

Annex I of  
TPB Paper No. XXXX

圖例  
NOTATION

ZONES

COMMERCIAL

RESIDENTIAL (GROUP A)

RESIDENTIAL (GROUP B)

GOVERNMENT, INSTITUTION OR COMMUNITY

OPEN SPACE

OTHER SPECIFIED USES

GREEN BELT

C

R(A)

R(B)

GIC

O

OU

GB

地帶

商業

住宅 (甲類)

住宅 (乙類)

政府、機構或社區

休憩用地

其他指定用途

綠化地帶

COMMUNICATIONS

RAILWAY AND STATION

RAILWAY AND STATION (UNDERGROUND)

RAILWAY AND STATION (ELEVATED)

MAJOR ROAD AND JUNCTION

ELEVATED ROAD

鐵路及車站

鐵路及車站 (地下)

鐵路及車站 (高架)

主要道路及路口

高架道路

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME

URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

ZONE BOUNDARY

BUILDING HEIGHT CONTROL (IN METRES ABOVE PRINCIPAL DATUM)

MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

PETROL FILLING STATION

規劃範圍界線

市區重建局發展計劃範圍

建築高度管制區界線

最高建築物高度 (在主水平基準上若干米)

最高建築物高度 (樓層數目)

加油站

土地用途及面積一覽表  
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & % 公頃 HECTARES	百分比 %	用途
COMMERCIAL	2.58	0.87	商業
RESIDENTIAL (GROUP A)	137.73	35.55	住宅 (甲類)
RESIDENTIAL (GROUP B)	14.46	3.73	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	43.32	11.16	政府、機構或社區
OPEN SPACE	41.46	10.71	休憩用地
OTHER SPECIFIED USES	47.16	12.17	其他指定用途
GREEN BELT	28.50	7.36	綠化地帶
NULLAH	0.09	0.02	明渠
MAJOR ROAD ETC.	67.01	17.30	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.06	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	387.40	100.00	規劃範圍面積

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

核准圖編號 S / K 1 4 S / 2 2 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K14S/22

AMENDMENTS EXHIBITED UNDER SECTION 5  
OF THE TOWN PLANNING ORDINANCE

按照城市規劃條例第5條  
展示的修訂

AMENDMENT ITEM A

AMENDMENT ITEM B1

AMENDMENT ITEM B2

AMENDMENT ITEM B3

AMENDMENT ITEM C

修訂項目 A 項

修訂項目 B 1 項

修訂項目 B 2 項

修訂項目 B 3 項

修訂項目 C 項

(參看附表)  
(SEE ATTACHED SCHEDULE)

2021年3月19日 按照城市規劃條例第5條展示的  
修訂圖編號: S/K14S/22 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K14S/22 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
19 MARCH 2021

Fiona LUNG 龍小玉  
SECRETARY  
城市規劃委員會秘書

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

本摘要圖於2021年9月28日擬備  
EXTRACT PLAN PREPARED ON 28.9.2021

參考編號 REFERENCE No. R/S/K14S/23

**SCHEDULE OF AMENDMENTS TO  
THE APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN  
NO. S/K14S/22  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

- Item A – Rezoning of a site to the south of the junction of Hoi Yuen Road and Wai Yip Street from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (2)” (“C(2)”) with stipulation of building height restrictions.
- Item B1 – Rezoning of parcels of land to the south and southwest of the proposed “C(2)” zone and south of the junction of Hoi Yuen Road and Wai Yip Street from “G/IC(1)” and areas shown as ‘Road’ to “O”.
- Item B2 – Rezoning of a parcel of land to the west of the junction of Hoi Yuen Road and Wai Yip Street from “G/IC(1)” and an area shown as ‘Road’ to “O(1)”.
- Item B3 – Rezoning of a parcel of land to the northwest of the proposed “C(2)” zone from “G/IC(1)” to “Other Specified Uses” (“OU”) annotated “Drainage Facility and At-grade Public Open Space” with stipulation of building height restriction.
- Item C – Rezoning of Kei Yip Lane and two strips of land from “G/IC(1)” to areas shown as ‘Road’.

**II. Amendment to the Notes of the Plan**

- (a) Revision to the Notes for “C(1)” to “C” zone, and to update the planning intention.
- (b) Revision to the Remarks of the Notes for the “C” zone to incorporate development restrictions and the requirements regarding the provision of public transport interchange, public vehicle park and Government, institution or community (GIC) facilities for the “C(2)” sub-zone.
- (c) Revision to the Remarks of the Notes for the “C” zone to incorporate an exemption clause for GIC facilities, as required by the Government, to be exempted from gross floor area calculation for the “C(2)” sub-zone.
- (d) Revision to the Notes for the “O” zone to reflect the planning intention of the “O(1)” sub-zone.
- (e) Revision to the Notes for the “O” zone to incorporate ‘Public Utility Installation (on land designated “O(1)” only)’ under Column 1, and to correspondingly revise

‘Public Utility Installation’ to ‘Public Utility Installation (not elsewhere specified)’ under Column 2 for the “O” zone.

- (f) Incorporation of a new set of Notes for the “Other Specified Uses” annotated “Drainage Facility and At-grade Public Open Space”.
- (g) Deletion of ‘Market’ from Column 1 of the Notes for the “C” zone and from Column 2 of the Notes for the “Residential (Group B)” zone.
- (h) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for the “Residential (Group A)” and “G/IC” zones.

Town Planning Board

19 March 2021

**List of Representers in respect of  
the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23**

<b>Representation No.</b>	<b>Name of Representer</b>
TPB/R/S/K14S/23-R1	陳嘉言
TPB/R/S/K14S/23-R2	Chen Kei Kei
TPB/R/S/K14S/23-R3	Chan Ka Man
TPB/R/S/K14S/23-R4	蕭梓宏
TPB/R/S/K14S/23-R5	陳仲偉
TPB/R/S/K14S/23-R6	Wilhelmina Evelyn Moore
TPB/R/S/K14S/23-R7	John Douglas Moore
TPB/R/S/K14S/23-R8	Genevieve James Moore
TPB/R/S/K14S/23-R9	Melanie Ann Moore
TPB/R/S/K14S/23-R10	Designing Hong Kong Limited
TPB/R/S/K14S/23-R11	Mary Mulvihill (also C3)
TPB/R/S/K14S/23-R12	Ngyina
TPB/R/S/K14S/23-R13	The Hongkong and Yaumati Ferry Company Limited
TPB/R/S/K14S/23-R14	Task Force on Kai Tak Harbourfront Development, Harbourfront Commission
TPB/R/S/K14S/23-R15	觀塘區議會
TPB/R/S/K14S/23-R16	李煒林

**List of Commenters in respect of  
the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23**

<b>Comment No.</b>	<b>Name of Commenter</b>
TPB/R/S/K14S/23-C1	Wong Hei Man Mandy
TPB/R/S/K14S/23-C2	Chiu Kam Kuen
TPB/R/S/K14S/23-C3	Mary Mulvihill (also R11)
TPB/R/S/K14S/23-C4	港九電船拖輪商會有限公司
TPB/R/S/K14S/23-C5	Tam Tsz Lok

**Summary of Representations and Response of Government Departments  
in respect of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (the draft OZP)**

**A. Adverse Representations**

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
<p align="center">R1</p> <p>Mr. Chris Chan Ka Yin (former-Kwun Tong District Council (KTDC) Member)</p>	<p><i>Opposes Amendment Items A and B3</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) The local road network cannot accommodate the traffic generated from the proposed commercial/office (c/o) development. There is no traffic impact assessment submitted in support of the proposed c/o development nor the proposed traffic improvement measures.</p>	<p>(1) The Traffic and Transport Impact Assessment (TTIA) conducted under the ‘Planning and Engineering Study on the Kwun Tong Action Area (KTAA) – Feasibility Study’ (the Study) confirmed that the proposed c/o development with the stipulated development intensity is technically feasible from traffic perspective, with due regards to the waterfront setting and the road capacities in the locality. The TTIA has been attached to the MPC Paper No. 2/21 which is available for public inspection.</p> <p>With the proposed road improvement works at three identified junctions in place (namely the Hoi Yuen Road/Wai Yip Street junction and associated local road network improvement (<b>Plan H-6a</b>), the Wai Yip Street/Wai Fat Road junction (<b>Plan H-6c</b>) and the section of Lai Yip Street northbound between Kwun Tong Road and Hung To Road (<b>Plan H-6d</b>)), the nearby road junctions, including those leading to Laguna City from KTBA at Wai Fat Road/Wai Yip Street and Wai Fat Road/Shing Yip Street, would be operating within capacity with the proposed development in KTAA. Noting that relevant junction improvement works would be implemented by the Civil Engineering and Development Department (CEDD), the Commissioner for Transport (C for T) has no comment on the TTIA.</p> <p>Based on the TTIA conducted under the Study in 2017, the CEDD has carried out a review (the Traffic Review) under the ongoing Investigation, Design and Construction Study (ID&amp;C) based on the 2020 traffic survey data and updated planning data. The Traffic Review aims at reviewing the findings and recommendations on proposed road works and mitigation measures under the Study. The</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R1 (Cont'd)		results of the Traffic Review reaffirm that all assessed critical road links and junctions would be operating within capacity with the proposed junction improvement works and mitigation measures in place in design years 2031 and 2036, and KTAA development would not induce adverse traffic impact on the surrounding road network.
	(b) There is concern about the traffic capacity at Kwun Tong Road/ Hoi Yuen Road roundabout, which would be further deteriorated in design year of 2031.	(2) Additional traffic induced by the KTAA would only account for a minimal amount of the total traffic at the heavily trafficked Kwun Tong Road/ Hoi Yuen Road roundabout. Notwithstanding this, the Government has planned and adopted mitigation and improvement measures, including the review of bus stops; taking the opportunity of developing the Kwun Tong Town Centre Development to improve traffic condition; and taking forward the Route 6 project to provide an east-west express link between Tseung Kwan O and West Kowloon to relieve the traffic demand on the existing major road links in Kowloon East including Kwun Tong Road.
	(c) Air ventilation of Kwun Tong Business Area (KTBA) would be adversely affected by the proposed c/o towers with building height (BH) of 100mPD. There is no supporting data comparing the air ventilation conditions in KTAA between scenarios under with and without the proposed c/o development.	(3) AVA by Computational Fluid Dynamics (AVA-CFD) modelling (at Attachment Vd of MPC Paper No. 2/21) conducted under the Study demonstrated that with the incorporation of various good design measures (e.g. provision of at-grade POS, and building headroom clearance requirement along the drainage reserve area at the western portion with BHR of 15mPD that aligns with the ventilation corridor along Hoi Yuen Road, etc.), the proposed KTAA development would maintain an overall comparable wind performance to the scenario under the previous OZP (i.e. sites zoned "Government, Institution or Community (1)" ("G/IC(1)") with BHR of 15mPD and "O") under both annual and summer conditions. CTP/UD&L, PlanD has no adverse comment from air ventilation perspective.
	(d) Proposed public open space (POS) would be surrounded by the proposed	(4) As KTAA is a waterfront site, retail uses at the proposed c/o development will help promote vibrancy and enhance public enjoyment

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R1 (Cont'd)	c/o development and would likely be used for ancillary commercial activities. The future park users may suffer from possible light and noise nuisance from the commercial activities.	<p>of the POS/ waterfront promenade, and this is generally in line with the Harbour Planning Guidelines. Task Force on Kai Tak Harbourfront Development, Harbourfront Commission (the Task Force) (R14) also considers that active commercial activities including retail and F&amp;B uses at ground floor facing the harbour would improve vibrancy of the waterfront.</p> <p>Any noise nuisance, including those arising from commercial activities, will be subject to the statutory control of Noise Control Ordinance. As for the concern on possible light pollution, the Government will continue to take positive actions to handle complaints against external lighting installations. Upon receipt of complaints, the Environmental Protection Department would relay the complainants' concerns and requests to the persons responsible for the lighting installations in question, and advise them to refer to the 'Guidelines on Industry Best Practices for External Lighting Installations' promulgated by the Environmental Bureau and take appropriate measures to minimise the impacts of the lighting installations.</p> <p>Relevant requirement on public open space within private development (POSPD) (including opening on 24-hour basis) would be specified in the land lease for the proposed c/o development. While POSPD is under private management, it would be specified in the lease that the general public are entitled to access, use and enjoy such POSPD. The future developer should comply with the 'POSPD Design and Management Guidelines' promulgated by the Development Bureau (the POSPD Guidelines), which aim to strike a reasonable balance between the owner's obligations and responsibility and the public use and enjoyment of the POS. It was specified in the POSPD Guidelines that any proposed activities in POSPD should not cause obstructions to public passage, nuisance and disturbance to security and privacy of occupants of the private developments or at the expense of other members of the public. In addition, the future developer is required to observe and follow the POSPD Guidelines in the design and</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R1 (Cont'd)		management of the POSPD, and have to apply for a waiver and/or permission from relevant Government Bureaux/Departments (B/Ds) prior to arranging commercial activities in POSPD and such application would be considered on a case by case basis.
	(e) There is concern about the closing of existing pet garden at Kwun Tong Ferry Pier Square without confirming the area of the one to be reprovided in KTAA. While there will be a pet-friendly open space to be provided at Wai Yip Street/Wai Fat Road prior to reprovisioning of the pet garden in KTAA; functionally, the former cannot totally replace that of a designated pet garden .	<p>(5) The existing pet garden in Kwun Tong Ferry Pier Square (KTFPS) is about 1,200m<sup>2</sup> which would be closed in 2022 and reprovisioned within KTAA upon completion of the proposed underground storm water storage tank (<b>Plan H-5b</b>). The reprovisioned pet garden is currently under planning and targeted to maintain the existing size of 1,200m<sup>2</sup>. Relevant B/Ds including Energizing Kowloon East Office (EKEO), Drainage Services Department (DSD) and the Leisure and Cultural Services Department (LCSD) will work together on the detailed design of the POS/pet garden, and relevant stakeholders will be consulted as and when appropriate.</p> <p>Relevant departments will endeavour to expedite the works programme for earlier opening of the reprovisioned pet garden. During the KTAA construction period, the public could use the proposed permanent pet-friendly open space at the junction of Wai Yip Street and Wai Fat Road underneath Kwun Tong Bypass, which would be open to the public by 2024 tentatively under the Tsui Ping River Revitalisation project. In addition, it is proposed to provide another temporary pet-friendly open space at Cha Kwo Ling Promenade near Kwun Tong Pumping Station by 2022 tentatively to dovetail the closure of existing pet garden (<b>Plan H-7</b>). The abovementioned pet-friendly open spaces could provide alternatives to the public when they visit the locality before completion of the permanent pet garden within KTAA. The permanent pet-friendly open space at Wai Yip Street/Wai Fat Road junction could also serve as a supplement in addition to the reprovisioned pet garden within KTAA in the future.</p>



Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R1 (Cont'd)	(f) There are public comments collected online generally oppose the proposed development mainly on traffic, wall effect and air quality aspects and closing of pet garden aspects.	Responses (1) and (8) on traffic aspect, (3) on air ventilation aspect and (10) on landscape and visual aspect in response to wall effect, (9) on air quality aspect, and response (5) on the reprovision of the pet garden are relevant.
	(g) The proposed traffic improvement works under the Study should be implemented without proceeding the proposed c/o development.	(6) The development intensity (including the maximum GFA and BH) for the proposed c/o development has taken into account the waterfront setting and the capacity of the local traffic network. The Transport Department (TD) has been monitoring the traffic conditions and if necessary and when opportunities arise, traffic improvement measures would be proposed to address the prevailing traffic situation.
R2 (Chen Kei Kei)	<p><i>Opposes Amendment Items A and B3</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) There is concern about any adverse traffic impact to Kwun Tong area and near Laguna City during the construction stage and after completion of proposed c/o development. Relevant B/Ds should ensure smooth traffic flow during construction stage.</p>	<p>(7) (i) Construction TIA has been conducted under the ID&amp;C and conceptual temporary traffic management scheme (TTMS) for the construction of the road works has been developed. The results of the construction TIA indicate that, with the provision of appropriate temporary traffic arrangement and management measures, there would be no insurmountable traffic impact during construction stage.</p> <p>Prior to the commencement of the road works, the contractor is required to submit detailed TTMS based on the latest road/junction layout, updated traffic data, and conduct on-site trial runs as necessary to obtain approvals from relevant B/Ds under established practice in order to minimize the traffic impact during constrction.</p> <p>(ii) Regarding the traffic condition in the vicinity of Laguna City, it is proposed to carry out improvement works so as to enhance the junction</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R2 (Cont'd)		<p>performance of Wai Yip Street/Wai Fat Road junction, which would operate over its capacity in the design year of 2031 even without KTAA development based on the TTIA. The improvement works proposed for this junction would involve banning of the right-turn movements from Wai Yip Street eastbound to Kwun Tong Bypass and from Wai Yip Street westbound to Wai Fat Road northbound. A new U-turn will be constructed at Wai Fat Road northbound to Wai Fat Road southbound underneath Kwun Tong Bypass (<b>Plan H-6c</b>). The signal control of the junction would be adjusted to improve the traffic movement at the junction. With incorporation of the above improvement measures, the TTIA and the Traffic review, covering the junctions from KTBA to Laguna City at Wai Fat Road/Wai Yip Street and Wai Fat Road/Shing Yip Street, would be operating within capacity with the proposed development in KTAA during peak hours in design years of 2031 and 2036.</p> <p>(iii) Regarding the traffic impact to Kwun Tong area after completion of the KTAA development, response at (1) above is relevant.</p>
	(b) Effectiveness of the proposed improvement at the Hoi Yuen Road/Wai Yip Street junction to cope with the anticipated increase in traffic is in doubt. Apart the proposed modification at the Hoi Yuen Road/Wai Yip Street junction, other improvement at Wai Yip Street/Wai Fat Street junction should be implemented.	(8) As identified in the TTIA, the current traffic congestion at Hoi Yuen Road/Wai Yip Street roundabout is partly due to the heavy circulating flows at this roundabout along Wai Yip Street in both directions. According to the TTIA, if no improvement works are proposed for Hoi Yuen Road/ Wai Yip Street junction, it would be operating over its capacity in the design year of 2031 even without KTAA development. As such, improvement measures at this junction and road network in the vicinity are recommended ( <b>Plan H-6a</b> ), which includes: the existing U turn flows from Wai Yip Street eastbound would be diverted to Hoi Yuen Road extension southbound, Kei Yip Lane westbound, Kei Yip Street northbound and back to Wai Yip Street westbound; and the existing U turn flow from Wai Yip Street westbound would be diverted to Hoi Yuen

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R2 (Cont'd)		<p>Road extension southbound, Road L1 eastbound, Road L2 northbound and back to Wai Yip Street eastbound.</p> <p>With the proposed junction improvement and provision of new roads (i.e. Roads L1 and L2), the traffic congestion could be relieved by diverting the existing U-turn traffic at this roundabout to the new roads (<b>Plan H-6a</b>). With the above improvement measures, this junction would be operating within capacity in design years of 2031 and 2036 after completion of the KTAA development.</p> <p>Regarding junction performance of Wai Fat Road/Wai Yip Street junction, response (7)(ii) is relevant.</p>
	(c) Concerns on the impact of the proposed c/o development to KTBA on air ventilation aspect.	Response (3) is relevant.
	(d) Concerns on the impact to KTBA on air quality aspect.	(9) The proposed c/o development is not an air polluting use, adverse air quality impact is not anticipated. With regard to the air quality impact arising from the construction works of the proposed development, with the implementation of mitigation measures specified in the Air Pollution Control (Construction Dust) Regulation, dust suppression measures and good site practices, no adverse dust impact on the air sensitive receivers in the vicinity of the construction site is anticipated. Director of Environmental Protection (DEP) has no adverse comment on the Environmental Assessment conducted under the Study.
	(e) Concerns on the impact to KTBA on visual aspect.	(10) A Landscape and Visual Impact Assessment (LVIA) (at Attachment Vb of MPC Paper No. 2/21) was conducted under the Study to assess the potential visual and landscape impacts of the KTAA development. As illustrated in the photomontages ( <b>Plans H-10a to H-10c</b> ), the proposed c/o development with BH not exceeding 100mPD is likely to blend into the existing building groups with visual composition largely maintained. Incorporation of suitable mitigation measures (such as

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R2 (Cont'd)		provision of green deck with amenity planting, at-grade POS) would improve the overall visual quality as compared to existing streetscape and help alleviate the potential visual impact of the proposed c/o development, if any. The implementation of mitigation measures are to be examined through the Landscape Master Plan (LMP) submission under lease. CTP/UD&L, PlanD and Chief Architect/ Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) have no adverse comment on the proposed development in KTAA from urban design and visual impact aspect.
	Concerns on the design and management of the pet garden to be reprovided for which an open design may not be welcomed by the general users. The reprovioned pet garden should not be smaller than the existing one.	Response (5) is relevant
R3 (Chan Ka Man) and R4 (蕭梓宏)	<i>Oppose Amendment Item A</i> <u>Major Ground(s)/ Comment(s)</u> (a) The proposed c/o development will impose heavy traffic burden to the currently saturated traffic in Kwun Tong.	Response (1) above is relevant.
R4 (蕭梓宏)	<u>Major Ground(s)/ Comment(s)</u> (a) The growth of commercial floor space in the Kwun Tong (South) OZP should be restricted to alleviate the burden to local road traffic network and public transport system.	Response (1) is relevant.

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R5 (陳仲偉)	<p><i>Opposes Amendment Item A</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) The proposed c/o development will have wall effect and adverse visual impact to the buildings behind.</p>	Responses (3) on air ventilation, and (10) on visual aspects are relevant.
	<p><u>Major Suggestion(s)/ Proposal(s)</u></p> <p>(b) The proposed c/o development should be no more than 7 storeys in height.</p>	(11) The maximum BH of 100mPD for the main portion of the “C(2)” site is in line with the BHR currently imposed for other waterfront sites in KTBA and would allow stepped BH profile descending from the inland area to the waterfront ( <b>Plan H-9</b> ). Whereas the proposed BHR of 15mPD for the western portion of the proposed commercial development is similar to other sites zoned “G/IC(1)” in the vicinity and would be commensurate with the harbourfront setting. Response (10) on visual aspect is also relevant.
R6 to R9 (Wilhelmina Evelyn Moore, John Douglas Moore, Genevieve James Moore, Melanie Ann Moore)	<p><i>Oppose Amendment Item A</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) Concerns about the possible adverse impact on air ventilation aspect as the site is currently low-rise in nature and serving as an urban lung for the area.</p>	Response (3) is relevant.
	<p>(b) The proposed development would involve felling over 250 trees including mature and unique species.</p>	(12) According to the Tree Survey Report (Attachment Vc of MPC Paper No. 2/21) conducted under the Study, all (238) trees within KTAA and the central island of the Hoi Yuen Road/ Wai Yip Street roundabout are common species and no Old and Valuable Tree is identified. Most of the trees observed in the Tree Survey Report are in fair to poor form, health and structural condition with medium to low amenity value. Among the surveyed trees, it is recommended to retain 40 trees and

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R6 to R9 (Cont'd)		transplant 35 trees, while the remaining 163 trees are to be felled ( <b>Plan H-8a</b> ). The trees proposed to be felled are either in poor health/structural conditions (including T157, T163 & T172 as mentioned by <b>R11</b> ) or have direct conflict with the development proposal with low survival rate for transplanting (including T61, T159, T172 & T186). The Compensatory Planting Plan ( <b>Plan H-8b</b> as extracted from Tree Survey Report) with compensatory ratio of 1:1.76 is recommended under the Study and detailed tree planting proposal would be subject to further review in the detailed design stage. Among others, it is recommended to stipulate under the land sale document the required number of trees to be compensated within the proposed c/o development and the POSPD. The detailed landscape design would be vetted in the LMP submission required under lease. CTP/UD&L, PlanD has no adverse comment from tree preservation and landscape perspective. Any tree works would be conducted in accordance with Government's prevailing technical circular(s).
	(c) No need to develop the site with 150m tall towers.	Responses (10) and (12) are relevant.
	(d) Facilities should be provided in form of low rise community service building to for providing services to the elderly/ children to address such demand. The proposed facilities (including 60-place daycare places for the elderly and offices for social welfare uses) is insufficient.	(13) Having consulted the Social Welfare Department (SWD), social welfare facilities with GFA of 2,700m <sup>2</sup> have been reserved within the future c/o development. In the early planning stage, SWD took into account factors such as the overall demand for welfare services, location and accessibility of the site and it surrounding environment, etc. and explore the feasibility of welfare facilities provision to cater for the ongoing welfare service needs. Having considered that the proposed c/o development is not in close proximity to residential areas, SWD advised that provision of services like Child Care Centre (CCC) might not be easily accessible to the target users and that elderly services such as Residential Care Home for the Elderly (RCHE) within a business area is considered not appropriate. Instead, one Day Care Centre for the Elderly (DE), two office bases of On-site Pre-school Rehabilitation

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R6 to R9 (Cont'd)		<p>Services (OPRS), one school social work office, and one 80-place Integrated Vocational Rehabilitation Services Centre (IVRSC) are provided for the proposed c/o development.</p> <p>While there is deficit in social welfare facilities such as CCC, Community Care Services Facilities, and RCHE within the Kwun Tong South Planning Scheme Area, the Government has all along been adopting a multi-pronged approach to identify suitable sites or premises for provision of more welfare facilities which are in acute demand. As a long-term strategy, population-based planning ratios in respect of elderly and child care facilities have been incorporated in the Hong Kong Planning Standards and Guidelines (HKPSG) to facilitate the planning and reservation of suitable premises for such services. As short and medium term strategies, efforts have been made, inter alia, in purchasing premises in the private property market and identifying suitable public/private (re)developments for providing welfare services.</p>
	(e) Facilities should be provided in form of low rise community service building to accommodate the street sleepers who currently live at the nearby Kwun Tong Public Pier.	<p>(14) The Government, in collaboration with concerned B/Ds, has been assisting street sleepers to quit street sleeping through various means. These would include provision of a wide-range of integrated supporting services aiming at addressing their emergency needs and enhancing their work motivation and skills; as well as provision of emergency and short-term accommodation arrangement.</p> <p>SWD provides subventions to non-governmental organisations (NGOs) to operate three Integrated Service Teams for street sleepers to provide the street sleepers with integrated services including day and late-night outreaching visits, counselling, employment support/guidance, service referrals, personal care, emergency shelter/ short-term accommodation, and emergency fund to cover various expenses. The Christian Concern for Homeless Association, being the NGO serving the street sleepers in Kwun Tong district, reaches out to provide suitable welfare services to street sleepers in need.</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R10 (Designing Hong Kong Limited)	<p><i>Opposes Amendment Items A and C</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) The proposed development failed to integrate the piers, the Public Transport Interchange (PTI) and the waterfront for the best interest of commuter and visitors. There is opportunity to integrate all or some of the three existing piers into the development. The PTI and piers with creates a captive audience which activate the area with local retail and food and beverage (F&amp;B) outlets cater to commuters which attract visitors to enjoy the area.</p>	<p>(15) Multi-level pedestrian network within the proposed c/o development served by vertical connections (e.g. elevators, landscape staircase and escalators) is proposed to link up the POSPD and the PTI within the “C(2)” site and its adjoining proposed POS/existing piers. To enhance the connectivity and accessibility between inland area of KTBA and the waterfront, connections points at podium deck of the proposed c/o development for linking up the proposed public footbridge across Wai Yip Street and the modified existing footbridge connecting Manulife Financial Centre would be provided (<b>Plans H-5a and H-5b</b>). The provision of pedestrian connections will be vetted under the LMP submission required under the lease. The pier facilities are to be connected along with the planned promenade within KTAA and the Kai Tak Planning Area.</p>
	<p>(b) Making reference to the experiences of PTIs near waterfront that failed to achieve a vibrant and active waterfront such as those in Sai Wan Ho, North Point and Hung Hom with limited/no retail and F&amp;B uses along the edge facing waterfront. A long strip of retail at ground level facing the waterfront and piers should be designated and designed for F&amp;B, and the adjacent strip of land should be reserved for outdoor seating areas in front of the retail for improving vibrancy and shield the noise and blight of the PTI.</p>	<p>(16) The Study demonstrated the feasibility of the proposed c/o development and the PTI layout as illustrated in <b>Plan H-6a</b> is indicative in nature. There is scope for further refinement in the detailed design stage.</p> <p>With regard to the comments in relation to provision of at-grade retail/F&amp;B spaces facing the harbourfront, flexibility for provision of some at-grade retail spaces along the waterfront (with reasonably sized shops at the western side of the commercial site and kiosks along the waterfront) together with some shop frontage at the podium deck has been allowed in the Study. To alleviate the possible impacts of the PTI on the adjacent POS, appropriate mitigation measures have been proposed under the Study (e.g. provision of buffer planting area separating the POS and the PTI). The implementation of the aforementioned measures are to be examined through the LMP submission under lease.</p> <p>Notwithstanding the above, noting the public’s aspiration for a long</p>



Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R10 (Cont'd)		<p>strip of retail frontage facing the harbour, EKEO is reviewing the indicative PTI layout in the “C(2)” site with a view to creating more spaces for provision of retail shops/F&amp;B at the ground level with shopfront facing the harbour. EKEO will coordinate with relevant B/Ds to impose relevant requirements under lease for provision of not less than 90m retail frontage at the ground floor of the “C(2)” site facing the harbour.</p> <p>For the strip of land to the immediate south of the “C(2)” site (i.e. portion of Item B1), there is an existing drainage reserve underneath the proposed POS which will also function as an emergency vehicular access (EVA) to serve the proposed c/o development and the promenade (<b>Plan H-5a</b>), thereby posing limitations to providing outdoor seating area at this location. Notwithstanding this, seating facilities for the public outside the EVA at the promenade would be considered at the detailed design of the POS.</p>
R11 (also C3) (Mary Mulvihill)	<p><i>Opposes Amendment Items A and B1 to B3</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) More G/IC facilities should be provided at the proposed c/o development in KTAA including Community facilities including DE, RCHE, CCC, and dormitories for street sleepers. KTAA was an ideal location for such facilities as well as the street sleepers currently at Kwun Tong Public Pier.</p>	<p>Responses (13) and (14) are relevant.</p>
	<p>(b) There is concern about the location of the proposed social welfare facilities to be provided within the c/o development as they will be</p>	<p>(17) The future developer will be required to provide the social welfare facilities within the proposed c/o development, and design of such facilities is subject to relevant statutory and/or operation requirements on lighting, ventilation and fire safety aspects etc. and to the satisfaction</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R11 (Cont'd)	located under the podium with little natural light and no ventilation and subject to emission from the vehicles to and from the parking facilities.	of SWD as requested under lease. For concern over possible impact from vehicular emission, the EA conducted has demonstrated that adverse environmental impact associated with the proposed development is not anticipated. DEP had no adverse comment on the EA.
	(c) Questions whether the proposed 80-place Integrated Vocational Rehabilitation Service Centre (IVRSC) at the proposed c/o development is a replacement to Vocational Training Centre (VTC) Shine Skill Centre at Tsui Ping Road, Kwun Tong.	(18) SWD advises that the IVRSC at the proposed c/o development is a new welfare facility. The existing services of VTC Shine Skill Centre will be reprovided within the Kwun Tong Composite Development at Tsui Ping Road, Kwun Tong.
	(d) There is a shortfall in sports ground/ sports complex in Kwun Tong district and the site is a suitable place.	(19) While there is a shortfall in sports ground/ sports complex in Kwun Tong district, the KTAA site of about 2.8ha (of which, 1.37ha is for the proposed c/o development and the remaining is for POS and “Other Specified Use” annotated “Drainage Facility and At-grade Public Open Space”“OU(DFAPOS)”) does not meet the minimum site requirement of about 3ha required under HKPSG for this facility. When planning leisure facilities, LCSD will take into account of HKPSG requirement and other factors including overall provision in the territory, utilization rate of existing facilities, availability of suitable sites, and technical feasibility, etc.
	(e) There is concern on the effectiveness of the proposed greenery, i.e. landscaped areas on podium of the proposed c/o development and on top of the underground drainage facility (“OU(DFAPOS)”) and storm water tanks are artificial and have too much paving with no active	(20) The maximum BH of 15mPD for the elevated green deck of the proposed c/o development would allow the allow required headroom for the at-grade PTI but also provide sufficient soil depth for tree planting on the green deck. The Study demonstrated that no insurmountable problem is identified for provision of sufficient compensatory trees at the at-grade and elevated open spaces at KTAA.  It should be noted that the landscaping design shown on <b>Plan H-8b</b> is

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R11 (Cont'd)	recreational facilities.	<p>indicative in nature and the design are subject to review in the detailed design stage. The implementation agents of the proposed POS at KTAA, including B/Ds and future developer, will need to adopt a design that fulfils the requirements on relevant greening ratio and compensatory planting (<b>Plan H-8b</b>). Relevant design requirements for POS as stipulated under the prevailing HKPSG including the provision of active open space would be taken into account in the detailed design stage. For the proposed c/o development, an overall minimum greening ratio of 30% of site area would be specified in the land lease which is higher than that required for site of less than 2ha under the Sustainable Building Design Guidelines.</p> <p>The provision of POS atop underground storm water storage tank as proposed aligns with the “Single-Site Multiple-use” principle for better utilisation of scarce land resources. Compensatory tree planting atop the underground storm water storage tank is recommended (<b>Plan H-8b</b>) without any insurmountable problem identified in the Study. Relevant B/Ds including EKEO, DSD and LCSD will work together on the design of the POS/pet garden, and relevant stakeholders will be consulted as and when appropriate.</p>
	(f) There is also concern on the proposed POSPD arrangement that activities of general public within POSPD may be restricted as demonstrated in the case of Times Square.	Response (4) is relevant.
	(g) Concerns on the tree compensation proposal of the proposed development, with particular concerns on potentially old and valuable tree growing on the wall at dangerous goods vehicle queuing	(21) For the tree compensation proposal, response (13) is relevant. For those trees mentioned by R11, they are either in poor health/structural conditions (T157, T163 & T172) or have direct conflict with the development proposal (T61, T159, T172 & T186) with low survival rate for transplanting. According to the Tree Survey Report, there is no Tree with ID No. A90.

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R11 (Cont'd)	area (T61), and tree clusters of T157/159/163/172 and T186-A90. The tree compensation is unclear and inadequate.	
	(h) Concerns on the size of pet-friendly open space to be reprovided that should not be smaller than the existing one. Also being integrated with adjoining POS, the reprovioned pet garden may not be welcomed by general park users.	Response (5) is relevant.
	(i) The proposed c/o development with a height of 100mPD at the waterfront would have adverse visual impacts towards inland.	Responses (10) and (12) are relevant.
	(j) Concern about the adverse air ventilation of the proposed c/o development. The AVA as conducted did not take into account of the future development of industrial buildings in KTBA.	(22) The AVA-CFD has generally taken into account the planned and committed developments in the surrounding within the assessment area based on the best available information at the time of preparing the assessments. Any redevelopment of the industrial buildings in Kwun Tong Business Area in future may need to fulfil Sustainable Building Design Guidelines requirements and observe the Joint Housing, Planning and Lands Bureau – Environmental, Transport and Works Bureau Technical Circular on AVA No. 1/06 on air ventilation aspect as appropriate. Response (3) above is also relevant.
	(k) The current term of KTDC should be consulted.	(23) The current term of KTDC ( <b>R15</b> ) was consulted on the rezoning amendments to the OZP on 4.5.2021 after the gazettal of the draft OZP. KTDC had no adverse comment on the KTAA and rezoning amendment incorporated in the draft OZP (meeting minutes attached to <b>Annex VI</b> (Chinese version only)). KTDC ( <b>R15</b> ) provided views and/or suggestions mainly on traffic and air ventilation impacts, and the future

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R11 (Cont'd)		POSPD and pet garden, for which responses from relevant B/Ds are provided.
	(l) Low rise building for community use would be more appropriate for this waterfront site.	Responses (10) and (12) are relevant.
R12 (Ngyina)	<p><i>Opposes All Amendment Items</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) There would be limited number of general public benefit from the development proposal.</p>	<p>(24) It is the policy initiative to transform Kowloon East into another core business district to support Hong Kong's long-term economic development. The KTAA, as announced under 2013 Policy Address, proposes to re-organize, rationalize or relocate the existing uses within this cluster of government land for a robust and comprehensive development scheme for providing about 80,000m<sup>2</sup> commercial gross floor area (GFA) with government, institution or community (GIC) uses and public open spaces (POS) with improved pedestrian connections in order to better utilize this waterfront site and enhance its accessibility and vibrancy. Being at a prominent waterfront location in KTBA, the proposed commercial development with ample POS would create synergy effect for the transformation of KTBA and bring vibrancy to the waterfront area.</p>
R13 (The Hongkong and Yaumati Ferry Company Limited)	<p><i>Opposes Amendment Item B3</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) The re-configured queuing area for Dangerous Goods Vehicle (DGV) at the Kwun Tong Vehicular Ferry Pier (KTVFP) (zoned "G/IC(1)") has not taken into account future potential terrorism activities and should be reviewed to cope with the need to provide additional area to allow flexibility to react to emergency</p>	<p>(25) To optimize the land use for provision of more POS at this waterfront site for public enjoyment, the layout of the existing DGV queuing area (currently underneath the elevated structures of the ex-Kwun Tong Driving School (KTDS) (<b>Plan H-5a</b>)) was reviewed under the Study. The re-configured layout (including the size and design) has already been discussed and agreed amongst all parties concerned including EKEO, Ferry and Paratransit Division of TD and the current operator of the KTVFP (i.e. <b>R13</b>) in the course of the Study in 2019. As advised by TD and observed during the joint site visits in peak hours on the</p>

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R13 (Cont'd)	<p>situation, in particular the terrorism attack. A new queuing system with minimum 2,300m<sup>2</sup> queuing area (with inclusion of 6m physical separation between Category 2 and Category 5 DGV) to accommodate at least 22 DGV for at least two types of DG at one time slot is required (<b>Attachment A</b>). The representer would reserve all rights to take appropriate actions as it deems fit if the Board and/or the Administration would insist to proceed Item B3 as proposed.</p> <p><u>Major Proposal(s)</u></p> <p>(b) The “G/IC(1)” zone designated for DGV queueing area should be enlarged 2,300m<sup>2</sup> with corresponding reduce in the size of the “OU(DFAPOS)” under Item B3.</p>	<p>busiest days by EKEO, TD, and the representer (<b>R13</b>) in September 2017, the maximum number of queuing DGV is 20 which can be accommodated in the re-configured queuing area under the “G/IC(1)” zone (about 1,730m<sup>2</sup>) designated for such use.</p> <p>The Quantitative Risk Assessment (QRA) under the EA prepared in the Study concluded that the predicted individual risk for the KTVFP and its queuing area complies with the Hong Kong Government Risk Guidelines as stipulated in the HKPSG, whilst the predicted societal risk is also considered acceptable. Relevant B/Ds have no adverse comment on the QRA.</p> <p>As for the need for a 6m physical separation between Category 2 and Category 5 DGVs in the queuing area as proposed by <b>R13</b>, relevant B/Ds consulted, including TD, Fire Services Department, Electrical and Mechanical Services Department and Marine Department, advise that they have no such specific requirement.</p> <p>Secretary for Security and Commissioner of Police (C of P) have been consulted and have no particular comment on the potential safety issue and security threat. C of P advises that there is no record of incident suggesting that the Kwun Tong (South) OZP Area would be subject to any terrorism activities.</p>
	(c) The Explanatory Statement (ES) of draft Kwun Tong (South) OZP and approved Kai Tak OZP should be amended to reflect the special safety requirements or design considerations on the DGV ferry pier operation, and to give a clear statement to draw the attention about the sensitivity of this restricted zone, particularly the public liability and	(26) Having consulted concerned B/Ds, relevant section(s) of the ES of the draft Kwun Tong (South) OZP could be amended at <b>Annex VIII(b)</b> to reflect the unique operation of the DGV queuing area. Relevant section(s) of the ES of the Kai Tak OZP would be suitably amended when opportunity arises.

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
	safety considerations (with suggested additional statement to ES at <b>Attachment B</b> ).	

## B. Providing Views

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
<p>R14 (Task Force on Kai Tak Harbourfront Development, Harbourfront Commission (the Task Force))</p>	<p><i>Provides views on Amendment Items A and B1</i></p> <p><u>Major Ground(s)/ Comment(s)</u></p> <p>(a) Active retail, full-services F&amp;B frontage together with outdoor seating outdoor seating should be provided at the ground level edge of the proposed c/o development facing the waterfront and the promenade. Sufficient provision should also be provided to allow sustainable retail and F&amp;B activities under notional scheme, and discrete retail shops at ground level could not effectively enhance the waterfront vibrancy.</p> <p>Proposed PTI on the ground level of the development was highly undesirable and not conducive to promoting a vibrant harbour. It might impede the provision of the 100m long retail frontage at the waterfront which is advisory in nature as proposed under the Study. The Government should further consider how to add more vibrancy to the harborfront promenade for public enjoyment and to adjust the size and configuration of the proposed PTI to reduce its physical and visual impact, while balancing the traffic needs and maintaining vibrancy along the waterfront. A testing scenario should be worked out to confirm the feasibility of the proposed 100m retail frontage after reviewing the PTI design. If the proposed PTI could not be relocated further from the waterfront, suitable remedial measures should be considered to minimize its potential impact.</p>	<p>(27) Regarding the comments on provision of at-grade retail/ F&amp;B space facing the harbourfront, response (17) is relevant. To allow flexibility for the design of the PTI and at-grade retail use in the detailed design stage, amendment to relevant section of the Explanatory Statement for the “C(2)” zone to delete the minimum size requirement of 7,050m<sup>2</sup> for the PTI is proposed (<b>Annex VIII(a)</b>)</p>
	<p>(b) To provide a seamless interface and better synergy between the retail strip and the adjoining harbourfront open space, future developer should be required to also design and construct the waterfront promenade outside</p>	<p>(28) The Control Drawing for the at-grade POS and POSPD in KTAA (including the promenade within Kai Tak Planning Area) is being prepared by EKEO to serve as a design guideline for the future developer and the</p>



Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R14 (Cont'd)	the c/o development under lease.	concerned B/Ds to ensure that the POS and POSPD would be designed in a comprehensive and integrated manner with due regard to the urban design and landscape/greenery, pedestrian connection, interface with the PTI and retail frontage etc. A design review panel with representatives from relevant B/Ds will be formed to vet the LMP to be submitted by the future developer as required under the lease to ensure the landscape design of the c/o development and POSPD will be coherent with the adjoining POS.
	(c) Better control mechanism, such as mandatory requirements in the land lease, should be provided to facilitate provision of minimum length of 100m retail frontage facing the waterfront, instead of being an advisory guidelines.	(29) EKEO will consider, in consultation with relevant B/Ds imposing relevant requirements under lease for provision of more spaces for commercial uses at the ground floor of the "C(2)" site facing the harbour. To allow flexibility for the design of the PTI and at-grade retail use in the detailed design stage, amendment to relevant section of the Explanatory Statement (ES) for the "C(2)" zone to delete the minimum size requirement of 7,050m <sup>2</sup> for the PTI is proposed ( <b>Annex VIII(a)</b> )
	(d) The Task Force should be further consulted on the refinements to the notional scheme and the control measures before finalizing the land sale and lease documents.	(30) EKEO will consult the Task Force before finalization of the land sale document for the proposed c/o development.
	(e) The rooftop of Kwun Tong Passenger Ferry Pier (KTPFP) should be opened for public use [5.2.16]	(31) The KTPF, which falls outside Kwun Tong (South) OZP Area, was constructed many years ago and the opening of the rooftop to the public may cause loading issue.

Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R15 (KTDC)	<i>Provides views on Amendment Items A and B1 to B3</i>	
	(a) Concerns that the proposed development would exacerbate the road network in KTBA, which is already very congested. More loading/unloading (L/UL) facilities should be provided within the c/o development.	(32) Regarding the concerns on the traffic impact on the local road network in KTBA, response (1) is relevant. The proposed provision of L/UL spaces within the proposed c/o development has made reference to the HKPSG requirements and in consultation with TD, and is considered adequate to meet the demand.
	(b) Concerns whether the proposed improvement at the Hoi Yuen Road/Wai Yip Street junction could cope with the increased traffic. Relevant supporting traffic assessment should be provided.	Response (8) is relevant. TTIA conducted under the Study, which confirms the technical feasibility of the proposed c/o development at KTAA from traffic perspective with the proposed road improvement works in place, is attached to the MPC Paper No. 2/21 for public inspection.
	(c) There are concerns about the duration of the construction stage and the area affected by the temporary traffic management.	Response (7) is relevant.
	(d) While there will be a pet-friendly open space to be provided at Wai Yip Street/ Wai Fat Road; functionally, it could not totally replace that of a designated pet garden. Inclusive design of the pet-friendly open space may not be welcomed by other park users. There are concerns on size of the reprovisioned pet garden which should not be smaller than the existing one and the accessibility of the future pet garden.	(33) Response (5) is relevant. Regarding the accessibility, general public can go with their pet(s) to the pet garden by taxi or by private car that public parking facilities are available at the proposed c/o development.
	(e) Proposed POS would be surrounded by the proposed c/o development and would likely be used for ancillary commercial activities. The future park users may suffer from possible light and noise nuisance from the commercial activities.	Response (4) is relevant.

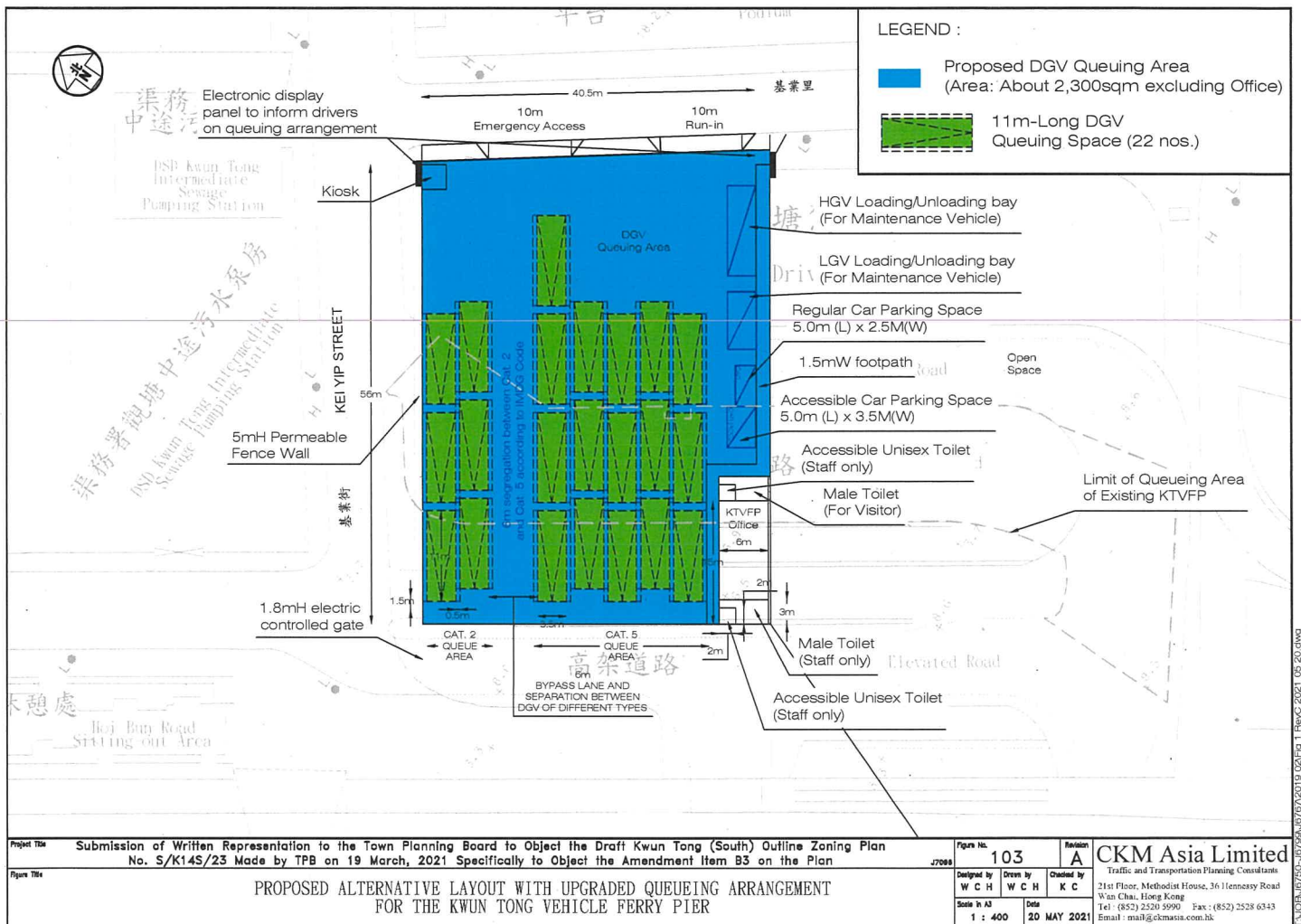
Representation No. (TPB/R/S/K14S/23-)	Gist of Representation	Responses of Government Departments
R15 (Cont'd)	(f) Concerns about the possible adverse air ventilation impact on KTBA with the proposed c/o development.	Response (3) is relevant.
	(g) Concerns about the tree preservation proposal.	Response (12) is relevant
R16 (Mr. William Li (ex-KTDC Member))	<i>Provides Views on Amendment Items A and B3</i>	
	(a) Concern about any adverse traffic impact on Kwun Tong area and near Laguna City during the construction stage and after completion of proposed c/o development. Relevant B/Ds should ensure smooth traffic flow during construction stage.	Response (7) is relevant.
	(b) Effectiveness of the proposed improvement at the Hoi Yuen Road/Wai Yip Street junction to cope with the anticipated increase in traffic is in doubt. Apart the proposed modification at the Hoi Yuen Road/Wai Yip Street junction, other improvement at Wai Yip Street/Wai Fat Street should be implemented.	Response (8) is relevant.
	(c) Concerns on the design and management of the pet garden to be reprovisioned for which an open design may not be welcomed may not be welcomed by other park users. The reprovisioned pet garden should not be smaller than the existing one.	Response (5) is relevant.

**Summary of Comments and Response of Government Departments**  
**in respect of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (the draft OZP)**

<b>Comments No. (TPB/R/S/K14S/23-)</b>	<b>Related Representation</b>	<b>Gist of Comments</b>	<b>Responses of Government Departments</b>
C1 (Wong Hei Man Mandy)	Not Specified	(a) The local road network could not accommodate the traffic impact from the proposed c/o development. No further development in Kwun Tong without additional traffic and transport infrastructures and facilities are in place. Land available at former Kai Tak runway should be better utilised for new development instead of Kwun Tong to avoid further traffic, air quality and visual impact.	Responses (1), (9) and (10) above on traffic, environmental and visual aspects respectively are relevant.
C2 (Chiu Kam Kuen)	Not Specified	(a) The location of POS is incompatible with the Kwun Tong Bypass, PTI and piers in the vicinity which are the sources of noise and air pollution and have safety concerns. These sources of environmental impact should be relocated elsewhere and with mitigations measures in place before the development of POS.	(34) Regarding the assessment of potential environmental impacts of KTAA development, response (9) above is relevant. In gist, the EA as conducted under the Study demonstrated that adverse environment impact associated with the proposed development is not anticipated. Regarding nuisance due to the PTI, exhaust air will be extracted at source and the noise is contained within the covered enclosure, unacceptable noise impact to sensitive receivers is not anticipated. EPD has no adverse comment on the EA. Landscape measures such as buffer planting area to separate the waterfront promenade and the PTI is proposed.

Comments No. (TPB/R/S/K14S/23-)	Related Representation	Gist of Comments	Responses of Government Departments
C3 (also R11) (Mary Mulvihill)	R13	(a) There was concern about the impact on the health of workers associated with possible exposure to dangerous chemical arising from DGV in case of leakage or collision.	(35) It has been demonstrated in the QRA that the proposed development would not result in unacceptable risks to the overall population around the Kwun Tong Vehicular Ferry Pier. Relevant departments have no adverse comment in this regard. Operation of the Kwun Tong vehicular ferry services for conveying or handling DGVs are regulated under the Ferry Services Ordinance and the Dangerous Goods Ordinance.
	R10, R14	(b) Supports R10 and R14 on the provision of 100m at grade facing waterfront F&B promenade.	Response (16) above are relevant.
C4 and C5 (港九電船拖輪商會有限公司 & Tam Tsz Lok)	Not Specified	(a) Object to opening the breakwater in Kwun Tong Typhoon Shelter for public use. There was concern about potential light pollution of any new illumination system required at breakwater that might affect the vision of vessel masters and increase the risk of collision.	(36) The breakwater in Kwun Tong Typhoon Shelter is outside the Kwun Tong (South) OZP. As advised by CEDD, there is no plan to open the breakwater in Kwun Tong Typhoon Shelter for public use. For safe navigation of vessels in the waters of Hong Kong, provision of any light or illuminated sign in relation to marine traffic is controlled under Section 9 of the Shipping and Port Control Ordinance.

**New Dangerous Goods Vehicle Queuing Area proposed by Representer (R13)**  
(extracted from R13's submission)



8.4 “Government, Institution or Community” (“G/IC”) - Total Area 43.32 ha

- 8.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 8.4.2 Major existing GIC facilities include United Christian Hospital at Sau Nga Road, Ngau Tau Kok Jockey Club Clinic at Ting On Street, Lam Tin Polyclinic at Kai Tin Road, Ngau Tau Kok Government Offices at On Wah Street, Hong Kong Public Records Building at Tsui Ping Road, various social welfare facilities at Kung Lok Road, Kwun Tong Road, Fuk Tong Road and Fuk Ning Road, two vocational training centres at Wan Hon Street and Tsui Ping Road, two Municipal Services Buildings at Ngau Tau Kok Road and Shui Wo Street, two divisional police stations at Hong Ning Road and Lei Yue Mun Road, two sub-divisional fire stations at Hoi Yuen Road and Kai Tin Road, a Disciplined Services Quarters at Wo Hong Path, a market complex at Yee On Street, a sports centre at Hiu Kwong Street, a swimming pool complex at Tsui Ping Road, service reservoirs, pumping stations, electricity substations, telephone exchanges, community centres, churches, a higher educational facility and a number of primary and secondary schools.
- 8.4.3 Developments and redevelopments in the “G/IC(1)” sites in KTBA to the south of Kwun Tong Road are subject to maximum building heights of 15mPD or 40mPD as stipulated on the Plan. *The “G/IC(1)” site abutting Kei Yip Street and Kei Yip Lane is the queuing area of the Kwun Tong (Dangerous Goods) Vehicle Ferry Pier (“KT(DG)VFP”), which is the only licensed public DG vehicle ferry pier along the southern waterfront area in Kowloon to convey the daily needed dangerous goods to the Hong Kong Island. The KT(DG)VFP including its queuing area is a restricted zone. Before other alternative means of transportation mode is available to replace the function of KT(DG)VFP, no part of this Pier, including its queuing area, shall be affected at all times. All shared-use activities or design proposals must well consult and obtain agreement in advance with the pier operator ensuring that such type of activities will not result in any consequential effect on the pier operation in particular the public risk liability and the continuation of the operational insurance matters.*
- 8.4.4 To provide design/architectural flexibility, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance pursuant to the criteria given in paragraphs 7.4 and 7.5 above. Each application will be considered on its own merits.

**TOWN PLANNING BOARD**

**Minutes of 666<sup>th</sup> Meeting of the  
Metro Planning Committee held at 9:00 a.m. on 26.2.2021**

**Present**

Director of Planning  
Mr Ivan M.K. Chung

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Professor John C.Y. Ng

Professor Jonathan W.C. Wong



Dr Roger C.K. Chan

Mr C.H. Tse

Assistant Commissioner for Transport (Urban), Transport Department  
Mr Patrick K.H. Ho

Chief Engineer (Works), Home Affairs Department  
Mr Gavin C.T. Tse

Principal Environmental Protection Officer (Metro Assessment),  
Environmental Protection Department  
Dr Sunny C.W. Cheung

Assistant Director (Regional 1), Lands Department  
Mr Albert K.L. Cheung

Deputy Director of Planning/District  
Miss Fiona S.Y. Lung

Secretary

**Absent with Apologies**

Professor T.S. Liu

**In Attendance**

Assistant Director of Planning/Board  
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board  
Ms W.H. Ho

Town Planner/Town Planning Board  
Mr Alvin C.H. Kan

“the provision of fire service installations and water supplies for firefighting to the satisfaction of the Director of Fire Services or of the TPB.”

44. The Committee also agreed to advise the applicant to note the advisory clauses as set out at Appendix II of the Paper.

[The Vice-chairman thanked Ms Floria Y.T. Tsang, STP/HK, for her attendance to answer Members' enquiries. She left the meeting at this point.]

[The Chairman returned to join the meeting and resumed chairmanship of the meeting at this point.]

[Ms Lilian S.K. Law returned to join the meeting at this point.]

## **Kowloon District**

### **Agenda Item 11**

[Open Meeting]

Proposed Amendments to the Approved Kwun Tong (South) Outline Zoning Plan (OZP)

No. S/K14S/22

(MPC Paper No. 2/21)

45. The Secretary reported that the proposed amendments were supported by a Planning and Engineering Study - Feasibility Study commissioned by the Energizing Kowloon East Office (EKEO), Development Bureau (DEVB), in which AECOM Asia Co. Limited (AECOM) was one of the consultants of the study. Mr Thomas O.S. Ho had declared an interest on the item for having current business dealings with AECOM. As Mr Thomas O.S. Ho had no involvement in the amendment items, the Committee agreed that he could participate in the discussion of the item.

### **Presentation and Question Sessions**

46. The following government representatives and the consultants were invited to the meeting at this point:

Planning Department (PlanD)

Ms Johanna W.Y. Cheng - District Planning Officer/Kowloon (DPO/K)

Ms Jessie K.P. Kwan - Senior Town Planner/Kowloon (STP/K)

EKEO, DEVB

Ms Carol Y.M. Cheuk - Senior Place Making Manager (Planning)  
(SPMM(P))

Mr Kelvin K.C. Chan - Place Making Manager (Planning)

The Consultants

Mr Jacky Yeung - Senior Associate Director, Atkins China Limited

Mr Woody Lin - Urban Planner, AECOM

Mr David Wong - Traffic and Transport Consultant, AECOM

47. With the aid of a PowerPoint presentation, Ms Jessie K.P. Kwan, STP/K, PlanD presented the proposed amendments as detailed in the Paper and covered the following main points:

Background

- (a) the 2013 Policy Address (PA) announced the development of two action areas in the Kwun Tong and Kowloon Bay Business Areas (KTBA and KBBA), and the 2016 and 2017 PA indicated that about 560,000m<sup>2</sup> commercial/office floor area would be provided in the two action areas in Kowloon East. The Planning and Engineering Study on the Kwun Tong Action Area (KTAA) – Feasibility Study (the Study) commissioned by

EKEO, DEVB recommended the development of commercial/office, government uses and public open space at the waterfront sites of KTBA. To take forward the Recommended Outline Development Plan (RODP) of the Study, amendments to the approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/22 (the OZP) for the sites with stipulation of appropriate development restrictions were required;

Proposed Amendments to the OZP

- (b) Item A: rezoning of a piece of land (about 1.37 ha) from “Open Space” (“O”), “Government, Institution or Community(1)” (“G/IC(1)”) and areas shown as ‘Road’ to “Commercial(2)” (“C(2)”) for proposed commercial/office and government, institution and community (GIC) uses with a total gross floor area (GFA) of about 86,650m<sup>2</sup> (excluding GFA of about 2,700m<sup>2</sup> for social welfare facilities) and maximum building heights (BH) of 100mPD (eastern portion) and 15mPD (western portion). The existing public transport interchange (PTI) would be reprovisioned and a public vehicle park (PVP) would be provided. A public open space within private development (POSPD) of not less than 6,500 m<sup>2</sup> would be provided within the proposed commercial/office development;
- (c) Items B1, B2 and B3: rezoning of parcels of land (about 6,965m<sup>2</sup>) from “G/IC(1)” and areas shown as ‘Road’ to “O” (Item B1), “O(1)” with ‘Public Utility Installation’ as a Column 1 use (Item B2) and “Other Specified Uses” annotated “Drainage Facility and At-grade Public Open Space” (Item B3) to reflect the integrated design of a largely underground public utility installation with public open space atop;
- (d) Item C: rezoning of three pieces of land (about 1,933m<sup>2</sup>) from “G/IC(1)” to areas shown as ‘Road’ for proposed road improvement works and reflecting the as-built road status;

Land Use Compatibility

- (e) the development intensity for the proposed commercial/office development had taken into account the waterfront setting and road capacities in the locality. The proposed maximum BH of 100mPD for the main portion of the proposed “C(2)” site was in line with the BH restriction (BHR) currently imposed for other waterfront sites in KTBA and would allow stepped BH profile descending from the inland area to the waterfront, whereas the proposed BHR of 15mPD for the western portion of the proposed commercial/office development was similar to other sites zoned “G/IC(1)” in the vicinity and facilitate the air penetration along Hoi Yuen Road into inner area of KTBA;

#### Technical Assessments

- (f) technical assessments on traffic, environment, water supply, drainage, landscape, visual, air ventilation and other aspects had been conducted. It was confirmed that the proposed developments in KTAA would not have insurmountable technical problems with the implementation of appropriate mitigation measures;

#### GIC Facilities and Open Spaces

- (g) based on the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG), the existing and planned provision of GIC facilities and open spaces in the Kwun Tong South Planning Scheme Area (K14S) was generally sufficient except that there would be shortfall in district open space, Child Care Centre (CCC), Community Care Services Facilities (including Day Care Centre for the Elderly), Residential Care Homes for the Elderly (RCHE) and one sports ground/sports complex;
- (h) upon the proposed amendments to the OZP, there would be a net increase of about 7,082m<sup>2</sup> open space provision in K14S and an additional 3,325m<sup>2</sup> of public open space on top of the underground storm water storage facility. As for the GIC facilities, the Social Welfare Department (SWD) advised that the provision of CCC at the proposed commercial/office development

might not be easily accessible to the target users and RCHE within a business area was considered not appropriate. Instead, SWD advised a number of other welfare facilities to be provided therein. For the shortfall of one sports ground/sports complex with a minimum site requirement of 3 ha, opportunity for such provision in the Kwun Tong district would be considered when suitable site could be identified;

Consultation

- (i) relevant bureaux and departments had been consulted and they had no objection to or no adverse comment on the proposed amendments to the OZP; and
- (j) the Kwun Tong Development and Renewal Task Force of Kwun Tong District Council (KTDC) was consulted on the RODP on 2.4.2019 and 24.9.2019, and the Task Force on Kai Tak Harbourfront Development (the Task Force) on 15.5.2019. Concerns of Members of KTDC were mainly on the provision of parking spaces, the proposed modification to the Hoi Yuen Road/Wai Yip Street junction, possible visual and air ventilation impacts of the proposed commercial/office development on the surrounding area and other district traffic issues. Members of the Task Force also raised concern on the possible visual impact, pedestrian connectivity, better integration of the open spaces, vibrancy of the waterfront, the possibility to relocate the dangerous goods vehicle (DGV) queuing area and the provision of GIC facilities in the proposed commercial/office development. The views of the Members of KTDC and the Task Force had been taken into account in the RODP prepared by EKEO, DEVB and the proposed amendments to the OZP as appropriate.

[Dr Frankie W.C. Yeung joined the meeting during the Presentation session.]

48. As the presentation by PlanD's representative had been completed, the Chairman invited questions from Members.

Positioning of KTAA

49. Some Members raised the following questions:

- (a) background of KTAA and the targeted provision of commercial/office floor area in KTAA; and
- (b) whether new commercial/office floor areas would be provided at the expense of the existing open spaces which had acted as a green lung in the congested urban area.

50. In response, Ms Johanna W.Y. Cheng, DPO/K and Ms Carol Y.M. Cheuk, SPM(P), EKEO of DEVB, made the following main points:

- (a) the 2013 PA announced the development of two action areas in Kwun Tong and Kowloon Bay. It was further indicated in the 2016 and 2017 PA that the commercial/office floor area to be provided in KBAA and KTAA would be about 560,000m<sup>2</sup>. As a follow-up action, the Study conducted by EKEO recommended a comprehensive development comprising commercial/office, government uses and public open space in KTAA, with a view to transforming Kowloon East into another core business district to support Hong Kong's long-term economic development; and
- (b) by adopting the features of the Kai Tak Fantasy winning scheme, one of the planning concepts of KTAA was to promote more green elements including innovative garden and integration of open spaces and waterfront promenade with a view to providing a multi-level and diversified open space network for public enjoyment.

Open Spaces and Waterfront Promenade

51. Some Members raised the following questions:

- (a) the provision of open spaces within the rezoning area;

- (b) noting the strong public needs for pet-friendly public open spaces, whether the area of the existing pet garden would be reduced after reprovisioning within the rezoning area;
- (c) given the proposed open spaces would be scattered around within the proposed developments in KTAA and implemented by different parties, including government departments and private developers, whether there would be any mechanism to ensure a comprehensive and integrated design concept being adopted for the proposed public open spaces within the rezoning area to reflect the planning intention of KTAA;
- (d) connectivity of the waterfront promenade to KBAA and Cha Kwo Ling;
- (e) noting the high usage of the existing Kwun Tong waterfront promenade, whether the proposed waterfront promenade at KTAA would meet the needs of the local residents, and the possibility to provide a boardwalk underneath Kwun Tong Bypass;
- (f) any proposal to enhance the existing facilities in Kwun Tong waterfront promenade; and
- (g) major comments from members of the Task Force, in particular on the interface issue of the waterfront promenade with the DGV queuing area of Kwun Tong Vehicular Ferry Pier.

52. In response, Ms Johanna W.Y. Cheng, DPO/K and Ms Carol Y.M. Cheuk, SPMMP(P), EKEO of DEVB, made the following main points:

- (a) a POSPD of not less than 6,500m<sup>2</sup> at ground level and/or deck level with a minimum greening ratio of 30% would be provided at locations facing the waterbody with sea view within the proposed commercial/office development (Item A). The proposed POSPD would be easily accessible and open to public 24 hours daily. Together with the additional open spaces along the waterfront promenade (Item B1) and the re-arrangement of



the open spaces (Items B1 and B2) in the rezoning area, there would be a net increase of about 7,082m<sup>2</sup> open space provision in K14S with overall improvement in terms of design and functional aspects. Also, public open space would be provided atop the underground storm water storage facility within a site of 3,325m<sup>2</sup> (Item B3);

- (b) the existing pet garden would be reprovisioned within the public open space on top of the underground storm water storage facility (Item B3). To meet the demand for pet garden during the construction period of KTAA development, pet-friendly open space would be provided in vicinity under the Tsui Ping River Revitalisation project;
- (c) requirements on the design and implementation of all public open spaces within the rezoning area, including those to be implemented by government departments or private developers, were suggested to be stipulated in the land grant/lease of the relevant site. A set of control drawings would be provided to the concerned government departments and private developers to ensure that the public open spaces would be designed in a comprehensive and integrated manner with due regard to the planning intention, urban design and landscape, pedestrian connection, interface with the PTI and retail frontage etc. Overarching schematic design of public open spaces in KTAA with interface concern would also be provided to the implementation agents for reference. A landscape vetting committee including representatives of the relevant government bureaux/departments would be responsible for overseeing the design of the public open spaces to be implemented by the private developers within the proposed commercial development;
- (d) a continuous waterfront promenade connecting KBAA, Kwun Tong and Cha Kwo Ling had been proposed. For connection with KBAA, there were existing pedestrian crossing facilities near the junction of Hoi Bun Road and Shun Yip Street. The promenade would be further extended along the portion of waterfront near Kowloon Godown when opportunity arose upon redevelopment. Also, a pedestrian footbridge across the

estuary of Tsui Ping River would be provided under Revitalisation of Tsui Ping River Project to connect the planned promenades in KTAA and Cha Kwo Ling;

- (e) the existing Kwun Tong waterfront promenade was about 10 m wide with diversified activity spaces for different users. At KTAA, a 20m-wide waterfront promenade would be provided. It was considered sufficient to accommodate various facilities. There was no proposal for a boardwalk underneath Kwun Tong Bypass at the moment;
- (f) Members' concern on the maintenance of the existing facilities in Kwun Tong waterfront promenade was noted. While there was no plan for large-scale renovation at the moment, EKEO would closely monitor the condition of the existing facilities and relevant departments would undertake necessary maintenance and repairing works as appropriate; and
- (g) comments from members of the Task Force were mainly related to the possible visual impact, pedestrian connectivity, provision of more retail and GIC facilities and the possibility to relocate the DGV queuing area, which had been addressed in the RODP as appropriate. As there was operational need to transport dangerous goods across the harbour by ferry, the DGV queuing area would be retained in-situ with an optimised size. The pedestrian path across the access to the Kwun Tong Vehicular Ferry Pier would be temporarily closed during DGV boarding times for pedestrian safety. Such arrangement was similar to the current operation.

#### Pedestrian Connectivity

53. Some Members raised the following questions:

- (a) noting that there was heavy road traffic in the Kwun Tong area, how the proposed developments in KTAA would be connected to Kwun Tong MTR station on ground and podium levels to avoid pedestrian-vehicle conflict;
- (b) whether there was any proposal for an elevated covered pedestrian walkway

along Hoi Yuen Road to enhance pedestrian connectivity between Kwun Tong MTR station and KTAA; and

- (c) details of the proposed traveller between KBAA and KTAA, and whether the proposed traveller across Kwun Tong Typhoon Shelter would be extended along Lai Yip Street to connect with Ngau Tau Kok MTR station.

54. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) in order to enhance pedestrian connectivity between Kwun Tong MTR station and the rezoning area and to minimize pedestrian-vehicle conflict, multi-level pedestrian connections were proposed. There would be new at-grade pedestrian crossings across Hoi Yuen Road and Wai Yip Street, and a proposed footbridge across Wai Yip Street would facilitate pedestrian movement from Kwun Tong MTR Station. The existing footbridge at Manulife Financial Centre across Wai Yip Street would be modified to connect with the podium level of the proposed commercial/office development where vertical pedestrian facilities would also be provided to facilitate access to the waterfront promenade;
- (b) in view of the high pedestrian flow in the Kwun Tong area, there were short-term improvement schemes to widen the footpath and pedestrian crossing along Hoi Yuen Road. Taking the opportunities of comprehensive redevelopment project at Kwun Tong town centre, a new elevated walkway was planned to connect a commercial site at King Yip Street via a “G/IC” site to Kwun Tong MTR station. In association with the enhanced pedestrian path along Tsui Ping River, the pedestrian flow between Kwun Tong MTR station and KTAA would be diverted from Hoi Yuen Road; and
- (c) the proposed travellers along Wai Yip Street to connect KBAA and KTAA and across Kwun Tong Typhoon Shelter were proposed under the Multi-modal Environmentally Friendly Linkage System for Kowloon East. Possible connection to KTAA by elevated walkway would be considered in

the detailed design stage by the Civil Engineering and Development Department (CEDD). Due to limited space, traveller was considered not suitable to connect with Ngau Tau Kok MTR station along Lai Yip Street.

Traffic Issues

55. Some Members raised the following questions:

- (a) noting the existing heavy traffic condition in the area and the anticipated additional traffic load generated by the proposed developments in KTAA, how the potential traffic impact would be mitigated;
- (b) details of the passenger and vehicular ferry services, and whether additional commercial elements could be incorporated in the existing ferry pier to generate income to support the existing ferry services; and
- (c) whether there was any plan to provide tourist facilities such as water taxi service between Kwun Tong and Kai Tak or other destinations, taking advantage of the ferry piers in close proximity to the Kwun Tong typhoon shelter and the tourist node of Kai Tak to create a synergy for tourism purpose.

56. In response, Ms Johanna W.Y. Cheng, DPO/K, Ms Carol Y.M. Cheuk, SPMM(P), EKEO of DEVB, Mr David Wong, traffic and transport consultant, and Mr Woody Lin, urban planner of AECOM, made the following main points:

- (a) a Traffic and Transport Impact Assessment (TTIA) was conducted to investigate the traffic impacts arising from the proposed developments in KTAA on the surrounding road network. The TTIA recommended to convert the Hoi Yuen Road/Wai Yip Street roundabout into a signalised junction with a new public road running parallel to Wai Yip Street to increase the traffic capacity. In addition, the Wai Yip Street/Wai Fat Road junction would be improved, and the section of Lai Yip Street northbound between Kwun Tong Road and Hung To Road would be widened. With the proposed junction improvements, no insurmountable traffic impact was

anticipated. The Commissioner for Transport (C for T) had no comment on the TTIA which confirmed the technical feasibility of the proposed developments in KTAA from traffic perspective. Furthermore, an Investigation, Design and Construction Study was being undertaken by CEDD for the detailed design of the proposed road improvement works with updated traffic figures;

- (b) there were three existing ferry piers, namely Kwun Tong Vehicular Ferry Pier, Kwun Tong Public Pier and Kwun Tong Passenger Ferry Pier within KTAA but outside the K14S area. There were regular passenger ferry services between Kwun Tong and North Point (via Kai Tak) and between Kwun Tong and Sai Wan Ho, and vehicular ferry services between Kwun Tong and North Point. According to the Transport Department (TD), Kwun Tong Passenger Ferry Pier was subject to loading constraints. Hence, no additional commercial element was proposed for the pier. Members' comment on incorporating more active use into the ferry pier would be conveyed to TD for consideration; and
- (c) being at a prominent waterfront location, the proposed developments in KTAA would provide ample open spaces and create synergy effect for the transformation of KTBA and bring vibrancy to the waterfront area. It was trusted that relevant government bureau/department would take into account Member's view in the planning of tourist facilities.

57. Regarding Members' general concern on the traffic condition in the Kwun Tong area and the launching of water taxi services, Mr Patrick K.H. Ho, Assistant Commissioner for Transport (Urban), TD, at the request of the Chairman, supplemented for Members' information that the Police had taken enforcement actions against illegal parking and loading/unloading activities in Kwun Tong for the past few months and the traffic condition had improved recently. TD had also implemented some improvement measures in Kwun Tong and would closely monitor the traffic situation in the area. Regarding the planned water taxi services for tourism purpose, the preparation work for the services between Kai Tak, Hung Hom, Tsim Sha Tsui and Central was in progress. TD would closely monitor the progress with due consideration of the latest pandemic situation.

Provision of GIC Facilities

58. Some Members raised the following questions:

- (a) noting that the proposed rezoning area was not close to the major residential areas in Kwun Tung, whether the Day Care Centre for the Elderly was considered a suitable social welfare facility to be provided in the proposed commercial/office development;
- (b) noting the deficiency in the provision of CCC in K14S and the lack of non-standardised GIC facilities e.g. co-working office spaces for non-governmental organisations (NGOs), whether space could be reserved for such uses in the proposed commercial/office development to meet the growing needs; and
- (c) whether the provision of GIC facilities within the proposed commercial/office development would be exempted from GFA calculation.

59. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) SWD advised the provision of a number of social welfare facilities in the proposed commercial/office development, including one 60-place Day Care Centre for the Elderly, two office bases of on-site pre-school rehabilitation services, a school social service work office and one 80-place Integrated Vocational Rehabilitation Services Centre. As shuttle bus services would be provided to escort the elderly from their homes, the provision of Day Care Centre for the Elderly in KTAA was considered appropriate;
- (b) although KTAA was considered not easily accessible to the target users of CCC as advised by SWD, Members' concern on the deficient provision of CCC and suggestion on incorporating more social welfare facilities e.g. co-working space and office base for NGOs within the proposed commercial/office development would be conveyed to the relevant government departments for consideration. There would be flexibility on

the use of the reserved spaces for suitable GIC facilities in the lease formulation stage; and

- (c) to facilitate the provision of GIC facilities, a clause to exempt the floor area of such facilities as required by the Government from GFA calculation would be incorporated in the Notes of the “C(2)” zone.

Others

60. Some Members raised the following questions:

- (a) whether the proposed PVP would be accountable for GFA calculation; and
- (b) whether the requirements of the Sustainable Building Design Guidelines would be applicable to the proposed commercial/office development.

61. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) the requirement for provision of PVP, which would be located in the basement of the proposed commercial/office development as shown in the notional scheme prepared for assessment purpose, would be specified in the Notes of the “C(2)” zone. It would not be accountable for GFA calculation in accordance with the established practice. The parking requirement under the HKPSG would be specified in the land sale document; and
- (b) the developer would be required to meet the relevant requirements of the Sustainable Building Design Guidelines and BEAM Plus to be specified in the lease of the proposed commercial/office development.

62. The Chairman concluded that Members generally supported the proposed amendments to take forward the development of commercial/office, government uses and open spaces at the waterfront sites of KTBA. Members’ concerns on a comprehensive and integrated design concept for the proposed open spaces, pedestrian connectivity to the MTR

station, connectivity of the waterfront promenade, provision of suitable social welfare facilities within the proposed commercial/office development and traffic impact of the proposed developments in KTAA would be conveyed to relevant government bureaux/departments for consideration as appropriate.

[Mr Thomas O.S. Ho and Dr Frankie W.C. Yeung left the meeting during the Question and Answer session.]

63. After deliberation, the Committee decided to:

- (a) agree to the proposed amendments to the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/22 and that the draft Kwun Tong (South) OZP No. S/K14S/22A at Attachment II of the Paper (to be renumbered as S/K14S/23 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance; and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the Paper for the draft Kwun Tong (South) OZP No. S/K14S/22A 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.

64. Members noted that, as a general practice, the Secretariat of the Board would undertake detailed checking and refinement of the draft OZP including the Notes and ES, if appropriate, before their publication under the Town Planning Ordinance. Any major revisions would be submitted for the Board's consideration.

[The Chairman thanked the government representatives and the consultants for their attendance to answer Members' enquiries. They left the meeting at this point.]



第六屆觀塘區議會  
第十次全會會議記錄

日期：2021年5月4日(星期二)

時間：上午9時37分至下午2時20分

地點：九龍觀塘觀塘道392號創紀之城6期20樓05-07室  
觀塘民政事務處會議室

<u>出席者</u>	<u>出席時間</u>	<u>離席時間</u>
蔡澤鴻先生(主席)	上午九時三十七分	下午二時二十分
莫建成先生(副主席)	上午九時三十七分	下午二時二十分
畢東尼先生	上午九時三十八分	下午二時二十分
陳嘉言先生	上午九時三十七分	下午二時二十分
陳汶堅先生	上午九時四十二分	下午二時二十分
陳易舜先生	上午十時三十九分	下午二時二十分
陳耀雄先生	上午九時三十八分	下午一時十四分
鄭景陽先生	上午九時五十五分	下午二時二十分
張敏峯先生	上午九時三十七分	下午二時二十分
張培剛先生	上午十時正	下午二時二十分
符碧珍女士	上午九時三十七分	下午二時十六分
馮家龍先生	上午九時三十七分	下午二時二十分
許有為先生	上午九時三十七分	下午二時二十分
洪駿軒先生 <sup>△</sup>	上午九時三十八分	下午二時二十分
葉梓傑先生	上午九時四十二分	下午二時二十分
簡銘東先生,MH	上午九時三十七分	下午二時二十分
龔振祺先生	上午十時二十七分	下午二時二十分
黎寶桂女士	上午九時四十六分	下午二時二十分
林瑋先生	上午九時三十七分	下午二時二十分
李軍澤先生	上午九時三十七分	下午二時二十分
梁騰丰先生	上午九時五十六分	下午二時二十分
梁翊婷女士	上午九時三十七分	下午二時二十分
李煒林先生	上午九時四十八分	下午二時二十分
李詠珊女士	上午九時三十九分	下午二時二十分
呂東孩先生,MH	上午九時三十七分	下午二時二十分

<sup>△</sup> 會後補註：2021年2月2日，高等法院原訟法庭裁定觀塘區議會翠屏選區民選議員洪駿軒並非妥為選出。他曾向終審法院提出上訴，及後提出撤回上訴許可申請的申請，而終審法院於2021年5月4日批准撤回該申請。根據《區議會條例》第26(d)條，其議員席位由2021年5月4日起懸空。

## 離席時間

### 出席者

顏汶羽先生	上午九時三十七分	下午二時二十分
柯創盛先生,MH	上午九時四十四分	下午二時二十分
龐智笙先生	上午九時三十八分	下午二時二十分
潘任惠珍女士,BBS,MH	上午九時三十七分	下午二時二十分
蘇冠聰先生	上午九時三十七分	下午二時二十分
譚肇卓先生	上午九時四十分	下午二時二十分
鄧威文先生	上午九時三十七分	下午二時二十分
謝淑珍女士	上午九時三十七分	下午二時二十分
尹家謙先生	上午九時四十二分	下午二時二十分
王偉麟先生	上午九時四十八分	下午二時二十分
黃子健先生	上午九時三十七分	下午二時二十分
王嘉盈女士	上午九時三十七分	下午二時二十分
黃啟明先生	上午九時三十七分	下午二時二十分
周立根先生(秘書)	觀塘民政事務處 高級行政主任(區議會)	

### 列席者

### 職銜

謝凌駿先生,JP	觀塘民政事務專員
蔡姿嫻女士	觀塘民政事務助理專員(1)
沈思穎女士	觀塘民政事務助理專員(2)
蒲理正總警司	警務處觀塘區指揮官
黃廣興總警司	警務處秀茂坪區指揮官
王素芬女士	警務處觀塘區警民關係主任
朱婉湑女士	警務處署理秀茂坪區警民關係主任
林世榮先生	土木工程拓展署總工程師/東 2
何豐怡女士	運輸署總運輸主任/九龍 2
嚴家豪先生	房屋署物業管理總經理(東九龍)
鮑仲安先生	食物環境衛生署觀塘區環境衛生總監
顧國麗女士	社會福利署觀塘區福利專員
鄧穎思女士	康樂及文化事務署觀塘區康樂事務經理
張惠英女士	康樂及文化事務署總康樂事務經理(九龍)
葉慧明女士	觀塘民政事務處高級聯絡主任(1)
梁燕屏女士	觀塘民政事務處高級聯絡主任(2)
陳開明先生	觀塘民政事務處高級聯絡主任(3)
周德心女士	觀塘民政事務處高級行政主任(地區管理)

高楚翹先生

觀塘民政事務處一級行政主任(區議會)

**應邀出席者**

鄧俊旭先生

**職銜**

建築署總工程策劃經理 303

**議項 II**

馮志慧女士

規劃署署理九龍規劃專員

**議項 III**

景國祥先生

起動九龍東副專員

關嘉佩女士

規劃署高級城市規劃師/九龍 5

卓玉明女士

起動九龍東辦事處高級地方營造經理(規劃)

陳家智先生

起動九龍東辦事處地方營造經理(規劃)1

鄧紹傑先生

起動九龍東辦事處工程策劃經理 3

莫仲宏先生

土木工程拓展署合約基建副組長/2(東)

王建生先生

土木工程拓展署工程事務統籌/1(東)

連嘉維先生

AECOM 城市規劃師

黃岱暉先生

AECOM 交通運輸顧問

黃龍殊先生

阿特金斯顧問有限公司技術董事

楊仲其先生

阿特金斯顧問有限公司高級副董事

范靜然女士

廉政公署首席廉政教育主任／

**議項 IV**

東九龍及西貢

廖燕敏女士

廉政公署總廉政教育主任

陳嘉珩女士

廉政公署高級廉政教育主任

**缺席者**

梁凱晴女士

主席歡迎各位議員和政府部門代表出席第六屆觀塘區議會第十次全會會議，並歡迎接任食物環境衛生署觀塘區環境衛生總監的鮑仲安先生及觀塘民政事務處高級行政主任(區議會)的周立根先生首次出席會議。

**12. 議員提出跟進意見或查詢如下：**

12.1 主席希望署方在會後或下一次文化、康樂及體育事務委員會會議回覆其查詢，並強調現時仍在疫情期間，加上變種病毒的出現，市民在無法到海外旅遊，而夏天將至，相信海濱音樂噴泉的使用人數會愈來愈多，署方應研究如何完善其管理措施。

12.2 李詠珊議員綜合各個未有回覆的提問：(i)海濱音樂噴泉嬉水區的設計人數上限；(ii)嬉水區內的使用者是否受限聚令規範；(iii)噴泉水缸的容量；(iv)水循環流程需時；(v)以《遊樂場地規例》中哪條規例管理；(vi)噴泉的感應器位置。

**13. 康樂及文化事務署總康樂事務經理(九龍)回應如下：**

13.1 場地管理規例：康文署轄下的遊樂場地設施均受香港法例第132章《公共衛生及市政條例》及其附屬法例包括《遊樂場地規例》所規管。在一般情況下，康文署轄下的設施是供公眾人士進行康樂休閒活動，任何人不得妨礙、騷擾或煩擾任何其他在恰當使用設施的人，如市民違反條例，會按情況採取相應行動。

13.2 嬉水區人數上限：署方會再作研究。

14. 主席表示這項議程會交由文化、康樂及體育事務委員會跟進。另外，有關本會議未有回覆的問題，他要求秘書處收集各議員的意見及提問，再分類轉交給有關部門，希望在下一次全會會議前得到回覆，以便繼續跟進。

15. 大會備悉有關議項。

(會後備註：秘書處已於6月4日致函康文署及民政事務總署，轉達於會後所收集議員就海濱音樂噴泉的意見及查詢。)

**議項 III—觀塘行動區發展規劃**

**(觀塘區議會文件第 12/2021 號)**

16. 主席歡迎規劃署署理九龍規劃專員馮志慧女士、起動九龍東副專員景國祥先生、規劃署高級城市規劃師/九龍 5 關嘉佩女士、起動九龍東

辦事處高級地方營造經理(規劃)卓玉明女士、起動九龍東辦事處地方營造經理(規劃)1 陳家智先生、起動九龍東辦事處工程策劃經理(3)鄧紹傑先生、土木工程拓展署合約基建副組長/2(東)莫仲宏先生、土木工程拓展署工程事務統籌/1(東)王建生先生、AECOM 城市規劃師連嘉維先生、AECOM 交通運輸顧問黃岱暉先生、阿特金斯顧問有限公司技術董事黃龍殊先生及阿特金斯顧問有限公司高級副董事楊仲其先生出席會議。

17. 陳嘉言議員及部門代表分別介紹動議和諮詢文件。

18. 議員的查詢如下：

18.1 陳汶堅議員表示支持興建蓄水池、休憩公園及寵物公園等公共設施，惟因現時觀塘的交通情況，他反對於觀塘行動區內增加興建大型商業設施，亦不認同部門指有關項目不會為交通帶來負面影響。

18.2 李軍澤議員對該處的寵物公園將由現時面積約 4 900 平方米減至規劃中的 3 300 平方米表示關注。雖然部門表示將會重置寵物友善空間，惟面積明顯減少，他希望了解擬建寵物友善空間的實際大小，認為寵物也有權利享用公共空間，減少面積並不公平。另外，他希望部門可提供實質數據以證明有關項目對交通方面沒有負面影響。

18.3 陳嘉言議員認為整個項目主要包括發展商業及改善交通，當中的交通改善措施可與改劃商業用地分開進行，主要視乎有關規劃完成後是否對觀塘區有利。另外，他提及早前市區重建局在觀塘市中心進行工程時，在每個路口的工程完成前後均有提供交通流量數據作對比，但這項規劃則未有向區議會提供相關數據。在該區興建商業樓宇後，車流預計會大幅增加，但部門沒有資料顯示改道措施落實後，是否能應付增加的車流。在施工期間的安排方面，他表示會議文件第 9/2021 號未有詳細交待計劃施工階段的臨時交通安排，故此議員未能評估有關安排的做法和影響，並表示若為了興建商業大廈而令未來十年觀塘的交通擠塞加劇，觀塘區議會與市民均不會支持。在寵物公園方面，他認為重置的公園應最小保留原有的面積，而寵物友善空間不是寵物專用的空間，寵物不能在該處自由走動，故他認為寵物專用的空間較適合寵物主人和寵物使用。另外，他認為休憩公園應為一個半封閉空間，讓市民可安靜地休息；現時的規

劃將公園用地置於商業用地周邊，有機會令在公園休息的市民被附近商店、燈光及商業噪音騷擾；而當私人發展商設計休憩空間時，會用盡其商業價值，如用作出租舉辦婚禮、露天茶座、酒吧等，增加管理難度和減低市民享用時的舒適度。此外，他查詢觀塘碼頭公園的樹木會否保留。在通風方面，雖然部門表示有關建築物落成後不會影響通風，但該位置是開源道的通風口，而部門於 2019 年曾提交有關建築物外貌的文件，他查詢現時擬建樓宇的外觀及面積是否與早前文件所述的一樣，以及項目落成後對觀塘區通風的影響。

- 18.4 梁翊婷議員表示起動九龍東的規劃當中加入了很多休憩空間、綠化空間及寵物公園等大家喜歡的項目，但認為有關規劃未能滿足市民最急切的需要。她認為觀塘行動區最需要解決的是區內交通擠塞問題，若在建設中未能有效地紓緩交通擠塞情況，甚至因有更多商業設施而令開源道及敬業街等位置的交通更為擠塞，則難以令人接受。另外，起動九龍東往往提出改善區內行人設施，鼓勵市民步行 10-20 分鐘或更長時間，例如在此項目下建議興建行人有蓋天橋，由開源道步行至商業建設及休憩地方，但她認為大多市民不喜歡步行太遠的距離，特別是下雨天的日子。另外，她建議可從泊位及停車位上解決觀塘交通擠塞的問題，並表示觀塘區議會屬下的觀塘區發展及重建專責小組早前發布了一份研究報告，報告訪問了 1 684 位市民，當中八成以上表示觀塘交通非常擠塞，亦有八成以上的駕駛人士表示至少需要 10 分鐘以上才能駛離開源道，另有七成至八成的駕駛人士表示觀塘泊車位不足。故此，她建議政府可提供價格低廉的短暫停車位以供上落貨，鼓勵貨車落貨後儘快離開，減少違泊的情況。另外，她亦建議在海濱一帶提供 15 分鐘免費貨車泊車或上落客貨處供觀塘商業區使用。她認為若在現有交通問題未解決的情況下強行在該處發展大型商業項目，會令問題繼續惡化，只會令人選擇離開，不利區內的發展。

- 18.5 陳易舜議員表示反對此發展項目，認為發展商與政府合作的模式在香港屢見不鮮，但不少個案當中產生很多問題。因應部門未有詳細交待交通配套，他查詢市民如何便捷地帶寵物前往重置的寵物公園。另外，部門亦表示會更改開源道及偉業街迴轉處的位置，惟近年觀塘區的巴士路線規劃將很多巴士經由偉業街轉入商貿區離開，而施工期間附近一帶會有工程車出入，故有關工程在施工期間會令觀塘區的交通問題加劇。他認為項目

由公帑支付，背後需有數據支持，而部門一直都沒有提供資料顯示項目施工期間及完成後的車流量及其他相關數據，故未能說服市民支持有關方案。他希望署方可向區議會提供數據以解釋有關交通上及配套上往後的安排。

18.6 張敏峯議員對寵物共享空間的概念抱有懷疑，並表示現時各區實行的寵物共享空間均不成功，例如經常有市民投訴寵物隨處便溺，而主人亦沒有妥善處理寵物的排泄物，故認為寵物共享空間最終會被康文署劃作僅開放予動物使用。另外，他認為項目內的道路改善工程可改善道路系統，令車輛可在開源道直接進入基業里以減輕偉業街右轉的交通問題，惟對關閉偉業街迴旋處持觀望態度。他希望部門可提供關閉偉業街迴旋處可減輕交通問題的數據，希望在興建商業用途建築的同時亦顧及到整個社區的發展，讓觀塘區變得更好。

18.7 王偉麟議員對有關項目表示反對，認為項目建議的寵物公園的面積比現時的細小；另一方面，他指寵物主人及其寵物在使用寵物公享空間遛狗時受到較大限制，例如主人須以帶或繩子牽引寵物，寵物未能自由奔跑，故認為項目寵物共享空間的方案未必能照顧寵物主人的需要。另外，他對署方於項目增設交通燈及指建議的交通措施能改善交通流量的說法存疑。他表示現時由開源道至觀塘碼頭的相關路線有一支交通燈，而偉業街往九龍灣方向現時並沒有交通燈，故認為有關增設交通燈的方案有機會加劇交通問題。

19. 起動九龍東副專員感謝議員的意見，並回覆如下：

19.1 觀塘的交通問題：部門理解議員所述有關觀塘區交通擠塞的情況。起動九龍東辦事處與其他部門一直攜手合作，一同研究並提出各項短、中、長期的方案，以逐步改善觀塘區的交通問題。中期方面是透過發展觀塘行動區的機遇，部門提出多項建議，包括打通基業里，在多一條道路可供選擇的情況下，務求減少由偉業街經迴旋處西行的交通流量。

19.2 交通燈位計算：從交通影響評估結果反映若迴旋處變為燈號控制，可改善該處的交通情況。透過提供多一條通道和使用交通燈號形式控制的方法，當局期望可有效解決交通問題。

19.3 寵物公園及休憩空間的管理：寵物公園項目將設置完善配套。正如早前所述，部門希望以地盡其用原則，優化各公共建設。如在園境平台下建有蓋交通交匯處，令等候巴士及小巴的乘客不用日曬雨淋，相關平台亦可作公共休憩用途，令空間的使用狀況得以改善。至於休憩場地管理方面，所有商業用途的活動，不論康文署或私人管理的場地均受相關指引規範。商業活動須先作申請並通過政府審批才可進行。另外，部門會於地契內要求開放相關公共休憩空間 24 小時予公眾使用。

19.4 上落客貨的地點不足：就議員表示關注區內上落客貨地點不足，而導致違例泊車和違法上落客貨的問題，部門對上述問題採取開放態度，考慮於新地契或新的賣地條款中，加入在發展內提供短期上落客貨位的條款，以期減少路邊非法上落客貨的情況。

20. 規劃署署理九龍規劃專員回應如下：

20.1 空氣流通方面：開源道是區內的一條通風廊，而擬議商業發展西面部分建築物高度訂於主水平基準上 15 米，其界定線主要沿開源道向南延伸，以促進沿開源道往內陸的空氣流通。

20.2 景觀方面：擬議商業發展主要部分的建築物高度限制訂於主水平基準上 100 米，與觀塘商貿區其他海濱用地的建築物高度限制相同。可融入從內陸至海濱漸次遞降的建築物高度輪廓，與周邊環境及海濱互相協調。

20.3 寵物公園：劃作「其他指定用途」註明「排水設施及地面公眾休憩用地」地帶的地塊面積約 3 300 平方米，部分地面位置須闢設作地下蓄洪池相關的附屬設施，重置的寵物公園面積須在詳細設計階段方可落實，有關重置安排須由相關部門再進一步商討。根據渠務署「活化翠屏河」工程項目，位於觀塘繞道下，偉業街/偉發道路口旁的用地將發展為寵物共享公園，面積約 2 200 平方米，實際面積須在詳細設計階段方可落實。署方亦備悉議員對人與寵物共融設計概念的意見，並會向相關部門轉達，以期在設計時能考慮相關意見。署方補充表示現時位於觀塘碼頭廣場的休憩空間總面積為 4 900 平方米，而當中寵物公園的面積為 1 200 平方米。

21. AECOM 交通運輸顧問回應如下：



21.1 交通評估報告：就偉業街和開源道的迴旋處，顧問曾於 2017 年作詳細研究，並利用收集所得的車流數據，分析相關迴旋處的容量。於 2017 年時，迴旋處的設計流量和容量比率已超過 1.17，而比率超過 1 即表示相關路口已超出負荷；而預計直至 2031 年，倘若沒有觀塘行動區項目下的交通改善工程，有關路口的情況預期只會更差。故希望藉著發展觀塘行動區的機遇，為區內交通提供多項改善措施。他表示已對觀塘區不同的路口作分析和提出改善建議，範圍包括勵業街至偉發道不同的路口。如有需要，可提供數據予議員參考。

21.2 迴旋處改為交通燈控制：觀塘行動區發展規劃及工程可行性研究建議把迴旋處改成由燈號控制的路口，可有效提升整個路口的容量。他指出若落實把偉業街迴旋處改為由燈號控制的十字路口，其剩餘的容車量可達正數，故建議把迴旋處改成由燈號控制的路口。另外，偉業街需要掉頭車輛由於需要進入迴旋處，因而導致雙邊出現擠塞的情況。若迴旋處改為燈號控制，便可有效的分配不同交通燈綠燈的時間，讓車輛較容易進入路口，故認為把迴旋處改成由燈號控制的路口比較合適及可改善該處的交通。

## 22. 土木工程拓展署合約基建副組長/2(東)回應如下：

22.1 道路工程的時序：署方計劃為相關的道路工程安排刊登憲報，同時開始進行詳細設計，待詳細設計完成後，便會將項目提交至立法會財務委員會申請撥款以進行工程。他預計相關道路和路口的改善工程可於 2023 年分階段展開，約於 2025 年完成。

22.2 施工期間的安排：顧問公司已就工程開展期間增加的交通流量作出評估，並就此建議所需的臨時交通措施和有關紓緩措施，以減低施工期間工程對區內交通的影響。此外，於施工前，署方會要求承建商聘請交通顧問，並根據最新的交通數據，擬訂詳細的臨時交通管制方案予有關部門審核。如有需要，施工前已獲批核的臨時交通安排方案需作現場測試，以確定臨時交通安排方案的可行性。其次，於工程進行期間，有部份行人道路或通道可能需要局部關閉，其中偉業街和開源道有部份行車線亦可能會臨時封閉。署方會要求承建商考慮於車流高峰期以外的時段設置臨時交通安排，或將較安靜的工序安排於夜間進

行，以免對繁忙的道路造成影響。

23. 阿特金斯顧問有限公司交通運輸顧問補充回應如下：

- 23.1 各項工程的先後：他認同區內交通現時已相當擠塞，若加上工程項目，確實對交通構成壓力，並指顧問公司已完成相關的交通研究工作，總括而言，研究結果顯示需在觀塘行動區擬建商業發展動工前，完成附近相關道路 L1 和 L2 的工程。就剛才介紹提及，工程會先將偉業街迴旋處改建為交通燈控制路口，觀塘碼頭公共運輸交匯處亦會先作改動，重新配置為臨時公共運輸交匯處。同時會先完成觀塘行動區旁兩條新建道路 L1 和 L2，以提供更多的道路空間容納施工期間的車輛。
- 23.2 偉業街迴旋處工程：有關工程甚具挑戰，建議首先把迴旋處中島部份變為可行車的道路，然後擴闊旁邊的道路作為行車線，以提供更多的道路空間；其後需把交通局部改道及興建新的行人島，以逐步將迴旋處改為由交通燈控制的路口。有關工程需分階段進行，亦會考慮安排噪音較少的工程於夜間進行。當交通燈控制路口的工程完成後便能為有關位置提供更多的交通容量，而施工期間或觀塘行動區落成後增加的車輛便可利用增加的道路來通達。
- 23.3 公共運輸交匯處工程：觀塘碼頭公共運輸交匯處現時有 11 條車坑提供超過 20 條巴士線，包括繁忙時間的特別路線，另設有 2 條專線小巴線停靠處、的士站和一般上落客區。當公共運輸交匯處完成遷置後，交匯處現有的設施作局部遷移後均會保留。例如小巴站和的士站會先遷移至現有的剩餘空間，直向的停靠處將改為橫向，而 11 條巴士停泊車坑將分批遷移，整個過程大概分 7 至 8 個階段進行，期間所有的巴士線、專線小巴、的士和一般上落客位都能維持運作。
- 23.4 交通改善方案：承建商須按其工程的先後次序和工作方式來提交他們的交通改善方案。在監察承建商方面，一般做法是於工程合約內指定承建商需成立交通聯絡小組，小組成員包括政府的主要部門，如運輸署和警方的交通部。部門會審批承建商提交的交通改善措施方案。

23.5 臨時交通措施：根據已完成有關迴旋處改動的流程分析，道路改道期間仍可維持現時的交通狀況。若因工程而令一條行車線需長時間臨時封閉，承建商會擴闊該處路面以提供臨時行車線，使交通狀況得以維持。當迴旋處改為交通燈控制路口的工程完成後，他期望可有效地改善偉業街路口狀況以迎接因應行動區擬建商業發展的施工、公共停車位增加及使用寵物友善公園人流而導致的交通流量。

24. 主席總結指議員最關注的是交通問題，並擔心新建設會加劇區內的交通壓力，令觀塘區的交通雪上加霜。他表示議會並非反對經濟發展，而是部份計劃發展落成後，最終對區內交通構成壓力，故議員比較關注交通的問題。主席建議議員分開處理區內發展及其潛在的交通問題。他表示經濟發展與市民需要須作出平衡，並表示項目有大面積的土地可供發展，而前觀塘駕駛學院和部分危險物品上落貨區的土地一直閒置，故建議可地盡其用，令相關閒置土地變成市民可享用的公共空間。另外，他表示交通問題會持續跟進，並指項目破舊立新，亦相信各部門樂意聽取議員的意見。此外，他向部門查詢新建議的寵物友善公園的面積及與現有的比較。

25. 規劃署署理九龍規劃專員回應如下：

25.1 觀塘海濱廣場的整體面積約為 4 900 平方米，其中只有約 1 200 平方米用作寵物公園。而劃作「其他指定用途」註明「排水設施及地面公眾休憩用地」地帶的地塊面積約 3 300 平方米，但現階段未能提供重置寵物公園的實際面積，因有部份地面位置須闢設作地下蓄洪池相關的附屬設施。她表示渠務署會負責興建地下的蓄洪池、地面的附屬設施和寵物公園。署方備悉議員對人與寵物共享的設計概念的意見，並會向相關部門轉達，以期在設計時能考慮吸納議員的意見。

26. 主席查詢擬建寵物友善公園的實際面積。

27. 規劃署署理九龍規劃專員回應如下：

27.1 現時整個觀塘海濱廣場約有 1 200 平方米用作寵物公園。擬建的渠務設施的地塊面積約 3 300 平方米，渠務署正就地下蓄洪池及其地面的附屬設施作詳細設計，因此寵物公園的面積需待詳細設計落實後方能提供。署方已於有關大綱圖上註明該地塊

為排水設施及地面公眾休憩用地，以配合渠務署上述計劃。

28. 主席表示署方的回應未能將新、舊寵物公園兩者的面積作比較，並表達希望新建的寵物公園的面積不應小於原有公園。

29. 規劃署署理九龍規劃專員回應指備悉有關意見，並會向相關部門轉達。

30. 主席希望部門能聽取議員的意見，並建議部門可將設施建高，即下面興建排水及渠務設施，而設施上方則興建寵物公園，令寵物公園的面積得以加大。主席再次表示新寵物公園的面積不應少於舊有的。此外，他希望會議聚焦於公共空間的運用和交通問題上。

31. 規劃署署理九龍規劃專員表示會向相關部門反映意見，即地面上為配合地下蓄洪池所需的設施應盡量減少，以釋放更多地方作休憩用地。

32. 議員提出跟進意見或查詢如下：

32.1 陳汶堅議員贊成興建蓄水池、寵物公園、休憩地方等民生設施，並建議加快興建上述設施供市民享用，惟因交通問題並未解決，故反對興建商業樓宇設施。他以過去 Megabox 和 APM 交通交匯處項目作例子，指興建商業樓宇設施並沒有改善區內的交通問題，反而令交通更加擠塞。他建議部門在解決交通問題上做出成績才考慮興建商業樓宇設施。

32.2 陳嘉言議員表示 i)其所屬選區於觀塘市中心附近，部門曾提供數據指改道工程後交通會有改善，但在一系列改道工程後，現時康寧道的交通更加擠塞，他指部門在規劃時沒有考慮現實存有違例泊車的情況；ii)部門未能就是次項目提供數據作參考，故建議提供已完成的顧問報告供議員作參考；iii)認為署方對交通交匯處於施工期間會由路面遷移至樓宇的平台位置的概念有欠清晰，故查詢有否額外資料；iv)以西灣河的海濱公園為例，附近有酒吧和餐廳，燈光和商業噪音較強，並非理想的休憩空間，故此對私人發展商提供的休憩空間沒有信心；v)同意進行交通改善措施，但反對興建商業樓宇設施和把公園遷移；vi)在空氣流動方面，希望署方提供兩座建築物建成後，對商貿區空氣流動的影響；vii)查詢兩座建築物的設計是否使用 2019 年提供的設計圖，建議張貼於工地展示有關設計圖予公眾人士知悉；

viii)希望署方可提供是次項目的簡報作參考。

- 32.3 梁翊婷議員表示：i)區內交通擠塞的問題嚴重，而當中最受影響的是觀塘碼頭內的巴士線。相關巴士線途經敬業街、茶果嶺道、迴旋處和 APM 商場，於繁忙時段，巴士公司反映行走上述路段需時 95 分鐘，而步行只需約 10 至 15 分鐘，認為情況難以接受；ii)就署方剛才提及開源道迴旋處和偉業街迴旋處的容量比率分別為 1 及大於 1，認為巴士路線途經兩個容量飽和的迴旋處並不可取；iii)建議作整體規劃及建議上述巴士路線改道，不再行經上述路段；iv)就交通問題曾進行研究調查，發現有超過七成駕駛者表示如提供 15 分鐘免費停泊的車位，對改善交通有很大成效，建議部門考慮短期免費停泊車位的方向；v)建議部門考慮觀塘工業區作交通燈號的轉向，建議燈號從開源道分流至其他街道，而不是倒轉匯入開源道；vi)表示議會希望了解起動九龍東以往就區內交通問題曾作的研究和考慮方案，並希望部門能提供資料供議員參考。

33. 主席總結議員意見，重點如下：i) 議員及區內居民均非常關心區內交通問題，亦理解有關問題需要長期跟進，需多個部門和人士齊心協力才有望解決；ii)主席邀請部門補充有關巴士站的安置方法和項目兩座建築物是否屏風樓的提問；iii)主席表示顧問公司如有交通方面的數據，可提供予議會及邀請顧問公司再次出席日後的會議；iv)請部門向渠務署反映新建的寵物公園的面積不應小於原有公園的面積。

34. 規劃署署理九龍規劃專員回應如下：

- 34.1 擬議發展的布局：根據起動九龍東辦事處為擬議商業發展擬備的示意圖，擬議發展為兩座的設計布局，與 2019 年諮詢觀塘區議會時的方案相同。然而，有關實際發展的布局則有待將來發展商在符合相關條例及賣地條款作詳細設計。部門會將有關私人發展公眾休憩空間的要求加入賣地條款，不同部門亦會監察項目的發展設計，並要求發展商依據部門提出的意見以優化其設計。
- 34.2 空氣通風方面：研究顧問公司使用電腦模型模擬的方式擬備空氣流通影響評估。根據該空氣流通影響評估報告，開源道是一條主要的風廊，因此擬議商業發展西面部分建築物高度訂於水平基準上 15 米，以確保沿開源道往內陸的空氣流通。此外，沿

開源道路口兩邊擬發展為休憩用地，讓氣流可沿現有的風廊進入內陸。

34.3 寵物公園的設計：部門會向渠務署反映議員的意見，希望設計上能盡力達到議員的要求。

35. 起動九龍東副專員回覆如下：

35.1 現有巴士站興建大樓的程序：當現時的危險品車等候處經重整完畢後，會騰出空間安置現有的巴士總站，作為臨時的交匯處。當局將於賣地條款納入要求發展商儘快建成有蓋及永久的公共運輸交匯處。

36. 主席的意見如下：i)建議於開源道一條已建的行人天橋加設接駁通道，接駁至項目的新建築物，並表示曾作現場視察，認為該位置可建造自動行人電梯，希望部門能考慮相關意見。他指自動行人電梯不論在維修保養的費用、載客速度和數量均比電梯優勝，故希望項目加設自動行人電梯，而不是電梯；ii)就區內的交通問題，往後會再次邀請顧問公司出席會議以分享交通數據，並再次重申議員不是反對經濟發展，而是擔心新建設會為區內帶來交通壓力；iii)請秘書處於會後整理和歸納議員的意見，然後草擬信件予城市規劃委員會及相關部門，希望部門考慮議員的意見。

(會後備註：有關信件於 2021 年 5 月 14 日發出。)

37. 大會備悉文件。

#### ~~議項 IV (A)2021 至 2022 年度工作計劃~~

#### ~~(B)觀塘及秀茂坪分區 2020 年度警政大綱全年報告~~

~~(觀塘區議會文件第 13/2021、14/2021 號)~~

#### ~~a) 廉政公署東九龍及西貢辦事處~~

~~38. 廉政公署東九龍及西貢辦事處首席廉政教育主任／東九龍及西貢  
介紹文件。~~

~~39. 經討論後，議員備悉文件，以及一致通過觀塘區議會成為廉政公署  
「點亮我誠」觀塘區青年傳誠活動 2021/22 的支持機構~~

本會議記錄於 2021 年 7 月 6 日獲得通過。

觀塘區議會秘書處`  
2021 年 6 月

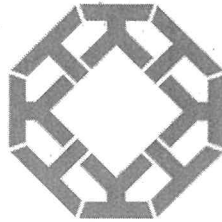
觀塘區議會

九龍觀塘觀塘道 392 號創紀之城 6 期 20 樓 05-07 室

觀塘民政事務處

傳真：2174 6765

2152 2015



KWUN TONG DISTRICT COUNCIL

c/o Kwun Tong District Office

Unit 05-07, 20/F Millennium City 6,

392 Kwun Tong Road,

Kwun Tong, Kowloon

Fax: 2174 6765

2152 2015

檔 號 Our Ref. HAD KTDC 13/25/1 Pt.5

來函檔號 Your Ref.

致： 香港渣華道 333 號  
北角政府合署 15 樓  
城市規劃委員會秘書處

敬啟者：

### 有關觀塘行動區發展規劃的查詢及意見

就有關觀塘行動區的發展規劃事宜，規劃署及相關部門於 2021 年 3 月向觀塘區議會遞交傳閱文件，及後出席 2021 年 5 月 4 日的觀塘區議會第十次大會會議，向議員介紹觀塘行動區的最新規劃及發展。就有關議題，議員於會上提出的意見和查詢如下：

- (i) 觀塘商貿區的道路交通本已非常擠塞，議員憂慮如在觀塘碼頭公共運輸交匯處一帶發展大型商業項目，將大幅增加該區域的交通流量，致使交通擠塞的問題更趨嚴重。
- (ii) 議員關注偉業街/開源道迴旋處改為交通燈控制路口後，能否應付該處的高交通流量，希望相關部門可提供研究數據支持是項措施。
- (iii) 議員查詢相關工程計劃施工後，每個階段的臨時交通安排及其所影響的範圍和期間。
- (iv) 議員建議於有關發展計劃下設置更多上落客貨處，以紓緩區內的交通擠塞問題。
- (v) 據了解，規劃中將設有寵物友善空間，讓使用者可帶同寵物在該處的共融環境下使用相關設施。有議員認為寵物共享空間並非是專門設計給寵物使用的場地，寵物主人及其寵物在使用該等場地時較在寵物公園內多限制，而其他使用者亦未必接受與寵物共用設施。
- (vi) 議員關注規劃中的休憩用地中所涵蓋的寵物公園，其面積會否較原有在觀塘碼頭廣場的寵物公園細小，及其交通配套會



否便利使用寵物公園的人士。

- (vii) 議員關注規劃中的休憩用地，會否被用作餐廳、酒吧和宴會場所等商業用途，因而產生燈光和噪音等滋擾而未能為市民提供舒適的休憩環境。
- (viii) 議員關注規劃中新建的商業樓宇，對觀塘商貿區的通風帶來的影響。
- (ix) 議員關注有關部門如何處理在規劃的工程中需遷移的樹木。

如有查詢，請致電 2171 7443 與觀塘區議會秘書周立根先生聯絡。

觀塘區議會主席

蔡澤鴻

(周立根



代行)

2021 年 5 月 14 日

副本送：

起動九龍東專員 張綺薇女士, JP

(傳真號碼：3904 1161)

規劃署署理九龍規劃專員 馮志慧女士

(傳真號碼：2894 9502)

土木工程拓展署合約基建副組長/2(東) 莫仲宏先生

(傳真號碼：2739 0076)

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北角政府合署



本函檔號 Your Reference HAD KTDC 13/25/1 Pt.5  
本署檔號 Our Reference K-14(S)/01-  
電話號碼 Tel. No.: 2231 4966  
傳真機號碼 Fax No.: 2894 9502

Please quote our reference  
in future correspondence

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九龍觀塘道392號  
創紀之城6期20樓05-07室  
觀塘區議會主席  
蔡澤鴻先生

蔡主席:

有關觀塘行動區發展規劃的查詢及意見

謝謝觀塘區議會於2021年5月4日在會議上表達對題述事宜的意見。閣下於2021年5月14日致本處的來函收悉。

就來信中所提及的意見及關注，經諮詢發展局起動九龍東辦事處、土木工程拓展署、渠務署及康樂文化事務署(康文署)後，現謹綜合回覆如下：

當局理解議員就發展計劃對觀塘區交通影響的關注。觀塘行動區發展規劃及工程可行性研究(「可行性研究」)已完成交通影響研究，以評估觀塘行動區發展計劃對附近道路的影響。結果顯示，在實施建議的交通改善措施後，工程計劃將可應付觀塘行動區發展計劃所帶來的額外交通需求，並不會對區內交通帶來不可接受的影響。就議員關注偉業街/開源道迴旋處改為交通燈控制路口的計劃，當該處改為交通燈控制路口及完成其他相關道路工程後，新路口將可分流偉業街西行及東行掉頭車流，紓緩現時掉頭車輛所造成的交通擠塞情況。評估結果顯示，2017年偉業街/開源道迴旋處的設計流量/容車量比率為1.17(早上)及0.80(下午)<sup>1</sup>，而當相關工程在2031年完成後，預計該路口的剩餘容車量將

<sup>1</sup> 所示數值表示為優先通行路口和迴旋處的性能指標「設計流量/容車量比率」(DFC)。對於現有的路口，DFC < 0.85 是接受標準; DFC 超過 1.00 表示超負荷情況。

為11%(上午)及25%(下午)<sup>2</sup>，反映該處路口的擠塞情況將得以紓緩。

相關道路及路口改善工程預計可於2023年分階段展開，工程計劃預期會先將偉業街迴旋處改建為交通燈控制路口，觀塘碼頭公共運輸交匯處亦會先作改動，重新配置為臨時公共運輸交匯處。同時會先完成觀塘行動區的兩條新建道路L1和L2，以提供更多的道路空間容納施工期間的車輛，預期相關道路L1和L2的工程會在觀塘行動區擬建商業發展動工前完成。

土木工程拓展署已就工程開展期間增加的交通流量作出評估，並建議所需的臨時交通措施和有關紓緩措施，以減低施工期間工程對區內交通的影響。就開源道/偉業街迴旋處工程的臨時交通安排，建議首先把迴旋處中島部份變為可行車的道路，然後擴闊旁邊的道路作為行車線，以提供更多的道路空間；其後需把交通局部改道及興建新的行人島，以逐步將迴旋處改為由交通燈控制的路口。有關工程需分階段進行，亦會考慮安排噪音較少的工程於夜間進行。根據已完成有關迴旋處改動的流程分析，道路改道期間仍可維持現時的交通狀況。若因工程而令一條行車線需長時間臨時封閉，承建商會擴闊該處路面以提供臨時行車線，使交通狀況得以維持。

另外，為配合工程施工需要，現有觀塘碼頭公共運輸交匯處，將會重新配置為臨時公共運輸交匯處，施工將分階段進行，以維持巴士、及其它公共交通服務。施工期間，交匯處現有的設施作局部遷移後均會保留，例如小巴站和的士站會先遷移至現有的剩餘空間，直向的停靠處將改為橫向，而11條巴士停泊車坑將分批遷移，整個過程大概分7至8個階段進行，期間所有的巴士線、專線小巴、的士和一般上落客位都能維持運作。

就議員設置更多上落客貨處的建議，觀塘行動區發展按《香港規劃標準與準則》已建議提供36個附屬上落貨貨車位，另外亦會提供共60米長的的士站、45米長的旅遊巴士上落客處及20米長的私家車上落客處供公眾使用。此外，為紓解當區的交通擠塞及應付貨車的泊車需求，75%的商業用地附屬上落貨貨車位將在晚間撥作公眾貨車泊車位，令貨車泊車位增加至63個。

<sup>2</sup> 所示數值表示為燈號控制路口的“剩餘容車量”(RC)。具有RC > 15%的現有信號控制表示其運行令人滿意，而負RC%則表示超負荷。

觀塘碼頭廣場及場內的寵物公園將需配合觀塘行動區發展而關閉，而寵物公園將重置於行動區內擬建地下水蓄洪池的部分地面位置。寵物公園的重置安排將由發展局起動九龍東辦事處、渠務署及康文署作進一步商討，當局在進行詳細設計時將盡量保持寵物公園的面積不少於現時的寵物公園。交通配套方面，帶同寵物的公眾人士除乘坐的士外，亦可駕車到商業發展內的公眾停車場停泊後前往寵物公園遊玩。來信中提及的寵物友善空間是「活化翠屏河」工程計劃之下發展的公共休憩空間，提供園景、座椅及寵物友善設施供市民享用。「活化翠屏河」工程計劃已於2020年6月19日獲立法會財務委員會通過，並於同年7月展開，預計於2024年完成。由於上述寵物友善設施所在地點與現時的寵物公園接近，可在清拆現有寵物公園後及重置公園前供市民和市民及其寵物使用，而並非作現有寵物公園的替代。

商業用地內及其北面的公眾休憩用地將由未來的發展商以「私人發展公眾休憩空間」形式負責興建及管理，其餘的休憩用地則交由康文署負責管理。在康文署管理的休憩用地內進行任何非指定用途活動，須先向康文署申請。發展商亦須按發展局訂定的《私人發展公眾休憩空間設計及管理指引》管理其負責的公眾休憩空間，如進行商業活動，須先向地政總署及／或屋宇署申請豁免及／或許可。

另外，就發展對觀塘商貿區通風情況的關注，可行性研究進行了空氣流通影響評估。該評估比較了改劃前在《觀塘(南部)分區計劃大綱圖》上作政府、機構或社區發展(包括其高度限制)與建議的發展方案落實後的風環境，證實建議發展方案納入一些緩減措施後，通風情況將會與改劃前的土地用途發展情況相近，亦不會對當區主要由道路網組成的通風廊的通風效果帶來負面影響。

樹木方面，根據可行性研究進行的樹木調查報告，研究範圍內約有240棵樹，當中不涉及古樹名木。研究初步建議保留40棵樹，遷移35棵樹並移除其餘的樹木。為補償受影響的樹木，研究建議在擬議商業發展及行動區的公共休憩空間內種植287棵樹木。上述數字會在詳細設計階段進一步檢視。

我們亦已收到你於2021年5月14日向城市規劃委員會秘書處就題述事宜提及的信件，並會按《城市規劃條例》處理。

感謝區議會提出的寶貴意見及關注。

規劃署  
署理九龍規劃專員



(關嘉佩女士 代行)

二零二一年六月八日

副本送：

起動九龍東辦事處  
土木工程拓展署東拓展處  
渠務署  
康樂及文化事務署

卓玉明女士  
莫仲宏先生  
溫南豐先生  
劉浦珠女士

**Task Force on Kai Tak Harbourfront Development**

**Minutes of Fortieth Meeting**

Date : 11 May 2021 (Tuesday)

Time : 3 p.m.

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

Present

Mr Vincent NG

Chairman

Organization Members

Mrs Margaret BROOKE

Representing Business Environment Council

Dr Vivian WONG\*

Representing Friends of the Earth (HK) Charity  
Limited

Mr Ivan HO

Representing Hong Kong Institute of Urban Design

Mr Paul ZIMMERMAN\*

Representing Society for Protection of the Harbour

Mr LEUNG Kong-yui

Representing The Chartered Institute of Logistics  
and Transport in Hong Kong

Mr Ken SO\*

Representing The Conservancy Association

Mr Freddie HAI\*

Representing The Hong Kong Institute of Architects

Mr Paul CHAN\*

Representing The Hong Kong Institute of Landscape  
Architects

Ir Raymond CHAN Kin-sek

Representing The Hong Kong Institution of  
Engineers

Mr Desmond NG\*

Representing The Real Estate Developers  
Association of Hong Kong

Individual Members

Mr Mac CHAN\*

Ms Kelly CHAN\*

Mr Hans Joachim ISLER\*

Mr NGAN Man-yu\*

Ms Angela SO\*

Co-opted Member

Prof Wallace CHANG\*

Mr LAI Kwong-wai

Official Members

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

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

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

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

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

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

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

Mr Steven LEE Secretary

In Attendance

Miss Rosalind CHEUNG Principal Assistant Secretary (Harbour), DEVB

Mr Henry LAI Assistant Secretary (Harbour) 1, DEVB

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

Mr William CHAN Project Manager (Harbour), DEVB

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

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

*Absent with Apologies*

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

*For Item 2*

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

*For Item 3*

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

\*Denoting attendance online.



**The Chairman** welcomed all to the 40<sup>th</sup> meeting of the Task Force on Kai Tak Harbourfront Development (KTTF).

**The Chairman** informed the meeting that –

- (a) **Mr Johnny CHAN**, Principal Assistant Secretary (Works) 2, DEVB, attended on behalf of Mr Vincent MAK, Deputy Secretary (Works) 2;
- (b) **Ms Stephenie HO**, Senior Manager (Tourism) 41 of TC, attended on behalf of Mr Jason CHAN, Acting Assistant Commissioner for Tourism 4; and
- (c) **Mr George MAK**, Chief Engineer/East 5 of CEDD, attended on behalf of Mr Michael LEUNG, Project Manager (E).

## **Item 1        Matters Arising**

1.1        **The Chairman** informed Members that the Task Force resolved at the 39<sup>th</sup> meeting to arrange a follow-up briefing session by the Kai Tak Sports Park project team, with a view to providing further details on the project for Members to better understand its design and various provisions. The briefing was being scheduled and Members would be informed of the relevant details when available.

[Post-meeting note: The Home Affairs Bureau arranged a follow-up briefing session on 2 June 2021 to take Members through the refined design of the Kai Tak Sports Park and the adjoining public open space.]

1.2        Since the last KTTF meeting was only held a short while ago, the Chairman informed Members that the minutes of the 39<sup>th</sup> meeting would be confirmed at the next meeting.

**Item 2        Amendments Incorporated in the Draft Kwun Tong (South)  
Outline Zoning Plan No. S/K14S/23 (TFKT/C06/2021)**

Briefing by the proponent

2.1        **The Chairman** informed the meeting that the Planning Department (PlanD) submitted a paper (TFKT/C06/2021) on the amendments incorporated in the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/23 which was circulated for Members' advance information on 23 April 2021.

2.2        Upon **the Chairman's** invitation, **Mr Steven LEE** briefed Members on the background of the item. EKEO commissioned the Planning and Engineering Study on Kwun Tong Action Area (KTAA) in 2016 to formulate proposals to better utilise the waterfront site in Kwun Tong. Subsequently, EKEO consulted the Task Force on the Preliminary Outline Development Plan and Recommended Outline Development Plan (RODP) in September 2017 and May 2019 respectively, which mainly consisted of a proposed commercial/office development, public open space, and road improvement works. During the last Task Force consultation, Members' comments were made mainly in relation to the vista towards the Victoria Harbour and the cityscape, the vertical connection between the at-grade public open space and the elevated green deck, and the provision of retail facilities, etc. To take forward the RODP, rezoning of relevant portions of KTAA was required. As per established practice, PlanD and EKEO were invited to brief KTTF Members on the details of the proposed OZP amendments and refinements made to the KTAA in response to Members' previous comments respectively.

2.3        With the aid of a PowerPoint presentation, **Mr KING Kwok**

**Cheung** and **Ms Carol CHEUK** from EKEO and **Ms Jessie KWAN** from PlanD briefed Members on the proposed OZP amendments and refinements in response to Members' previous comments.

## Discussion

### *Public Transport Interchange (PTI)*

2.4           **Mr Ivan HO** requested the project team to elaborate how the current proposal could address Task Force's previous comments in respect of the size and configuration of the PTI, which was a major concern raised during the last consultation in May 2019. **Mr Freddie HAI** opined that making reference to the past experiences at North Point and Hung Hom, the location of the proposed PTI near the waterfront was highly undesirable and not conducive to promoting a vibrant harbour and maximizing opportunities for public enjoyment.

2.5           **Mr KING Kwok Cheung** responded that subject to further liaison with relevant departments, EKEO could give further considerations as to how to reduce the size and adjust the configuration of the proposed PTI to allow more retail areas, so as to balance traffic need and natural ventilation requirements on the one hand, as well as to maintain vibrancy along the waterfront on the other.

2.6           **Mr Freddie HAI** raised concerns over the impacts brought about by the PTI, such as the requirements for natural ventilation and emergency staircase, etc., on the implementation of retail frontage. He urged the project team to work out a testing scenario to confirm the feasibility of the current proposal. **Mr Ivan HO** expressed that despite EKEO's response that they would further consider reducing the size of the PTI, he was concerned about the stipulated Gross Floor Area (GFA) of not less than 7,050 metre square in

the development restrictions on the draft OZP.

2.7           **Ms Katy FUNG** explained that only the maximum total GFA of 86,650 metre square for the new “Commercial (2)” (“C(2)”) area was incorporated into the Notes of the OZP, whereas the size of the PTI was only included in the Explanatory Statement of the OZP which carried no statutory effect.

2.8           **Mr Ivan HO** opined that in accordance with the established practice of the industry, the minimal area of the PTI as stipulated in the Explanatory Statement would leave little room and flexibility in reducing its size in detailed design stage.

#### *Harbourfront Vibrancy and Retail Frontage*

2.9           **Mr Paul ZIMMERMAN** opined that active retail and full-service food and beverage (F&B) frontage together with outdoor seating should be provided at the ground level edge of the proposed commercial development facing the waterfront. **Prof Wallace CHANG** considered that the project team should further review how the proposed frontage could enhance the vibrancy of the waterfront.

2.10           **Mr Freddie HAI** pointed out that the proposed 100-metre long retail frontage could not be guaranteed unless mandatory requirements were imposed. **Mr Ivan HO** asked about the proportion of the proposed 100-metre retail frontage that was located at ground floor and podium level respectively, as well as provision of public open space in private development (POSPD) in the project. He also added that further consideration should be given as to how to add more vibrancy to the waterfront promenade for public enjoyment along the 23-metre wide promenade.

2.11 **Mr KING Kwok Cheung** responded that upon deliberation with relevant departments since the last consultation, a strip of open space facing the waterfront promenade which was Drainage Reserve Area could be reserved to allow various activities to enhance vibrancy thereat. He remarked that together with the abutting space zoned “Open Space” (“O”) in the Kai Tai OZP, the 23-metre wide promenade would be designed and constructed by different implementation agents including CEDD, the Architectural Services Department and the future developer with provision of F&B elements under an integrated manner in accordance to relevant requirements. **Ms Katy FUNG** supplemented that a minimum of 6,500 metre square POSPD at ground level and at locations facing the waterbody with sea view within the “C(2)” zone and about 2,100 metre square of POSPD at ground level adjoining “O” zone to the north of the “C(2)” zone would be provided and such requirement would be specified in the lease.

2.12 **Mr Freddie HAI** suggested requiring the future developer to design and construct the waterfront promenade outside the commercial development before handing it back to the Government, so as to provide a seamless interface and better synergy between the retail strip and the adjoining harbourfront open space.

2.13 **Mr Paul ZIMMERMAN** raised concerns over the delivery of the proposed retail and F&B provisions. He opined that a detailed and concrete implementation plan should be provided to ensure proper delivery of the proposed at-grade retail frontage and outdoor seating. **Mr Ivan HO** considered that there was insufficient provision to allow sustainable retail and F&B activities under the current development proposal to bring vibrancy to the waterfront promenade.

2.14 **Mr KING Kwok Cheung** noted the suggestion and responded that EKEO would review the current development proposal with a view to

enhancing the synergy between the waterfront promenade and the adjacent commercial development. As regards future development control, he advised that relevant requirements could be reflected in the lease documents in due course to ensure proper implementation having regard to Members' comments.

2.15        **The Chairman** suggested that in order to maintain a vibrant waterfront, EKEO could consider reserving a strip of space outside the PTI along the current 23-metre wide waterfront promenade zoned "O" for retail and F&B purposes. **Mr Freddie HAI** concurred and opined that outdoor seating and alfresco dining should also be allowed by lease conditions outside the retail shopfront facing the waterfront promenade.

2.16        **Mr KING Kwok Cheung** noted Members' comments and responded that EKEO would continue to explore the feasibility to adjust the size and configuration of the proposed PTI and other ways as appropriate in consultation with relevant departments to allow more space for retail frontage and outdoor seating.

#### *Kwun Tong Passenger Ferry Pier (KTPFP)*

2.17        **Mr Ivan HO** reiterated the suggestion to open the rooftop of the Kwun Tong Passenger Ferry Pier for public use, which was previously suggested by Members during the last Task Force consultation in May 2019.

2.18        **Mr KING Kwok Cheung** responded that while the design of the concerned rooftop was not intended for public use and it was currently inaccessible, EKEO would further explore the potential for opening up the ferry pier and its rooftop for public use while meeting transportation needs.

#### *Way Forward*

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

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

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

#### Briefing by the proponent

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

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

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

## Discussion

### *Land Uses and Development Parameters*

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

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



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

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

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

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

#### *Green Building Requirements*

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

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

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

#### *Proposed Elevated Connection*

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

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

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

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

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

#### *Way Forward*

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

#### **Item 4           Any Other Business**

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

Secretariat

Task Force on Kai Tak Harbourfront Development

September 2021

are also relevant for consideration of application for minor relaxation of the building height restrictions for these sites.

## 8. LAND USE ZONINGS

### 8.1 “Commercial” (“C”) - Total Area 2.58 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.
- 8.1.2 There are a total of seven sites under “C(1)” zoning. They are located in KTBA to the south of Kwun Tong Road. These commercial sites, which are either located near road junctions or major transport interchanges, have been developed to provide commercial facilities for the workers. Multi-storey car parks are incorporated in some of the developments.
- 8.1.3 A maximum plot ratio of 12.0 is imposed on these “C(1)” zones. Developments and redevelopments in the “C(1)” sites are subject to maximum building heights of 100mPD or 130mPD as stipulated on the Plan.
- 8.1.4 A waterfront site at the KTBA is zoned “C(2)”, which is proposed for a mixed commercial development with office, shop, services and/or eating place uses. A maximum gross floor area of 86,650m<sup>2</sup> is stipulated for achieving an optimal development intensity having regard to the local road capacities and its waterfront setting. An at-grade public transport interchange (PTI) ~~in the podium with gross floor area of not less than 7,050m<sup>2</sup>~~, social welfare facilities **and public vehicle park** as required by the Government, and a minimum total provision of 6,500m<sup>2</sup> public open space in private development (POSPD) at ground level and deck level at locations facing the waterbody with sea view shall be provided. In determining the maximum gross floor area of the development/redevelopment in the “C(2)” zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A maximum building height of 100mPD is imposed for main portion of the site for blending in with the stepped building height profile descending from the inland area towards the waterfront. A stepped-down height profile towards the waterfront should also be adopted for the buildings on this site. Having regard to the air ventilation assessment conducted under the Planning and Engineering Study on Kwun Tong Action Area which identified Hoi Yuen Road as a major air corridor and in order to allow wind penetration to the inland area, a maximum building height of 15mPD is imposed for the western portion of this site that generally aligns with Hoi Yuen Road.

8.4 “Government, Institution or Community” (“G/IC”) - Total Area 43.32 ha

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

8.5 “Open Space” (“O”) - Total Area 41.49 ha

- 8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.5.2 Major existing open spaces in the Area include Kwun Tong Recreation Ground, Hong Ning Road Recreation Ground, Sau Ming Road Park, Hoi Bun Road Park, Lam Tin Park, Hong Ning Road Park, the

**Annex IX of  
TPB Paper No. 10780**

**Provision of Major Community Facilities and Open Space  
in Kwun Tong South (K14S)**

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Open Space	10 ha per 100,000 persons <sup>#</sup>	30.44 ha	17.78	29.77	-0.67
Local Open Space	10 ha per 100,000 persons <sup>#</sup>	30.44 ha	57.38	58.35	+27.91
Secondary School	1 whole-day classroom for 40 persons aged 12-17	382 classrooms	557 <sup>[a]</sup>	557 <sup>[a]</sup>	+175 <sup>[a]</sup>
Primary School	1 whole-day classroom for 25.5 persons aged 6-11	422 classrooms	475 <sup>[a]</sup>	475 <sup>[a]</sup>	+53 <sup>[a]</sup>
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6	138 classrooms	166	166	+28
District Police Station	1 per 200,000 to 500,000 persons	0	2	2	+2
Divisional Police Station	1 per 100,000 to 200,000 persons	1	2	2	+1
Hospital	5.5 beds per 1,000 persons <sup>^</sup>	1,751 beds	1,522 <sup>[a]</sup>	2,582 <sup>[a]</sup>	+831 <sup>[a]</sup>
Clinic/Health Centre	1 per 100,000 persons	3	3	3	0
Magistracy (with 8 courtrooms)	1 per 660,000 persons	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons <sup>#@</sup>	1218	247	347 <sup>[a] [b]</sup>	-871 <sup>[a] [b]</sup>
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 <sup>#</sup>	4	7	7	+3
Integrated Family Services Centre	1 for 100,000 to 150,000 persons <sup>#</sup>	2	3	3	+1

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above <sup>#</sup>	N.A.	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing <sup>#</sup>	N.A.	8	8	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above <sup>#*@</sup>	1,738 places	995 <sup>[a]</sup>	1,133 <sup>[a]</sup>	-605 <sup>[a]</sup>
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above <sup>#@</sup>	2,152 beds	831	891 <sup>[a]</sup>	-1,261 <sup>[a]</sup>
Library	1 district library for every 200,000 persons <sup>π</sup>	1	4	4	+3
Sports Centre	1 per 50,000 to 65,000 persons <sup>#</sup>	4	4	4	0
Sports Ground/ Sport Complex	1 per 200,000 to 250,000 persons <sup>#</sup>	1	0	0	-1
Swimming Pool Complex – standard	1 complex per 287,000 persons <sup>#</sup>	1	1	1	0

Note:

Facilities and open space figures of OZP No. S/K14S/23 are included.

The planned resident population is about 304,500. If including transients, the overall planned population is about 318,400. All population figures have been adjusted to the nearest hundred.

<sup>#</sup> The requirements exclude planned population of transients.

<sup>^</sup> The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.

<sup>\*</sup> Consisting of 40% centre-based CCS and 60% home-based CCS.

<sup>@</sup> This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.

<sup>π</sup> Small libraries are counted towards meeting the HKPSG requirement.

There are minor changes compared to the provision presented in MPC Paper No. 2/21 on 26.2.2021 due to the following reasons:

[a] Updated information provided by relevant Government Departments/ Bureaux have been incorporated.

[b] A 60-place Special CCC has been disregarded, which should be subsumed as non-population based rehabilitation services.