

TOWN PLANNING BOARD

TPB Paper No. 11050

For Consideration by the
Town Planning Board on 6.3.2026

DRAFT CHA KWO LING, YAU TONG, LEI YUE MUN
OUTLINE ZONING PLAN NO. S/K15/28

CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K15/28-R1 TO R3

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Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K15/28-)
<p><u>Amendments to the Plan (Plans H-1 and H-6)</u></p> <p><u>Item A</u> Rezoning of a site at the junction of Cha Kwo Ling (CKL) Road and Shing Yip Street from “Commercial” (“C”) to “Residential (Group A)10” (“R(A)10”) with stipulation of building height restriction (BHR).</p> <p><u>Item B</u> Rezoning of a site at Yau Tong Bay (YTB) from “Comprehensive Development Area” (“CDA”) to “C(1)” with stipulation of BHR.</p> <p><u>Item C</u> 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 BHRs and designation of the land abutting the waterfront as ‘Waterfront Promenade’.</p> <p><u>Amendments to the Notes of the Plan</u></p> <p>(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.</p> <p>(i) Incorporation of ‘Field Study/Education/Visitor Centre’ under Column 1 of the Notes for “V” zone.</p>	<p>Total: 3</p> <p><u>Oppose and provide Adverse Views on Items A and B, and Amendments to the Notes (h) and (i) (1)</u> R1: Individual</p> <p><u>Provide Views on Item A (1)</u> R2: MTR Corporation Limited</p> <p><u>Provide Views on Items B and C (1)</u> R3: Kowloon Greenway</p>

Note: The names of the representers are attached at **Annex III**. Soft copy of the submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_K15_28.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

1. **Introduction**

- 1.1 On 31.10.2025, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (OZP) No. S/K15/28 (the Plan) at **Annex I**, together with the Notes and Explanatory Statement (ES)^[1], was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments to the OZP and its Notes is at **Annex II** and the locations of the amendment items are shown on **Plans H-1 and H-6**.
- 1.2 During the two-month public exhibition period, three valid representations were received. On 30.1.2026, the Board agreed to consider the representations collectively in one group.
- 1.3 This Paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Item A – Rezoning of the Site at the Junction of CKL Road and Shing Yip Street (Item A site) for Residential Development (about 0.96 ha)

- 2.1 In pursuit of the policy initiative of increasing land supply through a multi-pronged approach to support housing and other development, the Government has been carrying out various land use reviews on an on-going basis, including reviews on the Government land currently vacant, under Short Term Tenancies (STTs) or different short-term government uses, with a view to identifying more suitable sites for conversion to residential use. A site at CKL Road was previously zoned “C” and has yet to be disposed of for commercial use. Taking into account the location, site accessibility as well as the supply of commercial sites in Kwun Tong district, the CKL Road site (Item A site) (**Plan H-1**) has been identified for review for converting into residential use.
- 2.2 The Civil Engineering and Development Department (CEDD) has conducted a feasibility study (the Study) to ascertain the technical feasibility of the proposed private residential development with retail, public vehicle park (PVP) and government, institution and community (GIC) facilities at the site. To facilitate the proposal, the Item A site has been rezoned from “C” to “R(A)10” subject to a maximum domestic/total plot ratio (PR) of 7.5/9 and a maximum building height (BH) of 140mPD.

^[1] The Notes and ES are available at the Board’s website at https://www.tpb.gov.hk/en/plan_making/S_K15_28.html

Item B – Rezoning of the Site at YTB (Item B site) for Commercial/Office Redevelopment (about 0.46 ha)

- 2.3 Under a 12A application No. Y/K15/6^[2], the applicant proposed to rezone the Item B site from “CDA” to “C(1)” to facilitate the redevelopment of Wing Shan Industrial Building (WSIB) to a commercial/office building which is subject to the maximum PR and BH of 11 (equivalent to the existing PR of WSIB) and 130mPD respectively as well as the provision requirement of a public waterfront promenade (PWP)^[3] of not less than 15m wide with an area of not less than 1,205m² and a 24-hour at-grade 3m-wide public pedestrian passageway connecting the PWP and CKL Road (**Drawings H-7 to H-9**). The applicant proposed adding ‘Marine Related Facilities (on land designated “C(1)” only)’ and ‘Marina (not elsewhere specified)^[4] (on land designated “C(1)” only)’ under Column 1 and Column 2 of the Notes respectively to facilitate the proposed public landing step at the PWP and allow flexibility for applying for landside facilities at the Item B site directly related to marina activities in future under planning application. Members generally had no objection to rezone the Item B site to facilitate phasing out of the industrial operation and provision of a continuous PWP, but considered a PWP of not less than 20m in width and a maximum BH of 120mPD should be imposed for the proposed “C(1)” zone, given (i) the lack of control of the width of the proposed PWP which might result in abrupt widening with PWP of the adjacent lots; and (ii) the proposed BH exceeding the OZP restriction and departing from the stepped BH profile with lower buildings at the two western ends of YTB. The Metro Planning Committee (the Committee) of the Board on 22.9.2023 partially agreed to the application for the proposed “C(1)” zone subject to a maximum PR of 11 and maximum BH of 120mPD and imposing a minimum width of PWP of 20m. An extract of the minutes of the Committee’s meeting is at **Annex IV**.
- 2.4 To take forward the decision, Item B site was rezoned from “CDA” to “C(1)” subject to the maximum PR and BH of 11.0 and 120mPD respectively. As for the PWP, while the width is planned for 20m, a minimum width of 15m (which aligns with the requirement of the YTB “CDA” zone^[5]) and the area of the PWP (i.e. not less than 1,205m²) are stipulated to allow for design variations with undulations in width.

Item C – Rezoning of the Site at the Junction of Shung Shun Street and Yan Yue Wai (Item C site) to reflect the completed residential development and as-built conditions

- 2.5 To take forward the decision of the Committee on the Review of Sites Designated “CDA” on Statutory Plans in the Metro Area for the Years 2023/2025 on 23.5.2025,

^[2] The MPC Paper No. Y/K15/6A, including its attachments, is available at the Board’s website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727_mpc_agenda.html

^[3] According to the Notes of the OZP No. S/K15/27 for “CDA” zone, a PWP of not less than 15m wide and site area not less than 24,700 m² should be provided.

^[4] The proposed ‘Marina’ does not form part of the submitted notional scheme under the section 12A application No. Y/K15/6.

^[5] According to the ES of the OZP No. S/K15/27 for the YTB “CDA” zone, the width of the PWP is planned for 20m. In view of the site constraints and to allow design flexibility, while keeping the total site area of the PWP (not be less than 24,700m²), a minimum width of 15m is considered acceptable for part of the promenade with severe site constraints.

Item C site (**Plan H-6**) has been rezoned from “CDA(5)” to “R(A)11” to reflect as-built condition. The Item C site is subject to maximum domestic and non-domestic gross floor area (GFA) of 44,750m² and 7,900m² respectively (equivalent to a total PR of 5) as well as a maximum BH of 80mPD and 100mPD, and the requirement for provision of a PWP (designated as ‘Waterfront Promenade’) (**Plan H-10**) of not less than 15m wide and a PVP.

Amendments to the Notes and ES of the OZP

2.6 In relation to the above amendment items, the Notes and ES of the OZP have been revised accordingly.

“C” zone

- In relation to Amendment Item B, ‘Marine Related Facilities (on land designated “C(1)” only)’ is added to Column 1 and ‘Marina (not elsewhere specified) (on land designated “C(1)” only)’ is added to Column 2 of the Notes for “C” zone.
- The Remarks of the Notes for “C” zone is revised to incorporate development restrictions and requirements for the new “C(1)” sub-zone.

“CDA” zone

- In relation to Amendment Item B, the Remarks of the Notes for “CDA” zone is revised in relation to the site area requirement of PWP at YTB.
- the Remarks of the Notes for “CDA” zone is revised to delete “CDA(5)” subzone.
- Paragraph (6) of the Remarks of the Notes for “CDA” zone is revised in relation to the exemption clause for PR calculation.

“R(A)” zone

- In relation to Amendment Items A and C, ‘Public Vehicle Park (excluding container vehicle) (on land designated “R(A)6”, “R(A)8” and “R(A)9” only)’ is revised 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.
- the Remarks of the Notes for “R(A)” zone is revised to incorporate development restrictions and/or requirements for the new “R(A)10” and “R(A)11” sub-zones.

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

- To align the control of ‘Government Use (not elsewhere specified)’ across the two schedules (namely Schedule I for open-air development or for building other than industrial or industrial-office building and Schedule II for industrial

or industrial-office building) in the Notes for the “OU(B)” zone of the Plan, same as the current control for Schedule II, ‘Government Use (not elsewhere specified)’ use was moved from Column 2 to Column 1, and ‘Government Use (Police Reporting Centre, Post Office only)’ use is deleted from Column 1 under Schedule I of the Notes for the “OU(B)” zone.

“V” zone

- Lei Yue Mun Village, which is not a recognised village (i.e. not covered in the list of Recognised Villages under the New Territories Small House Policy), is zoned “V” on the OZP. On the other hand, Lei Yue Mun is a unique village by the Victoria Harbour with a rich history, and it is a visitor attraction for its seafood restaurants. In light of the above unique circumstances and tourism focus of Lei Yuen Mun Village, ‘Field Study/Education/Visitor Centre’ use is added in Column 1 of the “V” zone^[6].

Technical Amendments

2.7 With reference to the revised MSN agreed by the Board, the following technical amendments have been incorporated in the Notes of the Plan:

- ‘Government Refuse Collection Point’ and ‘Public Convenience’ uses are moved from Column 2 to Column 1 of the Notes for V” zone; and
- The Chinese translation of the user term ‘Research, Design and Development Centre’ is revised 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”, “R(E)”, “Government, Institution or Community” (“G/IC”) and “OU(B)” zones.

The Draft OZP

2.8 On 10.10.2025, the Committee of the Board agreed that the proposed amendments to the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/27 (the previous OZP) were suitable for public inspection under section 5 of the Ordinance. The relevant MPC Paper No. 9/25 is available at the Board’s website^[7] and an extract of the minutes of the said Committee’s meeting is at **Annex V**. Subsequently, the draft Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP No. S/K15/28 was gazetted on 31.10.2025.

3. Local Consultation

3.1 PlanD and CEDD jointly consulted the Kwun Tong District Council (KTDC) on 29.9.2025 regarding the proposed residential development at CKL Road site and the corresponding amendments to the OZP. While the KTDC generally had no

^[6] In general, ‘Field Study/Education/Visitor Centre’ use is put in Column 2 of the “V” zone as per the latest Master Schedule of Notes to Statutory Plans (MSN).

^[7] The MPC Paper No. 9/25 and its attachments are available at the Board’s website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/774_mpc_agenda.html

objection to the proposed amendments, the major concerns expressed by some members included the pedestrian network arrangement and the traffic impact to the surrounding area arising from the proposal at CKL Road site and its mitigation measures as well as the interim measures for the termination of existing temporary public carpark at CKL Road site before the completion of the PVP within the proposed development. In response, Members were briefed at the meeting on the pedestrian network arrangement of the proposed development in CKL Road site connecting to Kwun Tong MTR station and surrounding area, traffic mitigation measures and findings of the technical assessments and were advised that the Government would monitor the need of and identify suitable sites for temporary parking as far as practicable. An extract of the relevant minutes of KTDC meeting is at **Annex VI**.

- 3.2 During the statutory exhibition period of the draft OZP, members of KTDC were notified that members of the public could submit representations on the amendments to the Secretary of the Board. No representation from members of the KTDC was received.

4 The Representation Sites and Their Surrounding Areas

- 4.1 The representation sites have the following characteristics:

Item A site (Plans H-1 to H-5)

- 4.1.1 Item A site (about 0.96ha) (**Plan H-1**), entirely Government land, is situated at the fringe of the Kwun Tong Business Area (KTBA). It is bounded by CKL Road to the southeast, Shing Yip Street to the southwest, the revitalised Tsui Ping River to the northwest and an industrial building named New City Centre and a petrol filling station to the northeast and further northeast, respectively (**Plan H-2**). It is accessible via CKL Road and is close to an existing footbridge network comprising footbridge No. KF 90 to connect to Kwun Tong MTR station and GIC facilities nearby (**Plans H-2 and H-3**). Item A site is currently occupied as temporary public carpark for private cars and goods vehicles at the northern portion and temporary works area allocated to the Drainage Services Department (DSD) for stockpile and site office at the southern portion. An L-shape drainage reserve area of 4m to 7m in width traverses the southern portion (**Drawing H-1**). The site is well served by public transport, with Kwun Tong MTR Station located about 350m to the northwest and a bus stop on its eastern boundary.
- 4.1.2 The land uses of the surrounding areas of Item A site are mixed (**Plans H-1 to H-5**). To the west is the KTBA, which is undergoing transformation from industrial to business/commercial uses, zoned "OU(B)" subject to a maximum PR of 12 and BHR of 130mPD. To the south across Shing Yip Street are the open spaces, namely Tsui Ping River Garden and Laguna Park and residential development namely Laguna City. Laguna City has an existing BH from 80mPD to 92mPD, and is covered by "R(A)1" and "R(A)2" zones subject to maximum gross floor area (GFA) restrictions,

equivalent to total PRs of 5.15 and 5.08 respectively. To the further north and northeast, developments are residential in nature, which are zoned “R(A)” with maximum domestic/total PR of 7.5/9. Various GIC facilities and open spaces are scattered in the east, southeast and south of the Item A site.

- 4.1.3 The Item A site is zoned “R(A)10” with a maximum domestic/total PR of 7.5/9 and a maximum BH of 140mPD. According to the ES of the OZP, a PVP and social welfare facilities shall be provided. A 24-hour public pedestrian passageway shall be provided to connect the existing footbridge network and the ground level near Tsui Ping River. There are requirements for non-building area (NBA) of not less than 3m wide along the northwestern boundary facing Tsui Ping River, and not less than 20m wide in a southeast-northwest direction on the Item A site (**Drawing H-1**), both for better air ventilation.
- 4.1.4 The indicative master layout plan, section plans and landscape master plan (LMP) of the notional scheme for illustration purposes are shown in **Drawings H-1 to H-3**. The indicative development parameters are as follows:

Site Area	About 0.96 ha
Maximum PR	9
- Domestic PR	7.5
- Non-domestic PR	1.5
Maximum GFA (m²)	86,400
- Domestic GFA	72,000
- Non-domestic GFA ⁽¹⁾	14,400
Maximum BH	140mPD
No. of Blocks	2
No. of Storeys	30 domestic storeys atop 5-storey podium and 2-storey basement carpark
Estimated No. of Flats ⁽²⁾	About 1,440
Estimated Population ⁽³⁾	About 3,744
Ancillary Parking Facilities	<i>Private Vehicle</i> Residential development (including visitor’s parking): 194 Retail: 48 <i>Motorcycle</i> Residential development: 11 Retail: 3
Loading/unloading Spaces	Residential development: 2 Retail: 12
PVP ⁽⁴⁾	Private Vehicle: 107 Goods Vehicle: 43
Supporting Facilities	- Retail facilities - Social welfare facilities ⁽⁴⁾⁽⁵⁾ comprising: <ul style="list-style-type: none"> • Parents/Relatives Resource Centre for Carers of Persons in Mental Recovery
Target Completion Year	2031/32

Remark:

- (1) Non-domestic uses include retail uses.
- (2) Assumed average flat size is 50m².
- (3) Assumed person per flat (PPF) is 2.6.
- (4) GFA of the PVP and GIC facilities as required by the Government is proposed to be exempted from GFA calculation under the OZP. These facilities have been considered in the technical assessments. The actual provision is subject to detailed design and agreement with relevant Government departments.
- (5) Social Welfare Department (SWD) in consultation with other bureaux/departments has undertaken a review on the planning and provision of social welfare facilities in Kwun Tong District, taking into account, inter alia, the needs of the local or nearby community, the existing and planned supply of the service provision in relation to their location, accessibility, and cost effectiveness. The initial bid of rehabilitation facilities at Item A Site is withdrawn after the review.

Item B site (Plans H-6 to H-9)

- 4.1.5 Item B site (about 0.46ha) is situated at the northern wing of the YTB and accessible from CKL Road. It is flanked by vacant land owned by a consortium consisting of the majority of the lot owners of the YTB “CDA” zone (the Consortium) to the east and the Water Supplies Department (WSD) CKL Salt Water Pumping Station to its west (**Plan H-7**). Item B site is about 450m to the west of Yau Tong MTR Station. It is currently occupied by a 16-storey industrial building (i.e. WSIB) built in 1984 and mainly used for warehousing.
- 4.1.6 To take forward the decision of the Board on the section 12A application, Item B site was rezoned from “CDA” to “C(1)” subject to the maximum PR and BH of 11.0 and 120mPD, respectively. A minimum width of 15m and the area of the PWP (i.e. not less than 1,205m²) are imposed in the Notes. A 24-hour at-grade 3m-wide public pedestrian passageway connecting the PWP and CKL Road should also be provided at the item B site as stated in the ES.

Item C site (Plans H6 and H-10 to H-12)

- 4.1.7 Item C site (about 1.06 ha) is currently occupied by a residential development named Montego Bay which was completed in 2023 and has been rezoned to “R(A)11” to reflect the completed development. The Item C site is subject to the same restriction as that of the “CDA(5)” zone, i.e. maximum domestic and non-domestic GFA of 44,750m² and 7,900m² respectively (equivalent to a total PR of 5) as well as a maximum BH of 80mPD and 100mPD and the requirement for provision of a PWP (**Plan H-10**) that is not less than 15m wide. Provision of a PVP is also stipulated in the Notes of the Plan.

4.2 Planning Intentions

The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) the “R(A)10” and “R(A)11” zones under Items A and C, respectively, are intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- (b) the “C(1)” zone under Item B is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre(s) serving the immediate neighbourhood.

5. The Representations

5.1 Subject of Representations

5.1.1 During the two-month exhibition period, three valid representations were received. One representation (**R1**) was submitted by an individual, the other two representations were submitted by two organisations, namely the MTR Corporation (**R2**) and Kowloon Greenway (**R3**). **R1** opposes and provides adverse views on Items A and B, and Amendments to the Notes (h) and (i). **R2** provides views on Item A. **R3** provides views on Items B and C.

5.1.2 The major grounds/comments of the representations, as well as PlanD’s responses in consultation with relevant B/Ds, are summarised in paragraphs 5.2 to 5.3 below.

5.2 Opposing Representation/ Adverse Views

Item A

5.2.1 Planning Intention and Land Use

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The Item A site shares the same context with another “C” site at Hung To Road (HTR site) recently rezoned in that both sites are located adjacent to Tsui Ping River and are proposed to provide community facilities. Item A site is rezoned from “C” to “R(A)10” but the “C” zone for HTR site is retained. There is a lack of rationale for the different treatment.	R1
Responses	
In response to (1):	
(a) The Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for housing, including carrying out various land use reviews on an on-going basis. The site is situated at the fringe of KTBA, i.e. eastern side of	

Tsui Ping River which is close to the residential neighbourhood hence upon review it is considered appropriate to rezone the site for residential use with a view to increasing housing land supply and optimising the usage of vacant government land.

- (b) The HTR site (**Plan H-1**) is under private ownership and has been occupied by a commercial building since 1965. The OZP amendment is to take forward the applicant’s proposal for Social Welfare Facility (Residential Care Homes for Persons with Disabilities (RCHD)) under a section 12A application No. Y/K14S/2^[8]. The HTR site, located on the western side of Tsui Ping River, is an integral part of the KTBA, hence it is appropriate to keep the “C” zone. The amendment puts social welfare facilities as a Column 2 use such that the proposed facilities would be subject to the scrutiny by the Committee.

5.2.2 BHR and NBAs

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The proposed BHR on Item A is not supported. The proposed BH is higher than that of the nearby street block of KTBA for 10m. The additional height to accommodate parking is problematic.	R1
(2) Taller buildings will block both air ventilation and penetration of natural light. The NBA will result in high podium (5-storey) and also affect the air ventilation, little setback of towers, and no open space provision apart from landscape podium gardens.	
Responses	
<p>In response to (1):</p> <p>(a) Item A site is situated at the fringe of KTBA which is transforming from industrial to business/commercial uses, characterised by high-rise and high-density developments, with four BH bands of BHRs (i.e. 100mPD, 130mPD, 160mPD and 200mPD) ascending towards the inland (Plan H-5). Item A site is at the transitional area whereby it is located within the 130mPD height band of KTBA. Over the Kwun Tong Bypass to its south, Item A site adjoins residential neighbourhood intermixed with low to medium-rise GIC facilities and open spaces. According to the visual appraisal under the Landscape and Visual Impact Assessment (LVIA) of the Study, the notional scheme of the proposed residential development at Item A site, when compared with the originally proposed commercial development which is subject to BHR of 130mPD, would unlikely induce significant adverse impact on the visual character of the surrounding townscape (Drawings H-4</p>	

^[8] The MPC Paper No. Y/K14S/2A, including its attachments, is available at the Board’s website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/750_mpc_agenda.html

to H-6). The proposed BHR of 140mPD, though slightly higher than the BHR of the nearby street block of KTBA for 10m, is within the range of the height band of the area. The buffer is to allow design flexibility including, accommodation of retail, GIC facilities and PVP, adoption of the MiC, accommodation of various site constraints (such as the drainage reserve area and two NBAs) and not limiting the possibility of minimising basement development, the proposed BH is generally compatible with the visual profile of the surrounding high-rise and high-density neighbourhood. The Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) has no adverse comment on the BHR.

- (b) The proposed development intensity has taken into account the setting of the neighbourhood, the prevailing PRs of the residential development in the surrounding area, the BH profile (**Plan H-5**) in commensurate with the public viewpoints considerations, and the infrastructure capacities in the area.

In response to (2):

- (c) The notional scheme of the proposed residential development (**Drawings H-1 and H-2**) has been formulated with respect to surrounding development context, two NBAs (including (i) at least 3m-wide NBA along the northwestern boundary facing Tsui Ping River and (ii) at least 20m-wide NBA in a southeast-northwest direction between the two proposed tower blocks) from air ventilation assessment (AVA) and buffer requirements for air emissions from road traffic under the Hong Kong Planning Standards and Guidelines. According to the air ventilation assessment - expert evaluation (AVA-EE) under the Study, the two NBAs are generally accommodated in the notional scheme, it has confirmed that the NBAs would provide better air ventilation along Tsui Ping River and southeast-northwest direction aligning Sin Fat Road and provide visual relief. Significant adverse impact on the surrounding pedestrian wind environment is not anticipated. The CTP/UD&L, PlanD has no adverse comments on the proposed residential development.
- (d) Opportunity is also taken to designate floor spaces for retail, PVP and GIC facilities for Kwun Tong area in the non-domestic podium. Having considered requirements on air ventilation, NBA and community facilities provision, the proposed five storeys of the non-domestic podium are assessed and considered to be not excessive. According to the notional scheme of the proposed residential development, the total open space provision is 5,648m² which includes 3,810m² on podium floor and 1,838m² on ground level, two NBAs and setbacks are adopted. Buildings Department (BD) has no adverse comment on the proposed setbacks and no objection to the proposed amendments under the Buildings Ordinance. The future building design including the penetration of natural light, setbacks and open space provision will be subject to detailed design, but should also comply with Buildings Ordinance, Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-152 – Sustainable Building Design Guidelines and the relevant requirements of concerned departments.

5.2.3 Provision of GIC Facilities

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The proposed GIC facilities are for people suffering from mental health issues who require a tranquil environment. There are concerns on road traffic noise as the site is close to the Kwun Tong Bypass.	R1
(2) Concern is raised about the potential fire hazard of having car parking spaces with EV-charging facilities on the podium adjacent to the GIC facilities.	
Responses	
<p>In response to (1) to (2):</p> <p>(a) According to the Preliminary Environmental Review (PER) under the Study on the notional scheme (Drawings H-1 and H2) for the Item A site, with the adoption of mitigation measures (such as fixed glazing, architectural fins and/or acoustic windows and/or enhanced acoustic balcony), GIC facilities proposed at the site subject to detailed design would not be subject to adverse road traffic and railway noise impacts. In view of the above, the Director of Environmental Protection (DEP) has no in-principle objection to the proposed Amendment Item A and requires an updated Noise Impact Assessment (NIA) of the scheme at the detailed design stage.</p> <p>(b) The development layout of the notional scheme is indicative for ascertaining the technical feasibility, which is subject to detailed design. The future project proponent would still need to comply with relevant requirements as imposed by the relevant departments (e.g. SWD) and legislation.</p>	

Item B

5.2.4 Planning Intention and Land Use

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The applicant states that the site is not suitable for residential development but provides no logical justification, noting that residential development is proposed on the “CDA” site at YTB, east of Item B site, under application No. A/K15/112.	R1
(2) The applicant states its intention to create a vibrant commercial node (Grade A office) at the site. But the configuration and location of the site render the concept of node risible.	

Responses
<p>In response to (1) and (2):</p> <p>(a) Taking forward the section 12A application approved by the Board on consideration of the planning intention and development progress of the YTB “CDA” zone, rezoning part of the “CDA” zone (i.e. Item B site) to “C(1)” zone is in line with the planning intention for the YTB in that it would provide phased development and an opportunity to phase out a bulky industrial building/industrial operations in YTB area along with the provision of public open spaces and a continuous PWP. The Item B site is located at the northwestern portion of YTB at the western fringes of Yau Tong and within a transitioning area between Yau Tong and CKL and planned as a commercial (hotel) development cluster under the last Master Layout Plan (MLP) (No. A/K15/112^[9]). The current proposed commercial development is generally in line with the land use concept envisioned by the last MLP for the Item B site. Given its fringe location and the proposed development would provide a publicly accessible PWP and a set of public landing steps (subsumed under ‘Marine Related Facilities’), the proposed rezoning for commercial development with active functions on the lower floors is in line with the planning intention for YTB and compatible with surrounding planned land uses.</p>

5.2.5 Development intensity and BH

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) The development intensity of the proposed commercial/office development at Item B site is increased. The proposed development will be taller and bulkier than the surrounding towers and will cause light pollution affecting the surrounding towers.	R1
(2) The site coverage (SC) of the proposed commercial/office development at Item B site is excessive, as the only uncovered areas are the passage and the PWP. Hence, all at-grade spaces would be covered. Green features located on the podium would not be accessible to the public and provide no community gain.	

^[9] Under the approved MLP (application No. A/K15/112), the YTB “CDA” would be developed under three phases, with the Consortium lots to be developed under Phases 1 and 2, while the government land (GL) and dissenting lots would be developed under the Remaining Phases. The major proposed land uses of YTB mainly is residential with commercial, government, institution or community (GIC), PVP in the consortium phases, and the hotel uses at the northwestern end Remaining Phases (including Item B site) with marine related facility (landing steps).

Responses
<p>In response to (1) and (2):</p> <p>(a) The rezoning of Item B site is to take forward the partially agreed section 12A application No. Y/K15/6 for facilitating the redevelopment of WSIB to commercial/office building with retail and food and beverage uses. The Item B site is fully occupied by the 16-storey WSIB completed in 1984. The site is the only site within the YTB “CDA” that is occupied by an existing building built to an intensity (PR of about 10.925) that far exceeds the extant PR restriction of 4.5. Besides, the site involves several previous planning permission, in which the Committee has allowed a PR of 11 for wholesale conversion/additional works at the subject building for commercial uses. The Committee considered that the proposed development intensity (i.e. the PR) and the BH was not unacceptable taken into account the various planning and design merits (including provision of a PWP with an area of not less than 1,205m², which was about one quarter of the site area) and the unique planning background of the site.</p> <p>(b) As to the concern on SC and its impact on greening coverage and on public access to greening, the site is governed by the requirement to provide a PWP as well as restrictions under Building (Planning) Regulations (B(P)R). From the notional scheme in support of the section 12A application, notwithstanding that the PWP occupying over 26% of the Item B site area, a minimum greenery coverage of 30% within the developable site is achievable with some provided at grade and along the PWP which is accessible by the public (Drawing H-9). Furthermore, the ES stated that the design requirements, including the design of the PWP should include public landscape plantings, and its boundaries should tally with those of the adjacent PWP to avoid abrupt widening; and a 24-hour at-grade 3m wide public pedestrian passageway shall be provided to connect the PWP and CKL Road. As the future development including the light tower, SC and greenery provision will be subject to detailed design but should comply with Buildings Ordinance, PNAP APP-152 – Sustainable Building Design Guidelines and the relevant requirements of concerned departments including connectivity requirements in the ES. CTP/UD&L, PlanD have no adverse comment on the proposed development from urban design, visual impact and air ventilation perspectives.</p>

5.2.6 Provision of GIC Facilities

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) Proposed commercial/office development at Item B site does not involve any provision of GIC facilities.	R1

Responses
<p>In response to (1):</p> <p>(a) Item B site was part of the “CDA” zone at YTB, all the GIC facilities prescribed for the “CDA” zone under the endorsed Planning Brief have been committed at the adjacent Consortium-owned sites. Director of Social Welfare (DSW) also has no objection and no adverse comment on the proposed development. Moreover, the Government will continue to adopt a multi-pronged approach with long, medium and short-term strategies to identify suitable sites or premises for providing more welfare services, so as to meet the ongoing welfare service needs of the district.</p>

Amendment (h) to the Notes of the Plan

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) Incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ uses under Column 1 of the Notes in “V” zone will avoid public scrutiny of the location and design of these facilities.	R1
Responses	
<p>In response to (1):</p> <p>(a) The incorporation of ‘Government Refuse Collection Point’ and ‘Public Convenience’ under Column 1 of the Notes for the “V” zone, being in line with the revised MSN promulgated by the Board, is to streamline the provision of these common and essential facilities in village areas. Under the current practice, relevant government departments such as the Food and Environmental Hygiene Department (FEHD) would consult the concerned local residents/DC on the provision of such facilities, as appropriate.</p>	

Amendment (i) to the Notes of the Plan

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) Incorporation of ‘Field Study/Education/Visitor Centre’ use under Column 2 of the Notes in “V” zone would encourage abuse of the New Territories Exempted Houses (NTEH) policy and result in developments being for sale to outsiders.	R1
Responses	
<p>In response to (1):</p> <p>(a) Lei Yue Mun Village is not a recognised village (i.e. not covered in the list of Recognised Villages under the New Territories Small House Policy) and</p>	

therefore having ‘Field Study/Education/Visitor Centre’ use under Column 1 will not have any impact on the Small House Policy.

- (b) Lei Yue Mun is a unique village by the Victoria Harbour with rich history and is a visitor attraction for its seafood restaurants. Leveraging on its unique tourism resources, Lei Yue Mun will be integrated into East Kowloon and Kai Tak Development Area under the Development Blueprint for Hong Kong’s Tourism Industry 2.0 as a large-scale project for improvements to unleash its potential as a tourist hotspot. The Culture, Sports and Tourism Bureau (CSTB) has already improved the facilities along the Lei Yue Mun waterfront and enhanced its connectivity, and the Home Affairs Department (HAD) has already converted a vacant Government school premises within the “V” zone into an educational, cultural, heritage and arts centre. In light of the above unique circumstances and tourism focus of Lei Yuen Mun Village, it is considered appropriate to add ‘Field Study/Education/Visitor Centre’ use in Column 1 of the “V” zone to align with the tourism strategy.

5.3 Representations Providing Views

Item A

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
(1) It is concerned that the current approach may not fully capture the overall rail noise impact. No noise-sensitive receiver (NSR) has been assigned to the northwestern facades above the landscaped podium of Tower 1, which has two direct lines of sight to the Kwun Tong Line (KTL) viaduct at upper floors. This omission introduces uncertainty in compliance, especially as the designated assessment point farther from the viaduct (e.g., T1-38) is only marginally within the noise limit.	R2
(2) It is recommended that clarification and supplementary assessment be provided to ensure that all relevant façades of NSRs for Tower 1 are considered, and that the proposed development achieves full compliance with statutory noise requirements.	
(3) It is also recommended to conduct a detailed Railway Noise Impact Assessment (RNIA) by adopting relevant correction factors for rail crossings to get a more accurate estimate of the railway noise impact, as the proposed development may be sensitive to air-borne noise from KTL, such as the noise emitted from the nearby rail turnout infrastructures.	

<p>(4) It is suggested to impose relevant requirements through planning briefs, statutory plans and/or land administration documents.</p>	
Responses	
<p>In response to (1) to (3):</p> <p>(a) Noise Impact Assessment has been conducted under the PER of the Study to support rezoning of Item A site. According to clarification from CEDD, as the view angle of the northwestern façade of Tower 1 near T1-38 is much smaller than T1-38 under the PER, T1-38 has been chosen as an NSR instead of the northwestern façade of Tower 1 for the PER. In terms of the predicted rail noise level at night, T1-38 and the northwestern façade near T1-38 are 60dB(A) and 58 dB(A) respectively, the rail noise impact of T1-38 would be more than that of the northwestern façade near T1-38. The noise assessment in PER has assumed the direct line of sight to the KTL viaduct at upper level for consideration. While assessing the railway noise impact, the worst case scenario (i.e. T1-38, including facing directly and sideway to the railway) for railway noise impact to Tower 1 has been considered based on the notional scheme. With the adoption of noise mitigation measures such as fixed glazing, architectural fins and/or acoustic windows and/or enhanced acoustic balcony (subject to further assessment by future developer and detailed design), the proposed development would not be subject to adverse railway noise impacts. In view of the above, the DEP has no in-principle objection to the proposed Amendment Item A and requires an updated NIA of the scheme at detailed design stage.</p> <p>(b) Furthermore, the PER includes rail noise assessment in accordance with the “Calculation of Railway Noise (1995)” by the UK Department of Transport which is widely adopted in EIA studies and accepted by Environmental Protection Department (EPD). Different correction factors including the barrier correction, rail deterioration and rail crossing corrections have been applied in the assessment. The purpose of the PER is to confirm that the rezoning of the subject site has no insurmountable environmental impacts. With the consideration above, DEP considers that the current methodology is acceptable.</p> <p>In response to (4):</p> <p>(c) The DEP has required the inclusion of an “NIA clause” through land administration means for an updated NIA of the scheme at the detailed design stage.</p>	

Item B

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
<p>(1) R3 notes that Harbour Office of the Development Bureau (DEVB) and CEDD will commence East Kowloon Harbourfront Trail – Feasibility Study, and the details are subject to study. If the study adopts an “incremental approach” (先駁通再優化), it is concerned whether the development timetable and alignment of the promenade (whether it requires bypassing the Item B site) will be constrained by the redevelopment programme of the private developments. It is suggested that the use/landuse of waterfront sites aligns with the vision of the East Kowloon Harbourfront Trail – Feasibility Study.</p>	R3
Responses	
<p>In response to (1):</p> <p>(a) The East Kowloon Harbourfront Trail – Feasibility Study (the EKHT Study) will explore options to improve accessibility and connectivity of the harbourfront area in Kowloon East, which involves a number of privately-owned lots. The Government is prepared to discuss with private lot owners the feasible options they have put forward with a view to providing more harbourfront spaces. In addition to the “incremental approach”, the Government will also tackle the straightforward sites first before the difficult ones in improving their accessibility and connectivity. The relevant information under this rezoning exercise will be taken into consideration in the EKHT Study as appropriate.</p> <p>(b) According to the Notes of the OZP, a PWP of not less than 15m wide is to be provided at Items B and C sites, “CDA” zone at YTB and CDA zone at Yau Tong Industrial Area. Such requirements enable the extension of the PWP in East Kowloon and future enhancement.</p>	

Items B and C

Major Ground(s)/View(s)/Suggestion(s)	Representation No.
<p>(1) According to the plan for the GreenWay at Kai Tak (a shared path for both pedestrians and cyclists), the route of the GreenWay will end near the Tin Hau Temple along the proposed CKL PWP. Noting that various studies (including the EKHT Study) are exploring the possibility to provide harbourfront trail in East Kowloon and connectivity between Lei Yue Mun and Tseung Kwan O (TKO) Area 132, it is suggested to consider (i) introducing a path of about 6 to 8 meters in width as a long term measure for shared-use of both pedestrians and</p>	R3

cyclists; (ii) engaging private developments in providing relevant supporting facilities; (iii) avoiding construction of any permanent private landing or pier structures; and (iv) adopting people-oriented design on streetscape.	
Responses	
In response to (1):	
(a) The EKHT Study will take into account existing and on-going planning and urban design studies when considering harbourfront improvement in Kowloon East. CEDD is investigating the feasibility of enhancing pedestrian connectivity between TKO Area 132 and Lei Yue Mun. The suggestion will be provided to the relevant departments to consider as appropriate.	

6. Departmental Circulation

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

- (a) Secretary of Development;
- (b) Commissioner for Harbourfront;
- (c) Head of Energizing Kowloon East Office, DEVB;
- (d) Commissioner for Tourism, CSTB;
- (e) CA/ASC, ArchSD;
- (f) Chief Building Surveyor/Kowloon, BD;
- (g) Commissioner of Police;
- (h) C for T;
- (i) Chief Engineer/Construction, WSD;
- (j) Chief Engineer/Mainland South, DSD;
- (k) Chief Engineer/Sewage Treatment 2, DSD;
- (l) Chief Engineer/Railway Development Division 1-1, Railway Development Office, Highways Department (HyD);
- (m) Chief Highway Engineer/Urban, HyD;
- (n) DSW;
- (o) Director of Food and Environmental Hygiene;
- (p) Director of Leisure and Cultural Services;
- (q) Director of Fire Services;
- (r) Director of Electrical and Mechanical Services;
- (s) Director of Agriculture, Fisheries and Conservation Department;
- (t) DEP;
- (u) Land Supply Section/Land Administrative Office, Lands Department (LandsD);
- (v) District Land Officer/Kowloon East, LandsD;
- (w) Head of Geotechnical Engineering Office, CEDD;
- (x) Project Manager/East, CEDD;
- (y) Chief Engineer/Port Works, CEDD;
- (z) Director of Marine;

- (aa) District Officer (Kwun Tong), HAD; and
- (bb) CTP/UD&L, PlanD.

7. Planning Department's Views

- 7.1 The views of **R2** on Item A and **R3** on Items B and C are noted.
- 7.2 Based on the assessment in paragraph 5.2 above, PlanD does not support the representation of **R1** and considers that the draft OZP should not be amended to meet the representation for the following reasons:

Item A

- (a) the Government has been adopting a multi-pronged approach to make available sufficient supply of housing land progressively to meet the acute demand for housing, including carrying out various land use reviews on an on-going basis. The site is situated at the fringe of KTBA undergoing transformation to business uses, and next to residential neighbourhood with GIC facilities. The area is mainly characterised by high-rise and high-density developments. It is considered that the site is suitable for residential use to increase housing land supply and optimise the usage of vacant government land. Technical assessments covering various aspects such as traffic, environmental, landscape, visual and air ventilation, have confirmed that there is no insurmountable technical problem in developing the site for residential development;

Item B

- (b) Item B is to take forward the decision of the Board on a section 12A application in facilitating the redevelopment of WSIB to commercial/office building with retail and food and beverages uses. The proposed development is in line with planning intention for the Yau Tong Bay, and is not incompatible with the surrounding environment. Relevant technical assessments have been conducted which demonstrate that no insurmountable impacts on the surroundings are anticipated, while the concerned government bureaux/departments had no objection to or no adverse comment on the proposed development at the site. The "C(1)" sub-zone and relevant development restrictions are considered appropriate;

Amendments to the Notes of the OZP

- (c) the incorporation of 'Government Refuse Collection Point' and 'Public Convenience' under Column 1 of the Notes for "V" zone is in line with the latest MSN promulgated by the Board. The provision of these facilities will follow the established government procedures; and
- (d) the incorporation of 'Field Study/Education/Visitor Centre' under Column 1 of the Notes for "V" zone is in line with the Development Blueprint for Hong Kong's Tourism Industry 2.0. As Lei Yue Mun Village is not a recognised village, the amendment will not have any impact on the Small House Policy.

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations taking into consideration the points raised in the hearing session, and decide whether to propose/ not to propose any amendment to the draft OZP to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the Plan to meet the representations, Members are also invited to agree that the Plan, together with its Notes and updated ES, are suitable for submission under section 8(1)(a) of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft OZP No. S/K15/28 (reduced size)
Annex II	Schedule of Amendments to the Approved OZP No. S/K15/27
Annex III	List of Representers
Annex IV	Extract of the minutes of the Committee's meeting on 22.9.2023 for the section 12A application No. Y/K15/6
Annex V	Extract of Minutes of Committee's Meeting held on 10.10.2025
Annex VI	Extract of Minutes of KTDC Meeting on 29.9.2025
Annex VII	Provision of Major Community Facilities and Open Space in Kwun Tong District Council Area (Including Anderson Road Quarry)
Drawing H-1	Indicative MLP (Item A)
Drawing H-2	Section Plan (Item A)
Drawing H-3	Indicative LMP (Item A)
Drawings H-4 to H-6	Photomontages (Item A)
Drawing H-7	Indicative MLP (Item B)
Drawing H-8	Section Plans (Item B)
Drawing H-9	Indicative LMP (Item B)
Plan H-1	Location Plan (Item A)
Plan H-2	Site Plan (Item A)
Plan H-3	Aerial Photo (Item A)
Plan H-4	Site Photos (Item A)
Plan H-5	BH Profile in the Vicinity of the CKL Road site (Item A)
Plan H-6	Location Plan (Items B and C)
Plan H-7	Site Plan (Item B)
Plan H-8	Aerial Photo (Item B)
Plan H-9	Site Photos (Item B)
Plan H-10	Site Plan (Item C)
Plan H-11	Aerial Photo (Item C)
Plan H-12	Site Photos (Item C)