

**CONSIDERATION OF FURTHER REPRESENTATIONS
NO. TPB/R/S/K22/7-F1 TO F4 ON PROPOSED AMENDMENTS TO THE
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/7
ARISING FROM CONSIDERATION OF REPRESENTATIONS AND COMMENTS
ON THE DRAFT OUTLINE ZONING PLAN**

Subject of Further Representations	Further Representers (No. TPB/R/S/K22/7-)
<p><u>Item A:</u> Rezoning of a site on the south-western side of Shing Fung Road and the north-western side of Shing King Street from “Residential (Group B)9” (“R(B)9”) to “Commercial (7)” (“C(7)”)”</p> <p><u>Item B:</u> Rezoning of a site on the south-western side of Shing Fung Road and the south-eastern side of Shing King Street from “R(B)10” to “C(5)”</p>	<p>Total: 4</p> <p><u>Support (2)</u> F1: Individual F2: Worldwide Flight Services</p> <p><u>Oppose (2)</u> F3 to F4: Individuals</p>

Notes: The names of all further representers are attached at **Annex III**. Soft copy of their submissions (**Annex IV**) is sent to the Town Planning Board (the Board) Members via electronic means; and is also available for public inspection at the Board’s website at https://www.info.gov.hk/tpb/en/plan_making/S_K22_7.html and the Planning Enquiry Counters of the Planning Department (PlanD) in North Point and Sha Tin. A set of hard copy is deposited at the Board’s Secretariat for Members’ inspections.

1. Introduction

1.1 On 10.12.2021, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments mainly involve:

- (a) taking forward the recommendations of Further Review of Land Use in Kai Tak Development (KTD) (the Review Study) to rezone five commercial sites in KTD for private residential use with stipulations of appropriate development restrictions and realign the areas shown as Underground Shopping Street (USS) (Amendment Items (Items) A to D and F to H);
- (b) rezoning of a site at the junction of To Kwa Wan Road and San Ma Tau Street from “Other Specified Uses” (“OU”) annotated “Tunnel Vent Shaft” (“OU(TVS)”) and “Government, Institution or Community” (“G/IC”) to “C(9)” to take forward the decision of the Metro Planning Committee of the Board on a section 12A application (Item I);

- (c) rezoning of a site at To Kwa Wan Road, Ma Tau Kok from “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(WRCCLU)”), “G/IC” and “Open Space” (“O”) to “Residential (Group A)6” (“R(A)6”) for a proposed dedicated rehousing estate (Items J1 and J2);
 - (d) rezoning of a site at Cha Kwo Ling Road from “G/IC” to “O” for waterfront promenade development (Item L);
 - (e) incorporating other technical amendments into the OZP and its Notes for reflecting the latest land use proposals and the latest Master Schedule of Notes to Statutory Plans and allowing greater land use flexibility (Items E1 to E3 and K); and
 - (f) revision to the Notes for “R(B)” zone to incorporate ‘Social Welfare Facility (on land designated “R(B)8”, “R(B)9” and “R(B)10” only)’ under Column 1 and other amendments to the Notes of the Plan corresponding to items as mentioned above.
- 1.2 During the two-month exhibition period, a total of 115 valid representations were received. On 4.3.2022, the representations were published for three weeks for public comments. Upon expiry of the three-week publication period, 54 valid comments on the representations were received.
- 1.3 After consideration of the representations and comments, the Board decided on 17.6.2022 to partially uphold 34 representations (**R8 (part), R9 (part), R10 (part), R11 to R36, R39 to R43**) and to propose amendment to the draft OZP by reverting the zonings of the sites under Items G and H (i.e. Sites 4C4 and 4C5 at the former runway area of KTD) from “R(B)9” and “R(B)10” to “C(7)” and “C(5)” respectively. The relevant TPB Paper No. 10842 and the minutes of the aforesaid Board’s meeting are deposited at the Board’s Secretariat for Members’ inspection. They are also available at the Board’s website¹.
- 1.4 On 8.7.2022, the proposed amendments to the draft OZP were exhibited for public inspection under section 6C(2) of the Ordinance. A set of the Schedule of Proposed Amendments, Amendment Plan No. R/S/K22/7-A1, and Proposed Amendments to the Notes and Explanatory Statement of the draft OZP is attached at **Annex II**. Upon expiry of the three-week exhibition period on 29.7.2022, a total of six further representations (FRs) were received.
- 1.5 On 5.8.2022, the Board decided that **F5** and **F6** were invalid and should be treated as not having made under 6D(3) of the Ordinance. The Board also decided to hear the remaining valid FRs (**F1 to F4**) collectively in one group.
- 1.6 This paper is to provide the Board with the information for the consideration of the FRs. A list of four further representers and the full set of FRs are at **Annex**

¹ TPB Paper No. 10842 and the minutes of the TPB meeting are available at the Board’s website at https://www.info.gov.hk/tpb/en/whats_new/Website_S_K22_7.html and https://www.info.gov.hk/tpb/en/meetings/TPB/Minutes/m1273tpb_e.pdf respectively.

III and **Annex IV** respectively. The locations of the FR sites are shown on **Plan FH-1**.

- 1.7 In accordance with section 6F(3) of the Ordinance, the original representers/commenters who have made representations/comments after consideration of which the proposed amendments have been made, and the further representers **F1 to F4** will be invited to the hearing.

2. Background

- 2.1 In view of the latest economic situation, market response and the persistent acute demand for housing from the community, the Civil Engineering and Development Department (CEDD) commenced the Review Study in 2020 to explore the feasibility of converting five commercial sites in KTD for private residential use, including the FR sites (i.e. Sites 4C4 and 4C5) at the former runway area (**Plans FH-1 and FH-2**). The Review Study concluded that the reviewed sites were considered suitable and technically feasible for conversion to residential use having due regard to the planning, urban design, infrastructure provision, traffic and environmental aspects.
- 2.2 After consideration of the representations and comments, the Board at its meeting on 17.6.2022 decided to revert the FR sites to the original “C” zone on the grounds that (i) rezoning the FR sites for residential use would affect the critical mass of commercial gross floor area (GFA) to sustain the Kai Tak Runway Tip (KTRT) as an attractive tourism hub and leisure destination for overseas and local visitors, vibrancy of the Tourism Node (TN) and viability of the Kai Tak Cruise Terminal (KTCT); and (ii) the unique location of the FR sites commanding harbour view and in proximity to the KTCT and TN rendered them suitable for commercial use and hotel development to support the formation of a tourism hub. At the same meeting, the Board decided not to uphold the remaining representations, including those related to the rezoning of other three commercial sites for private residential use.

3. The Further Representation Sites and its Surrounding Area

- 3.1 The Further Representation Sites and its Surrounding Area (Plans FH-1 to FH-4c)
- 3.1.1 There are two rows and a total of 14 development sites along the two sides of Shing Fung Road at the former runway area of KTD, with the southern row of seven sites facing the Victoria Harbour and the northern row of another 7 sites facing Kai Tak Approach Channel (KTAC)/Kwun Tong Typhoon Shelter (KTTS). The two FR sites are located at the end of the southern row of development sites and are vacant. Except the FR sites and Site 4B5, all of the two rows of development sites zoned “R(B)4”, “R(B)5” and “R(B)7”, have been sold for private residential developments. Site 4B5 falling within an area zoned “R(B)8” was the subject of the amendment item of draft OZP, and the Board decided not to uphold the representations in relation to Site 4B5 on

17.6.2022.

- 3.1.2 To the south and further southeast of the FR sites are the existing KTCT and a site zoned “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” (“OU(TRU)”) intended for the development of the proposed TN. The TN site is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery and is currently occupied by community isolation and quarantine facilities (**Plan FH-4c**).

3.2 Planning Intention of Further Representation Sites

The “C” zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre.

4. The Further Representations

4.1 Subject of Further Representations

- 4.1.1 There are a total of four FRs, including two supportive FRs (**F1 and F2**), which are submitted by an individual and Worldwide Flight Services respectively, and another two FRs (**F3 and F4**) submitted by individuals objecting to the proposed amendments.
- 4.1.2 The major grounds and views of FRs and PlanD’s responses, in consultation with relevant Government Bureaux/Departments (B/Ds), are summarised in paragraph 4.2 below.

4.2 Major Grounds/Views of Further Representations and Responses

- 4.2.1 The major grounds and views of the supportive FRs (**F1 and F2**) are summarised below.

Major Grounds/Views	FRs
(1) The rezoning can ensure the vibrancy of the planned KTD.	F1
(2) The passengers highly rely on vehicle, in particular taxi to access the KTCT. Public transport operators and Transport Department should consider setting up new routes to connect the area to different MTR stations or hubs around Hong Kong.	F1
(3) Despite a public transport interchange (PTI) is proposed at the TN, the TN site is currently occupied by quarantine and community isolation facilities and the	F1 and F2

implementation programme of the proposed development is unknown. A PTI is thus proposed at Site 4C5 (Item B)/the south-eastern part of Site 4B5 ² .	
(4) Sufficient parking spaces/‘park and cruise’ facilities should be provided for the commercial developments at Sites 4C4 (Item A) and 4C5 (Item B) as well as to support the KTCT and to serve tourists, residents, workers and visitors of the area. The parking facilities can be provided at podium levels at Site 4C5.	F1 and F2
(5) Government, institution and community (GIC) and commercial uses in support of water sports and marine recreation should be included at the waterfront side of the commercial developments at Sites 4C4 and 4C5.	F1
(6) An entrance to Site 4C5 could be provided along the boundary fronting the site zoned “O” to the immediate southeast of the site to facilitate pedestrian connection to the KTCT.	F2
(7) Landing steps should be provided at the south-eastern tip of the former runway area to allow the provision of ferry/kaito services.	F2
(8) Sheltered bicycle parking spaces should be provided in properties within Kai Tak to promote the use of bicycles.	F1
Responses	
<p>(a) In response to (1):</p> <p>The supportive view is noted.</p> <p>(b) In response to (2):</p> <p>Currently, a public transport terminus is provided on the G/F of the KTCT with three bus routes and one green minibus (GMB) route providing connection between the former runway area/KTCT and various MTR stations, including Kwun Tong Station, Ngau Tau Kok Station, Kowloon Bay Station, Kowloon Tong Station and To Kwa Wan Station and hinterland areas including San Po Kong and Kowloon City.</p> <p>The Government will closely monitor the passenger demand of public transport services at the runway area as well as the KTCT and liaises with the operators concerned to adjust the public transport services in meeting passenger demand as necessary, and facilitate possible provision of shuttle bus services by</p>	

² Site 4B5 is not part of the proposed amendments.

developers as appropriate. The Government is also planning to extend one existing bus route serving West Kowloon to KTCT and introduce a new bus route plying between KTCT and Tsim Sha Tsui. Upon the commission of Road D3 (Metro Park Section) in 2022, which connects Shing Kai Road with Shing Fung Road, the Government will favourably consider diverting some of the existing bus routes or introducing new bus routes via Road D3 in order to enhance the operational efficiency and connectivity of the public transport services serving KTD, including KTCT.

To facilitate dispersal of large number of passengers disembarking from the cruise ships, the Government would notify the bus companies, GMB operators and taxi trades in advance to strengthen the public transport services prior to arrivals of the cruise ships at the KTCT. The cruise terminal operator might operate shuttle services for cruise passengers to different destinations.

(c) In response to (3):

A PTI³ with a GFA of 7,450m² has been reserved at the TN site to serve the demand arising from the TN as well as to support the users of KTRT and passengers of the KTCT. The quarantine and community isolation facilities occupying the TN site are under temporary land allocations and temporary in nature. Given the planned PTI at the TN site in close proximity, there is no strong ground for an additional PTI at Sites 4B5 or 4C5 (Item B). In any case, PTI is always permitted on land designated “C” in KTD, covering Sites 4C4 and 4C5. Site 4B5, zoned “R(B)8”, is not covered by the proposed amendments.

(d) In response to (4):

A ‘high-end’ ancillary parking and loading/unloading provisions in accordance with the latest Hong Kong Planning Standards and Guidelines (HKPSG) will be adopted for the commercial developments at Sites 4C4 and 4C5. In addition, the TN, located adjacent to the KTCT (**Plan FH-2**) and planned for tourism related use, will provide about 1,000 car parking spaces and 53 public coach parking spaces. Majority of the planned parking spaces will be open to the public, including the cruise users, and could be used for ‘park and cruise’ purpose by concerned parties if needed.

Tourism Commission (TC) in general welcomes any proposal of introducing additional public parking facilities in the vicinity of KTCT, which can be flexibly deployed to benefit various users of the area including cruise passengers. TC shares that there has been a competition between terminal users and other visitors of the area for car parking spaces at KTCT. The parking spaces may not be able to be used for providing necessary parking services to cruise passengers. The Commissioner for Transport has no comment on the suggestion but advises that ~~the future road network capacity in~~

³ According to the development brief of the TN, the proposed PTI at the TN will accommodate (i) four bus lays and six stacking bays; (ii) two GMB bays and three stacking bays; and (iii) smart PTI provisions including display panels for estimated time of arrivals, interactive panels for public transport information, charging facilities for electric vehicles and a passenger waiting area.

~~view of the suggestion would~~ *it should* be subject to *submission of further feasibility* review. Taking into account the above, it is considered that the need and technical feasibility of the provision of additional public parking facilities/‘park and cruise’ facilities should be subject to studies and consideration of relevant departments. In any case, ‘Public Vehicle Park (excluding container vehicle)’ use is always permitted on land designated “C” in KTD, including Sites 4C4 and 4C5.

(e) In response to (5):

Possible uses for supporting water sports and recreation, such as ‘Eating Place’, ‘Shop and Services’ and ‘Place of Recreation, Sports or Culture’ uses, as well as various GIC uses are generally always permitted on land designated “C” in KTD. To enhance the vibrancy of the waterfront, the provision retail frontage abutting the waterfront promenade and pedestrian street will be required at Site 4C4. The provision of uses for supporting water sports and recreation within the commercial developments at Sites 4C4 and 4C5 should be subject to the consideration of the future developer(s) at the detailed design stage.

(f) In response to (6):

There will be adequate pedestrian connections to the KTCT via Site 4C5. KTCT can be accessed from Site 4C5 through Shing King Street to the Arrival Allee on 1/F of KTCT via lifts and stairs or through Shing Fung Road to G/F of KTCT. Elevated pedestrian connections will also be provided from Site 4C5 through the Kai Tak Sky Garden to the TN and the KTCT (**Plan FH-2**). Provision of additional pedestrian entrance to the adjoining open space will be subject to the design and consideration by the future developer of Site 4C5.

(g) In response to (7):

Landing steps that are directly related to the normal operation of marine activities are treated as ‘Marine Related Facilities’ which is always permitted on the OZP. It is possible to provide landing steps at suitable locations in KTD, subject to technical feasibility and the consideration of relevant departments. Currently, there are eight existing public piers/landing steps maintained by CEDD falling within the Kai Tak OZP area (**Plan FH-5**), including the Kai Tak Runway Park Pier near the Kai Tak Ex-Fire Station at the former runway area, offering ferry services to Kwun Tong and North Point during weekends and public holidays and as a calling point for future water taxi service. In addition, the Government is conducting a preliminary engineering review to scope the technical issues regarding the provision of additional marine accesses (including landing steps) within KTTS and its vicinity. The suggestion of providing additional ferry services is noted and the Government will consider the applications for operation of new ferry services in accordance with the established mechanism.

(h) In response to (8):

Bicycle parking spaces will be provided within residential developments in KTD in accordance with the HKPSG. In addition, an extensive GreenWay network with a total length of 13km that runs through promenades and open spaces for shared use of cyclists and pedestrians has been planned in KTD. CEDD commissioned a study in 2021 to examine the design, management and implementation issues, including bicycle parking spaces, for the GreenWay. The GreenWay will be implemented by phases with first phase to be completed by in stages between 2023 and 2024 and the remaining part to be completed beyond 2025.

4.2.2 The major grounds and proposals of the adverse FRs (**F3 and F4**) are summarised below:

Major Ground/Proposals	FRs
(1) The housing supply provided by FR sites zoned “R(B)9” and “R(B)10” is essential to the short to medium term housing supply in urban area and should not be overwhelmed by developers’ interest.	F3
(2) The FR sites should be used for open space or recreational use for creating a more vibrant harbour for public enjoyment.	F4
Responses	
<p>(a) In response to (1) and (2):</p> <p>After consideration of the representations and comments, the Board decided to revert the FR sites to the original “C” zone on the grounds that (i) rezoning of the FR sites for residential use would affect the critical mass of commercial GFA to sustain the KTRT as an attractive tourism hub and leisure destination for overseas and local visitors, vibrancy of the TN and viability of the KTCT; and (ii) the unique location of the FR sites commanding harbour view and in proximity to the KTCT and TN rendered them suitable for commercial use and hotel development to support the formation of a tourism hub.</p> <p>There is ample provision of open space in KTD with a total of about 100ha is provided. For the former runway area, about 7.2 ha of land is zoned “O” on both sides of the former runway area to form a continuous public waterfront promenade and the Kai Tak Runway Park with about 9.1ha is located at the southern end of the runway area. This will facilitate provision of recreational uses and creation of a vibrant harbour for public enjoyment. There is no strong ground to further use Item A and B sites for open space and recreational uses.</p> <p>Having regard the strategic location of the FR sites being close to the KTCT and TN, the FR sites are suitable for commercial use. Through the multi-pronged approach, the Government will continue to explore different options to increase housing land supply.</p>	

5. Departmental Consultation

The following government departments have been consulted and their comments have been incorporated in paragraph 4 above, where appropriate:

- (a) Secretary for Development;
- (b) Commissioner for Tourism;
- (c) Director of Civil Engineering and Development;
- (d) Director of Lands;
- (e) Commissioner for Transport; and
- (f) Director of Leisure and Cultural Services.

6. Planning Department's Views

- 6.1 The supportive views of **F1** and **F2** are noted. Responses to their other views are provided in paragraph 4.2.1 above.
- 6.2 Based on the assessment in paragraph 4.2.2 above, PlanD does not support **F3** and **F4**, and considers that the draft OZP should be amended by the proposed amendments for the following reasons:
 - (a) Given their unique harbourfront location at the KTRT, the sites under the proposed amendments are suitable for commercial use which would help sustain the vibrancy of the TN, viability of the KTCT and the planning intention of creating a tourism hub and leisure destination at the KTRT (**F3**); and
 - (b) There is an ample provision of open space in KTD with a total of about 100ha including harbourfront promenade along the former runway area and Kai Tak Runway Park at the southern end of the KTRT. There is no strong ground to further use the two sites under the proposed amendments for open space use (**F4**).

7. Decision Sought

- 7.1 The Board is invited to give consideration to the FRs taking into consideration the points raised in the hearing, and decide whether to amend the draft OZP by the proposed amendment or by the proposed amendment(s) as further varied during the hearing.
- 7.2 The Board is also invited to agree that the draft OZP (amended by the proposed amendments or the proposed amendment(s) as further varied), together with their respective Notes and updated ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council (CE in C) for approval.

8. Follow-up Action

- 8.1 Should the Board decide to amend the draft OZP by the proposed amendments or the proposed amendment(s) as further varied, such amendments made by the Board shall form part of the draft OZP No. S/K22/7. In accordance with section 6H of the Ordinance, the OZP shall thereafter be read as including the amendment(s). The amendment(s) shall be made available for public inspection until the CE in C has made a decision in respect of the draft OZP in question under section 9 of the Ordinance.
- 8.2 Administratively, the Building Authority and relevant government departments will be informed of the decision of the Board and will be provided with a copy/copies of the amendment(s), as appropriate.

9. Attachments

Plan FH-1	Location Plan of Further Representation Sites
Plan FH-2	Site Plan of Further Representation Sites
Plan FH-3	Aerial Photo of Further Representation Sites
Plans FH-4a, 4b and 4c	Site Photos of Further Representation Sites and the Surrounding Areas
Plan FH-5	Landing Steps within Kai Tak Development
Annex I	Draft Kai Tak Outline Zoning Plan No. S/K22/7 (reduced size)
Annex II	Schedule of Proposed Amendments, Amendment Plan and Proposed Amendments to the Notes and Explanatory Statement of the draft Kai Tak OZP No. S/K22/7
Annex III	List of Further Representers
Annex IV	Further Representations Received during the Exhibition Period

**PLANNING DEPARTMENT
SEPTEMBER 2022**