

# **Task Force on Kai Tak Harbourfront Development**

For discussion  
on 5 April 2017

TFKT/07/2017

## **Amendments Incorporated in the Draft Kai Tak Outline Zoning Plan No. S/K22/5**

### **PURPOSE**

This paper aims to brief and seek Members' views on the amendments incorporated in the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5 (**Annexes I, II & III**).

### **BACKGROUND**

2. In response to new planning circumstances, societal needs and public aspirations, the Government has conducted the "Kai Tak Review Study" (the Review) to explore the feasibility of increasing the supply for housing and office land, and enhancing the land use proposals for Kai Tak Development (KTD). The Review is mainly intended to address the acute demand for housing land, facilitate the policy initiative of "Energizing Kowloon East" for transforming Kowloon East into the second Core Business District, and preserve the heritage relics discovered in the North Apron area of KTD.

3. On 18 November 2016, Development Bureau, Planning Department (PlanD) and Civil and Engineering Development Department (CEDD) consulted the Task Force on Kai Tak Harbourfront Development (Task Force) of the Harbourfront Commission (HC) on the findings of the Review<sup>1</sup>. Major views of the Task Force are:

- (a) environmental and traffic mitigation measures should be put in place to ensure the liveability and connectivity of KTD;
- (b) the proposed extent of increase in development intensity might impose adverse environmental, traffic and visual

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<sup>1</sup> Other stakeholders including Kowloon City District Council (DC), Wong Tai Sin DC and Kwun Tong DC were consulted between November and December 2016.

impacts to the surrounding neighbourhood. In particular, it would result in bulky and impermeable cluster of structures along the former runway area (i.e. Area 4); and

- (c) developments directly fronting the harbour should adopt a lower development density and gradation of height profile to allow for permeability to the water body and variation in building height profile in accordance with the established Harbour Planning Principles and Guidelines (HPPG).

4. In gist, Members expressed reservation on the proposals, in particular those on the former runway area and reiterated the importance of complying with the established HPPG. PlanD and CEDD were requested to take into account Members' views and present refined scheme for consideration by the HC.

5. On 13 December 2016, three refined schemes were formulated and put forward to HC for consideration. HC considered that the three schemes represent improvement in urban design. On 18 January 2017, DevB, PlanD and CEDD further conducted an urban design workshop with members of HC to discuss the revised proposal for Area 4. While having no in-principle objection to the refined development intensity for Area 4, Members considered that the connectivity between the landscaped deck over Road D3, the adjoining development sites, as well as the surrounding public spaces including the waterfront promenades should be enhanced.

6. On 20 January 2017, PlanD submitted the proposed OZP amendments together with the views of DCs/stakeholders to the Town Planning Board (TPB). After consideration, TPB agreed that the proposed amendments to the approved Kai Tak OZP can be published for public inspection in accordance with Town Planning Ordinance (the Ordinance).

## AMENDMENTS INCORPORATED IN THE DRAFT OZP

7. On 17 February 2017, the draft Kai Tak OZP No. S/K22/5 incorporating the amendments (**Annex I**) (the gazette notice and schedule of amendments at **Annex II**, and the Notes and Explanatory Statement at **Annex III**) was published for public inspection for a two-month period until 18 April 2017 in accordance under the Ordinance. According to the established procedures, PlanD consulted the Wong Tai Sin, Kowloon City and Kwun Tong DCs again in March 2017 on the draft OZP. Details of the amendments are summarized in the following paragraphs.

### **Kai Tak City Centre (Plan 1)**

#### Heritage Park (Amendment Item (Item) A1 to A4)

8. The Government previously decided to preserve the Sung-yuen Dynasties remnants including the ancient wells and heritage relics discovered near the Shatin-to-Central Link (SCL) To Kwa Wan Station. According to the Antiquities and Monuments Office, heritage relics may further be discovered in the area. In order to preserve and exhibit the important archaeological findings discovered in Area 2, the concerned areas will be rezoned to “Open Space(3)” (“O(3)”) (Item A1) for the establishment of a proposed Heritage Park. The park can be planned together with the adjacent Sung Wong Toi Park to provide a proper setting and ambience to facilitate the exhibition and preservation of the discovered heritage relics. In light of the proposal, the land uses of the adjoining areas are also refined, including the relocation of Road L9 (Items A2 & A4) and a proposed fire station (Item A3).

#### Residential/Commercial Sites (Item B to D1)

9. In order to optimize the development potential of sites to address the acute demand for commercial and residential land, the plot ratio (PR) of areas zoned as “Commercial (3)” (“C(3)”), “Residential (Group)B6” (“R(B)6”), “Comprehensive Development Area (3)” (“CDA(3)”), “CDA(4)” and “CDA(5)” in Area 2 are increased from 4.5-5 to 6.5-6.8. The corresponding building height restrictions (BHRs) are revised to 80-135mPD. The land along

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the frontages of the “CDA(3)”, “CDA(4)” and “CDA(5)” facing the “O(3)” zone would be designated as areas for ‘Shop and Services’ and ‘Eating Place’ uses only to provide an attractive and vibrant frontage for the pedestrians.

### Public Housing Development (Item D2)

10. In response to the acute demand for public housing and the views expressed by DCs/stakeholders, four sites in Area 2 are rezoned from “R(B)1” to “Residential (Group A)4” (“R(A)4”) with PR increased from 5 to 6.6 and BHRs increased to 110mPD and 115mPD. The sites will provide about 6,000 units for public housing development.

### Site abutting Road L1 and Concorde Road (Item E)

11. A site abutting Road L1 and Concorde Road was once earmarked for the development of a government offices building, but such provision is no longer required. Being close to the SCL Kai Tak Station and the commercial cluster in the Kai Tak City Centre, the site is rezoned to “Commercial(8)” (“C(8)”) with a PR of 8 and BHR of 120mPD. The proposed development parameters are similar to those of the proposed government offices building in the previously approved planning application.

### Electricity Sub-station (Item F)

12. Revision to the stipulated BHR for a site zoned “Government, Institution or Community” (“G/IC”) at the junction of Road D2 and Road D3 to 40mPD for the relocation of a 400kV electricity station.

### Latest Central Kowloon Route (CKR) Alignment (Item G1 & G2)

13. Revision to the land use of areas near the CKR according to the latest approved CKR alignment, including rezoning of two areas near the ring road of the proposed CKR to “O”, and areas near the junction of Road D2 and Road D3 to “Other Specified Uses (Amenity)”.

### South Apron (Plan 2)

#### Items H1 to H4

14. In order to create synergy in support of the transformation of the adjoining Kowloon Bay Business Area, two “G/IC” sites without designated use abutting L10 Road and Kai Fuk Road are rezoned to “Commercial (1)” (“C(1)”) and “C(8)” zones with a PR of 5.8 and 8 and BHRs of 80mPD and 100mPD respectively. To enhance connectivity between the hinterland and waterfront areas, the alignments of elevated walkway have been revised.

#### Items I to L

15. Two sites abutting the existing petrol filling station at Kai Fuk Road are rezoned as “Other Specified Uses” annotated “Petrol Filling Station” (“OU(PFS)”) to reflect the latest road alignment. Two strips of land in the area are also rezoned to area shown as ‘Road’ (Item I).

16. A site south of Kai Fuk Road is earmarked for “Animal Management and Animal Welfare Building Complex” of the Agriculture, Fisheries and Conservation Department. The BHR of the site is revised to 80mPD (Item J); and part of the area shown as ‘Road’ adjoining the site is rezoned to “G/IC” zone. A site south of the existing petrol filling station at Kai Fuk Road is rezoned to “G/IC” with BHR of 15mPD for the reprovisioning of a refuse collection point (Item K).

17. To reflect the as-built condition of Drainage Services Department’s De-stilting Compound, a strip of land is rezoned to “G/IC”. In order to improve the accessibility of the pedestrian linkage network for connecting to the commercial sites in Area 3, a strip of land crossing L18 Road is rezoned to “Other Specified Uses” annotated “Landscaped Elevated Walkway” (Item L).

#### Item M1 to M5

18. For expansion of the proposed Kai Tak Acute Hospital, a site between Kwun Tong Bypass and Trunk Road T2 is rezoned to “G/IC” with stipulated BHR of 100mPD. The re-alignment of the

elevated walkway has also been refined.

### Items N1 to N2

19. A site originally earmarked for a gas pigging station, the adjoining “C(2)” site and a small portion of “O” site are rezoned to “R(B)2” with PR of 4.5 and BHRs of 80 and 100mPD. Areas at the end of Kai Hing Road are rezoned to “O” and area shown as ‘Road’ to reflect the latest road alignment.

### **Runway Area (Plan 3)**

#### Residential and Commercial Sites (Item O to U)

20. Based on the preferred refined scheme presented to HC on 16 December 2016, the land uses in the area are amended. As compared with the previous OZP, two sites at the southern part of the proposed Metro Park are rezoned for residential use, i.e. “R(B)4” (Item U1 and U2). A residential site near the Cruise Terminal/Tourism Node is rezoned from residential to “C(4)” for hotel and other commercial use (Item P) to form a hotel cluster near the Cruise Terminal/Tourism Node while four commercial sites located relatively away from the Cruise Terminal/Tourism Node are rezoned for residential use (Item Q and T) to help meet the actual housing demand. Overall, the average domestic PR for the 11 residential sites is 6, which is lower than those in Area 2 while the PR of the three commercial sites are of 6 to 7.5.

21. In order to respect the originally intended undulating BH profile at Area 4 and achieve more interesting and varied built form, the BHs of the residential sites are adjusted to between 95mPD and 120mPD, with the tallest band of 120mPD in the middle and BHs stepping down on the two sides toward Metro Park and Cruise Terminal/Tourism Node. A 15m wide non-building area is designated in the middle of the two residential sites with the longest site frontages to enhance air and visual permeability. To ensure a visually compatible building mass, the three commercial sites are subject to BHRs of 95mPD and 108mPD. Under the amended OZP, Area 4 will have a more varied and interesting BH profile, which is generally compatible with the developments in the hinterland area, without breaching

the mountain ridgeline (**Plan 4**). The residential sites are rezoned to “R(B)4”, “R(B)5” and “R(B)7” with corresponding revision in BHR and PR, and their development parameters are detailed in **Annex IV**.

22. For the residential sites, it is proposed to provide some low-rise blocks fronting the adjoining waterfront promenade to provide a more diversified building mass and an intimate scale of development for the pedestrians along the promenade (**Plan 5**). To enhance vibrancy and diversified activities in the area, retail shop and eating places are permitted at the lowest two floors of the building fronting the waterfront promenade, pedestrian street and Metro Park with a maximum PR of 6.1 to 7.

23. To strengthen pedestrian connectivity between the two sides of developments along the former runway and the landscaped deck above Road D3 currently under construction, more barrier-free pedestrian footbridges and access lifts will be provided at this area.

### Items V1 & V2

24. A site close to the landscape deck at the upper portion of Road D3 is rezoned to “G/IC” for two proposed half-sunken sewage pumping station and salt water pumping station serving the adjoining developments at former runway. Specific requirements have been set out in the Explanatory Statement of the OZP that the design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. In addition, a portion of land reserved for Road D3 is rezoned to “Open Space (2)” in order to provide a landscape deck above the road to connect to the Metro Park in the north.

### Cha Kwo Ling Waterfront

#### Vocational Training Council’s Campus (Item W1 to W7)

25. The waterfront area of Cha Kwo Ling was previously covered by an “O” zone and three “OU” zones annotated for ‘Sewage Treatment Plant with Landscaped Deck above’

“OU(STP)”, ‘Tunnel Ventilation Shaft and Administration Building’ (“OU(VS)”) and ‘Petrol Filling Station’ (“OU(PFS)”) (**Plan 6**). The “OU(STP)” site is partly occupied by Kwun Tong Preliminary Treatment Works and partly reserved for its extension. As the extension and the originally planned ventilation shaft and administration building are no longer required, there is opportunity for a review of land uses of the area.

26. In the 2016 Policy Address, the Government announced to reserve a site in the urban district to develop a VTC campus building with adequate capacity and state-of-the-art facilities. After considering the site requirement of VTC (site area of about 3 to 5 hectares, within urban area and advantageous to prompt completion of the campus), the Government earmarked a site located at Cha Kwo Ling waterfront for the development of the VTC campus building. Through the re-provisioning of the existing liquefied petroleum filling (LPG) station in the “OU(PFS)” zone and temporary soccer pitch in the “O” zone in the middle part of the area to the north, a larger site could be made available for the use.

27. A site with an area of 4.2 ha is rezoned from “O”, “OU(STP)”, “OU(VS)” and “OU(PFS)” and area shown as ‘Road’ to “G/IC”) for the development of the new VTC building (**Plans 6 to 8 and Annexes V & VI**). The area north of the site will be rezoned for re-provisioning of the temporary football pitch and LPG filling station, and Wai Lok Street will be relocated northward between the re-provisioned football pitch/LPG filling station and the new VTC building. Stepped BHRs of 60mPD to 70mPD from north to south, which are lower than the adjoining residential development, Laguna City (80-92mPD), to its north (**Plan 9**), are adopted. To ensure compatibility with the waterfront environment, the proposed development would provide appropriate greening area, wind corridor between building blocks and setback along Wai Yip Street and waterfront promenade. For the frontage with the planned waterfront promenade, integrated design with minimum fence will be considered (**Plan 10**). VTC has conducted relevant technical assessments on traffic, environment, visual impact and air ventilation aspects to confirm that the proposed development does not have insurmountable impact on the surrounding areas. The development parameters are as follow:



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Site Area	About 42,000m <sup>2</sup>
Plot Ratio	5.5
Total Gross Floor Area (GFA)	About 231,000m <sup>2</sup>
Proposed Use	Educational Facilities including classrooms, laboratories, workshops, authentic training facilities including training hotel and training café, teaching and training zone, interactive zone, STEM(science/technology/engineering/mathematics) Education Centre, student amenities, indoor and outdoor spaces for student activities, etc.
Floor Numbers	11 to 14
Building Height	60 to 70mPD
Number of Students	About 7,000
Number of Teachers	About 1,000 to 1,500

28. VTC and the relevant government departments are willing to continue liaising with the stakeholders and local residents to enhance the detailed design of the development. VTC will consider providing appropriate facilities to support collaborative activities with the community, further setback of the buildings, and enhancing the integration with surrounding developments and waterfront promenade.

29. After the rezoning, there is still a total of about 4.2ha of planned open space in the Cha Kwo Ling waterfront including a waterfront promenade of 660m long, 50m wide and about 3.3 hectares. The overall provision of open space in Kwun Tong and KTD is still sufficient to meet the district/local demand.

30. In relation to the amendments related to VTC development, the Estate Owners' Committee and residents of Laguna City have raised objection to the rezoning. The major grounds of objection include reduction of open space/waterfront promenade in the district, improper site selection, adverse air ventilation and traffic impacts, excessive development scale, insufficient consultation with the Task Force/residents of Laguna City, and violation of the HPPG. Regarding these issues, the assessments in paragraphs 25 to 27 above on the design and justifications for VTC development and 33 below regarding compliance with HPPG are relevant.

### **AMENDMENTS OF NOTES AND EXPLANATORY STATEMENT (Annex III)**

31. For the purpose of the above amendment items, the Notes of the OZP have been amended accordingly. Opportunity is taken to incorporate other technical amendments into the Notes as well. The Explanatory Statement of the OZP has also been updated to reflect the latest condition and planning circumstances of the planning scheme area.

32. KTD is intended to be developed as hub for sports and leisure activities. To cater for the flexibility for providing water sports and recreational activities, 'water sports/water recreation' use is listed as always permitted within "O" zone. The planning intention of "O" zone is also amended to reflect the intention for the establishment of the heritage park in Area 2.

### **HARBOUR PLANNING PRINCIPLES AND GUIDELINES**

33. Reference has been made to the HPPG for the amendments. The amendments, including those related to VTC development, are considered to be in line with the following harbour planning principles/guidelines:

### Principle 1: Preserving Victoria Harbour

- (a) The amendments do not involve any reclamation within the Victoria Harbour, and thus the objective to preserve the harbour is fulfilled.
- (b) The amendments will not jeopardise the intention to preserve the waterfront areas for enjoyment by Hong Kong people and visitors, and the waterfront areas will be maintained as parks and promenades. The length of a continuous waterfront promenade of 11km will remain unchanged.
- (c) For Cha Kwo Ling waterfront, a water promenade of 50m wide and 660m long and 3.3 ha can be achieved after the rezoning. A total of 4.2 ha of open space is planned.

### Principle 2: Stakeholder Engagement

- (d) The Government followed the established guidelines and requirements to consult the relevant stakeholders including the Task Force, HC and relevant DCs as mentioned in the above paragraphs 3 to 6. Before the exhibition of OZP amendments, the stakeholders were consulted on the findings of the Review in November and December 2016. For VTC development, PlanD and VTC representatives had attended a local consultation forum at Laguna City on 10.1.2017. The views received together with the proposed OZP amendments were submitted to the TPB for consideration In January 2017.
- (e) After exhibition of the draft OZP, PlanD had further consulted the three DCs in March 2017 and will consult the Task Force at the subject meeting, and the views received will be reflected to the TPB for consideration. Furthermore, the public can make representation to the TPB on the OZP amendments during the exhibition period up to 18 April 2017 in accordance with the provisions of the Ordinance.

### Principles 3 & 4: Sustainable Development & Integrated Planning

- (f) The amendments are intended to enhance the land use proposals for KTD in response to the new planning circumstances and societal needs. The amendments have given balanced consideration to acute demand for housing land, rising public aspirations on water sports activities and the preservation of heritage relics, and creation of the second Core Business District in Kowloon East.
- (g) The development intensity has struck a balance between the objective of optimisation of land resources and compatibility with the overall development intensity in the area, without overstraining the capacity of the planned engineering infrastructures, nor cause any unacceptable traffic and environmental impacts.
- (h) Apart from planned open space and waterfront promenade in KTD, land uses which can cater for the economic, social and environmental needs of society and are compatible with the harbour-front environment, e.g. hotels, the proposed Kai Tak Children Hospital and Acute Hospital, and VTC development, are proposed so as to achieve a balanced mix of land uses at the harbourfront area.
- (i) For Cha Kwo Ling waterfront, the proposed VTC development will adopt a stepped BH profile lower than the hinterland development and incorporate greening and visual and air corridors to facilitate air and visual permeability. Podium free design and setback from the waterfront promenade and barrier-free design would be adopted to ensure integration with the harbourfront environment.

### Principle 5 & 6: Proactive Harbour Enhancement & Vibrant Harbour

- (j) The rationalisation of land uses at the runway area by

creating a more coherent hotel cluster next to the Tourism Node would help create synergy for achieving a major tourism node of Hong Kong. The planned development with both commercial, hotel and residential uses in this Area, coupled with the retail frontages planned along the waterfront promenade, would help making of “place” by attracting vibrant activities and bringing residents/workers/visitors to the waterfront promenades at different time of the days.

- (k) The inclusion of water sports/recreation use as a use always permitted within “O” zone would encourage and facilitate the creation of vibrant harbour by providing people-oriented sports and leisure activities along the waterfront, and strengthen the role of Kai Tak as a hub for sports and recreational activities.
- (l) For Cha Kwo Ling waterfront, the proposed VTC development will help introduce different uses and activities along the waterfront and enhance its vibrancy as compared with mere provision of open space in the area.

### Principle 7: Accessible Harbour

- (m) The amendments will not affect the accessibility to the harbour as the major connections from the hinterland areas and the 11km long continuous waterfront promenade can be generally maintained. The elevated footbridge connections between the hinterland and waterfront areas have also been enhanced. Further enhancement to the connectivity would be further considered in consultation with concerned stakeholders and bureaux/departments.
- (n) For the Cha Kwo Ling waterfront, public passage will be provided within the VTC development during open hours of the campus to facilitate public access to the waterfront.

### Principle 8: Public Enjoyment

- (o) The OZP amendments will not compromise the opportunities for the public to enjoy and make use of the extensive harbourfront areas and the water body in Kwun Tong Typhoon Shelter and the Approach Channel. The provision of ample open space and a continuous waterfront promenade for public enjoyment will be maintained. The promotion of “water sports/recreation use” would also enhance the overall enjoyment of the water bodies and waterfront area.
  
- (p) For Cha Kwo Ling waterfront, the proposed VTC development would not deprive the public enjoyment of the waterfront as there is still adequate provision of open space/waterfront promenade and VTC’s design will ensure compatibility with the harbourfront setting and access to the harbour. The development is regarded as “Educational Institution” use, which is not incompatible with the surrounding developments. Special design considerations including provision of public passage, building setback and integration with the adjoining planned waterfront promenade would be adopted for the development to ensure that the development would not compromise the public enjoyment of the waterfront and hence would comply with the HPPG.

### **PUBLIC CONSULTATION**

34. The draft Kai Tak OZP No. S/K22/5 was exhibited for public inspection on 17 February 2017 for a 2-month period until 18 April 2017 in accordance with section 5 of the Ordinance. The OZP would be deposited at the Secretariat of TPB, the Planning Enquiry Counters at the North Point Government Offices and the Sha Tin Government Offices, the Kowloon District Planning Office, Kowloon City District Office, Wong Tai Sin District Office and the Kwun Tong District Office for public inspection. Members of the public can also browse the OZP at the TPB’s website (<http://www.info.gov.hk/tpb/>).

35. In accordance with section 6(1) of the Ordinance, any person may make representation to the TPB in respect of any of the amendments. The representation should be made in writing to the Secretary, TPB, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong not later than **18th April 2017**. Please refer to **Annex II** for more details.

**PLANNING DEPARTMENT  
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT  
April 2017**

### ATTACHMENTS

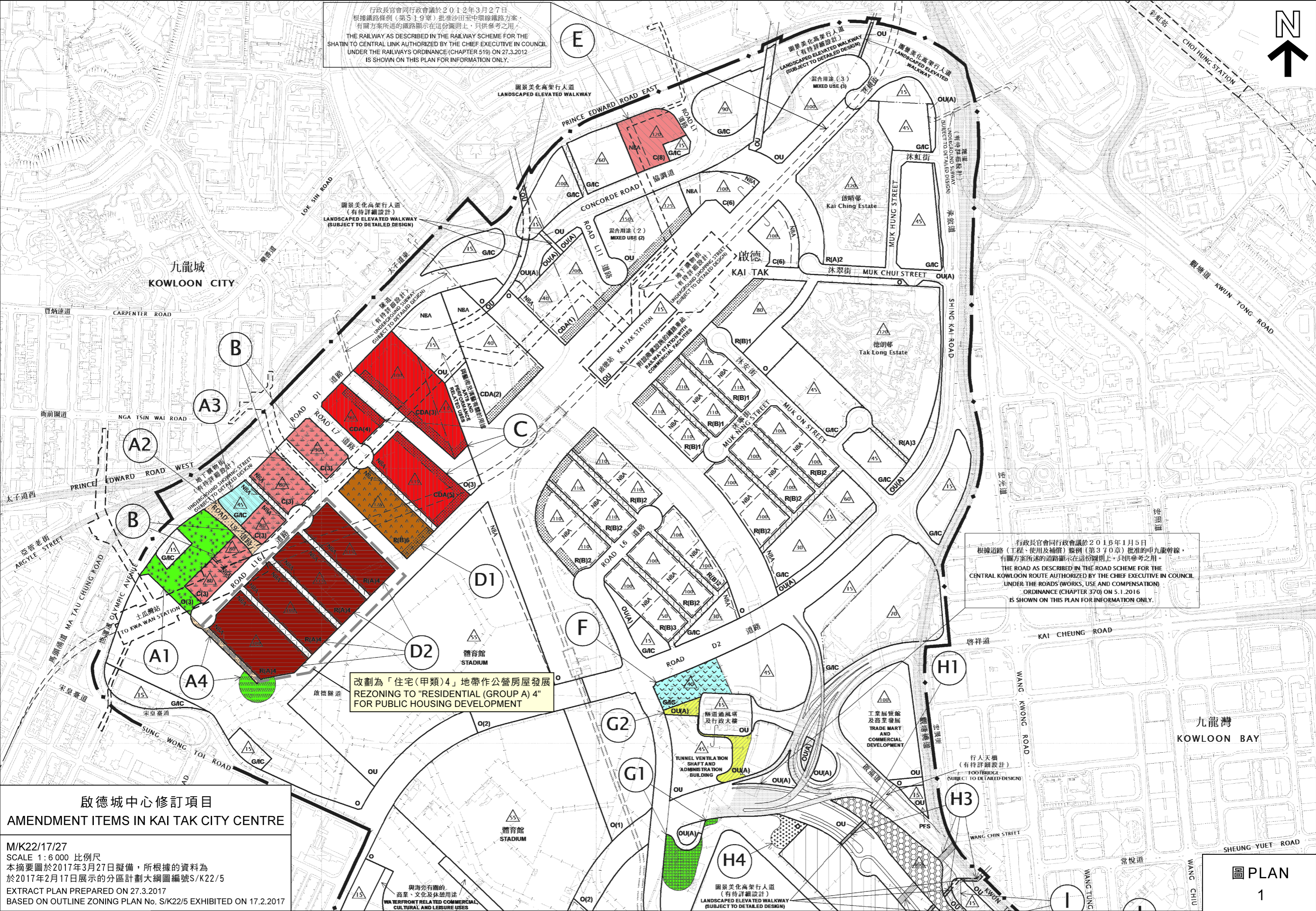
Plan 1	Amendment Items in Kai Tak City Centre
Plan 2	Amendment Items in South Apron Area
Plan 3	Amendment Items in Runway Area
Plan 4	Comparison of Proposed Developments in Runway Area under Approved Kai Tak OZP No. S/K22/4 and S16 Applications and Draft Kai Tak OZP No. S/K22/5
Plan 5	Photomontage for Urban Design in Runway Area
Plan 6	Amendment Items in Cha Kwo Ling Waterfront
Plan 7	Aerial Photo of Cha Kwo Ling Waterfront
Plan 8	Site Photo of Cha Kwo Ling Waterfront
Plan 9	Photomontage of New VTC Campus Building
Plan 10	Photomontage of New VTC Campus Building
Annex I	Draft Kai Tak Outline Zoning Plan No. S/K22/5 (Resized to A3 size)
Annex II	Gazette Notice and Schedule of Amendments of the Draft Kai Tak Outline Zoning Plan No. S/K22/5
Annex III	Notes and Explanatory Statement of the Draft Kai Tak Outline Zoning Plan No. S/K22/5
Annex IV	Land Use Amendments and Development Parameters of Amendment Items O to U2 at Runway Area
Annex V	Master Layout Plan of New VTC Campus Building
Annex VI	Section of New VTC Campus Building



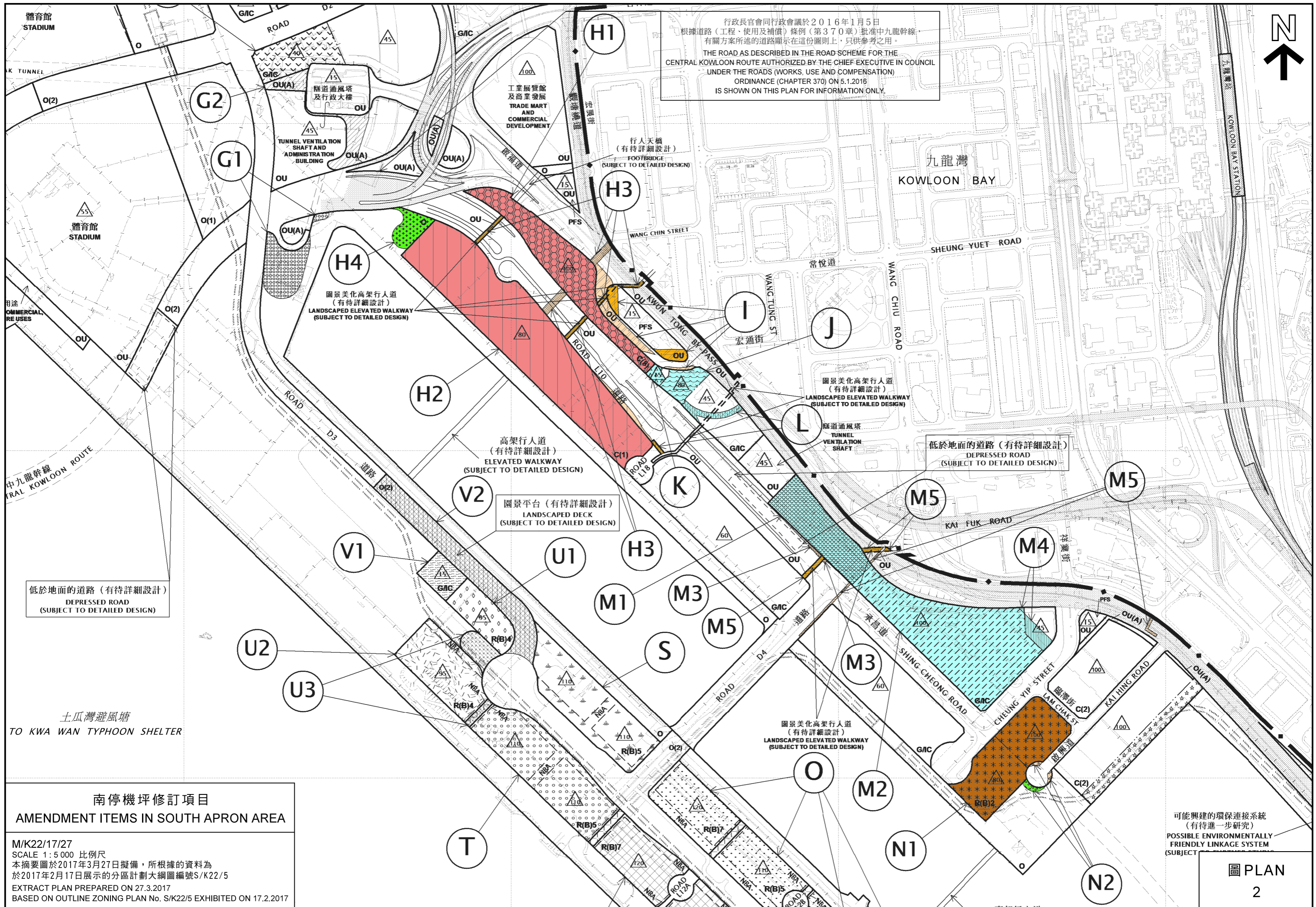
行政長官會同行政會議於2012年3月27日根據鐵路條例(第519章)批准沙田至中環線鐵路方案。有關方案所述的鐵路顯示在這份圖則上,只供參考之用。  
THE RAILWAY AS DESCRIBED IN THE RAILWAY SCHEME FOR THE SHATIN TO CENTRAL LINK AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE RAILWAYS ORDINANCE (CHAPTER 519) ON 27.3.2012 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

行政長官會同行政會議於2016年1月5日根據道路(工程、使用及補償)條例(第370章)批准的九龍幹線,有關方案所述的道路顯示在這份圖則上,只供參考之用。  
THE ROAD AS DESCRIBED IN THE ROAD SCHEME FOR THE CENTRAL KOWLOON ROUTE AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER THE ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370) ON 5.1.2016 IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

改劃為「住宅(甲類)4」地帶作公營房屋發展  
REZONING TO "RESIDENTIAL (GROUP A) 4" FOR PUBLIC HOUSING DEVELOPMENT



啟德城中心修訂項目  
AMENDMENT ITEMS IN KAI TAK CITY CENTRE  
M/K22/17/27  
SCALE 1:6000 比例尺  
本摘要圖於2017年3月27日擬備,所根據的資料為  
於2017年2月17日展示的分區計劃大綱圖編號S/K22/5  
EXTRACT PLAN PREPARED ON 27.3.2017  
BASED ON OUTLINE ZONING PLAN No. S/K22/5 EXHIBITED ON 17.2.2017



行政長官會同行政會議於2016年1月5日  
根據道路(工程、使用及補償)條例(第370章)批准中九龍幹線  
有關方案所述的道路顯示在這份圖則上,只供參考之用。  
THE ROAD AS DESCRIBED IN THE ROAD SCHEME FOR THE  
CENTRAL KOWLOON ROUTE AUTHORIZED BY THE CHIEF EXECUTIVE IN COUNCIL  
UNDER THE ROADS (WORKS, USE AND COMPENSATION)  
ORDINANCE (CHAPTER 370) ON 5.1.2016  
IS SHOWN ON THIS PLAN FOR INFORMATION ONLY.

低於地面的道路 (有待詳細設計)  
DEPRESSED ROAD  
(SUBJECT TO DETAILED DESIGN)

園景美化高架行人道  
(有待詳細設計)  
LANDSCAPED ELEVATED WALKWAY  
(SUBJECT TO DETAILED DESIGN)

高架行人道  
(有待詳細設計)  
ELEVATED WALKWAY  
(SUBJECT TO DETAILED DESIGN)

園景平台 (有待詳細設計)  
LANDSCAPED DECK  
(SUBJECT TO DETAILED DESIGN)

園景美化高架行人道  
(有待詳細設計)  
LANDSCAPED ELEVATED WALKWAY  
(SUBJECT TO DETAILED DESIGN)

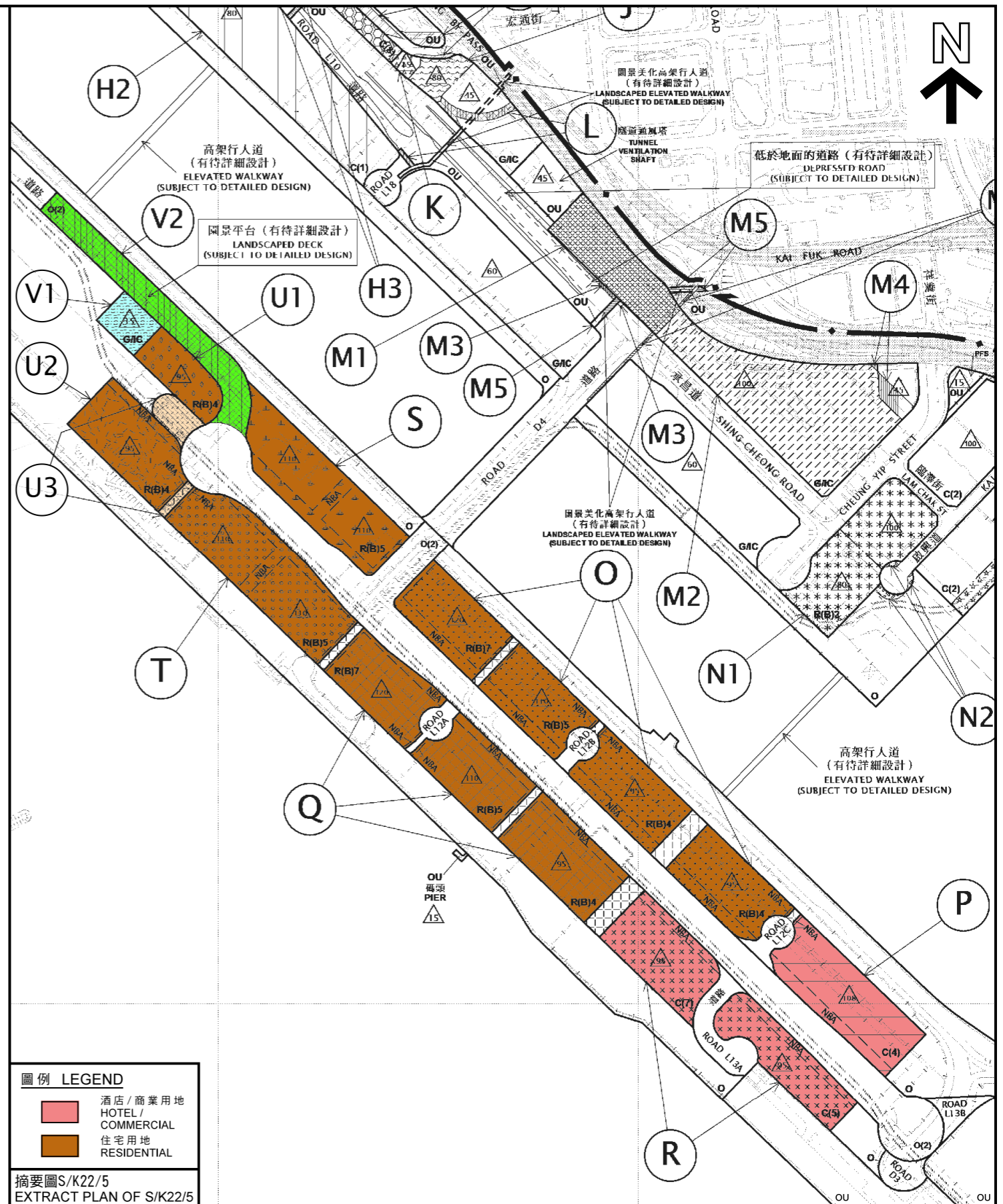
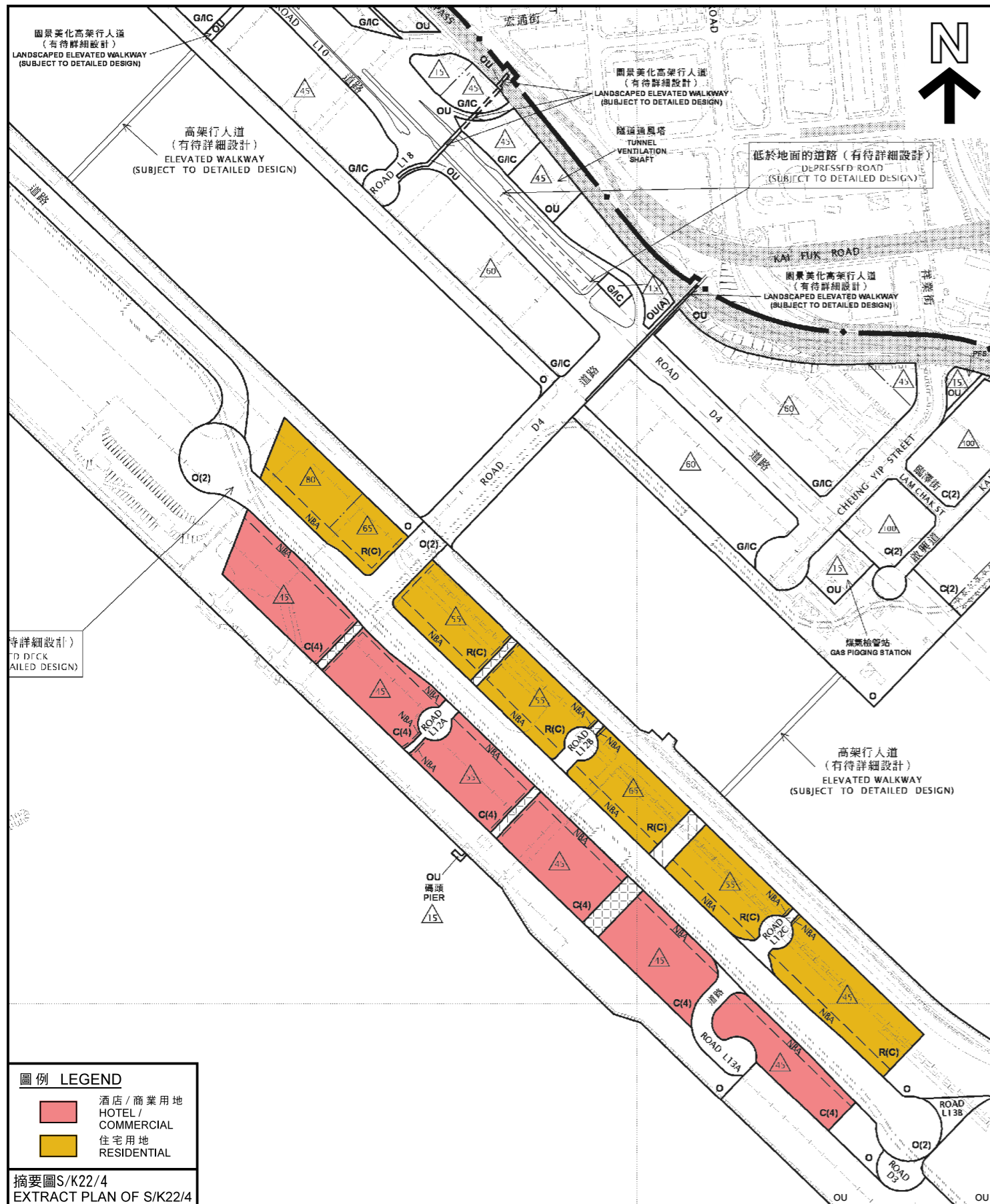
低於地面的道路 (有待詳細設計)  
DEPRESSED ROAD  
(SUBJECT TO DETAILED DESIGN)

園景美化高架行人道  
(有待詳細設計)  
LANDSCAPED ELEVATED WALKWAY  
(SUBJECT TO DETAILED DESIGN)

可能興建的環保連接系統  
(有待進一步研究)  
POSSIBLE ENVIRONMENTALLY  
FRIENDLY LINKAGE SYSTEM  
(SUBJECT TO FURTHER STUDY)

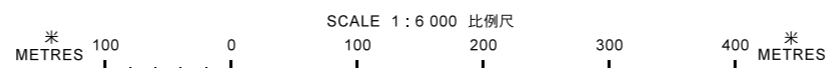
南停機坪修訂項目  
AMENDMENT ITEMS IN SOUTH APRON AREA

M/K22/17/27  
SCALE 1:5 000 比例尺  
本摘要圖於2017年3月27日擬備,所根據的資料為  
於2017年2月17日展示的分區計劃大綱圖編號S/K22/5  
EXTRACT PLAN PREPARED ON 27.3.2017  
BASED ON OUTLINE ZONING PLAN No. S/K22/5 EXHIBITED ON 17.2.2017



位置圖 LOCATION PLAN

跑道區修訂項目  
AMENDMENT ITEMS IN RUNWAY AREA



本摘要圖於2017年3月29日擬備，所根據的資料為：  
於2012年9月4日核准的分區計劃大綱圖編號S/K22/4，  
以及於2017年2月17日展示的分區計劃大綱圖編號S/K22/5  
EXTRACT PLAN PREPARED ON 29.3.2017  
BASED ON OUTLINE ZONING PLANS No.  
S/K22/4 APPROVED ON 4.9.2012 AND  
S/K22/5 EXHIBITED ON 17.2.2017

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.

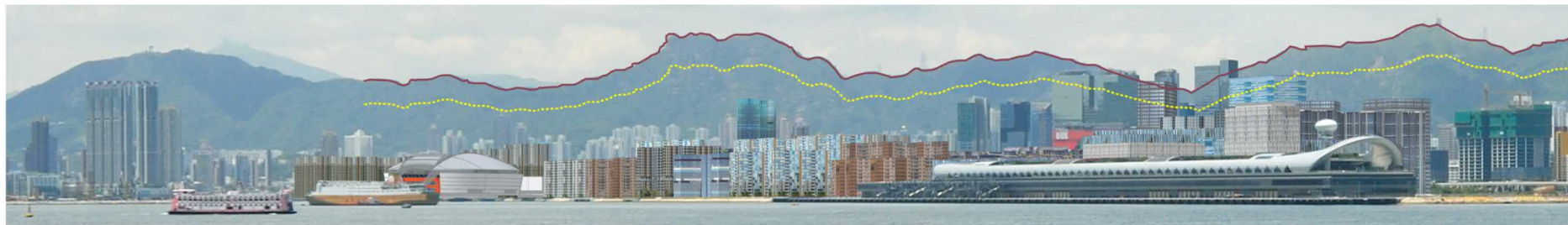
M/K22/17/27

圖 PLAN

3

《啟德分區計劃大綱核准圖編號S/K22/4》及第16條批准的申請方案下跑道區發展

ORIGINAL PROPOSED DEVELOPMENTS IN RUNWAY AREA ON APPROVED KAI TAK OUTLINE ZONING PLAN No. S/K22/4 AND S16 APPLICATIONS



《啟德分區計劃大綱草圖編號S/K22/5》方案下跑道區發展

PROPOSED DEVELOPMENTS IN RUNWAY AREA ON DRAFT KAI TAK OUTLINE ZONING PLAN No. S/K22/5



合成照片 PHOTOMONTAGE

啟德分區計劃大綱核准圖編號S/K22/4及第16條批准的申請方案  
及啟德分區計劃大綱草圖編號S/K22/5方案下跑道區發展的比較  
COMPARISON OF PROPOSED DEVELOPMENTS IN RUNWAY AREA  
UNDER APPROVED KAI TAK OZP No. S/K22/4 AND S16 APPLICATIONS  
AND DRAFT KAI TAK OZP No. S/K22/5

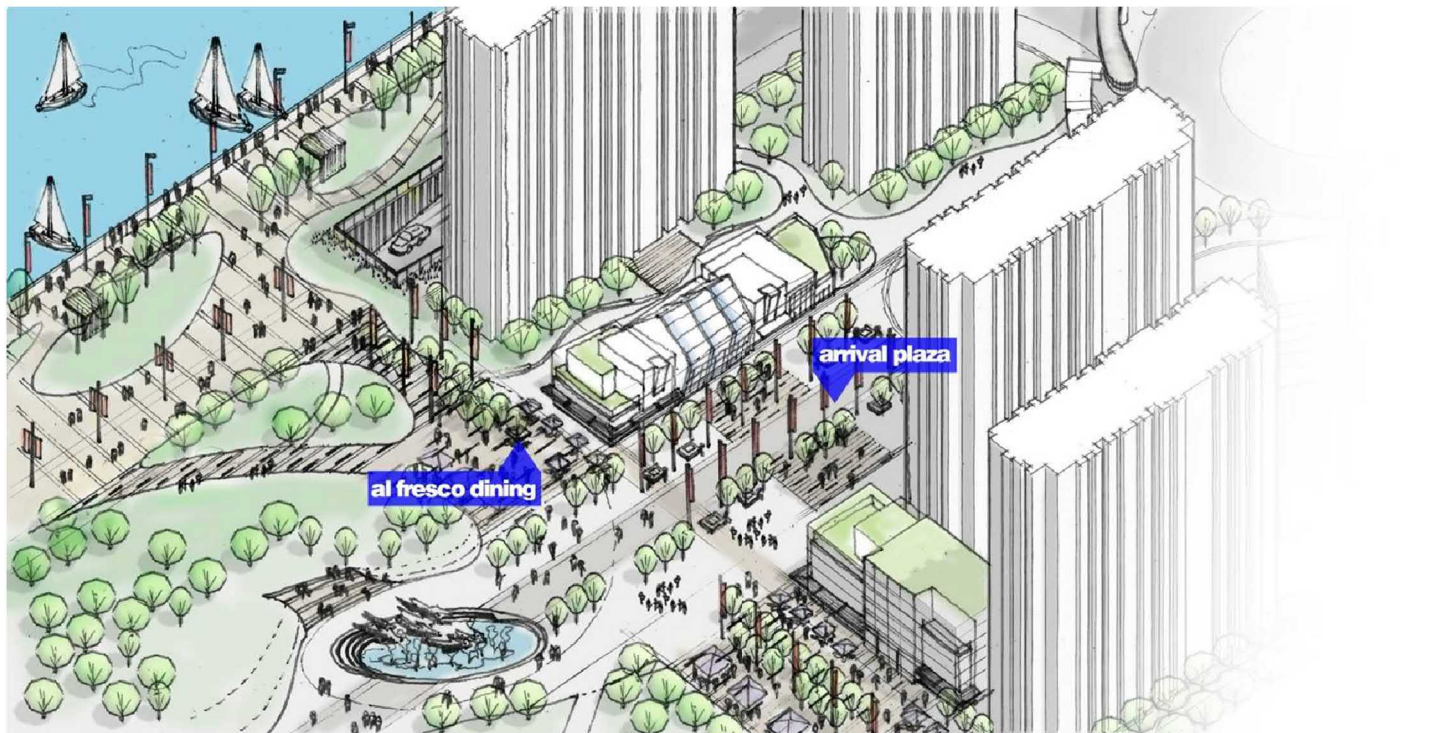
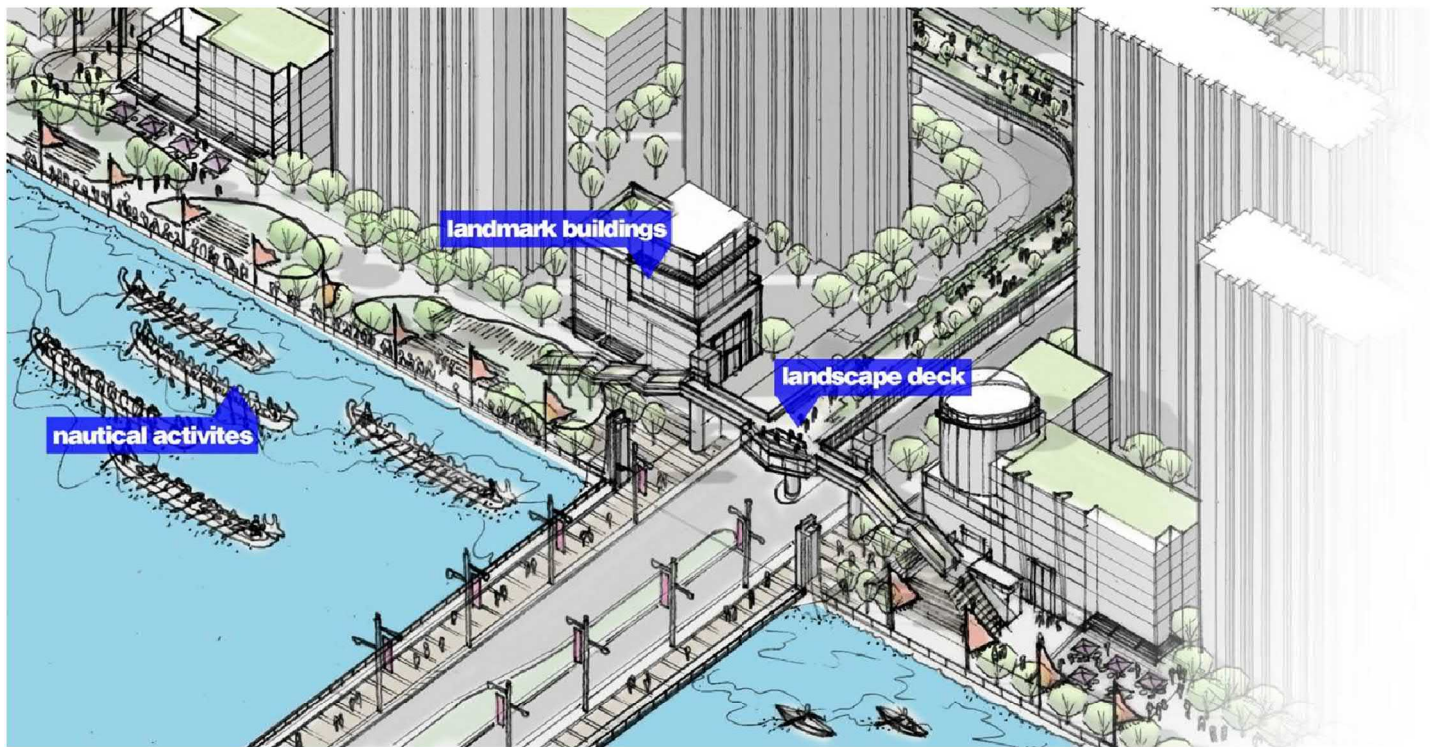
本圖於2017年3月29日擬備  
PLAN PREPARED ON 29.3.2017

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
4



本圖於2017年3月29日擬備  
PLAN PREPARED ON 29.3.2017

跑道區城市設計模擬圖片  
PHOTOMONTAGE FOR URBAN DESIGN IN RUNWAY AREA

規劃署  
PLANNING  
DEPARTMENT

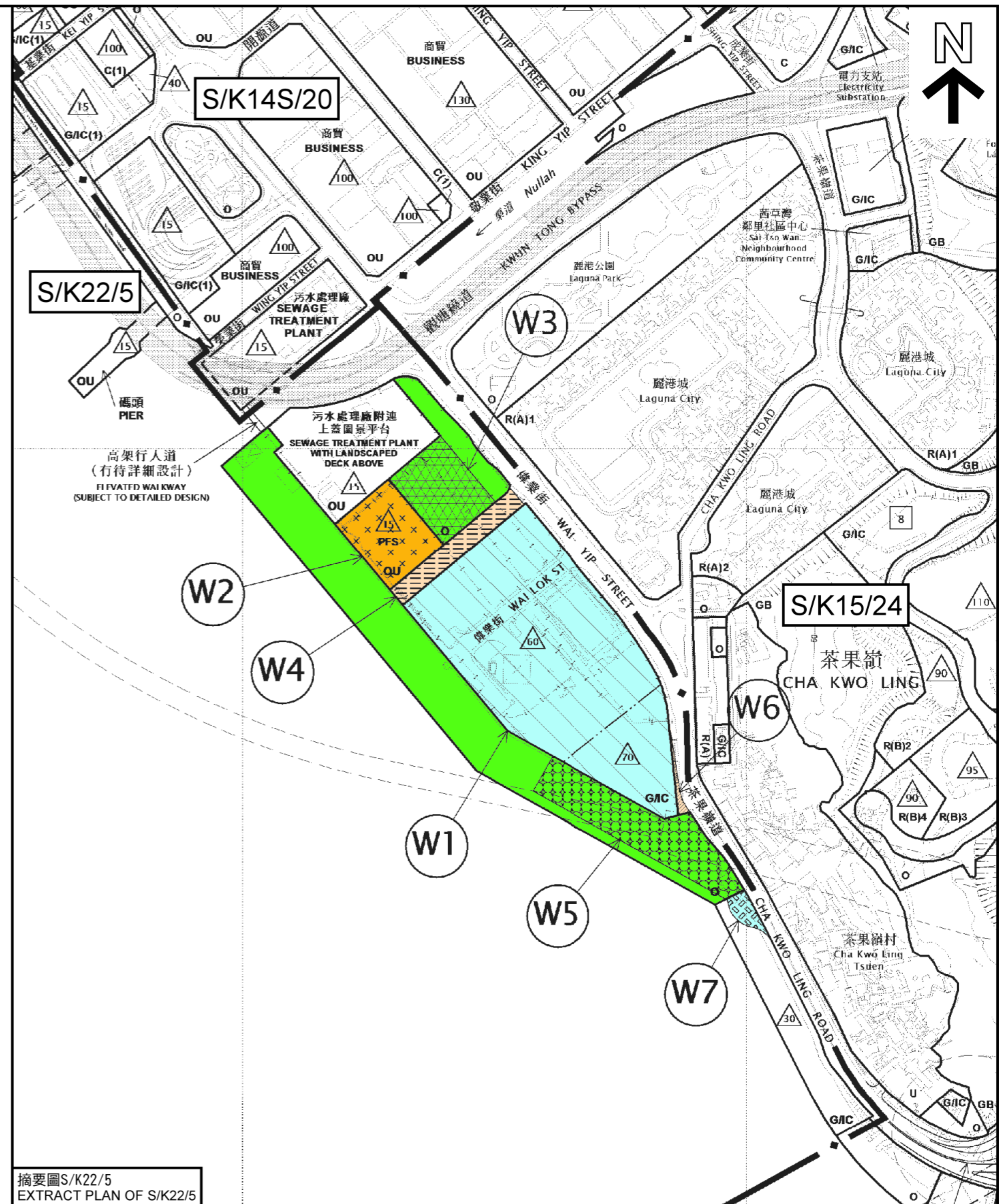


參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
5



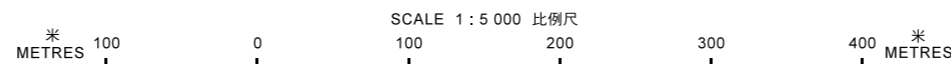
摘要圖S/K22/4  
EXTRACT PLAN OF S/K22/4



摘要圖S/K22/5  
EXTRACT PLAN OF S/K22/5

位置圖 LOCATION PLAN

茶果嶺海旁修訂項目  
AMENDMENT ITEMS IN CHA KWONG WATERFRONT



本摘要圖於2017年3月29日擬備，所根據的資料為：  
於2015年7月21日核准的分區計劃大綱圖編號S/K14S/20，  
於2016年6月24日展示的分區計劃大綱圖編號S/K15/24，  
於2012年9月4日核准的分區計劃大綱圖編號S/K22/4  
以及於2017年2月17日展示的分區計劃大綱圖編號S/K22/5  
EXTRACT PLAN PREPARED ON 29.3.2017  
BASED ON OUTLINE ZONING PLANS No.  
S/K14S/20 APPROVED ON 21.7.2015,  
S/K15/24 EXHIBITED ON 24.6.2016  
S/K22/4 APPROVED ON 4.9.2012 AND  
S/K22/5 EXHIBITED ON 17.2.2017

規劃署  
PLANNING DEPARTMENT



參考編號  
REFERENCE No.

M/K22/17/27

圖 PLAN

6



W 1至 W 7 項  
ITEMS W1 TO W7

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本圖於2017年3月29日擬備，  
所根據的資料為地政總署於  
2016年1月8日拍得的  
航攝照片編號CS63218

PLAN PREPARED ON 29.3.2017  
BASED ON AERIAL PHOTO No.  
CS63218 TAKEN ON 8.1.2016  
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

茶果嶺海旁  
CHA KWONG LING WATERFRONT

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
7

2



W 1 至 W 6 項  
ITEMS W1 TO W6

界線只作識別用  
BOUNDARY FOR IDENTIFICATION  
PURPOSE ONLY

本圖於2017年3月29日擬備，  
所根據的資料為攝於  
2016年11月18日的實地照片  
PLAN PREPARED ON 29.3.2017  
BASED ON SITE PHOTO  
TAKEN ON 18.11.2016

實地照片 SITE PHOTO

茶果嶺海旁  
CHA KWO LING WATERFRONT

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
8





現有景觀  
Existing View



職業訓練局的擬議新校舍  
Proposed VTC Campus Building

合成照片 PHOTOMONTAGE

茶果嶺海旁職業訓練局新校舍  
NEW VTC CAMPUS BUILDING  
IN CHA KWO LING WATERFRONT

規劃署  
PLANNING  
DEPARTMENT



本圖於2017年3月29日擬備  
PLAN PREPARED ON 29.3.2017

參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
9



本圖於2017年3月29日擬備  
PLAN PREPARED ON 29.3.2017

合成照片 PHOTOMONTAGE

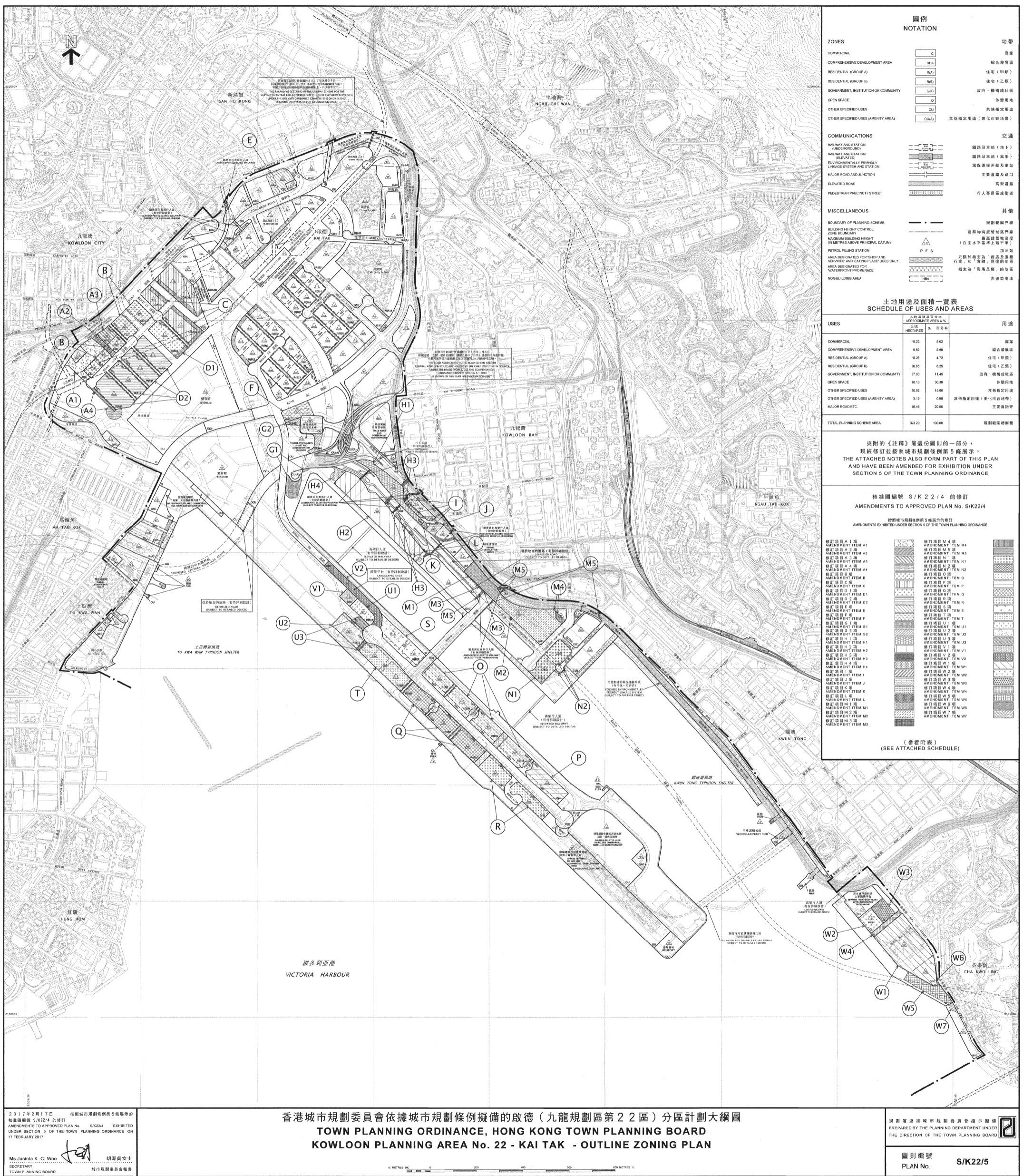
茶果嶺海旁職業訓練局新校舍  
NEW VTC CAMPUS BUILDING  
IN CHA KWO LING WATERFRONT

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

圖 PLAN  
10



圖例 NOTATION

ZONES	圖例	地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA	住宅 (甲類)
RESIDENTIAL (GROUP B)	RB	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OUA	其他指定用途 (美化休憩地帶)

COMMUNICATIONS	圖例	交通
RAILWAY AND STATION (UNDERGROUND)	---[Symbol]---	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	---[Symbol]---	鐵路及車站 (地上)
ENVIRONMENTALLY FRIENDLY LINKAGE SYSTEM AND STATION	---[Symbol]---	環保連接系統及車站
MAJOR ROAD AND JUNCTION	---[Symbol]---	主要道路及路口
ELEVATED ROAD	---[Symbol]---	高架道路
PEDESTRIAN PROMENADE / STREET	---[Symbol]---	行人專用區域/街道

MISCELLANEOUS	圖例	其他
BOUNDARY OF PLANNING SCHEME	---[Symbol]---	規劃區界線
BUILDING HEIGHT CONTROL	---[Symbol]---	建築物高度管制線
ZONE BOUNDARY	---[Symbol]---	區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	---[Symbol]---	最高樓宇高度 (在主要水平基準上高若干米)
PETROL FILLING STATION	[Symbol]	加油站
AREA DESIGNATED FOR SHIP AND SERVICES AND EATING PLACE USES ONLY (AREAS IDENTIFIED FOR WATERFRONT PROMENADE)	[Symbol]	只許指定為「船隻及服務行業」及「食肆」用途的地區 (指定為「海港走廊」的地區)
NON-BUILDING AREA	[Symbol]	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	大約總面積 (公頃)	約佔總面積 %	用途
COMMERCIAL	5.22	5.62	商業
COMPREHENSIVE DEVELOPMENT AREA	9.82	2.86	綜合發展區
RESIDENTIAL (GROUP A)	5.26	4.72	住宅 (甲類)
RESIDENTIAL (GROUP B)	26.65	8.25	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	17.00	11.45	政府、機構或社區
OPEN SPACE	16.18	30.38	休憩用地
OTHER SPECIFIED USES	10.82	15.66	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.19	0.89	其他指定用途 (美化休憩地帶)
MAJOR ROAD ETC.	46.46	20.65	主要道路等
TOTAL PLANNING SCHEME AREA	323.20	100.00	規劃區總面積

本圖的《註釋》是這份圖則的一部分，現經修訂並按照城市規劃條例第5條展示。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN AND HAVE BEEN AMENDED FOR EXHIBITION UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K 22/4 的修訂 AMENDMENTS TO APPROVED PLAN No. S/K22/4

按照城市規劃條例第5條展示的修訂 AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目	圖例
修訂項目 A 1 項	[Symbol]
AMENDMENT ITEM A1	[Symbol]
修訂項目 A 2 項	[Symbol]
AMENDMENT ITEM A2	[Symbol]
修訂項目 A 3 項	[Symbol]
AMENDMENT ITEM A3	[Symbol]
修訂項目 A 4 項	[Symbol]
AMENDMENT ITEM A4	[Symbol]
修訂項目 B 項	[Symbol]
AMENDMENT ITEM B	[Symbol]
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AMENDMENT ITEM F	[Symbol]
修訂項目 G 1 項	[Symbol]
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AMENDMENT ITEM G2	[Symbol]
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AMENDMENT ITEM H2	[Symbol]
修訂項目 H 3 項	[Symbol]
AMENDMENT ITEM H3	[Symbol]
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AMENDMENT ITEM I	[Symbol]
修訂項目 J 項	[Symbol]
AMENDMENT ITEM J	[Symbol]
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AMENDMENT ITEM L	[Symbol]
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AMENDMENT ITEM M1	[Symbol]
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AMENDMENT ITEM M2	[Symbol]
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AMENDMENT ITEM N8	[Symbol]
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AMENDMENT ITEM W5	[Symbol]
修訂項目 W 6 項	[Symbol]
AMENDMENT ITEM W6	[Symbol]
修訂項目 W 7 項	[Symbol]
AMENDMENT ITEM W7	[Symbol]

(參看附表) (SEE ATTACHED SCHEDULE)

2017年2月17日 按照城市規劃條例第5條展示的  
核准圖編號 S/K 22/4 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K22/4 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
17 FEBRUARY 2017

Ms Jacinta K. C. Woo 胡潔貞女士  
SECRETARY 秘書  
TOWN PLANNING BOARD 城市規劃委員會

香港城市規劃委員會依據城市規劃條例擬備的啟德 (九龍規劃區第 22 區) 分區計劃大綱圖  
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD  
KOWLOON PLANNING AREA No. 22 - KAI TAK - OUTLINE ZONING PLAN

圖則編號 PLAN No. S/K22/5



G.N. 778

## TOWN PLANNING ORDINANCE (Chapter 131)

AMENDMENTS TO THE APPROVED KAI TAK  
OUTLINE ZONING PLAN NO. S/K22/4

In the exercise of the power conferred by section 12(1)(b)(ii) of the Town Planning Ordinance (the Ordinance), the Chief Executive in Council (CE in C) on 16 September 2014 referred the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/4 to the Town Planning Board (the Board) for amendment.

The Board has made amendments to the Plan. The amendments are set out in the Schedule of Amendments. The descriptions of the areas affected by the amendments in the Schedule of Amendments are for general reference only. The exact locations of the areas affected by the amendments are more specifically shown on the draft Kai Tak OZP No. S/K22/5.

The draft Kai Tak OZP No. S/K22/5 showing the amendments is exhibited under section 5 of the Ordinance for public inspection for a period of two months from 17 February 2017 to 18 April 2017 during normal office hours at the following locations:—

- (i) the Secretariat of the Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong;
- (ii) the Planning Enquiry Counter, 17th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong;
- (iii) the Planning Enquiry Counter, 14th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories;
- (iv) the Kowloon District Planning Office, 14th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong;
- (v) the Kowloon City District Office, Lower Ground Floor, Kowloon City Government Offices, 42 Bailey Street, Hung Hom, Kowloon;
- (vi) the Wong Tai Sin District Office, Unit 201, 2nd Floor, Lung Cheung Office Block, 138 Lung Cheung Road, Wong Tai Sin, Kowloon; and
- (vii) the Kwun Tong District Office, Ground Floor, The Grande Building, 398 Kwun Tong Road, Kwun Tong, Kowloon.

In accordance with section 6(1) of the Ordinance, any person may make representation to the Board in respect of any of the amendments. The representation should be made in writing to the Secretary, Town Planning Board, 15th Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong not later than 18 April 2017.

In accordance with section 6(2) of the Ordinance, a representation shall indicate:—

- (a) the particular matter in any of the amendments to which the representation relates;
- (b) the nature of and reasons for the representation; and
- (c) the amendments (if any) proposed to the draft plan.

Any representation made to the Board will be available for public inspection under section 6(4) of the Ordinance until the CE in C has made a decision in respect of the draft plan in question under section 9. Any person who intends to make representation is advised to read the 'Town Planning Board Guidelines on Submission and Publication of Representations, Comments on Representations and Further Representations under the Town Planning Ordinance' (the Guidelines) for details. The Guidelines and the sample submission form are available at locations (i) to (iii) above and the Board's website (<http://www.info.gov.hk/tpb/>).

Copies of the draft Kai Tak OZP No. S/K22/5 incorporating the amendments are available on payment of a fee at the Survey and Mapping Office, Map Publications Centre (Hong Kong), 23rd Floor, North Point Government Offices, 333 Java Road, North Point, Hong Kong, and the Survey and Mapping Office, Map Publications Centre (Kowloon), Ground Floor, 382 Nathan Road, Kowloon. The electronic version of the plan can be viewed at the Board's website.

Statement on Personal Data

The personal data submitted to the Board in any representation will be used by the Secretary of the Board and Government departments for the following purposes:—

- (a) the processing of the representation which includes making available the name of the person making the representation (hereafter known as 'representer') for public inspection when making available the representation for public inspection; and
- (b) facilitating communication between the 'representer' and the Secretary of the Board/Government departments in accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

SCHEDULE OF AMENDMENTS TO THE  
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/4  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)

I. *Amendments to Matters shown on the Plan*

*Kai Tak City Centre*

- Item A1 — Rezoning of an area to the north of the proposed Shatin to Central Link To Kwa Wan Station from 'Government, Institution or Community' ('G/IC'), 'Commercial (3)' ('C(3)') and areas shown as 'Road' and 'Pedestrian Precinct/Street' to 'Open Space (3)' ('O(3)').
- Item A2 — Rezoning of a strip of land between Road D1 and Road L16 from 'C(3)', 'G/IC' and area shown as 'Pedestrian Precinct/Street' to area shown as 'Road'.
- Item A3 — Rezoning of an area abutting Road D1 from 'C(3)' to 'G/IC' with stipulation of building height restriction.
- Item A4 — Rezoning of an area at the western end of Road L16 from 'O' to area shown as 'Road', a strip of land at the western end of Road L16 from 'O' and area shown as 'Road' to area shown as 'Pedestrian Precinct/Street', and an area to the further south-east of the said 'Pedestrian Precinct/Street' from area shown as 'Road' to 'O'.
- Item B — Revision to the stipulated building height restrictions for four sites zoned 'C(3)' abutting Road L7 and to the north of Road L16 and rezoning of a site near the western end of Road L16 from 'G/IC' and area shown as 'Pedestrian Precinct/Street' to 'C(3)' with stipulation of building height restriction and designation of non-building area (NBA).
- Item C — Revision to the stipulated building height restrictions for three sites to the north-east and south-east of Road L7 zoned 'Comprehensive Development Area (3)' ('CDA(3)'), 'CDA(4)' and 'CDA(5)' and designation of land along the frontages of the three sites facing the 'O(3)' zone as areas for 'Shop and Services' and 'Eating Place' uses only.
- Item D1 — Rezoning of a site at the southern end of Road L7 from 'Residential (Group B)1' ('R(B)1') to 'R(B)6' with stipulation of building height restriction.
- Item D2 — Rezoning of four sites zoned 'R(B)1' and a strip of land to the south-east of Road L16 zoned 'O' and area shown as 'Road' to 'Residential (Group A)4' ('R(A)4') with stipulation of building height restrictions and deletion of the designation of the area for 'Shop and Services' and 'Eating Place' uses only within these four sites.
- Item E — Rezoning of a site abutting Road L1 and Concorde Road from 'G/IC' to 'C(8)' with stipulation of building height restriction and designation of NBA.
- Item F — Revision to the stipulated building height restriction for a site zoned 'G/IC' at the junction of Road D2 and Road D3.
- Item G1 — Rezoning of two areas near the ring road of the proposed Central Kowloon Route from 'Other Specified Uses' annotated 'Amenity' ('OU(A)') and areas shown as 'Road' to 'O'.
- Item G2 — Rezoning of the areas near the junction of Road D2 and Road D3 from 'Other Specified Uses' annotated 'Tunnel Ventilation Shaft and Administration Building' to 'OU(A)'.

### *South Apron*

- Item H1 — Rezoning of an area between Kai Fuk Road and the proposed Central Kowloon Route from 'G/IC' and areas shown as 'Road' to 'C(8)' with stipulation of building height restriction.
- Item H2 — Rezoning of an area abutting Road L10 from 'G/IC', 'O' and area shown as 'Road' to 'C(1)' with stipulation of building height restriction and rezoning of a strip of land at the junction of Road L10 and Road L18 from 'G/IC' to area shown as 'Road'.
- Item H3 — Rezoning of areas shown as 'Road' and 'G/IC' to 'Other Specified Uses' annotated 'Landscaped Elevated Walkway' ('OU(Landscaped Elevated Walkway)') to reflect the re-alignment of elevated walkways and corresponding deletion of the originally proposed elevated walkway by rezoning the areas zoned 'OU(Landscaped Elevated Walkway)' to 'C(1)', 'C(8)' and areas shown as 'Road'.
- Item H4 — Rezoning of an area at the north-western part of the South Apron near the proposed Central Kowloon Route from area shown as 'Road' to 'O'.
- Item I — Rezoning of two areas adjoining the existing petrol filling stations at Kai Fuk Road from 'G/IC' and areas shown as 'Road' to 'Other Specified Uses' annotated 'Petrol Filling Station' ('OU(PFS)') with stipulation of building height restriction and rezoning of two strips of land nearby from 'G/IC' to areas shown as 'Road'.
- Item J — Rezoning of an area between the proposed Central Kowloon Route and a site zoned 'G/IC' to the south-west of Kwun Tong Bypass from area shown as 'Road' to 'G/IC' and revision to the stipulated building height restriction of the enlarged 'G/IC' zone.
- Item K — Rezoning of an area to the south of the existing petrol filling stations at Kai Fuk Road from area shown as 'Road' to 'G/IC' with stipulation of building height restriction.
- Item L — Rezoning of a strip of land between two sites zoned 'G/IC' to the south of Kwun Tong Bypass from 'OU(Landscaped Elevated Walkway)' and area shown as 'Road' to 'G/IC' with stipulation of building height restriction and a strip of land across Road L18 from area shown as 'Road' to 'OU(Landscaped Elevated Walkway)'.
- Item M1 — Rezoning of an area between Kwun Tong Bypass and Trunk Road T2 from 'OU(A)', 'OU(Landscaped Elevated Walkway)' and areas shown as 'Road' to 'G/IC' with stipulation of building height restriction and revision to the stipulated building height restriction of the northern portion of a site zoned 'G/IC'.
- Item M2 — Revision to the stipulated building height restriction of a site zoned 'G/IC' at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M3 — Rezoning of the southern part of a site near the junction of Road D4 and Shing Cheong Road from 'G/IC' to area shown as 'Road' and 'OU(Landscaped Elevated Walkway)'.
- Item M4 — Revisions to the building height sub-zone boundary and the respective stipulated building height restrictions for a site zoned 'G/IC' at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M5 — Rezoning of two strips of land across Shing Cheong Road and Kwun Tong Bypass from areas shown as 'Road' to 'OU(Landscaped Elevated Walkway)' to reflect the re-alignment of the elevated walkways and corresponding deletion of the originally proposed elevated walkways by rezoning the respective walkways across Shing Cheong Road and Kwun Tong Bypass from 'OU(Landscaped Elevated Walkway)' to areas shown as 'Road'.
- Item N1 — Rezoning of a site at Cheung Yip Street from 'C(2)', 'Other Specified Uses' annotated 'Gas Pigging Station' and 'O' and area shown as 'Road' to 'R(B)2' with stipulation of building height restrictions and designation of two building height sub-zones.
- Item N2 — Rezoning of two areas from 'C(2)' and 'O' to areas shown as 'Road' and an area shown as 'Road' to 'O' to reflect the latest alignment of Kai Hing Road.

### *Runway Area*

- Item O —Rezoning of four sites facing Kwun Tong Typhoon Shelter from 'Residential (Group C)' ('R(C)') to 'R(B)7', 'R(B)5' and 'R(B)4' with stipulation of building height restrictions.
- Item P —Rezoning of a site to the south-east of Road L12C from 'R(C)' to 'C(4)' with stipulation of building height restriction.
- Item Q —Rezoning of three sites facing To Kwa Wan Typhoon Shelter from 'C(4)' to 'R(B)7', 'R(B)5' and 'R(B)4' respectively with stipulation of building height restrictions.
- Item R —Rezoning of two sites abutting Road L13A from 'C(4)' to 'C(7)' and 'C(5)' respectively with stipulation of building height restrictions.
- Item S —Rezoning of a site to the west of Road D4 and its adjoining area from 'R(C)' and 'O' respectively to 'R(B)5' with stipulation of building height restriction and designation of NBAs.
- Item T —Rezoning of a site facing To Kwa Wan Typhoon Shelter and its adjoining area from 'C(4)' and 'O' respectively to 'R(B)5' with stipulation of building height restriction and designation of NBAs.
- Item U1 —Rezoning of an area abutting Road D3 from 'O' to 'R(B)4' with stipulation of building height restriction.
- Item U2 —Rezoning of an area to the further south of Road D3 facing To Kwa Wan Typhoon Shelter from 'O' to 'R(B)4' with stipulation of building height restriction and designation of NBAs.
- Item U3 —Rezoning of a strip of land and an area zoned 'O' to the south of Road D3 to areas shown as 'Pedestrian Precinct/Street' and area shown as 'Road' respectively.
- Item V1 —Rezoning of a site abutting Road D3 from 'O' to 'G/IC' with stipulation of building height restriction.
- Item V2 —Rezoning of a section of Road D3 from area shown as 'Road' to 'O(2)' for a proposed landscaped deck atop the relevant section of the road.

### *Cha Kwo Ling Waterfront*

- Item W1 —Rezoning of a piece of land at Wai Yip Street/Cha Kwo Ling Road from 'O', 'Other Specified Uses' ('OU') annotated 'Sewage Treatment Plant with Landscaped Deck Above', 'OU(PFS)', 'OU' annotated 'Tunnel Ventilation Shaft and Administration Building' and areas shown as 'Road' to 'G/IC' with stipulation of building height restrictions and designation of two building height sub-zones.
- Item W2 —Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from 'OU' annotated 'Sewage Treatment Plant with Landscaped Deck Above' to 'OU(PFS)' with stipulation of building height restriction.
- Item W3 —Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from 'OU' annotated 'Sewage Treatment Plant with Landscaped Deck Above' to 'O'.
- Item W4 —Rezoning of a strip of land connecting Wai Yip Street from 'OU' annotated 'Sewage Treatment Plant with Landscaped Deck Above' and 'O' to area shown as 'Road'.
- Item W5 —Rezoning of an area to the west of Cha Kwo Ling Road from 'OU' annotated 'Tunnel Ventilation Shaft and Administration Building' and area shown as 'Road' to 'O'.
- Item W6 —Rezoning of a strip of land along Cha Kwo Ling Road from 'O' and 'OU' annotated 'Tunnel Ventilation Shaft and Administration Building' to area shown as 'Road'.
- Item W7 —Rezoning of an area along Cha Kwo Ling Road from area shown as 'Road' to 'G/IC' with stipulation of building height restriction.

Showing the railway alignment for the Shatin to Central Link authorized under the Railways Ordinance (Chapter 519) on 27 March 2012 and the road alignment for the Central Kowloon Route authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 January 2016 by the Chief Executive in Council respectively on the Plan for information. The authorized railway scheme and road scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

II. *Amendments to the Notes of the Plan*

- (a) Revision to the Remarks of the Notes for the 'C' zone to revise the plot ratio restrictions for the 'C(3)' and 'C(4)' zones, and to incorporate plot ratio and site coverage restrictions for the new 'C(1)', 'C(5)', 'C(7)' and 'C(8)' zones and a clause clarifying the plot ratio calculation relating to railway facilities for a 'C(3)' site.
- (b) Revision to the Remarks of the Notes for the 'CDA' zone to revise the plot ratio restrictions for the 'CDA(3)', 'CDA(4)' and 'CDA(5)' zones, and to incorporate the requirement of the provision of 'Shop and Services' and 'Eating Place' uses in buildings not exceeding 2 storeys for the 'CDA(3)' and 'CDA(4)' zones.
- (c) Revision to the Remarks of the Notes for the 'R(A)' zone to stipulate the plot ratio restriction for the new 'R(A)4' zone.
- (d) Revision to the Schedule of Uses of the 'R(B)' zone to amend the provisions regarding the circumstances where 'Shop and Services' and 'Eating Place' uses are always permitted.
- (e) Revision to the planning intention of the 'R(B)' zone and incorporation of plot ratio and site coverage restrictions for the new 'R(B)4', 'R(B)5', 'R(B)6' and 'R(B)7' zones in the Remarks of the Notes for the 'R(B)' zone.
- (f) Revision to the Remarks of the Notes for the 'R(B)' zone to incorporate the requirement of the provision of 'Shop and Services' and 'Eating Place' uses in buildings not exceeding 2 storeys for the 'R(B)6' zone.
- (g) Deletion of the set of Notes for the 'R(C)' zone.
- (h) Incorporation of 'Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)' as a Column 1 use in the Schedule of Uses for 'O' zone and corresponding amendment to replace 'Place of Recreation, Sports or Culture' under Column 2 by 'Place of Recreation, Sports or Culture (not elsewhere specified)'.
- (i) Revision to the planning intention of the 'O' zone.

17 February 2017

*Town Planning Board*



**SCHEDULE OF AMENDMENTS TO THE  
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/4  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

Kai Tak City Centre

- Item A1 - Rezoning of an area to the north of the proposed Shatin to Central Link To Kwa Wan Station from “Government, Institution or Community” (“G/IC”), “Commercial (3)” (“C(3)”) and areas shown as ‘Road’ and ‘Pedestrian Precinct/Street’ to “Open Space (3)” (“O(3)”).
- Item A2 - Rezoning of a strip of land between Road D1 and Road L16 from “C(3)”, “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to area shown as ‘Road’.
- Item A3 - Rezoning of an area abutting Road D1 from “C(3)” to “G/IC” with stipulation of building height restriction.
- Item A4 - Rezoning of an area at the western end of Road L16 from “O” to area shown as ‘Road’, a strip of land at the western end of Road L16 from “O” and area shown as ‘Road’ to area shown as ‘Pedestrian Precinct/Street’, and an area to the further south-east of the said ‘Pedestrian Precinct/Street’ from area shown as ‘Road’ to “O”.
- Item B - Revision to the stipulated building height restrictions for four sites zoned “C(3)” abutting Road L7 and to the north of Road L16 and rezoning of a site near the western end of Road L16 from “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to “C(3)” with stipulation of building height restriction and designation of non-building area (NBA).
- Item C - Revision to the stipulated building height restrictions for three sites to the north-east and south-east of Road L7 zoned “Comprehensive Development Area (3)” (“CDA(3)”), “CDA(4)” and “CDA(5)” and designation of land along the frontages of the three sites facing the “O(3)” zone as areas for ‘Shop and Services’ and ‘Eating Place’ uses only.
- Item D1 - Rezoning of a site at the southern end of Road L7 from “Residential (Group B)1” (“R(B)1”) to “R(B)6” with stipulation of building height restriction.
- Item D2 - Rezoning of four sites zoned “R(B)1” and a strip of land to the south-east of Road L16 zoned “O” and area shown as ‘Road’ to “Residential (Group A)4” (“R(A)4”) with stipulation of building height restrictions and deletion of the designation of the area for ‘Shop and Services’ and ‘Eating Place’ uses only within these four sites.

**SCHEDULE OF AMENDMENTS TO THE  
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/4  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

Kai Tak City Centre

- Item A1 - Rezoning of an area to the north of the proposed Shatin to Central Link To Kwa Wan Station from “Government, Institution or Community” (“G/IC”), “Commercial (3)” (“C(3)”) and areas shown as ‘Road’ and ‘Pedestrian Precinct/Street’ to “Open Space (3)” (“O(3)”).
- Item A2 - Rezoning of a strip of land between Road D1 and Road L16 from “C(3)”, “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to area shown as ‘Road’.
- Item A3 - Rezoning of an area abutting Road D1 from “C(3)” to “G/IC” with stipulation of building height restriction.
- Item A4 - Rezoning of an area at the western end of Road L16 from “O” to area shown as ‘Road’, a strip of land at the western end of Road L16 from “O” and area shown as ‘Road’ to area shown as ‘Pedestrian Precinct/Street’, and an area to the further south-east of the said ‘Pedestrian Precinct/Street’ from area shown as ‘Road’ to “O”.
- Item B - Revision to the stipulated building height restrictions for four sites zoned “C(3)” abutting Road L7 and to the north of Road L16 and rezoning of a site near the western end of Road L16 from “G/IC” and area shown as ‘Pedestrian Precinct/Street’ to “C(3)” with stipulation of building height restriction and designation of non-building area (NBA).
- Item C - Revision to the stipulated building height restrictions for three sites to the north-east and south-east of Road L7 zoned “Comprehensive Development Area (3)” (“CDA(3)”), “CDA(4)” and “CDA(5)” and designation of land along the frontages of the three sites facing the “O(3)” zone as areas for ‘Shop and Services’ and ‘Eating Place’ uses only.
- Item D1 - Rezoning of a site at the southern end of Road L7 from “Residential (Group B)1” (“R(B)1”) to “R(B)6” with stipulation of building height restriction.
- Item D2 - Rezoning of four sites zoned “R(B)1” and a strip of land to the south-east of Road L16 zoned “O” and area shown as ‘Road’ to “Residential (Group A)4” (“R(A)4”) with stipulation of building height restrictions and deletion of the designation of the area for ‘Shop and Services’ and ‘Eating Place’ uses only within these four sites.

- Item E - Rezoning of a site abutting Road L1 and Concorde Road from “G/IC” to “C(8)” with stipulation of building height restriction and designation of NBA.
- Item F - Revision to the stipulated building height restriction for a site zoned “G/IC” at the junction of Road D2 and Road D3.
- Item G1 - Rezoning of two areas near the ring road of the proposed Central Kowloon Route from “Other Specified Uses” annotated “Amenity” (“OU(A)”) and areas shown as ‘Road’ to “O”.
- Item G2 - Rezoning of the areas near the junction of Road D2 and Road D3 from “Other Specified Uses” annotated “Tunnel Ventilation Shaft and Administration Building” to “OU(A)”.

#### South Apron

- Item H1 - Rezoning of an area between Kai Fuk Road and the proposed Central Kowloon Route from “G/IC” and areas shown as ‘Road’ to “C(8)” with stipulation of building height restriction.
- Item H2 - Rezoning of an area abutting Road L10 from “G/IC”, “O” and area shown as ‘Road’ to “C(1)” with stipulation of building height restriction and rezoning of a strip of land at the junction of Road L10 and Road L18 from “G/IC” to area shown as ‘Road’.
- Item H3 - Rezoning of areas shown as ‘Road’ and “G/IC” to “Other Specified Uses” annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”) to reflect the re-alignment of elevated walkways and corresponding deletion of the originally proposed elevated walkway by rezoning the areas zoned “OU(Landscaped Elevated Walkway)” to “C(1)”, “C(8)” and areas shown as ‘Road’.
- Item H4 - Rezoning of an area at the north-western part of the South Apron near the proposed Central Kowloon Route from area shown as ‘Road’ to “O”.
- Item I - Rezoning of two areas adjoining the existing petrol filling stations at Kai Fuk Road from “G/IC” and areas shown as ‘Road’ to “Other Specified Uses” annotated “Petrol Filling Station” (“OU(PFS)”) with stipulation of building height restriction and rezoning of two strips of land nearby from “G/IC” to areas shown as ‘Road’.
- Item J - Rezoning of an area between the proposed Central Kowloon Route and a site zoned “G/IC” to the south-west of Kwun Tong Bypass from area shown as ‘Road’ to “G/IC” and revision to the stipulated building height restriction of the enlarged “G/IC” zone.
- Item K - Rezoning of an area to the south of the existing petrol filling stations at Kai Fuk Road from area shown as ‘Road’ to “G/IC” with stipulation of building height restriction.

- Item L - Rezoning of a strip of land between two sites zoned “G/IC” to the south of Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” and area shown as ‘Road’ to “G/IC” with stipulation of building height restriction and a strip of land across Road L18 from area shown as ‘Road’ to “OU(Landscaped Elevated Walkway)”.
- Item M1 - Rezoning of an area between Kwun Tong Bypass and Trunk Road T2 from “OU(A)”, “OU(Landscaped Elevated Walkway)” and areas shown as ‘Road’ to “G/IC” with stipulation of building height restriction and revision to the stipulated building height restriction of the northern portion of a site zoned “G/IC” .
- Item M2 - Revision to the stipulated building height restriction of a site zoned “G/IC” at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M3 - Rezoning of the southern part of a site near the junction of Road D4 and Shing Cheong Road from “G/IC” to area shown as ‘Road’ and “OU(Landscaped Elevated Walkway)”.
- Item M4 - Revisions to the building height sub-zone boundary and the respective stipulated building height restrictions for a site zoned “G/IC” at the junction of Cheung Yip Street and Shing Cheong Road.
- Item M5 - Rezoning of two strips of land across Shing Cheong Road and Kwun Tong Bypass from areas shown as ‘Road’ to “OU(Landscaped Elevated Walkway)” to reflect the re-alignment of the elevated walkways and corresponding deletion of the originally proposed elevated walkways by rezoning the respective walkways across Shing Cheong Road and Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’.
- Item N1 - Rezoning of a site at Cheung Yip Street from “C(2)”, “Other Specified Uses” annotated “Gas Pigging Station” and “O” and area shown as ‘Road’ to “R(B)2” with stipulation of building height restrictions and designation of two building height sub-zones.
- Item N2 - Rezoning of two areas from “C(2)” and “O” to areas shown as ‘Road’ and an area shown as ‘Road’ to “O” to reflect the latest alignment of Kai Hing Road.

#### Runway Area

- Item O - Rezoning of four sites facing Kwun Tong Typhoon Shelter from “Residential (Group C)” (“R(C)”) to “R(B)7”, “R(B)5” and “R(B)4” with stipulation of building height restrictions.
- Item P - Rezoning of a site to the south-east of Road L12C from “R(C)” to “C(4)” with stipulation of building height restriction.

- Item Q - Rezoning of three sites facing To Kwa Wan Typhoon Shelter from “C(4)” to “R(B)7”, “R(B)5” and “R(B)4” respectively with stipulation of building height restrictions.
- Item R - Rezoning of two sites abutting Road L13A from “C(4)” to “C(7)” and “C(5)” respectively with stipulation of building height restrictions.
- Item S - Rezoning of a site to the west of Road D4 and its adjoining area from “R(C)” and “O” respectively to “R(B)5” with stipulation of building height restriction and designation of NBAs.
- Item T - Rezoning of a site facing To Kwa Wan Typhoon Shelter and its adjoining area from “C(4)” and “O” respectively to “R(B)5” with stipulation of building height restriction and designation of NBAs.
- Item U1 - Rezoning of an area abutting Road D3 from “O” to “R(B)4” with stipulation of building height restriction.
- Item U2 - Rezoning of an area to the further south of Road D3 facing To Kwa Wan Typhoon Shelter from “O” to “R(B)4” with stipulation of building height restriction and designation of NBAs.
- Item U3 - Rezoning of a strip of land and an area zoned “O” to the south of Road D3 to areas shown as ‘Pedestrian Precinct/Street’ and area shown as ‘Road’ respectively.
- Item V1 - Rezoning of a site abutting Road D3 from “O” to “G/IC” with stipulation of building height restriction.
- Item V2 - Rezoning of a section of Road D3 from area shown as ‘Road’ to “O(2)” for a proposed landscaped deck atop the relevant section of the road.

#### Cha Kwo Ling Waterfront

- Item W1 - Rezoning of a piece of land at Wai Yip Street/Cha Kwo Ling Road from “O”, “Other Specified Uses” (“OU”) annotated “Sewage Treatment Plant with Landscaped Deck Above”, “OU(PFS)”, “OU” annotated “Tunnel Ventilation Shaft and Administration Building” and areas shown as ‘Road’ to “G/IC” with stipulation of building height restrictions and designation of two building height sub-zones.
- Item W2 - Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” to “OU(PFS)” with stipulation of building height restriction.
- Item W3 - Rezoning of a site to the south-east of Kwun Tong Sewage Pumping Station from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” to “O”.

- Item W4 - Rezoning of a strip of land connecting Wai Yip Street from “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above” and “O” to area shown as ‘Road’.
- Item W5 - Rezoning of an area to the west of Cha Kwo Ling Road from “OU” annotated “Tunnel Ventilation Shaft and Administration Building” and area shown as ‘Road’ to “O”.
- Item W6 - Rezoning of a strip of land along Cha Kwo Ling Road from “O” and “OU” annotated “Tunnel Ventilation Shaft and Administration Building” to area shown as ‘Road’.
- Item W7 - Rezoning of an area along Cha Kwo Ling Road from area shown as ‘Road’ to “G/IC” with stipulation of building height restriction.

Showing the railway alignment for the Shatin to Central Link authorized under the Railways Ordinance (Chapter 519) on 27 March 2012 and the road alignment for the Central Kowloon Route authorized under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 January 2016 by the Chief Executive in Council respectively on the Plan for information. The authorized railway scheme and road scheme shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance.

## **II. Amendments to the Notes of the Plan**

- (a) Revision to the Remarks of the Notes for the “C” zone to revise the plot ratio restrictions for the “C(3)” and “C(4)” zones, and to incorporate plot ratio and site coverage restrictions for the new “C(1)”, “C(5)”, “C(7)” and “C(8)” zones and a clause clarifying the plot ratio calculation relating to railway facilities for a “C(3)” site.
- (b) Revision to the Remarks of the Notes for the “CDA” zone to revise the plot ratio restrictions for the “CDA(3)”, “CDA(4)” and “CDA(5)” zones, and to incorporate the requirement of the provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys for the “CDA(3)” and “CDA(4)” zones.
- (c) Revision to the Remarks of the Notes for the “R(A)” zone to stipulate the plot ratio restriction for the new “R(A)4” zone.
- (d) Revision to the Schedule of Uses of the “R(B)” zone to amend the provisions regarding the circumstances where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted.
- (e) Revision to the planning intention of the “R(B)” zone and incorporation of plot ratio and site coverage restrictions for the new “R(B)4”, “R(B)5”, “R(B)6” and “R(B)7” zones in the Remarks of the Notes for the “R(B)” zone.

- (f) Revision to the Remarks of the Notes for the “R(B)” zone to incorporate the requirement of the provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys for the “R(B)6” zone.
- (g) Deletion of the set of Notes for the “R(C)” zone.
- (h) Incorporation of ‘Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)’ as a Column 1 use in the Schedule of Uses for “O” zone and corresponding amendment to replace ‘Place of Recreation, Sports or Culture’ under Column 2 by ‘Place of Recreation, Sports or Culture (not elsewhere specified)’.
- (i) Revision to the planning intention of the “O” zone.

Town Planning Board

17 February 2017

**KOWLOON PLANNING AREA NO. 22**  
**DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5**

(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

**NOTES**

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
  - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
  - (b) Any material change of use, or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
  - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means : –
    - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
      - a use in existence before the publication of the first plan which has continued since it came into existence; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
    - (ii) after the publication of the first plan,
      - a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
      - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.



- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
  - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/tram/public light bus stop or lay-by, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
  - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
  - (c) maintenance or repair of watercourse.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park, railway track and tram track.
- (9) In any area shown as 'Underground Shopping Street', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

shop and services, eating place and Government use.
- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (11) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

**KOWLOON PLANNING AREA NO. 22**

**DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5**

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital House Petrol Filling Station Pier Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Residential Institution

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

Remarks

- (1) On land designated “Commercial (2)”,
  - (a) no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 for a non-domestic building, or the plot ratio of the existing building, whichever is the greater.
  - (b) for a domestic building or a building that is partly domestic and partly non-domestic on the site, the maximum plot ratio shall not exceed 5.0.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum site coverage (excluding basement(s)) of 65% or the site coverage of the existing building, whichever is the greater.
- (3) On land designated “Commercial (1)”, “Commercial (3)”, “Commercial (4)”, “Commercial (5)”, “Commercial (6)”, “Commercial (7)” and “Commercial (8)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub- area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Commercial (1)	5.8	65%
Commercial (3)	6.5	65%
Commercial (4)	6.5	80%
Commercial (5)	6.0	80%
Commercial (6)	6.0	65%
Commercial (7)	7.5	80%
Commercial (8)	8.0	65%

- (4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (5) On land designated 'Waterfront Promenade' in the "Commercial (2)" zone, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) In determining the maximum plot ratio for the purpose of paragraph (3) above, any floor space that is constructed or intended for use solely as railway facilities on land designated "Commercial (3)" fronting the Heritage Park, as required by the Government, may be disregarded.
- (7) In determining the maximum plot ratio for the purposes of paragraphs (1) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum site coverage for the purposes of paragraphs (2) and (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office shall be included for calculation.
- (9) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) or (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (3) above may thereby be exceeded.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (11) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat (on land designated “CDA” and “CDA(5)” only ) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House (on land designated “CDA” and “CDA(5)” only) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Recyclable Collection Centre Religious Institution Residential Institution (on land designated “CDA” and “CDA(5) only”) Research, Design and Development Centre School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

The planning intention for area designated “Comprehensive Development Area” (“CDA”) is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities.

The planning intention for areas designated “CDA(1)” and “CDA(2)” is for commercial use with a lower structure cascading down to the open spaces along the Kai Tak River.

The planning intention for areas designated “CDA(3)”, “CDA(4)” and “CDA(5)” is to ensure their disposition and design would be in harmony with the Preservation Corridor for Lung Tsun Stone Bridge. “CDA(3)” and “CDA(4)” are intended for commercial use while “CDA(5)” is intended for residential use.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated “Comprehensive Development Area” shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
  - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (vi) programmes of development in detail;
  - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and the maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
CDA	5.0	40%
CDA (1)	10.0	65%
CDA (2)	4.5	65%
CDA (3)	6.6	65%
CDA (4)	6.6	65%
CDA (5)	6.8	40%

- (4) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.

(Please see next page)



COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (5) On land designated 'Shop and Services' and 'Eating Place' uses only in the "CDA", "CDA(1)", "CDA(2)", "CDA(3)", "CDA(4)" and "CDA(5)" zones, buildings not exceeding 2 storeys to accommodate "Shop and Services" and "Eating Place" uses shall be provided.
- (6) On land designated 'Waterfront Promenade' in the "CDA" zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (7) In determining the maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (9) In determining the maximum plot ratio and site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, shall be included for calculation.
- (10) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (3) above may thereby be exceeded.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Flat Government Use (not elsewhere specified) House Library Market Place of Recreation, Sports or Culture Public Clinic Public Transport Terminus or Station (excluding open-air terminus or station) Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility Utility Installation for Private Project	Commercial Bathhouse/ Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Refuse Collection Point Hospital Hotel Institutional Use (not elsewhere specified) Office Petrol Filling Station Place of Entertainment Private Club Public Convenience Public Transport Terminus or Station (not elsewhere specified) Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution School (not elsewhere specified) Shop and Services Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

- Eating Place
- Educational Institution
- Institutional Use (not elsewhere specified)
- Off-course Betting Centre
- Office
- Place of Entertainment
- Private Club
- Public Convenience
- Recyclable Collection Centre
- School
- Shop and Services
- Training Centre

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>
Residential (Group A)1	7.5	1.0
Residential (Group A)2	6.3	0.3
Residential (Group A)3	5.51	0.1
	<u>Maximum Plot Ratio</u>	
Residential (Group A)4	6.6	

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated “Waterfront Promenade” in the “Residential (Group A)1” zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above,
  - (a) area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area; and
  - (b) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Use (not elsewhere specified)
Residential Institution	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
	Library
	Private Club
	Public Clinic
	Public Utility Installation
	Public Vehicle Park
	(excluding container vehicle)
	Railway Vent Shaft and/or
	Other Structure above Ground Level
	other than Entrances
	Recyclable Collection Centre
	Religious Institution
	Shop and Services
	Social Welfare Facility

In addition, the following uses are always permitted (a) on the lowest two floors of building(s) within “R(B)4”, “R(B)5”, “R(B)6” and “R(B)7” zones; or (b) in two-storey building(s) within the area designated for ‘Shop and Services’ and ‘Eating Place’ uses only on the Plan:

- Eating Place
- Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the site abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets. Residential developments in the Grid Neighbourhood and Runway areas should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Residential (Group B)1	5.0	40%
Residential (Group B)2	4.5	40%
Residential (Group B)3	3.5	44%
Residential (Group B)4	5.5	40%
Residential (Group B)5	6.1	40%
Residential (Group B)6	6.6	40%
Residential (Group B)7	7.0	40%

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) For developments within the area bounded by Road D2 and the proposed Shatin to Central Link, that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.
- (4) On land designated ‘Shop and Services’ and ‘Eating Place’ uses only in the “Residential (Group B)1”, “Residential (Group B)2” and “Residential (Group B)6” zones, buildings not exceeding 2 storeys to accommodate ‘Shop and Services’ and ‘Eating Place’ uses shall be provided.
- (5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (6) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Pier	Marine Fuelling Station
Place of Recreation, Sports or Culture	Off-course Betting Centre
Public Clinic	Office
Public Convenience	Petrol Filling Station
Public Transport Terminus or Station	Place of Entertainment
Public Utility Installation	Private Club
Public Vehicle Park (excluding container vehicle)	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Recyclable Collection Centre	Railway Vent Shaft and/or
Religious Institution	Other Structure above Ground Level other than Entrances
Research, Design and Development Centre	Refuse Disposal Installation (Refuse Transfer Station only)
School	Residential Institution
Service Reservoir	Sewage Treatment/Screening Plant
Social Welfare Facility	Shop and Services
Training Centre	Utility Installation for Private Project
Wholesale Trade	Zoo

(Please see next page)



GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

This zone is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary	Eating Place
Field Study/Education/Visitor Centre	Exhibition or Convention Hall
Government Use (Automatic weather station only)	Government Refuse Collection Point
Park and Garden	Government Use (not elsewhere specified)
Pavilion	Holiday Camp
Pedestrian Area	Pier
Picnic Area	Place of Entertainment
Place of Recreation, Sports or Culture (Water Sports/Water Recreation only)	Place of Recreation, Sports or Culture (not elsewhere specified)
Playground/Playing Field	Private Club
Promenade	Public Utility Installation
Public Convenience	Public Vehicle Park (excluding container vehicle) (other than on land designated "Open Space (1)")
Public Transport Terminus or Station (on land designated "Open Space (1)" only)	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Vehicle Park (excluding container vehicle) (on land designated "Open Space (1)" only)	Religious Institution
Sitting Out Area	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. On land designated "Open Space (1)", the open space area forms part of the stadium complex to support the sports facilities. On land designated "Open Space (2)", the open space is provided in form of landscaped deck. On land designated "Open Space (3)", the open space is intended for in-situ preservation of the Lung Tsun Stone Bridge remnants and the provision of Heritage Park for preservation and public appreciation of heritage and archaeological relics.

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Arts and Performance Related Uses” only

Eating Place Educational Institution Exhibition or Convention Hall Library Office (related to arts and culture only) Place of Entertainment Place of Recreation, Sports or Culture Private Club (related to arts and culture only) Public Vehicle Park (excluding container vehicle) Public Utility Installation School (related to arts and culture only) Shop and Services Training Centre (related to arts and culture only) Utility Installation for Private Project	Government Use (not elsewhere specified) School (not elsewhere specified) Social Welfare Facility Training Centre (not elsewhere specified)
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Planning Intention

This zone is intended primarily for arts and performance related uses with a platform above for public viewing as well as outdoor performance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Arts and Performance Related Uses" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 11,600m<sup>2</sup> and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan. At least 60% of the total gross floor area shall be used for arts and performance related uses.
- (2) A platform above the building shall be provided for public enjoyment and shall allow connection to the landscaped elevated walkway to its east.
- (3) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area, the percentage of gross floor area for arts and performance related uses and building height restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Cruise Terminal to include Commercial Development with Landscaped Deck Above" only</u>	
Ambulance Depot Commercial Bathhouse/ Massage Establishment Cruise Terminal Eating Place Exhibition or Convention Hall Government Use Hotel Information Technology and Telecommunications Industries Marine Fuelling Station Office Pier Place of Entertainment Place of Recreation, Sports or Culture Public Utility Installation Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Shop and Services Utility Installation for Private Project	Broadcasting, Television and/or Film Studio Government Refuse Collection Point Petrol Filling Station Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances

Planning Intention

This zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Cruise Terminal to include Commercial Development  
with Landscaped Deck Above" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 10,600m<sup>2</sup>.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building/structure (excluding radar and telecommunications electronic microwave repeater) shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Landscaped deck shall be provided for public enjoyment purpose.
- (4) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, baggage handling area and passengers waiting/queuing area, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraphs (1) and (2) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Heliport" only

Government Use  
Helicopter Fuelling Station  
Helicopter Landing Pad

Noise Barrier  
Public Utility Installation  
Utility Installation for Private Project

Planning Intention

This zone is primarily intended for the provision of an at-grade cross-boundary heliport.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building (excluding noise barrier) shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For "Landscaped Elevated Walkway" only

Landscaped Elevated Walkway  
Government Use

Planning Intention

This zone is primarily intended for the provision of landscaped elevated walkway to create enhanced pedestrian environment for connecting Kai Tak with its hinterland.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Mixed Use" only

Schedule I: for non-residential building or  
non-residential portion of a building upon development/redevelopment/conversion

Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment (in non-residential building only)	Commercial Bathhouse/ Massage Establishment (not elsewhere specified)
Eating Place	Flat
Educational Institution	Government Refuse Collection Point
Exhibition or Convention Hall	Hospital
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Residential Institution
Institutional Use (not elsewhere specified)	Social Welfare Facility (not elsewhere specified)
Library	
Market	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(Please see next page)



OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Mixed Use" only (Cont'd)

Schedule II: for residential building or residential portion of a building upon development/redevelopment/conversion

Flat Government Use (Police Reporting Centre, Post Office only) House Residential Institution Social Welfare Facility (residential care facility only) Utility Installation for Private Project	Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hotel Institutional Use (not elsewhere specified) Library Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution School Shop and Services Social Welfare Facility (not elsewhere specified) Training Centre
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" only (Cont'd)

Planning Intention

This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and the maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
Mixed Use(2)	5.0	2.0	65%
Mixed Use(3)	4.75	2.25	65%

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Other Specified Uses" annotated "Mixed Use(2)" zone, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" only (Cont'd)

Remarks (Cont'd)

- (5) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Petrol Filling Station" only

Petrol Filling Station	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of petrol filling station serving the needs of the local residents as well as the general public.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Pier" only

Pier Government Use	Eating Place (Restaurant only) Exhibition or Convention Hall Marine Fuelling Station Office Public Vehicle Park (excluding container vehicle) Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor-vehicle showroom) only)
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Planning Intention

This zone is primarily to provide land intended for a pier.

Remarks

- (1) Kiosks not greater than 10m<sup>2</sup> each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Railway Station with Commercial Facilities" only

Eating Place Government Use Place of Entertainment Public Convenience Public Utility Installation Shop and Services Utility Installation for Private Project	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
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Planning Intention

This zone is intended primarily for the provision of railway station with commercial facilities.

Remarks

- (1) Commercial facilities shall not exceed the maximum plot ratio of 0.5.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of existing building, whichever is the greater.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always Permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Sewage Treatment Plant with Landscaped Deck Above" only

Government Use  
Sewage Treatment/ Screening Plant

Utility Installation not Ancillary to the Specified  
Use

Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant with suitable mitigation measures including landscaped deck and enclosure of the plant facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Stadium" only</u>	
Eating Place Exhibition or Convention Hall Government Refuse Collection Point Government Use Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Vehicle Park (excluding container vehicle) Public Convenience Public Clinic Shop and Services	Broadcasting, Television and/or Film Studio Commercial Bathhouse/Massage Establishment Educational Institution Hotel Library Market Petrol Filling Station Public Transport Terminus or Station Public Utility Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Religious Institution Residential Institution School Social Welfare Facility Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of a multi-purpose stadium complex including a main stadium, a secondary stadium, an indoor sports arena and other ancillary leisure and recreational facilities.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)



OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only

- Broadcasting, Television and/or Film Studio
- Commercial Bathhouse/Massage Establishment
- Eating Place
- Educational Institution
- Exhibition or Convention Hall
- Flat (Staff Quarters only)
- Government Refuse Collection Point
- Government Use
- Hotel
- Library
- Market
- Off-course Betting Centre
- Office
- Petrol Filling Station
- Place of Entertainment
- Place of Recreation, Sports or Culture
- Private Club
- Public Clinic
- Public Vehicle Park (excluding container vehicle)
- Public Convenience
- Public Transport Terminus or Station
- Public Utility Installation
- Railway Vent Shaft and/or Other Structure  
above Ground Level other than Entrances
- Religious Institution
- School
- Shop and Services
- Showroom
- Social Welfare Facility
- Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only (Cont'd)

Remarks

- (1) An applicant for planning permission for development or use on land designated "Other Specified Uses" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" shall prepare a layout plan and any other documents showing the following information for consideration of the Town Planning Board:
  - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
  - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
  - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, open space and public observation gallery to be provided within the area;
  - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
  - (v) the landscape and urban design proposals within the area;
  - (vi) programmes of development in detail;
  - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
  - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
  - (ix) a traffic impact assessment report to examine any possible traffic impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
  - (x) such other information as may be required by the Town Planning Board.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tourism Related Uses to include Commercial, Hotel and Entertainment" only (Cont'd)

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 229,400m<sup>2</sup> and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Notwithstanding paragraph (2) above, a building or structure with a public observation gallery exceeding the maximum building height restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) A minimum building setback of 45m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone shall be provided.
- (8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the building setback restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Trade Mart and Commercial Development" only

Broadcasting, Television and/or Film Studio (excluding free-standing purpose- designed building)	Broadcasting, Television and/or Film Studio (not elsewhere specified)
Cargo Handling and Forwarding Facility	Flat
Commercial Bathhouse/Massage Establishment	Government Use (not elsewhere specified)
Eating Place	Hotel
Educational Institution	Petrol Filling Station
Exhibition or Convention Hall	Place of Recreation, Sports or Culture
Government Use (Post Office only)	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Library	Social Welfare Facility (not elsewhere specified)
Office	
Place of Entertainment	
Private Club	
Public Vehicle Park (excluding container vehicle)	
Public Clinic	
Public Utility Installation	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Utility Installation for Private Project	

Planning Intention

This zone is intended primarily for exhibition and ancillary commercial uses.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Trade Mart and Commercial Development" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum building height specified below:
  - (a) the maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater, the gross floor area of which shall include exhibition/trade-related uses of not less than 11,285m<sup>2</sup>; and
  - (b) the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building(s) on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Tunnel Ventilation Shaft" only

Schedule I: For tunnel ventilation shaft

As Specified on the Plan

- Government Use
- Private Club
- Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
- Utility Installation not Ancillary to the Specified Use

Schedule II: For existing industrial building

- Broadcasting, Television and/or Film Studio
- Cargo Handling and Forwarding Facility
- Eating Place
- Government Use
- Industrial Use
- Information Technology and Telecommunications Industries
- Off-course Betting Centre
- Office
- Place of Recreation, Sports or Culture
- Private Club
- Public Vehicle Park (excluding container vehicle)
- Research, Design and Development Centre
- Shop and Services (ground floor only except Ancillary Showroom<sup>#</sup> which may be permitted on any floor)
- Utility Installation for Private Project
- Vehicle Repair Workshop
- Warehouse (excluding Dangerous Goods Godown)
- Wholesale Trade

# Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tunnel Ventilation Shaft" only (Cont'd)

Planning Intention

This zone is intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made under Schedule II for uses that may be permitted with or without conditions on application to the Town Planning Board.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Waterfront Related Commercial, Cultural and Leisure Uses” only

Eating Place Place of Entertainment Place of Recreation, Sports or Culture Shop and Services	Government Use Public Utility Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Social Welfare Facility
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Planning Intention

This zone is primarily intended for the provision of commercial, cultural and leisure uses at the waterfront area.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height of one storey, or the height of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

For “Amenity Area” only

Amenity Planting	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of landscaping and planting to enhance the environment.

(Please see next page)



OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For All Other Specified Uses Not Listed Above

As Specified on the Plan

Government Use  
 Private Club  
 Railway Vent Shaft and/or Other Structure  
 above Ground Level other than Entrances  
 Utility Installation not Ancillary to the Specified  
 Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**KOWLOON PLANNING AREA NO. 22**

**DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5**

**EXPLANATORY STATEMENT**

**KOWLOON PLANNING AREA NO. 22**  
**DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5**

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**KOWLOON PLANNING AREA NO. 22**  
**DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/5**  
(Being a Draft Plan for the Purposes of the Town Planning Ordinance)

**EXPLANATORY STATEMENT**

Note : For the purposes of the Town Planning Ordinance, this statement shall not be deemed to constitute part of the Plan.

**1. INTRODUCTION**

This Explanatory Statement is intended to assist an understanding of the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/5. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

**2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 2.1 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning, Environment and Lands directed the Board on 9 June 1998, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare two draft plans for the South East Kowloon area, i.e. the Kai Tak (North) OZP to cover the Kai Tak Airport Terminal and Apron area, and the Kai Tak (South) OZP to cover the rest of Kai Tak Airport and the proposed Kowloon Bay Reclamation.
- 2.2 On 4 September 1998, the draft Kai Tak (North) OZP No. S/K19/1 and the draft Kai Tak (South) OZP No. S/K21/1 were exhibited for public exhibition under section 5 of the Ordinance.
- 2.3 On 21 September 1999, the Chief Executive in Council (CE in C) referred the two OZPs to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZPs were subsequently amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.4 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning and Lands, directed the Board on 22 May 2001, under section 3(1)(a) of the Ordinance, to revise the planning scheme boundary of the draft Kai Tak (South) OZP No. S/K21/1 for incorporation of a proposed cruise terminal and a pier.
- 2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak (North) and the draft Kai Tak (South) OZPs, which were subsequently renumbered as S/K19/3 and S/K21/3 respectively. On 5 July 2002, the approved Kai Tak (North) OZP No. S/K19/3 and the approved Kai Tak (South) OZP No. S/K21/3 were exhibited under section 9(5) of the Ordinance.
- 2.6 On 17 October 2006, the CE in C referred the approved Kai Tak (North) and the approved Kai Tak (South) OZPs to the Board for replacement by a new plan under section 12(1)(b)(i) of the Ordinance. The reference of the OZPs was

notified in the Gazette on 27 October 2006 under section 12(2) of the Ordinance.

- 2.7 On 24 November 2006, the draft Kai Tak OZP No. S/K22/1 covering mainly the former Kai Tak Airport apron and runway areas, was exhibited for public inspection under section 5 of the Ordinance.
- 2.8 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/2. On 9 November 2007, the approved Kai Tak OZP No. S/K22/2 was exhibited under section 9(5) of the Ordinance.
- 2.9 On 4 November 2008, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the approved OZP was notified in the Gazette on 14 November 2008 under section 12(2) of the Ordinance. The OZP was subsequently amended and exhibited for public inspection under section 5 of the Ordinance on 26 August 2011.
- 2.10 On 4 September 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently re-numbered as S/K22/4. On 14 September 2012, the approved Kai Tak OZP No. S/K22/4 was exhibited under section 9(5) of the Ordinance.
- 2.11 On 16 September 2014, the CE in C referred the approved Kai Tak OZP No. S/K22/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 26 September 2014 under section 12(2) of the Ordinance.
- 2.12 On 17 February 2017, the draft Kai Tak OZP No. S/K22/5 (the Plan), incorporating amendments mainly involving optimization of the development potential of residential/commercial sites in the North Apron and Runway areas, rezoning of suitable sites for residential, commercial, Government, institution or community (GIC) and open space uses, and incorporation of the latest development proposals, was exhibited for public inspection under section 5 of the Ordinance. In addition, the alignment of the Shatin to Central Link (SCL) authorized by the CE in C under the Railways Ordinance (Chapter 519) on 27 March 2012 and the alignment of the Central Kowloon Route (CKR) authorized by the CE in C under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) on 5 January 2016 are shown on the Plan for information.

### **3. OBJECT OF THE PLAN**

- 3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks for Kai Tak area so that development and redevelopment of land within the area can be put under statutory planning control.
- 3.2 The Plan is to illustrate only the broad principles of development within the Area. As it is a small-scale plan, the road and railway alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.

- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kai Tak area and not to overload the road network in this area.

#### **4. NOTES OF THE PLAN**

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

#### **5. PLANNING SCHEME AREA**

- 5.1 The Planning Scheme Area (the Area) has a land area of about 323 hectares. It covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site, Ma Tau Kok waterfront, Kwun Tong waterfront, Cha Kwo Ling waterfront, Kai Tak Approach Channel (KTAC), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter (KTTS). The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board, the requirements under the Protection of the Harbour Ordinance (Cap. 531) and the Harbour Planning Principles published by the former Harbour-front Enhancement Committee.

#### **6. POPULATION**

It is estimated that the total population to be accommodated in the Area will be about 134,000. First intake of population for the new development area commenced in 2013.

## **7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK (Figures 1 – 5)**

### **7.1 Planning Themes**

The Kai Tak site is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. The planning and urban design concepts are illustrated in the attached Figure 2. The main planning themes are discussed below:

- 7.1.1 Sports-oriented – Kai Tak will be a hub for sports and leisure activities. A modern Kai Tak Sports Park (the Sports Park) will be its anchor, complemented by a comprehensive network of open spaces including a Metro Park, indoor recreational centres and extensive cycle tracks and jogging trails along the waterfront promenade. Subject to resolving technical and operation issues in particular the water quality issue, there is also the opportunity to accommodate a variety of water sports/recreational activities in the KTAC, KTTS and the adjoining water bodies to further strengthen the role of Kai Tak as a hub for sports and leisure activities. The type and spatial requirements of the water sports/recreational uses and their land based facilities as well as their interface with the waterfront promenade would be further explored.
- 7.1.2 People-oriented – The waterfront areas are reserved mainly for public enjoyment as parks and promenades. Convenient and comfortable pedestrian connections between the hinterland and Kai Tak, and between the railway station and the various activity nodes are emphasized.
- 7.1.3 Sustainable – Residential, office, retail and hotel provisions are planned to mix with the sports and leisure activity nodes to ensure vibrancy in different time of the day and different days of the week. The history of Kai Tak will be manifested throughout the site and the heritage resources in the adjacent areas will also be promoted. Kai Tak is re-positioned as the waterfront destination of tourists.
- 7.1.4 Environmental-friendly – To address the environmental problems at KTAC without resorting to reclamation is to uphold the environmental-friendly principle. Besides, environmentally friendly initiatives, such as possible provision of an Environmentally Friendly Linkage System (EFLS), roadside greening, green roof and district cooling system, and planning for mass transit, minimizing noise impact and better air ventilation are all built into the planning framework.
- 7.1.5 Distinguished and Attractive Urban Form – Emphasis has been made to create a unique town centre juxtaposed with high-rise office development and unique residential neighbourhood. Traversing the Sports Park and Metro Park, the developments at the former Runway will outline a townscape that would be uplifted at the landmark development in the cruise terminal cum tourism node area.

### **7.2 Urban Design and Landscape Framework (Figures 1 – 3)**

The overall identity for Kai Tak shall be defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the

urban areas and along the waterfront. Six sub-districts linked by its definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner (Figure 2). The following urban design and landscape principles are adopted in the Plan:

#### 7.2.1 Connecting the neighbourhood

Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. Easy access for vehicles and pedestrians between the surrounding districts will help revitalize and reactivate the East Kowloon. The provision of these facilities will take into account the existing and planned activities nodes.

#### 7.2.2 Creating nodes

It is critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the Sports Park, Cruise Terminal, Metro Park and commercial/office centres. Community facilities and neighbourhood parks would contribute as local nodes.

#### 7.2.3 Activating the harbour-front

To bring life and vibrancy to the waterfront, it is necessary to introduce a variety of activities ranging from casual strolls along a natural waterfront park, to a highly active commercial and retail-oriented waterfront lined with restaurants, cafes and bars.

#### 7.2.4 Creating a pedestrian friendly environment

The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of an EFLS will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

#### 7.2.5 Creating a Dynamic Skyline

With a composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers, a dynamic skyline will undoubtedly grace the face of Kai Tak. The overall building height profile starts with a landmark tower with distinctive design on the “Comprehensive Development Area(1)” (“CDA(1)”) site at the Kai Tak River in the Kai Tak City Centre and gradates towards the waterfront in two directions; one in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the Sports Park to the Metro Park and the Ma Tau Kok waterfront area. It then rises again from the Runway Precinct to another landmark development at the Tourism Node. The possible bridge link connecting Kwun Tong and former runway tip will add another highlight to this dynamic skyline.



#### 7.2.6 Celebrating the Views

Views beyond the neighbourhoods are absolutely critical to maintain one's orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island and Kowloon hinterland). The former airport runway itself is also a feature of historical interest. The elongated shape of the ex-runway is retained under the 'no reclamation' approach. The vista extending from the Metro Park, the Central Boulevard, Tourism Node and Runway Park to Lei Yue Mun will be maintained to recap the flight take-off memory.

#### 7.2.7 Celebrating the Gateways

Gateways can take a variety of forms and types in Kai Tak. From the Harbour, the Cruise Terminal will be the main point of entry, while the Metro Park and the Sports Park will be the visual gateway from the water into Kai Tak. From the underground railway station, the Station Square, which is full of trees and green open space will be the point of arrival. By foot, several gateways from each neighbourhood will take the form of bridges, walkways and buildings. By car, feature streetscapes, landscapes and visual markers signify the gateway into Kai Tak.

#### 7.2.8 Creating a "A Green Web for Sustainable Development"

The landscape design of "A Green Web for Sustainable Development" aims to create a hierarchical landscape network of parks, gardens, civic squares and waterfront for integrating the residential and commercial neighbourhoods. Through the "Stadium in the Park" concept (i.e. the integration of Metro Park with open spaces around the Sports Park and Station Square), a continuum of interconnected green spaces within Kai Tak and its adjoining districts, an extensive framework of tree and shrub planting, and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park, the landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place. All development sites should have greening at both pedestrian zone and roof level.

### **8. BUILDING HEIGHT RESTRICTIONS IN THE AREA**

- 8.1 Based on the urban design framework mentioned above, the Plan has incorporated appropriate building height restrictions for various development zones. The restrictions will provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area.
- 8.2 The building height restrictions have taken into account urban design considerations and various factors including preservation of public view from

the major vantage points along major view corridors, the stepped height concept in general as recommended in the urban design and landscape framework, the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development rights.

- 8.3 Under the current OZP, development sites near waterfront, i.e. Sports Hub, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from 45mPD to 80mPD, except for landmark developments and existing development sites. The building heights rise gradually from waterfront towards the inland areas to the commercial belt in the Kai Tak City Centre. The building height profile reaches its maximum of 200mPD at the “CDA(1)” zone which will be developed into a landmark building of distinctive design along the Kai Tak River. The landmark tower will complement the curvilinear landscaped elevated walkway and the Kai Tak River to signify the prominent image in the locality. In order to preserve the existing views along the view corridors towards Lion Rock, non-building area is incorporated in the “Other Specified Uses” annotated “Stadium” (“OU(Stadium)”) zone and a lower building height of 15mPD is adopted for the “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” zone.
- 8.4 An Air Ventilation Assessment (AVA) was undertaken in 2010 (AVA 2010) to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and non-building area restrictions incorporated into the Plan have taken into consideration the findings of the AVA.
- 8.5 According to the findings of AVA 2010, the prevailing annual wind comes from the east (E), east-southeast (ESE), southeast (SE) and south-southeast (SSE), and the prevailing summer wind mainly comes from the ESE, SE and west-southwest (WSW). The Kai Tak Development has incorporated a number of major air paths for penetration of wind which are aligned approximately in SE to north-west (NW) direction. They include the interconnected major open spaces or open areas covering KTTS, KTAC, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and Sung Wong Toi Park and open space adjoining the Sports Park. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of the Kai Tak City Centre as well as into Kowloon City and San Po Kong.
- 8.6 To further enhance penetration of prevailing wind to individual development sites, development parcels together with a matrix of pedestrian streets are aligned in SE to NW direction. Podium-free design is adopted to improve wind penetration at pedestrian street level. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of fence walls, wider gap between buildings, disposition and perforation of building towers to align with the prevailing winds.
- 8.7 In 2016, optimization of the development potential at selected sites within the Area were proposed and further AVAs were conducted (AVA 2016) to assess the impact of proposal. According to the findings of the AVA 2016, the overall pedestrian wind performance of the scenario with the optimization proposal is comparable with that of the previously approved development proposals studied

under AVA 2010 under annual and summer conditions. In order to alleviate the potential impacts at some affected areas, further quantitative AVAs are required to be conducted for future developments at various sites at the detailed design stage to explore the effectiveness of mitigation measures proposed in the AVA 2016 and incorporation of other improvement measures where appropriate. Such requirements for quantitative AVAs would be incorporated in the lease and/or land grant/sales conditions.

8.8 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:

- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
- (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
- (c) providing better streetscape/good quality street level public urban space;
- (d) providing separation between buildings to enhance air and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

8.9 However, for any existing building with building height already exceeding the building height restrictions in terms of metres above Principal Datum and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

#### Non-Building Areas

8.10 Non-building Areas (NBAs) of different widths are designated in various zones to serve multi-purposes including enhancement of air ventilation, improvement of visual permeability and promotion of urban design concept.

#### *Kai Tak City Centre*

8.11 For the two linked “C(6)” sites serving as twin tower gateway in the eastern part of Kai Tak City Centre, NBAs of maximum of 15m wide are imposed along the eastern boundary to create a wider pedestrian vista in the green corridor between the linked sites and the mixed use and public housing developments to their east. NBAs of maximum of about 40m wide is proposed along the boundary abutting the “OU” annotated “Mixed Use (2)” (“OU(Mixed Use)(2)”) site to provide additional breezeway from Kai Tak to San Po Kong. 10m wide and 27m wide

NBAs are designated within the “C(3)” site fronting the Heritage Park and the western part of the “C(8)” site at the North Apron respectively to enhance wind penetration.

- 8.12 3m wide NBAs are designated within development sites along the boundary abutting 10m wide pedestrian streets running in SE-to-NW direction to further enhance penetration of the prevailing wind. 5m wide NBAs are designated within development sites along the boundary abutting the Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the “OU(Stadium)” site is to complement the view corridor to Lion Rock.
- 8.13 For the twelve residential sites on both sides of Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m wide NBAs in NE-to-SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the boundary of the building envelope to foster a courtyard design.
- 8.14 The NBAs designated at the “CDA(2)” and the “OU(Arts and Performance Related Uses)” zones will pronounce the curvilinear shape of the landscaped elevated walkway.

#### Runway Area

- 8.15 NBAs of about 15m wide and NBAs of about 10m wide are designated within “R(B)”/“C” sites respectively along the boundary abutting the Central Boulevard primarily to maintain a wider vista on its landscaped deck towards Lei Yue Mun as well as a wider building gap for more comfortable walking environment along its at-grade Road D3. Road D4 is a main vehicular and pedestrian gateway from South Apron to Runway. Similarly, a 5m wide NBA is designated in the “R(B)5” and “R(B)7” sites abutting Road D4 with its elevated walkway above to provide wider building gaps for more comfortable walking experience. 3m wide NBAs are also designated within development sites along boundary abutting 10m wide pedestrian streets to enhance visual porosity. Two 15m wide NBAs are designated within two “R(B)5” sites situated at the junction of Road D3 and Road D4 to enhance air ventilation in view of their long site frontage.

#### Ma Tau Kok Waterfront

- 8.16 Two 10m wide NBAs within the “CDA’ site, one abutting the existing “R(A)1” site and another near the middle aligning with Ma Tau Kok Road, are designated to enhance visual permeability at the waterfront area.
- 8.17 Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Within the NBAs stipulated on the OZP, landscaping and street furniture, underground structures and pedestrian facilities will be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity will be allowed in the NBAs.

Building Setback

- 8.18 To maintain the vista on the landscaped deck of the Central Boulevard towards Lei Yue Mun, the “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment” site will be subject to a minimum 45m wide building setback from the adjoining Cruise Terminal Site. The EFLS and its station as well as minor structure for footbridge connecting the Tourism Node with the EFLS’s station or the Cruise Terminal will be permitted in the 45m wide building gap. Under exceptional circumstances, minor relaxation of the building setback restriction may be considered by the Board on application under section 16 of the Ordinance.

**9. LAND USE ZONINGS**

9.1 Commercial (“C”) – Total Area 16.22 ha

- 9.1.1 This zoning is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.
- 9.1.2 Thirteen sites are zoned as “C”. Six of them are located at the Kai Tak City Centre. Four of them are located in the South Apron at the Kowloon Bay waterfront and three of them are located in the Runway area. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction.
- 9.1.3 The “C(1)” zones are located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to the north-east across CKR, this zone is intended to provide a critical mass of office space to create synergy with the Kowloon Bay Business Area to meet the policy initiatives of Energizing Kowloon East. Developments within “C(1)” zone are subject to a maximum plot ratio of 5.8, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD. To facilitate pedestrian connection through the site to connect with the proposed elevated walkway across KTAC and the “C(8)” zone to the north-east, landscaped elevated walkway will be provided in the zone and an appropriate area should be reserved on both sides of the landscaped elevated walkway to facilitate the future construction and maintenance of the walkway by the Government or appropriate party.
- 9.1.4 The “C(2)” zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. This zone is intended to create a more coherent cluster of commercial developments in the area. For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m wide promenade along the waterfront shall be provided for public enjoyment purpose. Developments within

this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.

- 9.1.5 The “C(3)” zones are located at the northern side of Kai Tak City Centre extending along Prince Edward Road East (PERE) to Sung Wong Toi Park. This zone is intended to form a belt of high quality office development. These developments will be served by the proposed SCL and are expected to meet Hong Kong’s long-term demand in office space. Developments within this zone are subject to a maximum plot ratio of 6.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80/90mPD. In determining the relevant maximum plot ratio for the “C(3)” site fronting the proposed Heritage Park, any floor spaces that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded.
- 9.1.6 The “C(4)”, “C(5)” and “C(7)” zones are located in the Runway Area. These zones are intended for hotel and other commercial uses along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and Cruise Terminal development. Developments within “C(4)”, “C(5)”, “C(7)” zones are subject to a maximum plot ratio of 6.5/6.0/7.5 respectively, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 95/108mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian street to maintain a wider vista and building gap.
- 9.1.7 The “C(6)” zone comprising two linked sites is located in the eastern side of Kai Tak City Centre near the proposed SCL Kai Tak Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. NBAs are imposed in the eastern part of the two linked sites to create a wider pedestrian vista in the green corridor between the proposed commercial/office developments in these sites and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, a NBA is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the two linked sites. A vehicular access will be provided via Road L3B to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites will remain as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 6.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.
- 9.1.8 Two sites are zoned “C(8)”, one located at the northern side of the Kai Tak City Centre between PERE and Concorde Road; the other located to the north-east of the “C(1)” zone at the South Apron area. Developments within the “C(8)” zone are subject to a maximum plot ratio of 8.0, a

maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100/120mPD. For the “C(8)” site at the Kai Tak City Centre with the Underground Shopping Street (USS) alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.

9.1.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.

9.1.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

## 9.2 Comprehensive Development Area (“CDA”) – Total Area 9.62 ha

9.2.1 Six sites in Kai Tak are zoned as “CDA”. This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction. Planning briefs setting out the planning parameters and the special design requirements will be prepared to guide the future development in the “CDA” sites.

9.2.2 A site at the Ma Tau Kok waterfront is designated “CDA”. The planning intention for this “CDA” zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. This zoning is to facilitate comprehensively designed waterfront developments with residential uses and retail facilities as well as to provide scope for a better integration with the adjoining developments. In view of the prominent waterfront location and to enable a continuous promenade from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. To enliven the adjoining waterfront promenade, this zone includes the requirement for provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt abutting a 20m wide waterfront promenade set aside within the site. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height of 65mPD and 110mPD.

9.2.3 The “CDA(1)” and “CDA(2)” sub-areas located in the Kai Tak City Centre north on the eastern and western sides of Kai Tak River respectively are intended for commercial uses with a lower structure cascading down to the open spaces along the Kai Tak River. The “CDA(1)” sub-area is intended for a comprehensive office/hotel/retail

development with low-rise structures in the west and high-rise landmark commercial tower in the east. The landmark tower in the “CDA(1)” sub-area will complement with the curvilinear landscaped elevated walkway and the landscaped Kai Tak River to signify the prominent image in the locality. Development within the “CDA(1)” sub-area is subject to a maximum non-domestic plot ratio of 10.0 and a maximum building height of 200mPD in the east to allow for a landmark building in the City Centre and 40mPD in the west for the cascading low-rise structure. The “CDA(2)” sub-area is intended for a low-rise cascading commercial development and subject to a maximum plot ratio of 4.5 with a maximum building height of 40mPD. The cascading low-rise structures in both “CDA” sub-areas should descend from 40mPD to 15mPD towards the Kai Tak River or the curvilinear walkway. Both “CDA” sub-areas are subject to a maximum site coverage (excluding basement(s)) of 65%. 5m wide NBAs along the Kai Tak River will provide a wider vista along the River. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys in the retail belt abutting the Station Square will create a riverside vibrant and festive public gathering place in the town square environment. The NBA at the northern part of the “CDA(2)” site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway.

- 9.2.4 Three sites abutting the Lung Tsun Stone Bridge (LTSB) Preservation Corridor are designated “CDA(3)”, “CDA(4)” and “CDA(5)” respectively. The planning intention for these sites is to ensure their disposition and design would be in harmony with the Preservation Corridor for LTSB. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys within the retail belt designated on the OZP along the frontage of the Preservation Corridor would help foster a lively atmosphere. The planning briefs will set out the special design features for these three “CDA” sites to ensure a harmonious environment with the Preservation Corridor. The “CDA(3)” and “CDA(4)” zones are intended for commercial use while “CDA(5)” is intended for residential use. The “CDA(3)” zone is subject to a maximum plot ratio of 6.6 and a maximum site coverage (excluding basement(s)) of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower building height restriction of 13mPD while the remaining area will be subject to a maximum building height of 100mPD. The “CDA(4)” zone is subject to a maximum plot ratio of 6.6, a maximum building height of 90mPD and a maximum site coverage (excluding basement(s)) of 65%. The “CDA(5)” zone is subject to a maximum plot ratio of 6.8, a maximum building height of 135mPD and a maximum site coverage (excluding basement(s)) of 40%.
- 9.2.5 Pursuant to section 4(A) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.



9.3 Residential (Group A) (“R(A)”) – Total Area 15.26 ha

- 9.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 9.3.2 Seven sites are designated “R(A)1” to “R(A)4”. Two of them are located at the eastern boundary of the Kai Tak City Centre and one is located at the Ma Tau Kok waterfront. Four sites are located at the south-western portion of the Kai Tak City Centre near the SCL To Kwan Wan (TKW) Station.
- 9.3.3 An existing residential development at the junction of To Kwa Wan Road and San Ma Tau Street is zoned “R(A)1”. To enable a continuous waterfront promenade in the East Kowloon area extending from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum domestic plot ratio of 7.5, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 176mPD.
- 9.3.4 Two public housing developments at the sites along the eastern boundary of the Kai Tak City Centre are designated “R(A)2” and “R(A)3” respectively. Developments within “R(A)2” zone are subject to a maximum domestic plot ratio of 6.3, a maximum non-domestic plot ratio of 0.3 and a maximum building height of 120mPD. Developments within “R(A)3” zone are subject to a maximum domestic plot ratio of 5.51, a maximum non-domestic plot ratio of 0.1 and a maximum building height of 120mPD. Four sites near SCL TKW Station designated “R(A)4” are earmarked for public housing developments which are subject to a maximum plot ratio of 6.6 and a maximum building height of 100-115mPD. Appropriate site coverage taking into account the detailed design considerations including podium-free requirement would be formulated and incorporated in the planning brief for the housing developments. To enliven the ambience of the abutting open space and ensure consistency in design, retail belt similar to those provided in the “R(B)” and “CDA” zones to the east should be provided. The design and development requirements of the retail belt, including ground floor setback, clear width and headroom for public passageway, will also be formulated and incorporated in the planning brief.
- 9.3.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.3.6 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.4 Residential (Group B) (“R(B)”) – Total Area 26.65 ha

- 9.4.1 This zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the sites abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets.
- 9.4.2 A total of twenty-six sites are designated “R(B)1” to “R(B)7”. They are located in the Kai Tak City Centre, South Apron Corner and Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. For those sites abutting 10m wide pedestrian streets in the North Apron area, 3m wide NBAs are incorporated in each site to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.
- 9.4.3 A “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre has been partly developed for Flat-for-Flat Scheme by the Urban Renewal Authority and partly proposed for the Home Ownership Scheme. Twelve sites involving three designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Road D2 and the proposed SCL are intended for Kai Tak Grid Neighbourhood development which is subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. Residential developments in the Grid Neighbourhood area 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. The low block shall not exceed six storeys or 25mPD, whichever is the less. Such variation of building heights would add interest to the local townscape and project a well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m wide visual corridors will provide wider vistas in such directions. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.
- 9.4.4 Developments at the eleven sites zoned “R(B)4”, “R(B)5” and “R(B)7” in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline.

Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites fronting the Metro Park or the waterfront promenade along the western side of the Runway, to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where “Shop and Services” and “Eating Place” uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.

- 9.4.5 In addition, an elevated landscaped deck over Road D3 is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated within the sites along the boundary facing the elevated landscaped deck on the Central Boulevard and the 10m wide pedestrian streets.
- 9.4.6 A site locating north of “OU(Stadium)” zone is designated “R(B)6”. Together with the four “R(A)4” sites to the west, this site is intended for residential development in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. “Shop and Services” and “Eating Place” uses are always permitted on the lowest two floors of buildings.
- 9.4.7 The “R(B)1”, “R(B)2” and “R(B)6” sites fronting the Station Square and to the north of “OU(Stadium)” zone will include provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt in order to create vibrant street environment.
- 9.4.8 Developments within “R(B)” zones are subject to the following plot ratio, site coverage and building height restrictions:

Zoning	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Heights
R(B)1	5.0	40%	80mPD/110mPD
R(B)2	4.5	40%	80mPD to 110mPD
R(B)3	3.5	44%	50mPD/100mPD
R(B)4	5.5	40%	95mPD
R(B)5	6.1	40%	110mPD
R(B)6	6.6	40%	125mPD
R(B)7	7.0	40%	120mPD

9.4.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.

9.4.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.5 Government, Institution or Community (“G/IC”) – Total Area 37 ha

9.5.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments. The provision of GIC facilities has been based on the HKPSG and in consultation with respective Government bureaux/departments where standards are not applicable. The overall GIC provision should be adequate to serve the planned population for the Area.

9.5.2 Two “G/IC” sites between PERE and Concorde Road are designated for Government offices development to create a cluster for Government services. One has been developed as the Trade and Industry Tower, which is connected with the developments in San Po Kong by a curvilinear landscaped elevated walkway. Another site has been earmarked for the reprovisioning of the Inland Revenue Department originally accommodated in Wan Chai. The Government offices cluster will enable the Government services to be more accessible to both the existing and future population. A “G/IC” site abutting Road D2 is designated for the existing Electrical and Mechanical Services Department (EMSD) Headquarters. Three sites to the south of Kwun Tong Bypass in the South Apron Corner are reserved for hospital development to serve the East Kowloon area and surrounding districts.

9.5.3 A total of six primary and two secondary school sites have been planned in the Area to meet the needs of the existing and planned population. Two existing primary schools are located near Hoi Sham Park. Two other primary schools are already in operation since September 2016 and there is another proposed secondary school near Kai Ching Estate. Two primary and one secondary schools are planned in the vicinity of “R(A)3” site in Kai Tak City Centre. In addition, there are two proposed special schools at Sung On Street and one planned secondary school site near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district to serve the Kai Tak area.

9.5.4 Two “G/IC” sites near Road D2 on each side of Kai Tak River are reserved for accommodation of various GIC facilities to serve the Kai Tak area including indoor recreation centre, social welfare facilities and sports facility. Other “G/IC” sites, mainly in Kai Tak City Centre and

South Apron, are reserved for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters), sub-divisional fire stations, Animal Management and Animal Welfare Building Complex, Drainage Services Department's desilting compound, EMSD's chiller plant and refuse collection points, electricity substations and sewage pumping stations. A site to the north of the "R(B)4" zone close to the landscape deck at the upper portion of Road D3 is reserved for two half-sunken sewage pumping station and salt water pumping station. The design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts to the surroundings. A site near Ma Tau Kok waterfront is also reserved for public transport interchange.

- 9.5.5 A "G/IC" site at the Cha Kwo Ling waterfront is earmarked for the development of a new Vocational Training Council campus building with adequate capacity and state-of-the-art facilities. Two building height subzones of 60mPD/70mPD are designated within the site. As the site is located near the waterfront, the design of the campus building should respect the waterfront setting and ensure visual compatibility with the surrounding developments. Special design considerations including provision of public passage, building setback and integration with the adjoining planned waterfront promenade should be adopted for the development.
- 9.5.6 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of "G/IC" sites. Sites reserved for EMSD Headquarters, police headquarters, Government Offices, Hong Kong Children's Hospital and Kai Tak Acute Hospital will be subject to relatively higher building height restriction ranging from 60mPD to 100mPD.
- 9.5.7 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

9.6 Open Space ("O") – Total Area 98.18 ha

- 9.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected public open spaces, in respect of size and function is proposed (Figure 3). This includes regional, district and local open spaces. These open spaces are essential components of the urban design framework for Kai Tak Development. While individual open space projects are subject to detailed design study, it is the planning intention to promote luxuriant planting in these open spaces to create a more natural environment and green setting in the Area. Opportunity to utilizing some of the open space in the Station Square as well as along the Sports Park and Kai Tak River for public creative activities or other compatible uses should be explored.

9.6.2 Regional open space is the large-scale open space to serve the recreational needs of tourists, visitors and the local residents as well as the territory. It comprises the Metro Park, open spaces around the Station Square and the Sports Park, the Runway Park, the Heritage Park and the Sung Wong Toi Park and waterfront promenade with the following design themes:

- (a) The proposed Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and a landscape vista looking towards the waterfront promenade of the Dining Cove.
- (b) According to the findings of the archaeological field investigations conducted, the area near the Kowloon City No.2 Sewage Pumping Station at the north-west of the North Apron is of archaeological potential. The area is zoned as open space for the establishment of a Heritage Park and can be integrated with the adjoining Sung Wong Toi Park for development. This can provide an appropriate environment and ambience for the preservation and display of important archaeological findings for public appreciation and education purposes.
- (c) The Station Square around the proposed SCL Kai Tak Station will form a contemporary park with cafes and restaurants serving as a gateway to Kai Tak. The design of the western end of the Station Square should also be compatible with the heritage theme of the LTSB Preservation Corridor.
- (d) The open spaces around the Sports Park will provide space for dispersal of spectators and serve additional leisure purpose for the public during non-event days. Part of the site formation level of the Sports Park will be raised to facilitate integration of the main stadium and the public sports ground as well as to maintain continuity of open space network. The open space in between the “OU(Stadium)” zones and Road D3 also functions as a view corridor to Lion Rock.
- (e) The Metro Park, located in the upper part of the Runway Area, will form a regional open space for the East Kowloon Area and is designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc. The Metro Park integrated with open spaces around the Station Square and the “OU(Stadium)” zone will form a comprehensive green hub to achieve the “Stadium in the Park” concept.
- (f) The Runway Park at the end of runway will provide a theme area to accommodate facilities of aviation-related theme including weather station and an unobstructed view to Lei Yue Mun.
- (g) The waterfront promenade generally with 20m to 35m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development.

9.6.3 District open space is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space

and surrounding areas. It comprises the Hoi Sham Park at Ma Tau Kok waterfront, the Avenue Park near public housing developments, the Kai Tak River and the open space at the South Apron Corner.

- 9.6.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.
- 9.6.5 Some of the areas above major drainage culverts, in particular, Kai Tak River are planned for open space uses. An integrated design approach is required to create a quality landscaped river in these spaces and to allow regular maintenance of these culverts. This design will be further investigated in the detailed design study of the respective works package for Kai Tak Development.
- 9.6.6 A site adjoining the “OU(Stadium)” zone and abutting Road D3 is zoned “O(1)”. It is intended to form part of the Sports Park to support the sports facilities including the associated public transport terminus.
- 9.6.7 Three sites near the “OU(Stadium)” zone, the Metro Park and the Central Boulevard are zoned “O(2)” which are intended to provide open space in form of landscaped deck. The landscaped deck between the “OU(Stadium)” zones will function as connection points for the main stadium and the public sports ground while the one to the south will facilitate a smooth pedestrian flow on the deck level of the Sports Park down to the Metro Park. The two landscaped decks at the Metro Park and the Central Boulevard above Road D3 will serve as a leisure walkway connecting the Metro Park to its north with the Cruise Terminal, the Tourism Node and the Runway Park to its south. The design of the landscaped deck and its integration with the EFLS is still being studied.
- 9.6.8 Two areas to the north of the Sports Park site are zoned “O(3)”. It is intended for in-situ preservation of the LTSB remnants for public appreciation and the proposed Heritage Park. For the “O(3)” zone for preserving the LTSB, the LTSB remnants will be preserved in-situ within the 30m wide Preservation Corridor with a wider area at the southern entrance to allow a more open view and better design flexibility and integration with the connecting Station Square. A strip of land to the west of the Preservation Corridor is also under the “O(3)” zoning to allow greater flexibility to accommodate interpretive displays and related activities.
- 9.6.9 The water quality of KTAC and KTTS has been progressively improved following the implementation of various enhancing measures by the Government. To facilitate the development of water sports and recreational activities so as to further strengthen the role of Kai Tak as a hub for sports and recreational activities, ‘Water Sports/Water Recreation’ is always permitted within the areas zoned “O”. The exact location that can be earmarked for water sports/recreational use will be subject to further discussion between the Home Affairs Bureau and the stakeholders and the continued improvement of water quality in the KTAC and KTTS.

9.6.10 Dedicated Pedestrian Zones (DPZ) have been reserved within the “O” zone fronting mainly residential sites to serve the purposes of natural lighting, ventilation and means of escape to meet the requirements under relevant regulations. The requirements would be reflected in the lease conditions as appropriate.

9.7 Other Specified Uses (“OU”) – Total Area 53.81 ha

9.7.1 This zone covers land allocated for following specific uses.

9.7.2 A site with an area of 1.16 ha at the western end of the curvilinear landscaped elevated walkway is zoned “OU” annotated “Arts and Performance Related Uses”. This zone is intended primarily for arts and performance related uses with a platform above for public viewing as well as outdoor performance. Grand Steps, similar to those in the Hong Kong Cultural Centre Piazza, cascading down to the open space leading to the southern entrance of the Preservation Corridor and the Stadium site shall be provided. The platform shall also connect with the curvilinear landscaped elevated walkway to its east. Developments within this zone are subject to a maximum total gross floor area of 11,600m<sup>2</sup> and a maximum building height of 15mPD. At least 60% of the total gross floor area shall be used for arts and performance related uses. The NBA incorporated in northern part of the zone is intended to pronounce the continuity of the curvilinear landscaped elevated walkway. The implementation of the site will be subject to further study.

9.7.3 A site with an area of 7.73 ha at the end of former runway tip is designated “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above”. The zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above. This zone will accommodate two alongside berths as well as a cruise terminal building. A landscaped deck will be provided for public enjoyment. Developments within this zone are subject to a maximum total gross floor area of 10,600 m<sup>2</sup> and a maximum building height of 35mPD. This zone also allows provision of radar equipment and telecommunication electronic microwave repeater to cater for the need of Marine Department or other Government departments. Furthermore, this zone is not intended to accommodate large-scale advertisement signs to be erected on roof-top of the cruise terminal, as it may not be compatible with the landscaped deck.

9.7.4 A site with an area of 5.93 ha in the former runway tip is designated “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment”. This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Developments within this zone are subject to a maximum total gross floor area of 229,400 m<sup>2</sup> and a maximum building height of 100mPD. This development should incorporate a public observation gallery to enable the general public to view this part of the Victoria Harbour, as well as the Kai Tak site and the surrounding areas. A building or structure incorporating the public



observation gallery with design merits could be submitted to the Board for consideration of relaxation of the building height restriction. The overall development scheme for this site will be assessed as a part of the layout plan submission to the Board for planning permission. To allow design flexibility, minor relaxation of the gross floor area and building height restriction as stipulated on the Plan may also be considered by the Board. A minimum building setback of 45m from the zoning boundary abutting the “OU” annotated “Cruise Terminal to include Commercial Development and Landscaped Deck Above” zone shall be provided.

- 9.7.5 A site with an area of 20.93 ha at the Kai Tak waterfront is designated “OU(Stadium)”. This zone is intended primarily for the provision of the Sports Park including a main stadium (with 50,000 seats), a public sports ground (with 5,000 seats) and an indoor sports centre building (with a 10,000-seat main arena) and other leisure and recreation facilities. Adjacent “O(1)” zone as mentioned in paragraph 9.6.6 above will form a part of the Sports Park. Developments within this zone are subject to a maximum building height of 55mPD.
- 9.7.6 Two sites in the vicinity of the proposed SCL Kai Tak Station are designated “OU(Mixed Use)(2)” and “OU(Mixed Use)(3)”. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.
- 9.7.7 Developments within “OU(Mixed Use)(2)” zone are subject to a maximum domestic plot ratio of 5.0 and a non-domestic plot ratio of 2.0. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 125mPD/150mPD. A special design requirement is incorporated for this site such that the residential element should commensurate with the commercial element in form. The residential development could accommodate high quality hotel-like service apartment with its design and appearance befitting the image of the Kai Tak City Centre and commensurate with those premier commercial/office developments to its west and east. ‘Shop and Services’ and ‘Eating Place’ in buildings not exceeding two storeys shall be provided in the retail belt abutting the Station Square to create vibrant street environment. Provision of public passageway at the basement level of the developments in the “OU(Mixed Use)(2)” zone are required to connect to the USS system.
- 9.7.8 Developments within “OU(Mixed Use)(3)” zone are subject to a maximum domestic plot ratio of 4.75, and a maximum non-domestic plot ratio of 2.25. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.

- 9.7.9 Proposed SCL Kai Tak Station locating in the centre of Kai Tak City Centre is zoned “OU” annotated “Railway Station with Commercial Facilities”. This zone is primarily intended for the provision of railway station with commercial facilities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the USS system. The commercial facilities within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.
- 9.7.10 Two sites at the Ma Tau Kok waterfront and near “OU(Stadium)” zone are zoned “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses”. This zone is intended for the provision of commercial, cultural and leisure uses at the waterfront area so as to create dining cove and more vibrant environment. Developments within this zone are subject to the maximum building height of one storey.
- 9.7.11 “OU” annotated “Landscaped Elevated Walkway” zones are indicated on the Plan. They will become part of the comprehensive pedestrian network, providing a north-south connection from San Po Kong to the Kai Tak City Centre and an east-west connection from Kowloon Bay and Kwun Tong to the South Apron. A curvilinear landscaped elevated walkway is proposed at the upstream of Kai Tak River connecting San Po Kong, the Kai Tak Government Offices and the landmark tower in Kai Tak and eventually merges with the large platform of the “OU (Arts and Performance Related Uses)” zone. This feature walkway together with the Kai Tak River and a landmark tower with distinctive design will shape a very strong image at the locality. The design of the landscaped elevated walkway should be in harmony with the surrounding developments and should highlight its significance as a gateway into Kai Tak City Centre.
- 9.7.12 The site to the south of Kwun Tong Bypass and abutting Wai Lok Street is zoned “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above”. This zone covers the existing Kwun Tong Sewage Pumping Station. To minimize possible impact on the surrounding districts, mitigation measures including landscaped deck and suitable enclosure of the plant facilities are proposed. Developments within this zone are subject to a maximum building height of 15mPD.
- 9.7.13 A site at the runway tip is designated “OU” annotated “Heliport”. This zone is intended primarily for the provision of an at-grade cross-boundary heliport. Developments within this zone are subject to a maximum building height of 13mPD to accommodate one-storey building to service the heliport operation. Notwithstanding the noise barrier will not be subject to the maximum building height restriction, installation of noise barrier for this facility will require planning permission from the Board.
- 9.7.14 The existing Kowloonbay International Trade and Exhibition Centre located near the junction of Kai Cheung Road and Kai Fuk Road is zoned “OU” annotated “Trade Mart and Commercial Development”. This zone is intended primarily for exhibition and ancillary commercial

uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a gross floor area of not less than 11,285m<sup>2</sup> would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.

9.7.15 Other specified uses include amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. Developments within this zone are subject to a maximum building height of 15mPD. The “OU” annotated “Tunnel Ventilation Shaft” sites are intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made in the Notes for uses that may be permitted with or without conditions on application to the Board. Developments within this zone are subject to a maximum building height of 45mPD.

9.7.16 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.

## **10. COMMUNICATIONS**

### **10.1 Roads (Figure 4)**

10.1.1 Kai Tak being located in East Kowloon area is well served by numerous existing and planned road networks. The major road networks within the Area including trunk roads, district distributors and local distributors are indicated on the Plan.

10.1.2 Regarding the trunk roads, apart from the existing Airport Tunnel, Lung Cheung Road and Kwun Tong Bypass, the planned Route 6 (CKR, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel), in particular the CKR serves to provide a convenient route linking up West Kowloon with East Kowloon. North Apron and South Apron Areas will have direct road connections with this part of Route 6. On 5 January 2016, the CE in C under the Roads (Works, Use and Compensation) Ordinance authorized the works of the CKR.

10.1.3 Regarding the district distributors, there are four district distributors, namely Road D1, Road D2, Road D3 and Road D4. They are in dual 2-lane configuration except the section of Road D2, which passes through the Sports Park site, is in dual 3-lane configuration. Road D1 is an east-west district distributor along the northern boundary connecting Olympic Avenue in Ma Tau Kok with Eastern Road in Kowloon Bay. Road D2 passing through the Kai Tak City Centre joins To Kwa Wan Road. Road D3 connects the Kai Tak City Centre with the Runway Precinct. Road D4 connects the Runway Precinct with the Kowloon Bay waterfront.

10.1.4 Concerning the local distributors, most of the local distributors are designed for single 2-lane configuration and are non-through roads, in form of cul-de-sac, to discourage by-pass traffic in order to minimize the traffic and environmental impacts as well as to achieve green city. Detailed design of Road L13B is still subject to the development plan of the Tourism Node.

10.1.5 With regard to the road connections with the adjoining districts, people travelling from Central and East Kowloon can gain access to Kai Tak via the following existing access points:

- (a) To Kwa Wan Road/Sung Wong Toi Road junction;
- (b) Olympic Avenue via Olympic Garden Roundabout;
- (c) PERE (Kowloon City section);
- (d) PERE (San Po Kong section);
- (e) Wang Kwong Road/Wang Chiu Road into Eastern Road;
- (f) Kai Cheung Road into Kai Shing Street; and
- (g) Cheung Yip Street.

## 10.2 Railway

On 27 March 2012, the CE in C authorized the SCL under the Railways Ordinance. The authorised railway scheme shall be deemed to be approved under the Ordinance. The SCL comprises two sections, namely “Tai Wai to Hung Hom” section and “Hung Hom to Admiralty” section. The SCL will have 10 stations including Kai Tak Station and TKW Station. Construction of the main works of the SCL commenced in 2012. The “Tai Wai to Hung Hom” section and “Hung Hom to Admiralty” section are expected to be completed in 2019 and 2021 respectively. Upon commissioning of the SCL, the Kai Tak Station and TKW Station will significantly improve the accessibility of the Area.

## 10.3 Environmentally Friendly Linkage System (EFLS)

The Plan indicates a possible reserve for an EFLS, which requires further investigation and feasibility study. It might connect Kwun Tong waterfront, the Cruise Terminal cum Tourism Node, Runway Precinct, Metro Park, Sports Hub and Station Square. This enhances the overall tourism appeal of the Kai Tak site. The EFLS will be subject to feasibility study.

## 10.4 Bridge Link to Kwun Tong

As part of the EFLS proposal, the Plan also indicates a bridge link between Kwun Tong waterfront with Kai Tak Point with possible pedestrian (and possibly vehicular) crossing. The bridge link is included in the Plan for route reservation purpose and its feasibility is subject to further investigation.

## 10.5 Pedestrian Connections (Figure 5)

10.5.1 Kai Tak is bounded by major roads such as PERE and Kwun Tong Bypass. The pedestrian circulation has been designed to maximize accessibility to the Area from the hinterland and mobility within the new development area through an integrated network of open space, at-grade connections, footbridges and subways.

- 10.5.2 New landscaped elevated walkways and footbridges will be constructed to connect the Area with the surrounding districts and waterfront area, as well as to promote a green environment.
- 10.5.3 In addition, two USS and three pedestrian subways are proposed while five existing subways will be enhanced/modified to improve the pedestrian linkage to the hinterlands. For the USS, the implementation mechanism will be further examined in the detailed design stage.
- 10.5.4 Details of the new and enhanced connection points between surrounding districts and Kai Tak are shown below:
- A. To Kwa Wan
- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Sports Park site.
- A2: An at-grade crossing or a footbridge crossing over Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.
- A3: An at-grade crossing at Olympic Avenue is proposed.
- B. Kowloon City
- B1: Layout of existing subways at Olympic Garden is to be enhanced and extended to connect with the Kai Tak area.
- B2: An existing subway underneath PERE is to be enhanced.
- B3: A subway is proposed to connect Nga Tsin Wai Road in Kowloon City through the USS to the proposed SCL TKW Station.
- B4: A subway with heritage theme is proposed across PERE to connect the LTSB Preservation Corridor with Shek Ku Lung Road Playground which will then allow visitors to continue their trip to other heritage resources in Kowloon City.
- B5: A subway crossing Road D1 and the PERE is proposed to connect the section of Kai Tak River in the Wong Tai Sin and the one in Kai Tak area.
- C. San Po Kong
- C1: An existing subway at the interchange between PERE and Choi Hung Road was enhanced to connect with the future Kai Tak Government Offices.
- C2: A curvilinear landscaped elevated walkway connecting the Latitude and Trade and Industry Tower has been completed. The landscaped elevated walkway will be further extended to connect with the future landmark tower and will eventually merge with the “OU(Arts and Performance Related Uses)” zone.
- C3: A subway is proposed to connect ex-San Po Kong Flatted Factory site through the USS with the proposed SCL Kai Tak Station.

- C4: A landscaped elevated walkway over PERE near Kai Tak East Playground is proposed.
- C5: An existing subway underneath PERE is to be enhanced and extended to connect with the proposed open space to the east of Rhythm Garden.
- C6: A footbridge over PERE near Rhythm Garden has been completed.

D. Choi Hung

- D1: A subway from near the two primary schools across Road L2, Kwun Tong Bypass and PERE to Choi Hung is proposed.
- D2: The at-grade crossing near the planned secondary school across Shing Kai Road together with an existing subway across PERE near Ping Shek Estate/Choi Hung Estate was enhanced.
- D3: At-grade crossing near Richland Gardens has been enhanced to provide direct connection to Kai Ching Estate and Tak Long Estate at Kai Tak City Centre.

E. Kowloon Bay

- E1: Several at-grade crossings via Shing Kai Road, Kai Wah Street and Kai Shun Road to connect with Kai Tak City Centre.
- E2: An elevated walkway from Kowloonbay International Trade and Exhibition Centre across Kai Fuk Road would connect with commercial cluster to the north of the South Apron area. A landscaped elevated walkway system is proposed to connect the commercial sites and extend to cross the KTAC to the Metro Park on the Runway.
- E3: Extension/modification of existing footbridge above Kai Fuk Road from Wang Tung Street in Kowloon Bay area to South Apron is proposed.
- E4: A landscaped elevated walkway is proposed from Kowloon Bay to connect with the proposed landscaped deck of the Kai Tak Acute Hospital. Another elevated walkway is proposed to extend from the above landscaped deck to connect with the southern blocks of the Hospital across Road T2 and then with Road D4 which can continue to cross the KTAC to the waterfront of the Runway.
- E5: An existing footpath underneath Kwun Tong Bypass at the north-western side of the Cheung Yip Street is provided.
- E6: An existing at-grade crossing at the junction of Hoi Bun Road and Cheung Yip Street will be enhanced.
- E7: An existing at-grade crossing at Hung Yip Street across Hoi Bun Road to connect the pavement near Kai Hing Road is provided.

F. Kwun Tong

- F1: Several existing at-grade crossings along Hoi Bun Road are to be enhanced to connect Kwun Tong waterfront.
- F2: Possible bridge link to connect Kwun Tong waterfront with Kai Tak Point with possible pedestrian crossing is proposed.
- F3: Possible leisure boat ride between Runway Area and Kwun Tong waterfront.

**11. UTILITY SERVICES**

11.1 Water

Water mains will be laid mainly along public roadways, access roads, footpaths and under amenity areas and open space. Regarding fresh water supply, the Area will be served by the existing Diamond Hill No. 2 Fresh Water Service Reservoir and a proposed new fresh water service reservoir at Jordan Valley. Regarding salt water supply, the Area will be served by the existing Tai Wan Salt Water Pumping Station and a proposed new salt water pumping station either located at the former runway or Cha Kwo Ling subject to further investigation to cope with further increase in development intensity for Kai Tak Development.

11.2 Gas

Gas pipelines will be laid mainly underneath the proposed footpath and roads. To facilitate cruise terminal development at the runway end and the construction of the portion of CKR in the water of Kowloon Bay, the existing submarine gas pipeline would need to be re-provisioned subject to further investigation.

11.3 Electricity

Electricity cables will be laid below roadways or footpaths or local roads. Electricity substation sites have been reserved in the Area to cope with future Kai Tak Development.

11.4 Telephone

Telephone cables will be laid below footpaths and local roads. The Area will be served by a telephone exchange located outside the Area.

11.5 District Cooling System

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient with less discharge of direct and indirect effluents to the environment. The system would be supported by chiller plants and pumping stations, which have been reserved in the Area.

11.6 Automated Refuse Collection System

The automated refuse collection system, as one of the environmentally friendly measures, is designed to collect and handle refuse in a totally concealed manner.

The applications of the system may require further study and necessary legislation.

#### 11.7 Sewerage and Drainage

11.7.1 The sewage from the Kai Tak Development will be discharged to the existing To Kwa Wan Preliminary Treatment Works and the Kwun Tong Preliminary Treatment Works. Sites have been reserved for sewage pumping station use to transfer the bulk of the sewage to the Preliminary Treatment Works.

11.7.2 Kai Tak Nullah serves as a main trunk to collect stormwater from the hinterland area such as Diamond Hill, Choi Hung and Ngau Chi Wan. The runoff from the North Apron area would also be discharged to the sea through Kai Tak Nullah. Feasibility study is being carried out to enhance the landscape of Kai Tak Nullah with the view of turning it into a river channel to form a unique design feature of the Kai Tak Development. A riverside walk on both sides of the river channel is planned. With the shops, cafés and eating places provided in “CDA(1)” and “CDA(2)” sites, a vibrant and festive public gathering place on riverside would be created. New outfalls at the Runway Area and the South Apron Area are proposed to discharge the surface runoff to the sea to minimize the adverse impact to the hinterland area. The existing drainage system in To Kwa Wan would be sufficient to discharge the surface runoff.

### 12. CULTURAL HERITAGE (Figure 5)

12.1 The LTSB site of archaeological interest, the Sung Wong Toi Park, the Heritage Park, the Grade 2 Passenger Pier of Kowloon City Ferry Piers, the Grade 2 Kowloon City Vehicular Ferry Pier and the Grade 3 Old Far East Flying Training School fall within the Kai Tak OZP boundary.

12.2 Apart from the above sites, several buildings/structures of historical interest are also found in the Area and in its vicinity. They include Fire Station B and associated pier, wind pole at the middle of the Runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for both local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets including the ex-Ma Tau Kok Animal Quarantine Depot, the Kowloon Walled City Park, and the Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

12.3 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.



- 12.4 Prior consultation with the Antiquities and Monuments Office (AMO) of the Leisure and Cultural Services Department (LCSD) should be made if any development, redevelopment or rezoning proposals that might affect the above site of archaeological interest, declared monuments, historic buildings/structures graded by the AAB, new items pending grading assessment by the AAB, the areas of archaeological potential and their immediate environs.

### **13. IMPLEMENTATION**

- 13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City, Kwun Tong and Wong Tai Sin District Councils would also be consulted as appropriate.
- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

Index of Figures (All figures are for indicative purpose only)

- Figure 1 – Overview of Kai Tak Development
- Figure 2 – Urban Design Framework
- Figure 3 – Landscape Plan
- Figure 4 – Proposed Road Network and Possible Environmentally Friendly Linkage System
- Figure 5 – Pedestrian Connections, Heritage Trail and Cycle Track

TOWN PLANNING BOARD  
FEBRUARY 2017



啟德發展的外貌  
OVERVIEW OF KAI TAK DEVELOPMENT

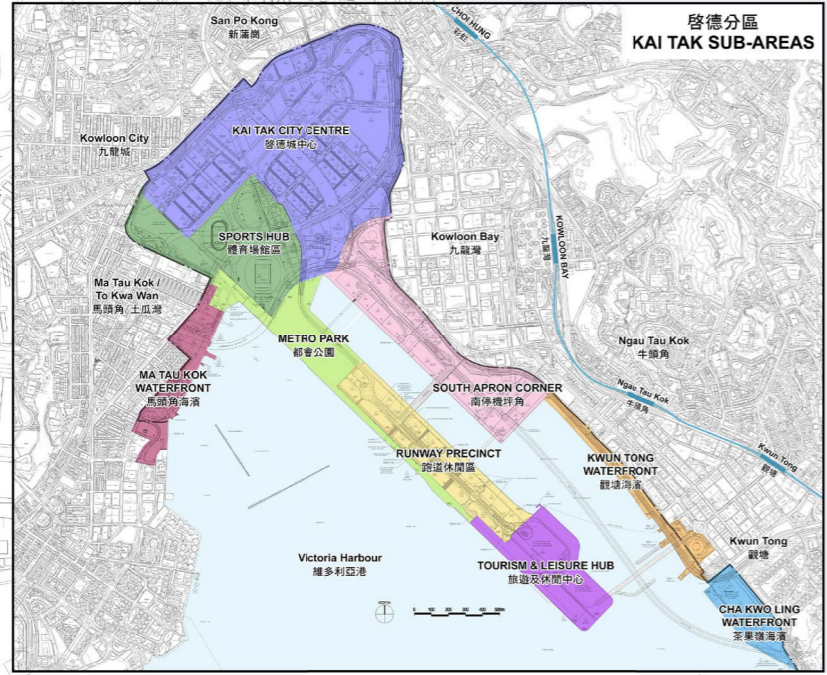
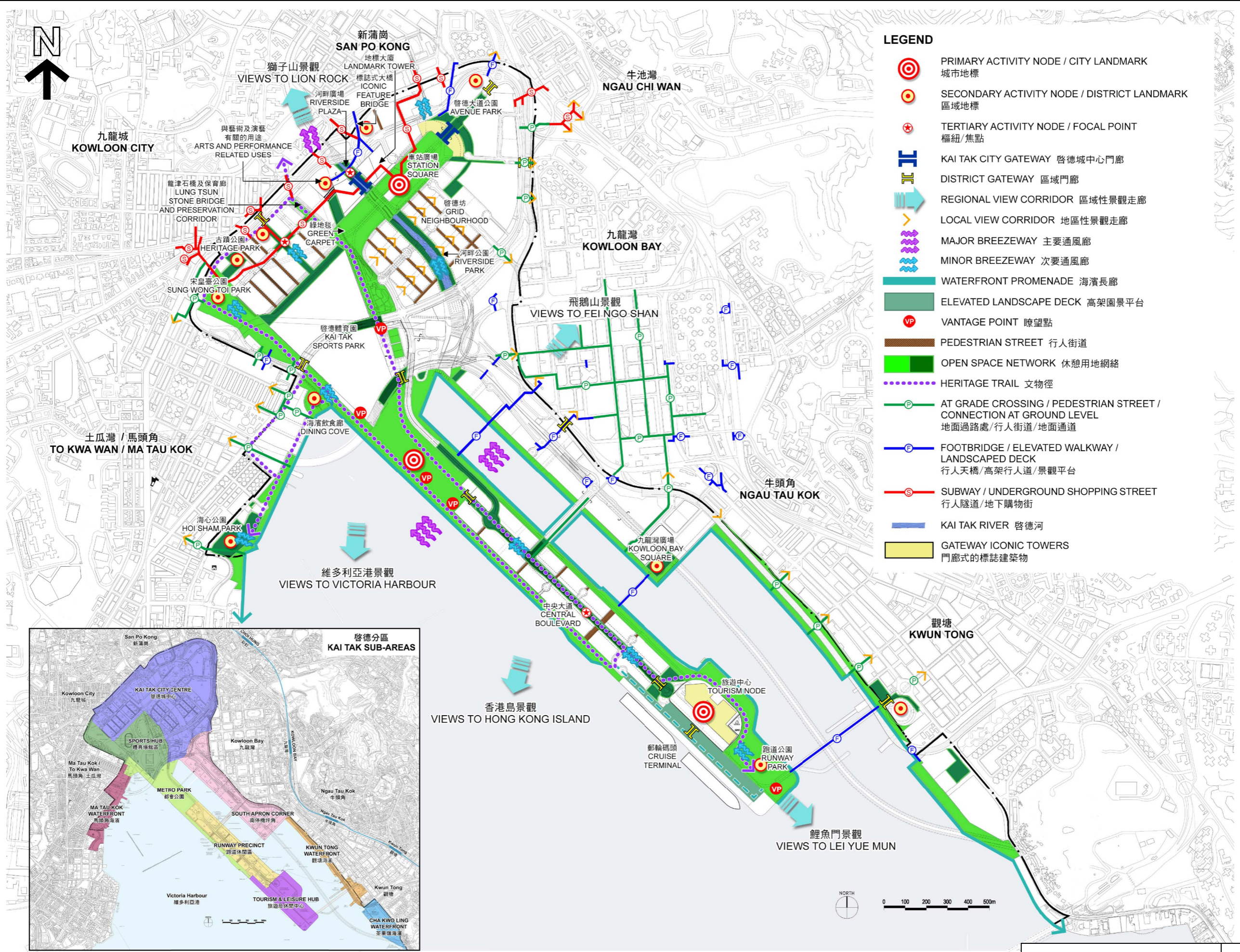
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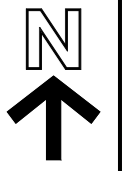


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FIGURE  
1

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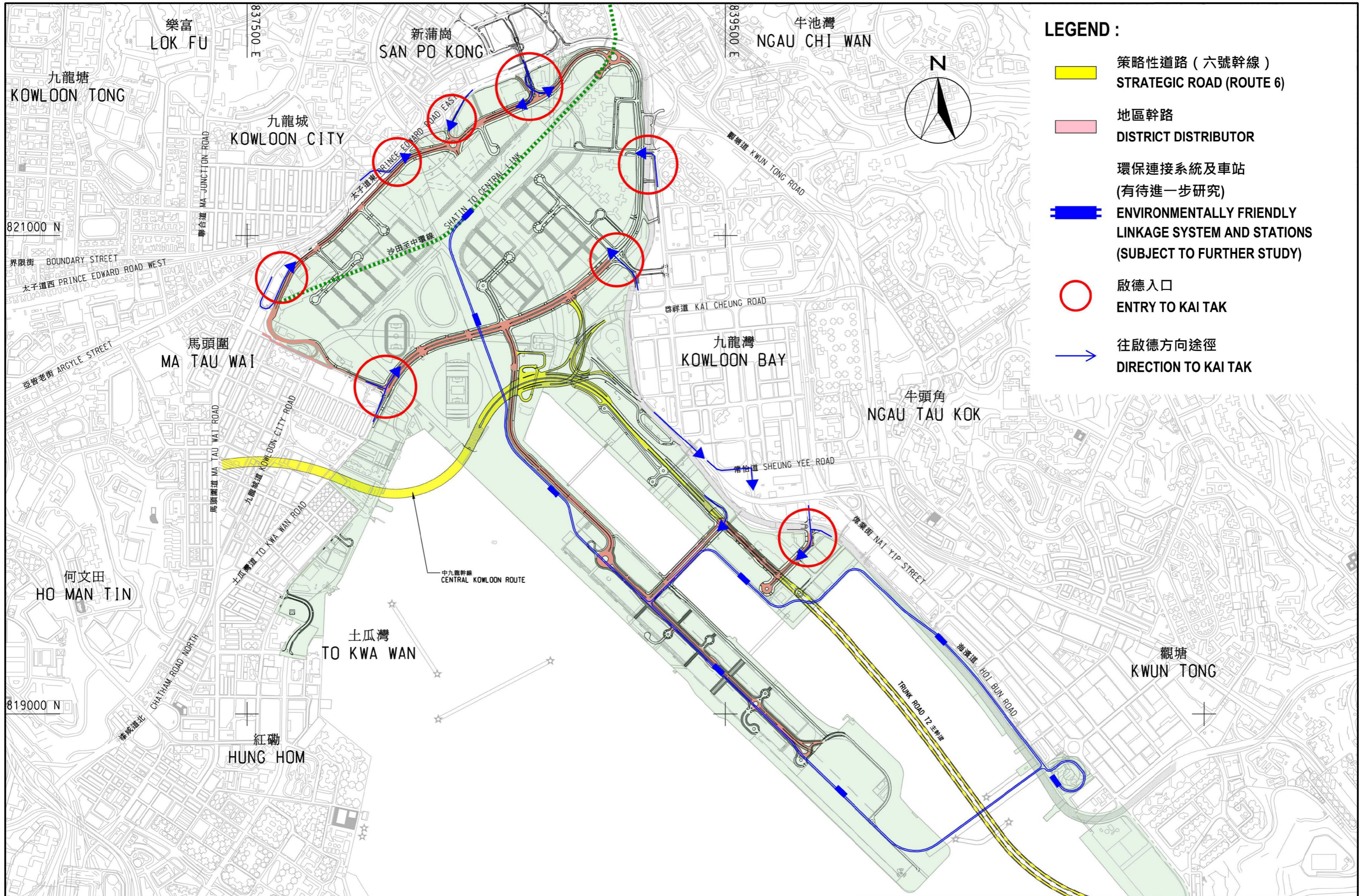


景觀設計圖 LANDSCAPE PLAN

(顯示初步構思, 只供參考) (FOR ILLUSTRATION PURPOSE ONLY)

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REFERENCE No.  
M/K22/17/2

圖 FIGURE



- LEGEND :**
- 策略性道路 (六號幹線)  
STRATEGIC ROAD (ROUTE 6)
  - 地區幹路  
DISTRICT DISTRIBUTOR
  - 環保連接系統及車站  
(有待進一步研究)  
ENVIRONMENTALLY FRIENDLY  
LINKAGE SYSTEM AND STATIONS  
(SUBJECT TO FURTHER STUDY)
  - 啟德入口  
ENTRY TO KAI TAK
  - 往啟德方向途徑  
DIRECTION TO KAI TAK

擬議道路網絡及可能興建的環保連接系統  
PROPOSED ROAD NETWORK AND  
POSSIBLE ENVIRONMENTALLY FRIENDLY LINKAGE SYSTEM

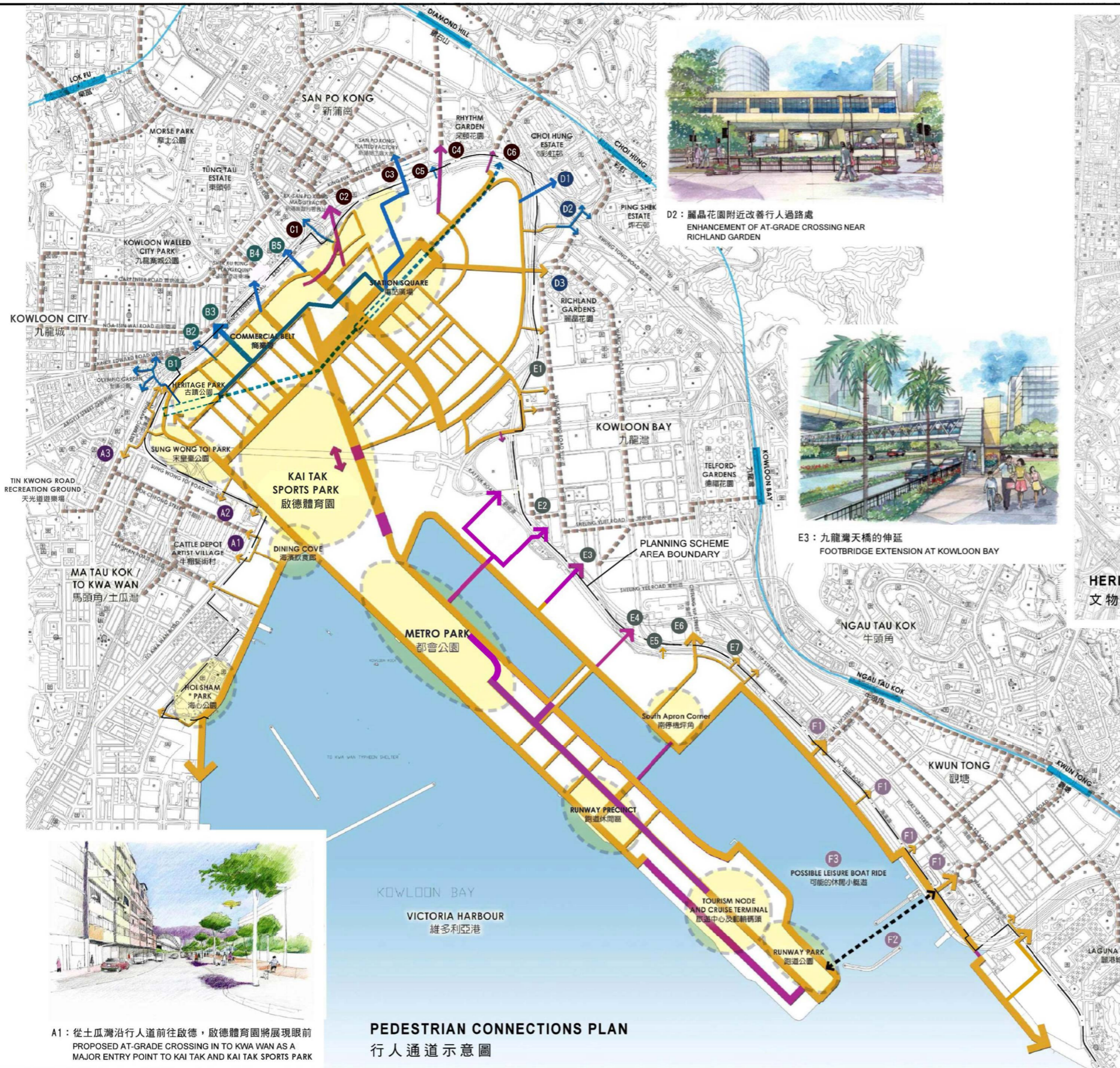
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圖 FIGURE  
4

(顯示初步構思, 只供參考) (FOR ILLUSTRATION PURPOSE ONLY)



D2: 麗晶花園附近改善行人過路處  
ENHANCEMENT OF AT-GRADE CROSSING NEAR RICHLAND GARDEN

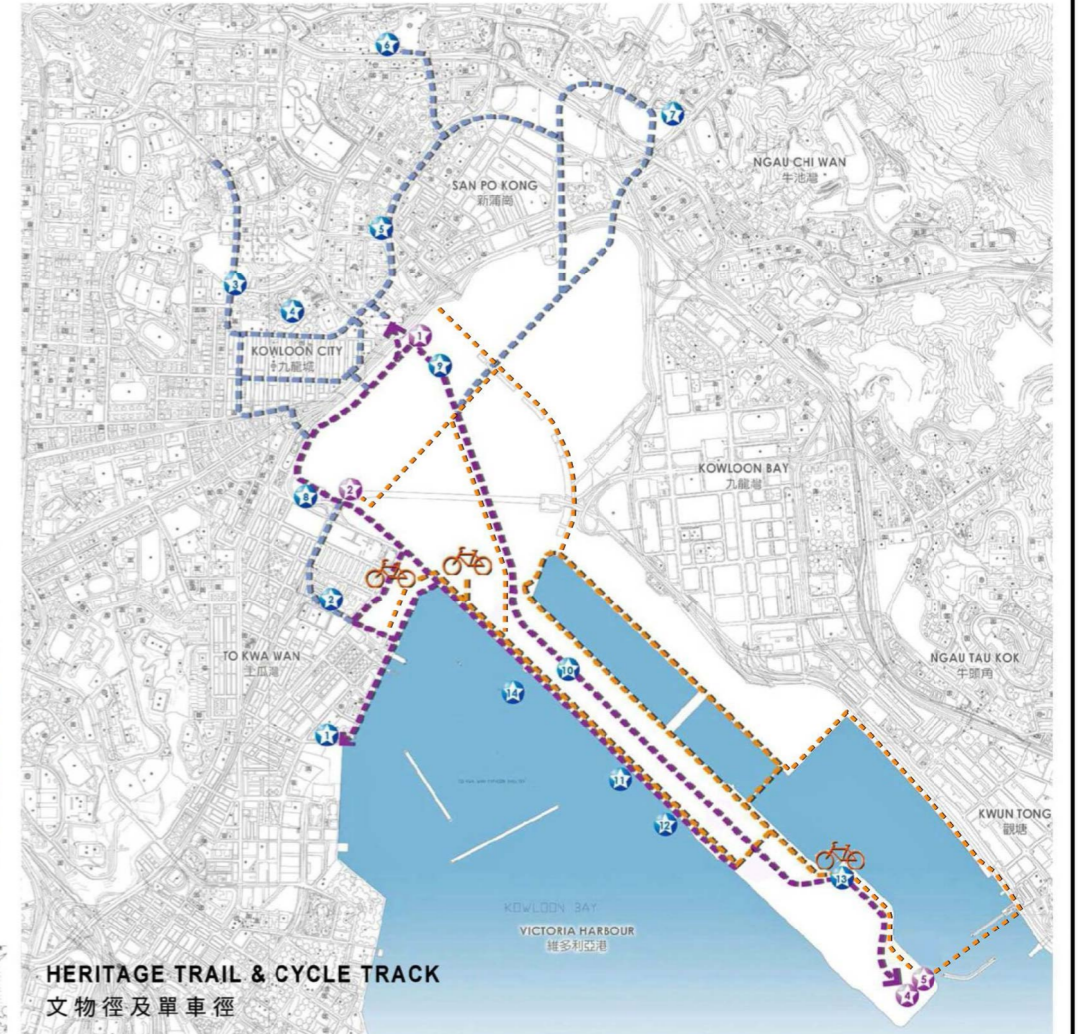


E3: 九龍灣天橋的伸延  
FOOTBRIDGE EXTENSION AT KOWLOON BAY



A1: 從土瓜灣沿行人道前往啟德，啟德體育園將展現眼前  
PROPOSED AT-GRADE CROSSING IN TO KWA WAN AS A MAJOR ENTRY POINT TO KAI TAK AND KAI TAK SPORTS PARK

PEDESTRIAN CONNECTIONS PLAN  
行人通道示意圖



HERITAGE TRAIL & CYCLE TRACK  
文物徑及單車徑

LEGEND 圖例

- AT-GRADE CROSSING/ PEDESTRIAN STREET/ CONNECTION AT GROUND LEVEL  
地面過路處/行人專用道路/地面行人連接
  - FOOTBRIDGE/ELEVATED WALKWAY/ LANDSCAPED DECK  
行人天橋/高架行人橋/景觀平台
  - SUBWAY  
行人隧道
  - (PLEASE REFER TO MAIN TEXT FOR IMPROVEMENT PROPOSALS)  
(有關改善建議，請查閱內文)
  - OUTSIDE CONNECTION (VIA EXISTING / PLANNED FOOTPATHS / FOOTBRIDGES / SUBWAYS)  
外圍連接 (經現有/規劃中的人行天橋/橋樑)
  - HERITAGE TRAIL  
文物徑
  - HERITAGE TRAIL EXTENSION (PEDESTRIAN CONNECTION)  
文物徑伸延 (行人過路)
  - CYCLE TRACK  
單車徑
  - MTR STATION  
地鐵站
  - OPEN SPACE IN EAST KOWLOON  
東九龍的休憩空間
  - SHATIN-TO-CENTRAL LINK  
沙田至中環線
  - MAJOR ACTIVITY NODE  
主要活動地點
  - EXISTING SITES OF HISTORICAL/CULTURAL INTEREST  
現有具歷史/文化價值的地點
  - PROPOSED SITES OF HISTORICAL/CULTURAL INTEREST  
建議具歷史/文化價值的地點
1. FISHTAIL ROCK  
魚尾石
  2. CATTLE DEPOT ARTIST VILLAGE  
牛棚文化村
  3. HAU WONG TEMPLE  
侯王廟
  4. KOWLOON WALLED CITY  
九龍圍城
  5. NGA TSIN WAI TSUEN  
衙前圍村
  6. WONG TAI SIN TEMPLE  
黃大仙廟
  7. CHI LIN NUNNERY  
志蓮淨苑
  8. HONG KONG AVIATION CLUB  
香港飛行總會
  9. LUNG TSUN STONE BRIDGE  
龍津橋遺址
  10. KAI TAK RUNWAY  
啟德跑道
  11. OLD WINDPOLE  
舊風車
  12. AIRPORT PIER  
機場碼頭
  13. EX-FIRE STATION  
舊消防局
  14. KOWLOON ROCK  
九龍石
1. LUNG TSUN STONE BRIDGE  
龍津橋
  2. SUNG WONG TOI INSCRIPTION ROCK (REINSTATED TO ORIGINAL POSITION)  
宋王臺石刻 (原址)
  3. KAI TAK PARKWAY  
啟德康樂大道
  4. RUNWAY PARK  
跑道公園
  5. EX-AIR TRAFFIC CONTROL TOWER  
前航空交通管制塔

(顯示初步構思，只供參考) (FOR ILLUSTRATION PURPOSE ONLY)

行人通道、文物徑及單車徑  
PEDESTRIAN CONNECTIONS, HERITAGE TRAIL AND CYCLE TRACK

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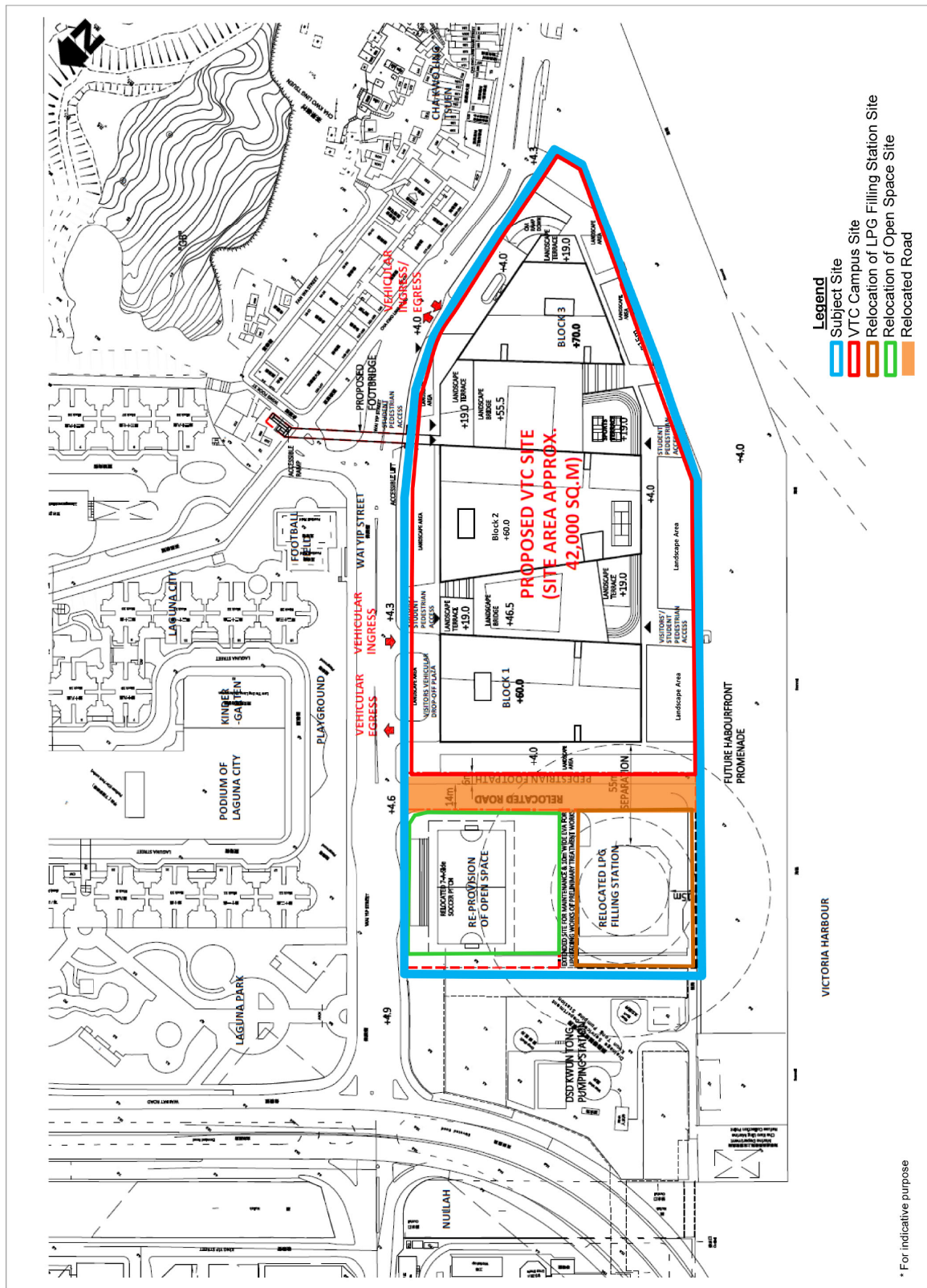
圖 FIGURE  
5

**Land Use and Development Parameters of Amendment Items O to U2**

Amendment Item	Original Zoning	Zoning after Amendment	Plot Ratio	Building Height Restriction (mPD)	Maximum Site Coverage
O	"R(C)"	"R(B)7"	7	120	40%
		"R(B)5"	6.1	110	
		"R(B)4" (involving two sites)	5.5	95	
P	"R(C)"	"C(4)"	6.5	108	80%
Q*	"C(4)"	"R(B)7"	7	120	40%
		"R(B)5"	6.1	110	
		"R(B)4"	5.5	95	
R	"C(4)"	"C(7)"	7.5	95	80%
		"C(5)"	6		
S	"R(C)" & "O"	"R(B)5"	6.1	110	40%
T*	"C(4)" & "O"	"R(B)5"	6.1	110	40%
U1*	"O"	"R(B)4"	5.5	95	40%
U2*	"O"	"R(B)4"	5.5	95	40%

\* To enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where "Shop and Services" and "Eating Place" uses are always permitted on the lowest two floors of buildings.





- Legend**
- Subject Site
  - VTC Campus Site
  - Relocation of LPG Filling Station Site
  - Relocation of Open Space Site
  - Relocated Road

\* For indicative purpose

<b>Figure No.</b>	<b>Scale</b>	<b>Figure Title</b>
1.2	Not to scale	Indicative Scheme of the Proposed VTC Campus Development
<b>ARUP</b>	<b>Date</b>	<b>Source</b>
	Jan 2017	-

本圖於2017年3月27日擬備  
PLAN PREPARED ON 27.3.2017

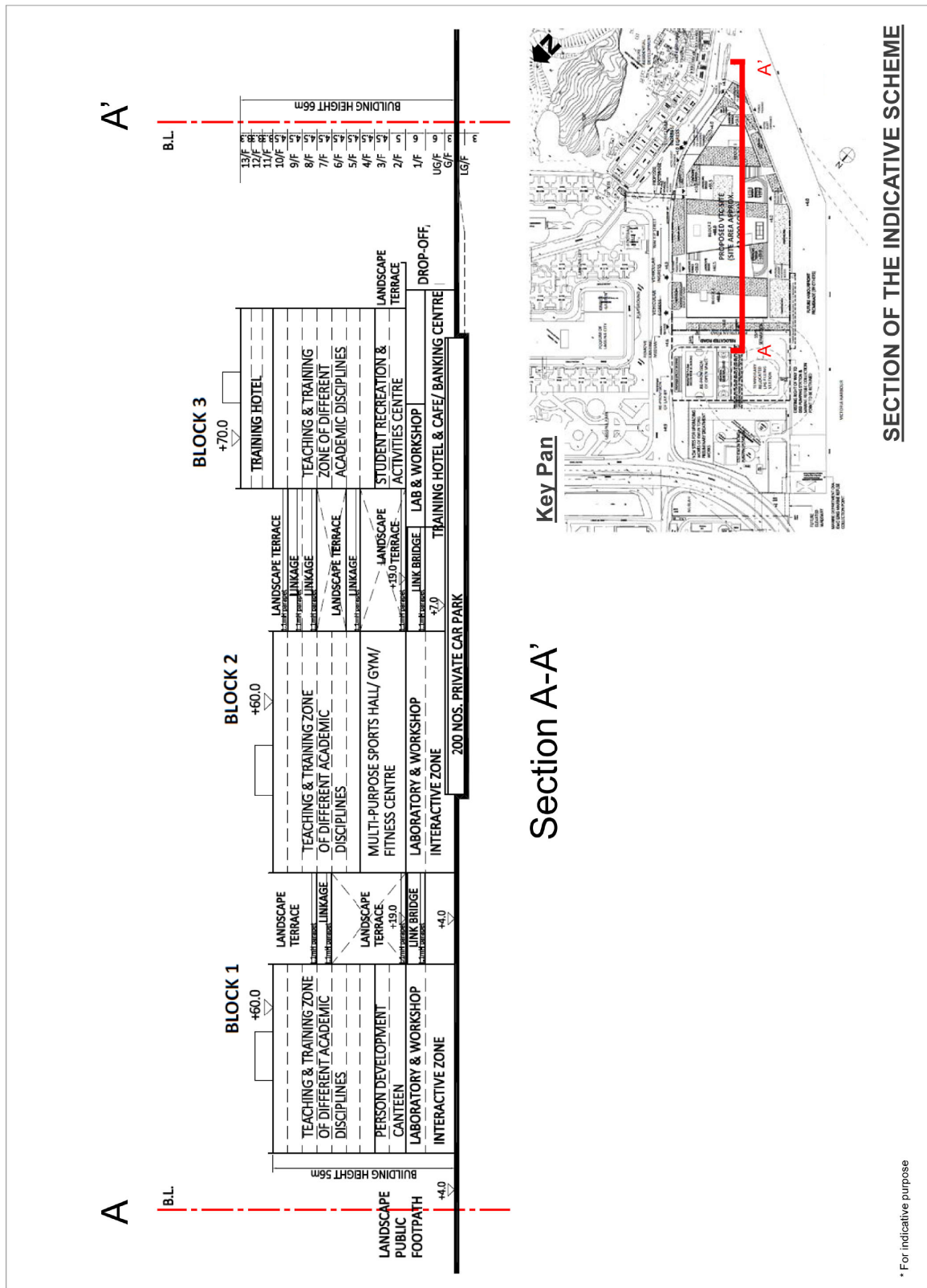
職業訓練局新校舍平面圖  
MASTER LAYOUT PLAN OF NEW VTC CAMPUS BUILDING

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PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

附件  
ANNEX  
V



<b>Figure No.</b>	<b>Scale</b>	<b>Figure Title</b>
1.3	Not to scale	Section of the Indicative Master Layout Plan
<b>ARUP</b>	<b>Date</b>	<b>Source</b>
	Jan 2017	-

本圖於2017年3月27日擬備  
PLAN PREPARED ON 27.3.2017

職業訓練局新校舍截面圖  
SECTION OF NEW VTC CAMPUS BUILDING

規劃署  
PLANNING  
DEPARTMENT



參考編號  
REFERENCE No.  
M/K22/17/27

附件  
ANNEX  
VI