

Task Force on Kai Tak Harbourfront Development

For circulation
in April 2021

TFKT/C06/2021

Amendments Incorporated in the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23

PURPOSE

This paper aims to seek Members' views on the amendments incorporated in the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/23.

BACKGROUND

2. The Energizing Kowloon East Office (EKEO), Development Bureau (DEVB) commissioned the Planning and Engineering Study on the Kwun Tong Action Area (KTAA) – Feasibility Study (the Study) in 2016. To better utilize the waterfront site at Kwun Tong, the Study proposed to re-organize, rationalize or relocate the existing uses in KTAA ¹ for proposed commercial/office development ² with government, institution/community uses and public open spaces, and various pedestrian connections for enhancing the accessibility and vibrancy of the waterfront. On 15 May 2019, EKEO consulted the Task Force on the Recommended Outline Development Plan (RODP) (**Plan 1**) for the KTAA. Relevant consultation material and meeting minutes are at **Annex I**.

3. In response of the comments received from Task Force and other consultation committees, and in consultation with relevant bureaux/departments, the RODP has incorporated the following refinements:

- (a) Taking account of the Task Force's suggestion to allow greater flexibility in respect of the design control on the elevated green deck level of the commercial development while giving due consideration to the air quality implications of Kwun Tong Bypass as well as to enhance vista towards Victoria Harbour and the cityscape, the

¹ See **Annex II** for the affected facilities and the re-provisioning proposals recommended under the Study.

² Major development requirements for the proposed commercial/office development are at **Annex III**.

control on the elevated green deck is proposed to be revised from “not higher than +12.5mPD” to “not higher than +14.5mPD”. The revised height could allow greater design flexibility such as allowing sufficient headroom for the Public Transport Interchange (PTI), locating more retail space on lower floors including the ground floor, and providing sufficient soil depth for the elevated green deck.

Additional retail space with vista towards the harbour and the cityscape are added to the ground and elevated deck levels of the development site to enhance vibrancy of the waterfront area. A minimum length of 100 m retail frontage at such locations is proposed as an advisory guideline, while the overall length of the retail frontage could be more depending on the design adopted by the future developer. Provision of F&B elements at part of the Regional Open Space with harbour view have also been considered. An Urban Design Control Plan incorporating the above advisory guidelines is proposed to be enclosed in the land sale document for reference by the future developer.

- (b) The vertical connection facilities between the waterfront area and the proposed landscaped deck under the notional scheme have been revised to widen the staircase and include escalators. A feasible notional scheme has been worked out based on the proposed maximum height for the elevated deck, and the concern on vertical connectivity could be addressed by adopting a combination of terraced platforms with barrier-free facilities and other vertical connections including staircases and escalators to promote design variations while facilitating movements. Relevant requirements would be stipulated in the lease conditions and overseen by a panel to be set up and involving the relevant departments.
 - (c) In response to the Task Force’s suggestion to streamline the alignment of the proposed footbridge connecting Manulife Financial Centre and the podium of the development site, an additional alternative routing from the footbridge into the indoor space of the commercial development is incorporated in the RODP.
4. With regard to the Task Force’s suggestion on making use of

the rooftop of the Kwun Tong Passenger Ferry Pier to allow various uses, the concerned rooftop is currently inaccessible and the structure is not designed for public access. Utilization of the rooftop is not recommended from the structural and safety points of view.

5. To take forward the RODP of the Study, rezoning of relevant portions of KTAA within the Kwun Tong (South) Planning Scheme Area is required.

6. On 26 February 2021, the Planning Department (PlanD) submitted the proposed OZP amendments together with the views of the Task Force and Kwun Tong District Council (DC)³ to the Metro Planning Committee (MPC) of the Town Planning Board (TPB). The MPC Paper including relevant technical assessments conducted under the Study are available at TPB's website at https://www.info.gov.hk/tpb/en/papers/MPC/666-mpc_2-21.pdf. After consideration, the MPC agreed that the proposed amendments to the approved Kwun Tong (South) OZP can be published for public inspection in accordance with the Town Planning Ordinance (the Ordinance).

AMENDMENTS INCORPORATED IN THE DRAFT OZP

7. On 19 March 2021, the draft Kwun Tong (South) OZP No. S/K14S/23 incorporating the amendments (**Annex IV**), the gazette notice and schedule of amendments (**Annex V**), and the Notes and Explanatory Statement (**Annex VI**) were published for public inspection for a two-month period until 20 May 2021 in accordance with section 5 of the Ordinance. Details of the amendments are summarized in the following paragraphs.

Amendment Item A – Proposed Commercial/Office Development (total area of 1.37ha) (**Plans 2 to 4**)

8. A piece of land (currently occupied by the Kwun Tong Ferry Pier PTI and adjoining roads, and portion of Kwun Tong Ferry Pier Square cum Pet Garden) is rezoned from “Open Space” (“O”) and “Government, Institution or Community (1)” (“G/IC(1)”) and shown as ‘Road’ to “Commercial (2)” (“C(2)”) (**Item A**) with stipulation of a

³ EKEO consulted the Kwun Tung District Council on the RODP on 24 September 2019.

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maximum GFA of about 86,650m²⁴, and maximum building heights (BHs) of 100 metres above Principal Datum (mPD) for the main portion and 15mPD⁵ for the western portion of the “C(2)” zone.

Amendment Items B1, B2 and B3 – Public Open Space Proposals (total area of 0.7ha) (Plans 2 to 4)

9. To facilitate the implementation of public open space proposals recommended in the RODP (**Plan 1**), parcels of land (including stripe of land at waterfront to the southwest of the PTI, the Cooked Food Market site and areas to the southwest of the junction at Hoi Yuen Road and Wai Yip Street) are rezoned from “G/IC(1)” and shown as ‘Road’ to “O” (**Item B1**) and “O(1)” (**Item B2**)⁶. Another waterfront area covering the eastern portion of ex-Kwun Tong Driving School site is rezoned from “G/IC(1)” to “Other Specified Uses” annotated “Drainage Facility and At-grade Public Open Space” zone to reflect the integrated design of an underground storm water storage tank with ancillary aboveground structures and public open space atop (**Item B3**).

Amendment Item C – Road Improvement Works (total area of 0.19ha) (Plans 2 to 4)

10. Two stripes of land and the existing Kei Yip Lane are rezoned from “G/IC(1)” to areas shown as ‘Road’ to facilitate implementation of the road works recommended under the Study and/or to reflect the as-built road status (**Item C**).

AMENDMENTS OF NOTES AND EXPLANATORY STATEMENT (Annex VI)

11. For the purpose of the above amendment items, the Notes of the OZP have been amended accordingly. Opportunity is taken to incorporate other technical amendments into the Notes as well. The

⁴ Floor space of about 2,700m² for provision of social welfare facilities, as required by the Social Welfare Department, would be excluded from the calculation of the maximum GFA.

⁵ The delineation of the BHR of 15mPD generally aligns with Hoi Yuen Road which would facilitate wind penetration from the waterfront to the major wind corridor in the district along Hoi Yuen Road.

⁶ ‘Public Utility Installation’ as a Column 1 use for the “O(1)” zone to allow reprovisioning of an existing affected gas governor kiosk as recommended under the Study, and its design should have due regard to the planning intention of the public open space.

Explanatory Statement of the OZP has also been updated to reflect the latest condition and planning circumstances of the planning scheme area.

HARBOUR PLANNING PRINCIPLES AND GUIDELINES

12. The following Harbour Planning Principles and Guidelines (HPPG) have been taken into account in the formulation of the RODP under the Study -

(a) Preserving Victoria Harbour

To protect and preserve Victoria Harbour for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, the KTAA development would not involve any reclamation in the harbour. Proposed landing steps would be recessed from the existing seawall to ensure no reclamation.

(b) Stakeholder Engagement

EKEO conducted stakeholder engagement on the Preliminary Outline Development Plan (PODP) for KTAA and waterbody co-use proposals for Kwun Tong Typhoon Shelter under the Study between August and November 2017. Comments of the stakeholders have suitably incorporated in formulation of the RODP. Subsequently, EKEO consulted the Task Force, the Kwun Tong DC, the Land Development Advisory Committee and the Kowloon City DC on the RODP in April to July 2019.

(c) Sustainable Development and Integrated Planning

Mixed uses are proposed for KTAA, including commercial development, government facilities and an integrated open space and pedestrian network, giving due account of the site context and possible future infrastructures, to achieve sustainable development.

(d) Vibrant and Accessible Harbour

To promote accessibility to the harbourfront, an integrated

open space and pedestrian network is proposed to connect people from the hinterland to the waterfront area as well as to extend the existing Kwun Tong Promenade to the future Tsui Ping River and Cha Kwo Ling waterfront promenade. Various cultural and leisure facilities such as allowance for cycle track connecting to the future cycle track network in the Kai Tak Development Area are proposed to enhance the vibrancy of the area.

(e) Proactive Harbour Enhancement for Public Enjoyment

A series of open spaces with various functions such as multi-function event spaces, passive landscape gardens and reprovisioning of the existing pet garden are proposed to interconnect with the continuous waterfront for public enjoyment and enhance the atmosphere of the harbourfront. Water body co-use initiatives are also proposed to further enhance land-water synergy for public enjoyment.

ADVICE SOUGHT

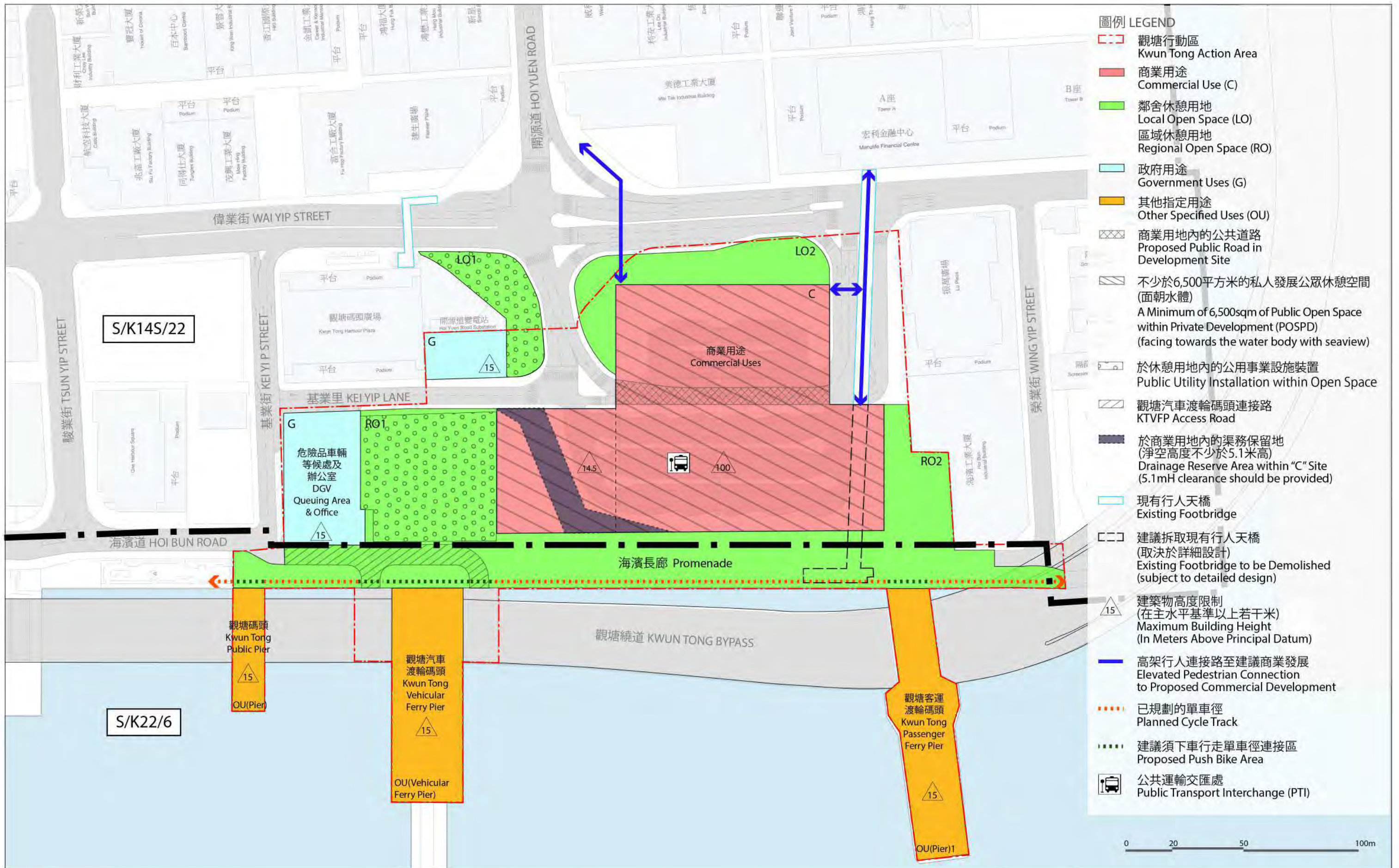
13. The draft Kwun Tong (South) OZP No. S/K14S/23 was exhibited for public inspection on 19 March 2021 for a 2-month period until 20 May 2021 in accordance with section 5 of the Ordinance. The OZP showing the amendments is deposited at the Secretariat of TPB, the Planning Enquiry Counters at the North Point Government Offices and the Sha Tin Government Office, Kowloon District Planning Office and Kwun Tong District Office for public inspection during normal office hours. Members of the public can also browse the OZP at TPB's website (<http://www.info.gov.hk/tpb/>).

14. In accordance with section 6(1) of the Ordinance, any person may make representation to the Board in respect of any of the amendments. The representation should be made in writing to the Secretary, Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong not later than **20 May 2021**. Please refer to **Annex V** for more details.

**PLANNING DEPARTMENT
APRIL 2021**

ATTACHMENTS

- | | |
|-----------|--|
| Plan 1 | RODP for KTAA |
| Plan 2 | Amendment Items – Site Plan |
| Plan 3 | Amendment Items – Aerial Photo |
| Plan 4 | Amendment Items – Site Photo |
|
 | |
| Annex I | Consultation Document and Minutes of the 34th Task Force meeting on the RODP on KTAA (TFKT/06/2019) |
| Annex II | Reprovisioning Proposals of Existing Facilities |
| Annex III | Development and Design Requirements for Proposed Commercial/Office Development at Kwun Tong Action Area |
| Annex IV | Draft Kwun Tong (South) OZP No. S/K14S/23 (Resized to A3 Size) |
| Annex V | Gazette Notice and Schedule of Amendments of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 |
| Annex VI | Notes and Explanatory Statement of the Draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 |



- 圖例 LEGEND**
- 觀塘行動區
Kwun Tong Action Area
 - 商業用途
Commercial Use (C)
 - 鄰舍休憩用地
Local Open Space (LO)
 - 區域休憩用地
Regional Open Space (RO)
 - 政府用途
Government Uses (G)
 - 其他指定用途
Other Specified Uses (OU)
 - 商業用地內的公共道路
Proposed Public Road in Development Site
 - 不少於6,500平方米的私人發展公眾休憩空間 (面朝水體)
A Minimum of 6,500sqm of Public Open Space within Private Development (POSPD) (facing towards the water body with seaview)
 - 於休憩用地內的公用事業設施裝置
Public Utility Installation within Open Space
 - 觀塘汽車渡輪碼頭連接路
KTVFP Access Road
 - 於商業用地內的渠務保留地 (淨空高度不少於5.1米高)
Drainage Reserve Area within "C" Site (5.1mH clearance should be provided)
 - 現有行人天橋
Existing Footbridge
 - 建議拆取現有行人天橋 (取決於詳細設計)
Existing Footbridge to be Demolished (subject to detailed design)
 - 建築物高度限制 (在主水平基準以上若干米)
Maximum Building Height (In Meters Above Principal Datum)
 - 高架行人連接路至建議商業發展
Elevated Pedestrian Connection to Proposed Commercial Development
 - 已規劃的單車徑
Planned Cycle Track
 - 建議須下車行走單車徑連接區
Proposed Push Bike Area
 - 公共運輸交匯處
Public Transport Interchange (PTI)

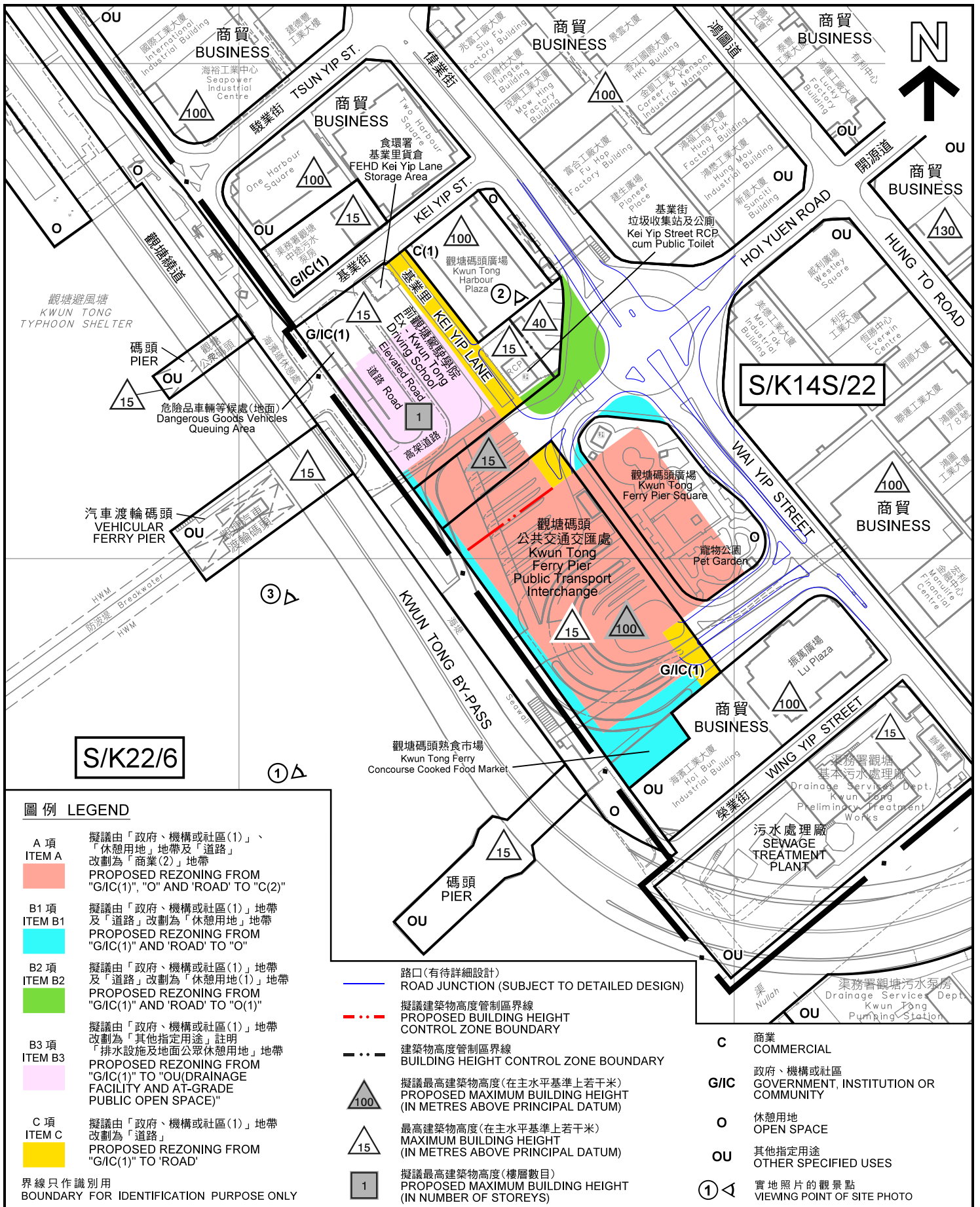


項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area
 - Feasibility Study

標題 Title:
建議發展大綱圖
Recommended Outline Development Plan

日期: 2021年1月
 Date: Jan 2021
 比例: 如圖所示
 Scale: As Shown

圖 Plan 1



S/K22/6

S/K14S/22

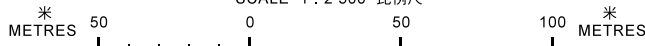
- 圖例 LEGEND**
- A 項 ITEM A**
 擬議由「政府、機構或社區(1)」、「休憩用地」地帶及「道路」改劃為「商業(2)」地帶
 PROPOSED REZONING FROM "G/I(1)", "O" AND "ROAD" TO "C(2)"
 - B1 項 ITEM B1**
 擬議由「政府、機構或社區(1)」地帶及「道路」改劃為「休憩用地」地帶
 PROPOSED REZONING FROM "G/I(1)" AND "ROAD" TO "O"
 - B2 項 ITEM B2**
 擬議由「政府、機構或社區(1)」地帶及「道路」改劃為「休憩用地(1)」地帶
 PROPOSED REZONING FROM "G/I(1)" AND "ROAD" TO "O(1)"
 - B3 項 ITEM B3**
 擬議由「政府、機構或社區(1)」地帶改劃為「其他指定用途」註明「排水設施及地面公眾休憩用地」地帶
 PROPOSED REZONING FROM "G/I(1)" TO "OU(DRAINAGE FACILITY AND AT-GRADE PUBLIC OPEN SPACE)"
 - C 項 ITEM C**
 擬議由「政府、機構或社區(1)」地帶改劃為「道路」
 PROPOSED REZONING FROM "G/I(1)" TO "ROAD"
- 界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

- 路口(有待詳細設計)
ROAD JUNCTION (SUBJECT TO DETAILED DESIGN)
- 擬議建築物高度管制區界線
PROPOSED BUILDING HEIGHT CONTROL ZONE BOUNDARY
- 建築物高度管制區界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY
- 擬議最高建築物高度(在主水平基準上若干米)
PROPOSED MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 最高建築物高度(在主水平基準上若干米)
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 擬議最高建築物高度(樓層數目)
PROPOSED MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)

- C** 商業
COMMERCIAL
- G/I/C** 政府、機構或社區
GOVERNMENT, INSTITUTION OR COMMUNITY
- O** 休憩用地
OPEN SPACE
- OU** 其他指定用途
OTHER SPECIFIED USES
- 實地照片的觀景點
VIEWING POINT OF SITE PHOTO

本摘要圖於2021年2月18日擬備，
所根據的資料為測量圖編號
11-NE-23A及23C
EXTRACT PLAN PREPARED ON 18.2.2021
BASED ON SURVEY SHEETS No.
11-NE-23A AND 23C

平面圖 SITE PLAN
 觀塘(南部)分區計劃大綱核准圖
 編號 S / K 1 4 S / 2 2 的擬議修訂
 (A、B1、B2、B3及C項)
 PROPOSED AMENDMENTS TO THE APPROVED
 KWUN TONG (SOUTH)
 OUTLINE ZONING PLAN No. S/K14S/22
 (ITEMS A, B1, B2, B3 AND C)
 SCALE 1 : 2 500 比例尺



規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K14S/20/49

圖 PLAN
2



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2021年3月24日擬備，所根據的資料為地政總署於2018年10月5日拍攝的航攝照片編號E046756C
EXTRACT PLAN PREPARED ON 24.3.2021 BASED ON AERIAL PHOTO No. E046756C TAKEN ON 5.10.2018 BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO
觀塘（南部）分區計劃大綱核准圖
編號 S/K 14 S/22 的擬議修訂
(A、B1、B2、B3及C項)
PROPOSED AMENDMENTS TO THE APPROVED
KWUN TONG (SOUTH)
OUTLINE ZONING PLAN No. S/K14S/22
(ITEMS A, B1, B2, B3 AND C)

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K14S/20/49

圖 PLAN
3



界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本圖於2021年2月9日擬備，所根據的資料為攝於2020年7月17日的實地照片
PLAN PREPARED ON 9.2.2021
BASED ON SITE PHOTO
TAKEN ON 17.7.2020

實地照片 SITE PHOTO

觀塘（南部）分區計劃大綱核准圖編號 S / K 1 4 S / 2 2 的擬議修訂
（A、B 1、B 2、B 3及C項）
PROPOSED AMENDMENTS TO THE APPROVED KWUN TONG (SOUTH)
OUTLINE ZONING PLAN No. S/K14S/22
(ITEMS A, B1, B2, B3 AND C)

**規劃署
PLANNING
DEPARTMENT**



參考編號
REFERENCE No.
M/K14S/20/49

圖 PLAN
4

Task Force on Kai Tak Harbourfront Development

For discussion
on 15 May 2019

TFKT/06/2019

Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study Recommended Outline Development Plan

PURPOSE

This paper is to invite Members' views on the Recommended Outline Development Plan (RODP) under the Planning and Engineering Study on Kwun Tong Action Area (KTAA) of Kowloon East (KE) – Feasibility Study (the Study).

BACKGROUND

2. The Stage 1 public consultation of the Study was carried out between August and November 2017 to collect public comments on two proposed development scheme options, viz. Option 1 – “Green Carpet” and Option 2 – the “Integrated Grid”, under the Preliminary Outline Development Plan (PODP) for KTAA. The Task Force on Kai Tak Harbourfront Development (The Task Force) was consulted on 8 September 2017. Members generally supported the proposals and provided comments on various aspects such as accessibility, traffic arrangements, landscaping and visual considerations. The Kwun Tong and Kowloon City District Councils (KTDC and KCDC) and the Land and Development Advisory Committee (LDAC) were also consulted, and they also generally supported the proposals and provided comments. The comments received on various aspects are summarized in **Annex 1**.

3. Taking into account comments from Stage 1 public consultation as well as the findings of various technical assessments, the RODP is formulated for the Stage 2 public consultation.

MAJOR REVISIONS

4. The Study Area is shown on **Plan 1**. The following key revisions to the PODP are made in the process of formulating the RODP –

(a) Configuration of the Public Transport Interchange (PTI)

To avoid diverting the existing trunk sewer and to address the Task Force's comment on the large size of the proposed PTI, a sawtooth design for the PTI is proposed with a reduction in the proposed area from 8 000 m² to 7 050 m².

(b) Pedestrian Connection

The alignment of the proposed footbridge connecting Hoi Yuen Road and KTAA is proposed to be shifted eastward to reduce the walking distance across Wai Yip Street.

(c) Government Facilities

- (i) In view of the operational requirements and public comments to minimise the impact of the Refuse Collection Point (RCP) on the waterfront area, the existing RCP would remain in situ. Reprovisioning of an existing storage area of the Food and Environmental Hygiene Department (FEHD) is proposed to be accommodated in the open area within the existing RCP site;
- (ii) Upon completion of the future public open spaces (POSs) with public toilet provision, the public toilets in the existing RCP building are proposed to be released for other uses, such as upcycling or recycling uses by non-governmental organizations;

- (iii) An open space between Kei Yip Lane and the waterfront promenade is reserved to accommodate an underground stormwater tank of the Drainage Services Department (DSD); and
- (iv) The existing Cooked Food Market (CFM) site is proposed to be converted into POS to integrate with the waterfront promenade with a view to improving the overall attractiveness of the waterfront.

(d) Overall Layout

- (i) Taking account of the comments received, the open space arrangement under Option 1 “Green Carpet” that integrates the waterfront promenade with the associated open spaces is adopted. For building disposition, the two-tower design layout under Option 2 “Integrated Grid” is adopted to preserve the air ventilation and visual corridors; and
- (ii) A stepped down viewing deck is proposed to lower the level of the landscaped deck while maintaining the headroom requirement for PTI to maximise the vista towards the harbour.

PLANNING AND DESIGN PRINCIPLES

5. Major planning and design principles are summarized as follows -

- to exhibit the planning and design principles of Central Business District 2 (CBD2) which focus on connectivity, branding, design and diversity;
- to adopt key planning and design merits and features of the Kai Tak Fantasy Competition Winning Scheme, such as “Healthy City” theme, place-making approach, and positioning of “Innovative Garden”;

- to facilitate effective traffic management to cater for the additional traffic generated from the proposed development;
 - to respect and harmonise with the existing urban context, especially in terms of building height (BH) profile, building orientation, building mass, building permeability, vista of the waterfront and pedestrian connectivity with a view to improving the building disposition and air ventilation of the proposed development; and
 - to promote the concept of “Green and Blue System” network as advocated in the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (“Hong Kong 2030+”).
6. In addition, the following Harbour Planning Principles have been taken into account in the formulation of the RODP -

(a) Preserving Victoria Harbour

To protect and preserve Victoria Harbour for Hong Kong people and visitors as a special public asset, a natural and cultural heritage asset, the KTAA development would not involve any reclamation in the harbour. Proposed landing steps would be recessed from the existing seawall to ensure no reclamation.

(b) Stakeholder Engagement

The stakeholder engagement on the PODP for KTAA and waterbody co-use proposals has been summarized in paragraph 2 above. We consulted KTDC and LDAC on the RODP in April 2019 and would consult KCDC in July 2019.

(c) Sustainable Development and Integrated Planning

Mixed uses are proposed for KTAA, including

commercial development, government facilities and an integrated open space and pedestrian network, giving due account of the site context and possible future infrastructures, to achieve sustainable development.

(d) Vibrant and Accessible Harbour

To promote accessibility to the harbourfront, an integrated open space and pedestrian network is proposed to connect people from the hinterland to the waterfront area as well as to extend the existing Kwun Tong Promenade to the future Tsui Ping River and Cha Kwo Ling waterfront promenade. Various cultural and leisure facilities such as allowance for cycle track connecting to the future cycle track network in the Kai Tak Development Area are proposed to enhance the vibrancy of the area.

(e) Proactive Harbour Enhancement for Public Enjoyment

A series of open spaces with various functions such as multi-function event spaces, passive landscape gardens and re-provisioning of the existing pet garden are proposed to interconnect with the continuous waterfront for public enjoyment and enhance the atmosphere of the harbourfront. Water body co-use initiatives are proposed to further enhance land-water synergy for public enjoyment.

RECOMMENDED OUTLINE DEVELOPMENT PLAN (Plan 2)

7. The existing government uses, open spaces and roads within the Study Area would be restructured into the following proposed land use zonings –

- “Commercial” (“C”): including office, retail, F&B and

Government, Institution and Community (GIC) uses. A maximum building height (BH) restriction of 100 mPD is proposed which corresponds to the existing urban context. To allow flexibility, some floor space in the commercial development could be allocated for government use or other uses supported by the Government;

- “Government” (“G”): covering the restructured Kwun Tong Vehicular Ferry Pier (KTVFP), dangerous goods vehicle (DGV) queuing space and the existing RCP. The existing BH restriction of 15 mPD is proposed to be maintained;
- “Other Specified Uses” (“OU”): covering the existing “OU” annotated “Vehicular Ferry Pier” and “Pier” uses; and designating the Kwun Tong Passenger Ferry Pier (KTPFP) as “OU(Pier (1))” to incorporate a broader range of government and arts and cultural/institutional uses as “uses always permitted”. The existing BH restriction of 15 mPD is proposed to be maintained for all the piers; and
- Open Spaces (“O”): including “Regional Open Space” (“RO”) (the waterfront promenade, a site to the south-west of Kei Yip Lane and the existing CFM site) and “Local Open Space” (“LO”) (including public open space in private development (POSPD) to the north-east of the “C” site and public open space to the southwest of Wai Yip Street/Hoi Yuen Road junction).

8. Proposed key development parameters, indicative massing, building profile, urban design plan and landscape design plan are shown in **Table 1** and **Plans 3 to 6**.

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TFKT/06/2019

Table 1: Development Parameters under RODP

	“C”	“G” (DGV Queuing Area)	“G” (RCP & Storage Area)	“OU (Pier 1” (KTPFP) <i>(in situ)</i>	“OU (Vehicular Ferry Pier)” (KTVFP) <i>(in situ)</i>	“OU(Pier)” (Kwun Tong Public Pier) (KTPP) <i>(in situ)</i>	“O”
Site Area (m ²)	13 700	1 750	690	2 600	4 000	740	15 310
Max. BH (mPD)	100	15	15	15	15	15	-
PR (about)	6.52	0.05	1.53	No change	No change	No change	-
GFA (m ²)							
- Office	65 300	-	-	-	-	-	-
- Retail / F&B	17 000	-	-	-	-	-	-
- Arts and Cultural/ Institutional	-	-	-	1 700	-	-	-
- GIC	-	90	780* + 275	-	-	-	-
- PTI	7 050	-	-	-	-	-	-
- Pier	-	-	-	2 390*	845*	-	-
Total GFA (m²)	89 350	90	1 055	4 090	845	-	-

* Existing provision to be retained

URBAN DESIGN CONSIDERATIONS AND REQUIREMENTS

9. The proposed Master Urban Design Plan is shown on **Plan 5**. To formulate the appropriate design framework to guide the future development, key urban design components including connectivity, walkability, public realm, and development built-form have been considered. Based on the urban design framework, apart from the proposed development parameters, BH restrictions and provision of transport facilities, the following design requirements are also proposed to be stipulated in the lease conditions –

- a minimum greening ratio of 30% for the “C” site, with a

specific greening ratio of minimum 20% at the pedestrian zone and at the roof area;

- provision of a minimum of 6 500 m² POSPD within the “C” zone at ground level and/or green deck level with seaview and with connections to the at-grade POS and PTI;
- a stepped-down viewing deck towards the harbour at the green deck level and landscaped “Grand Steps” towards the at-grade POS which would serve as a multi-purpose event space; and
- provision of connection to the existing Manulife footbridge, and connection point to the proposed footbridge at Hoi Yuen Road/Wai Yip Street junction as well as provision of 24-hour public free passageways within the development in “C” site to connect the footbridges and the PTI/POS/POSPD at ground level.

10. A set of design guidelines (**Annex 2**), which is advisory in nature, is also proposed for the “C” site to guide the future development.

11. The proposed Master Landscape Plan is shown on **Plan 6**. Three thematic open space nodes are proposed to enhance the spatial quality for the future commercial development and to create an open space network with diverse uses through varying landscape character and rich greenery. These include an “Open Space Node” along Kei Yip Lane comprising multi-purpose event space and landscaped staircase; an “Elevated Green Deck” at the POSPD within the “C” site comprising a creative plaza and an exhibition space; and a “Ferry Plaza” at the existing CFM site to serve as an anchor for various visitors.

TRAFFIC AND TRANSPORTATION ARRANGEMENTS (Plan 7)

12. The existing road network would need to be modified to improve the overall traffic flow in the area, taking into account the traffic impacts arising from the future KTAA development and the existing congestion at the Hoi Yuen Road/Wai Yip Street roundabout. The proposed major enhancement works include -

- modifying the Hoi Yuen Road/Wai Yip Street roundabout into a signalized cross junction to increase the junction capacity;
- introducing a new Road L1 and modify Road L2, Kei Yip Lane and part of Kei Yip Street to divert existing U-turn traffic flows;
- turning the existing Kei Yip Lane into a one-way north-westbound road; and
- turning a portion of Kei Yip Street between Wai Yip Street and Kei Yip Lane into a two-way street.

13. A PTI with sawtooth layout for bus and minibus laybys is proposed to integrate with the future development on the “C” site. It would be equipped with real-time bus information display panels, passenger waiting area, rest area and toilets for drivers. There would also be provision of taxi and coach lay-bys within the commercial development.

14. The commercial development would also provide ancillary parking facilities and loading/unloading (L/UL) spaces according to the Hong Kong Planning Standards and Guidelines. Based on the proposed development parameters in **Table 1**, there would be about 350 ancillary parking spaces for private cars and 36 ancillary goods vehicles (GV) L/UL spaces. The carpark would also provide 130 public parking spaces for private cars, 36 for GVs and 10 for coaches. Moreover, some of the ancillary GV L/UL spaces would be shared for overnight GV parking for better utilization of resources.

IMPLEMENTATION ARRANGEMENTS (Plan 8)

Quick-Win Projects

15. A number of quick-win projects are proposed to be implemented to bring early benefits to the area and the public, including -

- facelifting of the RCP cum public toilet;
- addition of a three-storey structure at the existing RCP site for reprovisioning of FEHD's storage area; and
- enhancing a site adjacent to Hoi Bun Industrial Building and the adjacent area for early development of part of the waterfront promenade.

Public Works

16. The public works in KTAA are proposed to be grouped under three public works projects, including (i) refurbishment of KTVFP Terminal Building, (ii) DGV queuing space reconfiguration; and (iii) road improvement works and associated open space project. The refurbishment of KTVFP Terminal Building would be carried out first to make way for the public works of DGV queuing space reconfiguration. Subject to funding approval, DGV queuing space reconfiguration and road improvement works would commence in 2021 by phases. The existing PTI would require temporary reprovisioning to enable formation and development of the commercial site and road construction.

17. The enhancement of the waterfront promenade and construction of open spaces are proposed to be implemented by phases to maintain the provision of open spaces for public use.

18. To take forward the proposed drainage improvement works of the DSD, the open space to the north-west of the "C" site would have its underground space reserved for construction of an underground stormwater tank. The open space would be

constructed together with the tank under one project.

Works by the Developer

19. The development on the “C” site, including the permanent PTI and the POSPD within the site, would be constructed by the future developer. The “LO” adjoining the “C” site along Wai Yip Street would also be implemented by the future developer as a POSPD.

SMART AND GREEN PROPOSALS

20. In line with KE’s smart and green initiatives, relevant requirements would be incorporated into the land sale conditions of the commercial development. These include BEAM Plus certification of Gold rating or above, higher greening ratio of 30% for the “C” site, smart water meters, electric vehicle charging infrastructure, automatic refuse collection system, cycle parking facilities and sharing of real-time parking availability information. Besides, the greening ratio of public open spaces along the waterfront promenade is proposed to increase to 35%. Smart recycle bins system and multi-purpose lamp posts are also proposed in public open spaces.

WATER BODY CO-USE PROPOSALS

21. Co-use of the water body of Kwun Tong Typhoon Shelter (KTTS) for water sports/recreation activities is proposed. As a quick-win, the Marine Department has widened the passageway along Kwun Tong Promenade from 50 m to 100 m in August 2018 to release more area for water sports/recreation activities along the waterfront promenade. The Government is currently processing three short-term tenancy applications for setting up water sports facilities around KTTS.

22. In the medium to long-term, with the establishment of KTAA and the developments at the Runway Tip, entertainment and tourism-related uses would be introduced to further create synergy and inject attractiveness and vibrancy of the waterfront. The short-term and medium to long-term water body co-use proposals are shown on **Plans 9** and **10** respectively.

WAY FORWARD

23. The finalized study recommendations would be passed to the Planning Department for amendment of the relevant Outline Zoning Plans.

ADVICE SOUGHT

24. Members are invited to provide comments on the RODP for KTAA.

**Energizing Kowloon East Office
Development Bureau
May 2019**

Attachments

Plan 1	Study Area
Plan 2	Recommended Outline Development Plan
Plan 3	Proposed Massing
Plan 4	Building Height Profile
Plan 5	Master Urban Design Plan
Plan 6	Master Landscape Plan
Plan 7	Proposed Traffic and Transport Arrangement
Plan 8	Proposed Works Arrangement
Plan 9	Proposed Short-term Co-use Proposals in KTTS
Plan 10	Proposed Medium to Long-term Co-use Proposals in KTTS

Task Force on Kai Tak Harbourfront Development

TFKT/06/2019

- Annex 1** Comments Received on the PODP during Stage 1
Public Consultation
- Annex 2** Design Guidelines for the Commercial Site

**Comments Received on the PODP during
Stage 1 Public Consultation**

During the Stage 1 public consultation, the study recommendations on the proposed traffic and road improvement measures, enhancement on the continuity of the waterfront promenade, land use proposals and water body co-use proposals in the Kwun Tong Typhoon Shelter and part of Kai Tak Approach Channel were generally supported by the public. Major comments received include the following:

On Traffic and Parking Arrangements

- to provide appropriate and effective improvement measures to alleviate the existing traffic congestion problems along the Hoi Yuen Road/Wai Yip Street roundabout;
- to provide more parking spaces to alleviate the problem of illegal parking;
- to improve the overall environment of the public transport interchange (PTI), reduce the size of PTI and provide ancillary facilities such as resting station for drivers and toilets;

On Accessibility, Landscaping and Visual Considerations

- to avoid blockage of air ventilation corridor and adverse visual impact along Hoi Yuen Road;
- the building disposition of Option 2 “Integrated Grid” (two-tower design layout) was preferred;
- to enhance the vertical connection between the waterfront area and the proposed landscaped deck;
- to lower the level of the landscaped deck with a view to avoiding blockage of views by the Kwun Tong Bypass;

On Government Facilities Arrangements

- to consider the relocation of the Kwun Tong Vehicular Ferry Pier and dangerous goods vehicle queuing area to enhance overall connectivity along the waterfront promenade;
- to minimize the impact of the refuse collection point on the waterfront area; and

On Arts and Cultural/Institutional Use

- the development of arts and cultural/institutional use was

supported with comments to increase the open space area for creative plaza.

Design Guidelines for the Commercial Site

Connectivity

- The urban design within KTAA should promote multi-level connections between at-grade and elevated levels as well as between private and public developments with a view to enhancing connectivity and accessibility. Adequate pedestrian facilities including footpaths, sitting-out areas and an appropriate way-finding system should be provided. Enclosed open space design should be avoided so as to enhance visual and physical connection of people and the waterfront.
- Adequate public access and passageways within the private development on the green deck level should be provided to facilitate pedestrian movement between the footbridges and the green deck.
- Adequate vertical connection facilities including staircases, escalators, and lifts for barrier-free access should be provided. A set of landscaped staircases is required to connect the POSPD at the green deck level to the major at-grade public open space node. Another set of staircases and escalators should also be provided at the southeast corner of the green deck to ensure pedestrian connection between the waterfront promenade, PTI and the green deck.

Public Realm

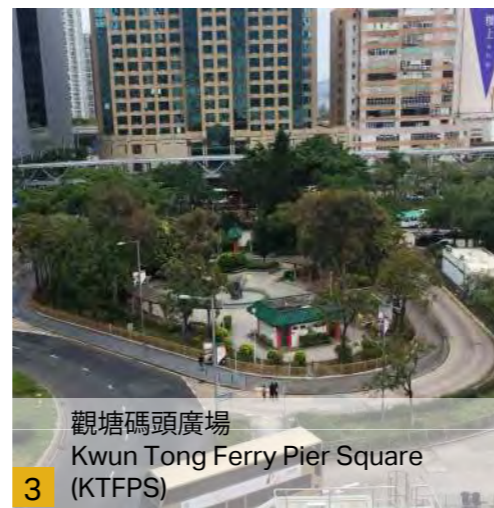
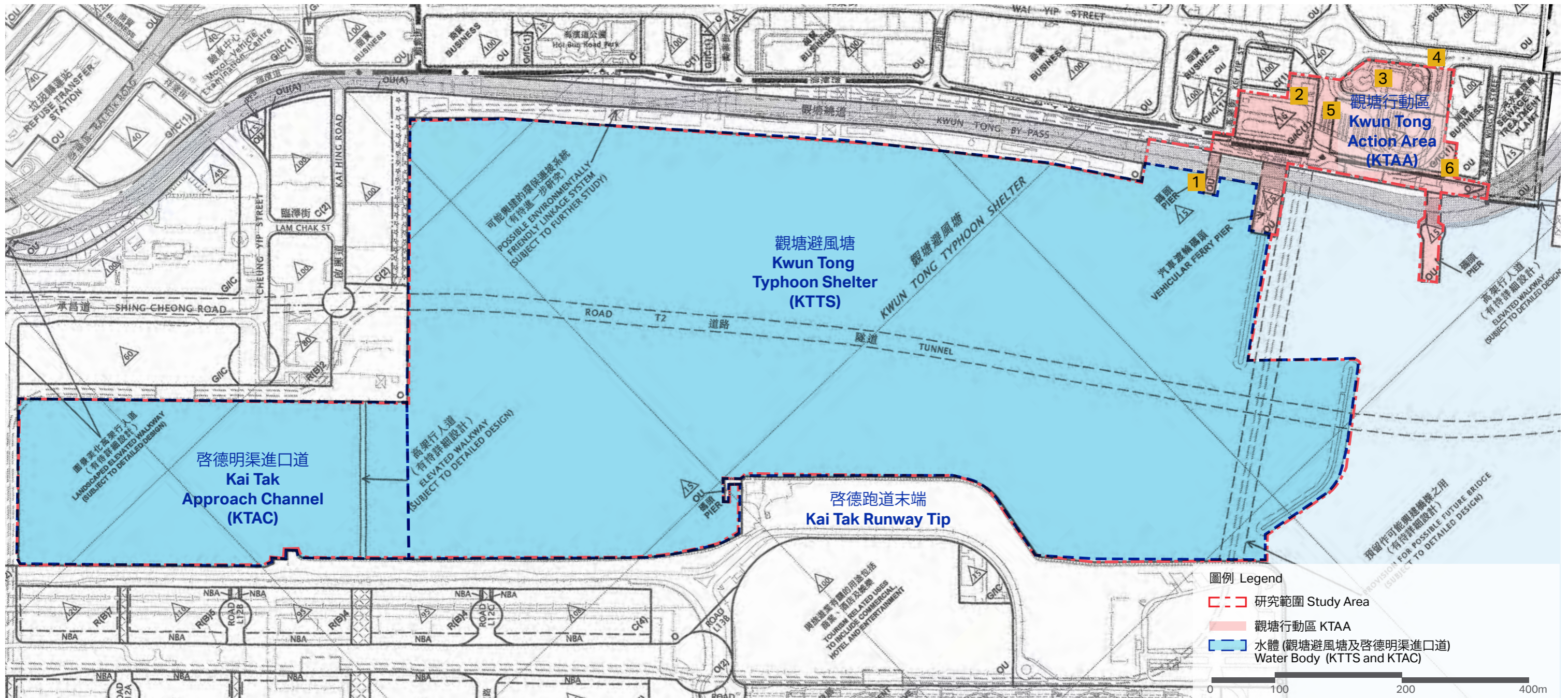
- Appropriate greening and screening along the PTI/waterfront promenade interface should be provided. Adequate planting strip of not less than 1.5m wide is recommended.
- Seating facilities should be provided in the POSPD.

Development Built-form

- Building disposition should maintain the view/wind corridor along Hoi Yuen Road. To allow wind penetration to the inland area, a non-building area is recommended to be provided in the portion of “C” site to the west of the drainage reserve, where no aboveground structure exceeding the level of 12.5mPD will be allowed except for landscaped features, and minor structure for footbridge connection or covered walkway.
- A stepped height profile towards the harbour should be adopted for

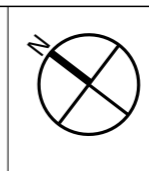
the buildings proposed on the site.

- A stepped-down viewing deck from the elevated deck facing the waterfront should be provided to maximise the vista towards the harbour.
- Provision of a sky court within the buildings and green roof gardens.



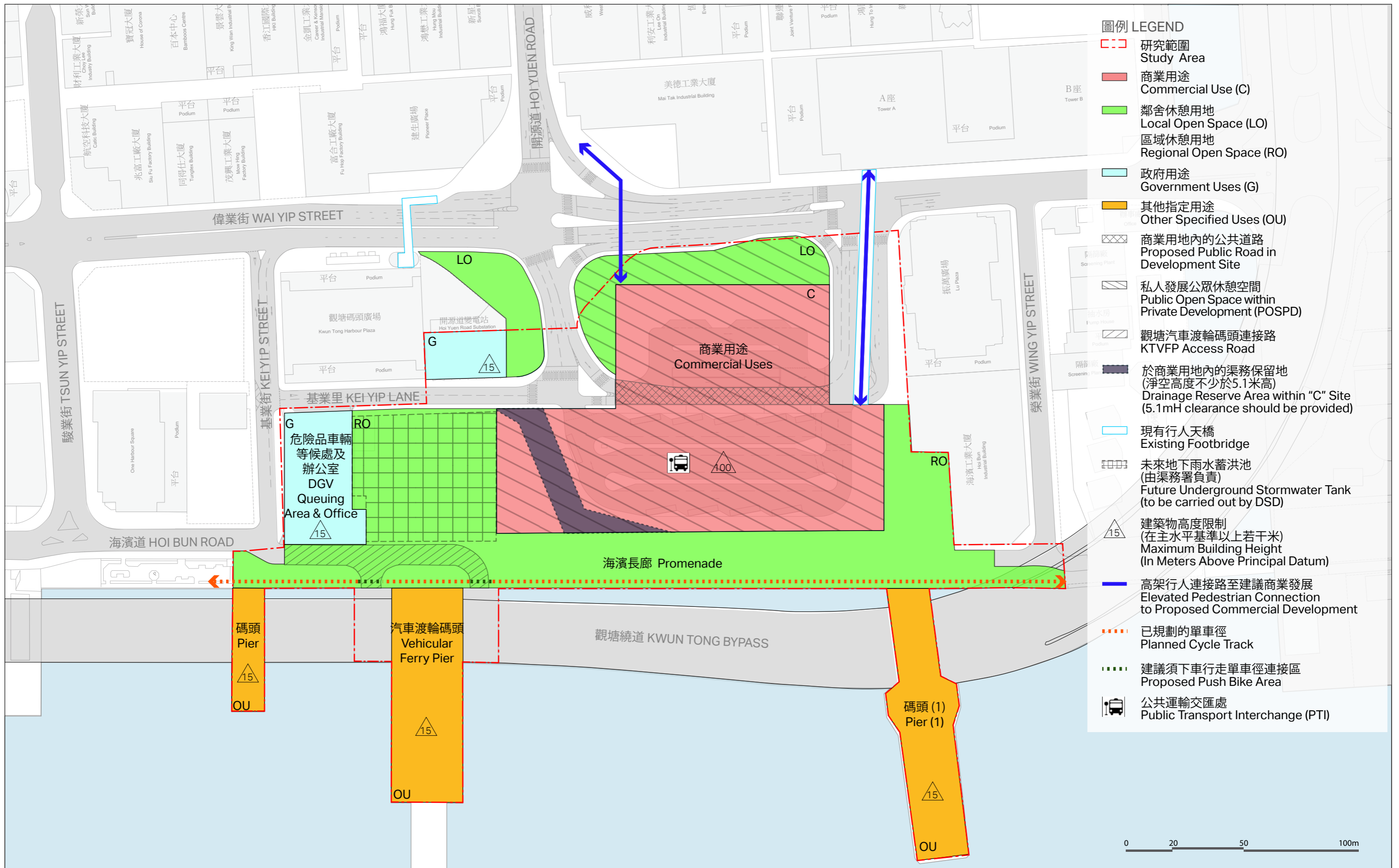
項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
研究範圍
Study Area



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 1



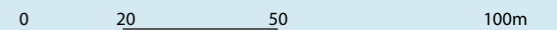
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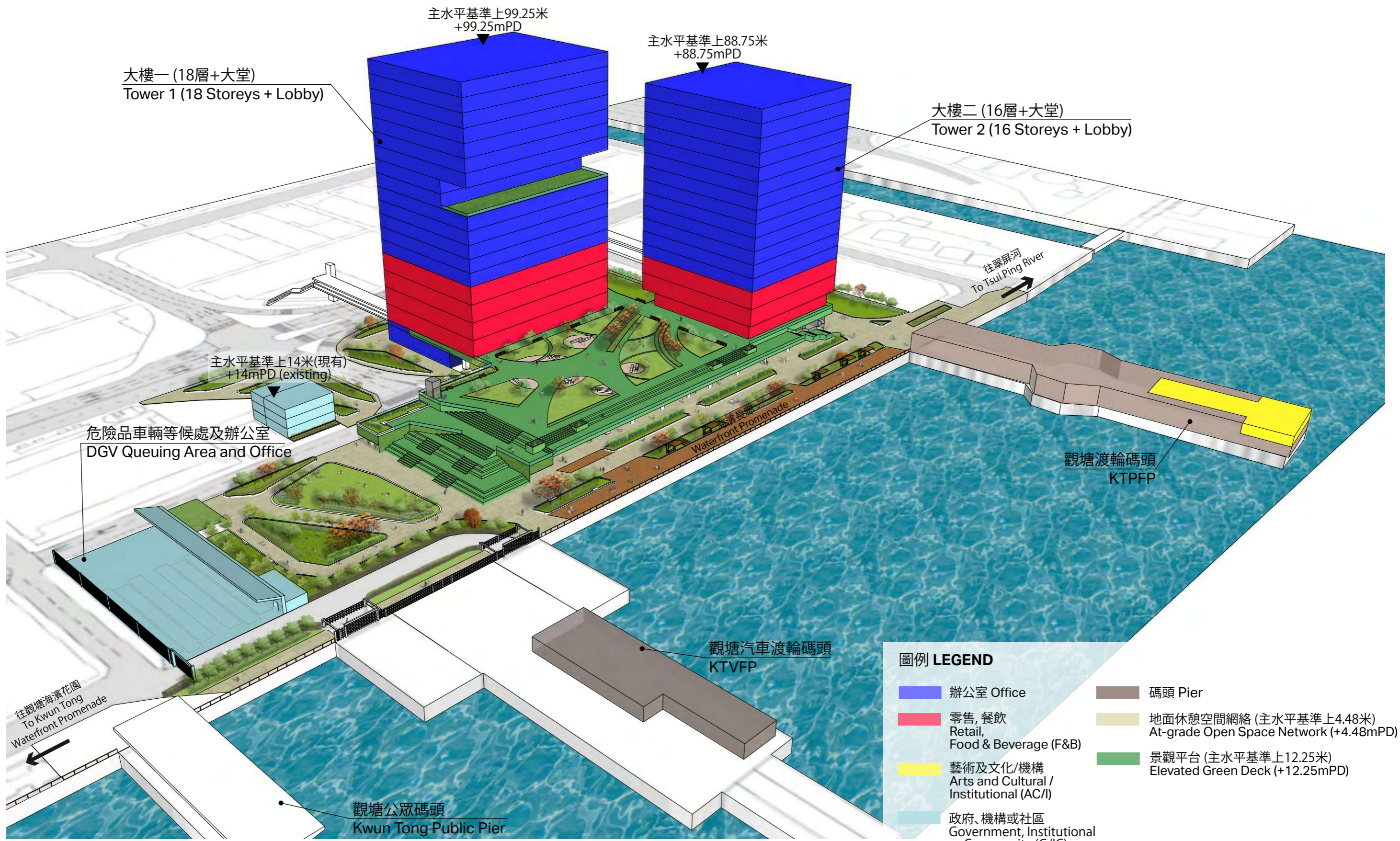
標題 Title:
建議發展大綱圖
Recommended Outline Development Plan



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 2





項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
建築物體積示意圖
Proposed Massing



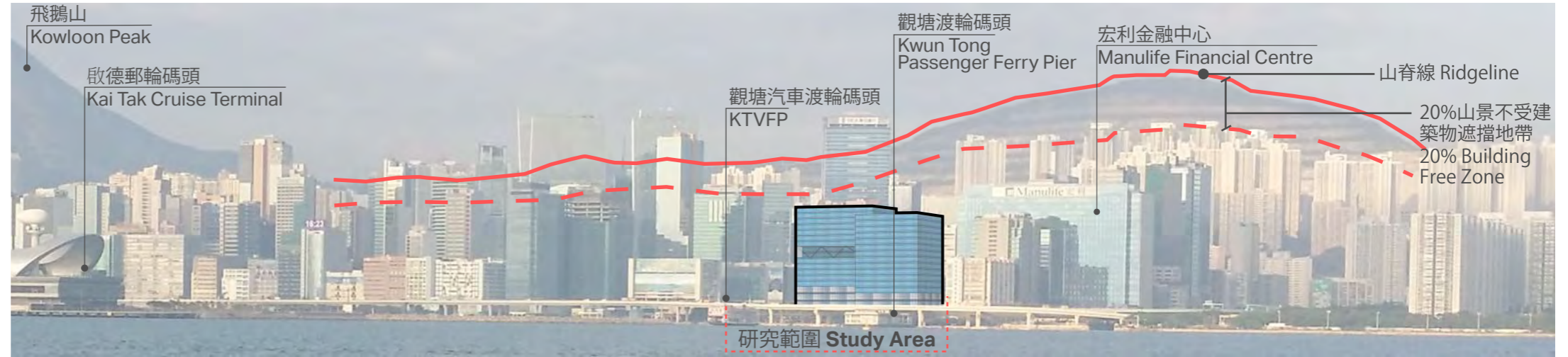
日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 3

建築物高度輪廓 Building Height Profile

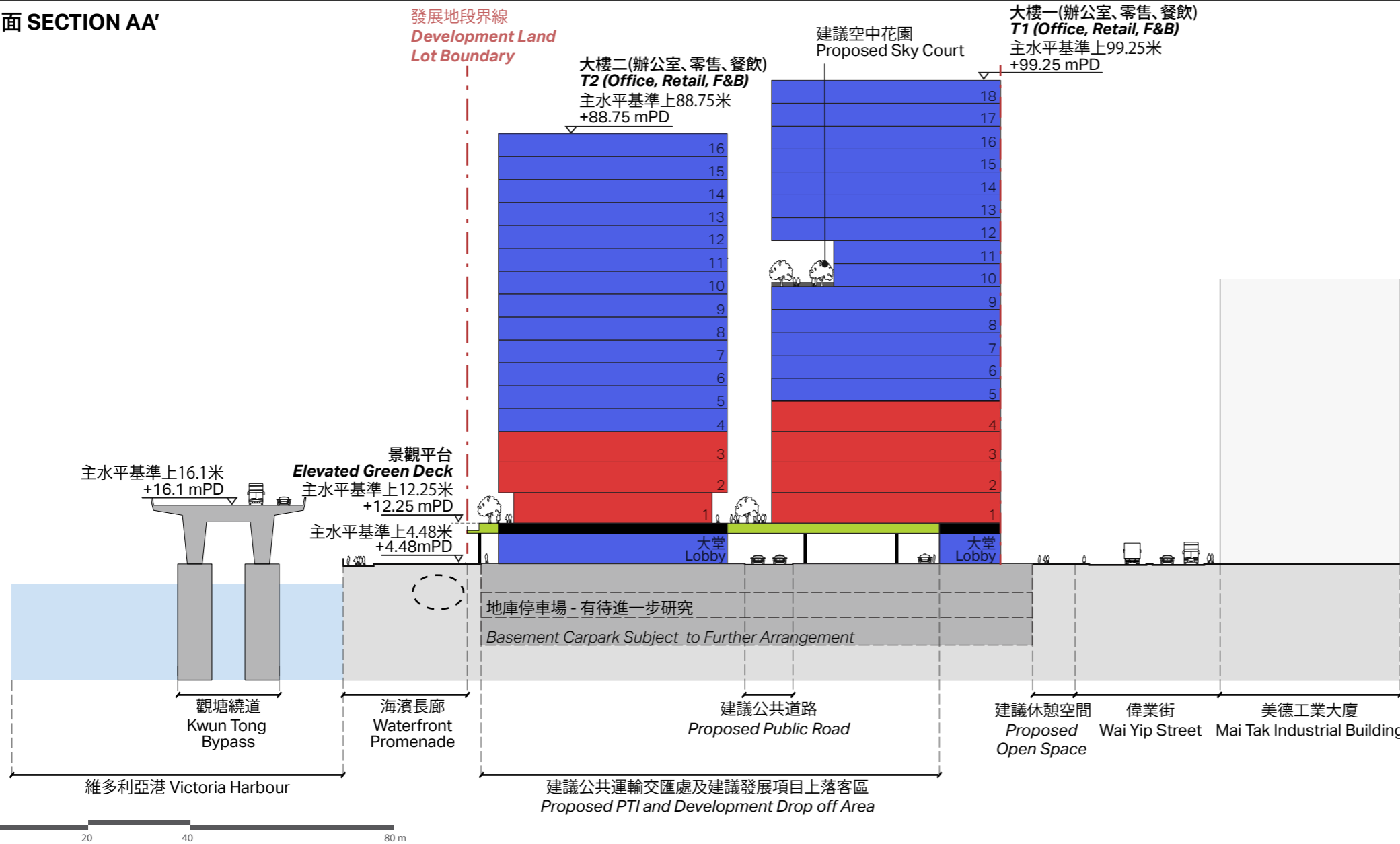


香港規劃標準與準則第11章的瞭望點4
Vantage Point 4 in HKPSG CH.11 (VP4)



從瞭望點4 眺望
View from VP4

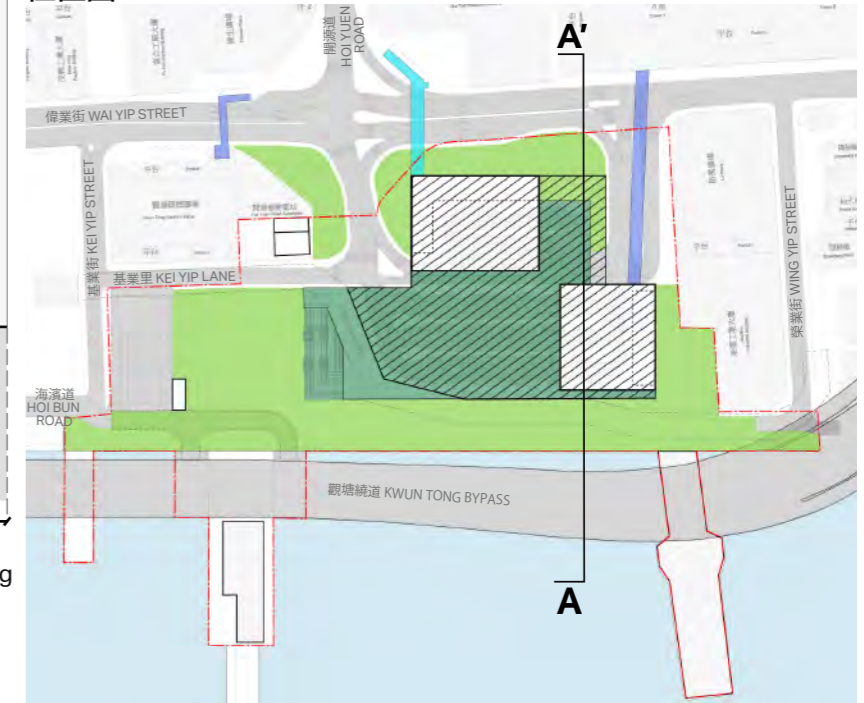
剖面 SECTION AA'



圖例 LEGEND

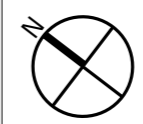
- 建議辦公室 (樓面至樓面高度: 4.5米)
Proposed Office (Floor to floor height: 4.5m)
- 建議零售餐飲 (樓面至樓面高度: 6米)
Proposed Retail, F&B (Floor to floor height: 6m)
- 現有地下污水幹渠及其保留地
Existing Sewerage Box Culvert and its Reserve Area

位置圖 KEY PLAN



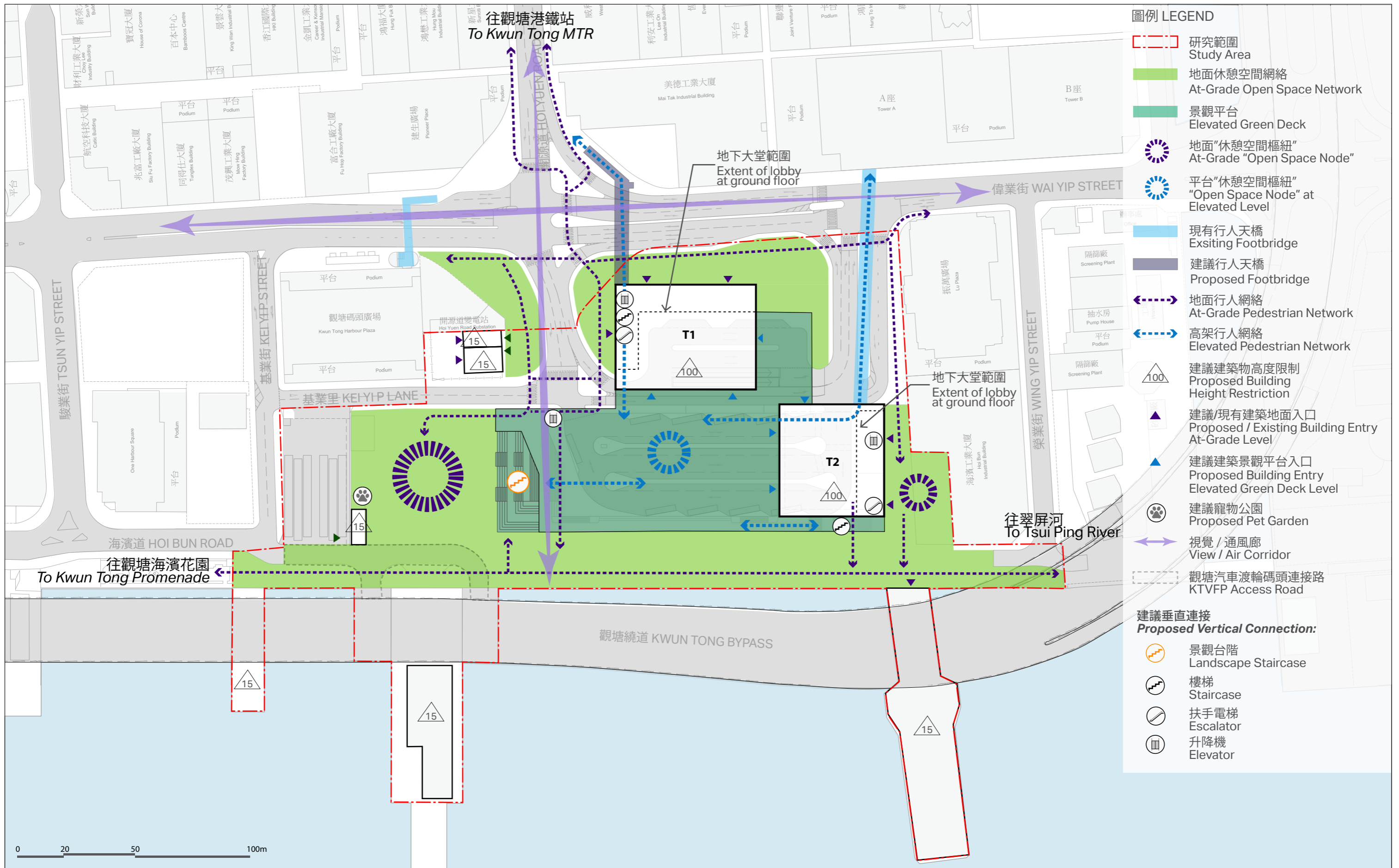
項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
**建築物輪廓
Building Height Profile**



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 4



圖例 LEGEND

- 研究範圍
Study Area
 - 地面休憩空間網絡
At-Grade Open Space Network
 - 景觀平台
Elevated Green Deck
 - 地面“休憩空間樞紐”
At-Grade “Open Space Node”
 - 平台“休憩空間樞紐”
“Open Space Node” at Elevated Level
 - 現有行人天橋
Existing Footbridge
 - 建議行人天橋
Proposed Footbridge
 - 地面行人網絡
At-Grade Pedestrian Network
 - 高架行人網絡
Elevated Pedestrian Network
 - 100 建議建築物高度限制
Proposed Building Height Restriction
 - 建議/現有建築地面入口
Proposed / Existing Building Entry At-Grade Level
 - 建議建築景觀平台入口
Proposed Building Entry Elevated Green Deck Level
 - 建議寵物公園
Proposed Pet Garden
 - 視覺 / 通風廊
View / Air Corridor
 - 觀塘汽車渡輪碼頭連接路
KTVFP Access Road
- 建議垂直連接
Proposed Vertical Connection:**
- ▲ 景觀台階
Landscape Staircase
 - ▲ 樓梯
Staircase
 - ▲ 扶手電梯
Escalator
 - ▲ 升降機
Elevator

項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
城市設計總綱圖
Master Urban Design Plan



日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 5



5 露天餐廳 Alfresco Dining



6 入口廣場 Entry Plaza



1 休憩空間樞紐 (多用途活動場地)
Open Space Node
(Multi-Purpose Event Space)



2 海濱長廊 Waterfront Promenade



3 景觀平台 (創意廣場)
Elevated Green Deck (Creative Plaza)



4 景觀台階 Landscape Staircase



7 碼頭廣場 Ferry Plaza

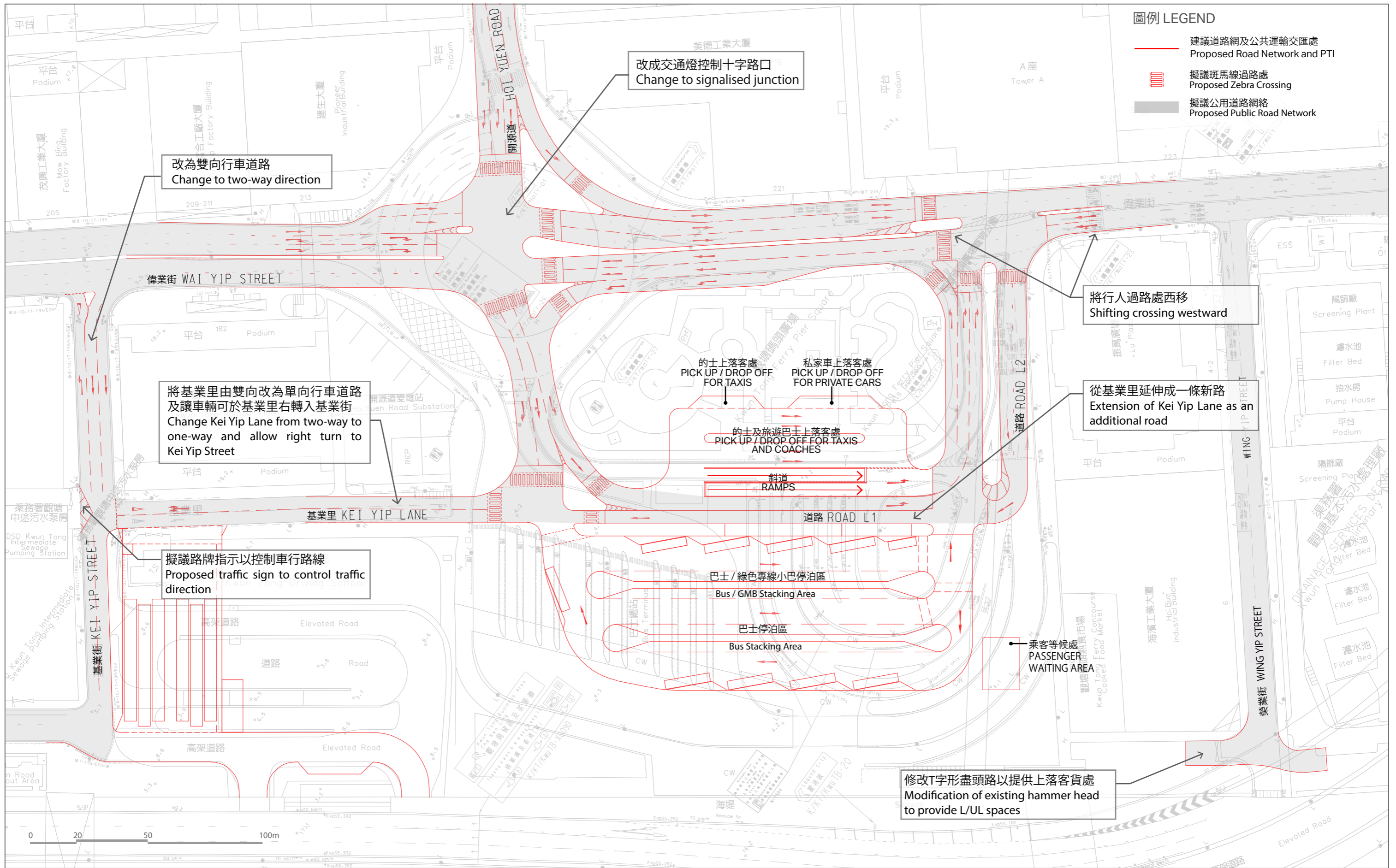
項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
景觀設計總綱圖
Master Landscape Plan



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 6



- 圖例 LEGEND**
- 建議道路網及公共運輸交匯處
Proposed Road Network and PTI
 - ▬▬▬ 擬議斑馬線過路處
Proposed Zebra Crossing
 - ▬▬▬ 擬議公用道路網絡
Proposed Public Road Network

改為雙向行車道路
Change to two-way direction

改成交通燈控制十字路口
Change to signalised junction

將基業里由雙向改為單向行車道路
及讓車輛可於基業里右轉入基業街
Change Kei Yip Lane from two-way to one-way
and allow right turn to Kei Yip Street

擬議路牌指示以控制車行路線
Proposed traffic sign to control traffic direction

的士上落客處
PICK UP / DROP OFF FOR TAXIS

私家車上落客處
PICK UP / DROP OFF FOR PRIVATE CARS

的士及旅遊巴士上落客處
PICK UP / DROP OFF FOR TAXIS AND COACHES

斜道
RAMPS

道路 ROAD L1

巴士 / 綠色專線小巴停泊區
Bus / GMB Stacking Area

巴士停泊區
Bus Stacking Area

將行人過路處西移
Shifting crossing westward

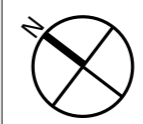
從基業里延伸成一條新路
Extension of Kei Yip Lane as an additional road

乘客等候處
PASSENGER WAITING AREA

修改T字形盡頭路以提供上落客貨處
Modification of existing hammer head to provide L/UL spaces

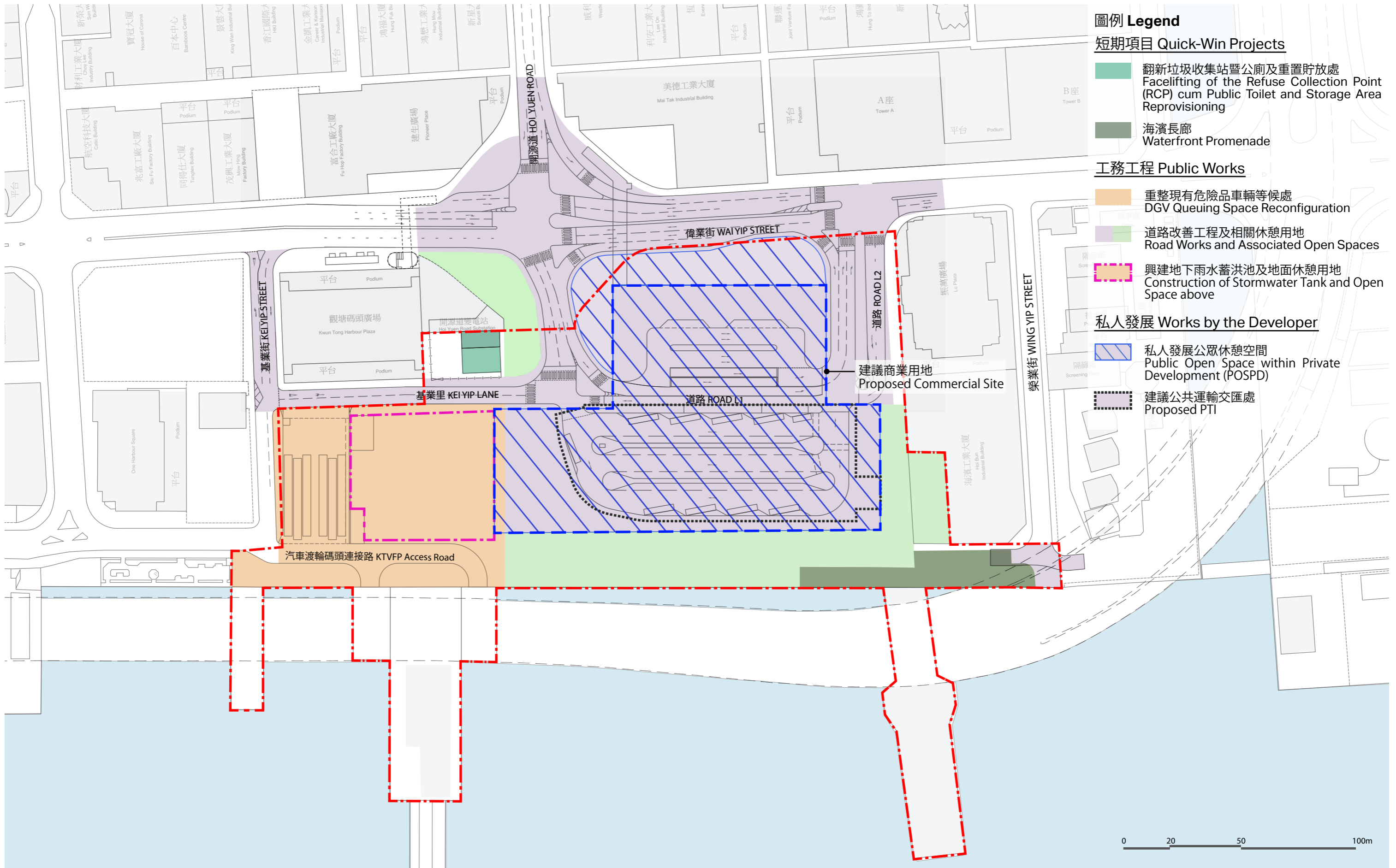
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合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:
建議交通及運輸安排
Proposed Traffic and Transport Arrangement



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 7



圖例 Legend

短期項目 Quick-Win Projects

- 翻新垃圾收集站暨公廁及重置貯放處
Facelifting of the Refuse Collection Point (RCP) cum Public Toilet and Storage Area Reprovisioning
- 海濱長廊
Waterfront Promenade

工務工程 Public Works

- 重整現有危險品車輛等候處
DGV Queuing Space Reconfiguration
- 道路改善工程及相關休憩用地
Road Works and Associated Open Spaces
- 興建地下雨水蓄洪池及地面休憩用地
Construction of Stormwater Tank and Open Space above

私人發展 Works by the Developer

- 私人發展公眾休憩空間
Public Open Space within Private Development (POSPD)
- 建議公共運輸交匯處
Proposed PTI

建議商業用地
Proposed Commercial Site

汽車渡輪碼頭連接路 KTVFP Access Road

0 20 50 100m

項目 Project:
 合約編號 CE 61/2015 (TP)
 觀塘行動區發展規劃及工程可行性研究
 Agreement No. CE 61/2015 (TP)
 Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

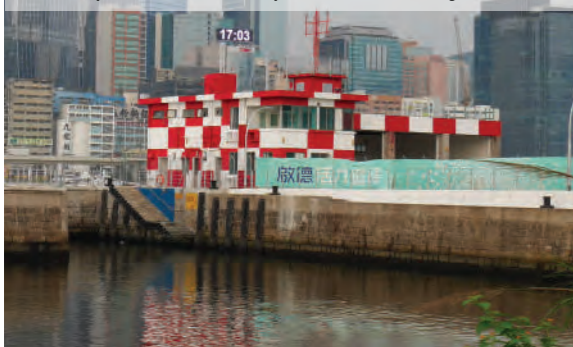
標題 Title:
工程安排
Proposed Works Arrangement



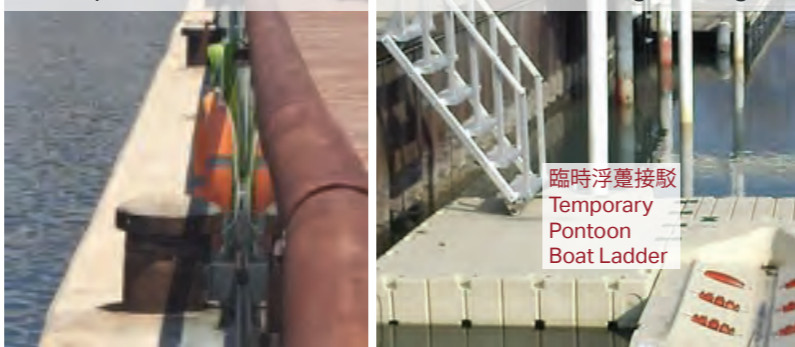
日期: 2019年4月
 Date: Apr 2019
 比例: 如圖所示
 Scale: As Shown

圖 Plan 8

1 香港水上運動議會擬議作水上活動中心
Proposed Water Sports Centre by HKWSC



2 可考慮修改繫船柱旁的玻璃欄杆
Proposed Modification of Glass Balustrade along Existing Bollards



臨時浮壘接駁
Temporary
Pontoon
Boat Ladder

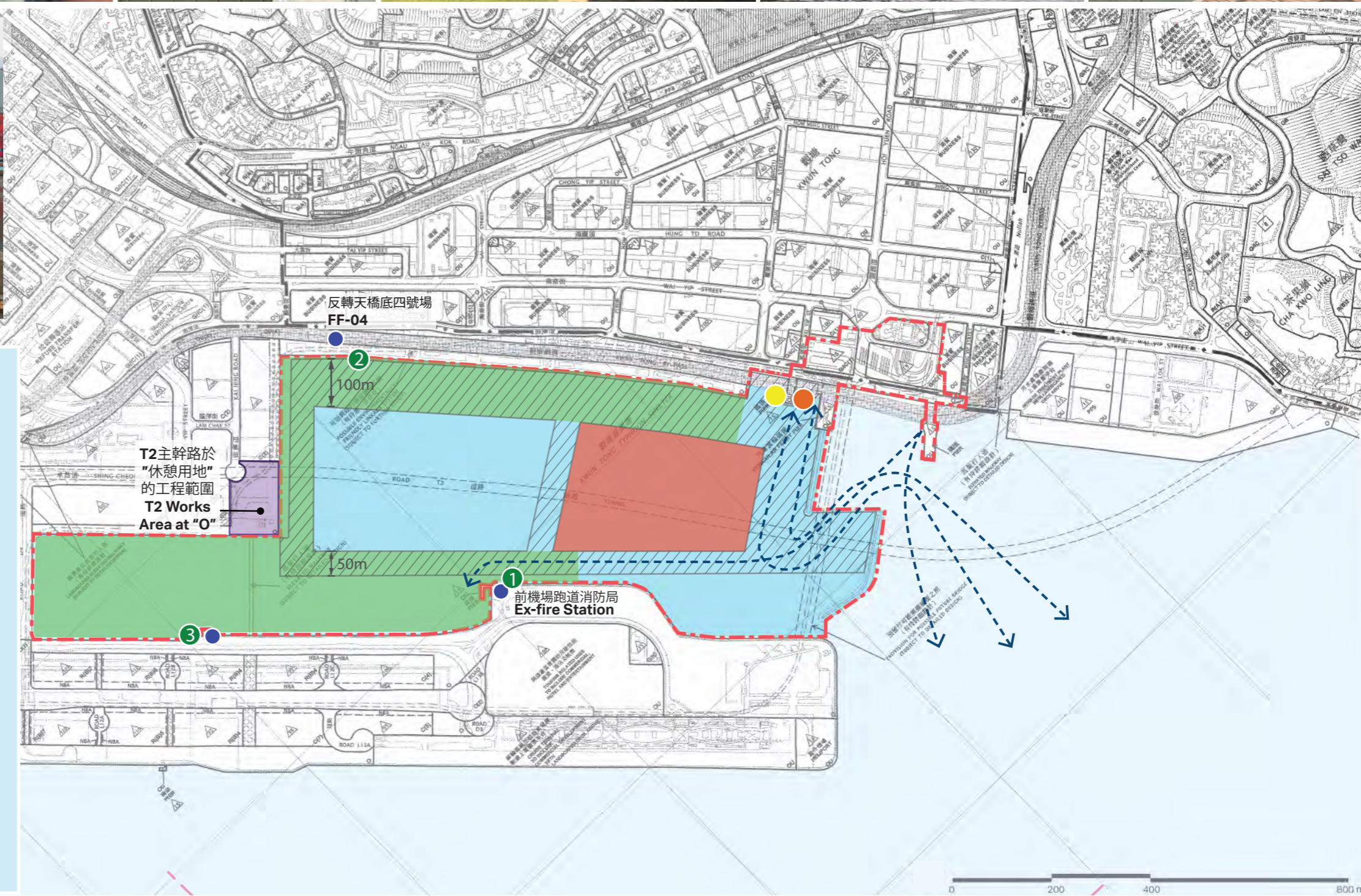


反轉天橋底四號場
FF-04

利用觀塘公眾碼頭及浮臺接駁的活動
Events Utilizing Kwun Tong Public Pier with Pontoon Access



3 建議水上康樂活動岸邊上落位置
Proposed Water Access for Recreation Activities



圖例 LEGEND

- 研究範圍
Study Area
- 渡輪服務登岸台階
Ferry Service Landing Steps
- 現有渡輪/街渡的渡輪服務航線
Existing Ferry/KaiTo Service Route
- 於2018年8月修訂的避風塘通航區
Revised Typhoon Shelter Passage Area in August 2018
- 建議水上運動 / 康樂活動及非遊樂船隻碇泊的水體共用範圍
Proposed Co-use Area for Water Sports / Recreation Activities and Non-pleasure Vessel Berthing
- 建議水上運動的水體特定範圍
Proposed Designated Water Area for Water Sports Activities
- 臨時水上運動及康樂活動的岸邊上落位置
Temporary Water Access for Water Sports and Recreation Activities / Events
- 建議水上運動及康樂活動的水體特定範圍
Proposed Designated Water Access for Water Sports and Recreation Activities
- 建議以短期租約形式的岸上設施
Proposed Short-Term Tenancy (STT) Sites for Water Sports and Recreation Activities

項目 Project:
合約編號 CE 61/2015 (TP)
觀塘行動區發展規劃及工程可行性研究
Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:

水體共享短期方案建議
Proposed Short-term Co-use Proposals in KTTS



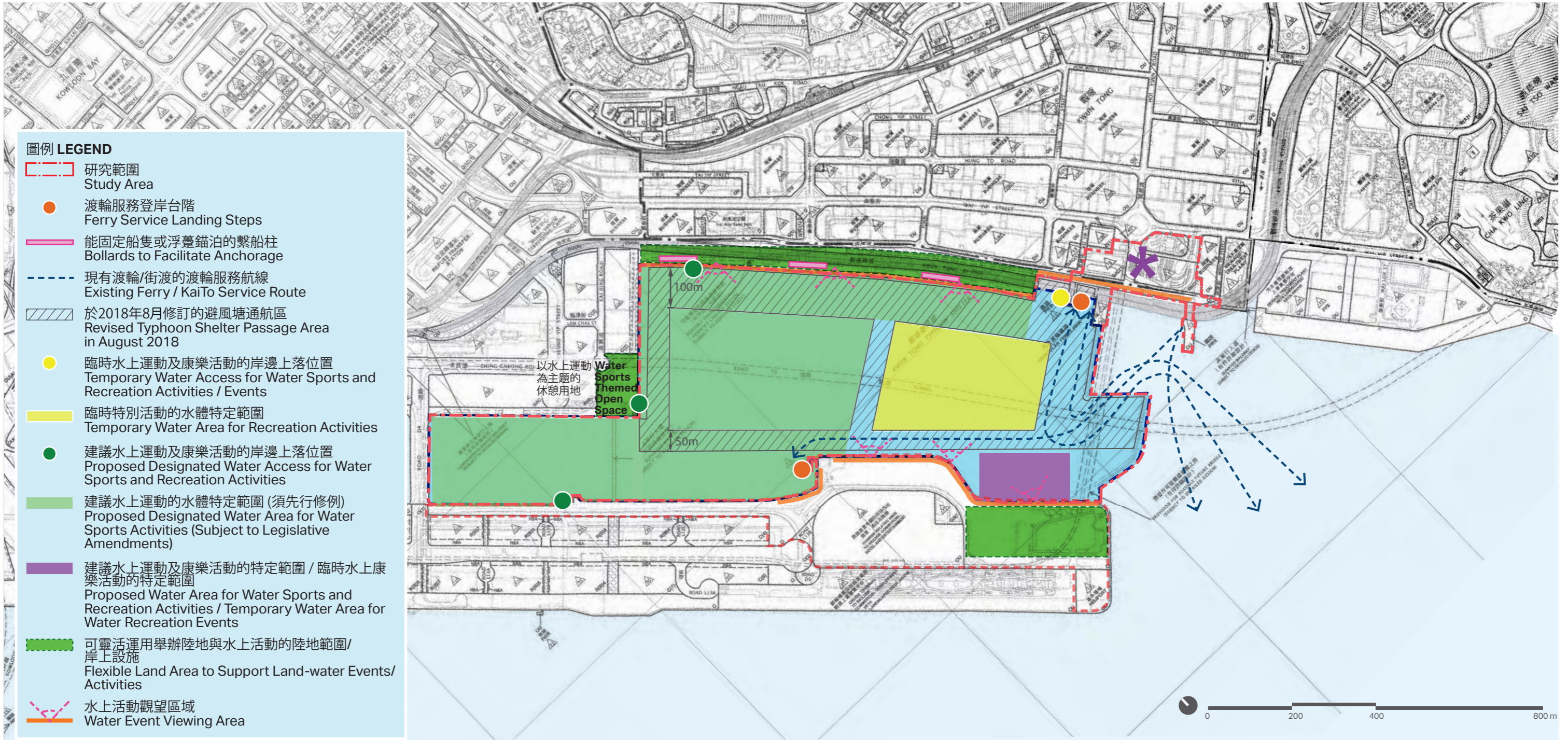
日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 9

特別活動 - 龍舟比賽
Special Events - Dragon Boat Festival



特別活動 - 帆船比賽村
Special Events - Sailing Race Village



項目 Project:
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Agreement No. CE 61/2015 (TP)
Planning and Engineering Study on Kwun Tong Action Area – Feasibility Study

標題 Title:

水體共享中長期方案建議
Proposed Medium to Long-term Co-use Proposals in KTTS



日期: 2019年4月
Date: Apr 2019
比例: 如圖所示
Scale: As Shown

圖 Plan 10

Task Force on Kai Tak Harbourfront Development

Minutes of Thirty-fourth Meeting

Date : 15 May 2019 (Wednesday)
Time : 3:00 p.m.
Venue : Conference Room, 15/F, North Point Government Offices, 333 Java Road, Hong Kong

Present

Mr Vincent NG Chairman

Organization Members

Mr Andy LEWIS Representing Business Environment Council
Mr LEUNG Kong-yui Representing Chartered Institute of Logistics and Transport in Hong Kong
Mrs Karen BARRETTO Representing Friends of the Earth (HK) Charity Limited
Mr Freddie HAI Representing Hong Kong Institute of Architects
Ms Connie CHEUNG Representing Hong Kong Institute of Landscape Architects
Mei-ngor
Sr Raymond CHAN Yuk-ming Representing Hong Kong Institute of Surveyors
Mr Ivan HO Man-yiu Representing Hong Kong Institute of Urban Design
Ir Raymond CHAN Kin-sek Representing Hong Kong Institution of Engineers
Mr Winston CHU Representing Society for Protection of the Harbour
Mr Ken SO Kwok-yin Representing the Conservancy Association

Individual Members

Ms Kelly CHAN Individual Member

Mr NGAN Man-yu	Individual Member
Prof Wallace CHANG	Co-opted Member
Mr Derek SUN	Co-opted Member

Official Members

Ms Doris HO	Deputy Secretary (Planning & Lands) 1, DEVB
Mr Victor CHAN	Principal Assistant Secretary (Works) 2, DEVB
Miss Rosalind CHEUNG	Principal Assistant Secretary (Harbour), DEVB
Miss Ellen CHENG	Senior Manager (Tourism)41, Tourism Commission (TC)
Mr David NGU	Chief Traffic Engineer/Kowloon, Transport Department (TD)
Mr Michael LEUNG	Project Manager (East), Civil Engineering and Development Department (CEDD)
Mrs Doris FOK	Assistant Director (Leisure Services) 1, Leisure and Cultural Services Department (LCSD)
Ms Johanna CHENG	District Planning Officer/Kowloon, Planning Department (PlanD)
Mr Gavin YEUNG	Secretary

Absent with Apologies

Prof TANG Bo-sin	Representing Hong Kong Institute of Planners
Mr Terence LEE	Representing Real Estate Developers Association of Hong Kong
Mr CHAN Ka-kui	Individual Member
Mr Hans Joachim ISLER	Individual Member
Ms Christina LEE	Individual Member
Ms Vivian LEE	Individual Member
Hon Tony TSE Wai-chuen	Individual Member
Mr HE Hua-han	Co-opted Member

For Item 3

Mr Aaron LIU	Deputy Commissioner for Tourism, TC
Miss Carol OR	Assistant Commissioner for Tourism (1), TC
Mr Michael LAW	Assistant Commissioner/Urban, TD
Mr CHAN Chung-hin	Senior Engineer/Housing & Planning/Kowloon, TD
Miss Alison TSE	Assistant District Officer (Kowloon City), HAD
Mr George MAK	Chief Engineer/East 5, CEDD

For Item 4

Ms Brenda AU	Head, EKEO
Mr Edwin WONG	Deputy Head, EKEO
Ms Margaret CHAN	Senior Place Making Manager (Planning), EKEO
Ms Yoko CHEUNG	Associate Director, Urban Planning, AECOM

on the co-use of the pier by different activities, e.g. the proposed water taxi services.

3.11 **Mr Frankie NGAN** enquired about the impact brought by this proposal on the existing licensed ferry service operating between North Point and Kwun Tong via the Runway Park Pier. In response, **Mr Michael LAW** said that this proposal would not affect the said ferry service and the Transport Department would continue to monitor the patronage of that route.

Way Forward

3.12 **The Chair** concluded that Members were generally supportive of this proposal as it would not only alleviate the problem of coach congestion in the Kowloon City District, but also add vibrancy to and bring more tourists to the Kai Tak harbourfront. It was considered a win-win solution.

Item 4 Recommended Outline Development Plan on Kwun Tong Action Area (TFKT/06/2019)

4.1 **The Chair** informed Members that the Secretariat received on 15 May 2019 a letter from the Hong Kong Boating Industry Association (HKBIA), which expressed in-principle support for the Recommended Outline Development Plan (RODP) for the Kwun Tong Action Area (KTAA) and suggested promoting water sports activities in the Kwun Tong Typhoon Shelter (KTTS). It also recommended relocating a portion of the anchoring and mooring spaces from KTTS to the To Kwa Wan Typhoon Shelter to allow more room for water sports activities. HKBIA's letter was tabled for Members' information.

Briefing by the project team

4.2 **Ms Yoko CHEUNG** briefed Members on the RODP prepared under the Planning and Engineering Feasibility Study on KTAA.

Discussion

Visibility

4.3 **Mr Freddie HAI** opined that the public transport interchange (PTI) proposed at the waterfront location would pose visual impact. **Mr Ivan HO** concurred and asked if the PTI could be relocated. In response, **Ms Brenda AU** said that the proposed PTI had been reduced in size considerably as compared to that proposed on the Preliminary Outline Development Plan by adopting a sawtooth layout to address Members' previous concern. The other major road enhancement works would be essential to alleviate the existing congestion at the Hoi Yuen Road/Wai Yip Street roundabout, and hence there was not much scope to change the PTI location.

4.4 **Ms Connie CHEUNG, Mr Derek SUN** and **Mr Ivan HO** considered the building profile and massing massive. **Ms Brenda AU**, in response, said the building profile and massing were indicative only. The future developers would have design flexibility while having regard to the key design requirements to be stipulated in the lease conditions.

4.5 **Ms Connie CHEUNG** and **Mr Derek SUN** expressed concerns over the blockage of seaview by the planting strip on the ground level and Kwun Tong Bypass. In response, **Ms Brenda AU** said that the project team would further consider possible ways to maximize the vista towards the

harbour and the cityscape.

Vibrancy

4.6 **Mr Freddie HAI** suggested introducing retail facilities on the ground level and at the elevated green deck to improve the vibrancy of the waterfront area. **Ms Brenda AU** said that the suggestion would be considered.

4.7 **Prof Wallace CHANG** and **Mr Derek SUN** suggested making use of the rooftop of the Kwun Tong Passenger Ferry Pier (KTPFP) to allow room for a variety of uses. In response, **Ms Brenda AU** said that the project team would follow up and examine the loading capacity of the pier to see if it would be feasible.

Connectivity

4.8 As regards **Mr Wallace CHANG's** query on the existing footbridge connecting Manulife Financial Centre and the waterfront, **Ms Brenda AU** said that the alignment of the footbridge would be reviewed and an additional section might be considered to provide a more direct connection to the podium of the future commercial development.

4.9 Noting the 8-metre height level difference between the at-grade Public Open Space (POS) and the elevated green deck, **Mr Wallace CHANG**, **Mr Freddie HAI** and **Mr Ivan HO** raised concerns over the vertical connection. In response, **Ms Brenda AU** said that there would be design flexibility for the podium. Terraced platforms with barrier-free facilities and other vertical connections such as staircases and escalators could be put in place to improve vertical connection.

Dangerous Goods Vehicle queuing area

4.10 Noting that the Dangerous Goods Vehicle (DGV) queuing area and office abutting the at-grade POS, **Mr Freddie HAI** suggested separating the DGV queuing area and the at-grade POS by building a single-storey retail or food and beverage (F&B) outlet in between. **Ms Brenda AU** responded that, due to potential public safety risk, the DGV queuing area and the at-grade POS should be duly separated and provision of retail or F&B uses that would draw high patronage was not feasible.

4.11 **Ir Raymond CHAN Kin-sek** opined that the design of the DGV queuing area was not coherent with other areas in KTAA and asked if it would be reprovisioned elsewhere. **Ms Brenda AU** said that as road transportation could not be used out of safety consideration, there remained an operational need to transport the dangerous goods across the harbour by ferry, and thus there was no plan for reprovisioning the DGV queuing area and office away from the present location.

Other Comments

4.12 **Mr Freddie HAI** and **Mr Ivan HO** queried the possibility of achieving greenery coverage of 30%. **Ms Brenda AU** explained that the 30% greenery coverage requirement was proposed under the Kai Tak Development Urban Design Guidelines and Manual and had already been proven achievable in other developments.

4.13 In response to **Mr Ivan HO's** query on the resilience measures against extreme weather, **Ms Brenda AU** said that an underground stormwater tank would be constructed to collect the stormwater runoff during heavy rainstorm, thereby relieving the discharge load of the

downstream drainage system.

4.14 **Mr Winston CHU** queried the coverage of the study area. **Ms Brenda AU** explained that the study area mainly included KTAA, KTTS and part of the Kai Tak Approach Channel. She added that a very small portion of the area beneath Kwun Tong Bypass also fell within the study area.

4.15 In response to **Mr Ivan HO's** query on the capacity and design of the basement carpark, **Ms Brenda AU** said that the assumed three-storey basement carpark could provide around 400 parking spaces and the proposed run-in and out of the commercial development had been carefully planned.

4.16 **Mr Ivan HO** further suggested integrating the local open space with the regional open space. **Ms Brenda AU** responded that the local and regional open spaces had been holistically designed in the formulation of the landscape master plan, and more details to ensure integration would be worked out when preparing the schematic design drawings at a later stage.

4.17 **Mr Wallace CHANG** suggested incorporating Government, Institution or Community (GIC) facilities into the action area. In response, **Ms Brenda AU** said that some floor spaces in the commercial development could be allocated for GIC uses.

Way Forward

4.18 **The Chair** shared the importance of providing vertical connection in view of the 8-metre height difference between the elevated landscape deck and the at-grade POS, and concurred with the suggestion of providing additional retail spaces on the ground level and the elevated green

deck. He invited the project team to take into account Members' comments in taking forward the project.

Item 5 Any Other Business

5.1 **The Chair** informed Members that the next meeting was being scheduled in co-ordination with the meetings of other Task Forces. The Secretariat would inform Members of the meeting date in due course.

5.2 There being no other comments, the meeting was adjourned at 5 pm.

Secretariat

Task Force on Kai Tak Harbourfront Development

August 2019

**Reprovisioning Proposals of Existing Facilities Recommended under the
Planning and Engineering Study on
the Kwun Tong Action Area (KTAA) – Feasibility Study (the Study)**

The affected existing facilities (**Plans 1 and 3**) and the reprovisioning proposals recommended under the Study are as follows:

- (a) Kwun Tong Ferry Pier Public Transport Interchange (PTI) and adjoining roads : would form the main portion of the proposed commercial development with the existing open-air PTI to be reprovisioned under the podium deck of the proposed commercial/office development;
- (b) Kwun Tong Ferry Pier Square cum Pet Garden : the main portion would be developed as part of the proposed commercial development while the remaining portion abutting the road junction would be retained as public open space. Adequate public open space would be reprovisioned at various locations within KTAA including areas facing the harbour and along the waterfront promenade;
- (c) Ex-Kwun Tong Driving School (KTDS) : KTDS was relocated to another site within Kwun Tong District in 2019. The eastern portion of the ex-KTDS site is proposed to be redeveloped as a drainage facility (comprising an underground storm water storage tank and pump house with ancillary aboveground structures) by the Drainage Services Department and a public open space/pet garden with integrated design on top;
- (d) Dangerous goods vehicle queuing area of Kwun Tong Vehicular Ferry Pier underneath the elevated structures of the ex-KTDS : on-site reprovisioning with a reconfigured queuing area in the western portion of the ex-KTDS site abutting Kei Yip Street;
- (e) Storage area of the Food and Environmental Hygiene Department (FEHD) at Kei Yip Lane : to be reprovisioned to a proposed annex block adjacent to FEHD's Refuse Collection Point cum Public Toilet at Kei Yip Lane; and
- (f) Kwun Tong Ferry Concourse Cooked Food Market and strips of land to the southeast and west of the existing PTI : would be developed for public open space.

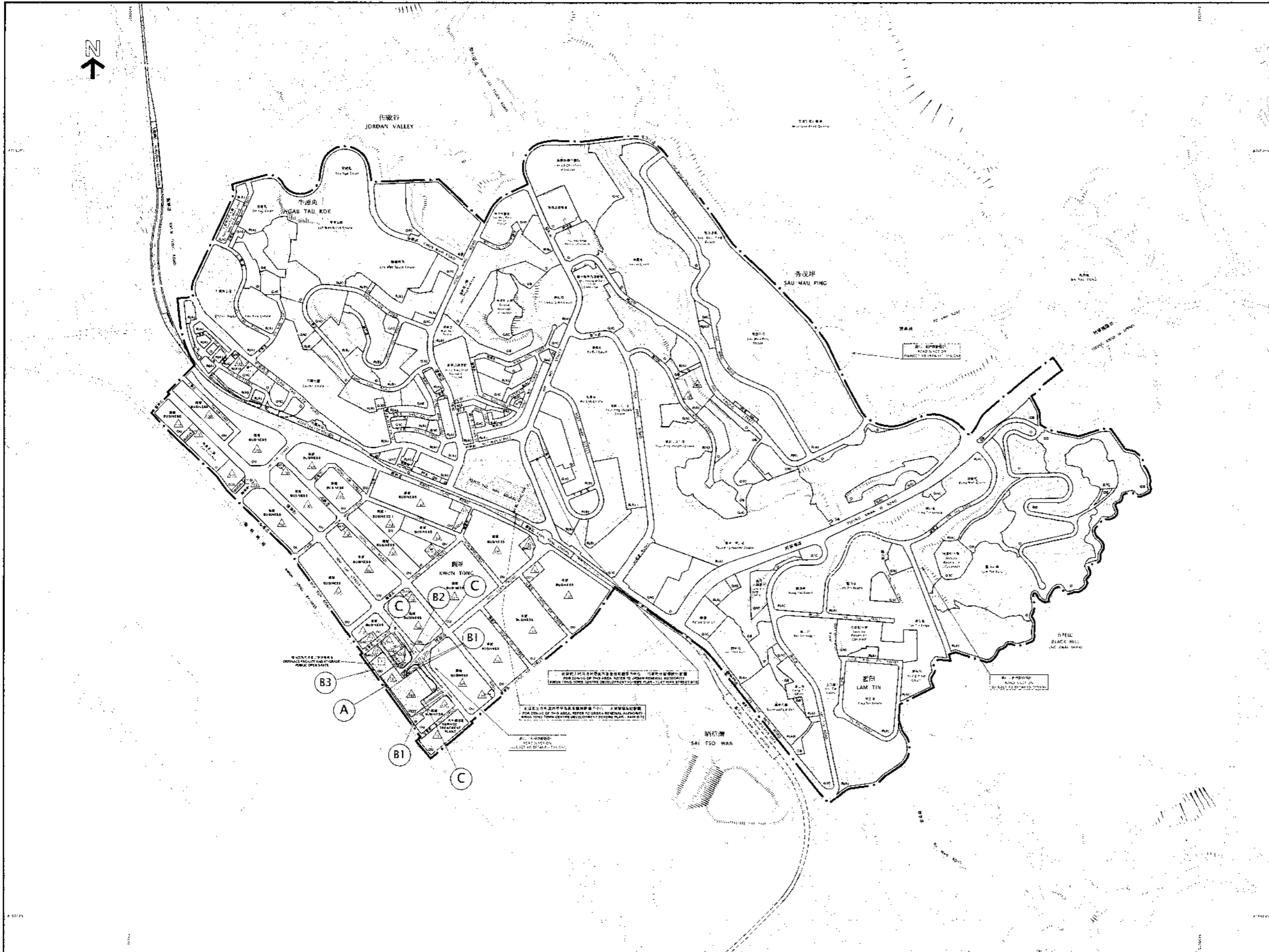
**Development and Design Requirements for
Proposed Commercial/Office Development at Kwun Tong Action Area**

The following requirements are proposed to be stipulated in the land sale document of the proposed commercial/office development:

- (i) Reprovisioning of existing Kwun Tong Ferry Pier Public Transport Interchange;
- (ii) Provision of Social Welfare Facilities (including one 60-place Day Care Centre for the Elderly, two Office Bases of On-site Pre-school Rehabilitation Services, one School Social Work Office, and one 80-place Integrated Vocational Rehabilitation Services Centre) upon request by the Social Welfare Department^[1];
- (iii) Provision of Public Open Space within Private Development (POSPD) of not less than 6,500m² within the proposed commercial development at locations facing the waterbody with sea view;
- (iv) Provision of a public vehicle park with 130 nos. private car parking spaces, 63 nos. of goods vehicle parking spaces^[2] and 10 nos. coach parking spaces;
- (v) Provision of barrier-free pedestrian connections and associated facilities for connecting the podium deck of the proposed commercial development and the adjoining public open spaces and the promenade; and
- (vi) Other smart and green proposals in line with Kowloon East's smart city and green initiatives.

^[1] Subject to advice by the Social Welfare Department at detailed design stage.

^[2] Including 26 nos. ancillary loading/unloading to the proposed commercial development which would be open for public use at night time.



圖例 NOTATION

ZONES	地帶
COMMERCIAL	商業
RESIDENTIAL (GROUP A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	住宅 (乙類)
GOVERNMENT INSTITUTION OR COMMUNITY	政府、機構或社區
OPEN SPACE	休憩用地
OTHER SPECIFIED USES	其他指定用途
GARLEN BELT	綠化地帶
COMMUNICATIONS	交通
RAILWAY AND STATION	鐵路及車站
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	鐵路及車站 (高架)
MAJOR ROAD AND JUNCTION	主要道路及橋樑
ELEVATED ROAD	高架道路
MISCELLANEOUS	其他
BOUNDARY OF PLANNING SCHEME	規劃區界線
URBAN REDEVELOPMENT AUTHORITY DEVELOPMENT SCHEME PLAN AREA	市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築物高度控制區界線
MAXIMUM BUILDING HEIGHT (BASED ON THE PRACTICAL DATUM)	最高建築物高度 (以實地基準面為準)
MAXIMUM BUILDING HEIGHT (NUMBER OF STOREYS)	最高建築物層數
PETROL FILLING STATION	加油站

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	約佔總面積的百分比 PERCENTAGE OF TOTAL AREA	約佔總面積的百分比 PERCENTAGE OF TOTAL AREA	用途
COMMERCIAL	2.58	0.67	商業
RESIDENTIAL (GROUP A)	39.73	36.56	住宅 (甲類)
RESIDENTIAL (GROUP B)	14.46	3.79	住宅 (乙類)
GOVERNMENT INSTITUTION OR COMMUNITY	43.32	11.38	政府、機構或社區
OPEN SPACE	41.40	10.71	休憩用地
OTHER SPECIFIED USES	47.15	12.11	其他指定用途
GARLEN BELT	28.63	7.36	綠化地帶
TULLAN	0.09	0.02	園地
MAJOR ROAD ETC	57.51	14.33	主要道路等
URBAN REDEVELOPMENT AUTHORITY DEVELOPMENT SCHEME PLAN AREA	5.56	1.31	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	387.43	100.00	規劃區總面積

本圖則的註釋是這份圖則的一部分，現經修訂並按照城市規劃條例第5條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K14S/22 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K14S/22

AMENDMENTS ENJOYED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

AMENDMENT ITEM A	修訂項目A
AMENDMENT ITEM B1	修訂項目B1
AMENDMENT ITEM B2	修訂項目B2
AMENDMENT ITEM B3	修訂項目B3
AMENDMENT ITEM C	修訂項目C

(參看附表)
(SEE ATTACHED SCHEDULE)

2021年3月19日 按照城市規劃條例第5條展示的核准圖編號 S/K14S/22 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K14S/22 EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON 19 MARCH 2021

Fiona LUNG 盧小玉
SECRETARY
TOWN PLANNING BOARD

香港城市規劃委員會依據城市規劃條例擬備的觀塘南部 (九龍規劃區第14區部分) 分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 14 (PART) - KWUN TONG (SOUTH) - OUTLINE ZONING PLAN

規劃署遵照城市規劃委員會指示預備
PREPARED BY THE PLANNING DEPARTMENT UNDER THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K14S/23



TOWN PLANNING ORDINANCE (Chapter 131)

AMENDMENTS TO THE
APPROVED KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/22

In the exercise of the power conferred by section 12(1)(b)(ii) of the Town Planning Ordinance (the Ordinance), the Chief Executive in Council (CE in C) on 14 June 2019 referred the approved Kwun Tong (South) Outline Zoning Plan (the Plan) No. S/K14S/22 to the Town Planning Board (the Board) for amendment.

The Board has made amendments to the Plan. The amendments are set out in the Schedule of Amendments. The descriptions of the areas affected by the amendments in the Schedule of Amendments are for general reference only. The exact locations of the areas affected by the amendments are more specifically shown on the draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23.

The draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 showing the amendments is exhibited under section 5 of the Ordinance for public inspection for a period of two months from 19 March 2021 to 20 May 2021 during normal office hours at the following locations:-

- (i) the Secretariat of the Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong;
- (ii) the Planning Enquiry Counter, 17th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong;
- (iii) the Planning Enquiry Counter, 14th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories;
- (iv) the Kowloon District Planning Office, 14th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong; and
- (v) the Kwun Tong District Office, Ground Floor, The Grande Building, 398 Kwun Tong Road, Kwun Tong, Kowloon.

In accordance with section 6(1) of the Ordinance, any person may make representation to the Board in respect of any of the amendments. The representation should be made in writing to the Secretary, Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong not later than 20 May 2021.

In accordance with section 6(2) of the Ordinance, a representation shall indicate:-

- (a) the particular matter in any of the amendments to which the representation relates;
- (b) the nature of and reasons for the representation; and
- (c) the amendments (if any) proposed to the draft plan.

Any representation made to the Board will be available for public inspection under section 6(4) of the Ordinance until the CE in C has made a decision in respect of the draft plan in question under section 9 of the Ordinance.

Any person who intends to make representation is advised to read the revised Town Planning Board Guidelines No. 29B on “Submission and Publication of Representations, Comments on Representations and Further Representations under the Town Planning Ordinance” (TPB PG-No. 29B). Submission of representation should comply with the requirements set out in TPB PG-No. 29B. In particular, if the representer fails to provide full name and the first four alphanumeric characters of HKID card/passport number as required under TPB PG-No. 29B, the representation submitted shall be treated as not having been made. The Secretariat of the Board reserves the right to require the representer to provide identity proof for verification. The Guidelines and the submission form are available at locations (i) to (iii) above and the Board’s website (<http://www.info.gov.hk/tpb/>).

Copies of the draft Kwun Tong (South) Outline Zoning Plan No. S/K14S/23 incorporating the amendments are available on payment of a fee at the Survey and Mapping Office, Map Publications Centre (Hong Kong), 23rd Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong, and the Survey and Mapping Office, Map Publications Centre (Kowloon), Ground Floor, 382 Nathan Road, Kowloon. The electronic version of the plan can be viewed at the Board’s website.

Statement on Personal Data

The personal data submitted to the Board in any representation will be used by the Secretary of the Board and Government departments for the following purposes:

- (a) the verification of identity of the person making the representation (hereafter known as “representer”) and the authorized agent;
- (b) the processing of the representation which includes making available the name of the “representer” for public inspection when making available the representation for public inspection; and
- (c) facilitating communication between the “representer” and the Secretary of the Board/Government departments

in accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

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

I. Amendments to Matters shown on the Plan

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

II. Amendment to the Notes of the Plan

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

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

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

Town Planning Board

19 March 2021

KOWLOON PLANNING AREA NO. 14 (PART)**DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/23**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,
 - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or

- a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
 - (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
 - (6) Temporary uses (expected to be 5 years or less) of any land or buildings are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
 - (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
 - (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

toll plaza, on-street vehicle park and railway track.
 - (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
 - (10) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 14 (PART)

DRAFT KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/23

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Shop and Services Social Welfare Facility (excluding those involving residential care) Training Centre Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Government Refuse Collection Point Hospital Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Wholesale Trade

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.

Remarks

- (1) On land designated “Commercial (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building heights, in terms of metres above Principal Datum (mPD), as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 86,650m², and the maximum building height in terms of mPD as stipulated on the Plan, or the gross floor area and height of the existing building, whichever is the greater. A public transport interchange, public vehicle park and Government, institution or community (GIC) facilities, as required by the Government, shall be provided.
- (3) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, on land designated “Commercial (2)”, may also be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (1) and (2) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1) and (2) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage
Flat	Establishment
Government Refuse Collection Point (on land designated "Residential (Group A)3" only)	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point (not elsewhere specified)
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or
Residential Institution	Other Structure above Ground Level
School (in free-standing purpose-designed building only)	other than Entrances
Social Welfare Facility	Office
Utility Installation for Private Project	Petrol Filling Station
	Place of Entertainment
	Private Club
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room :

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Off-course Betting Centre
Office
Place of Entertainment
Private Club
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Training Centre

Planning Intention

This zone is intended 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.

Remarks

- (1) On land designated “Residential (Group A)” and “Residential (Group A)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (9) and/or (10) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) On land designated “Residential (Group A)” and “Residential (Group A)3”, for a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (9) and/or (10) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) On land designated “Residential (Group A)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 134,352m².
- (4) On land designated “Residential (Group A)2”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum domestic and non-domestic plot ratio of 4.5 and 1.5 respectively, and the maximum building height of 150 metres above Principal Datum (mPD), or the plot ratio and height of the existing building, whichever is the greater.
- (5) For the purpose of paragraphs (1) and (4), on land designated “Residential (Group A)”, “Residential (Group A)2” and “Residential (Group A)3”, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable-
 - (a) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (b) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraphs (1) and (4) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (6) On land designated “Residential (Group A)” abutting both Hiu Ming Street and Hiu Kwong Street and land designated “Residential (Group A)3”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of mPD, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (7) In determining the relevant maximum plot ratio for the purposes of paragraphs (1), (2) and (4) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (8) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) to (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraphs (1), (2), (3) or (4) above applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1) to (4) above may thereby be exceeded.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) to (4) and (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility Training Centre

Planning Intention

This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretakers' office or caretakers' quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Place of Recreation, Sports or Culture	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park (excluding container vehicle)	Private Club
Recyclable Collection Centre	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services (not elsewhere specified)
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

- (1) On land designated “Government, Institution or Community (1)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Public Utility Installation (on land designated "Open Space (1)" only) Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation (not elsewhere specified) Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. For land designated "Open Space (1)", provision of minor public utility installations is always permitted.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Business” only

Schedule I: for open-air development or for building other than industrial or industrial-office building[@]

<p>Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (Police Reporting Centre, Post Office only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods[△]) Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Religious Institution Research, Design and Development Centre School (excluding free-standing purpose-designed building and kindergarten) Shop and Services Training Centre Utility Installation for Private Project</p>	<p>Broadcasting, Television and/or Film Studio Bus Depot (on land designated “OU (Business 1)” only) Cargo Handling and Forwarding Facility Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Non-polluting Industrial Use (not elsewhere specified) Petrol Filling Station School (not elsewhere specified) Social Welfare Facility (excluding those involving residential care) Warehouse (excluding Dangerous Goods Godown) Wholesale Trade</p>
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Business" only</u> (Cont'd)	
Schedule II: for industrial or industrial-office building [@]	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Art Studio (excluding those involving direct provision of services or goods)	Bus Depot (on land designated "OU (Business 1)" only)
Cargo Handling and Forwarding Facility (not elsewhere specified)	Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)
Eating Place (Canteen only)	Industrial Use (not elsewhere specified)
Government Refuse Collection Point	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Government Use (not elsewhere specified)	Off-course Betting Centre
Information Technology and Telecommunications Industries	Office (not elsewhere specified)
Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods ^Δ)	Petrol Filling Station
Office (excluding those involving direct provision of customer services or goods)	Place of Recreation, Sports or Culture (not elsewhere specified)
Public Convenience	Private Club
Public Transport Terminus or Station	Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom [#] which may be permitted on any floor)
Public Utility Installation	Vehicle Repair Workshop
Public Vehicle Park (excluding container vehicle)	Wholesale Trade
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Recyclable Collection Centre	
Research, Design and Development Centre	
Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)	
Utility Installation for Private Project	
Warehouse (excluding Dangerous Goods Godown)	

In addition, for building without industrial undertakings involving offensive trades or the use/storage of Dangerous Goods^Δ, the following use is always permitted :

Office

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following uses may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/Massage Establishment

Eating Place

Educational Institution

Exhibition or Convention Hall

Institutional Use (not elsewhere specified)

Library

Off-course Betting Centre

Office

Place of Entertainment

Place of Recreation, Sports or Culture

Private Club

Public Clinic

Religious Institution

School (excluding kindergarten)

Shop and Services

Training Centre

Social Welfare Facility (excluding those involving residential care)

@ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.

△ Dangerous Goods refer to substances classified as Dangerous Goods and requiring a licence for their use/storage under the Dangerous Goods Ordinance (Cap. 295).

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Business" only (Cont'd)

Planning Intention

This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new "business" buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial or industrial-office buildings.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, and the maximum building heights, in terms of metres above Principal Datum, as stipulated on the Plan, or the plot ratio and height of the existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Petrol Filling Station" only

Petrol Filling Station

Government Use
Utility Installation not Ancillary to the
Specified Use

Planning Intention

This zone is intended primarily for the provision of petrol filling stations serving the needs of local residents as well as the general public.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Sewage Treatment Plant" only

Sewage Treatment/Screening Plant	Government Use (not elsewhere specified) Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of metres above Principal Datum, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Drainage Facility and At-grade Public Open Space" only</u>	
Field Study/Education/Visitor Centre	Eating Place
Park and Garden	Government Refuse Collection Point
Pavilion	Government Use (not elsewhere specified)
Pedestrian Area	Place of Entertainment
Picnic Area	Place of Recreation, Sports or Culture
Playground/Playing Field	Public Transport Terminus or Station
Promenade	Public Utility Installation (not elsewhere specified)
Public Convenience	Public Vehicle Park (excluding container vehicle)
Public Utility Installation (Drainage Facility only)	Shop and Services
Sitting Out Area	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of drainage facility with underground storm water storage tank and ancillary aboveground structures as well as at-grade public open space.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height, in terms of number of storeys, as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum building height in terms of number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GREEN BELT

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Agricultural Use Barbecue Spot Government Use (Police Reporting Centre only) Nature Reserve Nature Trail On-Farm Domestic Structure Picnic Area Public Convenience Tent Camping Ground Wild Animals Protection Area	Animal Boarding Establishment Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Columbarium (within a Religious Institution or extension of existing Columbarium only) Crematorium (within a Religious Institution or extension of existing Crematorium only) Field Study/Education/Visitor Centre Flat Government Refuse Collection Point Government Use (not elsewhere specified) Helicopter Landing Pad Holiday Camp House Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Place of Recreation, Sports or Culture Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Religious Institution Residential Institution School Service Reservoir Social Welfare Facility Utility Installation for Private Project Zoo

Planning Intention

The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone.

KOWLOON PLANNING AREA NO. 14 (PART)

**DRAFT KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/23**

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 14 (PART)

**DRAFT KWUN TONG (SOUTH)
OUTLINE ZONING PLAN NO. S/K14S/23**

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KOWLOON PLANNING AREA NO. 14 (PART)

DRAFT KWUN TONG (SOUTH) OUTLINE ZONING PLAN NO. S/K14S/23

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

EXPLANATORY STATEMENT

Note: For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute a part of the Plan.

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft Kwun Tong (South) Outline Zoning Plan (OZP) No. S/K14S/23. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

2.1 On 9 January 1959, the draft Ngau Tau Kok Village - Proposed Layout Plan No. LK 15/24/2, being the first statutory plan covering the western part of the Kwun Tong area, was gazetted under section 5 of the Town Planning Ordinance (the Ordinance). On 9 June 1959, the then Governor-in-Council (G in C) under the then section 8(1) of the Ordinance, approved the draft Layout Plan. In January 1964, the approved Layout Plan was referred back to the Board for amendment. On 25 September 1964, the Ngau Tau Kok Village Layout Plan No. LK 14/17, which replaced the Plan No. LK 15/24/2, was gazetted under section 5 of the Ordinance, and was subsequently approved by the then G in C on 9 March 1965 under the then section 8(1) of the Ordinance.

2.2 On 9 May 1984, the Board was directed under section 3 of the Ordinance to prepare a draft statutory plan for the Kwun Tong and Lam Tin areas. On 26 August 1986, the approved Ngau Tau Kok Village Layout Plan was referred back to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. On 11 December 1987, the draft Kwun Tong OZP No. S/K14/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended twice and exhibited for public inspection under section 6(7) and 7 of the Ordinance. On 1 May 1990, the then G in C agreed to refer the OZP No. S/K14/4 to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance.

2.3 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board on 3 February 1993, under section 3(1)(a) of the Ordinance, to prepare a separate draft OZP for the Anderson Road Quarries and the adjoining area to tie in with the rehabilitation scheme of Anderson Road Quarries. In this connection, the land north of Sau Mau Ping Road was excised from the draft Kwun Tong OZP and the OZP was

re-named as the draft Kwun Tong (South) OZP. On 21 May 1993, the draft Kwun Tong (South) OZP No. S/K14S/1 was exhibited for public inspection under section 5 of the Ordinance. The OZP was subsequently amended four times and exhibited for public inspection under section 7 of the Ordinance.

- 2.4 On 14 September 1999, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/6. On 19 September 2000, the CE in C referred the approved OZP No. S/K14S/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.5 On 10 July 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/8. On 25 September 2001, the CE in C referred the approved OZP No. S/K14S/8 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 16 March 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/10. On 5 October 2004, the CE in C referred the approved OZP No. S/K14S/10 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended three times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.7 On 27 March 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/14. On 5 June 2007, the CE in C referred the approved OZP No. S/K14S/14 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.8 On 5 October 2007, the draft Kwun Tong (South) OZP No. S/K14S/15, mainly indicating two areas of the Plan replaced by the draft Urban Renewal Authority (URA) Kwun Tong Town Centre (KTTC) – Main Site Development Scheme Plan (DSP) No. S/K14S/URA1/1 and the draft URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/1, was exhibited for public inspection under section 5 of the Ordinance.
- 2.9 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/16. On 7 February 2012, the CE in C referred the approved OZP No. S/K14S/16 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.10 On 4 June 2013, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/18. On 1 April 2014, the CE in C referred the approved OZP No. S/K14S/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.

- 2.11 On 21 July 2015, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/20. On 18 October 2016, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance.
- 2.12 On 30 October 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kwun Tong (South) OZP, which was subsequently renumbered as S/K14S/22. On 4 June 2019, the CE in C referred the approved Kwun Tong (South) OZP No. S/K14S/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 14 June 2019 under section 12(2) of the Ordinance.
- 2.13 On 19 March 2021, the draft Kwun Tong (South) OZP No. S/K14S/23 (the Plan), incorporating amendments mainly to include the rezoning of a waterfront area at the Kwun Tong Business Area (KTBA) from “Government, Institution or Community (1)” (“G/IC(1)”), “Open Space” (“O”) and areas shown as ‘Road’ to “Commercial (2)” (“C(2)”), “O” and “O(1)”, “Other Specified Uses” (“OU”) annotated “Drainage Facility and At-grade Public Open Space” and areas shown as ‘Road’ was exhibited for public inspection under section 5 of the Ordinance.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport network so that development and redevelopment of land within the Planning Scheme Area (the Area) can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development and to provide guidance for more detailed planning within the Area. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kwun Tong (South) area and not to overload the road network in this area.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Area and in particular

zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.

- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Area is located in East Kowloon within the Kwun Tong District. It is bounded by Hoi Bun Road, Shun Yip Street and Ngau Tau Kok Road to the west; Chun Wah Road and Sau Mau Ping Road to the north; and Lei Yue Mun Road and King Yip Street to the south. The eastern boundary largely follows the district administrative boundary for the Kwun Tong District. The boundary of the Area is shown in a heavy broken line on the Plan and includes the two areas designated as "URA KTTC DSP Area". It covers about 387 hectares of land.
- 5.2 The Area can be separated into two portions in terms of land use. The portion to the south-west of Kwun Tong Road, which was formed by reclamation in the 1950s, is the KTBA, which is one of the major employment centres in the main urban area. The area is under transformation to meet the changing needs of the non-polluting industrial and business sectors. The portion to the northeast of Kwun Tong Road and Lei Yue Mun Road is predominantly occupied by residential developments, particularly public housing estates.

6. POPULATION

Based on the 2016 Population By-census, the population of the Area was estimated by the Planning Department as about 302,100 persons. It is estimated that the planned population of the Area would be about 318,400 persons.

7. BUILDING HEIGHT RESTRICTIONS IN KWUN TONG BUSINESS AREA

- 7.1 As revealed from the public consultations undertaken under the Study of Urban Design Guidelines for Hong Kong (2003), the community was in general support of the initiative to instigate height control in the statutory plans to protect views to the ridgelines from popular vantage points. In taking this forward, proposals for building height restriction for the Kwun Tong and Kowloon Bay Business Areas were prepared and put forward for public consultation between May and July 2004. The proposals were generally supported by the community as a means to preserve the views to the ridgelines and to enhance the urban environment.
- 7.2 In main, the building height restrictions are to preserve the views to the Kowloon Ridgelines from the vantage points recommended in the Urban

Design Guidelines Study, taking into account the local area context and the need to maintain visually compatible building masses in the wider setting. There are four height bands – 100 metres above Principal Datum (mPD), 130mPD, 160mPD and 200mPD imposed for the commercial, business and industrial developments in KTBA, for preserving views to the ridgelines and reinforcing discernible district centre character at the main activity node of the Mass Transit Railway (MTR) Kwun Tong Station and KTTC. These height bands help achieve a stepped height profile for visual permeability, reduce the solidness of KTBA and maintain a more intertwined relationship with the Victoria Harbour edge. Sharp contrast and significant visual barrier to adjacent major residential development such as Laguna City is also avoided.

- 7.3 Building height restrictions for Government, institution or community (GIC) and utility sites in KTBA in height bands of 15mPD and 40mPD are also incorporated to provide visual relief to the high density environment of KTBA.
- 7.4 A minor relaxation clause in respect of the building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;
 - (d) providing separation between buildings to enhance air ventilation and visual permeability;
 - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
 - (f) other factors such as the need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.
- 7.5 However, for existing buildings where the building height has already exceeded the maximum building height restrictions in terms of mPD and/or number of storeys as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 7.6 Building height restrictions have also been incorporated for some development sites outside KTBA. The criteria as mentioned in paragraphs 7.4 and 7.5 above

are also relevant for consideration of application for minor relaxation of the building height restrictions for these sites.

8. LAND USE ZONINGS

8.1 “Commercial” (“C”) - Total Area 2.58 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment and eating place, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). These areas are usually major employment nodes.
- 8.1.2 There are a total of seven sites under “C(1)” zoning. They are located in KTBA to the south of Kwun Tong Road. These commercial sites, which are either located near road junctions or major transport interchanges, have been developed to provide commercial facilities for the workers. Multi-storey car parks are incorporated in some of the developments.
- 8.1.3 A maximum plot ratio of 12.0 is imposed on these “C(1)” zones. Developments and redevelopments in the “C(1)” sites are subject to maximum building heights of 100mPD or 130mPD as stipulated on the Plan.
- 8.1.4 A waterfront site at the KTBA is zoned “C(2)”, which is proposed for a mixed commercial development with office, shop, services and/or eating place uses. A maximum gross floor area of 86,650m² is stipulated for achieving an optimal development intensity having regard to the local road capacities and its waterfront setting. An at-grade public transport interchange (PTI) in the podium with gross floor area of not less than 7,050m², social welfare facilities as required by the Government, and a minimum total provision of 6,500m² public open space in private development (POSPD) at ground level and deck level at locations facing the waterbody with sea view shall be provided. In determining the maximum gross floor area of the development/redevelopment in the “C(2)” zone, any floor space that is constructed or intended for use solely as GIC facilities, as required by the Government, may be disregarded. A maximum building height of 100mPD is imposed for main portion of the site for blending in with the stepped building height profile descending from the inland area towards the waterfront. A stepped-down height profile towards the waterfront should also be adopted for the buildings on this site. Having regard to the air ventilation assessment conducted under the Planning and Engineering Study on Kwun Tong Action Area which identified Hoi Yuen Road as a major air corridor and in order to allow wind penetration to the inland area, a maximum building height of 15mPD is imposed for the western portion of this site that generally aligns with Hoi Yuen Road.

- 8.1.5 In the “C(2)” zone, a stepped-down viewing deck facing the waterfront should be incorporated at the deck level of the POSPD, with the lowest level sufficiently below the soffit level of Kwun Tong Bypass to provide sea view. A set of landscaped staircases cascading down from the deck level to the adjoining public open space in the “OU” annotated “Drainage Facility and At-grade Public Open Space” zone and the waterfront promenade should be provided. Connections with barrier free accesses between at-grade and elevated levels as well as between private and public developments in the vicinity should be provided for enhancing connectivity and accessibility.
- 8.1.6 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio/gross floor area may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.1.7 To provide design/architectural flexibility, minor relaxation of the plot ratio/gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of building height restriction. However, for any existing building with plot ratio/gross floor area already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio/gross floor area restrictions unless under exceptional circumstances. Each application will be considered on its own merits.
- 8.2 “Residential (Group A)” (“R(A)”) - Total Area 137.73 ha
- 8.2.1 This zone is intended 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.
- 8.2.2 Existing public rental housing (PRH) estates in the Area include Lok Wah (North and South) Estate, Upper Ngau Tau Kok Estate, Sau Mau Ping Estate, Sau Mau Ping South Estate, Wo Lok Estate, Wan Hon Estate, Tsui Ping (North and South) Estate, Kai Tin Estate, Ping Tin Estate, On Tin Estate, Hing Tin Estate, Lam Tin Estate and Tak Tin Estate. Existing Home Ownership Scheme developments include Lok Nga Court, Lei On Court, On Kay Court, Chun Wah Court, Cheung Wo Court, Hong Tin Court, Hong Yat Court, Hiu Lai Court, Po Pui Court, Hong Wah Court and Hong Ying Court. Existing public housing developments under the Hong Kong Housing Society (HKHS) include Lotus Tower and Kwun Tong Garden Estate Phase II.
- 8.2.3 A site along Sau Ming Road, which is zoned “R(A)2”, is developed for PRH cum community hall development. To prevent massive and out-of-context development, the site is subject to a maximum building height of 150mPD as stated in the Notes, a maximum domestic plot ratio of 4.5 and a maximum non-domestic plot ratio of 1.5. Various

GIC facilities including a community hall, a small public library and a study area would be provided within the development. A site abutting both Hiu Ming Street and Hiu Kwong Street is reserved for PRH development and is subject to maximum building heights of 80mPD (for the upper platform and its adjoining slope) and 150mPD (for the lower platform) as shown on the Plan. A site abutting both Ting On Street and Ngau Tau Kok Road, which is zoned “R(A)3”, is proposed for public housing development under HKHS and is subject to a maximum building height of 110mPD as shown on the Plan. To increase building permeability and allow more wind penetration, two setbacks shall be provided along Ting On Street and Ngau Tau Kok Road and a stepped terrace architectural design shall be adopted for minimising the podium structure at the “R(A)3” site. In order to minimise any adverse air ventilation impact on the surrounding low to medium-rise developments, a quantitative air ventilation assessment is required at the detailed design stage to explore more opportunity on scheme improvement.

- 8.2.4 A wide range of GIC facilities such as primary schools, community halls, children and youth centres, elderly centres, local open space, indoor games halls, markets and shopping centres are provided within these estates to serve the residents. Some of the community facilities are free-standing within the housing estates. They are as follows:

<u>Name of Estate</u>	<u>No. of Free-standing Facilities</u>
Lok Wah Estate	2 primary schools and 1 community centre
Tsui Ping Estate	1 primary school
Lam Tin Estate	1 municipal services building
Ping Tin Estate	2 primary schools
Sau Mau Ping Estate	4 primary schools
Upper Ngau Tau Kok Estate	1 primary school

These school and GIC facilities, existing or planned, are zoned “R(A)” on the OZP so as to allow for flexibility in the comprehensive planning and development of these large residential sites.

- 8.2.5 Existing private residential developments include those to the north/west of KTTC, as well as those at On Wah Street, Ting On Street, Hiu Kwong Street and Kai Tin Road.

- 8.2.6 In the consideration of the overall transport, environmental and infrastructural constraints as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building and a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the gross floor areas for these developments/redevelopments, the sites for free-standing purpose-designed buildings that are used solely for accommodating school or other GIC facilities, including those located

on ground and on building podium, are not to be taken as parts of the site.

- 8.2.7 The northern part of Sceneway Garden which is a comprehensive private residential development above the PTI is within the “R(A)1” zone. The southern part of the development is built on top of the MTR Lam Tin Station on the other side of Lei Yue Mun Road which falls within the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP, that is outside the Plan area. A landscaped deck is built over the road linking the two parts of the development together. To ensure that the intensity of this private development is under statutory planning control, a maximum domestic gross floor area is imposed under the Notes of the Plan.
- 8.2.8 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios or gross floor areas may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.2.9 To provide design/architectural flexibility, minor relaxation of the plot ratio/gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of building height restriction. However, for any existing building with plot ratio/gross floor area already exceeding the restrictions as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio/gross floor area restrictions unless under exceptional circumstances. Each application will be considered on its own merits.

8.3 “Residential (Group B)” (“R(B)”) - Total Area 14.46 ha

- 8.3.1 This zone is intended primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board. The private residential developments along Kung Lok Road, Hong Lee Road, Yuet Wah Street, Tin Heung Street and upper sections of Hong Ning Road and Hip Wo Street fall within this zone.
- 8.3.2 Developments within this zone are subject to a maximum plot ratio of 5.0 in order to restrain traffic growth which will otherwise overload the existing and planned road network.
- 8.3.3 To provide design/architectural flexibility, minor relaxation of the plot ratio restriction may be considered by the Board on application under section 16 of the Ordinance. However, for any existing building with plot ratio already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio restriction unless under exceptional circumstances. Each application will be considered on its own merits.

8.4 “Government, Institution or Community” (“G/IC”) - Total Area 43.32 ha

8.4.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

8.4.2 Major existing GIC facilities include United Christian Hospital at Sau Nga Road, Ngau Tau Kok Jockey Club Clinic at Ting On Street, Lam Tin Polyclinic at Kai Tin Road, Ngau Tau Kok Government Offices at On Wah Street, Hong Kong Public Records Building at Tsui Ping Road, various social welfare facilities at Kung Lok Road, Kwun Tong Road, Fuk Tong Road and Fuk Ning Road, two vocational training centres at Wan Hon Street and Tsui Ping Road, two Municipal Services Buildings at Ngau Tau Kok Road and Shui Wo Street, two divisional police stations at Hong Ning Road and Lei Yue Mun Road, two sub-divisional fire stations at Hoi Yuen Road and Kai Tin Road, a Disciplined Services Quarters at Wo Hong Path, a market complex at Yee On Street, a sports centre at Hiu Kwong Street, a swimming pool complex at Tsui Ping Road, service reservoirs, pumping stations, electricity substations, telephone exchanges, community centres, churches, a higher educational facility and a number of primary and secondary schools.

8.4.3 Developments and redevelopments in the “G/IC(1)” sites in KTBA to the south of Kwun Tong Road are subject to maximum building heights of 15mPD or 40mPD as stipulated on the Plan.

8.4.4 To provide design/architectural flexibility, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance pursuant to the criteria given in paragraphs 7.4 and 7.5 above. Each application will be considered on its own merits.

8.5 “Open Space” (“O”) - Total Area 41.49 ha

8.5.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

8.5.2 Major existing open spaces in the Area include Kwun Tong Recreation Ground, Hong Ning Road Recreation Ground, Sau Ming Road Park, Hoi Bun Road Park, Lam Tin Park, Hong Ning Road Park, the playgrounds at On Tak Road, Kung Lok Road, Yuet Wah Street, Sau Nga Road, Hiu Ming Street, Tsun Yip Street, and a number of rest gardens/sitting-out areas at various locations. Additional sites have been reserved at Kai Tin Road and Tseung Kwan O Road.

8.5.3 Two sites to the west and south of the Hoi Yuen Road/Wai Yip Street junction are reserved for local open spaces, including one site zoned

“O(1)” where provision of minor public utility installations (PUI) is always permitted. The PUI to be provided at the “O(1)” zone is a gas governor kiosk, and its design should have due regard to the planning intention of the public open space.

8.5.4 Local open spaces providing sitting-out areas, children’s playground and/or recreational facilities are also provided on top of the decked service reservoirs and within public housing developments, comprehensive residential developments, and/or some private residential and commercial/residential developments.

8.6 “Other Specified Uses” (“OU”) - Total Area 47.16 ha

8.6.1 This zoning covers land allocated for specific uses which include Business, Petrol Filling Station, Sewage Treatment Plant and Drainage Facility and At-grade Public Open Space.

8.6.2 About 45.57 ha of land is zoned “OU” annotated “Business” (“OU(B)”). This zone is intended primarily for general business uses. A mix of information technology and telecommunications industries, non-polluting industrial, office and other commercial uses are always permitted in new “business” buildings. Less fire hazard-prone office use that would not involve direct provision of customer services or goods to the general public is always permitted in existing industrial and I-O buildings. As it is not possible to phase out existing polluting and hazardous industrial uses all at once on land zoned “OU(B)”, it is necessary to ensure compatibility of the uses within the same industrial or I-O building and in KTBA until the whole area is transformed to cater for the new non-polluting business uses. The setting back of buildings to cater for the future increase in traffic demand may also be required. The setback requirements are stipulated in the departmental outline development plans and enforced through lease modification process where appropriate.

8.6.3 A site at How Ming Street to the northwest of Tsun Yip Street Playground is zoned “OU(B)1”. It is also for general employment uses with the same planning intention as stated in paragraph 8.6.2. However, in order to make provision for redevelopment of the vacated bus depot if necessary, ‘Bus Depot’ use is included in Column 2 of the “OU(B)1” zone to allow the Board to scrutinise any submitted proposals to its satisfaction.

8.6.4 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites are subject to a maximum plot ratio of 12.0. Reference should be made to the relevant Town Planning Board Guidelines. In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.

- 8.6.5 The sewage treatment plant at Wing Yip Street zoned “OU” annotated “Sewage Treatment Plant” is intended primarily for the provision of sewage treatment/screening plant serving the needs of the general public.
- 8.6.6 A waterfront site to the southwest of the Hoi Yuen Road/Wai Yip Street junction zoned “OU” annotated “Drainage Facility and At-grade Public Open Space” is reserved for drainage facility, with underground storm water storage tank and ancillary aboveground structures, and with provision of at-grade public open space. Development and redevelopment therein is subject to a maximum building height of 1 storey. The drainage facility should be designed to respect the harbourfront setting and integrate with the at-grade public open space for public enjoyment.
- 8.6.7 Developments and redevelopments in the “OU(B)” and “OU(B)1” sites are subject to maximum building heights ranging from 100mPD to 200mPD as stipulated on the Plan. Development and redevelopment in the “OU” annotated “Sewage Treatment Plant” site is subject to a maximum building height of 15mPD.
- 8.6.8 To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraphs 7.4 and 7.5 above would be relevant for the assessment of minor relaxation of building height restriction. However, for any existing building with plot ratio already exceeding the restriction as stipulated in the Notes, there is a general presumption against such application for minor relaxation of the plot ratio restriction unless under exceptional circumstances. Each application will be considered on its own merits.
- 8.6.9 The petrol filling stations at Kwun Tong Road and Hiu Kwong Street zoned “OU” annotated “Petrol Filling Station” are intended primarily for the provision of petrol filling stations serving the needs of local residents as well as the general public.
- 8.7 “Green Belt” (“GB”) - Total Area 28.50 ha
- 8.7.1 The planning intention of this zone is primarily for the conservation of the existing natural environment amid the built-up areas/at the urban fringe, to safeguard it from encroachment by urban type development, and to provide additional outlets for passive recreational activities. There is a general presumption against development within this zone. Development within this zone will be carefully controlled and development proposals will be assessed on individual merits taking into account the relevant Town Planning Board Guidelines.
- 8.7.2 It includes the closed Ma Yau Tong West and Ma Yau Tong Central landfill sites. Restoration works for recreational after-use are currently in progress. Part of Lam Tin Park and hillslopes at various locations are also within this zone.

9. COMMUNICATIONS

9.1 Roads

- 9.1.1 The primary distributors in the Area include Kwun Tong By-pass and Tseung Kwan O Road. Kwun Tong By-pass along the southwestern boundary of the Area links Eastern Harbour Crossing in the southeast and Tseung Kwan O Tunnel via Tseung Kwan O Road in the northeast. This By-pass also forms part of the road network connecting the Eastern Harbour Crossing to the approaches of the Tate's Cairn Tunnel portal at Diamond Hill. Tseung Kwan O Road links Tseung Kwan O New Town via Tseung Kwan O Tunnel, which forms the principal access from the main urban areas to the New Town.
- 9.1.2 Major district distributors in the Area include Kwun Tong Road, Lei Yue Mun Road and Wai Yip Street. These distributors, running in a northwest and southeast direction, connect the Area, in particular KTBA, with Central and West Kowloon. The business area is also served by local distributors including Hung To Road, Lai Yip Street, Tsun Yip Street and Hoi Yuen Road.
- 9.1.3 Sau Mau Ping Road, Tsui Ping Road, Hip Wo Street and Hong Ning Road are the major local distributors in the north-eastern part of the Area. The main function of these roads is to serve the residents of the public and private housing developments in the Area. Sau Mau Ping Road at the northern edge of the Area together with Shun Lee Tsuen Road and Po Lam Road also provide external linkages to Central and West Kowloon to the west, and Sai Kung and Tseung Kwan O to the east.

9.2 Mass Transit Railway

The existing MTR Kwun Tong Line runs along Kwun Tong Road and Lei Yue Mun Road on elevated tracks. It connects Tseung Kwan O Line with interchange at MTR Yau Tong Station for harbour crossing. There are two stations in the Area, namely, MTR Ngau Tau Kok Station and MTR Kwun Tong Station.

9.3 Public Transport

Apart from the MTR, the Area is also well served by various modes of public transport including bus and public light bus. A number of bus termini are conveniently located to serve the residential, commercial, business and industrial developments in the Area.

10. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS

- 10.1 Two areas have been designated as “URA DSP Areas”. The land use zonings of the areas are depicted on the relevant URA DSPs and they will be implemented by the URA.
- 10.2 The DSP for KTTC – Main Site covers an area of about 4.63 ha. The site is intended for comprehensive development/redevelopment of the area for residential, Government and/or commercial uses with the provision of open space and other community and supporting facilities. The DSP for KTTC – Yuet Wah Street Site covers an area of about 0.43 ha. The site is developed as a high-density residential development with Kwun Tong Community Health Centre in the podium serving the wider district.
- 10.3 On 15 July 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft URA KTTC – Main Site DSP and draft URA KTTC – Yuet Wah Street Site DSP which were subsequently renumbered as S/K14S/URA1/2 and S/K14S/URA2/2 respectively. On 12 September 2008, the approved URA KTTC – Main Site DSP No. S/K14S/URA1/2 and approved URA KTTC – Yuet Wah Street Site DSP No. S/K14S/URA2/2 were exhibited for public inspection under section 9(5) of the Ordinance.

11. UTILITY SERVICES

- 11.1 The Area is well served with piped water supply, drainage and sewerage systems. Electricity, gas and telephone services are also available. No difficulty is envisaged in meeting the future requirements. Improvement works to the existing drainage and sewerage systems may be required for the possible change of stormwater flow due to topographic changes arising from development.
- 11.2 The project of “East Kowloon Sewerage Improvement and Pollution Control” undertaken by the Drainage Services Department to improve the existing sewerage system and abate the pollution problem in East Kowloon has been completed.

12. IMPLEMENTATION

- 12.1 Although existing uses non-conforming to the statutory zoning are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

- 12.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kwun Tong District Council would also be consulted as appropriate.
- 12.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications will take into account all relevant planning considerations which may include departmental outline development plans and guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. Guidelines published by the Board are available from the Board's website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board's website and are available from the Secretariat of the Board and the Technical Services Division and relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

**TOWN PLANNING BOARD
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