

**PROPOSED AMENDMENTS TO THE  
APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN  
OUTLINE ZONING PLAN NO. S/K15/27**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/27 (**Attachment I**) as shown on the draft OZP No. S/K15/27A (**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 8.11.2022, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, which was subsequently renumbered as S/K15/27.
- 2.2 On 2.9.2025, the Secretary for Development (SDEV) referred the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 12.9.2025 under section 12(2) of the Ordinance.

**3. Background**

- 3.1 Increasing land supply through a multi-pronged approach to support housing and other development needs has been a key policy direction for successive administration. In pursuit of this policy initiative, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the Government land currently vacant, under Short Term Tenancies (STTs) or different short-term government uses, with a view to identifying more suitable sites for conversion to residential use. A site at Cha Kwo Ling Road (CKL Road site) (**Plans 2 to 4**), which falls within an area currently zoned "Commercial" ("C"), has yet been disposed of for commercial use. Taking into account the location, site accessibility as well as the supply of commercial sites in Kwun

Tong district, the CKL Road site has been identified for review for converting into residential use.

- 3.2 The Civil Engineering and Development Department (CEDD) has conducted a feasibility study (the Study) for the proposed private residential development with public vehicle park (PVP) and Government, institution and community (GIC) facilities at the site. Under the notional scheme supported by technical assessments, the site is capable of accommodating about 1,440 housing units for about 3,744 residents. Findings of the Study demonstrate that there is no insurmountable technical issue associated with the proposal as detailed in paragraphs 4.11 to 4.19 below. It is proposed to rezone the site to facilitate the proposed private residential development under the proposed Amendment Item A.
- 3.3 On 22.9.2023, the Metro Planning Committee (the Committee) of the Board partially agreed to a section 12A application No. Y/K15/6<sup>1</sup> to rezone the application site at Yau Tong Bay (the YTB site) from “Comprehensive Development Area” (“CDA”) to “Commercial” (“C”) to facilitate the redevelopment of Wing Shan Industrial Building (WSIB) to commercial/office building (**Plans 6 to 8**). An extract of the minutes of the Committee’s meeting is at **Attachment VI**. To take forward the decision, it is proposed to rezone the site to “C(1)” with relevant amendments to the Notes and ES of the OZP under the proposed Amendment Item B.
- 3.4 On 23.5.2025, the Committee in considering the Review of Sites Designated “Comprehensive Development Area” (“CDA”) on Statutory Plans in the Metro Area for the Years 2023/2025 (CDA Review 2023/2025) agreed to rezone completed CDA developments to reflect as-built conditions. One of them is a completed residential development at Yan Yue Wai, Yau Tong (known as Montego Bay) (**Plans 10 to 12**). It is therefore proposed to rezone the site to “Residential (Group A)” (“R(A)”) with appropriate development restrictions under proposed Amendment Item C.

#### 4. **Proposed Amendments to the OZP**

##### **Amendment Item A – Rezoning of CKL Road site for residential development (Plans 1 to 5)**

###### **The site and its surroundings**

- 4.1 CKL Road site (about 0.96ha), entirely Government land, is currently zoned “C” intended for a commercial development with a PVP. The CKL Road site is subject to a plot ratio (PR) restriction of 12 and building height restriction (BHR) of 130mPD. According to the ES of the OZP, the number of parking spaces for PVP to be provided is subject to study. There are requirements for non-building area (NBA) of not less than 3m wide along the northwestern boundary facing

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<sup>1</sup> The MPC Paper No. Y/K15/6, including its attachments, is available at the Board’s website at [https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727\\_mpc\\_agenda.html](https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727_mpc_agenda.html)

Tsui Ping River (the then King Yip Street Nullah), and not less than 20m wide in a southeast-northwest direction between the buildings to be erected on the site (**Drawing 1**) as stated in the ES of the OZP, both for better air ventilation.

- 4.2 The CKL Road site is situated at the fringe of Kwun Tong Business Area (KTBA). It is bounded by CKL Road to the southeast, Shing Yip Street to the southwest, the revitalized Tsui Ping River to the northwest and an industrial building named New City Centre and a petrol filling station to the northeast and further northeast respectively (**Plan 2**). It is accessible via CKL Road and is close to an existing footbridge network comprising footbridge No. KF 90 to connect to Kwun Tong MTR station and GIC facilities nearby (**Drawing 4**). The CKL Road site is currently occupied as temporary public carpark under STT for 158 private cars and 42 goods vehicles at the northern portion and temporary works area allocated to the Drainage Services Department (DSD) for stockpile and site office at the southern portion (**Plans 2 to 4**). A L-shape drainage reserve area of 4m to 7m wide traverses the southern portion of the CKL Road site (**Drawing 1**). The CKL Road site is well served by public transport, with Kwun Tong MTR Station located about 350m to the northwest and a bus stop on its eastern boundary.
- 4.3 The land uses of the surrounding areas of the CKL Road site are mixed (**Plans 1 to 5**). To the west of the CKL Road site is KTBA which is undergoing transformation from industrial to business/commercial uses. To the east, developments are residential in nature. Various GIC facilities and open spaces scatter in the area. The key developments are:
- (i) at the nearby street block of KTBA, commercial and industrial buildings (e.g. Kwun Tong Industrial Centre and Sunbeam Centre) are zoned “Other Specified Uses” annotated “Business” (“OU(B)”) subject to a maximum PR of 12 and BHR of 130mPD;
  - (ii) to the east and southeast of the CKL Road site are mainly GIC facilities, including Kwun Tong Law Courts and Ronald McDonald House (RMHC) (Kwun Tong House) Jockey Club Building. To the south across Shing Yip Street are the open spaces, namely Tsui Ping River Garden and Laguna Park and residential development namely Laguna City. Laguna City involves “R(A)1” and “R(A)2” zones with maximum domestic and non-domestic gross floor area (GFA) restrictions, equivalent to total PR of 5.15 and 5.08 respectively and existing BH from 80mPD to 92mPD; and
  - (iii) to the immediate north and northeast across Lei Yue Mun Road are planned Kwun Tong Composite Development including Civil Servant College, Kwun Tong Swimming Pool and Recreation Ground. To the further north and northeast are Tsui Ping (South) Estate (BH of about 76mPD to 127mPD) and Lei On Court (BH of about 129mPD) which are zoned “R(A)” with maximum domestic/total PR of 7.5/9.

## Rezoning Proposal

- 4.4 Having considered (i) the character and scale of developments in the neighbourhood; (ii) good accessibility to the public transport networks; (iii) the availability of community facilities in the neighbourhood; and (iv) various technical assessments, the Study ascertains the suitability of the CKL Road site for high-rise and high-density residential development. CKL Road site is thus proposed to be rezoned to “R(A)10” for residential development (**Amendment Item A at Plans 1 to 4**) subject to a maximum domestic/total plot ratio of 7.5/9 and a maximum building height (BH) of 140mPD. The proposed BH will provide for design flexibility including the possibility of minimizing basement development, accommodation of retail, GIC facilities and PVP, adoption of the Modular Integrated Construction (MiC) as well as accommodation of various site constraints such as the drainage reserve area and two NBAs. PVP and GIC facilities as required by the Government would be exempted from GFA calculation.

### *(a) NBAs*

- 4.5 Two NBAs at the CKL Road site, as mentioned in paragraph 4.1 above, have been recommended under an air ventilation assessment (AVA) in the form of Computational Fluid Dynamics (CFD) for rezoning of CKL Road site for commercial use in 2014. Considering that the two NBAs would provide better air ventilation along Tsui Ping River and southeast-northwest direction aligning Sin Fat Road bring vibrancy to the ground floor shops and provide visual relief, the two NBAs are accommodated in the notional scheme under the Study and would form part of measures that support the rezoning.

### *(b) Pedestrian Connectivity*

- 4.6 According to the road scheme authorized in 2021, a pedestrian passageway is proposed to connect directly to the CKL Road site and the existing footbridge network (i.e. footbridge no. KF90). The authorized road scheme will be adopted as it is considered necessary to maintain pedestrian passageway between the existing footbridge network and the ground level near Tsui Ping River via the CKL Road site. The direct connection to the footbridge network would also benefit the public visiting the non-domestic portion and PVP of the CKL Road site (**Drawing 4**).
- 4.7 The indicative master layout plan, floor plans, section plans and Landscape Master Plan (LMP) of the notional scheme for illustration purpose, are shown on **Drawings 1 to 3**. The indicative development parameters are as follows:

**Table 1: Proposed Development Parameters of CKL Road site**

<b>Site Area</b>	About 0.96 ha
<b>Maximum PR</b>	9
- Domestic PR	7.5
- Non-domestic PR	1.5
<b>Maximum GFA (m<sup>2</sup>)</b>	86,400
- Domestic GFA	72,000
- Non-domestic GFA <sup>(1)</sup>	14,400
<b>Maximum BH</b>	140mPD
<b>No. of Blocks</b>	2
<b>No. of Storeys</b>	30 domestic storeys atop 5-storey podium and 2-storey basement carpark
<b>Estimated No. of Flats <sup>(2)</sup></b>	About 1,440
<b>Estimated Population <sup>(3)</sup></b>	About 3,744
<b>Ancillary Parking Facilities</b>	<i>Private Vehicle</i> Residential development (including visitor's parking): 194 Retail: 48 <i>Motorcycle</i> Residential development: 11 Retail: 3 <i>Light goods vehicle <sup>(4)</sup></i> Social welfare facilities: 1
<b>Loading/unloading Spaces</b>	Residential development: 2 Retail: 12 Social welfare facilities: 1
<b>Public Vehicle Park (PVP) <sup>(5)</sup></b>	Private Vehicle: 107 Goods Vehicle: 43
<b>Supporting Facilities</b>	<ul style="list-style-type: none"> <li>- Retail facilities</li> <li>- Social welfare facilities <sup>(5)</sup> comprising: <ul style="list-style-type: none"> <li>• One 120-place Long Stay Care Home (LSCH)</li> <li>• One 30-place Supported Hostel for Mentally Handicapped Persons (SHOS(MH))</li> <li>• Parents/Relatives Resource Centre for Carers of Persons in Mental Recovery</li> </ul> </li> </ul>
<b>Target Completion Year</b>	2031/32

**Remark:**

- (1) Non-domestic uses include retail uses.  
(2) Assumed average flat size is 50m<sup>2</sup>.  
(3) Assumed person per flat (PPF) is 2.6.  
(4) One shared light bus parking space or L/UL space will be provided for GIC facilities.  
(5) GFA of the PVP and GIC facilities as required by the Government is proposed to be exempted from GFA calculation under the OZP. These facilities have been considered in the technical assessments. The actual provision will be subject to detailed design and agreement with relevant Government departments.

## Planning Considerations and Technical Assessments

### *Land Use Compatibility and Development Intensity*

- 4.8 CKL Road site is situated at the fringe of KTBA which is transforming from industrial to business/commercial uses, characterized by high-rise and high-density developments. It adjoins residential neighbourhood intermixed with low to medium-rise GIC facilities and open spaces (**Plans 3 and 5**). The proposed residential development at a maximum domestic/total PRs of 7.5/9 represents optimization of usage of vacant Government land and contributes to the supply of flats in the urban area. The proposed development intensity including the PR and BHR has taken into account the setting of the neighbourhood, the prevailing PRs of the residential development in the surrounding area, the building height profile (**Plan 5**) in commensurate with the public viewpoints considerations, and the infrastructure capacities in the area. A notional scheme has been formulated with respect to surrounding development context, NBAs from AVA and buffer requirements for air emissions from road traffic under the Hong Kong Planning Standards and Guidelines (HKPSG).

### *Provision of PVP and GIC facilities*

- 4.9 The Study confirms the need for a PVP of about 107 private cars and 43 good vehicles, which is agreed by C for T. The scale is considered reasonable having regard to the local need and the affected temporary carpark, and that three floors will be capable of accommodating all types of parking spaces including the PVP as illustrated in the notional scheme. Moreover, it is proposed to exempt the floor space for those PVP as required by the Government from GFA calculation.
- 4.10 As the site is highly accessible, opportunity is taken to designate floor spaces for GIC facilities for Kwun Tong area. As shown in the notional scheme, a 120-place LSCH, 30-place SHOS(MH) and Parents/Relatives Resource Centre for Carers of Persons in Mental Recovery can be accommodated in the non-domestic podium with separate access from the residential development. GIC facilities as required by the Government are proposed to be exempted from GFA calculation.

### *Technical Assessments*

- 4.11 According to the findings of the various technical assessments as highlighted below, the proposed residential development at CKL Road site is technically feasible with no insurmountable problems.

#### *(i) Traffic and Transport*

- 4.12 CKL Road site is well served by public transport network connecting to various areas. There is a bus stop at the eastern side of the boundary of the CKL Road site and Kwun Tong MTR Station is located in about 300m to the northwest of CKL Road site. According to the Traffic and Transport Impact Assessment (TTIA), some mitigation measures are proposed to enhance traffic circulation of the surrounding area, including proposed ingress at CKL Road and egress at Shing Yip Street, signalized junction at Shing Yip Street / King Yip Street (J8)

and proposed junction improvement works at CKL Road / Shing Yip Street (J5) with road widening scheme from two lanes to three lanes at Shing Yip Street Eastbound (**Drawing 4**). With the implementation of the proposed road improvement measures and pedestrian connectivity schemes (**paragraph 4.6 above**), the proposed development at CKL Road would neither induce adverse traffic and transport impact on the local traffic network nor worsen the existing pedestrian environment at the design year of 2035. Commissioner for Transport (C for T) and Chief Highway Engineer/Kowloon, Highways Department (CHE/K, HyD) have no adverse comment on the proposed Amendment Item A.

(ii) *Environment*

- 4.13 The Preliminary Environmental Review (PER) for CKL Road site concludes that no insurmountable environmental issues are anticipated with suitable mitigation measures. In terms of air quality from vehicular emissions, according to the HKPSG, adequate buffer distances are proposed, notably 20m from Kwun Tong Bypass, 10m from CKL Road and 5m from Shing Yip Street to address impacts due to road traffic. The PER advises that no openable windows and fresh air intake should be placed within the buffer areas.
- 4.14 For noise aspect, with the adoption of mitigation measures such as architectural fins and/or acoustic windows and/or enhanced acoustic balcony (subject to further assessment by future developer and detail design), the proposed development would not be subject to adverse road traffic and railway noise impacts. In view of the above, the Director of Environmental Protection (DEP) has no in-principle objection to the proposed Amendment Item A and requires examination of air sensitive area and an updated noise impact assessment (NIA) of the scheme at detailed design stage.

(iii) *Visual, Landscape and Air Ventilation*

- 4.15 According to the visual appraisal under the Landscape and Visual Impact Assessment (LVIA), the notional scheme of the CKL Road site, when compared with the originally proposed commercial development, would unlikely induce significant adverse effects on the visual character of the surrounding townscape (**Drawings 5 to 7**). The proposed BHR of 140mPD would be higher than the BHR of the nearby street block of KTBA for 10m, however, the proposed BH has taken into account the design flexibility including the possibility of minimizing basement development, accommodation of retail, GIC facilities and PVP, adoption of the MiC as well as accommodation of various site constraints such as the drainage reserve area and two NBAs, and the proposed BH is generally compatible with the visual profile of the surrounding high-rise and high-density neighbourhood. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the proposed BHR.
- 4.16 The CKL Road site is situated in area of mixed urban landscape character predominated by high-rise business and institutional buildings. The proposed rezoning for residential development is not incompatible with the existing landscape character of the surroundings. Among 88 existing trees surveyed, 41 existing trees will be affected but no Old Valuable Trees or Trees of Particular

Interest are involved. 34 trees are proposed to be felled and to be compensated based on 1 to 1 ratio, and 7 trees are proposed to be transplanted within the site. (**Drawing 3**). An overall greening provision of minimum 20% would be achieved for the site.

- 4.17 In terms of air ventilation, as mentioned in paragraph 4.5 above, the two NBAs are taken forward in the current air ventilation assessment – expert evaluation (AVA-EE) to demonstrate the ventilation performance under both the baseline and notional scheme scenarios. Although the proposed development may induce a slightly larger wake area in the immediate downwind area due to the increase in BH at some locations, air ventilation measures such as two NBAs have been maintained in the proposed scheme to facilitate wind penetration and circulation along Tsui Ping River and the southeast-northwest direction between the buildings. Significant adverse impact on the surrounding pedestrian wind environment is not anticipated. The CTP/UD&L, PlanD has no adverse comments on the proposed development.

*(iv) Infrastructural and Other Aspects*

- 4.18 The Study also concludes that no adverse sewerage, water supply, geotechnical and water supply and utility impacts would be generated by the proposed residential development. Relevant Government departments including the Environmental Protection Department, Drainage Services Department (DSD) and Water Supplies Department (WSD) have no adverse comments on the proposed development. For sewerage aspect, DEP requires examination of sewerage impact assessment (SIA) of the scheme at detailed design stage. As there is no liquefied petroleum gas filling service provided at the petrol filling station, which is located to further northeast of the CKL Road site, no quantitative risk assessment is required. The Director of Electrical and Mechanical Services (DEMS) has no adverse comment on this.
- 4.19 With reference to the technical requirements as mentioned in paragraphs 4.11 to 4.18 above, the imposition and enforcement of relevant requirements for further technical assessment(s) and/or implementation of mitigation measure(s) will be stipulated in the lease document as appropriate subject to agreement with concerned Government department(s).

**Amendment Item B – Rezoning of YTB site for commercial/office redevelopment (Plans 1, 6 to 8 and Drawings 8 to 9)**

- 4.20 The YTB site is situated at the northern wing of the Yau Tong Bay and accessible from CKL Road. It is flanked by vacant land owned by a consortium consisting of the majority of the lot owners of the YTB “CDA” zone (the Consortium) to the east and the Water Supplies Department (WSD) CKL Salt Water Pumping Station to its west. The YTB site is about 450m to the west of Yau Tong MTR Station. It is currently occupied by a 16-storey industrial building (i.e. WSIB) built in 1984 and mainly used for warehousing.



- 4.21 On 22.9.2023, the Committee partially agreed to a section 12A application No. Y/K15/6 to facilitate the redevelopment of WSIB to commercial/office building with retail and food and beverages uses. Under the application, the applicant proposed to rezone the WSIB site from “CDA” to “C(1)” (**Amendment Item B at Plans 1, 6 to 8**) subject to the maximum PR and BH of 11.0 (equivalent to the existing PR of WSIB) and 130mPD respectively as well as the provision requirement of a Public Waterfront Promenade (PWP)<sup>2</sup> of not less than 15m wide with an area of not less than 1,205m<sup>2</sup> and a 24-hour at-grade 3m-wide public pedestrian passageway connecting the PWP and CKL Road (**Drawings 8 and 9**). The applicant proposed adding ‘Marine Related Facilities (on land designated “C(1)” only)’ and ‘Marina (not elsewhere specified)’<sup>3</sup> (on land designated “C(1)” only)’ under Column 1 and Column 2 of the Notes respectively to facilitate the proposed public landing step at the PWP and allow flexibility for applying for landside facilities at the WSIB site directly related to marina activities in future under planning application.
- 4.22 Members in general had no objection to rezoning the Site from “CDA” to “C(1)” as the proposed scheme would phase out the industrial operation in the YTB area and facilitate the provision of a continuous PWP for public enjoyment, thereby promoting a more active and vibrant harbourfront. However, in view of Members’ concern about the lack of control of the width of the proposed PWP which might result in abrupt widening with PWP of the adjacent lots and the proposed BH exceeding the OZP restriction and departing from the stepped BH profile with lower buildings at the two western ends of YTB, the Committee partially agreed to the application for the proposed “C(1)” zone subject to a maximum BH of 120mPD and imposition of appropriate development restrictions such as a PWP of not less than 20m in width. An extract of the minutes of the Committee’s meeting is at **Attachment VI**.
- 4.23 To take forward the decision, it is proposed to rezone the YTB site from “CDA” to “C(1)” subject to the maximum PR and BH of 11.0 and 120mPD respectively. As for the PWP, the width is planned for 20m. To align with the requirement of the YTB “CDA” zone<sup>4</sup>, a minimum width of 15m is proposed while the area of the PWP (i.e. not less than 1,205m<sup>2</sup>) will be imposed in the Notes to allow design variations with undulations in width. In addition, the requirement for provision of a public pedestrian passageway to connect the PWP and CKL Road is imposed, as agreed by the applicant at the above-mentioned meeting for the section 12A application, to allow public access to the PWP. The Notes of the “C” zone will be amended to add ‘Marine Related Facilities (on land designated “C(1)” only)’ and ‘Marina (not elsewhere specified) (on land designated “C(1)” only)’ under Column 1 and Column 2 respectively in accordance with the decision.

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<sup>2</sup> According to the Notes of the OZP for “CDA” zone, a PWP of not less than 15m wide and site area not less than 24,700 m<sup>2</sup> should be provided.

<sup>3</sup> The proposed ‘Marina’ does not form part of the submitted notional scheme under the section 12A application No. Y/K15/6.

<sup>4</sup> According to the ES of the OZP for the YTB “CDA” zone, the width of the PWP is planned for 20m. In view of the site constraints and to allow design flexibility, a minimum width of 15m is considered acceptable for part of the promenade with severe site constraints, but the total site area of the PWP should not be less than 24,700m<sup>2</sup>.

**Amendment Item C – Rezoning of the “CDA” site at Yan Yue Wai (Yau Tong Inland Lot 44 (YTIL 44)) to reflect the completed residential development (Plans 9 to 12)**

- 4.24 The site at Yan Yue Wai is currently zoned “CDA(5)” on the OZP subject to a maximum PR of 5 and a maximum BH of 80mPD in waterfront portion and 100mPD in inland portion. A PVP with not less than 171 car parking spaces shall be provided at the “CDA(5)” zone, and a PWP of not less than 15m wide shall also be provided on land designated ‘Waterfront Promenade’ on the OZP. It is currently occupied by a residential development named Montego Bay (Montego Bay site) which was completed in 2023. In the CDA Review 2023/2025, the Committee agreed to rezone the Montego Bay site to reflect the completed residential development and to provide flexibility in subsequent modification of uses within the development without the need for submission of a revised master layout plan.
- 4.25 To reflect the development intensity of the completed development, and to ensure the continued provision of a PWP to form part of the continuous waterfront from Lei Yue Mun to YTB and to Kai Tak, as well as a PVP without specifying the number of provisions to provide flexibility to meet the future demand, it is proposed to rezone the Montego Bay site from “CDA(5)” to “R(A)11” with stipulation of a maximum domestic and non-domestic GFA of 44,750m<sup>2</sup> and 7,900m<sup>2</sup> respectively (equivalent to total PR of 5) in the Notes as well as BH restrictions of 80mPD and 100mPD as stipulated on the OZP and the requirement for provision of a PWP of not less than 15m wide and a PVP in the Notes. C for T has no adverse comment on the proposed Amendment Item C.

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

- 5.1 Taking into account the proposed amendments above, the planned population of Kwun Tong District<sup>5</sup> is estimated to be about 842,500. As shown in the summary table (**Attachment VIII**), the existing and planned provisions of GIC facilities and open space are generally adequate to meet the demand in accordance with the HKPSG and concerned Government bureaux/departments’ assessments<sup>6</sup>. Details are set out in paragraphs 5.2 and 5.3 below.

*GIC Facilities*

- 5.2 There will be shortfalls in hospital beds, sports centre, sports ground/sports complex, swimming pool complex, divisional police station, child care centre, community care services facilities, residential care homes for the elderly, day rehabilitation services, and residential care services in Kwun Tong District.

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<sup>5</sup> Including the population of Anderson Road Quarry Development which is planned as the extension of Kwun Tong North, though it falls within Sai Kung District.

<sup>6</sup> In assessing the provision of GIC facilities, the existing privately operated social welfare facilities and planned social welfare facilities without concrete implementation programme in private developments have not been taken into account.

The standards set for these facilities under HKPSG are long-term goals<sup>7</sup> assessed on a wider spatial context or on a regional/cluster basis, and the actual provision will be subject to consideration of the Health Bureau, Leisure and Cultural Services Department, the Hong Kong Police Force and the Social Welfare Department in the planning and development process as appropriate. Provision of the facilities would be carefully planned/reviewed by relevant Government B/Ds, and premises-based GIC facilities could be incorporated in future development/redevelopment in the wider district when opportunities arise. Moreover, if initiated by and subject to policy support from the concerned Government B/Ds, PlanD would assist in conducting site search to identify suitable sites for such facilities. In any event, PlanD would continue to liaise with relevant Government B/Ds to facilitate the provision of GIC facilities in future development/redevelopment when opportunities arise. Opportunity has also been taken to provide appropriate social welfare facilities within the proposed development in **Amendment Item A** site

### *Open Space*

- 5.3 There is a surplus of planned district and local open space of about 34.91ha and 65.89ha respectively in Kwun Tong District. The overall provision of open space is sufficient in meeting the demand of the planned population. The proposed development under **Amendment Item A** will also provide about 5,648m<sup>2</sup> ancillary private open space for the new residents.

## **6. Proposed Amendments to Matters Shown on the Plan**

The proposed amendments as shown on the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27 (**Attachment II**) are as follows:

(a) **Amendment Item A** (about 0.96 ha)

Rezoning of a site at Cha Kwo Ling Road from “C” to “R(A)10” with BHR of 140mPD.

(b) **Amendment Item B** (about 0.46 ha)

Rezoning of a site at Yau Tong Bay from “CDA” to “C(1)” with BHR of 120mPD.

(c) **Amendment Item C** (about 1.06 ha)

Rezoning of a site at the junction of Shung Shun Street and Yan Yue Wai from “CDA(5)” to “R(A)11” with BHR of 80mPD and 100mPD as well as provision of waterfront promenade as stipulated on the OZP.

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<sup>7</sup> The population-based planning standards for child care, rehabilitation/residential care services were reinstated in HKPSG between 2018 and 2022, and they reflect the long-term target towards which these facilities would be adjusted progressively.

## 7. **Proposed Amendments to the Notes of the OZP**

- 7.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration. They are summarized as follows:

### “C” zone

- 7.2 In relation to **Amendment Item B** in paragraph 6(b) above, the Notes of the “C” zone will be revised to incorporate the development restrictions for the “C(1)” sub-zone of the YTB site. ‘Marine Related Facilities’ will be included in Column 1 use and ‘Marina (not elsewhere specified)’ will be included in Column 2 use, both for land designated “C(1)” only. The provision requirement of a PWP of not less than 15m wide and with an area of not less than 1,205m<sup>2</sup> and a public pedestrian passageway connecting the PWP and CKL Road will be stipulated for the ‘C(1)” sub-zone.

### “CDA” zone

- 7.3 In relation to **Amendment Item B** in paragraph 6(b) above, the site area restriction of the PWP for the “CDA” site at Yau Tong Bay will be amended from not less than 24,700m<sup>2</sup> to not less than 23,495m<sup>2</sup> under the Notes and Remarks for “CDA” zone after deducting the site area of 1,205m<sup>2</sup> from the YTB site.
- 7.4 In relation to **Amendment Item C** in paragraph 6(c) above, the provision requirement of a PVP with not less than 171 public vehicle parking spaces and the minor relaxation clause regarding the minimum provision of vehicle parking spaces for the “CDA(5)” zone will be deleted under the Notes and Remarks for “CDA” zone.

### “R(A)” zone

- 7.5 In relation to **Amendment Items A and C** in paragraphs 6(a) and 6(c) above, the Notes for “R(A)” zone will be revised to incorporate the development restrictions for the “R(A)10” and “R(A)11” sub-zones of the CKL Road site and Montego Bay site respectively. Besides, ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6”, “R(A)8” and “R(A)9” only)’ use in Column 1 use will be revised to include “R(A)10” and “R(A)11” sub-zones. Floor space constructed or intended solely as GIC facilities and PVP, as required by the Government, may be disregarded in determining the plot ratio for the “R(A)10” sub-zone. The provision requirement of a PWP not less than 15m wide and with an area of not less than 1,205m<sup>2</sup> as designated ‘Waterfront Promenade’ on the OZP and a PVP will be stipulated for the “R(A)11” sub-zone. Floor space constructed or intended as PVP shall be included in determining GFA for the “R(A)11” sub-zone.

“Other Specified Uses” annotated “Business” (“OU(B)”) zone

- 7.6 Opportunity is taken to revise other parts of the Notes to align provision and control of the term ‘Government Use (not elsewhere specified)’ across the two schedules of the “OU(B)” zone of the OZP. This involves moving ‘Government Use (not elsewhere specified)’ use from Column 2 to Column 1, and deleting ‘Government Use (Police Reporting Centre, Post Office only)’ use from Column 1, both under Schedule I of “OU(B)” zone.

“Village Type Development” (“V”) zone

- 7.7 Lei Yue Mun Village, which is not a recognised village (i.e. not covered in the list of Recognized Villages under the New Territories Small House Policy), is zoned “V” on the OZP. On the other hand, Lei Yue Mun is an unique village by the Victoria Harbour with rich history and it’s a visitors’ attraction for its seafood restaurants. Leveraging on its unique tourism resources, Lei Yue Mun will be integrated into East Kowloon and Kai Tak Development Area under the Development Blueprint for Hong Kong’s Tourism Industry 2.0 as a large-scale project for improvements to unleash their potential as tourist hotspots. The Culture, Sports and Tourism Bureau (CSTB) has already improved the facilities along the Lei Yue Mun waterfront and enhanced its connectivity, and the Home Affairs Department (HAD) has already converted a vacant Government school premises thereof into an educational, cultural, heritage and arts centre. In light of the above unique circumstances and tourism focus of Lei Yuen Mun Village, it is proposed to add ‘Field Study/Education/Visitor Centre’ use in Column 1 of the “V” zone instead of Column 2 as per the latest Master Schedule of Notes to Statutory Plans (MSN) agreed by the Board (revised MSN).

Technical Amendment

- 7.8 With reference to the revised MSN, the following technical amendments are incorporated in the Notes of the OZP:
- (a) to move ‘Government Refuse Collection Point’ and ‘Public Convenience’ uses from Column 2 to Column 1 in the Notes for V” zone; and
  - (b) to revise the Chinese translation of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “CDA”, “Residential (Group E)”, “Government, Institution or Community” and “OU(B)” zones.

**8. Revision to the Explanatory Statement 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.

**9. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K15/28.

**10. Consultation**

*Departmental Consultation*

10.1 The proposed amendments to the OZP had been circulated to the relevant B/Ds. All of them have no objection to/no adverse comments on the proposed amendments and their comments have been incorporated in above paragraphs, where appropriate.

- Secretary for Development;
- Project Manager (East) of CEDD;
- DEMS;
- DEP;
- Director of Fire Services;
- Director of Housing;
- Director of Leisure and Cultural Services;
- Director of Social Welfare;
- C for T;
- Commissioner of Police;
- Secretary of Environment and Ecology;
- District Lands Officer/Kowloon East, LandsD (DLO/KE, LandsD);
- Chief Estate Surveyor/Land Supply, LandsD;
- District Officer (Kwun Tong) of HAD;
- Chief Building Surveyor/Kowloon of Buildings Department;
- Director of Food and Environmental Hygiene;
- Director of Agriculture, Fisheries and Conservation;
- CHE/K, HyD;
- Chief Engineer/Railway Development Division 2-1, Railway Development Office, HyD;
- Chief Engineer/Construction of WSD;
- Chief Engineer/Mainland South of DSD;
- CTP/UD&L of PlanD;
- Government Property Administrator;
- C of Harbourfront, DEVB;
- Head of EKEO, DEVB;
- Commissioner for Tourism, CSTB;
- Head of Geotechnical Engineering Office of CEDD;
- Chief Engineer/Port Works, CEDD; and
- Director of Marine.

Consultation with District Council

- 10.2 PlanD and CEDD jointly consulted the Kwun Tong District Council (KTDC) on 29.9.2025 regarding the proposed residential development at CKL Road site and the corresponding amendments to the OZP. While members of the KTDC generally have no adverse comments on the proposed amendments, the major concerns expressed by some members are the pedestrian network arrangement and the traffic impact arising from the proposed residential development and its mitigation measures, the interim measures to meet the parking need before the completion of the PVP within the proposed development. Government officials explained at the meeting the pedestrian network arrangement connecting the CKL Road site with the Kwun Tong MTR station and the surrounding area as well as the traffic mitigation measures and findings of the technical assessments as mentioned in paragraph 4.12 above, and advised that the Government would monitor the need of and identify suitable sites for temporary parking as far as practicable.

Public Consultation after Exhibition of OZP

- 10.3 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K15/28 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the OZP to the Board during the two-month statutory exhibition period. KTDC will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

**11. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27 and that the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27A at **Attachment II** (to be renumbered to S/K15/28 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Bay OZP No. S/K15/27A 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.

**12. Attachments**

<b>Attachment I</b>	Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27
<b>Attachment II</b>	Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27A

<b>Attachment III</b>	Revised Notes of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27A
<b>Attachment IV</b>	Revised Explanatory Statement of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27A
<b>Attachment V</b>	Planning Report of the Study for Amendment Item A
<b>Attachment VI</b>	Extract of the minutes of the MPC meeting on 22.9.2023 for the section 12A application No. Y/K15/6
<b>Attachment VII</b>	Extract of the minutes of the MPC meeting on 23.5.2025 for CDA Review in the metro area
<b>Attachment VIII</b>	Provision of Open Space and Major GIC Facilities in the Kwun Tong District Council Area

<b>Drawing 1</b>	Indicative Master Layout Plan (Amendment Item A)
<b>Drawing 2</b>	Section Plan (Amendment Item A)
<b>Drawing 3</b>	Conceptual Landscape Plan (Amendment Item A)
<b>Drawing 4</b>	Access Arrangement Plan (Amendment Item A)
<b>Drawings 5 to 7</b>	Photomontages (Amendment Items A)
<b>Drawing 8</b>	Indicative Master Layout Plan (Amendment Item B)
<b>Drawings 9</b>	Section Plans (Amendment Item B)

<b>Plan 1</b>	Comparison of Existing and Proposed Zonings on the OZP (Amendment Items A and B)
<b>Plan 2</b>	Site Plan (Amendment Item A)
<b>Plan 3</b>	Aerial Photo (Amendment Item A)
<b>Plan 4</b>	Site Photos (Amendment Item A)
<b>Plan 5</b>	BH Profile in the Vicinity of the CKL Road site (Amendment Item A)
<b>Plan 6</b>	Site Plan (Amendment Item B)
<b>Plan 7</b>	Aerial Photo (Amendment Item B)
<b>Plan 8</b>	Site Photos (Amendment Item B)
<b>Plan 9</b>	Comparison of Existing and Proposed Zonings on the OZP (Amendment Item C)
<b>Plan 10</b>	Site Plan (Amendment Item C)
<b>Plan 11</b>	Aerial Photo (Amendment Item C)
<b>Plan 12</b>	Site Photos (Amendment Item C)

**PLANNING DEPARTMENT**  
**OCTOBER 2025**