

METRO PLANNING COMMITTEE OF THE TOWN PLANNING BOARD

**MPC Paper No. 6/25
For Consideration by
the Metro Planning Committee on 18.7.2025**

**PROPOSED AMENDMENTS TO
THE APPROVED KWUN TONG (NORTH)
OUTLINE ZONING PLAN NO. S/K14N/15**

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1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/15 (**Attachment I**) as shown on the draft OZP No. S/K14N/15A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 5.1.2016, the Chief Executive in Council (CE in C), under section 9(1)(a) of the pre-amended Ordinance^[1], approved the draft Kwun Tong (North) OZP which was subsequently renumbered as S/K14N/15 (the approved OZP). On 15.1.2016, the approved OZP No. S/K14N/15 (**Attachment I**) was exhibited for public inspection under section 9(5) of the pre-amended Ordinance^[1].
- 2.2 On 10.6.2025, the Secretary for Development referred the approved OZP to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 20.6.2025, the reference back of the OZP was notified in the Gazette under section 12(2) of the Ordinance.

3. Background

Smart and Green Mass Transit System in East Kowloon (SGMTS-EK)

- 3.1 The Smart and Green Mass Transit System in East Kowloon (SGMTS-EK, the Project) was announced by the Chief Executive in the 2023 Policy Address and was incorporated in the Hong Kong Major Transport Infrastructure Development Blueprint promulgated by the Transport and Logistics Bureau in December 2023,

^[1] The 'pre-amended Ordinance' refers to the Town Planning Ordinance as in force before 1.9.2023

with an aim to improving the overall traffic conditions in East Kowloon and unleashing development potential.

- 3.2 The SGMTS-EK is an elevated transit system providing a light, green and convenient transport feeder service to the northern uphill areas of Kwun Tong to nearby railways and major public transport interchanges. The alignment spans about 7 km with nine stations, including Choi Hung East, Choi Wan, Shun Lee, Shun On, Sau Mau Ping, Po Tat, Ma Yau Tong (MYT), Lam Tin North and Yau Tong East (**Drawing 2**). Pedestrian connections to the MTR Choi Hung Station and Yau Tong Station are provided at the termini of the proposed alignment. Besides, a depot along the SGMTS-EK alignment is essential for stabling, deploying and maintaining vehicles of the transit system. To take forward the Project, the Railway Development Office of the Highways Department (RDO, HyD) has commissioned the Investigation, Design and Construction Study (the IDC Study) in July 2024. In August 2024, RDO, HyD invited suppliers and operators to submit expressions of interest for SGMTS-EK. The scheme for the Project was gazetted for public inspection under the Railways Ordinance (Cap. 519) on 20.6.2025. Tender invitation of the works contracts is targeted in 2026, followed by awarding of contracts in 2027. The Project is proposed for completion by 2033.

Site Utilisation and Provision of Funding Support to SGMTS-EK

- 3.3 A site east of Po Tat Estate (i.e. the Main Site) is identified under the IDC Study as the proposed MYT Station-cum-depot to accommodate essential functions, including vehicle stabling, maintenance, cleaning and storage space for system-wide consumables and spare parts (**Drawing 1**). Following the "Rail-plus-Property" model being used in other railway projects, the property development rights associated with the proposed topside development at the Station-cum-depot site would be the major funding support for the Project.
- 3.4 Under the IDC Study, a rezoning study with various technical assessments (the Rezoning Study at **Attachment V**) has been undertaken to formulate the developable areas and parameters of the proposed residential and commercial uses cum public transport facilities at a site east of Po Tat Estate (i.e. The Main Site) and a neighboring site to its north (the Northern Site) (the Proposed Development) (**Drawing 1**). Given the transit mode will only be finalised upon award of the works contracts, RDO, HyD has prepared a notional scheme with a station and a depot that could cater for the operational requirements of different transit modes (Notional Scheme). The Rezoning Study concludes that a comprehensive development with a total maximum gross floor area (GFA) of 484,800m², with a maximum domestic GFA of 449,200m² (producing about 8,984 flats) and a maximum non-domestic GFA of 35,600m², and a maximum building height of 290mPD is technically feasible.

4. **Proposed Amendments to the OZP**

Amendment Item A: Proposed Commercial/Residential Development cum Public Transport Facilities (Plans 1 to 5)

The Sites and its Surroundings

- 4.1 The Proposed Development comprises the Main Site (about 45,400m²) and the Northern Site (about 18,400m²), which are Government land segregated by Po Lam Road (the Sites). The Main Site is a vegetated slope zoned “Green Belt” (“GB”) to the east of Po Tat Estate and could be accessed via Po Lam Road. The Northern Site, accessible via On Yu Road, is situated on a formed platform zoned “Open Space” (“O”) at the southern fringe of Anderson Road Quarry (ARQ) Development reserved for provision of district open space but without implementation programme.
- 4.2 The surrounding areas of the Sites are predominately residential in nature with various Government, institution and community (GIC) facilities and open spaces and have the following characteristics (**Plans 1 to 5**):
- (i) the Sites are located at the Kwun Tong uphill and in the eastern fringe of the Development at Anderson Road (DAR)^[2], ARQ Development and Po Tat Estate (**Plan 2**). The Sites are segregated by Po Lam Road;
 - (ii) the Northern Site is a formed platform with site levels ranging from about 175mPD to about 190mPD (**Plan 5**). To its immediate north is the Southern Community of the ARQ Development which is predominately zoned “Residential (Group B)” (“R(B)”) with plot ratios (PRs) ranging from 4.0 to 5.5 for medium-density residential developments. For the Southern Community, building height restrictions (BHRs) from 290mPD to 225mPD are stipulated to ensure a building height profile descending from the Tai Sheung Tok Ridgeline; and
 - (iii) the Main Site is mainly a piece of woodland located on a steep slope at the foothill of Tai Sheung Tok. Levels of the Main Site descend from about 164mPD to about 97mPD. The residential developments at DAR and Po Tat Estate to the west of the Main Site are zoned “Residential (Group A)” (“R(A)”) with maximum domestic/total plot ratio of 7.5/9. BHRs at DAR range from 230mPD to 280mPD while the existing BH of Po Tat Estate is up to 236mPD. To the east of the Main Site are village houses of 2 to 3-storey at MYT with existing BHs of about 178mPD to about 140mPD descending with the natural terrain. To the south of the Main Site is the Tseung Kwan O (TKO) Tunnel and its Bus-Bus Interchange.

^[2] The land to the southwest of On Sau Road and to the north of Po Lam Road was part of the ex-quarry site and developed for public housing developments, namely On Tai Estate and On Tat Estate, with supporting GIC facilities and provision of open space.

Rezoning Proposal

- 4.3 Capitalising on the enhanced accessibility brought by the SGMETS-EK, the Sites are proposed for a comprehensive commercial and residential development and serving as a transport hub at the uphill areas by offering pedestrian connections to DAR, ARQ Development, Po Tat Estate, MYT Village, and TKO Tunnel Bus-Bus Interchange. According to the Notional Scheme under the Rezoning Study (**Drawings 3 to 20**), residential, commercial and suitable GIC facilities will be provided atop the proposed MYT Station-cum-depot at the Main Site whereas the Northern Site will be for residential use. About 18 and 9 residential towers are proposed at the Main Site and Northern Site respectively, providing about 8,984 housing units. Besides, open spaces will be provided at both the Main Site and the Northern Site while suitable GIC facilities will be provided at the commercial portion of the Main Site to cater for community need.
- 4.4 To take forward the topside comprehensive development, the Sites are proposed to be rezoned from “GB” (about 71%) and “O” (29%) to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development cum Public Transport Facilities”. To ensure site utilisation, maximum total and domestic GFAs of 484,800m²(equivalent to a PR of about 7.6) and 449,200m² (equivalent to a PR of about 7.04) will be specified. A BHR of 290mPD will also be imposed. GIC facilities and public transport facilities as required by the Government would be exempted from GFA calculation.
- 4.5 The master layout plan (MLP), floor plans, sections, landscape master plan (LMP) of the Notional Scheme, artist’s impressions and photomontages are at **Drawings 3 to 20**. The actual design of the Proposed Development will be subject to change during the detailed design stage upon award of tender. The major development parameters of the Notional Scheme are as follows:

Rezoning Area (m²)	About 67,726
Development Site (m²)^(a)	About 63,800
Max. GFA (m²)	484,800 (PR of about 7.6 ^[c])
Domestic ^[b]	449,200 (PR of about 7.04 ^[c])
Non-domestic ^[b]	35,600 (PR of about 0.56 ^[c])
Max. BH	290mPD
No. of Storeys	35-39 for domestic use (atop commercial use, GIC facilities, ancillary carpark, and/or MYT Station-cum-depot and its ancillary facilities)
Site Coverage (SC)	
Podium	70-82%
Tower	19-23%
Estimated No. of Flats^[d]	8,984
Estimated Population^[e]	24,257
Ancillary Parking Facilities^[f]	Private Vehicle Residential development (including visitor’s parking) : 1,429 Retail (+Kindergarten): 151 (+1)

	<i>Motorcycle</i> Residential development: 75 Retail: 13
Loading/unloading Spaces^[f]	Residential: 27 Retail (+Kindergarten): 32 (+1)
Other Facilities	- One 100-place child care center (CCC) of 1,060m ² ^[g] - Transit System facilities including a depot (about 39,320m ² ^[g]), a station (2,435m ² ^[g]) and other associated facilities
Open Space for public use (m²)	21,200
Covered and open-sided (m ²)	3,625 ^[h]
Private Open Space (m²)	24,257 ^[e]
Target Completion Year	2033

Notes:

- ^[a] Development site area under the IDC Study excludes areas for proposed road improvement works. The development site is subject to detailed site survey.
- ^[b] A total GFA each for domestic and non-domestic uses will be imposed without breakdown by sites so as to allow flexibility for allocation of GFA. Non-domestic uses include retail uses, kindergarten and covered open space.
- ^[c] PR is calculated based on development site area.
- ^[d] The assumed average unit size is about 50m² which is subject to change at detailed design stage.
- ^[e] The assumed persons per flat is 2.7 which is subject to change at detailed design stage. Private open space for the future resident population will be provided per the latest Hong Kong Planning Standards and Guidelines (HKPSG).
- ^[f] Ancillary car parking and loading/unloading (L/UL) spaces will be provided at the basement floors at the Main Site while the car park at Northern Site is above-ground. The actual provision will be subject to liaison and agreement with the concerned department(s) and will be determined based on the eventual development mix and as per the latest HKPSG.
- ^[g] GFA of the public transport facilities and GIC facilities as requested by the Government are proposed to be exempted from GFA calculation under the OZP but have been considered in the technical assessments. The location, type and actual provision of the GIC facilities will be subject to detailed design and to be incorporated into the lease, subject to agreement with relevant Government departments as appropriate.
- ^[h] GFA of the covered and open-sided open space have been counted towards non-domestic GFA in the Notional Scheme subject to Buildings Department's calculation during building plan submission stage.

5. **Planning Considerations and Technical Assessments**

Land Use Compatibility and Development Intensity

- 5.1 The Sites are located on the eastern fringe of DAR and Po Tat Estate, which are zoned “R(A)” on the OZP with stipulation of maximum domestic/total plot ratio of 7.5/9, characterised by the intermix of low-rise GIC facilities and open spaces (**Plan 2**). The proposed commercial and residential development atop the proposed MYT Station-cum-depot with a total GFA of about 484,800m² (equivalent to a PR of about 7.6) would optimise development potential of scarce land resources in the urban fringe. The proposed BHR of 290mPD at the Sites is considered not incompatible with the BHs of the existing or planned residential developments at DAR, Po Tat Estate and ARQ Development which range from 233mPD to 290mPD (**Plan 5**). Besides, being situated to the east of these

residential developments, the Proposed Development would become an urban extension. Moreover, the proposal to exempt the floor space for those GIC and public transport facilities as requested by the Government from GFA calculation is generally in line with the current practice to encourage provision of these facilities.

Provision of GIC Facilities

- 5.2 To help meet the demand for GIC facilities, a 100-places CCC and two 6-classroom kindergartens are included at the Proposed Development upon consultation with relevant Government bureaux and departments (B/Ds). Actual provision of the GIC facilities will be subject to detailed design.

Provision of Open Space

- 5.3 To compensate for the loss of “O” zone of about 21,200m² from rezoning the Northern Site, the Notional Scheme includes an equivalent reprovisioning of open space for public use. According to the LMP, open spaces, comprising uncovered and open-sided spaces, are to be provided at-grade and at various levels (**Drawings 13 and 14**). These open spaces shall be designed and integrated with each other by ways of cohesive design and convenient pedestrian connectivity. About 17,575m² of at-grade open space is proposed at the Sites while the remaining 3,625m² would be covered and open-sided open space at a deck at 120mPD below the proposed MYT Station-cum-depot at the Main Site (**Drawings 14 to 16**). For the covered open space at the deck at 120mPD, adequate headroom will be provided to enhance the comfort of future users (**Drawing 16**). All open spaces will be constructed, managed and maintained by the future developer(s). The open spaces will be opened during reasonable hours and well-connected by barrier-free passageways (**Drawing 10**). In addition to serving the recreational purpose, connections to the external linkages, including the walkway to ARQ Development and Po Tat Estate, the footbridge to TKO Tunnel Bus-Bus Interchange and a proposed opening to MYT Village, will also be accommodated at the covered open space at the deck. Besides, private open space of about 24,257m² is included in the Notional Scheme while its actual provision would be based on the future resident population as per the HKPSG (**Drawing 14**).

Technical Assessments

- 5.4 Technical assessments have been conducted in the Rezoning Study to evaluate possible impacts on traffic and transport, environmental, landscape and visual, air ventilation, drainage, sewerage, water supplies, geotechnical and utility aspects. The technical feasibility of the Proposed Development at the MYT Station-cum-depot Site is established. Relevant B/Ds have been consulted and have no adverse comment on the Proposed Development. The Rezoning Study findings (**Attachment V**) are summarized in the following paragraphs.
- 5.5 Besides, the SGMETS-EK is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO). The EIA Study Brief for the Project has been issued by EPD in August 2024. RDO, HyD is conducting an environmental impact assessment in accordance to the EIA Study Brief to assess

the impact of the Project on the environment and recommend appropriate mitigation measures.

Traffic and Transport Aspect

- 5.6 A Traffic and Transport Impact Assessment has been conducted to assess the traffic and transport impacts on the surrounding traffic network, parking and ingress/egress provisions for the Proposed Development and to assess the pedestrian connectivity with surrounding areas. Several mitigation measures are proposed to enhance traffic circulation of the surrounding areas, including junction improvement works at Sau Mau Ping Road/Po Lam Road (J7), Po Lam Road / On Yu Road / connection road to the Proposed Development (J10) and Po Lam Road / Tsui Lam Road / Ma Yau Tong Road (J11) and provision of roadside laybys at Po Lam Road (**Drawings 21 to 24**). With the implementation of SGMETS-EK and the proposed road improvement measures and pedestrian connectivity schemes (Paragraph 5.7 below refers), the Proposed Development would neither generate adverse traffic impact on the local traffic network nor worsen the existing pedestrian environment. Commissioner for Transport (C for T) has no adverse comment on the Proposed Development from district traffic engineering and transport operation viewpoints.

Pedestrian Accessibility and Connections

- 5.7 As the proposed MYT Station at Main Site is proposed at 135mPD level (**Drawing 8**), convenient linkages will be provided at the Proposed Development to facilitate public accessibility, including a pedestrian footbridge over Po Lam Road to connect the Main Site to the Northern Site, while an at-grade crossing at On Yu Road will be provided to connect ARQ Development with the Northern Site (**Drawing 20**). Furthermore, barrier-free linkages through pedestrian footbridges/walkways and vertical lift accesses for direct connections to Po Tat Estate and TKO Tunnel Bus-Bus Interchange will be provided, and an opening at the covered open space at 120mPD level is proposed for the existing footpath connecting to MYT Village, subject to detailed design (**Drawing 10**). These linkages, connecting to the internal pedestrian passageways of the Proposed Development, would enhance pedestrian accessibility and connectivity to the uphill areas, the proposed MYT Station, the retail and community facilities and open spaces.

Visual and Landscape Impacts

- 5.8 According to the Landscape and Visual Impact Assessment, the visual impact from selected public viewing points ranges from “negligible” to “moderately to significantly adverse”. The proposed building mass might appear as an extension to the existing built-up area when viewed from farther distance (**Drawings 26 and 27**). Variations in building height will be incorporated as far as practicable to introduce a gradual transition from north to south and west to east to respect the terrain setting and rural village character respectively. Under the Notional Scheme, three tower separations of about 15m-wide and a tower separation of about 40m-wide are proposed, with building setbacks from the site boundary including setbacks of about 10m from Po Lam Road (**Drawings 17 and 18**). As

the eastern-most portion of the Main Site would be free of high-rise development, a similar view coverage towards MYT Village and beyond would be available (**Drawing 19**) as compared with the relevant view corridor in the ES of the OZP (**Figure 3 at Attachment IV**), i.e. from the lookout point (at 310mPD) to downhill areas over the north-eastern portion of the Sites. Overall, the incorporation of building separations and setbacks at the Proposed Development would alleviate potential visual impact to the surrounding urban cityscape (**Drawings 17 and 18**). Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) and Chief Architect /Architectural Branch Division 3, Architectural Services Department (CA/3, ArchSD) have no adverse comment on the proposed amendments to the OZP from visual perspectives.

- 5.9 There are approximately 2,533 existing trees (including a total of 16 Trees of Particular Interests) at the Sites based on tree survey. Most of these trees are either exotic woodland plantation or wild growth located on slopes in poor form and structure, making them unsuitable for transplanting. As the Sites will be developed as MYT Station-cum-depot and topside development, 2,533 trees are proposed to be felled. In this connection, a compensatory planting proposal is prepared to achieve a one-to-one compensation ratio (in terms of quantity) as far as practicable in accordance with Development Bureau Technical Circular (Works) No. 4/2020. The proposal includes not less than 850 new trees for on-site tree compensation (including approximate 310 new trees at Northern Site and 540 new trees at Main Site) throughout the Proposed Development (**Drawing 13**). Additionally, about 1,683 trees would be planted off-site at Black Hill which is subject to further study and agreement with relevant Government departments (**Drawing 1**). All proposed tree species shall be native in adjoining woodland, where appropriate, to enhance the landscape amenity and ecological value.
- 5.10 To compensate for the loss of “O” zone on a one-to-one basis, open space of not less than 21,200m² will be re-provided at different levels at the Proposed Development to enhance the landscape quality (**Drawings 13 and 14**). Among which, about 3,625m² would be covered and at the deck level at 120mPD to enhance the comfort of future users by offering an all-weather activity space. To ensure its implementation, the open space requirements will be stipulated in the Notes and the ES of the OZP as appropriate.

Air Ventilation Aspects

- 5.11 An Air Ventilation Assessment (AVA) – Initial Study has been conducted to compare the pedestrian wind environment in the surroundings of the Proposed Development with the existing site conditions. The Notional Scheme incorporates wind enhancement features which would be effective in facilitating wind penetration across the Sites, particularly under northeast and southwest quadrants winds. To enhance the permeability within the Sites, various mitigation measures have been incorporated, including three tower separations of about 15m wide and a tower separation of about 40m-wide aligning with the northeastern to southwestern, eastern to western, and north-northeastern to south-southwestern air paths (**Drawing 17**). It is anticipated that the Proposed Development would affect the pedestrian wind environment in the surrounding areas of the Sites yet there would unlikely be significant stagnancy issues. The project proponent must submit an AVA at detailed design stage to identify appropriate enhancement

measures and to ascertain their effectiveness and such requirement would be incorporated in the ES of the OZP.

Environmental and Ecology Aspects

- 5.12 An Environmental Assessment (EA) has been conducted to assess the environmental impacts arising from the proposed comprehensive development on air quality, noise, water quality, waste, land contamination, ecology, cultural heritage and landfill gas hazard terms. The EA concludes that the Proposed Development is environmentally acceptable with suitable mitigation measures. The Director of Environmental Protection (DEP) has no objection to the rezoning proposal.
- 5.13 The potential ecological impacts due to the construction and operation of the SGMETS-EK would be addressed under the EIA^[3]. The Main Site has been covered by ecological surveys under other previous studies, hence the baseline conditions of the ecological component within and in proximity to the Sites are evaluated through desktop literature review and site verification surveys. The Northern Site is a piece of developed area. For the Main Site, as it mainly consists of secondary woodland and plantation that are of low ecological values, there will be no direct impact on species of conservation importance except *Aquilaria sinensis* (土沉香) and *Artocarpus hypargyreus* (白桂木). In terms of fauna, common Emerald Dove (綠翅金鳩), which is a highly mobile species inhabit in woodland areas, is observed within the Main Site. However, with no roosting/nesting recorded within the Main Site, and the presence of suitable habitat outside, the ecological impact on Emerald Dove is considered to be low. *Cryptopotamon anacoluthon* (鰓刺溪蟹) is found in a natural watercourse section downstream outside of the Main Site, hence no direct impact is anticipated. Overall, to address impacts on the above flora and fauna species, mitigation measures including woodland compensation^[4], transplantation and/or replanting floral species of conservation importance, as well as Aquatic Fauna Translocation Proposal are proposed.

Infrastructural and Other Technical Aspects

- 5.14 The Study also concludes that no adverse drainage, sewerage, water supply, geotechnical and utility impacts would be generated by the Proposed Development. Relevant Government departments including the Drainage Services Department (DSD), Environmental Protection Department (EPD), Water Supplies Department (WSD), Geotechnical Engineering Office of Civil Engineering and Development Department (GEO, CEDD) and Electrical and Mechanical Services Department (EMSD) have no adverse comments on the

^[3] SGMETS-EK constitutes a designated project under EIAO and therefore the statutory EIA procedure would be followed. Under the EIAO, the RDO, HyD shall demonstrate in the EIA report whether the criteria in the relevant sections of the Technical Memorandum on the Environmental Impact Assessment Process of the EIAO are fully complied with.

^[4] Woodland compensation involves planting native trees or shrubs in nearby hillside areas. For planting works and future management, a detailed Woodland Compensation Plan shall be prepared by qualified botanist / plant ecologist with relevant experience.

Proposed Development.

- 5.15 With reference to the technical requirements of the Proposed Development as mentioned in paragraphs 5.10, 5.11, 5.12 and 5.14 above, relevant requirements for further technical assessment(s) and/or implementation of mitigation measure(s) may be stipulated in the lease as appropriate subject to consideration of concerned department(s).

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

- 6.1 Taking into account the Proposed Development in Amendment Item A, the planned population in Kwun Tong District would be about 830,100 persons^[5]. As shown in the summary table (**Attachment VI**), the existing and planned provision of open space and major GIC facilities are generally adequate to meet the demand of the overall planned population in accordance with the requirements of Chapters 3 and 4 of the HKPSG and concerned B/D's assessments, except those facilities outlined in paragraphs 6.2 and 6.3 below.

GIC Facilities

- 6.2 According to the HKPSG, there would be shortfalls in the provision of hospital, CCC, community care services facilities, residential care homes for the elderly, residential care services, community rehabilitation day centre, district support centre for persons with disabilities, sports centre, sports ground/sports complex, swimming pool complex and divisional police station in Kwun Tong District. As for hospital beds, the Health Bureau is assessed on a hospital cluster basis and the needs can be addressed by the provision in the adjoining areas of the Kowloon East Cluster. As for deficits in elderly, child care and rehabilitation services/facilities, the Social Welfare Department adopts a wider spatial context/cluster in the assessment of provision for such facilities, and the standards reinstated in Chapter 3 of the HKPSG since 2018 represent the long-term target. The Government will continue to adopt a multi-pronged approach with long, medium and short term strategies to identify suitable sites or premises for provision of more welfare services, so as to meet the ongoing welfare service needs of the district. Opportunity has also been taken to provide a 100-place CCC at the Proposed Development. For the shortfalls of sports facilities and divisional police station, provision of such facilities will be carefully planned/reviewed by relevant B/Ds.

Open Space

- 6.3 To compensate for the loss of "O" zone and meet the open space demand resulted from the Proposed Development, compensatory open space of 21,200m² and private open space^[6] of about 24,257m² will also be incorporated at the Proposed Development, resulting in a surplus of planned district and local open space of about

^[5] Including the population of ARQ Development which falls within Sai Kung District.

^[6] The actual provision will be subject to detailed design stage based on a provision standard of 1m² per person as recommended under the HKPSG.

36.1ha and 61.46ha respectively in Kwun Tong District. The overall provision of open space is sufficient in meeting the demand of the planned population.

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

The proposed amendment as shown on the draft OZP No. S/K14N/15A (**Attachment II**) is as follows:

7.1 Amendment Item A (about 6.77 ha)

Rezoning of a site to the east of Po Tat Estate from “GB” and a site at the north of Po Lam Road from “O” to “OU(Commercial/Residential Development cum Public Transport Facilities)” with BHR of 290mPD.

8. **Proposed Amendments to the Notes of the OZP**

The proposed amendments to the Notes of the OZP (with addition in ***bold and italics*** and deletion in ‘~~cross-out~~’) are at **Attachment III** for Members’ consideration. The proposed amendments are summarised as follows:

8.1 “OU(Commercial/Residential Development cum Public Transport Facilities)” zone (about 6.77ha)

In relation to Amendment Item A in paragraph 7.1 above, a set of new Notes for the “OU(Commercial/Residential Development cum Public Transport Facilities)” with stipulation of a maximum total and domestic GFA restrictions of 484,800m² and 449,200m² respectively is incorporated.

8.2 Technical Amendments

On 11.1.2019, the Board promulgated a revised set of Master Schedule of Notes to Statutory Plans (MSN). Under the revised MSN, ‘Market’ use is being subsumed under ‘Shops and Services’ use. To effectuate such changes, updates have been made to the Notes for “Commercial”, “R(A)”, “R(B)”, “Government, Institution or Community” and “OU(Commercial Development and Vertical Transport Facility)” zones.

9. **Proposed Revisions to the ES of the OZP**

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

10. Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K14N/16.

11. Consultation

Consultations with District Councils

- 11.1 RDO, HyD and PlanD jointly consulted the Kwun Tong District Council (KTDC) on 28.4.2025 and the Sai Kung District Council (SKDC) and the Wong Tai Sin District Council (WTSDC) on 6.5.2025 regarding the progress and updates of SGMTS-EK and the topside comprehensive development at the proposed MYT Station-cum-depot and the corresponding amendments to the OZP. While all consulted DCs generally have no adverse comments and urged for early implementation of the much needed transit system for the uphill areas of Kwun Tong, KTDC and SKDC expressed that the pedestrian connectivity between the MYT Station and the neighboring developments, including ARQ Development, DAR, Po Tat Estate, TKO Tunnel Bus-Bus Interchange and MYT Village should be well-addressed. Extracts of meeting minutes of KTDC, SKDC and WTSDC are at **Attachments VII(a) to (c)**.

Departmental Consultation

- 11.2 The proposed amendments to the OZP together with the draft Notes and ES have been circulated to relevant B/Ds for comments. All concerned B/Ds have no objection to/no adverse comments on the proposed amendments, and their comments (if any) have been incorporated to the OZP, where appropriate:
- (a) Secretary for Development;
 - (b) Secretary for Health;
 - (c) Secretary for Education;
 - (d) Executive Secretary (Antiquities and Monuments), Development Bureau;
 - (e) CA/3, ArchSD;
 - (f) Head of GEO, CEDD;
 - (g) Project Manager/East, CEDD
 - (h) C for T;
 - (i) Commissioner of Police;
 - (j) Chief Engineer/Construction, WSD;
 - (k) Chief Engineer/Mainland South, Drainage Services Department;
 - (l) Chief Highway Engineer/Urban, HyD;
 - (m) Chief Highway Engineer/New Territories East, HyD;
 - (n) Director of Fire Services;
 - (o) Director of Health;
 - (p) Director of Leisure and Cultural Services;
 - (q) Director of Social Welfare;
 - (r) Director of Electrical and Mechanical Services;
 - (s) DEP;
 - (t) Chief Estate Surveyor, Railway Development Section/Urban Office, Lands Department (LandsD);

- (u) District Land Officer/Kowloon East, LandsD;
- (v) Chief Building Surveyor/Kowloon, Buildings Department;
- (w) Director of Food and Environment Hygiene;
- (x) Director of Agriculture, Fisheries and Conservation;
- (y) District Officer (Sai Kung), Home Affairs Department (HAD);
- (z) District Officer (Kwun Tong), HAD; and
- (aa) CTP/UD&L, PlanD.

Public Consultation after Exhibition of Draft OZP

11.3 If the proposed amendments are agreed by the Board, the draft OZP (to be renumbered as S/K14N/16 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. KTDC, SKDC, WTSDC and Hang Hau Rural Committee will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

12. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Kwun Tong (North) OZP No. S/K14N/15 and that the draft Kwun Tong (North) OZP No. S/K14N/15A at **Attachment II** (to be renumbered as S/K14N/16 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Kwun Tong (North) OZP No. S/K14N/15A (to be renumbered as S/K14N/16 upon exhibition) as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP; and agree that the revised ES is suitable for exhibition for public inspection together with the OZP.

13. Attachments

Attachment I	Approved OZP No. S/K14N/15 (reduced scale)
Attachment II	Draft OZP No. S/K14N/15A
Attachment III	Revised Notes of the Draft OZP No. S/K14N/15A
Attachment IV	Revised ES of the Draft OZP No. S/K14N/15A
Attachment V	Rezoning Report submitted by the Consultant of RDO, HyD
Attachment VI	Open Space and Major GIC Facilities in Kwun Tong District
Attachment VII (a)	Extract of Minutes of KTDC Meeting on 28.4.2025
Attachment VII (b)	Extract of Minutes of SKDC Meeting on 6.5.2025
Attachment VII (c)	Extract of Minutes of WTSDC Meeting on 6.5.2025

Drawing 1	Location Plan of the Sites
Drawing 2	Proposed Alignment of the SGMETS-EK
Drawing 3	Master Layout Plan of the Notional Scheme
Drawings 4 to 10	Floor Plans of the Notional Scheme
Drawings 11 and 12	Sections of the Notional Scheme
Drawings 13 and 14	Landscape Master Plan of the Notional Scheme
Drawings 15 and 16	Artist's Impressions of the Notional Scheme
Drawings 17 to 19	Design Considerations
Drawing 20	Pedestrian Connectivity of the Notional Scheme
Drawings 21 to 24	Proposed Road Improvement Works
Drawings 25 to 27	Photomontages
Plan 1	Comparison of Existing and Proposed Zonings on the OZP
Plan 2	Site Plan
Plan 3	Aerial Photo
Plan 4	Site Photos
Plan 5	Building Height Plan

PLANNING DEPARTMENT
JULY 2025