

**SCHEDULE OF AMENDMENTS TO  
THE APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN  
NO. S/K14S/22  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

- Item A – Rezoning of a site to the south of the junction of Hoi Yuen Road and Wai Yip Street from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (2)” (“C(2)”) with stipulation of building height restrictions.
- Item B1 – Rezoning of parcels of land to the south and southwest of the proposed “C(2)” zone and south of the junction of Hoi Yuen Road and Wai Yip Street from “G/IC(1)” and areas shown as ‘Road’ to “O”.
- Item B2 – Rezoning of a parcel of land to the west of the junction of Hoi Yuen Road and Wai Yip Street from “G/IC(1)” and an area shown as ‘Road’ to “O(1)”.
- Item B3 – Rezoning of a parcel of land to the northwest of the proposed “C(2)” zone from “G/IC(1)” to “Other Specified Uses” (“OU”) annotated “Drainage Facility and At-grade Public Open Space” with stipulation of building height restriction.
- Item C – Rezoning of Kei Yip Lane and two strips of land from “G/IC(1)” to areas shown as ‘Road’.

**II. Amendment to the Notes of the Plan**

- (a) Revision to the Notes for “C(1)” to “C” zone, and to update the planning intention.
- (b) Revision to the Remarks of the Notes for the “C” zone to incorporate development restrictions and the requirements regarding the provision of public transport interchange, public vehicle park and Government, institution or community (GIC) facilities for the “C(2)” sub-zone.
- (c) Revision to the Remarks of the Notes for the “C” zone to incorporate an exemption clause for GIC facilities, as required by the Government, to be exempted from gross floor area calculation for the “C(2)” sub-zone.
- (d) Revision to the Notes for the “O” zone to reflect the planning intention of the “O(1)” sub-zone.
- (e) Revision to the Notes for the “O” zone to incorporate ‘Public Utility Installation (on land designated “O(1)” only)’ under Column 1, and to correspondingly revise

‘Public Utility Installation’ to ‘Public Utility Installation (not elsewhere specified)’ under Column 2 for the “O” zone.

- (f) Incorporation of a new set of Notes for the “Other Specified Uses” annotated “Drainage Facility and At-grade Public Open Space”.
- (g) Deletion of ‘Market’ from Column 1 of the Notes for the “C” zone and from Column 2 of the Notes for the “Residential (Group B)” zone.
- (h) Revision of ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 2 of the Notes for the “Residential (Group A)” and “G/IC” zones.

Town Planning Board

19 March 2021

**List of Representers in respect of**  
**the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23**

<b>Representation No.</b>	<b>Name of Representer</b>
TPB/R/S/K14S/23-R1	陳嘉言
TPB/R/S/K14S/23-R2	Chen Kei Kei
TPB/R/S/K14S/23-R3	Chan Ka Man
TPB/R/S/K14S/23-R4	蕭梓宏
TPB/R/S/K14S/23-R5	陳仲偉
TPB/R/S/K14S/23-R6	Wilhelmina Evelyn Moore
TPB/R/S/K14S/23-R7	John Douglas Moore
TPB/R/S/K14S/23-R8	Genevieve James Moore
TPB/R/S/K14S/23-R9	Melanie Ann Moore
TPB/R/S/K14S/23-R10	Designing Hong Kong Limited
TPB/R/S/K14S/23-R11	Mary Mulvihill (also C3)
TPB/R/S/K14S/23-R12	Ngyina
TPB/R/S/K14S/23-R13	The Hongkong and Yaumati Ferry Company Limited
TPB/R/S/K14S/23-R14	Task Force on Kai Tak Harbourfront Development, Harbourfront Commission
TPB/R/S/K14S/23-R15	觀塘區議會
TPB/R/S/K14S/23-R16	李煒林

**List of Commenters in respect of**  
**the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23**

<b>Comment No.</b>	<b>Name of Commenter</b>
TPB/R/S/K14S/23-C1	Wong Hei Man Mandy
TPB/R/S/K14S/23-C2	Chiu Kam Kuen
TPB/R/S/K14S/23-C3	Mary Mulvihill (also <b>R11</b> )
TPB/R/S/K14S/23-C4	港九電船拖輪商會有限公司
TPB/R/S/K14S/23-C5	Tam Tsz Lok

**Summary of Representations**  
**in respect of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (the draft OZP)**

A. Adverse Representations

Representation No. (TPB/R/S/K14S/23-)	Representer	Subject of Representation	Representer's Proposal
R1	陳嘉言 (Former Kwun Tong District Council (KTDC) Member)	<p>Opposed Amendment Items A and B3</p> <ul style="list-style-type: none"> <li>The local road network cannot accommodate the traffic impact from the proposed commercial/office (c/o) development. There was concern about the traffic capacity at Kwun Tong Road/ Hoi Yuen Road roundabout. There is no traffic assessments submitted in supporting the traffic improvement.</li> <li>Air ventilation of Kwun Tong Business Area (KTBA) would be adversely affected by the c/o towers with building height (BH) of 100mPD and there is no supporting air ventilation data.</li> <li>Has reservation on the proposed Public Open Space in Private Development (POSPD) arrangement that the public open space (POS) would be used as ancillary activity space for private business, and causing noise and light pollution to other general users.</li> <li>Concerns on the closing of existing pet garden without confirming the area of the pet-friendly open space to be reprovided. The function of a designated pet garden could not be totally replaced by the proposed pet-friendly open space at Wai Yip Street/ Wai Fat Road.</li> <li>Public comments collected online generally opposed the proposed c/o development mainly on traffic, wall effect and air quality aspects.</li> </ul>	To carry out the traffic improvement works while the proposed c/o development should be withdrawn.

Representation No. (TPB/R/S/K14S/23-)	Representer	Subject of Representation	Representer's Proposal
R2	Chen Kei Kei	<p>Opposed Amendment Items A and B3</p> <ul style="list-style-type: none"> <li>There would be adverse traffic impact to Kwun Tong area during construction and after completion of proposed c/o development. Relevant government departments should ensure smooth traffic flow during construction stage and the proposed c/o development will not have adverse traffic impact to the residents in Laguna City.</li> <li>Concerns whether the proposed junction modification to the Hoi Yuen Road/Wai Yip Street roundabout could accommodate the increase in traffic flow from the proposed c/o development. Such improvement proposal should take into account of the traffic flow from Wai Lok Street/ Wai Fat Road junction and Kwun Tong Bypass.</li> <li>Concerns on the impact to KTBA on air ventilation, air quality and visual aspects.</li> <li>Concerns on the design and management of the pet-friendly open space to be reprovided on the site which may not be satisfy the general users. Overseas examples should be referenced in terms of management.</li> </ul>	The area of the pet-friendly open space should not be less than the existing pet garden.
R3 and R4	Chan Ka Man, 蕭梓宏	<p>Opposed Amendment Item A</p> <ul style="list-style-type: none"> <li>The proposed c/o will impose heavy traffic burden to the currently saturated traffic in Kwun Tong.</li> </ul>	<p><u>R4:</u></p> <p>The growth of commercial floor space in the OZP should be restricted to alleviate the burden of local road traffic network.</p>

<b>Representation No. (TPB/R/S/K14S/23-)</b>	<b>Representer</b>	<b>Subject of Representation</b>	<b>Representer's Proposal</b>
R5	陳仲偉	<p>Opposed Amendment Item A</p> <ul style="list-style-type: none"> <li>The proposed development will have wall effect and adverse visual impact to the buildings behind.</li> </ul>	The development should be no more than 7-storey in height.
R6 to R9	Wilhelmina Evelyn Moore, John Douglas Moore, Genevieve James Moore, Melanie Ann Moore	<p>Opposed Amendment Item A</p> <ul style="list-style-type: none"> <li>Concerns about the possible impact on air ventilation aspects.</li> <li>The proposed development would be felling over 250 nos. of trees including mature and unique species.</li> <li>No need to develop the site with 150m tall towers.</li> <li>Facilities should be provided in form of low rise community service building to accommodate the homeless people who currently live at the nearby pier or services to the elderly/ children to address such demand.</li> </ul>	Nil
R10	Designing Hong Kong Limited	<p>Opposed Amendment Items A and C</p> <ul style="list-style-type: none"> <li>The proposed development failed to integrate the piers, the Public Transport Interchange (PTI) and the waterfront for the best interest of commuter and visitors. The PTI and piers with local retail and food and beverage (F&amp;B) would activate the area and bring vibrancy to the waterfront along Victoria Harbour.</li> <li>There is opportunity to integrate all or some of the three piers into the development.</li> </ul>	A long strip of retail, F&B, and strip of land reserved for outdoor seating areas facing the waterfront and piers should be provided.

<b>Representation No. (TPB/R/S/K14S/23-)</b>	<b>Representer</b>	<b>Subject of Representation</b>	<b>Representer's Proposal</b>
R11 (also C3)	Mary Mulvihill	<p>Opposed Amendment Items A and B1 to B3</p> <ul style="list-style-type: none"><li>• More Government, Institution and/or Community (G/IC) facilities should be provided at the proposed c/o development in KTAA. KTAA was an ideal location for such facilities as well as the street sleepers currently at Kwun Tong Public Pier.</li><li>• Clarification required on whether the proposed 80-place Integrated Vocational Rehabilitation Service Centre was a replacement to VTC Shine Skill Centre at Tsui Ping Road.</li><li>• There was a short fall in sports ground/ sports complex in Kwun Tong district. The site was a suitable place for these facilities.</li><li>• Location of the social welfare facilities within the c/o development was a concern as it seemed they will be located under the podium with little natural light and no ventilation and subject to air quality impact from the vehicles at the parking facilities.</li><li>• Had reservation on the effectiveness of the proposed greenery, i.e. landscaped areas on podiums and storm water storage tanks, and had reservation on the proposed POSPD arrangement.</li><li>• Concerns on the proposed no. of trees to be retained, fell and compensated in the tree compensation proposal of the proposed development, with particular concerns on a potentially old and valuable tree growing on the wall at dangerous goods vehicle queuing area (T61).</li></ul>	<p>Low rise community facilities including Day Care Centre for the Elderly, Residential Care Homes for the Elderly, Child Care Centre, and dormitories for street sleepers. As well as sports ground/ complex would be more appropriate for the waterfront site.</p>

<b>Representation No. (TPB/R/S/K14S/23-)</b>	<b>Representer</b>	<b>Subject of Representation</b>	<b>Representer's Proposal</b>
		<ul style="list-style-type: none"> <li>Concerns on the size of pet-friendly open space to be reprovided.</li> <li>The proposed development with a height of 100mPD would have visual and air ventilation impact towards inland.</li> <li>The current term of KTDC should be consulted.</li> </ul>	
R12	Ngyina	<p>Opposed All Amendment Items</p> <ul style="list-style-type: none"> <li>The proposed development has no obvious planning benefit and does not benefit many.</li> </ul>	
R13	The Hongkong and Yaumati Ferry Company Limited	<p>Opposes Amendment Item B3</p> <ul style="list-style-type: none"> <li>The proposed queuing area for DGV at the Kwun Tong Vehicular Ferry Pier had not taken into account of future potential terrorism activities and should be reviewed to cope with the need to provide additional area to allow flexibility to react to emergency situation, in particular the terrorism attack. A minimum 2,300m<sup>2</sup> queuing area is required to accommodate at least 22 DGV at one time slot under the new queuing system proposed by the representer.</li> <li>Notes of the draft OZP or the Explanatory Statement should be amended to reflect the special safety requirements or design considerations on the DGV ferry pier operation.</li> </ul>	<p>Amendment Item B3 should be retained as "G/IC(1)" zone and the boundary should be enlarged by 570m<sup>2</sup> to 2,300m<sup>2</sup>.</p>

B. Providing Comments

Representation No. (TPB/R/S/K14S/23-)	Representer	Subject of Representation	Representer's Proposal
R14	Task Force on Kai Tak Harbourfront Development under Harbourfront Commission (the Task Force)	<p>Provided Comments on Amendment Items A and B1</p> <ul style="list-style-type: none"> <li>Active retail, full-services F&amp;B frontage and outdoor seating should be provided at ground level edge of the proposed c/o development facing the waterfront and the promenade. There was insufficient provision to allow sustainable retail and F&amp;B activities.</li> <li>Better control mechanism, such as mandatory requirements in the land lease and flexibility under the OZP should be provided to facilitate commercial activities and outdoor F&amp;B at the open space.</li> <li>Proposed PTI on ground level of the development was highly undesirable and not conducive to promoting a vibrant harbor. It impeded the provision of the 100m long retail frontage at the waterfront. If the proposed PTI could not be relocated further from the waterfront, suitable remedial measures should be considered to minimize its potential impact.</li> <li>The size and configuration of the proposed PTI should be adjusted to reduce its physical and visual impact, balancing the traffic needs and maintaining vibrancy along the waterfront.</li> <li>The rooftop of Kwun Tong Passenger Ferry Pier should be opened for public use.</li> <li>To provide a seamless interface and better synergy between the retail strip and the adjoining harbourfront open space, future developer should be required to also design and construct the waterfront promenade outside the commercial development under lease.</li> </ul>	<ul style="list-style-type: none"> <li>Further consider how to add more vibrancy to the harborfront promenade for public enjoyment, testing scenario should be worked out to confirm the feasibility of the proposed 100m retail frontage after reviewing the PTI design;</li> <li>Reserve a strip of land space along the waterfront for retail and F&amp;B purposes.</li> </ul>

<b>Representation No. (TPB/R/S/K14S/23-)</b>	<b>Representer</b>	<b>Subject of Representation</b>	<b>Representer's Proposal</b>
		<ul style="list-style-type: none"><li>• The Task Force should be further consulted before finalizing the land sale and lease documents.</li></ul>	
R15	KTDC	<p>Provides Comments on Amendment Items A and B1 to B3</p> <ul style="list-style-type: none"><li>• Concerns that the proposed development would exacerbate the currently congested road network in KTBA. More loading/unloading facilities should be provided within the c/o development.</li><li>• Concerns whether the proposed conversion of the Hoi Yuen Road/Wai Yip Street roundabout into signal-controlled junction could cope with the increased traffic. Relevant supporting traffic data should be provided.</li><li>• Concerns on the area and duration of traffic impact during construction and the temporary traffic management.</li><li>• While there was a planned pet-friendly open space in the vicinity, it could not fully replace the existing designated pet garden and may have more restrictions. General users may not accept the pet-friendly open space. There were concerns on the pet-friendly open space to be reprovided on the site will be smaller than the existing pet garden and its accessibility.</li><li>• Concerns on whether the open space would be used for commercial uses such as eating place or bar etc., which may cause light and noise nuisance to the other open space users.</li></ul>	Nil

Representation No. (TPB/R/S/K14S/23-)	Representer	Subject of Representation	Representer's Proposal
		<ul style="list-style-type: none"><li>Concerns on whether the c/o development would have air ventilation impact to KTBA.</li><li>Concerns on the treatment to existing trees during construction period.</li></ul>	
R16	李煒林 (Former KTDC Member)	<p>Provides Comments on Amendment Items A and B3</p> <ul style="list-style-type: none"><li>There would be adverse traffic impact to Kwun Tong area during construction and after completion of proposed c/o development. Relevant government departments should ensure smooth traffic flow during construction stage and the proposed c/o development will not have adverse traffic impact to the residents in Laguna City.</li><li>Concerns whether the proposed junction modification to the Hoi Yuen Road/Wai Yip Street roundabout could accommodate the increase in traffic flow from the proposed c/o development. Such improvement proposal should take into account of the traffic flow from Wai Lok Street/ Wai Fat Road junction and Kwun Tong Bypass.</li><li>Concern on the design and management of the pet-friendly open space to be reprovided on the site which may not be satisfy the general users. Overseas examples should be referenced in terms of management.</li></ul>	The area of the pet-friendly open space should not be less than the existing pet garden.

**Summary of Comments on Representations**  
**in respect of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (the draft OZP)**

<b>Comment No. (TPB/C/S/K14S/23-)</b>	<b>Commenter</b>	<b>Related Representation</b>	<b>Gist of Comments</b>
C1	Wong Hei Man Mandy	No specified	<ul style="list-style-type: none"> <li>The local road network could not accommodate the traffic impact from the proposed c/o development. No further development in Kwun Tong before further infrastructures and facilities are in place.</li> <li>Land available at former Kai Tak runway should be better utilised for new development instead of Kwun Tong to avoid further traffic, air quality and visual impact.</li> </ul>
C2	Chiu Kam Kuen	No specified	<ul style="list-style-type: none"> <li>The location of open space was incompatible with the Kwun Tong Bypass, PTI and piers which were the sources of noise and air pollution and have safety concerns. The sources of environmental impact should be moved away and mitigations measures should be in place before the development of open space.</li> </ul>
C3 (also R11)	Mary Mulvihill	<b>R10, R13, R14</b>	<ul style="list-style-type: none"> <li>There may be possible exposure to dangerous chemical arising from dangerous goods vehicle that would have impact on the health of workers in the vicinity.</li> <li>Supported representers R10 and R14 on the provision of 100m at grade waterfront F&amp;B promenade with mix of GIC and recreational outlets.</li> </ul>
C4 and C5	港九電船拖輪 商會有限公司, TAM Tze Lok	No specified	<ul style="list-style-type: none"> <li>Objected the breakwater in Kwun Tong Typhoon Shelter to be opened for public. The potential light pollution at breakwater would affect the vision of boat operator and increase the risk of collision.</li> </ul>