the development and rebuilding a new community therein. The living environment of residents in the squatter area will be improved with compensation and rehousing (C&R) to be provided in

accordance with the prevailing policy. Along with policy initiatives announced under the 2019 PA, the Civil Engineering and Development Department (CEDD) commenced the FS (**Plan 5a**) in May 2019 to investigate the long-term land use of CKLV and the site formation and infrastructure (SF&I) works required. As stated in the 2020 PA, the Hong Kong Housing Society (HKHS) was invited to implement the public housing development at CKLV.

- 3.2 CKLV has been zoned “Undetermined” (“U”) since 2014 which is only an interim zoning subject to further study on appropriate use, development intensity and implementation mechanism<sup>[1]</sup>. The “U” zone concerned is the subject of a planning application (No. A/K15/124) for proposed comprehensive public and private residential development with supporting retail and government, institution or community (GIC) facilities, which was rejected by the Board on review on 20.8.2021.

### ***Design Review for the Ex-Cha Kwo Ling Kaolin Mine Site (Ex-CKLKMS) Phase 2 Development (the Design Review)***

- 3.3 The Government has been increasing housing land supply through a multi-pronged approach in recent years, including optimising the development potential of developable sites to maximise housing production where planning and infrastructure terms permit. The ex-CKLKMS Development was originally intended for medium-density residential developments (**Plan 5a**) with sites zoned sub-zones of “Residential (Group B)” (“R(B)”) subject to plot ratio (PR) restrictions from 3.3 to 5.0 and building height restrictions (BHRs) from 90 meters above Principal Datum (mPD) to 110mPD. Due to the changes in planning circumstances and societal needs including the acute and continuous demand for public housing, and improvements to local traffic capacity brought along with the traffic measures recommended under the FS, CEDD has conducted the Design Review to examine the scope to increase development intensity for the ex-CKLKMS Phase 2 Development<sup>[2]</sup> (areas currently zoned “R(B)2” (southern portion), “R(B)3” and “R(B)4”) for the high-density public housing development.

### ***Proposed Amendments to the OZP***

- 3.4 Relevant technical assessments have been carried out under the FS for the CKLV Development and the Design Review for the ex-CKLKMS Phase 2 public housing development by CEDD, the findings of which demonstrate that there would be no

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<sup>[1]</sup> CKLV together with the ex-CKLKMS to its north at upper platform were rezoned to “Residential (Group A) 4” (“R(A)4”) and “Government, Institution or Community” (“G/IC”) in 1998 for the then proposed large-scale public housing cum school village development. The GFA restrictions of the then “R(A)4” zone mainly reflected the said development proposal which was not pursued in view of the then adjustment in housing policy and changes in planning circumstances particularly the rising public aspirations for better harbourfront planning. As CKLV involves substantial number of squatters and village houses, the implementation mechanism have to be explored before proposing any long-term planned development, and CKLV was rezoned to “U” in 2014.

<sup>[2]</sup> The ex-CKLKMS Phase 1 Development (within areas zoned “R(B)1” and “R(B)2” (northern portion) with PR restrictions of 3.3/4.5 and maximum BHs of 90mPD/110mPD) (**Plan 5a**) was disposed of through land sale in 2016, and housing development (named “Koko Hills”) and associated SF&I works by the private developer are underway. The ex-CKLKMS Phase 2 Development comprises the remaining three housing sites currently zoned “R(B)2” (the southern part), “R(B)3” and “R(B)4” on the OZP, and a planned primary school site zoned “G/IC” on the OZP (**Plan 5a**).

insurmountable technical problem for the proposed high-density public housing developments with the recommended development proposals set out in paragraphs 4.3 to 4.6 (for the CKLV Development) and 5.2 and 5.3 (for the ex-CKLKMS Phase 2 Development). To take forward the recommendations of the aforementioned studies, rezoning of the sites concerned with stipulation of appropriate development restrictions is required.

- 3.5 Opportunity has also been taken to take forward a section 12A application (No. Y/K15/4) partially agreed by the Metro Planning Committee (the Committee) of the Board on 20.3.2020, for amendments to the Notes of the “Comprehensive Development Area” (“CDA”) zone at Yau Tong Bay (YTB) to specify the requirement on provision of public vehicle park (PVP) and to allow for disregarding floor space of PVP, as required by the Government, from gross floor area (GFA) calculation.
- 3.6 Apart from the corresponding amendments to the Notes in connection with the above proposed amendments, technical amendments to other parts of the Notes of the OZP have also been made, inter alia, to incorporate the latest revision of the Master Schedule of Notes (MSN) to Statutory Plans.

#### **4. Proposed Amendment Items A1 to A6 - Rezoning for the CKLV Development**

##### *The Site and its Surroundings*

- 4.1 CKLV is located near the harbourfront at Kowloon East (KE) abutting Cha Kwo Ling (CKL) Road and is situated on a relatively flat terrain (varies from about 4mPD to 10mPD). It is currently mainly occupied by low-rise squatters. According to the records of the Lands Department (LandsD), there are about 463 surveyed squatter structures in CKLV. A Grade 3 historic building, namely the Law Mansion is located within CKLV and another Grade 3 historic building, namely the Tin Hau Temple (CKL), is located to the south outside CKLV (**Plan 5b**). The CKL Tunnel, currently under construction, runs underneath the middle portion of CKLV (**Plans 4a to 4c and 5a**).
- 4.2 CKLV is currently accessed from CKL Road. To the east of CKLV at an upper platform is the ex-CKLKMS planned for residential development; whereas the green knoll to the immediate northeast and southeast are vegetated areas. To its north between Fan Wa Street and CKL Road is a cluster of tenement buildings rezoned “R(A)” (existing BHs up to 38mPD), and the private residential development, Laguna City with existing BHs from 80mPD to 92mPD, is found in the further north. The harbourfront area to the west across CKL Road is the proposed new campus for Vocational Training Council (VTC) and the proposed public waterfront promenade (PWP)<sup>[3]</sup> (**Plans 4b, 4c and 5a**).

##### *Recommendations of the FS*

- 4.3 The FS covers an area of about 8.9ha comprising mainly government land (about

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<sup>[3]</sup> Construction works of the first phase of the proposed PWP to be implemented by VTC will commence tentatively in 2025.

97%) with private lots of about 2,500m<sup>2</sup> (about 3%) (**Plan 5b**). The FS recommends the following land use proposals for CKLV and its adjoining land areas (**Plan 6**):

#### Public Housing Development

- 4.4 Two sites abutting CKL Road (about 3.03ha) are proposed for high-density public housing development. A maximum domestic GFA of 227,250m<sup>2</sup> (equivalent to a PR of 7.5 which is the maximum domestic PR stipulated on the OZPs for residential sites in Kowloon) and a maximum non-domestic GFA of 30,300m<sup>2</sup><sup>[4]</sup> (equivalent to PR of 1.0 with due regard to the waterfront location of the CKLV site) are proposed. To allow a stepped BH profile within the site, BHs of 110mPD (for the south-western portion abutting CKL Road facing the harbourfront) and 130mPD (for the north-eastern portion near the slope) are proposed, which have taken into consideration the BHR of sites at waterfront covered by OZPs in the KE area. Based on the notional scheme by HKHS (**Plans 8a to 8c**), the total public housing production is estimated to be about 4,500 units, subject to the detailed design. Social welfare facilities with floor area not less than 5% of the proposed domestic GFA will be provided in the podium floors of the housing site.

#### GIC Facilities

- 4.5 To address the needs arising from the additional population brought by the future developments and the district demand, two sites in CKLV are proposed for development of GIC facilities. A site (about 5,700m<sup>2</sup>) at the northern portion of the CKLV Development is reserved for developing a joint-user government complex<sup>[5]</sup> for provision of a sports centre, facilities of the Department of Health, social welfare facilities, and a public transport interchange (PTI). Being close to existing residential cluster, the GIC facilities to be provided therein would also serve the neighbouring community. The proposed joint-user government complex will be developed under the “Single Site, Multiple Use” (“SSMU”) principle and the actual provision of GIC uses will be considered by concerned departments and the main project proponent at the detailed design stage. Another site (about 2,700m<sup>2</sup>) abutting CKL Road and above the CKL Tunnel (where only low to medium-rise building is permitted due to technical constraint of the tunnel therein) is reserved for a standard sub-divisional fire station cum ambulance depot to meet such demand due to the anticipated increase in population in the area. There may be departmental staff quarters atop which is subject to review by the Fire Services Department at the detailed design stage having regard to prevailing policy and site constraint.

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<sup>[4]</sup> When consulting the Kwun Tong District Council (KTDC), the proposed PR restrictions were 7.5 for domestic and 9.0 for total, and the proposed BHR was 120mPD. The proposed development parameters (PR/BH) have been further developed, taking into account the waterfront location of the CKLV site. Without compromising the flat production nor affecting the provision of GIC and retail facilities, the proposed non-domestic GFA has been revised to be equivalent to PR of 1.0 and the proposed BHRs revised to 110mPD and 130mPD. The domestic PR of 7.5 remains unchanged.

<sup>[5]</sup> The actual provision of the types of GIC facilities is subject to review in the detailed design stage in consultation with relevant bureaux/departments (B/Ds). Provision of a library and PVP, as requested by KTDC (see paragraph 13.3 below), would be referred to the future project proponent for consideration in the detailed planning and design stage of the proposed joint-user government complex.

Roads, Footpaths and Roadside Amenity

- 4.6 To facilitate implementation of the proposed connection road between the ex-CKLKMS and CKL Road and associated slope works and road improvement works (**Plans 6 and 7a**), rezoning of parcels of land adjoining to CKLV are proposed.

***Rezoning Proposals***

*Amendment Item A1 – Housing Development at CKLV (total about 3.03ha)*

- 4.7 Having regard to the site context, the land use compatibility with surrounding developments, the infrastructural capacity, and the recommendations of the FS, two sites abutting CKL Road are proposed to be rezoned from “U” and “Green Belt” (“GB”) and areas shown as ‘Road’ to “R(A)8” (**Plans 1 and 2**) with the intention primarily for high-density residential development with provision of GIC facilities and commercial uses. The proposed development parameters are summarised below:

Proposed Zoning	“R(A)8”
Site area	about 3.03ha
Maximum GFA <sup>[a]</sup>	
- Domestic GFA	227,250m <sup>2</sup>
- Non-domestic GFA	30,300m <sup>2</sup>
Maximum BHs	110mPD / 130mPD
No. of flats <sup>[b]</sup>	about 4,500
Estimated population <sup>[b]</sup>	about 12,600
Social welfare facilities <sup>[c]</sup>	<ul style="list-style-type: none"> <li>- 100-place Child Care Centre (CCC);</li> <li>- 30-place Small Group Home;</li> <li>- 250-place Residential Care Home for the Elderly (RCHE) cum 30-place Day Care Unit (DCU);</li> <li>- 60-place Day Care Centre for the Elderly (DE);</li> <li>- One Neighbourhood Elderly Centre (NEC);</li> <li>- 50-place Hostel for Moderately Mentally Handicapped Persons (HMMH); and</li> <li>- 120-place Integrated Vocational Rehabilitation Services Centre (IVRSC)</li> </ul>
Other facilities <sup>[b]</sup>	<ul style="list-style-type: none"> <li>- One 9-classroom kindergarten <sup>[d]</sup></li> <li>- Retail facilities</li> </ul>
Recreational facilities, local open space (LOS), greenery and ancillary parking facilities <sup>[b]</sup>	<ul style="list-style-type: none"> <li>- Recreational facilities, LOS (i.e. 1m<sup>2</sup> per person) and ancillary car parking and loading/unloading (L/UL) spaces will be provided in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG)</li> <li>- Site coverage of greenery would be provided to meet the requirement under Sustainable Building and Design Guidelines (SBDG)</li> </ul>
Estimated population intake	from 2031 by phases

Notes:

- [a] Equivalent to maximum domestic and non-domestic PRs of 7.5 and 1.0 respectively. Floor space for social welfare facilities is not included.
- [b] Based on the notional scheme prepared by HKHS (**Plans 8a to 8c**) and is subject to the detailed planning and design. Average flat size of about 50m<sup>2</sup> and 2.8 persons per flat are assumed.
- [c] The social welfare facilities as listed above have been included for assessment under the FS. Actual provision of facilities will be subject to further discussions between government departments and HKHS at the detailed planning and design stage. Floor space for social welfare facilities, as required by the Government in the “R(A)8” zone, is proposed to be disregarded from GFA calculation.
- [d] Subject to the detailed design in consultations with relevant government departments.

*Amendment Items A2 and A3 – GIC Facilities (total about 8,800m<sup>2</sup>)*

- 4.8 To facilitate the provision of the proposed joint-user government complex as discussed in paragraph 4.5 above and to reflect an existing government road side refuse collection point with proposed roadside verge greening, another site at the northern portion of CKLV (about 5,700m<sup>2</sup>) and a site abutting CKL Road (about 400m<sup>2</sup>) are proposed to be rezoned from “U” and “GB” to “G/IC” (**Amendment Item A2 on Plans 1 and 2**). For the proposed standard sub-divisional fire station cum ambulance depot, a site of about 2,700m<sup>2</sup> (minimum site requirement under HKPSG) abutting CKL Road and above the CKL Tunnel is proposed to be rezoned from “U” to “G/IC(1)” (**Amendment Item A3 on Plans 1 and 2**) with ‘Flat (Government Staff Quarters only)’ as a Column 1 use to allow flexibility on provision of possible departmental quarters atop. To allow flexibility and for changes/increase in GIC uses to meet community/district need to achieve optimisation of land use, no BHR is proposed for these “G/IC” zones. The project proponents would have to conduct relevant assessments to confirm their feasibility at the detailed design stage and consult relevant stakeholders, as and when appropriate.

*Amendment Items A4 to A6 – Roads, Footpaths and Roadside Amenity (total about 2.02ha)*

- 4.9 The FS recommends a new vehicular access road for connecting the ex-CKLKMS to CKL Road (**Plans 6 and 7a**) to improve the traffic capacity in the area, and to widen/realign existing Fan Wa Street and Wing Fook Street to serve the proposed joint-user government complex with PTI. As such, various parcels of land to the east, west, and northwest of CKLV are proposed to be rezoned from “U”, “G/IC”, “Open Space” (“O”) and “GB” to areas shown as ‘Road’ (**Amendment Item A4** with total area of about 1.43ha) (**Plans 1 and 2**). Two sites abutting the junction of CKL Road and Wai Yip Street are proposed to be rezoned from “O” to “Other Specified Uses” annotated “Amenity Area” (“OU(A)”) (**Amendment Item A5** with total area of about 0.11ha) (**Plans 1 and 2**) to facilitate implementation of proposed roadside verge greening under the FS. Parcels of land to the east of CKLV are proposed to be rezoned from “U” and “O” to “GB” (**Amendment Item A6** with total area of about 0.48ha) (**Plans 1 and 2**) for the proposed slope modification/formation works recommended under the FS.

**5. Proposed Amendment Items B1 to B2 - Rezoning for the Ex-CKLKMS Phase 2 Development**

*The Site and its Surroundings*

5.1 The ex-CKLKMS Phase 2 Development is situated to the east of the CKLV at upper platform (32mPD) which is currently an abandoned mining site with vegetation. Areas to its north are the Phase 1 Development for medium-density private housing development (currently under construction) with maximum PRs of 3.3/4.5 and BHs of 90mPD/110mPD, and the proposed primary school site (**Plan 5a**). It is bounded by green knolls to the immediate northwest, east, south and west. To its further northeast are Sai Tso Wan Recreation Ground and a private residential development, Sceneway Garden with existing BH up to 153mPD. To its further southeast is the proposed Tseung Kwan O-Lam Tin Tunnel, currently under construction, and the Eastern Harbour Crossing toll plaza (**Plans 4a to 4d and 5a**).

*Recommendations of the Design Review*

5.2 The proposed public housing development at the ex-CKLKMS Phase 2 would be developed with maximum domestic/total PRs of 7.5/9.0, and maximum BHs of 135mPD/140mPD for providing about 2,250 public housing units, subject to the detailed design (**Plan 9**). Floor space of not less than 5% of the proposed domestic GFA for the social welfare facilities has been reserved.

5.3 Development program of the southern portion of the housing site (i.e. site with proposed BH of 135mPD on **Plan 9**) is hinged upon the resolution of the legal proceedings in relation to the possessory title claim over a clan grave thereat (**Plan 5b**). With a view to enhancing site accessibility of the northern portion of the housing site (i.e. site with proposed BH of 140mPD on **Plan 9**), a parcel of land zoned "O" (of about 600m<sup>2</sup>) to the north of the cul-de-sac of the access road serving the southern portion of the housing site is proposed to be included as part of the housing development. The "O" zone concerned is reserved for planned LOS with no development programme and the Leisure and Cultural Services Department (LCSD) has no objection in-principle to allocate this parcel of land for the proposed public housing use.

*Rezoning Proposal*

*Amendment Item B1 – Housing Development at the Ex-CKLKMS Phase 2 (about 1.45ha)*

5.4 Having regard to the site context, the infrastructural capacity, and the recommendations of the Design Review, three sites zoned "R(B)2" (southern portion), "R(B)3" and "R(B)4" and a site zoned "O" are proposed to be rezoned to "R(A)9" (**Plans 1 and 2**) with the intention primarily for high-density residential development with provision of GIC facilities and commercial uses. The proposed development parameters are summarised below:

Proposed Zoning	"R(A)9"
Site Area	about 1.45ha
Maximum Total / Domestic PRs	9.0 / 7.5

Maximum BH	135mPD / 140mPD
No. of flats <sup>[a]</sup>	about 2,250
Estimated population <sup>[a]</sup>	about 6,400
Social welfare facilities <sup>[b]</sup>	- 150-place RCHE cum 30-place DCU; - 100-place RCHE; - 80-place IVRSC; and - 50-place HMMH
Other facilities <sup>[a]</sup>	- One 6-classroom kindergarten <sup>[c]</sup> - Retail facilities
Recreational facilities, LOS, greenery and ancillary parking facilities <sup>[a]</sup>	- Recreational facilities, LOS (i.e. 1m <sup>2</sup> per person) and ancillary car parking and L/UL spaces will be provided in accordance with HKPSG - Site coverage of greenery would be provided to meet the requirement under SBDG
Estimated population intake	2030 <sup>[d]</sup>

Notes:

- <sup>[a]</sup> Based on the notional scheme at **Plan 9** and is subject to the detailed planning and design. Average flat size of about 45m<sup>2</sup> and 2.8 persons per flat are assumed.
- <sup>[b]</sup> The social welfare facilities as listed above have been included for assessment under the Design Review. Actual provision of facilities will be subject to advice from concerned government departments at the detailed planning and design stage. Floor space for social welfare facilities, as required by the Government in the subject “R(A)9” zone, is proposed to be disregarded from the PR calculation.
- <sup>[c]</sup> Subject to the detailed design in consultation with relevant government departments.
- <sup>[d]</sup> Development programme of the southern portion of the housing site is hinged upon the resolution of the legal proceedings in relation to the possessory title claim over a clan grave therein (**Plan 5b**).

5.5 The notional scheme (**Plan 9**) is indicative only and subject to review in the detailed planning and design stage. The proposed public housing development will be guided by administrative planning brief prepared in consultation with the relevant B/Ds, which would set out planning parameters, design requirements, provision of GIC, retail, LOS/recreational and parking facilities, as well as any further technical assessments to be conducted for the development.

*Amendment Item B2 – Enlarged School Site within the Ex-CKLKMS (about 1,300m<sup>2</sup>)*

5.6 A “G/IC” site (about 8,900m<sup>2</sup>) within the ex-CKLKMS is reserved for a 30-classroom primary school (**Plan 5a**) with its northern and north-eastern portions are non-buildable sloping areas. As the proposed connection road between the ex-CKLKMS and CKL Road (**Plan 7a**) would encroach into the “G/IC” site concerned and hinder the future school development, it is proposed to enlarge the reserved school site by extending its south-western boundary by about 1,300m<sup>2</sup> in order to achieve a buildable area of not less than 6,200m<sup>2</sup> (i.e. reference site area under HKPSG) as well as to facilitate the construction of the proposed roadworks, having regard other site constraints. As such, a parcel of land (1,300m<sup>2</sup>) is proposed to be rezoned from “GB” to “G/IC” with BHR of 8-storey (**Amendment B2** on **Plans 1** and **2**). The Education Bureau (EDB) has no objection to proposed amendment.

## 6. Technical Assessments

- 6.1 Development proposals for CKLV and ex-CKLKMS Phase 2 as formulated have struck a balance between the objective of optimisation of scarce land resources in urban area for providing more public housing units to meet the acute demand and compatibility with the overall development intensity in the KE area, without overstraining the capacity of the planned engineering/traffic infrastructures, nor cause any unacceptable visual and air ventilation impacts. Various technical assessments are carried out under the FS and the Design Review<sup>[6]</sup>. As the two sites are in close proximity to each other, the cumulative impacts of the two proposed developments on traffic, visual and air ventilation aspects have been assessed under the FS. The findings of the both the FS (**Attachment V**) and the Design Review<sup>[7]</sup> (**Attachment VI**) confirm that the proposed developments with the development parameters set out in paragraphs 4 and 5 above are technically feasible with no insurmountable technical problem. The findings are summarised in the following paragraphs.

### *Harbourfront Planning, Urban Design and Visual*

- 6.2 The CKLV Development site is situated on a relatively flat terrain facing the harbour and the ex-CKLKMS Phase 2 Development set on varied platforms at about +32mPD, and both fall within the harbourfront areas. In a wider context, Laguna City (80mPD to 92mPD) is located to the north, Sceneway Garden (124mPD to 153mPD) is to the further northeast across Sai Tso Wan Recreation Ground, and the planned YTB “CDA” site (maximum BH of 120mPD) is to the further southeast (**Plan 5a**). Reference has been made to the Harbour Planning Principles and the Harbour Planning Guidelines in formulation of the proposals. The proposed maximum BHs of 110mPD/130mPD at the CKLV Development together with the proposed ex-CKLKMS Phase 2 Development (with BHs of 135mPD/140mPD) could form a stepped BH profile descending from inland to the waterfront. As illustrated in the photomontages (**Plans 10a to 10c**), the visual character of this part of the harbourfront area will be changed. The proposed developments could be seen as an extension of residential townscape. Appropriate mitigation measures such as building separation and provision of greening/landscape treatment will be incorporated to minimize the visual impact. Chief Town Planner/Urban Design and Landscape, Planning Department

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<sup>[6]</sup> Under the FS, preliminary assessments on Traffic and Transport Impact Assessment (TTIA), Drainage Impact Assessment (DIA), Sewerage Impact Assessment (SIA), Water Supply Impact Assessment (WSIA), Utilities Impact Assessment (UIA), Geotechnical Assessment (GA), Site Formation Assessment, Environmental Review (ER) (including air, noise, water quality, land contamination, ecological aspects, etc.), Cultural Heritage Appraisal, Landscape Impact Assessment (LIA), Visual Impact Assessment (VIA), and Air Ventilation Assessment in the form of Expert Evaluation (AVA-EE) are conducted. For Design Review of the ex-CKLKMS Phase 2 Development, technical assessments as conducted include SIA, WSIA, Air Quality Impact Assessment, Noise Impact Assessment, Water Quality Impact Assessment and Tree Treatment Proposal.

<sup>[7]</sup> Technical feasibility for residential uses at ex-CKLKMS on visual, air ventilation, traffic, environmental and infrastructure aspects had been demonstrated when the sites were rezoned to sub-zones of “R(B)” and in the subsequent detailed design stage. Tree Preservation and Removal Proposals for ex-CKLKMS Phase 2 is under preparation by the CEDD in accordance with the Development Bureau (DEVB) Technical Circular (Works) No. 4/2020 on “Tree Preservation” under the Design and Construction Study for ex-CKLKMS (Agreement No. CE3/2014 (CE)). Objective of the Design Review is to support the proposed increase in PR and BH for the proposed public housing development in the ex-CKLKMS Phase 2.

(CTP/UD&L, PlanD) and Chief Architect/Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) have no adverse comment on the proposed rezoning from urban design and visual point of view.

#### *Air Ventilation Aspect*

- 6.3 As revealed in the AVA-EE, the annual prevailing winds of the area are mainly from the northeast, east, east-northeast and east-southeast and the summer prevailing winds are from the east, east-southeast, southeast, southwest and west-southwest (Figure 10.1 of **Attachment V**). The proposed disposition of the residential buildings under the notional scheme for CKLV has generally avoided encroaching into the prevailing wind corridors (**Plans 8a** and **8b**), except the northern most block that an urban window at lower floors is proposed to facilitate the air flow in northeast-southwest direction<sup>[8]</sup>. Relevant design measures (for example building separations of not less than 15m and urban window of not less than 20m in width) will be incorporated into the proposed development. As for the proposed ex-CKLKMS Phase 2 Development, mitigation measures such as a minimum width of 15m building separation and podium garden will be incorporated in the proposed development to facilitate air flow, subject to the detailed design (**Plan 9**). According to the AVA-EE, with incorporation of above good design features, it is unlikely that the two proposed developments have any insurmountable adverse air ventilation impact effects to the surroundings. CTP/UD&L, PlanD has no adverse comment on the proposed rezoning from air ventilation perspective.

#### *Traffic and Transport Aspect*

- 6.4 Based on the results of Preliminary TTIA conducted under the FS, the CKLV and ex-CKLKMS Phase 2 Developments will not create adverse traffic impact on the existing road network/ junctions after implementation of road and junction improvement works being planned and carried out under various interfacing projects, and together with the proposed traffic improvement schemes under these two projects (**Plans 7a** and **7b**). The main traffic improvement works under the CKLV Project will include, inter alia, the construction of a new vehicular access road connecting the access road of ex-CKLKMS to CKL Road (**Plan 7a**) which would improve the local road capacity and allow the traffic from ex-CKLKMS to go directly to CKL Road instead of using Sin Fat Road. The new road will also provide an alternative route for through traffic between Yau Tong/ Tseung Kwan O areas and Kwun Tong area, bypassing the anticipated busy junctions of Wai Fat Road/ Wai Yip Street and Wai Yip Street/ CKL Road. Apart from this, junction improvement works will be implemented at junctions of Wai Fat Road/ Wai Yip Street, CKL Road/ Sin Fat Road, Yau Tong Road/ CKL Road and Sin Fat Road/ex-CKLKMS access road to alleviate the traffic conditions at junctions near Sin Fat Road, CKL Road and Wai Yip Street after both developments. Noting that relevant junction improvement works would be implemented by the CEDD, Commissioner for Transport (C for T) has no comment on the Preliminary TTIA

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<sup>[8]</sup> With consideration of the planned and existing nearby developments, the wind corridor in the northeast-southwest direction would be slightly deviated and continue its path towards the southwest direction (Figure 10.1 of **Attachment V**).

which confirms the technical feasibility of the proposed developments at CKLV and ex-CKLKMS Phase 2 from traffic perspective.

- 6.5 In view of the anticipated increase in population, a new PTI would be provided under CKLV Project at the proposed joint-user government complex to cater for the anticipated passenger demand and transportation need arising from the new developments (**Plan 6**). Besides, a new pedestrian footbridge connecting the footpath of the proposed new access road of CKLV to the joint-user government complex is also proposed to enhance the connectivity between the proposed CKLV Development, and ex-CKLKMS Phase 2 Development and Lam Tin MTR Station. With the implementation of proposed PTI and the existing public transport facilities, the public transport services is considered to be sufficient to accommodate the proposed developments.

### *Heritage Aspect*

- 6.6 Two Grade 3 historic buildings, namely the Law Mansion and the Tin Hau Temple (CKL) are identified within and adjacent to the CKLV Development respectively (**Plan 5b**). To respect the heritage significance of the Law Mansion and having consulted the Antiquities and Monuments Office (AMO), it is proposed to preserve this Grade 3 historic building in-situ for adaptive reuse for public appreciation. According to the preliminary proposal by HKHS, the Law Mansion will be revitalized and integrated into the housing development at the CKLV Development<sup>[9]</sup> (**Plan 8a**). Visual permeability and pedestrian accessibility of the Law Mansion, which is currently obscured by the squatter structures, would be improved by providing a public passageway of not less than 20m leading to CKL Road where further connection to the planned PWP via the existing signal-controlled pedestrian crossing. Setbacks of not less than 10m from the Law Mansion would be reserved and deposition of the proposed building blocks surrounding the Law Mansion would be explored at the detailed design stage for a more harmonic design. To enhance the vibrancy of the public realm, retail uses (at ground/podium levels) surrounding the Law Mansion as well as the frontages facing the waterfront area would be provided (**Plan 8d**).
- 6.7 Being located outside the boundary of the CKLV Development, Tin Hau Temple (CKL) will not be affected by the CKLV Development. To serve as a transition between the proposed housing development and this Grade 3 historic building, an area of not less than 900m<sup>2</sup> (within the southernmost portion of the housing site) is designated as a buffer area<sup>[10]</sup> and would be open for public enjoyment (**Plans 8a, 8b and 8e**). Subject to the detailed design, the buffer area could be a possible place for display of some heritage fabrics/character defining elements of other buildings/structures with historical interest with CKLV for public aspiration (**Plan**

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<sup>[9]</sup> HKHS, as the future owner of Law Mansion, and also the future tenant of the Law Mansion will take up the management and maintenance (M&M) responsibility of the Law Mansion.

<sup>[10]</sup> HKHS will bear up the M&M responsibility of the buffer area and such requirement will be specified in the lease document. The design of the buffer area is to be further review in the detailed design stage with reference to the findings of Heritage Impact Assessment (HIA) conducted in the detailed design stage with due consideration to the heritage value of Tin Hau Temple (CKL), and that the flat production would not be compromised.

8e) (see paragraph 6.9 below).

- 6.8 In the detailed design stage of the SF&I works for the CKLV Development, HIA will be carried out to identify possible impacts to the heritage sites and any historical interested structures which are related to the project site to propose corresponding mitigation measures to be implemented during the construction stage. Moreover, HKHS will conduct another HIA separately for the preservation of the Law Mansion and Tin Hau Temple (CKL), and other relevant matters for the public housing development at the detailed design stage of the public housing development. The HIAs, to be prepared in accordance with relevant Technical Circular, will be submitted to the AMO for approval and for endorsement by the Antiquities Advisory Board (AAB).
- 6.9 Apart from the two graded historic buildings, there is no item pending grading assessment by the AAB within CKLV and ex-CKLKMS Projects. As advised by the AMO, there are some buildings eye-witnessed the socio-economic development of CKLV, for instance, the remaining building of Porcelain Factory, ex-Four Hill School, office of CKL Villagers Fraternity Association (CKLVFA) (茶果嶺鄉民聯誼會) and the 212 Cha Kwo Ling Village (**Plan 5b**). These four buildings have group value with the two graded historic buildings. While these four buildings would be affected by the proposed CKLV Development (see section 7.8 of **Attachment V** for cultural heritage appraisal), with reference to the findings of the HIAs in the detailed design stage, consideration could be given to full recording of the buildings, conserving heritage fabrics/character defining elements of the four buildings for possible display at the housing site, and to provide interpretation information of these buildings together with the other graded buildings. The AMO has no adverse comment on the cultural heritage appraisal prepared under the FS (section 7.8 of **Attachment V**).

### *Landscape and Tree Aspects*

- 6.10 Preliminary LIA has been conducted under the FS to assess the potential landscape impact for the proposed CKLV Development. A broad-brush tree survey has been carried out and approximately 1,859 trees of common species are identified. No registered Old and Valuable Tree was recorded. A total of 14 Trees of particular interest (TPIs) with diameter of breast height (DBH) over 1m are identified as *Ficus microcarpa* (細葉榕) which is a commonly found species in Hong Kong. Majority of the development area along the CKL Road is covered by the identified landscape resources of the village planting within existing squatter and the mixed woodland on the sloping area to the northeast of CKLV. Common tree species and the vegetated hillside made up of a mix of native vegetation and exotic species (involving 77 tree species) are identified within the CKLV Development.
- 6.11 Given the existing topography, the scale of the proposed development and the alignment of the new vehicular connection road, site formation and infrastructure works would inevitably necessitate extensive site clearance and substantial impact on mixed woodland. Upon development of CKLV, this part of the area could be considered as an extension of urban residential area. The landscape character of the existing miscellaneous urban fringe landscape character area would therefore be altered and would inevitably impose moderate landscape impact due to the change of land use, land form, provision of public housing development/GIC

facilities/new road, and the scale and type of vegetation covered of the site. According to the preliminary proposal, among the (1,859) surveyed trees, about 343 trees are proposed to be retained while the remaining 1,516 trees are to be felled due to the direct conflicts with the CKLV Development. For the 14 TPIs, 3 are to be retained in-situ, and 11 to be removed due to the significant level difference between the existing level and proposed site formation level, direct conflict with building structures, poor condition of TPIs on steep slope which the transplantation is considered not technically feasible and 2 TPIs grew and intruded towards the nearby existing squatter structures would unavoidably be damaged during clearance of squatter structures.

- 6.12 To alleviate the potential landscape impact, compensatory planting with not less than 560 new trees in different sizes with diversified species are recommended to be planted as far as practicable. Together with about 14,000 shrubs, about 3,100 climbers and about 34,000 groundcovers are proposed as the landscape treatment on the modified steep slopes to the east of the development. To further enhance the overall landscape quality by way of improving vegetation diversity of native species mix, enhancement of ecological value, maximisation of soft landscape opportunities, and provision of quality landscaped area (such as the public realm outside the Law Mansion and the buffer area adjacent to Tin Hau Temple (CKL)) are recommended. With a view to maximising the scope of tree planting, a continuous search for potential areas for off-site planting, in consultation with relevant departments, would be conducted in the subsequent detailed design stages.
- 6.13 A Tree Preservation and Removal Proposal including compensatory planting proposals and sensitivity analysis for the affected TPIs will be prepared by the CEDD in the detailed design stage, to finalise tree treatment and allocate compensatory planting areas in accordance with DEVB Technical Circular (Works) No. 4/2020<sup>[11]</sup> and latest Guidelines for Tree Risk Assessment and Management Arrangement.
- 6.14 As for the ex-CKLKMS Phase 2 Development, given that there is no change on the scope and extent of the formation of platform area for the housing site, no additional landscape impact is anticipated due to the intensified scheme. About 85 new trees are proposed to be planted within the housing site subject to the detailed design.
- 6.15 Within the two housing sites, landscape mitigation measures including podium gardens, buffer plantings, vertical greening/climbers, and/or children's play area are proposed to create a quality living environment. A minimum 1m<sup>2</sup> of LOS per person in accordance with HKPSG requirements will be provided for the two public housing developments in CKLV and ex-CKLKMS Phase 2. Relevant requirements on site coverage of greenery as set out under the SBDG and DEVB Technical Circular (Works) No. 3/2012<sup>[12]</sup> (for the proposed "G/IC" sites only) would be duly followed in the detailed design as appropriate. Every opportunity will be explored at later detailed design stage to improve the overall landscape

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<sup>[11]</sup> DEVB Technical Circular (Works) No. 4/2020 on "Tree Preservation".

<sup>[12]</sup> DEVB Technical Circular (Works) No. 3/2012 on "Site Coverage of Greenery for Government Building Projects".

quality of two developments.

### ***Environmental and Ecological Aspects***

- 6.16 Preliminary ER has been undertaken to identify and assess the potential environmental impact in respect of air quality, noise, water quality, waste management, land contamination, and ecological impacts. No insurmountable environmental impact of the proposed development is identified. Besides, an assessment review on environmental aspect under the ex-CKLKMS Phase 2 Development is carried out and it is anticipated that no insurmountable impact would be induced due to the increase in development intensity of ex-CKLKMS Phase 2 Project. Director of Environmental Protection (DEP) has no objection in-principle to the proposed rezoning from environmental planning perspective.
- 6.17 Ecological impact assessment for the CKLV Development and its surrounding areas, including area for the proposed housing site at ex-CKLKMS Phase 2, has been conducted which demonstrated that no insurmountable ecological impact is anticipated to arise from the proposed developments. All terrestrial habitats and vegetation identified within the assessment area are considered to be of low ecological value and supported common wildlife species. Ecological impact from the loss of habitats is anticipated to be minor. Three avifauna species (namely *Milvus migrans* (黑鳶), *Centropus sinensis* (褐翅鴉鵂) and *Corvus torquatus* (白頸鴉)) and one floral specie (namely *Gnetum luofuense* (羅浮買麻藤)) of conservation importance were recorded to be present within the assessment area while no breeding or roosting fauna species of conservation importance was recorded. Transplantation of *Gnetum luofuense*<sup>[13]</sup>, a climber species, is not recommended due to low survival rate having regard their growth form and location. Fauna recorded in vicinity of the development are generally of high mobility, thus direct impact from potential injury or mortality on these species is considered minor. As the ecological impact due to the proposed developments is considered minor in nature, Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the rezoning proposals.

### ***Infrastructural (Drainage, Sewerage, Water Supplies and Utilities, and Geotechnical) Aspects***

- 6.18 Preliminary GA, DIA, SIA, WSIA and UIA have been carried out to assess the potential impacts arising from the CKLV Development. According to the results of technical assessments, it is anticipated that there is no insurmountable impact on infrastructural aspects arising from the CKLV Development. Moreover, review on the assessments for the proposed infrastructure works under the ex-CKLKMS Phase 2 Development is conducted and no insurmountable impact is anticipated due to the increase in development intensity of the ex-CKLKMS Phase 2 Development. Relevant departments consulted have no adverse comment to the technical assessments/no objection to the rezoning proposals.

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<sup>[13]</sup> *Gnetum luofuense* is a very common flora species in Hong Kong and is not under the list of “Rare and Precious Plants of Hong Kong”; yet, it is of ‘near threatened’ status according to IUCN Red List of Threatened Species.

**7. Proposed Amendments to the Remarks in Notes of the OZP for the “CDA” zone at YTB**

On 20.3.2020, a section 12A application (No. Y/K15/4) was partially agreed by the Committee (extract of meeting minutes at **Attachment VII**) for amendment of the Remarks in the Notes of the OZP for the “CDA” zone at YTB<sup>[14]</sup> so that the floor space that is constructed or intended for use solely as PVP, as required by the Government, may be disregarded from PR calculation. To take forward the decision, the Remarks in the Notes of the OZP for the “CDA” zone at YTB is proposed to be amended that PVP should be provided and floor space for such use, as required by the Government, may be disregarded (**Attachment III**).

**8. Provision of Open Space and Major GIC Facilities**

8.1 Taking into account the proposed amendments as mentioned above, the planned population of the Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area (K15 Area) is estimated to be about 212,600 persons. As shown in the summary on existing and planned provision of major GIC facilities and open space (**Attachment VIII**), the existing and planned provision of major GIC facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of the HKPSG, except the followings:

***GIC Facilities***

8.2 The provision of primary (-129 classrooms) and secondary school places (-167 classrooms)<sup>[15]</sup> will be in deficit for the planned population in the K15 Area. As advised by the EDB, the provision of public sector primary school places is planned on a district basis and the public sector secondary school places is on a territory-wide basis. The EDB will consider factors such as the latest school-age population projections, other factors that may affect the demand for school places in certain districts, the prevailing education policies etc. before deciding whether it is necessary to allocate school premises for setting up new school(s) or reprovisioning of existing school(s). The EDB will continue monitoring the projected supply and demand for public school sector and will carefully consider all relevant factors to plan school project as needed. The EDB does not require

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<sup>[14]</sup> The PR restriction for the “CDA” zone at YTB is 4.5. There is provision for planning application for minor relaxation to PR restriction; yet, it is specified in the Remarks of the Notes that under no circumstances shall the total PR exceed 5. It is also specified in the endorsed Planning Brief that car parking facilities should be provided underground. The “CDA” at YTB is subject of two planning permissions for comprehensive development with approved minor relaxation of PR restriction to 5. Under the latest approved application (No. A/K15/112), underground PVP for the PWP with 22 for private car, 14 for motorcycle and 2 for coach is proposed. With the proposed amendments to the Remarks of the Notes, any GFA concession on PVP at subject zone would then be administrated under the Buildings Ordinance and that PlanD would follow Buildings Department’s practice in granting GFA concession for such facilities as set out in Joint Practice Note No. 4.

<sup>[15]</sup> Planned demand for school places and social welfare facilities as presented in **Attachment VIII** is estimated by PlanD with reference to the corresponding requirements under the HKPSG, and may be different from the projections by the EDB and Social Welfare Department (SWD) which are premised on a basket of factors as discussed in paragraphs 8.2 and 8.3 respectively.

reserving a school site at CKLV on the understanding that suitable school sites will continue to be reserved in the district for development of school(s) to meet the expected demand for public sector primary school places or re-provisioning needs of existing schools in the school net concerned, noting the bigger picture of the dire need of the Government for land for housing development.

- 8.3 To address the rising demand for social welfare facilities, various types of service for children, elderly and rehabilitation are proposed at the public housing developments in CKLV and ex-CKLKMS Phase 2 as per advice from the SWD with provision of not less than 5% of respective proposed domestic GFA (see paragraphs 4.7 and 5.4 above for details of the proposed services). According to the population-based planning standards for elderly and child care services/facilities and with the aforementioned social welfare facilities included, there will still be shortfalls in the provision of RCHE (-207 places), community care services facilities (CCS) (-433 places) and CCC (-367 places)<sup>[15]</sup>. In applying the 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 all along been adopting a multi-pronged approach to identify suitable sites or premises for the provision of more welfare facilities to meet the acute demand, namely purchasing premises in the private property market and identifying suitable housing developments for providing welfare services.
- 8.4 There will be a shortfall in hospital beds (-1,169 beds) for the planned population. The Hospital Authority (HA) plans its services on a cluster basis. In planning and developing various public healthcare services, the HA takes into account a number of factors, including the increase of service demand as a result of population growth and demographic changes, advancement of medical technology, manpower availability as well as the organisation of services of the clusters and hospitals. There are a number of hospital redevelopment projects planned in the KE Cluster (KEC), including the expansion projects of Haven of Hope Hospital, United Christian Hospital and Tseung Kwan O Hospital, for providing around 2,260 additional beds for serving the population in the KEC.
- 8.5 For the shortfall in provision of one divisional police station, provision of such facility in the K15 Area has not been requested by the Hong Kong Police Force.

### *Open Space*

- 8.6 While there would be a shortfall in district open space of about 3ha in the K15 Area, there would be a surplus in LOS of about 15.7ha. District open space is intended to serve the district population and there will be a surplus in district open space of about 24.2ha in the Kwun Tong District as a whole.

**9. Proposed Amendments to Matters Shown on the Plan**

9.1 The proposed amendments as shown on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A (**Attachment II**) are as follows:

(a) Item A1 (total about 3.03ha) (Plan 2)

Rezoning of two sites abutting CKL Road from “U” and “GB” and areas shown as ‘Road’ to “R(A)8” with BHRs of 110mPD (for the south-western portion) and 130mPD (for the north-eastern portion) as stipulated on the Plan.

(b) Item A2 (total about 6,100m<sup>2</sup>) (Plan 2)

Rezoning of a site at the northern portion of CKLV and another site abutting CKL Road from “U” and “GB” to “G/IC”.

(c) Item A3 (total about 2,700m<sup>2</sup>) (Plan 2)

Rezoning of a site abutting CKL Road from “U” to “G/IC(1)”.

(d) Item A4 (total about 1.43ha) (Plan 2)

Rezoning of parcels of land to the east, west and northwest of CKLV from “U”, “G/IC”, “O” and “GB” to areas shown as ‘Road’.

(e) Item A5 (total about 1,100m<sup>2</sup>) (Plan 2)

Rezoning of two sites at the junction of CKL Road and Wai Yip Street from “O” to “OU(A)”.

(f) Item A6 (total about 4,800m<sup>2</sup>) (Plan 2)

Rezoning of parcels of land to the east of CKLV from “U” and “O” to “GB”.

(g) Item B1 (total about 1.45ha) (Plan 2)

Rezoning of parcels of land within the ex-CKLKMS Phase 2 Development from “R(B)2” (the southern part), “R(B)3”, “R(B)4” and “O” to “R(A)9” with BHRs of 135mPD/140mPD as stipulated on the Plan.

(h) Item B2 (total about 1,300m<sup>2</sup>) (Plan 2)

Rezoning of a parcel of land within the ex-CKLKMS from “GB” to “G/IC” with a BHR of 8-storey as stipulated on the Plan.

9.2 Opportunity has also been taken to rectify minor discrepancies by slightly adjusting the zoning boundaries of “R(A)”, “O” and “G/IC” zones abutting Fan Wa Street to reflect as-built conditions and these adjustments would not have any material implications on the land use zonings.

9.3 To reflect the on-going Tsui Ping River Revitalization Project, an area shown as

“Nullah” at the north-western most of the Plan is proposed to be changed as “Tsui Ping River”. Since this is only an update and to reflect the name of this feature, this shall not be considered as an amendment item.

**10. Proposed Amendments to the Notes of the OZP (Attachment III)**

- 10.1 The proposed amendments to the Notes of the OZP (with additions in *bold and italics* and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.
- 10.2 In relation of Items A1 to A5 as mentioned in paragraphs 4.7 to 4.9 above, relevant clause in respect to the “U” in the Covering Notes will be deleted.
- 10.3 In relation to Items A1 and B1 as mentioned in paragraphs 4.7 and 5.4 above, the Notes and the Remarks for “R(A)” zone is proposed to be revised to incorporate the development restrictions (i.e. maximum GFAs and PRs) for the new “R(A)8” and “R(A)9” sub-zones. In determining the maximum GFAs for “R(A)8” zone and maximum PRs for “R(A)9” zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. To allow flexibility, the Notes of the “R(A)” zone will specify that ‘Public Vehicle Park (excluding container vehicle)’ use is always permitted on land designated “R(A)8” and “R(A)9”.
- 10.4 In relation to Item A3 as mentioned in paragraph 4.8 above, it is proposed to incorporate ‘Flat (Government Staff Quarters only)’ under Column 1 for land designated “G/IC(1)” to allow flexibility of provision of departmental staff quarters at the proposed standard sub-divisional fire station cum ambulance depot.
- 10.5 In relation to Item A5 as mentioned in paragraph 4.9 above, a new set of Notes for the “OU(A)” zone is proposed.
- 10.6 In relation to Item B1 as mentioned in paragraph 5.4 above, it is proposed to revise the Notes and the Remarks for “R(B)” zone to delete “R(B)3” and “R(B)4” sub-zones.
- 10.7 To take forward a section 12A application (No. Y/K15/4) partially agreed by the Committee on 20.3.2020 as mentioned in paragraph 7 above, the requirement on provision of PVP as required by the Government will be added and relevant clause on GFA exemption for PVP in the Remarks for the “CDA” zone at YTB will be incorporated.

***Technical Amendments***

- 10.8 With a view to optimising the use of existing industrial buildings, technical amendments will be incorporated to the Remarks for the “Residential (Group E)” (“R(E)”) zone with provision to cater for partial/wholesale conversion of existing buildings for non-domestic use.
- 10.9 To incorporate the revised MSN agreed by the Board on 28.12.2018, the following amendments will be made to the Notes to reflect ‘Market’ as a use subsumed under ‘Shop and Services’ under the Broad Use Terms and Definitions of Terms used in

Statutory Plans:

- (a) deletion of 'Market' from Column 1 of the "Commercial" zone;
- (b) deletion of 'Market' from Column 2 of the "R(B)", "CDA", "Village Type Development" zones as well as Schedule I of the "R(E)" zone; and
- (c) revising 'Shop and Services' to 'Shop and Services (not elsewhere specified)' under Column 2 of the "R(A)" and "G/IC" zones.

#### **11. Revision to the ES of the OZP (Attachment IV)**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in *bold and italics* and deletions in '~~crossed-out~~') are at **Attachment IV** for Members' consideration.

#### **12. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K15/26.

#### **13. Consultation**

##### *Consultation with the Kwun Tong District Council (KTDC)*

- 13.1 PlanD, CEDD and LandsD jointly consulted the KTDC on 6.7.2021 regarding the proposed developments at CKLV and ex-CKLKMS Phase 2 as well as the proposed amendments to the OZP (see extract of meeting minutes at **Attachment IX(a)**). While the KTDC in general had no in-principle objection to the proposed developments, they raised concerns mainly on potential traffic impact and pedestrian connectivity, the provision of PVP and more ancillary parking, and provision of suitable GIC facilities (namely library and wet market) to serve the community, preservation of historical interested buildings/structures (e.g. Law Mansion, Stone of Fertility and dragon boat) (**Plan 5b**) and reservation of space for reprovision of the office of CKLVFA within future housing site in CKLV, and the C&R issues. The main concerns of the KTDC Members on traffic aspects, GIC provision and other district planning matter are set out in the letter from the Secretariat of KTDC on 16.8.2021 at **Attachment IX(b)** and CEDD's reply with consolidated inputs from relevant departments is at **Attachment IX(c)**.

##### Responses from the Relevant Government Departments

##### *Traffic and Pedestrian Connectivity Aspects*

- 13.2 Based on the results of Preliminary TTIA conducted under the FS, the CKLV and ex-CKLKMS Developments will not create adverse traffic impact to the existing road network/junctions after implementation of road and junction improvement

works being planned and carried out under various interfacing projects, and together with the proposed traffic improvement schemes under these two projects (see paragraph 6.4 above for details). The public transport services and pedestrian connection in the area would generally be improved with the proposed PTI and pedestrian footbridge (**Plans 6 and 7a**).

*Provision of GIC Facilities and Parking Facilities*

- 13.3 As for the request for library and PVP, LCSD and the Transport Department have been consulted and both are positive to such requests which would be referred to the future project proponent of the proposed joint-user government complex (**Amendment Item A2**) for consideration under the “SSMU” principle in consultation with relevant government departments in the detailed planning and design stage.
- 13.4 Regarding the request for provision of wet market, HKHS advises that they will consider providing a wet market of an appropriate scale in the proposed public housing development in CKLV to serve the local residents in the detailed design stage.
- 13.5 As for the concerns on the adequacy of ancillary parking facilities, such facilities would be provided as per the requirements of the recently promulgated standards under the HKPSG to meet the demand arising from the proposed public housing developments.

*Heritage, Cultural and Religious Aspects*

- 13.6 Law Mansion will be preserved in-situ for adaptive re-use as mentioned in paragraph 6.6 above. As for the request to preserve the Stone of Fertility and dragon boat (**Plan 5b**), the former falls within the buffer area within the housing site and would be retained. For the dragon boat, HKHS advises that opportunity for re-provision of the dragon boat in the buffer area as part of the integrated design could be explored in the detailed design stage (**Plan 8e**).
- 13.7 The Tin Hau Festival in CKL is included in the first Intangible Cultural Heritage Inventory of Hong Kong (the Inventory). As recorded in the Inventory, CKLVFA holds various celebratory events (e.g. Cantonese opera performance and parade) during the Tin Hau Festival at foreground in front of the temple. As the Tin Hau Temple (CKL) is outside the development boundary, the temple and its foreground for holding events/activities will not be affected. For the request to re-provision the office of CKLVFA in the future CKLV Development, concerned B/D will consider the request upon formal application from CKLVFA to reserve a premise within the CKLV Development for the office of CKLVFA. As advised by HKHS, there is flexibility to reserve space in the detailed design stage.

*C&R Arrangement*

- 13.8 There were requests for rehousing to the Hong Kong Housing Authority (HKHA)’s estates without subject to non-mean test (instead of rehousing to HKHS estate due to higher rent compared with the former) and rehousing at same district for the affected residents in CKLV. The Government’s responses to the requests

for the specified rehousing arrangement is at **Attachment X**.

***Consultation with the Harbourfront Commission (HC)***

- 13.9 On 2.9.2021, PlanD, CEDD and HKHS jointly consulted the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the HC (the Task Force) on the proposed developments at CKLV and ex-CKLKMS Phase 2 and the associated proposed amendments to the OZP. While members of the Task Force in general had no in-principle objection to the proposed developments and the respective proposed BHs and GFA/PR, they considered that the pedestrian connectivity between the CKLV Development and the proposed PWP should be further improved. Some members considered that the building disposition, in particular those surrounding the Law Mansion, should be further reviewed in the detailed design stage in order to enhance the permeability and ventilation. There was a suggestion to preserve existing trees along CKL Road.
- 13.10 Regarding the concerns on pedestrian connectivity and preservation of existing trees along CKL Road, CEDD responded that the three existing at-grade pedestrian crossings across CKL Road will be maintained (**Plan 6**), in which two of them locate close to the public realm near the Law Mansion and the proposed buffer area adjacent to the Tin Hau Temple (CKL) (**Plans 8d to 8e**), and these will facilitate public access between both the historical buildings and the proposed PWP. Except those in conflict with the frontage of the proposed fire station cum ambulance depot and the junctions of the proposed access roads, existing trees along the footpath of CKL Road will be preserved as far as possible. As for the concerns on housing blocks surrounding the Law Mansion as well as the permeability and ventilation of the proposed housing development, HKHS would review these aspects at the detailed design stage for possible improvements.

***Briefing Session with Affectees of CKLV***

- 13.11 On 10.5.2021, the affected villagers/operators of CKLV were invited to a Town Hall briefing session jointly arranged by CEDD, LandsD and PlanD, on the broad development proposal, programmes and C&R arrangements. The concerns and enquiries of the attendees were mainly on the C&R issues, for which the Administration's responses are at **Attachment X**. The gist of the briefing at **Attachment XI** was conveyed to KTDC Member of the constituency concerned, CKLVFA, 茶果嶺居民關注組 and the Neighbourhood Advice-Action Council CKL Centre (鄰舍輔導會茶果嶺中心), via District Officer (Kwun Tong) (DO(KT)), for their onward distribution to affected residents/business operators as appropriate.

***Briefing Session with Residents of the Laguna City***

- 13.12 On 27.10.2021, PlanD and CEDD jointly consulted the residents of Laguna City on the development proposals for CKLV and ex-CKLKMS Phase 2 Developments. The main concerns and enquiries of the attendees were mainly on the planning considerations of providing public instead of private housing at CKLV; the BHs of the proposed public housing development at CKLV and the joint-user government complex; the provision of PVP; and the traffic and pedestrian capacity

of the surrounding area and Lam Tin MTR Station. There were suggestions to enhance pedestrian connectivity and walkability between Laguna City/ CKLV and Lam Tin MTR station/the bus interchange at Eastern Harbour Crossing toll plaza (**Plans 5a** and **5b**).

- 13.13 In response, PlanD explained that the proposed public housing development at CKLV is to implement the policy initiatives under the 2019 PA, the 2020 PA and the 2021 PA and to meet the acute demand for public housing. To take forward the development proposal, resumption of private lots within CKLV for established public purposes, namely public housing, GIC facilities and infrastructure, by invoking the Lands Resumption Ordinance is required. As for the concerns of the proposed BH for public housing development at CKLV, the maximum BHs of 110mPD/130mPD is recommended with due regard to its waterfront setting and the objective to maximise flat production. BH for the proposed joint-user government complex (**Plans 6** and **10d**) is indicative only and the BH is subject to the actual provision of GIC uses under “SSMU” to be considered at the detailed design stage; thus no BHR is proposed to allow flexibility for subsequent change/increase in GIC uses to meet community/district need.
- 13.14 Regarding the concerns on future traffic and pedestrian capacity as well as provision of PVP spaces, CEDD’s responses to similar questions raised by KTDC as given in paragraphs 13.2 and 13.3 above were made. The enhancement to pedestrian connectivity and walkability between Laguna City/ CKLV and Lam Tin MTR Station will be further considered in the next stage by relevant departments. For CKLV Development, HKHS will review the opportunity to improve the walking environment along CKL Road at the detailed design stage.

#### ***Departmental Consultation***

- 13.15 The proposed amendments have been circulated to the relevant B/Ds for comments. All of them have no objection to/no adverse comments on the proposed amendments, and their comments have been incorporated in the above paragraphs, where appropriate:
- (a) Secretary for Development;
  - (b) Principal Assistant Secretary (Harbour), DEVB;
  - (c) Executive Secretary (Antiquities and Monuments), DEVB;
  - (d) Secretary for Education;
  - (e) Secretary for Food and Health;
  - (f) Project Manager/South, CEDD;
  - (g) Project Manager/East, CEDD;
  - (h) CA/CMD2, ArchSD;
  - (i) Chief Engineer/Mainland South, Drainage Services Department;
  - (j) Chief Engineer/Construction, Water Supplies Department;
  - (k) Chief Highway Engineer/Kowloon, Highways Department;
  - (l) Chief Building Surveyor/Kowloon, Buildings Department;
  - (m) CTP/UD&L, PlanD;
  - (n) Commissioner of Police;
  - (o) C for T;
  - (p) Commissioner for Tourism;
  - (q) District Land Officer/Kowloon East, LandsD;

- (r) DEP;
- (s) Director of Marine;
- (t) Director of Food and Environment Hygiene;
- (u) DAFC;
- (v) Director of Electrical and Mechanical Services;
- (w) Director of Health;
- (x) Director of Housing;
- (y) Director of Leisure and Cultural Services;
- (z) Director of Fire Services;
- (aa) Director of Social Welfare;
- (bb) DO(KT), Home Affairs Department;
- (cc) Government Property Administrator;
- (dd) Head of Geotechnical Engineering Office, CEDD; and
- (ee) Chief Engineer (Port Works), CEDD.

### ***Public Consultation***

13.16 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K15/26 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month exhibition period. The KTDC will be informed on the proposed amendments during the statutory exhibition period of the draft OZP.

## **14. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A at **Attachment II** (to be renumbered to S/K15/26 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and the revised ES will be published together with the OZP.

## **15. Attachments**

<b>Attachment I</b>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25 (reduced to A3 size)
<b>Attachment II</b>	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A
<b>Attachment III</b>	Revised Notes of the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/25A
<b>Attachment IV</b>	Revised ES of the draft Cha Kwo Ling, Yau Tong, Lei Yue

	MunOZP No. S/K15/25
<b>Attachment V</b>	Rezoning Report under the Feasibility Study for CKLV
<b>Attachment VI</b>	Design Review Report for the Ex-CKLKMS Phase 2 Development
<b>Attachment VII</b>	Extract of Minutes of the MPC Meeting on 20.3.2020
<b>Attachment VIII</b>	Provision of Major Community Facilities in Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area
<b>Attachment IX(a)</b>	Extract of Minutes of KTDC Meeting on 6.7.2021
<b>Attachment IX(b)</b>	Letter from the KTDC Secretariat on 16.8.2021
<b>Attachment IX(c)</b>	The Government's Reply to the KTDC Secretariat on 6.9.2021
<b>Attachment X</b>	The Government's Response in relation to Compensation and Rehousing Arrangement
<b>Attachment XI</b>	Gist of Town Hall Briefing Session on 10.5.2021
<b>Plan 1</b>	Comparison of Existing and Proposed Zonings on the OZP
<b>Plan 2</b>	Location Plan
<b>Plan 3</b>	Aerial Photo
<b>Plans 4a to 4d</b>	Site Photos
<b>Plans 5a and 5b</b>	Site Plan
<b>Plan 6</b>	Proposed Development Layout for the CKLV Development under FS
<b>Plans 7a and 7b</b>	Proposed Traffic Improvement Measures under CKLV Development
<b>Plans 8a to 8c</b>	Notional Scheme of the Proposed Public Housing Development at CKLV
<b>Plans 8d to 8e</b>	Artist's Impression for the CKLV Public Housing Development
<b>Plan 9</b>	Notional Scheme of the Proposed Public Housing Development at the Ex-CKLKMS Phase 2
<b>Plans 10a to 10e</b>	Photomontages