

KOWLOON PLANNING AREA NO. 14 (PART)

~~APPROVED DRAFT~~ KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/28A

EXPLANATORY STATEMENT

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(Being an Approved *a Draft* Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the ~~approved~~ *draft* Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/28A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 9 January 1959, the draft Ngau Tau Kok Village - Proposed Layout Plan No. LK 15/24/2, being the first statutory plan covering the western part of the Kwun Tong area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). On 9 June 1959, the then Governor-in-Council (G in C) under the then section 8(1) of the Ordinance, approved the draft Layout Plan. In January 1964, the approved Layout Plan was referred back to the Board for amendment. On 25 September 1964, the Ngau Tau Kok Village Layout Plan No. LK 14/17, which replaced the Plan No. LK 15/24/2, was gazetted under section 5 of the Ordinance, and was subsequently approved by the then G in C on 9 March 1965 under the then section 8(1) of the Ordinance.
- 2.2 On 9 May 1984, the Board was directed under section 3 of the Ordinance to prepare a draft statutory plan for the Kwun Tong and Lam Tin areas. On 26 August 1986, the approved Ngau Tau Kok Village Layout Plan was referred back to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 11 December 1987, the draft Kwun Tong OZP No. S/K14/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 6(7) and 7 of the Ordinance. On 1 May 1990, the then G in C agreed to refer the OZP No. S/K14/4 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance.
- 2.3 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands directed the Board on 3 February 1993 under section 3(1)(a) of the Ordinance to prepare a separate draft OZP for the Anderson Road Quarries and the adjoining area to tie in with the rehabilitation scheme of Anderson Road Quarries. In this connection, the land north of Sau

Mau Ping Road was excised from the draft Kwun Tong OZP and the OZP was re-named as the draft Kwun Tong (South) OZP. On 21 May 1993, the draft Kwun Tong (South) OZP No. S/K14S/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 7 of the Ordinance.

- 2.4 On 14 September 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/6. On 19 September 2000, the CE in C referred the approved OZP No. S/K14S/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 10 July 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/8. On 25 September 2001, the CE in C referred the approved OZP No. S/K14S/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 16 March 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/10. On 5 October 2004, the CE in C referred the approved OZP No. S/K14S/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 27 March 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/14. On 5 June 2007, the CE in C referred the approved OZP No. S/K14S/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.8 On 5 October 2007, the draft Kwun Tong (South) OZP No. S/K14S/15, mainly indicating two areas of the Plan replaced by the draft Urban Renewal Authority (URA) Kwun Tong Town Centre (KTTC) – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/1 and the draft URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/1, was exhibited for public inspection under section 5 of the Ordinance.
- 2.9 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/16. On 7 February 2012, the CE in C referred the approved OZP No. S/K14S/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.10 On 4 June 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/18. On 1 April 2014, the CE in C referred the approved OZP No. S/K14S/18 to the Board for amendment under section 12(1)(b)(ii) of the

Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

- 2.11 On 21 July 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/20. On 18 October 2016, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.12 On 30 October 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/22. On 4 June 2019, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.13 On 15 March 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/24. On 14 June 2022, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/24 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.14 On 16 July 2024, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/26. On 29 July 2025, the Secretary for Development referred the approved Kwun Tong (South) OZP No. S/K14S/26 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. ***The OZP was subsequently amended once and exhibited for public inspection under Section 5 of the Ordinance.*** ~~The reference back of the OZP was notified in the Gazette on 8 August 2025 under section 12(2) of the Ordinance.~~
- ~~2.15 On 12 September 2025, the draft Kwun Tong (South) OZP No. S/K14S/27 was exhibited for public inspection under section 5 of the Ordinance. The amendments on the Plan mainly include the rezoning of a site at Hung To Road from “Commercial (1)” (“C(1)”) and “Other Specified Uses” annotated “Business” (“OU(B)”) to “C(3)”. During the two-month exhibition period, a total of 33 valid representations were received. After giving consideration to the representations on 2 January 2026, the Board decided not to uphold the representation and that no amendment to the draft OZP to meet the representation.~~
- 2.1615 On 31 March 2026, the CE in C, under Section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/28. ~~On 17 April 2026, the approved Kwun Tong (South) OZP No. S/K14S/28 (the Plan) was exhibited for public inspection under Section 9D(2) of the Ordinance.~~ ***On 23 July 2026, the Secretary for Development referred the approved Kwun Tong (South) OZP No. S/K14S/28 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 31 July 2026 under section 12(2) of the Ordinance.***

- 2.16 *On xx xxx 2026, the draft Kwun Tong (South) OZP No. S/K14S/29 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments mainly include rezoning of a site at Wan Hon Street from “Government, Institution or Community” (“G/IC”) to “Residential (Group A)4” (“R(A)4”).*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport network so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kwun Tong (South) area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.tpb.gov.hk/>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by Hoi Bun Road, Shun Yip Street and Ngau Tau Kok Road to the west; Chun Wah Road and Sau Mau Ping Road to the north; and Lei Yue Mun Road and King Yip Street to the south. The eastern boundary largely follows the district administrative boundary for the Kwun Tong District. The boundary of the Area is shown in a heavy broken line on the Plan and includes an area

designated as “URA KTTC – Main Site DSP Area”. It covers about 387 hectares of land.

- 5.2 The Area can be separated into two portions in terms of land use. The portion to the southwest of Kwun Tong Road, which was formed by reclamation in the 1950s, is the Kwun Tong Business Area (KTBA), which is one of the major employment centres in the main urban area. The area is under transformation to meet the changing needs of the non-polluting industrial and business sectors. The portion to the northeast of Kwun Tong Road and Lei Yue Mun Road is predominantly occupied by residential developments, particularly public housing estates.

6. **POPULATION**

Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 293,050 persons. It is estimated that the planned population of the Area would be about ~~342,500~~ **312,000** persons.

7. **BUILDING HEIGHT RESTRICTIONS IN KTBA**

- 7.1 As revealed from the public consultations undertaken under the Study of Urban Design Guidelines for Hong Kong in 2003 (the UDG Study), the community was in general supportive of the initiative to instigate building height control in the statutory plans to protect views to the ridgelines from popular vantage points. In taking this forward, proposals for building height restriction (BHR) for the Kwun Tong and Kowloon Bay Business Areas were prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment.
- 7.2 In main, the BHRs are to preserve the views to the Kowloon Ridgelines from the vantage points recommended in the UDG Study, taking into account the local area context and the need to maintain visually compatible building masses in the wider setting. There are four height bands – 100 metres above Principal Datum (mPD), 130mPD, 160mPD and 200mPD imposed for the KTBA, for preserving views to the ridgelines and reinforcing discernible district centre character at the main activity node of the Mass Transit Railway (MTR) Kwun Tong Station and KTTC. These height bands help achieve a stepped height profile for visual permeability, reduce the solidness of KTBA and maintain a more intertwined relationship with the Victoria Harbour edge. Sharp contrast and significant visual barrier to adjacent major residential development such as Laguna City is also avoided.
- 7.3 BHRs for Government, institution or community (GIC) and utility sites in KTBA in height bands of 15mPD and 40mPD are also incorporated to provide visual relief to the high density environment of KTBA.
- 7.4 A **relaxation**/minor relaxation clause in respect of the BHRs is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each

application for **relaxation**/minor relaxation of BHRs under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air ventilation and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

7.5 BHRs have also been incorporated for some development sites outside KTBA. The criteria as mentioned in paragraph 7.4 above is also relevant for consideration of application for **relaxation**/minor relaxation of the BHRs for these sites.

8. LAND USE ZONINGS

8.1 “Commercial” (“C”) - Total Area 2.73 ha

8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment ~~and~~, eating place **and hotel**, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

8.1.2 There are a total of six sites under “C(1)” zoning. They are located in KTBA to the south of Kwun Tong Road. These commercial sites, which are either located near road junctions or major transport interchanges, have generally been developed to provide commercial facilities for the local workers. Multi-storey car parks are incorporated in some of the developments.

8.1.3 A maximum plot ratio of 12.0 is imposed on these “C(1)” zones. Developments and redevelopments in the “C(1)” sites are subject to maximum building heights of 100mPD or 130mPD as stipulated on the Plan.

- 8.1.4 The Lai Yip Street commercial development site (the LYS Site) near the waterfront is zoned “C(1)”, which is proposed for commercial development with flexibility in provision of hotel. Arts, cultural and creative industries (ACC) uses are encouraged at this site to create synergies with the Fly the Flyover sites in the immediate vicinity. Not less than 3,600m² of gross floor area (GFA) for ACC/retail/food and beverage (F&B) uses shall be provided at the site, of which not less than 300m² shall be for retail/F&B uses at the ground level along Hoi Bun Road. ACC uses may include arts centre, arts gallery, cultural complex, venue for performances and theatrical entertainment, concert hall, city hall/town hall, arts studio, rehearsal room for art performance, craft workshop, design and media production, audio-visual recording studio, school and training centre (related to ACC only), retail shop (related to ACC only), institutional use (related to ACC only) and facilities of appropriate scale which are directly related and ancillary to the aforementioned uses. For the avoidance of doubt, cinema and movie theatre are not regarded as ACC uses.
- 8.1.5 The LYS Site should provide 24-hour public passageway(s) and potential connections to the proposed “multi-modal” Environmentally Friendly Linkage System at Wai Yip Street and Kwun Tong Promenade, as well as barrier free access between the connection point(s) and ground level. Above-ground setback along Wai Yip Street and ground-level setback of 1m along Lai Yip Street with a clear headroom of 5m shall be provided to enhance walkability and to align with the building lines nearby. A minimum greening ratio of 30% shall be provided at the site. Distinctive architectural design is encouraged at the site to capitalise on its prime harbourfront location.
- 8.1.6 A waterfront site at the KTBA is zoned “C(2)”, which is proposed for commercial development with office, shop, services and/or eating place uses. A maximum GFA of 86,650m² is stipulated for achieving an optimal development intensity having regard to the local road capacities and its waterfront setting. An at-grade public transport interchange (PTI), social welfare facilities and public vehicle park as required by the Government, a minimum total provision of 6,500m² public open space in private development (POSPD) at ground level and deck level at locations facing the waterfront with sea view, and not less than 90m of retail frontage which may include F&B uses at the ground level of the commercial development facing the waterfront shall be provided. The Emergency Vehicular Access for the “C(2)” site should be designed in a manner which would not compromise public enjoyment of the waterfront promenade. In determining the maximum GFA of the development/redevelopment in the “C(2)” zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A maximum building height of 100mPD is imposed for the main portion of the site for blending in with the stepped building height profile descending from the inland area towards the waterfront. A stepped-down height profile towards the waterfront should also be adopted for the buildings on this site. Having regard to the air ventilation assessment (AVA) conducted under the Planning and Engineering Study on Kwun Tong

Action Area, which identified Hoi Yuen Road as a major air corridor, and in order to allow wind penetration to the inland area, a maximum building height of 15mPD is imposed for the western portion of this site that generally aligns with Hoi Yuen Road.

- 8.1.7 In the “C(2)” zone, a stepped-down viewing deck facing the waterfront should be incorporated at the deck level of the POSPD, with the lowest level sufficiently below the soffit level of Kwun Tong Bypass to provide sea view. A set of landscaped staircases cascading down from the deck level to the adjoining public open space in the “OU” annotated “Drainage Facility and At-grade Public Open Space” zone and the waterfront promenade should be provided. Connections with barrier free accesses between at-grade and elevated levels as well as between private and public developments in the vicinity should be provided for enhancing connectivity and accessibility. Design Control Drawing would be prepared to provide guidelines to ensure that the proposed at-grade POSPD and the adjoining public open space would be designed in a comprehensive and integrated manner.
- 8.1.8 A site at Hung To Road in the KTBA is zoned “C(3)”. Development and redevelopment in the “C(3)” site is subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD as stipulated on the Plan. In this sub-area, the use of social welfare facility involving residential care requires planning permission from the Board. Relevant technical assessments including air quality, noise, sewerage and drainage impacts, and appropriate mitigation measures to tackle any possible technical impacts shall be included in the planning application for the consideration of the Board.
- 8.1.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations (B(P)R), the above specified maximum plot ratio/GFA may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.1.10 The plot ratio control for the LYS Site in “C(1)” zone and “C(3)” zone, and the GFA control in “C(2)” zone are regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

8.2 “Residential (Group A)” (“R(A)”) - Total Area ~~137.73~~ **138.01** ha

- 8.2.1 This zone is 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.
- 8.2.2 Existing public rental housing (PRH) estates in the Area include Lok Wah (North and South) Estate, Upper Ngau Tau Kok Estate, Sau Mau Ping Estate, Sau Mau Ping South Estate, Wo Lok Estate, Wan Hon Estate, Tsui Ping (North and South) Estate, Kai Tin Estate, Ping Tin

Estate, On Tin Estate, Hing Tin Estate, Lam Tin Estate and Tak Tin Estate. Existing Home Ownership Scheme developments include Lok Nga Court, Lei On Court, On Kay Court, Chun Wah Court, Cheung Wo Court, Hong Tin Court, Hong Yat Court, Hiu Lai Court, Po Pui Court, Hong Wah Court and Hong Ying Court. Existing public housing developments under the Hong Kong Housing Society (HKHS) include Lotus Tower and Kwun Tong Garden Estate Phase II.

- 8.2.3 A site abutting both Hiu Ming Street and Hiu Kwong Street, which is zoned “R(A)”, is reserved for PRH development and is subject to maximum building heights of 80mPD (for the upper platform and its adjoining slope) and 150mPD (for the lower platform) as shown on the Plan. A site along Sau Ming Road, which is zoned “R(A)2”, is developed for PRH cum GIC development. To prevent massive and out-of-context development, the site is subject to a maximum building height of 150mPD as shown on the Plan, a maximum domestic plot ratio of 4.5 and a maximum non-domestic plot ratio of 1.5. Various GIC facilities including a community hall, a small public library and a study area are provided within the development. A site abutting both Ting On Street and Ngau Tau Kok Road, which is zoned “R(A)3”, is proposed for public housing development under HKHS and is subject to a maximum building height of 110mPD as shown on the Plan. A neighbourhood elderly centre and a refuse collection point shall be provided within the development. To increase building permeability and allow more wind penetration, two setbacks shall be provided along Ting On Street and Ngau Tau Kok Road and a stepped terrace architectural design shall be adopted for minimising the podium structure at the “R(A)3” site. In order to minimise any adverse air ventilation impact on the surrounding low to medium-rise developments, a quantitative AVA is required at the detailed design stage to explore more opportunity on scheme improvement.
- 8.2.4 A wide range of GIC and supporting facilities such as primary schools, community halls, children and youth centres, elderly centres, local open space, indoor games halls, markets and shopping centres are provided within the public housing estates to serve the residents. Some of the community facilities are free-standing within the housing estates.
- 8.2.5 Existing private residential developments include those to the north/west of KTTC, as well as those at On Wah Street, Ting On Street, Hiu Kwong Street and Kai Tin Road.
- 8.2.6 A corner site abutting Wan Hon Street and Shui Wo Street, which is zoned “R(A)4” for private housing development, is subject to a maximum domestic GFA of 20,810m², a maximum non-domestic GFA of 3,360m² and a maximum building height of 150mPD as stipulated on the Plan. The site is situated on a hilly area fronting local streets with inclined footpaths and surrounded by developments. A minimum setback of 2.5m from the lot boundary fronting Wan Hon Street shall be provided for visual relief and opportunity to enhance the pedestrian environment. Provision of**

escalators or lifts within the site to improve connection between Wan Hon Street and Shui Wo Street and setback along the western, eastern and southern peripheries of the site to provide separations with buildings of the adjoining sites are encouraged. Due to the proximity of the site to roads, buffer distance requirements for all air emission sources including roads in the vicinity of the site, as specified in Chapter 9 of the Hong Kong Planning Standards and Guidelines, should be observed and complied with. GIC facilities of about 800m² shall be provided. Any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. The GFA control under “R(A)4” zone is regarded as being stipulated in a ‘new or amended statutory plan’ according to the Joint Practice Note No. 4, and shall be subject to the streamlining arrangements stated therein.

8.2.67 In the consideration of the overall transport, environmental and infrastructural constraints as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the GFAs for these developments/redevelopments, the sites for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as part of the site.

8.2.78 The northern part of Sceneway Garden, which is a comprehensive private residential development above the Lam Tin Station PTI, is within the “R(A)1” zone. The southern part of the development is built on top of the MTR Lam Tin Station on the other side of Lei Yue Mun Road which falls within the adjoining Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP. A landscaped deck is built over the road linking the two parts of the development together. The “R(A)1” zone is subject to a maximum domestic GFA of 134,352m² and a maximum non-domestic GFA of 22,405m². Apart from a PTI, various GIC facilities including a social centre for the elderly and government offices are provided within the development. In determining the maximum GFA of the development/redevelopment in the “R(A)1” zone, any floor space that is constructed or intended for use solely as public transport facilities or GIC facilities, as required by the Government, may be disregarded.

8.2.89 In the circumstances set out in Regulation 22 of the B(P)R, the above specified maximum plot ratios/GFAs may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

8.3 “Residential (Group B)” (“R(B)”) - Total Area 14.87 ha

8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The private residential developments along Kung Lok Road, Hong Lee Road, Yuet Wah Street, Tin Heung Street and upper sections of Hong Ning Road and Hip Wo Street fall within this zone. Developments within the “R(B)” zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing and planned road network.

8.3.2 A residential development, known as Park Metropolitan, at Yuet Wah Street is zoned “R(B)1” to reflect the as-built GIC facilities within its podium. The site was previously covered by the approved URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/2. The GIC facility (known as the Kwun Tong Community Health Centre Building) and the pedestrian passageway linking Yuet Wah Street and the URA KTTC Main Site form part of a wider package of GIC uses and pedestrian network within the URA KTTC redevelopment project. The “R(B)1” zone is subject to a maximum domestic GFA of 21,630m², a maximum non-domestic GFA of 6,200m² solely for GIC facilities, and a maximum building height of 140mPD, as stipulated on the Plan.

8.4 “Government, Institution or Community” (“G/IC”) - Total Area ~~43.30~~ 43.02 ha

8.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

8.4.2 Major existing/**planned** GIC facilities include United Christian Hospital at Sau Nga Road, Ngau Tau Kok Jockey Club Clinic at Ting On Street, Lam Tin Polyclinic at Kai Tin Road, Ngau Tau Kok Government Offices at On Wah Street, Hong Kong Public Records Building at Tsui Ping Road, various social welfare facilities at Kung Lok Road, Kwun Tong Road, Fuk Tong Road and Fuk Ning Road, **redevelopment of the two** vocational training centres centre at ~~Wan Hon Street~~ and Tsui Ping Road, two Municipal Services Buildings at Ngau Tau Kok Road and Shui Wo Street, two divisional police stations at Hong Ning Road and Lei Yue Mun Road, two sub-divisional fire stations at Hoi Yuen Road and Kai Tin Road, a Disciplined Services Quarters at Wo Hong Path, a market-cum-rooftop garden complex at Yee On Street, a sports centre at Hiu Kwong Street, a swimming pool complex at Tsui Ping Road, service reservoirs, pumping stations, electricity substations, telephone exchanges, community centres, churches, a higher educational facility and a number of primary and secondary schools.

8.4.3 Developments and redevelopments in the “G/IC(1)” sites in KTBA to the south of Kwun Tong Road are subject to maximum building heights of 15mPD or 40mPD as stipulated on the Plan. The “G/IC(1)” site abutting Kei Yip Street is the dangerous goods vehicle (DGVs) queuing area of the Kwun Tong Vehicular Ferry Pier (KTVFP), which falls within the Kai Tak OZP. The KTVFP and the DGVs queuing area is a restricted zone. For any new shared-use activities or design proposals in the DGVs queuing area, relevant Government departments should be consulted and their prior agreement should be obtained in order not to affect the operation of the DGVs queuing area.

8.5 “Open Space” (“O”) - Total Area 41.41 ha

8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

8.5.2 Major existing open spaces in the Area include Kwun Tong Recreation Ground, Hong Ning Road Recreation Ground, Sau Ming Road Park, Hoi Bun Road Park, Lam Tin Park, Hong Ning Road Park, the playgrounds at On Tak Road, Kung Lok Road, Yuet Wah Street, Sau Nga Road, Hiu Ming Street, Tsun Yip Street, and a number of rest gardens/sitting-out areas at various locations. Additional sites have been reserved at Kai Tin Road and Tseung Kwan O Road.

8.5.3 Two sites to the west and south of the Hoi Yuen Road/Wai Yip Street junction are reserved for local open spaces, including one site zoned “O(1)” where provision of minor public utility installations (PUI) is always permitted. The PUI to be provided at the “O(1)” zone is a gas governor kiosk, and its design should have due regard to the planning intention of the public open space.

8.5.4 Local open spaces providing sitting-out areas, children’s playground and/or recreational facilities are also provided on top of the decked service reservoirs and within public housing developments, comprehensive residential developments, and/or some private residential and commercial/residential developments.

8.6 “Other Specified Uses” (“OU”) - Total Area 47.15 ha

8.6.1 This zoning covers land allocated for specific uses which include Business, Petrol Filling Station (PFS), Sewage Treatment Plant and Drainage Facility and At-grade Public Open Space.

8.6.2 About 45.56 ha of land is zoned “OU(B)”. This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office (I-O) buildings. As it is not possible to phase out existing polluting and

hazardous industrial uses all at once on land zoned “OU(B)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in KTBA until the whole area is transformed to cater for the new non-polluting business uses. Setting back of buildings to cater for the future increase in traffic/pedestrian demand and for amenity/streetscape enhancement, and non-building areas (NBAs) to facilitate loading/unloading activities may also be required. The setback and NBA requirements are stipulated in the departmental outline development plan (ODP) and enforced through lease modification process where appropriate.

- 8.6.3 Developments and redevelopments in the “OU(B)” zone are subject to a maximum plot ratio of 12.0 and maximum building heights ranging from 100mPD to 200mPD as stipulated on the Plan. Reference should be made to the relevant Town Planning Board Guidelines. In the circumstances set out in Regulation 22 of the B(P)R, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.6.4 The sewage treatment plant at Wing Yip Street zoned “OU” annotated “Sewage Treatment Plant” is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public. Development and redevelopment therein is subject to a maximum building height of 15mPD.
- 8.6.5 A waterfront site to the southwest of the Hoi Yuen Road/Wai Yip Street junction zoned “OU” annotated “Drainage Facility and At-grade Public Open Space” is reserved for drainage facility, with underground storm water storage tank and ancillary aboveground structures, and with provision of at-grade public open space. Development and redevelopment therein is subject to a maximum building height of 1 storey (excluding basement floor(s)). The drainage facility should be designed to respect the harbourfront setting and integrate with the at-grade public open space for public enjoyment.
- 8.6.6 The PFSs at Kwun Tong Road and Hiu Kwong Street zoned “OU” annotated “Petrol Filling Station” are intended primarily for the provision of PFSs serving the needs of local residents as well as the general public.

8.7 “Green Belt” (“GB”) - Total Area 28.50 ha

- 8.7.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.

8.7.2 It includes the closed Ma Yau Tong West and Ma Yau Tong Central landfill sites. A sitting out area has been developed at part of the restored Ma Yau Tong West landfill site. Restoration works at the remaining portions of the landfill sites for recreational, environmental or other facilities are currently in progress. Part of Lam Tin Park and hillslopes at various locations are also within this zone.

8.8 **Relaxation/Minor Relaxation Clause**

8.8.1 For the zone(s) where **relaxation**/minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, **relaxation**/minor relaxation of the development restrictions **and/or setback requirement** as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 7.4 above would be relevant for the assessment of **relaxation**/minor relaxation of BHRs. Each application will be considered on its own merits.

8.8.2 However, for any existing building with building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for **relaxation**/minor relaxation unless under exceptional circumstances. For any existing building within “C”, “R(A)”, “R(B)” and “OU(B)” zones with plot ratio/GFA already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for **relaxation**/minor relaxation unless under exceptional circumstances.

9. **COMMUNICATIONS**

9.1 **Roads**

9.1.1 The primary distributors in the Area include Kwun Tong Bypass and Tseung Kwan O Road. Kwun Tong Bypass along the southwestern boundary of the Area links Eastern Harbour Crossing in the southeast and Tseung Kwan O Tunnel via Tseung Kwan O Road in the northeast. This Bypass also forms part of the road network connecting the Eastern Harbour Crossing to the approaches of the Tate’s Cairn Tunnel portal at Diamond Hill. Tseung Kwan O Road links Tseung Kwan O New Town via Tseung Kwan O Tunnel, which forms one of two principal accesses from the main urban areas to the New Town.

9.1.2 Major district distributors in the Area include Kwun Tong Road, Lei Yue Mun Road and Wai Yip Street. These distributors, running in a northwest and southeast direction, connect the Area, in particular KTBA, with Central and West Kowloon. The business area is also served by local distributors including Hung To Road, Lai Yip Street, Tsun Yip Street and Hoi Yuen Road.

9.1.3 Sau Mau Ping Road, Tsui Ping Road, Hip Wo Street and Hong Ning Road are the major local distributors in the north-eastern part of the Area. The main function of these roads is to serve the residents of the public and private housing developments in the Area. Sau Mau Ping Road at the northern edge of the Area together with Shun Lee Tsuen Road and Po Lam Road also provide external linkages to Central and West Kowloon to the west, and Sai Kung and Tseung Kwan O to the east.

9.2 Mass Transit Railway

The existing MTR Kwun Tong Line runs along Kwun Tong Road and Lei Yue Mun Road on elevated tracks. It connects MTR Tseung Kwan O Line with interchange at MTR Yau Tong Station for harbour crossing. There are two stations in the Area, namely, MTR Ngau Tau Kok Station and MTR Kwun Tong Station.

9.3 Smart and Green Mass Transit System in East Kowloon (SGMTS-EK)

SGMTS-EK is proposed under the Hong Kong Major Transport Infrastructure Development Blueprint. It is an elevated transit system with a preliminary scheme serving the uphill areas of Kwun Tong, including Choi Hung East, Choi Wan, Shun Lee, Shun On, Sau Mau Ping, Po Tat, Ma Yau Tong, Lam Tin North and Yau Tong East. The convenient transport feeder service could facilitate the public to gain access to MTR Choi Hung and Yau Tong Stations, enhance the district transportation network and unleash development potential of EK. The transit system is proposed for completion by 2033.

9.4 Public Transport

Apart from the existing MTR and the planned SGMTS-EK, the Area is also well served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential, commercial, business and industrial developments in the Area.

10. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

10.1 A site has been designated as “URA DSP Area”. The KTTC – Main Site DSP covers a zoned area of about 4.64 ha. The site is intended for comprehensive development/redevelopment of the area for residential, Government and/or commercial uses with the provision of open space and other community and supporting facilities. The northern portion of the site is developed as a high-density residential development with commercial uses, PTI, hawker bazaar and refuse collection point on the lower floors while the southern portion is intended for high-density mixed-use developments.

10.2 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft URA KTTC – Main Site DSP which was subsequently renumbered as S/K14S/URA1/2. On 30 October 2023, the Secretary for Development referred the approved URA KTTC – Main Site DSP No.

S/K14S/URA1/2 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance.

- 10.3 On 8 December 2023, the draft KTTC – Main Site DSP No. S/K14S/URA1/3, incorporating amendments mainly to (i) rezone a site to the north of Kwun Tong Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “OU” annotated “Mixed Use”; and (ii) rezone a site to the south of Mut Wah Street from “CDA(1)” to “R(A)”, was exhibited for public inspection under section 5 of the Ordinance.
- 10.4 On 17 September 2024, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft URA KTTC – Main Site DSP, which was subsequently renumbered as S/K14S/URA1/4. On 27 September 2024, the approved URA KTTC – Main Site DSP No. S/K14S/URA1/4 was exhibited for public inspection under section 9D(2) of the Ordinance.

11. UTILITY SERVICES

The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available. No difficulty is envisaged in meeting the future requirements. Improvement works to the existing drainage and sewerage systems may be required for the possible change of stormwater flow due to topographic changes arising from development.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zoning are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within Government departments. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in consideration of the planning applications, will take into

account all relevant planning considerations which may include departmental ODPs/layout plans and guidelines published by the Board. The ODPs/layout plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

TOWN PLANNING BOARD
~~APRIL~~ AUGUST 2026