

TOWN PLANNING BOARD

TPB Paper No. 10961

**For Consideration by the
Town Planning Board on 8.3.2024**

**. DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/25
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14S/25- R1 TO R2**

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Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K14S/25-)
<p><u>Amendment to the Plan</u></p> <p>Item A1: Rezoning a site to the west of Lai Yip Street (LYS) from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (1)” (“C(1)”) with stipulation of building height restriction (BHR) of 100 metres above Principal Datum (mPD).</p> <p>Item A2: Rezoning a residual strip of land to the north of Hoi Bun Road (HBR) from “G/IC(1)” and “C(1)” to area shown as ‘Road’.</p> <p>Item B: Rezoning a site to the south of How Ming Street from “Other Specified Uses” annotated “Business 1” (“OU(B)1”) to “OU(B)”.</p> <p>Item C1: Incorporating a site at Yuet Wah Street from the approved Urban Renewal Authority Kwun Tong Town Centre-Yuet Wah Street Site Development Scheme Plan No. S/K14S/URA2/2 (the DSP) back into the Outline Zoning Plan (OZP) and with a “Residential (Group B)1” (“R(B)1”) zoning with stipulation of BHR of 140mPD.</p> <p>Item C2: Incorporating a strip of land along Yuet Wah Street and Hip Wo Street from the DSP back into the OZP and shown as ‘Road’.</p> <p>Item D: Rezoning a strip of land along Hang On Street from “O” to “G/IC”.</p> <p>Amendments to the Notes</p> <p>(a) Revision to “C” zone to delete ‘Hotel’ from Column 2 and to incorporate this use under Column 1.</p> <p>(b) Revision to the Remarks for “Residential (Group A)” (“R(A)”) zone to incorporate the restriction on non-domestic gross floor area (GFA) and the exemption of public transport facilities and Government, institution or community (GIC) facilities from GFA calculation for the “R(A)1” sub-zone.</p>	<p>Total: 2</p> <p><u>Support Item A1</u> <u>(Sub-total: 1)</u> R1: Worldwide Cruise Terminals (Hong Kong) Limited</p> <p><u>Oppose Items A1, A2, B and D and provide views on Items C1 and C2 (Sub-total: 1)</u> R2: Individual</p>

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K14S/25-)
<p>(c) Revision to “R(B)” zone to incorporate ‘Public Clinic (on land designated “R(B)1” only)’ under Column 1, and to correspondingly revise ‘Public Clinic’ to ‘Public Clinic (not elsewhere specified)’ under Column 2.</p> <p>(d) Revision to the Remarks for the “R(B)” zone to incorporate development restrictions for the new “R(B)1” sub-zone.</p> <p>(e) Revision to the “OU(B)” zone to delete ‘Bus Depot (on land designated “OU(B)1” only)’ from Column 2.</p>	

Note: The names of all representers 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.tpb.gov.hk/en/plan_making/S_K14S_25.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 20.10.2023, the draft Kwun Tong (South) OZP No. S/K14S/25 (the draft OZP) at **Annex I** was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments (SoA) 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 two valid representations were received. On 19.1.2024, the Board agreed to consider all the representations in one group.
- 1.3 This paper is to provide the Board with information for consideration of the representations. The list of representers is at **Annex III**. The representations are at **Annex IV**. The representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Items A1 and A2 – LYS Commercial Development Site

- 2.1 Increasing land supply through a multi-pronged approach to support Hong Kong’s long-term development has been a key policy direction for the Government. 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 LYS near the Kwun Tong harbourfront (the LYS Site, **Plan H-3a**). 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 the future land uses (including flexibility for provision of arts, culture and creative industries (ACC) uses) and making recommendations on the suitable statutory land use zoning for the LYS Site. The Study was completed in January 2023 and to take forward its recommendation for commercial use, the LYS Site is rezoned to “C(1)” (Item A1) and area shown as ‘Road’ (Item A2).

Items B, C1, C2 and D - Reflecting Completed Developments on the OZP

- 2.2 A commercial development, known as The Millennity, at 98 How Ming Street, Kwun Tong (Kwun Tong Inland Lot (KTIL) No. 240 RP, **Plan H-3b**) has recently been completed. Given that the site has since been fully developed for commercial use without bus depot, it is rezoned from “OU(B)1” (with ‘Bus Depot’ as a Column 2 use for provision of bus depot at the site) to “OU(B)” (Item B) so as to complement the surrounding commercial context within the heart of the Kwun Tong Business Area (KTBA).
- 2.3 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, **Plan H-3c**). As all onsite obligations from the DSP have been met, the site is incorporated back onto the OZP with a “R(B)1” zoning (Item C1) and area shown as ‘Road’ (Item C2) so as to reflect the as-built condition in line with the surrounding urban setting.
- 2.4 Yee On Street Market is a GIC-cum-open space development completed in 1999 (**Plan H-3d**). The development was the subject of an approved planning application (No. A/K14/166) for proposed redevelopment of the Yee On Street Hawker Bazaar into the current two-storey public market with public toilet, refuse collection point (RCP) and a rooftop rest garden of about 800m² in size (known as the Yee On Street Market Rest Garden). The rooftop rest garden was primarily to reprovision the at-grade Hang On Street Rest Garden within the site at the time. As the development has long been completed, it is zoned “G/IC” on the OZP to reflect the as-built condition (Item D).

Amendments to the Notes and Explanatory Statement (ES) of the OZP

- 2.5 In relation to the above amendment items, the Notes and ES of the OZP have been revised accordingly.

“C” zone

- ‘Hotel’ was moved from Column 2 to Column 1 for the “C” zone to tie in with the Master Schedule of Notes.

“OU(B)” zone

- ‘Bus Depot (on land designated “OU(B)1” only)’ was deleted from Column 2 use of the “OU(B)” zone following deletion of the “OU(B)1” subzone.

“R(B)” zone

- ‘Public Clinic (on land designated “R(B)1” only)’ was added to Column 1, and the corresponding Column 2 use was amended to ‘Public Clinic (not elsewhere specified)’. The Remarks to the Notes for the “R(B)” zone was revised to include a “R(B)1” subzone with incorporation of GFA and BH restrictions.

Technical Amendments

- For the Remarks to the Notes of the “R(A)” zone, restriction on non-domestic GFA of 22,405m² was 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 H-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 Public 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 was also incorporated so as to reflect the terms of the lease.
- Opportunity was also taken to incorporate other technical amendments into the Notes of the OZP and to update the general information for the various land use zones at the ES to reflect the latest status and planning circumstances of the OZP.

The Draft OZP

- 2.6 On 22.9.2023, the Metro Planning Committee (MPC) of the Board considered the proposed amendments to the approved Kwun Tong (South) OZP No. S/K14S/24 (the previous OZP) and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The MPC Paper No. 7/23 is available at the Board’s website^[1] and at the Board’s Secretariat for Members’ inspection, while the extract of the minutes of the said MPC meeting is at **Annex V**. Subsequently, the draft Kwun Tong (South) OZP was gazetted on 20.10.2023.

3. Local Consultation

- 3.1 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 Site 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. Views and comments received were incorporated in the MPC Paper No. 7/23 for the proposed amendments to the OZP. Extract of the minutes of the Task Force meeting is attached at **Annex VI**.

- 3.2 The Task Force was consulted on the proposed zoning amendment by way of

^[1] The MPC Paper No. 7/23 and its attachments are available at the Board’s website at https://www.tpb.gov.hk/en/meetings/MPC/Agenda/727_mpc_agenda.html.

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.

- 3.3 On 20.10.2023, the draft OZP was gazetted for public inspection under section 5 of the Ordinance for two months. Members of KTDC were notified on the same date that representations on the amendments could be made in writing to the Secretary of the Board during the exhibition period of the draft OZP. No representation from members of the KTDC and the Task Force was received.

4 The Representation Sites and Their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-8)

The Representation Sites under Items A1 and A2 (**Plans H-1, H-2, H-3a, H-4a, H-5a to H-5c**)

4.1.1 The LYS Site under Item A1 is zoned "C(1)" (about 0.192ha) intended for commercial/office (C/O) development. It is bounded by Wai Yip Street (WYS), LYS, HBR and a high-rise C/O 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 former LYS Cooked Food Hawker Bazaar (CFHB), LYS RCP, LYS Public Toilet and LYS Sitting-out Area^[2], as well as a left-turn flare lane of the WYS/LYS junction. Along the northwest boundary of the LYS Site is an amenity strip zoned "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. An adjoining strip of land along HBR was rezoned to an area shown as 'Road' to facilitate widening of roadside pavement (Item A2).

4.1.2 The proposed maximum plot ratio (PR) of 12.0 (equivalent to GFA of about 23,000m²) and maximum BH of 100mPD are considered technically feasible. To create synergy effect with the ACC uses at the nearby Fly the Flyover sites (**Plan H-3a**) and to enhance the vitality of the harbourfront, the ES of the OZP has stipulated a minimum GFA provision requirement of 3,600m² for ACC/retail/food and beverage (F&B) uses (including GFA of 300m² for retail/F&B uses at the ground level (G/F) along HBR). The LYS Site would eventually be disposed of by way of land sale for development by the private sector. The commercial development is

^[2] The Food and Environmental Hygiene Department (FEHD)'s closure/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 MPC on 9.6.2023 and the facility would be reprovisioned accordingly. As for the sitting-out area, relevant departments considered that there is no need for reprovisioning due to its low-utilisation rate and availability of similar facilities in the vicinity.

assumed to be completed by 2028 for technical assessment purpose.

4.1.3 The key development parameters for the proposed C/O development are summarised below and the schematic design of the notional scheme are at **Drawings H-1a to H-3b**:

Development Site ^(a)	About 1,920m ²
Max. PR	12.0
Max. GFA	About 23,000m ² ^(b)
Max. BH	100mPD
No. of Storeys	21-storeys (excluding two basement car park levels)
Site Coverage (SC)	Not more than 95% (for podium) and 60% (for tower)
Amenity Area	About 1,050m ² ^(c)
Land Use Mix ^(d)	Office, ACC uses ^(e) , Retail and F&B
Ancillary Parking Facilities ^(f)	81 car parking spaces (including 2 spaces for persons with disabilities) and 8 motorcycle spaces
Loading/unloading (L/UL) Facilities ^(f)	10 (including 6 spaces for light goods vehicles and 4 spaces for heavy goods vehicles)
Major Design Features	<ul style="list-style-type: none"> - Above-ground setback along WYS (with widths ranging from about 2.1m to 3.1m); and 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 - Minimum of 30% green coverage - Active G/F frontage with a minimum retail/F&B GFA of 300m² along HBR ^(g) - 1/F openings on the northern and southern façades of the proposed building reserved for footbridge connection to the proposed traveller network (Drawing H-5), with convenient and barrier-free 24-hour internal public passageway connecting the 1/F openings at both ends with the G/F (Drawing H-1c) - 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 Director of Leisure and Cultural Services (DLCS) for management and maintenance - Attainment of “Provisional Gold” or above rating under the Building Environmental Assessment Method (BEAM) Plus accreditation

Note:

^(a) Subject to detailed site survey.

^(b) GFA of about 19,400m² for office use and 3,600m² for ACC/retail/F&B uses was assumed in the notional scheme for the purpose of technical assessment. The minimum GFA requirement of 3,600m² for ACC/retail/F&B uses has been stipulated in the ES of the OZP.

^(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; it was concluded that hotel can be a feasible use. Flexibility for incorporation of hotel use into the development proposal was recommended by the Study.
- (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), 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.
- (g) Provision of not less than 300m² of GFA for retail/F&B use at the G/F along the HBR frontage has been stipulated in the ES of the OZP.

Representation Site under Item B (Plans H-1, H-2, H-3b, H-4b and H-6)

- 4.1.4 The site under Item B involves a completed high-rise C/O development, known as The Millennity, at KTIL No. 240 RP, with Occupation Permit (OP) issued on 29.11.2022. To reflect the completed C/O development at the site without bus depot use, it is zoned "OU(B)" with retention of the extant PR and BH restrictions of 12.0 and 160mPD respectively.

Representation Sites under Items C1 and C2 (Plans H-1, H-2, H-3c, H-4c and H-7)

- 4.1.5 The site under Item C1 involves a completed medium-density residential development, known as Park Metropolitan, at NKIL No. 6499 RP 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, the site is incorporated back into the OZP and with a "R(B)1" zoning. A domestic GFA restriction of 21,630m² for the residential component, a non-domestic GFA restriction of 6,200m² for the public clinic and related uses, and a BHR of 140mPD were stipulated to reflect the as-built condition. The remainder of the DSP area outside the lot boundary under Item C1 is incorporated back into the OZP as area shown as 'Road' to reflect the onsite condition.

Representation Site under Item D (Plans H-1, H-2, H-3c, H-4c and H-8)

- 4.1.6 The site under Item D is 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 rezoned to "G/IC" on the OZP.

4.2 Planning Intention

The planning intentions of the land use zonings in relation to the above representation sites are as follows:

- (a) The "C" zone under Item A1 is 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 “OU(B)” zone under Item B is primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.
- (c) The “R(B)” zone under Item C1 is primarily for medium-density residential development where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- (d) The “G/IC” zone under Item D is intended for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organisations providing social services to meet community needs, and other institutional establishments.
- (e) Areas shown as ‘Road’ under Items A2 and C2 are mainly to depict the existing road network or areas reserved for road purpose.

5. The Representations

5.1 Subject of Representations

Amongst the two representations received, Worldwide Cruise Terminals (Hong Kong) Limited (**R1**) supports Item A1 while an individual (**R2**) opposes Items A1, A2, B and D and provides views on Items C1 and C2. The major grounds of the representations and PlanD’s responses, in consultation with relevant bureaux/ departments (B/Ds), are summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representation (R1) - Major Grounds and Responses

Item A1

Major Ground(s)/ Comment(s)
(1) The additional transportation connection between Kai Tak Runway Park and Kwun Tong is supported.
(2) Ferry landing steps should be provided at the Kwun Tong Promenade near the LYS Site to enable another form of transportation (i.e. kaito ferry) between Kai Tak and Ngau Tau Kok Station (via LYS).
Responses
(a) In response to (1):

<p>The representer is referring to a proposed 600m-long pedestrian-cum-cyclist bridge with travellers that would link up Kai Tak and KTBA (Drawing H-5). The proposal is outside the Representation Site of Item A1 and under separate study^[3]. Nevertheless, the supportive view is noted.</p>
<p>(b) In response to (2):</p> <p>The representer’s suggestion, which is related to the Kwun Tong Promenade and Kai Tak Runway outside the Representation Sites, has been conveyed to relevant B/Ds for their consideration.</p>

5.3 Adverse Representation (R2) - Major Grounds and Responses

Items A1 and A2

Proposed Commercial Development at LYS Site

Major Ground(s)/ Comment(s)
(1) “G/IC” zones should be reserved and retained for the future provision of GIC facilities to meet the needs of the wider district. The zoning amendment will undermine the provision of GIC facilities in addressing future needs.
(2) The provision of ACC use could not be guaranteed.
(3) The future F&B uses will likely target the affluent classes and price out the lower income groups.
Responses
<p>(a) In response to (1):</p> <p>The LYS Site is located at a prominent waterfront location in KTBA. Surrounding the site are various newly completed commercial developments on land zoned “C(1)” and “OU(B)”. The Study ascertained that commercial use was suitable at the LYS Site as it could contribute towards the transformation of KTBA into the second core business district (CBD2), create synergy with the emerging ACC character in the vicinity and bring vibrancy to the waterfront area. A steady and adequate supply of quality office space is considered pivotal to the on-going transformation of the area into CBD2 under the Energizing Kowloon East initiative. Besides, the existing and planned provision of major GIC facilities in the K14S Planning Scheme Area are generally adequate to meet the demand in accordance with the requirements of the Hong Kong Planning Standards and Guidelines (HKPSG) and concerned B/D’s assessments (Annex VII).</p> <p>Regarding the affected GIC facilities, the LYS CFHB has ceased operation</p>

^[3] Currently under investigation under ‘Agreement No. CE 85/2021(HY) Travellers Network linking up the Former Runway of Kai Tak, Kowloon Bay Action Area and Kwun Tong Action Area – Investigation, Design and Construction’.

<p>since September 2023. The LYS Public Toilet will be closed as it was mainly to serve the LYS CFHB while other public toilets are available at the Kwun Tong Promenade and HBR Park. The LYS RCP will be relocated to Tai Yip Lane in Kowloon Bay which allows upgrading of refuse collection service in the area. In respect of the LYS Sitting-out Area, relevant departments considered that re-provisioning is not required due to its low-utilisation rate and availability of other public open spaces in the vicinity. The closure/imminent relocation of the GIC facilities at the site has thus paved the way for more gainful uses, in the form of commercial with ACC uses, at the LYS Site. Overall, the rezoning of the LYS Site into “C(1)” zone is considered reasonable and appropriate.</p>
<p>(b) In response to (2):</p> <p>In view of the emerging ACC character in the vicinity and the potential to add vibrancy to the waterfront area, the Study recommended the inclusion of ACC uses in the LYS Site. Taking cognisance of the Study recommendations, the ES of the OZP has stipulated that a GFA of not less than 3,600m² for ACC/retail/F&B uses shall be provided at the LYS Site. According to the Study, ACC uses can be realised in various forms, including retail and F&B (see footnote (e) of page 7 above), which are Column 1 uses within the “C” zone. The provisions in the Notes and ES of the OZP for the “C” zone have allowed maximum flexibility to cater for ACC uses at the LYS Site. Relevant lease conditions will also be stipulated in the land sale conditions.</p>
<p>(c) In response to (3):</p> <p>The type of eating place to be provided at the LYS Site is subject to the market decisions of the future operator(s). It is not a land use planning consideration.</p>

Building Height, Visual Impact and Air Ventilation Aspects

Major Ground(s)/ Comment(s)
<p>(1) The original “G/IC” zoning also serves to ensure diversity in BHs within the cityscape, providing important breathing space and visual relief in a crowded district.</p>
<p>(2) The BHR of 100mPD for the LYS Site would create a monotonous ‘wall effect’ along the waterfront, which would reduce the limited sky view, lead to overshadowing of adjoining streets, and give rise to adverse visual and air ventilation impacts at KTBA.</p>
Responses
<p>(a) In response to (1) and (2):</p>

The proposed BHR of 100mPD at the LYS Site has taken into account its waterfront setting and the Harbour Planning Guidelines. The proposed BH is compatible with the adjacent BHR and BH profile of the KTBA. As shown in the visual appraisal of the Study, the notional scheme with a maximum BH of 100mPD would blend in with the BH profile of the KTBA (**Plan H-1, Drawings H-4b and H-4c**), 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 H-4a**), 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 H-4d and H-4e**) would experience adverse visual effects.

In terms of air ventilation, although the scale of the proposed development falls outside the scope for conducting air ventilation assessment (AVA), the proposed development has taken cognisance of the findings of previous AVA conducted for the area, whereby setbacks would be provided along the major air paths of WYS, LYS and HBR to facilitate southeast prevailing wind and sea breezes to penetrate into the Kwun Tong area. In addition, incorporation of various design measures (such as above-ground setback along WYS, G/F setback along LYS, provision of 30% green coverage, and roadside amenity planting at the public footpaths along HBR, WYS and LYS) would uplift the overall quality of the surrounding streetscape as compared to existing condition and help alleviate any potential visual and air ventilation impacts of the proposed C/O development.

Overall, the Chief Town Planner/Urban Design and Landscape, PlanD (CTP/UD&L, PlanD) and Chief Architect/Advisory & Statutory Compliance, Architectural Services Department (CA/ASC, ArchSD) have no adverse comment on the proposed development from urban design, visual impact and air ventilation perspectives.

Landscape Aspect

Major Ground(s)/ Comment(s)
(1) The number of existing trees to be removed and the proposed compensatory roadside planting arrangement are unclear.
Responses
(a) In response to (1): 16 existing trees within the LYS Site will be affected by the proposed C/O development. However, the affected trees are common ornamental species and no Old and Valuable Trees (OVTs)/Tree of Particular Interest (TPI) are involved. Tree works would be carried out in accordance with the

Government's prevailing technical circular(s).

In terms of compensatory planting, as the LYS Site is small in scale, the possibility for onsite compensatory planting is limited. However, the Study has recommended that the future developer be 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 DLCS for management and maintenance. Such requirement could be considered as compensatory planting outside the future lot, which would be subject to the submission of Landscape Proposal by the developer under the future land sale conditions for approval by the relevant authority. Future development at the LYS Site is also required to achieve a green coverage of 30%, which is stipulated in the ES of the OZP and would also be mandated in the future land sale conditions. In this connection, both DLCS and CTP/UD&L, PlanD have no adverse comment from tree management and landscape planning perspectives.

Pedestrian Accessibility and Connections

Major Ground(s)/ Comment(s)

- (1) Signage should be provided to direct future users/visitors to the public toilets at HBR Park.
- (2) A condition should be incorporated to ensure that the proposed corner splay to the east of the LYS Site will be effectuated to ensure road traffic safety and a comfortable pedestrian walking environment.

Responses

- (a) In response to (1):

Future users/visitors of the LYS Site will utilise the sanitary fitments of the proposed development, which will be provided in accordance with prevailing building standards. The representer's suggestion concerning roadside signage to direct people to nearby public toilets has been conveyed to relevant B/Ds for their consideration.

- (b) In response to (2):

The future lot boundary of the LYS Site and the extent of the "C(1)" zone have already been set back to cater for the corner splay.

Item B

Major Ground(s)/ Comment(s)

- (1) The development is very bulky and unsightly. As the development is still under construction, the subject zoning amendment is premature and would pre-empt the previous planning approval.

Responses
(a) In response to (1): The completed C/O development at the site is an OZP compliant scheme that is in line with the OZP restrictions with OP issued by the Building Authority in 2022.

Item D

Major Ground(s)/ Comment(s)
(1) The “O” zoning ensures the provision of uncovered open space at the site, and serves as a planning safeguard against high-rise development thereon. As no BHR has been stipulated for the “G/IC” zone, it is suspected there are plans to redevelop the site under ‘Single Site, Multiple Use’ principle for a high-rise GIC development with covered open space.
Responses
(a) In response to (1): Yee On Street Market Complex was commissioned in 1999 in accordance with an approved planning application (No. A/K14/166). Under the said planning approval, the strip of “O” was amalgamated as part of the market complex development and a rest garden was built at the rooftop to compensate for the loss in the at-grade “O”. The current amendment merely seeks to rezone the strip of defunct “O” zone to “G/IC” zone to reflect the as-built condition. Moreover, the provision of open space at the site has been reflected in the ES of the OZP. The market-cum-rooftop rest garden complex is still in operation. The Director of Food and Environmental Hygiene (DFEH) has no plans to redevelop the Yee On Street Market at this juncture.

5.4 Representation Providing Views (R2) - Major Grounds and Responses

5.4.1 R2 provided the following views on Items C1 and C2.

Major Views
(1) The subject amendment items are for housekeeping purpose.
Responses
(a) In response to (1): The views are noted.

6. Departmental Circulation

6.1 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) Commissioner for Transport;
- (c) Chief Estate Surveyor/Land Supply, Lands Department (CES/LS, LandsD);
- (d) DFEH;
- (e) Director of Social Welfare;
- (f) CTP/UD&L, PlanD;
- (g) Chief Highway Engineer/Kowloon, Highways Department; and
- (h) DLCS.

6.2 The following B/Ds have been consulted and they have no comment on the representations:

- (a) Principal Assistant Secretary (Harbour), DEVB;
- (b) CA/ASC, ArchSD;
- (c) Chief Building Surveyor/Kowloon, Buildings Department;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Chief Engineer/Port Works, Civil Engineering and Development Department (CE/PW, CEDD);
- (f) Chief Engineer/Mainland South, Drainage Services Department;
- (g) Commissioner of Police;
- (h) Director of Environmental Protection:
- (i) District Lands Officer/Kowloon East, LandsD;
- (j) Director of Agriculture, Fisheries and Conservation;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Fire Services;
- (m) Director of Marine;
- (n) District Officer (Kwun Tong), Home Affairs Department;
- (o) Government Property Administrator;
- (p) Head of the Geotechnical Engineering Office, CEDD; and
- (q) Project Manager (East), CEDD.

7. Planning Department's Views

7.1. The supportive views of **R1** and the views on Items C1 and C2 by **R2 (Part)** are noted.

7.2. Based on the assessment in paragraph 5 above, PlanD does not support the adverse representations by **R2 (Part)** and considers that the OZP should not be amended to meet the representations for the following reasons:

Items A1 and A2

Proposed Commercial Development at LYS Site

- (a) the “C(1)” zoning is considered appropriate as commercial uses at the LYS Site would 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;
- (b) the planned GIC facilities and open space are generally sufficient to meet the demand of the planned population in the K14S Planning Scheme Area in accordance with the HKPSG and assessments of relevant B/Ds. The Government will continue to adopt a multi-pronged approach to further enhance the provision of GIC to serve the district needs;

Building Height, Visual Impact and Air Ventilation Aspects

- (c) the BHR of 100mPD 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. Various technical assessments have been conducted under the Study, which confirmed that there would be no insurmountable visual and air ventilation impacts arising from the proposed C/O development;

Landscape Aspect

- (d) there is no registered OVT/TPI at the LYS Site. Requirements on road side amenity planting and landscape/greenery for the proposed C/O development will be incorporated into the future land sale conditions as appropriate and be carried out in accordance with the prevailing guidelines/technical circulars; and

Items B and D

- (e) the zoning amendments are merely to reflect the completed developments/ existing on-site conditions.

8. Decision Sought

- 8.1. The Board is invited to give consideration to the representations taking into account 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.
- 8.2. 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 ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft Kwun Tong (South) OZP No. S/K14S/25 (reduced size)
Annex II	SoA to Approved Kwun Tong (South) OZP No. S/K14S/24
Annex III	List of Representers
Annex IV	Submissions of Representers
Annex V	Extract of Minutes of MPC Meeting held on 22.9.2023
Annex VI	Extract of Minutes of the Task Force Meeting
Annex VII	Provision of Open Space and Major GIC Facilities in Kwun Tong (South) Planning Scheme Area

Drawings H-1a to H-1f	Indicative Layout/Floor Plans
Drawings H-2a and H-2b	Indicative Sections
Drawings H-3a and H-3b	Indicative Building Massing
Drawings H-4a to H-4e	Photomontages
Drawing H-5	Proposed Travellator Network under Separate Study

Plans H-1 and H-2	Location Plans
Plans H-3a to H-3d	Site Plans
Plans H-4a to H-4d	Aerial Photos
Plans H-5a to H-8	Site Photos
Plan H-9	Location Plan for NKIL No. 6046

**PLANNING DEPARTMENT
MARCH 2024**