

MPC Paper No. 7/23  
For Consideration by the  
Metro Planning Committee  
on 22.9.2023

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## **PROPOSED AMENDMENTS TO THE APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/24**

### **1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/24 (**Attachment I**) as shown on the draft OZP No. S/K14S/24A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the draft OZP (**Attachment IV**) should be adopted as an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the draft OZP, and is suitable for exhibition together with the draft OZP and its Notes.

### **2. Status of the Current OZP**

On 15.3.2022, the Chief Executive in Council (CE in C), under section 9(1)(a) of the *pre-amended* Ordinance<sup>[\*]</sup>, approved the draft Kwun Tong (South) OZP, which was subsequently re-numbered as S/K14S/24. On 14.6.2022, the CE in C referred the approved Kwun Tong (South) OZP to the Board for amendment under section 12(1)(b)(ii) of the *pre-amended* Ordinance. The reference back of the OZP was notified in the Gazette on 8.7.2022 under section 12(2) of the *pre-amended* Ordinance.

### **3. Background**

#### **Lai Yip Street Commercial Development Site**

- 3.1 Increasing land supply through a multi-pronged approach to support Hong Kong's long-term development has been a key policy direction for successive administrations. To this end, the 2017 Policy Address announced that the Government would review existing land uses and appropriately increase development intensities as a short to medium-term measure to increase land supply. The associated Policy Agenda identified the need to review the land use of a site at Lai Yip Street (LYS, the LYS Site) near the Kwun Tong harbourfront (**Plan 3a** and **Drawing 4a**). The review included studying the possibility of providing spaces for arts, culture and creative industries (ACC) uses therein. In pursuit of this policy initiative, the Energizing Kowloon East Office (EKEO) of Development Bureau (DEVB) commissioned "Agreement No. WQ/056/18 – Technical Study on the LYS Site in Kowloon East" (the Study) in 2019 with a view to identifying and optimising

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<sup>[\*]</sup> The "pre-amended Ordinance" refers to the Town Planning Ordinance as in force immediately before 1.9.2023.

the future land uses (including flexibility for provision of ACC uses) and making recommendations on the suitable statutory land use zoning for the LYS Site.

- 3.2 The Study was completed in January 2023, in which the suitability of the LYS Site for commercial use was ascertained and the developable area and development parameters were formulated based on various technical assessments (**Attachment V**). A notional scheme has been prepared with a view to optimising the development potential of the LYS Site. The proposed maximum plot ratio (PR) of 12.0 (equivalent to about 23,000m<sup>2</sup> of gross floor area (GFA)) and maximum building height (BH) of 100 metres above Principal Datum (mPD) are considered technically feasible. The schematic design of the notional scheme is at **Drawings 1a to 3b** and the indicative development parameters are as follows:

<b>Development Site</b> <sup>(a)</sup>	About 1,920m <sup>2</sup>
<b>Max. PR</b>	12.0
<b>Max. GFA</b>	About 23,000m <sup>2</sup> <sup>(b)</sup>
<b>Max. BH</b>	100mPD
<b>No. of Storeys</b>	21-storeys (excluding two basement car park levels)
<b>Site Coverage (SC)</b>	Not more than 95% (for podium) and 60% (for tower)
<b>Amenity Area</b>	About 1,050m <sup>2</sup> <sup>(c)</sup>
<b>Land Use Mix</b> <sup>(d)</sup>	Office, ACC uses <sup>(e)</sup> , Retail, Food and Beverages (F&B)
<b>Ancillary Parking Facilities</b> <sup>(f)</sup>	81 car parking spaces (including 2 spaces for persons with disabilities) and 8 motorcycle spaces
<b>Loading/unloading (L/UL) Facilities</b> <sup>(f)</sup>	10 (including 6 spaces for light goods vehicles and 4 spaces for heavy goods vehicles)
<b>Major Design Features</b> <sup>(g)</sup>	<ul style="list-style-type: none"> <li>- Above-ground setback along Wai Yip Street (WYS) (with widths ranging from about 2.1m to 3.1m); and ground floor (G/F) setback of 1m (with minimum clear headroom of 5m) along LYS. Both setback areas to be opened for use by the public. Any covered walkway/canopy/sun-shading devices of reasonable width therein may be exempted from GFA and SC calculation</li> <li>- Minimum of 30% green coverage</li> <li>- Active G/F frontage with a minimum retail/F&amp;B GFA of 300m<sup>2</sup> along Hoi Bun Road (HBR)<sup>(h)</sup></li> <li>- 1/F openings on the northern and southern façades of the proposed building reserved for footbridge connection to the proposed traveller network, with convenient and barrier-free 24-hour internal public passageway connecting the 1/F openings at both ends with the G/F (<b>Drawing 1c</b>)</li> <li>- The future developer is required to provide roadside amenity plantings at the public footpaths along HBR, WYS and LYS at its own costs and to hand the aforesaid over to the Leisure and Cultural Services Department (LCSD) for management and maintenance</li> <li>- Attainment of “Provisional Gold” or above rating under the Building Environmental Assessment Method (BEAM) Plus accreditation</li> </ul>

Note:

- (a) Subject to detailed site survey.
- (b) GFA of about 19,400m<sup>2</sup> for office use and 3,600m<sup>2</sup> for ACC/retail/F&B uses was assumed in the notional scheme for the purpose of technical assessment. The maximum GFA restriction and the minimum GFA requirement of 3,600m<sup>2</sup> for ACC/retail/F&B uses will be stipulated in the ES of the OZP and land sale conditions, with minor fine-tuning as appropriate.
- (c) Located on the 2/F, 3/F and R/F.
- (d) The option of incorporating 'Hotel' use has been studied to ascertain the traffic and transport feasibility and it is concluded that hotel can be a feasible use. Flexibility for incorporation of hotel use into the development proposal is recommended by the Study. However, there is no intention to impose minimum hotel GFA requirement in the land sale conditions.
- (e) According to the Study, ACC uses shall include art centre, art gallery, cultural complex, venue for performances and theatrical entertainment, concert hall, city hall/town hall, art studio, rehearsal room for art performance, craft workshop, design and media production, audio-visual recording studios, school/training centre (related to ACC only), retail shop (related to ACC only), institutional use (related to ACC only) and facilities of appropriate scale which are directly related and ancillary to the aforementioned uses (but excluding cinema and movie theatre).
- (f) Based on the land use mix of the notional scheme. The actual provision would be subject to the mix of uses and the respective parking requirement as specified in the land sale conditions.
- (g) To be stipulated in the land sale conditions, where appropriate.
- (h) Provision of not less than 300m<sup>2</sup> of retail/F&B floor space at the ground level of the commercial development with frontage along HBR will be stipulated in the ES of the OZP and land sale conditions.

Reflecting Completed Developments on the OZP (Plan 1)

- 3.3 A commercial development, known as The Millennity, at 98 How Ming Street, Kwun Tong (Kwun Tong Inland Lot (KTIL) No. 240 RP) has recently been completed. The site is currently zoned "Other Specified Uses" annotated "Business 1" ("OU(B)1") on the OZP. The subzone is distinct from the adjacent "OU(B)" zones purely for the incorporation of 'Bus Depot' as a Column 2 use thereat as a result of the Board allowing a representation submitted by the then lot owner to allow the flexibility to reinstate a bus depot use (with or without other uses) at the site upon redevelopment<sup>1</sup>. Given that the site has since been fully developed for commercial use without bus depot, it is considered appropriate to rezone the site to "OU(B)" (i.e. without the provision for 'Bus Depot' use) so as to complement the surrounding commercial context within the heart of the Kwun Tong Business Area (KTBA).
- 3.4 A residential development, known as Park Metropolitan, and a public clinic and related uses within the Kwun Tong Community Health Centre Building has been completed at 8 Yuet Wah Street, Kwun Tong (New Kowloon Inland Lot (NKIL) No. 6499 RP). The site is currently zoned "Comprehensive Development Area (2)" ("CDA(2)") on the Approved Urban Renewal Authority Kwun Tong Town Centre – Yuet Wah Street Site Development Scheme Plan No. S/K14S/URA2/2 (the DSP). As all onsite obligations from the DSP have been met, it is considered appropriate to incorporate the site back into the OZP with a "Residential (Group B)1" ("R(B)1") zoning so as to reflect the as-built condition in line with the surrounding urban setting.

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<sup>1</sup> The subject representation was made in respect of the draft Kwun Tong (South) OZP No. S/K14S/9 exhibited on 19.10.2001. The representer requested that the site (used as a bus depot at that time) be rezoned from "OU" annotated "Bus Depot" to "OU(B)". After considering the representation on 24.5.2002, the Board decided to meet the representation by rezoning the site to "OU(B)1", with the incorporation of 'Bus Depot' as a Column 2 use for the "OU(B)1" subzone to allow flexibility for the in-situ reprovisioning of bus depot use upon redevelopment.

- 3.5 Yee On Street Market is a government, institution or community (GIC)-cum-open space development completed in 1999. The development was the subject of an approved planning application (No. A/K14/166) for proposed redevelopment of the Yee On Street Hawker Bazaar to a two-storey public market with public toilet, refuse collection point (RCP) and a rooftop rest garden of about 800m<sup>2</sup> in size (known as the Yee On Street Market Rest Garden). The rooftop rest garden was primarily to re-provision the at-grade Hang On Street Rest Garden within the site at the time (which was about 450m<sup>2</sup> in size). As the development has long been completed, it is considered appropriate to rezone the strip of defunct “Open Space” (“O”) zone to “Government, Institution or Community” (“G/IC”) zone to reflect the as-built condition.
- 3.6 Apart from the corresponding amendments to the Notes in connection with the above proposed amendments, technical amendments to other parts of the Notes of the OZP are proposed to incorporate the latest revision of the Master Schedule of Notes to Statutory Plans (MSN).

#### **4. Proposed Amendments to the OZP**

##### **Amendment Items A1 and A2 – Proposed Commercial Development at the LYS Site (Plans 1, 2, 3a, 4a, 5a to 5c)**

- 4.1 The LYS Site (about 1,920m<sup>2</sup> in size and entirely Government land) is situated at the northwestern portion of the KTBA of the second Core Business District (CBD2) near the Kwun Tong harbourfront. It is bounded by WYS, LYS, HBR and a high-rise commercial development (known as NEO) to its northeast, southeast, southwest and northwest respectively. The LYS Site is currently mainly occupied by various low-rise Government facilities, including the LYS Cooked Food Hawker Bazaar (CFHB), LYS RCP, LYS Public Toilet and LYS Sitting-out Area<sup>2</sup>, as well as a left-turn flare lane of the WYS/LYS junction, which are correspondingly zoned “G/IC(1)” (about 830m<sup>2</sup>), “O” (about 120m<sup>2</sup>) and area shown as ‘Road’ on the OZP. Along the northwest boundary of the LYS Site is an amenity strip currently zoned “Commercial (1)” (“C(1)”) on the OZP. The surrounding area consists mainly of commercial or industrial buildings, while the open spaces along the Kwun Tong harbourfront are to the southwest across HBR and the elevated Kwun Tong Bypass.
- 4.2 To take forward the recommendations of the Study, the LYS Site is proposed to be rezoned to “C(1)” with the intention primarily for commercial development (Item A1), while an adjoining strip of land along HBR would be rezoned to ‘Road’ to facilitate widening of roadside pavement (Item A2). To create synergy effect with the ACC uses at the nearby Fly the Flyover sites (**Plan 3a**) and to enhance the vitality of the harbourfront, the ES of the OZP will stipulate a minimum GFA provision requirement of 3,600m<sup>2</sup> for ACC/retail/F&B uses (including 300m<sup>2</sup> of GFA for retail/F&B uses at the ground level along HBR). The proposed

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<sup>2</sup> The Food and Environmental Hygiene Department’s planned closure of the CFHB and public toilet has provided an opportunity to optimise site utilisation at the LYS Site. Regarding the RCP, a relocation site located about 600m northwest at Tai Yip Lane, Kowloon Bay has been identified to allow upgrading of refuse collection service. An s.16 planning application (No. A/K13/326) for the new RCP was approved with conditions by the Metro Planning Committee (the Committee) of the Board on 9.6.2023 and the facility would be re-provisioned accordingly. As for the sitting-out area, relevant departments considered that there is no need for re-provisioning due to its low-utilisation rate and availability to similar facilities in the vicinity.

commercial development would be developed at a maximum PR of 12.0 (equivalent to a GFA of about 23,000m<sup>2</sup>) and maximum BH of 100mPD. The LYS Site would eventually be disposed of by way of land sale for development by the private sector. The commercial development is assumed to be completed by 2028 for technical assessment purpose.

**Amendment Item B – “OU(B)” to reflect the Completed Development of The Millennity (Plans 1, 2, 3b, 4b and 6)**

- 4.3 The Millennity (KTIL No. 240 RP) is a recently-completed high-rise commercial development with Occupation Permit (OP) issued on 29.11.2022. To reflect the completed commercial development at the site without bus depot use, it is proposed to rezone the site from “OU(B)1” to “OU(B)” with retention of the extant PR and BH restrictions of 12.0 and 160mPD respectively.

**Amendment Items C1 and C2 – “R(B)1” to reflect the Completed Development of Park Metropolitan (Plans 1, 2, 3c, 4c and 7)**

- 4.4 The site of NKIL No. 6499 RP is zoned “CDA(2)” on the DSP. It is currently mainly occupied by a medium-density residential development known as Park Metropolitan with OP issued on 8.7.2014. Within the site is a GIC complex, known as the Kwun Tong Community Health Centre Building, for a public clinic and related uses. To reflect the completed composite development, it is proposed to incorporate the site back into the OZP and with a “R(B)1” zoning (Item C1). A domestic GFA restriction of 21,630m<sup>2</sup> for the residential component, a non-domestic GFA restriction of 6,200m<sup>2</sup> for the public clinic and related uses, and a BH restriction (BHR) of 140mPD are proposed to reflect the as-built condition. The remainder of the DSP area outside the lot boundary will be incorporated back into the OZP as area shown as ‘Road’ to reflect the onsite condition (Item C2).

**Amendment Item D – “G/IC” to reflect the Completed Development of Yee On Street Market (Plans 1, 2, 3d, 4d and 8)**

- 4.5 Yee On Street Market (and an adjoining stepped pedestrian lane to its immediate east) is mainly zoned “G/IC” and partly zoned “O” on the OZP. It is currently occupied by the two-storey Yee On Street Market with public toilets and RCP, as well as the Yee On Street Market Rest Garden atop, which was commissioned in 1999. To reflect the completed GIC-cum-open space development, it is proposed to rezone the “O” zoned portion of the site to “G/IC”.

**5. Planning Considerations and Technical Assessments for LYS Site**

- 5.1 Various technical assessments were conducted under the Study. According to the findings of these assessments as highlighted below, the proposed commercial development at the LYS Site is technically feasible and with no insurmountable problems.

*Land Use Compatibility, Development Intensity and Harbourfront Planning*

- 5.2 The LYS Site is located at a prominent waterfront location in KTBA amongst various newly completed commercial developments and older industrial buildings

that would be phased out in the future. The proposed commercial development could contribute towards the transformation of KTBA into CBD2, create synergy with the emerging ACC character in the vicinity and bring vibrancy to the waterfront area. The proposed development intensity has taken into account the waterfront setting, the prevailing PR of the surrounding area, the BH profile of the KTBA in commensurate with strategic view protection considerations, and the infrastructure capacities in the area. The proposed maximum BH of 100mPD is in line with the BHR currently imposed for other waterfront sites in KTBA and would respect the stepped BH profile descending from the inland area to the waterfront (**Plan 1**). The notional scheme was formulated with respect to the setback requirements under the adopted Outline Development Plan. The retail/F&B frontage on the G/F along HBR would enhance vibrancy and vitality of the waterfront.

### *Traffic and Transport Aspects*

- 5.3 A traffic and transport impact assessment (TTIA) was conducted as part of the Study to investigate the associated traffic impact of the notional scheme on the surrounding road network (including a sensitivity test for potential hotel use at the LYS Site), to determine the parking, L/UL and ingress/egress provisions for the proposed development, and to assess the pedestrian connectivity with the rest of the KTBA and the harbourfront. Having considered the site characteristics, separated run-in at LYS and run-out at WYS will be adopted. To improve the pedestrian connectivity at the WYS/LYS junction, an existing left-turn flare lane from LYS onto WYS will be removed<sup>3</sup> (**Drawing 5a**) and assimilated into the LYS Site. The TTIA concluded that all the assessed road junctions/pedestrian crossings would operate within capacity and all assessed pedestrian facilities would operate satisfactorily at the design year of 2031 with the implementation of the proposed commercial development. Both the Commissioner for Transport (C for T) and Commissioner of Police (C of P) have no adverse comment on the proposed amendment item.

### *Pedestrian Accessibility and Connections*

- 5.4 The LYS Site is adjacent to an important pedestrian crossing point in KTBA and along one of the major pedestrian routes along LYS connecting Ngau Tau Kok MTR Station with the Kwun Tong harbourfront (**Plan 4a**). To capitalise on its prominent location, multi-level pedestrian connections would be incorporated with a view to enhancing connectivity and accessibility with the rest of the KTBA and further to the harbourfront. In particular, a new at-grade pedestrian crossing across HBR is proposed and the existing staggered pedestrian crossing at the LYS/HBR junction will also be straightened (**Drawing 5b**). Openings at the first floor for connection to the future neighbouring traveller systems<sup>4</sup> will be reserved together

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<sup>3</sup> “Agreement No. CE 26/2017 (HY) Proposed Pedestrian Environment Improvement Works in KTBA – Ngau Tau Kok Portion – Investigation” recommended to remove the northbound left-turn flare lane to improve pedestrian connectivity of multiple pedestrian crossings at the WYS/LYS junction. The relevant junction improvement works has commenced and scheduled for completion tentatively by Q3 2024 prior to land sale disposal.

<sup>4</sup> The elevated traveller/walkway system along WYS connecting Kowloon Bay Action Area and Kwun Tong Action Area together with another one across the Kwun Tong Typhoon Shelter connecting the former Kai Tak Runway are proposed under the Multi-modal Environmentally Friendly Linkage System (MMEFLS) for Kowloon East (**Drawing 4a**). Grade-separated connection(s) to the LYS Site will be studied and the relevant 24-hour barrier-free pedestrian connection(s) would be stipulated in the ES of the OZP and land sale conditions, as

with convenient, 24-hour internal passageway and barrier-free access to the street level to be provided within the LYS Site (**Drawings 1c and 4b**). Regarding the interface with the proposed traveller network, Project Manager (East), CEDD (PM(E), CEDD) has no adverse comment on the proposed amendment item.

### *Visual, Landscape and Air Ventilation Aspects*

- 5.5 The surrounding area is characterised by high-rise commercial developments and medium-rise industrial developments, with the latter gradually being phased out (**Plan 4a**). As shown in the visual appraisal, the notional scheme with a maximum BH of 100mPD would blend in with the BH profile of the KTBA (**Drawings 6b and 6c**), with BH bands gradually descending from 160mPD inland to 100mPD along the harbourfront. Although the proposal would inevitably result in a partial reduction of sky view and visual openness as viewed from short-distance inland viewing points (**Drawing 6a**), views along the LYS visual corridor towards the harbourfront would be maintained and the scale, massing and height of the proposed development are not incompatible with the surrounding context. Moreover, none of the identified key medium-to-long distance public viewing points (including the strategic viewing point at Quarry Bay Park, **Drawings 6d and 6e**) would experience adverse visual effects. The proposal has taken cognisance of the Harbour Planning Guidelines and will not result in any unacceptable visual impact on the surrounding area.
- 5.6 Regarding the landscape aspect, a minimum greening ratio of 30% will be stipulated in the ES, which is the same requirement as other land sale sites in Kowloon East. The future developer will also be required to provide roadside amenity planting at the public footpaths along HBR, WYS and LYS at its own cost, which would then be handed over to concerned department(s) for management and maintenance. Some existing trees within the sitting-out area and the planting strip will be affected by the development but no Old and Valuable Trees are involved. Considering the small site area, the possibility for compensatory planting within the LYS Site is limited. The requirement of roadside amenity planting could be considered as compensatory planting outside the lot, subject to the submission of Landscape Proposal by the developer under the land sale conditions. In terms of air ventilation, although the scale of the proposed development falls outside the scope for conducting air ventilation assessment<sup>5</sup> (AVA), the proposed development has taken cognisance of the findings of previous AVA conducted for the area<sup>6</sup>, whereby setbacks would be provided along the major air paths of WYS, LYS and HBR to facilitate southeast prevailing wind and land-sea breezes to penetrate into the Kwun Tong area. Overall, the Chief Architect/Advisory and Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD) and Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) have no adverse comment on the proposed amendment item from visual, landscape planning, air ventilation and urban design perspectives.

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appropriate. Relevant investigation, design and construction study for the traveller systems under MMEFLS is currently being undertaken by the Civil Engineering and Development Department (CEDD).

<sup>5</sup> The then Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Joint Technical Circular No. 1/06 on 'Air Ventilation Assessment'.

<sup>6</sup> Under Agreement No. CE 35/2006 (CE) 'Kai Tak Development Engineering Study cum Design and Construction of Advance Works – Investigation, Design and Construction'.

### *Other Aspects*

- 5.7 Besides the aforementioned aspects, the Study also concluded that no adverse environmental and sewerage impacts would be generated by the proposed commercial development. Concerned government departments, including the Director of Environmental Protection (DEP) and Chief Engineer/Mainland South, Drainage Services Department (CE/MS, DSD), have no adverse comment on the findings of the Study and the proposed amendment item.

## **6. Provision of Open Space and Major GIC Facilities**

- 6.1 The proposed amendments to the OZP are mainly for rezoning the LYS Site for commercial use and reflecting three existing completed developments, which do not have additional population implication. The existing and planned provision of major GIC facilities in the K14S Planning Area are generally adequate to meet the demand in accordance with the requirements of the Hong Kong Planning Standards and Guidelines and concerned bureaux/departments' (B/D's) assessments (**Attachment VI**).
- 6.2 Although amendment Item A1 would result in a loss of 120m<sup>2</sup> of local open space, there is still a surplus of about 28.62 ha planned local open space within the K14S Planning Area. The overall provision of open space is considered adequate in meeting the demand of the planned population.

## **7. Proposed Amendments to Matters Shown on the Plan**

- 7.1 The proposed amendments to the approved Kwun Tong (South) OZP No. S/K14S/24 (**Plan 2** and **Attachment II**) are summarised as follows:

### Amendment Item A1 (about 0.14 ha)

- 7.2 Rezoning a site to the west of LYS from "G/IC(1)", "O" and areas shown as 'Road' to "C(1)" with stipulation of maximum PR of 12.0 and BHR of 100mPD.

### Amendment Item A2 (about 0.01 ha)

- 7.3 Rezoning a residual strip of land to the north of HBR from "G/IC(1)" and "C(1)" to area shown as 'Road' due to Item A1.

### Amendment Item B (about 0.89 ha)

- 7.4 Rezoning a site to the south of How Ming Street from "OU(B)1" to "OU(B)".

### Amendment Item C1 (about 0.41 ha)

- 7.5 Incorporating a site at Yuet Wah Street from the DSP back into the OZP and with a "R(B)1" zoning with stipulation of maximum domestic GFA, non-domestic GFA and BH restrictions of 21,630m<sup>2</sup>, 6,200m<sup>2</sup> and 140mPD respectively.



Amendment Item C2 (about 0.03 ha)

- 7.6 Incorporating a strip of land along Yuet Wah Street and Hip Wo Street from the DSP back into the OZP as area shown as 'Road' due to Item C1.

Amendment Item D (about 0.06 ha)

- 7.7 Rezoning a strip of land along Hang On Street from "O" to "G/IC".

**8. Proposed Amendments to the Notes of the OZP (Attachment III)**

Amendment Item A1

- 8.1 In relation to **Item A1**, 'Hotel' will be moved from Column 2 to Column 1 for the "C" zone. Currently, there are a total of eight "C" zones within the K14S Planning Area, which are all located within the KTBA (**Plan 2**). 'Hotel' use was first included in the "C" zone in 2001 but placed under Column 2 due to potential environmental concerns posed by the industrial uses in the area at the time<sup>7</sup>. Given that much of the polluting industries in the area have since been phased out, and in view of the ongoing transformation of the KTBA into CBD2, it is considered opportune to place 'Hotel' under Column 1 to reflect the latest planning circumstances and to tie in with the MSN.

Amendment Item B

- 8.2 In relation to **Item B**, 'Bus Depot (on land designated "OU(B)1" only)' will be deleted from the Column 2 use for the "OU(B)" zone following deletion of the "OU(B)1" subzone.

Amendment Item C1

- 8.3 In relation to **Item C1**, 'Public Clinic (on land designated "R(B)1" only)' will be added to Column 1 and the corresponding Column 2 use will be amended to 'Public Clinic (not elsewhere specified)' for the "R(B)" zone. The Remarks to the Notes for the "R(B)" zone is revised to include a "R(B)1" subzone with incorporation of GFA and BH restrictions.

Technical Amendments

- 8.4 For the Remarks to the Notes of the "Residential (Group A)" ("R(A)") zone, restriction on non-domestic GFA of 22,405m<sup>2</sup> will be stipulated for the "R(A)1" subzone (concerning the eastern portion of NKIL No. 6046 on the OZP, known as Sceneway Garden/ Sceneway Plaza, **Plan 9**) to reflect the lease entitlement under the concerned private treaty grant. Furthermore, a clause to disregard the floor space of public transport facilities (i.e. the existing at-grade Lam Tin Station Public

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<sup>7</sup> In 2001, the draft Ngau Tau Kok and Kowloon Bay OZP No. S/K13/16 was amended to expand the Column 1 and 2 uses to allow more permissible commercial-related uses within the "C" zone. However, 'Hotel' was placed under Column 2 due to potential environmental interface concerns posed by the industrial uses in the then-Kowloon Bay Industrial Area (KBIA). As the planning circumstances of then-Kwun Tong Industrial Area (now KTBA) were similar to the then-KBIA, the same treatment was adopted in the Kwun Tong (South) OZP at that time during its amendment.

Transport Interchange) and GIC facilities (including existing government offices and a social centre for the elderly), as required by the Government, from GFA calculation for the “R(A)1” subzone will also be incorporated so as to reflect the terms of the lease.

- 8.5 The proposed amendments to the Notes of the OZP (with additions in ***bold, italics and underlined*** and deletions in ‘~~erossed-out~~’) are at **Attachment III** for Members’ consideration.

## **9. Revision to the ES of the OZP (Attachment IV)**

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold, italics and underlined*** and deletions in ‘~~erossed-out~~’) are at **Attachment IV** for Members’ consideration.

## **10. Plan Number**

Upon exhibition for public inspection, the OZP will be renumbered as S/K14S/25.

## **11. Consultation**

### Departmental Consultation

- 11.1 The proposed amendments have been circulated to the following relevant B/Ds and they have no objection to/no adverse comment on the proposed amendments:

- (a) Secretary for Development;
- (b) Head of EKEO, DEVB;
- (c) C for T;
- (d) DEP;
- (e) PM(E), CEDD;
- (f) Chief Building Surveyor/Kowloon, Buildings Department;
- (g) Chief Engineer/Construction, Water Supplies Department;
- (h) CE/MS, DSD;
- (i) Chief Highway Engineer/Kowloon, Highways Department;
- (j) CA/ASC, ArchSD;
- (k) C of P;
- (l) Director of Social Welfare;
- (m) Director of Food and Environmental Hygiene;
- (n) Director of Leisure and Cultural Services;
- (o) District Lands Officer/Kowloon East, Lands Department (DLO/KE, LandsD);
- (p) Chief Estate Surveyor/Land Supply, LandsD;
- (q) Director of Agriculture, Fisheries and Conservation;
- (r) Director of Electrical and Mechanical Services;
- (s) Director of Fire Services;
- (t) District Officer (Kwun Tong), Home Affairs Department;

- (u) Government Property Administrator;
- (v) Head of the Geotechnical Engineering Office, CEDD and
- (w) CTP/UD&L, PlanD.

#### Consultation as Part of the Study

11.2 As part of the Study, EKEO consulted the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission (Task Force) on 11.5.2021. The Task Force did not raise objection to the proposed commercial development at LYS but suggested EKEO to review the pedestrian connectivity of the LYS Site in view of its strategic location and the feasibility of the proposed scheme when firming up various development parameters. Extract of the minutes of the Task Force meeting is attached at **Attachment VII**.

#### Consultation on the Proposed Zoning Amendment

11.3 The Task Force was consulted on the proposed zoning amendment by way of circulation in June 2023 and members had no comment on the proposal. The Kwun Tong District Council's (KTDC's) Housing, Planning, Lands, Development and Redevelopment Committee was consulted on 18.7.2023 and members also had no comment on the proposal.

#### Public Consultation after Exhibition of OZP

11.4 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered as S/K14S/25 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance for public inspection. Members of the public can submit representations on the OZP to the Board during the two-month statutory public inspection period. KTDC will be informed of the proposed amendments during the statutory exhibition period of the draft OZP.

## **12. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved Kwun Tong (South) OZP and that the draft Kwun Tong (South) OZP No. S/K14S/24A at **Attachment II** (to be renumbered as S/K14S/25 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the draft Kwun Tong (South) OZP No. S/K14S/25 as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

**13. Attachments**

<b>Attachment I</b>	Approved Kwun Tong (South) OZP No. S/K14S/24 (reduced size)
<b>Attachment II</b>	Draft Kwun Tong (South) OZP No. S/K14S/24A
<b>Attachment III</b>	Revised Notes of the Draft Kwun Tong (South) OZP No. S/K14S/24A
<b>Attachment IV</b>	Revised ES of the Draft Kwun Tong (South) OZP No. S/K14S/24A
<b>Attachment V</b>	Executive Summary of the Study
<b>Attachment VI</b>	Provision of Open Space and Major GIC Facilities in the K14S Planning Area
<b>Attachment VII</b>	Extract of Minutes of the Task Force Meeting held on 11.5.2021
<b>Drawings 1a to 1f</b>	Indicative Layout Plans
<b>Drawings 2a and 2b</b>	Indicative Sections
<b>Drawings 3a and 3b</b>	Indicative Building Massing
<b>Drawings 4a and 4b</b>	Proposed Travellator Network under the MMEFLS and Potential Connections within the LYS Site
<b>Drawings 5a and 5b</b>	Proposed Junction Improvement Works
<b>Drawings 6a to 6e</b>	Photomontages
<b>Plans 1 and 2</b>	Location Plans
<b>Plans 3a to 3d</b>	Site Plans
<b>Plans 4a to 4d</b>	Aerial Photos
<b>Plans 5a to 8</b>	Site Photos
<b>Plan 9</b>	Location Plan for NKIL No. 6046

**PLANNING DEPARTMENT  
SEPTEMBER 2023**