

此文件在 收到。城市規劃委員會  
只會在收到所有必要的資料及文件後才正式確認收到  
申請的日期。

This document is received on 26 JUL 2022  
The Town Planning Board will formally acknowledge  
the date of receipt of the application only upon receipt  
of all the required information and documents.

Form No. S16-I  
表格第 S16-I 號

# APPLICATION FOR PERMISSION UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)  
第16條遞交的許可申請

**Applicable to proposals not involving or not only involving:**  
適用於建議不涉及或不祇涉及：

- (i) Construction of “New Territories Exempted House(s)”;  
興建「新界豁免管制屋宇」；
- (ii) Temporary use/development of land and/or building not exceeding 3 years in rural areas; and  
位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展；及
- (iii) Renewal of permission for temporary use or development in rural areas  
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers:  
[https://www.info.gov.hk/tpb/en/plan\\_application/apply.html](https://www.info.gov.hk/tpb/en/plan_application/apply.html)

申請人如欲在本地報章刊登申請通知，以採取城市規劃委員會就取得現行土地擁有人的同意或通知現行土地擁有人所指定的其中一項合理步驟，請瀏覽以下網址有關在指定的報章刊登通知：  
[https://www.info.gov.hk/tpb/tc/plan\\_application/apply.html](https://www.info.gov.hk/tpb/tc/plan_application/apply.html)

## General Note and Annotation for the Form 填寫表格的一般指引及註解

# “Current land owner” means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made  
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

& Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill “NA” for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

2201763 15/7 by hand

Form No. S16-I 表格第 S16-I 號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/1614/819
	Date Received 收到日期	26 JUL 2022

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.  
申請人須把填妥的申請表格及其他支持申請的文件(倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).  
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載(網址: <http://www.info.gov.hk/tpb/>)。亦可向委員會秘書處(香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線: 2231 5000)(香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓)索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.  
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

### 1. Name of Applicant 申請人姓名/名稱

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☒ Organisation 機構)

Urban Renewal Authority

### 2. Name of Authorised Agent (if applicable) 獲授權代理人姓名/名稱 (如適用)

(☐ Mr. 先生 / ☐ Mrs. 夫人 / ☐ Miss 小姐 / ☐ Ms. 女士 / ☐ Company 公司 / ☐ Organisation 機構)

N/A

### 3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Government Land for Development Areas (DAs) 4&5 of Kwun Tong Town Centre - Main Site Bounded by Kwun Tong Road, Hip Wo Street, Hong Ning Road, and DAs 2&3, and small part of MTR Lot 1 RP, Kwun Tong, Kowloon (Current Government Land to be granted. New Lot to be known as New Kowloon Inland Lot No. 6613)
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 ..... 24,620 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 ..... 201,220 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	..... 24,390 ..... sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Urban Renewal Authority Kwun Tong Town Centre - Main Site Development Scheme Plan No. S/K14S/URA1/2
(e) Land use zone(s) involved 涉及的土地用途地帶	Comprehensive Development Area (1)
(f) Current use(s) 現時用途	Vacant, site clearance completed, demolition works in progress  (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

#### 4. "Current Land Owner" of Application Site 申請地點的「現行土地擁有人」

The applicant 申請人 –

- ☐ is the sole "current land owner"<sup>#</sup> (please proceed to Part 6 and attach documentary proof of ownership).  
是唯一的「現行土地擁有人」<sup>#</sup> (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"<sup>#</sup> (please attach documentary proof of ownership).  
是其中一名「現行土地擁有人」<sup>#</sup> (請夾附業權證明文件)。
- ☒ is not a "current land owner"<sup>#</sup>.  
並不是「現行土地擁有人」<sup>#</sup>。

- ☐ The application site is entirely on Government land (please proceed to Part 6).  
申請地點完全位於政府土地上 (請繼續填寫第 6 部分)。

#### 5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 12/07/2022 (DD/MM/YYYY), this application involves a total of one "current land owner(s)"<sup>#</sup>.  
根據土地註冊處截至 2022 年 7 月 12 日的記錄，這宗申請共牽涉 壹 名「現行土地擁有人」<sup>#</sup>。

(b) The applicant 申請人 –

- ☐ has obtained consent(s) of ..... "current land owner(s)"<sup>#</sup>.  
已取得 ..... 名「現行土地擁有人」<sup>#</sup>的同意。

Details of consent of "current land owner(s)" <sup>#</sup> obtained 取得「現行土地擁有人」 <sup>#</sup> 同意的詳情		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where consent(s) has/have been obtained 根據土地註冊處記錄已獲得同意的地段號碼/處所地址	Date of consent obtained (DD/MM/YYYY) 取得同意的日期 (日/月/年)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☒ has notified ..... one ..... "current land owner(s)"<sup>#</sup>  
已通知 ..... 壹 ..... 名「現行土地擁有人」<sup>#</sup>。

Details of the "current land owner(s)" <sup>#</sup> notified 已獲通知「現行土地擁有人」 <sup>#</sup> 的詳細資料		
No. of 'Current Land Owner(s)' 「現行土地擁有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
One	THE REMAINING PORTION OF MASS TRANSIT RAILWAY LOT NO. 1	11/07/2022 by registered mail to Mass Transit Railway Corporation Limited (please see attached)

(Please use separate sheets if the space of any box above is insufficient. 如上列任何方格的空間不足，請另頁說明)

- ☐ has taken reasonable steps to obtain consent of or give notification to owner(s):  
已採取合理步驟以取得土地擁有人的同意或向該人發給通知。詳情如下：

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人的同意所採取的合理步驟

- ☐ sent request for consent to the "current land owner(s)" on ..... (DD/MM/YYYY)<sup>#&</sup>  
於..... (日/月/年)向每一名「現行土地擁有人」<sup>#</sup>郵遞要求同意書<sup>&</sup>

Reasonable Steps to Give Notification to Owner(s) 向土地擁有人發出通知所採取的合理步驟

- ☐ published notices in local newspapers on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)在指定報章就申請刊登一次通知<sup>&</sup>
- ☐ posted notice in a prominent position on or near application site/premises on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知<sup>&</sup>
- ☐ sent notice to relevant owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or rural committee on ..... (DD/MM/YYYY)<sup>&</sup>  
於..... (日/月/年)把通知寄往相關的業主立案法團/業主委員會/互助委員會或管理處，或有關的鄉事委員會<sup>&</sup>

Others 其他

- ☐ others (please specify)  
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註: 可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料



**6. Type(s) of Application 申請類別**

- ☐ Type (i) Change of use within existing building or part thereof  
第(i)類 更改現有建築物或其部分內的用途
- ☐ Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)  
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- ☐ Type (iii) Public utility installation / Utility installation for private project  
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- ☐ Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)  
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- ☒ Type (v) Use / development other than (i) to (iii) above  
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置所用途，請填妥於附件的表格。

**(i) For Type (i) application 供第(i)類申請**

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分 .....		sq.m 平方米 <input type="checkbox"/> About 約
	Non-domestic part 非住用部分 .....		sq.m 平方米 <input type="checkbox"/> About 約
	Total 總計 .....		sq.m 平方米 <input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

**(ii) For Type (ii) application 供第(ii)類申請**

(a) Operation involved 涉及工程	<input type="checkbox"/> Diversion of stream 河道改道		
	<input type="checkbox"/> Filling of pond 填塘		
	Area of filling 填塘面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填塘深度 .....	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Filling of land 填土		
	Area of filling 填土面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of filling 填土厚度 .....	m 米	<input type="checkbox"/> About 約
	<input type="checkbox"/> Excavation of land 挖土		
	Area of excavation 挖土面積 .....	sq.m 平方米	<input type="checkbox"/> About 約
	Depth of excavation 挖土深度 .....	m 米	<input type="checkbox"/> About 約
(Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用圖則顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍))			
(b) Intended use/development 有意進行的用途/發展			

**(iii) For Type (iii) application 供第(iii)類申請**

(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置													
	<input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置													
	Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度													
	<table border="1"> <thead> <tr> <th>Name/type of installation 裝置名稱/種類</th> <th>Number of provision 數量</th> <th>Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)										
	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											
(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)														

**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 ..... to 至 .....
- ☐ Gross floor area restriction 總樓面面積限制 From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由 .....% to 至 ..... %
- ☐ Building height restriction 建築物高度限制  
From 由 .....m 米 to 至 ..... m 米  
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由 .....m to 至 ..... m
- ☐ Others (please specify) 其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development 擬議用途/發展	Proposed Comprehensive Redevelopment with Commercial Uses (including Hotel, Office, Eating place, Place of Entertainment, Shop and Services, Educational Institution), PTI (Taxi Stand), Public Open Space, other Government, Institution or Community uses (Government Uses) and supporting facilities (Amendments to approved Master Layout Plan (MLP))  (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)
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**(b) Development Schedule 發展細節表**

- Proposed gross floor area (GFA) 擬議總樓面面積 ..... sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 ..... ☐ About 約
- Proposed site coverage 擬議上蓋面積 ..... % ☐ About 約
- Proposed no. of blocks 擬議座數 .....
- Proposed no. of storeys of each block 每座建築物的擬議層數 ..... storeys 層  
☐ include 包括 ..... storeys of basements 層地庫  
☐ exclude 不包括 ..... storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 ..... mPD 米(主水平基準上) ☐ About 約  
..... m 米 ☐ About 約

☐ Domestic part 住用部分GFA 總樓面面積 ..... sq. m 平方米 ☐ About 約

number of Units 單位數目 .....

average unit size 單位平均面積 .....sq. m 平方米 ☐ About 約

estimated number of residents 估計住客數目 .....

☒ Non-domestic part 非住用部分

GFA 總樓面面積

☐ eating place 食肆Please see attached ..... sq. m 平方米 ☐ About 約☐ hotel 酒店..... sq. m 平方米 ☐ About 約

(please specify the number of rooms

請註明房間數目) .....

☐ office 辦公室..... sq. m 平方米 ☐ About 約☐ shop and services 商店及服務行業..... sq. m 平方米 ☐ About 約☐ Government, institution or community facilities

(please specify the use(s) and concerned land

政府、機構或社區設施

area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....  
.....  
.....☐ other(s) 其他

(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)

.....  
.....  
.....☒ Open space 休憩用地

(please specify land area(s) 請註明地面面積)

☒ private open space 私人休憩用地...3,230... sq. m 平方米 ☒ Not less than 不少於☒ public open space 公眾休憩用地...7,200... sq. m 平方米 ☒ Not less than 不少於

## (c) Use(s) of different floors (if applicable) 各樓層的用途 (如適用)

[Block number]

[Floor(s)]

[Proposed use(s)]

[座數]

[層數]

[擬議用途]

.....

.....

Please see attached

.....

.....

.....

.....

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## (d) Proposed use(s) of uncovered area (if any) 露天地方 (倘有) 的擬議用途

Public open space, private open space and landscaped area

.....

.....

.....

.....

.....

**7. Anticipated Completion Time of the Development Proposal****擬議發展計劃的預計完成時間**

Anticipated completion time (in month and year) of the development proposal (by phase (if any)) (e.g. June 2023)

擬議發展計劃預期完成的年份及月份 (分期 (倘有)) (例: 2023 年 6 月)

(Separate anticipated completion times (in month and year) should be provided for the proposed public open space and Government, institution or community facilities (if any))

(申請人須就擬議的公眾休憩用地及政府、機構或社區設施 (倘有) 提供個別擬議完成的年份及月份)

2028

**8. Vehicular Access Arrangement of the Development Proposal****擬議發展計劃的行车通道安排**

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是          No 否	<input type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用))  <input checked="" type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示，並註明車路的闊度) <input type="checkbox"/> Two vehicular accesses are proposed. One at Hip Wo Street and one at Hong Ning Road. Please refer to the attached MLP for details.
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是          No 否	<input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 807 - 909 Motorcycle Parking Spaces 電單車車位 37 - 43 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 _____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 _____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 _____ Others (Please Specify) 其他 (請列明) _____ Government Vans _____ 6 Ambulance _____ 1
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是          No 否	<input checked="" type="checkbox"/> (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 5 - 7 Coach Spaces 旅遊巴車位 0 - 3 Light Goods Vehicle Spaces 輕型貨車車位 65 - 74 Medium Goods Vehicle Spaces 中型貨車車位 _____ Heavy Goods Vehicle Spaces 重型貨車車位 35 - 40 Others (Please Specify) 其他 (請列明) _____ _____ _____

## 9. Impacts of Development Proposal 擬議發展計劃的影響

If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures.

如需要的話，請另頁註明可盡量減少可能出現不良影響的措施，否則請提供理據/理由。

<p>Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?</p>	<p>Yes 是</p> <p>No 否</p>	<p><input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p><input checked="" type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是</p> <p>No 否</p>	<p><input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及／或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 ..... m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 .....m 米 <input type="checkbox"/> About 約</p> <p><input checked="" type="checkbox"/></p>																														
<p>Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響？</p>		<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input checked="" type="checkbox"/></td> <td>No 不會 <input type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> </table> <p>Air Ventilation _____</p> <p>_____</p> <p>_____</p> <p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible) 請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to the attached planning statement</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input checked="" type="checkbox"/>	No 不會 <input type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
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Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																														



**10. Justifications 理由**

The applicant is invited to provide justifications in support of the application. Use separate sheets if necessary.  
現請申請人提供申請理由及支持其申請的資料。如有需要，請另頁說明。

Please refer to the attached planning statement

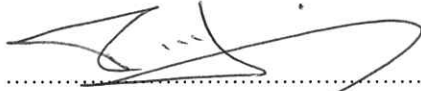


**11. Declaration 聲明**

I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.  
本人謹此聲明，本人就這宗申請提交的資料，據本人所知及所信，均屬真實無誤。

I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion. 本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站，供公眾免費瀏覽或下載。

Signature  
簽署



☒ Applicant 申請人 / ☐ Authorised Agent 獲授權代理人

KWAN YEE FAI MIKE

General Manager (Planning and Design)

Name in Block Letters  
姓名（請以正楷填寫）

Position (if applicable)  
職位（如適用）

Professional Qualification(s)  
專業資格

☒ Member 會員 / ☐ Fellow of 資深會員

☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /

☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /

☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

☒ RPP 註冊專業規劃師 #258

Others 其他 .....

on behalf of  
代表

Urban Renewal Authority

☐ Company 公司 / ☒ Organisation Name and Chop (if applicable) 機構名稱及蓋章

Date 日期

15 JUL 2022

(DD/MM/YYYY 日/月/年)

**Remark 備註**

The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

**Warning 警告**

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

**Statement on Personal Data 個人資料的聲明**

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

- (a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and  
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
- (b) facilitating communication between the applicant and the Secretary of the Board/Government departments.  
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

**For Developments involving Columbarium Use, please also complete the following:**  
**如發展涉及靈灰安置所用途，請另外填妥以下資料：**

Ash interment capacity 骨灰安放容量<sup>@</sup>

Maximum number of sets of ashes that may be interred in the niches

在龕位內最多可安放骨灰的數量

Maximum number of sets of ashes that may be interred other than in niches

在非龕位的範圍內最多可安放骨灰的數量

Total number of niches 龕位總數

Total number of single niches

單人龕位總數

Number of single niches (sold and occupied)

單人龕位數目 (已售並佔用)

Number of single niches (sold but unoccupied)

單人龕位數目 (已售但未佔用)

Number of single niches (residual for sale)

單人龕位數目 (待售)

Total number of double niches

雙人龕位總數

Number of double niches (sold and fully occupied)

雙人龕位數目 (已售並全部佔用)

Number of double niches (sold and partially occupied)

雙人龕位數目 (已售並部分佔用)

Number of double niches (sold but unoccupied)

雙人龕位數目 (已售但未佔用)

Number of double niches (residual for sale)

雙人龕位數目 (待售)

Total no. of niches other than single or double niches (please specify type)

除單人及雙人龕位外的其他龕位總數 (請列明類別)

Number of niches (sold and fully occupied)

龕位數目 (已售並全部佔用)

Number of niches (sold and partially occupied)

龕位數目 (已售並部分佔用)

Number of niches (sold but unoccupied)

龕位數目 (已售但未佔用)

Number of niches (residual for sale)

龕位數目 (待售)

Proposed operating hours 擬議營運時間

<sup>@</sup> Ash interment capacity in relation to a columbarium means –

就靈灰安置所而言，骨灰安放容量指：

- the maximum number of containers of ashes that may be interred in each niche in the columbarium;  
每個龕位內可安放的骨灰容器的最高數目；
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and  
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.  
在該靈灰安置所內，總共最多可安放多少份骨灰。

## Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Government Land for Development Areas (DAs) 4&5 of Kwun Tong Town Centre - Main Site Bounded by Kwun Tong Road, Hip Wo Street, Hong Ning Road, and DAs 2&3, and small part of MTR Lot 1 RP, Kwun Tong, Kowloon (Current Government Land to be granted. New Lot to be known as New Kowloon Inland Lot No. 6613)		
Site area 地盤面積	24,620 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 24,390 sq. m 平方米 <input checked="" type="checkbox"/> About 約)		
Plan 圖則	Approved Urban Renewal Authority Kwun Tong Town Centre - Main Site Development Scheme Plan No. S/K14S/URA1/2		
Zoning 地帶	Comprehensive Development Area (1)		
Applied use/ development 申請用途／發展	Proposed Comprehensive Redevelopment with Commercial Uses (including Hotel, Office, Eating place, Place of Entertainment, Shop and Services, Educational Institution), PTI (Taxi Stand), Public Open Space, other Government, Institution or Community uses (Government Uses) and supporting facilities (Amendments to approved Master Layout Plan (MLP))		
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	201,220 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	8.17 ; <input checked="" type="checkbox"/> About 約 8.06 (main site) <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	2	
	Composite 綜合用途		

(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括) <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Non-domestic 非住用		m 米 <input type="checkbox"/> (Not more than 不多於)
		285 ; 75	mPD 米(主水平基準上) <input checked="" type="checkbox"/> (Not more than 不多於)
		Landmark tower: 60 storeys (exclude 5 storeys of basement carpark/commercial, 4 storeys refuge, E&M)  G/IC cum Commercial Building: 13 storeys (exclude 5 storeys basement carpark/ commercial)	Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括) <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
	Composite 綜合用途		m 米 <input type="checkbox"/> (Not more than 不多於)
			mPD 米(主水平基準上) <input type="checkbox"/> (Not more than 不多於)
			Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)  ( <input type="checkbox"/> Include 包括/ <input type="checkbox"/> Exclude 不包括) <input type="checkbox"/> Carport 停車間 <input type="checkbox"/> Basement 地庫 <input type="checkbox"/> Refuge Floor 防火層 <input type="checkbox"/> Podium 平台)
(iv) Site coverage 上蓋面積	Not more than 70 % <input type="checkbox"/> About 約		
(v) No. of units 單位數目	0 - 400 hotel rooms		
(vi) Open space 休憩用地	Private 私人	3,230 sq.m 平方米	<input checked="" type="checkbox"/> Not less than 不少於
	Public 公眾	7,200 sq.m 平方米	<input checked="" type="checkbox"/> Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	851-959
	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) Government Vans Ambulance	807-909 37-43  6 1
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	105-124 (incl. taxi spaces & coach spaces)
	Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	5-7 0-3 65-74 35-40

### Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

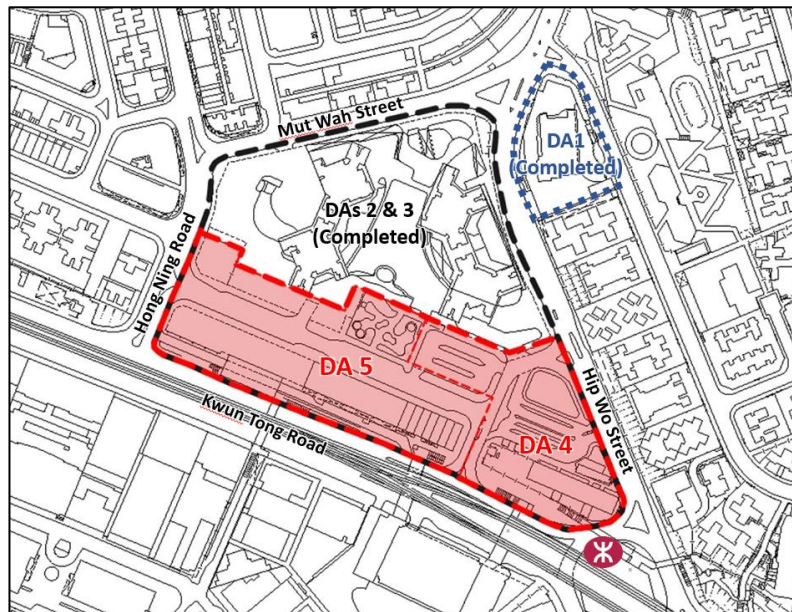
	Chinese 中文	English 英文
<b>Plans and Drawings 圖則及繪圖</b>		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
<b>Reports 報告書</b>		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估 (噪音、空氣及／或水的污染)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他 (請註明)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Ventilation Assessment (Expert Evaluation) 空氣流通評估 (專家評估); 及		
Water Supply Impact Assessment 供水影響評估		
Note: May insert more than one 「✓」. 註：可在多於一個方格內加上「✓」號		



## Urban Renewal Authority

### Project K7 Kwun Tong Town Centre Redevelopment Development Areas 4 & 5

Section 16 Planning Application for a  
Comprehensive Non-domestic Redevelopment in  
“Comprehensive Development Area (1)” Zone for  
Enhancing Development Flexibility of the  
Approved Planning Application No. TPB/A/K14/745



## PLANNING STATEMENT

July 2022



☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



**[E2022071J7] RE: S16 planning application No. A/K14/819 at DAs 4 & 5 of Kwun Tong Town Centre - Main Site**

29/07/2022 02:46 PM

From: "Ho, Clarice" <CNSHo@ura.org.hk>  
To: "eyfchoy@pland.gov.hk" <eyfchoy@pland.gov.hk>  
Cc: "Kwan, Mike" <MYFKwan@ura.org.hk>, "Leung, Angela" <AKLLeung@ura.org.hk>

History: This message has been forwarded.

4 attachments



1\_MLP Section\_AA\_replacement.pdf 2\_TIA\_replacement.pdf 3\_K7\_AppA3\_p13\_replacement.pdf



4\_16 form\_replacement.pdf

Dear Edwin,

Please see the attached for the following replacement pages:

1. MLP Section Plan with dimensions of building gaps (same as 745 Approved Scheme)
2. Figures in TIA with notation added
3. Appendix A3 of the planning statement, revised number of car parking spaces in commercial sub-area
4. S16 Application form, revised as "Government, Institution or Community uses (Government Uses and Social Welfare Facilities)"

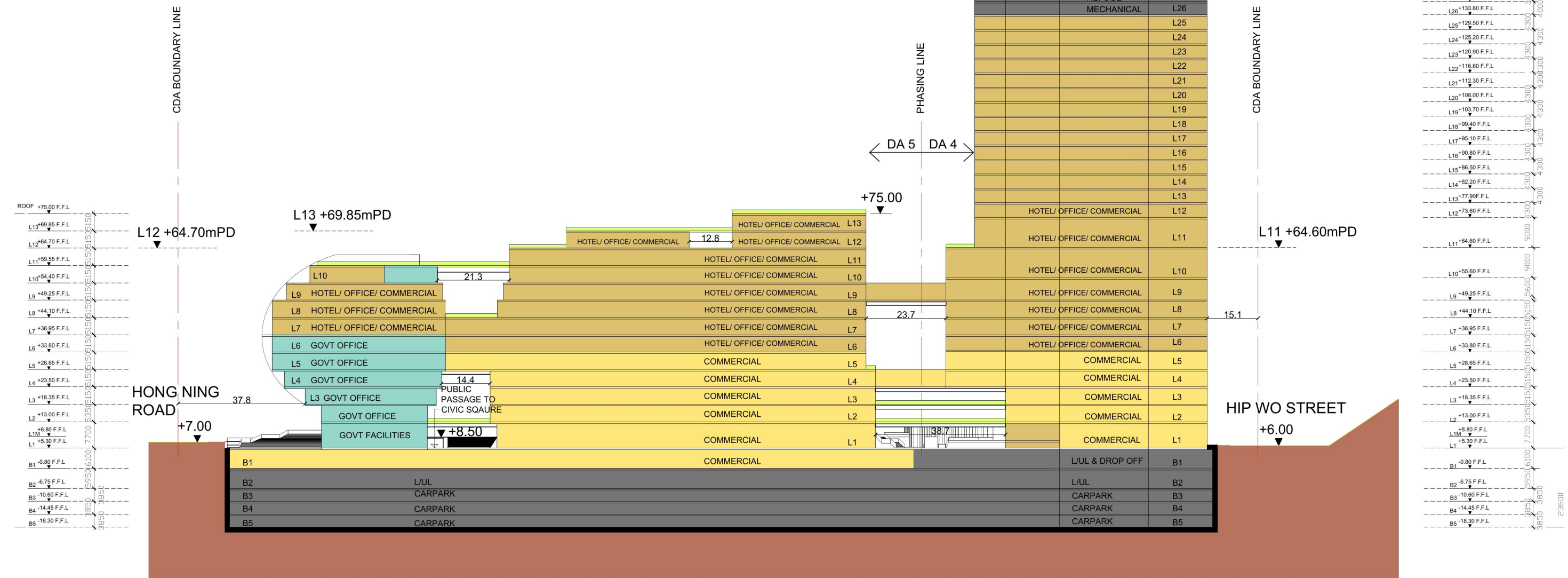
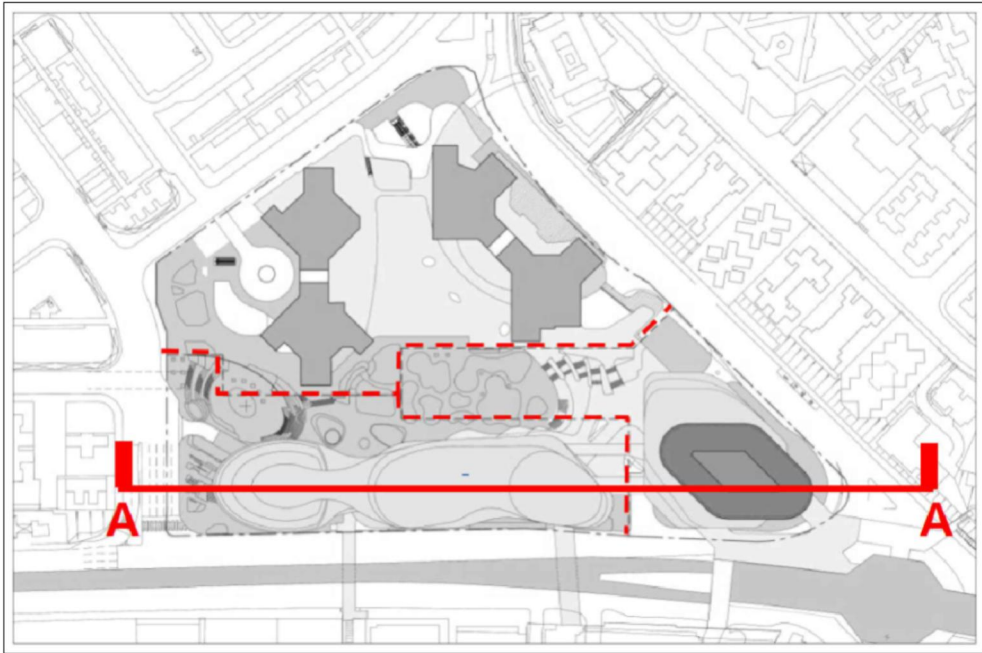
Thank you!

Best Regards,  
Clarice  
Tel.: 2588 2319

**From:** eyfchoy@pland.gov.hk <eyfchoy@pland.gov.hk>  
**Sent:** Wednesday, July 27, 2022 11:54 AM  
**To:** Ho, Clarice <CNSHo@ura.org.hk>  
**Subject:** S16 planning application No. A/K14/819 at DAs 4 & 5 of Kwun Tong Town Centre - Main Site

Dear Clarice,

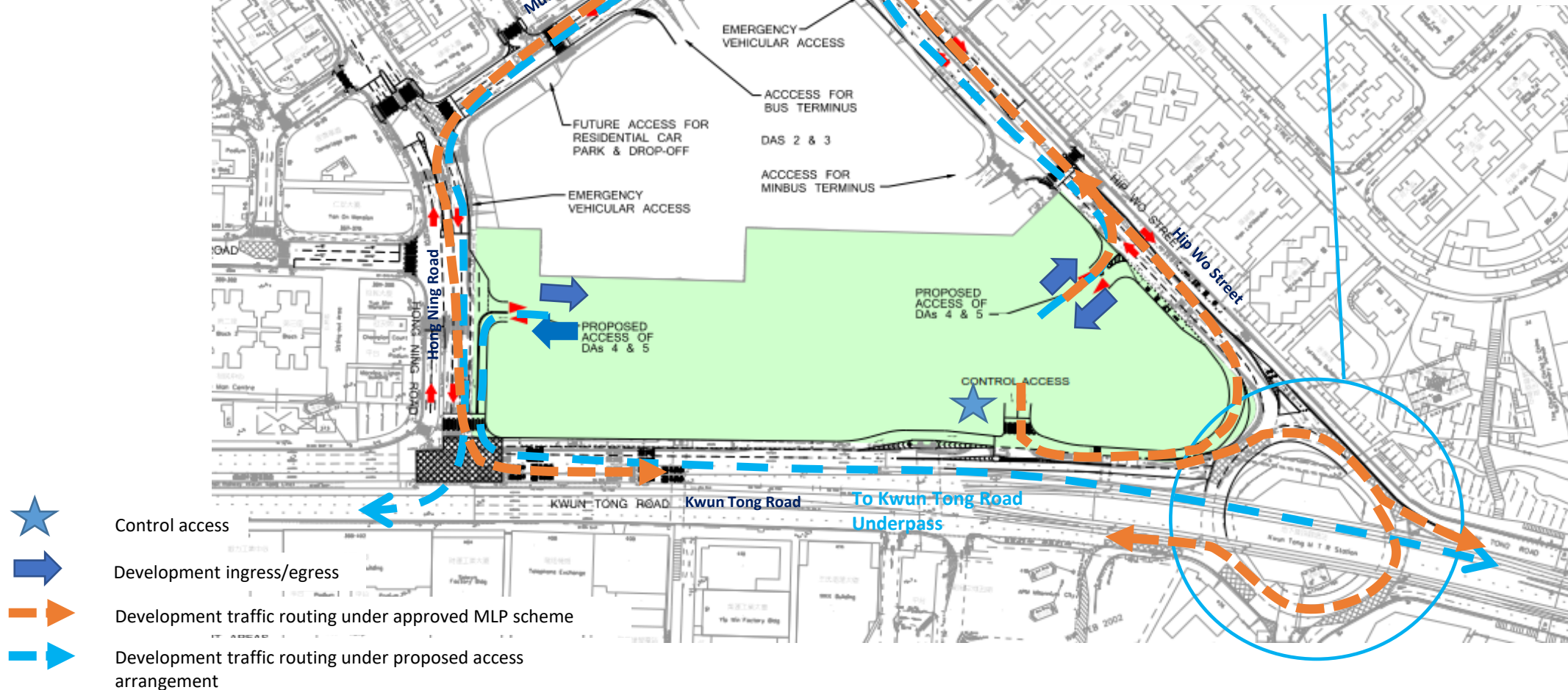
I would be grateful if you can submit supplementary information showing





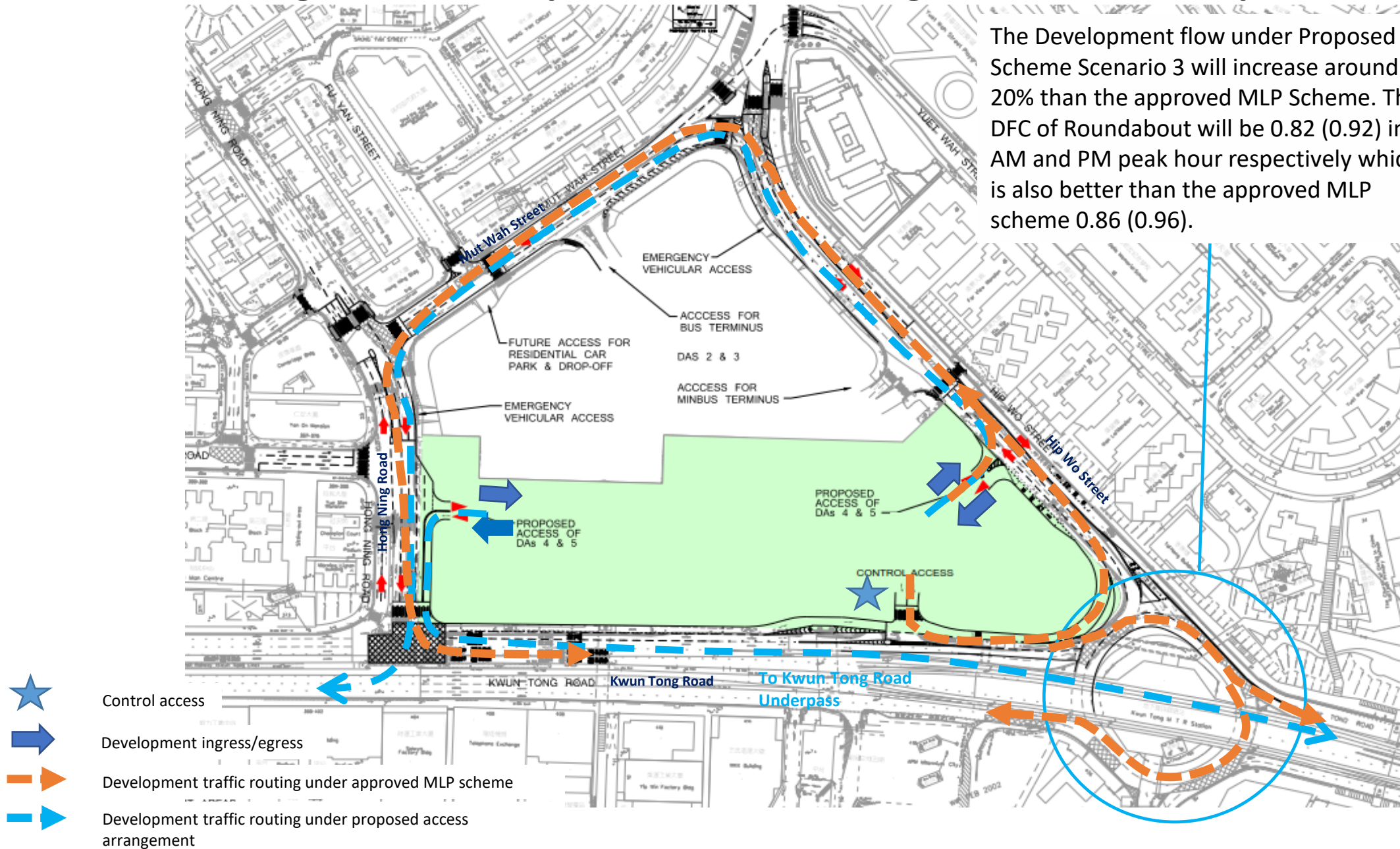
# Advantages of the Proposed Access Arrangement

Development flow will not enter the roundabout under proposed access arrangement, so that the DFC of Roundabout will be improved from 0.86(0.96) to 0.80 (0.90) in AM (PM) peak hour respectively under the development parameter of approved MLP Scheme



# Advantages of the Proposed Access Arrangement under Proposed Scheme

The Development flow under Proposed Scheme Scenario 3 will increase around 20% than the approved MLP Scheme. The DFC of Roundabout will be 0.82 (0.92) in AM and PM peak hour respectively which is also better than the approved MLP scheme 0.86 (0.96).





Development Parameters	Endorsed Planning Brief	Approved Scheme (Application No. A/K14/745)	Proposed Scheme	Remarks
	GFA of 401,250m <sup>2</sup>			
<b>Public Transport Facilities</b>	Provision of PLB/GMB terminus and on-street loading and unloading facilities for relocation of existing on-street PLB/GMB stands, bus stops and taxi stand	<p>Residential Sub-Area: <b>15,000m<sup>2</sup></b> A covered two-level PTI at podium levels to accommodate a bus terminus, PLB/GMB terminus, and loading and unloading areas</p> <p>Commercial Sub-Area: <b>1,700m<sup>2</sup></b> A taxi stand at basement level</p>	<p>Residential Sub-Area: <b>15,000m<sup>2</sup></b> A covered two-level PTI at podium levels to accommodate a bus terminus, PLB/GMB terminus, and loading and unloading areas</p> <p>Commercial Sub-Area: <b>2,021m<sup>2</sup></b> A taxi stand at L1/F</p>	Minor update according to latest design
<b>Car Parking Provision</b>	Provision according to HKPSG Chapter 8. In view of the proximity to the MTR Kwun Tong Station, the exact level of provision will be justified by TIA	<p>Residential Sub-Area: · Car Parking Space: 353-415 · Loading/ Unloading Spaces: 19</p> <p>Commercial Sub-Area: · Car Parking Space: 638-906 · Loading/ Unloading Spaces: 105-158</p>	<p>Residential Sub-Area: · Car Parking Space: 353-415 · Loading/ Unloading Spaces: 19</p> <p>Commercial Sub-Area: · Car Parking Space: 807-909 · Loading/ Unloading Spaces: 100-114</p>	Minor update according to latest HKPSG and TIA

**(iv) For Type (iv) application 供第(iv)類申請**

- (a) Please specify the proposed minor relaxation of stated development restriction(s) and **also fill in the proposed use/development and development particulars in part (v) below** –  
請列明擬議略為放寬的發展限制並填妥於第(v)部分的擬議用途/發展及發展細節 –

- ☐ Plot ratio restriction 地積比率限制 From 由 ..... to 至 .....
- ☐ Gross floor area restriction 總樓面面積限制 From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
- ☐ Site coverage restriction 上蓋面積限制 From 由 .....% to 至 ..... %
- ☐ Building height restriction 建築物高度限制  
From 由 .....m 米 to 至 ..... m 米  
From 由 ..... mPD 米 (主水平基準上) to 至 .....mPD 米 (主水平基準上)  
From 由 ..... storeys 層 to 至 ..... storeys 層
- ☐ Non-building area restriction 非建築用地限制 From 由 .....m to 至 ..... m
- ☐ Others (please specify) 其他 (請註明) .....

**(v) For Type (v) application 供第(v)類申請**

(a) Proposed use(s)/development  
擬議用途/發展

Proposed Comprehensive Redevelopment with Commercial Uses (including Hotel, Office, Eating place, Place of Entertainment, Shop and Services, Educational Institution), PTI (Taxi Stand), Public Open Space, other Government, Institution or Community uses (Government Uses and Social Welfare Facilities) and supporting facilities  
(Amendments to approved Master Layout Plan (MLP))  
(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

**(b) Development Schedule 發展細節表**

- Proposed gross floor area (GFA) 擬議總樓面面積 ..... sq.m 平方米 ☐ About 約
- Proposed plot ratio 擬議地積比率 **Please see attached** ☐ About 約
- Proposed site coverage 擬議上蓋面積 ..... % ☐ About 約
- Proposed no. of blocks 擬議座數 .....
- Proposed no. of storeys of each block 每座建築物的擬議層數 ..... storeys 層  
☐ include 包括 ..... storeys of basements 層地庫  
☐ exclude 不包括 ..... storeys of basements 層地庫
- Proposed building height of each block 每座建築物的擬議高度 ..... mPD 米(主水平基準上) ☐ About 約  
..... m 米 ☐ About 約

<b>Gist of Application 申請摘要</b>			
(Please provide details in both English and Chinese <u>as far as possible</u> . This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)			
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)		
Location/address 位置／地址	Government Land for Development Areas (DAs) 4&5 of Kwun Tong Town Centre - Main Site Bounded by Kwun Tong Road, Hip Wo Street, Hong Ning Road, and DAs 2&3, and small part of MTR Lot 1 RP, Kwun Tong, Kowloon (Current Government Land to be granted. New Lot to be known as New Kowloon Inland Lot No. 6613)		
Site area 地盤面積	24,620 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 24,390 sq. m 平方米 <input checked="" type="checkbox"/> About 約)		
Plan 圖則	Approved Urban Renewal Authority Kwun Tong Town Centre - Main Site Development Scheme Plan No. S/K14S/URA1/2		
Zoning 地帶	Comprehensive Development Area (1)		
Applied use/ development 申請用途／發展	Proposed Comprehensive Redevelopment with Commercial Uses (including Hotel, Office, Eating place, Place of Entertainment, Shop and Services, Educational Institution), PTI (Taxi Stand), Public Open Space, other Government, Institution or Community uses (Government Uses and Social Welfare Facilities) and supporting facilities (Amendments to approved Master Layout Plan (MLP))		
(i) Gross floor area and/or plot ratio 總樓面面積及／或 地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	<input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	201,220 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	8.17 ; <input checked="" type="checkbox"/> About 約 8.06 (main site) <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用		
	Non-domestic 非住用	2	
	Composite 綜合用途		

Part 6 (v) (b) Development Schedule

Proposed gross floor area (GFA)	201,220 sq.m	<input checked="" type="checkbox"/> About
Proposed plot ratio	8.17 ; about 8.06 (main site)	<input checked="" type="checkbox"/> About
Proposed site coverage	Not more than 70%	
Proposed no. of blocks	2	
Proposed no. of storeys of each block	Non-domestic Landmark tower: 60 storeys (exclude 5 storeys of basement carpark/commercial, 4 storeys refuge, E&M)  Non-domestic G/IC cum Commercial Building: 13 storeys (exclude 5 storeys basement carpark/ commercial)	
*Proposed building height of each block	Non-domestic Landmark tower: 285mPD  Non-domestic G/IC cum Commercial Building: 75mPD	<input checked="" type="checkbox"/> About

\* Maximum Proposed Building Height

<input checked="" type="checkbox"/> Non-domestic part	GFA	
<input checked="" type="checkbox"/> Commercial (including eating place, shop and services, place of entertainment, educational institution)	65,000 – 94,759 sq.m (including 1,500sq.m for multipurpose activity centre and 1,300sq.m for social enterprise uses)	<input checked="" type="checkbox"/> About
<input checked="" type="checkbox"/> Hotel	0 – 32,000sq.m Number of rooms: 0 - 400	<input checked="" type="checkbox"/> About
<input checked="" type="checkbox"/> Office	65,860 - 127,619 sq.m	<input checked="" type="checkbox"/> About
<input checked="" type="checkbox"/> Government, institution or community facilities (Government Uses and Social Welfare Facilities)	8,601 sq.m (including PTI (taxi stand))	<input checked="" type="checkbox"/> About

(c) Uses of different floors (if applicable)

Block number	Floor	Proposed use
Landmark Tower	B1 – B5	Carpark/ M&E, L/UL, Drop off, Hotel/ Office/ Commercial
	L1	Commercial, Hotel/ Office/ Commercial, PTI
	L2 – L3	Commercial, Hotel/ Office/ Commercial
	L4 – L5	Commercial
	L6 – L25	Hotel/ Office/ Commercial
	L26 – L27	Refuge, Mechanical
	L28 – L45	Hotel/ Office/ Commercial
	L46 – L47	Refuge, Mechanical
	L48 - 63	Hotel/ Office/ Commercial
	L64	Observation deck

G/IC cum Commercial Building	B2 – B5	Carpark/ M&E, L/UL
	B1	Commercial, Carpark/ M&E
	L1	Commercial, GIC, PTI
	L2 – L5	Commercial, GIC
	L6	Hotel/ Office/ Commercial, GIC
	L7 – L9	Hotel/ Office/ Commercial
	L10 – L11	Hotel/ Office/ Commercial, GIC
	L12 – 13	Hotel/ Office/ Commercial



Your Ref: TPB/A/K14/819  
Our Ref. No. : URA220903726

**By Fax and by Post**

6 September 2022

The Secretary  
Town Planning Board  
15/F, North Point Government Offices  
333 Java Road  
North Point, Hong Kong

Dear Sir/ Madam,

**Re: S.16 Application for Development Areas 4 and 5 of**  
**Kwun Tong Town Centre – Main Site**  
**(Planning Application No. A/K14/819)**

**Responses to Departmental Comments**

We refer to our submission of the captioned S.16 Application dated 15 July 2022 and the Departmental comments received by emails dated 15 August, 17 August, 19 August, 22 August, 29 August and 6 September 2022. We would like to enclose our responses to comments (R to C) to the Government Departments for your necessary action.

The information as contained in this letter is mainly technical clarifications to address various Departmental comments, which are minor in nature. We look forward to your prompt processing and consideration on the R to C along with your ongoing preparation work for TPB's consideration.

Should you have any enquiry, please feel free to contact me at 2588 2630 or our Ms. Clarice Ho at 2588 2319. Thank you.

Yours sincerely,

Mike Kwan  
General Manager, Planning & Design  
Urban Renewal Authority

encl.

c.c. (w/o – by fax)

DPO/K, PlanD (Attn: Ms. Vivian Lai) (Fax.:2894 9502)





## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
<b>1. Transport Operations (Urban) Division, Transport Department (TOU, TD)</b>	
<i>Received via email from TP/K2, DPO/K dated 15 August 2022</i> <i>(Contact person: Mr. Ian TSANG, Tel: 3583 3993)</i>	
(1) Table 3.1 - There is a typo in my previous comments in which 87B should read 89B. Nevertheless, after further checking, it was noted that 89B is already included. As a result, please remove 87B from the table since it does not pass through KTTC.	Noted, 87B should be removed from Table 3.1.
(2) Diagram SK B2	
- As per my previous comments, KMB Route No. 89B will be truncated to Ngau Tau Kok as per a settled RPP (route planning program) item of 2022/23. As a result, please remove 89B from the diagram.	Noted. The relevant information has been updated as shown in <b>SK B2</b> (please refer to <u>Annex 1</u> ).
- As per previous comments, it seems that the revised routing for routes with en-route stops relocated (e.g. 23M, 28B, 1A, 14B etc.) were not provided. Please provide the revised routing for routes concerned for reference and see if the captioned will be included in the report.	Please refer to <b>Appendix A</b> of <u>Annex 1</u> for the proposed routing for routes 23M, 28B, N293, 1A, 13P, 89X, 89 and 14B.
(3) Bus Stop Reorganisation for Bus Station (T1-T7) and (U1-U7) on page 307 and 308 (it is noted that there is no update on these two pages in the latest report. May I have your response / advice with regard to our previous comments which are extracted below for reference.)  - Combining the two stops would increase the walking distance of passengers currently using both stops and the arrangement may arouse objections from two sets of passengers- For current bus stop arrangement at T1-T7, bus routes with similar destination are grouped into the same platform to facilitate the passengers. Taking out some of the routes from T5 and T6 and relocate the stop to Hong Ning Road may defeat such purpose. Please kindly review the proposed arrangement along this consideration. - As the proposed new stop is close to U2 platform, it is expected that bus queueing would become more severe under proposed arrangement. Is it acceptable from traffic	Please be advised that the combination of two bus stops is to reduce the bus weaving problem at Kwun Tong Road eastbound, thus the walking distance of passengers will increase by around 140m only.  The proposed arrangement of some bus routes to Lam Tin/ Yau Tong will be combined with the previous bus stop (Millennium City), whereas other bus routes to Lam Tin/Yau Tong will be still maintained at T5 and T6 for passenger boarding. In addition, the proposed arrangement is a preliminary idea and will be further reviewed in later detailed design stage if the aforesaid bus route reorganization is confirmed.  The bus stop relocation will be further studied in later detailed design stage if the aforesaid bus route reorganization is confirmed.  Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
perspective or any data / figures provided to TE side for reference? Meanwhile, sufficiency of passenger queueing space and whether blockage of fueling station by buses may also need to be addressed.	
TD(TOU)'s previous comment was provided to you via my email dated 7.7.2022, which is attached below for reference.	
(1) Table 3.1	
- The Origin of KMB route 16M and 28S shall be changed to Kwun Tong (Yue Man Square), similar to origin of other routes observing that terminus as shown in the table such as 3D, 17 etc	Noted. The relevant KMB route has been updated in <b>Table 3.1</b> of the TIA report submitted on 15th July 2022 accordingly.
- KMB Route Nos. N3D and 87B were not found in the table	Noted. The relevant KMB route has been updated in <b>Table 3.1</b> of the TIA report submitted on 15th July 2022 accordingly.
(2) Table 3.2	
- GMB Route 34S was not found in the table	Noted. The relevant KMB route has been updated in <b>Table 3.2</b> of the TIA report submitted on 15th July 2022 accordingly.
- Please update the Origin or Destination of the GMB routes to Kwun Tong (Yue Man Square) including Route Nos. 10M, 13, 22M, 23, 23B, 23M, 34M, 36A, 56 and 63.	
- Frequency of route 23B and 23M was adjusted w.e.f 30.5.2022 and the peak frequency should be 8-10 and 8-12 respectively.	Noted. The relevant KMB route has been updated in <b>Table 3.2</b> of the TIA report submitted on 15th July 2022 accordingly.
(3) Diagram SK B2	
- Please note KMB Route No. 89B will be truncated to Ngau Tau Kok as per a settled RPP (route planning program) item of 2022/23.	Noted. The relevant information has been updated as shown in <b>SK B2</b> (please refer to <u>Annex 1</u> ).
- As en-route stops of some routes were relocated, please advise the revised routing for route 23M, 23B, N293, 1A, 13P, 89X, 89 and 14B for reference.	Please refer to <b>Appendix A</b> of <u>Annex 1</u> for the proposed routing for routes 23M, 28B, N293, 1A, 13P, 89X, 89 and 14B.
- Your attention is drawn to that bus route reorganisation may arise from Kwun Tong Composite Development Project and Kwun Tong Action Area which may affect some stops along Hip Wo Street.	It is noted that bus route reorganization may affect some stops along Hip Wo Street in future. If the bus route reorganization is confirmed, further review will be carried out in later detailed design stage for DAs 4&5.
(4) Bus Stop Reorganisation on page 118 & 119	
- Combining the two stops would increase the walking distance of passengers currently using both stops and the arrangement may arouse objections from two sets of passengers.	Please be advised that the combination of two bus stops is to reduce the bus weaving problem at Kwun Tong Road eastbound, thus the walking distance of passengers will increase by around 140m only.

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
<p>- For current bus stop arrangement at T1-T7, bus routes with similar destination are grouped into the same platform to facilitate the passengers. Taking out some of the routes from T5 and T6 and relocate the stop to Hong Ning Road may defeat such purpose. Please kindly review the proposed arrangement along this consideration.</p>	<p>Please be advised that the proposed arrangement of some bus routes to Lam Tin/ Yau Tong will be combined with the previous bus stop (Millennium City), whereas other bus routes to Lam Tin/Yau Tong will be still maintained at T5 and T6 for passenger boarding. In addition, the proposed arrangement is a preliminary idea and will be further reviewed in later detailed design stage if the aforesaid bus route reorganization is confirmed.</p>
<p>- As the proposed new stop is close to U2 platform, it is expected that bus queueing would become more severe under proposed arrangement. Is it acceptable from traffic perspective or any data / figures provided to TE side for reference? Meanwhile, sufficiency of passenger queueing space and whether blockage of fueling station by buses may also need to be addressed.</p>	<p>Please be advised that the bus stop relocation will be further studied in later detailed design stage if the aforesaid bus route reorganization is confirmed.</p>
<p><b>2. Environmental Protection Department (EPD)</b></p>	
<p><i>Received via email from TP/K2, DPO/K dated 17 August 2022 regarding comments on DSIA</i>  <i>(Contact person: Miss Mandy YAU, Tel: 2835 1125)</i></p>	
<p>(a) S.2.4 - According to the approved SIA report, the sewage flow was estimated at DA4 and DA5 separately as the sewage generated from DA4 would be discharged to manhole M3 before conveying to the same terminal manhole located at the southern boundary of DA5 near Kwun Tong Road. As such, the sensitivity test only determined the total sewage generated from DA4 and DA5 to be discharged to same terminal manhole while the sensitivity test to determine the sewage generated at DA4 due to the possible scenarios at sewers between manhole M3 and M6 was not conducted.</p>	<p>As mentioned in S2.4.3, the estimated sewage generation rate of the Proposed Scheme at DA4 and DA5 in Sensitivity Test 3 are equal or less than that of the Approved 745 Scheme. Such that the amount of the sewage from the Proposed Scheme at DA4 and DA5 in Sensitivity 3 discharging to the relevant segments of the proposed sewer network would be equal or less than that of the Approved 745 Scheme. Please also refer to Annex 1 of <u>Annex 2 attached</u> shows the summary of estimated flow from the Proposed Development (i.e. DA4 &amp; DA5) and catchment areas (i.e. DA1-GIC, DA2 &amp; DA3) between approved SIA and current SIA submission (Sensitivity Test 3) for the ease of reference.</p> <p>Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.</p>
<p>(b) S.2.4 and Table 2.3 - In regard to the estimation of sewage flow, some of the assumed GFA and hence the sewage generation rate in Table 2.3 are contradicting with the Tables appended in Appendix 2, e.g. F&amp;B area in Sensitivity Test 3 is</p>	<p>Noted, the F&amp;B area in Sensitivity Test 3 should be <u>51,179m<sup>2</sup></u>. The typo in <b>Table 2.3</b> is revised. (Please refer to <u>Annex 2</u>)</p>

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
52747m <sup>2</sup> in Table 2.3 while its area is 51179m <sup>2</sup> as stated in Table 2 appended in Appendix 2. If the sewage estimation was based on the assumptions in Table 2, the sewage generation rate is not less than the approved SIA. Please critically review and check all calculation to ensure consistency.	
<b>3. Landscape Unit, Urban Design &amp; Landscape Section, Planning Department (UD&amp;L, PlanD)</b>	
<i>Received via email from TP/K2, DPO/K dated 19 August 2022 from landscape perspective on Appendix B (Landscape Master Plan and Tree Survey Report) (Contact person: Ms. Isabella TSUI, Tel: 3565 3951)</i>	
(a) Number of retained trees and transplanted trees indicated under legend in Figure 5.2 and Figure 5.3 deviated from Figure 4.0 and Figure 5.1. Please revise the discrepancy accordingly.	Number of retained trees and transplanted trees are shown on Figure 4.0 and Figure 5.1 only. To avoid information confusion, these tree numbers are not shown on the individual floor plans, Figure 5.2 to 5.11. Figure 5.2 and 5.3 has been revised and please refer to <u>Annex 3</u> . Subject to approval by the Town Planning Board (TPB), further details will be addressed through compliance of relevant approval conditions.
(b) According to Appendix A (Proposed Development Parameters & Master Layout Plan), not less than 7,200sqm at-grade open space area and 3,230sqm private open space in DAs 4 & 5 will be provided. However according to the table in Figure 8.1, the "Public Open Space" in DAs 4 & 5 is not less than 6300sqm only and the "Private Open Space" in DAs 4 & 5 are not provided. Please review.	<p>Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.</p> <p>Definition of open spaces of the KTTC entire site carried a long history, change of definition may arise unnecessary queries from TPB.</p> <p>Refer to the note under the table in Figure 8.1 and shown on Figure 11, 7,200 m<sup>2</sup> "At Grade Public Open Space" areas include areas B3a, B3b, B3c (Public Open Spaces of 6,300m<sup>2</sup> and area A4 (Private Landscape Area open 24-hr to the public of 900m<sup>2</sup>) within DA4&amp;5 according to the submission dated 15th July 2022. This requirement listed under the lease condition of NKIL6613.</p> <p>DA4&amp;5 do not have "Private Open Space" for residents, this is only applied to DA2&amp;3. Instead, within DA4&amp;5, "Private Landscape Area" A1a of 3,230m<sup>2</sup>, proposed Water Garden Terrace and part of the Roof Garden will be opened to the public at reasonable hours, This requirement listed under the lease condition of NKIL6613. "Private Landscape</p>

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
	Area" A1b of 1,770m <sup>2</sup> are privately used by office workers.
(c) The definition of "Public Open Space", "Private Open Space" and "Private Landscape Area" in Figure 8.1 and "Public Open Space" in Figure 11.0 seems contradictory and confusing. Please carry out an overall review of the open space allocation.	Figure 11 showing the "At-grade Public Open Spaces" areas in Sub-Area A (residential) and Sub-Area B (Commercial) was requested by DPO corresponding to the Planning Brief during 745 planning process. Hence the calculation and definition of open spaces are different from Figure 8.1-8.3.
(d) Tree photos of the transplanted trees in off-site nursery are missing and should be included in the submission.	Transplant Tree in Off-site Nursery Photo Record extracted from the Quarterly Tree Monitoring Report - Kwun Tong Town Centre (KTTC) – Main Site (Submission No.41) June 2022 for Compliance with Approval Condition (h) Planning Application No. A/K14/745 enclosed for your reference (please refer to <u>Annex 3</u> ). Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.
<p><u>Advisory Comments</u></p> <p>The Applicant is reminded that approval of the Section 16 Application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/ removal scheme and compensatory planting proposal, the applicant is reminded to approach relevant authority directly to obtain the necessary approval, where appropriate.</p>	Noted.
<b>4. Urban Design Unit, Urban Design &amp; Landscape Section, Planning Department (UD&amp;L, PlanD)</b>	
<i>Received via email from TP/K2, DPO/K dated 19 August 2022</i>	
<i>(Contact person: Ms. Gigi LO, Tel: 3565 3946)</i>	
<b>Urban Design and Visual</b>	
5. URA may wish to address the outstanding comments on design merits as documented in para. 9.1.8 of the main paper and the section on urban design in para. 3 of Appendix V of MPC Paper No. A/K14/745B.	All key planning merits, unique design features, overall building bulk and built form proposed in the Approved Scheme (i.e. Application No. A/K14/745) will be retained and all commitments as agreed before with external stakeholders and Government departments will be maintained.
<b>Air Ventilation</b>	

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses						
6. It is noted that a quantitative AVA (AVA-IS) was conducted under the previously approved application and our previous comments on the AVA-IS under the section on air ventilation in para. 3 of Appendix V of MPC Paper No. A/K14/745B are still valid.	Noted.						
7. It is also noted that the previously approved application (No. A/K14/745) is subject to approval condition (j) for “ <i>submission of a revised air ventilation assessment and implementation of mitigation measures identified therein</i> ”. However, it is noted that URA has yet to submit a revised AVA to discharge approval condition (j).	Noted, approval condition (j) is considered premature to be discharged at this stage. Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.						
<b>5. Transport Department (TD)</b>							
<i>Received via email from TP/K2, DPO/K dated 22 August 2022</i> <i>(Contact person: Miss Hazel LAU, Tel: 2399 2459)</i>							
(a) Tables 2.4 to 2.6 – Please advise how to calculate the columns “car parking space provision min.” and the purpose.	The Parking Ratios as presented in Table 2.3 of the main report is accounted with the flexibility, item xiv of Table 2.3 according to the submission dated 15th July 2022.						
(b) Section 4.2.1 (viii) – Kwun Tong Road Service Road will also be permanently closed.	Noted, updated with Section 4.2.1 (ix) accordingly (please refer to Annex 1).						
(c) Section 5.1.1 – Please include a further design year beyond 2031 to avoid further revisions in traffic assessment due to programme slippage.	Upon approval of this Section 16 application, in the case of programme delay of the development, a revised TIA will be subsequently prepared if requested.  Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.						
(d) Section 7.3.5 – Please indicate the reference base of pedestrian flow on plan and advise the model splits of the anticipated pedestrian generations.	Please be advised that the percentage of modal split for the development has been summarized in Table 1, which is referenced to the Travel Characteristic Survey 2011 issued by TD and in-house traffic model. In addition, please be advised the detailed pedestrian flow will be provided in detailed design stage.  <b>Table 1 Modal Split of DAs 4 and 5</b> <table border="1"> <thead> <tr> <th>Mode</th><th>Percentage</th></tr> </thead> <tbody> <tr> <td>Rail</td><td>40%</td></tr> <tr> <td>Bus</td><td>30%</td></tr> </tbody> </table>	Mode	Percentage	Rail	40%	Bus	30%
Mode	Percentage						
Rail	40%						
Bus	30%						



## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses				
	<table border="1"> <tr> <td data-bbox="833 342 1106 394">Minibus</td><td data-bbox="1114 342 1402 394">15%</td></tr> <tr> <td data-bbox="833 394 1106 454">Others</td><td data-bbox="1114 394 1402 454">15%</td></tr> </table>	Minibus	15%	Others	15%
Minibus	15%				
Others	15%				
(e) Table 7.5 and Dwg no. 7.1 – Please elaborate the pedestrian flow to/from different attraction nodes, especially the split of pedestrian flow into MTR station.	Please be advised that the detail pedestrian flow to/from different attraction nodes will be reviewed in detailed design stage.				
(f) Dwg no. 4.5 – Advance traffic signs at the junction of Hip Wo Street and Mut Wah Street should be added to avoid long detouring during the implementation of bus lane at Hip Wo Street downstream.	Please be advised that apart from buses, all other vehicles could not enter the roundabout via Hip Wo Street southbound during the implementation of bus lane. Thus, advance traffic signs at the junction of Hip Wo Street and Mut Wah Street have been added as shown in <b>Drawing No. 4.5</b> of the TIA report (please refer to <u>Annex 1</u> ).				
(g) Dwg nos. 4.7 and 4.21 – Please study if the stop line at Hong Ning Road northbound could be shifted further northwards to reduce loss time.	Please be advised that the proposed location of stop line on Hong Ning Road northbound at its junction of Ngau Tau Kok Road can allow flexibility arrangement for vehicles making right turn to the development from Hong Ning Road northbound at detailed design stage. Thus, the stop line at Hong Ning Road northbound is retained at the proposed location as shown in <b>Drawing No. 4.7</b> of the TIA report (please refer to <u>Annex 1</u> ).				
(h) Dwg no. 4.7 – Traffic signals should be added at Ngau Tau Kok Road to alert motorists not to go straight and enter the development.	<p>Noted. The traffic assessment for the 3-stage method of control has been adopted at the junction of Hong Ning Road and Ngau Tau Kok Road with the provision of two secondary traffic signals for Ngau Tau Kok Road eastbound and Hip Wo Street southbound separately to ban traffic movements from Ngau Tau Kok Road eastbound to the development and improve road safety at the proposed pedestrian crossing within the development. Please refer to <b>Drawing 4.7</b> of the TIA report showing the proposed junction layout with the 3-stage method of control (please refer to <u>Annex 1</u>).</p> <p>As shown in <b>Table 6.1</b> of the TIA report, the assessment results have indicated that the junction performance of identified junctions would operate within/at capacities in design year 2031.</p>				
(i) Dwg no. 4.8 – Please advise if there is enough weaving distance for vehicles coming out from the development heading to Kwun Tong Road	Noted. Please be advised that the double white line at the egress of development access have been deleted and solid-cum-broken double white lines				

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses				
westbound. Double white lines / solid-cum-broken double white lines between the 2 <sup>nd</sup> rightmost lane and 3 <sup>rd</sup> right lane should be placed to avoid excessive lane changing activities which would affect the junction performance.	between the 2nd rightmost lane and 3rd right lane of Hong Ning Road southbound have been added. Please refer to <b>Drawing 4.8</b> of the TIA report showing the proposed junction layout (please refer to <u>Annex 1</u> ).				
(j) Dwg nos. 4.8 and 4.19 – Please provide swept path analysis for vehicles turning from the leftmost lane of Hong Ning Road to Kwun Tong Road. Traffic lane lines should be added to guide motorists if considered necessary.	Noted. Please refer to <b>Drawing 4.19</b> of the TIA report showing the swept path analysis (please refer to <u>Annex 1</u> ).				
(k) Dwg no. 4.8 – Road markings along the section of Kwun Tong Road eastbound between Hong Ning Road and Hoi Yuen Road roundabout should be reviewed and revised in detailed design stage.	Noted, it will be further reviewed and revised if necessary in detailed design stage.				
(l) Dwg no. 4.9 – The entry angle from Kwun Tong Road E/B to Kwun Tong Road / Hoi Yuen Road Roundabout should be increased with a view to enhancing road safety and improving the inter-visibility of motorists at nearside land of entry arm and those at roundabout.	<p>Noted. Please be advised that there are columns of the future footbridge deck connecting Kwun Tong MTR Station and the development situated on the new traffic island along Kwun Tong Road eastbound. For enhancing road safety and improving the inter-visibility of motorists at nearside lane of entry arm and those at the roundabout, it is proposed to provide new road marking at traffic lanes of Kwun Tong Road eastbound to increase the entry angle as shown in <b>Drawing No. 4.9</b> of the TIA report.</p> <p>In addition, the relevant swept path analysis has been conducted as shown in <b>Drawing No. 4.10</b> of the TIA report and it has demonstrated that there is sufficient manoeuvring space for two 12.8m long buses entering the roundabout simultaneously.</p>				
(m) Appendix B of r-t-c dated 8 April 2022 – Assessment on possible public transport services enhancement to cater the proposed development shall be included in the TIA report.	<p>Please be advised that the percentage of modal split for the development has been summarized in Table 1, which is referenced to the Travel Characteristic Survey 2011 issued by TD and in-house traffic model. In addition, please be advised that assessment on possible public transport services enhancement will be carried out in detailed design stage.</p> <p style="text-align: center;"><b>Table 1 Modal Split of DAs 4 and 5</b></p> <table border="1"> <thead> <tr> <th>Mode</th><th>Percentage</th></tr> </thead> <tbody> <tr> <td>Rail</td><td>40%</td></tr> </tbody> </table>	Mode	Percentage	Rail	40%
Mode	Percentage				
Rail	40%				

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses																							
		Bus	30%																					
		Minibus	15%																					
		Others	15%																					
(n) TOU’s comments on PT matters should be sought. (note: regarding item (n), TOU’s comment were provided on 15.8.2022)	Noted.																							
6. Kowloon District Planning Office, Planning Department (DPO/K, PlanD)																								
Received via email from STP/K5, DPO/K dated 30 August 2022																								
(Contact person: Ms. Jessie KWAN, Tel: 2231 4966)																								
1. It is specified in the enclosed Planning Brief (PB) for the “CDA(1)” that at-grade open space, road and free-standing purpose-designed GIC building should be deducted from the gross site area. It also set out that the future peripheral setback areas within the “CDA” zone used for landscape improvement, road widening, and/or pedestrian passage, etc. are accountable for GFA calculation. As such, <b>net site area</b> for Development Areas (DAs) 4 and 5 should be provided and clearly indicated on relevant drawing(s).	According to the approved GBP in February 2022, the net site area is about 24,620 sq.m. At-grade open space, road and free-standing purpose-designed GIC building are excluded in net site area calculation. Future peripheral setback areas within the “CDA” zone used for landscape improvement, road widening, and/or pedestrian passage, etc. are included in net site area calculation.																							
2. Development parameter table (Table 3.1) - please provide information on (a) site coverage, (b) building height for buildings in DA5, and (c) hotel rooms based on proposed GFA of 32,000 sq.m. should be provided. Also, please specify the size of the Yue Man Square Rest Garden within DAs 4 and 5 (and that within DAs 2 & 3 for information).	(a) All key planning merits, unique design features, overall building bulk and built form proposed in the Approved Scheme (i.e. Application No. A/K14/745) will be retained and all commitments as agreed before with external stakeholders and Government departments will be maintained. There is <u>no change</u> in site coverage of the Main Site (i.e. DAs 2, 3, 4 & 5) in comparison with the Approved Scheme: <table><tr><th>Site Coverage (SC)</th><th>Approved Scheme (A/K14/745)</th><th>Proposed Scheme</th></tr><tr><td>Not exceeding 15m Domestic SC</td><td>&lt;70%</td><td>Same</td></tr><tr><td>Non-dom SC 15m-43m</td><td>&lt;11%</td><td>As-built</td></tr><tr><td>Non-dom SC 44m-61m</td><td>&lt;52%</td><td>Same</td></tr><tr><td>Non-dom SC 61m-75m</td><td>&lt;19%</td><td>Same</td></tr><tr><td>Non-dom SC &gt;75m</td><td>&lt;9%</td><td>Same</td></tr><tr><td></td><td>&lt;8%</td><td>Same</td></tr></table>			Site Coverage (SC)	Approved Scheme (A/K14/745)	Proposed Scheme	Not exceeding 15m Domestic SC	<70%	Same	Non-dom SC 15m-43m	<11%	As-built	Non-dom SC 44m-61m	<52%	Same	Non-dom SC 61m-75m	<19%	Same	Non-dom SC >75m	<9%	Same		<8%	Same
Site Coverage (SC)	Approved Scheme (A/K14/745)	Proposed Scheme																						
Not exceeding 15m Domestic SC	<70%	Same																						
Non-dom SC 15m-43m	<11%	As-built																						
Non-dom SC 44m-61m	<52%	Same																						
Non-dom SC 61m-75m	<19%	Same																						
Non-dom SC >75m	<9%	Same																						
	<8%	Same																						
	(b) Same as the Approved Scheme, maximum proposed building height for buildings in DA5 is +75mPD.																							

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
	<p>(c) No. of hotel rooms based on proposed GFA of 0 - 32,000 sq.m: 0 – 400 rooms.</p> <p>As proposed in land grant subject to Lands Department's approval, size of the Yue Man Square Rest Garden within DAs 4 and 5 (i.e. the Open Space C) is not less than 3,375 square metres.</p> <p>As stated in the land grant, the Open Space C within DAs 2 and 3 is 685 square metres. According to the Approved Scheme (i.e. A/K14/745), the open space is intended for Yue Man Square re-provision. Please note DAs 2 &amp; 3 is not part of this Planning Application and for reference only.</p>
3. Paragraph 3.1.4 -	
(a) Please supplement how the maximum commercial GFA (of 94,759 sq.m.) was formulated.	In order to enhance development flexibility of DAs 4&5, different possible combinations of development mix have been considered. The upper range of commercial/ office/ hotel GFA will only be apply if the GFA for other category would be correspondingly reduced (with GIA GFA remain unchanged), with the resultant maximum non-domestic GFA not more than 201,220 sq.m.
(b) Please confirm that all proposed commercial/office/hotel uses would not be the subjects of environmental mitigation measures, thus would have no technical implications on environmental aspect if with subsequent reshuffling in floor use in the detailed design stage.	The results of the technical assessments on traffic, environmental, air ventilation, sewerage, drainage, water supply, visual and landscape aspects have demonstrated that no adverse or unacceptable impact will be imposed by the Proposed Scheme when compared to the Approved Scheme, mainly because there is no change to the general building form, massing and overall development intensity.
(c) There is no justification/elaboration on why all the remaining GFA of 29,759 sq.m. (94,759 sq.m. – 65,000 sq.m.) (i.e. about 31.4%) of commercial floor area can be redistributed for office use. The reduction in commercial GFA may have wider implication on general public and discussion from planning and design point of view should be provided on this regard.	With reference to popular shopping malls in the urban areas, APM Millennium City 5 in Kwun Tong is about 56,000sqm and the Pacific Place in Admiralty is about 66,000sqm. The proposed Commercial portion with a minimum GFA of 65,000sqm is considered suitable in the Proposed Scheme for enhancing the vibrancy and attractiveness of KTTC and to maintain the character of a 'town centre'.
4. Paragraph 3.1.6 – Please provide (a) the type of social welfare facilities to be provided; (c) the type of Government Offices that are subsumed as 'Other Government Accommodations'; and (d) please clarify the GIC facilities to be provided on L10 on	As proposed in land grant subject to Lands Department's approval, one 90-place Early Education and Training Centre will be provided, subject to liaison with Social Welfare Department (SWD).

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
the Section Plan.	Types of social welfare facilities and 'Other Government Accommodations' to be provided will be confirmed at detailed design stage subject to confirmation with relevant Government departments. G/IC facilities providing direct service to the public will be located on the lower floors, including post office, HAD public service enquiry centre and SWD facilities. The detailed layout of the Government facilities will be addressed in the detailed design stage and in consultation with relevant departments.
5. Paragraph 3.1.6 - Please clarify (a) the nature of the multi-purpose activity center and social enterprise use; and (b) the location of these two facilities.	(a) As proposed in land grant subject to Lands Department's approval, the nature of multi-purpose activities centre and social enterprise use area are for community use and social enterprise use respectively. (b) The multi-purpose activities centre and social enterprise use area will be accessible to public and its location will be assessed at detailed design stage.
6. Paragraph 3.19- Please indicate the GFA of the Observation Deck and confirm that the top most floor would not be used for uses other than those specified in this paragraph.	As proposed in land grant subject to Lands Department's approval, an observation deck will be provided on the topmost floor of the development. The observation deck is accountable for Commercial GFA which will allow retail and F&B facilities to create a destination for visitors. GFA of the Observation Deck will be assessed at detailed design stage.
7. Paragraph 3.2.1 – According to A/K14/745 that the target completion for DAs 4 and 5 is 2026; this compares to 2028 under current application. Please specify the causes on such delay in implementation scheduled.	The tentative completion year is subject to the underground situation, level of head rock, diversion of underground utilities, programme of footbridge connection and other unforeseeable circumstances.
8. Paragraph 3.2.2 – The information provide in the Planning Statement would form part of the development scheme, if approved by the Town Planning Board and have to be self-documented. Thus please specify the implementation phasing for the proposed development instead of referring to the Kwun Tong District Council consultation material. Advanced opening of the public facilities could be considered as a planning merits in view of the large scale of this development.	Noted. The Project is intended to be implemented in phases as presented in the Kwun Tong District Council (KTDC) meeting held on 5 July 2022. Detailed design and phasing programme are subject to agreement by relevant departments and Buildings Department (BD)'s phasing approval.
9. Paragraph 4.3.1 – please examine scope for providing more social welfare facilities to serve the area in the locality and the rationale if not;	The total GIC GFA is up to about 7.7% of the total GFA of KTTC, which is about 19.3% of the total domestic GFA. The proposed 8,601sqm GFA for

## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
	GIC facilities within the Site in the Approved Scheme will be retained in the pure non-domestic redevelopment portion of KTTC.
10. The members of the Metro Planning Committee would have concerns on the following aspects which should be provided in the submissions:	
(a) In view of massive greening to be provided in the Site, please consider incorporating sustainable irrigation system;	Noted, to be considered at detailed design stage.
(b) relevant drawing(s) showing the compliance with SBDG; and	Noted, to be provided at detailed design stage. The Development at DAs4&5 will compile with SBDG.
(c) whether BEAM Plus certification will be applied, and if so, please advise the target BEAM Plus rating.	<p>URA endeavours to promote and implement environmentally sustainable and innovative development to improve the built environment and enhance the quality of life in Hong Kong. We incorporate environmentally sustainable measures and facilities into the design and construction of our redevelopment projects where applicable. Development at DAs 2 &amp; 3 (i.e. Grand Central) is rated Platinum in Beam Plus (Provisional) and received the Grand Award of the Green Building Award 2021.</p> <p>Green provisions covering energy efficiency, water conservation, construction waste management and use of recycled materials will be considered to be incorporated into development agreements to encourage Joint Venture ("JV") developers to adopt sustainable practices in building design and construction. Further details will be considered at detailed design stage.</p>
11. For the aboveground open spaces that would be open for public enjoyment, please specify its opening hours.	As proposed in land grant subject to Lands Department's approval, the Open Space B is open for the use and enjoyment by all members of the public 13 hours a day.
<p><i>Received via email from TP/K2, DPO/K dated 6 September 2022</i></p> <p><i>(Contact person: Mr. Edwin CHOY, Tel: 2231 4968)</i></p>	
12. Re. Appendix A3, would you please let me have the exact figures in the Development Intensity:	
<p>1. Main Site:</p> <p>Domestic GFA:</p> <p>Residential sub-area:</p> <p>Non-domestic GFA:</p> <p>Residential sub-area:</p> <p>Commercial sub-area:</p>	We have no amendment to the Appendix A3 table submitted on 15 July 2022 as the Proposed Scheme is basically the same as the Approved Scheme in terms of the overall design deposition, built form, massing, proposed land uses and total maximum allowable GFA of the Site.



## Development Areas 4 and 5 of Kwun Tong Town Centre - Main Site (Application No. A/K14/819)

### Technical Clarifications- Responses to Departmental Comments

Departmental Comments	Responses
	<p>As requested by PlanD requiring the Applicant to provide the as-built GFA up to 3 decimal places, please find the information as per approved GBP of DAs 2 &amp; 3. As stated in the latest approved GBP of DAs 2&amp;3 (as-built) dated 18 Nov 2020 and the approved A/K14/745 planning application, major development parameters are as follows for your information and reference only:</p> <p>Main Site: 373,420m<sup>2</sup>  Domestic GFA: 138,980m<sup>2</sup>  DAs 2&amp;3: 138,979.999m<sup>2</sup> (as-built)  Non-domestic GFA: 234,440m<sup>2</sup>  DAs 2&amp;3: 33,214.853m<sup>2</sup> (as-built)  DAs 4&amp;5: 201,220m<sup>2</sup></p>
<p>2. Yuet Wah Street Site:  Domestic GFA:  Non-domestic GFA:</p>	<p>For reference only, the total GFA of Yuet Wah Street Site (as-built) is 27,830m<sup>2</sup>.</p>
<p>13. Re. the traffic improvement measures (para. 4.2 of TIA), please advise whether these measures will still be implemented by URA or future developer(s) under the previous planning approval (A/K14/745), i.e. regardless of whether the current A/K/819 will be approved.</p>	<p>Under the case that A/K14/819 is approved, the Proposed Road Network for Completion of DAs 4 and 5 will be implemented as presented in paragraph 4.2 of TIA as part of S16 submitted on 15th July 2022. Under the case that A/K14/819 is not approved, the Proposed Road Network for Completion of DAs 4 and 5 shall be reverted and referred to the last previously planning application A/K14/745 approved on 9th Feb 2018.</p> <p>Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.</p>

## **Annex 1**

### **Replacement Pages of Traffic Impact Assessment**

3.2.3 Below **Tables 3.1 and 3.2** summarised the existing public transport services and the routings of bus, GMB and PLB services.

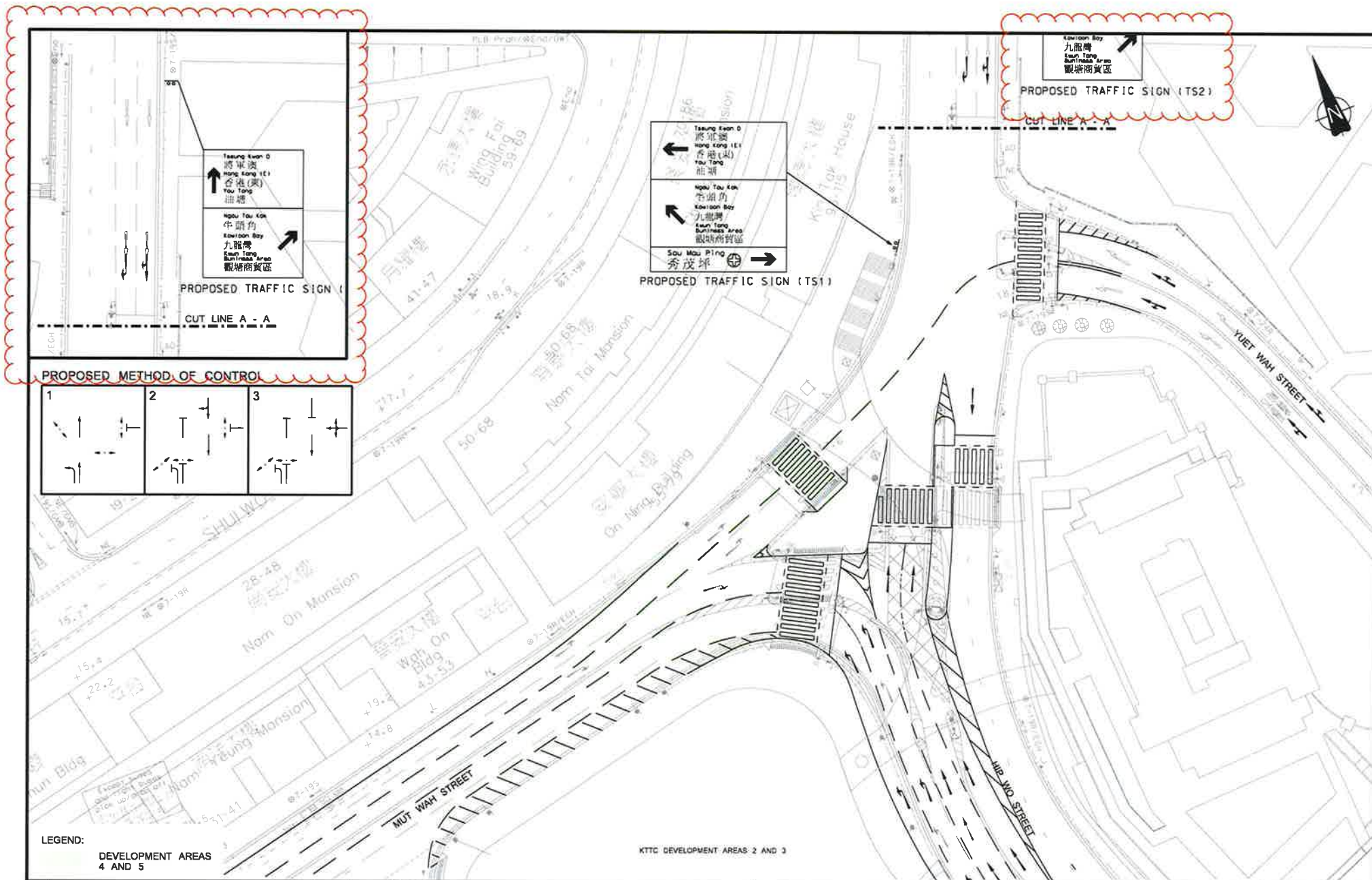
**Table 3.1 Existing Public Transport Services via KTTC (Franchised Bus)**

Route No.	Origin – Destination	Peak Frequency (minutes)
1A	Sau Mau Ping (Central) – Star Ferry	5 – 7
3D	Kwun Tong (Yue Man Square) – Tsz Wan Shan (Central)	5 – 7
5R	Kai Tak Cruise Terminal – Kwun Tong (Circular)	20
11B	Kwun Tong (Tsui Ping Road) – Kowloon City Ferry	10 – 15
11C	Chuk Yuen Estate – Sau Mau Ping (Upper)	15
11D	Lok Fu – Kwun Tong Ferry	20
11X	Sau Mau Ping (Upper) – Hung Hom Station	10 – 15
13D	Po Tat Estate – Island Harbour View	15 – 20
13M	Kwun Tong (Elegance Road) – Po Tat (Circular)	15
13P	Po Tat Estate → Cheung Sha Wan (Lai Kok Estate)	2 trips in AM Peak <sup>(1)(6)(8)</sup>
14	Lei Yue Mun Estate – China Ferry	12 – 15
14B	Lam Tin (Kwong Tin Estate) – Ngau Tau Kok	15 – 20
14H	Yau Tong – Shun Lee (Circular)	60
14X	Yau Tong (Shung Tak Wai) – Tsim Sha Tsui (Circular)	15 – 30
15	Ping Tin – Hung Hom Ferry	12 – 15
15A	Ping Tin – Tsz Wan Shan (North)	20
15X	Lam Tin (Kwong Tin Estate) – Hung Hom Station	20 <sup>(3)(5)</sup>
16	Lam Tin (Kwong Tin Estate) – Mong Kok (Park Avenue)	7 – 12
16M	Kwun Tong (Yue Man Square) – Lam Tin (Hong Wah Court) (Circular)	12 – 20
17	Kwun Tong (Yue Man Square) – Oi Man	5 – 8
23M	Lok Wah – Shun Lee (Circular)	15
26M	Choi Hung – Kwun Tong (Circular)	20
28B	Choi Fook – Kai Yip	20
28S	Kwun Tong (Yue Man Square) → Lok Wah	2 trips in AM Peak <sup>(1)(5)(8)</sup>
38	Kwai Shing (East) – Ping Tin	5 – 6
38P	Kwai Chung Estate → Ping Tin	1 trip in AM Peak <sup>(1)(5)(8)</sup>
40	Tsuen Wan (Nina Tower) – Laguna City	10 – 15
40A	Kwun Tong – Kwai Hing Station	1 trip <sup>(1)(5)</sup> (From Kwun Tong in AM Peak) 1 trip <sup>(2)(5)</sup> (From Kwai Hing Station in PM Peak)
40P	Shek Wai Kok – Kwun Tong Station	8 – 12 <sup>(1)(6)</sup> (From Shek Wai Kok in AM Peak)

- (vii) Provide a new exclusive left-turn traffic lane on Kwun Tong Road eastbound of the Hoi Yuen Road Roundabout towards Hip Wo Street northbound;
- (viii) Tung Yan Street and Yue Man Square will be permanently closed;
- (ix) Kwun Tong Road Service Road will also be permanently closed;
- (x) Kwun Tong Road eastbound (between Hong Ning Road and Hoi Yuen Road Roundabout) will operate under free flow condition due to the proposed control access of the development linking to Kwun Tong Road will operate in case of any emergency situation only; and
- (xi) The development access at Hong Ning Road will provide both ingress and egress. The development egress traffic from Hong Ning Road southbound toward Yau Tong and Eastern Harbour Tunnel direction can be via Kwun Tong Road Underpass to avoid passing through Hoi Yuen Road Roundabout.

### 4.3 Swept Path Analysis

- 4.3.1 The result of swept path analysis at the proposed junction schemes under road network of completion of DAs 4 and 5 are shown in **Drawings 4.10 to 4.23**. As illustrated in the aforesaid drawings, the swept paths show that there will be sufficient manoeuvring space for 7m long vehicle, 12m long vehicle and 12.8m long buses at the proposed junction schemes and accesses of DAs 4 and 5.



Rev.	Description	Checked	Date
A	TD COMMENT INCORPORATED	MYL	06JUL22

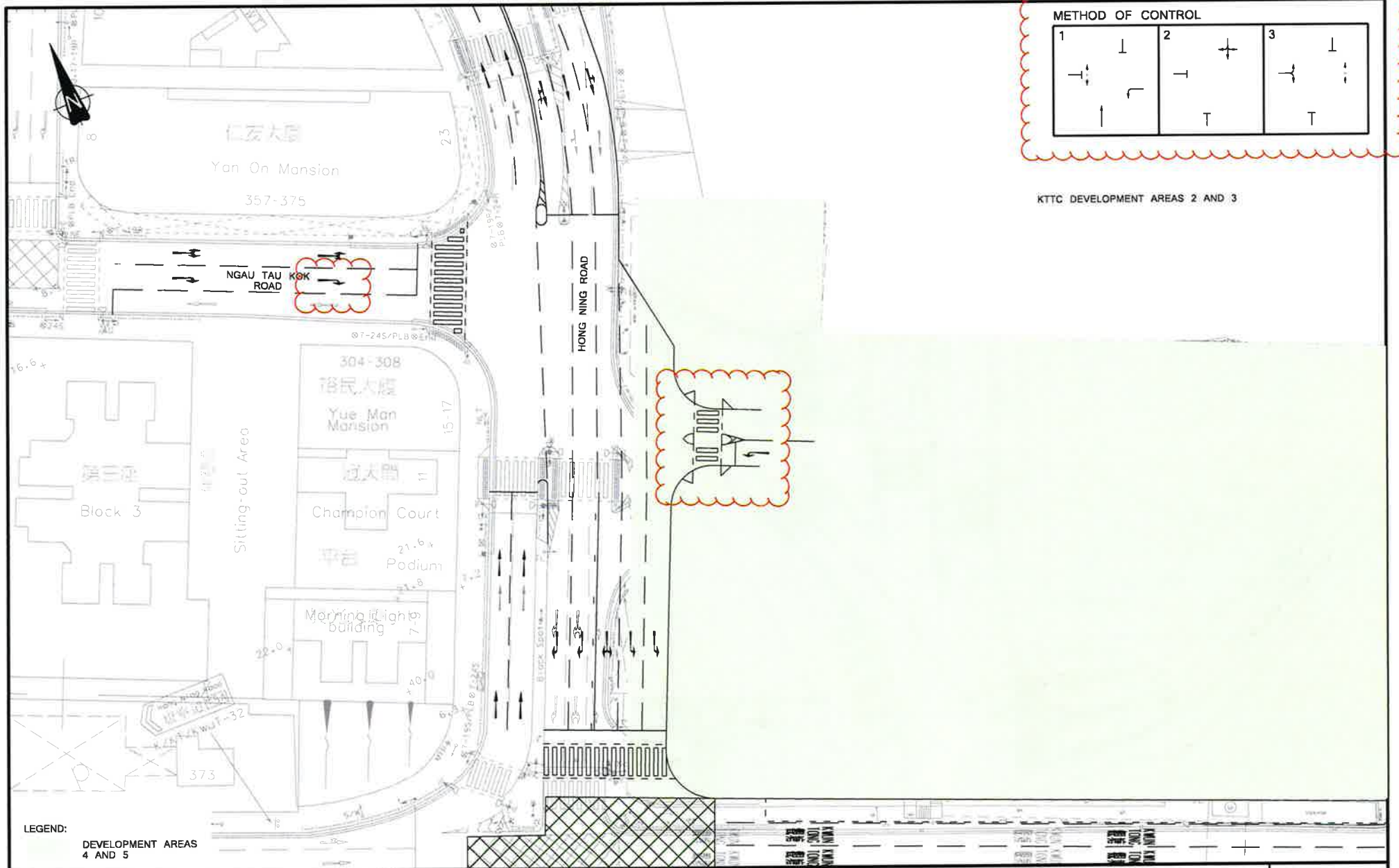
Project Title	KWUN TONG TOWN CENTRE (KTTC) REDEVELOPMENT MAIN SITE DEVELOPMENT AREAS 4 & 5		
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Drawing Title	<b>PROPOSED JUNCTION LAYOUT OF HIP WO STREET / MUT WAH STREET / YUET WAH STREET (J3)</b>		
Designed	LTV	Checked	MYL
Scale	1:500(A3)	Date	MAR 2022
Drawing No.	4.5	Rev.	A

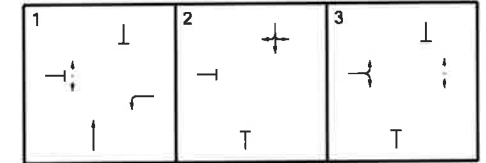


CHK50645410/TA/F45-A.DGN/CXC/06JUL22





# METHOD OF CONTROL



KTTC DEVELOPMENT AREAS 2 AND 3

## LEGEND:

DEVELOPMENT AREAS  
4 AND 5

Rev.	Description	Checked	Date
B	TD COMMENT INCORPORATED	MYL	30AUG22
A	TD COMMENT INCORPORATED	MYL	06JUL22

Project Title  
**KWUN TONG TOWN CENTRE (KTTC) REDEVELOPMENT  
MAIN SITE DEVELOPMENT AREAS 4 & 5**

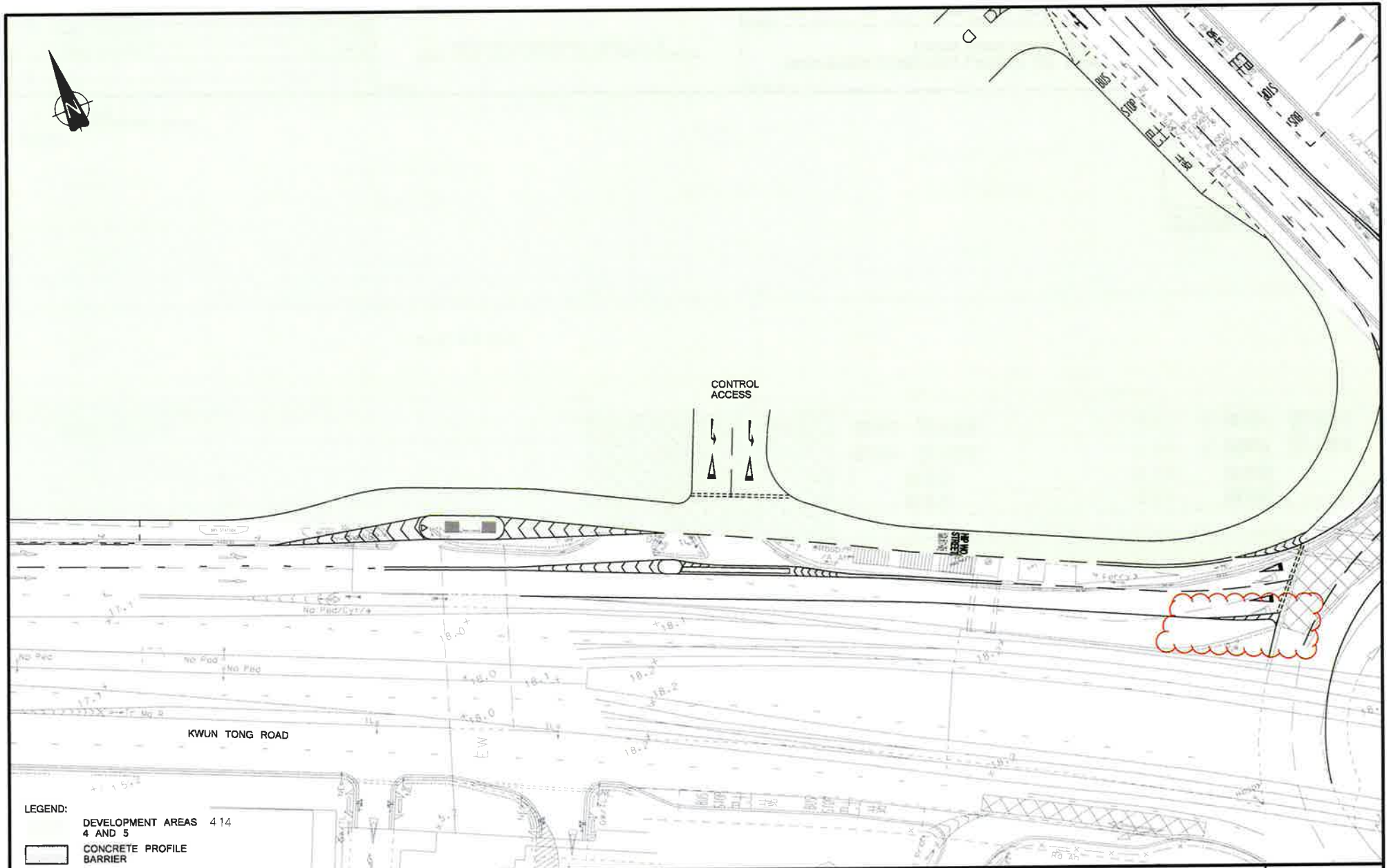
## Drawing Title

**PROPOSED JUNCTION LAYOUT OF HONG NING ROAD /  
NGAU TAU KOK ROAD (J5)**

Designed LTW	Checked MYL	Scale 1:500(A3)	Date MAR 2022	Drawing No. <b>4.7</b>	Rev. B
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**LEGEND:**

DEVELOPMENT AREAS 4 & 5

CONCRETE PROFILE BARRIER

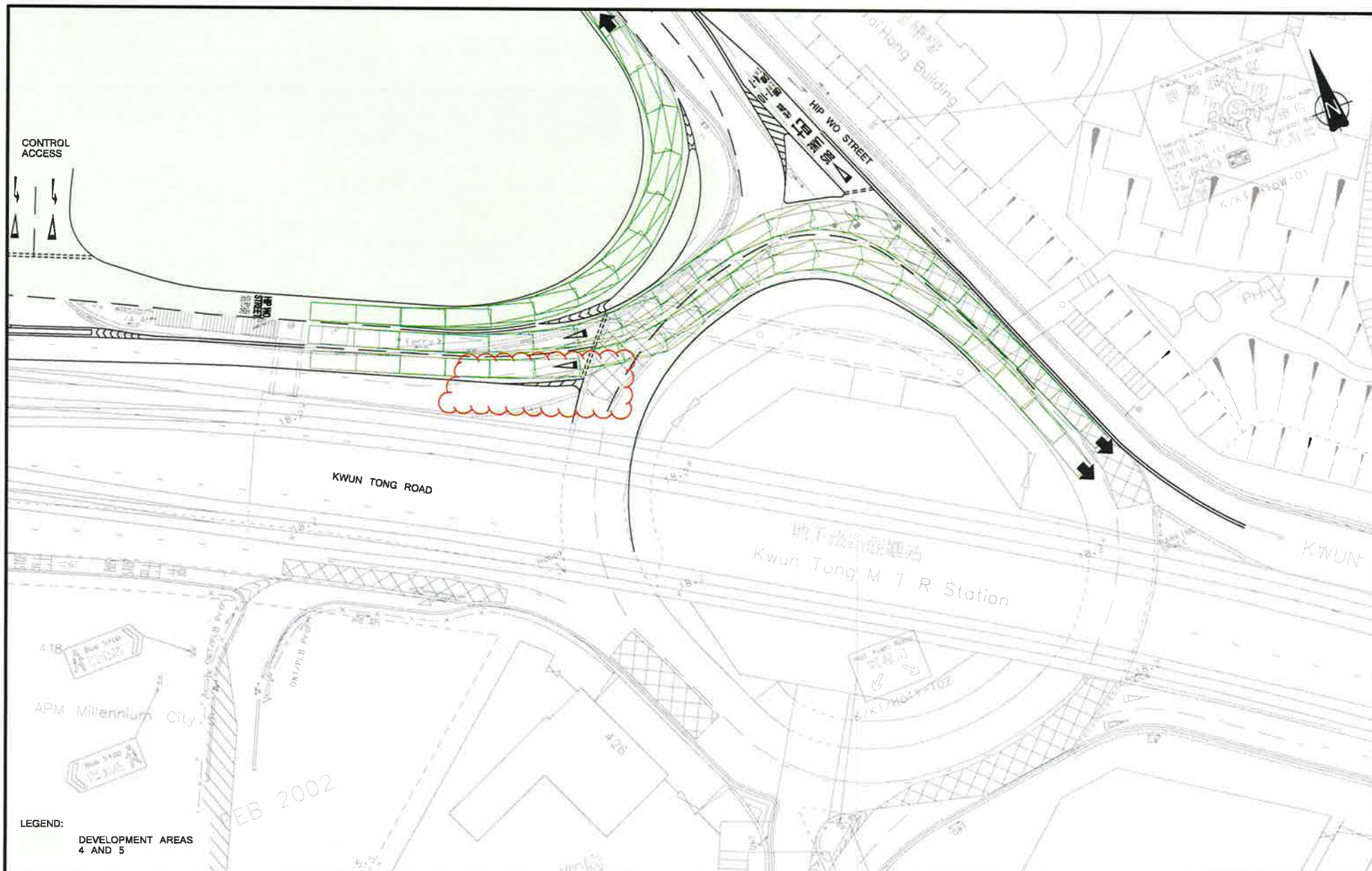
Rev.	Description	Checked	Date
A	TD COMMENT INCORPORATED	MYL	06JUL22

Project Title  
ROAD CLOSURE FOR DEVELOPMENT AREA 4 OF  
KWUN TONG TOWN CENTRE (KTTC) REDEVELOPMENT  
AT NKIL NO. 6514, KWUN TONG, KOWLOON

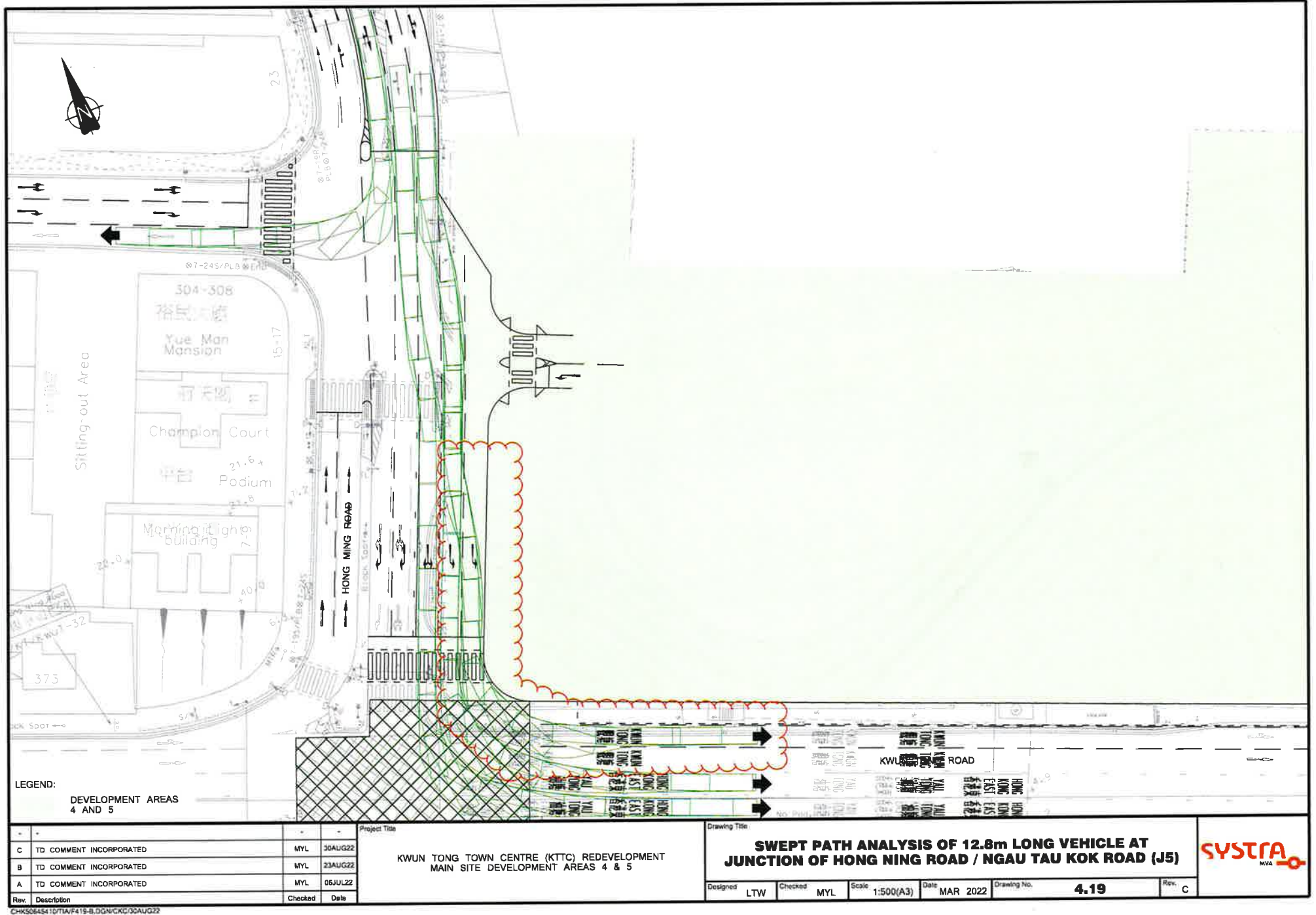
Drawing Title					
PROPOSED JUNCTION LAYOUT OF KWUN TONG ROAD / EGRESS OF DAS 4 & 5 (J7)					
Designed	LTW	Checked	MYL	Scale	1:500(A3)
Date	MAR 2022	Drawing No.	4.9	Rev.	A



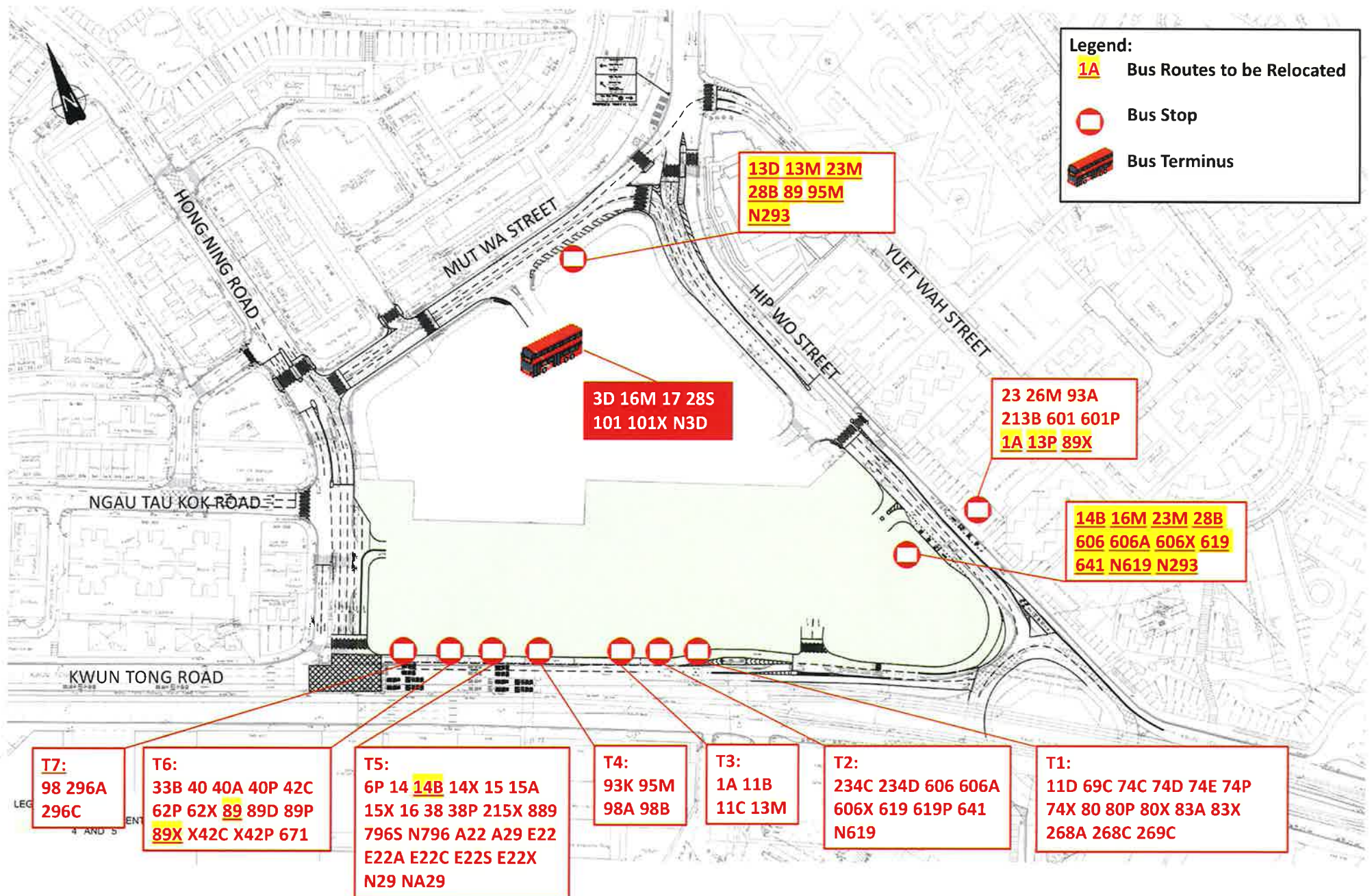




<div><div></div><div></div><div></div><div></div></div>			Project Title			Drawing Title						<div>SYSTRA ANVA</div>						
			KWUN TONG TOWN CENTRE (KTTC) REDEVELOPMENT MAIN SITE DEVELOPMENT AREAS 4 & 5			SWEPT PATH ANALYSIS OF 12.8m LONG VEHICLE AT JUNCTION OF KWUN TONG ROAD ROUNDABOUT (J1)												
A TD COMMENT INCORPORATED			MYL 06JUL22			Designed: LTW		Checked: MYL		Scale: 1:500(A3)			Date: MAR 2022		Drawing No. 4.10		Rev. A	
Rev. Description			Checked Date															



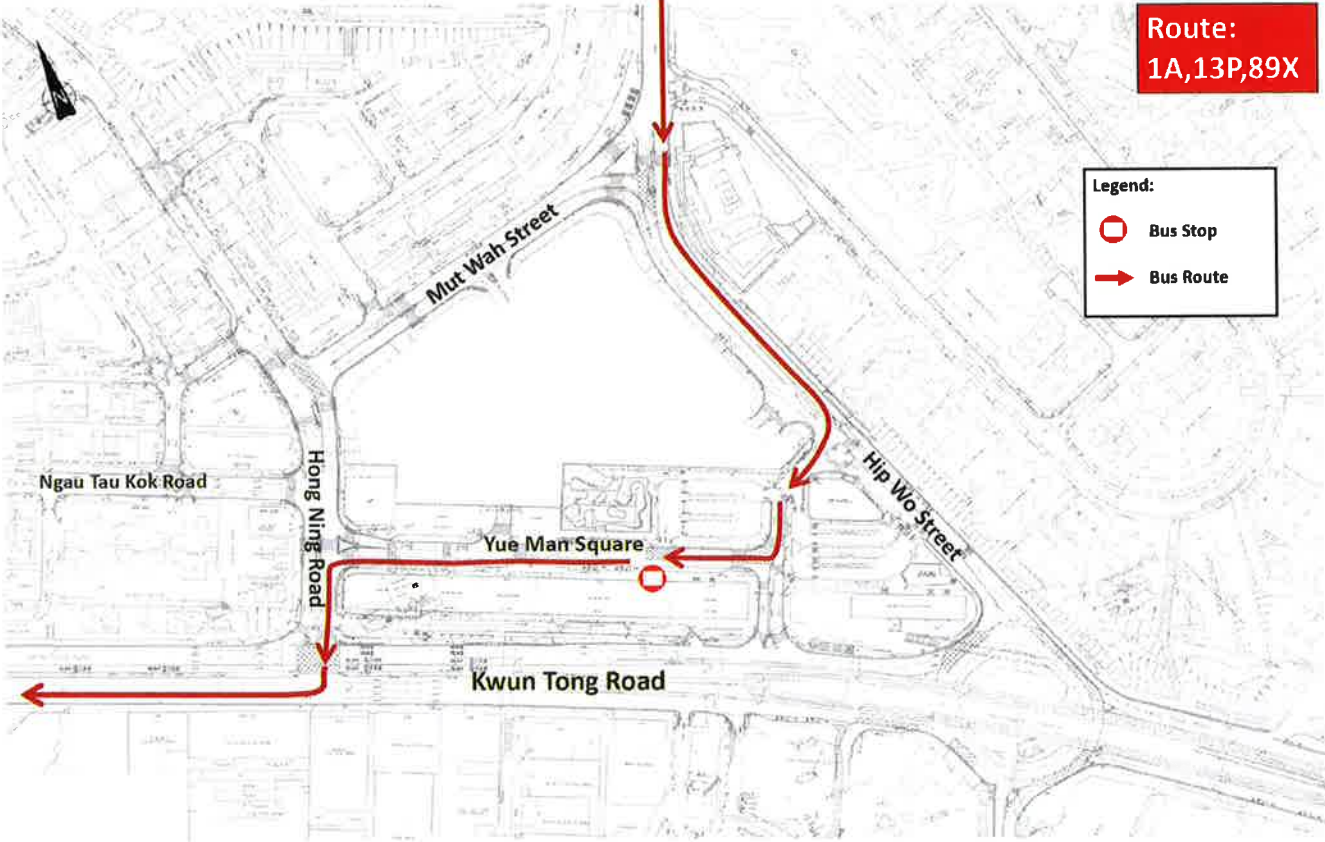




SK B2

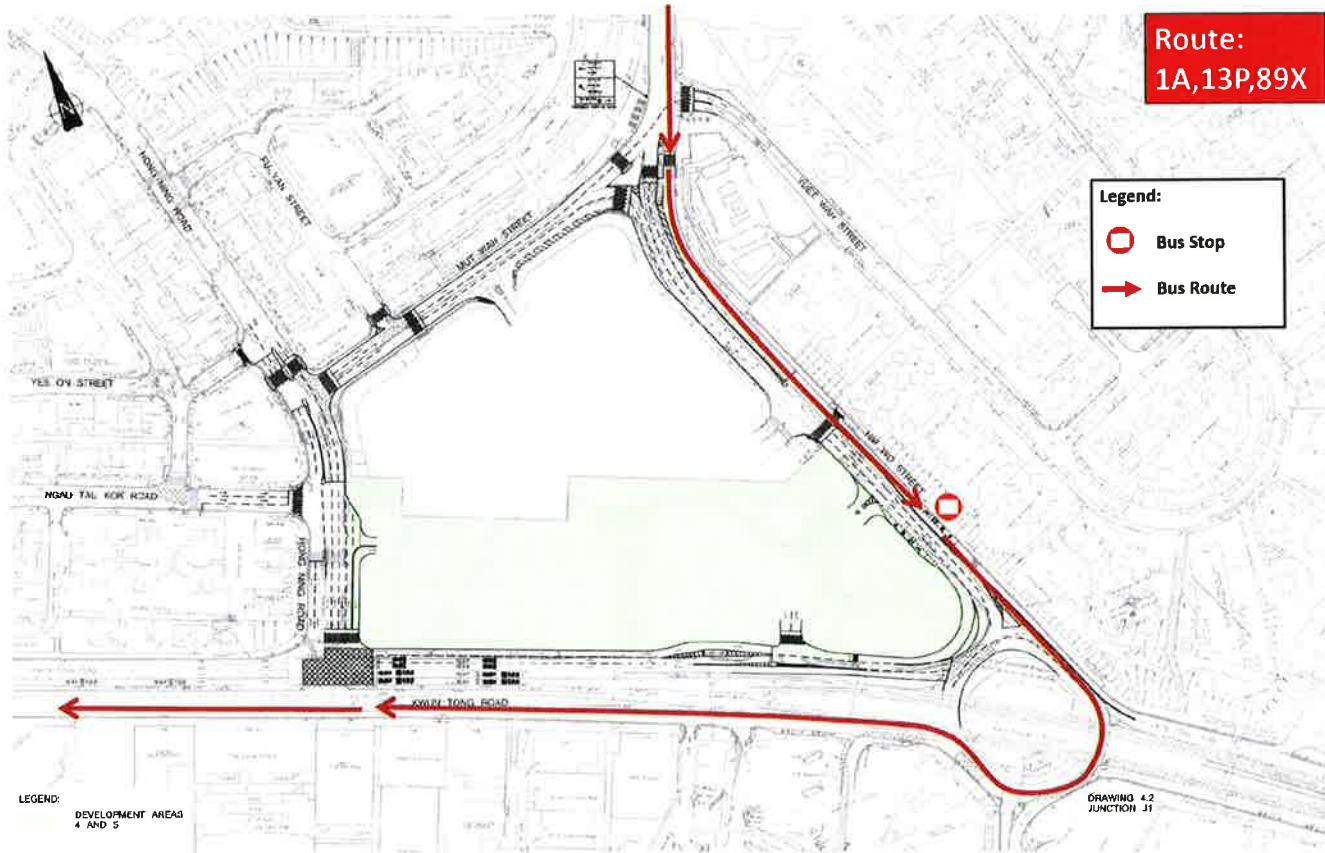
Preliminary Proposed Bus Stop Arrangement  
after Completion of DAs 4&5 (20220712)

Appendix A - To Kwun Tong Road WB/ Ngau Tau Kok Road WB



Existing Bus Route

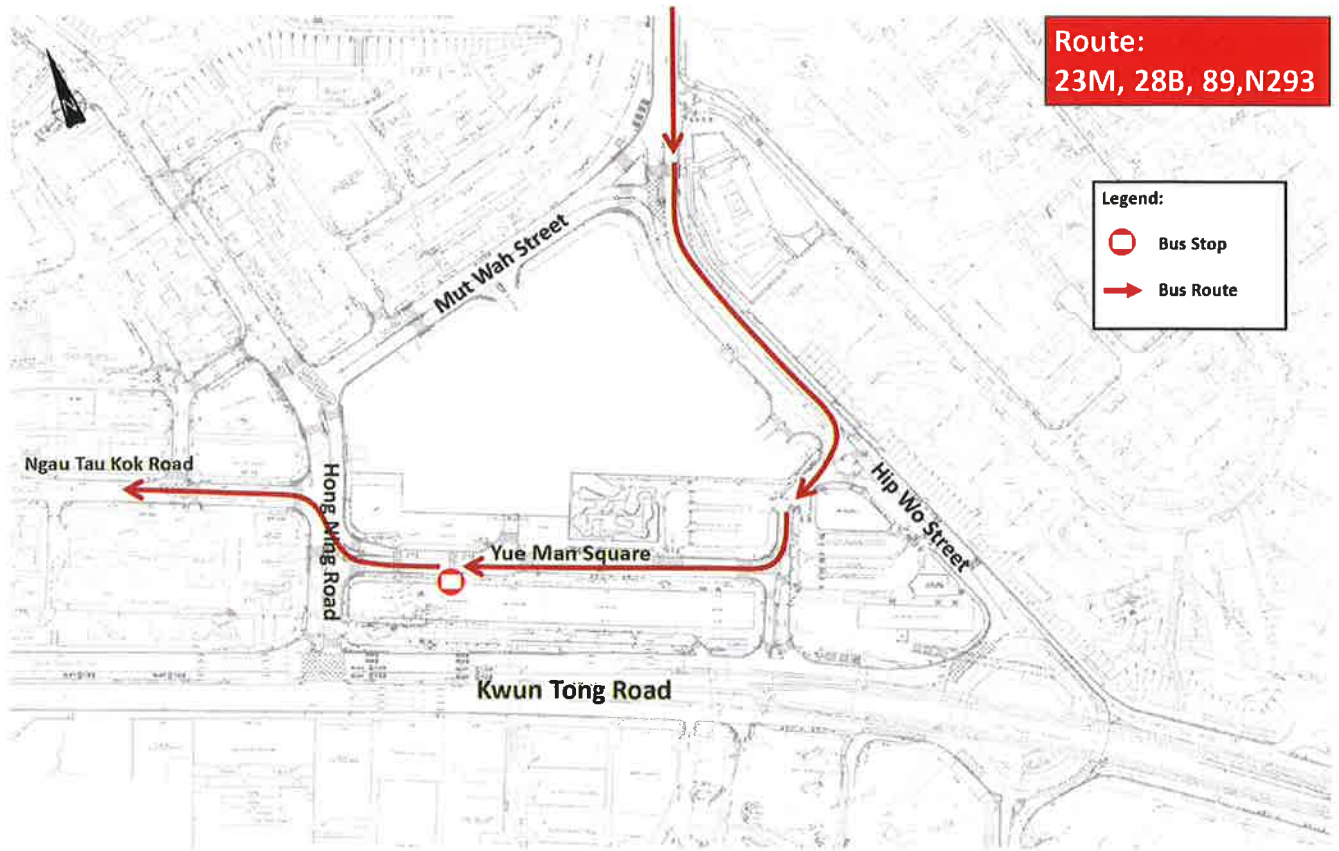
SK A1



Proposed Bus Route  
(after completion of DAs 4&5)

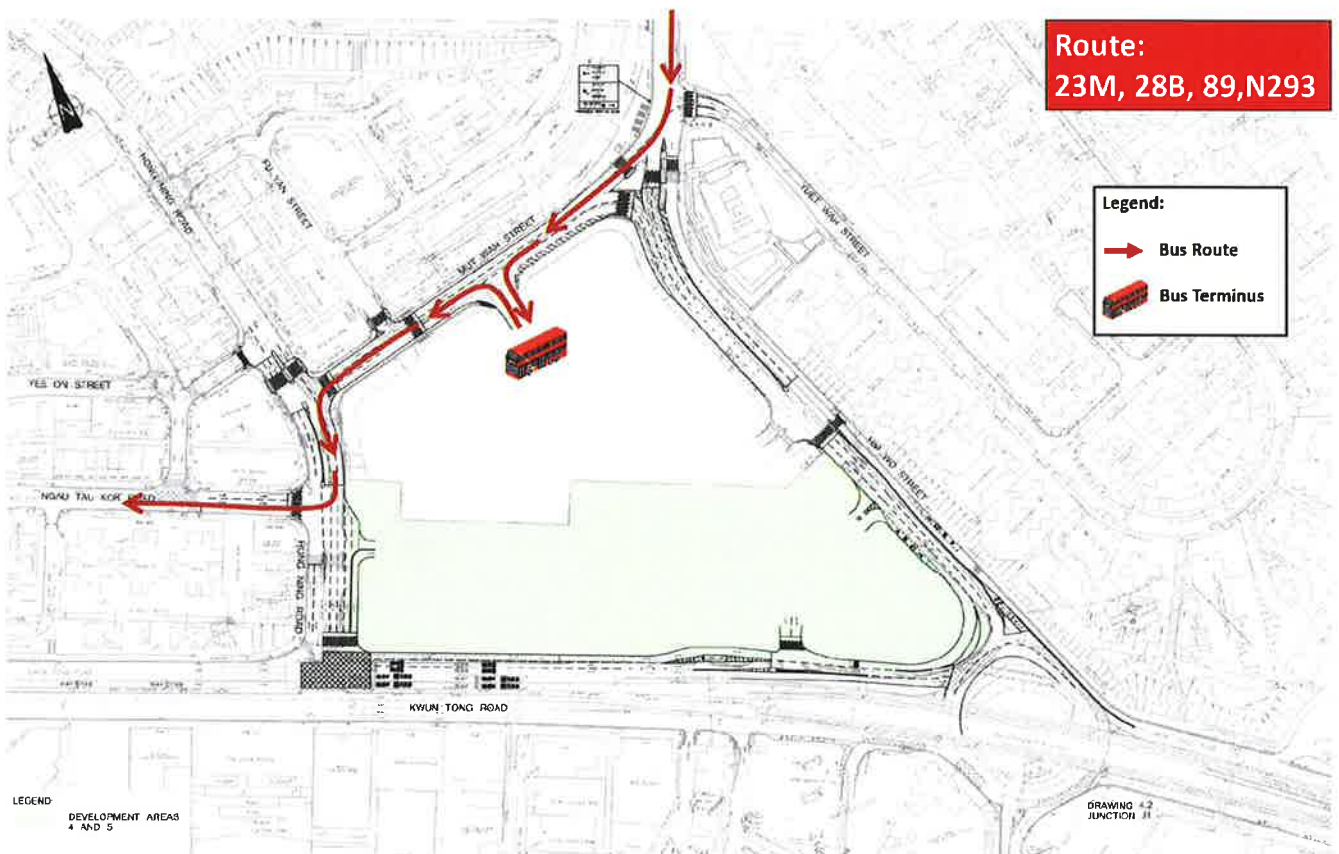
SK A2





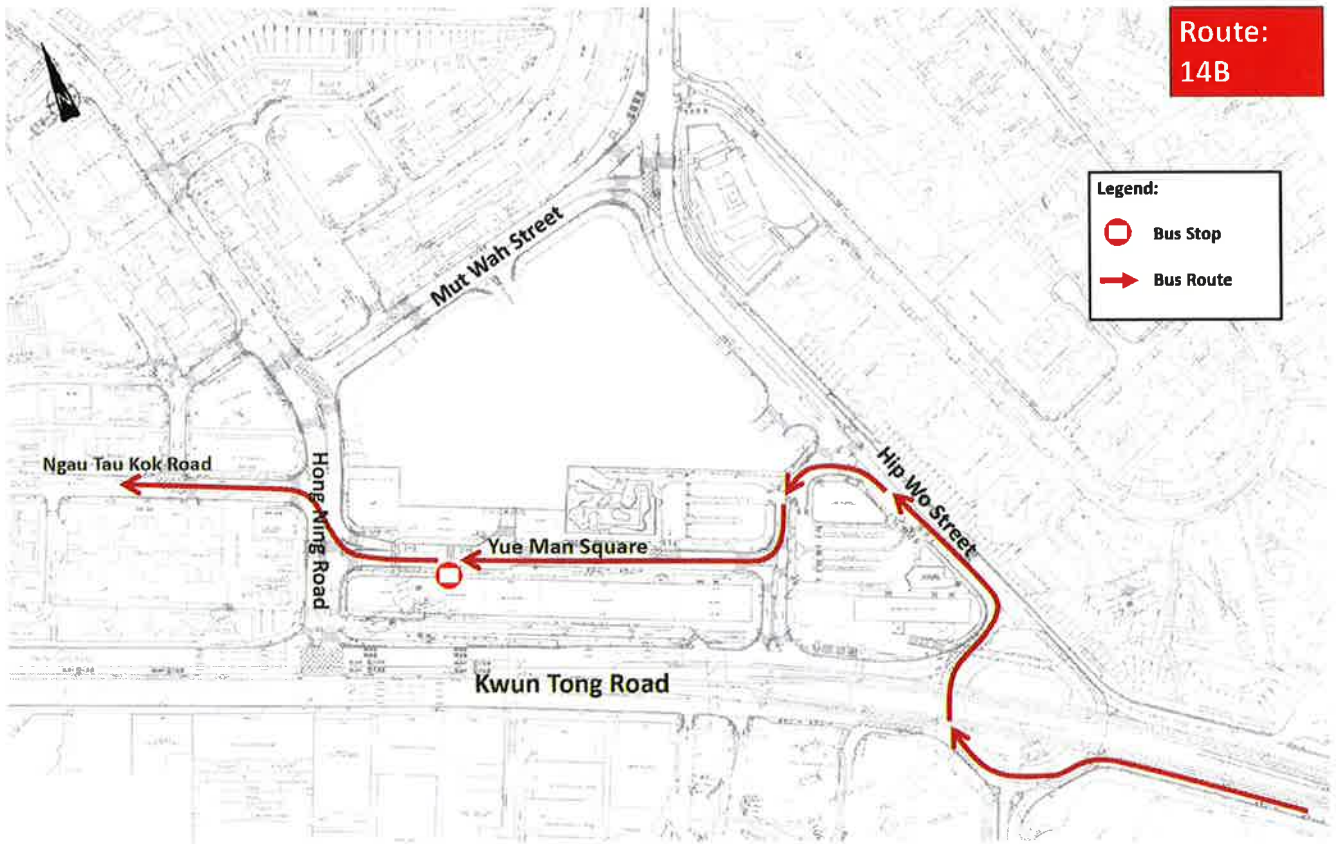
Existing Bus Route

SK A3



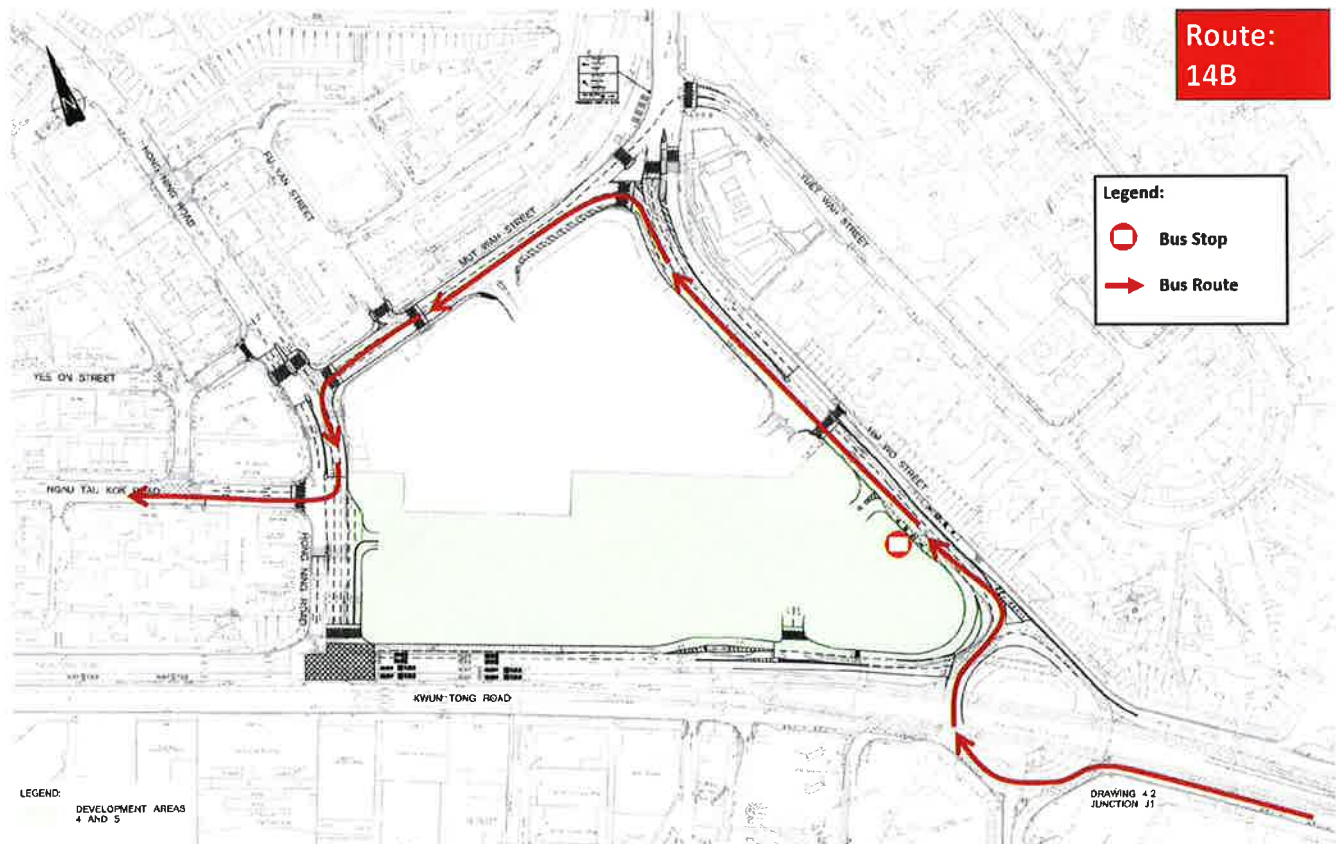
Proposed Bus Route  
(after completion of DAs 4&5)

SK A4



Existing Bus Route

SK A5



Proposed Bus Route  
(after completion of DAs 4&5)

SK A6

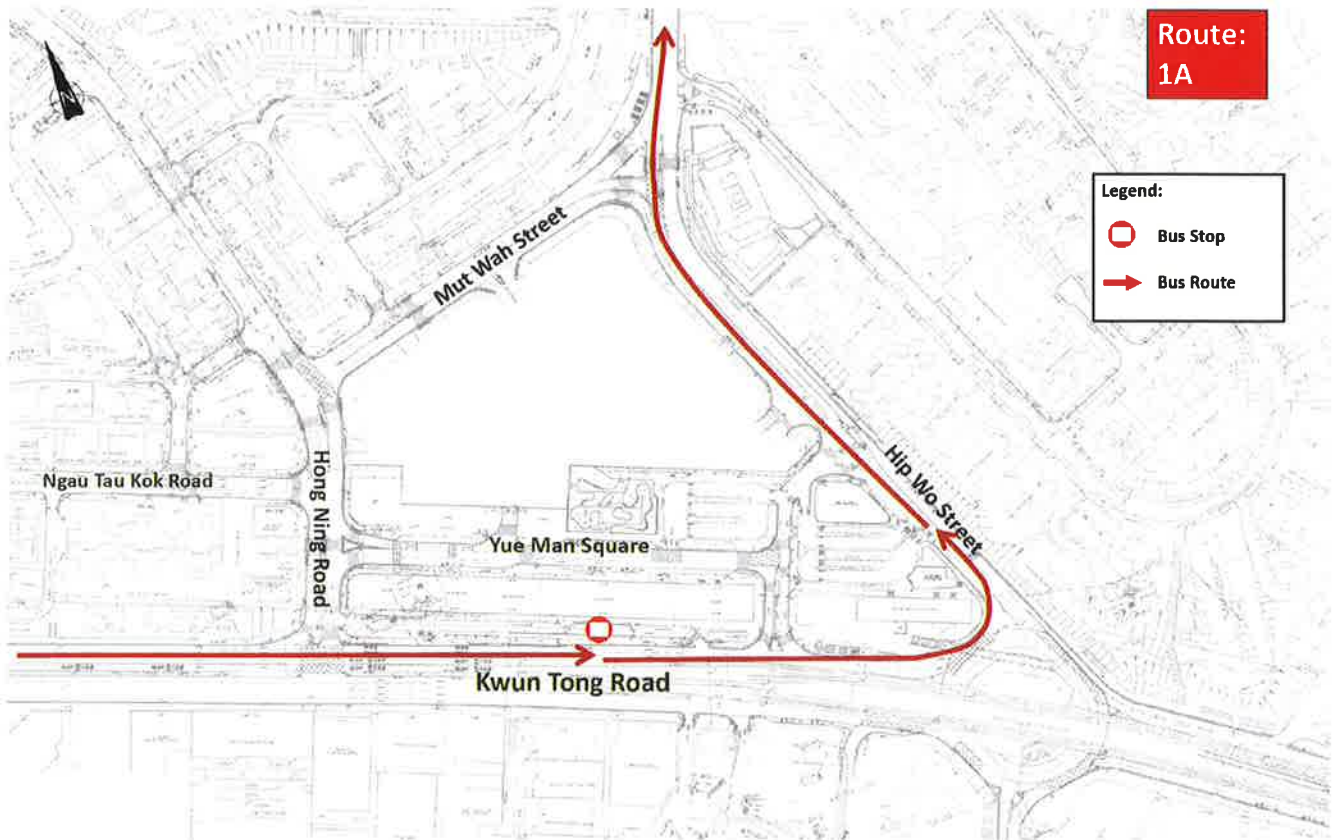


# From Kwun Tong Road EB/ Ngau Tau Kok Road EB

Route:  
1A

Legend:

-  Bus Stop
-  Bus Route



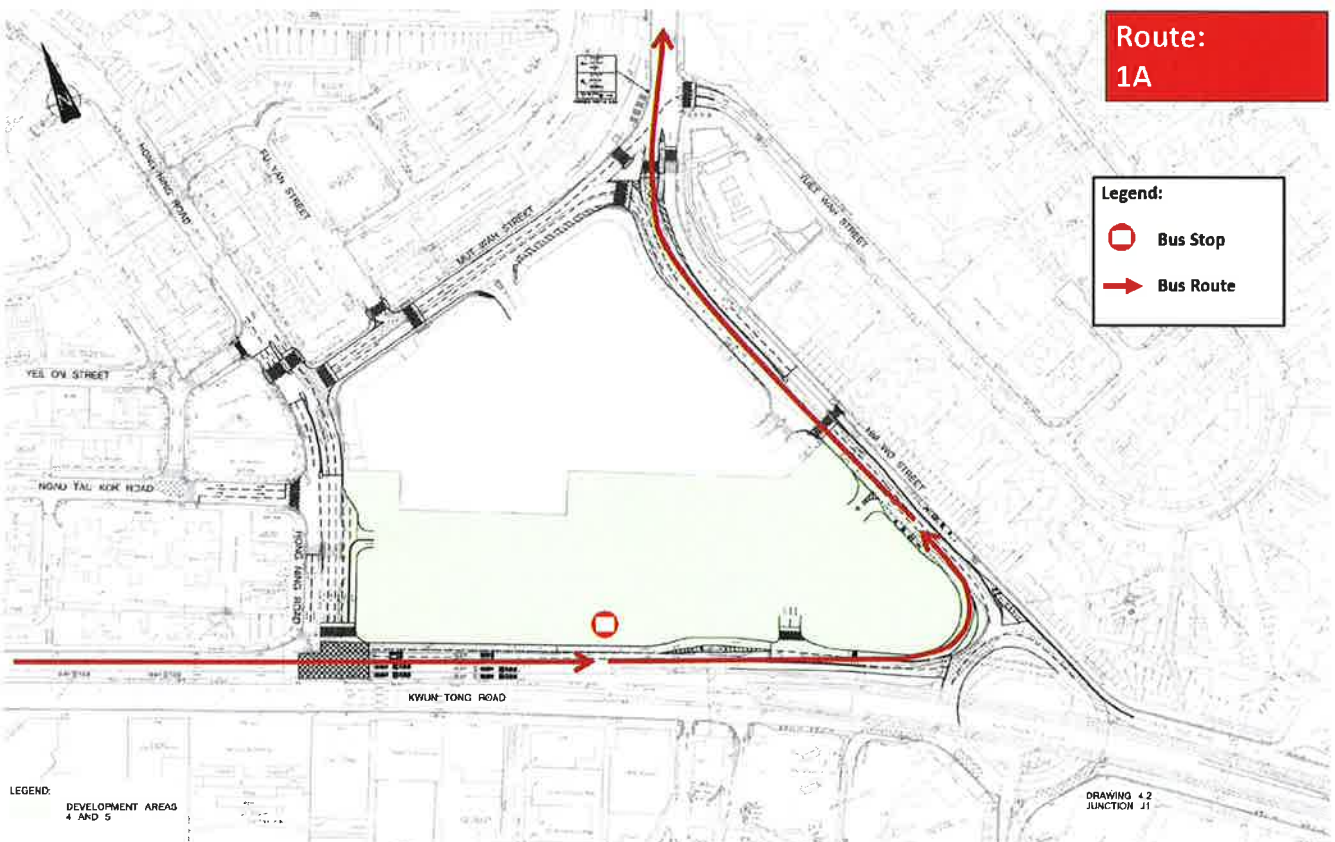
Existing Bus Route

SK A7

Route:  
1A

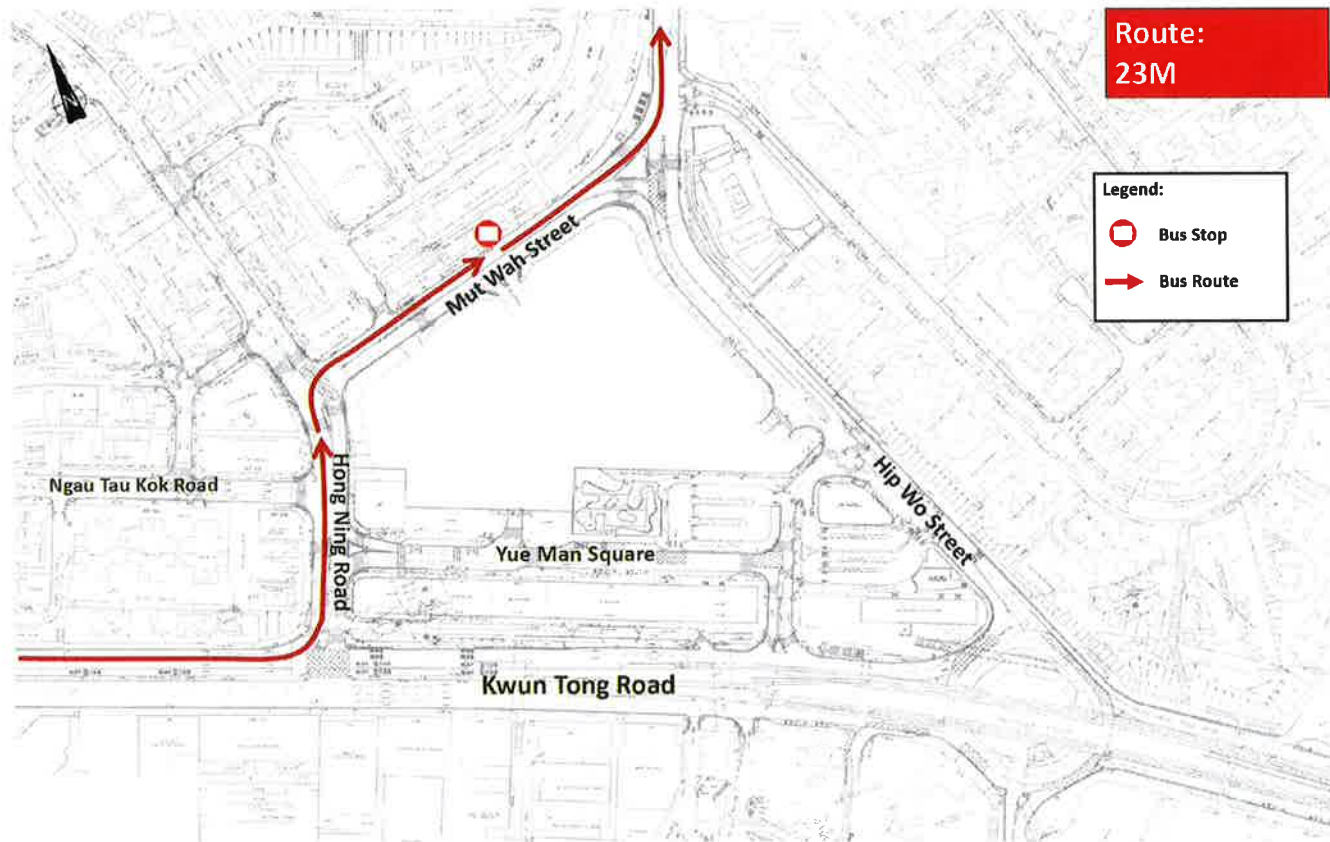
Legend:

-  Bus Stop
-  Bus Route



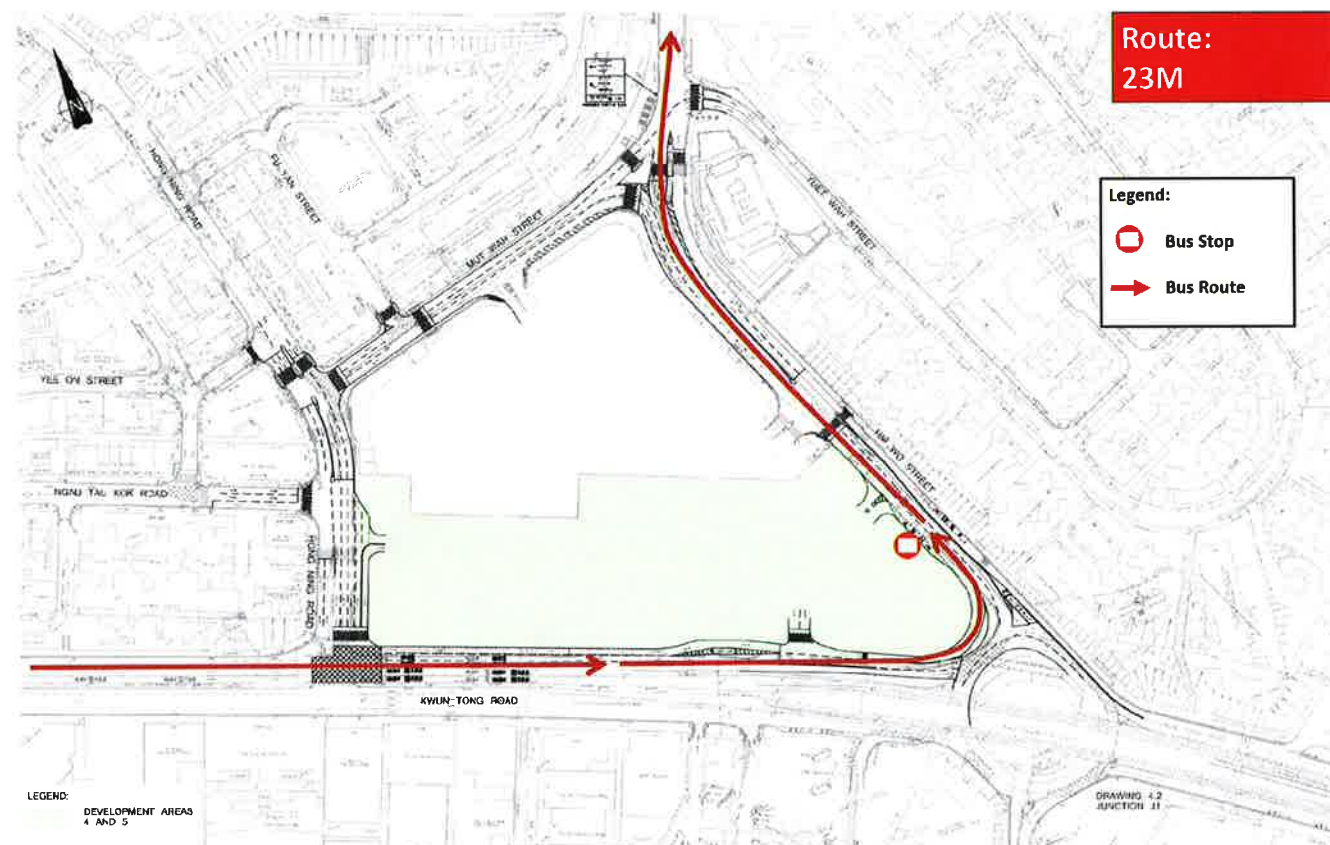
Proposed Bus Route  
(after completion of DAs 4&5)

SK A10



Existing Bus Route

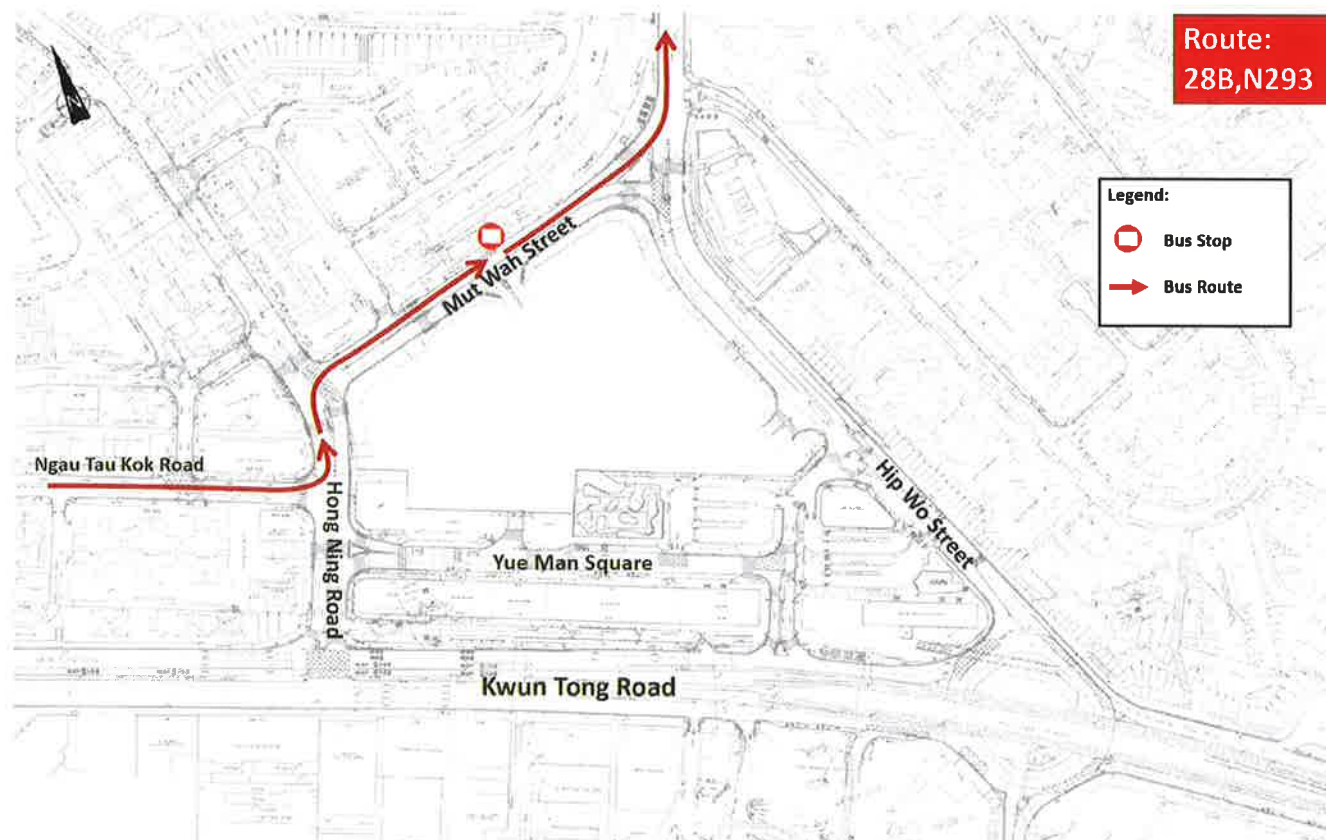
SK A9



Proposed Bus Route  
(after completion of DAs 4&5)

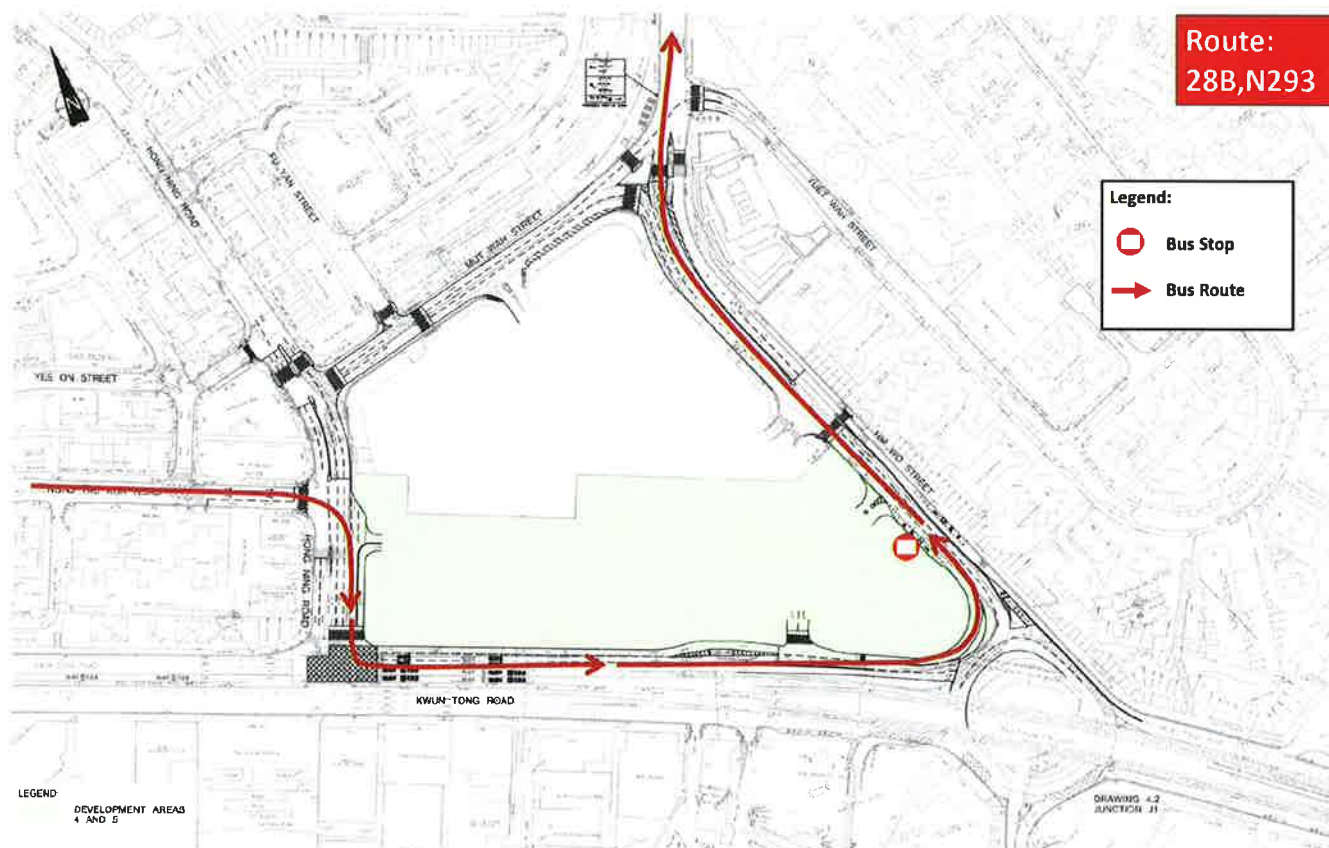
SK A10





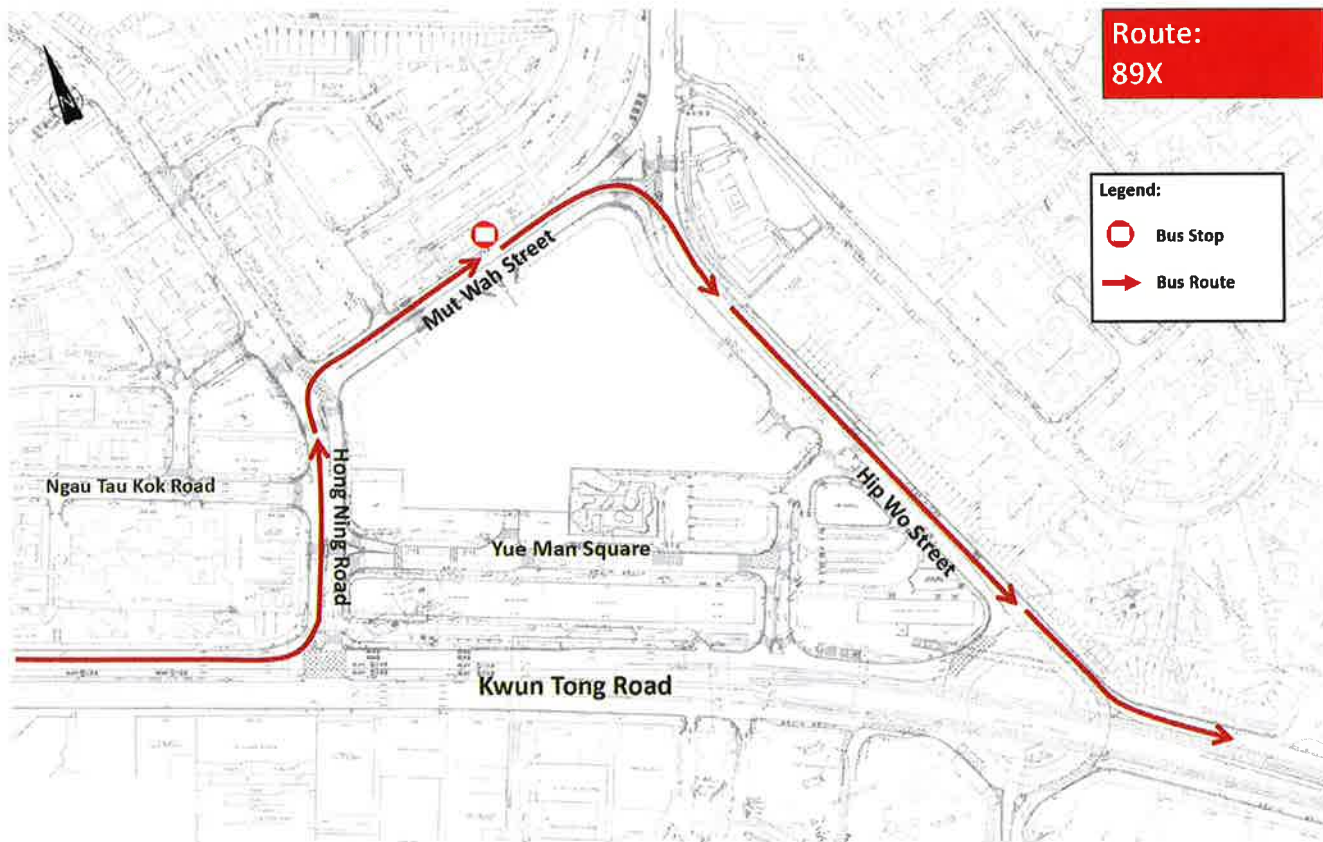
Existing Bus Route

SK A11



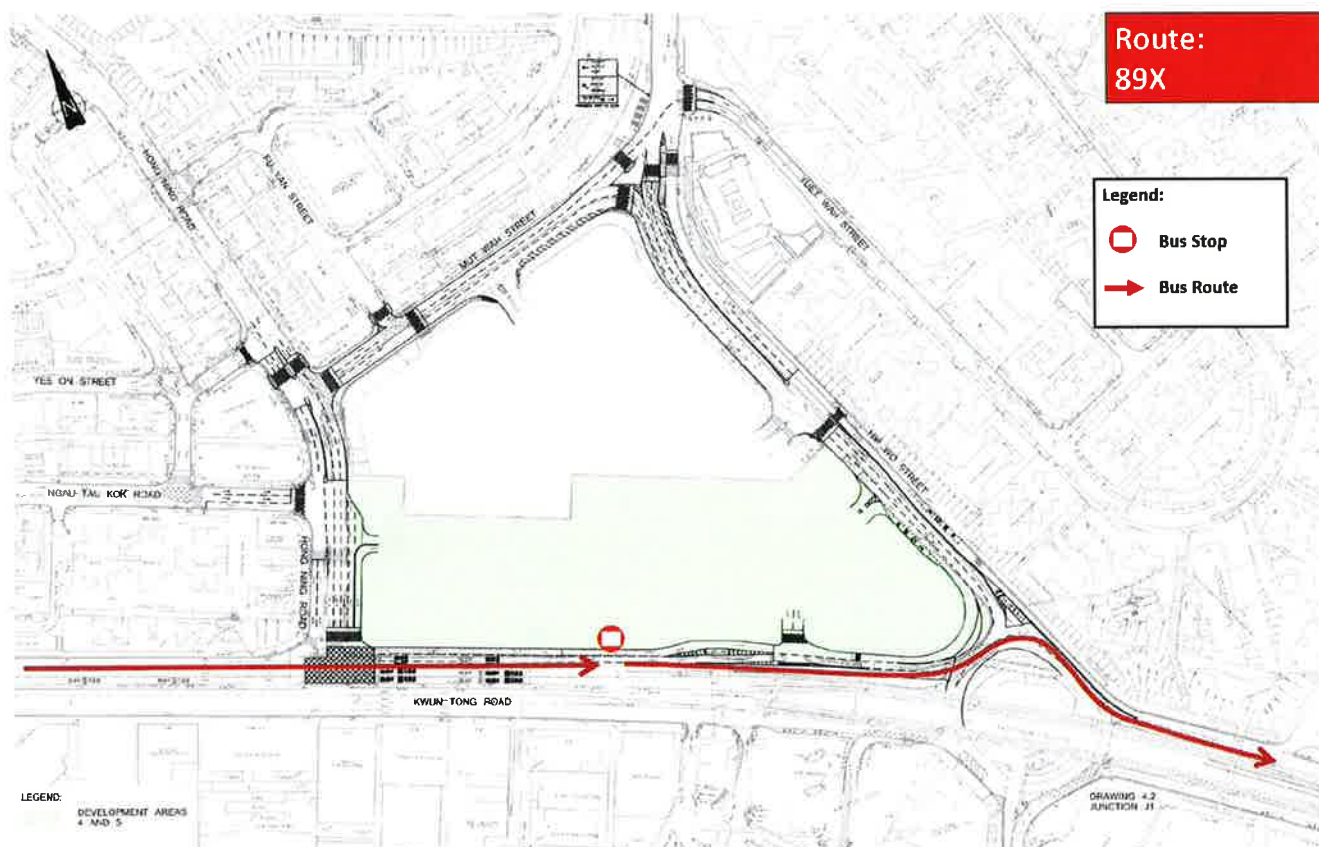
Proposed Bus Route  
(after completion of DAs 4&5)

SK A12



Existing Bus Route

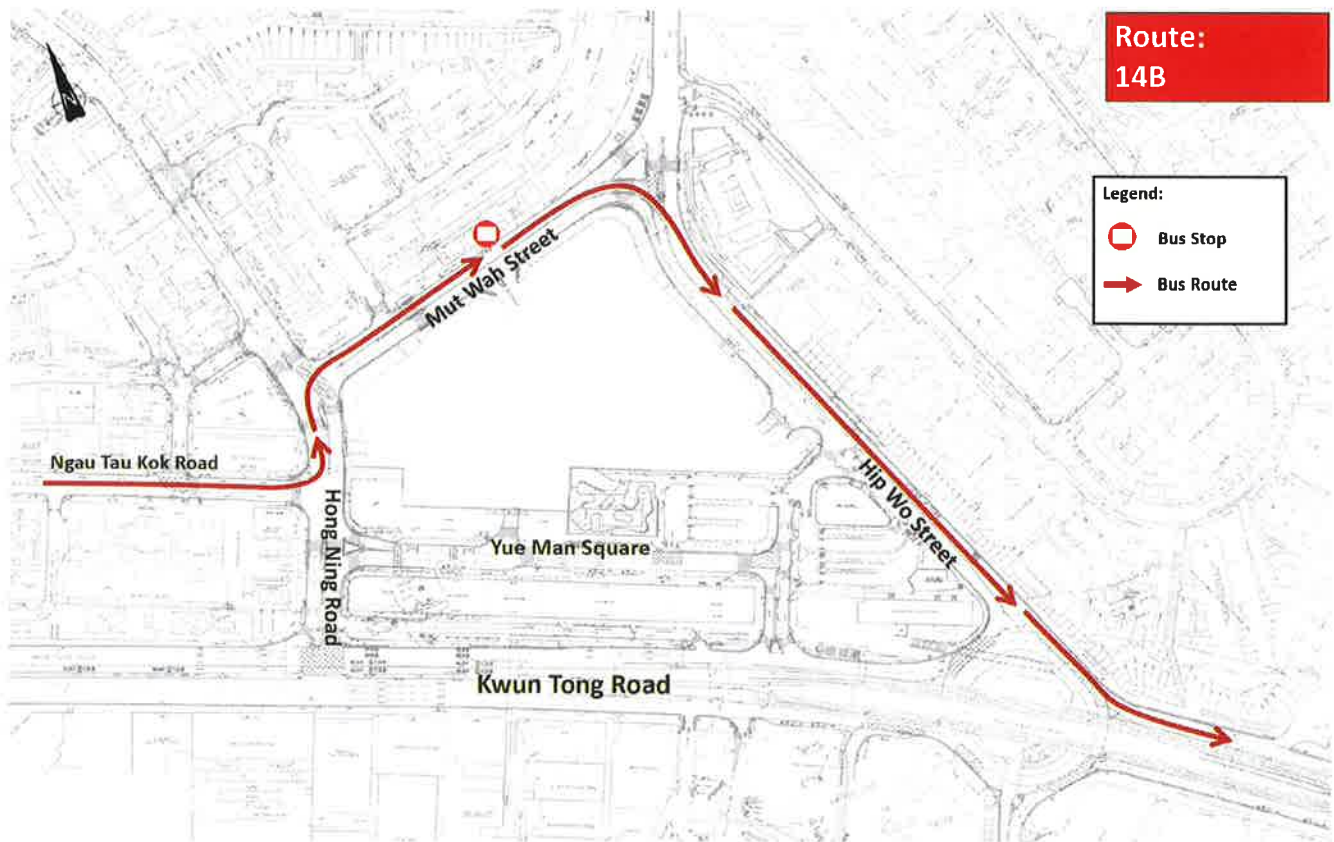
SK A13



Proposed Bus Route  
(after completion of DAs 4&5)

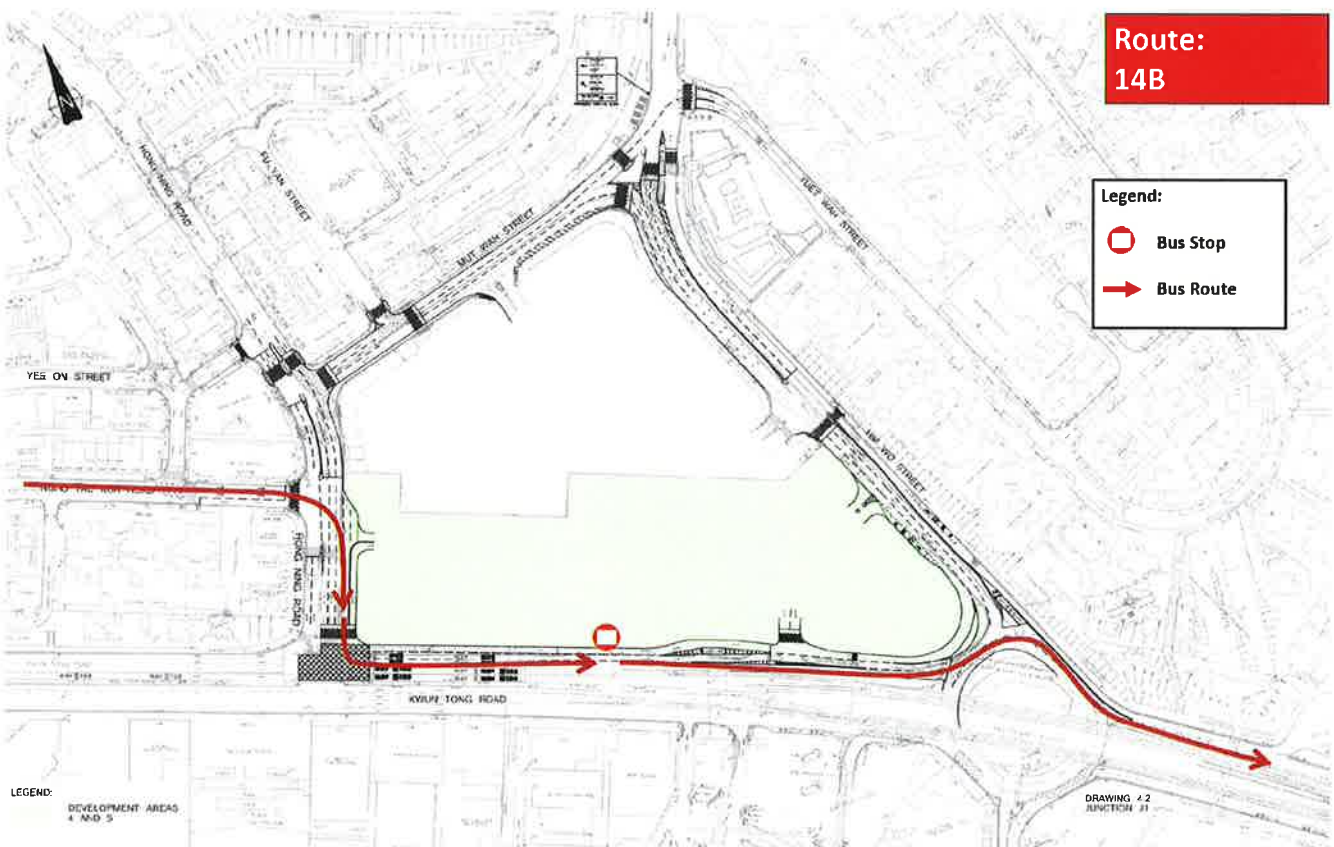
SK A14





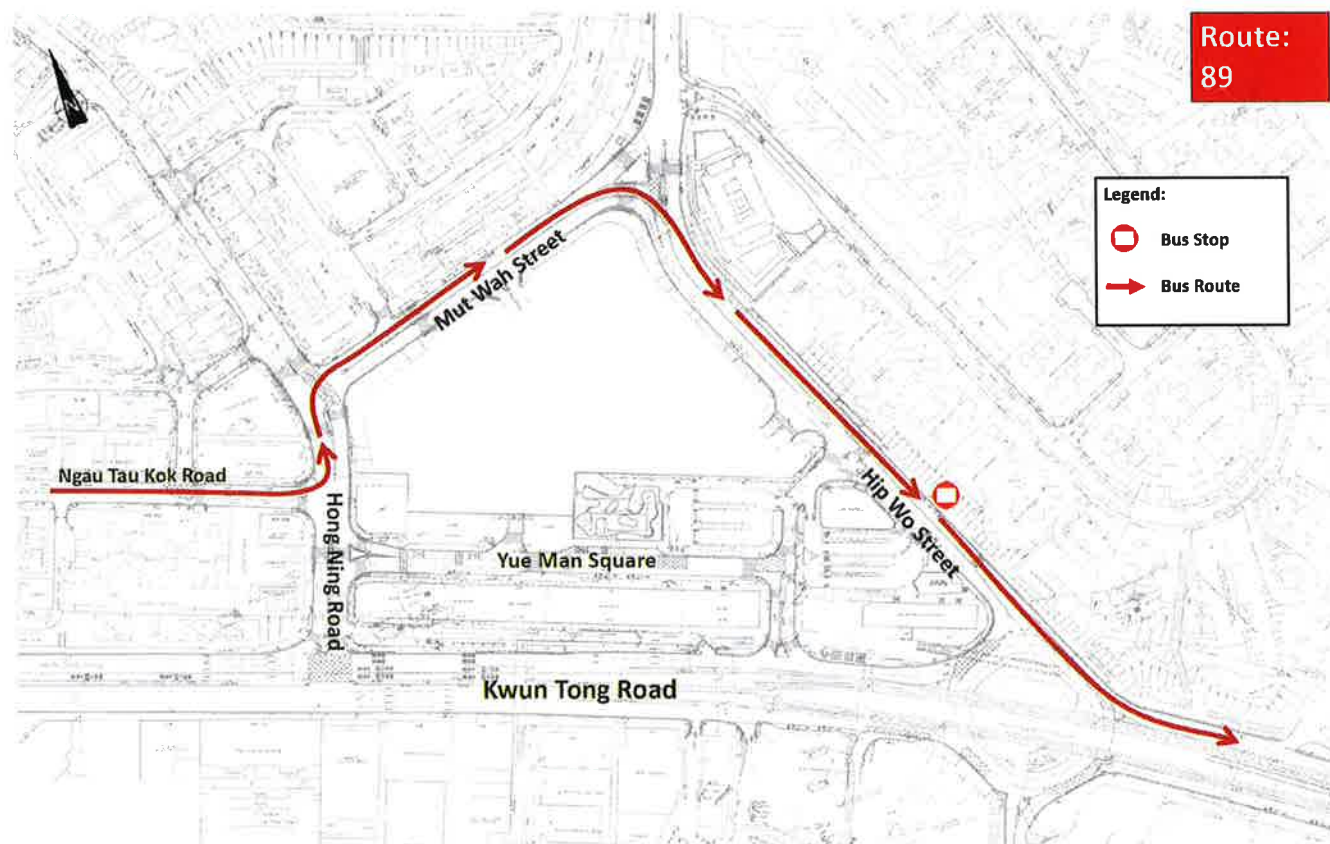
Existing Bus Route

SK A15



Proposed Bus Route  
(after completion of DAs 4&5)

SK A16



Existing Bus Route

SK A17

## **Annex 2**

### **Replacement Pages of Drainage and Sewerage Impact Assessment**

**Table 2.3 Assumed GFA and Sewerage Generation Rate for Proposed Scheme**

Usage(s)	Sensitivity Test 1	Sensitivity Test 2	Sensitivity Test 3	Sensitivity Test 4
<b>Hotel</b>	No Hotel GFA (0 m <sup>2</sup> )	No Hotel GFA (0 m <sup>2</sup> )	50% GFA reduced (16,000 m <sup>2</sup> )	Remain unchanged (32,000 m <sup>2</sup> )
<b>Office</b>	All Hotel GFA (32,000 m <sup>2</sup> ) and part of retail GFA (29,759 m <sup>2</sup> ) change to Office (127,619 m <sup>2</sup> )  i.e. 32,000+29,759 +65,860 =127,619 m <sup>2</sup>	Remain unchanged (65,860 m <sup>2</sup> )	Remain unchanged (65,860 m <sup>2</sup> )	Part of retail GFA (29,759 m <sup>2</sup> ) change to Office (95,619 m <sup>2</sup> )  i.e. 29,759+65,860 =95,619 m <sup>2</sup>
<b>Commercial/ Retail</b>	Reduced to be 65,000 m <sup>2</sup> of which F&B area is 38,795 m <sup>2</sup>	All Hotel GFA (32,000 m <sup>2</sup> ) changed to Retail (126,759 m <sup>2</sup> ) of which F&B area is 61,961 m <sup>2</sup>  i.e. 32,000+94,759 =126,759 m <sup>2</sup>	50% Hotel GFA (16,000 m <sup>2</sup> ) changed to Retail (110,759 m <sup>2</sup> ) of which F&B area is 51,179 m <sup>2</sup>  i.e. 16,000+94,759 =110,759 m <sup>2</sup>	Reduced to be 65,000 m <sup>2</sup> of which F&B area is 38,795 m <sup>2</sup>
<b>GIC</b>	Remain unchanged (8,601 m <sup>2</sup> )	Remain unchanged (8,601 m <sup>2</sup> )	Remain unchanged (8,601 m <sup>2</sup> )	Remain unchanged (8,601 m <sup>2</sup> )
<b>Total Sewerage Generation Rate</b>	4023.9 m <sup>3</sup> /day	5886.0 m <sup>3</sup> /day	5886.1 m <sup>3</sup> /day	5501.1 m <sup>3</sup> /day

2.4.2 **Appendix 2** shows the detailed calculation for the sewage generation rates of the Proposed Schemes among all sensitivity tests. In the Approved 745 Scheme, the total sewage generation rate for DAs 4 & 5 is about 5886.2 m<sup>3</sup>/day. As summarised in **Table 2.3**, the sewage generated from the proposed amendment of the Proposed Schemes among all sensitivity tests are less than the Approved 745 Scheme.

2.4.3 In this assessment, the Proposed Scheme of Sensitivity Test 3 is selected for the further study as it has the maximum sewerage generation rate among all sensitivity tests (i.e. 5886.1m<sup>3</sup>). Detailed calculation for sewage generation rate from DA4 and DA5 of Sensitivity Test 3 are shown in **Table 2.4** and **Table 3** in **Appendix 2**. The sewerage generation rate between the Approved 745 Scheme and Sensitivity Test 3



**Annex 1****Summary of Estimated Flow from the Proposed Development (DA4 & DA5) and Catchment Areas (DA1, DA2 & DA3) between Approved SIA and Current SIA Submission (Sensitivity Test 3)**

Development Areas	Sewage Generation Rate (m <sup>3</sup> /day)	
	Data extracted from Approved SIA	Current SIA Submission (Sensitivity Test 3)
DA1 - GIC	174.0	/
DA2	1103.0	/
DA3	1218.0	/
DA4	2830.2	2830.1
DA5	3056.0	3055.96

Manhole Reference	Manhole Reference	Catchment Included	Data extracted from Approved SIA	Current SIA Submission (Sensitivity Test 3)
			Estimated Flow including the Proposed Development and Catchment Areas (L/s)	Estimated Flow including the Proposed Development and Catchment Areas (L/s)
M1	M2	DA1-GIC + DA2	88.7	88.7
M2	M3	DA1-GIC + DA2	88.7	88.7
M3	M4	DA1-GIC + DA2+ DA4	190.1	190.1
M4	M5	DA1-GIC + DA2+ DA4	190.1	190.1
M5	M6	DA1-GIC + DA2+ DA4	190.1	190.1
M6	Terminal Manhole	DA3 + DA4 + DA5	328.9	328.9

## Extracted from DSIA Report (R8564\_v1.1) Appendix 2 Detailed Calculation for Sewage Generation Rate

**Table 3 Calculation for Sewage Generation Rate of Sensitivity Test 3**

<b>Development Area 5 (DA5) <sup>[1]</sup></b>		<b>Remarks</b>
1. Retail Area	=	44880 m <sup>2</sup>
1a. Assumed floor area per employee	=	28.6 m <sup>2</sup> per worker -- (refer to Table 8 of CIFSUS - Retail Trade)
1b. Total number of employees	=	1571 employees
1c. Unit Flow Factor	=	280 litre/employee/day -- (refer to Table T-2 of GESF - J4)
1d. Sewage Generation rate	=	439.8 m <sup>3</sup> /day
2. F&B Area	=	31480 m <sup>2</sup>
2a. Assumed floor area per employee	=	19.5 m <sup>2</sup> per worker -- (refer to Table 8 of CIFSUS - Restaurants)
2b. Total number of employees	=	1605 employees
2c. Unit Flow Factor	=	1580 litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
2d. Sewage Generation rate	=	2536.7 m <sup>3</sup> /day
3. GIC Area	=	8601 m <sup>2</sup>
3a. Assumed floor area per employee	=	30.3 m <sup>2</sup> per worker -- (refer to Table 8 of CIFSUS - Community, Social & Personal Services)
3b. Total number of employees	=	284 employees
3c. Unit Flow Factor	=	280 litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
3d. Sewage Generation rate	=	79.5 m <sup>3</sup> /day
<b>Sub-Total Flow for DA5</b>		
Flow Rate	=	3055.96 m <sup>3</sup> /day
Contributing Population	=	11318 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<b>141.479</b> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2</b>		
Flow Rate	=	1277.0 m <sup>3</sup> /day
Contributing Population	=	4730 people
Peaking factor	=	6 Refer to Table T-5 of GESF for population 1,000-5,000 including stormwater allowance
Peak Flow	=	<b>88.7</b> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2 + DA3</b>		
Flow Rate	=	2495.0 m <sup>3</sup> /day
Contributing Population	=	9241 people
Peaking factor	=	5 Refer to Table T-5 of GESF for population 5,000-10,000 including stormwater allowance
Peak Flow	=	<b>144.4</b> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2 + DA4</b>		
Flow Rate	=	4107.1 m <sup>3</sup> /day
Contributing Population	=	15212 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<b>190.1</b> litre/sec
<b>Sub-total Flow for DA3 + DA4 + DA5</b>		
Flow Rate	=	7104.1 m <sup>3</sup> /day
Contributing Population	=	26312 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<b>328.9</b> litre/sec
<b>Combined Discharge (DA1-GIC + DA2 + DA4 + DA5 Retail + DA5 F&amp;B)</b>		
Flow Rate	=	7083.6 m <sup>3</sup> /day
Contributing Population	=	26236 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<b>327.9</b> litre/sec
<b>Total Discharge (DA1-GIC + DA2 + DA3 + DA4 + DA5 + Catchment Area)</b>		
Flow Rate	=	8431.3 m <sup>3</sup> /day <sup>[3]</sup>
Contributing Population	=	31227 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<b>390.3</b> litre/sec

Notes:

[1] Data extracted from the approved SIA Report (Ref.: R5696\_V1.2, dated Sep 2017).

[2] Scenario 3 is adopted in the calculation as a worst-case scenario.

[3] According to the approved SIA Report, the estimated flow discharge to FMH4033836 through 225m dia. pipe is 50.24m<sup>3</sup>/d.

Table 2 Calculation for Sewage Generation Rate of URA Kwun Tong Town Centre Redevelopment (Based on latest SIA Report dated February 2017)

Development Area 5 (DAS)		Remarks
1. Retail Area	=	44965 m <sup>2</sup>
1a. Assumed floor area per employee	=	25 m <sup>2</sup> per employee
1b. Total number of employees	=	1799 employees
1c. Unit Flow Factor	=	280 litre/employee/day -- (refer to Table T-2 of GESF - J4)
1d. Sewage Generation rate	=	503.6 m <sup>3</sup> /day
2. F&B Area	=	14988 m <sup>2</sup>
2a. Assumed floor area per employee	=	10 m <sup>2</sup> per employee
2b. Total number of employees	=	1499 employees
2c. Unit Flow Factor	=	1580 litre/employee/day -- (refer to Table T-2 of GESF Job Type J10)
2d. Sewage Generation rate	=	2368.1 m <sup>3</sup> /day
3. GIC Area	=	6580 m <sup>2</sup>
3a. Assumed floor area per employee	=	10 m <sup>2</sup> per employee
3b. Total number of employees	=	658 employees
3c. Unit Flow Factor	=	280 litre/employee/day -- (refer to Table T-2 of GESF Job Type J11)
3d. Sewage Generation rate	=	184.2 m <sup>3</sup> /day
<b>Sub-Total Flow for DA5</b>		
Flow Rate	=	3056.0 m <sup>3</sup> /day
Contributing Population	=	11318 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<u>141.5</u> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2</b>		
Flow Rate	=	1277.0 m <sup>3</sup> /day
Contributing Population	=	4730 people
Peaking factor	=	6 Refer to Table T-5 of GESF for population 1,000-5,000 including stormwater allowance
Peak Flow	=	<u>88.7</u> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2 + DA3</b>		
Flow Rate	=	2495.0 m <sup>3</sup> /day
Contributing Population	=	9241 people
Peaking factor	=	5 Refer to Table T-5 of GESF for population 5,000-10,000 including stormwater allowance
Peak Flow	=	<u>144.4</u> litre/sec
<b>Sub-total Flow for DA1-GIC + DA2 + DA4</b>		
Flow Rate	=	4107.2 m <sup>3</sup> /day
Contributing Population	=	15212 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<u>190.1</u> litre/sec
<b>Sub-total Flow for DA3 + DA4 + DA5</b>		
Flow Rate	=	7104.1 m <sup>3</sup> /day
Contributing Population	=	26312 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<u>328.9</u> litre/sec
<b>Combined Discharge (DA1-GIC + DA2 + DA4 + DAS Retail + DAS F&amp;B)</b>		
Flow Rate	=	6978.9 m <sup>3</sup> /day
Contributing Population	=	25848 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<u>323.1</u> litre/sec
<b>Total Discharge (DA1-GIC + DA2 + DA3 + DA4 + DA5 + Catchment Area)</b>		
Flow Rate	=	8431.4 m <sup>3</sup> /day *
Contributing Population	=	31227 people
Peaking factor	=	4 Refer to Table T-5 of GESF for population 10,000-50,000 including stormwater allowance
Peak Flow	=	<u>390.3</u> litre/sec

\* According to the latest SIA Report, the estimated flow discharge to FMH4033836 through 225m dia. pipe is 50.24m<sup>3</sup>/d.

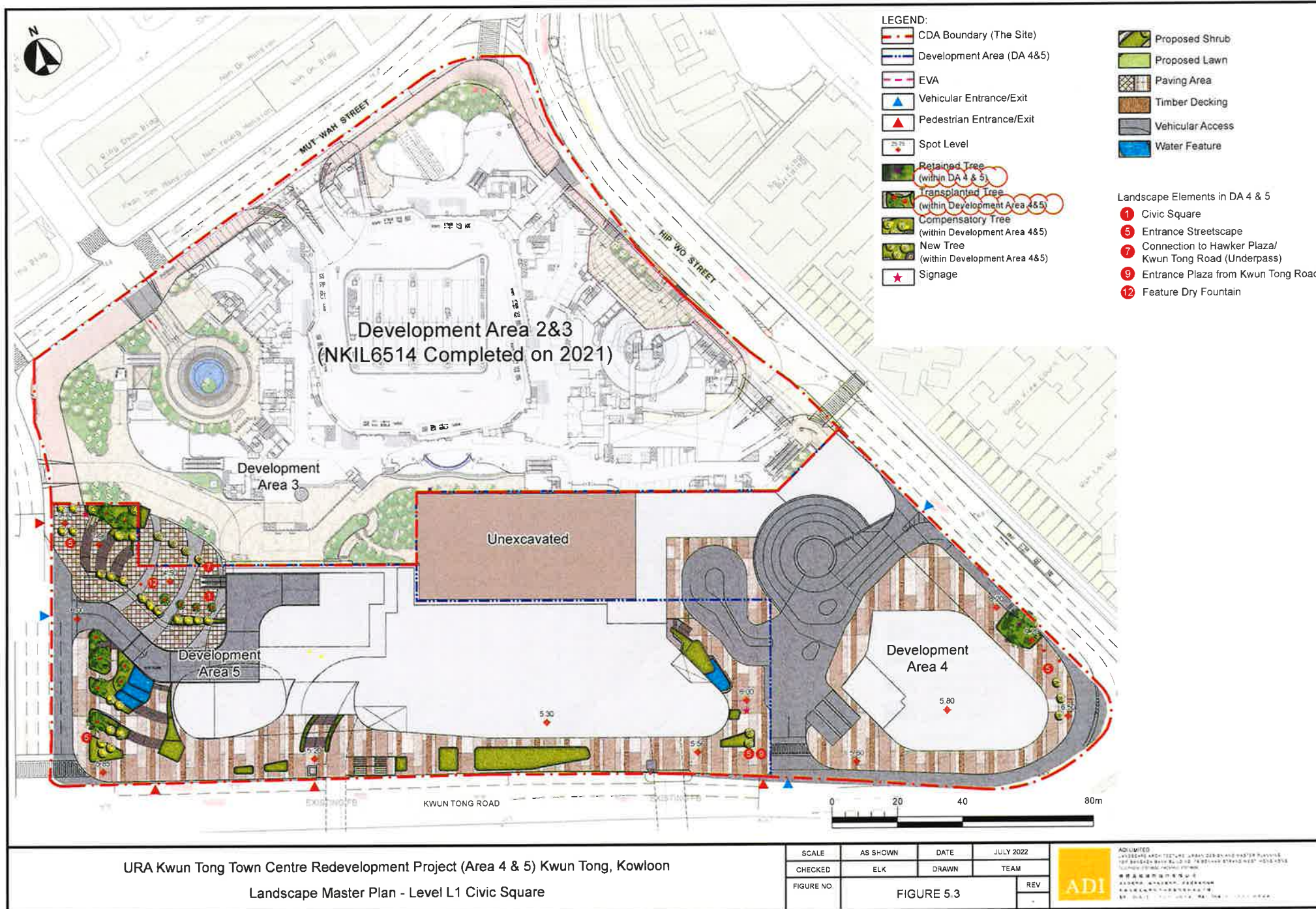
## **Annex 3**

### **Replacement Pages of Landscape Master Plan and Tree Survey Report**











**Existing Condition of T15 (Transplant to Nursery)**  
(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Crateva unilocularis</i>
Common Name:	Spider Tree 樹頭菜
DBH (mm):	335
Overall Height (m):	9
Average Crown Spread (m):	6
Health:	Fair
Form:	Fair

**Transplant Tree in Off-site Nursery Photos**  
**Extracted from**  
**Quarterly Tree Monitoring Report –**  
**Kwun Tong Town Centre (KTTC) – Main Site**  
(Submission No.41) June 2022  
**Submission for Compliance with Approval Condition (h)**  
**Planning Application No. A/K14/745**



T15 is a *Crateva unilocularis* (Spider Tree 樹頭菜) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition and tree form are considered fair with bark damage and wounds observed.

**Existing Condition of T16 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Bombax ceiba</i>
Common Name:	Cottee Tree 木棉
DBH (mm):	210
Overall Height (m):	11
Average Crown Spread (m):	4
Health:	Fair
Form:	Poor



T16 is a *Bombax ceiba* (Cotton Tree 木棉) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition is considered fair and tree form is considered poor.



**Existing Condition of T17 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Crateva unilocularis</i>
Common Name:	Spider Tree 樹頭菜
DBH (mm):	275
Overall Height (m):	9
Average Crown Spread (m):	5
Health:	Fair
Form:	Fair



T17 is a *Crateva unilocularis* (Spider Tree 樹頭菜) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition and tree form are considered fair.

**Existing Condition of T19 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Bombax ceiba</i>
Common Name:	Cotton Tree 木棉
DBH (mm):	215
Overall Height (m):	9
Average Crown Spread (m):	4
Health:	Fair
Form:	Fair



T19 is a *Bombax ceiba* (Cotton Tree 木棉) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition and tree form are considered fair.



**Existing Condition of T20 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Bombax ceiba</i>
Common Name:	Cotton Tree 木棉
DBH (mm):	205
Overall Height (m):	9
Average Crown Spread (m):	4
Health:	Fair
Form:	Poor



T20 is a *Bombax ceiba* (Cotton Tree 木棉) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition is considered fair.

It has a poor tree form with an abnormal bend of the trunk.



**Existing Condition of T123 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Albizia lebbbeck</i>
Common Name:	Lebbeck Tree 大葉合歡
DBH (mm):	180
Overall Height (m):	15
Average Crown Spread (m):	6
Health:	Fair
Form:	Fair



T123 is an *Albizia lebbbeck* (Lebbeck Tree 大葉合歡) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition and tree form are considered fair with sparse foliage observed.

**Existing Condition of T124A (Transplant to Nursery)**  
(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Melia azedarach</i>
Common Name:	China-berry 苦楝
DBH (mm):	130
Overall Height (m):	7
Average Crown Spread (m):	3
Health:	Fair
Form:	Fair



T124A is a *Melia azedarach* (China-berry 苦楝) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its tree form is considered fair. Its health condition is considered fair with sparse foliage observed.



**Existing Condition of T125 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Cassia surattensis</i>
Common Name:	Sunshine Tree 黃槐
DBH (mm):	116
Overall Height (m):	3
Average Crown Spread (m):	2
Health:	Poor
Form:	Poor



T125 is a *Cassia surattensis* (Sunshine Tree 黃槐) transplanted from the former KTDBOB site and is being held at the tree nursery.

It is topped and its health condition and tree form are considered poor. Hence, restoration pruning is recommended.

**Existing Condition of T126 (Transplant to Nursery)**

(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Mangifera indica</i>
Common Name:	Mango 芒果
DBH (mm):	210
Overall Height (m):	7
Average Crown Spread (m):	4
Health:	Fair
Form:	Fair



T126 is a *Mangifera indica* (Mango 芒果) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition and tree form are considered fair.



**Existing Condition of T127 (Transplant to Nursery)**  
(Surveyed by HKL)

Tree Species (Botanical Name):	<i>Cassia surattensis</i>
Common Name:	Sunshine Tree 黃槐
DBH (mm):	105
Overall Height (m):	3
Average Crown Spread (m):	2
Health:	Poor
Form:	Poor



T127 is a *Cassia surattensis* (Sunshine Tree 黃槐) transplanted from the former KTDBOB site and is being held at the tree nursery.

Its health condition is considered poor. It has a poor tree form with a leaning trunk and abnormal bark crack, yet new shoots were grown on trunk base. Restoration pruning is recommended.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



**RE: S16 planning application No. A/K14/819 at DAs 4 & 5 of Kwun Tong Town Centre - Main Site (R to C)**

09/09/2022 03:50 PM

From: "Ho, Clarice" <CNSHo@ura.org.hk>  
To: "eyfchoy@pland.gov.hk" <eyfchoy@pland.gov.hk>  
Cc: "kpkwan@pland.gov.hk" <kpkwan@pland.gov.hk>, "Kwan, Mike" <MYFKwan@ura.org.hk>, "Leung, Angela" <AKLLeung@ura.org.hk>

Dear Edwin,

Please refer to the following for our clarification and responses:

1. According to the latest approved GBP, the net site area of DAs 4&5 is about 18,320 sq.m.
2. The site coverage (SC) of DAs 4&5 complies with the B(P)R and SBD guidelines. For reference, the SC of DAs 4&5 (below 15m) is not more than 70%, while the SC (above 15m) is not more than 55%, subject to detailed design.

Thank you!

Best Regards,  
Clarice  
Tel.: 2588 2319

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



**RE: S16 planning application No. A/K14/819 at DAs 4 & 5 of Kwun Tong Town Centre - Main Site (Comments from KDPO, TD(TOU))**

14/09/2022 12:26 PM

From: "Ho, Clarice" <CNSHo@ura.org.hk>  
To: "eyfchoy@pland.gov.hk" <eyfchoy@pland.gov.hk>  
Cc: "kpkwan@pland.gov.hk" <kpkwan@pland.gov.hk>, "Kwan, Mike" <MYFKwan@ura.org.hk>, "Leung, Angela" <AKLLeung@ura.org.hk>

History: This message has been forwarded.

1 attachment



MLP L2F drawing1.pdf

Dear Edwin,

Please refer to the following (in [blue](#)) for our clarification and responses.

Thank you!

Best Regards,  
Clarice  
Tel.: 2588 2319

**From:** eyfchoy@pland.gov.hk <eyfchoy@pland.gov.hk>  
**Sent:** Tuesday, September 13, 2022 3:14 PM  
**To:** Ho, Clarice <CNSHo@ura.org.hk>  
**Cc:** kpkwan@pland.gov.hk  
**Subject:** S16 planning application No. A/K14/819 at DAs 4 & 5 of Kwun Tong Town Centre - Main Site (Comments from KDPO, TD(TOU))

Dear Clarice,

In the scenario where no hotel development is provided in the application site, please clarify the area marked 'hotel drop off' in Drawing L2/F.

[Please refer to the attached Drawing L2/F for clarification. The drop off will serve for hotel/office/commercial uses.](#)

Please find below comments of TD(TOU) on your Further Information received on 6.9.2022:

- (1) Proposed bus route for route 89 was missing on page 33 of the attachment.
  - (2) Noted that the bus stop at Mut Wah Street eastbound will be cancelled due to change in traffic direction of Mut Wah Street into westbound only. It is noted that no nearby replacement bus stop is provided for the affected bus routes which is not desirable from transport operation viewpoint.
  - (3) For point 3 of my previous comment, please properly document that the bus route arrangement will be reviewed in details in the later detailed design stage.
- [Noted. Subject to approval by the TPB, detailed comments will be addressed through compliance of relevant approval conditions.](#)

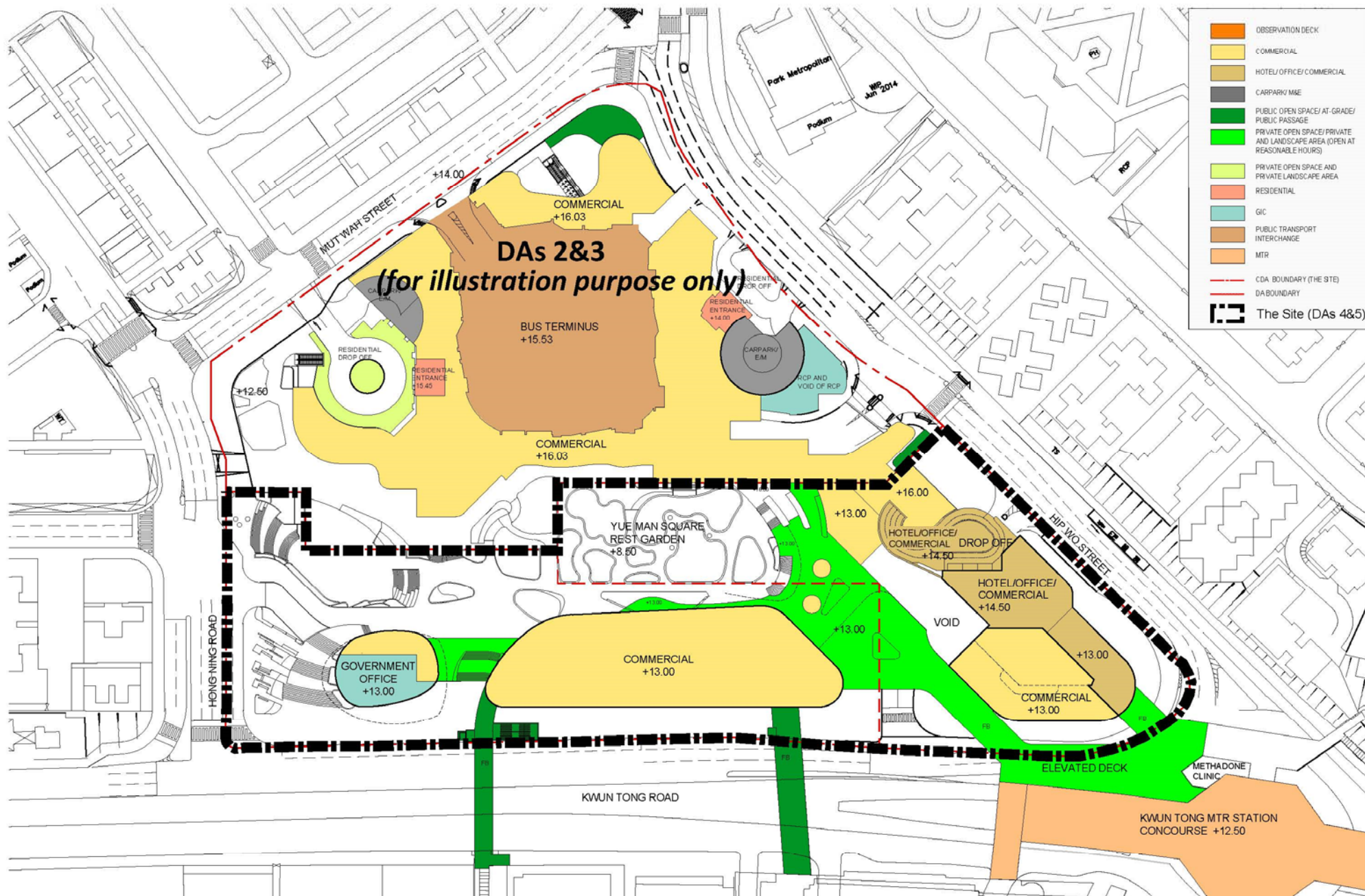
Regards,  
Edwin CHOY  
TP/K2, KDPO  
Planning Department  
Tel: 2231 4968

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L2/F (Level: +13.00)

Scale: 1:1200

**Planning Brief for the URA Development Scheme  
at Kwun Tong Town Centre (KTTC) – Main Site**

**Planning Objective:**

The site is intended to be redeveloped as the town centre of Kwun Tong District, with a balanced mix of commercial (office/retail/hotel) facilities and residential developments. The redevelopment scheme should provide for residential and commercial uses with the provision of open space and other supporting facilities which will include G/IC facilities. It is aimed to achieve environmental improvement through comprehensive redevelopment, restructuring the street pattern, promoting efficient land use and providing community facilities and public open space.

**Public Engagement:**

The URA has been taking a pro-active and bottom-up approach in its community engagement initiatives with the local community and key stakeholders since early 2005. An extensive public consultation exercise was held from August to October 2006. The URA should ensure continuous community engagement to facilitate the implementation of the project.

	<b>Item</b>	<b>Particulars</b>	<b>Remarks</b>
1.	Location	The Main Site is bounded by Kwun Tong Road, Hong Ning Road, Mut Wah Street and Hip Wo Street.	Plan 1
2.	Development Scheme Area	48,860 m <sup>2</sup> (approx.)	Plan 2 - For purpose of implementation of the Development Scheme Plan under URAO.
3.	Gross Site Area	46,294 m <sup>2</sup> (approx.)	Plan 2 - For purpose of delineating the CDA zoning on the Development Scheme Plan to be gazetted under URAO - Subject to verification upon setting out of site.

	Item	Particulars	Remarks
		<p>The following areas should be deducted from the gross site area in deriving the development site area for the purpose of gross floor area (GFA) calculation:</p> <p>(a) Open Space</p> <ul style="list-style-type: none"> <li>◆ Reprovisioning of the area currently zoned “Open Space” on the Kwun Tong (South) OZP, amounted to 4,060m<sup>2</sup> within KTTC scheme boundaries at ground level to serve the population of Kwun Tong.</li> <li>◆ At-grade district open space at 1m<sup>2</sup>/person for the residents within KTTC, including Yuet Wah Street site.</li> </ul> <p>(b) Road</p> <ul style="list-style-type: none"> <li>◆ Open-air pedestrianised streets that open 24 hours</li> <li>◆ Private road for vehicular access except those under podium</li> <li>◆ Public road.</li> </ul> <p>(c) Free-Standing Purpose-Designed Buildings for Government, Institution or Community Facilities</p> <ul style="list-style-type: none"> <li>◆ Area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level), if any, solely for accommodating Government, institution or community facilities as may be required by Government.</li> </ul>	<ul style="list-style-type: none"> <li>- The deduction of Road area excludes the setback areas as recommended in the Master Layout Plan (MLP). For avoidance of doubt, the future peripheral setback areas within the CDA zone used for landscape improvement, road widening, and/ or pedestrian passage, etc are accountable for GFA calculation.</li> <li>- No bonus plot ratio can be claimed from the building setbacks as proposed in the MLP.</li> </ul>

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> <li>◆ This would include podium development with over 50% of the GFA utilised for G/IC facilities.</li> </ul>	
4.	General Condition	<p>The site is located in the town centre area of Kwun Tong. It is surrounded by Kwun Tong Business Area in the south, high-density residential developments in the west and north and medium-density residential development to its east.</p> <p>The site is situated at a sloping ground running down from Mut Wah Street to Kwun Tong Road with about 12m level difference. The area is generally characterised by low to medium-rise buildings with commercial/ residential uses above ground floor shops. The buildings are generally in deteriorating or poor conditions. The environmental hygiene, pedestrian and vehicular circulation of the area need to be improved.</p>	
5.	Existing Zoning	‘C’, ‘R(A)’, ‘G/IC’, ‘O’ and ‘Road’ on the draft Kwun Tong (South) OZP No. S/K14S/13.	
6.	Land Ownership/ Resumption	The site comprises both private land and Government land. The majority of the private lots within the site are held under multiple ownerships. URA intends to acquire the property within the site by purchase on the prevailing acquisition policy as directed by the Government. Apart from property acquisition from the existing owners, land required for the	



	Item	Particulars	Remarks
		implementation of the Scheme would be granted by the Government and, if necessary, by requesting the Secretary for Housing, Planning and Lands to recommend to the Chief Executive in Council the resumption under the Lands Resumption Ordinance.	
7.	Land Use and Plot Ratio	<p><u>Sub-Area A (about 27,770 m<sup>2</sup>) – Area reserved for residential and retail uses</u></p> <p>On land designated “Sub-Area A”, it is intended for combining domestic and non-domestic uses which will include residential, commercial, G/IC and transport facilities. After deducting at-grade open space, road and free-standing G/IC building (if any) as stated in Item 3 from the Gross Site Area, the Development Site Area for Sub-Area A is subject to a maximum plot ratio of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic.</p> <p><u>Sub-Area B (about 18,524 m<sup>2</sup>) – Area reserved for commercial/office/retail/hotel uses and G/IC uses</u></p> <p>On land designated “Sub-Area B”, it is intended for pure non-domestic use which will include commercial (office/ retail/ hotel), G/IC and transport facilities. After deducting at-grade open space, road and free-standing G/IC building (if any) as stated in Item 3 from the Gross Site Area, the Development Site Area for Sub-Area B is subject to a maximum plot ratio of 12.0.</p> <p>The areas of Sub-Area A and Sub-Area B</p>	<p>Adequate Local Open Space (LOS) and District Open Space (DOS) should be provided in accordance with the HKPSG to serve the future population and to make reprovisioning of area zoned open space.</p> <p>Minor relaxation of the plot ratio restrictions may be considered by the Town Planning Board at the Master Layout Plan stage. In any case, the total GFA of KTTC Main Site and Yuet Wah Street Site including possible bonus plot ratio should not exceed 401,250m<sup>2</sup>.</p>

	Item	Particulars	Remarks
		are indicative subject to detail MLP design. All G/IC and transport facilities, including the public transport interchange, will be considered as non-domestic uses and accountable for the maximum GFA of 401,250m <sup>2</sup> .	
8.	Design Population	<p>The population of KTTC Main Site depends on: -</p> <ul style="list-style-type: none"> <li>the number of flats proposed in the MLP, within the range between 1,700 and 2,000; and</li> <li>the Person-Per-Flat ratio for the area as estimated in the current TPEDM.</li> </ul>	
9.	Urban Design Considerations	<p>The development scheme would be designed to take into account the following urban design consideration, where appropriate: -</p> <ul style="list-style-type: none"> <li>enhance the pedestrian network and linkages to the adjoining areas;</li> <li>maintain the vibrancy of the local commercial/retail activities;</li> <li>retail shops should be provided in the pedestrian streets and at grade level, where appropriate, to recreate the vibrant shopping street environment of the existing town centre;</li> <li>retain and upgrade the existing open space in Yue Man Square Rest Garden;</li> <li>building setback along Hong Ning Road, Mut Wah Street, Hip Wo Street and Kwun Tong Road to enhance pedestrian circulation and facilitate street planting;</li> <li>increase visibility and permeability of the town centre;</li> </ul>	Air Ventilation Assessment(s) (AVA) should be undertaken in accordance with HPLB/ETWB TC 1/06, including the provision and implementation of the mitigation measures identified in the AVA to the satisfaction of Plan D.

	Item	Particulars	Remarks
		<ul style="list-style-type: none"> <li>◆ consideration of universal accessibility in the design provisions of all the public facilities especially for the G/IC facilities, open space and public transport interchange/facilities;</li> <li>◆ reinforce the town centre character at the subject site;</li> <li>◆ respect the character of the neighbourhood;</li> <li>◆ provide visual relief and diversity in height and massing of developments;</li> <li>◆ create good quality public realm, including open spaces, streetscape and maintain active street frontage and activities;</li> <li>◆ integrate pedestrian linkages with open space and activity nodes;</li> <li>◆ provide varying building height profile and sensitive layout and disposition to achieve better air ventilation, subject to any design improvements as may be identified in the AVA; and</li> <li>◆ avoid wall effect, particularly along Kwun Tong Road.</li> </ul>	
10.	Building Height	<ul style="list-style-type: none"> <li>◆ The building height of the composite residential/ commercial development in Sub-Area A should take into account the high density residential development in the surrounding area. The building height of the commercial development proposed in Sub-Area B should take into account the building height of the Kwun Tong Business Area and to achieve an iconic node for the town centre. The proposed building height should be supported by</li> </ul>	

	Item	Particulars	Remarks
		a visual impact assessment at the MLP stage.	
11.	Open Space Provision	<p>Reprovisioning of the “Open Space” area of 4,060m<sup>2</sup> currently zoned on OZP with the addition of not less than 1m<sup>2</sup>/person at-grade public District Open Space (DOS) for the residential population. Not less than 1m<sup>2</sup>/person private Local Open Space (LOS) for residents should also be provided.</p>	<ul style="list-style-type: none"> <li>- Total provision of at-grade public DOS should not be less than 4,060m<sup>2</sup> plus 1m<sup>2</sup>/person of the design population.</li> <li>- The private LOS can be provided at podium level.</li> </ul>
12.	Landscape and Tree Preservation	<p>A Landscape Master Plan (LMP) should be prepared to the satisfaction of Plan D. Moreover, landscaping consideration should be given to :-</p> <ul style="list-style-type: none"> <li>◆ create a comprehensive landscape proposal by making good use of the sloping topography of the site which will result in an improvement to the existing fragmented open space system within the Scheme boundary;</li> <li>◆ integrate the active and passive open space;</li> <li>◆ in-situ retention of the mature trees located in the existing Yue Man Square Rest Garden, Kwun Tong District Branch Offices and Kwun Tong Jockey Club Health Centre as far as possible. Transplantation, if required, should follow ETWB Technical Circular (Works) No. 3/2006;</li> <li>◆ the provision of street trees and amenity planting along roadside and within pedestrianised streets. Adequate soil depth should be reserved for planting, especially above basement or structure;</li> </ul>	<p>A landscape master plan setting out, inter alia, the greening proposal should be submitted for TPB’s consideration in the DSP submission.</p> <p>Greening opportunity should be optimised. Planting area comprising 30% of the site area with trees, shrubs and/ or grass to create a quality green setting is recommended. Such planting areas could be provided on ground, podium, sky gardens and/ or roof levels, and adequate soil depth should be provided.</p>



	Item	Particulars	Remarks
		<ul style="list-style-type: none"> <li>the decks and footbridges linking to the MTR Kwun Tong Station and the adjacent sites should be properly landscaped; and</li> <li>provision of green roof and roof gardens on buildings.</li> </ul>	
13.	G/IC Facilities	<p>The minimum GFA for G/IC facilities is 8,000m<sup>2</sup> (excluding public transport facilities) which includes :-</p> <ul style="list-style-type: none"> <li>Reprovisioning (some of the affected G/IC facilities will be no longer required or relocated to KTTC Yuet Wah Street Site) of existing facilities at Tung Yan Street Government Offices Building, Jockey Club Health Centre and/ or other areas of KTTC; and</li> <li>New provision of community facilities (if any).</li> </ul>	<p>The minimum GFA for G/IC facilities is to allow development flexibility. Actual provision/ reprovision is subject to the agreement with relevant department/ authority. Reduction of minimum GFA for G/IC facilities shall be agreed with relevant department/ authority. All G/IC facilities will be considered as non-domestic uses and accountable for the maximum GFA of 401,250m<sup>2</sup>.</p>
14.	Public Transport Facilities	<p>(a) Reprovisioning and upgrading of the existing bus termini at Yuet Wah Street and Yan Oi Court.</p> <p>(b) Provision of PLB/GMB terminus and on-street loading and unloading facilities for relocation of existing on-street PLB/GMB stands, bus stops and taxi stand.</p>	<p>The details of the proposed PTI is subject to agreement with TD and concerned Government departments, such as Highways Department and the Hong Kong Police Force.</p>
15.	Car Parking Provision	<p>Provision according to HKPSG Chapter 8. In view of the proximity to the MTR Kwun Tong Station, the exact level of provision will be justified by TIA.</p>	<p>Provision of car parking facilities for commercial (retail/ office/ hotel) and residential uses should be to</p>

	Item	Particulars	Remarks
			the satisfaction of TD. Provision of car parking spaces for G/IC uses should be to the satisfaction of GPA and TD.
16.	Pedestrian Connection	Suitable enhanced pedestrian connections and landscape decks should be provided at appropriate locations at Hong Ning Road, Mut Wah Street, Hip Wo Street and Kwun Tong Road to link up with the surrounding areas, the MTR Kwun Tong Station and various sites within the development.	
17.	Traffic and Transport Aspects	Traffic Impact Assessment (TIA) for KTTC and its surrounding areas should be prepared to the satisfaction of TD.	
18.	Drainage & Sewerage Aspects	Drainage Impact Assessment (DIA) should be prepared to the satisfaction of DSD and Sewerage Impact Assessment (SIA) should be prepared to the satisfaction of EPD.	
19.	Environmental Aspects	Environment Assessment (EA) should be prepared to the satisfaction of EPD.	
20.	Water Supplies Aspects	Waterworks Impact Assessment (WIA) should be prepared to the satisfaction of WSD.  Standard pedestal fire hydrants shall be provided and staggered on alternative sides of the public roadway in the KTTC at 100m interval as far as practicable.	







**Comparison of Main Development Parameters of the Current Scheme with the Planning Brief (PB) of the Kwun Tong Town Centre (KTTC) – Main Site Redevelopment**

<b>Development Parameters</b>	<b>(a) Endorsed Planning Brief</b>	<b>(b) Current Proposal (Application No. A/K14/819)<sup>[1]</sup></b>	<b>Remarks [Diff (b)-(a)]</b>
<b>Gross Site Area (about)</b>	<b>46,294m<sup>2</sup></b>	<b>46,294m<sup>2</sup></b>	0
Residential Sub-Area A <sup>[2]</sup>	27,770m <sup>2</sup>	27,770m <sup>2</sup>	0
Commercial Sub-Area B <sup>[2]</sup>	18,524m <sup>2</sup>	18,524m <sup>2</sup>	0
<b>Net Site Area for Plot Ratio (PR) Calculation</b>		<b>36,442m<sup>2</sup></b>	-
Residential Sub-Area A		19,700m <sup>2</sup> (deducting at-grade open space: 7,566m <sup>2</sup> , public/private roads: 504m <sup>2</sup> )	
Commercial Sub-Area B		16,742m <sup>2</sup> (deducting at-grade open space: 1,782m <sup>2</sup> )	
<b>Development Intensity</b>			
<b>Total Gross Floor Area (GFA)</b>	<b>401,250m<sup>2</sup></b>	<b>401,250m<sup>2</sup></b>	Comply with DSP and PB
	Total GFA of KTTC – Main Site and Yuet Wah Street Site (YWSS), including possible bonus PR, not exceeding 401,250m <sup>2</sup>	<u>Main Site: 373,420m<sup>2</sup><sup>[3]</sup></u> Domestic GFA: 138,980m <sup>2</sup> (as built) Sub-area A : 138,980m <sup>2</sup> Non-Domestic GFA: 234,440m <sup>2</sup> Sub-area A: 35,817m <sup>2</sup> Sub-area B: 198,623m <sup>2</sup>  <u>YWSS: 27,830m<sup>2</sup> (as built)</u>	

<sup>[1]</sup> The “CDA(1)” zone (of about 4.62 ha) covering the entire KTTC – Main Site is divided into four Development Areas (DAs), i.e. DA 2 to DA 5 (**Plan A-2**) for delineating the implementation schedule of each part of the redevelopment area in view of its large development scale. The composite development at DAs 2 and 3 (including four residential towers, retail facilities, PTI (bus and minibus terminus), a hawker bazaar, POS and GIC facilities), i.e. Grand Central, was completed in 2021. Application Site (the Site) covers DAs 4 and 5 only. The development parameter for the completed DAs 2 and 3 as provided is illustrative only to reflect the as-built conditions and for comparison purpose.

<sup>[2]</sup> Refer to **Plan A-2** for the demarcation of the two sub-areas, which is not entirely the same for the designation of the DAs.

<sup>[3]</sup> According to the application (Further Information (FI) at **Appendix Ib**), corresponding domestic (non-domestic) GFAs for DAs 2 and 3 (completed in 2021) are 138,980m<sup>2</sup> (33,215m<sup>2</sup>) with total GFA of 172,195m<sup>2</sup>. Non-domestic GFA for DAs 4 and 5 (the Site) is 201,220m<sup>2</sup>. The calculated grand total for KTTC Main Site (DAs 2 to 5) should be calculated 373,415m<sup>2</sup> as given in the MPC Paper No. A/K14/819 (this compares to 373,420m<sup>2</sup> as provided in the FI).

<b>Development Parameters</b>	<b>(a) Endorsed Planning Brief</b>	<b>(b) Current Proposal (Application No. A/K14/819)<sup>[1]</sup></b>	<b>Remarks [Diff (b)-(a)]</b>
<b>PR (based on net site area)</b>			
Residential Sub-Area A	Maximum domestic PR of 7.5 and a maximum total PR of 9 for a building that is partly domestic and partly non-domestic	<b>Total GFA: 174,797m<sup>2</sup>/</b> <b>PR : 8.87 (about)</b>  <b>Domestic GFA: 138,980m<sup>2</sup>/</b> <b>PR : 7.05 (about)</b>  <b>Non-Domestic GFA: 35,817m<sup>2</sup>/</b> <b>PR : 1.82 (about)</b>	Comply with DSP and PB
Commercial Sub-Area B	Maximum PR of 12	<b>Non-Domestic GFA:198,623m<sup>2</sup>/</b> <b>PR: 11.86 (about)<sup>[4]</sup></b> <ul style="list-style-type: none"> <li>• Hotel: 0 – 32,000m<sup>2</sup></li> <li>• Office: 63,263 – 125,022m<sup>2</sup></li> <li>• Other Commercial<sup>[5,6]</sup>: 65,000 – 94,759m<sup>2</sup></li> <li>• PTI (Taxi): 2,021m<sup>2</sup></li> <li>• GIC: 6,580m<sup>2</sup></li> </ul>	Compliance with DSP and PB
<b>No. of Flats</b>	within the range between 1,700 and 2,000	Not more than 1,999 as approved under A/K14/727 (as built)	Comply with PB
<b>Design Population</b>	Person-Per-Flat ratio for the area as estimated in the current TPEDM	Estimated residential population: 4,598	-
<b>Building Height (BH)</b>			
Residential Sub-Area A	BH of the composite residential/ commercial development should take into account the high density residential development in the surrounding area	<ul style="list-style-type: none"> <li>• Tower 1: 165.4 mPD (as built)</li> <li>• Tower 2: 178 mPD (as built)</li> <li>• Tower 3: 171.7 mPD (as built)</li> <li>• Tower 5: 168.85 mPD (as built)</li> </ul>	Approved under A/K14/727

<sup>[4]</sup> The upper range of office/other commercial/hotel GFA will only apply if the GFA(s) for uses under other category(ies) would be correspondingly reduced (with GIC GFA unchanged).

<sup>[5]</sup> Other commercial use include 'Shop and Services', 'Eating Place', 'Place of Entertainment' and 'Educational Institution'

<sup>[6]</sup> Multi-purpose activities centre of 1,500m<sup>2</sup> and social enterprise use of 1,300m<sup>2</sup> to be provided and managed by the applicant/future developer(s) are counted towards the other commercial GFA.

Development Parameters	(a) Endorsed Planning Brief	(b) Current Proposal (Application No. A/K14/819) <sup>[1]</sup>	Remarks [Diff (b)-(a)]																
Commercial Sub-Area B	<p>The BH of the commercial development proposed should take into account the BH of the Kwun Tong Business Area and to achieve an iconic node for the town centre</p> <p>The proposed BH should be supported by a Visual Impact Assessment (VIA)</p>	<ul style="list-style-type: none"> <li>DA4 : 285mPD</li> <li>DA5 : 59.25mPD to 75mPD</li> </ul> <p>VIA was submitted in support of the BHs under A/K14/745</p>	Approved under A/K14/745																
Open Space Provision	<p><u>Public Open Space (POS)</u> Provision of at-grade public district open space <math>\geq 4,060\text{m}^2</math> and plus <math>1\text{m}^2</math>/person (under HKPSG) of the design population of both KTTC – Main Site and YWSS (total of <math>9,348\text{m}^2</math> <sup>[7]</sup>).</p> <p>Private local open space of not less than <math>1\text{m}^2</math> for residents</p>	<p><u>Total At-grade POS<sup>[#]</sup> : <math>10,343\text{m}^2</math></u></p> <table border="1"> <tr> <th>(m<sup>2</sup>)(about)</th><th>YMSRG</th><th>Other POS</th><th>Total</th></tr> <tr> <td>DAs 2 &amp; 3 (as-built)</td><td>685</td><td>2,458</td><td>3,143</td></tr> <tr> <td>DAs 4 &amp; 5 (the Site)</td><td>3,375</td><td>2,925</td><td><math>7,200^{[*]}</math></td></tr> <tr> <td>Total</td><td>4,060</td><td>5,383</td><td>10,343</td></tr> </table> <p><sup>[*]</sup> Including additional at-grade POS of <math>900\text{m}^2</math>  <sup>[#]</sup> All at-grade POSs will be open for public enjoyment on 24 hours daily</p> <p><u>Total Aboveground POS<sup>[^]</sup> : <math>7,263\text{m}^2</math></u>  DAs 2 and 3 : <math>4,033\text{m}^2</math>  DAs 4 and 5 : <math>3,230\text{m}^2</math>  <sup>[^]</sup> Open for public enjoyment for at least 13 hours daily</p> <p><u>Private Open Space/Landscaped Area : <math>6,389\text{m}^2</math></u></p> <ul style="list-style-type: none"> <li>DAs 2 &amp; 3 : <math>4,619\text{m}^2</math> (for 4,598 persons) (as built)</li> <li>DAs 4 &amp; 5 : <math>1,770\text{m}^2</math> (for future workers)</li> </ul> <p>(Figure 8.1 of LMP submitted in Appendix Ia)</p>	(m <sup>2</sup> )(about)	YMSRG	Other POS	Total	DAs 2 & 3 (as-built)	685	2,458	3,143	DAs 4 & 5 (the Site)	3,375	2,925	$7,200^{[*]}$	Total	4,060	5,383	10,343	<p><math>+995\text{m}^2</math> (+10.6%) Complied with DSP and PB</p> <p>n/a</p> <p><math>+21\text{m}^2</math> (+0.46%) Complied with PB (DAs 2 &amp; 3)</p>
(m <sup>2</sup> )(about)	YMSRG	Other POS	Total																
DAs 2 & 3 (as-built)	685	2,458	3,143																
DAs 4 & 5 (the Site)	3,375	2,925	$7,200^{[*]}$																
Total	4,060	5,383	10,343																
Greening	Planting area comprising 30% of the site area with	30.8%	Complied with PB																

<sup>[7]</sup> These include re-provisioning of the “Open Space” area of  $4,060\text{m}^2$  (i.e. Yue Man Square Rest Garden), and the provision to meet the design population of 690 for YWSS (under A/K14/577) and of 4,598 for DAs 2 and 3 (under A/K14/727).

Development Parameters	(a) Endorsed Planning Brief	(b) Current Proposal (Application No. A/K14/819) <sup>[1]</sup>	Remarks [Diff (b)-(a)]
	trees, shrubs and/or grass to create a quality green setting		
<b>Government, Institution or Community (GIC) Facilities</b>	<p>Minimum GFA 8,000m<sup>2</sup> (excluding PTI) for reprovision of:</p> <ul style="list-style-type: none"> <li>Community facilities</li> <li>Government offices</li> </ul> <p>All GIC facilities will be considered as non-domestic uses and accountable for GFA of 401,250m<sup>2</sup></p>	<p><b>Total : 8,100m<sup>2</sup></b> (excluding PTI)</p> <p>DAs 2 and 3 : <b>1,520m<sup>2</sup></b> (as-built)</p> <ul style="list-style-type: none"> <li>Hawker bazaar (1,270m<sup>2</sup>)</li> <li>Refuse collection point (250m<sup>2</sup>)</li> </ul> <p>DAs 4 and 5 (the Site): <b>6,580m<sup>2</sup></b> <sup>[8]</sup></p> <ul style="list-style-type: none"> <li>Government offices (6,080m<sup>2</sup>)</li> <li>Social welfare facilities (90-place Early Education and Training Centre) (500m<sup>2</sup>)</li> </ul>	+100m <sup>2</sup> (+1.25%) Complied with PB
<b>Public Transport Facilities</b>	Provision of PLB/GMB terminus and on-street loading and unloading (L/UL) facilities for relocation of existing on-street PLB/GMB stands, bus stops and taxi stand	<p>DAs 2 and 3 : <b>15,000m<sup>2</sup></b> (as-built)</p> <ul style="list-style-type: none"> <li>A covered two-level PTI at podium levels to accommodate a bus terminus, PLB/GMB terminus, and L/UL areas</li> </ul> <p>DAs 4 and 5 (the Site) : <b>2,021m<sup>2</sup></b> <sup>[8]</sup></p> <ul style="list-style-type: none"> <li>A taxi stand at L1/F</li> </ul>	Complied with PB
<b>Car Parking Provision</b>	Provision according to Hong Kong Planning Standards and Guidelines Chapter 8. In view of the proximity to the MTR Kwun Tong Station, the exact level of provision will be justified by Traffic Impact Assessment (TIA)	<p>DAs 2 and 3 (as-built):</p> <ul style="list-style-type: none"> <li>Car Parking Space: 353-417</li> <li>L/UL Spaces: 19</li> </ul> <p>DAs 4 and 5 (the Site)<sup>[8]</sup> :</p> <ul style="list-style-type: none"> <li>Car Parking Space: 807-909</li> <li>L/UL Spaces: 100-114</li> </ul> <p>Transport Department (TD) has no adverse comment on the TIA provided at <b>Appendix Ia</b></p>	-
<b>Pedestrian Connection</b>	Suitable enhanced pedestrian connections and landscape decks should be provided at appropriate locations at Hong Ning Road, Mut Wah Street, Hip Wo	<p>Pedestrian Circulations at podium and at-grade POS (<b>Appendix Ia</b>) are included in the Master Layout Plan submission</p> <p><b>(Drawings A-13 and A-14)</b></p>	-

<sup>[8]</sup> Subject to agreement by relevant government departments for compliance with relevant approval conditions.



<b>Development Parameters</b>	<b>(a) Endorsed Planning Brief</b>	<b>(b) Current Proposal (Application No. A/K14/819)<sup>[1]</sup></b>	<b>Remarks [Diff (b)-(a)]</b>
	Street and Kwun Tong Road to link up with the surrounding areas, the MTR Kwun Tong Station and various sites within the development		
<b>Traffic and Transport Aspects</b>	TIA for KTTC and its surrounding areas should be prepared	TD has no adverse comment on the TIA provided at <b>Appendix Ia</b> , and suggest to impose relevant approval conditions	-
<b>Drawing and Sewerage Aspects</b>	Drainage Impact Assessment (DIA) and Sewerage Impact Assessment (SIA) should be prepared	Drainage Services Department and Environmental Protection Department (EPD) have no adverse comment on the DSIA provided at <b>Appendix Ia</b> , and suggest to impose relevant approval conditions	-
<b>Environmental Aspects</b>	Environment Assessment (EA) should be prepared	EPD has no adverse comment on the EA provided at <b>Appendix Ia</b>	-
<b>Water Supplies Aspects</b>	Waterwork Impact Assessment (WIA) should be prepared	Water Supplies Department has no adverse comment on the WIA provided at <b>Appendix Ia</b>	-

**Other Technical Comments from Government Departments**

**Government Property Administrator**

- (a) Office Team of Acquisition, Allocation & Disposal Division (ADD) of the Government Property Agency has been coordinating users' requirement of the Government Accommodations (GA) (including car parking spaces) under his purview at the captioned development. The Grantee shall at his own expense to construct and provide the following accommodation to the Government:
- (i) government office with a net operational floor area (NOFA) of not less than 3,822.2m<sup>2</sup>;
  - (ii) 69 parking spaces each measuring 2.5m in width and 5m in length with a minimum headroom of 2.4m;
  - (iii) 2 loading and unloading bays each measuring 3.5m in width and 7m in length with a minimum headroom of 3.6m;
  - (iv) 6 parking spaces each measuring 3.5m in width and 7m in length with a minimum headroom of 3.6m; and
  - (v) 1 space measuring 3m in width and 9m in length with a minimum headroom of 3.3m for the parking of ambulance.
- (b) We have also requested via the Technical Schedule that the car parking spaces shall be located on the same floor in the same area for easy management. As far as practicable, the parking area for GA shall be designed and constructed capable of being wholly managed, operated and maintained independently.
- (c) The Applicant should also liaise with relevant departments (including Auxiliary Medical Service, Civil Aid Service, Environmental Protection Department, Food and Environmental Hygiene Department, Home Affairs Department, Lands Department and Hong Kong Post) on the detailed design and provision of government offices and various types of car parking spaces under their purview and ensure sufficient accommodation (for offices and car parking spaces) will be provided to the aforesaid GA.

**Chief Town Planner/Urban Design and Landscape, Planning Department**

- (a) The applicant to address his outstanding comments on urban design and air ventilation as documented in the MPC Paper No. A/K14/745 as follows:

**Urban Design**

- (i) 0m-20m is indicated in the Figure as Low Zone. Calculation of permeability of the two schemes for comparison seems relevant.

**Air ventilation**

- (ii) Two scenarios, i.e. the Baseline Scheme (the approved scheme under Application No. A/K14/727) and Proposed Scheme, have been assessed in the submission under A/K14/745. The Proposed Scheme has incorporated various mitigation measures including (i) five building separations of 16m to 42m wide; (ii) an east-west aligned air path of about 14m wide between DA2&3 and

DA4&5 sites; and (iii) a 20m wide setback at the western boundary of the GIC building of DA5. According to the simulation results, the Proposed Scheme and Baseline Scheme have achieved the same overall ventilation performance under both annual and summer conditions.

- (iii) There are various specific observations – (a) the ventilation performances at the project site boundary has deteriorated under the Proposed Scheme when compared to the Baseline Scheme under the annual condition; (b) the performance at the public open spaces within the site (i.e. Yue Man Square Rest Garden and the proposed Civic Square) has deteriorated under the Proposed Scheme when compared to the Baseline Scheme under both annual and summer conditions; and (c) the areas at Ka Lok Street, Ming Chi Street and Ming Chi Street Recreational Area which already experience relatively low wind availability under the Baseline Scheme will also be further deteriorated under the Proposed Scheme under the annual and summer conditions.
- (iv) Notwithstanding the above, specific comments on the report are provided below. These comments would not affect the conclusion of the report.
  - 1). In general, the discussion is still incomprehensive. Some of the observed phenomena have not been discussed and addressed.
  - 2). It is understood that the simulation has been revised. However, the overall annual and summer weighted VR contour plots have not been updated.
  - 3). Paragraphs 4.2.4 and 5.1.4 – The summary is not consistent with the results in Table 2.
  - 4). Paragraph 4.3.33
    - Lower VR is observed at Yue Man Square Rest Garden under the Baseline Scheme instead of the Proposed Scheme.
    - The observation in the text does not apply to the WSW wind condition.

#### Commissioner for Transport

- (a) Proposed bus route for route 89 was missing on page 33 of the 1<sup>st</sup> Further Information (FI).
- (b) Noted that the bus stop at Mut Wah Street eastbound will be cancelled due to change in traffic direction of Mut Wah Street into westbound only. It is noted that no nearby replacement bus stop is provided for the affected bus routes which is not desirable from transport operation viewpoint.
- (c) Regarding Bus Stop Reorganisation for Bus Station (T1-T7) and (U1-U7), the bus route arrangement should be reviewed in details in the revised TIA.
- (d) R-t-c (d) & (e) of 1<sup>st</sup> FI - The lower end flow rate of 33 ped/min/m of LOS C instead of the upper end of 23 ped/min/m was adopted for new walkway at Location A, which is recommended in HKPSG Chapter 8. As detailed pedestrian assessment is not available at the timing of this planning application, the upper end flow rate should be used and the recommended widths at Location A should be increased to 11.3m from 8.5m. This width could be revisited with detailed pedestrian assessment in the revised TIA.
- (e) The advance traffic signs should indicate clearly the implementation time of bus lane in detailed design stage.
- (f) R-t-c (g) of 1<sup>st</sup> FI - Please shift the stop line northward unless the reservoir space at Hong Ning Road northbound is demonstrated sufficient.

- (g) R-t-c (j) of 1<sup>st</sup> FI - Traffic lane lines should be added at yellow junction box to guide motorists.

Director of Environmental Protection

- (a) S.2.4 of Drainage and Impact Assessment (DSIA) - According to the approved Sewerage Impact Assessment (SIA) report, the sewage flow was estimated at Development Area (DA) 4 and DA5 separately as the sewage generated from DA4 would be discharged to manhole M3 before conveying to the same terminal manhole located at the southern boundary of DA5 near Kwun Tong Road. As such, the sensitivity test only determined the total sewage generated from DA4 and DA5 to be discharged to same terminal manhole while the sensitivity test to determine the sewage generated at DA4 due to the possible scenarios at sewers between manhole M3 and M6 was not conducted.
- (b) S.2.4 and Table 2.3 of DSIA - In regard to the estimation of sewage flow, some of the assumed GFA and hence the sewage generation rate in Table 2.3 are contradicting with the Tables appended in Appendix 2, e.g. F&B area in Sensitivity Test 3 is 52,747m<sup>2</sup> in Table 2.3 while its area is 51,179m<sup>2</sup> as stated in Table 2 appended in Appendix 2. If the sewage estimation was based on the assumptions in Table 2, the sewage generation rate is not less than the approved SIA. Please critically review and check all calculation to ensure consistency.



致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates  
A/K14/819

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

同意

「提意見人」姓名/名稱 Name of person/company making this comment 黃怡明  
香港中區分局委員會秘書

簽署 Signature

黃怡明

日期 Date

8-8-2022

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

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有關的規劃申請編號 The application no. to which the comment relates

A/K14/819

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

本人原則上同意有關設計，惟祈盼加強其通風效能  
以採光度，並減輕對鄰近樓宇造成之迫感，其中建議樓後層  
加隔火牆並提高，增加通風效能，以減輕鄰近  
業戶之迫感。

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature

日期 Date

23/8/2022

**Recommended Advisory Clauses**

- (a) the approved Master Layout Plan (MLP), together with the set of approval conditions, would be certified by the Chairman of the Town Planning Board (the Board) and deposited in the Land Registry in accordance with section 4A(3) of the Town Planning Ordinance. Efforts should be made to incorporate the relevant approval conditions into a revised MLP for deposition in the Land Registry as soon as practicable;
- (b) the approval of the application does not imply that any proposal on building design elements to fulfil the requirements under the Sustainable Building Design Guidelines (SBDG) and any gross floor area (GFA) concession of the proposed commercial development will be granted by the Building Authority (BA). The applicant should approach the Buildings Department (BD) direct to obtain the necessary approval. If the proposed building design elements and GFA concession are not approved/granted by the BA and major changes to the current scheme are required, a fresh planning application to the Board may be required;
- (c) detailed design of the proposed hotel development (if implemented), including the back-of-house facilities, will be further scrutinized in the building plan (BP) stage and there is no guarantee the schematic design as presently proposed in the s.16 application to be reflected in the BP submission(s) will be accepted under the lease;
- (d) to liaise with relevant government departments on the landscape works on public pavement;
- (e) to liaise with relevant government departments on the management of taxi stand especially the location of the taxi stand and connectivity of the taxi stand to the public transport interchange at Development Areas 2 and 3 for both interim construction stage and permanent stage;
- (f) to clarify the management and maintenance responsibilities of the areas to be landscaped and improved by the Applicant/ future developer(s) with relevant government departments;
- (g) to liaise with the Urban Renewal Section of Lands Department (LandsD) on land administration matters;

- (h) to liaise with relevant government departments and on reprovisioning and management and maintenance responsibilities for Government, Institution or Community facilities and temporary reprovisioning arrangements;
- (i) to liaise with the Commissioner for Transport (C for T) on temporary traffic management and maintenance matter to ensure that the traffic and pedestrian flow would not be affected during the construction phases;
- (j) to liaise with the C for T on detailed arrangements for the reprovisioning of public transport services including the provision of temporary facilities and other detailed traffic arrangements to refrain the potential traffic problems induced by the observation deck;
- (k) to liaise with the Director of Social Welfare and keep him posted of the target completion date of the 90-place early education training centre;
- (l) to note the comments of the Director of Electrical and Mechanical Services that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines.
- (m) to note the comments of District Officer/Kwun Tong, Homes Affair Department (HAD) that the applicant should be mindful of the traffic impacts brought by the proposed development and to consult the Kwun Tong District Council if necessary;
- (n) to note the comments of the Chief Highway Engineer/Kowloon, Highways Department (HyD) that a minimum clearance of 500mm to the roadside planter from kerblines should be provided subject to the C for T’s comment;
- (o) to consult the Lighting Division, HyD to ensure that the proposed trees would not affect the functioning of road light system and the lighting system below the proposed deck above carriageway which connects Kwun Tong Mass Transit Railway (MTR) Station at southeast shall be sufficient, and on the maintenance and design of the Smart Street Lighting Posts;

- (p) to liaise with the Director of Highways on public footpath landscape and streetscape proposal such as paving pattern, railing, bollards, and other street furniture as well tree planting on public footpaths and maintenance responsibilities;
- (q) to note the comments of the Director of Leisure and Cultural Services that the planning and design of the project must take into account the need to preserve and avoid any damage to the Old and Valuable Trees (OVTs) within and adjacent to the application site with assigning top priority to preserve the OVTs and minimize the adverse impact on tree and root growth. In accordance with DEVB TC(W) No. 5/2020, construction works such as excavation, trenching, piling and landfilling, etc. within the tree protection zone (TPZ) of OVTs should be avoided as far as possible. Project proponent shall observe DEVB TC(W) No. 5/2020 and avoid any potential conflict and encroachment onto the TPZ;
- (r) to note the comments of the Government Property Administrator that comments from the project proponent/ user departments of the government accommodation (i.e. Social Welfare Department as the user department of the welfare facility; and Auxiliary Medical Service, Civil Aid Service, Environmental Protection Department, Food and Environmental Hygiene Department, HAD, LandsD and Hong Kong Post as the user departments) and the Acquisition, Allocation & Disposal Division of his Agency as the coordinator of the Government offices should be sought;
- (s) to note the requirements of Chief Estate Surveyor/Urban Renewal, LandsD that no noise barriers/any structures will protrude outside the lot boundaries after setback, and no public utilities (other than those serving the lot itself) would fall within the future regnant lot boundaries after setback;
- (t) to setback the future private lot boundary from permanent road kerbline by at least 2.1m for public street furniture such as traffic signage and safe clearance of carriageway unless otherwise approved by the Director of Highways;
- (u) to liaise with the Director of Civil Engineering and Development on the proposed subway across Hong Ning Road at the junction with Ngau Tau Kok Road;
- (v) to consult and liaise with relevant Government departments on the footbridge connections to MTR Kwun Tong Station and across Kwun Tong Road;
- (w) to note comments of the Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department to consult MTR Corporation Limited with respect to the operation, maintenance, safety and any future works required for the existing railways. With reference to DEVB TC(W) No. 1/2019 and/or Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-24;



- (x) to note comments of the Chief Town Planner/ Urban Design and landscape that the approval of the Section 16 application under Town Planning Ordinance does not imply approval of the site coverage of greenery requirements under APP PNAP-152 and/or under the lease. The site coverage of greenery calculation should be submitted separately to BD for approval. Similarly for any proposed tree preservation/ removal scheme and compensatory planting proposal, the applicant is reminded to approach relevant authority directly to obtain the necessary approval, where appropriate;
- (y) to note the comments of the Chief Engineer/Construction, Water Supplies Department (WSD) that the developer should be reminded to make reference to the previously submitted Water Supply Impact Assessment and timely consult the Kowloon Region of WSD for any necessary modification, diversion or protection works on the existing water supply system within and in the vicinity of the project site. Existing water mains in the vicinity of the application site will be affected. The cost of any necessary modification, diversion or protection works on the existing water supply system shall be borne by the developer;
- (z) to note the comments of the Director of Fire Services that detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. In addition, the arrangement of emergency vehicular access (EVA) shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administered by the BD. Nevertheless, shall the proposed work affect any EVA provision of nearby buildings or licensed premises in the area, such as Petrol filling station or dangerous goods store, the consultant should make separate enquiry to his department to ensure work feasibility; and
- (aa) to take note of the Board Members' view that the observation deck should not form part of the hotel development (if implemented).