

TOWN PLANNING BOARD

TPB Paper No. 10364
For Consideration by the
Town Planning Board on 6.12.2017

城市規劃委員會文件第 10364 號
考慮日期：2017 年 12 月 6 日

CONSIDERATION OF REPRESENTATIONS NO.
R3 TO R11, R12(PART), R13, R14(PART) TO R39(PART), R40 TO R270, R433(PART)
R12084 TO R12151 AND R12153 TO R12158 AND COMMENTS NO. C1 TO C257,
C258(PART), C259, C260(PART) TO C262(PART), C1427 AND C1428
IN RESPECT OF THE
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5
(Group 1)

考慮有關《啟德分區計劃大綱草圖編號 S/K22/5》
的申述編號 R3 至 R11、R12(部分)、R13、R14(部分)至 R39(部分)、
R40 至 R270、R433(部分)、R12084 至 R12151 及 R12153 至 R12158
和意見編號 C1 至 C257、C258(部分)、C259、C260(部分)
至 C262(部分)、C1427 及 C1428
(第一組)

**CONSIDERATION OF REPRESENTATIONS NO.
R3 TO R11, R12(PART), R13, R14(PART) TO R39(PART), R40 TO R270, R433(PART)
R12084 TO R12151 AND R12153 TO R12158 AND COMMENTS NO. C1 TO C257,
C258(PART), C259, C260(PART) TO C262(PART), C1427 AND C1428
IN RESPECT OF THE DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5
(Group 1)**

Subject of Representation	Representers	Commenters
<i>Supportive Representation</i>		
Support Amendment Items (Items) G1, H4 and amendment (h) to Notes for they would facilitate the development of waterfront for water-based recreation and sport	<u>Total: 1</u> <u>Sports Organization</u> R3: Hong Kong Water Sports Council (HKWSC) (also oppose other items)	
<i>Adverse Representations</i>		
<u>Oppose Items A3, B, C, D1, D2, E, F, H1, H2, J, K, M1, N1, N2, O to T, U1 to U3, V1 and/or V2</u> regarding increase in plot ratio (PR) and building height (BH) of individual sites, rezoning of sites for residential/commercial uses and reduction of open space	<u>Total: 329</u> <u>Sports Organizations</u> R3: HKWSC R13: Hong Kong Rugby Union <u>Green/Concern Group</u> R9: Green Sense <u>Companies/Individuals</u> R5: K. Wah International Project Management (HK) Ltd. R8: Ultimate Chance Investments Ltd. R11: Kerry D.G. Warehouse (Kowloon Bay) Ltd. R4, R6, R7, R10, R12(Part)¹, R14(Part) to R39(Part) and R40 to R270	<u>Total: 262</u> <u>Support R3</u> C1: Hon Ma Fung Kwok (LegCo Member) C2: Hong Kong, China Rowing Association C3: Vice Commodore, Royal Hong Kong Yacht Club C4: Head Rowing Coach, Hong Kong Sports Institute C258(Part): Designing Hong Kong Ltd. (DHKL) C5 to C150: Individuals <u>Support R13</u> C151: Hong Kong Mini Rugby Football Union C152: Hong Kong University Sandy Bay Rugby Football Club C153: Rugby Convenor, The
<u>Oppose</u> the increase in PR and BH in general but have	R12084: Owners' Committee of Sky Tower	

¹ **R12, R14 to R39, R433, C258 and C260 to C262** are also in respect of Items W1 to W7 on the Cha Kwo Ling waterfront area. The concerned part of them will be covered and discussed in TPB Paper No. 10365 for Group 2.

Subject of Representation	Representers	Commenters
not specified the items to which the representations are related to	R433(Part), R12085 to R12143 and R12147: Individuals	<p>Hong Kong Cricket Club C154: Chairman, Sai Kung Stingrays Mini Rugby Club C155: Sai Kung Stingrays Rugby Club C156: Chairman, USRC Tigers Rugby Football Club C157: Chairman, Valley Port Mini Rugby Club C258(Part): DHKL C158 to C256: Individuals</p> <p><u>Support various representations, including R5, R8, R9, R12(Part) and/or R40 to R270</u> C258(Part): DHKL C261(Part) and C262(Part): Individuals</p> <p><u>Provide comments similar to the adverse representations</u> C259: Green Sense C256, C257 and C260(Part): Individuals</p>
Representations Providing Views		
<u>Provide</u> general views on the draft OZP including the need to provide land for subsidized housing, government, institution or community (GIC) facilities and open space	<p>Total: 13</p> <p>R12144: Joint submission by 11 Kowloon City District Council (KCDC) Members (viz. Dr Hon Priscilla Leung Mei-fun, Mr Yang Wing-kit, Mr Cho Wui-hung, Ir Cheung Yan-hong, Ir Dr Cheng Lee-ming, Mr Lo Chiu-kit, Miss Leung Yuen-ting, Mr He Huahan, Mr Yue Chee-wing, Mr Ting Kin-wa and Mr Lam Pok)</p> <p>R12145, R12146, R12148 to R12151 and R12153: Individuals</p>	<p>Total: 2</p> <p><u>Provide no comment</u> C1427 and C1428: Individuals</p>
<u>Provide</u> no view	R12154 to R12158: Individuals	

Note: A CD-ROM containing names of all representers and commenters in Group 1 as well as their submissions is enclosed at **Annex VII** [for Town Planning Board Members only]. The names of all representers and commenters can be found at the Town Planning Board's website at http://www.info.gov.hk/tpb/en/plan_making/S_K22_5.html

1. Introduction

- 1.1 On 17.2.2017, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5 (the Plan) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments, which are mainly for taking forward the proposals of the Review Study of Kai Tak Development (KTD) (the Review), are set out in the Schedule of Amendments at **Annex II**. A total of 12,158 representations were received. On 14.7.2017, the Town Planning Board (the Board) published the representations for three weeks for public comments. A total of 1,428 comments were received. Four members of the public subsequently wrote to the Secretariat of the Board confirming that the four representations submitted in their names (i.e. **R174, R4427, R8100 and R9344**) were not made by them. After disregarding these four representations, the total number of valid representations is 12,154.
- 1.2 On 20.10.2017, the Board agreed to consider the representations and comments itself collectively in two groups as follows:
- (a) Group 1: collective hearing of 342² representations (**R3 to R270, R433, R12084 to R12151 and R12153 to R12158**) and 264 comments (**C1 to C262, C1427 and C1428**) which are related to items other than Items W1 to W7 (Cha Kwo Ling (CKL) waterfront area); and
 - (b) Group 2: collective hearing of 11,840² representations (**R1, R2, R12, R14 to R39, R271 to R12083 and R12152**) and 1,168 comments (**C258 and C260 to C1426**) which are related to Items W1 to W7.
- 1.3 This paper is to provide the Board with information for consideration of Group 1. The summary of representations and comments for this group are at **Annexes V and VI** respectively. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

- 2.1 The main planning theme of the OZP is to develop KTD as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. For planning purpose, the main areas of KTD are denoted as Areas 1 to 6 with different planning concepts (**Plans H-1 to H3**). Areas 1 and 2 to the south of Prince Edward Road East, covering mainly the north apron area of the former airport, are to be developed as ‘Kai Tak City Centre’. Area 3 to the south of Kowloon Bay is the former south apron area (‘the South Apron’). Area 4 is the former runway (‘the Runway Area’). Areas 5 and 6 are the waterfront areas of Ma Tau Kok and CKL respectively.

The Review

- 2.2 Since the last approval of the Kai Tak OZP in 2012, there have been new circumstances and development opportunities which warrant a review of the planning for KTD, including the acute demand for housing land, the Government’s initiatives to

² Upon checking its nature, **R433** (in bold and italic), apart from being covered in Group 2, will also be discussed in Group 1. **R12152** (in bold and italic) has been moved to Group 2 from the originated Group 1.

transform Kowloon East into Core Business District 2 (CBD2), the discovery of heritage and archaeological relics in Area 2 of KTD and the improved water quality of Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS). To take forward the planning review, the Government commenced the Review in 2013 to explore the feasibility of increasing the development intensity and enhancing the land use proposals of KTD. The Review was completed in September 2016, recommending optimization of the development potential of residential/commercial sites, and rezoning of suitable sites for residential/commercial, GIC and open space uses

OZP Amendments

- 2.3 On 24.10.2016, the Planning Department (PlanD) and the Civil Engineering Development Department (CEDD) briefed the Board on the proposals under the Review. It was agreed that PlanD/CEDD could proceed with consultation with the relevant DCs and Harbourfront Commission (HC)'s Task Force for Kai Tak Harbourfront Development (KTTF), and the views collected together with the proposed amendments to the Kai Tak OZP should be submitted to the Board for further consideration.
- 2.4 KCDC, the Wong Tai Sin District Council (WTSDC), the Kwun Tong District Council (KTDC) and KTTF were consulted in November 2016. Two major refinements were made to the proposals under the Review taking into account the views collected:

Public Housing

- (a) reservation of four development sites in Area 2 (Sites 2B3 to 2B6) (**Plan H-2**) for public housing development in response to the strong aspirations and acute demand for public housing; and

Urban Design for Area 4

- (b) KTTF considered that the BH profile for Area 4 (65mPD to 90mPD) as recommended under the Review was monotonous without variation and might create wall effect, and requested refining the urban design for Area 4 for further consideration of HC. Three draft refined schemes were formulated with a view to improving the urban design and BH profile and were put forward to HC for consideration on 13.12.2016. HC considered that they represented improvement in urban design. After balancing the principles of the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG) (e.g. ridgeline preservation), the Harbour Planning Principles and Guidelines (HPPG), and the original design concepts for the Runway Area a refined proposal was proposed for incorporation in the draft OZP.
- 2.5 With incorporation of the above refinements, the proposed OZP amendments were considered and agreed by the Board on 20.1.2017, and the draft Kai Tak OZP No. S/K22/5 (**Annexes I and II**) was exhibited under section 5 of the Ordinance on 17.2.2017. A brief summary of the major amendments to the OZP are as follows:

Kai Tak City Centre (Plans H-4a and H-4b)

Heritage Park

- (a) in order to preserve the heritage relics which may be discovered in Area 2, the suggested area of archaeological potential is rezoned to "Open Space" ("O") for

the establishment of a Heritage Park (Item A1);

Area 2A: Office Belt fronting Prince Edward Road East

- (b) following the planning intention of the approved OZP, Area 2A is a premier office belt near the Shatin-to-Central Link (SCL) To Kwa Wan Station to meet the demand for high-grade and high-quality office space in Kowloon East. The PRs of various commercial sites are increased with corresponding relaxation on BH restrictions (Item B and amendment (a) to the Notes);

Area 2B: Residential Sites fronting Kai Tak Sport Park

- (c) to optimize the development potential, the domestic PRs of the residential and “Comprehensive Development Area” (“CDA”) sites in Area 2B are increased with corresponding relaxation on BH restrictions (Items C, D1 and D2 and amendments (b) and (c) to the Notes);
- (d) in response to the strong demand for public housing, four residential sites (i.e. Sites 2B3 to 2B6) are rezoned from “Residential (Group B)1” (“R(B)1”) to “Residential (Group A)4” (“R(A)4”) (Item D2) and reserved for public housing development;

Area 1

- (e) as Site 1D2 is no longer required for government office use, it is rezoned from “Government, Institution or Community” (“G/IC”) to “Commercial (8)” (“C(8)”) to enhance the commercial cluster in Kai Tak City Centre (Item E and amendment (a) to the Notes);

South Apron (Plans H-4c and H-4d)

Areas 3A and 3B

- (f) in order to maintain a critical mass of office space near Kowloon Bay to create synergy in support of the Energizing Kowloon East initiative, Sites 3A6 and 3B1 to 3B4 are rezoned from “G/IC” to commercial uses with PR and BH restrictions increased (Items H1 and H2 and amendment (a) to the Notes);

Area 3E

- (g) Sites 3E1 and 3E2 and a portion of the adjoining open space are rezoned from “C(2)”, “Other Specified Uses” (“OU”) annotated “Gas Pigging Station” (“OU(Gas Pigging Station)”) and “O” to residential use with PR and BH restrictions increased (Item N1);

Runway Area (Plan H-4e)

Areas 4A to 4C

- (h) Sites 4A2, 4C1, 4C2 and 4C3 (facing the Victoria Harbour) are converted from hotel sites for residential development (Items Q and T) while Site 4B5 (facing KTTS) is converted from residential use for commercial/hotel use (Item P);
- (i) in order to respect the original undulating BH profile, the BHs of the sites are increased to between 95mPD and 120mPD, with the tallest band of 120mPD in the middle and BHs stepping down on the two sides towards the Metro Park and the commercial/hotel sites (Items O, P, Q, R, S and T). In proportion to the BHs, the PRs for the sites are correspondingly adjusted (amendments (a) and (e)

to the Notes), with an overall average total PR of about 6;

- (j) the requirement for the development of low-rise blocks fronting the waterfront promenade to help create a more diversified building mass and a more intimate scale of development for the pedestrians along the promenade is stipulated in the planning intention of the “R(B)” zone in the Notes (amendment (e) to the Notes);

Metro Park

- (k) an area of 2.9 hectares (ha) at the southern part of the Metro Park is released mainly for the formation of two residential Sites 4E1 and 4E2 (Items U1 and U2);
- (l) abutting Site 4E1, an area is rezoned to “G/IC” for the provision of a half-sunken salt water pumping and sewage pumping station (Item V1);
- (m) upon detailed design of the depressed section of Road D3 along the Metro Park, opportunity is taken to extend the landscaped deck along the Central Boulevard zoned “O(2)” towards the north to cover the concerned section of Road D3 (Item V2);

Land for Water Sports Activities

- (n) to cater for the flexibility for providing water sports and recreational activities at the “O” zone along the waterfront, ‘Water Sports/Water Recreation’ use is incorporated under Column 1 of the Notes for the “O” zone (amendment (h) to the Notes); and

CKL Waterfront Area

- (o) to restructure the land uses in the area including the rezoning of a piece of land with an area of 4.2 ha to “G/IC” for the development of a Vocational Training Council (VTC) campus (Items W1 to W7). Details are discussed at TPB Paper No. 10365 for Group 2.

- 2.6 The relevant TPB Paper No. 10236 on further consideration of the Review and proposed amendments to the approved Kai Tak OZP No. S/K22/4 and the related minutes of TPB meeting held on 20.1.2017 are deposited at the Secretariat of the Board for Members’ inspection. The TPB Paper and the minutes are also available at the Board’s website.

3 Public Consultation

- 3.1 As mentioned in paragraph 2.4, prior to submission of the proposed OZP amendments to the Board for consideration, KTDC, WTSDC, KCDC, KTTF and HC were consulted between November and December 2016. The views received were taken into account in refining the proposed OZP amendments.
- 3.2 During the exhibition period of the draft OZP, the three DCs and KTTF were further consulted between March and April 2017. WTSDC and KCDC generally had no adverse comments on the amended OZP and KCDC supported Government’s proposal on setting aside additional sites for public housing in KTD. While having no objection to the amendments for other parts of the OZP, KTDC and KTTF did not

render support to the rezoning proposal for the VTC campus. The relevant extract of the minutes of the DC meetings and the KTTF meeting are at **Annexes IIIa, IIIb, IIIc and IIId**. On 18.4.2017, KTTF sent a letter to the Secretary of the Board summarizing the comments expressed by their members at the meeting held on 5.4.2017 (**Annex IIIe**). In response to the objecting comments, VTC subsequently revised their development scheme, and their further consultation with HC is discussed at TPB Paper No. 10365 for Group 2.

4. The Representations

4.1 Subject of Representations

4.1.1 The 342 representations in Group 1 covered by this paper are related to 27 items, including Items A3, B, C, D1, D2, E, F and G1 (in Areas 1 and 2/Kai Tak City Centre), Items H1, H2, J, K, M1, M2, N1 and N2 (in Area 3/the South Apron), and Items O, P, Q, R, S, T, U1, U2, U3, V1 and V2 (in Area 4/the Runway Area) (**Plan H-2**). A full set of the representations and comments are available in the CD-Rom at **Annex VII**. A full set of hard copy is also deposited at the Secretariat of the Board for Members' inspection.

4.1.2 Among the 342 representations, one (**R3**) submitted by HKWSC is partly supportive and partly adverse, while 328 (**R4 to R270, R433, R12084 to R12143 and R12147**) submitted by the Hong Kong Rugby Union, Green Sense, the Owners' Committee of Sky Tower and various companies and individuals are adverse. Eight representations (**R12144 to R12146, R12148 to R12151 and R12153**) from a group of KCDC members and individuals provide general views on the draft OZP including the need to provide land for subsidized housing, GIC facilities and open space, and five representations (**R12154 to R12158**) express no comment or view at all. Over 260 representations oppose Items O, P, Q, R, S and T in the Runway Area, with 194 submitted with standard grounds. The amendments items/representations to which the representations/comments are related are summarized in **Annexes V and VI**.

4.2 Major Grounds of Representations

Supportive (R3) (1)

4.2.1 **R3** supports Items G1 and H4 (related to the rezoning of areas adjacent to the proposed Central Kowloon Route (CKR) from amenity area and road to "O") (**Plans H-7a, H-7b, H-7d and H-7e**) as well as amendment (h) to the Notes (related to the incorporation of 'Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)' as a Column 1 use in the "O" zone) as the amendments would facilitate the development of waterfront for water-based recreation and sport.

Adverse (R3 to R270, R433, R12084 to R12143 and R12147) (329)

4.2.2 The main grounds of the adverse representations are summarized as follows:

Land Use Changes

General

- (a) oppose the changes of land use in general without relating to specific items (**R12085 to R12137**);
- (b) oppose the rezoning of a number of “G/IC” sites to residential and commercial uses which leads to a reduction in the provision of community facilities despite the increased population. This is not in line with the vision of the Hong Kong 2030+ Study on increasing the provision of community facilities and open space for Hong Kong (**R433**);
- (c) land in the harbourfront area should be reserved and planned for uses with higher value for sale to increase the Government’s revenue (**R12142**);

Item D2 in Kai Tak City Centre (Plans H-5a to H-5c)

- (d) oppose the use of the residential sites (zoned “R(A)4”) under Item D2 in Area 2 for public housing as it will induce adverse impacts on traffic and living environment. The existing facilities and public services in the area, e.g. shops and markets, and emergency and public order services, may not be able to cater for the increased population (**R6, R7 and R12084**);
- (e) the sites under Item D2 can be used for the construction of an exhibition hall for technology and culture to promote Hong Kong’s technology and innovation (**R7**);

Item E in Kai Tak City Centre (Plans H-6a to H-6c)

- (f) oppose the rezoning of the site under Item E in Area 1 from “G/IC” to “C(8)” as there are already adequate commercial sites to the south at the Station Square. Opportunity should be explored for using the site for other possible GIC uses, e.g. church, to serve the local population since there is no specific site designated for religious use in Kai Tak (**R12**);

Item H1 in the South Apron (Plans H-7a, H-7b and H-7e)

- (g) oppose the rezoning of the site under Item H1 from “G/IC” to “C(8)” as there is traffic congestion in the area, in particular at the junction of Sheung Yee Road and Wang Chiu Road as well as from Kwun Tong Bypass (towards Mong Kok) to Wang Chiu Road. Without railway infrastructure at the new commercial area in Kowloon Bay, the congestions on the roads and footbridges would be serious, particularly during the morning and evening peak hours (**R4**);

Item H2 in the South Apron (Plans H-7a, H-7b and H-7e)

- (h) oppose the rezoning of Sites 3B1 and 3B2 (part of Item H2) from “G/IC” to “C(1)” as it will remove the possibility of developing an International Water Sports Centre (IWSC) in Kai Tak and there is no need to establish a commercial node in the waterfront location. The KTAC is suitable for the development of water sports. Only this location could provide a site of sufficient size to accommodate a substantial building of at least 2 storeys required for the facilities to support water sports. There are no other better alternative locations than this one in Hong Kong. Besides water sports, a ‘Water Arena’ could be created at this part of KTAC for events such as ‘floating concerts’ and other displays. As Sites 3B1 and 3B2 will not be available for use until at least 2021 pending the completion of infrastructure works, it is premature to rezone them to “C(1)” at the moment (**R3**);

Item N1 in the South Apron (Plans H-8a, H-8b and H-8d)

- (i) oppose the rezoning of the site under Item N1 from “C(2)” to “R(B)2” as the redevelopments of the adjacent Kerry D.G. Warehouse (Kowloon Bay) and Kowloon Godown sites for residential use have still not been commenced despite planning approvals were granted in 2011 and 2012. The sites may still be redeveloped for commercial use which is always permitted under the OZP, and a residential cluster may not be formed at that location eventually (**R12**);
- (j) the southern portion of the site under Item N1 should be rezoned from “R(B)2” to “O” so that it could form a more proper open space with the adjoining “O” zone to act as an activity node at the corner of South Apron connecting the Kwun Tong and Kai Tak waterfront promenades. The arrangement could allow greater flexibility for integration and interface between the open space network and the future Environmentally Friendly Linkage System (EFLS) to be run along the concerned promenade. The reduced domestic gross floor area (GFA) of the site could be re-distributed to the undeveloped residential and “CDA” sites at Kai Tak City Centre for reinforcing the strong neighbourhood concept at the city centre and making better use of the existing infrastructure readily available at the hinterland, and/or to the site under Item P in the Runway Area (**R11**);

Items O, P, Q, R, S and T in the Runway Area (Plan H-9a to H-9c)

- (k) the planning vision, principles and key development components of KTD are the result of various rounds of public engagement. KTD should have a balanced mix of housing, commercial, community, tourism and infrastructural uses (**R15, R25, R28, R38, R43, R44, R118, R240, R241, R266 and R267**). The Runway Area is at the centre of KTD with prime harbour view and excellent connectivity. It gives the first impression of Hong Kong to tourists arriving from the cruise terminal. The Runway Area should be reserved for commercial and tourism-related uses, instead of being developed into an overcrowded

residential neighbourhood, to uphold its identity and reduce the potential environmental, traffic and visual impacts on surrounding areas (**R25, R31, R35, R43, R106, R118, R120 to R123, R219 to R221, R223 to R229, R232, R235, R238, R240, R241, R247 to R250, R260 to R262 and R265**). The sites under Items O, P, Q, R, S and T should be reserved for commercial and tourism-related uses, including hotel, shopping mall and other entertainment facilities, and public facilities (**R21, R240, R241 and R265 to R267**). The change of the sites under Items Q and T from hotel to residential use is against the original planning concept, making Kai Tak no different from other new towns with imbalance mix of uses (**R26, R115, R116, R118, R119, R218 and R219**);

Items S, T, U1, U2, U3, V1 and V2 in the Runway Area (Plans H-9a, H-9b and H-9d)

- (l) oppose the rezoning of the sites under Items S, T, U1, U2, U3 and V1 from “O” to residential, commercial, GIC and road uses as the reduction in area of the “O” zone would reduce the area available for development of the Metro Park for serving the whole of Kowloon and the scope for accommodating a wide range of open space and sporting facilities. Due to the increase in population arising from the OZP amendments, the area of open space in Kai Tak should be increased or retained the same. Significant areas zoned for housing development have been provided elsewhere in Kai Tak (**R3, R4 and R13**);
- (m) oppose the alignment of Road D3 (partly covered by Item V2 involving rezoning of ‘Road’ area of submerged Road D3 to be covered by landscaped deck to “O(2)”). The design of Road D3 and its landscaped deck should be integrated with the design of the Metro Park, and should not become a constraint on the future design and use of the Park. The alignment of Road D3 should be shifted to a more central location in the Runway Area to allow better use of the Metro Park and the waterfront area as part of the proposed ‘Water Arena’ and IWSC. The area of Road D3 covered by the landscaped deck should be extended further to the northwest and allow for the construction of sport pitches. The design details of the landscaped deck should be provided to the Board, the public and relevant stakeholders (**R3 and R13**);

Development Intensity and BH Profile

- (n) the representations opposing the increase in development intensity can be categorized as opposing the relaxation of PR restrictions or the relaxation of BH restrictions. The sites related to the representations are detailed as follows:
 - (I) oppose the relaxation of PR restrictions of the residential sites (under Items D1 and D2 in Kai Tak City Centre and Items O, Q, S, T, U1 and U2 in the Runway Area), commercial sites (under Items B, C and E in Kai Tak City Centre, Items H1 and H2 in the South Apron and Item R in the Runway Area); and

- (II) oppose the relaxation of BH restrictions of the residential sites (under Items D1 and D2 in Kai Tak City Centre, Item N1 in the South Apron and Items O, Q, S, T, U1 and U2 in the Runway Area), commercial sites (under Items B, C and E in Kai Tak City Centre, Items H1 and H2 in the South Apron and Items P and R in the Runway Area) and ‘G/IC’ sites (under Items A3 and F in Kai Tak City Centre and Items J, M1 and M2 in the South Apron).

Their grounds of objection are related to various aspects including planning principles, technical assessments and adverse impacts as set out in the ensuing paragraphs;

Planning Principles

- (o) the HPPG require the adoption of lower development intensity in developments fronting directly onto the Victoria Harbour to provide a human scale environment. However, the PRs of the residential sites in the Runway Area ranging from 5.5 to 7, with an average of about 6, are greater than those of the inland sites in the Grid Neighbourhood in Kai Tak City Centre, which is a deviation from the HPPG (**R5**);
- (p) the previous feasibility study on increasing development intensity conducted by the Government in 2013 only recommended the increase of the BH restrictions of 10 sites in the Runway Area by 10m to 20m and that the Runway Area should be maintained for low-rise, low-density development (**R14, R16 and R22**). Developments in the Runway Area should adopt a stepped BH profile with development intensity descending downwards from the hinterland to the runway tip to conform to the HPPG and urban design concept. The excessively tall buildings and monotonous building mass in the Runway Area as a result of the current BH restrictions are not in line with the stepped height concept of the HPPG but would become eyesore and block the views of the developments along Hoi Bun Road in the Kwun Tong waterfront (**R5, R46, R49, R63, R65, R67, R69 to R75, R80 to R85, R88, R90, R91, R118 to R123, R218, R220 to R229, R232, R234, R235, R237, R238, R246 and R253 to R259**), thereby affecting property price (**R89**). The original BH restrictions along the Runway Area are already excessive. Further increase in the BH of the sites, in particular those near the cruise terminal, is against the original planning intention and urban design concept, and not acceptable. It would lead to imbalance in development and overpopulation. The BHs of the sites in the Runway Area should not exceed those in the surrounding areas (**R5, R11, R12, R14 to R16, R22, R23, R26, R29, R32, R34, R36, R41, R43, R47 to R54, R67, R97 to R101, R103 to R105, R107, R108, R111, R118 to R123, R218 to R244, R246 to R259, R265 to R267, R12140 and R12141**).
- (q) the residential sites in the Runway Area should be rearranged with greater building separation and variation in BH, taking into account the 60mPD BH restriction of the Hong Kong Children’s Hospital and the 100mPD BH restriction of the Kai Tak Acute Hospital and the approved residential developments along Kai Hing Road (**R11**);

- (r) the development intensity of the sites in the Runway Area should not be increased because of the need to increase housing supply (**R55 and R114**);

Technical Assessments and Development Impacts

- (s) the OZP amendments would affect traffic, air quality, environmental hygiene, cityscape and provision of facilities (**R12138 and R12147**), and block the seaview of private properties (**R12139**);
- (t) the increase of development intensity in the Runway Area will create wall effect, induce adverse visual, traffic, environmental, air ventilation and natural lighting impacts on the surrounding areas, including Kwun Tong and Kowloon Bay, and create urban heat island effect (**R17 to R20, R24, R26, R27, R32, R33, R37, R38, R40 to R43, R45, R47 to R63, R66, R68, R70, R72, R76 to R85, R87 to R89, R91 to R95, R118 to R123, R218 to R221, R230 to R234, R236, R237, R239 to R241, R245, R253 to R259, R263, R266 to R270, R433 and R12140**);
- (u) there are a large number of commercial buildings completed in Kwun Tong recently, causing congestion to the business areas and the adjoining residential areas. However, the provision of ancillary transport facilities in the area is insufficient. Further increase in the development intensity in the Runway Area would worsen the environment of Kwun Tong and exacerbate the current traffic problem (**R4, R40 to R45, R57 to R64, R118 to R123, R240, R241, R263, R264, R270 and R12138**);
- (v) the important basic information of the traffic impact assessment (TIA) conducted by the Government to justify the increase in PR, including the locations of the junction capacity tests, findings of the quantitative tests and the proposed mitigation measures on junction improvement, are not disclosed to the public. It is unclear if the implementation of the EFLS has been taken into account in the TIA and how the conclusion of the TIA is arrived at. If the EFLS is not implemented eventually, it is uncertain whether the capacity of the two planned vehicular accesses serving the Runway Area would be sufficient to cater for the increased resident and working populations (**R5**);
- (w) the increase in BHs of the sites under Items H1, H2 and J in the South Apron and Items O, P, Q, R, S and T in the Runway Area would block the view of the ridgeline of Fei Ngo Shan/Lion Rock, intruding the 20% building free zone for preservation of ridgeline under the HKPSG and deviating from the planning concept of the OZP (**R5 and R23**);
- (x) the 100mPD BH restriction stipulated for the sites under Item D2 in Kai Tak City Centre would create wall effect and lead to adverse air ventilation, especially on those areas occupied by low-rise buildings in Kowloon City (**R7**);

- (y) the increase in the BH restrictions of the sites to the south of Site 111 (one of the residential sites zoned “R(B)2” in the Grid Neighbourhood) (**Plan H-2**) would totally block the anticipated harbour view of Site 111 and cause substantial reduction in the value of the development on the site (**R8**);
- (z) the visual impact assessment (VIA) conducted by the Government to justify the relaxation of BH restrictions is inadequate as most of the strategic vantage points are missing, new vantage points have not been taken into account, only the photomontages from selective viewpoints are presented to the Board in TPB Papers No. 10192 (on the Review) and 10236 (on further consideration of the Review and proposed amendments to the approved Kai Tak OZP No. S/K22/4), and some of the photomontages presented are misleading (**R5**);

Provision of Open Space and GIC Facilities

- (aa) the increase in development intensity will make KTD become another overdeveloped district or new town, such as the Mid-Levels, Tung Chung and Tseung Kwan O, with insufficient supporting infrastructure, open space, community facilities and transport facilities. The high population density would create burden on the provision of public facilities (**R30, R86, R117, R263, R264, R266, R267 and R433**); and

Housing Mix and Home Ownership

- (bb) the relaxation of the PR and BH restrictions of the residential sites (including those under Item D1 in Kai Tak City Centre and Items O, Q, S, T, U1 and U2 in the Runway Area) to further increase development intensity would only lead to the development of more luxurious residences and property speculation without helping the home ownership of Hong Kong people or young people (**R9, R10 and R12143**). The Government should maintain a balanced mix of public and private housing in the urban area, e.g. designating the sites under Items O, S and U1 in the Runway Area (facing KTAC) for public housing and the sites under Items Q, T and U2 (facing the Victoria Harbour) for private housing (**R9 and R10**), and impose sale and re-sale restrictions on residential flats under the land sale conditions to discourage speculation (**R9**).

Providing Views (R12144 to R12146, R12148 to R12151 and R12153 to R12158) (13)

4.2.3 The general views provided by **R12144 to R12146, R12148 to R12151 and R12153** are summarized as follows:

- (a) the site under Item D1 in Area 2 of Kai Tak City Centre (**Plans H-5a to H-5c**) should be designated for subsidized housing to alleviate the difficulty of Hong Kong people in owning homes (**R12144**);
- (b) the transportation should be convenient (**R12149**);

- (c) more GIC facilities (e.g. basketball courts, parks and library) should be provided (**R12146, R12150, R12151 and R12153**); and
- (d) the Government should protect the harbourfront and the vista along the two sides of the Victoria Harbour, and promote tourism (**R12145 and R12148**).

4.2.4 **R12154 to R12158** have not provided any view or comment.

4.3 Representers' Proposals

The representers' proposals are summarized as follows:

Kai Tak City Centre

- (a) to retain the "G/IC" zoning of the site under Item E and designate it for religious use (**Plans H-6a to H-6c**) (**R12**);

South Apron

- (b) to rezone Site 3B1 under Item H2: (i) back to "G/IC" for development of water sports facilities, (ii) to "O" for development of water sports facilities, or (iii) to "C(9)" (a new "C" sub-zone) requiring the developer of the future commercial development to provide the ground and first floors for a water sports centre (**Drawings H-1a and H-1b**); and make amendments to relevant paragraphs of the Explanatory Statement (ES) of the OZP in respect of water sports development (**R3**);
- (c) to rezone the southern portion of Item N1 to "O" (**Drawings H-2b and H-2c and Plans H-8a, H-8b and H-8d**) (**R11**);
- (d) to defer the rezoning of the site under Item N1 to "R(B)2" until the commencement of redevelopments of the Kerry D.G. Warehouse (Kowloon Bay) and Kowloon Godown sites; or to rezone the site to "C" with provision of flexibility for residential use upon application to the Board (**Plans H-8a, H-8b and H-8d**) (**R12**);

Runway Area

- (e) to realign Road D3 (a section of which is under Item V2) to a more central position on the former runway and extend the landscaped deck on top of the realigned Road D3 (**Drawings H-1a and H-3**) (**R3 and R13**);
- (f) to rezone the areas rezoned for residential development (i.e. "R(B)4" and "R(B)5" zones under Items S, T, U1 and U2) and road (i.e. Item U3) back to "O" (**Drawings H-1a and H-3 and Plans H-9a to H-9d**) (**R3 and R13**);
- (g) to rezone the "G/IC" site for the proposed salt water pumping station and sewage pumping station under Item V1 back to "O" and provide such utility facilities underground (**Plans H-9a, 9b and H-9d**). Planning permission should be required from the Board for the development of such pumping stations in the "O" zone (**R3 and R13**);

- (h) to retain the site under Item P for residential use (**Drawing H-2a**) (**R11**); and
- (i) to retain the original BH restrictions of the approved Kai Tak OZP No. S/K22/4 or to allow a BH not exceeding 80mPD for the sites under Items O, P, Q, R, S and T (**Plans H-9a to H-9c**) for maintaining a stepped BH profile or a low-density environment (**R27 and R253 to R263**).

5. Comments on Representations

- 5.1 Among the 264 comments in Group 1, 151 (**C1 to C150 and C258**) submitted by one LegCo Member, three sports organizations, DHKL and individuals are in support of **R3** or the proposal on provision of water sports facilities, and 106 (**C151 to C256 and C258**) submitted by seven sports organizations, DHKL and individuals are in support of **R13** or the proposal on provision of more open space for active and passive recreations. Their grounds are similar to those of **R3 and R13**. **C257**, without specifying which representations are related to, is generally in support of the representations and proposals which are against the reduction of open space.
- 5.2 **C259** submitted by Green Sense has provided similar grounds as in their representation (**R9**) that the initiatives to increase housing supply through rezoning and relaxation of BH and development intensity would only lead to more property speculations to further push up the housing prices. While the Government should designate the majority of land supply for public housing development, appropriate flat sale and re-sale restrictions should be stipulated on the land sale conditions to help Hong Kong people to own their first properties.
- 5.3 **C260**, submitted by **R433** without specifying which representations are related to, has provided comments on various items, including support to Items A, G, K and L and opposition to Items B, C, D1, D2, E, H1, H2, I, J, M, O, P, Q, R, S, T, U1 and U2. She mainly opposes the relaxation of BH restrictions in various sites and the rezoning of “G/IC” sites to commercial and other uses.
- 5.4 **C261** supports **R5 and R8** which oppose the relaxation of BH and PR restrictions and the rezoning of sites from “G/IC” to “C”. He also supports the proposal of **R12** on retaining the “G/IC” zoning of the site under Item E and designating it for religious use.
- 5.5 **C262** supports **R9, R40 to R270** without giving specific reasons. **C1427 and C1428** express no comment.

6. Planning Considerations and Assessment

6.1 The Representation Sites and the Surrounding Areas (**Plans H-2 and H-3**)

Items A3, B, C, D1 and D2 in Kai Tak City Centre (**Plans H-5a to H-5c**)

- 6.1.1 The representation sites in relation to these Items are located at the western part of Kai Tak City Centre. They are planned for a mix of uses, including commercial, residential, GIC and open space, with the future SCL To Kwa

Wan Station underneath some of the sites. The area is currently occupied by various temporary uses including works area of SCL. Their surrounding areas have the following characteristics:

- (a) to the immediate northeast is the Lung Tsun Stone Bridge Remnants;
- (b) to the east is the major planned residential area of KTD, namely the Grid Neighbourhood with permitted BH ranging from 110mPD to 130mPD under planning permissions, where some of the residential sites are under construction;
- (c) to the southeast is Kai Tak Sports Park with a Main Stadium, a Public Sports Ground and an Indoor Sports Centre Building;
- (d) to the immediate south is the planned open space of Sung Wong Toi Park;
- (e) to the west across Olympic Avenue is Ma Tau Kok; and
- (f) to the north across Road D1 and Prince Edward Road East is Kowloon City.

Item E in Kai Tak City Centre (Plans H-6a to H-6c)

6.1.2 The representation site in relation to Item E is located at the northern fringe of KTD bounded by Prince Edward Road East to the north and Concorde Road to the south. It is currently used as temporary works area and car park on short term tenancy (STT). Its surrounding areas have the following characteristics:

- (a) to the immediate east is the proposed Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station which is under construction. To the further east and southeast are two public housing developments namely Kai Ching Estate and Tak Long Estate;
- (b) to the south is a site planned for a mixed development comprising commercial and residential uses. To the further south is the future SCL Kai Tak Station, Station Square and Avenue Park, which are mostly vacant at the moment with some portions currently used as temporary works areas;
- (c) to the further southwest is the “CDA(1)” site designated for the development of a landmark tower in Kai Tak City Centre;
- (d) to the west are two GIC sites for government office use, including the completed Trade and Industry Tower and the site reserved for the proposed Inland Revenue Tower; and
- (e) to the north across Prince Edward Road East are mainly industrial and industrial/office buildings of San Po Kong Business Area.

Items F, G1, H1, H2, H4, J, K, M1, M2, N1 and N2 in the South Apron (Plans H-7a to H-7e and H-8a to H-8d)

6.1.3 The representation sites in relation to these Items are mostly located at the South Apron bounded by Kwun Tong Bypass and KTAC. They are zoned for various uses including commercial, residential, GIC and open space. The Hong Kong Children's Hospital under construction and the proposed Kai Tak Acute Hospital and Animal Management and Animal Welfare Building Complex are located in this locality. The representation sites are mainly planned to act as a smooth transition between the Runway Area and the surrounding Kowloon Bay and Kwun Tong Business Areas. The area is currently occupied by various temporary works areas and the Construction Industry Council's Kai Fuk Road Training Ground. Its surrounding areas have the following characteristics:

- (a) to the north and east across Kwun Tong Bypass is the Kowloon Bay Business Area; and
- (b) to the immediate southwest next to KTAC is a long strip of open space planned as waterfront promenade.

Items O, P, Q, R, S, T, U1, U2, U3, V1 and V2 in the Runway Area (Plans H-9a to H-9d)

6.1.4 The representation sites in relation to these Items are located at the middle portion of the Runway Area. They form the Runway Precinct which is a mix of residential, commercial and hotel developments along the waterfront promenades. The sites are currently occupied by various temporary works areas. Their surrounding areas have the following characteristics:

- (a) the Runway Area is surrounded by water bodies to the north, east, south and west, which are KTAC, KTTS, the Victoria Harbour and To Kwa Wan Typhoon Shelter respectively;
- (b) to the southeast is the planned Tourism and Leisure Hub of KTD, comprising a mix of commercial, hotel, retail, entertainment and open space uses, including the proposed Tourism Node, Kai Tak Cruise Terminal, Kai Tak Runway Park and an elevated landscaped deck; and
- (c) to the immediate northwest is the planned Metro Park.

6.2 Planning Intention

The planning intentions of the concerned land use zones are as follows:

- (a) 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. These areas are usually major employment nodes. Various sub-zones are designated for sites subject to different PR and BH restrictions;

- (b) the “CDA” zone is intended for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. The disposition and design of “CDA(3)”, “CDA(4)” and “CDA(5)” zones should be in harmony with the Preservation Corridor for Lung Tsun Stone Bridge. “CDA(3)” and “CDA(4)” zones are intended for commercial use while “CDA(5)” zone is intended for residential use;
- (c) the “R(A)” 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;
- (d) the “R(B)” zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the site abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets. Residential developments in the Grid Neighbourhood and Runway areas should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area. Various sub-zones are designated for sites subject to different PR and BH restrictions;
- (e) the “G/IC” 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;
- (f) the “O” 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. On land designated “O(2)”, the open space is provided in form of landscaped deck;
- (g) the “OU(Landscaped Elevated Walkway)” zone is primarily intended for the provision of landscaped elevated walkway to create enhanced pedestrian environment for connecting Kai Tak with its hinterland; and
- (h) the “OU(Petrol Filling Station)” zone is intended primarily for the provision of petrol filling station serving the needs of the local residents as well as the general public.

6.3 Reponses to Grounds and Proposals of Representations

Supportive

- 6.3.1 The supportive views of **R3** on Items G1 and H4 (**Plans H-7a, H-7b, H-7d and H-7e**) as well as amendment (h) to the Notes are noted. The proposed amendments would help facilitate the development of water sports and recreational activities along the open space on the waterfront.

Guiding Principles for the OZP Amendments

- 6.3.2 In the OZP amendments, the overarching theme of developing KTD as “Heritage, Green, Sports and Tourism Hub of Hong Kong” has been respected, and the intention is only to make appropriate refinements in response to changing planning circumstances, societal needs and rising public aspirations, including the preservation of heritage relics, better utilizing scarce land resources to meet the acute housing demand, creating synergy effect with the CBD2 initiatives and rationalization of land uses. The proposals would not undermine the original planning intention and major urban design concepts for various sub-areas of KTD as enshrined in the Kai Tak OZP, which are established after extensive public consultation. In gist, the land use layout/pattern, open space network, non-building areas (NBAs), visual/air ventilation corridors, and urban design principles (preservation of ridgelines) are generally maintained. In general, the composition of diverse building types and varying BHs proposed for KTD and the overall townscape and neighbourhood environment are also preserved.
- 6.3.3 While there is a need to optimize the use of land to meet the demand for housing and office land, the proposed development intensity is commensurate with the established planning theme and urban design concepts and sustainable from urban planning and technical terms. For residential sites, reference has been made to the maximum domestic PR of 6.5 for new development areas in Residential Density Zone 1 area as stated in the HKPSG, subject to circumstances of individual sites. The average domestic PR for the sites covered by the OZP amendments are generally 6.5 for the sites in Area 2 in inland area, and lower PR of 6 in the Runway Area. In comparison with the hinterland areas of Wong Tai Sin, Kowloon City and Kwun Tong where residential developments are mostly zoned “R(A)” with a maximum domestic PR of 7.5, such development intensity has struck a balance between the policy objective of optimization of land resources and compatibility with the overall development intensity in the Kowloon area. To ensure compatibility in scale, the maximum PRs for commercial sites are set at similar level as residential sites.
- 6.3.4 While attempts have been made to suitably increase the residential and commercial GFA and rezoning suitable sites to residential/commercial use, the proposed increase has taken into account the thresholds imposed by infrastructural capacity and technical constraints. Various technical assessments have been conducted to ensure that the proposals would not overload the infrastructures (transportation, water supply, stormwater drains and sewerage, etc.), nor have unacceptable impacts including noise, air quality, air ventilation and visual aspects. The relevant impact assessments have demonstrated that the additional population, employment and traffic in connection with the proposals would not cause significant adverse environmental impact or exceed the capacity of the planned infrastructures.
- 6.3.5 Based on the OZP amendments, an addition of about 10,900 flats would be produced in KTD and the total population would be increased from about 105,000 to about 134,000 (i.e. +29,000). With the increased population, the

overall provision of open space and major GIC facilities in KCDC and KTDC areas³ are still generally sufficient with reference to the requirements of the HKPSG. The total open space areas in KTD will generally be maintained at about 98 ha (equivalent to 4.3m² per person), which far exceeds the current provision standard of 2m² per person under the HKPSG and the higher standard of 2.5m² per person as advocated under the Hong Kong 2030+ Study.

Land Use Changes

- 6.3.6 On the general concern that the rezoning of “G/IC” sites will result in reduction in provision of community facilities, various “G/IC” sites remain to be reserved in different parts of KTD to serve the community. Despite the rezonings, as indicated in paragraph 6.3.5 above, the provision of open space and major community facilities in KTD are generally sufficient.

Item D1 in Kai Tak City Centre (Plans H-5a to H-5c)

- 6.3.7 In response to the public aspiration for public housing, Sites 2B3 to 2B6 with a total site area of about 4.8 ha and potential for about 6,000 flats are designated for public housing development. Together with Kai Ching Estate, Tak Long Estate, the planned Home Ownership Scheme (HOS) development at Site 1G1(B) and the Flat-for-flat development of the Urban Renewal Authority at Site 1G1(A) (i.e. De Novo) with a total of about 14,500 flats, there would be a total supply of about 20,000 flats for public housing in KTD. With the total flat production of 49,900 flats, the public and private housing mix of about 40:60 is considered balanced and appropriate in the planning context of KTD. On the overall picture, the Government has adopted a multi-pronged approach to increase housing land supply including that for public housing. As stated in the 2017 Policy Address, some 25 additional housing sites capable of producing 60,000 units (over 80% for public housing) have been identified. Regarding the view of **R12144** on designating the “R(B)6” site under Item D1 (i.e. Site 2B2) for subsidized housing, the site forms a cluster with the adjacent “C(3)”, “CDA(4)” and “CDA(5)” zones intended for private commercial or residential developments. It is more appropriate to retain the site for private housing development.

Item D2 in Kai Tak City Centre (Plans H-5a to H-5c)

- 6.3.8 As stated in the ES of the OZP, the four “R(A)4” sites under Item D2 (i.e. Sites 2B3 to 2B6) are intended for public housing development. They are considered suitable for the purpose as they are of sufficient size and close to the future SCL To Kwa Wan Station and the hinterlands of Ma Tau Kok and Kowloon City which are already well served with existing retail and community facilities and public transport services. As mentioned in paragraph 3.2, during the consultation with DCs and KTTF, there was strong support to the provision of more public housing sites in KTD to meet the acute housing needs of the grassroots, and the current proposal was well received by KCDC and KTTF.

³ KTD mostly falls within the boundary of KCDC, except for some waterfront areas at Kwun Tong and CKL, which are within the boundary of KTDC.

- 6.3.9 For these “R(A)4” sites, ‘Shop and Services’ and ‘Eating Place’ uses on the lowest three floors of a building and ‘Market’ are always permitted to provide supporting commercial facilities to serve the daily needs of local residents. In particular, as set out in the ES of the OZP, retail belt fronting the open space should be provided in these sites. Underground shopping street connecting with SCL To Kwa Wan Station is also planned to the immediate northwest of these sites. Suitable community facilities will be provided in the future public housing development to serve the residents.
- 6.3.10 As regards emergency and public order services, the Director of Fire Services and the Commissioner of Police have no adverse comments on these aspects. Regarding the traffic concern, according to the technical assessments, the proposed public housing development would have no significant adverse impact on the transport capacity.
- 6.3.11 As for the proposed use of the sites for an exhibition hall for technology and culture, such uses are always permitted and could be accommodated, if considered appropriate, in various “C” zones in KTD. In particular, there is an “OU(Arts and Performance Related Uses)” site to the northeast specifically earmarked for the provision of arts and performance related uses. The reservation of a specific site in KTD for such purpose is not justified.

Item E in Kai Tak City Centre (Plans H-6a to H-6c)

- 6.3.12 The site under Item E (i.e. Site 1D2) was previously earmarked for a joint-user government offices building, but the Government Property Agency advised in 2015 that the site was no longer required and could be released for other purposes. Noting that the site is not required for other GIC uses and is close to the future SCL Kai Tak Station and the commercial cluster in Kai Tak City Centre, it was rezoned from “G/IC” to “C(8)” with a maximum PR of 8 and a maximum BH of 120mPD, as similar to those of the originally planned government building. Capitalizing on the strategic location of the site, the rezoning will strengthen the provision of quality commercial floorspace at the prominent location of Kai Tak City Centre. After the rezoning, there remains to be sufficient “G/IC” sites reserved at different parts of KTD to meet the need for various GIC facilities including church. There is no strong justification to specifically set aside a site for church use.

Item H1 in the South Apron (Plans H-7a, H-7b and H-7e)

- 6.3.13 As revealed in the Hong Kong 2030+ Study, there is sustained demand for economic land to meet the long-term development of Hong Kong, particularly the provision of Grade A offices at prime locations. The site under Item H1 (i.e. Site 3A6) has no designated GIC uses and is close to the Kowloon Bay Business Area under transformation into CBD2. It is considered appropriate to rezone it from “G/IC” to “C” to meet the overall demand for quality commercial floorspace in the territory and strengthen the critical mass of office space near Kowloon Bay to create greater synergy in support of the Energizing Kowloon East initiative on CBD2.

Item H2 in the South Apron (Plans H-7a, H-7b and H-7d)

- 6.3.14 During last round of Kai Tak OZP amendments in 2011/2012, water sports related organizations made representations urging for the setting up of a water sports centre at the north-western end of KTAC with designation of appropriate zoning for water sports facilities. After deliberation, the Board considered that it was premature to incorporate the proposal into the plan before future investigation into issues including the types of water sports uses, their location/land requirements, water quality problem, and consultation with relevant DCs and stakeholders. Nevertheless, the Board agreed to amend relevant parts of the ES of the OZP to set out that subject to resolving further technical and operation issues in particular water quality, there would be an opportunity to accommodate a variety of water sports/recreational activities in KTAC and the adjoining water bodies.
- 6.3.15 In general, the water sports and recreational activities suggested by some representers are in line with the planning vision of KTD and will strengthen the role of Kai Tak as a hub for sports and recreational activities. However, as reflected in previous deliberations on the issues by the Board, the exact provision of sites for such purpose is subject to resolution of technical and operation issues particularly the water quality. In this aspect, CEDD has advised that while there has been progressive improvement to the water quality in KTTS which may allow secondary contact recreation use (e.g. canoeing, sailing, but not primary contact use like swimming), the water quality in KTAC has yet to reach the required standard for this purpose. The Home Affairs Bureau (HAB) advises that the utilization of KTAC and KTTS for water sports activities would depend on, among other factors, whether the quality of the concerned water body could be further improved to meet the recommended level for water sports activities. At present, HKWSC (R3) has applied for the ex-Kai Tak Fire Station site near the Kai Tak Runway Park pier (**Plans H-10a and H-10b**) adjoining KTTS for setting up a water sports centre by way of STT, and HAB considers this will serve as a good starting point for the promotion of water sports activities at the Kai Tak area. Subject to availability of suitable sites and fulfillment of the relevant status, operational and technical requirements, HAB welcomes initiatives from sports organizations to develop suitable water sports activities in the Kai Tak area.
- 6.3.16 To cater for the flexibility for providing water sports and recreational activities at the “O” zone along the waterfront, ‘Water Sports/Water Recreation’ use has been included in Column 1 of the Notes for the “O” zone under the OZP. As stated in the ES of the OZP, the exact location that can be earmarked for water sports/recreational use will be subject to further discussion between HAB and the stakeholders and the water quality in KTAC and KTTS. Temporary events such as Dragon Boat Festival, Kwun Tong Water Sports Festival and Kwun Tong Rowing Triathlon were held in the water bodies of KTTS in the past two years with proven success. The Energizing Kowloon East Office (EKEO) is conducting the Planning and Engineering Study on Kwun Tong Action Area. Under the study, EKEO has proposed to co-use the water body at the KTTS and the portion of KTAC to the southeast of Road D4 for both berthing of vessels and secondary contact recreation uses, and the relevant interface issue will be explored and

addressed. In the meantime, EKEO is also conducting the Planning and Urban Design Review for Developments at Kai Tak Runway Tip Feasibility Study, under which the possibility of providing a site with water access for water sports activities in the Runway Area near KTTS will be explored. The findings of the review will shed light on the locational and land requirements for water sports and recreational activities.

- 6.3.17 Since there are various “O” sites along the two sides of KTTS and KTAC, it is considered inappropriate to rezone the “C(1)” site or make provision in the site for provision of water sports uses. To meet the prominent demand for commercial floorspace to sustain the development of Kowloon East into CBD2, it is considered appropriate to rezone the site from “G/IC” to “C(1)”. The proposal of **R3** on rezoning the site back to “G/IC”, or to “O”, or setting aside certain floor space for water sports facilities is not supported.

Item N1 in the South Apron (Plans H-8a, H-8b and H-8d)

- 6.3.18 The rezoning of the sites under Item N1 (i.e. Sites 3E1 and 3E2) from mainly “C(2)” and “OU(Gas Pigging Station)” to “R(B)2” is intended to form a residential cluster at that locality with reference to the planning approvals granted in 2012 and 2014 for residential redevelopment at the adjacent Kerry D.G. Warehouse (Kowloon Bay) and Kowloon Godown sites which are zoned “C(2)” (**Plans H-8a and H-8b**).
- 6.3.19 It is recognized that the owners of the two adjacent “C(2)” sites still retain the flexibility of redeveloping the sites for commercial use as permitted under the “C(2)” zone or for residential use under the planning permissions. Nevertheless, given the acute demand for housing land and that the two “R(B)2” sites are separate from the major intended commercial cluster of Area 3 by some “G/IC” sites, it is considered appropriate to zone the sites for residential use, which is compatible with the adjacent GIC, open space and waterfront setting in the South Apron, and the future developments at the adjacent “C(2)” sites, irrespective of whether they are eventually for commercial or residential use. Hence, there is no need to amend the zoning of the sites or defer the rezoning of the site to “R(B)2” until the commencement of redevelopments of the two godown sites as proposed by **R12**.
- 6.3.20 As mentioned above, there is an abundant provision of open space in KTD. Indeed, majority of Sites 3E1 and 3E2 (about 1.1 ha) was originally under “C(2)” and “OU(Gas Pigging Station)” zonings and the “O” zone only accounted for a comparatively small portion (about 3,700m²). After the rezoning, the “O” site at this corner of the South Apron remains to have an adequate size of about 1.5 ha in a square configuration, which is capable for development of a key district open space at this prominent location, and the connectivity to the waterfront promenade to the north in Area 3 and those planned at the adjacent “C(2)” sites will not be affected. Therefore, it is not necessary to accede to the proposal of **R11** of rezoning the southern portion of Item N1 (i.e. Site 3E2) to “O”. **R11**’s proposal of redistributing the planned domestic GFA of Site 3E2 to other undeveloped sites at Kai Tak City Centre and the Runway Area is also not justified.

Items O, P, Q, R, S and T in the Runway Area (Plans H-9a to H-9c)

- 6.3.21 On the previous OZP, the development sites in the Runway Area south of the Metro Park were proposed for hotel and residential uses, i.e. a row of 6 hotel sites fronting the Victoria Harbour and a row of 6 residential sites behind facing KTAC/KTTS. The 2013 Policy Address announced the proposal of setting up a recreational landmark – “Kai Tak Fantasy” (KTF) at the tip of the runway for establishing a world-class tourism and entertainment hub. In the light of the latest KTF initiative, acute demand for housing land and the views collected during the consultation process, the land use zonings in the Runway Area have been reviewed and rationalized.
- 6.3.22 Sites 4A2, 4C1, 4C2 and 4C3, which are relatively remote from the proposed Tourism Node and Kai Tak Cruise Terminal, were rezoned from commercial to residential use while Site 4B5 was rezoned from residential to commercial use given its close proximity to the Tourism Node. After the rezoning, the three “C” sites at Sites 4C4, 4C5 and 4B5 will have a higher PR of 6 to 7.5 to provide commercial and hotel uses to create synergy with the tourism cluster at Tourism Node and Cruise Terminal. In order to enhance the vibrancy of the area, retail frontage abutting the open space, waterfront promenade or pedestrian street will be provided in the lowest two floors of buildings in the various “R(B)” zones facing the Victoria Harbour and the Metro Park. Overall speaking, there is a balanced provision of residential, commercial and hotel uses in the Runway Area to achieve a variety of uses and greater vibrancy with different activities. The original planning intention for a Tourism and Leisure Hub at the tip of the Runway Area will only be enhanced, but not undermined by the OZP amendments. In this connection, the proposal of **R12** on retaining Item P as residential use is not supported.
- 6.3.23 As regards **R9 and R10**’s suggestion of designating the sites under Items O, S and U1 (facing KTAC) for public housing, the assessment on the provision of public housing in paragraph 6.3.7 is relevant. Public housing should preferably be located at sites which are close to public facilities and public transport services particularly railway to provide convenience for its residents. Hence, various public housing sites have been earmarked in Kai Tak City Centre near the two SCL stations. As the sites under Items O, S and U1 in the Runway Area are comparatively far away from the major public transport facilities, they are not ideal for public housing development.

Items S, T, U1, U2, U3, V1 and V2 in the Runway Area (Plans H-9a to H-9c)

- 6.3.24 While some areas of the Metro Park (2.9 ha) are rezoned to residential, GIC and road uses under Items S, T, U1, U2, U3 and V1 (involving Sites 4A1, 4A2, 4E1, 4E2 and 4E3) in the Runway Area, the Metro Park will still have an area of around 20 ha, similar to the size of Victoria Park. The rezoned areas are at the southern end of the Park and will not have material impact on the design of the Park, nor affect the planned waterfront promenade. The reduction in open space provision has been partly compensated by the rezoning for the proposed Heritage Park in Area 2 (Item A1) (1.2 ha) and other rezoning proposals for open space at different localities. After the rezoning, there is still an abundant provision of open space (98 ha) in KTD. The rezoning of part of the “O” site at suitable location for development is

considered appropriate, and the proposal of **R3 and R13** to rezone the sites under Items S, T, U1, U2, U3 and V1 back to “O” is not supported.

- 6.3.25 The rezoning of an area zoned “O” to “G/IC” under Item V1 is for the provision of a half-sunken salt water pumping and sewage pumping station, which is an essential public utility installation for KTD. According to CEDD, for operation and maintenance needs, some facilities of the pumping stations should be erected above ground. Therefore, a fully sunken design for the installation, as proposed by **R3 and R13**, cannot be adopted and retaining the area as “O” is not appropriate. It has already been stated in the ES of the OZP that the two pumping stations should be integrated in design with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts on the surroundings. These requirements would be suitably incorporated in the future land allocation to the concerned departments, and KTTF and the relevant DCs would be consulted on the detailed development proposals in due course.
- 6.3.26 Item V2 involves the rezoning of a section of Road D3 adjoining the Metro Park (i.e. the Metro Park Section (MPS)) from ‘Road’ to “O(2)” for a proposed landscaped deck atop the relevant submerged section of the road. Based on the road alignment shown on the previous approved OZP, the road works for this section was gazetted under the Road (Works, Use and Compensation) Ordinance (Cap. 370) on 13.7.2017 after due consultation with the relevant DCs and KTTF. The gazetted Road D3 (MPS) comprises an elevated road section (to allow CKR to pass through underneath), an underpass (i.e. a fully sunken road section with a landscaped deck atop) and several at-grade road sections (**Plan H-11**). It is formulated with the optimal design parameters to maximize the length of the landscaped deck, which will provide better connectivity between the Metro Park and the waterfront promenade fronting KTAC, without affecting the design flexibility of the Park. The current alignment of Road D3 (MPS) by the bank of KTAC, leaving a large piece of intact land at the northern portion of the former runway, has the merit of allowing greatest flexibility for the future design and use of the Metro Park. Item V2 only facilitates the provision of landscaped deck over Road D3, and does not alter the adopted alignment of the road. As regards **R3 and R13**’s proposal of relocating Road D3 (MPS) and its landscaped deck to a more central location of the Runway Area (**Drawings H-1a and H-3**), CEDD has preliminarily assessed that the alternative alignment proposed would shorten the landscaped deck that could be provided as at-grade open space, and LCSD advises that the proposal would significantly affect the development potential/integrity of the Metro Park. It is also considered not justified to shift the adopted alignment of Road D3 to facilitate the provision of water sports/recreation use near KTAC as such use is always permitted in those areas zoned “O” by the sides of Road D3 (MPS) and “O(2)” covering the landscaped deck on top of the submerged section of the road.

Development Intensity and BH Profile

- 6.3.27 As stated in Policy Address in the past several years, the Government has adopted a multi-pronged approach to increase the housing land supply to

meet the acute housing needs of the community. Among others, optimization of development intensity of scarce developable land in the urban area, like KTD, is one of the measures identified for the short to medium terms. Concurrently, there is an estimated demand for more quality commercial floorspace at prominent location to meet the long-term economic need of Hong Kong. Against such background, there is a need to optimize the use of the land to meet the demand for housing and commercial land. Nonetheless, as explained in paragraphs 6.3.2 to 6.3.5 above, the increased development intensity under the OZP amendments are commensurate with the established planning theme and urban design concepts, and are sustainable from urban planning and technical terms, taking into account the relevant technical assessments conducted which have demonstrated that the amendments would not induce any insurmountable problems on the surrounding areas.

Planning Principles

- 6.3.28 As mentioned in paragraphs 6.3.2 to 6.3.5 above, the Review has paid due regard to the established planning theme and urban design principles of KTD, the need for optimization of development intensity and the thresholds imposed by infrastructural capacity and technical constraints. In proposing increase in PR and BH for individual sites, the Review has adhered to the established planning theme and major urban design concepts for KTD including keeping general land use layout, open space network, NBAs, and visual/air ventilation corridors on the OZP. Regarding the representers' view that lower development intensity should be adopted for the Runway Area, the average domestic PR for the sites covered by the OZP amendments are generally 6.5 for the sites in Area 2 in inland area, and lower PR of 6 in the Runway Area. In comparison with the hinterland areas of Wong Tai Sin, Kowloon City and Kwun Tong where residential developments are mostly zoned "R(A)" with a maximum domestic PR of 7.5, such development intensity has struck a balance between the policy objective of optimization of scarce urban land resources to meet the acute demands of the community and compatibility with the overall development intensity in the Kowloon area.
- 6.3.29 In respect of the representers' view that a stepped BH profile descending from hinterland to waterfront or lower BHs should be adopted for the Runway Area, the BH profile on the OZP was formulated with reference to the original planning concept for the Area, relevant urban design guidelines in the HKPSG, the HPPG, and the views expressed by the stakeholders, particularly KTTF, in the consultation process. As mentioned in paragraph 2.4 above, during the consultation on the initial proposals of the Review, KTTF considered that the originally proposed lower BH profile for Area 4 (from 65mPD to 90mPD) was monotonous without variation and might create wall effect, and three refined schemes with improved design and taller BHs were subsequently formulated for further consideration. After due consideration of their relative merits, a preferred scheme was selected for preparation of the OZP amendments. Instead of a simple stepping down profile with compact building mass under stringent BH restrictions, an undulating BH profile with sufficient room for greater building separation and height variation (both among sites or within site) is considered more desirable and interesting in overall visual terms. In order to respect the

original planning intention of the OZP for an undulating BH profile at Area 4 and the aspirations for more varied BH profile, the residential sites on the OZP have adopted BH restrictions of between 95mPD and 120mPD, with the tallest band of 120mPD in the middle (Sites 4C1 and 4B1) and BHs stepping down on the two sides towards the Metro Park and the commercial/hotel sites. To enhance visual permeability, a NBA of 15m is designated in the middle of Sites 4A1 and 4A2 with the longest site frontage. While the BH restrictions for some of the sites in Area 4 may be slightly taller than some development sites in other parts of KTD, the overall BH profile for the Runway Area, with more interesting and varied BHs, is considered acceptable in visual term and generally compatible with the developments in other parts of KTD and hinterland areas which are mostly high-rise and high-density developments.

- 6.3.30 Based on the BH profile on the OZP, there is room for incorporation of urban design measures to enhance visual interest as well as visual and air permeability of the developments. Through the provision of some low-rise blocks fronting the waterfront promenade within individual residential sites, a diversified building mass and an intimate scale of development for the pedestrians along the promenade with enhanced visual permeability/variety can be created (**Plan H-12**). KTTF has no adverse comments on the BH profile from the harbourfront planning perspectives. In this regard, the proposals of **R253 to R263** to retain the original BH restrictions of the approved Kai Tak OZP No. S/K22/4 or to allow a BH not exceeding 80mPD for the sites under Items O, P, Q, R, S and T are not supported.

Technical Assessments and Development Impacts

- 6.3.31 The findings of the technical assessments demonstrated that the development proposals under the OZP are acceptable in-principle from the relevant perspectives, and are summarized in Attachment XIV of TPB Paper No. 10236, which is available at the Board's website and planning enquiry counters of PlanD. A set of full assessment reports on the OZP amendments and the relevant TPB Papers No. 10192 and 10236 have been deposited at the Secretariat of the Board for Members' inspection.

Visual

- 6.3.32 The increases in BH in KTD involving Kai Tak City Centre, the South Apron and the Runway Area would in general maintain the intended BH profile as set out in the ES of the OZP. The proposals are visually compatible with the developments in the hinterland and respecting the 20% building free zone of the ridgeline as advocated under the Urban Design Guidelines of the HKPSG (**Plans H-13a and H-13b**). With the proposed increase in the development intensity, the BHs at various sites have been correspondingly increased but, as demonstrated on the VIA (**Plans H-13a to H-13e**), are considered not incompatible with surrounding high-rise developments in the hinterland areas of Kowloon City, San Po Kong and Kwun Tong. For the Runway Area, as explained in paragraphs 6.3.29 and 6.3.30, an interesting and varied BH profile has been achieved.
- 6.3.33 On some representers' view that the view of their properties would be blocked by the developments with increased BH, it should be noted that

protection of private view is not the Board's planning consideration. As stated in TPB Guidelines No. 41 on submission of VIA, in the highly developed context of Hong Kong, it is not practical to protect private views without stifling development opportunity and balancing other relevant considerations. In the interest of the public, it is far more important to protect public views. The rezoning of the "G/IC" sites in Area 3 for commercial uses is for provision of needed commercial floorspace in the interest of the community, and the BH restrictions of 80mPD and 100mPD for them are compatible with 110mPD to 130mPD for the residential sites in the Grid Neighbourhood and 120mPD to 170mPD for the "OU(Business)" sites to the north in Kowloon Bay Business Area. The BH restrictions of 100mPD and 115mPD for the four public housing sites under Item D2 are also generally compatible with those in the hinterland areas of Kowloon City and Ma Tau Kok, and 10m wide pedestrian streets are provided among these sites to facilitate air ventilation.

- 6.3.34 With regard to the opposing ground of **R5** that most of the strategic vantage points are missing in the VIA, among the 8 strategic vantage points relating to protection of ridgeline as defined in HKPSG, only vantage point VP4 (Quarry Bay Park) and VP5 (Hong Kong Convention and Exhibition Centre) concerning the view fan towards the Lion Rock/Fei Ngo Shan ridgeline are of relevance to KTD. The BHs in KTD will not breach the ridgelines from these two viewpoints (**Plans H-13a and H-13b**). To enhance visual permeability of the development clusters in KTD, view corridors could be incorporated in some of the development sites, including those in Area 3, where appropriate at the detailed design stage.
- 6.3.35 A total of 16 VPs have been adopted in the VIA covering all areas with amendments, and are sufficient to facilitate a comprehensive assessment of the visual impacts arising from the OZP amendments. Incorporation of new vantage points as proposed by **R5** is therefore not supported. For the relevant TPB Papers, photomontages of representative viewpoints were selected and included to facilitate appreciation of the possible major visual impacts. At the relevant TPB meetings, the full VIA report was deposited at the Secretariat of the Board for Members' inspection.
- 6.3.36 For other specific objecting grounds on the VIA by **R5**, the detailed responses are at **Annex V**.

Air Ventilation

- 6.3.37 The AVA conducted for the Review revealed that the Proposed Scenario and the Base Case Scenario (i.e. development intensity under the previous OZP) are comparable in the overall wind performance around Kowloon City under both annual and summer conditions. To alleviate the potential impacts at some affected areas, improvement measures have been recommended in the AVA including building separation/NBAs at minimum width of 15m to increase building permeability, adopting suitable building disposition to align with the prevailing winds mainly comes from the E, ESE, SE, SSE and WSW directions and providing BH variations to increase air movements. Besides, as stated in the ES of the OZP, further quantitative AVAs would be required to be conducted for future developments at various sites at the detailed design

stage to explore the effectiveness of mitigation measures proposed in the AVA and incorporation of other improvement measures where appropriate. Reference would also be made to the recommendations under the HPPG on facilitating air ventilation at harbourfront sites. For Site 2B3 to 2B6 intended for public housing developments, such requirements would be incorporated in the Planning Brief for the housing developments.

- 6.3.38 For the Runway Area, the proposed scheme with a combination of low-rise and high-rise buildings would enhance permeability at mid and high zones and allow wind to penetrate through the sites. It is expected that the overall performances of the development proposals at the Runway Area in both the previous and current OZPs on pedestrian wind environment would be comparable under both annual and summer conditions.

Environment

- 6.3.39 From the environmental perspective, the further increase in development intensity of KTD mainly involves increase in residential and commercial GFA. Residential and commercial uses are however not air nor noise pollution sources according to the HKPSG. The environmental review concludes that the air quality and noise impacts arising from the induced traffic are insignificant. In addition, the sewerage impact assessment indicates that insurmountable sewerage impact arising from the proposed further increase of development intensity of KTD is not anticipated with the implementation of recommended sewer upgrading and connection works. Based on the above, insurmountable environmental impacts arising from the OZP amendments are not anticipated.
- 6.3.40 For natural lighting, the future developments in KTD would need to fulfil the relevant natural lighting requirements under the Buildings Ordinance and building separation and permeability requirements under the Sustainable Building Design Guidelines at the building plan submission stage.

Traffic

- 6.3.41 The findings of the TIA showed that basically the increase in development density of the concerned sites would not cause significant traffic impacts on the peripheral environment and transport services. Although there are traffic congestions in Prince Edward Road East at the moment, with the completion of Route 6 (**Plan H-14**) comprising CKR, Trunk Road T2 and Tseung Kwan O - Lam Tin Tunnel by around 2025, the traffic along Prince Edward Road East would be significantly reduced as many vehicles currently using Prince Edward Road East and Kwun Tong Road would switch to use the new roads. While the OZP amendments would bring in about 10,900 additional flats to KTD, the traffic conditions of Prince Edward Road East would not be significantly worsened by the time of population intake.
- 6.3.42 Regarding the traffic concern of **R4** on Item H1, based on the TIA conducted for KTD, a number of junction improvement works will be conducted in Kowloon Bay area (**Plan H-15**), particularly along Wang Chiu Road and including the junction of Wang Chiu Road/Sheung Yee Street. Upon completion of these junction improvement works and the major strategic

traffic infrastructure including SCL (section from Tai Wai to Hung Hom including the Kai Tak and To Kwa Wan Stations scheduled for completion in 2019 and full completion of the line in 2021) and Route 6, the developments in KTD would have no significant impact on transport capacity. Moreover, a network of elevated pedestrian walkways (including a footbridge across KTAC) has been planned to facilitate pedestrian movement between Kowloon Bay, the South Apron and the Runway Area.

- 6.3.43 While Kai Tak Cruise Terminal is currently served by a single two-lane road, CEDD is conducting improvement works at the southern end of the former runway by replacing the existing road with a new dual two-lane road (i.e. Road D3), which is anticipated to be completed by mid-2019, to improve the traffic of the Runway Area. Besides, there is currently a licensed ferry operator providing regular passenger ferry services to and from North Point Ferry Pier and Kwun Tong Ferry Pier via the Kai Tak Runway Park Pier. Upon gradual population intake for the Runway Area and increase in patronage in future, the ferry service could be enhanced to help alleviate the traffic demand on road traffic.

Provision of GIC Facilities and Open Space

- 6.3.44 Based on OZP amendments, the total population in KTD would be increased from about 105,000 to about 134,000 (i.e. +29,000). With the increased population, the overall provision of open space and major GIC facilities in KTD and KCDC areas are still generally sufficient according to the requirements of the HKPSG (**Annexes IVa and IVb**).
- 6.3.45 After the rezoning in the Runway Area, the Metro Park will still have an area of around 20 ha. The corresponding reduction in open space provision would be generally compensated by the proposed Heritage Park together with other rezoning proposals for open space development at different localities within KTD, so that the total open space areas in KTD will be generally maintained at close to 100 ha, which is more than the minimum requirements under the HKPSG. The abundant provision of open space including some regional open spaces is intended to serve the local residents as well as people from other districts.

Providing Views

- 6.3.46 The responses in paragraphs 6.3.7, 6.3.29, 6.3.32 and 6.3.44 above with regard to provision of site for subsidized housing, the planning principle for developments at the Runway Area, visual impacts and the provision of GIC facilities are relevant to the views provided by **R12145, R12146, R12148 to R12151 and R12153**.

6.4 Responses to Grounds of Comments

- 6.4.1 The views of **C1 to C150 and C258** in support of **R3** regarding the provision of water sports facilities are similar to those of the representer. The responses to **R3** in the above paragraphs are relevant.

- 6.4.2 The views of **C151 to C255 and C258** in support of **R13** regarding the proposal on provision of more open space for active and passive recreation are similar to those of the representer. The views of **C256 and C257** regarding their objection against the reduction of size of the Metro Park are of similar grounds. The responses to **R13** in the above paragraphs are relevant.
- 6.4.3 In respect of **C259** submitted by Green Sense with similar grounds as their submission of representation (**R9**) regarding the suggested designation of more land for public housing, the responses to **R9** in the above paragraphs are relevant. On stipulating appropriate sale and re-sale restrictions on land lease to help Hong Kong people to buy their first properties, the issue should be considered separately.
- 6.4.4 **C260** submitted by **R433** provides comments on various items. The responses to representations have covered the grounds raised by **C260**.
- 6.4.5 **C261** supports **R5 and R8** opposing the relaxation of BH and PR and the rezoning of sites from “G/IC” to “C” and supports the proposal of **R12** on retaining the “G/IC” zoning of the site under Item E and designate it for religious use. Responses to **R5, R8 and R12** above are relevant.
- 6.4.6 **C262** supports **R9 and R40 to R270** without specific reasons. Responses to **R9 and R40 to R270** above are relevant.

7. Departmental Consultation

The following Government bureaux/departments have been consulted and their responses have been incorporated in the above paragraphs, where appropriate:

- (a) Secretary for Development;
- (b) Secretary for Home Affairs;
- (c) Secretary for Transport and Housing;
- (d) Commissioner for Tourism;
- (e) Commissioner for Transport;
- (f) Commissioner of Police;
- (g) Chief Highway Engineer/Kowloon, Highways Department;
- (h) Director of Architectural Services;
- (i) Director of Civil Engineering and Development;
- (j) Director of Environmental Protection;
- (k) Director of Electrical and Mechanical Services;
- (l) Director of Fire Services;
- (m) Director of Housing;
- (n) Director of Lands;
- (o) Director of Leisure and Cultural Services; and
- (p) Chief Town Planner/Urban Design and Landscape, PlanD.

8. Planning Department's Views

- 8.1 The supportive views of **R3(Part)** on Item G1 and H4 as well as amendment (h) to the Notes of the Plan are noted.
- 8.2 The general views of **R12144 to R12146, R12148 to R12151 and R12153 to R12158** on the Plan are also noted. The responses to them in the concerned paragraphs above are relevant.
- 8.3 Based on the assessment in paragraph 6 above and for the following reasons, PlanD does not support **R3(Part), R4 to R11, R12(Part), R13, R14(Part) to R39(Part), R40 to R270, R433(Part), R12084 to R12143 and R12147** and considers that the Plan should not be amended to meet the representations:

General

- (a) there is a genuine need for refining the land use proposals on the Kai Tak OZP in response to changing planning circumstances and community aspirations arising since the last approval of OZP in 2012. The amendments to the OZP have optimized the development intensity of scarce urban land to meet the acute need for housing and commercial land, and enhanced the land use proposals to facilitate preservation of heritage and provide opportunity for water sports and recreation activities in the open space area;

Rezoning of Individual Sites

- (b) since there is no designated GIC use for Site 1D2, it is considered appropriate to rezone the site to “C(8)” to enhance the commercial cluster in Kai Tak City Centre;
- (c) since there is no designated GIC use for Site 3A6 and 3B1 to 3B4 in the South Apron, it is considered appropriate to rezone these sites to “C(1)” and “C(8)” to create synergy with the Kowloon Bay Business Area for transformation into CBD2 and enhance the supply of quality commercial floorspace at prominent location;
- (d) the rezoning of Site 3E1 and 3E2 to “R(B)2” is considered appropriate as the residential use is generally compatible with the surrounding developments and waterfront setting, and will not undermine the development of the adjoining open space;
- (e) the rezoning of various sites in the Runway Area would allow more diversified uses and strengthen the clustering effect and synergy for development of Tourism and Leisure Hub at the tip of the Runway Area, while enhancing the supply of housing land to meet the acute demand of the community;

Development Intensity

- (f) in setting the development intensity of the relevant development sites under the OZP amendments, due regard has been given to established planning theme and urban design principles of KTD, optimization of development intensity, compatibility with the overall development intensity in the Kowloon area, and

the thresholds imposed by infrastructural capacity and technical constraints;

- (g) the OZP amendments have not undermined the original planning intention and urban design concepts for various sub-areas of KTD as enshrined in the Kai Tak OZP. In gist, the land use layout/pattern, open space network, NBAs, visual/air ventilation corridors, and urban design principles (preservation of ridgelines) can be generally maintained. For the Runway Area, a more interesting and varied BH profile would be achieved;

Technical Assessments

- (h) the technical assessments under the Review have demonstrated that the development proposals on the OZP would have no significant impacts on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures nor cause any unacceptable impacts on noise, air quality, visual and air ventilation aspects;

Open Space and Water Sports

- (i) while there has been a slight reduction in the total planned open space in KTD after the OZP amendments, there remains to be an abundant provision of about 98 ha of open space, including a Metro Park of 20 ha to serve the community. There is generally sufficient open space and major GIC facilities to meet the demand of the planned population in the area;
- (j) the rezoning of portion of Road D3 from 'Road' to "O(2)" will facilitate the provision of a landscaped deck on top on the submerged section of the road for pedestrian connection between the waterfront and the future Metro Park. The proposal of relocating Road D3 to a more central position would physically segregate the Metro Park and undermine the design flexibility of the Park and is therefore not supported; and
- (k) with the inclusion of 'water sports/water recreation' use as an always permitted use in the "O" zone of the OZP, there is flexibility for providing water sports and recreational activities at the "O" zones on the two sides of KTAC and KTTS, subject to resolving of the water quality and technical issues. Since the water quality for KTAC has yet to reach acceptable level for secondary contact recreational uses and there are ongoing studies on the proposal for promoting water sports at KTTS, it is considered premature to reserve specific areas, particularly those abutting KTAC, for waterfront sports and recreational activities.

9. Decision Sought

The Board is invited to give consideration to the representations and comments and decide whether to propose/not to propose any amendment to the Plan to meet/partially meet the representations.

10. Attachments

Annex I	Draft Kai Tak OZP No. S/K22/5 (reduced size)
Annex II	Schedule of Amendments to the Approved Kai Tak OZP No. S/K22/4
Annex IIIa	Extract of Minutes of KTDC Meeting held on 2.3.2017
Annex IIIb	Extract of Minutes of WTSDC Meeting held on 7.3.2017
Annex IIIc	Extract of Minutes of KCDC HIC Meeting held on 16.3.2017
Annex IIId	Extract of Minutes of KTTF Meeting held on 5.4.2017
Annex IIIe	Letter dated 18.4.2017 from KTTF Providing Comments on the Draft OZP
Annex IVa	Provision of Open Space and Major GIC Facilities in Kai Tak Planning Area
Annex IVb	Provision of Open Space and Major GIC Facilities in Kowloon City District Council District
Annex V	Summary of Representations and Responses
Annex VI	Summary of Comments and Responses
Annex VII	CD-Rom of Group 1 Representations and Comments [TPB Members only]
Drawings H-1a & H-1b	Rezoning Proposals submitted by R3
Drawings H-2a to H-2c	Rezoning Proposals submitted by R11
Drawing H-3	Rezoning Proposals submitted by R13
Plan H-1	Location Plan of Sub-areas in Kai Tak Development (KTD)
Plan H-2	Location Plan of Representation Sites
Plan H-3	Aerial Photo of Representation Sites
Plans H-4 & H-4a to H-4e	Comparison of Zonings between the Approved Kai Tak OZP No. S/K22/4 and the Draft Kai Tak OZP No. S/K22/5
Plans H-5a to H-5c	Location Plan, Aerial Photo and Site Photo of Representation Sites in relation to Items A3, B, C, D1 and D2
Plans H-6a to H-6c	Location Plan, Aerial Photo and Site Photo of Representation Site in relation to Item E
Plans H-7a to H-7e	Location Plan, Aerial Photo and Site Photos of Representation Sites in relation to Items F, G1, H1, H2, H4, J and K
Plans H-8a to H-8d	Location Plan, Aerial Photo and Site Photos of Representation Sites in relation to Items M1, M2, N1 and N2
Plans H-9a to H-9d	Location Plan, Aerial Photo and Site Photos of Representation Sites in relation to Items O, P, Q, R, S, T, U1, U2, U3, V1 and V2
Plans H-10a & H-10b	Location Plan and Site Photos of Ex- Kai Tak Fire Station (Proposed STT Site for Water Sports Centre)
Plan H-11	Design of Road D3 (Metro Park Section)
Plan H-12	Artist's Impression of the Waterfront Area in Area 4
Plan H-13a	Photomontage – View from Quarry Bay Park towards KTD
Plan H-13b	Photomontage – View from Hong Kong Convention and Exhibition Centre towards KTD
Plan H-13c	Photomontage – View from Prince Edward Road East towards Area 2
Plan H-13d	Photomontage – View from Kwun Tong Promenade towards Areas 3 and 4
Plan H-13e	Photomontage – View from Road D4 towards Areas 3 and 4
Plan H-14	Overview of Route 6
Plan H-15	Proposed Junction Improvements at Hinterlands of KTD

DECEMBER 2017
PLANNING DEPARTMENT