

LEGISLATIVE COUNCIL BRIEF

Town Planning Ordinance (Chapter 131)

APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

INTRODUCTION

At the meeting of the Executive Council on 6 November 2007, the Council ADVISED and the Chief Executive ORDERED that the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/1A should be approved under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The Plan is now renumbered as No. S/K22/2.

BACKGROUND

2. On 9 January 2004, the Court of Final Appeal handed down its judgment on the draft Wan Chai North OZP clarifying the legal principles behind the Protection of the Harbour Ordinance (PHO) that the “presumption against reclamation” in the harbour can only be rebutted by meeting the “overriding public need” test. Since the previously approved Kai Tak (North) OZP No. S/K19/3 and Kai Tak (South) OZP No. S/K21/3 would involve a total reclamation area of about 133 hectares in the harbour, a comprehensive review of the OZPs was required to ensure the future Kai Tak development would be in compliance with the requirement of the PHO.

3. The Kai Tak Planning Review (KTPR) was commissioned by the Planning Department in July 2004. It was tasked to formulate a Preliminary Outline Development Plan (PODP) for Kai Tak, with “no reclamation” as the starting point. The KTPR had undertaken comprehensive public participation programmes to foster community support and general consensus on the key issues and land use proposals of the PODP. After two years of investigation and extensive public participation, a PODP had been prepared to provide a comprehensive planning framework for Kai Tak development as well as forming the basis for the preparation of a new draft Kai Tak OZP.

4. On 17 October 2006, the Chief Executive in Council referred the approved Kai Tak (North) OZP No. S/K19/3 and Kai Tak (South) OZP No. S/K21/3 to the Board for replacement by a new plan under section 12(1)(b)(i) of the Ordinance. Under section 12(3) of the Ordinance, when an approved plan is referred to the Board for replacement, a new plan shall be prepared, exhibited, considered, submitted, approved and deposited in accordance with the provisions of the Ordinance in like manner as the plan it replaces. On

24 November 2006, the new draft Kai Tak OZP No. S/K22/1 was exhibited for public inspection under section 5 of the Ordinance.

- A 5. The approved Kai Tak OZP No. S/K22/2 is at Annex A for members' reference. A set of Notes, at Enclosure I to Annex A, lists out the uses which are always permitted and those which may be permitted on application to the Board. An Explanatory Statement in respect of the draft OZP is at Enclosure II to Annex A.

The Planning Scheme Area

6. With zero reclamation, the Planning Scheme Area is reduced by about 29% from 457 hectares (i.e. the total planning area scheme areas for the approved Kai Tak (North) and (South) OZPs) to about 323 hectares. The new draft Kai Tak OZP covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site and the waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling. Adjacent to these waterfront areas are the existing water bodies of Kai Tak Approach Channel, To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter. The overall planning intention is to develop Kai Tak as the "Heritage, Green, Sports and Tourism Hub of Hong Kong".

Land Use Zonings

7. About 36.32 hectares of land have been reserved on the OZP for residential developments, which include the existing private residential development at To Kwa Wan waterfront and two public housing sites in North Apron Area, medium-density residential developments (the Grid Neighbourhood) in Kai Tak City Centre and low-density residential developments in the Runway Area, which are zoned "Residential (Group A)" ("R(A)"), "Residential (Group B)" ("R(B)") and "Residential (Group C)" ("R(C)") respectively.

8. To meet strategic planning need, a total of about 17.04 hectares of land are zoned "Commercial" ("C") on the OZP. These "C" sites are located in the Kai Tak City Centre (in the north side of Shatin-to-Central Link (SCL) Kai Tak Station), the South Apron Area in the Kowloon Bay waterfront (including also some existing properties) and the Runway Area (mainly planned for hotel developments). The OZP has also covered three sites zoned "Comprehensive Development Area" ("CDA") (of about 5.61 hectares) which are intended for comprehensive development/redevelopment of the area for residential and/or commercial uses. One is located at the Ma Tau Kok waterfront and the other two are located in the Kai Tak City Centre.

9. About 36.05 hectares of land are zoned "Government, Institution or Community" ("G/IC") to provide land for Government, institution or community (GIC) facilities serving the needs of the local population and wider community. This zoning covers a wide range of educational, social welfare and community/cultural, sports and recreation, police and fire services and utility facilities, in particular a hospital site of 7.6 hectares has been reserved. Also, about 97.69 hectares of land have been zoned "Open

Space” (“O”) on the OZP, which includes the Metro Park – a regional open space (24 hectares), and a hierarchy of interconnected district open spaces, local open spaces and waterfront promenades.

10. About 58.50 hectares of land are zoned “Other Specified Uses” (“OU”) for specific developments. These include the cruise terminal, stadium, heliport, railway station, waterfront and tourism related uses.

Representation, Comment on Representation and Further Representation

11. During the 2-month exhibition of the draft Kai Tak OZP No. S/K22/1, 47 valid representations were received. During the first three weeks of the public inspection period of the representations, 10 valid comments on some representations were received.

12. Representations No. 1 to 42, 45 and Comments No. C1 to C10 were from various quarters in the community, including Legislative Councillors/political parties, District Councillors, concerned groups, railway corporations, developers, local communities and individual citizens. Some of the representations expressed support to the OZP in respect of the ‘no reclamation’ development scenario (Representation No. 9), imposition of site coverage restrictions to avoid podium developments, Grid Neighbourhood to extend the general characteristic of Kowloon City, introduction of mixed use developments (Representation No. 41), relocation of SCL depot outside Kai Tak (Representations No. 6, 11, and 41), extensive open space network and waterfront promenade (Representations No. 1, 25 and 26), provision of Kai Tak Government Offices, public observation facility (Representation No. 1), underground shopping streets (Representations No. 11 and 20), bridge link to Kwun Tong (Representations No. 1, 3, 4 and 11) and rail-based environmentally friendly transport system (EFTS) (Representations No. 1, 11, 14 and 42). Some of the representations also commended the public participation programme undertaken in the past two years in consolidating public comments in the revision of the planning framework for Kai Tak Development.

13. Representations No. 1, 6, 8, 9, 11, 12, 13, 15, 16 to 30, 31 to 39, 41 and 45 had proposed amendments to fine-tune the relevant parts of the OZP. These included the layout for Kai Tak City Centre, SCL Kai Tak Station and associated developments, road network and interchanges, rail-based EFTS, additional berthing facilities in the cruise terminal, building height restrictions for areas fronting To Kwa Wan, Kowloon City and in the Runway Area as well as the development parameters for the Grid Neighbourhood and mixed use developments. There were also representations urging for early implementation of the relevant development and infrastructural projects, including cruise terminal and SCL, bridge link to Kwun Tong, public promenade in Kwun Tong waterfront, and mitigation measures on Kai Tak Approach Channel. Representations No. 6, 12, 31 to 39 proposed to incorporate a SCL To Kwa Wan Station. There are a few representations raising objections to the OZP in respect of the proposed building height of the landmark building cum public observation gallery in the tourism node (Representations No. 5, 9, 11,

17 and 18) and provision of a heliport at Kai Tak Point (tip of the ex-airport runway) (Representations No. 1, 2, 6, 9, 10, 11, 15 and 41). There were also concerns over the provision/location of the cruise terminal (Representations No. 9 and 41) and multi-purpose stadium complex (Representations No. 2, 41 and 45) and whether the Kai Tak site should be planned for quality housing development or providing housing to those affected by urban renewal of the old districts (Representations No. 2 and 14).

14. Both Representers 43 and 44 opposed to (i) the maximum plot ratio of 5.0 for a domestic building or a building that is partly domestic and partly non-domestic for “C(2)” zone of the waterfront sites at the South Apron Area; (ii) the maximum building height restriction of 100mPD for “C(2)” zone; and (iii) the non-inclusion of ‘Pier’ use under Column 1 of the Notes for “C” zone. Representation No. 43 also considered that the proposed alignment of the rail-based EFTS would adversely affect the landscape design and visual quality along the waterfront. Representer 46 raised concern that the existing gas pipelines and facilities might be affected by some of the new developments in Kai Tak. Representer 47 opposed the building height restrictions imposed for the five proposed and two existing electricity substations in Kai Tak.

15. Comments No. C1 to C10 were submitted by the Kwun Tong District Council, some individuals and some of the representers, providing comments on Representations No. 3, 6, 20, 28, 29, 34, 40, 41, 44, 45 and 46.

16. After giving consideration to the representations and comments on 4 May 2007, the Board noted that Representations No. 3 and 42 were in support of the OZP and decided to partially meet Representations No. 1, 5, 9, 11, 17, 18, 41, 43 and 44 and to propose amendments to the draft OZP by:

- (a) rezoning of a strip of land at the North Apron Area between “G/IC” and “C(1)” from “OU” annotated “Landscaped Elevated Walkway”, “OU” annotated “Amenity” and an area shown as ‘Road’ to “OU” annotated “Landscaped Elevated Walkway with Commercial Facilities” (partially meet Representation No. 1);
- (b) addition of “Pier” use in Column 2 of the Notes of “Commercial” zone (partially meet Representations No. 43 and 44);
- (c) revision to the Notes of “R(B)” zone to replace ‘houses’ with ‘residential buildings’ in paragraph (3) of the Remarks and to add ‘Notwithstanding paragraph (3) above’ at the beginning of paragraph (4) of the Remarks (partially meet Representation No. 41); and
- (d) revision to the Notes of “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment” zone to delete a remark permitting the maximum building height up to 200mPD for a building with a public

observation gallery and to specify the requirement for planning permission if such a building or structure exceeds the maximum building height restriction as stipulated on the OZP (partially meet Representations No. 5, 9, 11, 17 and 18).

17. The draft Kai Tak OZP had been prepared on the basis of the findings and recommendations of the KTPR, which had undergone extensive public participation programmes and subject to preliminary technical assessments. The Board decided not to uphold the remaining parts of the Representations No. 1, 5, 9, 11, 17, 18 and 41 and other Representations No. 2, 4, 6 to 8, 10, 12 to 16, 19 to 40 and 45. While the OZP would provide the statutory planning framework, based on which detailed planning of Kai Tak would proceed, the development and infrastructure proposals incorporated in the OZP would be subject to detailed feasibility studies and environmental impact assessments. The on-going Kai Tak Development Engineering Study was tasked to undertake these investigations, including further urban design studies, which would provide the basis for fine-tuning the zoning proposals on the OZP. The public would be consulted on these proposals as and when necessary. The proposals to fine-tune the relevant parts of the OZP as raised in the representations would be further investigated in the Engineering Study for modification to the relevant proposals, where appropriate. The desirability of providing an additional To Kwa Wan Station would be further considered when more details of the SCL were available¹.

18. The Board decided not to uphold the remaining parts of Representations No. 43 and 44 for reasons that the building height restriction stipulated on the representation sites was required to preserve the view towards Kowloon ridgelines to achieve the Urban Design Guidelines requirement and also in line with the building height restrictions along the Kowloon Bay and Kwun Tong waterfront. The representers' proposed domestic plot ratio and building height restrictions were not in line with the overall planning framework and urban design considerations of the OZP. As regards the rail-based EFTS, the OZP had only indicated a conceptual proposal in Kai Tak area. Further feasibility study would be conducted under the on-going Kai Tak Development Engineering Feasibility Study to identify the possible modes and to examine their technical and financial viabilities and environmental impacts. The proposal made by Representer 43 on the rail-based EFTS would be taken into account at the detailed design stage.

19. The Board also decided not to meet Representations No. 46 and 47 and not to propose any amendment. Those concerns raised by Representer 46 over the existing gas pipelines and facilities in Kai Tak would be investigated in detail as the relevant projects proceed. Concerned bureaux/departments would work closely with the representer to resolve any incumbent issues. For Representer 47, the subject electricity substation sites were in the gateway location of the North Apron Area. Any exceedance of the stated

¹ The Government is now considering the need for the incorporation of a SCL To Kwa Wan Station. When the SCL scheme is decided, further zoning amendments may be proposed at a later stage.

height restrictions in the OZP should be carefully examined. The OZP had made provision for minor relaxation of building height through submission of planning application for the Board's consideration on individual merits. Detailed design of the electricity substations would be investigated at the detailed design stage of the respective projects.

20. On 25 May 2007, the proposed amendments to partially meet some of the representations, as mentioned in paragraph 18, were published under section 6C(2) of the Ordinance. Upon expiry of the three-week public inspection period on 15 June 2007, no valid further representation was received.

21. On 17 August 2007, the Board gave consideration to a revised layout of Kai Tak City Centre in relation to Representation No. 1 and decided to propose amendments to the OZP to partially meet the representation. The proposed amendments were 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, and included the following items :

- (a) revision of the land use zonings and layout for the Kai Tak City Centre to incorporate the following :
 - (i) to rezone two sites on both sides of the possible future river channel to "CDA(1)" and "CDA(2)";
 - (ii) to lower the building heights of the "CDA(1)" and "CDA(2)" sites as well as the adjacent "G/IC" sites;
 - (iii) to incorporate a curvilinear landscaped elevated walkway linking Kai Tak with Kowloon City and San Po Kong;
 - (iv) to provide two commercial sites at the eastern end of the Station Square;
 - (v) to adjust the development intensity in the "OU" annotated "Mixed Use (2)" site; and
 - (vi) to simplify the road pattern in the western part of the Kai Tak City Centre;
- (b) revision to the Remarks of the Notes for the "C" zone to delete reference pertaining to "C(1)" zone and to include the development restrictions for the "C(6)" zone;

- (c) revision to the Notes for the “CDA” zone to incorporate the planning intention and the development restrictions for the “CDA(1)” and “CDA(2)” zones;
- (d) deletion of the Notes for the “OU” annotated “Commercial and Leisure Uses” and “OU” annotated “Landscaped Elevated Walkway with Commercial Facilities” zones; and
- (e) revision to the Remarks of the Notes for the “OU” annotated “Mixed Use” (“OU(MU)”) zone to delete reference pertaining to “OU(MU)1” zone and to amend the plot ratio restrictions for the “OU(MU)2” zone.

22. On 24 August 2007, the proposed amendments to partially meet the representation were published under section 6C(2) of the Ordinance. Upon expiry of the three-week public inspection period on 14 September 2007, six valid further representations were received.

23. Further Representer F1 supported the proposed amendments to the Kai Tak City Centre. Further Representer F2 considered the building height limits for some of the development sites in the city centre too low. Further Representer F3 considered that higher plot ratio should be allowed for the development sites within walking distance of the SCL Kai Tak Station. Further Representer F4 did not support the enlargement and increase in maximum building height restrictions of “R(B)1” site as it might affect the air ventilation of Kowloon City. The further representer also considered that the curvilinear landscaped elevated walkway should be extended to improve the connectivity between Kowloon City and SCL Kai Tak Station. Further Representer F5 commented that the view corridor should be repositioned orienting towards the head of the Lion Rock. Further Representer F6 objected to the reduction in area of the “G/IC” site for provision of an electricity sub-station near the Sung Wong Toi Park.

24. On 28 September 2007, after giving consideration to the further representations, the Board noted Further Representation No. F1 was in support of the proposed amendments and decided not to uphold Further Representations No. F2 to F6. The Board considered that the proposed amendments to the Kai Tak City Centre layout was aimed, inter alia, to open up the vista of the city centre area. Further Representer F2’s proposed increase in building heights was not compatible with the stepped height profile envisaged on the OZP. On the other hand, Further Representatives F4 and F5’s concerns had already been addressed in that stringent building height restrictions had been imposed to protect the view corridor towards the Lion Rock, which also served as a breezeway to Kowloon City. For Further Representation No. F4, an underground shopping street system had been planned to connect the SCL Kai Tak Station with Kowloon City. Nevertheless, measures to improve pedestrian movement would be further investigated in the detailed study. For Further Representation No. F3, to encourage public transport and reduce road-based vehicular travel demand, the development in the vicinity of Kai Tak Station had already adopted

relatively higher plot ratios and mixed-use development had been introduced. As regards Further Representer F6's concern on the provision of the electricity substation, the feasibility of accommodating the substation within a slightly reduced site area would be examined in detail as part of the on-going Kai Tak Development Engineering Study.

25. On 28 September 2007, the Board decided that the draft OZP should be amended by the proposed amendments published on 25 May 2007 and 24 August 2007, as stated in paragraphs 18 and 23 above, to form part of the draft Kai Tak OZP No. S/K22/1 under section 6F(8) of the Ordinance. In accordance with section 6H(1) of the Ordinance, the draft Kai Tak OZP should thereafter be read as including the amendments.

IMPLICATIONS OF THE PROPOSAL

26. Approval of the Kai Tak OZP itself has no direct civil service and financial implications. The Kai Tak OZP will provide a land use planning framework to guide long-term development and redevelopment of the area and to reserve land to meet various development needs such as commercial/office, residential, GIC, tourism, sports/recreation and open space uses. The implementation of the planning framework will help generate investment on the infrastructure work and create jobs. There will also be positive contribution to the economy through the creation of a new sports stadium and tourism node and the provision of major GIC facilities and open space. The capital and recurrent funding required for projects under Kai Tak Development will be sought in accordance with the established Resource Allocation Exercise procedures.

27. The OZP will form the basis of the engineering feasibility study for the Kai Tak Development which is a designated project under Schedule 3 of the Environmental Impact Assessment Ordinance (EIAO). An EIA study is being undertaken to establish the environmental feasibility of the proposed land uses in the OZP. Various elements within the Kai Tak Planning Scheme Area are designated projects under Schedule 2 of the EIAO and would require environmental permits under the EIAO for their construction and operation.

28. As far as sustainability implications are concerned, the OZP would provide a statutory planning framework to enable the development of Kai Tak. Its implementation would facilitate redevelopment of the site and make land available for housing, office, sports and recreation facilities and commercial and tourism developments. The investments in infrastructure including the proposed cruise terminal with a new tourism node and a multi-purpose stadium complex, upon implementation, would create jobs and offer opportunities for the further development of tourism, sports and recreation. The provision of open space including the Metro Park and waterfront promenade, the adoption of a comprehensive urban design framework, and measures to enhance local wind environment and the provision of SCL stations as a backbone in public transport would also help enhance the quality of our living environment and contribute positively to the overall sustainability of Hong

Kong. As the development may encroach upon a handful of archaeological sites in the area, appropriate mitigation measures would be considered in the detailed study stage.

PUBLIC CONSULTATION

29. Extensive public consultation has been conducted on the planning theme and development components for future development of Kai Tak in the form of public forums, community workshops and consultation meetings/briefing sessions. To enable more structured public engagement activities, a 3-stage public participation programme was launched from September 2004 to August 2006. 29 public forums and 60 briefing sessions were conducted and 630 written comments were received. Public comments/proposals received during the public participation programme and the results of the preliminary technical assessments had been taken into account in finalizing the PODP, which provided a basis for formulation of the draft OZP for Kai Tak area.

30. After gazetting of the draft Kai Tak OZP No. S/K22/1 on 24 November 2006, the public has also been widely consulted. The Kowloon City District Council (DC), the Wong Tai Sin DC and the Kwun Tong DC have been consulted on the proposals shown on the draft OZP. Some of the parties consulted have submitted representations to the draft Kai Tak OZP No. S/K22/1. Throughout the representation consideration process, continual dialogue has been maintained amongst the representers and the Government departments concerned in the formulation of the proposed amendments to the draft OZP. Upon publication of the proposed amendments to the draft OZP under section 6C(2) of the Ordinance, the aforementioned DCs have also been consulted about the proposed amendments.

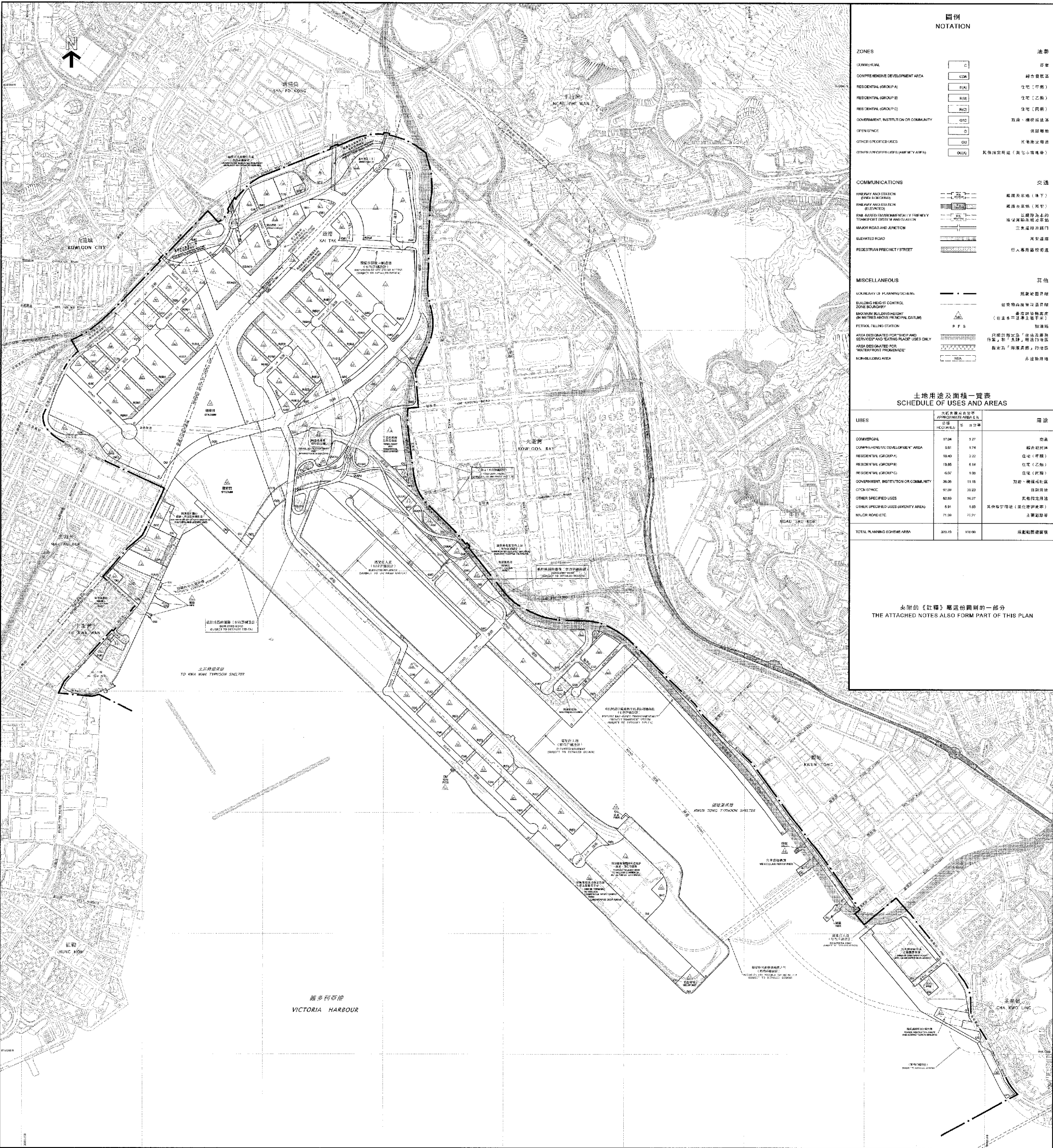
PUBLICITY

31. The approved Kai Tak OZP No. S/K22/2 will be printed and exhibited, in accordance with section 9(5) of the Ordinance. A press release will be issued on the date of exhibition. A spokesman will be available for answering media enquiries.

ENQUIRY

32. Any enquiry on this brief can be addressed to Mr. Lau Sing, Assistant Director of Planning/Board, Planning Department, on Tel. No. 2231 4606.

PLANNING DEPARTMENT
NOVEMBER 2007



圖例 NOTATION

ZONES	圖例	地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA (RESIDENTIAL GROUP A)	CDA	綜合發展區 (住宅(甲類))
RESIDENTIAL (GROUP B)	R1A	住宅(乙類)
RESIDENTIAL (GROUP C)	R1C	住宅(丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	綠地
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OUA	其他指定用途(美化地區)
COMMUNICATIONS	圖例	交通
HIGHWAY AND STATION (OVERHEAD)	[Symbol]	高速公路(橋下)
HIGHWAY AND STATION (ELEVATED)	[Symbol]	高速公路(高架)
RAIL RANGES (UNDERGROUND) (BY THE NEWLY TOWERED CROSS-MANHUA LANE)	[Symbol]	地鐵路軌(由新塔橋路及新塔橋路)
MAJOR ROAD AND JUNCTION	[Symbol]	主要道路及路口
ELEVATED ROAD	[Symbol]	高架道路
PEDESTRIAN PROMENADE/STREET	[Symbol]	行人專用徑/街道
MISCELLANEOUS	圖例	其他
BOUNDARY OF PLANNING SCHEME	[Symbol]	規劃區界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	[Symbol]	建築高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	[Symbol]	最高建築高度(以海平面上方為準)
PETROL FILLING STATION	P F S	加油站
AREA DESIGNATED FOR "BEEP AND SERVICE" AND "EATING PLACE" USES ONLY	[Symbol]	只准作「即叫即應」及「食肆」用途的地區
AREA DESIGNATED FOR "WALKER-FRIENDLY PROMENADE"	[Symbol]	指定為「步行者專用徑」的地區
NON-BUILDING AREA	[Symbol]	非建築用地

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	總面積 (公頃)	佔總面積 (%)	用途
COMMERCIAL	17.04	5.27	商業
COMPREHENSIVE DEVELOPMENT AREA	5.91	1.74	綜合發展區
RESIDENTIAL (GROUP A)	10.40	3.02	住宅(甲類)
RESIDENTIAL (GROUP B)	15.85	4.64	住宅(乙類)
RESIDENTIAL (GROUP C)	43.07	12.66	住宅(丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	36.05	10.15	政府、機構或社區
OPEN SPACE	97.29	28.23	綠地
OTHER SPECIFIED USES	82.89	23.82	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	5.91	1.73	其他指定用途(美化地區)
MAJOR ROAD ETC.	71.39	20.27	主要道路等
TOTAL PLANNING SCHEME AREA	323.73	100.00	規劃區總面積

本附屬的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政局會同行政局於2007年11月6日 聯署批准
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 6(1)(a) OF THE TOWN PLANNING ORDINANCE ON 6 NOVEMBER 2007

LAM Chik-ling, Tony
CLERK TO THE EXECUTIVE COUNCIL

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

SCALE 1:5000 比例尺

製圖編號
PLAN No. SJK22/2

KOWLOON PLANNING AREA NO. 22
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

(Being an Approved 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/light rail/tram/public light bus stop or lay-by, cycle track, light 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

APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

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	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Flat
Eating Place	Government Refuse Collection Point
Educational Institution	Hospital
Exhibition or Convention Hall	House
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Pier
Information Technology and Telecommunications Industries	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Institutional Use (not elsewhere specified)	Residential Institution
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	

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

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

Remarks

- (1) On land designated “Commercial (2)”,
 - (a) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 for a non-domestic building, or the plot ratio of the existing building, whichever is the greater.
 - (b) For a domestic building or a building that is partly domestic and partly non-domestic on the site, the maximum plot ratio shall not exceed 5.0.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum site coverage (excluding basement(s)) of 65% or the site coverage of the existing building, whichever is the greater.
- (3) On land designated “Commercial (3)”, “Commercial (4)”, “Commercial (5)” 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</u> (excluding basement(s))
Commercial (3)	4.5	65%
Commercial (4)	4.0	80%
Commercial (5)	3.5	65%
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.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (5) On land designated “Waterfront Promenade” in the “Commercial (2)” zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) In determining the maximum plot ratio for the 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.

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 (other than on land designated “CDA(1)” and “CDA(2)”)
	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hospital
	Hotel
	House (other than on land designated “CDA(1)” and “CDA(2)”)
	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 (other than on land designated “CDA(1)” and “CDA(2)”)
	Research, Design and Development Centre
	School
	Shop and Services
	Social Welfare Facility
	Training Centre
	Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. The planning intention for area designated “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. As for areas designated “CDA(1)” and “CDA(2)”, they are intended for comprehensive developments with commercial and leisure uses cascading down to the open spaces along the existing Kai Tak Nullah.

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;
 - (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;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

(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 (excluding basement(s))</u>
CDA	5	40%
CDA (1)	9.5	65%
CDA (2)	4.5	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.

(5) On land designated “Shop and Services” and “Eating Place” uses only in the “Comprehensive Development Area”, “Comprehensive Development Area (1)” and “Comprehensive Development Area (2)” 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 “Comprehensive Development Area” zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (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, caretaker's office and caretaker's quarters, or 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, caretaker's office and caretaker's quarters, or 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) 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.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (3) and (4) above 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 (including both developed on ground and on podium level) 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, caretaker’s office and caretaker’s quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

In addition, the following uses are always permitted 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. Three-storey houses are provided along the frontage of pedestrian streets while podium-free residential towers are developed within the site.

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%

(Please see next page)

RESIDENTIAL (GROUP B) (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) For development along the frontage of pedestrian streets within the area bounded by Road D2 and the proposed Shatin to Central Link, residential buildings exceeding 3 storeys are not permitted.
- (4) Notwithstanding paragraph (3) above, 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, caretaker’s office and caretaker’s quarters, or 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, caretaker’s office and caretaker’s quarters, or recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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, caretaker's office and caretaker's quarters, or 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, caretaker's office and caretaker's quarters, or 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.

GOVERNMENT, INSTITUTION OR COMMUNITY

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

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Planning Intention

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

Remarks

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

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
(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.

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 “Cruise Terminal to include Commercial Development with Landscaped Deck Above” only

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
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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 non-domestic gross floor area of 50,000m².
- (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 open-air development or for non-residential building or non-residential portion of a composite building

<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 composite building

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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Planning Intention

This zone is intended primarily for mixed non-industrial land uses. Maximum flexibility for the development of domestic or other uses or a combination of various types of compatible uses including residential, commercial and recreational uses, either within a building vertically or within a spatial area horizontally, is allowed to meet changing market needs.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)
For "Mixed Use" 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 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)	4.0	3.0	65%
Mixed Use(3)	3.0	4.0	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, caretaker's office and caretaker's quarters, or 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) 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, caretaker's office and caretaker's quarters, or 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

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 10 m² 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
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For "Stadium" only

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
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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.

(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 non-domestic gross floor area of 190,000m² 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) 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.

(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 11,285 m²; 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.

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

APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 22

APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

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KOWLOON PLANNING AREA NO. 22
APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2

(Being an Approved 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 approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/2. 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 under section 6B(1) of the Ordinance 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, including the rezoning of a strip of land at the North Apron to “Other Specified Uses” (“OU”) annotated “Landscaped Elevated Walkway with Commercial Facilities” and revision to the Notes for the “Commercial”, “Residential (Group B)” and “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment” zones, 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 Plan 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. The main amendments include the rezoning of the sites on both sides of the possible future river channel to “Comprehensive Development Areas” such that these developments would be subject to the Board’s approval. The building heights of these sites, as well as the adjacent “Government, Institution or Community” sites, are lowered to improve the visual connectivity between the new city centre with the surrounding built-up areas. The footbridge system is further enhanced by incorporating a curvilinear landscaped elevated walkway linking Kai Tak with Kowloon City and San Po Kong. The amendments also include two commercial sites at the eastern end of the Station Square for provision of two gateway iconic towers as well as minor adjustment of the development mix in the “Other Specified Uses” annotated “Mixed Use (2)” site. The road pattern in the western part of the city centre is also simplified. 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 Plan as published on 25 May 2007 and 24 August 2007 would form part of the Plan 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 (the Plan). On 9 November 2007, the approved Kai Tak OZP No. S/K22/2 was exhibited under section 9(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 the broad principles of development. It is a small-scale plan and the road alignments and boundaries between the land-use zones may be subject to minor adjustments as detailed planning proceeds.

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) is 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 Harbour-front Enhancement Committee.

6. POPULATION

It is estimated that the total population to be accommodated in the Area will be about 86,000. First intake of population for the new development area is expected to commence in 2012.

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 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 itself 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 environmentally friendly transport system, 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 Multi-purpose Stadium Complex 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 Multi-purpose Stadium Complex, 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 environmentally friendly transport system 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 heights profile starts with the tallest commercial buildings at the Kai Tak City Centre and gradates along the residential neighbourhoods towards the Multi-purpose Stadium Complex to ‘nature’ at Metro Park. 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).

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 Multi-purpose Stadium Complex 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 spaces 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 Multi-purpose Stadium Complex 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.

8. LAND USE ZONINGS

8.1 Commercial (“C”) – Total Area 17.04 ha

- 8.1.1 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/office centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.
- 8.1.2 Nineteen sites are zoned as “C”. Nine of them are located at the Kai Tak City Centre in the vicinity of the proposed Shatin to Central Link (SCL) Kai Tak Station. Three of them are located in the South Apron Corner at the Kowloon Bay waterfront and seven 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.
- 8.1.3 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 non-domestic 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.

- 8.1.4 The “C(3)” zones are mainly located at the northern side of Kai Tak City Centre extending along Prince Edward Road East to Sung Wong Toi Park. This zone is intended to form a belt of high quality office development mixing with retail and hotel developments. These developments will be served by the proposed SCL Kai Tak Station and are expected to meet Hong Kong’s long-term demand in office space. To strengthen the physical and social connection between Kai Tak and adjacent districts, an underground shopping street system is proposed to link with Kowloon City and San Po Kong and leading to the proposed SCL Kai Tak Station. Areas designated “Underground Shopping Street” are shown on the Plan. Provision of public passageway on the basement level, where appropriate, in the developments of these sites is required to connect to the underground shopping street system. The exact alignment and details of this underground shopping street system will be subject to further investigation. 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 ranging from 60mPD to 100mPD.
- 8.1.5 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 ranging from 45mPD to 80mPD.
- 8.1.6 The “C(5)” zone is located at the northern side of Kai Tak City Centre adjacent to the Kowloon City district. It forms part of the office belt in the City Centre and provides a major gateway to Kai Tak. Part of this zone is designated as “Underground Shopping Street” on the Plan, which is intended to provide public passageway on the basement level to link with the proposed SCL Kai Tak Station. The view corridor towards Lion Rock will traverse this zone and a more stringent building height restriction of 15mPD is imposed on the part of the site within view corridor. This part of the “C(5)” site should be designed to achieve a “green carpet” concept throughout this view corridor to provide visitor in Kai Tak a sense of place. A curvilinear landscaped elevated walkway, subject to detailed design, will traverse this zone to provide a pleasant pedestrian connection to/from Kowloon City and San Po Kong

and towards the Multi-purpose Stadium Complex and Station Square. Developments in this zone warrant special architectural design to highlight the gateway location to Kai Tak, and to integrate the landscaped elevated walkway and the “green carpet” concept leading towards Multi-purpose Stadium Complex. Developments within this zone are subject to a maximum plot ratio of 3.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 15mPD and 60mPD.

- 8.1.7 The “C(6)” zone comprising two linked sites is located in the eastern side of Kai Tak City Centre adjacent to the SCL Kai Tak Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. Non-building areas 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 and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, a non-building area 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. Subject to detailed design, a possible vehicular access would be provided via Road L3 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.
- 8.1.8 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.
- 8.1.9 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.

8.2 Comprehensive Development Area (“CDA”) – Total Area 5.61 ha

- 8.2.1 Three sites in Kai Tak are zoned “CDA”, “CDA(1)” and “CDA(2)” respectively. The “CDA” zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. As for areas designated “CDA(1)” and “CDA(2)”, they are intended for comprehensive developments with commercial and leisure uses cascading down to the open spaces along the existing Kai Tak Nullah. 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. 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.
- 8.2.2 A site abutting To Kwa Wan Road to the north and

located at the Ma Tau Kok waterfront is designated “CDA”. It is intended for residential development with retail facilities and to facilitate comprehensively designed waterfront developments 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” 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.

- 8.2.3 The “CDA(1)” and “CDA(2)” zones are located in the Kai Tak City Centre north and west of the proposed SCL Kai Tak Station respectively and the two sites are separated by the existing Kai Tak Nullah. Subject to detailed investigation, the existing Kai Tak Nullah could be developed 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 shop frontage and eating places to create a vibrant and festive public gathering place. The “CDA(1)” zone is intended for a comprehensive commercial/office development with low-rise buildings in the west and high-rise landmark commercial tower in the east. The “CDA(2)” zone is intended for a low-rise commercial development. Both sites include the requirement for provision of “Shop and Services” and “Eating Place” uses in buildings not exceeding two storeys as retail frontage facing the Station Square to create vibrant town square environment and to tie in with the railway station and public transport interchange in the location. Developments within the “CDA(1)” zone are subject to a maximum non-domestic plot ratio of 9.5 and a maximum building height of 175mPD in the east to allow for a landmark building in the city centre. Developments in the western part of the “CDA(1)” zone should follow a stepped height concept with buildings descending from 40mPD to 15mPD along the river channel. Developments within the “CDA(2)” zone are subject to a maximum non-domestic plot ratio of 4.5 and a maximum building height of 40mPD so as to open up the vista of Kai Tak for the existing communities in the hinterland, in particular the views towards the Station Square and Stadium Park. Based on the same rationale that imposed for “CDA(1)” zone, buildings in “CDA(2)” zone should descend from 40mPD to 15mPD along the river channel.
- 8.2.4 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.

8.3 Residential (Group A) (“R(A)”) – Total Area 10.40 ha

- 8.3.1 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.
- 8.3.2 Three sites are zoned “R(A)”. 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.
- 8.3.3 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.
- 8.3.4 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.
- 8.3.5 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.
- 8.3.6 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.

8.4 Residential (Group B) (“R(B)”) – Total Area 19.85 ha

- 8.4.1 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. Three-storey houses are planned along the frontage of pedestrian streets while podium-free residential towers are developed within the site.

- 8.4.2 A total of nineteen sites are designated “R(B)” zones. 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.
- 8.4.3 Out of nineteen sites, thirteen sites involving four 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, i.e. a distinctive residential neighbourhood with combination of three-storey residential buildings (houses or flats) and medium-rise residential towers. Taking into account findings of the air ventilation assessment, a network of 10m wide pedestrian streets lined with trees and street furniture are proposed to provide breezeways capturing the southeast prevailing winds. The three-storey residential buildings (without commercial activities) are lined along these pedestrian streets to encourage interaction in the neighbourhood and to achieve integrated community. Behind these low-rise residential buildings, the medium-rise residential towers are located in the inner part of these sites. Car parking facilities should be provided on basement level to enable podium free development to enhance interaction in the community.
- 8.4.4 Another six 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. 10m-wide pedestrian streets are planned to serve as breezeways to achieve better air ventilation and encourage interaction in the community.
- 8.4.5 Notwithstanding the maximum building height restriction for the “R(B)1” and “R(B)2” zone as shown on the Plan, the “R(B)1” and “R(B)2” sites fronting onto the open space around the proposed railway station in the Kai Tak City Centre and to the north of “OU (Stadium)” zone will include provision of “Shop and Services” and “Eating Place” in buildings not exceeding two storeys as retail frontage in order to create vibrant street environment.
- 8.4.6 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 45mPD to 110mPD.
- 8.4.7 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 and 110mPD.
- 8.4.8 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 and 100mPD.

8.4.9 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.

8.4.10 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 restriction will be considered on its own merits.

8.5 Residential (Group C) (“R(C)”) – Total Area 6.07 ha

8.5.1 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.

8.5.2 Six sites on the side of Kai Tak Approach Channel in the Runway Precinct are designated “R(C)” zone. The Runway Precinct is planned as a mix of residential, hotel and retail development to sustain the interest of exploration. An elevated landscaped deck over a road is also proposed adjacent to these sites to provide public access to the waterfront. 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 65mPD.

8.5.3 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.

8.5.4 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.

8.6 Government, Institution or Community (“G/IC”) – Total Area 36.05 ha

8.6.1 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.

- 8.6.2 A site abutting Prince Edward Road East is reserved for development of Government offices (i.e. Kai Tak Government Offices), which will be connected with the developments in San Po Kong by a footbridge system. This will enable the Government services to be more accessible to both the existing and future population. A “G/IC” site abutting Road D2 is designated for the existing Electrical and Mechanical Services Department (EMSD) Headquarters. Three sites to the south of Kwun Tong Bypass in the South Apron Corner are reserved for hospital development to serve the East Kowloon area and surrounding districts.
- 8.6.3 A total of six primary and two secondary school sites have been reserved in the Area to meet the needs of the existing and planned population. These sites including two existing primary schools are located near Hoi Sham Park. The remaining four primary and two secondary schools are planned in the eastern boundary of the Area in vicinity of “R(A)2” and “R(A)3” sites. There are also 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.
- 8.6.4 A “G/IC” site abutting Prince Edward Road East near San Po Kong and another site near Road D2 are reserved for accommodation of various GIC facilities to serve the Kai Tak area including general clinic, post office, indoor recreation centre, community hall and social welfare facilities. Other “G/IC” sites mainly in Kai Tak City Centre and South Apron Corner are reserved for police headquarters, divisional police station, sub-divisional fire station with/without ambulance depot, animal management centre, Drainage Services Department’s desilting compound, refuse collection point and sports facility. In the Area, there are sites reserved for electricity substations and sewage pumping stations. A site near To Kwa Wan waterfront is also reserved for public transport interchange.
- 8.6.5 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 Kai Tak Government Offices will be subject to relatively higher building height restriction ranging from 70mPD to 100mPD. Minor relaxation of the building height restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of building height restriction will be considered on its own merits.

8.7 Open Space (“O”) – Total Area 97.69 ha

- 8.7.1 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 hierarchy 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 luxurious planting in these open spaces to create a more natural environment and green setting in the Area.

- 8.7.2 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 Multi-purpose Stadium Complex, the Runway Park, the Sung Wong Toi Park and waterfront promenade. The Metro Park in the upper part of the Runway Area, which 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 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 open spaces around the Multi-purpose Stadium Complex 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 Multi-purpose Stadium Complex 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 Multi-purpose Stadium Complex and Road D3 also functions as a view corridor to Lion Rock. The Metro Park integrated with open spaces around the Station Square and the Multi-purpose Stadium Complex will form a comprehensive green hub to achieve the “Stadium in the Park” concept. The Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and provide a landscape vista looking from the waterfront promenade. 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. The waterfront promenade with 20m to 30m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development.
- 8.7.3 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 North Apron District Park adjacent to the proposed SCL Kai Tak Station and the Kowloon Bay Square at the Kowloon Bay waterfront. The North Apron District Park also serves the needs of the residential neighbourhood in the Kai Tak City Centre.
- 8.7.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.
- 8.7.5 Some of the areas above major drainage culverts are planned for open space uses. In particular, North Apron District Park is proposed above the 90m-wide decked Kai Tak Nullah. An integrated design approach is required to create a quality landscaped area 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.

- 8.7.6 A site with an area of 2.85ha adjoining the Multi-purpose Stadium Complex 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.
- 8.7.7 Three sites near “OU (Stadium)” zone and a site along the Runway Area on the side of Kai Tak Approach Channel are zoned “O(2)”. It is intended to provide open space in form of landscaped deck and function as connection points for the main and secondary stadiums, the Metro Park and waterfront area.
- 8.8. Other Specified Uses (“OU”) – Total Area 58.50 ha
- 8.8.1 This zone covers land allocated for following specific uses.
- 8.8.2 A site with an area of 7.66 ha at the end of former runway tip is designated “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above”. This zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above. It is envisaged to accommodate two alongside berths as well as a cruise terminal building. A landscaped deck will be provided for public enjoyment subject to compliance of security requirement for operation of the cruise terminal. Developments within this zone are subject to a maximum non-domestic gross floor area of 50,000 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.
- 8.8.3 A site with an area of 5.74 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 non-domestic gross floor area of 190,000m² 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.

- 8.8.4 A site with an area of 20.91 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 8.7.6 above will form a part of the Multi-purpose Stadium Complex. Developments within this zone are subject to a maximum building height of 55mPD.
- 8.8.5 Two sites in the vicinity of the proposed SCL Kai Tak Station are designated “OU” annotated “Mixed Use (2)” and “Mixed Use (3)”. This zone is intended primarily for mixed non-industrial land uses. Maximum flexibility for the development of domestic or other uses or a combination of various types of compatible uses including residential, commercial and recreational uses, either within a building vertically or within a spatial area horizontally, is allowed to meet changing market needs. “OU(Mixed Use)2” zone includes the requirement for provision of “Shop and Services” and “Eating Place” in buildings not exceeding two storeys as retail frontage facing the open space of the proposed railway station in the Kai Tak City Centre to create vibrant street environment. An underground shopping street system is proposed with extension linking San Po Kong and the proposed SCL Kai Tak Station and areas designated “Underground Shopping Street” are also shown on the Plan. Provision of public passageway on the basement level in the developments in the “OU(Mixed Use)2” zone are required to connect to this underground shopping street system.
- 8.8.6 Developments within “OU(Mixed Use)2” zone are subject to a maximum domestic plot ratio of 4.0 and a non-domestic plot ratio of 3.0. A special design requirement is incorporated for this site facing the Station Square 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. Developments within “OU(Mixed Use)3” zone are subject to a maximum domestic plot ratio of 3.0, and a maximum non-domestic plot ratio of 4.0. Both sites are subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum height restriction ranging from 100mPD to 150mPD.
- 8.8.7 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 activities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the underground shopping street system. Developments within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.

- 8.8.8 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.
- 8.8.9 “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 and Kowloon City to the Runway Area and an east-west connection from Choi Hung to Ma Tau Kok. To enhance the connectivity of San Po Kong, Kowloon City and Kai Tak, a continuous curvilinear landscaped elevated walkway to connect these three areas is proposed. This feature walkway, subject to detailed design, and together with the low-rise building blocks in this frontage of Kai Tak Development and the possible future river channel, will shape a very strong gateway image of this new development. 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.
- 8.8.10 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 is intended primarily for the provision of sewage treatment/ screening plant with suitable mitigation measures including landscaped deck and enclosure of the plant facilities. It 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.
- 8.8.11 A site with an area of 0.78 ha 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.
- 8.8.12 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 minimum gross floor area of 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.

- 8.8.13 A site locating in the South Apron Corner is designated “OU” annotated “Gas Piggig Station”. This zone is only intended for reservation of a site to cater for the reprovisioning requirement of submarine gas pipeline, which is subject to further investigation. Developments within this zone are subject to a maximum building height of 15mPD.
- 8.8.14 A site at the junction of To Kwa Wan Road and San Ma Tau Street and another site abutting Kwun Tong Bypass in the South Apron Corner are zoned “OU” annotated “Tunnel Ventilation Shaft”. This zone is 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 with this zone are subject to a maximum building height of 45mPD.
- 8.8.15 Other specified uses include amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier.

9. COMMUNICATIONS

9.1 Roads (Figure 4)

- 9.1.1 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.
- 9.1.2 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.
- 9.1.3 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 Multi-purpose Stadium Complex, is in dual 3-lane configuration. Road D1 is a 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.
- 9.1.4 Concerning the local distributors, 18 local distributors are indicated on the Plan. Most of the local distributors are designed for single 2-lane configuration and they 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.

9.1.5 With regard to the road connections with the adjoining districts, people travel 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 (Kowloon City section)
- (d) Prince Edward Road East (San Po Kong section)
- (e) Wang Kwong Road/Wang Chiu Road into Eastern Road
- (f) Kai Cheung Road into Kai Shing Street
- (g) Cheung Yip Street

9.2 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 Kai Tak and Ma Tau Kok Stations.

9.3 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.

9.4 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.

9.5 Pedestrian Connections (Figure 5)

9.5.1 Kai Tak is bounded by major roads such as Prince Edward Road East 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.

9.5.2 To facilitate pedestrian connections with the adjoining districts, a comprehensive pedestrian connection system including public passageway in form of underground shopping street, landscaped elevated walkways, footbridges and enhanced at-grade crossings is indicated on the Plan. It aims to provide pedestrians with a convenient, comfortable and animated walking experience. Details of the 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 Complex.
- A2: An at-grade crossing at 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 as a part of an underground shopping street through basement shopping premises in the planned “Commercial” sites, to connect with the proposed SCL Kai Tak Station.
- B2 Existing subway underneath Prince Edward Road East is to be enhanced.
- B3: An underground shopping street is proposed to connect Nga Tsin Wai Road in Kowloon City to the Sports Hub, through basement shopping premises in the planned “Commercial” sites to further link up the proposed SCL Kai Tak Station.
- B4: Landscaped elevated walkway across Prince Edward Road East connecting Shek Ku Lung Road Playground in Kowloon City and Kai Tak City Centre is proposed.

C. San Po Kong

- C1: Existing subway at the interchange between Prince Edward Road East and Choi Hung Road is to be enhanced to connect the future Kai Tak Government Offices.
- C2: Landscaped elevated walkway is proposed to connect ex-San Po Kong Magistracy near Ning Yuen Street to future Kai Tak Government Offices and commercial developments in Kai Tak City Centre.
- C3: An underground shopping street is proposed to connect ex-San Po Kong Flatted Factory site with the proposed SCL Kai Tak Station (subject to feasibility study).
- C4: Landscaped elevated walkway over Prince Edward Road East near Kai Tak East Playground is proposed.
- C5: A footbridge over Prince Edward Road East near Rhythm Garden to connect with Kai Tak City Centre is proposed.

D. Choi Hung

- D1: Existing subway at Prince Edward Road East near Ping Shek Estate/Choi Hung Estate is to be enhanced.
- D2: At-grade crossing near Richland Gardens is to be enhanced to provide direct connection to future public housing development site at Kai Tak City Centre.

E. Kowloon Bay

- E1: At-grade crossing via Eastern Road, Kai Wah Street and Kai Shun Road to connect future public housing development site in Kai Tak City Centre.
- E2: Subway at Kai Fuk Road near International Trade & Exhibition Centre to connect Kowloon Bay area to South Apron Corner is proposed.

E3: Extension/modification of existing footbridge above Kai Fuk Road from Kowloon Bay area to South Apron Corner is proposed.

F. Kwun Tong

F1: 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.

10. UTILITY SERVICES

10.1 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.

10.2 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.

10.3 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.

10.4 Telephone

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

10.5 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.

10.6 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 for other sites in the Area may require further study and necessary legislation.

10.7 Sewerage and Drainage

10.7.1 The sewage from the Kai Tak site 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.

10.7.2 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. Subject to detailed investigation, the existing Kai Tak Nullah could be developed 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 shop frontage and eating places to create a vibrant and festive public gathering place. 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.

11. CULTURAL HERITAGE (Figure 5)

11.1 Several sites which are of cultural significance are located within the Area. These sites include the Longjin Bridge Archaeological Site, the Kowloon Fort Archaeological Site, the Kai Tak Archaeological Site and the 1924 seawall remnant (subject to the result of the forthcoming archaeological impact assessment to determine the preservation condition of these items and the recommended mitigation measures). Moreover, several buildings/structures of historical interest are also found within the Area, namely the Hong Kong Aviation Club, windpoles at the middle and tip of the runway, fire station A, fire station B, fire station C and adjacent pole, airport pier, runway, seawall, Fishtail Rock and Sung Wong Toi Inscription Rock. These sites/buildings/structures are worthy of preservation. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development and rezoning proposals might affect these sites/buildings/structures and their immediate environs.

11.2 Selected links of the pedestrian network 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, the variety of cuisines and the Nga Tsin Wai Tsuen

in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

12. IMPLEMENTATION

- 12.1 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.
- 12.2 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.
- 12.3 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.



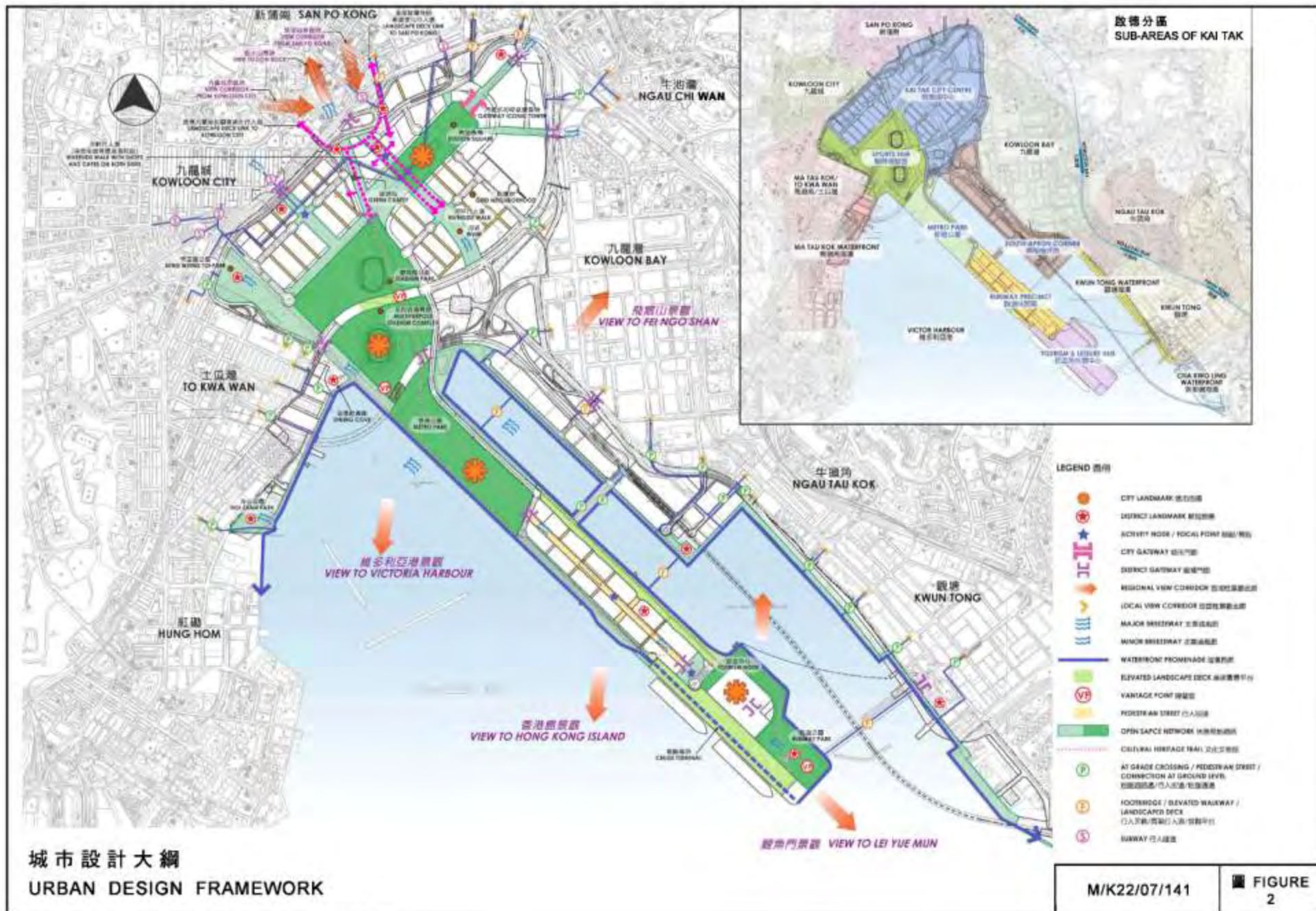
啟德發展的外貌
OVERVIEW OF KAI TAK DEVELOPMENT

規劃署
PLANNING
DEPARTMENT



M/K22/07/141

FIGURE
1

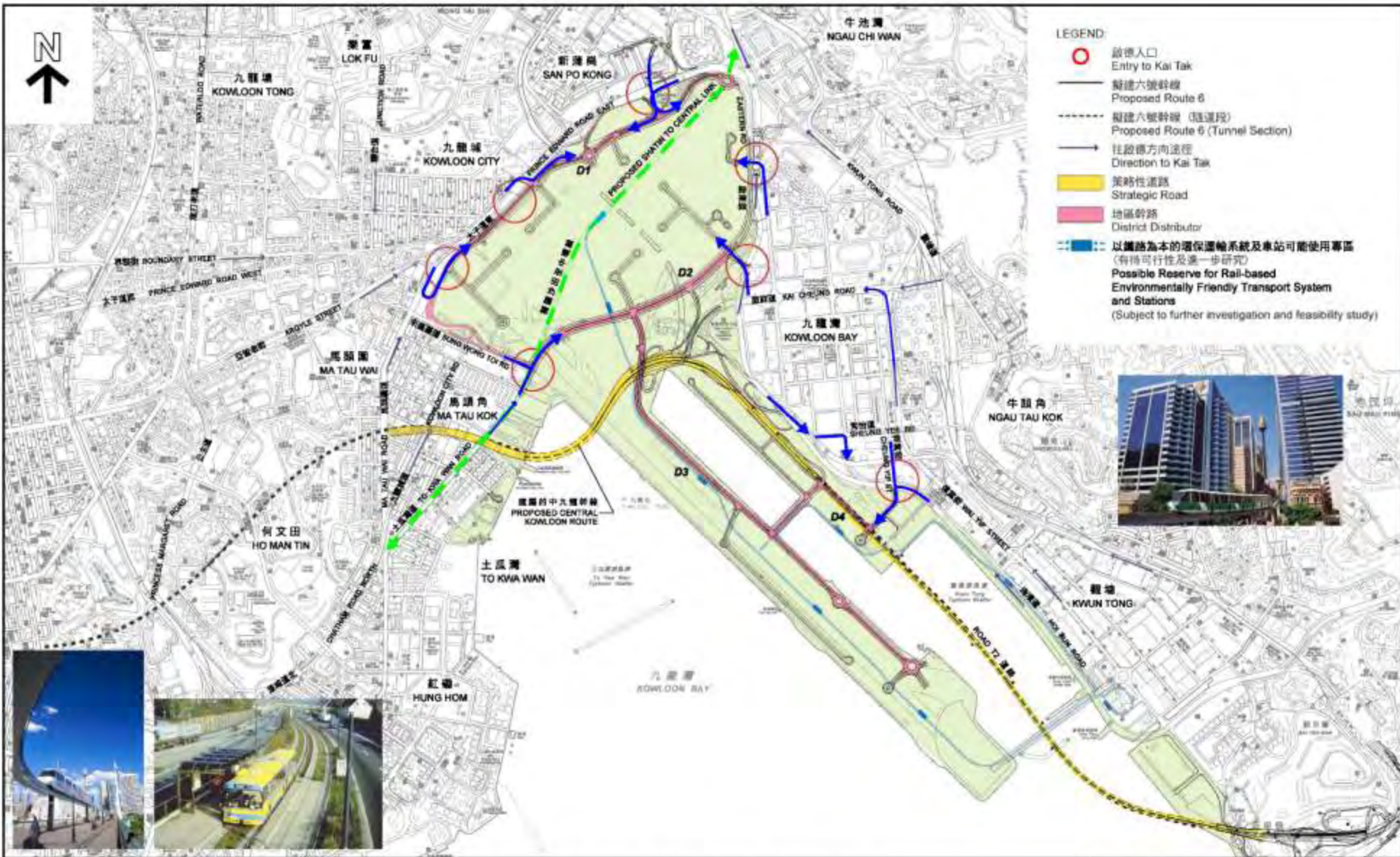




景觀設計圖
LANDSCAPE PLAN

M/K22/07/141

FIGURE
3



擬議道路網絡及以鐵路為本的環保運輸系統可能使用專區
 PROPOSED ROAD NETWORK AND RESERVE FOR FUTURE POSSIBLE
 RAIL-BASED ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM

規劃署
 PLANNING DEPARTMENT

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FIGURE
 4

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



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

規劃署
PLANNING DEPARTMENT

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FIGURE
5