

**PROPOSED AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/6**

1. Introduction

This paper is to seek Members' agreement that:

- (a) the proposed amendments to the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6 (**Attachment I**) as shown on the draft Kai Tak OZP No. S/K22/6A (**Attachment II**) and its Notes (**Attachment III**) are suitable for exhibition for public inspection under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment IV**) is an expression of the planning intentions and objectives of the Town Planning Board (the Board) for various land use zonings of the OZP, and is suitable for exhibition together with the OZP and its Notes.

2. Status of the Current OZP

- 2.1 On 15 May 2018, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/6. On 25 May 2018, the approved Kai Tak OZP No. S/K22/6 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.2 On 1 June 2021, the CE in C referred the approved Kai Tak OZP No. S/K22/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 11 June 2021 under section 12(2) of the Ordinance.

3. Background

- 3.1 With an area of about 320 ha, the Kai Tak Development (KTD) comprises the ex-Kai Tak airport (about 280 ha) and the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling (**Plan 1**). It includes about 100 ha of open space and 11km long waterfront.
- 3.2 In view of the latest economic situation, market response^[1] and the persistent acute demand for housing from the community, the Civil Engineering and Development Department (CEDD) was tasked to commence the Study on Further Review of Land

¹ Two commercial sites at the former runway area (i.e. Sites 4C4 and 4C5) and one bundled commercial site at the former north apron area (i.e. Sites 2A4, 2A5(B) and 2A10) were tendered for sale during 2018 to 2020. However, due to weak market sentiment, the tenders were cancelled.

Use in KTD (the Review Study) in 2020 to explore the feasibility of converting five commercial sites in KTD for private residential use, including two bundled sites (i.e. Sites 2A2 and 2A3, and Sites 2A4, 2A5(B) and 2A10)^[2] at the former north apron area and three sites (i.e. Sites 4B5, 4C4 and 4C5) at the former runway area (**Plans 2, 3, 9a and 9b**) (the reviewed sites). In the 2021-22 Budget Speech delivered by the Financial Secretary in February 2021, the preliminary estimation of the Review Study that a total of about 5,800 private housing units^[3] could be provided upon the rezoning of the five reviewed site was revealed to the public. The Review Study is now completed and the five reviewed sites are considered suitable and technically feasible for conversion to residential use having due regard to the planning, urban design, infrastructure provision, traffic and environmental aspects. To take forward the recommendations of the Review Study, including that on realignment of the Underground Shopping Street (USS), rezoning of the sites concerned with stipulation of appropriate development restrictions (**Amendment Items (Items) A to D and F to H**) are required.

- 3.3 To meet the rehousing demands arising from government developments and/or urban renewal projects, a site at To Kwa Wan Road, Ma Tau Kok (**Plans 2, 3 and 9c**) is identified for the development of a proposed Dedicated Rehousing Estate (DRE) by the Hong Kong Housing Society (HKHS) and proposed to be rezoned from “Other Specified Uses” (“OU”) annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(WRCCLU)”), “Government, Institution or Community” (“G/IC”) and “Open Space” (“O”) to “Residential (Group A)6” (“R(A)6”) (**Items J1 and J2**). Technical assessments based on HKHS’s development scheme have been carried out and the findings concluded that the proposed development would not have adverse impacts on the surrounding area.
- 3.4 To take forward a section 12A application (No. Y/K22/3) partially agreed by the Metro Planning Committee (the Committee) of the Board on 1.2.2019, a site covering two existing industrial buildings at San Ma Tau Street, Ma Tau Kok (**Plan 9c**) is proposed to be rezoned for commercial development (**Item I**).
- 3.5 To reflect the Government’s intention to implement a waterfront promenade project at the Cha Kwo Ling waterfront, a site at Cha Kwo Ling Road (**Plan 9e**) is proposed to be rezoned from “G/IC” to “O” (**Item L**).
- 3.6 Opportunity is also taken to incorporate other technical amendments into the OZP and its Notes for reflecting the latest land use proposals (**Items E1 to E3 and K**) and revision of the Master Schedule of Notes to Statutory Plans (MSN) and allowing greater land use flexibility.
- 3.7 In view of the Government’s latest decision on the implementation mode of the proposed Environmentally Friendly Linkage System (EFLS) in Kowloon East, the indicative EFLS alignment currently shown on the OZP for information is proposed

² The Government has decided to bundle (i) Sites 2A2 and 2A3, and (ii) Sites 2A4, 2A5(B) and 2A10 each as a single lot for disposal and development, in view of the constraint imposed by the underground Sung Wong Toi Station on Site 2A10, and the need to minimise interfaces between different sections of the Underground Shopping Street (USS) and to have a relatively sizeable retail portion in each bundled site to enhance the commercial viability of the USS.

³ According to the latest findings of the Review Study, the estimated total flat production from the five reviewed sites is about 6,000 private housing units.

to be removed.

4. Recommendations of the Review Study

Sites 2A2 and 2A3, and Sites 2A4, 2A5(B)^[4] and 2A10 at Former North Apron Area (Plans 4, 9a, 10a and 11a)

- 4.1 The two bundled sites abutting Olympic Avenue at the former north apron area comprise five individual sites, with Site 2A2 zoned “Comprehensive Development Area (4)” (“CDA(4)”) and intended for commercial use (subject to a maximum plot ratio (PR) of 6.6) and Sites 2A3, 2A4, 2A5(B) and 2A10 zoned “Commercial (3)” (“C(3)”) (subject to a maximum PR of 6.5) on the prevailing OZP. These sites are currently used as works areas or are vacant sites. To the northwest of these sites across Prince Edward Road East (PERE)/Olympic Avenue is Kowloon City which is predominantly a residential area with retail activities on ground floor. To their southeast on the other side of some public open space (POS) and Road L16 are six residential sites (i.e. Sites 2B1 to 2B6) zoned “CDA(5)”, “R(B)6” and “R(A)4” (subject to maximum PRs of 6.6 to 6.8) which are intended for public housing developments. The MTR Sung Wong Toi Station is located at the southwest of this locality with part of the station structure occupying some of the underground and aboveground spaces of Site 2A10.

Amendment Proposals

- 4.2 The Review Study recommended the two bundled sites to be converted from commercial to residential use subject to maximum domestic PR of 6.5^[5], maximum non-domestic PRs of 1.0/1.5^[6], maximum site coverage (SC) of 65% and maximum building heights (BHs) of 100/115/125mPD for production of about 3,000 private housing units. Site 2A2, which is abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC), is proposed to retain its current “CDA(4)” zoning (but with its planning intention changed to ‘for residential use’)^[7] for ensuring that the design and disposition of the future development will be in harmony with the LTSBPC. Site 2A3 is proposed to be rezoned from “C(3)” to “R(A)6” (**Item B on Plan 4**), and Sites 2A4, 2A5(B) and 2A10 are proposed to be rezoned from “C(3)” to “R(A)5” (**Item C on Plan 4**). The proposed zonings and development restrictions for the sites are summarised as follows:

⁴ Site 2A5(A) (**Plan 9a**) to the immediate northwest of Site 2A5(B) is zoned “G/IC” and earmarked for the development of a proposed fire station cum ambulance depot, and would not be affected by the current review.

⁵ 6.5 is the maximum permissible domestic PR under the Hong Kong Planning Standards and Guidelines (HKPSG) for residential sites in new development areas of urban areas.

⁶ A higher maximum non-domestic PR of 1.5 is recommended for the bundled Sites 2A4, 2A5(B) and 2A10 for allowing more commercial floor space in the future development which is at a convenient location adjoining the MTR Sung Wong Toi Station. As for the bundled Sites 2A2 and 2A3 which are located farther from the MTR station, a maximum non-domestic PR of 1.0 is recommended.

⁷ **Item A on Plan 4** is related to the revision of maximum BH for the “CDA(4)” zone on the OZP.

Bundle	Site	Site Area ^[b]	Current				Proposed				
			Zoning	Max. PR	Max. SC	Max. BH	Zoning	Max. Dom. PR ^[c]	Max. Non-dom. PR ^[c]	Max. SC	Max. BH
1	2A2	6,270m ²	“CDA(4)” [commercial]	6.6	65%	90mPD	“CDA(4)” [residential]	6.5 ^[d]	1.0 ^[d]	65%	125mPD ^[e]
	2A3	5,968m ²	“C(3)”	6.5	65%	90mPD	“R(A)6”	6.5	1.0	65%	125mPD
2	2A4 ^[a]	6,555m ²	“C(3)”	6.5	65%	80mPD	“R(A)5”	6.5	1.5	65%	125mPD
	2A5(B) ^[a]	3,374m ²	“C(3)”	6.5	65%	80mPD					115mPD
	2A10 ^[a]	6,100m ²	“C(3)”	6.5	65%	80mPD					100mPD

Notes:

^[a] Sites 2A4, 2A5(B) and 2A10 to be under the same “R(A)5” zoning are proposed to be indicated as a linked single site on the OZP for the purpose of determination of the maximum PR. Individual sites should each be subject to the proposed maximum SC of 65%.

^[b] Site areas are subject to detailed survey.

^[c] Floor spaces for (i) railway facilities in the “R(A)5” zone (which is to cater for the existing railway facilities in Site 2A10); and (ii) government, institutional or community (GIC) facilities in the “CDA(4)”, “R(A)5” and “R(A)6” zones, as required by the Government, are proposed to be disregarded from PR calculation.

^[d] A maximum PR of 7.5 is proposed to be stipulated in the Notes of the OZP for the “CDA(4)” zone. The recommended maximum domestic PR of 6.5 and maximum non-domestic PR of 1.0 are to be stipulated under planning brief and land sale conditions.

^[e] The retail belt area of the “CDA(4)” zone abutting the LTSBPC (**Plan 9a**) is subject to a maximum BH of 2 storeys in accordance with the Notes of the OZP.

4.3 The proposed increase in the maximum BHs for the five individual sites from 80 to 90mPD to 100 to 125mPD is for ensuring that the residential use at the sites, which is subject to a lower permissible SC under the Building (Planning) Regulations than non-domestic use, could achieve the proposed maximum domestic PR of 6.5. Such an increase in BHs is still in keeping with the general stepped BH profile of the locality which is descending progressively from the northeast to the southwest^[8] (**Plan 9a**), and is in line with the broad urban design framework of KTD on creating a dynamic skyline.

4.4 To accord with the policy initiative of providing more welfare facilities in private development sites, a certain amount of gross floor area (GFA) (equivalent to not less than 5% of the proposed domestic GFA of the site in general) for provision of government/social welfare facilities mainly based on the wish-list of the Social Welfare Department (SWD) has been incorporated in the notional schemes of the reviewed sites and assumed to be disregarded from PR/GFA calculation for testing in the Review Study, such that the maximum permissible PR for the sites would not be compromised. For the two bundled sites, upon consulting SWD, the following welfare facilities have been reserved at the sites for addressing the needs of the local and the community on the services:

⁸ The highest BH of 135mPD in the locality of Area 2 relates to the proposed public housing development at Site 2B1, with the BHs of the adjacent residential sites descending progressively from the northeast to the southwest to the levels of 125mPD, 115mPD and 100mPD.

Site	Proposed Social Welfare Facilities
2A2 and 2A3	<ul style="list-style-type: none"> • one neighbourhood elderly centre • one district support centre for persons with disabilities • one cyber youth support team • one boys' home • one 100-place day activity centre • one 100-place hostel for severely mentally handicapped persons
2A4, 2A5(B) and 2A10	<ul style="list-style-type: none"> • two 150-place residential care home for the elderly cum 30-place day care unit for the elderly • one parents/relatives resource centre • one 96-place residential child care centre

Note:

The requirements for provision of the social welfare facilities will be stipulated in the land sale conditions. The actual provision of the facilities is subject to review of relevant departments.

Realignment of USS

4.5 To enhance connectivity with the surrounding districts and improve the pedestrian environment, a comprehensive USS system has been planned at Kai Tak City Centre for connecting KTD and its two MTR stations (viz. Kai Tak Station and Sung Wong Toi Station) with Kowloon City and San Po Kong (**Plan 5**). In addition to the provision of retail shops and eating places on two sides, the USS will provide a barrier-free pedestrian passageway, together with vertical pedestrian facilities (lifts/escalators/staircases) linking up the USS with the adjacent roads and POS at ground level, for 24-hour public access. The USS will pass through different development sites, and the developers of the concerned sites will be required under land sale conditions to construct, maintain, manage and operate the USS sections within and adjacent to their sites.

4.6 For better integration of the USS with the commercial portions of the reviewed sites and for minimising the complicated interfacing issues and construction difficulty^[9], the Review Study recommended to shift the alignment of the USS section between LTSBPC and Sung Wong Toi Station from underneath the roads/POS to within the reviewed sites (**Item D** on **Plan 4**, and **Plan 5**). The alignment of two sections of USS near Kai Tak Station will also be adjusted to reflect the latest proposed layout.

Sites 4B5, 4C4 and 4C5 at Former Runway Area (Plans 6, 9b, 10b, 11b and 11c)

4.7 There are two rows and a total of 14 development sites along the two sides of Shing Fung Road at the former runway area, with the southern row of 7 sites facing the Victoria Harbour and the northern row of another 7 sites facing Kai Tak Approach Channel (KTAC)/Kwun Tong Typhoon Shelter (KTTS). Sites 4B5, 4C4 and 4C5 are located at the south-eastern end of these development sites and are zoned “C(4)”, “C(7)” and “C(5)” (subject to maximum PRs of 6.5, 7.5 and 6.0) respectively. The other 11 development sites to their northwest are zoned “R(B)4”, “R(B)5” and

⁹ Originally, it was planned to require the developer of the bundled commercial Sites 2A4, 2A5(B) and 2A10 to first construct the section of USS underneath Road L16, and then hand back the area concerned to the Government to complete the aboveground road works. However, due to the change in land sale programme and that the works for Road L16 have commenced, the future developer of the bundled site would not be able to follow that planned construction sequence for delivery of the USS.

“R(B)7” with maximum PRs of 5.5/6.1/7.0, and have all been sold for private residential developments. To the south and further southeast of the three reviewed sites are the existing Kai Tak Cruise Terminal (KTCT) and a site zoned “OU” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” (“OU(TRU)”) intended for the development of the proposed Tourism Node (TN). While Sites 4B5 and 4C4 are currently vacant, Site 4C5 is occupied as a temporary depot for franchised buses.

Rezoning Proposals

4.8 The Review Study recommended the three reviewed sites to be rezoned from commercial to residential use subject to maximum domestic PRs of 5.7/6.6/7.0 (average domestic PR of 6.5), maximum non-domestic PRs of 0.3/0.5, maximum SC of 40% and maximum BH of 95/108mPD (same as now) for production of about 3,000 private housing units. Similar to the two bundled sites at the former north apron area, GFAs for GIC/social welfare facilities (equivalent to not less than 5% of the proposed domestic GFA of the site in general) have also been reserved at these sites and are proposed to be disregarded from PR calculation. Site 4B5 is proposed to be rezoned from “C(4)” to “R(B)8” (**Item F on Plan 6**), Site 4C4 from “C(7)” to “R(B)9” (**Item G on Plan 6**) and Site 4C5 from “C(5)” to “R(B)10” (**Item H on Plan 6**). The proposed zonings and development restrictions for the sites are summarised as follows:

Site	Site Area ^[a]	Current				Proposed			
		Zoning	Max. PR	Max. SC	Max. BH	Zoning	Max. PR ^[b]	Max. SC	Max. BH
4B5	13,953m ²	“C(4)”	6.5	80%	108mPD	“R(B)8”	7.5 ^[c]	40%	108mPD
4C4	10,692m ²	“C(7)”	7.5	80%	95mPD	“R(B)9”	6.9 ^[d]	40%	95mPD
4C5	9,480m ²	“C(5)”	6.0	80%	95mPD	“R(B)10”	5.7 ^[e]	40%	95mPD

Notes:

- ^[a] Site areas are subject to detailed survey.
- ^[b] Floor spaces for GIC facilities in the “R(B)8”, “R(B)9” and “R(B)10” zones, as required by the Government, are proposed to be disregarded from PR calculation.
- ^[c] The proposed maximum PR of 7.5 comprises a maximum domestic PR of 7.0 and a maximum non-domestic PR of 0.5 which are to be stipulated under land sale conditions.
- ^[d] The proposed maximum PR of 6.9 comprises a maximum domestic PR of 6.6 and a maximum non-domestic PR of 0.3 which are to be stipulated under land sale conditions.
- ^[e] The proposed maximum PR of 5.7 is for residential use only.

4.9 To maintain the feature of an undulating and varied BH profile in the former runway area, with the tallest band of developments in the middle portion and BHs of the developments stepping down on the two sides towards the Metro Park and the runway tip (**Plan 12d**), the BHs of Sites 4B5, 4C4 and 4C5 are proposed to remain unchanged. In proportion to the BH and in consideration of specific site constraints (including the proximity of Site 4C5 to KTCT), the PRs for the three sites have been carefully designed^[10] to achieve an average maximum domestic PR of 6.5.

¹⁰ Site 4C5 is proposed with a smaller maximum domestic PR of 5.7 as half of its south-western site boundary is abutting the existing structure of KTCT and its site configuration is relatively elongated. Site 4B5, which has a more regular site configuration and is subject to a higher maximum BH among the three reviewed sites, is proposed with a larger maximum domestic PR of 7.0.

- 4.10 To create a vibrant waterfront, a continuous retail frontage along the runway residential sites facing the Victoria Harbour has been planned. Similar retail provision arrangement is proposed for Sites 4B5 and 4C4 (subject to non-domestic PRs of 0.5 and 0.3 under lease respectively) to extend the commercial linkage fronting the waterfront and echo with the future commercial and entertainment provisions in the proposed TN development. The future developments in the sites will also follow the urban design control measures that have been adopted in other runway residential sites, including provision of low-rise blocks fronting the waterfront promenade, provision of 24-hour barrier-free pedestrian access (including vertical connections) between Kai Tak Sky Garden and waterfront promenade/street level through the retail portions (for Sites 4B5 and 4C4) and incorporation of non-building areas. Since Site 4C5 is not abutting the waterfront promenade, the requirements on provision of retail floor space and low-rise blocks are not to be applied for the site.
- 4.11 The following welfare facilities are required by SWD for incorporation in the future development at Site 4B5, and have been taken into account in the technical assessments of the Review Study (assumed to be disregarded from PR calculation):

Site	Proposed Social Welfare Facilities
4B5	<ul style="list-style-type: none"> • one 200-place residential care home for the elderly cum 30-place day care unit for the elderly • one team of home care services for elderly persons • one day activity centre; • one 40-place supported hostel for mentally handicapped persons • one 50-place hostel for severely mentally handicapped persons

As for Sites 4C4 and 4C5, a certain amount of GFA (to be disregarded from PR calculation) for possible provision of GIC/social welfare facilities in the sites has also been included in the Review Study for assessment of feasibility^[11]. The actual provision of GIC/welfare facilities at the three sites, if any, shall be subject to the confirmation of the relevant departments before land sale.

Technical Assessments

- 4.12 Various technical assessments have been carried out under the Review Study. According to the findings of these assessments as highlighted in the ensuing paragraphs, the development proposals recommended under the Review Study are technically feasible with no insurmountable problems.

Land Use Planning Aspect

- 4.13 Despite the proposed rezoning of the reviewed sites for residential use will give rise to a considerable reduction of the planned commercial land supply in KTD, the intention of developing KTD as a sustainable and vibrant district with a mix of community, housing, business, tourism, sports, leisure and infrastructural uses has remained unchanged. An overall commercial GFA of close to 2 million m² will still be provided within KTD, concentrated in three major commercial clusters

¹¹ GFA of not less than 5% of the proposed domestic GFA for of the site in general for GIC/social welfare facilities uses has been assumed in the technical assessments for the three sites.

including (i) Kai Tak City Centre near the MTR Kai Tak Station and on the two sides of Kai Tak River, comprising landmark developments and premier commercial uses; (ii) the former south apron area, to serve as an extension of the Kowloon Bay Business Area (KBBA) and help catalyze the regeneration of KBBA; and (iii) the proposed Tourism Node at the tip of the former runway area, which is intended to be a key tourism, entertainment and leisure hub.

- 4.14 The reviewed sites for residential use are generally located in the vicinity of other planned residential developments, and are considered not incompatible with the surrounding land uses. The development intensities recommended for the reviewed sites are comparable with the original development parameters or other residential developments in their vicinity, with the established planning theme and urban design principles of KTD, the recommended development intensity under the HKPSG and infrastructural capacity taken into account. The proposed maximum BHs for the reviewed sites are generally in line with the established BH profile of the areas, including the stepped BH profile in Area 2 of the former north apron area and the undulating BH profile at the former runway area. While the Review Study has recommended a change of land use of the reviewed sites, the current site configurations, open space network, non-building areas, visual/air ventilation corridors and BH profiles of various sub-areas of KTD are generally maintained.
- 4.15 The original design concept of creating visual variety and achieving better integration between the developments in KTD with connections to the surrounding districts of Kowloon City and San Po Kong through the USS and to the waterfront promenade at the former runway area would also be maintained. The concept of creating low-rise blocks fronting the waterfront promenade at former runway area to provide a diversified building mass and intimate scale of development for pedestrians walking along the promenade will be applied to Sites 4B5 and 4C4 which are abutting the promenade.

Traffic Aspect

- 4.16 A Traffic Review Study (Chapter 3 of **Attachment V**) has been conducted to assess the traffic impacts arising from the rezoning proposals. Based on the design traffic flows, the performance of the critical junctions and road links capacity are assessed. The result indicates that the junctions and identified key road links within the Area of Influence (AOI) would perform satisfactorily and operate within their capacity at the design year and in the long term. Pedestrian volume generated from the reviewed sites under the recommended proposals of the Review Study is also assessed. Based on the design pedestrian volume, the level of service of footpaths adjacent to the reviewed sites are assessed. The result indicates that the footpaths would be able to accommodate the demand generated from the rezoning proposals. In gist, the traffic impact arising from the rezoning of the reviewed sites is considered manageable. The Commissioner for Transport (C for T) has no objection to the rezoning proposals.

Environmental Aspect

- 4.17 An Environmental Review (ER) (Chapter 6 of **Attachment V**) has been conducted to assess the potential environmental impact arising from the rezoning of the reviewed sites and to recommend mitigation measures.

- 4.18 In terms of air quality, the findings of the ER indicate that the air sensitive receivers (ASRs) in the rezoning proposals will not be subject to adverse air quality impacts, except Sites 4C4 and 4C5. Owing to high background level, potential non-compliance of the air quality objectives (AQO) of annual average nitrogen dioxide (NO₂) concentration is identified within Sites 4C4 and 4C5 under both the baseline scenario and recommended scenario. The future developers will be required to conduct an air quality impact assessment (AQIA) to properly design the building layouts and locate the air sensitive uses within the sites and identify mitigation measures under land sale conditions.
- 4.19 In terms of noise, a 55m-wide setback is incorporated into Sites 2A2, 2A3 and 2A4 under the notional schemes prepared for the Review Study and the following mitigation are recommended: (i) to adopt fixed glazing for facades with noise exceedances or to provide noise insulation through central air-conditioning for potential social welfare facilities permitted at the lower floors of the reviewed sites; (ii) to adopt acoustic windows and/or acoustic balconies for residential developments; and (iii) to set back noise sensitive building blocks. All the reviewed sites in the rezoning proposals will thus not be subject to adverse traffic noise impact. With proper layout design and mitigation measures in place, all the reviewed sites will also not be subject to adverse fixed plant noise impact. The future developers will also be required to conduct noise impact assessments (NIAs) for the reviewed sites under land sale conditions to properly design the building layouts and the exact noise mitigation measures at the detailed design stage.
- 4.20 With the recommended mitigation measures, no insurmountable environmental impact arising from the rezoning proposals is expected. The Director of Environmental Protection (DEP) has no objection to the proposed rezoning.

Landscape and Visual Aspects

- 4.21 According to the Landscape and Visual Impact Study (LVIS), which reviewed the landscape elements and assess the visual impact (Chapter 5 of **Attachment V**), the overall landscape character of the area will be changed from a flat open area with various temporary uses to a high-rise contemporary developments. Since the impacts on the identified landscape resources and landscape character areas resulting from the proposed rezoning will not be significantly different from those generated by the baseline scheme, the difference in overall residual impact on the landscape within and adjacent to the study area in the KTD will be essentially the same. The residual landscape impact of the rezoning proposal under the Review Study as compared with the baseline scheme is considered to be none in the long term, when all the buildings have been constructed and associated soft landscape elements proposed in the new developments, parks, waterfront promenade and amenity areas become mature.
- 4.22 The primary purpose of the visual impact study is to assess the recommended scenario against the baseline scenario. The major differences between the two scenarios are the proposed change in BH (for sites in the former north apron area), land use, building arrangement and building profile. The difference in overall visual impact between the baseline scenario and recommended scenario ranges from negligible to small and insubstantial to moderate adverse. For the majority of viewpoints, the visual impact significance is insubstantial. The relevant

photomontages of the notional schemes for the rezoning proposals are shown at **Plan 12a to 12d**.

- 4.23 As illustrated in the relevant photomontages, the overall design and proposed change in building arrangement and BH profile within the study area is comparable to that in the baseline scenario. The overall visual impacts of the recommended scenario as part of the KTD are considered to be generally compatible and acceptable within the existing visual context. The Chief Town Planner/Urban Design and Landscape of the Planning Department (CTP/UD&L, PlanD) has no objection to the proposed rezoning from landscape and urban design perspective.

Air Ventilation Aspect

- 4.24 An Air Ventilation Assessment (AVA) (Chapter 7 of **Attachment V**) has been conducted to compare the air performance of the recommended scenario and baseline scenario. An AVA Initial Study (IS) using computational fluid dynamics (CFD) modelling has been carried out.
- 4.25 For the former north apron area, the model assumes that the change from commercial of residential use will generally result in a smaller building footprint. The overall air ventilation performance of the recommended scenario and baseline scenario is similar with some local areas improved. The recommended scenario could also enhance the wind channelling effect at certain areas such as that between Sites 2A4, 2A5(B) and 2A10 and the planned public housing development at Sites 2B3 to 2B6. It is recommended to increase building separations among building blocks, incorporate permeable elements to allow better penetration of winds.
- 4.26 For the former runway area, the recommend scenario has incorporated building separation in the modelling. The overall air ventilation performance of the recommended scenario and baseline scenario is comparable for the surrounding area, while some wind wake areas are observed in the immediate area. However, the affected area are mainly waterfront area fronting the open sea and significant impact is not expected. No further mitigation measures are recommended at the current stage. CTP/UD&L, PlanD has no objection to the proposed rezoning from air ventilation point of view.

Infrastructural Aspect

- 4.27 An Infrastructure Review Study (IRS) (Chapter 4 of **Attachment V**) has been conducted to assess the potential infrastructural and utilities impacts arising from the rezoning of the reviewed sites. The findings of the IRS indicate that no adverse impact in terms of drainage, sewerage, water supply, gas supply and electricity supply is anticipated.
- 4.28 Whilst no major modification or upgrading is required for the planned gas network to cater for the rezoning proposals, an additional gas governor kiosk is proposed to be installed near the two bundled sites at former north apron area. Additional gas mains are required to connect to the new governor kiosk.
- 4.29 As the reviewed sites are all originally planned for commercial use, the developments within the sites were intended to connect to the district cooling

system (DCS). While the proposed rezoning of the sites would reduce the demand of district cooling service, the use of DCS in additional commercial spaces and redevelopment of existing sites in KTD and other possible alternatives may be explored in the future to address the reduced demand.

5. Proposed DRE Development at Ma Tau Kok
(Plans 7, 9c, 10d and 11e)

- 5.1 To meet the rehousing demands arising from government developments and/or urban renewal projects, a site of about 8,500m² at To Kwa Wan Road, Ma Tau Kok close to the waterfront is identified for the development of a proposed DRE by HKHS for provision of about 1,100 flats. The site falls within areas zoned “OU(WRCCLU)” (about 4,150m² or 49% of total site area), “G/IC”^[12] (about 1,900m² or 22% of total site area) and “O” (about 2,450m² or 29% of total site area) on the prevailing OZP and is currently vacant.
- 5.2 The “OU(WRCCLU)” zone is intended for the provision of commercial, cultural and leisure uses at the waterfront area so as to create dining cove and more vibrant environment. Another site also zoned “OU(WRCCLU)” is located across the waterfront POS to the east of the DRE site and forms part of the Kai Tak Sports Park (KTSP) development (**Plans 7 and 9c**).
- 5.3 To the immediate north of the DRE site is the existing To Kwa Wan Road Sewage Pumping Station. To its south are an existing industrial building (i.e. Newport Centre) and some tenement buildings within the “CDA” zone, and to its further south is a residential development, Grand Waterfront, zoned “R(A)1”. There are existing and planned residential developments to the west of the site within areas zoned “CDA” and “R(A)” on the Ma Tau Kok OZP.
- 5.4 Under the OZP and Recommended Outline Development Plan (RODP) for KTD, the waterfront POS zoned “O” at the cove of Ma Tau Kok between the subject DRE site and KTSP is planned to complement the ‘Dining Cove’ with food & beverage (F&B) uses on its two sides (i.e. the “OU(WRCCLU)” zones) overlooking the Victoria Harbour for creating a vibrant waterfront environment and giving people a unique dining experience.

Rezoning Proposal

- 5.5 Taking into account the overall urban design framework of KTD, the harbourfront setting and harbour planning principles as well as the surrounding planning context, it is proposed to rezone the site from “OU(WRCCLU)”, “G/IC” and “O” to “R(A)6” (**Item J1 on Plan 7**) subject to a maximum domestic PR of 6.5, a maximum non-domestic PR of 1.0, a maximum SC of 65% and a maximum BH of 100mPD to achieve optimal production of housing units while incorporating various design merits.

¹² The “G/IC” zone to be rezoned for the proposed DRE development covers the southern portion of a larger “G/IC” site (**Plan 9c**), which was originally planned for the development of an electricity substation (ESS). The planned ESS however has been relocated to another site at Shing Kai Road in the vicinity. The northern portion of the “G/IC” site is developed into the existing To Kwa Wan Road Sewage Pumping Station.

- 5.6 The indicative layout plan and landscape plan for the proposed DRE development are shown on **Plans 14a and 14b**. The major development parameters of the proposed DRE development are summarised as follows:

Site Area	8,500m ² (about) ^[a]
Maximum Total PR	7.5
• Domestic PR	• 6.5
• Non-domestic PR	• 1.0
Maximum Total GFA	63,750m ² (about)
• Domestic GFA	• 55,250m ²
• Non-domestic GFA	• 8,500m ² ^[b]
Maximum SC	65%
Maximum BH	100mPD
No. of Blocks	3
No. of Flats	1,101 (about)
GFA of Social Welfare Facilities	2,770m ² (about) ^[c]
Proposed Social Welfare Facilities ^[d]	<ul style="list-style-type: none"> • one neighborhood elderly centre • one office base of on-site pre-school rehabilitation services • one 60-place special child care centre • one 30-place supported hostel for mentally/physically handicapped persons
POS within Site	2,700m ² (about)

Notes:

^[a] Site area is subject to detailed survey.

^[b] Excluding GFA of social welfare facilities, which is to be disregarded from PR/GFA calculation.

^[c] The proposed GFA of social welfare facilities is equivalent to about 5% of the proposed domestic GFA.

^[d] The actual provision of the facilities is subject to review of relevant departments.

- 5.7 An at-grade POS of not less than 2,700m² (including some covered areas) within the site (yellow area on **Plan 15**) will be designed, constructed, managed and maintained by HKHS for public use on a 24-hour basis. Forming part of the comprehensive open space network of KTD, the POS will serve as a pedestrian linkage between the inner part of Ma Tau Kok, KTSP, the ‘Dining Cove’ and the waterfront promenade adjoining the site. A visual and wind penetration corridor with a width of at least 12m would be formed within the POS in the site to allow visual connection between the inner part of Ma Tau Kok and the waterfront, as well as to enhance wind penetration into the Ma Tau Kok area.
- 5.8 The waterfront POS zoned “O” between the DRE site and KTSP and intended to be developed as a POS complementing the ‘Dining Cove’ (green area on **Plan 15**) ^[13] will also be designed and constructed by HKHS and handed over to the Leisure and Cultural Services Department (LCSD) for management and maintenance upon completion for early public enjoyment.
- 5.9 To create an attractive and vibrant Ma Tau Kok waterfront and to take forward the planning intention of creating a ‘Dining Cove’, commercial frontages, including

¹³ The implementation of the other two portions of the ‘Dining Cove’ POS (blue and orange areas on **Plan 15**) have been taken up by KTSP and the developer of the adjoining hotel/commercial development respectively, who will also be responsible for the long-term management and maintenance of the respective POS portions.

retail shops and restaurants with al-fresco dining areas are proposed on the lower floors of the proposed DRE development facing the waterfront promenade.

Technical Assessments

Land Use Planning Aspect

- 5.10 The surrounding areas of the proposed DRE site are generally residential in nature or have been planned for residential use, including the “CDA” and “R(A)” zones across To Kwa Wan Road and the existing Grand Waterfront development to the further south of the site. The proposed DRE development is considered not incompatible with the existing and planned land uses in the area. The proposed maximum domestic PR of 6.5 is in line with the recommended development intensity under the HKPSG. The proposed maximum BH of 100mPD is considered compatible with the planned/existing residential developments in Ma Tau Kok and in line with the stepped BH profile gradually descending down from Grand Waterfront of 176mPD to the KTSP of 70mPD.

Traffic Aspect

- 5.11 According to the Traffic Impact Assessment (TIA) for the proposed DRE development (Appendix 3 of **Attachment VI**), the analysed junctions are expected to operate with capacities during the peak hours at the design year, with sufficient capacity to accommodate the expected traffic growth and the traffic generated by the proposed DRE development. Pedestrian volume generated from the proposed DRE development is also assessed. The result indicates that the level of service of the assessed footpaths is expected to have sufficient capacity to cater for the additional pedestrian flow arising from the proposed DRE development. In gist, no insurmountable adverse traffic impact is expected. C for T has no objection to the subject proposal.

Environmental Aspect

- 5.12 An Environmental Assessment (EA) (Appendix 5 of **Attachment VI**) has been conducted to assess the potential environmental impact arising from the proposed DRE development.
- 5.13 In terms of air quality, the findings of the EA indicate that the predicted concentrations of assessment parameters at all ASRs of the site would comply with the relevant AQOs.
- 5.14 In terms of traffic noise, the EA indicates that with the implementation of a package of noise mitigation measures including orientation of buildings, use of fixed glazing, vertical fin, acoustic balcony, acoustic window/door, full compliance with traffic noise standard can be achieved. The development will also not be subject to adverse fixed plant noise impact. HKHS will be required to conduct a NIA to properly design the building layout and mitigation measures under land grant conditions.
- 5.15 Overall, the EA concludes that no insurmountable environmental impact would be anticipated. DEP has no objection to the subject proposal.

Visual Aspect

- 5.16 According to the findings of the Visual Impact Assessment (VIA) (Appendix 4 of **Attachment VI**), most of the selected viewing points will experience slightly adverse to moderately adverse impact, while those having moderately adverse impact are in close proximity to the proposed development. The relevant photomontages of the proposed development are at **Plans 12g and 12h**. Due to the prominence of the location of the site, the proposed development would inevitably result in some visual impacts in particular to the pedestrians and visitors to the waterfront promenade in close proximity. Considering that the proposed BH is generally in line with other developments in the surrounding, the ridgeline and 20% building free zone are not affected, and that the general stepped BH profile of the locality is maintained, the proposed development is expected to blend into the existing and planned visual context of the surroundings. Appropriate mitigation measures such as building separation, provision of open space and multi-level greening/landscape treatment will be incorporated to minimise the visual impacts. CTP/UD&L has no adverse comment on the VIA.

Air Ventilation Aspect

- 5.17 An AVA IS using CFD modelling has been carried out, with findings summarised in Appendix 6 of **Attachment VI**. The result indicates that comparing to the baseline scheme, the proposed scheme maintains a comparable wind performance at the pedestrian level of the surrounding area. With the building separation and building setback provided, the ventilation performance along Sung Wong Toi Road and Ma Tau Kok Road would be enhanced under annual and summer winds. No adverse air ventilation impact is therefore envisaged. CTP/UD&L has no adverse comment on the AVA.

Infrastructural Aspect

- 5.18 No adverse impact on drainage, sewerage and water supply arising from the proposed DRE development is expected according to the Drainage and Sewerage Impact Assessment (DSIA) and Water Supply Impact Assessment (WSIA). The findings of the DSIA and WSIA are summarised in Appendices 7 and 8 of **Attachment VI**.

Risk Aspect

- 5.19 The site falls within the 300m consultation zone of the potentially hazardous installation (PHI) of the Ma Tau Kok Gas Work (MTKGW). A quantitative risk assessment (QRA) to assess the risk levels associated with the MTKGW arising from proposed residential use, which covers the site, has been endorsed recently by the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI). Since the planned population of proposed development is less than that adopted in the endorsed QRA report, it is considered that the proposed development at the site would not adversely affect the risk level as compared with that assessed in the endorsed QRA report. DEMS has no adverse comment on the proposed DRE development from the risk perspective.

6. Proposed Commercial Development at San Ma Tau Street, Ma Tau Kok (Plans 7, 9c, 10d and 11d)

- 6.1 To take forward a section 12A application (No. Y/K22/3) for proposed commercial redevelopment of Lucky Building at San Ma Tau Street which was partially agreed by the Committee^[14], rezoning of the site covering the existing Lucky Building and Kapok Industrial Building at the junction of To Kwa Wan Road and San Ma Tau Street is proposed. The site with an area of about 2,700m² is located near the Ma Tau Kok waterfront. To its immediate north and east is an area zoned “G/IC” occupied by the existing open air Kowloon City Ferry Pier (KCFP) public transport interchange (PTI). Part of the PTI is currently used as works area for the Central Kowloon Route (CKR) project. To its further east is KCFP zoned “OU” annotated “Pier” (“OU(Pier)”). To its south and southwest is Wyler Gardens which is a medium-rise residential development and to its north is Grand Waterfront.

Rezoning Proposal

- 6.2 On 1.2.2019, the Committee partially agreed to a section 12A application (No. Y/K22/3) which proposed to rezone the application site (i.e. the Lucky Building site) from “OU” annotated “Tunnel Vent Shaft” (“OU(TVS)”) and “G/IC” to an appropriate “C” sub-area subject to a maximum PR of 9.5, a maximum SC of 65% and a maximum BH of 100mPD, or the PR/SC/BH of the existing building, whichever is the greater. As the reservation of the subject “OU(TVS)” zone for development of a tunnel ventilation shaft for the CKR project is no longer required, the Committee also noted that PlanD would review the zoning of the remaining part of the “OU(TVS)” zone (i.e. the Kapok Industrial Building site). Minutes of the Committee’s meeting held on 1.2.2019 in respect of Application No. Y/K22/3 is at **Attachment VII**.
- 6.3 The indicative layout plan and landscape plan for the proposed commercial redevelopment at the Lucky Building site under the approved rezoning application are shown on **Plans 13a and 13b**. Whilst a maximum PR of 12.0 and maximum SCs of 62.5% (for 15m or above) and 94% (for below 15m) were proposed by the applicant in the section 12A application, the Committee agreed with PlanD’s recommendation to allow a maximum PR of 9.5 and a maximum SC of 65%, or the PR and SC of the existing building, whichever is the greater, for the proposed “C” zone to align with the maximum PR and SC adopted for “C(2)” zone in the Kai Tak planning area. The maximum BH would be stipulated at 100mPD as proposed by the applicant.
- 6.4 It is proposed to rezone the site from “OU(TVS)” and “G/IC” to “C(9)” (**Item I on Plan 7**) subject to a maximum PR of 9.5, a maximum SC of 65% and a maximum BH of 100mPD, or the PR/SC/BH of the existing building, whichever is the greater.

Technical Considerations

- 6.5 The technical assessments for the rezoning application have demonstrated that the proposed commercial development on the Lucky Building site would not result in any insurmountable impacts on environmental, sewerage, traffic, visual, air

¹⁴ The application (No. Y/K22/3) covered only the Lucky Building site at 3-5 San Ma Tau Street.

ventilation and town gas safety aspects. Relevant departments consulted have no objection to the proposed rezoning of the large site covering Lucky Building and Kapok Industrial Building to “C”.

- 6.6 DEP has no objection to the proposed amendment but requires the future developers to conduct a land contamination assessment prior to any redevelopment of the site under lease, since the site was previously used for dangerous goods storage and motor service centre.
- 6.7 The site falls within the 300m consultation zone of the PHI of the MTKGW. The approved rezoning application for the proposed commercial redevelopment of Lucky Building has included a QRA in relation to MTKGW, but Kapok Industrial Building for commercial use is not covered by the QRA. DEMS has no objection to also rezone the Kapok Industrial Building site, which is not covered by the approved rezoning application, provided that the requirement on submission of QRA is included in the lease when the land owners apply for lease modification for redevelopment of the existing industrial building.

**7. Cha Kwo Ling Promenade
(Plans 8, 9e, 10f and 11f)**

Cha Kwo Ling Promenade development is one of key projects under the \$6.5 billion harbourfront enhancement dedicated funding. The proposed promenade will be delivered under the Vocational Training Council’s new campus project in Cha Kwo Ling and covers, among others, a site of about 8,800m² zoned “G/IC” at Cha Kwo Ling Road. The “G/IC” site was previously used as a public cargo working area but had ceased operation in 2011 and became a site with no long-term designated use^[15]. It is proposed to rezone the site from “G/IC” to “O” (**Item L on Plan 8**) to reflect the Government’s latest planning intention of connecting the site with the current “O” zones to its north and south (falling on the Kai Tak OZP and the Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP respectively) to form a continuous waterfront promenade.

**8. Kwun Tong Ferry Pier (KTFP)
(Plans 8, 9d, 10e and 11f)**

The RODP formulated under the Planning and Engineering Study on Kwun Tong Action Area of Kowloon East – Feasibility Study recommended the incorporation of a broader range of government and arts and cultural/institutional uses as ‘always permitted’ uses in KTFP. To take forward the RODP proposal, KTFP is proposed to be rezoned from “OU(Pier)” to “OU(Pier)(1)” (**Item K on Plan 8**) to incorporate ‘Institutional Use’ and ‘Place of Recreation, Sports or Culture’ as Column 1 uses for the “OU(Pier)(1)” zone. Relevant departments, including C for T, have no objection to the proposal.

¹⁵ The site is currently used as a temporary works area for the Tseung Kwan O-Lam Tin Tunnel project.

9. Adjustment of Zoning Boundary for KTSP
(Plans 7, 9c and 10c)

The zoning boundary of the “OU(Stadium)” zone covering KTSP is proposed to be adjusted, mainly to reduce the extent of the north-western boundary and to shift the “O(2)” zoning covering the landscaped deck above Shing Kai Road westwards, to accord with the latest boundary of the permanent government land allocation (PGLA) for the site (Items E1 to E3 on Plan 7).

10. Greater Land Use Flexibility for “CDA” and “R(B)” Zones

10.1 Apart from Site 2A2 (zoned “CDA(4)”) under the Review Study, Sites 1F2, 1M1 and 2A1 (zoned “CDA(1)”, “CDA(2)” and “CDA(3)” respectively) (Plan 16) are all intended for commercial use with no provision for application for residential use under the prevailing OZP. To allow greater land use flexibility for possible residential use, ‘Flat’, ‘House’ and ‘Residential Institution’ uses are proposed to be put as Column 2 uses for all the “CDA” zones on the Kai Tak OZP, including the said “CDA(1)”, “CDA(2)” and “CDA(3)” sub-zones. The technical feasibility of any proposed residential use would be assessed through the submission of Master Layout Plan to the Board.

10.2 Most of the private residential sites in KTD are zoned “R(B)” (Plan 16). However, there is no provision for ‘School’ use in the “R(B)” zone of the prevailing OZP, precluding the possibility of providing premises-based educational uses (e.g. kindergarten and tutorial school) in the commercial portion of the residential sites. To provide land use flexibility, ‘School’ use is proposed to be put as a Column 2 use in the “R(B)” so that planning permission for the use can be applied for to the Board.

11. EFLS

11.1 An indicative alignment showing the proposed ‘EFLS and Station’ has been shown on the Kai Tak OZP (Plan 2) since the first OZP No. S/K22/1 was exhibited for public inspection in November 2006. In the 2020 Policy Address and subsequent LegCo Panel on Development convened on 26.1.2021, the Government announced the implementation of a “multi-modal” EFLS in Kowloon East, in lieu of the originally envisaged elevated monorail. The “multi-modal” EFLS will include, amongst others, a proposed 600m long pedestrian cum cyclist bridge with travellers (the proposed bridge) across KTTS with a view to enhancing the pedestrian connectivity between the former runway area of Kai Tak and the Kwun Tong promenade through the provision of a direct and convenient linkage between the key activity nodes.

11.2 As the Government will no longer pursue the originally envisaged EFLS, it is proposed to remove the indicative alignment of the EFLS from the Plan of the OZP to avoid misunderstanding. The removal of the indicative alignment for transport link is not regarded as an amendment item for the OZP hence should not form part of proposals on which the public may make representations/comments.

- 11.3 As the implementation of the proposed bridge, being one of the major elements of the proposed “multi-modal” EFLS, is still subject to study and review with regard to the compliance with the Protection of the Harbour Ordinance (PHO) and various technical impact assessments, the indicative alignment of the proposed bridge will not be shown on the OZP at this juncture until the project implementation status and design are affirmed. In the meantime, the ES of the OZP will be suitably revised to reflect the latest initiative of the “multi-modal” EFLS.

12. Overall Changes

The overall changes of the major development parameters in KTD before and after the proposed OZP amendments are summarised in the table below. In gist, there will be an increase of about 460,000m² of residential GFA for production of about 9,000 additional flats¹⁶, but a decrease of about 340,000m² of commercial GFA.

	Current OZP No. S/K22/6	Proposed OZP Amendments	Change
Residential GFA (m²)	2,900,000	3,360,000	+460,000 (+16%)
No. of Flats	50,000	59,000	+9,000 (+18%)
Population	134,000	158,000	+24,000 (+18%)
Commercial GFA (m²)	2,280,000	1,940,000	-340,000 (-15%)
Employment	99,000	90,000	-9,000 (-9%)

13. Provision of GIC Facilities and Open Space

- 13.1 Taking into account the proposed amendments mentioned above, the planned population of the Kai Tak planning area would be about 158,000. As shown in the summary table on existing and planned provision of major GIC facilities and open space at **Attachment VIII**, the existing and planned provision of GIC facilities and open space are generally adequate to meet the demand of the overall planned population in accordance with the requirements of the HKPSG, except for shortfalls in local open space, kindergarten/primary school/secondary school classrooms and children care centre (CCC).

- 13.2 Although there is a shortfall in local open space (-4.03 ha), the overall provision of POS on the Kai Tak OZP is close to 100 ha, with an ample surplus of district open space (+42.10 ha).

- 13.3 The provision of primary school (-226 classrooms) and secondary school (-116 classrooms) places will be in deficit for the planned population in the Kai Tak Planning Area. Nevertheless, as provision of public sector primary school places is planned on a district basis and that of public sector secondary school places is on a territory-wide basis, the deficits in Kai Tak can be met by the surplus provision of primary and secondary school places in the Kowloon City District¹⁷. For the

¹⁶ Including about 6,000 flats from rezoning of commercial sites to residential, 1,100 flats from the proposed DRE development at Ma Tau Kok and 1,900 flats from the refined estimated flat production of other residential developments within KTD.

¹⁷ KTD falls mostly within the boundary of Kowloon City District, except for some waterfront areas at Kwun Tong and Cha Kwo Ling, which are within the boundary of Kwun Tong District.

shortfall in kindergarten (-122 classrooms), there is a surplus of planned kindergarten classrooms in the Kowloon City District to address the demand in the Kai Tai Area. Kindergarten is mainly a premise-based facility for which flexibility to allow such use has been incorporated in various residential zones of the OZP.

- 13.4 To address the rising demand for social welfare facilities, SWD has proposed various types of social welfare services for children, youth, elderly and people with rehabilitation needs to be incorporated in the proposed residential developments that generally amounts to not less than 5% of the respective domestic GFA of the sites. While there will still be shortfalls of CCC (-249 places) in Kai Tak; the HKPSG requirement for childcare facilities is a long-term goal and the actual provision would be subject to the consideration of SWD in the planning and development process as appropriate. SWD will take into account factors, such as the overall demand for various welfare services, location and accessibility of the site and its surroundings, etc., in advising the appropriate social welfare services to be provided at the sites concerned. The Government has all along been adopting a multi-pronged approach to identify suitable sites or premises for provision of social welfare facilities including purchasing premises in the private property market and identifying suitable public/private developments/redevelopments for the provision of facilities.

14. Minor Boundary Adjustments

Opportunity has also been taken to rectify minor discrepancies by slightly adjusting the zoning boundaries to reflect existing developments/latest proposals and these adjustments would not have any implications on the land use zonings.

15. Proposed Amendments to Matters shown on the Plan

- 15.1 The proposed amendments as shown on the draft Kai Tak OZP No. S/K22/6A (**Attachment II**) are as follows:

- (a) Amendment Item A (Plan 4)
Revision to the stipulated maximum BH for the “CDA(4)” zone (i.e. Site 2A2) from 90mPD to 125mPD.
- (b) Amendment Item B (about 0.60 ha) (Plan 4)
Rezoning of Site 2A3 from “C(3)” to “R(A)6” with stipulation of a maximum BH of 125mPD.
- (c) Amendment Item C (about 1.60 ha) (Plan 4)
Rezoning of Sites 2A4, 2A5(B) and 2A10 from “C(3)” to “R(A)5” and linking up the three individual sites as one site, with stipulation of maximum BHs of 125mPD for Site 2A4, 115mPD for Site 2A5(B) and 100mPD for Site 2A10.
- (d) Amendment Item D (Plan 4)
Realignment of the areas shown as “Underground Shopping Street”.

(e) Amendment Items E1 to E3 (Plan 7)

Adjustment of the zoning boundary of the “OU(Stadium)” zone:

Item E1 (about 0.58 ha)

- Rezoning of a strip of land along the north-western boundary of KTSP from “OU(Stadium)” to “O”.

Item E2 (about 0.18 ha)

- Rezoning of a piece of land at Shing Kai Road from area shown as ‘Road’ to “O(2)”.

Item E3 (about 0.34 ha)

- Rezoning of a piece of land at Shing Kai Road from “O(2)” to area shown as ‘Road’.

(f) Amendment Item F (about 1.39 ha) (Plan 6)

Rezoning of Site 4B5 from “C(4)” to “R(B)8”.

(g) Amendment Item G (about 1.07 ha) (Plan 6)

Rezoning of Site 4C4 from “C(7)” to “R(B)9”.

(h) Amendment Item H (about 0.95 ha) (Plan 6)

Rezoning of Site 4C5 from “C(5)” to “R(B)10”.

(i) Amendment Item I (about 0.27 ha) (Plan 7)

Rezoning of a site at the junction of To Kwa Wan Road and San Ma Tau Street covering Lucky Building and Kapok Industrial Building from “OU(TVS)” and “G/IC” to “C(9)” with stipulation of a maximum BH of 100mPD.

(j) Amendment Items J1 and J2 (Plan 7)

Item J1 (about 0.86 ha)

- Rezoning of a site at To Kwa Wan Road (i.e. the proposed DRE site) from “G/IC”, “OU(WRCCLU)” and “O” to “R(A)6” with stipulation of a maximum BH of 100mPD.

Item J2 (about 0.05 ha)

- Rezoning of a small area of land to the north of the proposed DRE site from “OU(WRCCLU)” to “O”.

(k) Amendment Item K (about 0.26 ha) (Plan 8)

Rezoning of KTFP from “OU(Pier)” to “OU(Pier)(1)”.

(l) Amendment Item L (about 0.88 ha) (Plan 8)

Rezoning of a piece of land at Cha Kwo Ling Road from “G/IC” to “O”.

15.2 The following revisions to the Plan are not to be regarded as amendment items:

- (a) Removal of the indicative alignment of the EFLS and Station shown on the Plan.
- (b) Indication of the authorised road scheme for Trunk Road T2 on the Plan for information.

16 Proposed Amendments to the Notes of the OZP

- 16.1 The proposed amendments to the Notes of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment III** for Members’ consideration.
- 16.2 In relation to Item A as mentioned in paragraph 4.2 above, revision to the Notes for the “CDA” zone is proposed to reflect that the planning intention of the “CDA(4)” sub-zone for residential use and to stipulate in the Remarks the revised maximum PR for the “CDA(4)” sub-zone. A new clause will be added to specify that any floor space that is constructed or intended for GIC facilities, as required by the Government, may be disregarded in determining the maximum PR for the “CDA(4)” sub-zone. To allow flexibility for possible residential use in all “CDA” zones as mentioned in paragraph 10.1 above, the current ‘Flat’, ‘House’ and ‘Residential Institution’ uses under Column 2 will be stipulated as applicable to all the “CDA” zones.
- 16.3 In relation to Items B, C and J1 as mentioned in paragraphs 4.2 and 5.5 above, revision to the Remarks of the Notes for the “R(A)” zone is proposed to stipulate maximum PRs and SC for the new “R(A)5” and “R(A)6” sub-zones. A new clause will be added to specify that any floor space that is constructed or intended for use solely as railway facilities on the “R(A)5” sub-zone and GIC facilities in the new “R(A)5” and “R(A)6” sub-zones, as required by the Government, may be disregarded in determining the maximum PR. The requirement for provision of an at-grade POS of not less than 2,700m² at the new “R(A)6” sub-zone at To Kwa Wan Road (i.e. the proposed DRE development) will also be added.
- 16.4 In relation to Items F, G and H as mentioned in paragraph 4.8 above, revision to the Notes for the “R(B)” zone is proposed to incorporate ‘Social Welfare Facility’ use under Column 1 for the new “R(B)8”, “R(B)9” and “R(B)10” sub-zones only to facilitate the provision of social welfare facilities at the sites. The Remarks of the Notes for the “R(B)” zone will be revised to stipulate maximum PRs and SC for the new “R(B)8”, “R(B)9” and “R(B)10” sub-zones. A new clause will be added to specify that any floor space that is constructed or intended for GIC facilities, as required by the Government, may be disregarded in determining the maximum PR for the new “R(B)8”, “R(B)9” and “R(B)10” sub-zones. To allow flexibility for possible provision of premises-based educational uses in the “R(B)” zones as mentioned in paragraph 10.2 above, ‘School’ use will be incorporated under Column 2 of the Notes for the “R(B)” zone. Opportunity is also taken to update the names of ‘Road D2’ and ‘the proposed Shatin to Central Link’ as mentioned in the Remarks to ‘Shing Kai Road’ and ‘MTR Tuen Ma Line’ respectively.
- 16.5 In relation to Item I as mentioned in paragraph 6.4 above, revision to the Remarks of the Notes for the “C” zone is proposed to stipulate maximum PR and SC for the new “C(9)” sub-zone. As the “C(3)”, “C(4)”, “C(5)” and “C(7)” sub-zones will no longer exist upon the proposed rezoning, the matters related to these sub-zones will be deleted from the Notes for the “C” zone. The Notes of the “OU(TVS)” zone will also be revised to delete Schedule II (for existing industrial building) of the user schedule, which is specific to the rezoned site, and to make a corresponding revision to the planning intention.

- 16.6 In relation to Item K as mentioned in paragraph 8 above, revision to the Notes for the “OU(Pier)” zone is proposed to reflect the planning intention of the new “OU(Pier)(1)” sub-zone and to incorporate ‘Institutional Use’ and ‘Place of Recreation, Sports or Culture’ uses under Column 1 for the new “OU(Pier)(1)” sub-zone.
- 16.7 In accordance with the latest amendments to the Master Schedule of Notes to Statutory Plans (MSN) in relation to the subsuming of ‘Market’ use under ‘Shop and Services’ use as endorsed by the Board on 28.12.2018, it is proposed to:
- (i) revise ‘Shop and Services’ to ‘Shop and Services (not elsewhere specified)’ in Column 1 of the “OU(Stadium)” zone and Column 2 of the “R(A)” and “G/IC” zones; and
 - (ii) delete ‘Market’ from Column 1 of the “C” zone and Schedule I of Column 1 of the “OU(Mixed Use)” zone and Column 2 of the “CDA” and “OU(TRU)” zones.

17 Revision to the ES of the OZP

The ES of the OZP has been revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information of various land use zones to reflect the latest status and planning circumstances of the OZP. The proposed amendments to the ES of the OZP (with additions in ***bold and italics*** and deletions in ‘~~crossed-out~~’) are at **Attachment IV** for Members’ consideration.

18 Plan Number

Upon exhibition for public inspection, the OZP will be renumbered as S/K22/7.

19 Consultation

Local Consultation

- 19.1 On 4.11.2021, PlanD and CEDD jointly consulted the Kowloon City District Council (KCDC) on the Review Study and the proposed amendments to the Kai Tak OZP. An information note on the subject was also submitted to the Housing, Planning, Lands, Development and Redevelopment Committee of the Kwun Tong District Council for circulation in November 2021.
- 19.2 KCDC members generally supported the proposed OZP amendments for provision of more housing land supply. They considered that KTD should achieve a balanced development with appropriate mix of residential and commercial uses and the proposed DRE should serve/facilitate the redevelopment of public housing in Kowloon City, and raised concerns on the provision of community facilities, traffic, impact on KTCT and provision of water access at the ‘Dining Cove’ POS outside

the DRE for water sports.

19.3 PlanD/CEDD's responses are summarised as follows:

- (a) The intention to develop KTD as a sustainable and vibrant district with a mix of uses has remained unchanged. While there will be a decrease of commercial land supply, there will still be commercial GFA close to 2 million m² in Kai Tak to support economic development in the area.
- (b) For the provision of GIC facilities in KTD, the responses are similar to those in paragraph 13 above.
- (c) For traffic, with the completed and planned roads, the road capacity will be enhanced. KTD is also served by various public transport services including MTR, buses and minibuses. Besides, ancillary parking spaces will be provided in accordance with the HKPSG.
- (d) Regarding the concern on the impact on KTCT due to the rezoning proposal at the former runway, there are two planned hotels in KTD including one in the Tourism Node located adjacent to KTCT (about 700 to 900 rooms) and one in KTSP (about 400 rooms).
- (e) The DRE will provide public housing to rehouse residents affected by government development/urban renewal project(s) while the detailed arrangements will be considered by relevant policy bureaux/departments.
- (f) KTSP will provide marine access for water sports at the portion of the waterfront promenade under their purview. The provision of marine access at the 'Dining Cover POS' adjacent to the DRE could be explored at the later detailed design stage.

19.4 Details of their major views and PlanD/CEDD's responses are summarised at **Attachment IX**.

Consultation with the Task Force on Kai Tak Harbourfront Development (the Task Force) of the Harbourfront Commission

19.5 On 1.11.2021, the Task Force was consulted on the findings of the Review Study and the proposed amendments to the OZP. Task Force members generally had no objection to the proposed changes in land use and development parameters as set out in the proposed OZP amendments. They were mainly concerned about the implications of the rezoning proposals on the vibrancy of the waterfront areas in the former runway area, the provision of outdoor dining facilities at the 'Dining Cove' POS outside the DRE site, the design of the POS within the DRE, the possibility of linking up the basement car park of the two bundled sites in Area 2A, the implementation of the USS and the proposed link bridge across KTTS under the "multi-modal" EFLS.

19.6 PlanD/CEDD's responses are summarised as follows:

- (a) Developers of the residential sites in the runway area are responsible for the

design and construction of the respective sections of waterfront promenade under the conceptual design and a set of design control guidelines prepared and monitored by the Government. For sites facing the Victoria Harbour and adjoining the Metro Park, there will be retail/eating facilities fronting the waterfront promenade and 24-hour pedestrian connections for the public to access Kai Tak Sky Garden and the promenade/POS. With these measures, the vibrancy of the waterfront promenade/POS in the runway could be enhanced.

- (b) There is administrative mechanism to allow the provision of outdoor seating accommodation in relation to F&B uses not involving permanent structure in area zoned “O” on the OZP. There will be an interdepartmental design review panel formed by relevant government departments to monitor the design of the ‘Diving Cove’ POS and with detailed design, the Task Force would be consulted.
- (c) The POS within the DRE has been designed to link up the Ma Tau Kok hinterland with the ‘Dining Cover’ POS/waterfront promenade and the Metro Park, and event space could be incorporated in the design of the POS for enjoyment of future residents and the public.
- (d) The notional schemes under the Review Study with parking spaces confined to the development sites are technically feasible. If future developers have the intention to provide ancillary parking spaces in area shown as ‘Road’ on the OZP, they can submit planning application to the Board for consideration.
- (e) For more efficient construction and management, the USS is planned to be implemented in sections by the respective private developer. The bundling arrangement of sites in Area 2 is to minimise the number of developers involved and the interfacing issues.
- (f) The proposed link bridge across KTTS under the “multi-modal” EFLS is subject to technical feasibility study, which will take into account the interface with other existing and planned uses in the vicinity including the operation of KTTS and water sports activities, and review on compliance with the PHO.

19.7 Details of their major views and PlanD/CEDD’s responses are summarised at **Attachment IX**.

Departmental Consultation

19.8 The proposed amendments have been circulated to the relevant government bureaux/departments, and their comments have been incorporated in the above paragraphs where appropriate. The following bureaux/departments have no objection to/no adverse comment on the proposed amendments:

- (a) Secretary for Development;
- (b) Secretary for Transport and Housing;
- (c) Secretary for Home Affairs;
- (d) Secretary for Education;
- (e) Secretary for Environment;

- (f) Secretary for Food and Health;
- (g) Secretary for Commerce and Economic Development (Tourism Commission);
- (h) Director of Civil Engineering and Development;
- (i) Director of Environmental Protection;
- (j) Commissioner for Transport;
- (k) Director of Highways;
- (l) District Lands Officer/Kowloon East, Lands Department;
- (m) Chief Building Surveyor/Kowloon, Buildings Department;
- (n) Chief Engineer/Construction, Water Services Department;
- (o) Director of Drainage Services;
- (p) Director of Electrical and Mechanical Services;
- (q) Director of Fire Services;
- (r) Director of Architectural Services;
- (s) Director of Housing;
- (t) Director of Social Welfare;
- (u) Director of Leisure and Cultural Services;
- (v) Director of Food and Environmental Hygiene;
- (w) Director of Marine;
- (x) Commissioner of Police;
- (y) District Officer (Kowloon City), Home Affairs Department;
- (z) District Officer (Kwun Tong), Home Affairs Department; and
- (aa) Chief Town Planner/Urban Design and Landscape, Planning Department.

Public Consultation

19.9 If the proposed amendments are agreed by the Committee, the draft OZP (to be renumbered to S/K22/7 upon exhibition) and its Notes will be exhibited under section 5 of the Ordinance. Members of the public can submit representations on the OZP amendments to the Board during the two-month statutory public inspection period. KCDC and KTDC will be informed on the proposed amendments during the statutory exhibition period of the draft OZP.

20 Decision Sought

Members are invited to:

- (a) agree to the proposed amendments to the approved Kai Tak OZP No. S/K22/6 and that the draft Kai Tak OZP No. S/K22/6A at **Attachment II** (to be renumbered to S/K22/7 upon exhibition) and its Notes at **Attachment III** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment IV** for the Kai Tak OZP No. S/K22/6A as an expression of the planning intentions and objectives of the Board for various land use zonings of the OZP and agree that the revised ES is suitable for publication together with the OZP.

21 Attachments

Attachment I	Approved Kai Tak OZP No. S/K22/6 (reduced scale)
Attachment II	Draft Kai Tak OZP No. S/K22/6A
Attachment III	Revised Notes of Draft Kai Tak OZP No. S/K22/6A
Attachment IV	Revised ES of Draft Kai Tak OZP No. S/K22/6A
Attachment V	Planning Report for Further Review of Land Use in KTD (for Items A to D and F to H)
Attachment VI	Planning Report for Proposed DRE Development at Ma Tau Kok (for Items J1 and J2)
Attachment VII	Minutes of MPC Meeting held on 1.2.2019 in respect of Application No. Y/K22/3
Attachment VIII	Provision of Open Space and Major GIC Facilities in Kai Tak OZP
Attachment IX	Major Views of KCDC and the Task Force on the Proposed OZP Amendments and Responses of PlanD/CEDD
Plan 1	Location Plan of Sub-areas in KTD
Plan 2	Sites under Further Review of Land Use in KTD
Plan 3	Aerial Photo of Sites under Further Review of Land Use in KTD
Plan 4	Location Plan for Items A, B, C and D
Plan 5	Realignment of USS
Plan 6	Location Plan for Items F, G and H
Plan 7	Location Plan for Items E1 to E3, I, J1 and J2
Plan 8	Location Plan for Items K and L
Plans 9a to 9e	Site Plans
Plans 10a to 10f	Aerial Photos
Plans 11a to 11f	Site Photos
Plans 12a to 12h	Photomontages
Plans 13a and 13b	Indicative Development Scheme for Item I
Plans 14a and 14b	Indicative Development Scheme for Items J1 and J2
Plan 15	Provision of POS in Proposed DRE Development at Ma Tau Kok
Plan 16	“CDA” and “R(B)” Zones on Kai Tak OZP

**PLANNING DEPARTMENT
NOVEMBER 2021**