

Kowloon District

Agenda Item 7

[Open Meeting]

Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27

(MPC Paper No. 9/25)

18. The Secretary reported that the proposed amendments to the Cha Kwo Ling (CKL), Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) involved rezoning of two sites in Yau Tong (i.e. Amendment Items B and C). Professor Simon K.L. Wong had declared an interest on the item for his company owning properties in Yau Tong. As the properties owned by the company of Professor Simon K.L. Wong had no direct view of the concerned amendment sites, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

19. The following government representatives and Consultant were invited to the meeting at this point:

Planning Department (PlanD)

Ms Vivian M.F. Lai - District Planning Officer/Kowloon (DPO/K)

Ms Florence Y.S. Lee - Senior Town Planner/Kowloon (STP/K)

Mr Kenneth P.C. Wong - Town Planner/Kowloon

Civil Engineering and Development Department (CEDD)

Mr Stephen C.C. Lo - Chief Engineer (CE)

Mr Ray L.W. Lau - Senior Architect

Consultant

AtkinsRealis Asia Limited

Mr Henry Chung

20. With the aid of a PowerPoint presentation, Ms Florence Y.S. Lee, STP/K, PlanD briefed Members on the background of the proposed amendments to the OZP, technical considerations, consultation conducted and departmental comments as detailed in the Paper. The proposed amendments mainly included:

- (a) Amendment Item A – rezoning of a site at CKL Road (Item A Site) from “Commercial” (“C”) to “Residential (Group A) 10” (“R(A)10”) subject to a maximum domestic plot ratio (PR)/total PR of 7.5/9, a maximum building height (BH) of 140mPD and the provision of a public vehicle park (PVP);
- (b) Amendment Item B – rezoning of a site at Yau Tong Bay (YTB) (Item B Site) from “Comprehensive Development Area” (“CDA”) to “C(1)” subject to a maximum PR of 11 and a maximum BH of 120mPD to take forward a section 12A application partially agreed by the Committee; and
- (c) Amendment Item C – rezoning of a site at the junction of Shung Shun Street and Yan Yue Wai from “CDA(5)” to “R(A)11” subject to a maximum domestic and a maximum non-domestic gross floor area of 44,750m² and 7,900m² respectively and maximum BHs of 80mPD and 100mPD to reflect the completed residential development.

21. There were also amendments to the Notes of the OZP consequential to the amendments to the OZP. Other proposed amendments included revisions to the Notes for the “Other Specified Uses” annotated “Business” zone to facilitate government use and revisions to the Notes for the “Village Type Development” (“V”) zone to facilitate tourism development in Lei Yue Mun.

22. As the presentation of PlanD’s representative had been completed, the Chairperson invited questions from Members.

23. Mr Ricky W.Y. Yu declared an interest for his company operating a transitional housing in Yau Tong. As the interest of Mr Yu was considered indirect, the Committee agreed that he could stay in the meeting.

Amendment Item A

Non-building Area (NBA)

24. Noting that a 20m-wide NBA for better air ventilation was proposed between the two residential blocks under the notional scheme at Item A Site, a Member enquired whether the Item A Site would be under one site or two separate sites for land sale, as the public might not have access to the NBA if Item A Site was sold as a single site. In response, Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of a PowerPoint slide, said that Item A Site would be sold as a single site. While no requirements on the accessibility and opening hours of the NBA were specified under the notional scheme, commercial facilities such as retail facilities and eating places were proposed at ground level of both residential blocks fronting the NBA, and a PVP was proposed at Item A Site. Public access to the NBA during normal operating hours of these facilities would be allowed.

Traffic Impact and Pedestrian Connectivity

25. The Vice-chairperson and two Members raised the following questions:
- (a) noting that a PVP with 150 parking spaces and social welfare facilities (SWFs) were proposed at Item A Site, whether separate vehicular entrances would be available for future residents and users of different facilities;
 - (b) operational details, including the future fee, management and maintenance (M&M) arrangement of the proposed PVP;
 - (c) pedestrian connectivity, in particular connectivity with Tsui Ping River to the northwest of Item A Site; and
 - (d) noting the concern of the Kwun Tong District Council on the traffic aspect and that the traffic improvement measures under the notional scheme were primarily aimed at improving CKL Road and Shing Yip Street, whether the traffic conditions in a wider context, especially at the roundabout

intersecting Hoi Yuen Road and Kwun Tong Road, had been taken into account when conducting the Traffic and Transport Impact Assessment (TTIA) for the proposed development, and whether any relevant improvement measures had been proposed.

26. In response, Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of some PowerPoint slides, made the following main points:

- (a) in light of the heavy traffic conditions of Shing Yip Street and CKL Road, vehicles of different uses within the proposed development would share the same ingress via CKL Road and egress via Shing Yip Street under the notional scheme, to minimise traffic on the surrounding areas. The future developer of the proposed development would be responsible for the design of internal vehicular circulation and parking arrangements to accommodate different types of vehicles within Item A Site;
- (b) as the PVP would form part of the proposed development, the future developer would be responsible for its operation and M&M; and
- (c) Item A Site was located in close proximity to an existing footbridge that formed part of an established footbridge network linking nearby government, institution and community facilities, MTR Kwun Tong Station and the Kwun Tong Town Centre (KTTC) area. To enhance pedestrian connectivity, a new footbridge connection linking the proposed development to the existing network, to be designed and constructed by the future developer and handed over to the Government for maintenance upon completion, was proposed, and there would be connection points within the proposed development for pedestrian access to Tsui Ping River, CKL Road and Shing Yip Street.

27. In response to the question raised in paragraph 25(d) above, Mr Stephen C.C. Lo, CE, CEDD said that under the TTIA conducted for the proposed development at Item A Site, planned developments in the vicinity and major completed and planned transport infrastructure projects as well as their associated improvement works had been taken into

account. Upon commissioning of the major transport infrastructure such as Trunk Road T2 before the target completion year of the proposed development in 2031/32, along with the proposed improvement works at the junctions of CKL Road/Shing Yip Street and Shing Yip Street/King Yip Street, it was anticipated that the proposed development would not result in any unacceptable impacts on local traffic conditions. Regarding the vehicular access of Item A Site, he supplemented that the Transport Department had been consulted on the proposed arrangement. The egress point was designated at Shing Yip Street to avoid the busy traffic at CKL Road and Kwun Tong Road and to provide alternative routing options for future road users. Commuters could travel to the KTTC area through CKL Road, and could travel along Shing Yip Street and Wai Fat Road to reach the Kwun Tong Bypass or via Wai Fat Road to Wai Yip Street, thereby helping to alleviate traffic congestion at Kwun Tong Road.

28. The Chairperson added that Trunk Road T2 and Central Kowloon Route (CKR) would be completed in the coming 1 to 2 years, allowing vehicles to travel directly from Tseung Kwan O (TKO) to West Kowloon via TKO - Lam Tin Tunnel, Trunk Road T2 and CKR or vehicles could travel southward to Kwun Tong Bypass, thus avoiding adding traffic burden to Kwun Tong Road.

Accessibility of the Proposed SWFs

29. A Member enquired about the configuration of the proposed SWFs at Item A Site and whether separate pedestrian entrances would be available for users/visitors of the proposed SWFs and residents of the proposed development. Ms Vivian M.F. Lai, DPO/K, PlanD responded that the proposed SWFs would be physically segregated from the residential portion with separate entrances under the notional scheme, taking into account various factors such as the nature of the proposed SWFs and the site area of Item A Site.

30. Noting from the section plan (Drawing 2 of the Paper) that the proposed SWFs would be situated on the first to third floors of the proposed development, with the sole access point on the first floor connecting to the existing footbridge but no access to the ground floor, another Member expressed concern on the adequacy of accessibility and emergency support for these facilities, given that the types of proposed SWFs, including Long Stay Care Home and Supported Hostel for Mentally Handicapped Persons, might

require direct at-grade access for emergency purposes.

31. In response, Ms Vivian M.F. Lai, DPO/K, PlanD explained that the drawings showed a notional scheme for the proposed development at Item A Site to demonstrate the feasibility of the proposal on technical aspects. The actual provision of SWFs at Item A Site, including the design and access arrangements, would be subject to detailed design of the future developer and agreement with relevant government bureaux/departments. Specific types and requirements of the SWFs would be included in the land sale conditions and the Schedule of Accommodation of SWFs could be attached to the land sale documents, if necessary. The future developer would be required to adhere to any operational guidelines, practice notes and design requirements issued by the Social Welfare Department (SWD) in the provision of the SWFs.

32. The Chairperson supplemented that the SWFs included in the current proposal served to demonstrate the technical feasibility of such provisions. Besides, it was a common practice to stipulate the provision of SWFs and their requirements, in consultation with SWD, in the land lease for land sale sites, and the provision should comply with SWD's requirements.

Amendment Item B

Marina and Marine Related Facilities at YTB

33. The Vice-chairperson enquired how the marina and marine-related facilities at Item B Site would be integrated into the overall waterfront planning of YTB. Ms Vivian M.F. Lai, DPO/K, PlanD, with the aid of a PowerPoint slide, explained that in accordance with the Committee's decision to partially agree to a section 12A application to facilitate the redevelopment of Wing Shan Industrial Building at Item B Site to commercial/office development with retail uses, 'Marine Related Facilities (on land designated "C(1)" only)' and 'Marina (not elsewhere specified) (on land designated "C(1)" only)' uses, as suggested by the applicant, were proposed to be added under Column 1 and Column 2 respectively in the Notes for the "C" zone to facilitate the proposed public landing step at the public waterfront promenade of Item B Site and allow flexibility for applying for landside supporting facilities directly related to marina activities in future under section 16 application.

The Chairperson added that the current OZP did not cover the waterbody of YTB. The proposed amendment was to facilitate the provision of landside facilities at Item B Site.

34. A Member opined that the planning context of Yau Tong was evolving and a comprehensive planning of Yau Tong would be necessary, especially for the areas to the east of YTB, with the view to echoing the Government's policy to promote the yacht economy and tourism development in Lei Yue Mun. Close coordination with the Culture, Sports and Tourism Bureau throughout the planning process would also be essential. The Chairperson suggested and the Committee agreed that PlanD should take these considerations into account when evaluating future development proposals in the Yau Tong area. The Chairperson also remarked that the proposed revisions to the Notes for the "V" zone to add 'Field Study/Education/Visitor Centre' use in Column 1 was to facilitate tourism development of Lei Yue Mun.

35. The Chairperson recapitulated that Amendment Item A, situated at the fringe of the Kwun Tong Business Area with residential developments in the vicinity, was to facilitate a private residential development supported by relevant technical assessments. Planning gains such as pedestrian footbridge connection and air ventilation corridors were also proposed. The other amendments were to take forward the decision of the Committee on the section 12A application and to reflect completed development. Should the Committee agree with the proposed amendments, the draft OZP would be gazetted for public inspection for 2 months and the representations received, if any, would be submitted to the Town Planning Board (the Board) for consideration.

36. After deliberation, the Committee decided to:

- “(a) agree to the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (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 of the Paper (to be renumbered as S/K15/28 upon exhibition) and its Notes at Attachment III of the Paper are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) adopt the revised Explanatory Statement (ES) at Attachment IV of the

Paper for the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Bay OZP No. S/K15/27A (to be renumbered as S/K15/28 upon exhibition) as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP and the revised ES will be suitable for published together with the OZP.”

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

[The Chairperson thanked government representatives and the Consultant for attending the meeting. They left the meeting at this point.]

~~**Agenda Item 8**~~

~~Any Other Business~~

~~[Open Meeting]~~

~~38. There being no other business, the meeting was closed at 10:15 a.m.~~