



圖例 NOTATION

ZONES	地帶
COMMERCIAL (C)	商業
COMPREHENSIVE DEVELOPMENT AREA (CDA)	綜合發展區
RESIDENTIAL (GROUP A) (R(A))	住宅(甲類)
RESIDENTIAL (GROUP B) (R(B))	住宅(乙類)
RESIDENTIAL (GROUP E) (R(E))	住宅(戊類)
VILLAGE TYPE DEVELOPMENT (V)	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY (GIC)	政府、機構或社區
OPEN SPACE (O)	休憩用地
OTHER SPECIFIED USES (OU)	其他指定用途
GREEN BELT (GB)	綠化地帶
COASTAL PROTECTION AREA (CPA)	海岸保護區
COMMUNICATIONS	交通
RAILWAY AND STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站(地下)
RAILWAY AND STATION (ELEVATED)	鐵路及車站(高架)
MAJOR ROAD AND JUNCTION	主要道路及路口
ELEVATED ROAD	高架道路
MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)	最高建築物高度(樓層數目)
PETROL FILLING STATION (P F S)	加油站
AREA DESIGNATED FOR 'WATERFRONT PROMENADE'	指定為「海濱長廊」的地區

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & % 公頃 百分比	用途
COMMERCIAL	3.53 1.34	商業
COMPREHENSIVE DEVELOPMENT AREA	12.41 4.70	綜合發展區
RESIDENTIAL (GROUP A)	84.42 31.98	住宅(甲類)
RESIDENTIAL (GROUP B)	1.90 0.72	住宅(乙類)
RESIDENTIAL (GROUP E)	5.79 2.19	住宅(戊類)
VILLAGE TYPE DEVELOPMENT	7.75 2.94	鄉村式發展
GOVERNMENT, INSTITUTION OR COMMUNITY	19.18 7.27	政府、機構或社區
OPEN SPACE	18.64 7.06	休憩用地
OTHER SPECIFIED USES	5.37 2.03	其他指定用途
GREEN BELT	57.95 21.95	綠化地帶
COASTAL PROTECTION AREA	0.07 0.03	海岸保護區
RIVER CHANNEL	1.06 0.40	河道
MAJOR ROAD ETC.	45.88 17.39	主要道路等
TOTAL PLANNING SCHEME AREA	263.95 100.00	規劃範圍總面積

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

核准圖編號 S/K15/27 的修訂 AMENDMENTS TO APPROVED PLAN No. S/K15/27

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE 按城市規劃條例第 5 條展示的修訂

AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項
AMENDMENT ITEM C	修訂項目 C 項

(參看附表) (SEE ATTACHED SCHEDULE)

2025年10月31日 按照城市規劃條例第5條展示的核准圖編號 S/K15/27 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K15/27 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 31 OCTOBER 2025

Ms Donna Tam 譚燕萍
SECRETARY TOWN PLANNING BOARD 城市規劃委員會秘書

香港城市規劃委員會依據城市規劃條例擬備的茶果嶺、油塘、鯉魚門(九龍規劃區第15區)分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 15 - CHA KWU LING, YAU TONG, LEI YUE MUN - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號 PLAN No. **S/K15/28**

**SCHEDULE OF AMENDMENTS TO
THE APPROVED CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/27
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at the junction of Cha Kwo Ling Road and Shing Yip Street from “Commercial” (“C”) to “Residential (Group A)10” (“R(A)10”) with stipulation of building height (BH) restriction.
- Item B – Rezoning of a site at Yau Tong Bay from “Comprehensive Development Area” (“CDA”) to “C(1)” with stipulation of BH restriction.
- Item C – Rezoning of a site at the junction of Shung Shun Street and Yan Yue Wai from “CDA(5)” to “R(A)11” with stipulation of BH restrictions and designation of the land abutting the waterfront as ‘Waterfront Promenade’.

II. Amendments to the Notes of the Plan

- (a) Incorporation of ‘Marine Related Facilities (on land designated “C(1)” only)’ under Column 1 and ‘Marina (not elsewhere specified) (on land designated “C(1)” only)’ under Column 2 of the Notes for “C” zone.
- (b) Revision to the Remarks of the Notes for “C” zone to incorporate development restrictions and requirements for the new “C(1)” sub-zone.
- (c) Revision to the Remarks of the Notes for “CDA” zone in relation to the site area requirement of public waterfront promenade at Yau Tong Bay.
- (d) Revision to the Remarks of the Notes for “CDA” zone to delete “CDA(5)” sub-zone.
- (e) Revision to paragraph (6) of the Remarks of the Notes for “CDA” zone in relation to the exemption clause for plot ratio calculation.
- (f) Revision of ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6”, “R(A)8” and “R(A)9” only)’ to ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6”, “R(A)8”, “R(A)9”, “R(A)10” and “R(A)11” only)’ under Column 1 of the Notes for “R(A)” zone.
- (g) Revision to the Remarks of the Notes for “R(A)” zone to incorporate development restrictions and/or requirements for the new “R(A)10” and “R(A)11” sub-zones.
- (h) Incorporation of ‘Government Refuse Collection Point’ and ‘Public

Convenience’ under Column 1 of the Notes for “Village Type Development” (“V”) zone; and corresponding deletion of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 2 of the Notes for “V” zone.

- (i) Incorporation of ‘Field Study/Education/Visitor Centre’ under Column 1 of the Notes for “V” zone.
- (j) Incorporation of ‘Government Use (not elsewhere specified)’ under Column 1 of Schedule I of the Notes for “Other Specified Uses” annotated “Business” (“OU(B)”) zone; and corresponding deletion of ‘Government Use (Police Reporting Centre, Post Office only)’ under Column 1 and ‘Government Use (not elsewhere specified)’ under Column 2 of Schedule I of the Notes for “OU(B)” zone.
- (k) Revision to 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 in accordance with the Master Schedule of Notes to Statutory Plans.

31 October 2025

Town Planning Board

《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/28》
Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/28

申述人名單
Index of Representations

申述編號 Representation No.	提交編號 Submission No.	申述人名稱 Name of Representer
TPB/R/S/K15/28-R1	TPB/R/S/K15/28-S3	Mary Mulvihill
TPB/R/S/K15/28-R2	TPB/R/S/K15/28-S2	香港鐵路有限公司 MTR Corporation Limited
TPB/R/S/K15/28-R3	TPB/R/S/K15/28-S1	九龍綠色通道 Kowloon Greenway

公眾可於規劃署的規劃資料查詢處及城市規劃委員會網頁
< https://www.tpb.gov.hk/tc/plan_making/S_K15_28.html > 查閱就《茶果嶺、油塘、鯉魚門分區計劃大綱草圖編號 S/K15/28》提出的申述。

Representations in respect of the Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/28 are available for public inspection at the Planning Enquiry Counters of the Planning Department and on the Town Planning Board's website at
< https://www.tpb.gov.hk/en/plan_making/S_K15_28.html >.

Kowloon District

Agenda Item 4

Section 12A Application

[Open Meeting (Presentation and Question Sessions Only)]

Y/K15/6 Application for Amendment to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27, To rezone the application site from “Comprehensive Development Area” to “Commercial (1)”, 428 Cha Kwo Ling Road, Yau Tong Bay, Yau Tong, Kowloon
(MPC Paper No. Y/K15/6A)

35. The Secretary reported that Ove Arup & Partners Hong Kong Limited (ARUP) was one of the consultants of the applicant. Mr Franklin Yu had declared an interest on the item for his firm having current business dealings with ARUP. As Mr Franklin Yu had no involvement in the application, the Committee agreed that he could stay in the meeting.

Presentation and Question Sessions

36. The following representatives from the Planning Department (PlanD) and the applicant’s representatives were invited to the meeting at this point:

PlanD

Ms Vivian M.F. Lai	- District Planning Officer/Kowloon
Mr Steven Y.H. Siu	- Senior Town Planner/Kowloon (STP/K)
Mr Kenneth P.C. Wong	- Town Planner/Kowloon

Applicant

Ever Sun International Holdings Limited

Dr Eddy Li Sau Hung
Mr Yau Kit Chi

Applicant's Representatives

Arup Hong Kong Limited

Ms Yeung Wing Shan, Theresa

Mr Lim Tse Kang Mark

Mr Wong Sek Hei

Associated Architects Limited

Ms Lee So Kwan

Mr Ip Kwun Lun

37. Mr Stanley Choi declared that he and Dr Eddy Li Sau Hung both were council members of Hong Kong Chinese Importers and Exporters Association. The Committee noted that as the interest of Mr Stanley T.S. Choi was indirect and he had not discussed with Dr Li about the application, the Committee agreed that he could stay in the meeting.

38. The Chairman extended a welcome and explained the procedures of the meeting. He then invited PlanD's representatives to brief Members on the background of the application.

39. With the aid of a PowerPoint presentation, Mr Steven Siu, STP/K, briefed Members on the history of the application site (the Site), background of the application, the proposed rezoning to facilitate redevelopment of the existing industrial building (IB) at the Site, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. PlanD had no in-principle objection to the application.

40. The Chairman then invited the applicants' representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Theresa Yeung, the applicant's representative, made the following main points:

Planning Background of the Site

- (a) the Site was located in an area zoned "Comprehensive Development Area" ("CDA") for commercial/residential uses subject to a maximum plot ratio (PR) of 5 and a maximum building height (BH) of 120mPD;

- (b) the existing Wing Shan Industrial Building (WSIB) on the Site had a non-domestic PR of about 11;
- (c) the latest set of building plans pursuant to the wholesale conversion of WSIB for retail use was approved by the Building Authority on 18.2.2011, and the applicant had received the No-objection Letter for lease modification from the Lands Department;
- (d) the planned public waterfront promenade (PWP) along Yau Tong Bay would be blocked by WSIB as the building was constructed before the requirement for provision of PWP was stipulated on the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP);

The Proposed Development

- (e) the current development proposal of WSIB put forth by the applicant could help realise a continuous PWP along Yau Tong Bay, achieving seamless connection and integration with the PWP in Kowloon East;
- (f) the proposed development, namely The Rainbow Tower, would have a non-domestic PR of 11 (the same as the existing WSIB), a BH of 130mPD, and a PWP of about 20m wide which was 5m wider than the 15m minimum requirement stipulated in the Notes of the “CDA” zone;
- (g) the proposed development would form an iconic landmark to help transform Yau Tong Bay into a vibrant eastern gateway;
- (h) apart from offices, the proposed development would provide retail shops as well as food and beverage uses along the harbourfront of Yau Tong Bay, creating a new destination along Victoria Harbour;
- (i) the proposed development would provide a building setback from the proposed residential development to the east, and a 24-hour pedestrian

access connecting Cha Kwo Ling Road and the PWP;

- (j) there was no adverse comments/no in-principle objection from relevant government bureau/departments on the proposed development; and
- (k) it was proposed to rezone the site from “CDA” to “Commercial(1)” (“C(1)”) with a maximum PR of 11, a maximum BH of 130mPD and provision of a PWP of minimum width of 15m. It was also proposed to include ‘Marine Related Facilities’ and ‘Marina’ as Column 1 and 2 uses respectively for the proposed “C(1)” zone to facilitate the proposed public landing step at the PWP and to allow flexibility for the incorporation of marina related uses at the Site in the future, with a view to creating an iconic commercial node and a vibrant harbourfront with marina at Yau Tong Bay for public enjoyment.

41. As the presentations of PlanD’s representative and the applicants’ representative were completed, the Chairman invited questions from Members.

Planning Gains and Proposed BH

42. A Member considered that while the proposed 24-hour pedestrian access and 20m-wide PWP were beneficial, the former might not be necessary since there was already a planned pedestrian access to the immediate east of the Site to connect Cha Kwo Ling Road and the PWP, and the PWP was only required to be 15m in width under the OZP. The proposed planning gains appeared to have been provided at the expense of an increased BH, and the resulting building bulk might overshadow the surroundings. The Member asked PlanD whether it was necessary to relax the height of the proposed development from 120mPD to 130mPD under the OZP as proposed by the applicant.

43. In response, Mr Steven Siu, STP/K, made the following main points:

- (a) the Site’s planning background was unique in that WSIB was built to a PR of about 11 and the applicant had obtained relevant approvals for wholesale conversion of the existing WSIB. The applicant had proposed a series of

planning gains under the current redevelopment proposal, including a PWP of 20m wide with an area of not less than 1,205m², which was about one quarter of the site area and hence limiting the area available for the tower block. Against such background, the proposed BH of 130mPD to achieve a PR of 11 at the Site was not considered unreasonable;

- (b) to accommodate a PR of 11, the applicant had tried to maximise the site coverage of the proposed development, resulting in a relatively large proposed floor plate. As seen in the approved master layout plan (MLP) under Application No. A/K15/112 and the photomontage of Yau Tong Bay submitted by the applicant, the building frontages of the proposed residential buildings on the northern side of Yau Tong Bay fronting the PWP was comparable to the proposed development at the Site. Given the unique planning circumstances, the proposed development was not considered incompatible with the surroundings; and
- (c) with regard to the pedestrian access to the immediate east of the Site, the developer of that lot had no concrete development programme. There was also no concrete programme to relocate the government uses to the west of the Site. The applicant had pledged to provide a 3m wide at-grade pedestrian path and the 20m wide PWP within the Site as soon as possible to enhance accessibility between the harbourfront and the hinterland for public enjoyment.

44. In response to a Member's question on whether it would be possible to reduce the BH if the width of PWP was reduced to 15m, i.e. the minimum requirement stipulated under the OZP, Ms Lee So Kwan, the applicant's representative, said that in general, a larger building footprint could result in a larger per floor footprint. Under the applicant's proposal, a floor-to-floor height of 4.3m was adopted for the proposed Grade A office floors. For reference, other developers had proposed a 5m floor-to-floor height for Grade A office floors. A 10m reduction in height for the proposed scheme would result in a reduction of three typical floors. A reduction in tower setback from the eastern and western boundaries to compensate for the reduction in floor space would also be undesirable. The applicant had also reduced the proposed BH by proposing a basement carpark.

45. In response the Chairman's enquiry about the design considerations for the proposed BH, Ms Theresa Yeung, the applicant's representative, made the following points:

- (a) as compared to the existing WSIB, one-quarter of the total area of the Site was reserved for the PWP under the current proposed scheme. Tower setbacks were also proposed from both the eastern and western boundaries, allowing a building separation with the proposed building to the east and improving the visual permeability;
- (b) in addition to the provision of the 3m wide pedestrian access connecting the hinterland and PWP and the 20m wide PWP, the applicant had also pledged to provide public landing steps at the PWP as a planning gain. Similar to the PWP, the public landing steps would be managed and maintained by the applicant until they were requested to be surrendered to the Government. The proposed development could provide commercial facilities to visitors and residents coming from eastern side of the Site to Yau Tong Bay PWP; and
- (c) the applicant had made reference to the BH of the "C" zone on the same OZP. With a maximum PR of 12, the BH of buildings within the "C" zone could reach up to 140mPD and 120mPD for sites with no PWP provision requirement. The applicant had made efforts to maximise the site coverage and reduce the BH of the proposed development.

46. In response to a Member's enquiry on the feasibility of increasing the current site coverage, Ms Theresa Yeung, the applicant's representative, said that the current site coverage was about 45%. The strips along the eastern and western boundaries of the Site were reserved as air ventilation corridors. Further increasing the site coverage of the proposed development would worsen air ventilation performance, which might not be acceptable to government departments.

47. In response to the Chairman's enquiry about the PR should the BH of the proposed development be restricted to 120mPD, Ms Theresa Yeung, the applicant's

representative, said that they did not have such calculation as they would not consider a scheme with a PR lower than that of the existing provision. Dr Eddy Li Sau Hung, the applicant's representative, added that they had to take into consideration reasonable floor-to-floor height which would be attractive to the market.

48. A Member raised the following questions:

- (a) whether there was any means to control the width of the PWP along the harbourfront so that there would not be an abrupt widening of PWP from the adjacent land parcels to the 20m wide promenade at the Site; and
- (b) the design concept of the height profile of the approved MLP for the Yau Tong Bay "CDA" submitted by the Consortium.

49. In response, Mr Steven Siu, STP/K, made the following points:

- (a) according to the Notes of the OZP for the "CDA" zone, a PWP of not less than 15m wide and site area not less than 24,700m² should be provided. The site area of not less than 24,700m² was equivalent to a promenade measured at 20m in width along the entire harbourfront, with undulations in width to allow design variations, taking into account the potential development constraints of the sites;
- (b) for the previously approved MLP, the adjacent lot to the immediate east of the Site would provide a PWP with a maximum width of 18m to 19m, with an undulation further to the east taking into account the footprint of the proposed residential tower. For the Site, as shown in the applicant's proposal, a 20m wide PWP would be maintained along the Site with no undulation; and
- (c) according to the endorsed Planning Brief for the Yau Tong Bay "CDA" zone, a distinct graduation of height profile with descending BH towards the harbourfront should be adopted with innovative design and appropriate disposition in order to avoid a monotonous harbourfront image and wall

effect. The westernmost towers of the “CDA” zone should have BHs of about 60mPD. The height of the building blocks in front of Yau Tong Estate should be kept as low as possible to minimise the adverse visual impact of the development.

50. In response to the Chairman’s question on whether PlanD had any views on the proposed BH of 130mPD, Mr Steven Siu, STP/K, said that given the Site’s unique circumstances and planning background, and that some high-rise development proposals along the harbourfront had also been agreed by the Committee in recent years such as the BHR of 110/130mPD for the committed Cha Kwo Ling Village (CKLV) public housing development to the northwest of the Site, the proposed BH of 130mPD for the Site was considered acceptable in the given circumstances and generally in line with the latest planning circumstances.

51. In response to a Member’s enquiry on whether the proposed development would set a precedent, Mr Steven Siu, STP/K, said that given the Site’s unique circumstances and planning background as presented and discussed at the meeting, the subject application should be considered on its own individual merits and the proposed BH of 130mPD to achieve a PR of 11 was not considered unreasonable in the given circumstances.

52. The Chairman asked the applicant’s representatives whether they had any objection to the incorporation of the requirements for a PWP of 20m-wide and an at-grade north-south pedestrian path of 3m-wide connecting Cha Kwo Ling Road and the PWP, as proposed by the applicant, into the Notes of the OZP as appropriate. Ms Theresa Yeung, the applicant’s representative, confirmed that they had no objection to the stipulation of such requirements in the OZP, which would also be reflected in the lease.

53. In response to a Member’s question on whether there were other planning merits for the public (e.g. Government, institution or community (GIC) facilities) apart from the provision of pedestrian connection and PWP, Mr Steven Siu, STP/K, made the following points:

- (a) apart from the 3m wide public passageway and the 20m wide PWP, the applicant had proposed a set of landing steps that would be opened for

public use;

- (b) all the GIC facilities prescribed for the “CDA” zone under the endorsed Planning Brief, such as the Integrated Children and Youth Services Centre, Integrated Vocational Rehabilitation Services Centre and Hostel for Moderately Mentally Handicapped Persons, had been committed at the adjacent Phases 1 and 2 development under the approved MLP; and
- (c) other social welfare facilities suggested by the public, such as child care centre, had also been included in the housing development at CKLV and Ex-Cha Kwo Ling Kaolin Mine Site Phase 2 Development in the vicinity of the Site.

54. Ms Theresa Yeung, the applicant’s representative, supplemented that landside supporting facilities were not proposed in the “CDA” proposal submitted by others (the Consortism). In that regard, although marina did not form part of the applicant’s notional scheme, the proposed inclusion of ‘Marina’ as a Column 2 use in the Notes would allow flexibility for provision of landside facilities at the Site directly related to marina activities in the future under planning application.

Proposed Commercial Use

55. A Member raised the following questions to the applicant’s representatives:

- (a) the consideration for having a commercial development at the Site against the approved MLP of the “CDA” zone; and
- (b) how to connect the Site with the hinterland, and the planning gains.

56. In response, Ms Theresa Yeung, the applicant’s representative, made the following points:

- (a) the planning intention of the Yau Tong Bay “CDA” zone was for comprehensive development/redevelopment of the area for residential

and/or commercial uses with the provision of open space and other community and supporting facilities;

- (b) Phases 1 and 2 under the latest approved MLP for the “CDA” site (submitted by the Consortium) were mainly residential development with a small portion of commercial development adjacent to Yau Tong MTR Station. The proposed commercial development at the Site would bring more vibrancy to the Yau Tong waterfront and provide retail shops for residents in the area. The Site was a prominent location conducive to commercial development with its high accessibility to the nearby Yau Tong MTR Station and the connecting waterfront promenade extending all along to Cha Kwo Ling and the second Core Business District. A 24-hour public passageway was also proposed within the Site to improve the connectivity of the hinterland and the harbourfront; and
- (c) it should be noted that the Government might request the applicant to surrender the PWP and the landing steps area in the future. Nonetheless, the applicant proposed to provide retail shops on the G/F fronting the PWP for public enjoyment in future.

57. In response to a Member’s enquiry on the reason for not proposing a residential development to tally with the adjacent residential developments under the MLP, Dr Eddy Li Sau Hung, the applicant’s representative, made the following points:

- (a) the applicant had no intention and experience in developing residential properties, and residential development was not in line with their business plan;
- (b) in light of the vision to realise a connected PWP, the applicant had put on hold their previous plan to convert the WSIB into retail/F&B use for a decade, waiting for the Yau Tong “CDA” to mature; and
- (c) the Site was considered a prime location for creating an iconic commercial tower and potential marina which could attract visitors on cruise ships

coming into Victoria Harbour from the east.

58. Ms Theresa Yeung, the applicant's representative, supplemented that the Site was located at a convenient location in Yau Tong Bay where many planned residential developments were located nearby. For instance, the planned population from Phases 1 and 2 of the Yau Tong Bay "CDA" was about 19,000; while the planned population from the public housing development at CKLV and Ex-Cha Kwo Ling Kaolin Mine Site Phase 2 Development was also about 19,000. The proposed commercial development with complementary retail and office uses would satisfy the locals' daily needs and offer more job opportunities in the area. For areas to the east of Yau Tong MTR Station including Yau Tong Estate and Yau Lai Estate, connection to the PWP was possible via footbridge linking the MTR station with the proposed shopping mall at Phases 1 and 2 of the Yau Tong Bay "CDA".

Proposed Building Design

59. In response to a Member's enquiry about the design concept and materials of the proposed development (The Rainbow Tower) and concern over the advertisement display on the building façade, Dr Eddy Li Sau Hung, the applicant's representative, said that the design of The Rainbow Tower took inspiration from conventional lighthouses with the top of the shaft sitting a rainbow-coloured lantern. The material used for the rainbow-coloured lantern would be coloured solar panels with 30% to 50% optical transparency, which was a newly developed technology increasingly adopted in Mainland China. The rainbow lantern would be stagnant and would not rotate. The diagonal architectural fins on the façade would reflect natural light at different times of the day and angles and attract people from near and afar. The applicant had no intention to post advertisement on the building façade or the rainbow-coloured panels at the top.

Harboufront Planning

60. A Member raised the following questions:

- (a) whether the Government had any vision and plan for the harbourfront at Yau Tong Bay;

- (b) whether the planning of the harbourfront at Yau Tong Bay needed to consult the Harbourfront Commission (HC); and
- (c) whether there was any planning for the water bodies within Yau Tong Bay.

61. In response, Mr Steven Siu, STP/K, made the following points:

- (a) according to the Notes of the OZP and the endorsed Planning Brief for the Yau Tong Bay “CDA” zone, a PWP with a site area not less than 24,700m² should be provided at the entire harbourfront of the “CDA” zone, which would be equivalent to a promenade of about 20m in width;
- (b) the Consortium, which submitted planning applications for the Yau Tong Bay “CDA”, was required to provide and reflect the provision of PWP on the MLP in accordance with the approval condition of the previously approved applications. They were in the process of lease modification, and such requirement had also been imposed in the lease;
- (c) for the subject s.12A application, should the Committee agree to rezone the Site, the proposed amendment to the OZP would be submitted to the Board for consideration before exhibition, and the applicant would not need to submit a s.16 planning application for the proposed development under the proposed “C(1)” zoning. PlanD would impose the requirement of PWP in the Notes of the OZP to ensure the provision to be administrated under the building plan submission and the lease;
- (d) as the Site fell within the purview of the HC, the applicant had consulted the HC on their proposal. Members of the Task Force on Harbourfront Developments in Kowloon, Tsuen Wan and Kwai Tsing of the HC provided advice and comments on the proposal, which were addressed by the applicant. Subsequently, the Task Force of HC indicated no further comment; and

- (e) the current OZP did not include the waterbody of Yau Tong Bay. Any proposed marina development would be subject to demonstration of technical feasibility in the future. The applicant would need to consult the Marine Department, nearby stakeholders and the relevant committees on the proposal. Apart from the need for s.16 planning application for marina-related landside development at the Site, the proposal would likely be subject to further scrutiny under the Protection of the Harbour Ordinance and the Environmental Impact Assessment Ordinance.

62. In response to a Member's enquiry on the planning of waterbodies adjoining a harbourfront, Mr Steven Siu, STP/K, said that the waterbodies would normally not be included in the OZPs except in areas with plan for reclamation for major development or specific uses. In any event, the waterbodies fell within the purview of other Ordinances.

63. As there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure of the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked PlanD's and the applicant's representatives for attending the meeting. They left the meeting at this point.

[Messrs Wilson Y.W. Fung and Stanley T.S. Choi left the meeting at this point.]

Deliberation Session

64. The Chairman recapitulated that the applicant proposed to rezone the Site from "CDA" to "C(1)" for commercial development. While the planning intention of the subject "CDA" at Yau Tong Bay was for comprehensive development/redevelopment of the area, such planning intention had already been achieved for Phases 1 and 2 development where the lease modification was in progress and the building plans were already approved in accordance with the approved MLP. The applicant of the current application had indicated no intention to develop the Site per the approved MLP, which proposed the development of a hotel block at the Site. Instead, the applicant proposed to redevelop the Site for commercial use with a maximum PR of 11 as per the existing IB and a maximum BH of 130mPD to accommodate the floor space aiming to create an iconic landmark. Given the various planning and design merits and unique planning background, the proposed BH of 130mPD

was not considered unacceptable. It should also be noted that the proposed 'Marina' was for illustrative purpose and did not form part of the indicative notional scheme under the current application.

65. Members in general had no objection to rezoning the Site from "CDA" to "C(1)" to facilitate redevelopment of the existing IB. Some Members supported the application as the proposed scheme would phase out a bulky IB/operation in the Yau Tong Bay area and facilitate the provision of a continuous PWP for public enjoyment, thereby promoting a more active and vibrant harbourfront. The proposed commercial use was also supported as it would create job opportunities.

66. A Member expressed reservation that the proposed rezoning might set an undesirable precedent whereby landowners could create planning gains to achieve commercial gain with a BH exceeding the OZP restriction. It might also encourage landowners to propose rezoning for individual site which departed from the planning intention of a "CDA" zone. Besides, the proposal would depart from the general urban design guidelines for a stepped BH profile with lower buildings along the waterfront and taller buildings inland.

67. The Chairman reiterated that the subject application was a special case with unique site circumstances and planning background. Any future rezoning proposals would be considered on a case-by-case basis. In view of Members' concern, the Committee could partially agree to the rezoning of the Site to "C(1)" subject to BH of 120mPD and impose appropriate development restrictions in the Notes of the OZP which PlanD would further examine in detail before proposing amendments to the OZP for the Committee's consideration. Opportunity would also be taken to review the adjoining land uses in light of the latest implementation progress and the outcome of relevant planning application(s).

68. After deliberation, the Committee decided to partially agree to the application and appropriate development restrictions such as a PWP of not less than 20m in width should be imposed for the proposed "C(1)" zone subject to BH of 120mPD. The proposed amendments to the Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan, together with its revised Notes and ES, would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

[Messrs Franklin Yu, Paul Y.K. Au and Ryan M.F. Choy, and Ms Sandy H.Y. Wong left the meeting during deliberation.]

[Mr Ricky W.Y. Yu and Miss Queenie Y.C. Ng left the meeting at this point.]

Tsuen Wan and West Kowloon District

[Ms Jessica Y.C. Ho and Mr W.C. Lui, Senior Town Planners/Tsuen Wan and West Kowloon (STPs/TWK), and Ms Annie S.W. Kong, Town Planner/Tsuen Wan and West Kowloon (TP/TWK), were invited to the meeting at this point.]

Agenda Item 5

Section 16 Application

[Open Meeting (Presentation and Question Sessions only)]

A/K5/859 Proposed Shop and Services in “Other Specified Uses” annotated
“Business (1)” Zone, Flat B (Portion), G/F, Ka Ming Court, 688 Castle
Peak Road, Cheung Sha Wan, Kowloon
(MPC Paper No. A/K5/859)

Presentation and Question Sessions

69. With the aid of some plans, Ms Jessica Y.C. Ho, STP/TWK, briefed Members on the background of the application, the proposed use, departmental and public comments, and the planning considerations and assessments as detailed in the Paper. The Planning Department had no objection to the application.

70. Members had no question on the application.

Deliberation Session

71. After deliberation, the Committee decided to approve the application, on the terms of the application as submitted to the Town Planning Board. The permission should

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.~~

(Translation)

**Minutes of the 11th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 29 September 2025 (Monday)

Time: 10:00 a.m. – 1:01 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia, MH

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, BBS, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina

Assistant District Officer (Kwun Tong) 1

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong) 2
Ms CHEUNG Tin-ye, Katherine	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yun	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr LEE Pui-yin	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr MAN Cheuk-hei, Tony	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department
Mr LING Wai-kit, Ricky	Chief Manager/Management (Kowloon East), Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms FONG Ka-ying, Kinki	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss CHOW Tak-sum, Amy	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Mr TANG Chun-ming	Senior Liaison Officer (3), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Ms HUI Po-yu, Bowie	Executive Officer I (District Council), Kwun Tong District Office

Secretary

Mr CHOW Lap-kan, Douglas Senior Executive Officer (District Council),
Kwun Tong District Office

In Attendance by Invitation

Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department	Item II
Ms LEE Yuk-sin, Florence	Senior Town Planner/Kowloon 5, Planning Department	
Mr WONG Pak-cheong, Kenneth	Town Planner/Kowloon 2, Planning Department	
Mr LO Chi-cheung, Stephen	Chief Engineer/East 5, Civil Engineering and Development Department	
Mr LAU Lik-wing, Ray	Senior Architect/1(East), Civil Engineering and Development Department	
Mr Louis LAU	Project Manager, AtkinsRealis Asia Limited	
Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department	Item III
Mr LAM Bun, Ben	Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department	
Ms Claire HU	Regional General Manager for Hong Kong and Macau, Baidu Apollo International Limited	
Ms Iris WONG	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Samuel CHOI	Senior Project Development Manager in Hong Kong, Baidu Apollo International Limited	
Mr Alvin CHEN	Senior Security Consultant, Baidu Apollo International Limited	
Mr Alex WONG	Managing Director, China Travel Tours Transportation Services Hong Kong Limited	
Mr Alan TSANG	Deputy General Manager, China Travel Tours Transportation Services Hong Kong Limited	

Absent

Mr NG Sing-wah

The Chairman welcomed all Members and government representatives to the 11th Full Council

(“FC”) meeting under the 7th Term Kwun Tong District Council (“KTDC”).

2. The Chairman stated that the Secretariat had received a notice of absence from Mr NG Sing-wah before the meeting. Upon receiving the relevant supplementary information, the Secretariat would consult Members on the application for absence.

(Post-meeting note: After the meeting, the Secretariat sought Members’ views by circulation of a paper. As Mr NG Sing-wah’s application was in compliance with Order 64(1) of the Kwun Tong District Council Standing Orders, Members consented to the application for absence.)

~~Item I — Confirmation of Minutes of Last Meeting —~~

~~3. The minutes of the 10th meeting were confirmed without amendment.~~

Item II — Proposed Amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27
(KTDC Paper No. 16/2025)

4. The Chairman welcomed District Planning Officer/Kowloon, Senior Town Planner/Kowloon 5 and Town Planner/Kowloon 2 of the Planning Department (“PlanD”); Chief Engineer/East 5 and Senior Architect/1(East) of the Civil Engineering and Development Department (“CEDD”); and Project Manager of AtkinsRealis Asia Limited to report to Members the details of the proposed amendments to the Approved Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan No. S/K15/27.

5. The representatives of PlanD and CEDD introduced the proposed amendments relating to three development projects set out in the paper, namely the private housing development at Cha Kwo Ling Road (“Amendment Item A”), the Wing Shan Industrial Building site at 428 Cha Kwo Ling Road (“Amendment Item B”), and the Montego Bay site at 18 Shung Shun Street, Yau Tong (“Amendment Item C”).

6. Members raised views and enquiries as follows:

6.1 Mr Wilson OR expressed concern about Amendment Item A, which involved the rezoning of a commercial site on Cha Kwo Ling Road for private housing use. He hoped that the new development would not increase traffic pressure in Kwun Tong District, stressing that transitional arrangements for the temporary car park to the north of the lot were crucial. It

was necessary to prevent construction works or the relocation of over a hundred vehicles currently parked there from worsening traffic congestion in the district. In addition, he expected the proposed development to have a positive impact on the community, and suggested leveraging the advantages of Tsui Ping River to its west to enhance external connectivity, such as by constructing a footbridge or other ancillary facilities.

- 6.2 Mr LUI Tung-hai expressed support for the three amendment items in the paper. He was concerned about how transitional arrangements for the existing parking spaces under Amendment Item A could be properly made, as well as whether there would be sufficient parking spaces in the vicinity of the project. On the other hand, he commended the provision of a public waterfront promenade under Amendment Item C and hoped that the public waterfront promenade to be provided under Amendment Item B would likewise maintain continuity. He also expressed concern about the development of the water body at Yau Tong Bay adjacent to Amendment Item B, and suggested introducing water sports or tourism-related activities there, together with the provision of embarkation and disembarkation facilities.
- 6.3 Mr TANG Wing-chun expressed support for Amendment Item A. He pointed out that the site was originally planned as one of the stations of the environmentally friendly linkage system and its associated commercial development, and it was now proposed to be rezoned for private housing use. The originally proposed Shing Yip Street Park had been incorporated into the Tsui Ping River Garden opposite the site. He hoped that the Government would implement Amendment Item A to continue the development of the lot, and construct a covered walkway there to facilitate pedestrian access to MTR Kwun Tong Station and Laguna City. He also pointed out that the existing temporary car park at the project site provided a significant number of parking spaces, and Kwun Tong District was facing a shortage of parking spaces. He therefore suggested that when the development project was tendered in the future, a certain number of public parking spaces should be clearly planned to alleviate the traffic pressure and the parking difficulties of the public in the district.
- 6.4 Mr CHENG Keung-fung expressed concern about Amendment Item A, noting that converting the lot from a commercial project into a private residential development would bring about 3 000 additional residents to the area, thereby placing pressure on nearby traffic. He mentioned that the original plan included a 24-hour accessible connection facility to the existing footbridge, and he hoped that this facility could be retained and made barrier-free. In addition, he wished to learn more about the traffic diversion arrangements for the project.

6.5 Mr KAN Ming-tung pointed out that Kwun Tong District lacked parking spaces for medium and large vehicles. If the temporary car park at the lot under Amendment Item A ceased operation without any replacement, the problem of illegal parking in the district would likely worsen. He suggested making reference to Metro Harbour View in Tai Kok Tsui, where parking spaces were reserved for medium and large vehicles, and hoped that the Cha Kwo Ling Road project would likewise take into account the actual parking demand. In addition, he proposed that if the Kwun Tong Ferry Pier bus terminus could not provide sufficient space to accommodate the existing bus routes and parking spaces after its future redevelopment, the proposed private housing project could be considered as an alternative site. He also urged the relevant departments to reconsider constructing a footbridge connecting MTR Kwun Tong Station and extending it to the Kwun Tong Law Courts to enhance pedestrian convenience.

6.6 Ms YU Juliana said that although the proposed private housing development under Amendment Item A included some infrastructure, the existing facilities would be inadequate to meet residents' needs given the population increase, resulting in greater pressure on transport and public facilities. She suggested that additional open space, green areas, and health and education facilities be incorporated into the planning to enhance residents' quality of life and meet future needs.

6.7 Mr CHEUNG Pui-kong expressed concern about the temporary car park involved in Amendment Item A and considered that proper transitional arrangements should be made for parking spaces for medium and large vehicles. He pointed out that in the uphill areas of Kwun Tong, such as Sau Mau Ping or the Anderson Road New Development Area, many parking spaces for medium and large vehicles had been added along roadsides, resulting in some roads being reduced to single-lane traffic at night. On the other hand, he considered that development projects should be properly planned in advance and enquired why PlanD had proposed Amendment Item C to amend the planning of a residential project that had already been completed.

7. The consolidated response from the representative of PlanD was as follows:

7.1 Amendment Item C: The department said that the Montego Bay site covered by Amendment Item C had originally, like the adjacent Yau Tong Industrial Area site, been zoned as a Comprehensive Development Area ("CDA"). As the Montego Bay residential project had already been completed, the site was now proposed to be rezoned for residential use to reflect the latest development parameters, and this would not have any substantive impact on the original planning. In addition, the planning procedures for a CDA were relatively stringent, while those for a residential zoning allowed for greater flexibility. Should any

planning adjustments be required in the future, the relevant procedures would be more streamlined.

- 7.2 Amendment Item A: The department noted that the site involved in Amendment Item A had originally been planned for commercial use, with relevant community facilities provided to support commercial development. The site was now proposed to be rezoned for residential use, and proposals beneficial to the community would be retained, including an all-weather footbridge system connecting to Kwun Tong Swimming Pool and MTR Kwun Tong Station. Following a study, the department considered it necessary to provide a public car park and had obtained agreement from the Transport Department (“TD”). An appropriate number of parking spaces, including those for both private cars and heavy vehicles, would be provided according to actual demand to cater for the parking needs of different vehicle types. In addition, the department added that while no social welfare facilities had been included when the site had previously been planned for commercial use, relevant ancillary facilities, including social welfare facilities, would be added after the rezoning for residential use.
- 7.3 Temporary car park: The department said that the existing temporary car park under Amendment Item A would cease operation when construction works commenced. Parking spaces would only become available again upon the provision of the newly planned car park at the site after the completion of the residential project. During the transitional period, some vehicles could be relocated to other car parks, including temporary parking facilities located at public or private development sites. In addition, the Housing Department (“HD”) would open up the surplus parking spaces in public housing projects for public use, covering parking spaces for both private cars and large vehicles.
- 7.4 Development of the Kwun Tong Ferry Pier: The department said that the redevelopment of the pier was a commercial development project, and the specific implementation timetable had yet to be determined. Therefore, the existing public facilities there would remain unchanged at the current stage. The department added that when planning the site, it would review the provision of public facilities and allocate space according to actual use, with a view to incorporating functional and convenient facilities while meeting the district’s demand for both commercial and public uses.
- 7.5 Amendment Item B: The department said that stakeholders were actively studying how to make good use of the site under Amendment Item B to promote development. Space had already been reserved for the provision of landing steps during the planning stage. The original applicant had also proposed adding commercial facilities at the site to tie in with the potential development of the water body into a yacht bay in the future.

8. The representative of CEDD provided a consolidated response regarding Amendment Item A as follows:

8.1 Traffic planning: The department pointed out that Amendment Item A included planned traffic mitigation measures. It was anticipated that the developer would be required in the future to widen the existing two-lane eastbound carriageway on Shing Yip Street to a three-lane carriageway to improve traffic flow. The relevant works would involve the removal of planters at the location to widen the road surface for the additional third lane. In addition, as the project's vehicular ingress would be located at Cha Kwo Ling Road and the egress at Shing Yip Street, vehicles leaving the site could either make a right turn from Shing Yip Street to head towards Kwun Tong Town Centre, or turn left towards Wai Fat Road to access Kwun Tong Bypass. This would help divert traffic and alleviate the traffic pressure at the junction of Cha Kwo Ling Road and Kwun Tong Road.

8.2 Impact of nearby major transport projects: The department pointed out that nearby transport developments had already been taken into account during the planning stage of the project. This included the soon-to-be-commissioned Trunk Road T2 connecting to Tseung Kwan O, which was expected to effectively alleviate traffic flow within Kwun Tong District upon its commissioning. Based on the planning of the abovementioned transport infrastructure, the department anticipated that the future population intake of the residential project would not cause any insurmountable technical difficulties to the traffic operations within Kwun Tong District.

8.3 Pedestrian connectivity: The department stated that the project planning included the construction of a 24-hour accessible footbridge connecting to Kwun Tong Swimming Pool and further to MTR Kwun Tong Station via the Kwun Tong Town Centre development project. In addition, given the project's proximity to Tsui Ping River, pedestrian access points would be provided to Tsui Ping Road, Shing Yip Street and Cha Kwo Ling Road to enhance overall walkability.

9. Members then raised views and enquiries as follows:

9.1 Mr CHEUNG Ki-tang stated that, under Amendment Item A, the vehicular ingress and egress would be located on Cha Kwo Ling Road and Shing Yip Street, respectively, which would help alleviate traffic pressure on Kwun Tong Road. However, he pointed out that the current traffic light cycle on Shing Yip Street was relatively short, resulting in frequent congestion. He also noted that the section of Shing Yip Street near the industrial buildings was often obstructed by loading and unloading activities or illegally parked vehicles,

making it difficult for vehicles to access Kwun Tong Road from Shing Yip Street. He suggested that the relevant departments study improvement measures to address the traffic problems in the area, such as adjusting the road design for vehicles turning from Cha Kwo Ling Road near the Kwun Tong Law Courts towards Kwun Tong Road. Furthermore, regarding Trunk Road T2 mentioned by CEDD, vehicles entering Trunk Road T2 from Kwun Tong District would have to take a relatively circuitous route, which might not be as convenient as travelling from Tseung Kwan O to Kowloon West. He therefore expressed concern as to whether the project's traffic design could accommodate the population growth upon its completion.

- 9.2 Mr TSANG Wing-fai pointed out that Amendment Item A was situated at a pivotal location in the business area of Kwun Tong Town Centre. Following the improvement works for the adjacent Tsui Ping River, the surrounding landscape had been beautified, giving the project the potential to become a district landmark. Although the project was proposed for private housing development, he believed that, similar to the residential project at “Wedding Card Street” in Wan Chai, it could also serve as a leisure and photo-taking spot for the public after redevelopment, thereby boosting the local economy. At the same time, he mentioned that the area surrounding the project lacked livelihood facilities, and residents had to go to Tsui Ping Estate or Laguna City to purchase necessities. He therefore considered that attention should be given to the project's connectivity with the surrounding areas.
- 9.3 Mr NG Ting-fung raised concerns about the traffic arrangements for Amendment Item A on Shing Yip Street. He pointed out that if the relevant road section was to be widened from its current design to three traffic lanes, vehicles travelling along Shing Yip Street towards the Kwun Tong Business Area would need to merge from three lanes into two, which could further increase traffic pressure at the location. He was worried that this might result in serious traffic congestion and considered that the relevant departments should conduct a more comprehensive and prudent assessment of the road design. On the other hand, he mentioned that the temporary car park there was mainly used by large goods vehicles, and that typical public housing estates might not be able to provide sufficient parking spaces to accommodate such vehicles. Therefore, he hoped that the relevant departments would actively study and propose concrete and feasible supporting measures to address the above issues.
- 9.4 Mr TANG Wing-chun pointed out that traffic on Shing Yip Street was heavy and that the existing traffic light junctions were often severely congested. He therefore suggested that the relevant departments should review and plan traffic improvement measures at an early stage, such as adjusting certain bus routes to avoid routing through King Yip Street before turning into Shing Yip Street and Cha Kwo Ling Road, so as to enhance road traffic

efficiency. In addition, he mentioned that, in the past, it had been common for social welfare facilities to be implemented progressively after residents had moved into residential projects, which led to disputes among nearby residents regarding certain rehabilitation, youth or elderly service facilities. Therefore, he suggested that the scope and implementation sequence of social welfare facilities within the project should be clearly defined at the early planning stage, so as to enhance residents' understanding of community functions and promote better integration between such facilities and the surrounding environment.

10. The representative of PlanD made the following supplementary response regarding Amendment Item A:

10.1 Location: The department indicated that the site enjoyed convenient transport access, was adjacent to the business area, and had a footbridge connecting it to nearby residential areas. The project included private residential and commercial development, with the commercial portion comprising retail facilities and restaurants to meet the needs of surrounding residents and workers. Taking into account the beautified environment of Tsui Ping River, the proposed scheme mainly set retail facilities along the riverside to provide a suitable environment and supporting facilities for tourists and nearby residents.

10.2 Social welfare facilities: The department indicated that the project would require social welfare facilities to be completed simultaneously with the residential development. The developer and future residents could refer to the provisions of the land lease to understand the planning requirements for the relevant facilities.

10.3 Temporary car park: According to a survey conducted by the commissioned consultant, it was found that some 5.5-tonne large vehicles were parked at the existing temporary car park. Such light goods vehicles could be relocated to other undeveloped government land, while other vehicles could be parked at private or government sites, such as public housing estates.

10.4 Kwun Tong Ferry Pier: The department responded to Members' concerns, pointing out that the coordination between Amendment Item A and Kwun Tong Ferry Pier would be assessed by TD and other departments in due course.

11. The representative of CEDD made the following supplementary response regarding Amendment Item A:

11.1 Shing Yip Street: The department responded to Members' concerns about traffic

arrangements on Shing Yip Street, indicating that while the project would set the vehicular egress on Shing Yip Street, it was anticipated that a signalised junction would be installed at the exit location to coordinate with the traffic light operations on King Yip Street and Shing Yip Street, enabling vehicles to enter and exit in an orderly manner according to traffic signals and strengthening traffic flow control. The department stated that it had discussed this design with the relevant departments and anticipated that the project would have a limited impact on surrounding traffic.

11.2 Trunk Road T2: The department indicated that Trunk Road T2 would help reduce the number of vehicles entering Kwun Tong District, thereby alleviating the overall traffic pressure within the district, rather than diverting vehicles from within the district onto the trunk road. According to the consultant's assessment, it was anticipated that the project would not pose any insurmountable technical difficulties to traffic within Kwun Tong District.

12. Members then raised views and enquiries as follows:

12.1 Mr KAN Ming-tung pointed out that members of the public working in Kwun Tong District were very concerned about transport arrangements and parking space supply. As most of the land in the business area had already been developed and built into commercial buildings, there was insufficient ground-level space to provide adequate parking spaces. He considered that the adequacy of parking spaces should be a priority consideration during the planning stage, rather than relying on remedial measures by TD after the completion of development. He emphasised that the importance placed on the number of parking spaces concerned not only the residential project but also the daily commuting needs of the working population in the district.

12.2 Mr PANG Chi-sang stated that traffic congestion was common on Shing Yip Street, with vehicles frequently being held up near the temporary car park. He was concerned that if the project's vehicular egress was to be set on Shing Yip Street in the future and relied solely on traffic signal control to manage traffic flow, it would be difficult to effectively improve the congestion and might impact residents' daily lives. In addition, he was concerned about the insufficient parking spaces for large vehicles in Kwun Tong District, worrying that after the temporary car park ceased operation, existing public housing estates or other locations within the district might not be able to accommodate the large vehicles currently parked there.

12.3 Mr CHEUNG Pui-kong considered that there was a lack of proper arrangements for vehicles currently parked at the temporary car park, and he suggested that the relevant

departments should proactively provide information on parking spaces at nearby car parks to assist in diverting vehicles. He mentioned that in recent years, TD had designated traffic lanes in Kwun Tong North, including the Sau Mau Ping and On Tat Estate areas, for large vehicles to park at night, but the roads were consequently narrowed and lighting was insufficient, failing to adequately safeguard road safety. He hoped that PlanD would effectively resolve the parking issue for large vehicles under Amendment Item A, rather than merely transferring the responsibility to TD, which would result in a lack of substantive improvement measures in the proposed scheme.

- 12.4 Mr TAM Siu-cheuk pointed out that as Kwun Tong District was positioned as Hong Kong's second Core Business District ("CBD2"), the traffic planning should align with this positioning. He considered that parking space planning should not focus solely on whether the number of spaces was adequate, but should be incorporated into the overall traffic planning. For instance, a shortage of parking spaces could lead to traffic congestion, which would in turn impact the development of the business area as well as investment, living, and employment. He suggested that PlanD discuss traffic planning for Amendment Item A with TD in advance to resolve potential traffic issues.
- 12.5 Mr CHEUNG Ki-tang stated that although Item A was expected to provide approximately 1 400 residential units and the number of additional vehicles would be limited, the overall traffic routing still needed to be planned cautiously. He mentioned that there were several development projects within Kwun Tong District, including those at Pik Wan Road, Yau Tong Bay, and the Anderson Road Quarry Development Area, and that traffic generated by these projects would all utilise the roads in Kwun Tong District. Therefore, he urged PlanD to coordinate the traffic routing in advance to align with the community's future development.
- 12.6 Mr HUNG Kam-in expressed reservations about the rezoning of Amendment Item A from commercial to residential use. He pointed out that roads surrounding the project were busy and was concerned that future residents would find it difficult to adapt. In addition, he noted that the project was adjacent to the business area, and although the traffic assessment indicated that the impact would be limited, he remained concerned that the commuting of future residents might intensify traffic pressure in the business area. At the same time, he observed that a large number of residential units would be built in Cha Kwo Ling. Although Amendment Item A, if rezoned for residential use, could add over a thousand units, it might not make a significant contribution to the overall housing supply in Kwun Tong District. On the other hand, given the prime location of the project site, maintaining its commercial use might generate greater revenue for the Government upon land sale.

12.7 Mr LAM Wai had reservations about Amendment Item A. He mentioned that following the successive intake of residents in the Anderson Road Quarry Development Area, the current traffic situation there had become more problematic than originally assessed during the early planning stage. While he agreed that continuous district development would help promote the economy, he considered that, when implementing development projects, the potential impacts on the lives of surrounding residents should be comprehensively assessed and handled prudently.

13. The representative of TD responded to Members' views, stating that following the rezoning of Amendment Item A for residential use, the department would, when reviewing the traffic impact assessment submitted by the consultant, take into account the convenience of residents' travel to ensure that they could easily access public transport, as well as assess the project's impact on local traffic. TD pointed out that the roads in Kwun Tong District, especially in the business area, were relatively narrow and the road network was complex due to early planning. Some road sections were busy, and it would be challenging to further increase the provision of parking spaces within the district. The department said that it would, having regard to Members' views, further coordinate with the relevant departments and the consultant for review and follow-up actions.

14. The representative of PlanD made the following supplementary response regarding Amendment Item A:

14.1 Optimisation proposals suggested by Members: The department thanked Members for actively putting forward their views. In addition to suggesting a review of the project itself, Members also advocated for utilising nearby vacant land for temporary uses and studying the overall traffic planning, such as introducing new bus routes, to alleviate existing traffic pressure in areas such as Cha Kwo Ling Road and Shing Yip Street. The department stated that it would further review the demand and various optimisation proposals with relevant departments, such as TD, to ensure that the assessment and implementation of the project could meet standards and effectively respond to public concerns.

14.2 Retaining the site for commercial use: In response to Members' suggestion that the project should not be rezoned for residential use but should continue to be used for commercial purposes, the department stated that land planning should adapt to prevailing circumstances. The change of the site's zoning from its originally designated commercial use to residential use was made in view of the current social and economic demand for housing supply. The department pointed out that the current assessment study focused on addressing issues relating to the development of the lot, including traffic and environmental

factors such as noise, and on ensuring that all measures complied with legislative requirements, together with appropriate mitigation measures to ensure that the new development would be lawful, compliant, and suitable for living. The department added that it would take Members' views into consideration and, upon the project's endorsement, continue to collaborate with relevant departments to promote land development that met district needs and make good use of the beautified surroundings, such as Tsui Ping River. The department expressed the hope that by implementing this project, residents' daily lives would be made more convenient and the long-term well-being of the community would be enhanced.

15. The Chairman urged PlanD, CEDD and TD to note the views put forward by Members on the project, and to carefully assess and appropriately respond to or incorporate the relevant suggestions in future work stages.

16. The meeting noted the paper.

~~**Item III — Autonomous Vehicle Trial Scheme in Kowloon East**
(KTDC Paper No. 21/2025)~~

17. The Chairman welcomed Chief Electrical and Mechanical Engineer/Bus Safety and Senior Electrical and Mechanical Engineer/Bus Safety of TD; Regional General Manager for Hong Kong and Macau, Senior Security Consultant and Senior Project Development Managers in Hong Kong of the Baidu Apollo International Limited (“Baidu”); and Managing Director and Deputy General Manager of China Travel Tours Transportation Services Hong Kong Limited to brief Members on the Autonomous Vehicle Trial Scheme in Kowloon East (“Trial Scheme”).

18. The representatives of TD and Baidu introduced the autonomous driving project.

19. Mr CHEUNG Ki-tang and Ms FU Pik-chun declared that they were employed in the hotel business and the travel document application business under the China Tourism Group (“CTG”), respectively. Both of them indicated that their positions had no direct connection with CTG's transportation services business. The meeting noted their declared interests, and the Chairman directed that they should refrain from voting on this agenda item.

20. Members raised views and enquiries as follows:

20.1 Mr TAM Siu-cheuk expressed his support for the development of new technology and raised concern about conducting the Trial Scheme in the Kowloon Bay area. He pointed

**Provision of Major Community Facilities and Open Space
in Kwun Tong District Council Area (Including Anderson Road Quarry (ARQ&))**

Type of Facilities		Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
				Existing Provision	Planned Provision (including Existing Provision)	
Open Space%	District Open Space	10 ha per 100,000 persons [#]	80.17 ha	63.39 ha	116.02 ha	+35.85 ha
	Local Open Space	10 ha per 100,000 persons [#]	80.17 ha	122.32 ha	147.00 ha	+66.83 ha
Sports Centre		1 per 50,000 to 65,000 persons [#] (assessed on a district basis)	12	9	11	-1
Sports Ground/ Sports Complex		1 per 200,000 to 250,000 persons [#] (assessed on a district basis)	3	1	1	-2
Swimming Pool Complex – standard		1 complex per 287,000 persons [#] (assessed on a district basis)	2	1	1	-1
District Police Station		1 per 200,000 to 500,000 persons (assessed on a regional basis)	1	2	2	+1
Divisional Police Station		1 per 100,000 to 200,000 persons (assessed on a regional basis)	4	1	2	-2
Magistracy (with 8 courtrooms)		1 per 660,000 persons (assessed on a regional basis)	1	1	1	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Community Hall	No set standard	N.A	9	10	N.A
Library	1 district library for every 200,000 persons ^π (assessed on a district basis)	4	6	8	+4
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6 [#]	335 classrooms	397 classrooms	491 classrooms	+156 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6-11 [#] (assessed by EDB on a district/school network basis)	861 classrooms	971 classrooms	1,061 classrooms	+200 classrooms
Secondary School	1 whole-day classroom for 40 persons aged 12-17 [#] (assessed by Education Bureau (EDB) on a territorial-wide basis)	525 classrooms	939 classrooms	999 classrooms	+474 classrooms
Hospital	5.5 beds per 1,000 persons (assessed by Hospital Authority on a cluster basis)	4,576 beds	1,574 beds	2,134 beds	-2,442 beds [^]
Clinic/Health Centre	1 per 100,000 persons (assessed on a district basis)	8	5	8	0

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Child Care Centre	100 aided places per 25,000 persons ^{#@} (assessed by Social Welfare Department (SWD) on a local basis)	3,207 places	644 places	1,644 places	-1,563 places ^{**}
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#] (assessed by SWD on a local basis)	6	13	14	+8
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#] (assessed by SWD on a service boundary basis)	5	7	8	+3
District Elderly Community Centres	One in each new development area with a population of around 170,000 or above [#] (assessed by SWD)	N.A.	4	4	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#] (assessed by SWD)	N.A.	21	25	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{**@} (assessed by SWD on a district basis)	4,898 places	2,237 places	2,985 places	-1,913 places ^{**}

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG) Requirements	HKPSG Requirements (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including Existing Provision)	
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@} (assessed by SWD on a cluster basis)	6,066 beds	2,536 beds	3,676 beds	-2,390 beds**
Pre-school Rehabilitation Services	23 subvented places per 1,000 children aged 0 – 6 [#] (assessed by SWD on a district basis)	522 places	576 places	1,169 places	+647 places**
Day Rehabilitation Services	23 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a district basis)	1,651 places	1,156 places	1,656 places	+5 places**
Residential Care Services	36 subvented places per 10,000 persons aged 15 or above [#] (assessed by SWD on a cluster basis)	2,585 places	1,235 places	1,915 places	-670 places**
Community Rehabilitation Day Centre	1 centre per 420,000 persons [#] (assessed by SWD on a district basis)	2	1	1	-1
District Support Centre for Persons with Disabilities	1 centre per 280,000 persons [#] (assessed by SWD on a district basis)	3	2	2	-1
Integrated Community Centre for Mental Wellness	1 standard scale centre per 310,000 persons [#] (assessed by SWD on a district basis)	2	2	2	0

Notes:

Facilities and open space figures of all OZPs (S/K13/34, S/K14N/16, S/K14S/27, S/K15/28 and S/K22/8(part)) within Kwun Tong DC district are included.

The planned resident population in Kwun Tong District (including ARQ) is about 801,700. If including transients, the overall planned population is about 832,100. All population figures have been adjusted to the nearest hundred.

Remarks:

& ARQ falls within Sai Kung DC.

% The new provision standard and refined criteria on countability for open space promulgated under Chapter 4 of HKPSG on 30.12.2025 are yet to be reflected in this table as the figures are being updated. The changes in provision standard or countability of open space do not affect the usage and enjoyment of the existing open space by members of the public.

The requirements exclude planned population of transients.

^ The deficit in provision is based on the Kwun Tong District Council (including ARQ) planned population while Health Bureau (HHB) / Hospital Authority (HA) adopts a wider spatial context in the assessment and plans its services on a cluster basis, and takes into account a number of factors in planning and developing various public healthcare services. Under the on-going First Hospital Development Plan (HDP) and the second HDP currently under planning, the Government and HA will implement hospital development projects to provide additional beds and other medical facilities in order to meet the anticipated service demand. The Kowloon East Cluster serves residents at Kwun Tong and Sai Kung Districts.

π Small libraries are counted towards meeting the HKPSG requirement.

* Consisting of 40% centre-based CCS and 60% home-based CCS.

@ This is a long-term goal and the actual provision would be subject to the consideration of the SWD in the planning and development process as appropriate.

** The deficit in provision is based on District Council planned population while the SWD adopts a wider spatial context/cluster in the assessment of provision for such facility. In applying the population-based planning standards, the distribution of welfare facilities, supply in different districts, service demand as a result of the population growth and demographic changes as well as the provision of different welfare facilities have to be considered. As the HKPSG requirements for these facilities are a long-term goal, the actual provision will be subject to consideration of the SWD in the planning and development process as appropriate. The Government has been adopting a multi-pronged approach with long-, medium- and short-term strategies to identify suitable sites or premises for the provision of more welfare services which are in acute demand.

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