

TOWN PLANNING BOARD

TPB Paper No. 10967

**For Consideration by
The Town Planning Board on 26.4.2024**

**DRAFT URBAN RENEWAL AUTHORITY KWUN TONG TOWN CENTRE -
MAIN SITE DEVELOPMENT SCHEME PLAN NO. S/K14S/URA1/3
CONSIDERATION OF REPRESENTATIONS
NO. TPB/R/S/K14S/URA1/3-R1 TO R60**

**DRAFT URBAN RENEWAL AUTHORITY KWUN TONG TOWN CENTRE -
MAIN SITE DEVELOPMENT SCHEME PLAN NO. S/K14S/URA1/3
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K14S/URA1/3-R1 TO R60**

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K14S/URA1/3-)
<p><u>Amendments to the Plan</u></p> <p>Item A: Rezoning of a site to the north of Kwun Tong Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) with stipulation of building height restrictions (BHRs) of 360 metres above Principal Datum (mPD), 100mPD and 30mPD.</p> <p>Item B: Rezoning of a site to the south of Mut Wah Street from “CDA(1)” to “Residential (Group A)” (“R(A)”) with stipulation of BHR of 180mPD.</p> <p><u>Amendments to the Notes</u></p> <p>(a) Addition of paragraphs (5), (7)(c) and (8) in the covering Notes in accordance with the latest Master Schedule of Notes to Statutory Plans.</p> <p>(b) Deletion of the set of Notes for the “CDA(1)” zone and the corresponding amendments to the covering Notes.</p> <p>(c) Addition of the “OU(MU)” and “R(A)” zones in the Notes with incorporation of a new set of Schedule of Uses and Remarks, with development restrictions and relaxation clauses.</p>	<p>Total: 60</p> <p><u>Support Items A and/or B and/or Revision to the Notes</u> <u>(Sub-total: 56)</u> R1: Urban Renewal Authority (URA) R2 to R56: Individuals</p> <p><u>Oppose Items A and B and Revision to the Notes</u> <u>(Sub-total: 1)</u> R57: Individual</p> <p><u>Oppose Item A and Provide Views on Item B</u> <u>(Sub-total: 1)</u> R58: Individual</p> <p><u>Provide Views on Item A</u> <u>(Sub-total: 2)</u> R59: MTR Corporation Limited (MTRCL) R60: Individual</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_URA1_3.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 8.12.2023, the draft URA Kwun Tong Town Centre (KTTC) – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/3 (the DSP) 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 60 valid representations were received. On 8.3.2024, 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 representers have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. **Background**

Redevelopment of KTTC

- 2.1 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 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.
- 2.2 KTTC comprises the Main Site and the Yuet Wah Street Site separated by Hip Wo Street in between (**Plan H-1**). 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 GIC facilities and POS, the KTTC was zoned "CDA" under two DSPs, namely KTTC - Main Site DSP (**Annex I**) and KTTC - Yuet Wah Street Site DSP¹. Both DSPs were approved by the Chief Executive in Council (CE in C) in July 2008.
- 2.3 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 Yuet Wah Street Site development completed in 2014 (DA 1, known as Park Metropolitan), the northern residential sub-area of the Main Site completed in 2021 (DAs 2 & 3, known as Grand Central), 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 H-1**).

¹ Since 20.10.2023, the KTTC – Yuet Wah Street Site DSP has been incorporated back into the Kwun Tong (South) Outline Zoning Plan.

Item A – High-density Mixed-use Development at DAs 4 & 5

- 2.4 The first approved master layout plan (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 Yue Man Square Rest Garden (YMSRG) at the centre of the Main Site, etc. All these design principles are taken forward in the subsequent revised MLPs (**Drawings H-2 and H-3**).
- 2.5 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 Metro Planning Committee (the Committee) of the Board 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 H-2**) was approved with conditions by the Committee in September 2022 allowing 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. In February 2023, the URA Board decided to reject the one tender submission received for commercial development at DAs 4 & 5 under the Approved Scheme.
- 2.6 Following the unsuccessful tender, the URA repackaged DAs 4 & 5 from a purely commercial development under the Approved Scheme into a high-density mixed-use “Vertical City” development², 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, **Drawing H-2**). To take forward the URA’s latest proposed development, the Site is zoned “OU(MU)” (Item A) on the draft DSP.

Item B – Reflecting Completed Development on the DSP

- 2.7 A composite development, known as Grand Central (New Kowloon Inland Lot (NKIL) No. 6514 RP) (**Plan H-5a**), was completed at DAs 2 & 3 in 2021, and all the obligations under the private treaty grant have been fulfilled. The

² 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.

development comprises four residential towers, commercial facilities, a two-level public transport interchange, a hawker bazaar and a refuse collection point. To reflect the completed development, DAs 2 & 3 is zoned “R(A)” (Item B) on the draft DSP.

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

- 2.8 In relation to the above amendment items, the Notes and ES of the DSP have been revised accordingly. A new set of Notes for the “R(A)” and “OU(MU)” zones has superseded the “CDA(1)” zone.
- 2.9 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.

The Draft DSP

- 2.10 On 17.11.2023, the Board considered the proposed amendments to the approved URA KTTC – Main Site DSP No. S/K14S/URA1/2 and agreed that the proposed amendments were suitable for public inspection under section 5 of the Ordinance. The TPB Paper No. 10938 is available at the Board’s website³ and at the Board’s Secretariat for Members’ inspection, while the extract of the minutes of the said TPB meeting is at **Annex IV**. Subsequently, the draft DSP was gazetted on 8.12.2023.

3. Local Consultation

- 3.1 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. The views and comments received were incorporated in the TPB Paper No. 10938 for the proposed amendments to the DSP. Extract of the KTDC meeting minutes is at **Annex V**.
- 3.2 On 8.12.2023, the draft DSP 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 DSP. No representation from members of the KTDC was received.

³ The TPB Paper No. 10938 and its attachments are available at the Board’s website at https://www.tpb.gov.hk/en/meetings/TPB/Agenda/1307_tpb_agenda.html.

4 The Representation Sites and Their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas (Plans H-1 to H-5d)

The Representation Site under Item A (Plans H-1 to H-5d)

4.1.1 The Site is currently traversed by Yue Man Square and Tung Yan Street, partly occupied by a portion of YMSRG and largely occupied by temporary public spaces and temporary public art installations. To take forward the URA's "Vertical City" proposal, the Site under Item A is zoned "OU(MU)" 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 251,110m², 110,100m² and 153,700m² respectively have been specified. BH bands of 360mPD, 100mPD and 30mPD have been stipulated at the eastern, southern/southwestern portions and along the northern boundary of the Site for development of the landmark tower (high zone), the GIC-cum-commercial block (mid zone) and ensuring minimum separation distances between the towers of Grand Central and the proposed development at the Site (low zone) respectively.

4.1.2 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 had 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 H-2 to H-8 and H-17**) are purely indicative in nature, the development parameters determining the building bulk (such as BH bands) and longstanding design principles mentioned in paragraph 2.4 above (such as the stepped BH profile and the main at-grade POS at the centre of the Main Site, etc.) are set out on the DSP to guide the future development. The major development parameters of the notional Proposed Scheme are as follows:

	Notional Proposed Scheme	
Land Use Zoning	"OU(MU)"	
Site Area (m²)	About 24,620 ^[a]	
Total GFA (m²)	268,300	
	<u>Accountable</u>	<u>Exempted</u>
	251,100	
- Domestic	Max. 110,100 ^[b]	
- Non-domestic (commercial)	Max. 153,700 ^[b]	
- Non-domestic (GIC & PTI)		Up to 17,200 ^[c]
Max. BH (mPD)		
- Landmark Tower	360	
- Remaining Area	100/30	
At-grade POS (m²)	Not less than 7,200	

Multi-level Outdoor Communal Space (m²)	Not less than 4,000
No. of Flats	1,750 ^[d]
Proposed Population	4,025 ^[d]
Ancillary Parking Facilities	
- <i>Private Car</i>	850 ^[e]
- <i>Motor Cycle</i>	39 ^[e]
Loading/unloading (L/UL) Spaces	113 ^[e]
Anticipated Completion Year	2033 ^[f]

- [a] The net site area is about 21,245m², which excludes the proposed 3,375m² 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.
- [b] 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 21,245m², the maximum accountable plot ratio of the Proposed Scheme is about 11.8.
- [c] In contrast to the Approved Scheme, floor spaces for GIC and public transport facilities as required by the Government are exempted from GFA calculation under the Proposed Scheme. 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.
- [d] Indicative only and subject to detailed design. The average flat size is about 63m² 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.
- [e] Similar to the Approved Scheme, all ancillary car parking and 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.
- [f] 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).

The Representation Site under Item B (Plans H-1 to H-5d)

- 4.1.3 The northern portion of the Main Site under Item B involves a completed high-rise high-density composite development, known as Grand Central, at NKIL No. 6514 RP, with Occupation Permit issued in 2021. To reflect the completed development, it is zoned “R(A)” with stipulation of domestic, non-domestic GFA and BH restrictions of 138,980m², 33,220m² and 180mPD respectively.

4.2 Planning Intention

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

- (a) The “OU(MU)” zone is primarily for high-density mixed-use developments. Flexibility for the development/redevelopment/conversion of commercial/residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential

portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.

- (b) The “R(A)” zone is primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

5. The Representations

5.1 Subject of Representations

- 5.1.1 There are a total of 60 representations, including 56 supportive representations (**R1 to R56**), two adverse representations (**R57 and R58**), and two representations providing views (**R59 and R60**). Except for a supportive representation submitted by the URA (**R1**) and a representation providing views submitted by MTRCL (**R59**), the remaining representations were submitted by individuals.
- 5.1.2 56 representations support Items A and/or B and/or the DSP in general (**R1 to R56**). Amongst them, three individuals (**R52 to R54**) also provide additional views, while one individual (**R55**) supports the DSP without stating any grounds/views. Of the two adverse representations, one individual oppose Items A and B and the revision to the Notes (**R57**), while the remaining individual oppose Item A and provide views on Item B (**R58**).
- 5.1.3 The major grounds/comments of the representations, as well as PlanD’s responses in consultation with relevant B/Ds, are summarised in paragraphs 5.2 to 5.4 below.

5.2 Supportive Representations - Major Grounds and Responses

Major Ground(s)/Comment(s)	Representations
(1) Development/re-tendering of DAs 4 & 5 should be fast-tracked and expedited.	R2, R4, R5, R8-R10, R13, R15, R16, R18, R19, R22, R24, R28, R29, R33, R35, R36, R38-R40, R43-R45, R47-R49 and R53
(2) The proposed “Vertical City” development concept/ landmark building would optimise precious land resources, bring vibrancy to KTTC and/or create a landmark/icon for Kwun Tong/East Kowloon/Hong Kong.	R1, R6, R7, R16, R42, R46, R50 and R53

(3) The inclusion of residential use within a mixed use scheme would enhance the flexibility of the development project.	R1, R2, R16, R30, R31, R42, R51 and R53
(4) The proposed development would promote economic development at KTTC and/or provide local employment opportunities.	R1, R4, R16, R28-R31, R39, R42 and R53
(5) The proposed development would provide GIC facilities, POS, multi-level outdoor communal spaces and/or lush landscaping and greening, which would help meet the local demand for public services and/or recreational facilities.	R1-R14, R25-R27, R33-R41, R45, R49-R51, R53 and R56
(6) The proposed development would enhance KTTC's function as a town centre.	R1, R6, R25, R26, R29, R32, R41 and R45
(7) The proposed traffic improvement works, including the widening of Kwun Tong Road; provisioning of 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, etc. (Drawing H-9), could help alleviate traffic congestion in Kwun Tong.	R1, R3, R7, R8, R10, R12, R17-R24, R34-R36, R38, R40, R41, R50 and R52-R54
(8) The barrier-free pedestrian connections under the Proposed Scheme could enhance walkability and connectivity for the KTTC and the wider neighbourhood (Drawings H-4 and H-5).	R1, R17, R22, R32 and R53
(9) The Proposed Scheme aligns with the planning intention of the KTTC project whilst promoting a dynamic and vibrant community. The proposal honours the major design elements of the previous approved MLPs, including the provisioning of a landmark tower at the south-eastern corner of the Site, and GIC facilities and at-grade POS. Such design elements have received widespread support from the community over the years.	R1
(10) The proposed development intensity and BHs are well-justified and upholds the original planning intention. It has taken into account the infrastructure capacities of the area, the findings of the noise impact assessment (NIA), the need for at-grade POS and the need to maintain a coherent BH profile, etc.	R1
(11) The Proposed Scheme is comparable with the Approved Scheme in terms of air ventilation performance and visual impact. In terms of air ventilation, an air ventilation assessment (AVA) using computational fluid dynamics	R1

<p>(CFD) modelling was conducted. The Proposed Scheme includes good urban design features such as a setback of at least 20m along Hong Ning Road at the “OU(MU)” site, tower separations of at least 24m between the “R(A)” site and the “OU(MU)” site, setback from Kwun Tong Road and the incorporation of two intervening spaces/urban windows along the Kwun Tong Road façade. These design enhancements would improve visual permeability and air ventilation, particularly at the pedestrian/lower levels. The ventilation performances in the Proposed Scheme are similar to those of the Approved Scheme under both annual and summer conditions.</p> <p>A visual impact assessment (VIA) prepared in accordance with the Town Planning Board Guidelines No. 41 (TPB PG-No. 41) and the HKPSG has evaluated the visual impact of the proposed development from strategic, regional, district and local viewpoints (VPs). According to TPB PG-No. 41, public VPs should take precedence over private VPs. 14 public VPs were evaluated as part of the VIA (extracted in Drawings H-10 to H-16), including VP3 at the podium POS of Grand Central (Drawing H-10). The VIA concluded that the Proposed Scheme would not result in significant adverse visual impacts to the surrounding area nor would it adversely undermine the city image of the Metro area.</p> <p>Overall, the Proposed Scheme has incorporated a number of design measures to enhance the visual openness and wind permeability in the area, including a cascading BH profile of three height bands (360mPD, 100mPD and 30mPD), sensitive building disposition, large urban windows, building setbacks and lush greening/landscaping. The eventual proposed development will need to comply with the prevailing statutory requirements as stipulated under the Buildings Ordinance (BO), as well as the Sustainable Building Design Guidelines (SBDG) at the detailed design stage. Sufficient natural lighting and ventilation of Grand Central will thus be ensured.</p>	
<p>(12) The proposed development will explore the opportunity to provide additional GIC facilities and public transport facilities, subject to timely confirmation of usage, funding and operation from relevant B/Ds.</p>	<p>R1</p>
<p>(13) With the various proposed landscaping and greening features, a greener environment will be provided at the Site which could enhance biodiversity.</p>	<p>R1</p>

(14) A railway NIA (RNIA) has been conducted, which demonstrated that the noise mitigation measures adopted in the Proposed Scheme would provide adequate protection to future residents. Compliance with relevant statutory requirements will be ensured at the detailed design stage.	R1
(15) Sufficient number of lifts and escalators should be provided to ensure seamless movement of people within the Proposed Scheme.	R52
(16) The project proponent should ensure that any advertisement signboards at the proposed development would not cause disturbance to the surrounding residents.	R52
(17) Adjustment to some existing bus stops on Kwun Tong Road should be carried out to relief traffic congestion.	R52
(18) The existing traffic lights near the bus stop at Kwun Tong Road should be removed to improve traffic flow.	R53
(19) More rubbish bins should be provided to improve environmental hygiene.	R54
Responses	
(a) The supportive views and grounds at (1) to (14) are noted.	
<p>(b) In response to (15) and (16):</p> <p>The eventual building design/internal layout (including vertical transportation system) will be subject to consideration by the URA, its future joint venture partner(s) or its assignee at the detailed design stage. All building works will need to comply with the BO and relevant regulations. The project proponent will also be advised to take cognisance of the Guidelines on Industry Best Practices for External Lighting Installations.</p>	
<p>(c) In response to (17) to (19):</p> <p>The representers' suggestions are related to existing traffic arrangements at Kwun Tong Road and environmental hygiene. The suggestions have been conveyed to relevant B/Ds for their consideration. Regarding the latter suggestion, the Director of Food and Environmental Hygiene (DFEH) will review the number of rubbish bins on neighbouring streets should the situation warrants.</p>	

5.3 Adverse Representations on Items A and/or B and/or Revision to the Notes - Major Grounds and Responses

5.3.1 High-density Mixed-use Development

Major Ground(s)/Comment(s)	Representations
(1) The URA should formulate a better alternative scheme by reviewing the population characteristics, transportation and infrastructure capacities and availability/vacancy rate/market demand for commercial floor space in Kowloon East.	R57
(2) The proposed development is financially motivated, which deviates from the purpose of the Urban Renewal Ordinance in addressing the problems of urban decay and improving living conditions in old districts. The future residential units will likely be unaffordable to most people.	R58
(3) Amidst the gloomy economic outlook, there is a lack of justification to substantiate the need for more residential units, shopping malls and office floor space at the Site. The proposed development could lead to many vacant premises in the future.	R58
(4) Iconic high-rise buildings are not a “must” for a city region. The proposed high-rise building runs contrary to the latest policies adopted in the Mainland.	R57
(5) Mega towers are socially unsustainable as it often lead to social isolation, self-withdrawal and physical inactivity of its residents, whilst disconnecting them from nature.	R58
(6) Mega towers are economically and environmentally unsustainable. The resources involved in constructing and operating such a large-scale development is incongruous with the worldwide practice of reuse and reduction in facing socioeconomic challenges today.	R58
(7) Co-location of domestic and non-domestic uses on the same floor may give rise to security issues and would duplicate building services.	R58
(8) Mega towers may lead to difficulties in rescue and evacuation in the event of emergencies.	R58
Responses	
<p>(a) In response to (1) to (3):</p> <p>The KTTTC urban renewal project was first announced in 1998 with the aim of redressing the problems of urban decay, uplifting living conditions and improving the quality and quantity of public services and POS in the once</p>	

dilapidated KTTC. The Site has since been resumed, reverted as Government land and cleared, paving the way for comprehensive development that would deliver the long-due promise of urban renewal.

The Site is situated at the heart of KTTC and at the fringe of the second Core Business District (CBD2), surrounded by residential, commercial, business and community uses and served by major transport interchanges (**Plan H-4**). The “OU(MU)” zoning at DAs 4 & 5 can realise the same intention of the previous “CDA(1)” zone, whereby the Site would be comprehensively developed into a high-density mixed-use development with provision of POS, GIC, public transport and other supporting complementary facilities, while enhancing the vitality and improving the environmental and traffic conditions in the KTTC. In particular, the “Vertical City” development will provide various recreational spaces within DAs 4 & 5, including at-grade POS, multi-level outdoor communal spaces and a multi-purpose activity centre, which will foster social interactions amongst the future residents, visitors and users. Furthermore, the “OU(MU)” zoning also offers flexibility and added resilience for the future developer to adapt to changing market needs by allowing a combination of compatible non-domestic and domestic uses to take place both vertically and horizontally. The intention for high-density mixed-use developments under the proposed “OU(MU)” zoning is considered suitable and appropriate for the Site and is 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.

In response to (4) to (6):

According to the URA, the “Vertical City” development concept seeks to maximise the utilisation of precious land resources within KTTC, with the proposed landmark tower forming a new punctuation on the eastern skyline of the Metro area. By 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. The socioeconomic and environmental considerations pertaining to high-rise living within the proposed development are no different to that of other high-rise buildings in Hong Kong.

In terms of the proposed BH of the landmark tower, the URA has referenced the standard floor-to-floor heights 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 BH has taken into consideration various planning and urban design factors, not least the need to accommodate an increase in GFA of about 67,080m² (from 201,220m² under the Approved Scheme) while maintaining the provision of 7,200m² of at-grade POS within a tight net site area of about 2.12 hectares. The scale of the proposed increase in maximum BHs of the landmark tower (an increase of about 26% from 285mPD under the Approved Scheme) and

<p>lower block (about +33% from 75mPD under the Approved Scheme) is generally in proportion with the proposed increase in total GFA at DAs 4 & 5 (about +33.3% from the Approved Scheme). Furthermore, the Notes and/or ES of the DSP has stipulated various setback, building separation and BH band requirements to ensure compatibility of the proposed development with the neighbouring existing uses. To further minimise the proposed BH, all car parking and L/UL facilities will be positioned underground.</p>
<p>(b) In response to (7):</p> <p>The Notes and ES of the DSP has stipulated that physical segregation must be provided between the non-residential and residential portions within a new/converted building within the “OU(MU)” zone so as to prevent non-residential uses from causing nuisance to the residents.</p>
<p>(c) In response to (8):</p> <p>The eventual building will be subject to detailed design by the URA, its future joint venture partner(s) or its assignee, at the building plan submission stage. All building works will need to comply with the BO and relevant regulations, and detailed fire services requirements will be formulated upon submission of general building plans. Both the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD) and the Director of Fire Services (D of FS) have no adverse comment on the proposed development.</p>

5.3.2 *Open Space and GIC Facilities Provision*

Major Ground(s)/Comment(s)	Representations
(1) The current temporary public spaces at the Site (Plan H-5d) provide a venue for hosting community events and serves a genuine town centre function. The proposed development will take this function away from the local community.	R58
(2) The future public spaces will be provided in pockets on various levels and some will be under cover, which imply they will not be active in nature. Abundant at-grade POS should be provided to foster social activities and gathering.	R58
(3) The Site should be used as a major GIC and recreational facilities complex to meet the HKPSG shortfall. While this would have cost implications, the socioeconomic gain for the community would far outweigh the potential revenue loss by the URA.	R58

Responses

(a) In response to (1) and (2):

The existing public spaces are temporary in nature and merely seek to optimise the utilisation of the Site in serving the recreational needs of the neighbourhood before the Site is re-tendered by the URA. Nevertheless, the Notes and/or ES of the DSP has stipulated various requirements for the provision of recreational spaces in DAs 4 & 5, including at-grade POS (at not less than 7,200m²), multi-level outdoor communal spaces (not less than 4,000m²) and a multi-purpose activity centre (not less than 1,500m² in GFA). Such POS and facilities would reinforce the KTTC as a social hub for the area, fostering community gatherings and providing opportunities for cultural events and other community-oriented programs.

The proposed at-grade POS will be opened for use by the public 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, its future joint venture partner(s) or its assignee.

The multi-level outdoor communal spaces (**Drawing H-17**) 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 whilst providing a range of experiences for visitors, from quiet contemplation areas to more active recreational spaces, encouraging place-making and social gathering to take place. The outdoor communal spaces will form part of the proposed development and will be managed and maintained by the URA, its future joint venture partner(s) or its assignee. Such communal spaces shall be opened for use by the public during reasonable hours and free of charge.

(b) In response to (3):

In keeping with the Approved Scheme, about 8,600m² of GFA for GIC and public transport facilities will be re-provisioned within the Site to compensate for the remaining 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 to provide more GIC facilities to meet the additional population demand, 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 17,200m². Thus far, the URA has accepted and confirmed the provision of a 60-place Day Care Centre for the Elderly, Multi-disciplinary Outreaching Support Teams for the Elderly, sub-base Neighbourhood Elderly Centre, Specialised Co-parenting Support Centres and Professional Outreaching Team for Private

Residential Care Homes for Persons with Disabilities as part of the proposed development. This arrangement would obviate the concerned B/D's need to secure its own premises/sites and expedite the GIC provision, whilst leveraging the Site's central location. While concerned B/Ds will sustain their efforts in liaising with relevant parties (including the URA) to reserve suitable premises for the provision of additional GIC facilities to meet the wider community needs, the actual provision of the additional GIC facilities will hinge on the URA's development programme and availability of funding. Relevant requirements have been stipulated in the ES of the DSP as appropriate.

Notwithstanding the above, the existing and planned provision of major GIC facilities in the Kwun Tong (South) Planning Scheme Area are generally adequate to meet the anticipated demand in accordance with the requirements of the HKPSG and concerned B/D's assessments, with the exception for some social welfare facilities (**Annex VI**). Notwithstanding, the planning standards for social welfare facilities are long-term goals assessed on a wider spatial context. 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.

5.3.3 *Visual Impact and Air Ventilation Aspects*

Major Ground(s)/Comment(s)	Representations
(1) The submitted VIA does not reflect the true visual impact of the proposed development as it did not assess the visual impact on the residential units at Grand Central. The large building footprint and tall tower under the Proposed Scheme would block the outlook from Tower 1 of Grand Central.	R57
(2) The adverse air ventilation impacts have not been identified in the submission. The proposed tall buildings will create adverse microclimatic effects due to wind funnelling/acceleration and turbulence at the foot of the buildings near public streets/POS, causing discomfort to pedestrians, park users and/or the residents of Grand Central.	R57 and R58
Responses	
<p>(a) In response to (1) and (2):</p> <p>Regarding the potential visual and air ventilation impacts to the surrounding areas, the responses submitted by the URA (R1) in paragraph 5.2(11) are relevant. In terms of visual impact, as stated in TPB PG-No. 41, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. The VIA requirement under TPB PG-No. 41 thus places emphasis on protecting public views. As illustrated in the VIA, the proposed increase in BH of the landmark tower to 360mPD would generate</p>	

slight to moderately adverse visual impact to local VPs mainly due to a partial obstruction of existing sky view (**Drawings H-10 to H-12**). As for middle-distance VPs, the Site falls outside the viewfan of Strategic Viewing Point (SVP) No. 4 at Quarry Bay Park, thus the integrity of the ridgeline at Kowloon Peak will be maintained (**Drawings H-13 to H-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 H-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.

In terms of air ventilation, given the general low winds experienced within the dense urban area, generally speaking, the more winds to be experienced by pedestrians on ground, the lesser the impact of a proposed development on the wind availability. The URA has carried out an AVA – initial study using CFD modelling to compare the pedestrian wind environment in the surrounding area between the Proposed Scheme and the Approved Scheme. The Proposed Scheme has incorporated various mitigation measures (see paragraph 5.2(11) above), which have been duly reflected on the zoning plan (such as the low zone BH band to ensure sufficient tower separation between DAs 2 & 3 and the Site) and/or the ES of the DSP. With the incorporation of wind enhancement features, the simulation results concluded that the pedestrian wind environment in the surrounding areas are comparable between the Approved Scheme and the Proposed Scheme under annual and summer conditions, 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. Moreover, in the event that the proposed wind enhancement features are not adopted in the future design scheme, the ES of the DSP prescribes that a further AVA study shall be conducted by the project proponent(s) to demonstrate that the wind performance of the eventual development would not be worse off than the Proposed Scheme.

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.

5.3.4 *Other Impacts*

Major Ground(s)/Comment(s)	Representations
(1) The proposed development will create shadowing effect and result in loss of sunlight of the surrounding area/developments, the effects of which have not been assessed or discussed.	R57 and R58

(2) The use of reflective glass in the proposed development will cause glare impact, excessive light contrast and solar radiation, leading to discomfort of neighbouring residents.	R57 and R58
Responses	
<p>(a) In response to (1) and (2):</p> <p>Given the multitude of variations in land use/GFA mix under the “Vertical City” development concept, it is not possible to derive at a single definitive notional scheme at this planning stage to assess and propose specific mitigation measures. Nevertheless, the DSP has incorporated a low zone BH band to ensure that the eventual development at DAs 4 & 5 would maintain an appropriate separation distance from the existing residential towers at DAs 2 & 3. The eventual development will be subject to detailed design by the URA, its future joint venture partner(s) or its assignee at the building plan submission stage. All building works will need to comply with the BO and relevant regulations, while taking into consideration the relevant Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP), including APP-152 on SBDG (on building separation) and APP-2 (on the external reflectance of glazing). In this connection, CBS/K, BD has no adverse comment on the proposed development and detailed compliance checking will be carried out at the general building plans submission stage.</p>	

5.4 Representations Providing Views on Items A or B - Major Grounds and Responses

5.4.1 Views related to Item A

Major Views	Representations
(1) Given the Site’s proximity to the Kwun Tong Line, the proposed development could be subject to adverse railway noise impact. The project proponent should conduct a RNIA at the detailed design stage and, where necessary, implement noise mitigation measures at its own cost and to the satisfaction of the Director of Environmental Protection (DEP).	R59
(2) The podium of the proposed development may induce adverse visual and air ventilation impacts to the surrounding areas. The width of the podium complex near Hip Wo Street should be reduced. Should the proposed development adopt the narrower podium footprint of the Approved Scheme, there may be scope to further relax the BH of the proposed podium block.	R60

(3) The proposed podium may threaten the ecological value of the area and negatively affect the birds living in the vicinity, including the resident and seasonal swallow colonies in the area.	R60
Responses	
<p>(a) In response to (1):</p> <p>The URA has conducted a RNIA to evaluate the potential railway noise impact on the notional indicative scheme, which demonstrated that adverse railway noise impact is not anticipated with the implementation of noise mitigation measures, including fixed glazing and acoustic fins/windows. The URA has also committed that the proposed noise mitigation measures will be implemented at the detailed design stage by the URA, its future joint venture partner(s) or its assignee.</p> <p>Nevertheless, requirements for submission of further technical assessments, including RNIA, would be stipulated in the eventual land grant conditions to the satisfaction of concerned departments and be monitored through the established land administrative mechanism. In this regard, both DEP and the Chief Engineer/Railway Development, Highways Department (CE/RD, HyD) have no adverse comment on the proposed development.</p>	
<p>(b) In response to (2):</p> <p>Regarding the potential visual and air ventilation impacts to the surrounding areas, the responses in paragraph 5.3.3(a) above are relevant.</p>	
<p>(c) In response to (3):</p> <p>The Site is situated in a highly urbanised area at the heart of KTTC (Plans H-3 and H-4). The Director of Agriculture, Fisheries and Conservation (DAFC) has no adverse comment on the proposed development from ecological perspective.</p>	

5.4.2 **R58** provided the following view on Item B:

Major Views
(1) The subject amendment item is for housekeeping purpose.
Responses
<p>(a) In response to (1):</p> <p>The view is noted.</p>

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) CA/ASC, ArchSD;
- (b) CBS/K, BD;
- (c) CE/RD, HyD;
- (d) Commissioner for Transport;
- (e) CTP/UD&L, PlanD;
- (f) DEP;
- (g) DAFC;
- (h) DFEH;
- (i) D of FS;
- (j) Director of Social Welfare; and
- (k) Government Property Administrator.

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

- (a) Secretary for Development;
- (b) Secretary for Culture, Sports and Tourism;
- (c) Head of the Energizing Kowloon East Office, Development Bureau;
- (d) Chief Engineer/East, Civil Engineering and Development Department;
- (e) Chief Engineer/Mainland South, Drainage Services Department;
- (f) Chief Engineer/Construction, Water Supplies Department;
- (g) Chief Highway Engineer/Kowloon, HyD;
- (h) Commissioner of Police;
- (i) Chief Estate Surveyor/Urban Renewal, Lands Department (LandsD);
- (j) District Lands Officer/Kowloon East, LandsD;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Health;
- (m) Director of Leisure and Cultural Services ; and
- (n) District Officer (Kwun Tong), HAD.

7. Planning Department's Views

7.1. The supportive views of **R1** to **R56**, the views of **R59** and **R60** on Item A, and the view of **R58 (Part)** on Item B are noted.

7.2. Based on the assessment in paragraph 5 above, PlanD does not support the adverse representations by **R57** and **R58 (Part)** on Items A and/or B and considers that the DSP should not be amended to meet the representations for the following reasons:

High-density Mixed-Use Development

- (a) The “OU(MU)” zoning can realise the planning intention for comprehensive high-density mixed-use developments with provision of POS, GIC, public transport and other complementary supporting facilities, while enhancing the

vitality and improving the environmental and traffic conditions in the KTTC. The zoning also offers flexibility and added resilience for the project proponent(s) to adapt to changing market needs. The “OU(MU)” zoning is considered suitable and appropriate for the Site and is compatible with the surrounding area (**R57** and **R58**);

- (b) The proposed high-density mixed-use development seeks to maximise the utilisation of the Site and capitalises on its strategic location at the heart of KTTC. The proposed BHR, in the form of three BH bands, has taken into consideration various planning and urban design factors, balancing the enhanced development potential with site constraints whilst respecting the design principles of past approved MLPs. The eventual building design is subject to detailed design and will need to comply with the BO and relevant regulations (**R57** and **R58**);

Open Space and GIC Facilities Provision

- (c) The proposed development will provide a range of recreational spaces, including at-grade POS, multi-level outdoor communal spaces and multi-purpose activity centre. Besides the pledged provision of about 8,600m² of GFA for GIC and public transport facilities, the URA will continue to explore the possibility to provide additional GFA for provision of new GIC facilities as part of the proposed development (**R58**);
- (d) The existing and planned provision of major GIC facilities in the Kwun Tong (South) Planning Scheme Area are generally adequate to meet the anticipated demand in accordance with the requirements of the HKPSG and concerned B/D’s assessments, with the exception for some social welfare facilities. The Government will continue to adopt a multi-pronged approach to identify suitable sites or premises for provision more welfare services, so as to meet the ongoing welfare service needs of the district (**R58**); and

Visual, Air Ventilation and Other Impacts

- (e) With the incorporation of various urban design and wind enhancement features, the submitted technical assessments have concluded that the proposed development will not result in insurmountable visual and air ventilation impacts on the surrounding area. The eventual development will be subject to detailed design and all building works will need to comply with the BO and relevant regulations, while taking into consideration the relevant PNAPs (**R57** and **R58**).

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 DSP to meet/partially meet the representations.
- 8.2. Should the Board decide that no amendment should be made to the draft DSP to

meet the representations, Members are also invited to agree that the draft DSP, together with the Notes and updated ES, are suitable for submission under section 8 of the Ordinance to the CE in C for approval.

9. Attachments

Annex I	Draft DSP No. S/K14S/URA1/3 (reduced size)
Annex II	SoA to Approved DSP No. S/K14S/URA1/2
Annex III	List of Representers
Annex IV	Extract of Minutes of TPB Meeting held on 17.11.2023
Annex V	Extract of Minutes of KTDC Meeting held on 4.7.2023
Annex VI	Provision of Open Space and Major GIC Facilities in the Kwun Tong (South) Planning Scheme Area
Drawing H-1	Site Plan of KTTC
Drawing H-2	Layout Plans of the Approved Scheme and Proposed Scheme
Drawing H-3	Sections of the Approved Scheme and Proposed Scheme
Drawings H-4 and H-5	Pedestrian Circulation of the Proposed Scheme
Drawings H-6 to H-8	Landscape Proposals of the Proposed Scheme
Drawing H-9	Proposed Road Improvement Works
Drawings H-10 to H-16	Photomontages (extracted)
Drawing H-17	Artists' Impression of the Proposed Outdoor Communal Spaces
Plans H-1 and H-2	Location Plans
Plan H-3	Site Plan
Plan H-4	Aerial Photo
Plans H-5a to H-5d	Site Photos

**PLANNING DEPARTMENT
APRIL 2024**