

Hong Kong, 10 February 2022

Chairman and Members
Town Planning Board
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**Re: Draft Kai Tak Outline Zoning Plan No. S/K22/7
(Amendments to the Approved Kai Tak Outline Zoning Plan No. S/K22/6)**

Designing Hong Kong is concerned with amendment items F, G, H, J1, J2 K and L in the captioned Outline Zoning Plan. The proposed amendments fail to recognise the opportunity of the site to generate public enjoyment of the waterfront. We urge the Board to ask Government and the Planning Department to revise the plans.

Amendment Items F, G and H

- The rezoning of three “Commercial” sites to “Residential (Group B)” will weaken the vibrancy of the planned Kai Tak Runway development.
- As shown in the Location Plan of Sub-areas in Kai Tak Development (Reference no. M/K22/21/151), the runway tip is to develop into a tourism and leisure hub. This requires an agglomeration of activities. The existing facilities and Kai Tak Runway Park only attract local tourists during weekends and public holidays, but fail to attract tourists on weekdays.
- While the cruise terminal attracts cruise tourism, the passengers may not be attracted to the immediate environment due to a lack of attractions. This will further limit the opportunity of a successful development of non-cruise operations at the Terminal and the proposed Tourism Node (TN) beyond local employees and residents. Deleting commercial and hotel uses will impact the viability of the Terminal and TN.
- Rezoning the three sites from “Commercial” to “Residential (Group B)” will hinder the development and business operations of the Terminal and TN. Tourists will seek out more exciting districts, residents will seek entertainment elsewhere, and the number of employees will decrease due to the elimination of commercial properties in the area.
- The growth in residents will result in more peak time traffic to and from the runway. Land traffic is now relying on the Shing Fung Road and risks of congestion increases. The original plan for commercial activities at the runway would result in a better balance of traffic flows,

as well as provide opportunities for residents to work in the same neighbourhood. The rezoning would exaggerate the imbalance of traffic flow during the rush hour and may cause pressure on public transport in the area.

- We suggest not to rezone all three sites into residential purpose in order to ensure a more vibrant and sustainable development for the Kai Tak Runway area.
- To enhance to connection and release the pressure on transportation, more landing steps should also be add along the waterfronts to allow kaito ferry services to develop between the runway and nearby piers or landing steps at Kwun Tong, Ngau Tau Kok, Kowloon Bay and To Kwa Wan.
- All residential development in Kai Tak should include guaranteed infrastructure for cycling, such as parking facilities, to allow and promote commuting by bike in the Kai Tak area. It is understood that bicycle parking is not compulsory and would not be exempted for extra GFA. As the development of Greenway is proposed in the Kai Tak area, relevant infrastructure should be provided for the residents to encourage the usage of bicycle in the neighbourhood.
- All residential development in Kai Tak should include guaranteed infrastructure for watersports activities including storage, wash up and repair areas, for both residents and if possible, visitors.
- The Government should manage the expectation of the future residents of the rezoned site as the waterfront area in the runway are designated and expected to be vibrant and open to public. As eating places are allowed on the lowest two floors of the building, Planning Department should also have communication with the relevant departments such as Building Department, Food and Environmental Hygiene Department and Lands Department to have agreement on the license for alfresco dining, location of the kitchen exhaust system (such as roof top) and features to avoid nuisance to future residents.

Amendment Item I

- The rezoning site is at a focal point of the waterfront open space. This is not just an area for a pedestrian circulation but an opportunity for a vibrant and attractive public square for the residents of Ma Tau Kok and visitors to enjoy.
- The building design and EVA location should ensure that alfresco dining is permitted along the open space, and that outdoor dining can proceed without causing undue conflict with the residents upstairs.
- The Government should manage the expectation of the future residents of the rezoned site as the waterfront are designated and expected to be vibrant and open to public. As eating place are allowed and promoted, the Planning Department should also have communication with

the relevant departments such as Building Department, Food and Environmental Hygiene Department and Lands Department to have agreement on the location for licenses for alfresco dining, location of the kitchen exhaust system, etc. to prevent nuisance to the future residents.

- All residential development should include infrastructure for cycling, such as parking facilities, to allow and promote commuting by bike in the Kai Tak area. It is understood that bicycle parking is not compulsory and would not be exempted for extra GFA. As the development of Greenway is proposed in the Kai Tak area, relevant infrastructure should be provided for the residents to encourage the usage of bicycle in the neighbourhood.
- Landing steps should be provided along the waterfront to allow kaito ferry services from the area to nearby piers or landing steps such as Kai Tak Runway and across the harbour.
- All residential development in Kai Tak should include guaranteed infrastructure for watersports activities including storage, wash up and repair areas, for both residents and if possible, visitors.

Amendment Item K

- We support the rezoning of the pier to allow greater usage at the pier for a more vibrant waterfront. We urge for “Eating Place” to be moved to column 1. Moreover, we urge the Board to ensure the Piers are provided with connections to the public sewerage systems.

Amendment Item L

- The proposed rezoning should integrate with the nearby Cha Kwo Ling residential development for the best interest of residents and visitors.
- It is expected the population increase will bring in more traffic to the existing Cha Kwo Ling Road. Even with the ground level crossing, the busy traffic will limit connectivity between the proposed residential development and the promenade. We believe a wide deck across the road can offer a better connection between the promenade and the proposed residential and GIC development in the latest Draft Cha Kwo Ling, Yau Tong, Lei Yue Mun Outline Zoning Plan (Plan S/K15/26), and enhance the experience and vibrancy of the waterfront in Kowloon East.
- We believe the shops and services provided at the housing development across the Cha Kwo Ling Road can serve the visitors at the public promenade, and vice versa animate the waterfront of Victoria Harbour.
- The development of the waterfront, and the development of the residential, GIC and retail north of the road should be regarded as one integrated whole – combining the experience of Cha Kwo Ling village and the waterfront as one.

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- We propose a wide deck-level link between the proposed amendment item L and the future Cha Kwo Ling development. We urge the deck landing at the waterfront to include retail, sit-out area, look-out points, toilets, food and beverage and open space for residents and visitors.

Here we submit our concerns for your consideration.

Designing Hong Kong Limited