

TOWN PLANNING BOARD

TPB Paper No. 10780

**For Consideration by
the Town Planning Board on 5.11.2021**

**DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/23
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14S/23-R1 TO R16
AND COMMENTS NO. TPB/R/S/K14S/23-C1 TO C5**

**DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/23
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14S/23-R1 TO R16
AND COMMENTS NO. TPB/R/S/K14S/23-C1 TO C5**

Subject of Representation/ (Amendment Items)	Representers	Commenters
<p><u>Item A:</u> 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 (BHRs)</p> <p><u>Item B1:</u> Rezoning of parcels of land to the south and southwest of the “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”</p> <p><u>Item B2:</u> 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)”</p> <p><u>Item B3:</u> Rezoning of a parcel of land to the northwest of the “C(2)” zone from “G/IC(1)” to “Other Specified Uses” (“OU”) annotated “Drainage Facility and At-grade Public Open Space” (“OU(DFAPOS)”) with stipulation of BHR</p> <p><u>Item C:</u> Rezoning of Kei Yip Lane and</p>	<p>Total: 16</p> <p><u>Oppose (13)</u></p> <p><u>All Items (1)</u> R12: Individual</p> <p><u>Item A (7)</u> R3 to R9: Individuals</p> <p><u>Items A, B1, B2 and B3 (1)</u> R11 (i.e. C3): Individual</p> <p><u>Items A and B3 (2)</u> R1: Chris Chan Ka Yin (Former Kwun Tong District Council (KTDC) member) R2: Individual</p> <p><u>Items A and C (1)</u> R10: Designing Hong Kong Limited</p> <p><u>Item B3 (1)</u> R13: The Hongkong and Yaumati Ferry Company Limited represented by Vision Planning Consultants Ltd.</p> <p><u>Providing views (3)</u></p> <p><u>Items A and B1 (1)</u> R14: Task Force on Kai Tak Harbourfront Development, Harbourfront Commission (the Task Force)</p> <p><u>Items A, B1, B2 and B3 (1)</u> R15: KTDC</p>	<p>Total: 5</p> <p><u>Object to Item A (1)</u> C1: Individual</p> <p><u>Object to Item B1, B2 and B3 (1)</u> C2: Individual</p> <p><u>Providing responses to R10, R13 and R14 (1)</u> C3 (i.e. R11): Individual</p> <p><u>Providing views (2)</u> C4: 港九電船拖輪商會有限公司 C5: Individual</p>

Subject of Representation/ (Amendment Items)	Representers	Commenters
two strips of land from “G/IC(1)” to areas shown as ‘Road’	Items A and B3 (1) R16: William Li (former KTDC Member)	

Note: The names of all representers and commenters are attached at **Annex III**. Soft copy of their submissions is sent to Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_K14S_23.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspection.

1. **INTRODUCTION**

- 1.1 On 19.3.2021, the draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month public exhibition period, a total of 16 representations were received. On 25.6.2021, the representations were published for 3 weeks for public comments. Upon expiry of the three-week exhibition period, a total of 5 comments on the representations were received.
- 1.3 On 3.9.2021, the Town Planning Board (the Board) agreed to consider all the representations and comments collectively in one group.
- 1.4 This paper is to provide the Board with information for consideration of the representations and comments. A summary of the representations and comments are attached at **Annex IV**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **BACKGROUND**

- 2.1 The 2013 Policy Address (PA) announced the development of Kwun Tong Action Area (KTAA) to facilitate the transformation of Kowloon East (KE) into another core business district (CBD) to support Hong Kong’s long-term economic development. In pursuit of this policy initiative, the Energizing Kowloon East Office (EKEO), Development Bureau (DEVB) commissioned the Planning and Engineering Study on the KTAA – Feasibility Study (the Study) for developing a robust, coherent and comprehensive development in KTAA. Under the Recommended Outline Development Plan (RODP) of the Study (**Plan H-5a**), the KTAA within the draft OZP mainly comprises the “C(2)” site located to the south of the Hoi Yuen Road/Wai Yip Street junction (about 1.37ha) (**Item A**) for the proposed commercial/office (c/o) development; public open space (POS) proposals (about 3,640m²) (zoned “O” and “O(1)” under **Item B1** and **B2** respectively); the proposed drainage facility (comprising an underground storm water storage tank

and pump house with ancillary aboveground structures) by the Drainage Services Department (DSD) and a POS/pet garden with integrated design on top (about 3,325m²) (zoned “OU(DFAPOS)” under **Item B3**); and local road improvement works (about 1,933m²) (shown as ‘Road’ under **Item C**).

- 2.2 On 26.2.2021, the Metro Planning Committee (MPC) of the Board considered the proposed amendments to the approved Kwun Tong (South) OZP No. S/K14/22 (the previous OZP) and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The relevant MPC Paper No. 2/21 is available at the Board’s website at https://www.info.gov.hk/tpb/en/papers/MPC/666-mpc_2-21.pdf and the extract of the minutes of the MPC meeting is at **Annex V**. Subsequently, the draft OZP was gazetted on 19.3.2021.

3. LOCAL CONSULTATION

- 3.1. In the course of the Study, EKEO consulted the Kwun Tong Development and Renewal Task Force of KTDC on 2.4.2019 and 24.9.2019 and the Task Force on 15.5.2019 on the RODP. Concerns of the Members of KTDC were mainly on the need to have sufficient provision of parking spaces, the effectiveness of the proposed road modification to the Hoi Yuen Road/Wai Yip Street junction, possible visual and air ventilation impacts of the proposed c/o development, and other district traffic issues. Members of the Task Force raised concerns about the possible visual impact of proposed c/o development, and the pedestrian connectivity from the inland area to the promenade and the vertical pedestrian connections between the podium deck and the at-grade POS; enquired the possibility to relocate the Dangerous Goods Vehicle (DGV) queuing area and the public transport interchange (PTI) for better integration of the POS; and requested to provide more government, institution or community (GIC) facilities in the development and to review the size of the PTI for providing more at-grade retail activities to improve the vibrancy of the waterfront. Views and comments received were incorporated in the MPC Paper No. 2/21 for the proposed amendments to the OZP.
- 3.2. Upon gazettal of the draft OZP, EKEO, the Civil Engineering and Development Department (CEDD) and PlanD jointly consulted KTDC and the Task Force on 4.5.2021 and 11.5.2021 respectively in respect of the amendments incorporated in the draft OZP. KTDC in general maintained their views as stated in paragraph 3.1 above and raised other concerns mainly on the size and management of the reprovisioned pet garden within the “OU(DFAPOS)” zone. In response to the Task Force’s comments on the detailed design requirements for the proposed c/o development in 2019, EKEO has refined the Urban Design Control Drawing (Control Drawing)^[1], inter alia, to incorporate an advisory guideline under lease

^[1] Control Drawing serves as a design guideline to the future developer and the concerned government departments as reference to ensure that the proposed at-grade POSPD and the adjoining POS would be designed in a comprehensive and integrated manner with due regard to the urban design concept and landscape/greenery, pedestrian connection, interface with the PTI and retail frontage etc. As for the proposed c/o development, design of the aforementioned features have to be included in the Landscape Master Plan (LMP) submission under lease that would be

specifying a minimum length of 100m retail frontage with vista towards the harbour at ground and elevated deck levels should be provided within the proposed c/o development. In consultation with the Task Force on 11.5.2021, Members of the Task Force reiterated the need to provide more at-grade retail frontage facing the waterfront promenade with proper control mechanism to ensure these provisions.

- 3.3. Departmental responses to the relevant issues at the meetings and the extract of the minutes of KTDC and the Task Force meetings are at **Annex VI** (Chinese version only) and **VII** respectively. In response to the letter from KTDC (**Annex VI(a)**) summarizing the key concerns as discussed in the meeting, a reply letter from PlanD with consolidated input from concerned Government Bureaux/Departments (B/Ds) was issued on 8.6.2021 (**Annex VI(b)**). During the public exhibition period, KTDC (**R15**), two former members of KTDC (**R1** and **R16**), and the Task Force (**R14**) submitted representations to the amendments to the draft OZP. Their major concerns raised in the representations and Government's responses are detailed in paragraph 5.2 below.

4. THE REPRESENTATION SITES AND THEIR SURROUNDING AREAS

4.1. The Representation Sites and their Surrounding Areas (Plans H-1 to H-4d)

- 4.1.1. The portion of KTAA falling within the K14S Planning Scheme Area (the K14S Area) (of about 2.8ha) comprises a cluster of government land in the waterfront of Kwun Tong Business Area (KTBA) bounded by the Hoi Yuen Road/ Wai Yip Street junction in the north, Kei Yip Street and Kei Yip Lane in the west, two existing buildings (namely Lu Plaza and Hoi Bun Industrial Building) in the east, and the remaining portion of KTAA^[2] within the Kai Tak Planning Area along the waterfront in the south.
- 4.1.2. The representation sites are broadly categorized into three parts, namely the proposed c/o development (**Item A**), POS proposals (**Items B1 to B3**) and road improvement works (**Item C**).

The Representation Site under Item A (Plans H-1 to H-4d)

- 4.1.3. The site under Item A is zoned "C(2)" (about 1.37ha) (Item A on **Plan H-1**) for the proposed c/o development. It locates to the south of the Hoi Yuen Road/Wai Yip Street junction. It is currently mainly occupied by an open-air PTI and the southern portion of a POS (namely the Kwun Tong Ferry Pier Square (KTFPS) cum Pet Garden), and a strip of road between them (**Plan H-3**).

vetted by a design review panel with representatives from relevant B/Ds.

^[2] The portion of KTAA within Kai Tak Planning Area comprises a planned waterfront promenade (zoned "O") and three existing piers, namely Kwun Tong Vehicular Ferry Pier, Kwun Tong Public Pier and Kwun Tong Passenger Ferry Pier (zoned "OU (Vehicular Ferry Pier)" and "OU(Pier)" respectively).

- 4.1.4. The proposed c/o development would also provide GIC uses and the PTI to be reprovided on ground level under the podium deck. A public open space within private development (POSPD) with an area of not less than 6,500m², and a public vehicle park (PVP) as required by the Transport Department (TD) should be provided. The key development parameters for the proposed c/o development in the “C(2)” zone assessed under the Study are summarised below:

Site Area	About 13,700m ²
Maximum GFA	86,650m ² ^[a]
- Commercial / Office	- 79,600m ²
- PTI ^[b]	- 7,050m ²
Maximum Building Height (BH)	100mPD (eastern portion) 15mPD (western portion)
Social Welfare Facilities ^{[a], [b]}	- One 60-place Day Care Centre for the Elderly (DE) - Two Office Bases of On-site Pre-school Rehabilitation Services (OPRS) - One School Social Work Office - One 80-place Integrated Vocational Rehabilitation Services Centre (IVRSC)
Ancillary parking facilities ^[c]	- Car : 350 - Motorcycle : 27
Loading/ unloading (L/UL) facilities ^[c]	- LGV : 23 - HGV : 13
PVP ^[b]	- Car : 130 - GV : 63 - Coach : 10
Bicycle parking ^[b]	- 50
POSPD ^[b]	not less than 6,500m ² (at ground and podium levels at locations facing the waterfront with sea view and open to public 24 hours daily)
Development Programme	Tentative completion by 2030

Notes:

- ^[a] Social welfare facilities of about 2,700m² which is not indicated above were included as part of the technical assessments, and is exempted from GFA calculation. Actual provision of such facilities is subject to detailed design as advised by the Social Welfare Department (SWD).
- ^[b] Requirements on provision of PTI, social welfare facilities, PVP, bicycle parking and POSPD would be specified in the land sale document of the proposed c/o development.
- ^[c] Assumed for assessment purpose. Actual provision subject to the mix of uses and respective parking requirement under the Hong Kong Planning Standards and Guidelines (HKPSG) and as specified in the land sale document.

Representation Sites under Items B1, B2 and B3 (Plans H-1 to H-4d)

- 4.1.5. To facilitate the implementation of POS proposals recommended in the RODP (**Plan H-5a**), three parcels of land are zoned “O” (about 2,480m²)

(**Item B1 on Plan H-1**). These include the Kwun Tong Ferry Concourse Cooked Food Market site and the adjoining strip of land extending north-westward abutting the southern edge of the “C(2)” site, as well as the road spaces at the southern side of the Hoi Yuen Road/Wai Yip Street junction that would be freed up upon implementation of the proposed junction modification (**Plan H-6a**). Another parcel of land at the western side of the Hoi Yuen Road/Wai Yip Street junction is zoned “O(1)” (about 1,160m²) to allow reprovisioning of an existing gas governor kiosk^[3] with ‘Public Utility Installation’ as a Column 1 use (**Item B2 on Plan H-1**).

- 4.1.6. Another waterfront area covering the eastern portion of ex-Kwun Tong Driving School (ex-KTDS) site^[4] is zoned “OU(DFAPOS)” to reflect the integrated design of a largely underground storm water storage tank with POS (including the reprovisioned pet garden currently at KTFPS) atop (about 3,325m²) (**Item B3 on Plan H-1**). The DGV queuing area of Kwun Tong Vehicular Ferry Pier currently underneath the elevated structures of the ex-KTDS would be reprovisioned with a reconfigured area in the western portion of the ex-KTDS site abutting Kei Yip Street (zoned “G/IC(1)” with an area of about 1,730m²) (**Plan H-1**).

Representation Site under Item C

- 4.1.7. Two strips of land and the existing Kei Yip Lane are shown as ‘Road’ to accommodate the new public roads within KTAA as recommended in the Study (**Plan H-6a**) and to reflect the as-built road status of Kei Yip Lane respectively (total area of about 1,933m²) (**Item C on Plan H-1**).

4.2. Planning Intention

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

- (a) The “C(2)” zone under Item A is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s).
- (b) The “O” zone under Item B1 is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. For land designated “O(1)” under Item B2, provision of minor public utility installations is always permitted.
- (c) The “OU(DFAPOS)” zone under Item B3 is intended primarily for the

^[3] An existing small-scale gas governor kiosk (with a size of about 2.5m (L) x 1.5m (W)) located at the southern footpath of the eastern end of Kei Yip Lane would be affected by the proposed KTAA development.

^[4] KTDS was relocated to another site within Kwun Tong District in 2019.

provision of drainage facility with underground storm water storage tank and ancillary aboveground structures as well as at-grade POS.

- (d) Areas shown as 'Road' under Item C mainly depict the existing road network or areas reserved for road purpose.

5. **THE REPRESENTATIONS**

5.1. **Subject of Representations**

There are a total of 16 representations, including 13 adverse representations (**R1** to **R13**) and 3 representations providing views (**R14** to **R16**) (at **Annex IV**). Among the 13 adverse representations, 12 (**R1** to **R12**) are opposing Item A (for proposed c/o development) and/or other items; whereas 1 (**R13**) is related to Item B3 only (for the proposed underground storm water facilities use with POS atop). The remaining 3 representations (**R14** to **R16**) provide views and comments on Item A and Items B1 to B3 (for POS proposals).

5.2. **Major Grounds and Proposals of Representations**

- 5.2.1. The major grounds of representations as well as their proposals, and PlanD's responses, in consultation with relevant B/Ds, are at **Annex IV** and summarised in the following paragraphs.

Representations in respect of Item A for proposed c/o development

- 5.2.2. 12 representations (**R1** to **R12**) are opposing Item A (for proposed c/o development at "C(2)" site). **R14** to **R16** providing views on the proposed c/o development on similar grounds in respect of provision of more at-grade commercial activities, traffic, ventilation and landscape aspects issues, and the POSPD arrangement.

5.2.3. *The Development Proposal*

Major Ground(s)/ Comment(s)	Representations
(1) There would be limited number of public benefit from the development proposal.	R12
(2) The proposed development fails to integrate the three existing piers, the PTI and the waterfront for the best interest of commuters and visitors. Opportunity should be explored to integrate all or some of the piers into the development with provision of a variety of activities for public enjoyment.	R10
Responses	
(a) In response to (1): The KTAA, as announced under 2013 PA, proposes to re-organize, rationalize or relocate the existing uses within the waterfront site for a robust and comprehensive development scheme for providing commercial GFA	

with GIC uses and POS, and with improved pedestrian connections in order to better utilize this waterfront site and enhance its accessibility and vibrancy. Being at a prominent waterfront location in KTBA, the proposed c/o development with ample POS would create synergy effect for the transformation of KTBA and bring vibrancy to the waterfront area.

(b) In response to (2):

A multi-level pedestrian network within the proposed c/o development served by vertical connections (e.g. elevators, landscape staircase and escalators) is proposed to link up the POSPD and the PTI within the “C(2)” site and its adjoining proposed POS/existing piers. To enhance the connectivity and accessibility between inland area of KTBA and the waterfront, connection points at podium deck of the proposed c/o development for linking up the proposed public footbridge across Wai Yip Street and the modified existing footbridge connecting Manulife Financial Centre would be provided (**Plans H-5a and H-5b**). The provision of pedestrian connections will be vetted under the Landscape Master Plan (LMP) submission required under the lease. The pier facilities are to be connected along with the planned promenade within KTAA and the Kai Tak Planning Area.

5.2.4. *Provision of More At-grade Commercial Activities along the Waterfront*

Major Ground(s)/ Comment(s)	Representations
(1) More active retail, full-services food and beverage (F&B) frontage together with outdoor seating should be provided at the ground level edge of the proposed c/o development facing the waterfront to enhance the vibrancy. Sufficient provision should also be provided to allow sustainable retail and F&B activities.	R10 & R14
(2) Making reference to the experiences of PTIs near waterfront that failed to achieve a vibrant and active waterfront such as those in Sai Wan Ho, North Point and Hung Hom with limited/no retail and F&B uses along the edge facing waterfront, the proposed PTI on the ground level of the proposed c/o development is highly undesirable and is not conducive to promoting a vibrant harbour, and would impede the provision of the 100m long retail frontage at-grade. If the proposed PTI could not be relocated further from the waterfront, the size and configuration should be adjusted and suitable remedial measures should be considered to minimize its potential impact. The design of the proposed PTI should be further reviewed to confirm the feasibility of the proposed 100m retail frontage. The Task Force should be further consulted before finalizing the land sale and lease documents.	R10 & R14

(3) Better control mechanism, such as mandatory requirements in the land lease, should be considered to facilitate provision of minimum length of 100m retail frontage facing the waterfront, instead of being an advisory guideline as proposed under the Study.	R14
(4) The strip of space outside the PTI along the waterfront promenade zoned “O” should be reserved for retail/F&B uses with outdoor seating that would also shield the noise and blight from the PTI.	R10 & R14
Responses	
<p>(a) In response to (1) to (3):</p> <p>The Study demonstrated the feasibility of the proposed c/o development and the PTI layout as illustrated in Plan H-6a is indicative in nature. There is scope for further refinement in the detailed design stage.</p> <p>With regard to the comments in relation to provision of at-grade retail/F&B spaces facing the harbourfront, flexibility for provision of some at-grade retail spaces along the waterfront (with reasonably sized shops at the western side of the commercial site and kiosks along the waterfront) together with some shop frontage at the podium deck has been allowed in the Study. To alleviate the possible impacts of the PTI on the adjacent POS, appropriate mitigation measures have been proposed under the Study (e.g. provision of buffer planting area separating the POS and the PTI). The implementation of the aforementioned measures are to be examined through the LMP submission under lease.</p> <p>Notwithstanding the above, noting the public’s aspiration for a long strip of retail frontage facing the harbour, EKEO is reviewing the indicative PTI layout in the “C(2)” site with a view to creating more spaces for provision of retail shops/F&B at the ground level with shopfront facing the harbour. EKEO will coordinate with relevant B/Ds to impose relevant requirements under lease for provision of not less than 90m retail frontage at the ground floor of the “C(2)” site facing the harbour. To allow flexibility for the design of the PTI and at-grade retail use in the detailed design stage, amendment to relevant section of the Explanatory Statement (ES) for the “C(2)” zone to delete the minimum size requirement of 7,050m² for the PTI is proposed (Annex VIII(a)).</p> <p>EKEO will consult the Task Force before finalization of the land sale document for the proposed c/o development.</p>	
<p>(b) In response to (4):</p> <p>For the strip of land to the immediate south of the “C(2)” site (i.e. portion of Item B1), there is an existing drainage reserve underneath the proposed POS which will also function as an emergency vehicular access (EVA) to serve the proposed c/o development and the promenade (Plan H-5a), thereby posing</p>	

limitations to providing outdoor seating area at this location. Notwithstanding this, seating facilities for the public outside the EVA at the promenade would be considered at the detailed design of the POS.

5.2.5. *Building Height and Visual Aspect*

Major Ground(s)/ Comment(s)	Representations
(1) With BH of 100mPD for the proposed c/o development at the waterfront, there are concerns on the adverse visual impact on KTBA. Low rise building for community use would be more appropriate for this waterfront site.	R1, R2, R5 to R9 & R11
Major Proposal	
(2) The proposed c/o development should not be more than 7 storeys.	R5
Responses	
<p>(a) In response to (1) and (2):</p> <p>The maximum BH of 100mPD for the main portion of the “C(2)” site is in line with the BHR currently imposed for other waterfront sites in KTBA and would allow stepped BH profile descending from the inland area to the waterfront (Plan H-9). Whereas the BHR of 15mPD for the western portion is similar to other sites zoned “G/IC(1)” in the vicinity and would be commensurate with the harbourfront setting.</p> <p>A Landscape and Visual Impact Assessment (LVIA) (at Attachment Vb of MPC Paper No. 2/21) was conducted under the Study to assess the potential visual and landscape impacts of the KTAA development. As illustrated in the photomontages (Plans H-10a to H-10c), the proposed c/o development with BH not exceeding 100mPD is likely to blend into the existing building groups with visual composition largely maintained. Incorporation of suitable mitigation measures (such as provision of green deck with amenity planting, at-grade POS) would improve the overall visual quality as compared to existing streetscape and help alleviate any potential visual impact of the proposed c/o development. The implementation of mitigation measures are to be examined through the LMP submission under lease.</p> <p>The Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) and Chief Architect/ Central Management Division 2, Architectural Services Department (CA/CMD2, ArchSD) have no adverse comment on the proposed development in KTAA from urban design and visual impact aspect.</p>	

5.2.6. Air Ventilation Aspect

Major Ground(s)/ Comment(s)	Representations
(1) The site is currently low-rise in nature. Air ventilation of KTBA would be adversely affected by the proposed c/o towers with BH of 100mPD. There is no supporting data comparing the air ventilation conditions in KTAA between scenarios with and without the proposed c/o development. The Air Ventilation Assessment (AVA) conducted did not take into account the future (re)developments of industrial buildings in KTBA.	R1, R2, R5 to R9, R11 & R15
Responses	
<p>(a) In response to (1):</p> <p>AVA by Computational Fluid Dynamics (AVA-CFD) modelling (at Attachment Vd of MPC Paper No. 2/21) conducted under the Study demonstrated that with the incorporation of various good design measures (e.g. provision of at-grade POS, and building headroom clearance requirement along the drainage reserve area at the western portion with BHR of 15mPD that aligns with the ventilation corridor along Hoi Yuen Road, etc.), the proposed KTAA development would maintain an overall comparable wind performance to the scenario under the previous OZP (i.e. sites zoned “G/IC(1)” with BHR of 15mPD and “O”) under both annual and summer conditions. The AVA-CFD has generally taken into account the planned and committed developments in the surroundings within the assessment area based on the best available information at the time of preparing the assessments. Any redevelopment of the industrial buildings in KTBA in future may need to fulfil Sustainable Building Design Guidelines requirements and observe the Joint Housing, Planning and Lands Bureau – Environmental, Transport and Works Bureau Technical Circular on AVA No. 1/06 on air ventilation aspect as appropriate. CTP/UD&L, PlanD has no adverse comment from air ventilation perspective.</p>	

5.2.7. Traffic Aspects

Major Ground(s)/ Comment(s)	Representations
(1) There are concerns that the proposed c/o development would impose heavy traffic burden to the currently saturated road network, including the Wai Yip Street/ Wai Fat Road junction and area near Laguna City. The growth of commercial floor space in Kwun Tong (South) OZP should be restricted to alleviate the burden of the local road traffic network and public transport system.	R1, R2, R3, R4 R15 & R16
(2) Effectiveness of the proposed improvement at the Hoi Yuen Road/Wai Yip Street junction to cope with the anticipated	R1, R2, R15 &

increase in traffic is in doubt. Relevant traffic assessment to support the proposed c/o development and to demonstrate the technical feasibility of the proposed junction improvement should be provided. The proposed traffic improvement works under the Study should be implemented without the proposed c/o development.	R16
(3) There is concern about the traffic capacity at Kwun Tong Road/Hoi Yuen Road roundabout.	R1
(4) More L/UL facilities should be provided within the proposed c/o development to address such demand in the area.	R15
(5) There are concerns about the traffic impact during construction stage.	R2, R15 & R16
Responses	
<p>(a) In response to (1) and (2):</p> <p>The Traffic and Transport Impact Assessment (TTIA) conducted under the Study confirmed that the proposed c/o development with the stipulated development intensity is technically feasible from traffic perspective with due regards to the waterfront setting and road capacities in the locality. The TTIA has been attached to the MPC Paper No. 2/21 which is available for public inspection.</p> <p>With the proposed road improvement works at three identified junctions in place (namely the Hoi Yuen Road/Wai Yip Street junction and associated local road network improvement (Plan H-6a), the Wai Yip Street/Wai Fat Road junction (Plan H-6c), and the section of Lai Yip Street northbound between Kwun Tong Road and Hung To Road (Plan H-6d)), the nearby road junctions, including those leading to Laguna City from KTBA at Wai Fat Road/Wai Yip Street and Wai Fat Road/Shing Yip Street, would be operating within capacity with the proposed development in KTAA. Noting that relevant junction improvement works would be implemented by CEDD, the Commissioner for Transport (C for T) has no comment on the TTIA.</p> <p>Based on the TTIA conducted under the Study in 2017, CEDD has carried out a review (the Traffic Review) under the ongoing Investigation, Design and Construction Study (ID&C) based on the 2020 traffic survey data and updated planning data. The results of the Traffic Review reaffirm that all assessed critical road links and junctions would be operating within capacity with the proposed junction improvement works and mitigation measures in place in design years 2031 and 2036, and KTAA development would not induce adverse traffic impact on the surrounding road network.</p> <p>TD has been monitoring the traffic conditions and if necessary and when opportunities arise, traffic improvement measures would be proposed to</p>	

address the prevailing traffic situation.

As identified in the TTIA, the current traffic congestion at the Hoi Yuen Road/Wai Yip Street junction is partly due to the heavy circulating flows at this roundabout along Wai Yip Street in both directions. With the proposed junction improvement and provision of new roads (i.e. Roads L1 and L2), the traffic congestion could be relieved by diverting the existing U-turn traffic at this roundabout to the new roads (**Plan H-6a**). With the above improvement measures, this junction would be operating within capacity in design years of 2031 and 2036 after completion of the KTAA development.

Junction improvement works to enhance the performance of the Wai Fat Road/Wai Yip Street junction (**Plan H-6c**), which would operate over its capacity in the design year of 2031 even without KTAA, is recommended. Upon implementation of the junction improvement works, the overall traffic condition in the vicinity would be improved.

(b) In response to (3):

For the Kwun Tong Road/Hoi Yuen Road roundabout, additional traffic induced by the KTAA would only account for a minimal amount of the total traffic at this heavily trafficked roundabout. Notwithstanding this, the Government has planned and adopted mitigation and improvement measures, including the review of bus stops; taking the opportunity of developing the Kwun Tong Town Centre Development to improve traffic condition; and taking forward the Route 6 project to provide an east-west express link between Tseung Kwan O and West Kowloon to relieve the traffic demand on the existing major road links in KE including Kwun Tong Road.

(c) In response to (4):

The proposed provision of L/UL spaces within the proposed c/o development (as listed in paragraph 4.1.4 above) has made reference to the requirements under HKPSG and in consultation with the TD, and is considered adequate to meet the demand.

(d) In response to (5):

Construction TIA has been conducted under the ID&C and conceptual temporary traffic management scheme (TTMS) for the construction of the road works has been developed. The results of the construction TIA indicate that, with the provision of appropriate temporary traffic arrangement and management measures, there would be no insurmountable traffic impact during construction stage. Prior to the commencement of the road works, the contractor is required to submit detailed TTMS and conduct on-site trial runs as necessary to obtain approvals from relevant B/Ds under established practice in order to minimize the traffic impact during construction.

5.2.8. *Landscape and Environmental Aspects*

Major Ground(s)/ Comment(s)	Representations
(1) The proposed development would involve felling over 250 trees including mature and unique species. There are particular concerns on potentially old and valuable tree growing on the wall at DGVs queuing area (T61), and tree clusters of T157/159/163/172 and T186-A90. The tree compensation proposal is unclear and inadequate.	R6 to R9, R11 & R15
(2) There is concern on the effectiveness of the proposed greenery, i.e. landscaped areas on podium of the proposed c/o development and on top of the underground drainage facility (“OU(DFAPOS)”) are artificial and have too much paving with no active recreational facilities.	R11
(3) There are concerns on the impact to KTBA on air quality aspect.	R1 & R2
Responses	
<p>(a) In response to (1):</p> <p>According to the Tree Survey Report (Attachment Vc of MPC Paper No. 2/21) conducted under the Study, all (238) surveyed trees are common species and no registered Old and Valuable Tree is identified. Among the surveyed trees, it is recommended to retain 40 trees and transplant 35 trees, while the remaining 163 trees are to be felled (Plan H-8a). The trees proposed to be felled are either in poor health/structural conditions (including T157, T163 & T172) or have direct conflict with the development proposal with low survival rate for transplanting (including T61, T159, T172 & T186). There is no tree with ID No. A90. The Compensatory Planting Plan (Plan H-8b) with compensatory ratio of 1:1.76 is recommended under the Study and the detailed tree planting proposal would be subject to further review in the detailed design stage. Among others, it is recommended to stipulate under the land sale document the required number of trees to be compensated within the proposed c/o development and the POSPD. The detailed landscape design would be vetted in the LMP submission required under lease. CTP/UD&L, PlanD has no adverse comment from tree preservation and landscape perspective. Any tree works would be conducted in accordance with Government’s prevailing technical circular(s).</p>	
<p>(b) In response to (2):</p> <p>The maximum BH of 15mPD for the elevated green deck of the proposed c/o development would allow the required headroom for the at-grade PTI and also provide sufficient soil depth for tree planting on the green deck. The Study demonstrated that no insurmountable problem is identified for provision of sufficient compensatory trees at the at-grade and elevated open</p>	

spaces at KTAA.

It should be noted that the landscaping design shown on **Plan H-8b** is indicative in nature and the design are subject to review in the detailed design stage. The implementation agents of the proposed POS/POSPD at KTAA, including relevant B/Ds and the future developer, will need to adopt a design that fulfils the requirements on relevant greening ratios and compensatory planting. Relevant design requirements for POS as stipulated under the prevailing HKPSG including the provision of active open space would be taken into account in the detailed design stage. Provision of POS atop underground storm water storage tank as proposed aligns with the “Single-Site Multiple-use” principle for better utilisation of scarce land resources. Compensatory tree planting atop the underground storm water storage tank is recommended (**Plan H-8b**) without any insurmountable problem identified in the Study. Relevant B/Ds including EKEO, DSD and the Leisure and Cultural Services Department (LCSD) will work together on the detailed design of the POS/pet garden, and relevant stakeholders will be consulted as and when appropriate.

(c) In response to (3):

The proposed c/o development is not an air polluting use, adverse air quality impact is not anticipated. With regard to the air quality impact arising from the construction works of the proposed development, with the implementation of mitigation measures specified in the Air Pollution Control (Construction Dust) Regulation, dust suppression measures and good site practices, no adverse dust impact on the air sensitive receivers in the vicinity of the construction site is anticipated. Director of Environmental Protection (DEP) has no adverse comment on the Environmental Assessment (EA) conducted under the Study.

5.2.9. *Design and Management of POSPD*

Major Ground(s)/ Comment(s)	Representations
(1) To provide a seamless interface and better synergy between the retail strip and the adjoining harbourfront POS, future developer should be required to also design and construct the waterfront promenade outside the proposed c/o development under lease.	R14
(2) There are reservations on the proposed POSPD arrangement, with concerns that it would likely be used for ancillary commercial uses such as restaurants/ pubs. The commercial uses in POSPD and shops in the proposed c/o development would generate light and noise nuisance to the POS users. There is concern that activities of general public within POSPD may be restricted.	R1, R11& R15

Responses
<p>(a) In response to (1):</p> <p>The Control Drawing for the at-grade POSPD and POS in KTAA (including the promenade within Kai Tak Planning Area) is being prepared by EKEO to serve as a design guideline for the future developer and the concerned government departments to ensure that the POS and POSPD would be designed in a comprehensive and integrated manner with due regard to the urban design and landscape/greenery, pedestrian connection, interface with the PTI and retail frontage etc. A design review panel with representatives from relevant B/Ds will be formed to vet the LMP to be submitted by the future developer as required under the lease to ensure the landscape design of the c/o development and POSPD will be coherent with the adjoining POS.</p>
<p>(b) In response to (2):</p> <p>Relevant requirements on POSPD (including opening on 24-hour basis) would be specified in the land lease for the proposed c/o development. While POSPD is under private management, it would be specified in the lease that the general public are entitled to access, use and enjoy such POSPD. The future developer should comply with the 'POSPD Design and Management Guidelines' promulgated by DEVB (the POSPD Guidelines), which aim to strike a reasonable balance between the owner's obligations and responsibility and the public use and enjoyment of the POS. It was specified in the POSPD Guidelines that any proposed activities in POSPD should not cause obstructions to public passage, or at the expense of other members of the public. In addition, the future developer is required to observe and follow the POSPD Guidelines in the design and management of the POSPD, and have to apply for a waiver and/or permission from relevant Government departments prior to arranging any commercial activities in POSPD. As KTAA is a waterfront site, retail uses at the proposed c/o development will help promote vibrancy and enhance public enjoyment of the POS/ waterfront promenade, and this is generally in line with the Harbour Planning Guidelines^[5]. The Task Force (R14) also considers that active commercial activities including retail and F&B uses at ground floor facing the harbour would improve vibrancy of the waterfront.</p> <p>Any noise nuisance, including those arising from commercial activities, will be subject to the statutory control of Noise Control Ordinance. As for the concern on possible light pollution, the Government will continue to take positive actions to handle complaints against external lighting installations. Upon receipt of complaints, the Environmental Protection Department (EPD) would relay the complainants' concerns and requests to the persons responsible for the lighting installations in question, and advise them to refer</p>

^[5] Harbour Planning Guidelines aim at guiding the sustainable planning, preservation, development and management of Victoria Harbour and its harbourfront areas in respect of nine aspects, namely, public engagement, land use planning, urban design, landscaping, physical linkage, land formation, harbour-front management, sustainable development and temporary land uses.

to the ‘Guidelines on Industry Best Practices for External Lighting Installations’ promulgated by the Environment Bureau and take appropriate measures to minimise the impacts of the lighting installations.

5.2.10. *Provision of GIC Facilities*

Major Ground(s)/ Comment(s)	Representations
(1) The GIC uses allocated for KTAA development and the proposed social welfare facilities within KTAA is insufficient. More social welfare facilities should be provided at the proposed c/o development for providing services to the elderly/children (e.g. DE, Residential Care Home for the Elderly (RCHE), and Child Care Centre (CCC)), and dormitories for street sleepers currently live at the nearby Kwun Tong Public Pier. There is also enquiry if the proposed 80-place IVRSC at the proposed c/o development is a replacement to Vocational Training Centre (VTC) Shine Skill Centre at Tsui Ping Road, Kwun Tong.	R6 to R9 and R11
(2) There is concern about the location of the proposed social welfare facilities to be provided within the proposed c/o development as they will be located under the podium with little natural light and no ventilation and subject to emission from the vehicles to and from the parking facilities.	R11
(3) There is a shortfall in sports ground/ sports complex in Kwun Tong district and the site is a suitable place for that use.	R11
Responses	
<p>(a) In response to (1):</p> <p>Having consulted SWD, social welfare facilities with GFA of about 2,700m² have been reserved within the proposed c/o development. In the early planning stage, SWD took into account factors such as the overall demand for welfare services, location and accessibility of the site and its surrounding environment, etc. and explore the feasibility of welfare facilities provision to cater for the ongoing welfare service needs. Having considered that the proposed c/o development is not in close proximity to residential areas, SWD advised that provision of services like CCC might not be easily accessible to the target users and that elderly services such as RCHE within a business area is considered not appropriate. Instead, one DE, two office bases of OPRS, one school social work office, and one 80-place IVRSC are provided in the proposed c/o development.</p> <p>While there is deficit in certain social welfare facilities, such as CCC, Community Care Services Facilities and RCHE, within the K14S Area, the Government has all along been adopting a multi-pronged approach to</p>	

identify suitable sites or premises for provision of more welfare facilities which are in acute demand. As a long-term strategy, population-based planning ratios in respect of elderly and child care facilities have been incorporated in HKPSG to facilitate the planning and reservation of suitable premises for such services. As short and medium term strategies, efforts have been made, inter alia, in purchasing premises in the private property market and identifying suitable public/private (re)developments for providing welfare services.

The Government, in collaboration with concerned B/Ds, has been assisting street sleepers to quit street sleeping through various means. These would include provision of a wide range of integrated supporting services^[6] aiming at addressing their emergency needs and enhancing their work motivation and skills; as well as provision of emergency and short-term accommodation arrangement.

SWD advises that the IVRSC at the proposed c/o development is a new welfare facility. The existing services of VTC Shine Skill Centre will be reprovided within the Kwun Tong Composite Development at Tsui Ping Road, Kwun Tong.

(b) In response to (2):

The future developer will be required to provide the social welfare facilities within the proposed c/o development, and design of such facilities is subject to relevant statutory and/or operation requirements on lighting, ventilation and fire safety aspects etc. and to the satisfaction of SWD as required under lease. For the concern on possible impact from vehicular emission, the EA conducted has demonstrated that adverse environmental impact associated with the proposed development is not anticipated. DEP has no adverse comment on the EA.

(c) In response to (3):

While there is a shortfall in sports ground/ sports complex in Kwun Tong district, the KTAA site does not meet the minimum site requirement of about 3ha required under HKPSG for this facility. When planning leisure facilities, LCSD will take into account HKPSG requirement and other factors including overall provision in the territory, utilization rate of existing facilities, availability of suitable site and technical feasibility, etc.

^[6] SWD provides subventions to non-governmental organisations to operate three Integrated Service Teams for street sleepers to provide the street sleepers with integrated services including day and late-night outreaching visits, counselling, employment support/guidance, service referrals, personal care, emergency shelter/ short-term accommodation, and emergency fund to cover various expenses.

Representations in respect of Items B1, B2 and B3 for POS Proposal

5.2.11. Five representations (**R1, R2, R11 to R13**) are opposing and three representations (**R14 to R16**) are providing views on, among others, Items B1, B2 and/or B3 (for POS Proposal).

5.2.12. *Reprovisioning of Pet Garden*

Major Ground(s)/ Comment(s)	Representations
(1) There are concerns about the closure of existing pet garden at KTFPS without confirming the area of the one to be reprovided in KTAA. There are suggestions that the reprovioned pet garden should not be smaller than the existing one. While there will be a pet-friendly open space ^[7] to be provided at the Wai Yip Street/Wai Fat Road prior to reprovisioning of the pet garden in KTAA; functionally, the former cannot totally replace that of a designated pet garden.	R1, R2, R11, R15 & R16
(2) There are concerns on the design and management of the reprovioned pet garden for which a design integrating with adjoining POS may not be welcomed by the other park users.	R2, R11, R15 & R16
Responses	
<p>(a) In response to (1) and (2):</p> <p>The existing pet garden in KTFPS is about 1,200m² which would be closed in 2022 and reprovioned within KTAA upon completion of the proposed underground storm water storage tank (Plan H-5b). The reprovioned pet garden is currently under planning and targeted to maintain the existing size of 1,200m². Relevant B/Ds including EKEO, DSD and LCSD will work together on the detailed design of the POS/pet garden, and relevant stakeholders will be consulted as and when appropriate.</p> <p>Relevant departments will endeavour to expedite the works programme for earlier opening of the reprovioned pet garden. During the KTAA construction period, the public could use the proposed permanent pet-friendly open space at the junction of Wai Yip Street and Wai Fat Road underneath Kwun Tong Bypass, which would be open to the public by 2024 tentatively, under the Tsui Ping River Revitalisation project. In addition, it is proposed to provide another temporary pet-friendly open space at Cha Kwo Ling Promenade near Kwun Tong Pumping Station by 2022 tentatively to dovetail the closure of existing pet garden (Plan H-7). The abovementioned pet-friendly open spaces could provide alternatives to the public when they</p>	

^[7] Pet gardens are specifically designed for use by pets and are normally provided with fences and double pet gates to prevent pets from running away. Whereas, the design concept of pet-friendly open space is to open up the parks for members of the public to visit with their pets. As the pet friendly open space are not specifically designed for use by pets, members of the public are required to keep their pets on a leash and under proper control at the venue.

visit the locality before completion of the permanent pet garden within KTAA. The permanent pet-friendly open space at Wai Yip Street/Wai Fat Road junction could also serve as a supplement in addition to the reprovisioned pet garden within KTAA in the future.

5.2.13. Reconfiguration of DGV Queuing Area

Major Ground(s)/ Comment(s)	Representations
(1) The re-configured DGV queuing area at Kwun Tong Vehicular Ferry Pier (KTVFP) (zoned “G/IC(1)”) has not taken into account 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 new queuing system with minimum 2,300m ² queuing area (with inclusion of 6m physical separation between Category 2 and Category 5 DGVs) to accommodate at least 22 DGV for at least two types of DG at one time slot is required (Attachment A of Annex IV). The representer would reserve all rights to take appropriate actions as it deems fit if the Board and/or the Administration would insist to proceed Item B3 as proposed.	R13
Major Proposal(s)	
(2) The “G/IC(1)” zone designated for DGV queueing area should be enlarged to 2,300m ² with corresponding reduce in the size of the “OU(DFAPOS)” under Item B3.	- R13
(3) The ESs of draft OZP and approved Kai Tak OZP should be amended to reflect the special safety requirements or design considerations on the DGV ferry pier operation, and to give a clear statement to draw the attention about the sensitivity of this restricted zone, particularly the public liability and safety considerations (with suggested amendment to ES at Attachment B of Annex IV).	- R13
Responses	
<p>(a) In response to (1) to (3):</p> <p>To optimize the land use for provision of more POS at this waterfront site for public enjoyment, the layout of existing DGV queuing area (Plan H-5a) was reviewed under the Study. The re-configured layout (including the size and design) has already been discussed and agreed amongst all parties concerned including EKEO, the Ferry and Paratransit Division of TD and the current operator of the KTVFP (i.e. R13) in the course of the Study in 2019. As advised by TD and observed during the joint site visits in peak hours on the busiest days by EKEO, TD and the representer (R13) in September 2017, the</p>	

maximum number of queuing DGV is 20 which can be accommodated in the re-configured queuing area under the “G/IC(1)” zone (about 1,730m²) designated for such use.

The Quantitative Risk Assessment (QRA) under the EA prepared in the Study concluded that the predicted individual risk for the KTVFP and its queuing area complies with the Hong Kong Government Risk Guidelines as stipulated in the HKPSG, whilst the predicted societal risk is also considered acceptable. Relevant B/Ds have no adverse comment on the QRA.

As for the need for a 6m physical separation between Category 2 and Category 5 DGVs in the queuing area as proposed by **R13**, relevant B/Ds consulted, including TD, Fire Services Department, the Electrical and Mechanical Services Department and the Marine Department, advise that they have no such specific requirement.

Secretary for Security and Commissioner of Police (C of P) have been consulted and have no particular comment on the potential safety issue and security threat. C of P advises that there is no record of incident suggesting that the K14S Area would be subject to any terrorism activities.

(b) In response to (3):

Having consulted concerned B/Ds, relevant section(s) of the ES of the draft Kwun Tong (South) OZP could be amended at **Annex VIII(b)** to reflect the unique operation of the DGV queuing area. Relevant section(s) of the ES of the Kai Tak OZP would be suitably amended when opportunity arises.

Representations in respect of Item C

5.2.14. **R10** and **R12** are opposing Item C (for road purpose), among others, without providing any ground/reason. In response, the areas shown as ‘Road’ under Item C is to reflect the existing road network and reserve areas for new road that is gazetted under the Roads (Works, Use and Compensation) Ordinance.

Representation in respect of Public Consultation

5.2.15. **R11** comments that the current term of KTDC should be consulted. In response, the current term of KTDC (**R15**) was consulted on the rezoning amendments to the OZP on 4.5.2021 after gazettal of the draft OZP. KTDC had no adverse comment on the KTAA and rezoning amendment incorporated in the draft OZP (meeting minutes attached to **Annex VI** (Chinese version only)). KTDC (**R15**) provided views and/or suggestions mainly on traffic and air ventilation impacts, and the future POSPD and pet garden, for which responses from relevant B/Ds are provided in relevant sections in paragraph 5.2 above.

Representation not related to any amendment item

5.2.16. **R14** suggests that rooftop of Kwun Tong Passenger Ferry Pier (KTPFP) (**Plans H-4d and H-5**), which falls outside K14S Area, should be opened for public use. In response, TD advises that KTPFP was constructed decades ago and the opening of the rooftop to the public may cause loading issue.

6. COMMENTS ON REPRESENTATIONS

- 6.1. The 5 comments are submitted by individuals (**C1** to **C3** and **C5**) and 1 company (**C4**). Of them, **C3** is also a representer (**R11**). The list of commenters is at **Annex III**.
- 6.2. The major concerns raised in the comments are similar to the grounds of objections detailed in paragraph 5.2 above. Additional grounds and PlanD's responses in consultation with relevant B/Ds, are summarized below:

Additional Grounds	Comments
(1) The POS should not be affected by pollution generated from uses such as flyover, piers and PTI.	C2
(2) There is concern about the health impact on workers in the area associated with possible exposure to dangerous chemical arising from DGV in case of leakage or collision.	C3 (also R11)
Responses	
(a) In response to (1): EA has been conducted under the Study for KTAA including the proposed POS use and no insurmountable impact is anticipated. For the waterfront promenade located near the PTI, landscape measures such as buffer planting area to separate the two uses is proposed.	
(b) In response to (2): It has been demonstrated in the QRA that the proposed development would not result in unacceptable risks to the overall population around the Kwun Tong Vehicular Ferry Pier. Relevant departments have no adverse comment in this regard. Operation of the Kwun Tong vehicular ferry services for conveying or handling DGVs are regulated under the Ferry Services Ordinance and the Dangerous Goods Ordinance.	

Comments not related to any amendment item

- 6.3. **C4** and **C5** object to opening the breakwater in Kwun Tong Typhoon Shelter, which falls outside K14S Area, for public use. They are concerned about potential light pollution of any new illumination system required at breakwater that

might affect the vision of vessel masters and increase the risk of collision. In response, CEDD advises that there is no plan to open the breakwater in Kwun Tong Typhoon Shelter for public use. For safe navigation of vessels in the waters of Hong Kong, provision of any light or illuminated sign in relation to marine traffic is controlled under Section 9 of the Shipping and Port Control Ordinance.

7. DEPARTMENTAL CIRCULATION

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

- (a) Head of EKEO, DEVB;
- (b) Secretary for Security;
- (c) Commissioner for Transport;
- (d) Project Manager (East), CEDD;
- (e) Chief Engineer/ Drainage Project, DSD;
- (f) Chief Engineer/ Harbour Area Treatment Scheme, DSD;
- (g) CTP/UD&L, PlanD;
- (h) CA/CMD2, ArchSD;
- (i) DEP;
- (j) Director of Social Welfare (DSW);
- (k) Director of Leisure and Cultural Services;
- (l) Director of Electrical and Mechanical Services (DEMS);
- (m) Commissioner of Police;
- (n) Director of Fire Services;
- (o) Director of Marine; and
- (p) District Officer (Kwun Tong), Home Affairs Department

8. PLANNING DEPARTMENT'S VIEWS

- 8.1. The general views provided in **R14 to R16** are noted. For their views on specific issues as summarised in paragraph 5.2 above, the responses in paragraph 8.2 below are relevant.
- 8.2. Based on the assessments in paragraph 5.2 above, PlanD does not support R1 to R13 and considers that the OZP should not be amended to meet the representations for the following reasons:

Item A

The Development Proposal

- (a) Proposed KTAA development with commercial uses, GIC facilities, PTI and POS, and with enhanced pedestrian connections would better utilize this waterfront site and enhance accessibility and vibrancy of the waterfront. **(R10 and R12)**

Provision of More At-grade Commercial Activities along the Waterfront

- (b) There is flexibility in revising the layout of the PTI in the detailed design stage for enhancing the provision of at-grade retail uses in the proposed c/o development along waterfront promenade. Relevant control under lease would be considered upon further review and in consultation with relevant B/Ds. **(R10 and R14)**

Building Height and Visual Aspect

- (c) BHs as stipulated for the proposed c/o development is line with the BHR currently imposed for other waterfront sites in KTBA and would allow stepped BH profile descending from the inland area to the waterfront. With incorporation of appropriate mitigation measures, there would be no insurmountable visual impact associated with the proposed c/o development to the surroundings. **(R1, R2, R5 to R9 and R11)**

Air Ventilation Aspect

- (d) With provision of good design measures, the proposed KTAA development would not result in adverse air ventilation impact. **(R1, R2, R5 to R9, R11 and R15)**

Traffic Aspect

- (e) With implementation of the proposed road improvement works, the proposed c/o development with the stipulated development intensity is technically feasible from traffic perspective. **(R1 to R4, R15 and R16)**

Landscape and Environmental Aspects

- (f) There is no registered Old and Valuable Tree identified within KTAA site. No insurmountable problem is identified for provision of sufficient compensatory trees at the at-grade and elevated open spaces at KTAA. Requirements on compensatory planting, landscape/greenery and POSPD for the proposed c/o development could be implemented under LMP submission under lease. Any tree works would be conducted in accordance with Government's prevailing technical circular. **(R6 to R9, R11 and R15)**
- (g) It is not anticipated that there would be any adverse environmental impact associated with the proposed KTAA development. **(R1 and R2)**

Design and Management of POSPD

- (h) Control Drawing would be prepared for the proposed at-grade POSPD and the adjoining POS for achieving a comprehensive and integrated design. Relevant requirements on POSPD would be specified in the lease for the proposed c/o development and would be implemented through established mechanism in accordance with the 'POSPD Design and Management Guidelines'. **(R1, R11 and R15)**

Provision of GIC Facilities

- (i) The Government has been adopting a multi-pronged approach to identify suitable sites or premises for provision of social welfare facilities. Appropriate social welfare facilities would be provided within the proposed c/o development. **(R6 to R9 and R11)**
- (j) The KTAA site is not big enough to meet the minimum site area requirement for a sports ground/sports complex as specified under HKPSG. **(R11)**

Items B1, B2 and B3

Reprovisioning of Pet Garden

- (k) Relevant B/Ds will work together on the detailed design of the pet garden to be reprovisioned within KTAA with a target to maintain its existing size of 1,200m². The proposed temporary and permanent pet-friendly open spaces in the vicinity will help meet such demand in the interim. **(R1, R2, R11, R15 and R16)**

Reconfiguration of DGV Queuing Area

- (l) The area for the DGV queuing area has been examined under the Study and the area of the “G/IC(1)” zone could accommodate its operational need. There is no strong justification to the proposal to enlarge the DGV queuing area which would affect the planned POS/pet garden. **(R13)**

Item C

- (m) Areas shown as ‘Road’ under Item C is to reflect the existing road network and areas reserved for new roads for the KTAA development. **(R10 and R12)**

Public Consultation

- (n) The current term of KTDC was consulted on the draft OZP on 4.5.2021 and the statutory consultation process under the Ordinance was duly followed. **(R11)**

8.3. In response to the proposals of **R13** to reflect the unique nature of the DGV queuing area and of **R14** regarding the size/ layout of the PTI in relation to allowing flexibility for providing more at-grade retail shops facing the waterfront, relevant sections of the ES of the draft OZP are proposed to be suitably amended. Proposed amendments, in consultation with relevant B/Ds, to the ES (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Annex VIII(a)** for the “C(2)” site and **Annex VIII(b)** for the “G/IC(1)” site for Members’ consideration.

9. DECISION SOUGHT

- 9.1. The Board is invited to give consideration to the representations and comments, taking into consideration the points raised in the hearing session, and consider whether to propose/not to propose any amendment to the draft OZP to meet/partially meet the representations.
- 9.2. The Board is also invited to give consideration on the proposed amendments to be incorporated in the Explanatory Statement of the draft OZP.
- 9.3. Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with the Notes and updated Explanatory Statement, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

10. ATTACHMENTS

Annex I	Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 (reduced size)
Annex II	Schedule of Amendment to Approved Kwun Tong (South) Outline Zoning Plan No. S/K14S/23
Annex III	List of Representers and Commenters in respect of Draft Kwun Tong (South) OZP No. S/K14S/23
Annex IV	Summary of Representations and Comments to Representations and Responses of Government departments
Annex V	Extract of Minutes of the MPC Meeting held on 26.2.2021 (English version only)
Annex VI	Extract of Minutes of Meeting of KTDC held on 4.5.2021 (Chinese version only)
Annexes VI(a) and VI(b)	Letter from former Chairman of KTDC summarizing the key concerns discussed in the KTDC meeting dated 14.5.2021 and Response Letter dated 8.6.2021 (Chinese version only)
Annex VII	Extract of Minutes of Meeting of Task Force on Kai Tak Harbourfront Development, Harbourfront Commission held on 11.5.2021 (English version only)
Annexes VIII(a) and VIII(b)	Revise ES of the Draft Kwun Tong (South) OZP No. and S/K14S/23 (Extract)
Annex IX	Provision of Open Space and Major Government, Institution and Community Facilities in Kwun Tong (South) Planning Area
Plan H-1	Location Plan of Representation Sites
Plan H-2	Site Plan of Representation Sites with Existing Building

	Heights in Surrounding Areas
Plan H-3	Aerial Photo of Representation Sites
Plans H-4a to 4d	Site Photos of Representation Sites
Plan H-5a	Recommended Outline Development Plan for Kwun Tong Action Area
Plan H-5b	Pedestrian Accessibility Plan
Plans H-6a to 6d	Proposed Junction Improvements, Local Road Network and Indicative Layout of Public Transport Interchange
Plan H-7	Location Plan of Existing and Planned Public Open Space
Plans H-8a and 8b	Tree Recommendation and Compensation Plan
Plan H-9	Height of Existing Building in Kwun Tong Business Area
Plans H-10a to 10c	Photomontages

PLANNING DEPARTMENT

NOVEMBER 2021