

APPLICATION FOR AMENDMENT OF PLAN
UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE

APPLICATION NO. Y/K22/4

<u>Applicant</u>	:	Designing Hong Kong Limited
<u>Sites</u>	:	Four pieces of Government Land at the waterfront of Kai Tak Development (KTD)
<u>Total Site Area</u>	:	4,600 m ² (about)
<u>Land Status</u>	:	Government Land
<u>Plan</u>	:	Approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6
<u>Zonings</u>	:	“Open Space” (“O”) and “O(2)” [‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ is a Column 1 use, and ‘Eating Place’ and ‘Shop and Services’ are Column 2 uses]
<u>Proposed Amendment</u>	:	To rezone the four sites from “O” and “O(2)” to four sub-zones of “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial, Recreational and Leisure Uses” (“OU(WRCRLU)”) zone [Maximum gross floor area (GFA) of 2,400m ² and maximum building height (BH) of 15mPD or 20mPD for each sub-zone]

1. The Proposal

- 1.1 The applicant, Designing Hong Kong Limited, proposes to rezone four sites at the waterfront of KTD (the Sites) from “O” and “O(2)” to four sub-areas of a proposed “OU(WRCRLU)” zone for water sports related facilities, eating place and observation areas. Location 1 (zoned “O”) is at the north-western end of Kai Tak Approach Channel (KTAC), Locations 2 and 3 (zoned “O(2)”) are at the Runway Area on the south-western side of KTAC, and Location 4 (zoned “O”) is at the southern tip of the South Apron Area (**Plan Z-1**).
- 1.2 The applicant has proposed a set of Notes for the “OU(WRCRLU)” zone (**Appendix II**). The proposed planning intention is for provision of low-rise and low-density waterfront related commercial development, recreational and leisure uses to service the need of the general public. Each of the proposed sub-zones (i.e. “OU(WRCRLU)(1) to (4)”) would be stipulated with a maximum GFA of 2,400m² and a maximum BH of 15mPD or 20mPD. According to the application, the total site area is about 4,600m² and the total GFA of the buildings at the four locations is about 9,600m².

- 1.3 The indicative proposal is for development of one building at each location with the following uses:

	“OU(WRCRLU)(1) / (4)”	“OU(WRCRLU)(2) / (3)”
G/F	Observation deck and water sports equipment storage area	Changing rooms and shower facilities, bicycle rental shop
1/F	Observation deck	Observation deck
2/F	Eating place	Eating place
3/F	-	Eating place
Roof	Eating place	Observation deck

- 1.4 The applicant states that the proposed rezoning is to promote a vision rather than a development proposal involving technical and design details. The proposal is intended to allow quality permanent facilities which facilitate passive and active recreation, sports, leisure, entertainment and enjoyment of the waterfront, waterbody as well as the adjacent Kai Tak Sports Park. No technical assessments for the proposed rezoning are included in the submission. A conceptual layout plan and an indicative drawing provided by the applicant are at **Drawings Z-1** and **Z-2**.

- 1.5 In support of the application, the applicant has submitted the following documents:

- (a) Application Form received on 28.10.2019 (Appendix I)
- (b) Supplementary Planning Statement received on 28.10.2019 and revised on 4.11.2019 and 6.11.2019 (Appendix Ia)
- (c) Further Information enclosing responses to departmental comments (R to C) received on 16.3.2020 [FI(1)] (Appendix Ib)
- (d) Further Information enclosing R to C received on 12.8.2020 [FI(2)] (Appendix Ic)
- (e) Further Information enclosing R to C received on 30.9.2020 [FI(3)] (Appendix Id)
- (f) Further Information enclosing R to C received on 29.10.2020 [FI(4)] (Appendix Ie)

- 1.6 The Metro Planning Committee (the Committee) of the Town Planning Board (the Board) agreed on 17.1.2020 and 12.6.2020 to defer consideration of the application for two months respectively as requested by the applicant. Upon receipt of FI(2) on 12.8.2020, the application is scheduled for consideration by the Committee at this meeting.

2. Justifications from the Applicant

The justifications put forth by the applicant in support of the application are detailed in section 9 of the Supplementary Planning Statement at **Appendix Ia** and FI(1) to FI(4) at **Appendices Ib** to **Ie**. They are summarized as follows:

Activate the waterfront areas and nearby water

- (a) The existing “O” zoning along KTAC and Kwun Tong Typhoon Shelter (KTTS) has no provision to promote active uses of the long waterfront promenades and the sheltered waters nearby. It is difficult to meet the stated policy objectives and Vision Statements for the harbourfront of Victoria Harbour.

Rezoning is necessary to ensure quality design and long-term management

- (b) Although some of the proposed uses are covered in either Column 1 or 2 in the Notes of the “O” zone, mixed use buildings of better functions that accommodate both commercial element and public utility are unlikely. The “O” zoning will defeat the purpose of activating the harbourfront. Under the existing zoning, non-government organizations (NGOs) wishing to use the area for water sports purposes will apply through Short Term Tenancy (STT). Given the short tenancy period, limited resources will be put into provision of quality and sustainable structures and facilities.
- (c) The proposed “OU(WRCRLU)” zoning allows more flexibility at implementation stage and can ensure good quality buildings with better design and activities provided. Different modes such as privately developed, public-private partnership or even build-own-transfer approach can be explored.
- (d) Although the proposed development would encroach on the works site of an on-going public open space (POS) project of the Government, the proposal can be considered as a variation to the committed works of government project, or as part of a new project requiring minor additional costs.

Improving water quality in Kai Tak

- (e) Government departments including the Civil Engineering and Development Department (CEDD), Drainage Services Development Department (DSD) and the Environmental Protection Department (EPD) had taken different measures to improve the water quality of Kai Tak. They would further rectify the identified pollution sources and upgrade facilities to intercept pollutants to achieve the water quality requirement for water sports activities.

No significant environmental impact

- (f) The proposal would not have significant adverse environmental impacts on the surroundings. The areas are sheltered by infrastructure and commercial developments and are located away from residential developments. As such, the number of sensitive noise receivers are limited.

No significant traffic impact

- (g) The proposed locations are highly accessible by pedestrians and cyclists and served by public transport. Locations 1 and 4 are about 15 to 20-minute walking distance from the nearby Kai Tak and Ngau Tau Kok MTR Stations. It is anticipated that only small number of vehicles (about 10 to 60) will be attracted to each location daily, and parking facilities will be provided in the nearby developments. While each location will attract about 800 to 1,200 visitors at weekend, most of the

visitors will use public transport to gain access to the Sites. The traffic impacts are insignificant.

Unique points connecting waterbodies

- (h) Locations 1 and 4 are unique points in relation to the waterbodies including KTAC, KTTS as well as the promenades and cycle tracks. Locations 2 and 3 are unique connecting points between KTAC and the future Metro Park. The proposed structures at the four locations are foreseeable to be designed as landmarks, and to support sports and leisure uses of the nearby KTAC and Metro Park. These structures will help diversify the character and uses of open space, and to engage with the water so that KTAC and KTTS will become available for use by a larger community thus increasing the overall public amenity.

Policy aim to provide quality public space along waterfront

- (i) In the 2017 Policy Address, the intrinsic value of our Victoria Harbour was highlighted, i.e. “The harbourfront is a precious natural asset in our urban area. We encourage the community to make better use of the harbourfront so that it will become more vibrant and more quality public space will be available for public enjoyment”. In the same policy address, the Chief Executive (CE) elaborated on the partnership with the Harbourfront Commission (HC) in providing more spaces and opportunities to offer more diversified recreational choices along the waterfront, i.e. “In partnership with HC, we will take action in this area, including the identification of suitable harbourfront sites for non-governmental organizations to operate community facilities or organize community events”.
- (j) In the 2018 Policy Address, the CE highlighted the Government’s aim, i.e. “strive to link up the waterfront areas on both sides of the Victoria Harbour to provide quality public space for all to enjoy the unique and spectacular view of our harbour”. The proposed rezoning echoes the policy by allowing a wider range and more dynamic use of both the land and the nearby waterbodies. The Sites function not only as places for leisure, recreation and entertainment, but also as visual attractions to draw visitors to explore the waterfront and the waters of KTAC and KTTS.

Better design to activate and enhance land and water interface

- (k) From an urban design perspective, it is our city’s design goal to create more interesting interfaces between land and water. The vision statement of the Board for the Victoria Harbour is “to make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong, to make it a harbour for the people and of life”. The rezoning proposal will maximize the development potential of Kai Tak and adjacent waters with better visual access and transform KTAC and KTTS into world-class attractions similar to Darling Harbour in Sydney and Marina Bay in Singapore.

Precedence of similar “OU” zones

- (l) There are similar “OU” zones along the Victoria Harbour for public waterfront promenade and water recreation related uses. Two sites at the Ma Tau Kok waterfront are zoned “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” to create a dining cove and more vibrant environment. The Wan

Chai North OZP (approved in February 2014) has a provision for low-rise and low-density waterfront related commercial and leisure uses for public enjoyment to add variety and vibrancy to the waterfront. Such similar zoning is also provided in the Central District (Extension) OZP (approved in January 2019) to make provisions for possible festival markets, café and restaurants and retails shops.

3. **Background**

Planning Theme of Kai Tak

- 3.1 Under the Kai Tak Planning Review (completed in 2006) which formed the basis of the prevailing Kai Tak OZP, Kai Tak is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. It is envisioned to become a new urban node, supported by commercial developments, several residential neighbourhoods, a variety of GIC facilities, a multi-purpose stadium complex fronting the Victoria Harbour, a cruise terminal cum tourism node at the end of the former runway and a Metro Park at the waterfront. ‘Sports-oriented’ is one of the main planning themes for Kai Tak as depicted in the Explanatory Statement of the OZP. Kai Tak is planned to be a hub for sports and leisure activities, with Kai Tak Sports Park as the anchor complemented by a comprehensive network of passive/active open spaces, indoor recreational centres and extensive cycle tracks and jogging trails along the waterfront promenade. There is also opportunity to accommodate a variety of water sports/recreational activities in KTAC, KTTS and the adjoining waterbodies.
- 3.2 According to paragraph 9.6.9 of the Explanatory Statement of the OZP, to facilitate the development of water sports and recreational activities so as to further strengthen the role of KTD as a hub for sports and recreational activities, ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ use has been stipulated as a Column 1 use in the “O” zone (**Appendix III**) since the exhibition of the draft Kai Tak OZP No. S/K22/5 on 17.2.2017 allowing flexibility for providing water sports and recreational activities at “O” zones along the waterfront. The exact location that can be earmarked for water sports/recreational use can be subject to further discussion between the Home Affairs Bureau (HAB) and the relevant water sports associations and taking account of improvement of water quality in KTAC and KTTS over time. Commercial uses such as ‘Eating Place’ and ‘Shop and Services’ are Column 2 uses that may be permitted upon application to the Board.

Water sports/recreation proposals in KTD

STTs under processing for water sports/recreation activities

- 3.3 Three locations for water sports/recreation activities have been designated around KTTS under the Planning and Engineering Study on Kwun Tong Action Area Study (KTAA Study) conducted by the Energizing Kowloon East Office (EKEO), including (i) a site beneath Kwun Tong Bypass to be used by the Kwun Tong Sports Promotion Association; (ii) the Kai Tak ex-fire station site to be used by the Hong Kong Water Sports Council; and (iii) the northern end of the lower embankment of the Runway Area to be used by the Hong Kong Canoe Union (**Plan Z-3**). The said three organizations have submitted STT applications to the Government for water sports centre/training centre proposals with land-based

facilities such as changing room, storage spaces and/or gym/training area to be provided at these locations.

- 3.4 With the facilitating/flexible mechanism under the “O” zone of the extant OZP, the proposed water sports centres being ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ use are always permitted under the OZP and do not require planning permission. The three STTs applications are being processed in which two of them have already been approved by the Lands Department (LandsD) and are expected to be executed soon.

Water sports/recreation related projects under planning

- 3.5 Locations 1, 2 and 3 fall within the boundary of a road and waterfront promenade/POS project adjoining Road D3 (Metro Park Section) currently being implemented by CEDD. The design of the POS of the project is subject to consultation with relevant parties including the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission. The Harbour Office of the Development Bureau (DEVB) would explore the opportunity to include the elements raised in the rezoning proposal in the project scope of the Metro Park project in due course.
- 3.6 According to the KTTA Study, the planned district open space in the area around Location 4 is proposed to adopt a water sports theme for its development (**Plan Z-3**), with provision of land-based facilities such as storage and training facilities and a set of landing steps to allow access to the adjoining waterbody. As the tunnel of Trunk Road T2 will be underground at the POS site and that it will be used as a temporary works area for Trunk Road T2 until 2026 earliest, the site will only be available for development in the medium term.
- 3.7 Water themed recreation facilities are also planned in Kai Tak Runway Park Phase 2A within a proposed waterbody (called the ‘River Valley’), which will be implemented by the future developer of the Tourism Node site (**Plan Z-3**).

4. Compliance with the “Owner’s Consent/Notification” Requirements

As the four locations of the application site involve government land only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Sections 12A and 16 of the Town Planning Ordinance (TPB PG-No. 31A) is not applicable to the application.

5. Previous Application

There is no previous rezoning application in respect of the four locations of the application site.

6. Similar Application

There is no similar application for amendment to the OZP within the “O” and “O(2)” zones of the OZP.

7. The Site and Its Surrounding Areas (Plans Z-1 to Z-5)

- 7.1 Location 1 is located at the waterfront at the north-western end of KTAC while Locations 2 and 3 are located at the waterfront of the Runway Area on the south-western side of KTAC. Location 4 is located at the waterfront at the southern tip of the South Apron Area of Kai Tak.
- 7.2 All the four locations of the application site are government land which have been planned for waterfront promenade/POS uses. CEDD has already have implementation programme for development of waterfront promenade/POS at Locations 1, 2 and 3. Location 4 is currently within the temporary works area of the Trunk Road T2 project.
- 7.3 The surrounding areas have the following characteristics:
- (a) Location 1 is the site of the former Kai Tak Fire Station which has been demolished. It is bounded by the at-grade section of Central Kowloon Route at its north and Road D3 at its west. To its northwest on the other side of Road D3 is the 28 ha Kai Tak Sports Park under construction;
 - (b) the sunken section of Road D3 is located underneath Locations 2 and 3. A site zoned “Government, Institution or Community” for a proposed sewage pumping station and salt water pumping station is located to the south. The large stretch of land to the west and southwest is planned for development as the Metro Park which is a regional open space; and
 - (c) Kerry D.G. Warehouse (Kowloon Bay) and Kowloon Godown at Kai Hing Road, with plans for commercial redevelopments, are located to the northeast of Location 4. The “O” zone at the South Apron Corner covering Location 4 and its surrounding areas will be developed as a district open space with water sports theme in the medium term.

8. Planning Intention

The planning intention of the “O” zone is 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. On land designated “O(2)”, the open space is provided in form of landscaped deck.

9. Comments from Relevant Government Bureau/Departments

- 9.1 The following government bureaux and departments have been consulted and their views on the application are summarized as follows:

Harbourfront Planning

9.1.1 Comments of the Harbour Office, DEVB:

- (a) The applicant consulted the Harbourfront Commission’s Task Force on Kai Tak Harbourfront Development on 9.4.2020. While Members in general agreed that the intended uses

proposed under the planning application were in line with the long-held visions of the Harbourfront Commission to bring vibrancy to the waterfront, Members recognised that there were wider considerations in assessing the merits of a planning application for rezoning, some of which may fall outside the purview of the Task Force. As such, it is concluded that, despite the shared aspiration to activate the harbour, the Task Force is not in a position to consider the planning application.

- (b) As suggested at the Task Force meeting on 9.4.2020, the Harbour Office would explore the opportunity to include the elements raised in the planning application in the project scope of the Metro Park project in due course, which would be funded by the earmarked \$6.5 billion dedicated funding for harbourfront enhancement.

Energising Kowloon East

9.1.2 Comments of the Head of Energizing Kowloon East Office, DEVB:

- (a) He has no objection to the application in terms of the intention to provide waterfront related commercial development, recreational and leisure uses to enhance waterfront vibrancy in Kowloon East.
- (b) His office endeavours to enhance the vibrancy of the waterfront in Kowloon East. Efforts include facilitating the co-use of the waterbody of KTTS for water sports/recreation activities and events for promoting water-friendly culture. Moreover, his office formulates proposals under two on-going feasibility studies for providing commercial and other supporting facilities on the waterfront.
- (c) The proposed Tourism Node development and the adjoining Kai Tak Runway Park are under the Planning and Urban Design Review for Developments at Kai Tak Runway Tip. The Tourism Node site is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery, while the Runway Park is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses (including water recreation activities) serving the needs of local residents as well as the general public. Making reference to the winning scheme in the Kai Tak Fantasy International Ideas Competition, his office plans to introduce some water recreation uses at the Runway Park which would have greater synergy with the Tourism Node development. In addition, three water access points for water sports/recreation activities have been designated around KTTS under the KTAA Study, namely a site beneath Kwun Tong Bypass, the Kai Tak ex-fire station site and the northern end of the lower embankment of the Runway Area (**Plan Z-3**). STT applications for water sports uses at these sites are being processed by LandsD. The above proposals should be duly taken into consideration in assessing the application.

- (d) Location 4 is within a temporary works area of the Trunk Road T2 project. As recommended in the KTAA Study, the site could be released for POS development upon completion of the construction works for Trunk Road T2 in 2026 (**Plan Z-3**). The POS would adopt a water sports theme with some land-based facilities such as storage and training ground. A set of landing steps is proposed for the site to allow access to the adjoining waterbody. The applicant proposes to allow 'Eating Place', 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses on the site. According to the Notes of the OZP for the subject "O" zone (**Appendix III**), the above-mentioned uses are all Column 2 uses which may be permitted on application to the Board. It is considered that the current zoning has provided sufficient flexibility for allowing the proposed uses and rezoning would not be necessary.
- (e) The applicant should also ascertain the feasibility of the proposal.

Sports Development

9.1.3 Comments of the Secretary for Home Affairs (SHA):

- (a) From the angle of promoting sports development, he in-principle welcomes proposals that can increase the provision of sports facilities.
- (b) If the applicant wishes to further pursue the water sports development by way of STT, he will consider giving policy support if the application meets his criteria including submissions of a development plan, a financial plan and an operation plan that can demonstrate the feasibility and worthiness of the proposal. As such information and site disposal arrangement are not available, he is unable to offer policy support nor comment on the implementation mechanism of the proposal at this stage.

Land Administration

9.1.4 Comments of the District Lands Officer/Kowloon East (DLO/KE), LandsD:

- (a) The four locations are currently occupied/used by respective bureaux or departments on a temporary basis for works site, works area or right-of-way for implementation of their works projects.
- (b) He would reserve comments at the present stage until receipt of any detailed implementation proposal.

Infrastructure and Public Works Programme

9.1.5 Comments of the Project Manager (East), CEDD:

Locations 1, 2 and 3

- (a) The proposal encroaches on the works site of an on-going CEDD's Contract No. ED/2018/01, in which the area will be developed as a POS.
- (b) Time and cost implications to Contract No. ED/2018/01 cannot be assessed at this stage due to limited information provided in the application.
- (c) The proposed buildings with the proposed maximum BHs of 15mPD/20mPD at Location 1 may block the sightline of the observation deck from viewing KTAC and Lei Yue Mun and at Locations 2 and 3 may block the sightline for viewing KTAC from the future Metro Park.
- (d) The technical feasibility of constructing the proposed building structures over the underpass of Road D3 at Locations 2 and 3 could not be assessed at this stage due to limited information provided in the application.

Location 4

- (e) The proposed building bulk at Location 4 which is located at a vanishing point of several long promenades should be supported by a visual impact assessment (VIA). It is recommended to minimize the building bulk or BH. The scale should be compatible with the adjoining planned open space. Moreover, the proposed building may not necessarily to be located at the seafront corner to facilitate future planning of the POS.

Overall

- (f) The planned waterfront promenades in Kai Tak are generally of over 20m in width. The proposals at the four locations should maintain a minimum 20m-wide promenade for a coherent urban planning in KTAC and to align with the vision of walkability in Kai Tak.
- (g) The proposal should not affect the planned cycle track of about 6m to 10m wide for shared-use between pedestrians and cyclists.

Environment

9.1.6 Comments of the Director of Environmental Protection (DEP):

Water Quality

- (a) All of the four proposed waterfront locations are at the bank of the semi-enclosed waterbody of KTAC and KTTS with limited water flow. If the four locations are to be rezoned to "OU(WRCRLU)", it may convey the idea that the waters around these locations are suitable for secondary contact recreation uses

for which the *E. coli* level should meet the “610 counts/100mL” requirement.

- (b) As Location 1 is located at the waterfront of the most upstream corner of the semi-enclosed waterbody of KTAC, where water circulation is very poor and dispersion of pollutants is very slow, and it lies very close to the outfall of the Kai Tak Nullah which receives surface runoff from a large part of the Kowloon City and Kwun Tong districts, as well as the treated sewage effluent from the Tai Po and Shatin Sewage Treatment Works, and making reference to the water quality modelling results under a study by CEDD in early 2020, it is doubtful whether the water quality at the upstream part of KTAC could meet the *E. coli* requirement of “below 610 count/100ml” for secondary contact recreational uses. In this regard, he has great reservation in rezoning Location 1 to “OU(WRCRLU)” and has no adverse comment on Locations 2 to 4 at this stage.

Air Quality

- (c) From air quality perspective, the applicant has confirmed that sufficient buffer distances as stipulated in Table 3.1, Chapter 9 of the Hong Kong Planning Standards and Guidelines (HKPSG) are available for vehicular emissions from nearby roads to all the four proposed locations. As for industrial emissions, the applicant should confirm that the industrial buildings within the 200m boundary from Location 4 will be redeveloped into commercial or residential use before Location 4 is used for the proposed development.
- (d) Regarding the proposed eating place use, the future owners and operators of the restaurants are reminded to observe the Air Pollution Control Ordinance for oily fume and cooking fume emissions and take appropriate measures to minimize these emissions, and prevent causing any objectionable odour noticeable at any air sensitive receptor in the vicinity or creating other forms of pollution. EPD’s “Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants and Food Business” should be referred to for details.

Sewerage Impact

- (e) Although insurmountable sewerage impacts associated with the proposed developments are not anticipated, sewerage impact assessment (SIA) is required to assess the potential sewerage impacts and recommend mitigation measures, if required.
- (f) As the future owners/operators shall carry out the SIA, he has no comment at this stage from sewerage planning perspective.

Urban Design, Air Ventilation and Landscape

9.1.7 Comments of the Chief Town Planner/Urban Design and Landscape (CTP/UD&L), Planning Department (PlanD):

Urban Design

- (a) According to the applicant, the various related uses proposed for the respective sites represent a vision rather than a development proposal. In principle, a strategy to activate the Kai Tak's waterfront is supported, in particular along the Runway Area given that a number of sites had been rezoned from commercial to residential in 2017. Considering the scale involved, accommodation of the potential developments/facilities as proposed may unlikely induce negative visual effects on the surroundings.
- (b) He has no particular views on the applicant's justifications on the proposed locations which mainly focus on how the proposed locations may facilitate water-related activities. Nonetheless, based on the information provided, it is not clear whether the proposal would reduce the physical and visual connection to the waterfront and affect the continuity of the waterfront promenade, particularly for Location 4 which is at the southern tip of the planned POS.
- (c) Notwithstanding, the possible uses under the proposed zoning are mostly already provided for either under Column 1 or 2 uses of the current zoning (**Appendix III**). The current "O" or "O(2)" zone provides for a mechanism to scrutinize the possible developments of the Column 2 uses by means of the planning application process to promote high quality design, but the proposed "OU" zoning does not. Moreover, the provision to permit water sports related uses under the current "O" zone would allow greater flexibility in terms of locations for the water sports related facilities.

Air Ventilation

- (d) Based on the submitted information, the absolute BH of the potential developments would not exceed 15m. As such, the proposal would not fall under the criteria set out in the Joint HPLB-ETWB Technical Circular on AVA No. 1/06. Notwithstanding, the applicant is reminded that any rooftop structures erected on the potential developments will have to observe the restrictions under JPN 5.

Landscape

- (e) With reference to aerial photo of 2019, the four locations are situated in an area of urban landscape character dominated by roads and planned developments of open space, residential and GIC uses, and etc. No existing tree is observed within the four

locations. The proposed rezoning is not incompatible with the surrounding planned landscape character. However, since the proposed four locations are situated at the prime waterfront areas within the “O” zone at KTD, the proposed developments will inevitably impose constraints and reduce flexibility on the overall design of future open space at these areas.

- (f) There is no information provided in the application to illustrate how the proposed developments can be integrated with the adjacent waterfront open space and demonstrate the proposal will not undermine the integrity and quality of the open space at KTD.
- (g) In view of the above, he has reservation on the application from landscape planning perspective.

Traffic

9.1.8 Comments of the Commissioner for Transport (C for T):

He received basic figures from the applicant on (i) vehicular and pedestrian traffic generation/attraction for each location; (ii) visitors by public transport; and (iii) visitors by cycling. The applicant should elaborate how the figures are derived.

9.1.9 Comments of the District Engineer/Hung Hom, Highways Department (DE/HH, HyD):

He has no adverse comment from highway maintenance point of view and reserves the right to comment on the detailed design when available.

Building Matters

9.1.10 Comments of the Chief Building Surveyor/Kowloon (CBS/K), Buildings Department (BD):

- (a) He has no objection to the application.
- (b) In all cases, if the sites are subject to a lease by the Government, all building works are subject to compliance with the Buildings Ordinance (BO). The applicant should be advised to engage an Authorized Person to submit building plans for the Building Authority's approval.
- (c) Detailed comments would be provided upon receipt of the application for approval plans under the BO, where applicable.

Risk Aspect

9.1.11 Comments of the Director of Electrical and Mechanical Services (DEMS):

Location 4 is located in the vicinity of Kerry D.G. Warehouse at Kai Hing Road, which may soon be redeveloped for commercial use. If

Kerry D.G. Warehouse still exists upon implementation of the proposed development at Location 4, the project proponent shall conduct a quantitative risk assessment (QRA) to ascertain that the risk levels are acceptable according to HKPSG, after taking into account the increase in population due to the proposed development.

Fire Safety

9.1.12 Comments of the Director of Fire Services (D of FS):

- (a) He has no in-principle objection to the application subject to fire service installations and water supplies for firefighting being provided to his satisfaction.
- (b) Detailed fire services requirements will be formulated upon receipt of formal submission of general building plans. The arrangement of emergency vehicular access shall comply with Section 6, Part D of the Code of Practice for Fire Safety in Building 2011 which is administrated by BD.

District Officer's Comments

9.1.13 Comments of the District Officer (Kowloon City) (DO(KC)), Home Affairs Department (HAD):

He has no comment on the application and notes that PlanD has notified the interested Kowloon City District Council members, the To Kwa Wan Area Committee as well as the Owners' Committees/Mutual Aid Committees/Management Committees of buildings near the Sites about the planning application and that the notified parties have been invited to contact PlanD about any enquiries or comments. The Board should take into account all the comments gathered in the consultation exercise in the decision making process. Should the application be eventually approved, the applicant should take appropriate measures to address the concerns of relevant stakeholders.

9.1.14 The following government bureau/departments have no objection to or no adverse comment on the application:

- (a) Chief Architect/Central Management Division 2, Architectural Services Department;
- (b) Director of Leisure and Cultural Services;
- (c) Chief Engineer/Mainland South, DSD;
- (d) Chief Engineer/Construction, Water Supplies Department;
- (e) Executive Secretary (Antiquities & Monuments), Antiquities and Monuments Office, DEVB;
- (f) Director of Food and Environmental Hygiene;
- (g) Commissioner of Police; and
- (h) DO (Kwun Tong), HAD.

10. Public Comments Received During Statutory Publication Period

- 10.1 The application was published on 8.11.2019 for public inspection. During the statutory public inspection period, a total of 345 public comments (341 of which are submitted in the same standard form) were received. A full set of the public comments received is deposited at the meeting for Members' inspection.
- 10.2 All the 345 public comments supported the application. The major supportive reasons are summarized as follows (samples at **Appendix IVa**):
- (a) it can turn KTAC into a world-class facility for water sports, recreation and fun;
 - (b) it can create a vibrant waterfront along KTAC with facilities for different users, including residents, tourists, cyclists and water sports enthusiasts;
 - (c) it will bring business opportunities to Hong Kong;
 - (d) it will provide a large stretch of waterway and frontage and increase the water sports areas in the harbour; and
 - (e) it can serve as a pioneer spot for developing a water-close leisure and entertainment location along waterfront in Hong Kong.
- 10.3 The public comments also provided the following views/suggestions on the proposal (samples at **Appendix IVb**):
- (a) the proposed facilities would cause additional traffic. The Runway Area of Kai Tak lacks connection of public transit and more public transport connection with the surrounding areas should be provided;
 - (b) there is a need for more pedestrian connection including subways and footbridges with Kowloon Bay;
 - (c) the proposal would have noise impact in the area and appropriate noise control measures should be adopted;
 - (d) sailing school, dragon boat centre, dedicated areas for international races, yacht berths and boats for hire should be included;
 - (e) revitalization of Kai Tak River should be expedited;
 - (f) inclusive infrastructure for universal access for different types of users should be provided;
 - (g) a Hong Kong aviation history museum could be introduced to commemorate the former Kai Tak Airport; and
 - (h) images and details provided by the applicant were not published on the Board's website.

11. Planning Consideration and Assessments

The Proposal

- 11.1 The applicant proposes to rezone four waterfront locations of KTD (the Sites) (**Plan Z-1**) from “O” and “O(2)” to four sub-areas of a proposed “OU(WRCRLU)” zone to facilitate the development of one building at each location for mainly water sports related facilities, eating place and observation deck uses. A set of proposed Notes for the “OU(WRCRLU)” zone is at **Appendix II**. Each of the four sub-areas (total area of 4,600m²) would be stipulated with a maximum GFA of 2,400m² with a total GFA of 9,600m² and a maximum BH of 15mPD or 20mPD.
- 11.2 The applicant states that the proposal is to promote a vision and is intended to allow quality permanent facilities facilitating the public’s enjoyment of the waterfront. According to the applicant, the four identified locations are favourable locations for the proposal as they would not create significant adverse environmental and traffic impacts on the surrounding areas and are unique connection points to the waterbodies of KTAC and KTTS.

Planning Theme of Kai Tak

- 11.3 Under the Kai Tak Planning Review, Kai Tak is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. ‘Sports-oriented’ is one of the main planning themes for Kai Tak under the OZP. Apart from a comprehensive network of open spaces, subject to technical and operation issues in particular the water quality issues, there is opportunity to accommodate a variety of water sports/recreation activities in KTAC, KTTS and the adjoining waterbodies to further strengthen the role of Kai Tak as a hub for sports and leisure activities. The rezoning proposal, which is intended to make use of the waterbodies in Kai Tak to promote water sports and recreation uses, is generally in line with the vision and planning theme of Kai Tak.

Provisions under Extant OZP

- 11.4 The planning intention of the current “O” zone is 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. On land designated “O(2)”, the open space is provided in form of landscaped deck. To facilitate the development of water sports and recreation activities so as to strengthen the role of Kai Tak as a sports hub, ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ has been stipulated as a Column 1 use in the “O” zone of the Kai Tak OZP since 2017.
- 11.5 Under the existing provisions of the “O”/“O(2)” zone on the OZP, the water sports related uses and ancillary observation areas of the applicant’s proposal are always permitted whilst commercial uses including ‘Eating Place’ and ‘Shop and Services’ uses may be permitted upon application to the Board. The section 16 planning application mechanism allows the Board to scrutinize development proposals for ‘Eating Place’ and ‘Shop and Service’ in planned open space to ensure that they are of appropriate scale and high quality design that is compatibility with open space and waterfront settings.

- 11.6 Given the exact location that could be earmarked for water sports/recreational use will be subject to further discussion between HAB and the stakeholders and the continued improvement of water quality in KTAC and KTTS, compared to prescribing specific locations as proposed by the applicant under the rezoning proposal, the current “O”/“O(2)” zoning provides greater flexibility for identifying suitable locations for water sports facilities in accordance with needs of relevant water sport associations and taking into account water quality of different sections of KTAC/KTTS over time.

Water Sports/Recreation Proposals in Kai Tak

- 11.7 Under the provisions of the current OZP, subject to policy support from HAB, water sports organizations could submit STT application to LandsD for the sites that they consider suitable for water sports activities. In fact, two locations within “O” zone and an area shown as “Road” (underneath Kwun Tong Bypass) around the waterfront of KTTS and KTAC have already been proposed for water sports/training centres by various water sports organizations, with provision of land-based facilities for water sports/recreation activities, such as changing room, storage spaces and/or gym/training area at these locations. The processing of these STT applications are at advanced stage, with two of them already approved by LandsD and are expected to be executed soon.
- 11.8 In the medium term, several water sports/recreation proposals are planned in Kai Tak (**Plan Z-3**), including a proposed water recreation facility to be implemented by the developer of the Tourism Node site in Kai Tak Runway Park Phase 2A. For the planned district open space at the South Apron Corner covering Location 4 and its surrounding areas, it has been proposed to adopt a water sports theme in its future development under the KTAA Study.

Technical Feasibility

- 11.9 The applicant has not submitted any technical assessments to substantiate that the four locations proposed are technically feasible for the proposed rezoning and that the proposals would not create adverse environmental, infrastructural, visual and landscape impacts on the surrounding areas. In this regard, relevant government departments including DEP, PM(E) of CEDD and CTP/UD&L of PlanD have reservation/concerns on the proposal and are not able to ascertain the technical feasibility and no adverse impact of the proposal based on the submitted information.
- 11.10 According to CEDD, Locations 1, 2 and 3 encroach upon the works site of an on-going public works project for POS. Due to the limited information submitted by the applicant, CEDD could not assess at this stage the time and cost implications of the proposal on the project and the technical feasibility of constructing the proposed building structures over the underpass of Road D3 at Locations 2 and 3. Moreover, the proposed building at Location 1 may block the sightline of the observation deck of the POS from viewing KTAC and Lei Yue Mun and those at Locations 2 and 3 may block the sightline for viewing KTAC from the future Metro Park. Location 4 is within a planned district POS which will adopt a water sports theme in its future design with provision of land-based storage and training facilities and landing steps to allow access to water (**Plan Z-3**). CEDD raises concern that the potential visual impact of the proposed building at Location 4 is not assessed by a VIA. CTP/UD&L of PlanD also indicates that based on the

submitted information, it could not be ascertained whether the proposal would reduce the physical and visual connection to the waterfront and affect the continuity of the waterfront promenade.

Opportunities to Incorporate Proposals in Harbourfront Enhancement Works

11.11 Indeed, the Government has taken a proactive role in incorporating flexibility to facilitate water sports/recreation development in Kai Tak, which echoes the purpose of the planning application to activate the waterfront in Kai Tak. EKEO has been facilitating the co-use of the waterbody of KTTS for water sports/recreation activities and events for promoting water-friendly culture, and formulating proposals under on-going feasibility studies for providing commercial and other supporting facilities on the waterfront. Moreover, the Harbour Office of DEVB would explore the opportunity to include the elements raised in the subject planning application in the project scope of the Metro Park project in due course. Hence, water sports/recreation development at these areas could already be facilitated whilst upholding flexibility for the overall design and usage of future public open spaces under the current provisions of the OZP.

11.12 In view of the above, there is no strong justification for the proposed rezoning of the Sites to “OU(WRCRLU)” zone.

Public Comments

11.13 A total of 345 public comments, all supporting the application, were received. The supporting comments are noted and the above assessments and comments from concerned departments are relevant.

12. Planning Department’s Views

12.1 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10, the Planning Department does not support the application for the following reasons:

- (a) notwithstanding that the proposed rezoning to promote water sports/recreation uses at the Kai Tak waterfront is in line with the planning intention of “Open Space” (“O”) zone, the current “O”/“O(2)” zones provide greater flexibility for water sports/recreation and other supporting uses in terms of their location, design and usage while allowing the Board to maintain control through appropriate Columns 1 and 2 uses in the Notes of the Outline Zoning Plan. There is no strong justification to prescribe four specific locations as proposed under the rezoning application; and
- (b) the applicant fails to demonstrate the technical feasibility of rezoning the Sites to “Other Specified Uses” annotated “Waterfront Related Commercial, Recreational and Leisure Uses” and that the proposed rezoning would not create adverse visual, landscaping and pedestrian accessibility impacts on the surrounding areas.

12.2 Alternatively, should the Committee decide to agree or partially agree to the application, the Planning Department would work out the zoning boundaries and the development parameters and restrictions to be set out in the Notes for

Committee's agreement prior to gazetting under section 5 of the Town Planning Ordinance upon reference back of the approved Kai Tak OZP for amendment by the Chief Executive in Council.

13. Decision Sought

- 13.1 The Committee is invited to consider the application and decide whether to agree, partially agree, or not to agree to the application.
- 13.2 Should the Committee decide not to agree to the application, Members are invited to consider what reason(s) for rejection should be given to the applicant.

14. Attachments

Appendix I	Application Form received on 28.10.2019
Appendix Ia	Supplementary Planning Statement received on 28.10.2019 and revised on 4.11.2019 and 6.11.2019
Appendix Ib	Further Information received on 16.3.2020
Appendix Ic	Further Information received on 12.8.2020
Appendix Id	Further Information received on 30.9.2020
Appendix Ie	Further Information received on 29.10.2020
Appendix II	Proposed Notes for the "Other Specified Use" annotated "Waterfront Related Commercial, Recreational and Leisure Uses" zone
Appendix III	Extract of the Notes for the "Open Space" zone from the approved Kai Tak OZP No. S/K22/6
Appendices IVa and IVb	Samples of Public Comments
Drawing Z-1	Conceptual Layout Plan provided by the applicant
Drawing Z-2	Indicative Drawing provided by the applicant
Plan Z-1	Location Plan
Plans Z-2a and Z-2b	Site Plans
Plan Z-3	Current Water Sports Proposals in Kai Tak
Plans Z-4a and Z-4b	Aerial Photos
Plans Z-5a and Z-5b	Site Photos

**PLANNING DEPARTMENT
NOVEMBER 2020**