

KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/3

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**SCHEDULE OF AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A - Revision of the land use zonings in the Kai Tak City Centre North to incorporate the following:
- (a) rezoning of an area from “Commercial(3)” (“C(3)”), “Residential(Group B)1” (“R(B)1”) and areas shown as ‘Road’ and ‘Pedestrian Precinct/Street’ to “Open Space(3)” (“O(3)”) for the Lung Tsun Stone Bridge Preservation Corridor (the Preservation Corridor);
 - (b) rezoning of an area abutting the eastern boundary of the Preservation Corridor from “C(3)”, “R(B)1” and area shown as ‘Road’ to “Comprehensive Development Area(3)” (“CDA(3)”) and stipulating building height restrictions for the zone;
 - (c) rezoning of areas abutting the western boundary of the Preservation Corridor from “C(3)”, “R(B)1” and areas shown as ‘Pedestrian Precinct/Street’ to “CDA(4)” and “CDA(5)”;
 - (d) rezoning of an area from “C(3)” and “O” to an area shown as ‘Road’ and an area from “O” to “C(3)”, to incorporate the realigned Road L7;
 - (e) rezoning of a strip of land from “R(B)1” to area shown as ‘Pedestrian Precinct/Street’ and a strip of land from “O” to “R(B)1”, to incorporate a realigned pedestrian street;
 - (f) rezoning an area from “C(5)” to “Other Specified Uses” (“OU”) annotated “Arts and Performance Related Uses” and stipulating building height restriction and designating ‘non-building area’ within the zone;
 - (g) re-alignment of the building height control sub-zone boundary for the “CDA(1)” zone, incorporation of a building height control sub-zone in the “CDA(2)” zone, and designation of ‘non-building area’ within the “CDA(1)” and “CDA(2)” zones;
 - (h) amendment to the alignments of the two “OU” annotated “Landscaped Elevated Walkway” zones and deletion of a section of the walkway across Prince Edward Road East (PERE) with amendment to the boundaries of the adjoining “O” and “OU” annotated “Amenity Area” (“OU(A)”) zones and areas shown as ‘Road’, and indication of two subways across PERE; and
 - (i) designation of two strips of land along the 10m-wide pedestrian streets within the “CDA(5)” and “R(B)1” zones as ‘non-building area’.

- Item B – Re-alignment of the areas shown as ‘Underground Shopping Street’.
- Item C - Rezoning of a site at the junction of Road D1 and Road L1 from “C(3)” to “Government, Institution or Community” (“G/IC”).
- Item D – Revision of the land use zonings in the South Apron area to incorporate the following :
- (a) rezoning of strips of land near the waterfront promenade from area shown as ‘Road’ to “O”, and from “O” and area shown as ‘Road’ to “G/IC”;
 - (b) rezoning of strips of land to the south of Road T2 from “G/IC” and “O” to area shown as ‘Road’;
 - (c) rezoning of strips of land to the north of Road T2 from “OU(A)” to areas shown as ‘Road’ to reflect the realignment of the slip roads to the south of Kwun Tong Bypass;
 - (d) rezoning of areas between the interchange of Central Kowloon Route and the existing petrol filling stations from “OU(A)” and areas shown as ‘Road’ to “G/IC” and stipulating building height restriction for the zone;
 - (e) rezoning of an area to the southeast of the petrol filling stations from “OU(A)” to “G/IC” and stipulating building height restriction for the zone;
 - (f) rezoning of an area shown as ‘Road’ near Road D4 to “G/IC” and stipulating building height restriction for the zone; and
 - (g) addition of three elevated walkways by rezoning strips of land from the waterfront to the Kowloon Bay area from areas shown as ‘Road’, “G/IC” and “OU(A)” to “OU” annotated “Landscaped Elevated Walkway”; and deletion of an elevated walkway by rezoning strips of land near Road L18 from “OU” annotated “Landscaped Elevated Walkway” to area shown as ‘Road’.
- Item E – Revision of the land use zonings in the Runway area to incorporate the following:
- (a) rezoning of a strip of land at the northern waterfront promenade from “O(2)” and area shown as ‘Road’ to “O”, and strips of land from “O(2)” to “R(C)” and areas shown as ‘Pedestrian Precinct/Street’;
 - (b) rezoning of a strip of land near the southern waterfront promenade from area shown as ‘Road’ to “O”, “C(4)” and areas shown as ‘Pedestrian Precinct/Street’;
 - (c) rezoning of a central strip of land in the Runway area from “O”, “R(C)”, “C(4)” and areas shown as ‘Road’ and ‘Pedestrian

Precinct/Street' to "O(2)" for the Central Boulevard;

- (d) rezoning of an area abutting the northern waterfront promenade near the Metro Park from "C(4)", "O(2)" and area shown as 'Road' to "R(C)";
- (e) designation of strips of land as 'non-building area' along the Central Boulevard, Road D4 and the 10m-wide streets within the "R(C)" and "C(4)" zones;
- (f) rezoning of an area from "O(2)" and area shown as 'Road' to "OU" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment";
- (g) rezoning of areas from "R(C)" and "C(4)" to areas shown as 'Road' to incorporate new local access roads to the sites; and
- (h) rezoning of two areas in the northern and southern ends of the Central Boulevard from "O" to areas shown as 'Road'.

- Item F – Designation of strips of land as 'non-building area' within the "CDA" zone at Ma Tau Kok, the sites zoned "R(B)1", "R(B)2" and "R(B)3" at the Grid Neighbourhood, the sites zoned "G/IC" on both sides of Kai Tak River, the sites zoned "R(B)1", "C(3)" and "G/IC" to the north of "OU" annotated "Stadium" ("OU(Stadium)") zone and the "OU(Stadium)" zone.
- Items G1 and G2 – Rezoning of an area from "O" to an area shown as 'Road' and an area shown as 'Road' to "O" and "OU(Stadium)", to reflect the revised location of the cul-de-sac of Road L9.
- Item G3 – Rezoning of an area near Road L3A from an area shown as 'Road' to "G/IC".
- Item G4 – Rezoning of a strip of land to the north of Road L3A from "G/IC" and "OU(A)" to area shown as 'Road' and a strip of land to the west of Road L3A from "O" to area shown as 'Road', to reflect Road L3B.
- Items G5 and G6 – Rezoning of two strips of land near the cul-de-sac of Road L4, one abutting the "G/IC" zone from area shown as 'Road' to "G/IC" and another abutting "R(A)3" zone from "G/IC" and area shown as 'Road' to area shown as 'Pedestrian Precinct/Street'.
- Items G7 and G8 – Rezoning of an area to the south of "O(1)" zone and an area abutting on the southeastern boundary of the "OU(Stadium)" zone from areas shown as 'Road' to "O(2)", and an area to the south of the "OU(Stadium)" zone from "O(2)" to area shown as 'Road'.
- Item G9 – Rezoning of a strip of land near Kai Hing Road from area shown as 'Road' to "OU" annotated "Landscaped Elevated Walkway".
- Item G10 – Rezoning of strips of land abutting Cheung Yip Street and Road D4 from "G/IC" to areas shown as 'Road'.

II. Amendments to the Notes of the Plan

- (a) Revision to paragraph 7(a) of the Covering Notes by replacing the term 'light rail' with 'rail'.
- (b) Incorporation of a minor relaxation clause for 'non-building area' restriction in the Remarks of the Notes for the "C", "CDA", "R(B)", "R(C)", "G/IC" and "OU(Stadium)" zones.
- (c) Amendment to Remarks of the Notes for the "CDA", "R(A)", "R(B)", "R(C)" and "OU" annotated "Mixed Use" zones to clarify the provision relating to caretaker's quarters and recreational facilities for maximum plot ratio and/or site coverage calculations.
- (d) Incorporation of a clause in the Remarks of the Notes for the "CDA" and "OU" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" zones to specify that public transport facilities as required by the Government be accountable for plot ratio and site coverage / gross floor area calculations.
- (e) Replacement of the original reference to the 'maximum non-domestic gross floor area' by the 'maximum total gross floor area' in the Remarks of the Notes for the "OU" annotated "Tourism Related Uses to include Commercial, Hotel and Entertainment" and "OU" annotated "Cruise Terminal to include Commercial Development with Landscaped Deck Above" zones.
- (f) Amendment to Remarks of the Notes for the "C" zone to delete reference to the "C(5)" zone.
- (g) Amendments to Notes for the "CDA" zone to allow application for 'Flat', 'House' and 'Residential Institution' uses on sites zoned "CDA" and "CDA(5)" only; to revise the planning intention and plot ratio restrictions for the "CDA(1)" and "CDA(2)" zones; and to incorporate the planning intention and the plot ratio and site coverage restrictions for the "CDA(3)", "CDA(4)" and "CDA(5)" zones.
- (h) Amendments to the paragraph (5) of the Remarks of the Notes for the "CDA" zone so that the requirement to accommodate 'Shop and Services' and 'Eating Place' uses in buildings not exceeding 2 storeys is also applicable to the "CDA(5)" zone.
- (i) Amendment to the Remarks of the Notes for the "R(A)" zone to delete reference to development on podium level.
- (j) Amendment to the Schedule of Uses for the "R(B)" zone to indicate that on the ground floor of residential building(s) adjoining the 'Underground Shopping Street', 'Shop and Services' and 'Eating Place' uses are always permitted.
- (k) Amendment to Notes of the "R(B)" zone to revise the planning intention and building height restriction for the low-rise residential blocks in the Remarks.

- (l) Incorporation of the planning intention for the “O(3)” zone in the Notes for the “O” zone.
- (m) Incorporation of a new set of Notes for the “OU” annotated “Arts and Performance Related Uses” zone.
- (n) Revision to the maximum total gross floor area restriction in the Remarks of the Notes for the “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above” and “OU” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” zones.
- (o) Incorporation of a building setback requirement clause and a minor relaxation clause for building setback restriction in the Remarks of the Notes for the “OU” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” zone.
- (p) Amendment to the Notes of the “OU” annotated “Mixed Use” zone to revise the titles of Schedules I and II, the planning intention, and the plot ratio restrictions in the Remarks.

Town Planning Board

26 August 2011

KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/3

(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/K22/3

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

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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 (3)”, “Commercial (4)” and “Commercial (6)”, 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 (excluding basement(s))</u>
Commercial (3)	4.5	65%
Commercial (4)	4.0	80%
Commercial (6)	5.0	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.

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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 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.
- (7) 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.
- (8) 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.
- (9) 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.
- (10) 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

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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;

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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)	8.0	65%
CDA (2)	8.0	65%
CDA (3)	4.0	65%
CDA (4)	4.5	65%
CDA (5)	5.0	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.

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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)" 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

(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 Government Use (Police Reporting Centre, Post Office only) House Residential Institution Utility Installation for Private Project	Eating Place Educational Institution Government Use (not elsewhere specified) Hotel 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 ground floor of residential building(s) adjoining the Underground Shopping Street; 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 based on grid pedestrian street pattern. Retail frontage along the side of the site abutting the open space is provided to enhance vibrancy of the open space. 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.

(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%

- (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” and “Residential (Group B)2” 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.
- (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.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (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.

RESIDENTIAL (GROUP C)

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)
Utility Installation for Private Project	Hotel
	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
	Residential Institution
	Shop and Services
	Social Welfare Facility

Planning Intention

This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Town Planning Board.

(Please see next page)

RESIDENTIAL (GROUP C) (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 of 3.0, the maximum site coverage (excluding basement(s)) of 47% and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio, site coverage and height of existing building, whichever is the greater.
- (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, 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.
- (3) 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.
- (4) 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.
- (5) 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 paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) 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 Quarantine Centre (in Government building only) Broadcasting, Television and/or Film Studio Cable Car Route and Terminal Building Eating Place (Canteen, Cooked Food Centre only) Educational Institution Exhibition or Convention Hall Field Study/Education/Visitor Centre Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Institutional Use (not elsewhere specified) Library Market Pier Place of Recreation, Sports or Culture Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Research, Design and Development Centre School Service Reservoir Social Welfare Facility Training Centre Wholesale Trade	Animal Boarding Establishment Animal Quarantine Centre (not elsewhere specified) Columbarium Correctional Institution Crematorium Driving School Eating Place (not elsewhere specified) Flat Funeral Facility Helicopter Landing Pad Helicopter Fuelling Station Holiday Camp Hotel House Marine Fuelling Station Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Private Club Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Refuse Disposal Installation (Refuse Transfer Station only) Residential Institution Sewage Treatment/Screening Plant Shop and Services Utility Installation for Private Project 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	Railway Vent Shaft and/or
Picnic Area	Other Structure above Ground Level other than Entrances
Playground/Playing Field	Pier
Promenade	Place of Entertainment
Public Convenience	Place of Recreation, Sports or Culture
Public Transport Terminus or Station (on land designated "Open Space (1)" only)	Private Club
Public Vehicle Park (excluding container vehicle)	Public Utility Installation
Public Vehicle Park (on land designated "Open Space (1)" only)	Public Vehicle Park (excluding container vehicle) (other than on land designated "Open Space (1)")
Sitting Out Area	Religious Institution
	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 for public appreciation.

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 11,600m² 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 10,600m².
- (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

<p>Ambulance Depot Commercial Bathhouse/ Massage Establishment (in non-residential building only) 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 (excluding those involving residential care) Training Centre Utility Installation for Private Project Wholesale Trade</p>	<p>Broadcasting, Television and/or Film Studio Commercial Bathhouse/ Massage Establishment (not elsewhere specified) Flat Government Refuse Collection Point Hospital Petrol Filling Station Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Residential Institution Social Welfare Facility (not elsewhere specified)</p>
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(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 10m² 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 229,400m² 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
<u>For "Trade Mart and Commercial Development" only</u>	
Broadcasting, Television and/or Film Studio (excluding free-standing purpose- designed building) Cargo Handling and Forwarding Facility Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (Post Office only) Library 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	Broadcasting, Television and/or Film Studio (not elsewhere specified) Flat Government Use (not elsewhere specified) Hotel Petrol Filling Station Place of Recreation, Sports or Culture Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Social Welfare Facility (not elsewhere specified)

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 11,285m²; 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[#] 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
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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/K22/3

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/3

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KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/3
(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/K22/3. 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. During the two-month exhibition period, a total of 47 representations were received. On 2 February 2007, the representations were published for three weeks for public comments. A total of 10 comments were received.
- 2.8 On 4 May 2007, the Board considered the 47 representations and 10 comments and decided to propose amendments to the draft OZP to partially meet nine representations and not to propose any amendment to meet the remaining 38 representations. On 25 May 2007, the proposed amendments were published under section 6C(2) of the Ordinance. During the three-week exhibition period, one valid further representation was received, which was withdrawn on 28 August 2007.
- 2.9 On 17 August 2007, the Board considered the revised layout of Kai Tak City Centre and decided to propose amendments to the draft OZP to partially meet the representation. The proposed amendments are to fine-tune the layout of Kai Tak City Centre and to incorporate the planning vision to transform the existing Kai Tak Nullah into a river channel. On 24 August 2007, the proposed amendments were published under section 6C(2) of the Ordinance. During the three-week exhibition period, six further representations were received.
- 2.10 On 28 September 2007, the Board considered the further representations and decided not to uphold them. The Board decided that the proposed amendments to the draft OZP as published on 25 May 2007 and 24 August 2007 would form part of the draft OZP under section 6F(8) of the Ordinance.
- 2.11 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.
- 2.12 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.
- 2.13 On 26 August 2011, the draft Kai Tak OZP No. S/K22/3 (the Plan) covering mainly the urban design enhancement proposals including the revised layout of the northern part of Kai Tak City Centre to accommodate the Lung Tsun Stone Bridge Preservation Corridor and the relocation of roads away from the waterfronts of the Runway and South Apron areas to enhance accessibility, was exhibited for public inspection under section 5 of the Ordinance.

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. 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 89,800. First intake of population for the new development area is expected to commence 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 Multi-purpose Stadium Complex (the Stadium) 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.
- 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 Transport System (EFTS), 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 Stadium 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 Stadium, cruise terminal, Metro Park and a commercial/office centre. 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 EFTS 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 the twin towers on the “Comprehensive Development Area(1)” (“CDA(1)”) and “CDA(2)” sites along 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 Stadium to the Metro Park and the Ma Tau Kok waterfront area. It then rises again from the Runway Precinct to another landmark building 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 Stadium 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. And 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 Stadium 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 previously approved OZP No. S/K22/2 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, Runway Precinct, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from 35mPD 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 175mPD at the “CDA(1)” and “CDA(2)” zones which will be developed into twin towers along the Kai Tak River. The twin towers together with the curvilinear landscaped elevated walkway as landmark feature and the Kai Tak River as a major urban axis will create a vista linking the existing communities in the hinterland and the Kai Tak Development and pronounce the gateway 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” (“OU”) annotated “Stadium” zone and a lower building height of 15mPD is adopted for the “OU” annotated “Arts and Performance Related Uses” zone.
- 8.4 An Air Ventilation Assessment (AVA) has been undertaken 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 In general, the major prevailing annual wind comes from the south-east (SE) quadrant, and the prevailing summer wind mainly comes from the SE and south-west (SW) quadrants. 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 Kwun Tong Typhoon Shelter, Kai Tak Approach Channel, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and Sung Wong Toi Park and open space adjoining the Stadium site. 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 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.
- 8.8 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

- 8.9 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

- 8.10 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)” site to provide additional breezeway from Kai Tak to San Po Kong.
- 8.11 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.
- 8.12 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.

- 8.13 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 and the twin towers feature of the city gateway.

Runway Area

- 8.14 NBAs of about 15m wide and NBAs of about 10m wide are designated within “R(C)” sites and “C(4)” 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 two “R(C)” 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.

Ma Tau Kok Waterfront

- 8.15 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.
- 8.16 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 and underground structures 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

- 8.17 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 rail-based EFTS and its station as well as minor structure for footbridge connecting the Tourism Node with the rail 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 14.00 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 Fourteen sites are zoned as “C”. Five of them are located at the Kai Tak City Centre. Three of them are located in the South Apron Corner at the Kowloon Bay waterfront and six 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(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.
- 9.1.4 The “C(3)” zones are located at the northern side of Kai Tak City Centre extending along 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 Shatin to Central Link (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 4.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 60mPD/70mPD.
- 9.1.5 The “C(4)” zones are located in the Runway Area. This zone is intended to form a hotel belt along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and cruise terminal development. Developments within this zone are subject to a maximum plot ratio of 4.0, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 45mPD/55mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian streets to maintain a wider vista and building gap.
- 9.1.6 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 restricted for loading/unloading only 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 5.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD.

9.1.7 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.

9.1.8 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 frontage 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 use with a lower structure cascading down to the open spaces along the Kai Tak River. They will be developed as twin towers for office, hotel and retail uses. The twin towers together with the curvilinear landscaped elevated walkway as a landmark feature and the Kai Tak River as major urban axis will pronounce the gateway image of the locality and create a vista linking the existing communities in the hinterland and the Kai Tak Development. Developments within both “CDA(1)” and “CDA(2)” sub-areas are subject to the same development parameters of a maximum plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height restriction of 175mPD for the twin towers portion and 40mPD for low-rise commercial and leisure uses cascading down to the Kai Tak River. The 175mPD building height control subzones for the twin towers development are aligned along the Kai Tak River to facilitate building disposition of the twin towers that opens up from the curvilinear landscaped elevated walkway towards the Station Square. Low-rise structures flanking the Kai Tak River should follow a stepped height concept descending from 40mPD to 15mPD along the river. 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 frontage 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 as well as to align its tower block with that of the “CDA(1)” site for the twin-tower concept.

9.2.4 Three sites abutting the Lung Tsun Stone Bridge 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 Lung Tsun Stone Bridge. 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 4.0 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 height restriction of 70mPD. The “CDA(4)” zone is subject to a maximum plot ratio of 4.5, a maximum building height restriction of 70mPD and a maximum site coverage (excluding basement(s)) of 65%. The “CDA(5)” zone is subject to a maximum plot ratio of 5.0, a maximum building height restriction of 110mPD 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 10.43 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 Three sites are designated “R(A)1” to “R(A)3”. 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.
- 9.3.3 An existing housing 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. It is intended for public housing development. 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.
- 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 17.70 ha

- 9.4.1 This zone is intended primarily for medium-density residential developments based on a grid pedestrian street. Retail frontage along the side of the site abutting the open space is provided to enhance vibrancy of the open space.

- 9.4.2 A total of eighteen sites are designated “R(B)1” to “R(B)3”. They are all located in the Kai Tak City Centre. 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. The 10m wide pedestrian streets together with its abutting 3m wide NBAs in each site are planned to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.
- 9.4.3 Out of the eighteen sites, a “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre is reserved for Flat for Flat Scheme by the Urban Renewal Authority. 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 Another five sites locating north of “OU(Stadium)” zone are designated “R(B)1”. It is intended for residential development as another development cluster in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City.
- 9.4.5 The “R(B)1” and “R(B)2” 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 frontage in order to create vibrant street environment. Such uses will also be permitted on the ground floor of the residential buildings at the northern site boundary of the “R(B)1” sites adjoining the Underground Shopping Street (USS) to achieve synergy effect for the retail cluster.

- 9.4.6 Developments within “R(B)1” 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 ranging from 80mPD to 110mPD.
- 9.4.7 Developments within “R(B)2” zone are subject to a maximum plot ratio of 4.5, a maximum site coverage (excluding basement(s)) of 40%, and a maximum building height of 100mPD/110mPD.
- 9.4.8 Developments within “R(B)3” zone are subject to a maximum plot ratio of 3.5, a maximum site coverage (excluding basement(s)) of 44% and a maximum building height of 50mPD/100mPD.
- 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 Residential (Group C) (“R(C)”) – Total Area 6.56 ha

- 9.5.1 This zone is intended primarily for low-rise, low-density residential developments where commercial uses serving the residential neighbourhood may be permitted on application to the Board.
- 9.5.2 Six sites on the side of Kai Tak Approach Channel in the Runway Precinct are designated “R(C)” zone. An elevated landscaped deck over a road is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated in the sites along the boundary facing the landscaped elevated deck on the Central Boulevard and the 10m wide pedestrian streets. Developments within “R(C)” zone are subject to a maximum plot ratio of 3.0, a maximum site coverage (excluding basement(s)) of 47% and a maximum building height ranging from 45mPD to 80mPD.
- 9.5.3 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.
- 9.5.4 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 Government, Institution or Community (“G/IC”) – Total Area 37.85 ha

- 9.6.1 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 Hong Kong Planning Standards and Guidelines 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.

- 9.6.2 Three “G/IC” sites between PERE and Road D1 are reserved for Government offices development to create a cluster for Government services. One is reserved for development of Kai Tak Government Offices, which will be connected with the developments in San Po Kong by a curvilinear landscaped elevated walkway. The remaining two sites are reserved as reprovisioning sites for part of the Wan Chai Government Offices Compound. The Government Offices cluster will enable the Government services to be more accessible to both the existing and future population. For the “G/IC” site with the USS alignment underneath, public passageway shall be provided in the basement level for connection with the USS system. 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.
- 9.6.3 A total of six primary and three secondary school sites have been reserved in the Area to meet the needs of the existing and planned population. Two existing primary schools are located near Hoi Sham Park. Four primary and two secondary schools are planned in the vicinity of “R(A)2” and “R(A)3” sites in Kai Tak City Centre while a secondary school is planned in the South Apron area. In addition, there are two planned secondary school sites near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district to serve the Kai Tak area.
- 9.6.4 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 police headquarters, divisional police station, sub-divisional fire stations, animal management centre, Drainage Services Department’s desilting compound, refuse collection points, electricity substations and sewage pumping stations. A site near Ma Tau Kok waterfront is also reserved for public transport interchange.
- 9.6.5 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, and Government Offices will be subject to relatively higher building height restriction ranging from 60mPD to 100mPD.

9.6.6 The “GIC” sites at the South Apron are large and elongated in shape. For enhancing visual permeability for this long stretch of waterfront area, building separation and elevated gaps/permeable voids should be incorporated as far as possible into building design of the future developments in these “G/IC” sites.

9.6.7 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.

9.7 Open Space (“O”) – Total Area 99.38 ha

9.7.1 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 Stadium site and Kai Tak River for public creative activities or other compatible uses should be explored.

9.7.2 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 Stadium site, the Runway Park, 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) 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 Bridge Preservation Corridor.
- (c) The open spaces around the Stadium site 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 Stadium site will be raised to facilitate integration of the main and secondary stadiums as well as to maintain continuity of open space network. The open space in between the Stadium site and Road D3 also functions as a view corridor to Lion Rock.
- (d) 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 Stadium site will form a comprehensive green hub to achieve the “Stadium in the Park” concept.

- (e) 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.
 - (f) 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.
- 9.7.3 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.
- 9.7.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.
- 9.7.5 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.
- 9.7.6 A site adjoining the Stadium site and abutting Road D3 is zoned “O(1)”. It is intended to form part of the stadium complex to support the sports facilities including the associated public transport terminus.
- 9.7.7 Two sites near the “OU(Stadium)” zone 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 and secondary stadiums while the one to the south will facilitate a smooth pedestrian flow on the deck level of the Stadium down to the Metro Park. The landscaped deck at 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 EFTS is still being studied.
- 9.7.8 An area to the north of the Stadium site is zoned “O(3)”. It is intended for in-situ preservation of the Lung Tsun Stone Bridge remnants for public appreciation. Within the “O(3)” zone, the Bridge 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.

9.8. Other Specified Uses (“OU”) – Total Area 57.72 ha

9.8.1 This zone covers land allocated for following specific uses.

9.8.2 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 11,600m² 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.

9.8.3 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 m² 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.

9.8.4 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 m² 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.

- 9.8.5 A site with an area of 20.93 ha at the Kai Tak waterfront is designated “OU” annotated “Stadium”. This zone is intended primarily for the provision of a multi-purpose stadium complex including a main stadium (with 45,000 seats and provision of retractable roof), a secondary stadium (with 5,000 seats) and an indoor sports arena (with 4,000 seats to accommodate possibly swimming pools, ball courts, some fitness and activity rooms) and other leisure and recreation facilities. Adjacent “O(1)” zone as mentioned in paragraph 9.7.6 above will form a part of the multi-purpose stadium complex. Developments within this zone are subject to a maximum building height of 55mPD.
- 9.8.6 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.
- 9.8.7 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 height restriction 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 frontage 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.
- 9.8.8 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 height restriction of 100mPD.
- 9.8.9 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 underground shopping street system. The commercial facilities within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.

- 9.8.10 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.
- 9.8.11 “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 twin towers 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 the twin towers will shape a very strong gateway 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.
- 9.8.12 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 Screening Plant together with its adjacent area reserved for extension of the sewage screening plant. 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.
- 9.8.13 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.
- 9.8.14 The existing Hong Kong 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 11,285m² 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.

- 9.8.15 Other specified uses include gas pigging station, amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. The “OU” annotated “Gas Pigging Station” site is intended for meeting the possible reprovisioning requirement of submarine gas pipeline. 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.
- 9.8.15 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 (Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel), in particular the Central Kowloon Route 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.
- 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 Stadium 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.

Road L13B to the Tourism Node and the connection of Road D3 with the Cruise Terminal are still subject to detailed design.

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) Prince Edward Road East (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

As a rail-based development design, the main developments in Kai Tak are located in the North Apron Area which will be served by the proposed SCL railway. The SCL railway scheme with alignment in the Area revised to run towards Ma Tau Chung Road and one station added at Sung Wong Toi Park was gazetted under the Railways Ordinance on 26 November 2010. Objections/comments received are being processed and considered under the Railways Ordinance. The railway scheme once authorized by the Chief Executive in Council under the Railways Ordinance shall be deemed to be approved pursuant to section 13A of the Town Planning Ordinance and will be incorporated on the OZP when opportunity arises.

10.3 Rail-based Environmentally Friendly Transport System (EFTS)

The Plan indicates a possible reserve for a rail-based EFTS, which requires further investigation and feasibility study. It would connect Kwun Tong waterfront, the cruise terminal cum Tourism Node, Runway Precinct, Metro Park, Sports Hub and Station Square. This would serve as an icon enhancing the overall tourism appeal of the Kai Tak site. The Civil Engineering and Development Department is studying the feasibility of the EFTS and will consult the public in due course.

10.4 Bridge Link to Kwun Tong

As part of the EFTS 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 Underground Shopping Streets (USS) and three pedestrian subways are proposed while four 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 Stadium 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 at Road L9.
- B2: An existing subway underneath PERE is to be enhanced.
- B3: An USS is proposed to connect Nga Tsin Wai Road in Kowloon City to the Sports Hub and the proposed SCL Kai Tak Station.
- B4: A subway with heritage theme is proposed across PERE to connect the Lung Tsun Stone Bridge 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 is to be enhanced to connect with the future Kai Tak Government Offices.
- C2: A curvilinear landscaped elevated walkway is proposed to connect the future Kai Tak Government Offices to the twin towers and will eventually merge with the “OU(Arts and Performance Related Uses)” zone.
- C3: An USS is proposed to connect ex-San Po Kong Flatted Factory site with the proposed SCL Kai Tak Station.

C4: A landscaped elevated walkway over PERE near Kai Tak East Playground is proposed.

C5: A footbridge over PERE near Rhythm Garden is proposed.

D. Choi Hung

D1: A subway from near the proposed primary school site across Road L2, Kwun Tong Bypass and PERE to Choi Hung is proposed.

D2: The at-grade crossing near the proposed secondary school across Road L2 together with an existing subway across PERE near Ping Shek Estate/Choi Hung Estate is to be enhanced.

D3: At-grade crossing near Richland Gardens is to be enhanced to provide direct connection to the public housing development site at Kai Tak City Centre.

E. Kowloon Bay

E1: Several at-grade crossings via Eastern Road, Kai Wah Street and Kai Shun Road to connect with Kai Tak City Centre.

E2: A landscaped elevated walkway is proposed from Wang Chin Street to the South Apron area and then to cross the Kai Tak Approach Channel 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 Wang Chiu Road in Kowloon Bay to Road D4 in South Apron area which can continue to cross the Kai Tak Approach Channel to the waterfront of the Runway.

E5: An existing at-grade crossing at the junction of Road D4 and Cheung Yip Street will be enhanced.

E6: A footbridge from Kai Hing Road crossing Hoi Bun Road to Hung Yip Street is proposed.

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 (and possibly vehicular) crossing is proposed.

F3: Possible leisure boat ride between Runway Area and Kwun Tong waterfront is proposed.

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. The Area will be served by a proposed fresh water service reservoir at Diamond Hill and the extension of Tai Wan Salt Water Pumping Station together with the associated water mains.

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 Central Kowloon Route in the water of Kowloon Bay, the existing submarine gas pipeline would need to be re-provisioned subject to further investigation. A site for gas pigging station has also been reserved on the Plan to cater for the re-provisioning requirement.

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 two chiller plants and a pumping station, 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 Work and the Kwun Tong Preliminary Treatment Work. 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 A site of archaeological interest namely the Lung Tsun Stone Bridge and the Grade 3 Old Far East Flying Training School fall within the Kai Tak OZP boundary. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment or rezoning proposals might affect these sites/buildings/structures and their immediate environs.
- 12.2 Apart from the above heritage 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 Cattle Depot artist village in Ma Tau Kok, 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.

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.

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