

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/7

**INFORMATION NOTE AND HEARING ARRANGEMENT
FOR CONSIDERATION OF REPRESENTATIONS AND COMMENTS**

1. Introduction

- 1.1 On 10.12.2021, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (the Plan) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The amendments mainly involve:
- (a) taking forward the recommendations of Further Review of Land Use in Kai Tak Development (KTD) (the Review Study) to rezone five commercial sites in KTD for private residential use with stipulations of appropriate development restrictions and realign the areas shown as Underground Shopping Street (USS) (**Amendment Items (Items) A to D and F to H**);
 - (b) rezoning of a site at the junction of To Kwa Wan Road and San Ma Tau Street from “Other Specified Uses” (“OU”) annotated “Tunnel Vent Shaft” (“OU(TVS)”) and “Government, Institution or Community” (“G/IC”) to “Commercial (9)” (“C(9)”) to take forward the decision of the Metro Planning Committee of the Town Planning Board (the Board) on a section 12A application (**Item I**);
 - (c) rezoning of a site at To Kwa Wan Road, Ma Tau Kok from “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(WRCCLU)”), “G/IC” and “Open Space” (“O”) to “Residential (Group A)6” (“R(A)6”) for a proposed dedicated rehousing estate (DRE) (**Items J1 and J2**);
 - (d) rezoning of a site at Cha Kwo Ling Road from “G/IC” to “O” for waterfront promenade development (**Item L**);
 - (e) incorporating other technical amendments into the OZP and its Notes for reflecting the latest land use proposals and revision of the Master Schedule of Notes to Statutory Plans (MSN) and allowing greater land use flexibility (**Items E1 to E3 and K**); and
 - (f) revision to the Notes for “R(B)” zone to incorporate ‘Social Welfare Facility (on land designated “R(B)8”, “R(B)9” and “R(B)10” only)’ under Column 1 and other amendments to the Notes of the Plan corresponding to items as mentioned above.
- 1.2 The Schedule of Amendments setting out the amendments incorporated into the Plan is at **Annex I** and the locations of the amendment items are shown on **Plan P-1**.

- 1.3 During the two-month exhibition period, a total of 123¹ representations were received. 115 representations were made in accordance with the revised requirement set out in the Town Planning Board Guidelines No. 29B (TPB PG-No. 29B)². Eight representations were made with identity information missing which should be considered as not having been made pursuant to sections 6(2)(b) and 6(3)(b) of the Ordinance.
- 1.4 On 4.3.2022, 115 valid representations were published for three weeks for public comments until 25.3.2022. During the three-week publication period, a total of 54³ comments were received, all of which are in line with the revised requirement set out in TPB PG-No. 29B.
- 1.5 The lists of representers and commenters are shown in **Annexes II** and **III** respectively for Members' reference. The locations of the representation sites are shown on **Plan P-2**.

2. The Representations and Comments

- 2.1 Among the 115 valid representations, there are seven supporting representations (**R1** to **R7**), one representation (**R9**) with both supporting and adverse views, another two representations (**R8 & R10**) supporting and objecting individual items as well as providing views. The rest are all adverse representations, with one of which also providing views.

Supporting Representations (total 7 representations)

- 2.2 **R1** (Hong Kong Housing Society) and **R2** to **R4** (individuals) support Items J1 and J2 on the ground that the proposed development is in line with the Government's policy to increase housing land supply.
- 2.3 **R5** (an individual) supports Item L for the implementation of planned waterfront promenade at Cha Kwo Ling for the enjoyment of the public. **R6** and **R7** (individuals) support the amendments to the Notes to facilitate the provision of social welfare facilities at the proposed residential sites at the former runway area.

Representations with supporting and opposing comments (total 3 representations)

- 2.4 **R8** (a concern group) and **R9** (The Real Estate Developers Association of Hong Kong (REDA)) support Item K for allowing a greater usage at the Kwun Tong Ferry Pier (KTFP) for a more vibrant waterfront, and better use of valuable land resources. However, **R8** objects to Items F to H on the ground that the rezoning proposals will weaken the vibrancy of the runway tip as a tourism and leisure hub and limit the

¹ After discounting/consolidating four duplicated/multiple submissions made by the same representers.

² According to TPB PG-No. 29B on Submission and Publication of Representations, Comments on Representations and Further Representations under the Town Planning Ordinance, which has taken effect since 1.1.2019, representers/commenters/further representers and their authorised agents are required to provide their full name as shown on the HKID card/passport and their HKID card/passport number (only the first four alphanumeric characters are required) in the submission. For submission with no full name, incomplete and/or illegible names or no HKID card/passport number, the representation/comment/further representation concerned may be treated as not having been made.

³ After discounting/consolidating three duplicated/multiple submissions made by the same commenters.

opportunity for successful development of the Kai Tak Cruise Terminal (KTCT) and the proposed Tourism Node; and increasing in residential developments and population will bring adverse traffic impact. **R8** also provides views on Items J1, J2 and L asking for provision of sufficient infrastructure for cycling and water sports, design for vibrant waterfront and pedestrian connectivity.

- 2.5 **R9** (REDA) and **R10** (an individual) support Item L for the implementation of planned waterfront promenade for the enjoyment of the public. However, **R9** objects to Items A to C and F to H, as well as respective amendments to the Notes mainly because the amendments will lead to a loss in commercial gross floor area (GFA) in KTD and jeopardise the economic role of KTD and Kowloon East (KE) as a central business district (CBD); the rezoning of the three commercial sites at former runway area will lead to a loss of the benefits of economy of scale; property developers have reasonable expectations that the overall planning of KTD would adhere to the statutory OZP in bidding the land parcels. **R9** provides views on the removal of the indicative alignment of the Environmentally Friendly Link System (EFLS) and Station shown on the OZP for it will adversely affect the connectivity of KTD with the rest of KE; and the proposed 'multi-modal' EFLS is considered not viable nor effective. **R9** suggests shortening the alignment of the EFLS to overcome the viability.
- 2.6 **R10** also objects Items A to C, E1, F to H, J1 and J2 on the ground that the proposal changes the planning of KTD and forms a gated community; the rezoned sites (Item A to C) are subject to unacceptable noise level; a narrow strip of land (Item E1) cannot be considered as genuine open space; and the proposed DRE development (Items J1 and J2) will jeopardise the vibrancy of Ma Tau Kok waterfront and incur adverse air ventilation impact, and be subject to noise from the Kai Tak Sports Park (KTSP). **R10** also provides views on the structural safety of the proposed development over underground structures of Central Kowloon Route (CKR) (Item I) and other items.

Adverse Representations (total 105 representations)

- 2.7 The remaining 105 adverse representations are mainly submitted by individuals except **R43** (Worldwide Cruise Terminals), **R50** (the Owners' Committee of Grand Waterfront), **R51** (the Hong Kong and China Gas Company Limited) and **R71** (office of a Kowloon City district councillor).

Items A to C and F to H for rezoning five commercial sites for residential use

- 2.8 40 representations (**R11 to R43, R73 to R76, R92, R111 and R112**) are related to Items A to C and F to H, of which 8 representations (**R11, R12 and R16 to R21**) are related to Item A; 18 representations (**R11 to R21, R73 to R76, R92, R111 and R112**) are related to Item B; 5 representations (**R11 to R15**) are related to Item C; 32 representations (**R11 to R42**) are related to Item F; 29 representations (**R12 to R36 and R39 to R42**) are related to Item G; and 30 representations (**R12 to R36 and R39 to R43**) are related to Item H. The major grounds of objections are as follows:
- (a) Rezoning of the commercial sites deviates from the planning vision of Kai Tak as an important part of the CBD2 and is not line with public expectation.
 - (b) There are already insufficient commercial sites in Kai Tak. Further rezoning will turn Kai Tak into a pure residential district, and make the land use pattern

monotonous along the former runway.

- (c) The properties of Kai Tak are of high value due to the planned CBD and the EFLS proposal. It is unfair for residents or developers who paid for the property or lands in Kai Tak if the proposals are not implemented.
- (d) Retaining the sites at the former runway area for commercial use are beneficial in supporting the development of tourism hub. The KTCT would be adversely affected without the support of the three commercial sites at the former runway area.
- (e) The increase in population and excessive development would bring adverse traffic and noise impacts.

2.9 **R43** (Worldwide Cruise Terminals) also provides views on the provision of parking spaces for “park and cruise” travel and provision of additional ferry landing steps for water transports at former runway area. **R43** suggests to retain one of the site for commercial/hotel use until the tourism node site is successfully sold with a hotel component.

2.10 73 representations (**R11 to R14, R16 to R41, R71 to R113**), including office of the district councillor (**R71**), object to the incorporation of social welfare facilities into the proposed residential developments under Item A to C and/or F to H on the ground that it is a waste of land resource and not cost effective to locate social welfare facilities in the area; social welfare facilities should be located to areas outside KTD; and insufficient transport facilities to support the social welfare facilities.

Item I for rezoning a site for commercial use

2.11 A total of six (**R44 to R49**) representations object to Item I on the ground that the development would bring adverse impacts on traffic, landscape and air ventilation in the vicinity.

Items J1 and J2 for proposed DRE development

2.12 25 adverse representations (**R46 to R70**), including the Owners’ Committee of Grand Waterfront (**R50**) and the Hong Kong and China Gas Company Limited (**R51**), object to Items J1 and/or J2 with the concerns on the impact on overall planning of the KTSP and the surrounding area as a leisure and sports destination, use of waterfront open space by general public, adverse impacts on air ventilation, traffic and public safety, gas safety risk, visual and supporting facilities. **R51** considers there is a lack of justification to address the substantial increase of risk induced by the proposed DRE development.

Providing views

2.13 Among the 105 adverse representations, 14 representations (**R14, R35, R39, R40, R43, R52, R53, R71 to R73, R112 to R115**) provides views regarding the removal of the indicative alignment of the EFLS and Station shown on the OZP, proposed transitional housing at Site 1B3 (which is not an amendment item) and overall transport connection and road network capacity of KTD.

Comments on Representations

- 2.14 Among the 54 valid comments received, 13 of them (**C1, C3, C6, C11 to C14, C22, C30, C43, C47, C49 and C50**) are also representers (i.e. **R1, R8 to R10, R31, R33, R41, R43, R47, R48, R68, R69 and R88**). The other 41 comments were submitted by the Hong Kong Tramways Limited (**C19**) and individuals.
- 2.15 **C1** (Hong Kong Housing Society) provides supporting views on Items J1 and J2 and responds to adverse representations on the items.
- 2.16 The rest 53 comments provide adverse views. 23 of them (**C7, C10 to C13, C20 to C22, C27, C31 to C44**), including Worldwide Cruise Terminals (**C11**) and REDA (**C22**) are mainly related to some or all of Items A to C and F to H. 10 comments mainly object to Item J1 (**C2 to C5, C36, C45 to C49**). 9 comments (**C13 to C19, C21 and C22**), including a concern group (**C14**), Hong Kong Tramways Limited (**C19**) and REDA (**C22**) are related to the removal of alignment of the EFLS and Station shown on the OZP. The comments and views are similar to those stated in paragraphs 2.7 to 2.12 above for respective items.
- 2.17 15 comments (**C6, C8, C9, C23 to C26, C28 to C30, C50 to C54**) have not specified the amendment items, but their views mainly concern the rezoning proposals of the five commercial sites for residential use or the proposed DRE development or the removal of alignment of the EFLS and Station shown on the OZP. Two of them (**C30 and C54**) provide general views on the OZP.

3. Arrangement for Consideration of Representations and Comments

- 3.1 Under section 2A of the Ordinance, the Board is empowered to appoint a Representation Hearing Committee (RHC) from among its members to consider representations and comments, propose amendments to the Plan to meet representations, consider further representations in respect of the proposed amendments, and consider whether to vary the proposed amendments upon consideration of any adverse further representations. Since the amendments incorporated in the Plan and the representations and comments received are of similar nature, it will be more efficient for the full Board to consider the representations and comments without resorting to the appointment of a RHC. The hearing could be accommodated in the Board's regular meeting and a separate hearing session would not be necessary. The arrangement would not delay the completion of the representation consideration process.
- 3.2 Under section 6B(6) of the Ordinance, the Board may determine whether the representations and the related comments shall be considered at the same meeting and whether they shall be considered individually or collectively. In view of the similar nature of representations and comments, it is recommended that the hearing of the representations and comments should be considered in one group.
- 3.3 To ensure efficiency of the hearing, it is recommended to allot a maximum of 10 minutes presentation time to each representer/commenter in the hearing session.
- 3.4 Consideration of the representations and comments by the full Board under section 6B of the Ordinance is tentatively scheduled for June 2022.

4. Decision Sought

- 4.1 The Board is invited to note that pursuant sections 6(2)(b) and 6(3)(b) of the Ordinance, eight representations with the required identify information missing as mentioned in paragraph 1.3 above should be treated as not having been made.
- 4.2 The Board is invited to consider whether:
- (a) to appoint a RHC for consideration of the representations and comments; and
 - (b) whether the representations and comments should be considered in the manner as proposed in paragraph 3 above.

5. Attachments

Annex I	Schedule of Amendments to the Approved Kai Tak OZP No. S/K22/6
Annex II	List of Representers
Annex III	List of Commenters
Plan P-1	Amendments Incorporated into the Draft Kai Tak OZP No. S/K22/7
Plan P-2	Location Plan of Representation and Comment Sites

**PLANNING DEPARTMENT
MAY 2022**