

TOWN PLANNING BOARD

TPB Paper No. 10842

**For Consideration by the
Town Planning Board on 17.6.2022**

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

**CONSIDERATION OF
REPRESENTATIONS NO. TPB/R/S/K22/7-R1 TO R115
AND COMMENTS NO. TPB/R/S/K22/7-C1 TO C54**

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/7
CONSIDERATION OF REPRESENTATIONS NO. TPB/R/S/K22/7-R1 TO R115
AND COMMENTS NO. TPB/R/S/K22/7-C1 TO C54

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K22/7-)	Commenters (No. TPB/R/S/K22/7-)
<p><u>Item A:</u> Revision to the stipulated building height restriction (BHR) for the site zoned “Comprehensive Development Area (4)” (“CDA(4)”) ”</p> <p><u>Item B:</u> Rezoning of a site on the south-eastern side of Olympic Avenue and the south-western side of Muk Lai Street from “Commercial (3)” (“C(3)”) to “Residential (Group A)6” (“R(A)6”) with stipulation of BHR</p> <p><u>Item C:</u> Rezoning of three sites situated between Olympic Avenue and Road L16 from “C(3)” to “R(A)5” with stipulation of BHR</p> <p><u>Item D:</u> Re-alignment of the areas shown as ‘Underground Shopping Street’ (USS)</p> <p><u>Item E1:</u> Rezoning of a strip of land along the north-western boundary of Kai Tak Sports Park from “Other Specified Uses” (“OU”) annotated “Stadium” (“OU(Stadium)”) to “Open Space” (“O”)</p> <p><u>Item E2:</u> Rezoning of a parcel of land at Shing Kai Road from an area shown as ‘Road’ to “O(2)”</p>	<p>Total: 115</p> <p><u>Support (7)</u></p> <p><u>Items J1 and J2</u> R1: Hong Kong Housing Society (HKHS) R2 to R4: individuals</p> <p><u>Item L</u> R5: individual</p> <p><u>Amendments to the Notes to Facilitate the Provision of Social Welfare Facilities at the Residential Sites at the Former Runway Area</u> R6 and R7: Individuals</p> <p><u>Partly Support and Partly Oppose (3)</u></p> <p><u>Support Items K, Oppose Items F to H and Provide Views on Items J1, J2 and L</u> R8: Designing Hong Kong Limited</p> <p><u>Support Items K and L, and Oppose Items A to C and F to H</u> R9: The Real Estate Developers Association of Hong Kong (REDA)</p>	<p>Total: 54</p> <p><u>Providing Responses to R1 to R4, R8, R10, R46 to R70 (1)</u> C1 (also R1): HKHS</p> <p><u>Support R10, R46 to R70 (3)</u> C2, C3 (also R47) and C4: individuals</p> <p><u>Support R50 to R51 (1)</u> C5: individual</p> <p><u>Support R9 and Oppose R6 to R7 (1)</u> C6 (also R88): individual</p> <p><u>Support R9 (11)</u> C19: Hong Kong Tramways Limited C7 to C10, C15 to C18, C25 to C26: individuals</p> <p><u>Support R8 to R9 (1)</u> C11 (also R43): Worldwide Cruise Terminals</p> <p><u>Support R8 (2)</u> C12 (also R33) and C13 (also R31): individuals</p> <p><u>Support R9 to R10 (1)</u> C14 (also R8): Designing Hong Kong Limited</p>

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K22/7-)	Commenters (No. TPB/R/S/K22/7-)
<p><u>Item E3:</u> Rezoning of a parcel of land at Shing Kai Road from “O(2)” to an area shown as ‘Road’</p> <p><u>Item F:</u> Rezoning of a site from “C(4)” to “Residential (Group B)8” (“R(B)8”)</p> <p><u>Item G:</u> Rezoning of a site from “C(7)” to “R(B)9”</p> <p><u>Item H:</u> Rezoning of a site from “C(5)” to “R(B)10”</p> <p><u>Item I:</u> Rezoning of a site from “OU” annotated “Tunnel Ventilation Shaft” (“OU(TVS)”) and “Government, Institution or Community” (“G/IC”) to “C(9)” with stipulation of BHR</p> <p><u>Item J1</u> Rezoning of a site from “G/IC”, “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(WRCCLU)”) and “O” to “R(A)6” with stipulation of BHR</p> <p><u>Item J2:</u> Rezoning of a parcel of land from “OU(WRCCLU)” to “O”</p> <p><u>Item K:</u> Rezoning of Kwun Tong Ferry Pier from “OU” annotated “Pier” (“OU(Pier)”) to “OU(Pier)(1)”</p> <p><u>Item L:</u> Rezoning of a piece of land at Cha Kwo Ling (CKL) Road from “G/IC” to “O”</p>	<p><u>Support Item L, and Oppose Item A to C, E1, F to H, J1 and J2 and Provide Views on Items D, E2, E3, I and K</u> R10: individual</p> <p><u>Oppose (105)</u></p> <p><u>Items A, B, C, F, G, and/or H</u> R43: Worldwide Cruise Terminals R11 to R42, R73 to R76, R92, R111 and R112: individuals</p> <p><u>Item I</u> R44 to R49: individuals</p> <p><u>Items J1 and J2</u> R50: Owners' Committee of Grand Waterfront R51: The Hong Kong and China Gas Company Limited R46 to R49, R52 to R70: individuals</p> <p><u>Amendments to the Notes of the Plan on inclusion of Social Welfare Facilities</u> R71: 張景勛議員辦事處 R11 to R14, R16 to R41, R72 to R113: individuals</p> <p><u>Providing General Views</u> R114 and R115: individuals (not specifying any item)</p>	<p><u>Support R9 to R21, R73, R76, R92, R111 to R112 (1)</u> C20: individual</p> <p><u>Support R8 to R10, R12 to R36, R39 to R42 (1)</u> C21: individual</p> <p><u>Support R8, R10, R40 and R43 (1)</u> C22 (also R9): REDA</p> <p><u>Support R8 to R10, R12 to R36, R39 to R43 (2)</u> C23 to C24: individuals</p> <p><u>Providing Responses to R9 to R21, R73 to R76, R92, R111 to R112 (1)</u> C27: individual</p> <p><u>Support R41 to R115 (1)</u> C28: individual</p> <p><u>Providing Responses to R41 (1)</u> C29: individual</p> <p><u>Providing Responses to R45 (1)</u> C30 (also R41): individual</p> <p><u>Providing Views (24)</u> C31 to C42, C43 (also R48), C44 to C46, C47 (also R69), C48, C49 (also R68), C50 (also R10), C51 to C54: individuals</p>

Subject of Representations (Amendment Items)	Representers (No. TPB/R/S/K22/7-)	Commenters (No. TPB/R/S/K22/7-)
Removing the indicative alignment and station of Environmentally Friendly Linkage System (EFLS) from the Plan (Not form part of the amendment)		

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

1. Introduction

- 1.1 On 10.12.2021, the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7 (the draft OZP) (**Annex I**) was exhibited for public inspection under section 5 of the Town Planning Ordinance (the Ordinance). The Schedule of Amendments setting out the amendments incorporated into the OZP is at **Annex II** and the locations of the amendment items are shown on **Plan H-1**.
- 1.2 During the two-month exhibition period, a total of 115 representations were received. On 4.3.2022, the representations were published for three weeks for public comments. Upon expiry of the three-week publication period, 54 comments were received.
- 1.3 On 13.5.2022, the Board agreed to consider all the representations and comments collectively in one group.
- 1.4 This paper is to provide the Board with information for consideration of representations and comments. The list of representers and commenters is at **Annex III**. A summary of the representations and comments and PlanD's responses, in consultation with the relevant Government bureaux/departments (B/Ds), is at **Annex IV**. The representers and commenters have been invited to attend the meeting in accordance with section 6B(3) of the Ordinance.

2. Background

Items A to D and F to H – Further Review of Land Use in Kai Tak Development (KTD)

- 2.1 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) commenced the Study on Further Review of Land Use in KTD (the Review Study) in 2020 to explore the feasibility of converting five commercial

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.

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 H-2, H-3, H-4a and H-5a**). This was also stated in the 2021-22 Budget Speech delivered by the Financial Secretary in February 2021. The Review Study had been completed and the five reviewed sites were considered suitable and technically feasible for conversion to residential use (estimated 6,000 units) having due regard to the planning, urban design, infrastructure provision, traffic and environmental aspects. To take forward the recommendations of the Review Study, the BHR of a site zoned “CDA(4)” is revised (Item A), other sites are rezoned to “R(A)” sub-zones and “R(B)” sub-zones (Items B to C and F to H) and the USS areas are realigned (Item D).

- 2.2 In relation to Item A, the planning intention of the “CDA(4)” for residential use and the revised development restrictions are incorporated in the Notes (**Plan H-4a**).
- 2.3 In line with the policy to provide more welfare facilities in housing development, the Review Study has incorporated the provision in the assessment and concluded that they are compatible with the proposed residential use and technically feasible. To facilitate the provision in the rezoned sites, ‘Social Welfare Facility’ use is incorporated under Column 1 of the “R(B)8”, “R(B)9” and “R(B)10” zones^[3] (**Plan H-5a**). The use is always permitted in “R(A)” zones, including those rezoned sites.

Items E1 to E3 – Adjustment of Zoning Boundary for Kai Tak Sport Park (KTSP)

- 2.4 Opportunity has been taken to adjust the zoning boundaries of “OU(Stadium)”, “O(2)” and an area shown as ‘Road’ for KTSP to accord with the latest boundary of the KTSP site (**Plan H-6a**).

Item I – Proposed Commercial Development at San Ma Tau Street, Ma Tau Kok

- 2.5 To take forward a section 12A application (No. Y/K22/3)^[4] partially agreed by the Metro Planning Committee (MPC) of the Board on 1.2.2019 (**Annex V**), a site covering two existing industrial buildings at San Ma Tau Street, Ma Tau Kok (**Plan H-6a**) has been rezoned to “C(9)” for commercial development. The indicative layout plan and landscape plan for the proposed commercial development submitted under the section 12A application are shown on **Plans H-8a and H-8b** respectively.

² The Government has decided to bundle (a) Sites 2A2 and 2A3, and (b) 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 USS and to have a relatively sizeable retail portion in each bundled site to enhance the commercial viability of the USS.

³ ‘Social Welfare Facility’ is a Column 2 use in other “R(B)” sub-zones on the Kai Tak OZP.

⁴ A maximum PR of 12, a maximum BH of 100mPD and a maximum SC of 94% (below 15m) and 62.5% (15m or above) had been proposed by the applicant of application No. Y/K22/3. The MPC partially agreed to the application by rezoning the site (which covers one of the industrial buildings under Item I) to an appropriate sub-zone of “C” with a maximum PR of 9.5, a maximum SC of 65% and a maximum BH of 100mPD with reference to the maximum PR of “C” zone and the SC restrictions under the Kai Tak OZP and allowing the PR/SC/BH of the existing building as a general planning control under OZP. The MPC Paper No. Y/K22/3 is available at the Board’s website at https://www.info.gov.hk/tpb/en/papers/MPC/K/Y_K22_3/Y_K22_3_MainPaper.pdf

Items J1 and J2 – Proposed Dedicated Rehousing Estate (DRE) Development at Ma Tau Kok

- 2.6 To meet the rehousing demands arising from Government developments and/or urban renewal projects, a site at To Kwa Wan Road, Ma Tau Kok (**Plan H-6a**) had been identified for the development of a proposed DRE by the HKHS and rezoned from “OU(WRCCLU)”, “G/IC” and “O” to “R(A)6”. Technical assessments based on HKHS’s development scheme has been carried out and the findings concluded that the proposed development would not have adverse impacts on the surrounding areas. A requirement for provision of an at-grade public open space (POS) of not less than 2,700m² has been added to the Notes for “R(A)6” sub-zone for reprovisioning of the “O” area of about 2,450m², which has been rezoned.

Item K – Kwun Tong Ferry Pier (KTFP)

- 2.7 To take forward the Recommended Outline Development Plan (RODP) formulated under the Planning and Engineering Study on Kwun Tong Action Area (KTAA) of Kowloon East (KE), KTFP (**Plan H-10a**) has been rezoned from “OU(Pier)” to “OU(Pier)(1)” with incorporation of ‘Institutional Use’ and ‘Place of Recreation, Sports or Culture’ as Column 1 uses.

Item L – Cha Kwo Ling Promenade

- 2.8 To reflect the Government’s intention to implement a waterfront promenade project at the CKL waterfront, a site at CKL Road (**Plan H-10a**) has been rezoned from “G/IC” to “O”.

Amendments to the Notes of the OZP

- 2.9 Apart from the amendments to the Notes of the OZP in relation to the above amendment items, opportunity is also taken to incorporate the following technical amendments into the Notes of OZP for allowing greater land use flexibility (i.e. (a) and (b) below) and reflecting the latest Master Schedule of Notes to Statutory Plans (i.e. (c) and (d) below):
- (a) incorporating ‘Flat’, ‘House’ and ‘Residential Institution’ uses as Column 2 uses for all the “CDA” zones on the OZP;
 - (b) incorporating ‘School’ use as Column 2 use for all “R(B)” zones on the OZP;
 - (c) revising ‘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
 - (d) deleting ‘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” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” (“OU(TRU)”) zones.
- 2.10 As the Government will no longer pursue the originally envisaged EFLS, the indicative alignment and station of EFLS have been removed from the Plan of the OZP to avoid misunderstanding (**Plan H-2**). The removal of the indicative

alignment and station for transport link is not regarded as an amendment item for the OZP.

Amendments to the OZP

- 2.11 On 26.11.2021, the MPC agreed that the proposed amendments to the approved Kai Tak OZP No. S/K22/6 were suitable for exhibition under section 5 of the Ordinance. The relevant MPC Paper No. 9/21 is available at the Board's website^[5] and Secretariat for Members' inspection, while the extract of the minutes of the said MPC meeting is at **Annex VI**. Accordingly, the draft Kai Tak OZP renumbered to S/K22/7 was gazetted on 10.12.2021.

3. Local Consultation

- 3.1 The proposed commercial development at San Ma Tau Street (Item I) arises from the section 12A application No. Y/K22/3, which was published for public comments. Public comments and local views received were relayed to the MPC in consideration of the application.
- 3.2 The proposed amendments to the Kai Tak OZP were presented to the Task Force on Kai Tak Harbourfront Development (the Task Force) of the Harbourfront Commission and the Kowloon City District Council (KCDC) at their meetings on 1.11.2021 and 4.11.2021 respectively, as well as the Housing, Planning, Lands, Development and Redevelopment Committee (HPLDRC) of the Kwun Tong District Council (KTDC) by way of circulation in November 2021.
- 3.3 The Task Force generally had no objection to the proposed amendments. They were mainly concerned about the implications 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. Extracted minutes of the Task Force meeting on 1.11.2021 is at **Annex VIIa**.
- 3.4 KCDC generally supported the proposed OZP amendments for provision of more housing land supply and 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. They raised concerns on the provision of community facilities, traffic, impact on the existing Kai Tak Cruise Terminal (KTCT) and provision of water access at the proposed 'Dining Cove' POS outside the DRE for water sports. Extracted minutes of KCDC meeting on 4.11.2021 is at **Annex VIIb**.
- 3.5 No specific comments have been received from the HPLDRC of the KTDC.

⁵ The MPC Paper No. 9/21 is available at the Board's website at <https://www.info.gov.hk/tpb/en/papers/papers.html>

- 3.6 During the public exhibition period, the office of a member of KCDC (R71) submitted a representation to the amendments.

4. The Representation Sites and their Surrounding Areas

4.1 The Representation Sites and their Surrounding Areas

Representation Sites under Items A to D (Plans H-4a to H-4e)

- 4.1.1 The representation sites under these Items comprise two bundled sites abutting Olympic Avenue at the former north apron area (i.e. Sites 2A2 and 2A3, and Sites 2A4, 2A5(B) and 2A10). With a total area of about 2.9ha, they are currently used as works areas or vacant. To their northwest across Prince Edward Road East/Olympic Avenue is predominantly a residential area with retail activities on ground floor. To their southeast are six residential sites zoned “CDA(5)”, “R(B)6” and “R(A)4” intended for public housing. The MTR Sung Wong Toi Station is located to the southwest. The development restriction are summarised as follows:

Bundle	Site	Amendment Item	Site Area ^[a]	Zoning	Maximum			
					Domestic PR	Non-domestic PR	Site Coverage (SC)	Building Height (BH)
1	2A2	A	6,270m ²	“CDA(4)” [residential]	6.5 ^[b]	1.0 ^[b]	65%	125mPD ^[c]
	2A3	B	5,968m ²	“R(A)6”	6.5	1.0	65%	125mPD
2	2A4	C	6,555m ²	“R(A)5”	6.5	1.5	65%	125mPD
	2A5(B)		3,374m ²					115mPD
	2A10		6,100m ²					100mPD

Notes:

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

^[b] A maximum PR of 7.5 was 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.

^[c] The retail belt area of the “CDA(4)” zone abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC) (Plan H-4b) is subject to a maximum BH of 2 storeys in accordance with the Notes of the OZP.

- 4.1.2 The following social welfare facilities are planned in the two bundled sites:

Bundled 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

Bundled Site	Proposed Social Welfare Facilities
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.

- 4.1.3 A comprehensive USS system (**Plan H-4e**) has been planned connecting Kai Tak City Centre and its two MTR stations (viz. Kai Tak Station and Sung Wong Toi Station) within Kowloon City and San Po Kong. The concerned USS section under Item D generally lies within the representation sites under Items A to C. The alignment of two sections of USS near Kai Tak Station has been adjusted to reflect the latest proposed layout.

Representation Sites under Items F to H (Plans H-5a to H-5e)

- 4.1.4 With a total area of about 3.4ha, the three representation sites under these Items are located at the end of the two rows of development sites along Shing Fung Road at former runway area. Except the representation sites, the two rows of development sites have all been sold for private residential developments. Towards the runway tip next to the representation sites are the KTCT and a site zoned “OU(TRU)” intended for a Tourism Node (TN). The sites are currently occupied by community isolation and quarantine facilities. The development restriction are summarised as follows:

Site	Amendment Item	Site Area^[a]	Zoning	Maximum PR	Maximum SC	Maximum BH
4B5	F	13,953m ²	“R(B)8”	7.5 ^[b]	40%	108mPD
4C4	G	10,692m ²	“R(B)9”	6.9 ^[c]	40%	95mPD
4C5	H	9,480m ²	“R(B)10”	5.7 ^[d]	40%	95mPD

Notes:

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

^[b] 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.

^[c] 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.

^[d] The proposed maximum PR of 5.7 is for residential use only.

- 4.1.5 The following welfare facilities will be incorporated at Site 4B5:

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

- 4.1.6 As for Sites 4C4 and 4C5, a GFA of not less than 5% of the proposed domestic GFA of the sites for possible provision of social welfare facilities has also been included in the Review Study. The actual provision of GIC/welfare facilities at the three sites shall be stipulated in the land sale conditions and subject to the confirmation of the relevant departments.

Representation Sites under Items E1, E2 and E3 (Plans H-6a to H-6c)

- 4.1.7 Representation sites under Items E1, E2 and E3 cover a total area of about 1.1 ha. The representation site under Item E1 abuts the north-western boundary of KTSP and falls within a larger “O” for proposed Kai Tak Station Square, an open space serving as a gateway of KTD. The representation site under Item E2 forms part of the landscaped deck of KTSP to provide elevated pedestrian connection between the northern and southern portions of the development. The representation site under Item E3 forms part of the Shing Kai Road, a district distributor connecting the Kai Tak City Centre with To Kwa Wan Road.

Representation Site under Item I (Plans H-6a, H-6b, H-6d and H-6e)

- 4.1.8 With an area of about 2,700m², the representation site under Item I, subject to a maximum PR of 9.5, a maximum SC of 65% and a maximum BH of 100mPD is located near the Ma Tau Kok waterfront. It is occupied by two existing industrial buildings, Lucky Building and Kapok Industrial Building. 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(Pier)”. To its south and southwest is Wyler Gardens which is a medium-rise residential development and to its north is a residential development, Grand Waterfront, zoned “R(A)1”.

Representation Sites under Items J1 and J2 (Plans H-6a, H-6b, H-6d and H-6f)

- 4.1.9 The representation site under Item J1 (about 8,500m²) for the proposed DRE development is close to the Ma Tau Kok waterfront and accessible via To Kwa Wan Road, and the representation site under Item J2 is at the northeastern tip of the proposed DRE site. The sites are currently occupied as works area. 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 and some tenement buildings within an area zoned “CDA”, and to its further south is Grand Waterfront. 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.
- 4.1.10 An at-grade POS of not less than 2,700m² within the site shall be provided for public enjoyment. The major development parameters are as follows and the indicative layout plan and landscape plan are at **Plans H-9a and H-9b**:

Zoning	“R(A)6”
Site Area	8,500m ² ^[a] (about)
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 ^[c] (about)
POS within Site	2,700m ² (about)

Notes:

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

^[b] The social welfare facilities are exempted from PR/GFA calculation.

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

Representation Site under Item K (Plans H-10a, H-10b, H-10d and H-10f)

4.1.11 The representation site under Item K covers the existing KTFP (about 2,600m²) partially underneath the elevated Kwun Tong Bypass. To its immediate north is the KTAA intended for commercial/office and POS development on the approved Kwun Tong (South) OZP No. S/K14/24, currently occupied by a bus terminus, and industrial and commercial buildings.

Representation Site under Item L (Plans H-10a, H-10c, H-10e and H-10f)

4.1.12 With an area of about 0.88ha, the representation site under Item L is at CKL waterfront along CKL Road, which is currently occupied as works area. On the other side of the road is CKL Tsuen, which is mainly occupied by low-rise squatters and zoned “R(A)8” on the draft CKL, Yau Tong, Lei Yue Mun OZP No. S/K15/26 for housing development. To the northwest of the site is a piece of land zoned “G/IC” earmarked for the development of a new Vocational Training Council (VTC) campus building subject to a maximum BH of 60mPD/70mPD and a strip of land zoned “O” for proposed CKL promenade at the waterfront, which will connect to the representation site to form a continuous waterfront promenade.

4.2 Planning Intention

4.2.1 The planning intentions of the zones in relation to the above representation sites are as follows:

- (a) The “CDA(4)” zone under Item A is intended for residential use and to ensure its disposition and design would be in harmony with the LTSBPC.
- (b) The “R(A)5” and “R(A)6” zones under Items B, C and J1 respectively are 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.
- (c) The “O” and “O(2)” zones under Items E1, E2, J2 and L respectively are intended 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.

- (d) The “R(B)8”, “R(B)9” and “R(B)10” zones under Items F, G and H respectively are 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.
- (e) The “C(9)” zone under Item I 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.
- (f) The “OU(Pier)(1)” zone is primarily to provide land intended for a pier. A broader range of Government, arts and cultural/ institutional uses may be provided within the zone.

5. The Representations and Comments on Representations

5.1 Subject of Representations

- 5.1.1 There are a total of 115 representations, including seven supportive representations (**R1 to R7**), three representations with both supportive and opposing views (**R8 to R10**), and 105 adverse representations (**R11 to R115**).
- 5.1.2 The seven supportive representations (**R1 to R7**) submitted by HKHS and individuals support Items J1, J2, L and incorporation of ‘social welfare facilities’ use under Column 1 of the “R(B)8”, “R(B)9” and “R(B)10” zones respectively.
- 5.1.3 Three representations provide both supportive and opposing views on various amendment items. A concern group, Designing Hong Kong Limited (**R8**) supports Item K, opposes Items F to H and provides views on Items J1, J2 and L. REDA (**R9**) supports Items K and L, opposes Items A to C and F to H and provides views on the removal of the indicative alignment and station of EFLS from the OZP. An individual (**R10**) supports Item L, and opposes/provides view on various items.
- 5.1.4 The 105 adverse representations were 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** (張景勛議員辦事處). 40 of them (**R11 to R43**, **R73 to R76**, **R92**, **R111 and R112**) are related to Items A to C and/or F to H. Six of them (**R44 to R49**) oppose Item I. 25 of them (**R46 to R70**) oppose Items J1 and J2. 73 of them (**R11 to R14**, **R16 to R41**, **R71 to R113**) oppose the amendments to Notes of the Plan for provision of social welfare facilities. The remaining

two representations (**R114 and R115**) do not specify which items are being referred to.

- 5.1.5 The major grounds of representations, and comments as well as their major suggestions/proposals, and PlanD's responses, in consultation with the relevant Government B/Ds, are at **Annex IV** and summarised in paragraphs 5.2 to 5.4 below.

5.2 Major Grounds of and Responses to Supportive Representations

- 5.2.1 The major grounds of the supportive representations (**R1 to R10**) are summarised below.

Major Grounds	Representations
<p><i>Item J1 and J2</i></p> <p>(1) The proposed DRE development at Ma Tau Kok (Plan H-6a) is intended to meet the rehousing demands arising from Government and/or urban renewal projects, which is in line with the Government's policy to increase housing land supply.</p> <p>(2) The proposed DRE development is sensitively designed with a maximum BH of 100mPD, which is compatible with the stepped height profile in the locality and in complement to the Dining Cove concept providing retail, cultural, leisure and social welfare facilities.</p> <p>(3) An ample landscaped POS (Plans H-9b) with an area of not less than 2,700m² will be provided within the development to enhance vibrancy and connectivity of the waterfront and air ventilation and visual permeability in surrounding areas.</p> <p>(4) The proposed development with similar development intensity with nearby existing residential developments, such as Grand Waterfront (Plan H-6d) and Metropolitan Rise (Plan H-19), will be well integrated with the surrounding neighborhood.</p> <p>(5) About 5% of the domestic GFA of the proposed development will be provided for social welfare facilities to serve the need in society.</p> <p>(6) No insurmountable adverse technical impacts are expected to be arisen from the proposed DRE development according to the technical assessments.</p>	<p>R1 to R4</p>

<i>Item K</i>	R8 and R9
(7) The proposed “OU(Pier)(1)” zone (Plan H-10a) broadens the usage at the KTFP for a more vibrant waterfront, and for better use of valuable land resources.	
<i>Item L</i>	R5, R9 and R10
(8) The proposed “O” zone at CKL Road (Plan H-10a) allows a continuous waterfront promenade for the enjoyment of the public.	
<i>Amendments to the Notes of the OZP</i>	R6 and R7
(9) The amendment to incorporate ‘Social Welfare Facility’ use under Column 1 of the “R(B)8”, “R(B)9” and “R(B)10” zones helps achieve an inclusive society with diversified development and benefit the minority. The provision is reasonable to meet the deficit in the community.	
Response	
(a) The supportive views above are noted.	

5.3 Major Grounds/Proposals of and Responses to Adverse Representations and Representations Providing General Views

Items A to D and F to H for taking forward the recommendations of the Review Study

5.3.1 The major grounds/comments/proposals of 81 adverse representations in relation to Items A to C and F to H and incorporation of social welfare facilities into the proposed residential developments under concerned items (**R8 to R43 and R71 to R115**) are summarised below.

5.3.1.1 Planning Intention and Position of KTD

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The rezoning of five commercial sites for residential use at the former north apron and runway (Plan H-2) areas will lead to a loss in commercial GFA in KTD and jeopardise the economic role of KTD as an important component of core business district 2 (CBD2). The five commercial sites should be retained for commercial use.	R9, R11, R12, R13, R15, R16, R17, R18, R19, R20, R21, R32, R34, R100, R101 and R103
(2) The long-term planning vision of KTD as a tourism, leisure and business destination should not be affected by the short-term economic situation.	R9, R10, R12, R18, R19, R21, R31, R33, R34, R71, R72 and R100

(3) Property developers have reasonable expectations that the overall planning and implementation of KTD would adhere to the statutory OZP with a vibrant CBD and good environmentally friendly connections in bidding the land parcels. The rezoning of the five commercial sites negatively affects the credibility of the Government.	R9, R14, R20 and R73
(4) The rezoning of the five commercial sites turns KTD into a monotonous district with mere residential development. Given its prime location and ambitious vision to be part of the CBD2, KTD should be dominated by commercial, tourism, art, cultural and sports developments.	R10, R13, R16, R17, R19, R21, R20, R23, R29, R33, R34, R42, R75 and R92
(5) The original planning of KTD is based on consensus built from rounds of public consultations and should not be deviated. Local residents should be consulted for the rezoning proposal of the five reviewed sites.	R9, R11 and R23
(6) The rezoning of the reviewed sites at the former runway area will deprive the community of the opportunity to enjoy waterfront and there is no guarantee for the provision of the intended retail frontage along the harbour. The harbourfront at the former runway area should be enhanced to develop as a tourism destination that allows the public and visitors to enjoy the magnificent view of Victoria Harbour.	R10, R31, R71 and R72
(7) The rezoning of the three commercial sites at former runway area will lead to a loss of the benefits of economy of scale and affect the vibrancy of the KTCT and the proposed TN as well as the intention to develop the Kai Tak Runway Tip (KTRT) as a tourism hub. The sites should be retained for commercial use.	R8, R9, R10, R15, R33, R34 and R43
(8) Given its landmark harbourfront location with excellent potential, the former runway area should be developed into an attractive world-class tourism hub and mainly used for commercial, hotel, retail and tourism developments. Hotels should be provided at the former runway area to serve the demand from the KTSP and KTCT.	R23, R31, R34, R36, R39, R40, R41, R43, R104, R105, R106, R110, R111 and R113
(9) To realise the potential of KTCT (Plan H-5a), there should be a hotel immediately adjacent to it, similar to Hong Kong International Airport and Ocean Terminal. Parking facilities should be provided at Sites 4C5 and 4D2 (i.e. the TN site) ^[6] for “park and cruise” travels as point to point transport fares better than intermodal transfer especially for cruise passengers and families with lots of luggage.	R43

⁶ The TN site does not form part of the current amendments to the OZP.

(10) The five sites should be used for GIC use, including library, sports ground, recreational facilities or open space for public enjoyment.	R11 and R42
(11) The long narrow low-ceiling corridor of the USS has limited appeal and it would take a long time to implement the proposal eventually generating construction difficulties.	R10

Responses

(a) In response to (1) to (5):

KTD is envisioned to be developed into a sustainable and vibrant district with a mix of community, housing, business, tourism, sports, leisure and infrastructural uses. With the planning intention in mind and having regard to the economic situation, market response and the persistent acute demand for housing, the OZP amendments of the five commercial sites are intended to achieve optimal use of land resources to respond to the changing economic and social needs, while the overall planning intention for KTD remains unchanged.

The change in commercial GFA from rezoning five sites is summarised:

	Previous OZP	Current OZP	Change
Commercial GFA (m²)	2,280,000	1,940,000	-340,000 (-15%)

Although there is a reduction of 340,000m² (about 15%) in commercial GFA, the economic role of KTD as an important component of KE being developed into CBD2 is still maintained. KTD after rezoning will still provide an overall commercial GFA close to 2 million m² in three clusters (**Plan H-14**). They are located strategically at (i) Kai Tak City Centre near the MTR Kai Tak Station and along the two sides of Kai Tak River, comprising a landmark office and retail development, namely the AIRSIDE, an iconic gateway twin tower for commercial developments; (ii) the former south apron area, to serve as an extension and help catalyse the regeneration of the Kowloon Bay Business Area; and (iii) along the former runway with the retail frontage, the proposed TN at the tip of it, and the KTCT, will form the tourism, entertainment and leisure hub.

Through revitalisation of industrial buildings and new developments, the commercial GFA in the KE has increased significantly in the past decade. KE, including KTD, Kwun Tong and Kowloon Bay, currently has a total commercial GFA of about 2.9 million m², and an additional supply of about 1.0 million m² coming on-stream (including developments under construction and approved). Besides, the two action areas in Kwun Tong and Kowloon Bay (**Plan H-15**) will provide another GFA of about 0.5 million m². In gist, the total commercial GFA in KE is expected to increase to more than 4 million m², comparable to the scale of the CBD in Central. The proposed rezoning of five commercial sites in KTD will not affect the momentum of transforming KE into CBD2.

Regarding the view that there is a reasonable expectation that the developments in KTD should adhere to the OZP, as explained above, the overall planning intention and vision of KTD established after rounds of public consultation has been maintained with some refinements. Planning is a continuous process, and there is a practical need to review the OZP from time to time to meet the changing planning circumstances and social and community needs. Similar to previous rounds of OZP amendments, the current OZP amendments have undergone relevant technical assessments and statutory public consultation process and the DCs and the Task Force have also been consulted.

(b) In response to (6) to (9):

The cluster of commercial and tourist-related facilities at the former runway area comprising the TN, KTCT and Kai Tak Runway Park (**Plans H-11a to 11c**) will not be affected by the rezoning of the three sites (Sites 4B5, 4C4 and 4C5) (**Plan H-5a**), and will continue to form a tourism, entertainment and leisure hub as envisioned under the OZP. Specifically next to the KTCT, the TN is a dedicated mega hub (a total GFA of 229,400m²) of a variety of commercial, hotel, retail, entertainment and leisure use, with a significant development scale to attract patronage to the KTRT. The rezoning will also not affect the retail frontage, having a total GFA of 22,000m², designated on the development sites alongside the promenade of the Runway Precinct (**Plans H-14 and H-15**), with barrier-free and 24-hour access (**Plans H-5a and H-5b**) as governed by the leases. The KTRT and the waterfront of the Runway Precinct will be a vibrant destination with diversified uses for all.

Regarding **R43**'s proposals for a hotel development and "park and cruise" facilities adjacent to KTCT, adequate provision has been planned to support the operation of KTCT and other tourism initiatives. First, 15% to 20% of the total GFA of the TN should be developed for hotel, providing about 700 to 900 rooms according to the endorsed development brief. Further, the hotel under construction at the KTSP will provide more than 400 rooms (**Plan H-6b**). Taking KE as a whole, the existing provision is over 10,000 hotel rooms. For the parking facilities, about 1,000 car parking spaces and 53 public coach parking spaces will be provided at the TN site, which will be open to the public including the cruise users and could be used for 'park and cruise' purpose by concerned parties if needed.

(c) In response to (10):

The existing and planned provision of GIC facilities and open space in KTD are generally adequate to meet the demand of the planned population in accordance with the requirements of the HKPSG and concerned bureau/department's assessment (**Annex VIII**), except for some facilities (see paragraph 5.3.1.5(b) below). In particular, a library and a public sports ground are planned at Site 1J3 near the Grid Neighborhood of Kai Tak City Centre (**Plan H-13a**) and the KTSP (**Plan H-6b**) respectively.

(d) In response to (11):

The USS system (**Plan H-4e**) is intended to connect Kai Tak City Centre and its two MTR stations (viz. Kai Tak Station and Sung Wong Toi Station) with Kowloon City and San Po Kong. It has a total width of 15m to 20m and sufficient headroom with shops on the two sides of the pedestrian walkway. More importantly, it will integrate with commercial/retail uses at the basement floors of development sites en route to enhance its attractiveness and achieve more spacious design. The dimensions and other requirements for the USS will be specified in the leases for the relevant sites to enable smooth design integration of the different sections of USS. The USS system is unaffected by the rezoning.

5.3.1.2 Incorporation of Social Welfare Facilities

Major Ground(s)/Comment(s)/Suggestion(s)	Representations
(1) Social welfare facilities are not compatible with the CBD vision of KTD and the incorporation of the proposed facilities at the five rezoned sites will undermine the past effort in achieving the vision and create a negative image of KTD. In particular, the incorporation of the social welfare facilities at Sites 4B5, 4C5 and 4C5 at the former runway area is contradictory to the planning theme and harbourfront position of the area which shall be a prime and unique landmark tourism hub of Hong Kong, with commercial, hotel, tourism developments. It will bring adverse impact to the KTCT as well as negative impression to tourists. The hustle environment of former runway area as a tourist destination is not suitable for the proposed social welfare facilities.	R11, R12, R18, R19, R22 to R28, R33 to R35, R37 to R41, R71, R72, R77 to R79, R81 to R93, R95 to R98, R101 to R103, R105 to R110 and R113
(2) The proposed social welfare facilities at the five sites (Plan H-2) should be located to other suitable areas, in terms of accessibility, proximity with services and demand and there is no demand for the proposed social welfare facilities within KTD. It is not cost effective to develop social welfare facilities on land of high land sale value, in particular the former runway area.	R12, R14, R18 to R20, R29 to R32, R34, R36, R40, R41, R71, R72, R74, R80, R81, R85, R86, R97, R99, R103, R107, R108 and R110
(3) Boys' Home and Hostel for Severely Mentally Handicapped Persons (HSMHP) at Site 2A2 and 2A3 at former north apron (Plan H-4a) will not be welcomed by the residents and is not suitable to be accommodated in residential and commercial area.	R10, R73 to R76, R111 and R112

Responses

(a) In response to (1) and (2):

The incorporation of the social welfare facilities at the five sites is intended to serve the nearby residential neighbourhood and the increasing demand for welfare facilities on a wider district basis, which also echoes the Government's policy to build a caring and inclusive society. Social welfare facilities are in general compatible with residential use and should be located at a convenient location to serve the community, and hence it is a Column 1 use for all "R(A)" zones (including the rezoned Site 2A3 and Sites 2A4, 2A5(B) and 2A10) (**Plan H-4a**), which is always permitted. The inclusion of 'Social Welfare facility' as Column 1 use for the "R(B)8", "R(B)9" and "R(B)10" zones would facilitate wider and increased provision in KTD to meet the acute demand of the community and serve the residential neighbourhood at convenient location. The technical assessments under the Review Study have confirmed that the social welfare facilities are technically feasible in these sites without generating adverse impacts on the surrounding areas.

There has been a shortage of welfare premises and the Government has been adopting a multi-pronged approach to identify suitable sites or premises. The provision of such suitable sites in KTD could help address the acute shortfall of welfare facilities and meet the welfare service needs of the community. With not less than 5% of domestic GFA of the five sites reserved for social welfare facilities, the provision is considered commensurate to the developments.

The incorporation of social welfare facilities will serve the social need, support residential neighbourhood, and achieve balanced community, which would not be contradictory to the planning intention of developing KTD as a sustainable and vibrant district with a mix of community, housing, business, tourism, sports, leisure and infrastructural uses. It is also worth noting that it is neither uncommon nor incompatible for locating welfare facilities in commercial and residential (both public and private) developments in KTD and other parts of the territory. For example, social welfare facilities are planned to be provided at Sites 4A1 and 4A2 at former runway area of KTD via section 16 applications (**Plan H-2**) as well as a commercial development at Caroline Hill Road in Causeway Bay.

(b) In response to (3):

Rehabilitation services, including HSMHP, aim to acknowledge the equal rights of people with disabilities to be full members of the community by assisting them in developing their physical, mental and social capabilities and by promoting their integration into the community. Boys' Homes provide out-of-home care in the form of small group living for boys aged 11 to 21 who cannot be adequately cared for by their families or being mal-treated, such that they can continue to stay in the community while learning to overcome their life challenges. Both facilities are of residential nature and are considered compatible with the proposed residential use at Site 2A2 and 2A3 (**Plan H-4b**) without incurring any adverse impact to the community.

5.3.1.3 Traffic and Transport Aspects

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The increase in population arisen from the rezoning of five sites would bring adverse traffic impact. The existing road network capacity and transport facilities of KTD cannot support the increase in the traffic demand for the rezoning proposals and the incorporation of social welfare facilities.	R9, R12, R15 to R19, R21, R35, R37, R38, R71, R100, R108, R114 and R115
(2) The former runway area is served by Shing Fung Road only (Plan H-2). Increasing residential developments and social welfare facilities at Sites 4B5, 4C4 and 4C5 without sufficient transport facilities may delay the emergency service for the users of social welfare facilities. The cumulative traffic impact to the road network in the former runway area is underestimated.	R8, R22, R24 to R28, R40 to R42, R87, R90, R91 and R94
Responses	
<p>(a) In response to (1) and (2):</p> <p>KTD is well served by numerous existing and planned road networks well connected with the surrounding areas, including Kowloon Bay, Kwun Tong and Kowloon City and public transport services, including the MTR Tuen Ma Line with Kai Tak Station and Sung Wong Toi Station (Plan H-4b) and various franchised bus routes and green minibus (GMB) routes.</p> <p>A Traffic Review Study under the Review Study had been conducted to assess the traffic impacts arising from the rezoning of the five sites (Plan H-2). The result indicated that the junctions and identified key road links within the Area of Influence (AOI) would perform satisfactorily and operate within their capacity in the design years of 2026, 2031 and 2036. As such, the traffic impact arising from the proposal is considered manageable. The Commissioner for Transport (C for T) has no objection to the rezoning proposals.</p> <p>CEDD is constructing Road D3 (Metro Park Section) along the western part of the former runway area with a view to connecting Shing Kai Road with Shing Fung Road. With its anticipated completion in 2022 and the completion of Trunk Road T2 and CKL Tunnel in 2026 to help divert through traffic to the highways without routing to local roads, the transport infrastructure of KTD particularly for the former runway area will be improved. In addition, the proposed “multi-modal” EFLS (Plan H-16) comprising a package of green initiatives including the GreenWay (Plan H-17) network for shared use by pedestrian and cyclists, the travellers network linking up the former runway area and Kwun Tong, deployment of electric buses/minibuses and provision of a water-taxi service, will also enhance the connectivity in KE. Meanwhile, the Government will also closely monitor the passenger demand of public transport services in KTD and liaises with the operators concerned to adjust the public transport services in meeting passenger demand as necessary, and facilitate possible provision of shuttle bus services by developers as appropriate.</p>	

5.3.1.4 Visual and Air Ventilation Aspects

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The increase in BH for Sites 2A2 and 2A3, and 2A4, 2A5(B) and 2A10 from 80/90mPD to 100/115/125mPD (Plan H-4b) at the former north apron area will cause wall effect.	R10
(2) The BHR of 108mPD of Site 4B5 is considered excessive for it is higher than the adjacent developments, which are subject to BHRs of 95mPD and 100mPD, and undesirable from urban design point of view given its location. Given the visually sensitive location at Victoria Harbour, the development density of Sites 4B5, 4C4 and 4C5, such as PR and BHR should be limited to not more than that for the adjacent R(B)4 sites, i.e. maximum PR 5.5 and BH not exceed 95mPD.	R42
Responses	
<p>(a) In response to (1):</p> <p>The visual impact of rezoning of the two bundled sites at the north apron area has been assessed by the Landscape and Visual Impact Study (LVIS) under the Review Study. From the photomontages shown at Plans H-18a and H-18b, the BH profile of the notional schemes of the rezoned sites is comparable to that in the baseline scenario of the previous BHRs. It is demonstrated that the stepped BH profile of the locality, i.e. Area 2, which is descending progressively from 125/135mPD in the northeast to 100mPD in the southwest is maintained with due regard to the prevailing urban design principles of KTD. The overall visual impacts arising from the OZP amendments are considered to be generally compatible and acceptable.</p> <p>On the assumption that residential use will generally result in a smaller building footprint than commercial development, the Air Ventilation Assessment (AVA) under the Review Study demonstrated that the overall air ventilation performance of the rezoning proposals and baseline scenario is similar with some local areas improved. The rezoning proposals could enhance the wind channeling effect in certain areas such as that between Sites 2A4, 2A5(B) and 2A10 and the planned public housing development at Sites 2B3 to 2B6 (Plan H-4b).</p> <p>The Chief Town Planner/Urban Design and Landscape of the Planning Department (CTP/UD&L, PlanD) has no objection to the rezoning from urban design and air ventilation perspectives.</p> <p>(b) In response to (2):</p> <p>The amendments for the three sites at former runway sites do not involve any change in BHR. The undulating and varied BH profile, with the tallest band of developments in the middle portion and BHs of the developments stepping</p>	

down on the two sides towards the Metro Park and the KTRT (**Plans H-5a, H-18c and H-18d**), is maintained. Similar to other residential sites at the former runway, the development restrictions of these three sites will allow incorporation of low-rise blocks fronting the waterfront promenade conducive to creating variety in building mass and scale.

According to HKPSG, residential sites in new development areas of the urban area are subject to a maximum domestic PR of 6.5, which has been generally adopted for the residential sites in former north apron and runway area. The average domestic PR of 6.5 for Sites 4B5, 4C4 and 4C5 is consistent with this standard and proven technically feasible, as well as could achieve optimal site utilization to meet actual housing demand of the community.

5.3.1.5 Provision of Retail and GIC Facilities of KTD

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) Commercial uses, including retail shops and eating places are insufficient to serve the needs of the increased population at the former runway area.	R35 and R40
(2) There is insufficient community facilities to support the daily necessity of the planned population of KTD, in particular the former runway area.	R29, R42 and R101
Responses	
<p>(a) In response to (1):</p> <p>Adequate retail facilities are planned at the former runway area to serve the local residents and visitors to the harbourfront. A continuous retail frontage having a total GFA of 22,000m² will be provided on the development sites along the waterfront of the Runway Precinct (Plan H-14). Furthermore, the proposed TN development at the KTRT will provide a total GFA of 229,400m² for commercial, hotel, entertainment and leisure, retail and office uses (Plan H-11a) to serve the local, public and tourists.</p> <p>(b) In response to (2):</p> <p>Taking into account the amendments, the planned population of the Kai Tak planning area is estimated to be about 158,000. As shown in Annex 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 and concerned B/Ds' assessment except school places for primary and secondary schools, and kindergarten, as well as child care centre (CCC). For the primary and secondary school places, as provision is planned on a district and territory-wide basis respectively, the deficits in Kai Tak can be met by the surplus provision in the Kowloon City District. The surplus of planned kindergarten classrooms in the Kowloon City District could also address the demand in the Kai Tai Area. Kindergarten being a premise-based facility could be accommodated in various residential zones of the OZP, including the "R(B)"</p>	

zone under this round of OZP amendments. 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 for the proposed residential developments under the OZP amendments.

Items J1 and J2 for proposed DRE development at Ma Tau Kok

5.3.2 The major grounds/comments/proposals of 28 adverse representations in relation to Items J1 and J2 (**R10, R46 to R70, R114 and R115**) are summarised below.

5.3.2.1 Impact on the Overall Planning of KTSP and the Surrounding Areas

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The proposed DRE development at Ma Tau Kok (Plan H-6a) will undermine the overall planning of the KTSP and the surrounding areas as a leisure and sports destination.	R46 to R49, R53, R59 to R61, R63 to R69
(2) There should be more suitable sites for housing development. Limited flat production and nano flats are anticipated at the site, which is undesirable.	R46, R52 to R57, R58, R63, R69 and R70
Responses	
<p>(a) In response to (1)</p> <p>In support of the urban renewal policy, the Government will continue to provide more DRE to meet the rehousing demand arising from Government or renewal projects in the built-up areas. The proposed DRE development will be carefully designed to integrate with the surrounding areas including the KTSP, and hence contributing to the development of an accessible and vibrant waterfront. Specifically, an at-grade POS of not less than 2,700m² (Plan H-7) including a connectivity plaza with wide frontage (30m) (Plan H-9b) will be provided for public use on a 24-hour basis, and serve as a pedestrian linkage between the inner part of Ma Tau Kok, KTSP, the ‘Dining Cove’ and the waterfront promenade adjoining the site. Commercial facilities are also planned on the lower floors of the proposed DRE development, including retail shops, restaurants and alfresco dining facilities, to add variety and vibrancy to the planned waterfront promenade.</p> <p>(b) In response to (2):</p> <p>Taking into account land use compatibility and technical feasibility, the site is considered suitable for the DRE development to meet the acute demand for housing, irrespective of whether other suitable sites are available. With a site area of about 8,500m², the site is able to provide 1,100 flats with an average flat size of 50m² based on HKHS’s scheme to timely meet the rehousing demands arising from Government development and/or urban renewal projects.</p>	

5.3.2.2 Traffic and Transport Aspects

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) Further influx of population arising from the proposed DRE development will bring additional road and pedestrian traffic to the Ma Tau Kok waterfront area and worsen the congestion in the area.	R46 to R50, R53, R60, R61, R64 to R68, R114 and R115
Responses	
<p>(a) In response to (1):</p> <p>The general responses in paragraph 5.3.1.3 on the traffic and transport aspect are relevant. The DRE site is well-served by various public transport services, including franchised bus, GMB and public light bus, which operate along Mok Cheong Street, Ma Tau Kok Road and To Kwa Wan Road (Plan H-6b). In addition, the KCFP and its PTI are located within 500m or equivalent to around 8-minute walk from the proposed development (Plan H-6d). According to the TIA conducted by HKHS, the analysed junctions are expected to operate with sufficient capacity to accommodate the expected traffic growth and the traffic generated by the proposed DRE development, and the level of service of the assessed footpaths is expected to have sufficient capacity to cater for the proposed development. In gist, no insurmountable adverse traffic impact is expected. C for T has no objection to the subject proposal.</p>	

5.3.2.3 Environmental Aspect

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The proposed DRE development is in vicinity of KTSP which will be subject to noise and disturbances from the stadium.	R10 and R46
(2) The DRE site is not suitable for housing development as it is in proximity to sewerage pumping station, which brings an undesirable living environment for its future residents.	R52
(3) Residents of the To Kwa Wan district is already subject to the nuisance, noise and poor air quality brought by public infrastructure (including the CKR project) and urban renewal works projects. The authority should consider the impact to the residents by the proposed DRE development.	R50
Responses	
<p>(a) In response to (1):</p> <p>The EIA report for KTSP (Plan H-6a) was approved under the EIAO. To address potential noise impacts due to the operation of KTSP (including the</p>	

stadium), the EIA study proposed necessary design, operational arrangements and measures to mitigate the potential noise impacts. The Environmental Permit (EP) for constructing and operating the KTSP has imposed conditions to require the implementation of the noise mitigation measures, including adopting soundproof materials and incorporating a retractable roof at the Main Stadium, constructing a cover over the spectator stand of Public Sports Ground as well as restrictions on night time operation. With the implementation of noise mitigation measures at KTSP, the proposed DRE development will not be subject to adverse and unacceptable noise impacts from the KTSP.

(b) In response to (2):

The existing To Kwa Wan Road Sewage Pumping Station (SPS) (**Plan H-6b**) has installed at-source measures/devices (such as deodorizers and acoustic enclosures) to control and alleviate the potential environmental impacts such as odour and noise. According to the Environment Assessment (EA), the proposed DRE development will not be subject to adverse and unacceptable impacts from the SPS. The Director of Environmental Protection (DEP) has no objection to the proposed DRE development.

(c) In response to (3):

Regarding the concern on nuisance that might be generated during the construction of the development, the EA concluded that, by adopting good practices, including water spraying and hoarding, closely on-site monitoring, and compliance with the Air Pollution Control (Construction Dust) Regulations, emission of construction dust during the construction can be kept at an acceptable level. Noise generated from construction activities is subject to the Noise Control Ordinance. Disposal of waste generated by the construction works will also be appropriately handled and in compliance with relevant statutory and non-statutory regulations. In gist, no insurmountable environmental impacts on the surrounding areas arising from the proposed development is expected.

5.3.2.4 Landscape, Visual and Air Ventilation Aspects

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The proposed DRE development would block the view and affect the property price of other residential developments in the areas (Plans H-6b and H-6d).	R50 and R53
(2) The proposed DRE development will bring negative impact on the landscape amenity of this harbourfront area of Kai Tak and the visual quality from Kai Tak looking towards To Kwa Wan. The proposed BH of the DRE development is not in line with the descending BH profile from Grand Waterfront to KTSP (Plans H-6b and H-6d).	R47 to R49, R59 to R61, R63 to R68

(3) The proposed DRE development will introduce a wall effect that blocks the sunlight and air flow from the seaside towards the built-up cluster of To Kwa Wan, bringing adverse air ventilation impact.	R10, R46 to R50, R52, R54 to R56, R58 to, R68, R114 and R115
Responses	
<p>(a) In response to (1) & (2):</p> <p>The BHR of 100mPD for the DRE development is comparable with that of the planned/existing residential developments in Ma Tau Kok with BHRs of 100mPD, and compatible with waterfront setting. When viewed along the waterfront, a stepped BH profile gradually descends from Grand Waterfront of 176mPD to the DRE development of 100mPD and the KTSP of 70mPD^[7] (Plan H-19) can be maintained.</p> <p>As explained in the Town Planning Board Guidelines (TPB PG No. 41B), 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 VIA acknowledged that the proposed development would result in some visual impacts to the pedestrians and visitors of the waterfront promenade in close proximity (Plans H-18g and H-18h). The proposed DRE in general is compatible with other residential developments in the surrounding areas. Taking into account the recommended mitigation measures, including a building separation of 15m and 11m within the site as view and air corridor, provision of at-grade open space and multi-level greening/landscape treatment (Plans H-9a and H9b), CTP/UD&L, PlanD had no adverse comment on the findings of the VIA.</p> <p>There is no existing tree within the site. The proposed development will adopt an overall greening ratio of not less than 30%, which is in line with the standards of KTD developments, with seamless integration with the POS and the adjoining waterfront promenade. With these designs, no adverse landscape impact is anticipated. CTP/UD&L, PlanD has no adverse comment on the proposed development from landscape perspective.</p> <p>(b) In response to (3):</p> <p>The AVA Initial Study (IS) conducted indicates that the proposed scheme maintains a comparable wind performance at the pedestrian level of the surrounding areas as compared to the baseline scheme. The proposed building separations of 15m and 11m within the site will serve as view and air corridor to enhance northeastern wind penetration from the harbourfront into the inner area of Ma Tau Kok (Plans H-9a and H-9b). Together with the building setback of 3m at the southern boundary, the air ventilation along Sung Wong Toi Road and Ma Tau Kok Road would be enhanced. No adverse air ventilation impact is therefore envisaged. CTP/UD&L, PlanD has no adverse comment on the AVA.</p>	

⁷ The BHR for the proposed main stadium at the southern portion of the KTSP has been relaxed from 55mPD to 70mPD via a s.16 application approved by the MPC of the Board on 17.3.2017.

5.3.2.5 Risk Aspect

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representation
<p>(1) There is insufficient information, including quantitative figures or details, in the rezoning paper to address the gas safety concern arisen from the proposed DRE development in view of its proximity to the Ma Tau Kok Gas Works (MTKGW) (Plan H-6b). No information is available to address the requirements imposed by HKPSG.</p> <p>(2) Determination of acceptable risk levels should not be based solely on the risk guidelines but also that the project would not generate substantial increase in potential loss of life (PLL). There is no detailed safety risk analysis to address the concern.</p> <p>(3) Additional hazard posed to the consultation zone is substantial with PLL increased by over 25%. Taking into account the increasing risk of vandalism/sabotage to the gas plant, the societal risk will fall into the unacceptable zone.</p> <p>(4) A note should be added under “R(A)6” zone that the Hong Kong and China Gas Company Limited shall be consulted.</p>	<p>R51</p>
Responses	
<p>(a) In response to (1) to (4):</p> <p>With reference to the HKPSG, the MTKGW is a potentially hazardous installation (PHI) and any developments falling within the 300m-consultation zone should be referred to the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI) for consultation, and should be assessed against the Risk Guidelines (Section 4.4 of Chapter 12 of the HKPSG) to ensure that risks to the public are confined to within acceptable limits. The western part of the DRE site falls within the consultation zone (Plan H-6b).</p> <p>The MTKGW site was rezoned from “Industrial” to “R(A)” on the Ma Tau Kok OZP (Plans H-6b and H-6d) in 1998 with intention for residential use upon redevelopment. The MTKGW is held under KIL No 10311 with a lease term to be expired on 2034. The Government expected the use will be phased out. Over 98% of the gas produced in Hong Kong is now supplied from the Tai Po Gas Plant, with the remaining produced from the MTKGW.</p> <p>A quantitative risk assessment (QRA) to assess the risk levels associated with the MTKGW arising from developments in the 300m-consultation zone, including the DRE site, was completed in 2021. CCPHI duly considered (i) the risk analysis set out in the QRA; (ii) the assumptions and methodology adopted for calculation of the PLL; (iii) the possible mitigation measures; and</p>	

(iv) advice from Government departments and drew the conclusion that the individual risk level is acceptable. Regarding the societal risk, CCPHI sought Hong Kong Police Force (HKPF)'s advice on the risk of vandalism/sabotage. With reference to the prevailing international standards of risk assessments of terrorist activities and the overall situation in Hong Kong, HKPF expressed reservations against claims of substantive terrorist risks to the gas plant. As such, CCPHI considered that the said risks of terrorist attack/vandalism/sabotage are not as substantive as to render incompliance with the Risk Guidelines.

The planned population of the proposed DRE development is less than that adopted in the endorsed QRA report, hence the development would not adversely affect the risk level assessed in the endorsed QRA report. In this connection, DEMS considers that there is no insurmountable issue in respect of the gas risk for the proposed development.

The Project proponent will consult relevant B/Ds and relevant parties at the implementation stage in accordance with the prevailing practice and relevant requirements. It is considered not necessary or appropriate to specify such details under the Notes of the "R(A)6" zone.

5.3.2.6 Provision of GIC Facilities and Open Space of KTD

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) There are inadequate essential supportive facilities such as market, kindergartens, primary and secondary schools, etc. in the nearby area of the proposed DRE development.	R47 to R49, R53, R60, R61, R63 to R68
(2) The rezoning proposal for the proposed DRE development will lead to a reduction in the provision of open space. The site should be retained as open space/green belt for public enjoyment, given its harbourfront location.	R47 to R49, R52 to R57, R60, R61, R63, R64 to R68 and R70
Responses	
<p>(a) In response to (1), paragraph 5.3.1.5(b) above on the provision of GIC facilities of KTD is relevant.</p> <p>(b) In response to (2):</p> <p>An at-grade open space of not less than 2,700m² will be provided within the DRE site for public use on a 24-hour basis, which is larger than the affected area zoned "O" (2,450m²). The rezoning will not result in reduction in the open space provision in KTD. In addition, the area zoned "O" between the DRE site and KTSP intending to complement the 'Dining Cove' (green area on Plan H-7) will also be developed by HKHS for early public enjoyment.</p>	

5.3.2.7 Alternative Site(s)

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The proposed DRE development could be relocated to Harmony Garden, and a site at Ma Hang Chung Road and Pau Chung Street which have been vacant for many years. The redevelopment of the “5 Streets” and “13 Streets”, which can also facilitate transformation of To Kwa Wan, can also be considered.	R47 to R49, R53, R60, R61, R64 to R68
Responses	
<p>(a) In response to (1):</p> <p>In support of the urban renewal policy, the Government will continue to provide more DRE to meet the rehousing demand arising from Government or renewal projects in the built-up areas. The DRE site with a site area of about 8,500m² on readily available Government site can provide about 1,100 flats for timely rehousing to facilitate the Government development and/or urban renewal projects. The site is considered suitable and technically feasible for residential use, irrespective of whether other sites are available. If considered appropriate, other possible sites will be separately considered subject to the availability and technical feasibility.</p>	

Item I for proposed commercial development at San Ma Tau Street, Ma Tau Kok

5.3.3 The major grounds/comments/proposals of 7 adverse representations/general views in relation to Item I (**R10, R44 to R49**) are summarised below.

Major Ground(s)/Comment(s)/View(s)	Representations
<u>Traffic and Transport Aspects</u> <p>(1) Further influx of working population arisen from the rezoning of the site would worsen the road and pedestrian traffic. There has been coaches for tourists parking and dropping off in the area, causing congestion. The proposed development would further worsen the congestion and delaying the emergency service when needed.</p>	R44, R45, R47 to R49, R114 and R115
<u>Visual Aspect</u> <p>(2) Given its harbourfront location, the BHR of 100mPD will adversely affect the visual amenity of the harbourfront area, viewing from the inner built-up cluster of To Kwa Wan looking towards the harbourfront. The BHR should be in line with the BH along Mei King Street (Plan H-6a).</p>	R44 to R49
<u>Air Ventilation Aspect</u> <p>(3) The proposed commercial development at the San Ma Tau</p>	R44, R45, R47 to R49, R114 and R115

<p>Street would block the air flow from the harbourfront, reducing ventilation into the built-up cluster of To Kwa Wan.</p>	
<p><u>General View</u></p> <p>(4) The authority has to evaluate the possible consequence of overload (by the proposed commercial development) on the tunnel of CKR.</p>	<p>R10</p>
<p>Responses</p>	
<p>(a) In response to (1):</p> <p>Item I is for rezoning of a site occupied by two industrial buildings for commercial development, including Lucky Building at San Ma Tau Street covered by a section 12A application No. Y/K22/3 partially agreed by MPC of the Board on 1.2.2019 and the adjacent small piece of land occupied by Kapok Industrial Building. The section 12A application was supported by a TIA which, taking into account the public transport services in the area including the KCFP and its PTI, assessed that the performance of the critical junctions would be operated within their capacities in design year. C for T has no adverse comment on the findings of the TIA and has no objection to the OZP amendment covering a larger area to “C”.</p> <p>(b) In response to (2):</p> <p>As illustrated in relevant photomontages extracted from the VIA for the agreed s.12A application at Plans H-18e and H-18f, considering the surrounding context and the intended BH profile, the proposed development is not expected to present any major issue on visual impact. The BHR of 100mPD is comparable with the BHR of other waterfront sites in Ma Tau Kok at 100mPD including Wyler Garden at Mei King Street (Plan H-6d). The BH profile progressively ascends to 120mPD at the inner area of Ma Tau Kok (Plan H-19). CTP/UD&L of PlanD has no adverse comment from urban design perspective.</p> <p>(c) In response to (3):</p> <p>According to the AVA of the agreed section 12A application, the concerned commercial development at San Ma Tau Street does not fall within any identified air path, and there is no specific site circumstances that warrant air ventilation concerns. CTP/UD&L of PlanD has no adverse comment from air ventilation perspective.</p> <p>(d) In response to (4):</p> <p>According to the technical assessment of the agreed section 12A application, the concerned development would introduce loading variation within the acceptable limit of CKR tunnel and would be technically safe. HyD has no objection from the CKR project point of view.</p>	

Lease modification will be required to effect the redevelopment of the existing industrial buildings. Appropriate clauses could be imposed in the lease to require future developers to carry out detailed geotechnical and structural assessments and to obtain agreements from the relevant B/Ds.

Items E1 to E3, K and L and Others Views/Suggestions/Proposals

5.3.4 The major grounds/comments/proposals of eight representations/general views in relation to Items E1 to E3 (**R10**), Item K (**R8 and R10**), Item L (**R8**), and other issues (**R8, R31, R71, R72 and R108 to R110**) are summarised below.

5.3.4.1 Representations in relation to Items E1 to E3, K and L

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
<u>Items E1 to E3</u> (1) Rezoning a strip of land from “OU(Stadium)” to “O” under Item E1 is to boost the open space provision but such narrow strip of land is not genuine open space. The overall open space provision is reduced due to the swap of land shown as ‘Road’ and zoned ‘O(2)’ under Items E2 and E3.	R10
<u>Item K</u> (2) ‘Eating Place’ shall be a Column 1 use for “OU(Pier)(1)” zone. (3) Open air refreshment facilities with various price points should be provided.	R8 and R10
<u>Item L</u> (4) A wide deck across CKL road is proposed for better connection between the promenade and residential developments. Retail, sitting-out area, look-out points, toilets, eating places, open space shall be included at the deck landing.	R8
Responses	
(a) In response to (1): Items E1 to E3 are to reflect the existing Government land allocation boundary of the KTSP and adjoining open space (Plan H-6b). There will be an overall increase of about 0.42 ha of area zoned “O” in view of the boundary adjustment. The rezoned strip of land under Item E1 forms part of a large “O” zone for the proposed Kai Tak Station Square.	

(b) In response to (2) and (3):

As compared with other Column 1 uses for the “OU(Pier)1” zone, the ‘Eating Place’ use is subject to more stringent requirements including loading on structure, sewerage, fire safety and electricity capacity. That said, restaurant is a Column 2 use under the zone which may be allowed upon application to the Board to demonstrate its technical feasibility.

(c) In response to (4):

There are currently three existing at-grade pedestrian crossings across concerned section of CKL Road (**Plan H-10c**). CEDD’s Feasibility Study for CKL Tsuen Development found that these at-grade crossings with minor modifications would operate at satisfactory condition. Nevertheless, opportunity to enhance the connectivity between the CKL Tsuen Development and the waterfront promenade covered by Item L will be explored further in the detailed design stage, with due regard to the harbourfront setting. CEDD would work with HKHS (the implementation agent of the CKL Tsuen development), and Education Bureau/VTC (the implementation agent of the promenade) to refine the connection proposal and to further consult HC in due course.

5.3.4.2 Others Views/Suggestions/Proposals

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) More landing steps should be provided along the waterfronts such as Kai Tak Runway to allow kaito ferry services to nearby piers or across the harbour.	R8 and R43
(2) Sufficient facilities for cycling and water sports activities shall be provided.	R8
(3) The Government should manage the expectation of the future residents of the housing developments at the three rezoned sites at the former runway (Site 4B5, 4C4 and 4C5) as well as the DRE development that the waterfront area is expected to be vibrant and open to public.	R8
(4) Various tourist attractions including iconic landmark, observation tower, library, exhibition halls, performance venue, markets, museums, etc. should be proposed at the runway tip for local and overseas visitors.	R31, R71, R72 , R108, R109 and R110
Responses	
<p>(a) In response to (1):</p> <p>Landing steps that are directly related to the normal operation of marine activities are treated as ‘Marine Related Facilities’ and is an always permitted use on the OZP. ‘Pier’ use is a Column 1 use for “G/IC”, “OU(Cruise Terminal to include Commercial Development with Landscaped Deck</p>	

Above)” and “OU(Pier)” zones. It is possible to provide landing steps at suitable locations in KTD, subject to technical feasibility and the consideration of relevant departments. Currently, there are eight existing public piers/landing steps maintained by CEDD falling within the Kai Tak OZP (**Plan H-20**), including three at Ma Tau Kok waterfront, four at the former runway area and one at the Kwun Tong Public Pier. Landing steps for leisure and recreational purpose is also proposed in the approved planning application No. A/K22/31 for the proposed private housing development at 1-5 Kai Hing Road. In addition, the Government is conducting a preliminary engineering review to scope the technical issues regarding the provision of additional marine accesses (including landing steps) within KTTS and its vicinity.

(b) In response to (2):

An extensive GreenWay network with a total length of 13km that runs through promenades and open spaces for shared use of cyclists and pedestrians has been planned in KTD (**Plan H-17**). CEDD commissioned a study in 2021 to examine the design, management and implementation issues for the Greenway. Implementation will be carried out by phases and the whole network is expected to be completed by 2025.

To cater for water sport activities, ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ use is included in Column 1 of all “O” zone on KTD. Besides, various locations have been reserved or planned for water sports/recreation facilities within KTD (**Plan H-20**).

(c) In response to (3):

The clear intention for a vibrant and open waterfront lined with restaurants and cafes and public activities at the Runway Precinct as well as the Dining Cove at Ma Tau Kok waterfront is reflected in the development control and Explanatory Statement of the OZP for the promenade and development sites alongside the promenade.

(d) In response to (4):

Suitable sites with appropriate zonings have been reserved in KTD for accommodating various tourist attractions and facilities. In particular, the TN at the runway tip (**Plan H-5a**) will be a focal point which may accommodate various tourism-related use, including public observation gallery, exhibition convention hall, place of entertainment, place of recreation, sports or culture, hotel, eating place and shop and services.

Views in relation to the Environmental Friendly Link System (EFLS)

- 5.3.5 There are six representation (**R9, R14, R35, R39, R40 and R43**) offering views on the removal of the indicative alignment and station of the EFLS shown on the OZP (**Plan H-2**), which does not form part of the OZP amendment. Their major views are summarised below.

Major Ground(s)/Comment(s)/Suggestion(s)/Proposal(s)	Representations
(1) The change in the mode of EFLS will adversely affect the connectivity of KTD particularly the isolated former runway area with the rest of KE. The proposed “multi-modal” EFLS is considered not viable nor effective, and will not serve the massive growth of demand in KTD.	R9
(2) The traffic review, which had not compared the conditions of original zonings with EFLS against the amended zonings with multi-modal EFLS, has not provided robust justifications to establish the amendments.	R9
(3) The incorporation of an indicative alignment of EFLS on the OZP has provided the EFLS with a statutory status. The bids put in for land parcels by developers had expected the implementation of good environmentally friendly connections. The monorail EFLS should be reassessed and it is premature to remove the alignment until further investigation has been carried out.	R9, R14, R35 and R40
(4) A shortened alignment ^[8] (Drawings H-1a and 1b) is proposed, which will meet the traffic demand generated from the development and make good the Government’s promise in KTD. Transport operators and investors should be involved in the review process.	R9
Responses	
<p>(a) In response to (1) and (4):</p> <p>The removal of the indicative alignment and station of EFLS from the OZP, which serves to reflect the Government’s proposal as announced in early 2021 and to avoid misunderstanding, is not an amendment item of the OZP. Nevertheless, the responses to the issue are set out below.</p> <p>CEDD has completed the Detailed Feasibility Study (DFS) for the EFLS in 2021, which revealed that the construction of a single elevated mode of EFLS in KE would encounter lots of technical complications and challenges, particularly for sections running through narrow road space and crowded environment as well as over existing highway and railway structures. In view of this, and the very high construction and recurrent costs, the elevated mode is not a sustainable and pursuable option for the EFLS. For the alternative shortened alignment that links up the former runway with the nearby MTR station in KTD and with its further extension to the KTAA as suggested by R9, it should be noted that this scheme will still have to span over the Kwun Tong Bypass, which would remain technically challenging. More importantly, the estimated patronage is still insufficient to sustain financially both the construction cost and recurrent cost, thus not a pursuable</p>	

⁸ According to **R9**, the proposed alignment connects Kai Tak Station and the former runway area, and across the KTTS to the Kwun Tong waterfront side, without entering the Kowloon Bay and Kwun Tong inland areas as in the original EFLS alignment.

option.

The DFS reveals that on the basis of the increasingly comprehensive road and railway infrastructures facilities, as well as convenient public transport provision in the area, it is recommended to implement a supplementary “multi-modal” EFLS in KE, which will be more effective and desirable than a standalone infrastructure. The “multi-modal” EFLS (**Plan H-16**) comprises a package of green initiatives that serve complementarily to enhance connectivity in the area, including (i) enhancing public transport services in KE, and deploying electric vehicles to run new bus/GMB routes in the area; (ii) developing a traveller network that links up the former runway area, the KBAA, the KTAA; (iii) providing a GreenWay network within KTD for shared use by pedestrians and cyclists; (iv) constructing an elevated landscaped deck to connect MTR Kwun Tong Station with various developments; and (v) establishing a ‘water taxi’ service point in the KTD area.

On 26.1.2021, the Government briefed the Legislative Council Panel on Development on the adoption of the multi-modal EFLS. The “multi-modal” EFLS provides various environment-friendly and convenient links to different railway stations and public transport interchanges in KTD and encourage people to walk more and cycle within KTD, thereby less relying on vehicles and roads. The package of linkage measures will help shape a green community and facilitate the transformation of KE into CBD2. The Government will continually listen to and collect views of the public on the proposed “multi-modal” EFLS, so as to enhance the recommended measures.

(b) In response to (2):

As mentioned in paragraph 5.3.1.3 above, the traffic impact arising from the proposal is considered manageable according to the Traffic Review Study under the Review Study without the implementation of the rail-based EFLS. In addition, with the increasingly comprehensive road and railway infrastructures, and convenient public transport services in the area, the multi-modal EFLS can meet the travelling need of people and connect with the neighbouring areas conveniently and shape KTD into a green community.

(c) In response to (3):

Kai Tak OZP and its Explanatory Statement, since its first publication in 2006, expressly state that the indicative alignment showing the proposed ‘EFLS and Station’ is for information only as it requires further investigation and feasibility study on technical and financial viabilities. There should be no misunderstanding on its status. As it is announced that the Government will no longer pursue the original EFLS, the removal of the obsolete information is reasonable and shall not be regarded as an amendment item to the OZP. Indeed, the Board in statutory town planning process is not empowered to authorize road and rail alignments. The monorail EFLS by its nature shall be subject to the authorisation under the Railways Ordinance, and the endorsed rail alignment and station shall be deemed to be approved under the Ordinance.

5.4 Comments on Representations

- 5.4.1 There are 54 comments submitted by HKHS (C1), Worldwide Cruise Terminals (C11), Designing Hong Kong Limited (C14), REDA (C22), Hong Kong Tramways Limited (C19) and individuals. 13 of them (C1, C3, C6, C11 to C14, C22, C30, C43, C47, C49 and C50) are also representers.
- 5.4.2 C1 provides supporting views on Items J1 and J2 and responds to **R1 to R4, R8, R10, R46 to R70** on the items. The remaining comments generally provide adverse views. **C7, C10 to C13, C20 to C22, C27 and C31 to C44** are mainly related to some or all of Items A to C and F to H. **C2 to C5, C36 and C45 to C49** mainly oppose Item J1. **C14 to C19** are related to the removal of alignment and station of the EFLS shown on the OZP. While not specifying the related items, C6 provides support to **R9** and objects **R6 and R7**; C8, C9, C25 and C26 support **R9**; C23 and C24 support **R8 to R10, R12 to R36 and R39 to R43**; C30 provides response to **R45**. **C50 to C54** provide general views.
- 5.4.3 The major grounds of comments as well as their major proposals, and PlanD's responses in consultation with the relevant B/Ds are at **Annex IV**. Major concerns raised in the comments are similar to the grounds of objections of the representations detailed in paragraph 5.3 above.

6. Departmental Consultation

- 6.1 The following Government B/Ds have been consulted and their comments have been incorporated in the above paragraphs, where appropriate:
- (a) Secretary for Development;
 - (b) Secretary for Home Affairs;
 - (c) Secretary for Education;
 - (d) Secretary for Commerce and Economic Development (Tourism Commission);
 - (e) Director of Civil Engineering and Development;
 - (f) Director of Environmental Protection;
 - (g) Commissioner for Transport;
 - (h) Director of Highways;
 - (i) Chief Estate Surveyor/Land Supply, Lands Department;
 - (j) Director of Social Welfare;
 - (k) Director of Electrical and Mechanical Services;
 - (l) Director of Leisure and Cultural Services; and
 - (m) Chief Town Planner/Urban Design & Landscape, Planning Department.
- 6.2 The following Government B/Ds have been consulted and they have no major comment on the representations and comments:
- (a) Chief Building Surveyor/Kowloon, Buildings Department;
 - (b) Commissioner of Police;
 - (c) Chief Engineer/Mainland South, Drainage Services Department;
 - (d) Director of Food and Environmental Hygiene; and
 - (e) Director of Marine.

7. **Planning Department's Views**

- 7.1 The supportive representations of **R1 to R7** as well as **R8 (part), R9 (part) and R10 (part)** are noted.
- 7.2 Based on the assessments in paragraphs 5.3 to 5.4 above, PlanD does not support **R8(part), R9 (part), R10 (part), and R11 to R115** and considers that the OZP should not be amended to meet the representations for the following reasons:

Items A to D and F to H

Planning Intention and Position of KTD

- (a) The rezoning of the five sites (Sites 2A2 and 2A3, 2A4, 2A5(B) and 2A10, 4B5, 4C4 and 4C5) for residential use will help meet the housing demand and achieve optimal use of land resources to respond to the changing economic and social needs, and would not affect the intention of developing KTD into a sustainable and vibrant district with a mix of community, housing, business, tourism, sports, leisure and infrastructural uses. After the rezoning, there will still be commercial GFA close to 2 million m² in KTD which would continue to contribute to the transformation of KE into CBD2. The amendments to the OZP have undergone public consultation and are considered suitable in terms of technically feasibility and land use compatibility. (**R8 to R21, R23, R29, R31 to R34, R42, R43, R71 to R73, R75, R92, R100, R101 and R103**);
- (b) The cluster of existing and planned uses at the KTRT for developing a tourism hub and the retail frontage along the Runway Precinct are not expected to be affected by the rezoning of the three sites (Sites 4B5, 4C4 and 4C5). The TN, in particular, is intended to be a focal point to provide commercial and tourism-related uses with hotel and parking facilities to serve residents, visitors, tourists and the public and to enhance the vibrancy and variety of uses for public enjoyment of the waterfront setting. (**R8 to R10, R15, R33, R34 and R43**);

Incorporation of Social Welfare Facilities at the Reviewed Sites

- (c) The incorporation of the proposed social welfare facilities at the five sites is intended to meet the acute demand for social welfare facilities and echoes the Government's policy to build a caring and inclusive society. The proposed uses of a commensurate scale are considered compatible with the residential neighbourhood and technically feasible, without incurring any adverse impacts on the surrounding areas (**R10 to R12, R14, R18 to R20, R22, R24 to R32, R34, R36, R40, R41, R71 to R76, R80 to R82, R84 to R87, R91, R95, R97, R99, R101, R103, R105 to R108 and R110 to R112**);
- (d) The inclusion of social welfare facilities as Column 1 uses for the "R(B)" subzones for Sites 4B5, 4C4 and 4C5 is to facilitate wider and increased provision of such facilities to meet the acute demand of the community. The proposed uses are of appropriate scale and compatible with the surrounding developments and will not affect the integrity and planning intention of developing the former runway tip into a tourism hub. (**R23, R33 to R35, R37 to R41, R71, R72, R77 to R79, R83, R86, R88, R89, R91 to R93, R96, R98, R102, R103, R105 to R110 and R113**);

Technical Aspects

- (e) As demonstrated in the technical assessments conducted, the proposed residential developments at the reviewed sites are technically feasible with no insurmountable technical problem in terms of traffic, visual and air ventilation aspects (**R8, R9, R10, R12, R15 to R18, R19, R21, R22, R24 to R28, R35, R37, R38, R40 to R42, R71, R87, R90, R91, R94, R100, R108, R114 and R115**);

Items J1 and J2

Impact on Overall Planning of the KTSP and the Surrounding Areas

- (f) The proposed DRE development is intended to meet the rehousing demands arising from Government development and/or renewal projects, and will in turn facilitate urban renewal. With provision of an at-grade POS of not less than 2,700m² for public enjoyment and commercial facilities on the lower floors, the DRE development will also complement the KTSP in terms of enhancing the connectivity between KTSP and the inner area of Ma Tau Kok and bringing vibrancy to the waterfront areas (**R46 to R49, R52 to R54, R57 to R61 and R63 to R70**);

Technical Aspects

- (g) As demonstrated in the technical assessments conducted, the proposed DRE development will not cause significant impacts on traffic, environment, landscape, visual, air ventilation and risk aspects (**R10, R46 to R56, R58 to R68, R114 and R115**);

Alternative Sites

- (h) The site is considered suitable for the proposed DRE development irrespective of whether other suitable sites are available. Other possible sites will be separately considered for suitable developments/redevelopments subject to the availability and technical feasibility (**R47 to R49, R53, R60, R61 and R64 to R68**);

Item I

- (i) The rezoning of the site at San Ma Tau Street for commercial development is mainly to reflect a section 12A application (No. Y/K22/3) partially agreed by the MPC of the Board on 1.2.2019. Taking into account the technical assessments conducted, no significant traffic, visual, environmental, geotechnical and air ventilation problems are envisaged (**R44 to R49, R114 and R115**);

Items E1 to E3, K and L

- (j) Items E1 to E3 are to reflect the latest site boundary of KTSP and the adjoining open space. There will be no reduction in open space provision arising from the amendments (**R10**);
- (k) The incorporation of 'Eating Place' in Column 1 of the "OU(Pier)(1)" zone is not supported due to the stringent requirements for such use including loading, sewage, fire safety and electricity capacity. Restaurant use may be allowed upon application to the Board (**R8 and R10**);

Provision of GIC Facilities and Open Space in KTD

- (l) The existing and planned provision of GIC facilities and open space are generally adequate to meet the demand of the overall planned population in KTD in accordance with the requirements of the HKPSG and concerned bureau/department's assessment, except for some facilities. The shortfall for school places is assessed on a wider district basis and could be addressed by the provision in the wider district. For CCC, SWD will consider their provision in the planning and development process as appropriate, with a view to meeting the demand and long-term goal (**R11, R29, R35, R40, R42, R47 to R49, R52 to R57, R60, R61, R63 to R68, R70 and R101**); and

Removal of the indicative alignment and station of the EFLS shown on the OZP

- (m) As stated on the Kai Tak OZP and its Explanatory Statement, the indicative alignment and station of EFLS is for information only and requires further investigation and feasibility study. The removal of the obsolete information is to reflect the Government's latest decision and shall not be regarded as an amendment item to the OZP (**R9, R14, R35, R39 and R40**).

8. Decision Sought

- 8.1 The Board is invited to give consideration to the representations and comments, taking into consideration the points raised in the hearing session, and decide whether to propose/not to propose any amendment to the draft OZP to meet/partially meet the representations.
- 8.2 Should the Board decide that no amendment should be made to the draft OZP to meet the representations, Members are also invited to agree that the draft OZP, together with their respective Notes and updated ES, are suitable for submission under section 8 of the Ordinance to the Chief Executive in Council for approval.

9. Attachments

Annex I	Draft Kai Tak OZP No. S/K22/7 (reduced size)
Annex II	Schedule of Amendments to the Approved Kai Tak OZP No. S/K22/6
Annex III	Lists of Representers and Commenters in respect of the Draft Kai Tak OZP No. S/K22/7
Annex IV	Summary of Representations and Comments and Responses
Annex V	Extract of Minutes of MPC Meeting for Application No. Y/K22/3 held on 1.2.2019
Annex VI	Extract of Minutes of MPC Meeting for Proposed Amendments to the Approved OZP No. S/K22/26 held on 26.11.2021 (English Version Only)
Annex VIIa	Extract of Minutes of Meeting of the Task Force held on 1.11.2021
Annex VIIb	Extract of Minutes of KCDC Meeting held on 4.11.2021
Annex VIII	Provision of Open Space and Major GIC Facilities in Kai Tak OZP

Drawings H-1a to 1b Proposal of EFLS with Stations submitted by **R9**

Plan H-1	Amendments Incorporated into the Draft Kai Tak OZP No. S/K22/7
Plan H-2	Sites under Further Review of Land Use in KTD
Plan H-3	Aerial Photo of Sites under Further Review of Land Use in KTD
Plan H-4a to 4d	Location Plan, Site Plan, Aerial Photo and Site Photo of Representation Sites in relation to Items A, B, C and D
Plan H-4e	Alignment of USS in Kai Tak
Plan H-5a to 5e	Location Plan, Site Plan, Aerial Photo and Site Photos of Representation Sites in relation to Items F, G and H
Plan H-6a to 6f	Location Plan, Site Plan, Aerial Photos and Site Photos of Representation Sites in relation to Items E1 to E3, I, J1 and J2
Plan H-7	Provision of Public Open Space in the Surrounding Areas of 'Dining Cove'
Plans H-8a to 8b	Indicative Development Scheme for Item I
Plans H-9a to 9b	Indicative Development Scheme for Items J1 and J2
Plans H-10a to 10f	Location Plan, Site Plans, Aerial Photos and Site Photo of Representation Sites in relation to Items K and L
Plans H-11a and 11b	Location Plan and Aerial Photo of Tourism Node
Plan H-11c	Landscape Master Plan of Kai Tak Runway Tip Open Space
Plans H-12a and 12b	Location Plan and Aerial Photo of GIC Sites in Former South Apron
Plans H-13a and 13b	Location Plan and Site Photo of Site 1B3
Plan H-14	Kai Tak Commercial Developments
Plan H-15	Location Plan of Sub-areas in KTD
Plan H-16	"Multi-modal" EFLS for Kowloon East
Plan H-17	Proposed GreenWay in Kai Tak Development
Plans H-18a to 18h	Photomontages

Plan H-19

Building Height Restrictions in Ma Tau Kok

Plan H-20

Landing Steps and Water Sports Facilities within Kai Tak Development

PLANNING DEPARTMENT
JUNE 2022