

TOWN PLANNING BOARD

TPB Paper No. 11032

**For Consideration by the
Town Planning Board on 28.11.2025**

**DRAFT KWUN TONG (NORTH) OUTLINE ZONING PLAN NO. S/K14N/16
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14N/16- R1 AND R2**

**DRAFT KWUN TONG (NORTH) OUTLINE ZONING PLAN NO. S/K14N/16
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14N/16-R1 AND R2**

Subject of Representations (Amendment Item)	Representers (No. TPB/R/S/K14N/16-)
<u>Amendments to the Plan</u> Item A: Rezoning of a site to the east of Po Tat Estate from “Green Belt” (“GB”) and a site to the north of Po Lam Road from “Open Space” (“O”) to “Other Specified Uses” (“OU”) annotated “Commercial/Residential Development cum Public Transport Facilities” with stipulation of building height restriction (BHR).	Total: 2 <u>Support Item A (1)</u> R1: Individual <u>Oppose Item A (1)</u> R2: Individual

Note: The names of the representers are attached at **Annex III**. Soft copy of the submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_K14N_16.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

1. Introduction

- 1.1 On 8.8.2025, the draft Kwun Tong (North) Outline Zoning Plan (OZP) No. S/K14N/16 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES)^[1], was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments (SoA) setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment item are shown on **Plan H-1**.
- 1.2 During the two-month public exhibition period, two valid representations were received. On 31.10.2025, the Board agreed to consider the representations collectively in one group.
- 1.3 This Paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

Smart and Green Mass Transit System in East Kowloon

- 2.1 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

^[1] The Notes and ES are available at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_K14N_16.html

incorporated in the Hong Kong Major Transport Infrastructure Development Blueprint promulgated by the Transport and Logistics Bureau in December 2023, with an aim to improving the overall traffic conditions and unleashing development potential in East Kowloon (EK).

- 2.2 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 H-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 the operation 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. The scheme for the Project was authorised by the Secretary for Transport and Logistics under the Railways Ordinance (Cap. 519) on 22.8.2025. 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.

Comprehensive Development at the MYT Station-cum-depot Site

- 2.3 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 H-1**). Similar to the “Rail-plus-Property” model adopted in railway projects, the property development rights on the Main Site and a neighbouring site to its north (the Northern Site) (the Sites) are planned for providing funding support for the Project.
- 2.4 Under the IDC Study, a notional scheme (Notional Scheme) (**Drawing H-3**) supported by various technical assessments was drawn up to ascertain the feasibility of the proposed residential and commercial uses cum public transport facilities at the Sites (the Proposed Development) (**Drawing H-1**). As the transit mode will only be finalised upon award of the works contracts, the station and depot shown on the Notional Scheme are indicative to cater for the operational requirements of different transit modes. After completion of the rezoning study, the Sites have been rezoned from “GB” and “O” to “OU(Commercial/Residential Development cum Public Transport Facilities)” under Item A on the draft OZP. They are subject to maximum total and domestic gross floor areas (GFAs) of 484,800m² and 449,200m² respectively and a BHR of 290mPD on the OZP.

Amendments to the Notes and ES of the OZP

- 2.5 In relation to Item A, the Notes of the “OU” zone have been revised to incorporate a new set of Notes for the “OU(Commercial/Residential Development cum Public Transport Facilities)” with the stipulation of development restrictions as mentioned in Para. 2.4 above. Any floor space that is constructed or intended for use solely as public transport facilities or Government, institution or community (GIC)

facilities, as required by the Government, may be disregarded in determining the maximum GFA.

- 2.6 The ES of the OZP has also been revised and updated to provide general information on Item A and to reflect the latest status and planning circumstances of the OZP.

The Draft OZP

- 2.7 On 18.7.2025, the Metro Planning Committee (MPC) considered the proposed amendments to the approved Kwun Tong (North) OZP No. S/K14N/15 and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The relevant MPC Paper No. 6/25 is available at the Board's website^[2] and the extract of the minutes of the said MPC meeting is at **Annex IV**. Subsequently, the draft Kwun Tong (North) OZP No. S/K14N/16 was gazetted on 8.8.2025.

3. Local Consultation

- 3.1 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 on the updates of SGMETS-EK, the Proposed Development 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 neighbouring developments, including Anderson Road Quarry (ARQ) Development, Development at Anderson Road (DAR)^[3], Po Tat Estate, Tseung Kwan O (TKO) Tunnel Bus-Bus Interchange and MYT Village should be well-addressed. Extracts of meeting minutes of KTDC, SKDC and WTSDC are at **Annexes V(a) to (c)**.
- 3.2 During the statutory exhibition period of the draft OZP, members of KTDC and SKDC were notified that members of the public could submit representations on the amendments to the Secretary of the Board. No representation from members of the KTDC and SKDC was received.

^[2] The MPC Paper No. 6/25 and its attachments are available at the Board's website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/769_mpc_agenda.html

^[3] 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.

4 The Representation Sites and Their Surrounding Areas

Amendment Item A: Proposed Commercial/Residential Development cum Public Transport Facilities

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-5)

4.1.1 Item A comprises the Main Site (about 45,400m²) and the Northern Site (about 18,400m²), which are Government land segregated by Po Lam Road. The Main Site, accessible via Po Lam Road, is a vegetated slope at the foothill of Tai Sheung Tok (**Plans H-3 and H-4**). It is located to the east of Po Tat Estate with site levels descending from 164mPD in the north to 97mPD in the south (**Plan H-5**). The Northern Site, accessible via On Yu Road, is situated on a formed platform with site levels ranging from about 175mPD to about 190mPD at the southern fringe of ARQ Development (**Plans H3 to H-5**).

4.1.2 The surrounding areas of Item A are predominately residential in nature with various GIC facilities and open spaces (**Plans H-1 to H-5**):

- (i) to the immediate north of the Northern Site is the Southern Community^[4] of the ARQ Development which is predominately zoned “Residential (Group B)” with PRs ranging from 4.0 to 5.5 for medium-density residential developments (**Plan H-1**). For the Southern Community, BHRs from 225mPD to 290mPD are stipulated to ensure a BH profile descending from the Tai Sheung Tok Ridgeline (**Plan H-5**); and
- (ii) to the west of the Main Site, the residential developments at DAR and Po Tat Estate are zoned “Residential (Group A)” with maximum domestic/total PR of 7.5/9 (**Plan H-2**). 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 TKO Tunnel and its Bus-Bus Interchange (**Plan H-5**).

4.1.3 According to the Notional Scheme (**Drawings H-3 to H-8**), residential, commercial and GIC facilities will be provided atop the proposed MYT Station-cum-depot at the Main Site whereas the Northern Site will mainly 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.

^[4]The ARQ Development includes four key land use proposals, namely Quarry Park, Residential Communities (Northern Community and Southern Community), Civic Core and Rock Face as shown in Figure 2 in the ES of the OZP.

4.1.4 The master layout plan (MLP), sections, landscape master plan (LMP) and pedestrian connectivity of the Notional Scheme, which are indicative in nature, are at **Drawings H-3 to H-8**. 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 ^(b) (m ²)	484,800 (PR of about 7.6 ^(c))
<i>Domestic</i> ^(b)	449,200 (PR of about 7.04 ^(c))
<i>Non-domestic</i> ^(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)	
<i>Podium</i>	70-82%
<i>Tower</i>	19-23%
Estimated No. of Flats ^(d)	8,984
Estimated Population ^(e)	24,257
Ancillary Parking Facilities ^(f)	<i>Private Vehicle</i> 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 centre (CCC) of 1,060m²^(g) - Transit System facilities^(g) including a depot (about 39,320m²), a station (2,435m²) 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 ⁽ⁱ⁾

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) Maximum total and domestic GFAs are stipulated in the Notes of the OZP to allow design flexibility. 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 are assumed to 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] Any floor space that is constructed or intended for use solely as public transport facilities and GIC facilities as required by the Government may be exempted from GFA calculation. The location, type and actual provision of the GIC facilities will be subject to detailed design and to be stipulated through administrative means subject to agreement with relevant Government bureaux and departments (B/Ds) 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.
- ^[i] Subject to future developer(s)' implementation programme.

4.2 Planning Intention

The planning intention of the "OU(Commercial/Residential Development cum Public Transport Facilities)" in relation to Item A is primarily for comprehensive development of the area for residential and commercial uses cum public transport facilities with the provision of open space.

5. The Representations

5.1 Subject of Representations

- 5.1.1 During the two-month exhibition period, two valid representations were received from two individuals, including one supportive representation (**R1**) and one adverse representation (**R2**) on Item A.
- 5.1.2 The major grounds/comments of the representations, as well as PlanD's responses in consultation with relevant B/Ds, are summarised in paragraphs 5.2 to 5.3 below.

5.2 Supportive Representation

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) Item A is supported on the understanding that the building layout in the Notional Scheme is indicative and will not restrict the final design at the detailed design stage by the future developer.	R1
(2) While the pedestrian passageways and connections proposed at the comprehensive development are supported, they merely connect the Main Site, the Northern Site and the ARQ Development. The authorities should extend the pedestrian facilities in the detailed design phase to benefit more residents.	

(3) Relevant government departments should collaborate through land lease terms, specialised legislation, and other applicable instruments to establish a framework for future operators of the SGMETS-EK, landowner and property developers to facilitate the development of pedestrian and bicycle connection pathways that are direct and efficient. (4) In enhancing pedestrian connectivity and inclusion of cycling track at MYT Station and the topside development, a proposal was submitted by the representer including suggestions as follows: (i) to extend the existing cycle track network at ARQ Development to the MYT Station platform and further down to TKO Tunnel Bus-Bus Interchange; (ii) to provide a cycling hub at the endpoint of the cycle track with ancillary facilities; (iii) to integrate pedestrian and bicycle tracks with commercial retail spaces, social facilities, and public spaces for cohesive development; and (iv) to address the safety and compatibility issues, the passageways design should be incorporated to accommodate both pedestrians and cyclists at the Proposed Development.	
Responses	
(a) The supportive grounds and views are noted.	
In response to (2): (b) As the proposed MYT Station is planned to be a transport hub in serving the uphill communities, convenient linkages will be provided at the Proposed Development to facilitate public accessibility to and from the nearby residential developments (Drawing H-8). While the eventual building design/internal layout of the MYT Station-cum-depot will be subject to detailed design by the future developer(s), the ES of the OZP has stipulated that the pedestrian linkages at the Proposed Development shall provide direct connections to the neighbouring residential developments and TKO Tunnel Bus-Bus Interchange. These linkages shall be barrier-free and accessible by the public at all times to facilitate efficient interchange between different transport modes.	
In response to (3) and (4): (c) Approximately three kilometres of cycling tracks are planned along key pedestrian walkways, connecting Quarry Park, Northern Community, Civic Core, and Southern Community at the ARQ Development to promote a healthy lifestyle and non-motorised transport. In addition, four cycle parking areas with cycle parking racks would be provided. Some of the cycling tracks are already in use.	

- (d) The proposal submitted by the representer was conveyed to RDO, HyD. RDO, HyD advises that the proposal will be studied in detail, with considerations given to encouraging bidders to incorporate in their submissions of cyclist-friendly provisions and facilities (such as cycle parking) at the Proposed Development, where appropriate. Subject to the proposal of the awarded tender, relevant design provisions will be stipulated through administrative means. Nevertheless, the provision of cycle track is always permitted.

5.3 Adverse Representation on Item A

5.3.1 Site Selection

Major Ground(s)/Comment(s)	Representations
(1) The falling of more than 2,500 trees and the loss of a public open space for development are not supported. The Government is not keeping its promise to not rezoning “GB” site for development.	R2
Responses	
In response to (1):	
(a) The SGMTS-EK will provide convenient transport feeder services to the northern uphill areas of Kwun Tong and improve the overall transportation of EK (Drawing H-2). To support the operational requirements for SGMTS-EK, a depot along the SGMTS-EK alignment is essential for stabling, deploying and maintaining vehicles of the transit system. The Main Site, located at the east of Po Tat Estate, is the only suitable site along the alignment identified under the IDC Study for the proposed MYT Station-cum-depot to accommodate essential functions (Drawing H-1). The scheme for the Project was authorised by the Secretary for Transport and Logistics under the Railways Ordinance (Cap. 519) on 22.8.2025. The rezoning is to provide for a comprehensive development of the Sites to unleash their development potential to provide financial support for the Project. (b) Under the IDC Study, a rezoning study has been undertaken to ascertain the developable areas and parameters of the proposed uses at the Sites (the Rezoning Study). Under the Rezoning Study, based on a Notional Scheme for the Proposed Development and various technical assessments, it has demonstrated the Proposed Development is feasible. The potential impacts of the Proposed Development, inter alia, landscape and visual as well as environmental including ecology, are not insurmountable with the implementation of mitigation measures. (c) Based on tree survey conducted under the Visual and Landscape Impact Assessment, approximately 2,533 existing trees (including a total of 16 Trees of Particular Interests) at the Sites would be affected by the Proposed Development. However, 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. In this connection, a compensatory planting proposal was prepared to achieve a one-to-one compensation ratio 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). 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 H-1**). All proposed tree species shall be native, where appropriate, to enhance the landscape amenity and ecological value.

- (d) On environment, the Environmental Assessment (EA) has concluded that the Proposed Development is environmentally acceptable with no insurmountable problems on air quality, noise, water quality, waste, land contamination, ecology, cultural heritage and landfill gas hazard aspects. Besides, potential ecological impacts could be addressed with mitigation measures including transplantation and/or compensatory planting of floral species of conservation importance, as well as aquatic fauna translocation proposal.
- (e) The Director of Agriculture, Fisheries and Conservation (DAFC) and the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), PlanD have no adverse comment on the zoning amendments from the ecology and landscape perspectives. Besides, the potential landscape and ecology impacts due to the construction and operation of the SGMETS-EK would be further addressed under the Environmental Impact Assessment for the Project.
- (f) There will be no loss of public open space. Responses in Para. 5.3.2 (a) to (c) below are relevant.

5.3.2 Open Space and GIC Facilities Provision

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The planned open space at the Northern Site under the former zoning was for public use while the compensation in the Notional Scheme comprises pocket-sized open space with limited recreational facilities provided, excepted children's play area.	R2
(2) The proposed open spaces at the Notional Scheme are only convenient to the residents at the topside residential development and unlikely to be enjoyed by the residents at nearby residential developments, i.e. Po Tat Estate and ARQ Development, and the riders of SGMETS-EK. Cycling track with ancillary facilities should be incorporated in the Proposed Development to enhance movement to the neighbouring developments.	

(3) The GIC facilities being proposed in the Proposed Development are insufficient given the existing shortfalls in Kwun Tong District. The provision of a 100-place CCC and two 6-classroom kindergartens shows inadequate effort to address the shortfalls, particularly in sports facilities, residential care services, and rehabilitation services.	
(4) As the Sites are Government land, 5% of total domestic floor area should be reserved for provision of GIC facilities. While the provision of GIC facilities will have financial implications, social welfare and sports facilities should be prioritised to ensure long-term benefits to the community.	
Responses	
In response to (1) and (2): (a) The Northern Site has been zoned “O” since 2009 but without development programme. It is currently a formed platform for temporary works area devoid of vegetation. Incorporating the Northern Site for an integrated development will not only expedite the implementation of the planned open space, but also enable comprehensive design of the open spaces that would network with the new (SGMTS-EK) and existing (TKO Tunnel Bus-Bus Interchange) transport hubs as well as with the surrounding areas. (b) To compensate for the loss of “O” zone, the Notes and ES of the OZP have stipulated that open space of not less than 21,200m² shall be provided for public use within the “OU(Commercial/Residential Development cum Public Transport Facilities)” zone. The ES of the OZP has further stipulated various requirements for the provision of open space, including majority of the open space shall be uncovered, and not less than half of the open space shall be provided at-grade. While the eventual building design of the Proposed Development will be subject to detailed design by the future developer(s), these open spaces have to be designed and integrated with each other through cohesive design and convenient pedestrian connectivity, and shall be accessible to the public. (c) To demonstrate that the open space requirements could be met, the Notional Scheme prepared under the Rezoning Study includes open spaces with uncovered and open-sided spaces at-grade and at various levels (Drawings H-6 and H-7). 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. In particular, the proposed covered and open-sided open space (about 3,625m²) at 120mPD will be a node for both recreation and commuting purposes. Direct and barrier-free linkages through pedestrian footbridges/walkways and vertical lift accesses to Po Tat Estate, TKO Tunnel Bus-Bus Interchange and MYT Village will be accommodated at the covered and open sided open space at the 120mPD deck (Drawing H-8). To the north, ARQ Development can reach the open space of the Proposed Development through an at-grade crossing at On Yu Road and the proposed	

pedestrian footbridge over Po Lam Road to the Main Site (**Drawing H-8**).

- (d) Regarding the provision of cycling track and its ancillary facilities, the responses in Para. 5.2 (c) and (d) above are relevant.

In response to (3) and (4):

- (e) RDO, HyD has consulted relevant B/Ds regarding the Proposed Development and a 100-places CCC and two 6-classroom kindergartens are proposed at the Proposed Development by the Social Welfare Department (SWD) and the Education Bureau. Other relevant B/Ds have confirmed that reservation for other GIC uses at the Sites is not required, and they have no objection or adverse comment regarding the Proposed Development. Since the Notes of the OZP for the “OU” zone has provided for exemption of floor space for GIC facilities as required by the Government, there is scope to accommodate additional GIC facilities as required by B/Ds before tendering of the Project. As the SGMETS-EK is a committed key project to improve the overall traffic conditions in EK and DC members have urged for its early implementation, the eventual provision of the GIC facilities at the Proposed Development should take into account the implementation programme of the Project.
- (f) The existing and planned provision of major GIC facilities in the Kwun Tong District are generally adequate to meet the anticipated demand in accordance with the requirements of the HKPSG and concerned B/D’s assessments, with the exception for 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 (**Annex VI**).
- (g) Regarding childcare, elderly and rehabilitation facilities that are largely premises-based, SWD will take into account the planning standards and guidelines for welfare facilities set out in the HKPSG, the needs of the local or nearby community, the overall demand for welfare services, the floor area requirements of different welfare facilities, the location and accessibility of the site, as well as site constraints, development potential and limitations in drawing up appropriate proposed welfare facilities to meet the service demand arising from the population profile in the development projects and to address the community demand at large. SWD will continue to maintain close liaison with relevant government departments to identify suitable sites or premises for provision of welfare facilities through the multi-pronged approach with a view to meet the welfare demand in the district. The Government has implemented the policy of allocating 5% of domestic GFA for social welfare facilities in the new public housing developments. In this connection, provision of one 100-places CCC, two neighbourhood elderly centres and community care services facilities at ARQ Development, one neighbourhood elderly centres and residential care services at Hiu Ming Street, one 100-places CCC, one neighbourhood elderly centres and community care services facilities at Wang Chiu Road will soon be available upon completion of the new public housing estates respectively. Moreover,

if initiated by and subject to policy support from the concerned B/Ds, PlanD would assist in conducting site search to identify suitable sites for such facilities.

- (h) For the shortfalls of other facilities, the standards set for those facilities under HKPSG are 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 and the Hong Kong Police Force in the planning and development process as appropriate. Provision of the facilities would be carefully planned/reviewed by concerned B/Ds. In any event, PlanD would continue to liaise with relevant B/Ds to facilitate the provision of GIC facilities in future development/redevelopment when opportunities arise, to meet the ongoing needs of the district.

6. Departmental Circulation

6.1 The following B/Ds have been consulted and their responses, if any, have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Development;
- (b) Secretary for Health;
- (c) Secretary for Education;
- (d) Executive Secretary (Antiquities and Monuments), Development Bureau;
- (e) Chief Architect/Architectural Branch Division 3, Architectural Services Department
- (f) Head of Geotechnical Engineering Office, Civil Engineering and Development Department (CEDD);
- (g) Project Manager/East, CEDD;
- (h) Commissioner for Transport;
- (i) Commissioner of Police;
- (j) Chief Engineer/Construction, Water Services Department;
- (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) Director of Environmental Protection;
- (t) Chief Estate Surveyor, Railway Development Section/Urban Office, Lands Department (LandsD);
- (u) District Land Officer/Kowloon East, LandsD;
- (v) CTP/UD&L, PlanD;
- (w) Chief Building Surveyor/Kowloon, Buildings Department;
- (x) Director of Food and Environment Hygiene;
- (y) DAFC;

- (z) District Officer (Kwun Tong), Home Affairs Department (HAD); and
- (aa) District Officer (Sai Kung), HAD.

7. Planning Department's Views

- 7.1 The supportive grounds and views of **R1** on Item A are noted.
- 7.2 Based on the assessment in paragraph 5.3 above, PlanD does not support the adverse representation by **R2** on Item A and considers that the draft OZP should not be amended to meet the representation for the following reasons:

Site Selection

- (a) rezoning of Item A for comprehensive development is necessary to support the operational requirements for SGMETS-EK as the Main Site is the only suitable site along the alignment to accommodate essential functions of the proposed MYT Station-cum-depot. Together with the Northern Site, the Proposed Development will provide major funding support for the Project. Technical assessments conducted, covering landscape and visual, environmental including ecology, among others, have concluded that the Proposed Development is technically feasible with implementation of mitigation measures;

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- (b) incorporating the former "O" zone at the Northern Site for an integrated development will expedite the implementation of open spaces. According to the Notes and ES of the OZP, the Proposed Development should include reprovisioning of open space accessible to the public which will be designed and integrated through cohesive design and convenient pedestrian connectivity; and
- (c) the existing and planned provision of major GIC facilities in the Kwun Tong District are generally adequate to meet the anticipated demand in accordance with the requirements of the HKPSG and concerned B/D's assessments, with some exceptions. The services/facilities in shortfalls will be carefully planned/reviewed by relevant B/Ds, and premises-based GIC facilities could be incorporated in future development/redevelopment when opportunities arise.

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the draft OZP to meet/partially meet the representations.

- 8.2 Should the Board decide that no amendment should be made to the Plan to meet the representations, Members are also invited to agree that the Plan, together with its Notes and updated ES, are suitable for submission under section 8(1)(a) of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft OZP No. S/K14N/16 (reduced size)
Annex II	Schedule of Amendments to the Approved OZP No. S/K14N/15
Annex III	List of Representers
Annex IV	Extract of Minutes of MPC Meeting held on 18.7.2025
Annex V(a)	Extract of Minutes of KTDC Meeting on 28.4.2025
Annex V(b)	Extract of Minutes of SKDC Meeting on 6.5.2025
Annex V(c)	Extract of Minutes of WTSDC Meeting on 6.5.2025
Annex VI	Provision of Major GIC Facilities and Open Space in Kwun Tong District Council Area
Drawing H-1	Location Plan of the Sites
Drawing H-2	Proposed Alignment of the SGMETS-EK
Drawing H-3	Master Layout Plan of the Notional Scheme
Drawings H-4 and H-5	Sections of the Notional Scheme
Drawings H-6 and H-7	Landscape Master Plan of the Notional Scheme
Drawing H-8	Pedestrian Connectivity of the Notional Scheme
Plan H-1	Location Plan
Plan H-2	Site Plan
Plan H-3	Aerial Photo
Plan H-4	Site Photos
Plan H-5	Building Height Plan

**PLANNING DEPARTMENT
NOVEMBER 2025**