

Task Force on Kai Tak Harbourfront Development

For discussion
on 1 November 2021

TFKT/07/2021

Further Review of Land Use in Kai Tak Development and Proposed Amendments to the Approved Kai Tak Outline Zoning Plan

PURPOSE

The purpose of this paper is to brief Members on the proposals recommended under the Study on Further Review of Land Use in Kai Tak Development (the Review Study); and to seek Members' views on the proposed amendments to the approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/6.

BACKGROUND

2. With an area of about 320 hectares (ha), the Kai Tak Development (KTD) comprises the ex-Kai Tak airport (about 280ha) and the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling (Plan 1). The area includes about 100ha of open space and 11km long waterfront¹.

3. In 2013, the Government commenced a review on the planning for KTD and commissioned technical studies to explore the feasibility of increasing the development intensity of KTD to meet the demand for housing and office land and making enhancements to the land use proposals. Based on the initial findings of the then review study, three planning applications for minor relaxation of development restrictions for 25 development sites were submitted and approved by the Metro Planning Committee (MPC) of the Town Planning Board (the Board) in 2013 and 2015. The whole review study was completed in September 2016 and has recommended optimisation of the development potential

¹ The extensive open space areas in KTD constitute nearly one-third of the area of KTD. A cycle track network of about 13km known as the 'GreenWay' (which is a share-use of footway and cycle path) is proposed to run mainly in the public open spaces of KTD.

of residential/commercial sites, and rezoning of suitable sites for residential/commercial, government/institution/community (GIC) and open space uses. To take forward the proposals formulated under the review study, amendments to the Kai Tak OZP were made in 2017. In May 2018, the Chief Executive in Council approved the amended OZP, which was renumbered as S/K22/6 and became the prevailing approved Kai Tak OZP.

4. Planning is an on-going process. There is a continued need to suitably fine-tune the land use proposals to respond to changing planning circumstances, social needs and public aspirations. Since the last approval of the OZP in 2018, there have been new circumstances and development opportunities which warrant a further review of the planning for KTD. In view of the latest economic situation, market responses and the persistent acute demand for housing from the community, the Government commenced the Review Study in 2020 to examine the feasibility of rezoning five commercial sites² in KTD for residential use. The Review Study is completed and the five reviewed commercial sites are considered suitable and technically feasible for conversion to residential use having due regard to the planning, urban design, infrastructure provision, traffic and environmental aspects.

REZONING PROPOSALS UNDER THE REVIEW STUDY (Plan 2)

Sites at Former North Apron Area (Plan 3)

5. The two bundled sites (i.e. Sites 2A2 and 2A3, and Sites 2A4, 2A5(B) and 2A10) at the former north apron area are recommended to be converted from commercial to residential use³ subject to maximum domestic plot ratio (PR) of 6.5⁴, non-domestic PRs of 1.0 to 1.5 and site

² Include two bundled sites (i.e. (i) Sites 2A2 and 2A3, and (ii) Sites 2A4, 2A5(B) and 2A10) at the former north apron area and three sites (i.e. Site 4B5, Site 4C4 and Site 4C5) at the former runway area.

³ Site 2A2, which is abutting the Lung Tsun Stone Bridge Preservation Corridor (LTSBPC), will be retained with its current "CDA(4)" zoning (but with its planning intention changed to 'for residential use') for ensuring that the design and disposition of the future development will be in harmony with the LTSBPC. Sites 2A3, 2A4, 2A5(B) and 2A10 will be rezoned to "Residential (Group A)" ("R(A)").

⁴ 6.5 is the maximum permissible domestic PR under the Hong Kong Planning Standards

coverage (SC) of 65% for production of about 3,000 flats. Gross Floor Areas (GFAs) for provision of GIC/social welfare facilities, which are to be disregarded from PR/GFA calculations, have been reserved at these sites for addressing the needs of the neighbourhood and the community. The maximum building heights (BHs) for the sites will be increased from 80-90mPD to 100-125mPD for enabling the residential use to achieve the planned PR. The increased BHs are still in keeping with the general stepped BH profile of the locality⁵ and in line with the broad urban design framework of KTD (Plan 4). The proposed zonings and key development parameters for the sites are summarised as follows:

Bundle	Site	Current Zoning	Proposed Zoning	Proposed Max. PR		Proposed Max. BH (mPD)
				Domestic	Non-domestic	
1	2A2	"CDA(4)" [commercial]	"CDA(4)" [residential]	6.5	1.0	125
	2A3	"C(3)"	"R(A)"	6.5	1.0	125
2	2A4	"C(3)"	"R(A)"	6.5	1.5	125
	2A5(B)	"C(3)"				115
	2A10	"C(3)"				100

Realignment of Underground Shopping Street (USS)

6. To enhance connectivity with the surrounding districts and improve the pedestrian environment, a comprehensive USS system has been planned at Kai Tak City Centre for connecting KTD and its two MTR stations (viz. Kai Tak Station and Sung Wong Toi Station) with Kowloon City and San Po Kong. In addition to the provision of retail shops on two sides, the USS will provide a barrier-free pedestrian passageway, together with vertical pedestrian facilities (lifts/escalators/staircases) linking up the USS with the adjacent roads and public open space (POS) at ground level, for 24-hour public access.

and Guidelines (HKPSG) for residential sites in new development areas of urban areas.

⁵ The highest BH of 135mPD in the locality of Area 2 relates to the proposed public housing development at Site 2B1, with the BHs of the adjacent residential sites descending progressively to the west and southwest to the levels of 125mPD, 115mPD and 100mPD.

7. Originally, it was planned to require the developer of the bundled commercial Sites 2A4, 2A5(B) and 2A10 to first construct the section of USS underneath Road L16, and then hand back the area concerned to the Government to complete the aboveground road works. However, due to the change in land sale programme and that the works for Road L16 have commenced, the future developer of the bundled site could unlikely deliver the USS before completion of the road. To avoid the complicated interfacing issues and minimise construction difficulty, it is recommended to shift the alignment of the USS section between LTSBPC and Sung Wong Toi Station from underneath the roads/POS to within the reviewed sites (Plan 2). The alignment of two sections of USS near Kai Tak Station will also be adjusted to reflect the latest proposed layout.

8. With the recommended maximum non-domestic PRs of 1.0 and 1.5, retail GFAs of about 12,200m² and 24,000m² can be allowed in the respective bundled Sites 2A2 and 2A3 and Sites 2A4, 2A5(B) and 2A10. The proposed USS section after re-alignment will form part of the basement retail areas of the two bundled sites. To form a critical mass and to improve the attractiveness, patronage and vibrancy of the USS, a minimum amount of retail GFA would be required to be provided at the USS level of each site⁶. After providing the required minimum retail GFA at the USS level, there will still be about 4,600m² and 19,000m² of retail GFAs remaining for Sites 2A2 and 2A3 and Sites 2A4, 2A5(B) and 2A10 respectively, for which the developers could utilise for provision of ground floor shops and/or underground or aboveground retail areas in the future developments depending on their design.

Sites at Former Runway Area (Plan 5)

9. Three sites (i.e. Site 4B5, Site 4C4 and Site 4C5) at the former runway area are recommended to be rezoned from commercial to residential use⁷ subject to maximum domestic PRs of 5.7 to 7.0 (average 6.5), non-domestic PRs of 0.3 to 0.5 and SC of 40% for production of about 3,000 flats. GFAs for GIC/social welfare facilities have also been reserved at these sites. The maximum BHs for the three sites will be

⁶ Being around 4,000m² for each of Sites 2A2 and 2A3; 5,000m² for Site 2A4 and 3,500m² for Sites 2A5(B) and 2A10.

⁷ To be rezoned to "Residential (Group B)" ("R(B)").

maintained at the prevailing 95mPD to 108mPD to uphold the current undulating BH profile of the former runway area. The proposed zonings and key development parameters for the sites are summarised as follows:

Site	Current Zoning	Proposed Zoning	Proposed Max. PR		Max. BH (mPD)
			Domestic ⁸	Non-domestic	
4B5	"C(4)"	"R(B)"	7.0*	0.5	108
4C4	"C(7)"	"R(B)"	6.6*	0.3	95
4C5	"C(5)"	"R(B)"	5.7*	-	95

(*Average domestic PR of 6.5)

10. The future developments in these three sites will follow the urban design control measures that have been adopted in other residential sites at the former runway area, including provision of waterfront promenade and high and low-rise blocks arrangement (for Sites 4B5 and 4C4), and incorporation of non-building areas, etc. To enhance the attractiveness and vibrancy of the waterfront promenade and create a pleasant walking experience, retail shops abutting the waterfront promenade, pedestrian street and adjoining POS shall be provided. Footbridge connections between the retail blocks and the elevated landscaped deck above Shing Fung Road (i.e. the Kai Tak Sky Garden) and 24-hour barrier-free access between the footbridge and waterfront promenade/street levels are also required (for Sites 4B5 and 4C4). An interdepartmental design review panel formed by relevant government representatives will be set up to monitor the design and construction of the concerned waterfront promenade/POS.

OTHER MAJOR DEVELOPMENT PROPOSALS IN KTD

11. There are other development proposals in KTD which will be submitted to the Board for consideration in the same round of OZP amendments, including the major proposals outlined in the ensuing paragraphs.

⁸ The maximum domestic PRs for the other 11 sold residential sites zoned "R(B)" in the former runway area are ranging from 5.3 to 7.0.

Proposed Dedicated Rehousing Estate (DRE) at Ma Tau Kok (Plan 6)

12. To meet the rehousing demands arising from government development and/or urban renewal projects, a site at To Kwa Wan Road in Ma Tau Kok⁹ has been identified for the development of a proposed DRE by the Hong Kong Housing Society (HKHS) for providing about 1,100 flats. To take forward the proposal, the site is proposed to be rezoned to "R(A)" with maximum domestic PR of 6.5, non-domestic PR of 1.0, SC of 65% and BH of 100mPD. The proposed BH is compatible with those of the surrounding residential developments in Ma Tau Kok. GFAs for GIC/social welfare facilities have been reserved at the site. Technical assessments based on HKHS's development scheme have been carried out and the findings concluded that the proposed development would not have adverse impacts on the surrounding area.

13. Retail/dining facilities (including some alfresco dining facilities fronting the adjoining 'Dining Cove' POS¹⁰) would be provided on the lower floors of the proposed development for creating an active edge between the development and the POS (Plan 7). As the proposed development has included some of the current "O" zone into the development site, an at-grade POS of about 2,700m² will be provided by HKHS within the site (yellow area on Plan 8). Such a POS can serve as a strategic link to connect the inner Ma Tau Kok area with the 'Dining Cove' POS and Kai Tak Sports Park (KTSP).

14. For early public enjoyment, the implementation of two portions of the 'Dining Cove' POS (blue and orange areas on Plan 8) have already been taken up by KTSP and the developer of the adjoining hotel/commercial development respectively, who will also be responsible for the long-term management and maintenance of the respective POS portions. For the remaining portion of the 'Dining Cove' POS (about 7,600m²) adjoining the DRE site (green area on Plan 8), HKHS has agreed to take up its design and construction for the Government to facilitate early public enjoyment. Upon completion of the POS by HKHS,

⁹ The site is currently zoned "Other Specified Uses" ("OU") annotated "Waterfront Related Commercial, Cultural and Leisure Uses" ("OU(WRCCLU)", "Government, Institution or Community" ("G/IC") and "Open Space" ("O").

¹⁰ The waterfront open space zoned "O" at the cove of Ma Tau Kok in-between the DRE site and Kai Tak Sports Park is planned to be developed as a 'Dining Cove' to provide an open area with food and beverage (F&B) uses on its two sides overlooking the Victoria Harbour for creating a vibrant waterfront environment and giving people a unique dining experience.

the Leisure and Cultural Services Department will take up its long-term management and maintenance.

15. Considering the nature of the 'Dining Cove' and the need to have an integrated design among the three portions of POS at this area of the waterfront, an interdepartmental design review panel formed by relevant government representatives will be set up to monitor the design and construction of this portion of the 'Dining Cove' POS by HKHS (similar to the arrangement on implementation of waterfront promenade in the former runway area). Being a reliable partner of the Government, HKHS has confirmed that the design of the POS within the DRE site would harmonise with the design of the 'Dining Cove' POS as far as practical. When more detailed design of this portion of the 'Dining Cove' POS has been formulated, Members will be consulted again on its design and implementation.

Commercial Site at San Ma Tau Street, Ma Tau Kok (Plan 6)

16. A site at San Ma Tau Street, Ma Tau Kok, covering two existing industrial buildings (i.e. Lucky Building and Kapok Industrial Building), is proposed to be rezoned from "OU" annotated "Tunnel Ventilation Shaft" to "C" with maximum PR of 9.5, SC of 65% and BH of 100mPD to take forward an approved s.12A planning application on the Lucky Building site which was agreed by the MPC of the Board in February 2019, as the reservation of the site for development of a tunnel ventilation shaft for the Central Kowloon Route project is no longer required. According to the applicant, the proposed commercial development at the Lucky Building site will comprise retail, eating place and office uses and a possible footbridge link to the future landscape deck above the Kowloon City Ferry Pier public transport interchange for enhancing access to the waterfront.

Cha Kwo Ling Promenade (Plan 9)

17. The Cha Kwo Ling Promenade development is one of the key harbourfront enhancement projects as announced in the 2017 Policy Address. To reflect the intention on developing the planned POS along the Cha Kwo Ling waterfront, the implementation of which would be delivered under the Vocational Training Council (VTC)'s new campus

development, a site zoned "G/IC" at Cha Kwo Ling Road is proposed to be rezoned to "O".

Kwun Tong Ferry Pier (KTFP) (Plan 9)

18. The Energizing Kowloon East Office commissioned the Planning and Engineering Study on the Kwun Tong Action Area (KTAA) – Feasibility Study for developing a robust, coherent and comprehensive development in KTAA. One of the recommendations formulated under the Recommendation Outline Development Plan of the KTAA includes the incorporation of a broader range of government and arts and cultural/institutional uses as 'always permitted' uses in KTFP. To provide flexibility for the proposal, KTFP is proposed to be rezoned from "OU" annotated "Pier" ("OU(Pier)") to "OU(Pier)(1)" to incorporate 'Institutional Use' and 'Place of Recreation, Sports or Culture' as Column 1 (i.e. always permitted) uses.

Proposed Amendments to the Notes and Explanatory Statement (ES) of the OZP

19. For the purpose of the proposed amendments above, the Notes of the OZP will be amended accordingly. Opportunity is also taken to incorporate other technical amendments into the Notes¹¹ and update the general information of various land use zones in the ES to reflect the latest status and planning circumstances of the OZP¹².

¹¹ Including the incorporation of 'residential' and 'school' as Column 2 (i.e. requiring planning permission) uses of "CDA" and "R(B)" zones respectively for allowing greater land use flexibility. The technical feasibility of any such proposed uses would be assessed through the submission of planning application to the Board.

¹² Following the Government's announcement in the 2020 Policy Address the implementation of a "multi-modal" Environmentally Friendly Linkage System (EFLS) in Kowloon East, the indicative EFLS alignment currently shown on the OZP (Plan 2) will be removed and the relevant information provided in the ES of the OZP will be suitably updated to reflect the latest initiative of the "multi-modal" EFLS. As the proposed traveller cum cycle track bridge across Kwun Tong Typhoon Shelter, being one of the major elements of the proposed "multi-modal" EFLS, is still subject to study and review with regard to the compliance with the Protection of the Harbour Ordinance and various technical impact assessments, the indicative alignment of the proposed bridge will not be shown on the OZP at this juncture until the project implementation status and design are affirmed.

OVERALL ASSESSMENT

20. The proposed amendments to the OZP follow the established planning themes and urban design principles of KTD. The overall changes of the major development parameters in KTD before and after the proposed OZP amendments are summarised in the table below. In gist, there will be an increase of about 460,000m² of residential GFA for production of about 9,000 additional flats¹³, but a decrease of about 340,000m² of commercial GFA.

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

21. There is generally sufficient provision of open space and major GIC facilities¹⁴ to meet the need of the planned population in KTD. The total open space areas in KTD will be maintained at around 100ha, which is more than the minimum requirements under the HKPSG.

COMPLIANCE WITH THE HARBOUR PLANNING PRINCIPLES

22. Reference has been made to the Harbour Planning Principles (HPPs) and the Harbour Planning Guidelines during the course of the Review Study and proposing other amendments to the OZP. The proposals are considered to be in-line with the following HPPs:

¹³ Including about 6,000 flats from rezoning of commercial sites to residential, 1,100 flats from the proposed DRE development at Ma Tau Kok and 1,900 flats from the refined estimated flat production of other residential developments within KTD.

¹⁴ Except for kindergarten, primary school, secondary school and child care centre, which are original shortfalls. The deficit on provision of educational facilities can be offset by the general surplus supply of the facilities in Kowloon City district.

Principle 1: Preserving Victoria Harbour

- (a) The proposals will not involve any reclamation within the Victoria Harbour, and thus the objective to preserve the harbour is fulfilled.
- (b) The proposals 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) Whilst the reviewed sites at the former north apron area are situated further inland from the harbourfront, the maximum BHs recommended under the Review Study will maintain the general stepped BH profile in the locality. For the reviewed sites at the former runway area abutting the harbourfront, there is no change to their maximum BHs in keeping with the established undulating BH profile of the former runway area. The BH of the proposed DRE development in Ma Tau Kok is also compatible with the surrounding residential developments. Adverse visual impact on the harbour arising from the rezoning proposals is not anticipated.

Principle 2: Stakeholder Engagement

- (d) Besides the Task Force, the Kowloon City District Council (KCDC) and the Kwun Tong District Council (KTDC) will be consulted in November 2021. The views collected, including views from the Task Force, together with the proposed amendments to the OZP will be submitted to the MPC of the Board for consideration. The statutory procedures in consulting the public on the proposed OZP amendments as required under the Town Planning Ordinance will be followed.
- (e) Whilst the Cha Kwo Ling Promenade will be delivered by VTC's new campus development, as one of the key harbourfront enhancement projects, the project proponent

will conduct local engagement exercises and consultations with the Task Force and the Board on the finalised design of the new VTC campus in due course.

Principles 3 and 4: Sustainable Development and Integrated Planning

- (f) The proposed developments will provide a mix of land uses including commercial, residential, social welfare facilities and POS. The variety of land uses and activities induced will meet the economic, housing and societal needs of the community and are compatible with the harbourfront setting. In particular, the Review Study is intended to enhance the land use proposal for KTD in response to the new planning circumstances, development opportunities and societal needs especially the acute demand for housing. Opportunities have also been taken to incorporate various GIC or social welfare facilities in meeting community needs.
- (g) The proposed development intensity has struck a balance between the objective of optimisation of land resources and compatibility with the overall development intensity in the Kowloon area. Technical assessments have been conducted to ascertain that the proposed land uses and intensity will neither overstrain the capacity of the existing and planned engineering infrastructures, nor impose any insurmountable adverse impacts on the district.
- (h) For proposals involving POS abutting the harbourfront, in particular the DRE development at Ma Tau Kok and the Cha Kwo Ling Promenade, there will be continuous coordination between the project proponent, development agent and relevant government bureaux/departments in the design, interfacing and implementation issues over the design stage for ensuring better integration between the proposed developments and the harbourfront.

Principles 5 and 6: Proactive Harbour Enhancement and Vibrant Harbour

- (i) The proposed developments will follow the broad urban design framework of KTD to ensure a coherent overall design in the KTD. In particular, the stepped BH profile in the former north apron area and the undulating BH profile at the former runway area will be maintained and respected. High/low blocks arrangement, provision of retail frontage and connections with the elevated Kai Tak Sky Garden, which are some of the current urban design control measures for the former runway area, will continue to apply for creating a visually interesting and vibrant townscape along the harbourfront.
- (j) Commercial elements at the rezoning sites, in particular the retail and dining facilities along the residential sites in the former runway area and at the Ma Tau Kok DRE site, will add vibrant commercial frontage onto the harbourfront and foster a lively and vibrant atmosphere by encouraging on-street pedestrian activities.
- (k) Integrated design of POS forming part of the comprehensive POS network in KTD will signify the prominent image of the waterfront in KTD as a point of interest. With some POS sharing a prime location abutting the harbourfront, they can also help foster and create synergy with the development of watersports and recreational activities¹⁵. In this regards, the proposals will attract and bring residents/workers/visitors to the harbourfront at different times of the days, maximising the liveliness of the harbourfront area.

Principle 7: Accessible Harbour

- (l) The proposals will not affect the accessibility to the harbour from the hinterland areas and the 11km long continuous waterfront promenade in KTD can be maintained. Upon

¹⁵ 'Water Sports/Water Recreation' use is always permitted within the areas zoned "O" in the Kai Tak OZP.

completion of the proposed developments, the pedestrian accessibility from the hinterland of inner Kowloon City to KTD will be greatly improved through the implementation of USS. At the former runway area, the provision of footbridge connections and 24-hour barrier-free vertical access with Kai Tak Sky Garden will provide a pleasant walking experience and enhance pedestrian connectivity to the harbourfront. The proposed developments will substantially enhance the integration of the harbourfront areas and the hinterland, and hence attract more people to the harbourfront.

Principle 8: Public Enjoyment

(m) The proposals will not compromise the opportunities for the public to enjoy and make use of the extensive harbourfront areas. In particular, the developments of the POS in the DRE development at Ma Tau Kok, waterfront promenade fronting the residential sites at the former runway area and the Cha Kwo Ling Promenade will form part of the integrated open space network and continuous waterfront promenade. These proposals will help effect the implementation of POS along the harbourfront for early public enjoyment. The retail/dining facilities abutting the promenade at the runway area and at the 'Dining Cove' of Ma Tau Kok will enhance the vibrancy and enrich the attractiveness of the harbourfront.

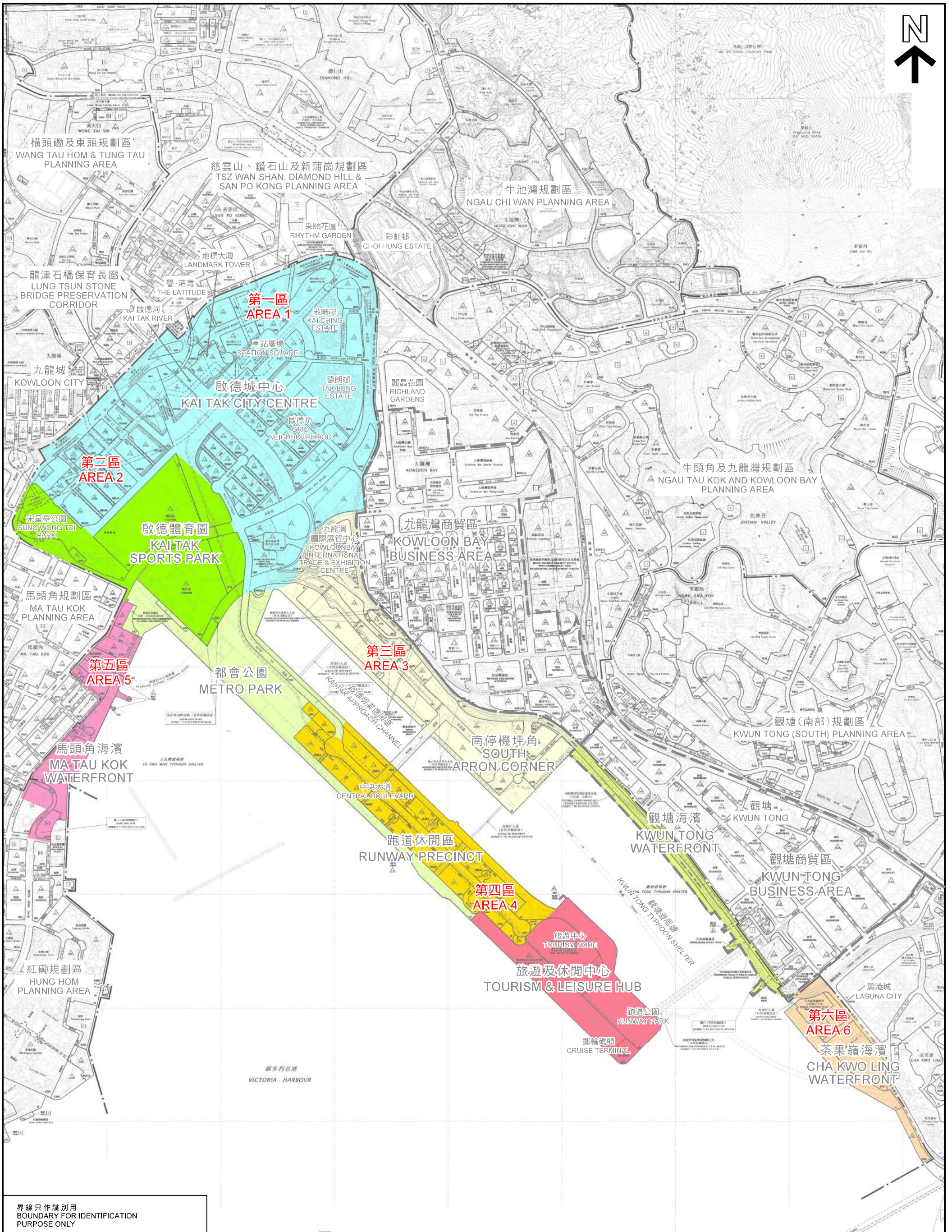
ADVICE SOUGHT

23. Members are invited to express views on the proposals. Members' views and the proposed OZP amendments will be submitted together for the consideration of the MPC of the Board. Should the proposed amendments be agreed by the MPC, they will be published under the Town Planning Ordinance for public consultation.

ATTACHMENTS

- Plan 1 Location Plan of Sub-Areas in KTD
- Plan 2 Sites under Further Review of Land Use in KTD
- Plan 3 Recommended Development Proposals for Former North Apron
- Plan 4 Photomontage – View from Tak Ku Ling Road towards Former North Apron
- Plan 5 Recommended Development Proposals for Former Runway
- Plan 6 Other Development Proposals at Ma Tau Kok
- Plan 7 Artist’s Impression of the Proposed DRE Development at Ma Tak Kok
- Plan 8 Dining Cove Public Open Space
- Plan 9 Other Development Proposals at Kwun Tong / Cha Kwo Ling

Planning Department
Civil Engineering and Development Department
November 2021

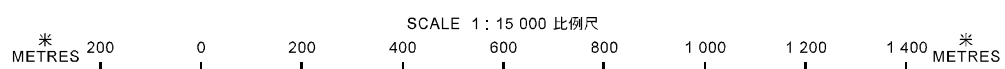


界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

位置圖 LOCATION PLAN

LOCATION PLAN OF SUB-AREAS IN KAI TAK DEVELOPMENT

本摘要圖於2021年10月28日擬備
EXTRACT PLAN PREPARED ON 28.10.2021

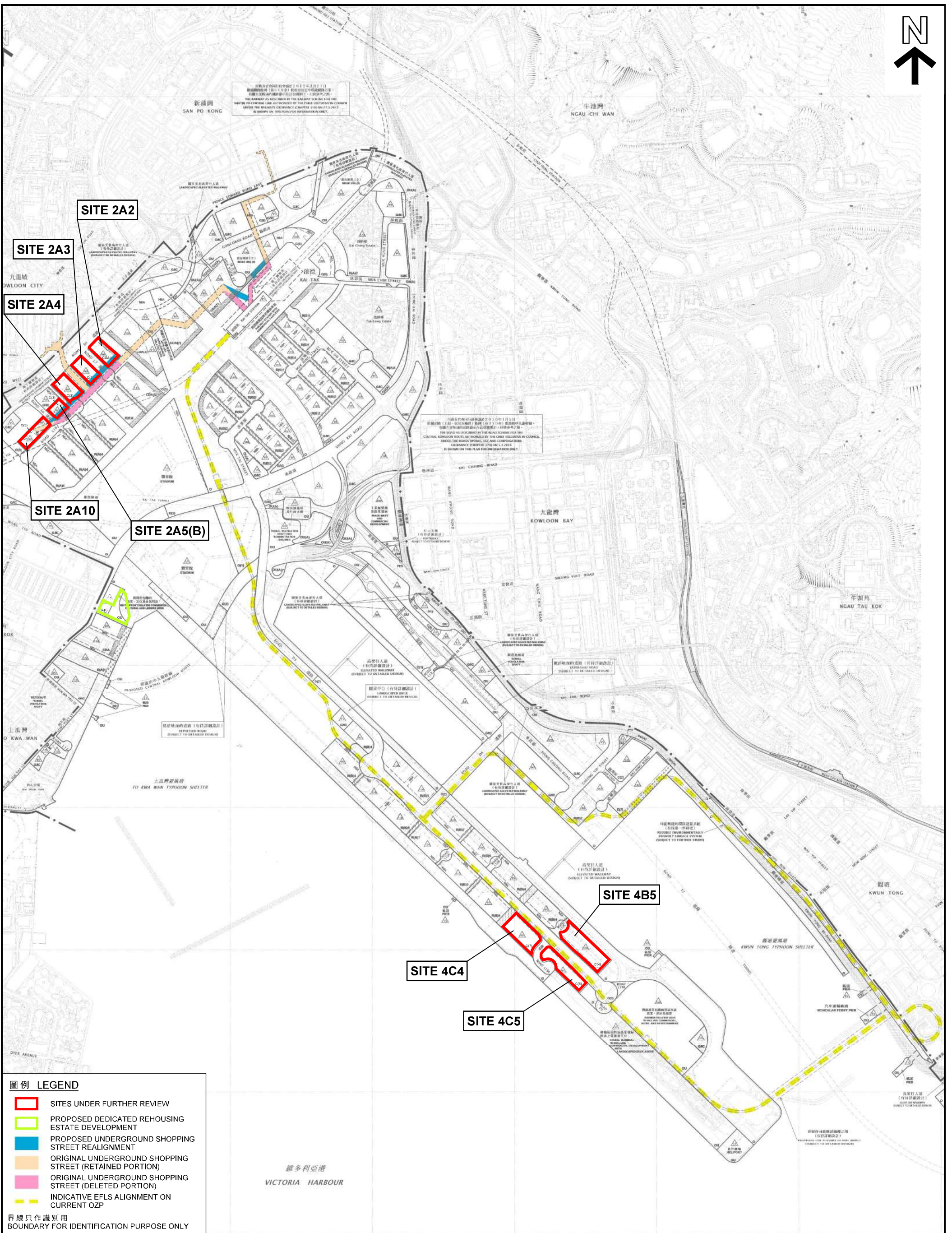


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/167

圖 PLAN
1



圖例 LEGEND

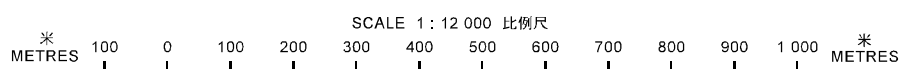
- SITES UNDER FURTHER REVIEW
- PROPOSED DEDICATED REHOUSING ESTATE DEVELOPMENT
- PROPOSED UNDERGROUND SHOPPING STREET REALIGNMENT
- ORIGINAL UNDERGROUND SHOPPING STREET (RETAINED PORTION)
- ORIGINAL UNDERGROUND SHOPPING STREET (DELETED PORTION)
- INDICATIVE EFLS ALIGNMENT ON CURRENT OZP

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

SITES UNDER FURTHER REVIEW OF LAND USE IN KAI TAK DEVELOPMENT

本摘要圖於2021年10月29日擬備，
所根據的資料為於2018年5月15日
核准的分區計劃大綱圖編號S/K22/6
EXTRACT PLAN PREPARED ON 29.10.2021
BASED ON OUTLINE ZONING PLAN No.
S/K22/6 APPROVED ON 15.5.2018

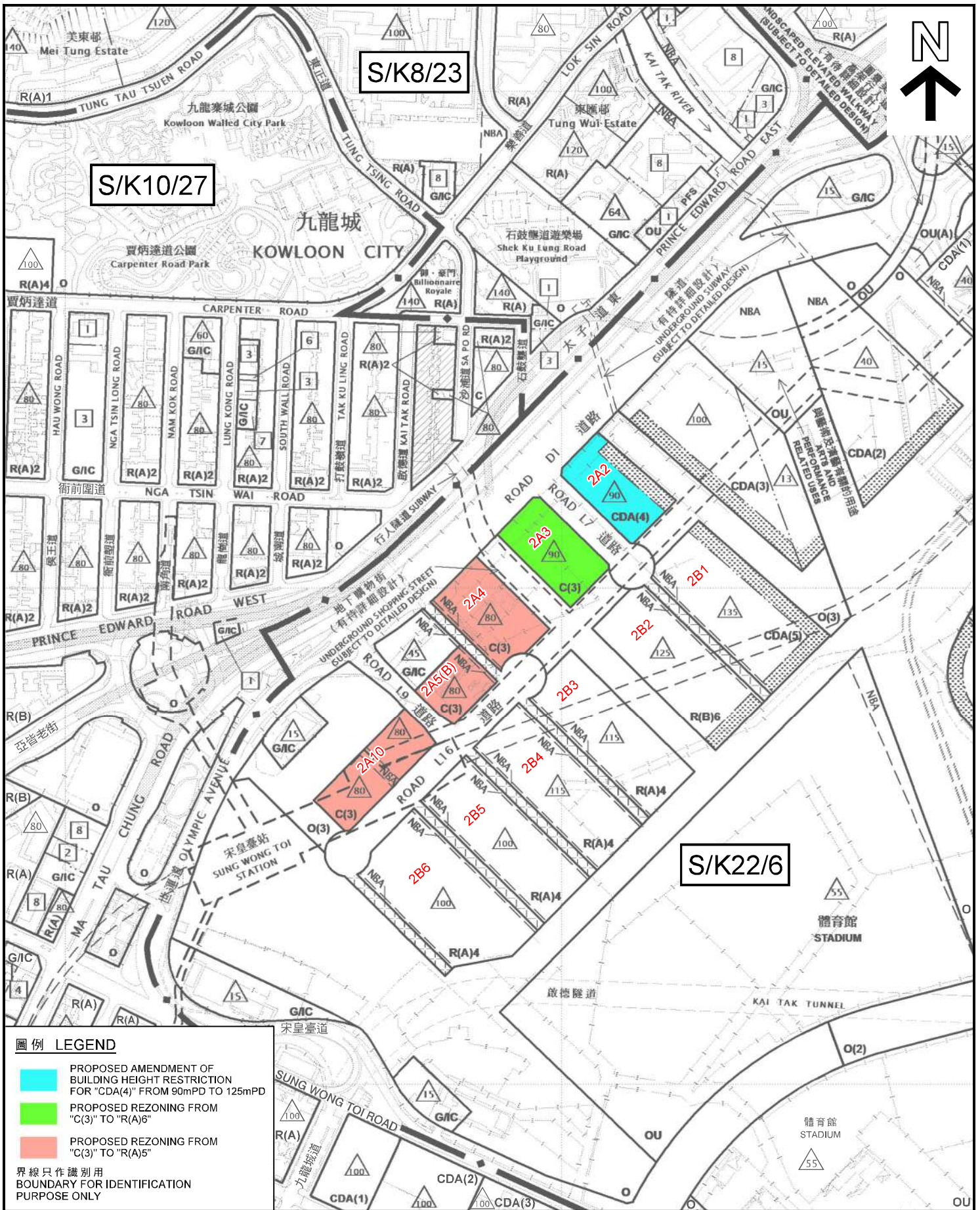


規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/167

圖 PLAN
2



圖例 LEGEND

- PROPOSED AMENDMENT OF BUILDING HEIGHT RESTRICTION FOR "CDA(4)" FROM 90mPD TO 125mPD
- PROPOSED REZONING FROM "C(3)" TO "R(A)6"
- PROPOSED REZONING FROM "C(3)" TO "R(A)5"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2021年10月28日擬備，所根據的資料為：
 於2020年3月3日核准的分區計劃大綱圖編號 S/K8/23，於2021年5月21日展示的分區計劃大綱圖編號 S/K10/27，以及於2018年5月15日核准的分區計劃大綱圖編號 S/K22/6

EXTRACT PLAN PREPARED ON 28.10.2021
 BASED ON OUTLINE ZONING PLANS No. S/K8/23 APPROVED ON 3.3.2020,
 S/K10/27 EXHIBITED ON 21.5.2021 AND
 S/K22/6 APPROVED ON 15.5.2018

位置圖 LOCATION PLAN

RECOMMENDED DEVELOPMENT PROPOSALS
FOR FORMER NORTH APRON

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

規劃署
PLANNING DEPARTMENT

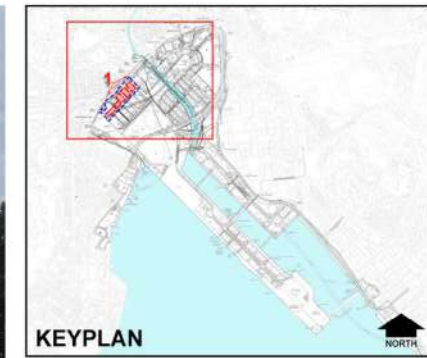
參考編號
REFERENCE No.

M/K22/21/167

圖 PLAN
3



Base Case Scenario Scheme (OZP Approved Scheme)



Note:
 Sites labelled in blue indicate the sites in the study area within the North Apron West area and are rendered with simulated façade treatments.
 Sites labelled in black indicate the baseline development sites within the wider KTD and are rendered in a plain block colour, while elements outside the KTD are also labelled in black.



Proposed Scheme

合成照片 PHOTOMONTAGE

VIEW FROM TAK KU LING ROAD TOWARDS FORMER NORTH APRON

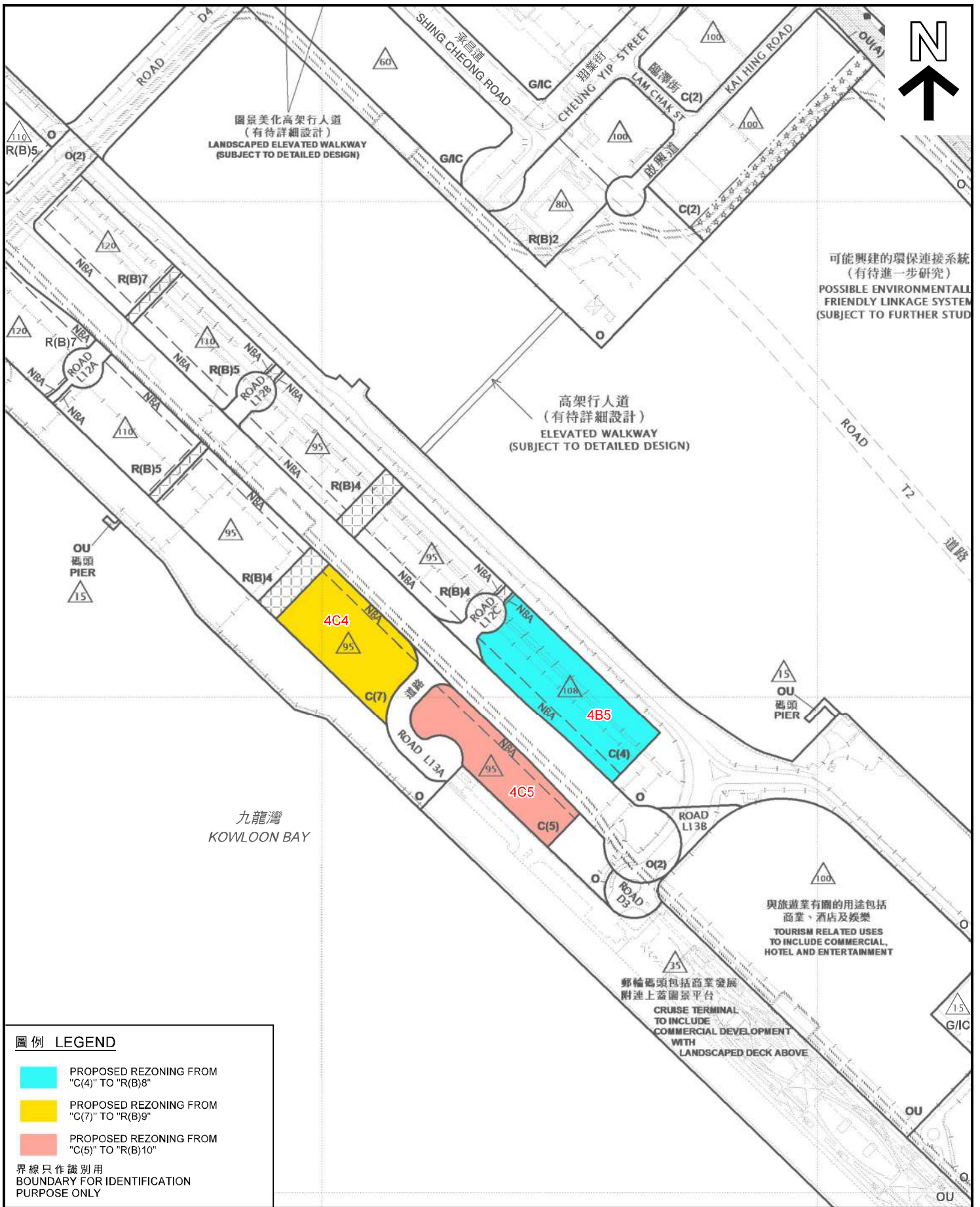
本圖於2021年10月28日擬備
 PLAN PREPARED ON 28.10.2021

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/21/167

圖 PLAN
 4



圖例 LEGEND

- PROPOSED REZONING FROM "C(4)" TO "R(B)8"
- PROPOSED REZONING FROM "C(7)" TO "R(B)9"
- PROPOSED REZONING FROM "C(5)" TO "R(B)10"

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本摘要圖於2021年10月28日擬備，
所根據的資料為於2018年5月15日
核准的分區計劃大綱圖編號S/K22/6

EXTRACT PLAN PREPARED ON 28.10.2021
BASED ON OUTLINE ZONING PLAN No.
S/K22/6 APPROVED ON 15.5.2018

位置圖 LOCATION PLAN

RECOMMENDED DEVELOPMENT PROPOSALS
FOR FORMER RUNWAY

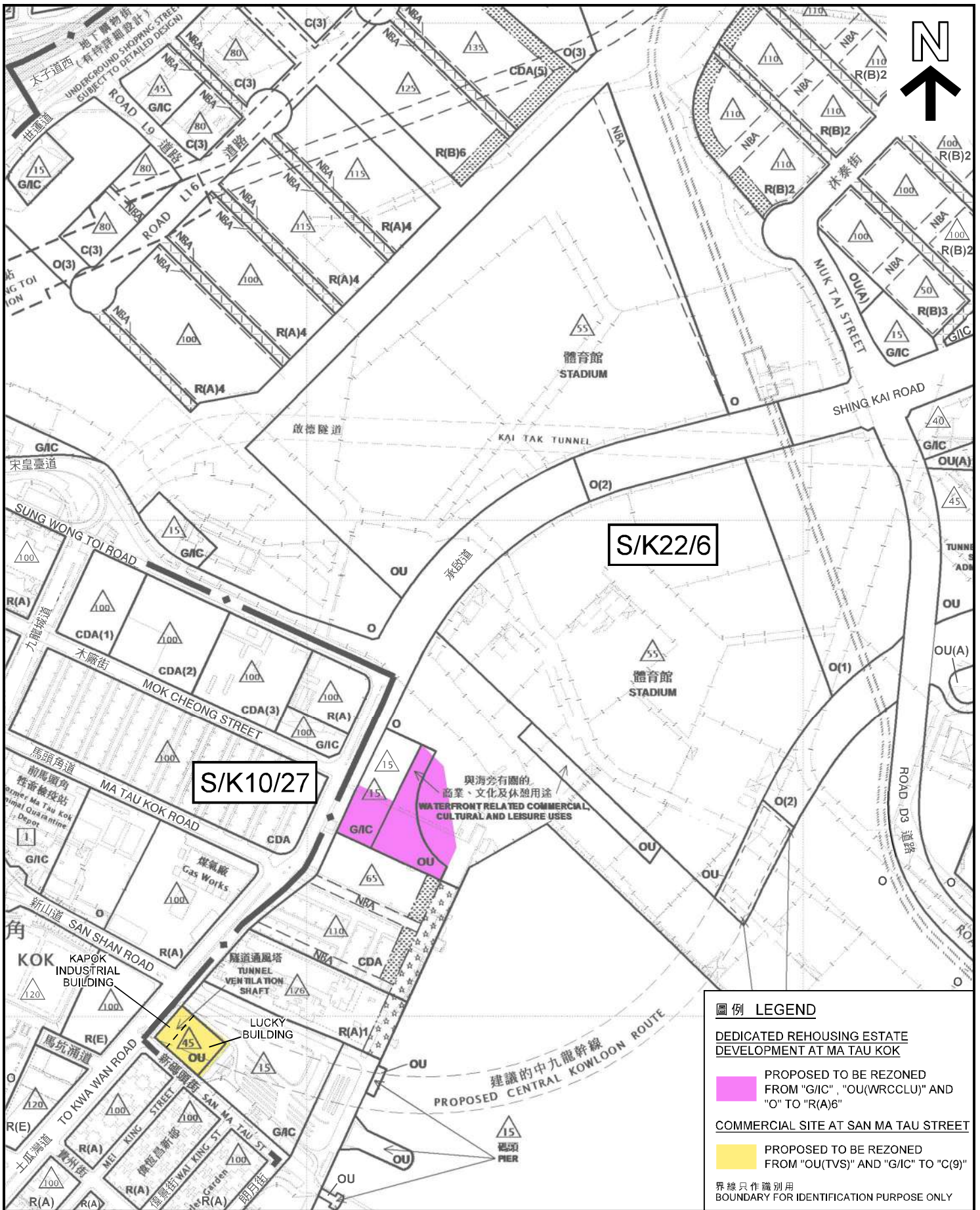
SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

**規劃署
PLANNING
DEPARTMENT**

參考編號
REFERENCE No.
M/K22/21/167

**圖 PLAN
5**



圖例 LEGEND

DEDICATED REHOUSING ESTATE DEVELOPMENT AT MA TAU KOK

PROPOSED TO BE REZONED FROM "G/C", "OU(WRCCLU)" AND "O" TO "R(A)6"

COMMERCIAL SITE AT SAN MA TAU STREET

PROPOSED TO BE REZONED FROM "OU(TV/S)" AND "G/C" TO "C(9)"

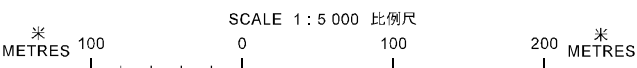
界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2021年10月29日擬備，所根據的資料為：
於2021年5月21日展示的分區計劃大綱圖編號S/K10/27，以及於2018年5月15日核准的分區計劃大綱圖編號S/K22/6

EXTRACT PLAN PREPARED ON 29.10.2021 BASED ON OUTLINE ZONING PLANS No. S/K10/27 EXHIBITED ON 21.5.2021 AND S/K22/6 APPROVED ON 15.5.2018

位置圖 LOCATION PLAN

OTHER DEVELOPMENT PROPOSALS AT MA TAU KOK



規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/167

圖 PLAN
6



ARTIST IMPRESSION - V1
SHOWING THE RELATIONSHIP BETWEEN THE PROPOSED DEVELOPMENT, THE PLANNED PUBLIC OPEN SPACE OUTSIDE SITE AND WATERFRONT PROMENADE



Architectural Consultancy Services for Dedicated Rehousing Estate at Ma Tau Kok

APPENDIX



ARTIST IMPRESSION - V2
SHOWING THE RELATIONSHIP BETWEEN THE PROPOSED DEVELOPMENT, THE PLANNED PUBLIC OPEN SPACE OUTSIDE SITE AND WATERFRONT PROMENADE



Architectural Consultancy Services for Dedicated Rehousing Estate at Ma Tau Kok

APPENDIX



資料來源：由香港房屋協會提交
SOURCE: SUBMITTED BY
HONG KONG HOUSING
SOCIETY

本圖於2021年10月29日擬備
PLAN PREPARED ON 29.10.2021

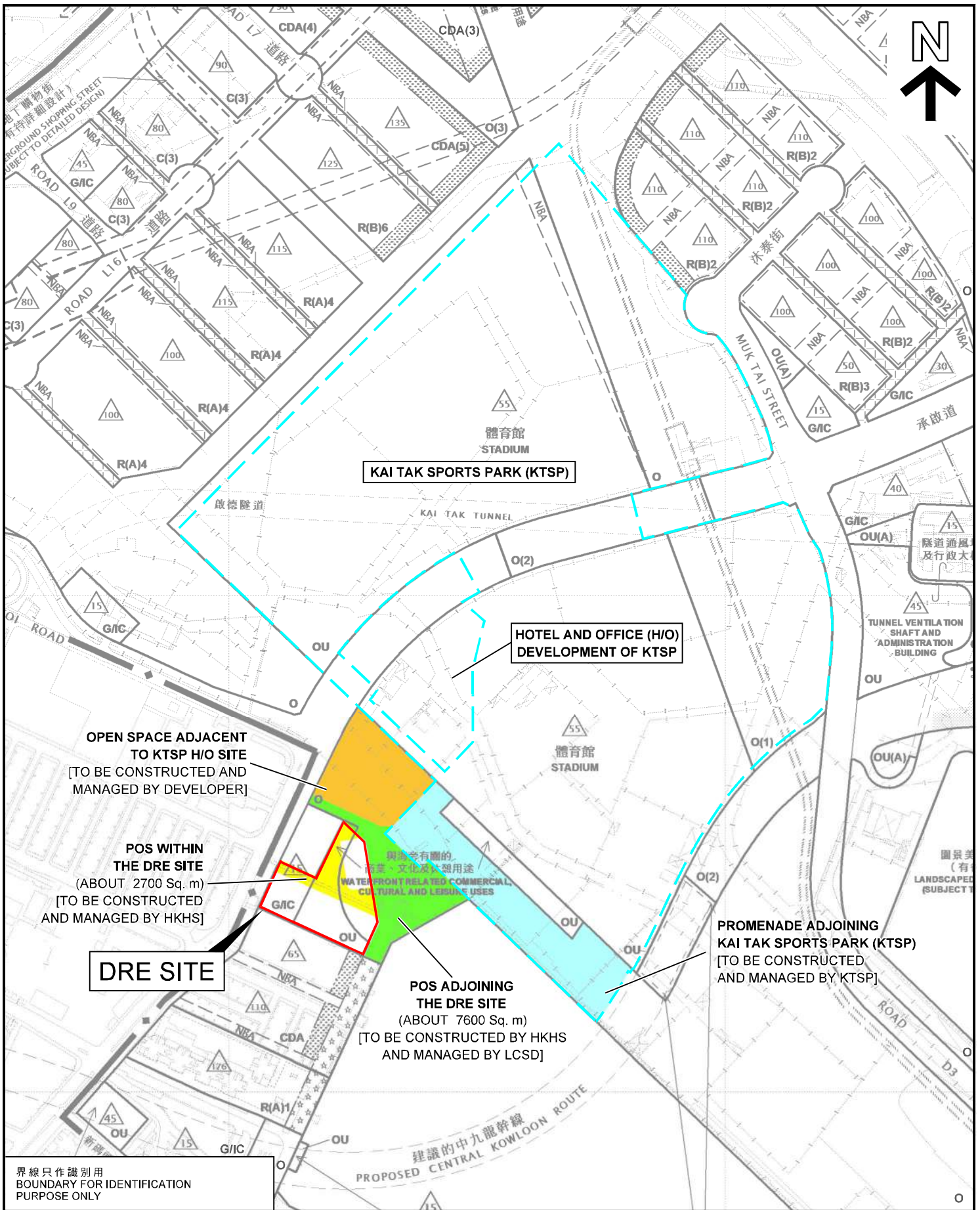
ARTIST'S IMPRESSION OF PROPOSED
DEDICATED REHOUSING ESTATE AT MA TAU KOK

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/21/167

圖 PLAN
7



KAI TAK SPORTS PARK (KTSP)

HOTEL AND OFFICE (H/O) DEVELOPMENT OF KTSP

OPEN SPACE ADJACENT TO KTSP H/O SITE
[TO BE CONSTRUCTED AND MANAGED BY DEVELOPER]

POS WITHIN THE DRE SITE
(ABOUT 2700 Sq. m)
[TO BE CONSTRUCTED AND MANAGED BY HKHS]

DRE SITE

與海旁有關的商業、文化及康樂用途
WATERFRONT RELATED COMMERCIAL, CULTURAL AND LEISURE USES

POS ADJOINING THE DRE SITE
(ABOUT 7600 Sq. m)
[TO BE CONSTRUCTED BY HKHS AND MANAGED BY LCSD]

PROMENADE ADJOINING KAI TAK SPORTS PARK (KTSP)
[TO BE CONSTRUCTED AND MANAGED BY KTSP]

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

DINING COVE PUBLIC OPEN SPACE (POS)

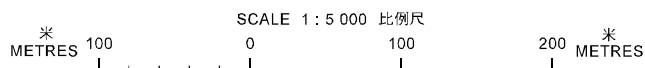
規劃署 PLANNING DEPARTMENT



本摘要圖於2021年10月29日擬備，
所根據的資料為於2018年5月15日
核准的分區計劃大綱圖編號S/K22/6
EXTRACT PLAN PREPARED ON 29.10.2021
BASED ON OUTLINE ZONING PLAN No.
S/K22/6 APPROVED ON 15.5.2018

參考編號
REFERENCE No.
M/K22/21/167

圖 PLAN
8





圖例 LEGEND	
KWUN TONG FERRY PIER	
	PROPOSED TO BE REZONED FROM "OU(PIER)" TO "OU(PIER)(1)"
CHA KWO LING PROMENADE	
	PROPOSED TO BE REZONED FROM "G/IC" TO "O"
界線只作識別用 BOUNDARY FOR IDENTIFICATION PURPOSE ONLY	

本摘要圖於2021年10月29日擬備，所根據的資料為：
 於2017年4月11日核准的分區計劃大綱圖編號S/K15/25，以及於2018年5月15日核准的分區計劃大綱圖編號S/K22/6
 EXTRACT PLAN PREPARED ON 29.10.2021 BASED ON OUTLINE ZONING PLANS No. S/K15/25 APPROVED ON 11.4.2017 AND S/K22/6 APPROVED ON 15.5.2018

位置圖 LOCATION PLAN

OTHER DEVELOPMENT PROPOSALS AT KWUN TONG / CHA KWO LING

SCALE 1 : 5 000 比例尺

**規劃署
PLANNING DEPARTMENT**

參考編號 REFERENCE No. M/K22/21/167	圖 PLAN 9
--	------------------------