

# **TOWN PLANNING BOARD**

**TPB Paper No. 10229  
For Consideration by  
the Town Planning Board on 6.1.2017**

**CONSIDERATION OF REPRESENTATIONS NO. R1 TO R456  
AND COMMENTS NO. C1 AND C2  
IN RESPECT OF THE DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/24**

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IN RESPECT OF THE DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/24**

Subject of Representation	Representers (No. TPB/R/S/K15/24-1 to 456 )	Commenters (No. TPB/R/S/K15/24 -C1 to C2 )
<p><b><u>Amendment Item A (Item A)</u></b> Rezoning of a site at the junction of Yan Wing Street and Cha Kwo Ling Road from “Green Belt” (“GB”) to “Residential (Group A)” (“R(A)”) with stipulation of building height (BH) restriction.</p> <p><b><u>Item B1</u></b> Rezoning of a site at Ko Chiu Road from “Other Specified Uses” annotated “Ventilation Building” (“OU(Ventilation Building)”), “Government, Institution or Community” (“G/IC”) and “GB” to “R(A)7” with stipulation of BH restriction.</p> <p><b><u>Item B2</u></b> Rezoning of a strip of land at Ko Chiu Road from “OU(Ventilation Building)” and “G/IC” to an area shown as ‘Road’.</p> <p><b><u>Item B3</u></b> Rezoning of a site at Ko Chiu Road from “OU(Ventilation Building)” and “G/IC” to “R(A)” with stipulation of BH restriction.</p> <p><b><u>Item C</u></b> Rezoning of a piece of land to the south of Yau Tong No.2 Fresh Water Service Reservoir (YT Reservoir) at Ko Chiu Road from “G/IC” to “GB”.</p> <p><b><u>Item D</u></b> Rezoning of a piece of land covering the northern part of YT Reservoir at Ko Chiu Road from “GB” to “G/IC” and a strip of land to the south of Ko Chun Court from “GB” to “R(A)”.</p>	<p style="text-align: center;"><b><u>Item A</u></b></p> <p><b>Total: 2</b></p> <p><u>Support (1)</u> <b>R1:</b> Individual</p> <p><u>Oppose (1)</u> <b>R2:</b> Individual</p>	
	<p style="text-align: center;"><b><u>All Items</u></b></p> <p><b>Total: 454</b></p> <p><u>Oppose (452)</u> <b>R3:</b> 觀塘區議會 Kwun Tong District Council (KTDC)</p> <p><b>R4:</b> 謝淑珍女士 (觀塘區議員) Ms. TSE Suk-chun (KTDC Member)</p> <p><b>R5 to R454:</b> Residents of Ko Chun Court, Ko Cheung Court, Yau Chui Court and Yau Tong Centre</p> <p><u>Expressing Concerns (1)</u> <b>R455:</b> 張琪騰先生 (觀塘區議員) Mr. CHEUNG Ki-tang (KTDC Member)</p> <p><u>Providing Comments (1)</u> <b>R456:</b> The Board of Management of the</p>	
		<p><b>Total: 2</b></p> <p><u>Support R4 opposing all Items (1)</u> <b>C1:</b> 譚文豪議員(立法會議員) Hon Jeremy TAM Man-ho (Legislative Councillor)</p> <p><u>Support Items A, B1, B3 and D (1)</u> (not related to any representation) <b>C2:</b> Individual</p>

	Chinese Permanent Cemeteries (CPC)	
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Note: A CD-ROM containing names of all representers and commenters as well as their submissions is enclosed at **Annex IX** [for Town Planning Board Members only]. The names of all representers and commenters can be found at the Town Planning Board's website at [http://www.info.gov.hk/tpb/en/plan\\_making/S\\_K15\\_24.html](http://www.info.gov.hk/tpb/en/plan_making/S_K15_24.html)

## 1. **Introduction**

- 1.1 On 24.6.2016, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/24 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments are set out in the Schedule of Amendments at **Annex II**. A total of 456 representations were received. On 20.9.2016, the Town Planning Board (the Board) published the representations for three weeks for public comments and 2 comments were received.
- 1.2 The OZP amendments (**Plan H-1**) mainly involve rezoning of a site at Yan Wing Street from "GB" to "R(A)" (**Item A**) and a site at Yau Tong Ventilation Building (YTVB) and its adjoining land at Ko Chiu Road from "OU(Ventilation Building)", "G/IC" and "GB" to "R(A)", "R(A)7" and an area shown as 'Road' to facilitate residential developments (**Items B1 to B3**); rezoning of a piece of land to the south of YT Reservoir at Ko Chiu Road from "G/IC" to "GB" (**Item C**); and zoning amendments to reflect existing conditions of land (**Item D**), as well as amendments to the Notes of the Plan (**Annex I**).
- 1.3 On 18.11.2016, the Board agreed to consider the representations (**R1 to R456**) and comments (**C1 and C2**) collectively in one group. This paper is to provide the Board with information for consideration of the 456 representations and the 2 comments. A summary of representations and comments is at **Annex VIII**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

## 2. **Background**

- 2.1 As stated in the Policy Address 2016, housing is the most important livelihood issue to be addressed. The Government has been increasing land supply through a multi-pronged approach and addressing the supply-demand imbalance by formulating short, medium and long-term measures to achieve the target to provide a total of 460,000 housing units in coming ten years. To help meet the pressing housing demand, two sites at Yau Tong have been identified as potential housing sites.
- 2.2 The current OZP amendments involve the followings:

Item A: rezoning a piece of Government land of about 1.11ha at Yan Wing Street, Yau Tong from "GB" to "R(A)" for public housing development by the Housing Department (HD), subject to the same plot ratio (PR) control as other "R(A)" sites on the OZP, i.e. a maximum domestic/total PR of 7.5/9. Taking into account the surrounding high-rise residential developments (100mPD-168mPD) with a stepped BH profile gradually decreasing toward the waterfront and the existing

BH of adjoining Lei Yue Mun (LYM) Estate (126mPD-151mPD), a BH restriction (BHR) of 150mPD is imposed. The proposed public housing development will provide about 2,400 flats with an estimated population of about 6,000. GIC facilities, such as social welfare facilities, kindergarten, study rooms, multi-purpose rooms, will be provided in the development as appropriate in consultation with concerned departments.

Items B1–B3: rezoning a piece of land currently used for YTVB and the adjoining Government land from “OU(Ventilation Building)”, “G/IC” and “GB” to “R(A)7”, “R(A)” and area shown as ‘Road’. “R(A)7” and “R(A)” zones are subject to the same PR control as other “R(A)” sites on the OZP, i.e. maximum domestic/total PR of 7.5/9. For the “R(A)7” zone covering the YTVB, the existing railway facilities, as required by the Government, may be disregarded from PR calculation. With the constraints of keeping the YTVB continual operating and no structure on top of the drainage reserve and railway tunnel, a BHR of 190mPD and 170mPD is imposed for the “R(A)7” and “R(A)” zones respectively, to prevent massive and out-of-context developments in the area. The two residential sites will provide a total of about 980 flats with an estimated population of about 3,100.

Item C: rezoning a natural slope with heavy vegetation to the southeast of the proposed residential development at Ko Chiu Road (Items B1-B3) from “G/IC” to “GB”.

Item D: rezoning a portion of YT Reservoir together with its access road and adjoining man-made slopes from “GB” to “G/IC” and a small site falling within the existing lot boundary of Ko Chun Court from “GB” to “R(A)”.

- 2.3 The proposed OZP amendments were agreed by the Metro Planning Committee (MPC) of the Board on 10.6.2016. The relevant MPC Paper No. 6/16 and the minutes of the MPC meeting are deposited at the Board’s Secretariat for Members’ inspection. The MPC Paper and the minutes are also available at the Board’s website. The OZP was exhibited under section 5 of the Ordinance on 24.6.2016 (**Annexes I and II**).
- 2.4 Various technical assessments have been conducted to support the proposed OZP amendments. The Landscape Assessment, executive summaries/extracts of the Traffic Impact Assessments (TIAs) and Air Ventilation Assessments (AVAs) for the proposed housing developments are at **Annex VIa to VIe**. A full set of all technical assessments (also including Visual Appraisals, etc) is deposited at the Board’s secretariat for Members’ inspection.

### **3. Public Consultation**

- 3.1 Prior to the submission of the proposed OZP amendments to MPC for consideration, the Planning Department (PlanD) together with HD and the Transport Department (TD) consulted KTDC on 3.5.2016. An extract of the minutes of the meeting is at **Annex IIIa**. In general, KTDC Members raised grave concerns on the traffic congestion in Kwun Tong District and the inadequate provision of GIC facilities in

Yau Tong area. After deliberation, the KTDC passed a motion expressing dissatisfaction with the continued residential developments and population increase in the area which has overloaded the community facilities, and requested the Government to respond to their request for community facilities before re-submitting the proposals for KTDC consideration. A group of KTDC Members also submitted a letter to the Secretary for Development (SDEV) (**Annex IIIb**) before the meeting to express their concerns on the increasing population in Yau Tong which could pose pressure on the existing traffic and public transport capacities as well as the provision of community facilities, in particular the provision of clinic, swimming pool, library, study room and market. They requested further consultation with the locals and to provide more community facilities to meet the local needs.

- 3.2 SDEV issued letters to the Chairman of KTDC and the group of KTDC Members on 3.6.2016 and 6.6.2016 respectively to explain the need and rationale for the proposed rezoning to meet housing land supply target and the acceptability of the proposals from various technical aspects, and to provide detailed responses to the various concerns raised by KTDC Members, particularly in respect of traffic impact and provision of GIC facilities (**Annexes IIIc** and **IIId** respectively). Their views and the proposed OZP amendments would be submitted to MPC for consideration, and if the amendments were agreed by MPC and then gazetted under the Ordinance, there would be a 2-month statutory period for the public to submit representations to the Board in respect of the amendments. The OZP amendments together with the views of KTDC and the responses from concerned Government departments were considered and agreed by MPC on 10.6.2016.
- 3.3 Upon the publication of the draft OZP on 24.6.2016, the KTDC was consulted on 5.7.2016. KTDC Members raised similar grave concerns on the anticipated adverse traffic impacts in Kwun Tong District and the inadequate provision of GIC facilities in Yau Tong area arising from the increasing population. After deliberation, the KTDC passed a motion objecting to the OZP amendments. The relevant extract of the minutes of the KTDC meeting on 5.7.2016 is at **Annex IIIe**.
- 3.4 During the two-month OZP exhibition period, the KTDC and two KTDC Members submitted representations, which are incorporated in paragraph 4 below.

#### **4. The Representations**

##### **4.1 Subject of Representations (Plan H-2a)**

- 4.1.1 A total of 456 representations were received. Except for **R1** which is supportive and **R456** providing comments, all representations are adverse in nature. They include:
  - (a) **R1** from an individual supports Item A;
  - (b) **R2** from an individual opposes Item A;
  - (c) **R3** from KTDC, **R4** from a KTDC Member and **R5** to **R454** from residents of Ko Chun Court, Ko Cheung Court, Yau Chui Court and Yau Tong Centre (which were submitted in the form of a standard letter) oppose all amendment items;

(d) **R455** from a KTDC Member expresses concerns on all amendment items; and

(e) **R456** from the Board of Management of CPC providing comments.

4.1.2 The submissions from **R1** to **R5**, **R455** and **R456** are at **Annex IV**. A full set of the representations and comments are available in the CD-Rom at **Annex IX** [for Town Planning Board Members only]. A full set of hard copy is also deposited at the Secretariat of the Board for Members' inspection.

#### 4.2 Major Grounds of Representations and Representers' Proposals

##### *Supportive Representation (1)*

###### **Item A**

4.2.1 **R1** supports Item A. He considers that the current streetscape and air quality in the area is not satisfactory, and the Government should review the design of public space at street level and improve the walkability to the MTR Yau Tong Station to cope with the increasing population from the proposed residential developments in the area.

##### *Adverse Representations (454)*

###### **Item A**

4.2.2 **R2** opposes Item A on the grounds that the area is already overloaded by Government aided housing and crowded with people. Local residents need better transportation, more greening area and community facilities. Greening area and natural air purifier should not be removed.

###### **All Items**

4.2.3 **R3** (KTDC) indicated that it passed a motion at its meeting on 5.7.2016 to object to the OZP amendments, and attached the comments and concerns raised by DC members (including the views expressed at the KTDC meeting and the submissions made by **R4** and **R455** (two KTDC members)), requesting the Board to seriously consider and respond to the requests of the DC and local residents.

4.2.4 The major grounds of the 453 representations (**R3** to **R455**) opposing/raising concern on the OZP amendments and their proposals are summarized below:

##### Traffic Aspects

###### Traffic Impact

(a) the proposed residential developments, together with other new developments, e.g. those at Yau Tong Bay, ex-Kaolin Mine site, Lei Yue Mun (LYM) Path, would pose adverse traffic impacts in the area. The Government should have long-term vision in planning the traffic infrastructure to cater for the future traffic flow of the area. Without

corresponding traffic infrastructure and network, the area would not be able to sustain the traffic impact. The proposed T2 Trunk Road and Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) may not help relieve the traffic congestion in the district;

- (b) it is not appropriate to regulate the traffic flow at the roundabout at LYM Road and Kai Tin Road (**Plan H-7**) through signal-controlled junction;

Inadequate Parking Provision

- (c) inadequate parking provision has resulted in illegal road-side parking in the area. The additional 421 public parking spaces at LYM Path and Yan Yue Wai sites (**Plan H-3**) cannot cope with the needs of the seafood stalls and are remote for future residents. More parking spaces should be provided to resolve the illegal roadside parking problem;

Public Transport

- (d) there is a serious shortage of bus and minibus services in the area, e.g. difficult to get on bus/minibus (e.g. green minibus (GMB) No. 76B) in the middle stops, and no direct route to Tsuen Wan and Sha Tin. Additional bus/minibus services should be provided to serve the existing and future residents;

Pedestrian Connectivity

- (e) the pedestrian connectivity in the area around Yau Tong Centre, the Domain and Yau Tong Community Hall (**Plan H-3**) is poor. The crossing facilities at the area should be improved and the section of Ko Chiu Road near Yau Tong Centre is proposed to be converted to one-way road;

Yau Tong Driving Test Centre

- (f) traffic induced by the Centre (including driving test and training) (**Plan H-3**) has worsened the traffic congestion and posed safety concern to pedestrians. The Centre should be relocated elsewhere;

East Kowloon Line

- (g) it is proposed to extend the East Kowloon Line (EKL) further east to connect Po Tat Estate with Yau Tong, with the railway station located at YTVB site. If the said site is identified for housing development, other land should be reserved for the railway station;

Open Space and GIC Facilities

- (h) there is a lack of comprehensive and forward planning for Yau Tong with a population of 70,000 in the future. The proposed developments at Yan Wing Street and Ko Chiu Road would accommodate about 10,000 people. Together with those at Yau Tong Bay, LYM Path, the junction of Pik Wan Road and Ko Chiu Road and comprehensive development areas in Yau Tong (**Plan H-3**), the existing provision of GIC facilities is insufficient to cope with the increasing population. As a whole, there is a deficit of 2.1 sports centre, 1.6 sports grounds and 1 general out-patient (GOP) clinic in Kwun Tong district;
- (i) the existing LYM Municipal Services Building accommodating library,

indoor sports centre, wet market is remote for the Yau Tong residents. The wet market at LYM Plaza (**Plan H-3**) is overcrowded. The mobile library service at Yau Lai Estate with a frequency of once per two weeks cannot nurture student's reading habit;

- (j) sufficient supporting GIC facilities including wet market, library, child care/kindergarten/primary school places, youth centre, elderly facilities, swimming pool, sports centres, recreational facilities, multi-purpose room, etc. should be provided;
- (k) the number of residential blocks of the proposed development at Yan Wing Street (**Plan H-3c**) should be reduced to two in order to make room for an additional GIC complex to accommodate community facilities;
- (l) the earliest completion date of the planned Yau Tong GOP clinic to be integrated into the proposed residential development at the junction of Pik Wan Road and Ko Chiu Road (**Plan H-3**) is in 2026. The planned clinic should be incorporated into the proposed development at Yan Wing Street;

#### Noise Nuisances

- (m) noise nuisances generated by traffic along Ko Chiu Road is severe, and should be addressed. Otherwise, more complaints will be lodged.

#### Living Environment

- (n) converting greening area for residential use would lower the quality of life and make the living environment become more congested;

#### KTDC Consultation

- (o) **R3** suggests that the Government should liaise with concerned KTDC Members with a view to resolving issues and achieving a consensus;

#### Proposals

- (p) **R454** requests that Items B, C and D which are for housing developments should be withdrawn;

#### Other Issues Not Related to the OZP Amendments

- (q) the roof of YT Reservoir should be opened for public enjoyment. To serve more people, the opening hour of the rooftop garden of the Domain (**Plan H-3**) should be advanced from 11:00am to 7am; and
- (r) **R453** proposes to redevelop the Yau Tong Centre (**Plan H-3**).



***Provide Comments (1)***

- 4.2.5 **R456** advises that they have been exploring opportunities to enhance and expand the facilities in the existing cemeteries to meet the intense public demand for niches. They have conducted a feasibility study and planned to construct a proposed escalator access connecting the Junk Bay Chinese Permanent Cemetery (JBCPC) with Ko Chiu Road in Yau Tong. The proposed escalator system will encroach on the concerned “R(A)7” zone (**Plan H-5**). They request the Board to consider their proposed system and reserve sufficient spaces within the concerned development for the proposed escalator system.

**5. Comments on Representations**

- 5.1 A total of 2 comments were received from a Legislative Councilor (**C1**) and an individual (**C2**) (**Annex V**).
- 5.2 **C1** supports **R4** and opposes the OZP amendments on the following grounds:
- (a) the existing wet market at LYM Plaza is not able to meet the need of the residents. If no more new market is provided, it cannot serve the increasing population in the area;
  - (b) the provision of library service, primary school places and sports facilities is limited. It is suggested to increase primary school places and to provide more GIC facilities to meet local needs. The Government should not just strive for increasing housing supply without providing supporting facilities for the area; and
  - (c) the provision of car parking spaces and bus and minibus services are also insufficient.
- 5.3 **C2** does not relate to any representation. It supports Items A, B1, B3 and D on the ground that land suitable for development in Hong Kong is limited, and with a population of about 7 million, there is an urgent need for the Government to develop more land to resolve the housing problem and to provide GIC facilities.

**6. Planning Considerations and Assessments**

**6.1 Representation Sites and their Surroundings**

**Item A (Plans H-1, H-2b, H-3, H-3a, H-3c and H-4)**

- 6.1.1 The site (about 1.11ha) is located at Yan Wing Street, Yau Tong, about 300m away from the MTR Yau Tong Station (**Plan H-3**). It is a piece of Government land comprising mainly vegetated slopes and a drainage channel (**Plans H-2a, H-2b and H-3a**).
- 6.1.2 The site is located within a high-rise residential neighbourhood supported by GIC and retail facilities, including LYM Estate Phases I to III to the east, a proposed private residential development at LYM Path (under construction) to

the south, Ocean One and Canaryside to the southwest along Shung Shun Street, the Spectacle to the further west at Cho Yuen Street, and Ko Cheung Court and Yau Mei Court to the further north at Ko Chiu Road. Across Yan Wing Street to the north are medium-rise developments, i.e. Yau Tong Centre and St. James Church. LYM Municipal Services Building with public library, market and sports centre is located to the further south (**Plan H-3**).

**Items B1, B2 and B3 (Plans H-1, H-2b, H-3, H-3b, H-3d and H-4)**

- 6.1.3 The site, with an area of about 0.89 ha, is located at Ko Chiu Road, Yau Tong, and about 350m away from the MTR Yau Tong Station (**Plan H-3**). Part of the site is currently used for YTVB by MTRCL under a Running Line Lease and the rest are Government land. A fresh water pump house is located within the Government land to the east of the YTVB (**Plan H-3b**).
- 6.1.4 The YTVB provides air ventilation for the tunnel of the MTRCL's railway lines. It measures about 61mPD (about 22m in height) up to the top of the vent shaft. It is served by an existing vehicular ingress/egress via Ko Chiu Road to allow access of large vehicles for maintenance. As the functioning of YTVB is vital to the safe and smooth operation of both the MTR Kwun Tong Line and Tseung Kwan O Line, it is necessary to ensure the structure and functions of the YTVB will not be affected by the construction of residential tower. A 6m-wide drainage reserve and a tunnel connecting the YTVB and railway tunnel run across the southern part of the site (**Plan H-3d**). The northern part of the site is vegetated slope. To its east is a steep natural slope with a section of footpath connecting the Wilson Trail (**Plan H-3b**).
- 6.1.5 The site is located at the fringe of developed area and at the foothill of Devil's Peak. The YT Reservoir is located to its north. A number of high-rise residential developments are located in the vicinity, including LYM Estate Phases I to III to the southwest, Ko Cheung Court and Ko Yee Estate to the west, and Ko Chun Court to the north (**Plan H-3**).

**Item C (Plans H-1, H-2b, H-3 and H-3b)**

- 6.1.6 The site is a natural slope covered with heavy vegetation to the southeast of the proposed residential development at Ko Chiu Road (Items B1 and B3 refer).

**Item D (Plans H-1, H-2b, H-3 and H-3b)**

- 6.1.7 The site occupies a portion of YT Reservoir together with its access road and adjoining man-made slopes with a strip of land falling within the existing lot boundary of Ko Chun Court.

**6.2 Planning Intention**

- 6.2.1 The "R(A)" and "R(A)7" zones are 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.

6.2.2 The “G/IC” 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.

6.2.3 The “GB” 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 the zone.

### 6.3 Responses to Grounds of Representations and Representers’ Proposals

#### *Supportive Representation*

##### **Item A**

6.3.1 The supportive view of **R1** on Item A is noted. On the walkability to Yau Tong MTR station and quality of public street space, a number of at-grade crossings and footbridges have been provided or planned to facilitate the connectivity to the MTR station, and requirements have been stipulated for various redevelopment proposals in the area to enhance the pedestrian environment, e.g. the provision of setback in the “CDA” zones in Yau Tong industrial area for footpath widening along Yan Yue Wai and Shung Shun Street.

#### *Adverse Representations*

##### **Item A**

6.3.2 **R2** opposes Item A mainly on grounds of over-crowding and loss of greening. According to the landscape assessment conducted by HD (**Annex VIa**), there are 330 trees at the site with no protected or rare species, and Old and Valuable Trees. Although these trees would be subject to clearance during construction, around 220 compensatory trees will be provided in the proposed development. Other green measures, such as roof and vertical greening, will be adopted for the loss of greenery. Tree felling application and compensatory proposal will be submitted to HD’s Tree Preservation Committee for approval in accordance with the requirements under Development Bureau Technical Circular (Works) No. 10/2013 for Government projects. Regarding the representer’s view on better public transportation and community facilities, the responses in paragraphs 6.3.8 and 6.3.13 to 6.3.16 below are relevant.

#### **All Items (R3 to R455)**

#### Traffic Aspects

##### Traffic Impact

6.3.3 Yau Tong is well served by public transport networks including various bus and mini-bus routes and MTR station. Upon completion of the strategic

Route 6, comprising TKO-LTT, Trunk Road T2 and Central Kowloon Route to provide direct connection between Tseung Kwan O and Kowloon West, in the long term, the Commissioner for Transport (C for T) anticipates that the traffic condition of Kwun Tong would be alleviated.

- 6.3.4 According to the TIAs conducted by HD and MTRCL for the proposed housing developments at Yan Wing Road<sup>1</sup> (Item A) (**Annex VIb**) and Ko Chiu Road<sup>2</sup> (Items B1 and B3) (**Annex VIc**) respectively, all adjacent junctions will operate satisfactorily with reserved capacities, except for the junction at Cha Kwo Ling Road/Ko Chiu Road (**Plan H-3**) which will operate close to its capacity. With the modification of this junction by changing the method of control (tuning of signal), it will be operating with ample capacities. After taking into account the various planned housing developments in the area as mentioned by the representers, the TIAs conclude that the proposed residential developments would not have adverse traffic impact on the surrounding areas, and are sustainable from traffic perspective. C for T has no adverse comment on the findings of the TIA and has no objection to the rezoning proposals from traffic perspective.
- 6.3.5 TD is working on the improvement project for the LYM Road/Kai Tin Road roundabout, and the views in the representations will be taken into consideration in the project.

#### Inadequate Parking Provision

- 6.3.6 To cater for the parking demand generated by the proposed residential developments, ancillary parking and loading/unloading (L/UL) facilities will be provided in the proposed developments in accordance with requirement of the Hong Kong Planning Standards and Guidelines (HKPSG). To address the acute district demand for parking spaces, the Director of Housing (D of H) agrees to provide 27 additional car parking spaces on top of the high end requirement in the HKPSG (i.e. 53 spaces) at the Yan Wing Street site. C for T anticipates that with the two planned public vehicle parks in the proposed residential developments at LYM Path and Yan Yue Wai (**Plan H-3**) with a total of 421 spaces, the parking demand of Yau Tong area can be met.
- 6.3.7 Regarding illegal parking in the area, the Commissioner of Police (C of P) and C for T would closely monitor the traffic condition of the area and implement necessary traffic management/improvement measures, e.g. step up enforcement actions against illegal parking and L/UL activities in the area.

#### Public Transport

- 6.3.8 C for T considers that the residents of Yau Tong are well served by the public transport network in the vicinity which should be able to cope with the traffic demand generated by the proposed developments. TD is planning to

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<sup>1</sup> For Yan Wing Street site, the traffic flow generated from and attracted by the proposed development is about 124 and 96 passenger car unit (pcu)/hr in the AM peak hour and about 73 and 89pcu/hr in the PM peak hour respectively. Most adjacent junctions will operate satisfactorily, except for the junction at Cha Kwo Ling Road/Ko Chiu Road.

<sup>2</sup> For Ko Chiu Road site, all adjacent junctions will be able to cope with the traffic induced by the proposed development. The anticipated traffic flow is about 71 and 43pcu/hr in the AM peak hour and about 29 and 37pcu/hr in the PM peak hour respectively.

introduce a new bus route connecting Tsuen Wan and extend the service of an existing route connecting Sha Tin to Yau Tong to better serve the local residents. The concerned authorities would conduct further review on the improvement proposals and implementation arrangement as appropriate. Also, the operator of GMB route 76B has arranged to strengthen the service and TD would closely monitor the service.

#### Pedestrian Connectivity

- 6.3.9 C for T opines that there are comprehensive pedestrian crossing facilities around MTR Yau Tong Station connecting with the adjacent areas including Domain, Yau Tong Community Hall and Yau Tong Centre. There are a signalized pedestrian crossing at the junction of Ko Chiu Road/Cha Kwo Ling Road, a cautionary crossing near Yau Tong Community Hall and a footbridge connecting LYM Plaza and LYM Estate Phase 3 (**Plan H-3**). To facilitate pedestrian crossing Ko Chiu Road, TD plans to widen the cautionary crossing near the Yau Tong Community Hall and local consultation will be conducted on this proposal. HD would provide pedestrian links/footbridges to connect the proposed public housing development at Yan Wing Street with the existing footbridge network linking LYM Estate Phase III and LYM Plaza.
- 6.3.10 C for T advises that the existing two-way traffic arrangement of the section of Ko Chiu Road in front of Yau Tong Centre is in order and will be maintained.

#### Yau Tong Driving Test Centre

- 6.3.11 The Yau Tong Driving Test Centre has been in operation for many years and it is the only driving test centre in Kowloon East. With only 60 driving tests carrying out at non-peak period on weekdays daily and only 3 vehicles running on each driving test route each hour, C for T considers that the traffic impact induced by the tests would be kept to minimal. Since driving training is strictly limited to no-peak hours along the driving test routes, it would not significantly affect the traffic as well. Also, without suitable reprovisioning site for the test centre in Kowloon East, closing the test centre will seriously affect the operation of Kwun Tong driving school and cannot meet the increasing demand for driving tests.

#### East Kowloon Line

- 6.3.12 The Secretary for Transport and Housing (STH) advises that the proposed EKL recommended under the Railway Development Strategy 2014 will run along north Kwun Tong area, connecting Diamond Hill Station of the Kwun Tong Line and Po Lam Station of the Tseung Kwan O Line, to serve the densely populated areas in Choi Wan, Shun Tin, Sau Mau Ping and Po Tat, as well as the committed major development projects in the area (**Plan H-6**). STH has taken note of the view of the KTDC on the alignment of the proposed EKL. The taking forward of the proposed EKL will be subject to the outcome of its detailed engineering, environmental and financial studies, as well as updated assessment of passenger transport demand and availability of resources. In line with established procedures, prior to the finalization of any new railway schemes, the public and the relevant stakeholders will be consulted on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

Open Space and GIC Facilities

- 6.3.13 Taking into account the planned population for the Cha Kwo Ling, Yau Tong and LYM area, the provision of open space and major GIC facilities in the area is generally sufficient (**Annex VII**) except for primary and secondary school classrooms. The shortfall in primary school classrooms could be addressed by the provision in the adjoining areas and the provision of secondary school is assessed on a wider district basis by the Education Bureau (EDB). There is no shortfall of primary and secondary school classrooms within the Kwun Tong District as a whole. The Secretary for Education (SED) advises that the school-age population aged 6 in Kwun Tong is projected to reach its peak in 2017/18 school year and then decrease progressively to a stable level, and EDB will ensure sufficient public sector Primary One places for all applicant children.
- 6.3.14 Social welfare and community facilities: in response to the requests of the Director of Social Welfare (DSW) and the locals, various social welfare facilities including residential care home for the elderly, neighbourhood elderly centre, child care centre and social and recreational centre for the disabled, as well as a 6-classroom kindergarten, study room and multi-purpose room would be provided at the Yan Wing Street site subject to detailed design to serve the locals. With a surplus of two integrated children and youth services centre in the area, DSW considers it is not necessary to provide additional youth centre at the site.
- 6.3.15 Library and sports facilities: considering that there are already 3 swimming pools, 3 district libraries and 3 small libraries in Kwun Tong District, the Director of Leisure and Cultural Services (DLCS) advises that the existing provision is up to the HKPSG requirements<sup>3</sup> and there is no plan to provide additional facilities in Yau Tong. For the Cha Kwo Ling, Yau Tong and LYM area, two sports centres but no sports ground are required. In accordance with the requirement<sup>4</sup>, two sports centres are provided in the LYM Municipal Services Building and Lam Tin to serve the area. For the Kwun Tong District as a whole, there is a deficit of one sports ground and two sports centres. The shortfall should be addressed on a wider district basis, and opportunity for further provision of these facilities in the Kwun Tong District will be considered by DLCS. The locations of existing major GIC facilities in the Kwun Tong District are shown on **Plan H-7**.
- 6.3.16 Market: there are two existing markets in the area, i.e. within the LYM Municipal Services Building and LYM Plaza. The Director of Food and Environmental Hygiene (DFEH) has no plan to build markets in the area and

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<sup>3</sup> According to HKPSG, one swimming pool complex should be provided per 287,000 persons. Based on the planned population for Kwun Tong District, two swimming pool complexes are required. There are currently three swimming pool complexes in the district at Kwun Tong Road, Jordan Valley and Lam Tin. Also, one district library shall be provided per 200,000 persons. There are three district libraries at Lam Tin, Shui Wo Street and Ngau Tau Kok, and three small libraries at Lei Yue Mun, Sau Mau Ping and Shun Lee and nine mobile library stops in the district.

<sup>4</sup> According to HKPSG, the minimum requirement of sports ground/complex is one per 200,000-250,000 persons and that of sports centre is one per 50,000-65,000 persons. For the Kwun Tong District as a whole, two sports grounds/complexes and 11 sports centres are required. Currently, there are one sports ground (Kowloon Bay) and 9 sports centres.

D of H has no plan to provide a wet market at the Yan Wing Street site.

- 6.3.17 Regarding **R3**'s proposal of reducing the number of residential blocks of the proposed development at Yan Wing Street to make room for an additional GIC complex, appropriate GIC facilities as mentioned in paragraph 6.3.14 would be provided in the housing development in consultation with concerned bureaux/departments, and the actual layout of the housing development and location of the GIC facilities (they could be accommodated in podium of housing blocks or standalone building) would be decided at the detailed design stage.
- 6.3.18 Clinic: based on the requirement of HKPSG, a clinic should be provided in the area and a site has been reserved at the junction of Pik Wan Road/ Ko Chiu Road. HD is in close liaison with the Food and Health Bureau in studying the technical feasibility of joint housing cum clinic development at the site (**Plan H-3**). There is no plan to incorporate the proposed clinic into the Yan Wing Street development.

#### Noise Nuisances

- 6.3.19 DEP advises that there is no complaint received regarding traffic noise at Ko Chiu Road in the past 5 years. According to the TIAs for the two housing sites (**Annexes VIb and VIc**), the proposed developments would only bring a slight increase in traffic at Ko Chiu Road and would not cause significant change in traffic noise impact. The Traffic Noise Impact Assessment (**Annex VIId**) also suggests that all units at the proposed residential development at Ko Chiu Road will comply with the road traffic noise criterion with appropriate mitigation measures, and thus no adverse noise impact affecting the proposed development is anticipated.

#### Living Environment

- 6.3.20 Regarding the concern on converting green area for residential developments, the responses in paragraph 6.3.2 is relevant. In addition, the proposed residential developments at Yan Wing Street and Ko Chiu Road are considered not incompatible with the surrounding land use character and as shown in the photomontage (**Plan H-4**), would not create significant visual impact to the surrounding townscape. According to the Air Ventilation Assessments conducted for the two proposed residential developments (**Annexes VIe and VIf**), it is not anticipated that the proposed developments would generate any significant adverse impact on the wind environment.

#### KTDC Consultation

- 6.3.21 In processing the zoning amendments, PlanD has followed the established procedures to solicit public views including DC consultation and gazetting under the Ordinance. PlanD consulted the KTDC on the proposed rezoning on 3.5.2016 before exhibition of the draft OZP, and on 5.7.2016 during the exhibition period. The views and suggestions received were duly considered and responded to by the concerned Government departments in the process. HD will consult the KTDC on the scheme design for the proposed public housing development at Yan Wing Street at a later stage.

Proposals

- 6.3.22 Regarding the proposal to withdraw items B, C and D, the proposed residential development at Ko Chiu Road under Item B1 and B3 is compatible with the surrounding environment, and sustainable from traffic, environmental, air ventilation and visual perspectives. Items C and D only involve rezoning of land to reflect their existing use and land status.

Other issues not related to OZP amendments

- 6.3.23 Open Space: regarding the suggestion to open the roof of YT Reservoir for public use, there is adequate planned open space provision in the Cha Kwo Ling, Yau Tong and LYM area, and ‘open space’ use is always permitted in the OZP. DLCS advises that YT Reservoir is located at an elevated position and has many air vents and drains, and is not a suitable location for developing to a desirable leisure services venue. With regard to the rooftop garden of Domain, D of H advises that many stores within the Domain open from 11:00am/12:00 noon. In order to align with traffic pattern and customer flow and to facilitate the management arrangement, the opening hours of the rooftop garden has been adjusted to 11:00am to 11:00pm since its opening, to achieve a reasonable balance amongst the interest of different stakeholders, the management resources as well as the concern of nearby residents.
- 6.3.24 Redevelopment of Yau Tong Centre: Yau Tong Centre is a private commercial/residential development completed in 1981. Its redevelopment depends on the initiative of the owners.

*Provide comments*

- 6.3.25 For **R456**’s request to reserve spaces within the “R(A)7” zone for their proposed escalator system connecting the JBCPC, the Lands Department and Highways Department have not received any application or submission from the proponent yet, and the representer has not provided any detailed and supporting information in their submission. In the absence of relevant information, it is inappropriate to make any reservation for such proposal. Upon receipt of relevant information, the concerned Government departments would process and assess the proposal based on established procedure. The Chief Highway Engineer/Kowloon, HyD suggests that the proponent can adjust the alignment of the system to avoid encroaching on the “R(A)7” zone.

6.4 Responses to Grounds of Comments

- 6.4.1 As the views of **C1** are similar to those in the representations, the responses in para. 6.3.6, 6.3.8 and 6.3.13 to 6.3.15 above on GIC facilities, school places and transportation issues are relevant. Detailed responses to the comments are at **Annex VIII**.
- 6.4.2 The supportive view of **C2** on Items A, B1, B3 and D is noted.



## 7. **Departmental Consultation**

7.1 The following Government bureaux/departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:

- (a) SED;
- (b) SFH;
- (c) STH;
- (d) CE/Construction, WSD;
- (e) CHE/K, HyD;
- (f) C for T;
- (g) C of P;
- (h) D of Housing;
- (i) DLCS;
- (j) DFEH;
- (k) DEP;
- (l) DLO/KE, LandsD;
- (m) DSW; and
- (n) Chief Town Planner/Urban Design & Landscape, PlanD.

## 8. **Planning Department's Views**

8.1 The supportive view of **R1** on Item A is noted.

8.2 Based on the assessments in paragraph 6 above and for the following reasons, PlanD does not support **R2** to **R456** and considers that the Plan should not be amended to meet the representations:

- (a) land suitable for housing development in Hong Kong is scarce and there is a need for optimizing the use of land available to meet the pressing demand for housing land. The proposed residential developments at Yan Wing Street and Ko Chiu Road are compatible with the surrounding environment, and sustainable from traffic, environment, air ventilation, visual and infrastructure perspectives. Other zoning amendments are mainly to reflect the existing uses of the relevant land (**R2 to R455**);
- (b) the Yau Tong area is well served by public transport network and pedestrian networks. Upon implementation of suitable traffic improvement measure and enhancement of public transport service, the proposed residential developments would not have adverse traffic impacts on the surrounding areas (**R2 to R455**);
- (c) to cater for the parking demand of the residents, adequate parking and L/UL facilities will be provided in the proposed residential developments. Taking into account the two planned public vehicle parks in the area with a total of 421 parking spaces, it is envisaged that the parking demand of Yau Tong area could be met (**R3 to R454**);
- (d) the driving tests are only carried out on non-peak hours with limited number of tests per day and the driving training is restricted along test routes in non-peak hours, the traffic impact of the Yau Tong Driving Centre should be minimal (**R3**

to R454);

- (e) the implementation of the proposed East Kowloon Line will be subject to the outcome of detailed engineering, environmental and financial studies, as well as updated assessment of passenger transport demand and availability of resources (R3);
- (f) after taking into account the additional population from the new residential developments in the area, there is still generally sufficient provision of open space and GIC facilities to serve the local residents. Various GIC facilities will be included in the proposed residential development at Yan Wing Street (R2 to R455);
- (g) the statutory and administrative procedures in consulting the public on the zoning amendments have been duly followed. The exhibition of OZP for public inspection and the provisions for submission of representations and comments form part of the statutory consultation process under the Town Planning Ordinance (R3); and
- (h) in the absence of supporting information, it is inappropriate to make provision in the “R(A)7” zone for the proposed escalator system linking up JBCPC and Yau Tong (R456).

## 9. Decision Sought

The Board is invited to give consideration to the representations and comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

## 10. Attachments

<b>Annex I</b>	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/24 (reduced size)
<b>Annex II</b>	Schedule of Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/23
<b>Annex IIIa</b>	Extract of Minutes of the KTDC Meeting held on 3.5.2016
<b>Annex IIIb</b>	KTDC Members’ letter to SDEV dated 3.5.2016
<b>Annex IIIc</b>	SDEV’s reply letter to the Chairman of KTDC dated 3.6.2016
<b>Annex IIId</b>	SDEV’s reply letter to a group of KTDC Members dated 6.6.2016
<b>Annex IIIe</b>	Extract of Minutes of the KTDC Meeting held on 5.7.2016
<b>Annex IV</b>	Submissions of Representations and samples of standard letters
<b>Annex V</b>	Submissions of Comments on Representations
<b>Annex VIa</b>	Landscape Assessment for Proposed Public Housing Development at Yan Wing Street
<b>Annex VIb</b>	Executive summary of TIA for Proposed Public Housing Development at Yan Wing Street

<b>Annex VIc</b>	Executive summary of TIA for Proposed Residential Developments at YTVB and its adjoining land at Ko Chiu Road
<b>Annex VIId</b>	Extract of Traffic Noise Impact Assessment for Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Annex VIe</b>	Extract of AVA(Ee) for Proposed Public Housing Development at Yan Wing Street
<b>Annex VIIf</b>	Executive summary of AVA(Ee) for Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Annex VII</b>	Provision of Open Space and Major GIC Facilities in Cha Kwo Ling, Yau Tong, Lei Yue Mun Planning Area
<b>Annex VIII</b>	Summary of Representations and Comments and Responses
<b>Annex IX</b>	CD-Rom containing names of all representers and commenters as well as submission of all representations and comments <i>[TPB Members only]</i>
<b>Plan H-1</b>	Comparison Between Previous and Current Zonings
<b>Plan H-2a</b>	Location Plan of the Representation Sites
<b>Plan H-2b</b>	Aerial Photo of Representation Sites
<b>Plan H-3</b>	Site Plan of Representation Sites
<b>Plans H-3a and 3b</b>	Site Photos
<b>Plan H-3c</b>	Conceptual Layout Plan of Proposed Public Housing Development at Yan Wing Street
<b>Plan H-3d</b>	Conceptual Layout Plan of Proposed Residential Development at YTVB and its adjoining land at Ko Chiu Road
<b>Plan H-4</b>	Photomontage from Kai Tak Runway Park
<b>Plan H-5</b>	Proposed Escalator Link submitted by <b>R456</b>
<b>Plan H-6</b>	Preliminary Conceptual Scheme of the East Kowloon Line
<b>Plan H-7</b>	Major Existing GIC Facilities in Kwun Tong