

**PROPOSED AMENDMENTS TO THE APPROVED  
URBAN RENEWAL AUTHORITY KWUN TONG TOWN CENTRE -  
MAIN SITE DEVELOPMENT SCHEME PLAN NO. S/K14S/URA1/2**

**1. Introduction**

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Urban Renewal Authority (URA) Kwun Tong Town Centre (KTTC) - Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/2 (**Attachment I**) as shown on the draft DSP No. S/K14S/URA1/2A (**Attachment II**) and its Notes (**Attachment IV**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the Explanatory Statement (ES) of the DSP (**Attachment VI**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings on the DSP, and is suitable for exhibition together with the OZP and its Notes.

**2. Status of the Current DSP**

- 2.1 On 15.7.2008, the Chief Executive in Council (CE in C) approved the draft URA KTTC-Main Site DSP under section 9(1)(a) of the pre-amended Ordinance<sup>[1]</sup>. The approved DSP No. S/K14S/URA1/2 (the Approved DSP) was exhibited for public inspection under section 9(5) of the pre-amended Ordinance<sup>[1]</sup> on 12.9.2008.
- 2.2 On 30.10.2023, the Secretary for Development (SDEV) referred the Approved DSP to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. On 10.11.2023, the reference back of the Approved DSP was notified in the Gazette under section 12(2) of the Ordinance.

**3. Background**

*KTTC Redevelopment Project*

- 3.1 KTTC was built in the 1960s as a multi-purpose town centre to support the Kwun Tong satellite town development programme. However, by the 1990s, many of the buildings in KTTC were dilapidated, the infrastructure was outdated, standard

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<sup>[1]</sup> The 'pre-amended Ordinance' refers to the Ordinance as in force immediately before 1.9.2023.

of hygiene and environmental conditions were deteriorating, various government, institution or community (GIC) facilities and public open spaces (POS) were obsolete or substandard, while some of the sites were underutilised. In 1998, the former Land Development Corporation announced the KTTC redevelopment project, but the proposal was held in abeyance until the Government set up the URA in 2001. Subsequently, the KTTC project was incorporated into the URA's fifth Business Plan and first Five-year Corporate Plan approved by the Financial Secretary in 2006. The KTTC project remains the largest and most complicated redevelopment initiative ever undertaken by the URA to date.

- 3.2 To facilitate comprehensive redevelopment with a view to enhancing vitality, improving the environmental and traffic conditions, restructuring the street pattern, promoting efficient land uses and providing fit-for-purpose GIC facilities and POS, the KTTC was zoned “Comprehensive Development Area” (“CDA”) under two DSPs, namely KTTC - Main Site DSP (**Attachment I**) and KTTC - Yuet Wah Street (YWS) Site DSP (the YWS DSP). In parallel, the Board endorsed two planning briefs (PBs) for the KTTC - Main Site and YWS Site in September 2007<sup>[2]</sup>. Both DSPs were approved by the CE in C in July 2008.
- 3.3 Located to the immediate northwest of Kwun Tong Station, KTTC comprises of the Main Site and the smaller YWS Site separated by Hip Wo Street in between (**Plan 1**). To ensure timely implementation of the KTTC redevelopment project taking into account the need for land resumption and site clearance, the KTTC project was scheduled to be executed in three phases under five development areas (DAs), including the earliest YWS Site development completed in 2014 (DA 1), the northern residential sub-area of the Main Site completed in 2021 (DAs 2 & 3), and the southern commercial sub-area of the Main Site, which has been resumed, reverted as Government land and cleared, though development therein has yet to commence (DAs 4 & 5 / the Site) (**Drawing 1**).

#### *Development Progress of DA 1*

- 3.4 The YWS Site, i.e. DA 1, is bounded by Hip Wo Street and YWS, and was zoned “CDA(2)” on the YWS DSP intended for medium-density residential developments with the provision of GIC facilities. Pursuant to the approved MLP under application No. A/K14/577, a residential development (namely Park Metropolitan) and a public clinic complex (namely Kwun Tong Community Health Centre Building) was completed at the YWS Site in 2014. To reflect the completed development, the YWS Site has been incorporated back into the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/25 with a “Residential (Group B)1” zoning to reflect the as-built condition (**Plan 1**)<sup>[3]</sup>.

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<sup>[2]</sup> PBs are intended to guide the development at “CDA” zones by setting out the planning intention, development parameters, urban design considerations and infrastructural requirements for the preparation of Master Layout Plans (MLPs). As the developments at development areas (DAs) 1, 2 & 3 have been completed and the “CDA” zoning of the Main Site is proposed to be revamped, the endorsed PBs will cease to have effect should the proposed amendments be agreed by the Board.

<sup>[3]</sup> The draft Kwun Tong (South) OZP No. S/K14S/25 was exhibited for public inspection on 20.10.2023.

*Development Progress of DAs 2 & 3*

- 3.5 The Main Site, i.e. DAs 2 to 5, is bounded by Kwun Tong Road, Hong Ning Road, Mut Wah Street and Hip Wo Street. It is zoned “CDA(1)” on the Approved DSP intended for comprehensive development/redevelopment for residential, government and/or commercial uses with the provision of open space and other community and supporting facilities. The Main Site is the subject of four approved MLPs for comprehensive redevelopment with residential and commercial uses, public transport interchange (PTI), POS, GIC uses and supporting facilities<sup>[4]</sup> (**Plan 1**).
- 3.6 Pursuant to the approved MLP under application No. A/K14/727, a composite development known as Grand Central (New Kowloon Inland Lot No. 6514) was completed at DAs 2 & 3 in 2021, and all the obligations under the private treaty grant (PTG) have been fulfilled. The development comprises of four residential towers, commercial facilities, a two-level PTI, a hawker bazaar and a refuse collection point (RCP). To reflect the completed development, DAs 2 & 3 are proposed to be rezoned from “CDA(1)” to “Residential (Group A)” (“R(A)”) to reflect the as-built condition.

*Development Progress of DAs 4 & 5 (the Site)*

- 3.7 The Site is currently traversed by Yue Man Square and Tung Yan Street, partly occupied by a portion of Yue Man Square Rest Garden (YMSRG) and largely vacant/undergoing site formation works (**Plans 3 and 4**). The first approved MLP (application No. A/K14/576) covering DAs 4 & 5 had established a number of design principles for the Site, which have been duly observed in all subsequent MLP submissions, notably a landmark commercial tower at the south-eastern corner of the Site (with proposed maximum building height (BH) of 260mPD at the time) descending towards a lower GIC-cum-commercial block to its west; an iconic egg-shaped GIC building at the western corner; and the siting of at-grade POS/retention of the existing YMSRG at the centre of the Main Site, etc.
- 3.8 To enhance the planning and design of the proposed commercial development at DAs 4 & 5, a MLP under application No. A/K14/745 was approved with conditions by the Committee in 2018, which involved re-designing of the commercial and GIC development, open space layout and increases in the proposed maximum BHs to 285mPD and 75mPD for the landmark tower and the GIC-cum-commercial block respectively. Subsequently, with the downturn in the tourism and retail industries due to the COVID-19 pandemic, the URA considered it necessary to allow its future joint venture partner(s) or its assignee the flexibility to adjust the eventual development mix in response to changing market needs. To this end, planning application No. A/K14/819 (the Approved Scheme, **Drawing 2**) was approved with conditions by the Committee in September 2022 allowing built-in flexibility over the actual non-domestic gross floor areas (GFAs) within specified ranges (i.e. “floating parameters”) for office, hotel and retail uses, while maintaining the main development parameters and design concepts.

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<sup>[4]</sup> The four s.16 planning applications (No. A/K14/576, 727, 745 and 819) were approved with conditions by the Metro Planning Committee (the Committee) of the Board on 23.1.2009, 18.12.2015, 9.2.2018 and 23.9.2022 respectively.

- 3.9 In November 2022, the URA issued invitations to tender for commercial development at DAs 4 & 5 under the “floating parameters” scheme. At the close of the tender submission, only one tender was received. In February 2023, the URA Board decided to reject the one tender submission received.

#### 4. **“Vertical City” Proposal at DAs 4 & 5 (the Site)**

- 4.1 Since February 2023, the URA has been repackaging DAs 4 & 5 from a purely commercial development under the Approved Scheme towards a high-density mixed-use “Vertical City” development<sup>[5]</sup>, notably to introduce domestic use in the development mix with a view to optimising the development potential of the Site in response to changing market needs (the Proposed Scheme). As the planning intention and development parameters of the extant “CDA(1)” zoning<sup>[6]</sup> (**Attachment III**) are not entirely in line with the URA’s latest development proposals envisioned for the Site, the URA made a submission to the Planning Department (PlanD) in late-September 2023 with a view to rezone the Site from “CDA(1)” to “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”). The submission consists of a planning report (including various technical assessments), a draft revised DSP together with its Notes and ES, which are at **Attachments VII, II, IV and VI** respectively.
- 4.2 Given the multitude of variations in land use/GFA mix under the “Vertical City” development concept, which would be determined by the future project proponent(s) at the detailed design stage, it is not possible to derive at a single definitive notional scheme at this planning stage. Instead, the URA has prepared different notional schemes to ascertain the various worst-case scenarios for the purpose of technical assessment. While the presented notional scheme, landscape design and artists’ impressions (**Drawings 2 to 8 and 17**) are purely indicative in nature, the illustratable development parameters (such as BH) and longstanding design principles mentioned in paragraph 3.7 above (such as the stepped BH profile and the main at-grade POS at the centre of the Main Site, etc.) will be duly honoured in the future development. A comparison of the major development parameters of the Approved Scheme and the notional Proposed Scheme are as follows:

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<sup>[5]</sup> According to the URA’s planning report, “Vertical City” is a development concept where different land use functions of a city or urban area are amalgamated and developed vertically through high-rise buildings/structures. The concept is an innovative response to the challenges posed by sporadic urbanisation. By maximising the utilisation of precious land resources and incorporating mixed-use design, an efficient and sustainable urban environment can thus be created – one that fosters a high degree of economy of scale, innovative synergies and social interactions.

<sup>[6]</sup> In particular, the Remarks to the Notes of the “CDA(1)” zone in the Approved DSP stipulated a maximum total GFA restriction of 401,250m<sup>2</sup> for the KTTC, to which there is no provision for further relaxation.

	<b>Approved Scheme (No. A/K14/819) (a)</b>	<b>Notional Proposed Scheme (b)</b>	<b>Difference [(b)-(a)]</b>
<b>Land Use Zoning</b>	“CDA(1)”	“OU(MU)”	<b>Change in land use zoning</b>
<b>Site Area (m<sup>2</sup>)</b>	About 24,620	About 24,620 <sup>[a]</sup>	--
<b>Total GFA (m<sup>2</sup>)</b>	201,220	<b>268,300</b>	<b>+67,080 (+33.3%)</b>
	<u>Accountable</u> 201,220	<u>Accountable</u> <b>251,100</b>	<u>Exempted</u> <b>+49,880 (+24.8%)</b>
- Domestic	-	Max. 110,100 <sup>[b]</sup>	+110,100
- Non-domestic (commercial)	192,619	Max. 153,700 <sup>[b]</sup>	-38,919 (-20.2%)
- Non-domestic (GIC & PTI)	8,601	17,200 <sup>[c]</sup>	+8,599 (+100%)
<b>Max. BH (mPD)</b>			
- Landmark Tower	285	<b>360</b>	<b>+75m (+26.3%)</b>
- Remaining Area	75	100/30	+25m (+33.3%)
<b>At-grade POS (m<sup>2</sup>)</b>	About 7,200	Not less than 7,200	--
<b>Above-ground Outdoor Communal Space (m<sup>2</sup>)</b>	3,230	Not less than 4,000	+770 (+23.8%)
<b>No. of Flats</b>	0	1,750 <sup>[d]</sup>	+1,750
<b>Proposed Population</b>	0	4,025 <sup>[d]</sup>	+4,025
<b>Ancillary Parking Facilities</b>			
- Private Car	807 – 909	850 <sup>[e]</sup>	-59 (-6.4%)
- Motor Cycle	0	39 <sup>[e]</sup>	+39
<b>Loading/unloading Spaces</b>	100 – 114	113 <sup>[e]</sup>	-1 (-0.9%)
<b>Anticipated Completion Year</b>	2028	2033 <sup>[f]</sup>	n/a

**Note:**

- <sup>[a]</sup> The net site area is about 21,245m<sup>2</sup>, which excludes the proposed 3,375m<sup>2</sup> of at-grade POS that forms part of the YMSRG. The entire YMSRG will be handed to the Leisure and Cultural Services Department (LCSD) for ownership, management and maintenance upon completion.
- <sup>[b]</sup> The stated maximum domestic GFA will only apply if the non-domestic GFA is correspondingly reduced, and vice versa. Applying the net site area of about 21,245m<sup>2</sup>, the maximum accountable plot ratio (PR) of the Proposed Scheme is about 11.8.
- <sup>[c]</sup> Under the Approved Scheme, floor spaces for GIC and public transport facilities were accountable towards the non-domestic GFA. For the Proposed Scheme, such floor spaces are now proposed to be exempted from GFA calculation. The actual provision of the additional GIC facilities will be timely confirmed subject to liaison/agreement with and confirmation of usage and funding from relevant bureau/departments (B/Ds) for subsequent land grant preparation.
- <sup>[d]</sup> Indicative only and subject to detailed design. The average flat size is about 63m<sup>2</sup> and the assumed persons per flat is 2.3. Private open space for the eventual resident population will be provided per the latest Hong Kong Planning Standards and Guidelines (HKPSG) standard.
- <sup>[e]</sup> Similar to the Approved Scheme, all ancillary car parking and loading/unloading (L/UL) spaces will be provided at the basement floors. The actual provision will be subject to liaison and agreement with the concerned department(s) and will be determined based on the eventual development mix and per the latest HKPSG standard.
- <sup>[f]</sup> The tentative completion year of 2033 is adopted for the purpose of technical assessment only. The actual completion time of the project would depend on the construction programme of the future developer(s).

*Revamped Planning Intention to Meet Changing Market Needs*

- 4.3 According to the URA’s latest “Vertical City” proposal, the Site is proposed to be rezoned to “OU(MU)” intended for high-density mixed-use developments. In

statutory planning terms, an “OU(MU)” zoning would allow the greatest degree of flexibility for a combination of compatible non-domestic and domestic uses to take place both vertically and horizontally to meet changing market needs. In particular, to fully realise the “Vertical City” concept, the URA proposes to allow domestic and non-domestic uses to be placed on the same floor, such as in the form of different wings/sections of the same building. However, to contain potential nuisances caused by non-domestic uses on the domestic use, both elements must be physically segregated from one another through appropriate means, with the main exception being the shared use of means of escape.

#### *Optimisation of Development Potential*

- 4.4 The total maximum GFA of KTTC was capped at 401,250m<sup>2</sup> under the Approved DSPs due to infrastructural constraints at the time, and all GIC and public transport facilities were GFA accountable. According to the URA, the original GFA cap was based on conservative assumptions adopted at the time of drafting the DSPs in 2007. However, with changes in socioeconomic habits and shifts in policy emphases, coupled with the wholesale transformation of Kowloon East into the second central business district (CBD2), the URA now considers it feasible to further optimise the development potential of the KTTC to 468,330m<sup>2</sup>, i.e. by increasing the total GFA for DAs 4 & 5 from 201,220m<sup>2</sup> to 268,300m<sup>2</sup><sup>[7]</sup>. To respect the KTTC’s positioning as a multi-purpose town centre, the newly proposed residential element at the Site would be capped at 110,100m<sup>2</sup> (i.e. about 43.8% of the total accountable GFA of DAs 4 & 5), which will ensure that the non-domestic component (at a maximum of 153,700m<sup>2</sup> or 61.2% of the total accountable GFA of DAs 4 & 5) remains the dominant land use for the Site. Moreover, the URA also proposed to exempt the floor space for those GIC and public transport facilities requested by the Government from GFA calculation.
- 4.5 To accommodate the additional GFA, the committed BHs of 285mPD and 75mPD of the Approved Scheme would need to be increased. In keeping with the BH profile of past MLPs, three BH bands are proposed at the Site, including a 360mPD high zone (corresponding to the landmark tower), a 100mPD mid zone (corresponding to the lower GIC-cum-commercial block) and a 30mPD low zone (to differentiate the open space/podium connection with DAs 2 & 3 along the northern boundary of the Site) (**Attachment II**). The scale of the proposed increase in maximum BHs of the landmark tower (about +26%) and lower block (about +33%) is generally in proportion with the proposed increase in total GFA at DAs 4 & 5 and reflective of the proposed exemption of GFA for GIC and public transport facilities.
- 4.6 In terms of the proposed BH of the landmark tower, the URA has referenced the standard floor-to-floor heights (FTFHs) commonly adopted in developments in Hong Kong, including 3.5m for residential/hotel floors, 4.2m to 5m for office/commercial uses, 4.5m for GIC uses and 5m for communal spaces/refuge floors. The proposed FTFHs have balanced urban design/visual impact considerations with functional requirements. All car parking and L/UL facilities

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<sup>[7]</sup> The maximum GFA, as well as the upper ranges of domestic and non-domestic uses, is determined based on various factors including infrastructural (such as traffic and sewerage) capacities, findings of the noise impact assessment, as well as other urban design considerations such as provision of at-grade POS and the BH profile.

will be positioned underground to minimise the building bulk (**Drawing 3**).

#### *Provision of GIC and Public Transport Facilities*

- 4.7 In keeping with the Approved Scheme, about 8,601m<sup>2</sup> of GFA for GIC and public transport facilities will be re-provisioned within the Site to compensate for the remaining outstanding facilities affected by the KTTC redevelopment project, including a 90-place Early Education and Training Centre, a post office, a public service enquiry centre of the Home Affairs Department (HAD), other government offices and a taxi stand. Apart from these facilities, as an additional planning gain, the URA has been exploring the possibility to provide additional GFA for provision of new GIC facilities, with the aim to double the provision to a total GFA of up to 17,200m<sup>2</sup> to meet the acute demand for GIC facilities in the local community. The actual provision of the additional GIC facilities will be timely confirmed subject to liaison/agreement with and confirmation of usage and funding from relevant B/Ds for subsequent land grant preparation.

#### *Provision of POS and Outdoor Communal Spaces*

- 4.8 Subject to detailed design, about 7,200m<sup>2</sup> of at-grade POS is proposed at the Site (**Drawings 6 and 7**). Amongst which, about 3,375m<sup>2</sup> will be for re-provisioning part of YMSRG<sup>[8]</sup>, while the remaining 3,825m<sup>2</sup>, in the form of civic square and entrance plazas with uncovered and open-sided areas, will be provided to create a comprehensive network of landscaped areas and greenery for public enjoyment. All at-grade POS will be opened for public use at all times. Apart from the YMSRG, which will be handed to LCSD for ownership, management and maintenance upon completion, the remaining at-grade POS will be managed and maintained by the URA or its future joint venture partner(s), or its assignee.
- 4.9 Apart from at-grade POS, to embrace the “Vertical City” concept, multi-level outdoor communal spaces of not less than 4,000m<sup>2</sup> will be introduced at the Site (**Drawings 6, 8 and 17**). These areas will incorporate a mix of uncovered and open-sided spaces, with a combination of hard and soft landscaping elements, as well as passive and active features. It will be in various forms including cascading landscaped terraces, sky gardens and amenity areas situated across different levels, to create a communal space network that will integrate the indoor uses and outdoor environment seamlessly. Additionally, this arrangement will also provide a range of experiences for visitors, from quiet contemplation areas to more active recreational spaces, encouraging place-making and social gathering. The proposed outdoor communal spaces will form part of the development and will be managed and maintained by the URA or its future joint venture partner(s), or its assignee. Such areas shall be opened for use by the public during reasonable hours and free of charge.

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<sup>[8]</sup> The original YMSRG had an area of about 4,060m<sup>2</sup>. Part of the rest garden (about 685m<sup>2</sup>) is currently located at DAs 2 & 3. Together with the proposed 3,375m<sup>2</sup> of at-grade POS at DAs 4 & 5, the original YMSRG of about 4,060m<sup>2</sup> in size will be fully re-provisioned upon completion of the redevelopment.

### *Other Facilities*

- 4.10 In keeping with the Approved Scheme, an observation deck will be provided on the uppermost useable floor(s) of the proposed landmark tower (**Drawing 3**), which will be opened on an admission fee paying basis during reasonable hours. To enhance visitor experiences, complementary indoor and/or outdoor spaces, seating areas, amenities, retail and/or event spaces will be provided at the observation deck to create a more immersive and enjoyable experience for visitors. Furthermore, a multi-purpose activity centre for community use (GFA of not less than 1,500m<sup>2</sup>) and floor space designated for social enterprise use (GFA of not less than 1,300m<sup>2</sup>) will be provided at the Site. The multi-purpose activity centre will serve as a hub for community gatherings, cultural events and other community-oriented programs, while the designated floor space for social enterprise use will provide a platform to foster social entrepreneurship and for social enterprises to carry out their activities, contribute to the betterment of society and promote sustainable development. The floor spaces for all these facilities and uses will be counted towards the non-domestic GFA of the development and will be subject to detailed design.

## **5. Planning Considerations and Technical Assessments for DAs 4 & 5**

### *Planning Intention and Land Use Compatibility*

- 5.1 The extant “CDA(1)” zone on the Approved DSP is intended for comprehensive development/redevelopment of the Main Site for a mixture of commercial and residential uses with supporting facilities. It also aims to enhance the vitality and improve the environmental and traffic conditions in the KTTC through comprehensive redevelopment. Development at the northern part of the Main Site, i.e. DAs 2 & 3, is in line with the planning intention and was completed in 2021. As for the southern part of the Main Site, i.e. DAs 4 & 5, the same emphasis on high-density mixed-use developments with provision of POS, GIC and public transport facilities will be duly respected by the proposed “OU(MU)” zone. The new “OU(MU)” zoning not only serves the original planning intention of the “CDA” zone, it also offers flexibility and added resilience for the future developer to adapt to changing market needs, thus allowing early realisation of the protracted KTTC development project which was first announced some 25 years ago.
- 5.2 The Site is situated at the heart of KTTC, surrounding by residential, commercial, business and community uses (**Plan 4**). Since its formation in the 1960s, KTTC has all along provided a diverse range of functions, including residential and commercial uses, GIC and public transport facilities, as well as POS and other public amenities. The intention for high-density mixed-use developments under the proposed “OU(MU)” zoning is considered appropriate for the Site and compatible with the surrounding area. Together with the completed composite developments at DAs 1, 2 & 3, the realisation of mixed use development at DAs 4 & 5 would reinstate and consolidate KTTC’s role as a multi-purpose town centre for Kwun Tong district and the Kowloon East region as a whole. Moreover, by setting a cap on the domestic GFA (i.e. about 43.8% of the total accountable GFA) for DAs 4 & 5, it would ensure that the Site will predominantly be put to



commercial uses, honouring the original thinking of the Approved DSP and PB.

- 5.3 The proposed designation of “OU(MU)” zoning at the Site is in line with the planning criteria under the Town Planning Board Guidelines for “Designation of “OU(MU)” Zone and Application for Development within “OU(MU)” Zone (TPB PG-No. 42) in that the Site had been used/was planned for mixed use development, it is conveniently located next to major transport interchanges at the fringe of the CBD2, a range of community facilities will be provided as part of the Proposed Scheme and the mixed-use development would not constrain existing infrastructures. To ensure that the non-residential uses would not cause nuisance to the residential portion of the ‘Vertical City’ development, the need to provide physical segregation between the two elements (which may be located on the same floor) will be stipulated in the Notes and ES of the DSP.

#### *Planning Gains*

- 5.4 A number of GIC and public transport facilities were originally affected by the KTTC redevelopment project. Under the Approved Scheme, the Site would provide about 8,600m<sup>2</sup> of GFA for GIC and public transport facilities, which was purely for re-provisioning purpose. As part of the repackaging of DAs 4 & 5, the URA has been exploring the possibility to double the provision of GFA for GIC and public transport facilities up to 17,200m<sup>2</sup> to meet the acute local demand. This arrangement not only obviates the concerned B/D’s need to secure its own premises/sites, the Site’s central location would also enhance the appeal and accessibility of the GIC facilities so as to serve the broadest spectrum of users. Likewise, the Proposed Scheme would increase the provision of above-ground outdoor communal spaces to about 4,000m<sup>2</sup> (an increase of about 24% from the Approved Scheme). In contrast to the at-grade POS, such elevated communal spaces would offer a distinctively different outdoor recreation/leisure experience to the visiting public (**Drawing 17**). To ensure implementation of these planning gains, relevant requirements will be stipulated in the Notes and/or the ES of the DSP as appropriate.

#### *Development Intensity*

- 5.5 Under the Approved DSPs, the total maximum GFA for KTTC was capped at 401,250m<sup>2</sup> due to infrastructural constraints at the time. The URA has justified the changes in circumstances that warranted the renewed scope to further optimise the development potential of the KTTC to 468,330m<sup>2</sup>, i.e. a 33% increase in total GFA for DAs 4 & 5 from 201,220m<sup>2</sup> to 268,300m<sup>2</sup>. The Proposed Scheme will result in a PR of about 11.8, which is comparable to the PR 12.0 of other commercial/business zonings in Kowloon East, including Kwun Tong Business Area (KTBA) to the immediate south of the Site across Kwun Tong Road. Moreover, the proposal to exempt the floor space for those GIC and public transport facilities as requested by the Government from GFA calculation is generally in line with the current norm, allowing added flexibility for the project proponent to provide more community facilities for the benefit of the general public. Given the Site’s central location at the heart of KTTC and at the fringe of CBD2, the proposed development intensity is not considered unreasonable.

- 5.6 The proposed increase in maximum BH from 285mPD (under the Approved Scheme) to 360mPD (+26%) is primarily attributed to the proposed increase in accountable GFA (+25%), while maintaining not less than 7,200m<sup>2</sup> of at-grade POS at the Site (occupying some 29.2% of the site area of DAs 4 & 5). The URA has outlined the planning gains of the Proposed Scheme (paragraph 5.4 above) and the functional requirements of different land uses (paragraph 4.6 above), while fully utilising the basement floors for car parking and L/UL activities. Setting aside the proposed landmark tower, the original cascading BH profile would be maintained with a lower BH restriction (BHR) of 100mPD (mid zone) for the proposed GIC-cum-commercial block along Kwun Tong Road, which is generally lower than the surrounding planned context (such as the BHRs of 160/200mPD to the south of the Site, **Plan 6**). A separate BH band of 30mPD (low zone) is also proposed along the northern boundary of the Site, which would ensure sufficient separation between the residential towers of Grand Central and the Proposed Scheme (**Drawing 2**). In truth, much of the low zone would be designated as at-grade POS under the Proposed Scheme, including the YMSRG and other at-grade POS, creating a spacious void between the residential and mixed-use sites.

#### *Pedestrian Accessibility and Connections*

- 5.7 The Proposed Scheme retains the design layout of the Approved Scheme (**Drawing 2 and 3**), hence the original multi-level barrier-free pedestrian networks are generally maintained (**Drawings 4 and 5**). In particular, to improve pedestrian circulation and alleviate the congestion at Exit A of Kwun Tong Station, a proposed landscaped deck will replace the two existing footbridges connecting the station concourse with the Site, forming a pleasant pedestrian entrance point for the Proposed Scheme. Within the Site, various internal connections will be provided to connect the key pedestrian nodes within KTTC, including the re-provisioned taxi stand, GIC facilities and outdoor communal spaces of the Proposed Scheme, as well as the PTI and hawker bazaar at DAs 2 & 3. Sufficient signage and integrated design will be incorporated at the proposed at-grade POS (in the form of civic square/entrance plazas) to enhance physical and visual connectivity from Kwun Tong Road, Hong Ning Road and Hip Wo Street (**Drawing 7**). In terms of external connectivity, weather-protected connections to DAs 2 & 3 (and to Mut Wah Street and DA 1 beyond) and across Kwun Tong Road to APM Millennium City 5 and Tsun Yip Lane via existing footbridges will be provided. An opening would also be reserved for connecting a proposed subway across Hong Ning Road near Ngau Tau Kok Road, which is under review by the Government.

#### *Traffic and Transport Aspect*

- 5.8 A traffic impact assessment (TIA) with sensitivity test has been conducted to assess the worst-case traffic impact of the mixed-use development on the surrounding road network. A number of mitigation measures and road improvement works are proposed to enhance traffic circulation of the surrounding area, including widening of Kwun Tong Road eastbound (at-grade) to three lanes; provision of an approximately 120m-long bus bay along Kwun Tong Road; and a new exclusive left-turn traffic lane on Kwun Tong Road eastbound of the Hoi

Yuen Road Roundabout towards Hip Wo Street northbound (**Drawing 9**). Moreover, by positioning the main egress point of the Proposed Scheme at Hong Ning Road, the egress traffic can gain access to Lam Tin/Tseung Kwan O and Eastern Harbour Crossing via Kwun Tong Road Underpass without the need to pass through Hoi Yuen Road Roundabout. Overall, the TIA concluded that the Proposed Scheme, with the proposed road improvement measures and pedestrian schemes in place, would not generate any adverse traffic impact on the local traffic network nor would it worsen the existing pedestrian environment.

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

- 5.9 The Site is located at KTTC, which is characterised by residential developments to its east, composite mixed-use development to its north and west, and business developments of KTBA to its south (**Plan 4**). As illustrated in the visual impact assessment (VIA), the proposed increase in BH of the landmark tower to 360mPD would generate slight to moderately adverse visual impact to local viewpoints (VPs) mainly due to a partial obstruction of existing sky view (**Drawings 10 to 12**). As for middle-distance VPs, the Site falls outside the viewfan of Strategic Viewing Point (SVP) No. 4 at Quarry Bay Park as prescribed by the Urban Design Guidelines of the HKPSG, thus the integrity of the ridgeline at Kowloon Peak will be maintained (**Drawings 13 to 15**). In terms of SVP No. 7 from The Peak, the proposed landmark tower would form a discernible but small punctuation in the Kowloon skyline, which could help define the eastern limits of the Metro area (**Drawing 16**). Overall, the VIA concluded that the Proposed Scheme would not result in significant adverse visual impacts to the townscape of the surrounding area nor would it adversely undermine the city image of the Metro area.
- 5.10 Regarding landscape aspect, the majority of the existing 46 trees within DAs 4 & 5 (including two registered Old and Valuable Trees within YMSRG) will be retained. Various landscape features, including about 7,200m<sup>2</sup> of at-grade POS (in the form of the YMSRG, civic gardens and entrance plazas, etc.) and about 4,000m<sup>2</sup> of above-ground outdoor communal spaces (in the form of landscaped terraces, sky gardens and amenity areas, etc.) will be introduced across the Site (**Drawings 6 to 8 and 17**), which would help enhance the landscape quality of the Proposed Scheme and the KTTC as a whole. To ensure its implementation, the at-grade POS and above-ground outdoor communal space requirements will be stipulated in the Notes and/or ES of the DSP as appropriate.
- 5.11 An air ventilation assessment – initial study using computational fluid dynamics modelling was conducted to compare the pedestrian wind environment in the surroundings of the Proposed Scheme with that of the Approved Scheme. The Proposed Scheme has incorporated various mitigation measures, including two building separations of 24m and 35m wide between DAs 2 & 3 and DAs 4 & 5; an east-west aligned air path between DAs 2 & 3 and DAs 4 & 5; a 20m-wide setback at the western boundary of the proposed GIC building; setback from Kwun Tong Road; and two urban windows along the Kwun Tong Road façade. The aforesaid building separations will be reflected in the DSP by way of the low zone BH band, while the remaining mitigation measures will be incorporated in the ES of the DSP to guide future development. With the aforesaid wind enhancement features, the simulation results concluded that under annual and

summer conditions, the pedestrian wind environment in the surrounding areas are comparable between the Approved Scheme and the Proposed Scheme, while slightly better ventilation performance at the immediate vicinity is achieved under the Proposed Scheme when compared to the Approved Scheme in both annual and summer conditions.

#### *Environmental and Other Technical Aspect*

- 5.12 The submitted environmental assessment concluded that the Proposed Scheme, with suitable mitigation measures in place<sup>[9]</sup>, is environmentally acceptable in air quality, noise, land contamination and waste management terms. Subject to the comments of concerned department(s) at the land grant preparation stage, relevant requirements for further technical assessment(s) and/or implementation of mitigation measure(s) may be stipulated in the future PTG as appropriate. Apart from environmental aspect, other assessments also concluded that the Proposed Scheme (with sensitivity tests conducted based on different land use/ GFA mix scenarios) would not generate any adverse sewerage, drainage and water supply impacts on the surrounding area.

## **6. Proposed Amendments to the DSP**

### **Amendment Item A - Proposed High-density Mixed-use Development at DAs 4 & 5 (Plans 1 to 5d)**

- 6.1 To take forward the URA's "Vertical City" proposal, the Site is proposed to be rezoned from "CDA(1)" to "OU(MU)" intended for high-density mixed-use developments. To strike a balance between safeguarding the role of the Site as KTTC and allowing flexibility for the future development to respond to changing market needs, maximum total, domestic and non-domestic GFAs of 251,110m<sup>2</sup>, 110,100m<sup>2</sup> and 153,700m<sup>2</sup> respectively will be specified. A BHR of 360mPD will be stipulated at the eastern portion of the Site for development of the landmark tower (high zone), while a BHR of 100mPD (mid zone) will be stipulated at the southern and south-western portion of the Site for development of the GIC-cum-commercial block. A BHR of 30mPD (low zone) will be imposed along the northern boundary of the Site to facilitate podium connection(s) between DAs 2 & 3 and DAs 4 & 5, whilst ensuring minimum separation distances between the towers of Grand Central and the proposed development at the Site.

### **Amendment Item B - "R(A)" to reflect the Completed Development of Grand Central (Plans 1 to 5d)**

- 6.2 The northern portion of the Main Site is occupied by a high-density residential development, known as Grand Central, which was completed in 2021. Apart from the residential towers, commercial facilities, a PTI, a hawker bazaar, a RCP and POS are also provided within the site. To reflect the completed composite development, it is proposed to rezone the site from "CDA(1)" to "R(A)" intended

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<sup>[9]</sup> Including the installation of vertical acoustic fins/fixed glazing/acoustic windows/doors and the siting of fresh air intake at or above 40.2mPD for the domestic uses, and the use of central air-conditioning system for the non-domestic uses, etc.

for high-density residential developments. Domestic and non-domestic GFA restrictions of 138,980m<sup>2</sup> and 33,220m<sup>2</sup> respectively, and a BHR of 180mPD will be stipulated to reflect the as-built condition.

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

- 7.1 Taking into account the proposed amendments as mentioned above, the planned population of the Kwun Tong South (K14S) Planning Area would be about 324,000 persons. As shown in the summary table (**Attachment IX**), the existing and planned provision of major GIC facilities are generally adequate to meet the demand in accordance with the requirements of the HKPSG and concerned B/D's assessments, except for some facilities outlined in paragraph 7.2 below.
- 7.2 According to the population-based planning standards for community facilities incorporated in the HKPSG, there will be a shortfall in the provision of child care centres (CCCs, -773 places), community care services facilities (-575 places), residential care homes for the elderly (-1,029 beds) and residential care services (-45 places). Regarding such deficits in elderly, child care and rehabilitation services/facilities, the population-based standards were reinstated in the HKPSG in 2018, 2020 and 2022 respectively and are long-term goals assessed on a wider spatial context. The revised standards would be adjusted progressively and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate. Furthermore, the Government will continue to adopt a multi-pronged approach with long, medium and short term strategies to identify suitable sites or premises for provision of more welfare services, so as to meet the ongoing welfare service needs of the district. For the shortfall of one sports ground/sports complex with a minimum site requirement of 3 ha in size, opportunity for such provision in the Kwun Tong District will be considered by LCSD when a suitable site can be identified.
- 7.3 Although there will be a slight shortfall of about 1.19 ha of planned district open space, there will be a surplus of about 28.23 ha planned local open space within the K14S Planning Area. The overall provision of open space is considered generally adequate in meeting the demand of the planned population.

## **8. Proposed Amendments to Matters Shown on the DSP**

The proposed amendments as shown on the draft DSP No. S/K14S/URA1/2A (**Attachment II**) are as follows:

- (a) Item A (about 2.46 ha)

Rezoning a site to the north of Kwun Tong Road from “CDA(1)” to “OU(MU)” with BHRs of 30 / 100 / 360mPD.

(b) Item B (about 2.18 ha)

Rezoning a site to the south of Mut Wah Street from “CDA(1)” to “R(A)” with BHR of 180mPD.

**9. Proposed Amendments to the Notes and ES of the DSP**

To accord with the proposed amendments, a new set of Notes for the “R(A)” and “OU(MU)” zones is proposed to supersede that of the extant “CDA(1)” zone. For the “OU(MU)” zone, maximum total, domestic and non-domestic GFA restrictions of 251,100m<sup>2</sup>, 110,100m<sup>2</sup> and 153,700m<sup>2</sup> respectively will be stipulated, while maximum domestic and non-domestic GFA restrictions of 138,980m<sup>2</sup> and 33,220m<sup>2</sup> respectively will be imposed for the “R(A)” zone. The ES of the DSP has also been revised and updated to provide general information on the two land use zonings and to reflect the latest status and planning circumstances of the DSP. A copy of the Notes and ES of the DSP is attached at **Attachments IV and VI** respectively.

**10. Plan Number**

Upon exhibition for public inspection, the DSP will be renumbered as S/K14S/URA1/3.

**11. Consultation**

Departmental Consultation

11.1 The proposed amendments have been circulated to relevant B/Ds for comments. All concerned B/Ds have no objection to/no adverse comments on the proposed amendments, and their comments have been incorporated in the above paragraphs and attachments, where appropriate:

- (a) Secretary for Culture, Sports and Tourism;
- (b) SDEV;
- (c) Secretary for Health;
- (d) Head of the Energizing Kowloon East Office, Development Bureau;
- (e) Chief Architect/Advisory and Statutory Compliance, Architectural Services Department;
- (f) Chief Building Surveyor/Kowloon, Buildings Department;
- (g) Chief Engineer/Construction, Water Supplies Department;
- (h) Chief Engineer/East, Civil Engineering and Development Department;
- (i) Chief Engineer/Mainland South, Drainage Services Department;
- (j) Chief Engineer/Railway Development Office, Highways Department (HyD);
- (k) Chief Estate Surveyor/Urban Renewal Section, Lands Department (LandsD);
- (l) Chief Highway Engineer/Kowloon, HyD;
- (m) Commissioner of Police;
- (n) Commissioner for Transport;
- (o) District Lands Officer/Kowloon East, LandsD;
- (p) Director of Environmental Protection;

- (q) Director of Food and Environmental Hygiene;
- (r) Director of Electrical and Mechanical Services;
- (s) Director of Fire Services;
- (t) Director of Health;
- (u) Director of Leisure and Cultural Services;
- (v) Director of Social Welfare;
- (w) District Officer (Kwun Tong), HAD;
- (x) Government Property Administrator; and
- (y) Chief Town Planner/Urban Design & Landscape, PlanD.

#### Consultation on the Proposed Amendment

11.2 The Kwun Tong District Council (KTDC) was consulted on 4.7.2023. KTDC members generally welcomed the Proposed Scheme and urged for early realisation of the protracted redevelopment project. Some members opined that the relevant approval/tender processes should be compressed/expedited, and suggested the URA to explore ways to enhance the car parking provision and bring further improvements to the surrounding road/pedestrian network. Extract of the KTDC meeting minutes is at **Attachment VIII**.

#### Public Consultation after Exhibition of Draft DSP

11.3 If the proposed amendments are agreed by the Board, the draft DSP (to be renumbered as S/K14S/URA1/3 upon exhibition) and its Notes will be exhibited for public inspection under section 5 of the Ordinance. Members of the public can submit representations on the DSP to the Board during the two-month exhibition period. KTDC will be informed of the proposed amendments during the statutory exhibition period of the draft DSP.

### **12. Decision Sought**

Members are invited to:

- (a) agree to the proposed amendments to the approved URA KTTC - Main Site DSP No. S/K14S/URA1/2 and that the draft URA KTTC - Main Site DSP No. S/K14S/URA1/2A at **Attachment II** (to be renumbered as S/K14S/URA1/3 upon exhibition) and its Notes at **Attachment IV** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment VI** for the draft URA KTTC - Main Site DSP No. S/K14S/URA1/3 as an expression of the planning intentions and objectives of the Board for various land use zonings of the DSP and agree that the revised ES is suitable for publication together with the DSP.

### **13. Attachments**

**Attachment I**

**Attachment II**

Approved DSP No. S/K14S/URA1/2

Draft DSP No. S/K14S/URA1/2A

<b>Attachment III</b>	Notes of the Approved DSP No. S/K14S/URA1/2
<b>Attachment IV</b>	Notes of the Draft DSP No. S/K14S/URA1/2A
<b>Attachment V</b>	ES of the Approved DSP No. S/K14S/URA1/2
<b>Attachment VI</b>	ES of the Draft DSP No. S/K14S/URA1/2A
<b>Attachment VII</b>	Planning Report submitted by the URA
<b>Attachment VIII</b>	Extract of Minutes of KTDC Meeting held on 4.7.2023
<b>Attachment IX</b>	Provision of Open Space and Major GIC Facilities in K14S Planning Area
<b>Drawing 1</b>	Site Plan of KTTC
<b>Drawing 2</b>	Layouts of the Approved Scheme and Proposed Scheme
<b>Drawing 3</b>	Sections of the Approved Scheme and Proposed Scheme
<b>Drawings 4 and 5</b>	Pedestrian Circulation of the Proposed Scheme
<b>Drawings 6 to 8</b>	Landscape Proposals of the Proposed Scheme
<b>Drawing 9</b>	Proposed Road Improvement Works
<b>Drawings 10 to 16</b>	Photomontages (extracted)
<b>Drawing 17</b>	Artists' Impression of the Proposed Outdoor Communal Spaces
<b>Plan 1</b>	Location Plan
<b>Plan 2</b>	Comparison of Existing and Proposed Zonings on the DSP
<b>Plan 3</b>	Site Plan
<b>Plan 4</b>	Aerial Photo
<b>Plans 5a to 5d</b>	Site Photos
<b>Plan 6</b>	Building Height Plan

**PLANNING DEPARTMENT  
NOVEMBER 2023**