



圖例 NOTATION

ZONES	圖例	名稱
COMMERCIAL	[Symbol]	商業
COMPREHENSIVE DEVELOPMENT AREA	[Symbol]	綜合發展區
RESIDENTIAL (GENERAL)	[Symbol]	住宅(一般)
RESIDENTIAL	[Symbol]	住宅
INDUSTRIAL, ARTS/TECHNOLOGY/COMMUNITY	[Symbol]	工業、藝術及社區
OPEN SPACE	[Symbol]	綠地
PLANNED GREENBELT	[Symbol]	預備綠帶
COMMUNICATIONS	圖例	名稱
RAILWAY LINE (STATION)	[Symbol]	鐵路車站
RAILWAY LINE (UNDERGROUND)	[Symbol]	鐵路車站(地下)
ROADWAY AND AIRPORT	[Symbol]	主要道路及機場
LANDFILL	[Symbol]	堆填區
WORLDWIDE	圖例	名稱
BOUNDARY OF PLANNED ZONES	[Symbol]	預備發展區界線

土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

USES	土地用途及面積		用途
	公積	私人	
COMMERCIAL	538	127	商業
COMPREHENSIVE DEVELOPMENT AREA	324	535	綜合發展區
RESIDENTIAL (GENERAL)	481	108	住宅(一般)
RESIDENTIAL	111	504	住宅
INDUSTRIAL, ARTS/TECHNOLOGY/COMMUNITY	365	515	工業、藝術及社區
OPEN SPACE	211	148	綠地
PLANNED GREENBELT	122	248	預備綠帶
TOTAL DEVELOPED AREA	2100	1585	發展區總面積
THROUGH ROUTE	514		通道
TOTAL PLANNED ZONE AREA	2614		預備發展區總面積

本圖的《註釋》是這份圖則的一部分，
 該圖則訂於2018年12月1日生效。
 本圖則的圖則編號為WKCD-253。
 THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
 AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
 SECTION 2 OF THE TOWN PLANNING ORDINANCE
 AS IN FORCE BEFORE THE COMMENCEMENT OF THE
 TOWN PLANNING (AMENDMENT) ORDINANCE 2004

修訂編號 S/K20/18 的修訂 AMENDMENTS TO DRAFT PLAN No. S/K20/18

AMENDMENT YEAR A [Symbol] 修訂年份 A

AMENDMENT YEAR B [Symbol] 修訂年份 B

AMENDMENT YEAR C [Symbol] 修訂年份 C

(參閱附表) (SEE ATTACHED SCHEDULE)

香港城市規劃委員會依據城市規劃條例擬備的西南九龍(九龍規劃區第20區)分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 20 - SOUTH WEST KOWLOON - OUTLINE ZONING PLAN

SCALE 1:800 6/11

THE DIRECTOR OF THE PLANNING DEPARTMENT UNDER THE TOWN PLANNING BOARD

圖則編號 PLAN No. S/K20/18

**SCHEUDLE OF AMENDMENTS TO
THE DRAFT SOUTH WEST KOWLOON
OUTLINE ZONING PLAN NO. S/K20/16
MADE BY THE TOWN PLANNING BOARD
UNDER SECTION 7(1) OF THE TOWN PLANNING ORDINANCE (Chapter 131)
AS IN FORCE BEFORE THE COMMENCEMENT OF
THE TOWN PLANNING (AMENDMENT) ORDINANCE 2004**

I. Amendments to Matters Shown on the Plan

- Item A – Rezoning of Hoi Lai Estate from “Comprehensive Development Area” (“CDA”) and an area shown as “Road” to “Residential (Group A)9” (“R(A)9”)
- Item B – Rezoning of an area at the junction of Hing Wah Street West and Lin Cheung Road from “CDA” and an area shown as “Road” to “Government, Institution or Community”
- Item C – Rezoning of Hoi Lai Street from “CDA” to an area shown as “Road”

II. Amendments to the Notes of the Plan

- (a) Revision to the definitions of “existing use of any land or building” and “existing building” in the covering Notes.
- (b) Revision to the Notes for the “R(A)” zone to clearly set out the development restrictions for areas designated as “R(A)9” sub-zone.
- (c) Refinement to the planning intention set out in the Notes for the “Open Space” zone.
- (d) Refinement to the specifications pertaining to ‘Educational Institution’, ‘Place of Entertainment’ and ‘Religious Institution’ uses in Column 2 of the Notes for the “Industrial” zone.

Town Planning Board

21 October 2005

KOWLOON PLANNING AREA NO. 20

**DRAFT SOUTH WEST KOWLOON
OUTLINE ZONING PLAN NO. S/K20/17**

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

NOTES

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

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

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway 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, people mover, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit 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 and grave.
- (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:

toll plaza, on-street vehicle park, and railway track.
- (9) 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.
- (10) 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.

**DRAFT SOUTH WEST KOWLOON
OUTLINE ZONING PLAN NO. S/K20/17**

Schedule of Uses

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COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library 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	Broadcasting, Television and/or Film Studio Government Refuse Collection Point Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as district and local shopping centre(s).

Remarks

- (1) On land designated "Commercial" ("C"), 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 a maximum plot ratio of 8.0, or the plot ratio of the existing building, whichever is the greater.

Remarks (Cont'd)

(Please see next page)

COMMERCIAL (Cont'd)

- (2) On land designated "C(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 a maximum gross floor area (GFA) of 84,900m². A public open space of not less than 3,900m², a public transport terminus and a public toilet shall be provided. For the purpose of total GFA calculation, any floor space that is constructed or intended for use solely as public transport terminus and Government, institution or community (GIC) facilities as required by the Government may be disregarded.
- (3) On land designated "C(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 a maximum GFA of 41,000m². A public open space of not less than 2,930m², a public transport terminus, social welfare facilities and a public sports complex shall be provided. For the purpose of total GFA calculation, any floor space that is constructed or intended for use solely as public transport terminus and GIC facilities as required by the Government may be disregarded.
- (4) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1) to (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.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (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 or GFA for the building on land to which paragraphs (1) to (3) apply 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 or GFA specified in paragraphs (1) to (3) above may thereby be exceeded.

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
	Government Refuse Collection Point
	Government Use (not elsewhere specified)
	Hotel
	Information Technology and Telecommunications Industries
	Institutional Use (not elsewhere specified)
	Library
	Market
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Off-course Betting Centre
	Office
	Petrol Filling Station
	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 Station
	Recyclable Collection Centre
	Religious Institution
	Research, Design and Development Centre
	Residential Institution
	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 zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The 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.

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" ("CDA") 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 areas 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 to examine any possible environmental problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

Remarks (Cont'd)

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

- (3) Except as otherwise provided herein, on land designated "CDA", 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 gross floor area (GFA) specified below or the GFA of the existing building, whichever is the greater :

<u>Site</u>	<u>Restriction</u>	
	<u>Maximum GFA for Residential Use (m²)</u>	<u>Maximum GFA for Commercial Use including Hotel (m²)</u>
CDA at Airport Railway Olympic Station	103, 152	-
CDA at Airport Railway Kowloon Station	547,026	543,000
CDA bounded by Lin Cheung Road, Jordan Road, Road D1 and Road D12	296,250	226,400

- (4) Except as otherwise provided herein, on land designated "CDA", 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>Site</u>	<u>Plot Ratio Restriction</u>	
	<u>Domestic</u>	<u>Non-domestic</u>
CDA bounded by Sham Mong Road, Hing Wah Street West, Tonkin Street West and West Kowloon Highway	6.50	1.50
CDA bounded by Sham Mong Road, Tonkin Street West, Yen Chow Street West and West Kowloon Highway	6.50	1.50
CDA bounded by Lai Hong Street, Fat Tseung Street, Sham Mong Road and West Kowloon Corridor	6.50	1.50

Remarks (Cont'd)
(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

- (5) In determining the maximum plot ratio/GFA for the purposes of paragraphs (3) and (4) 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. Any floor space that is constructed or intended for use solely as public transport facilities, railway station development, or GIC or social welfare facilities, as required by the Government, may also be disregarded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA 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 Refuse Collection Point (on land designated "R(A)5" only) 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) Public Vehicle Park (excluding container vehicle) (on land designated "R(A)3" only) 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 (other than on land designated "R(A)5") Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances 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) (other than on land designated "R(A)3") Religious Institution School (not elsewhere specified) Shop and Services Training Centre

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 bay and/or plant room :

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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) On land designated "R(A)1", "R(A)2", "R(A)3" and "R(A)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 plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

Plot Ratio Restriction

<u>Sub-area</u>	<u>Domestic</u>	<u>Non-Domestic</u>
R(A)1	6.5	1
R(A)2	5	1
R(A)3	7.5	1.5
R(A)4	6.5	1.5

- (2) On land designated "R(A)5", 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 a maximum domestic gross floor area (GFA) of 220,050m² and a maximum non-domestic GFA of 47,500m². A public open space of not less than 8,900m², a market, a public transport terminus and Government, institution or community (GIC) facilities, as required by the Government, shall be provided. For the purpose of non-domestic GFA calculation, any floor space that is constructed or intended for use solely as market, public transport terminus and GIC facilities, as required by the Government, may be disregarded.
- (3) On land designated "R(A)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 a maximum GFA of 169,950m². A public open space of not less than 4,871m² shall be provided.
- (4) On land designated "R(A)7", 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 a maximum domestic GFA of 145,625m² and a maximum non-domestic GFA of 5,799m². In addition, a total of not less than 140 public lorry parking spaces and a community hall of 992m² GFA shall also be provided.

Remarks (Cont'd)

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks

- (5) On land designated "R(A)8", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic GFA of 141,840m² and a maximum non-domestic GFA of 5,600m². In addition, a total of not less than 140 public lorry parking spaces shall also be provided.
- (6) On land designated "R(A)9", 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 a maximum domestic GFA of 279,910m² and a maximum non-domestic GFA of 8,210m². A public transport terminus, as required by the Government, shall be provided. For the purpose of non-domestic GFA calculation, any floor space that is constructed or intended for the use solely as a public transport terminus, as required by the Government, may be disregarded.
- (7) In determining the relevant maximum plot ratio or GFA for the purposes of paragraphs (1) to (6) 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 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) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/GFA restrictions stated in paragraphs (1) to (6) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (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 or GFA for the building on land to which paragraphs (1) to (6) apply 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 or GFA specified in paragraphs (1) to (6) above may thereby be exceeded.

INDUSTRIAL

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 Eating Place (Canteen, Cooked Food Centre only) Government Refuse Collection Point Government Use (not elsewhere specified) Industrial Use (not elsewhere specified) Information Technology and Telecommunications Industries Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only) Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Radar, Telecommunications, Electronic Microwave Repeater, Television and/or Radio Transmitter Installation Recyclable Collection Centre Research, Design and Development Centre Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only) Utility Installation for Private Project Vehicle Repair Workshop Warehouse (excluding Dangerous Goods Godown)	Broadcasting, Television and/or Film Studio Cargo Handling and Forwarding Facility Concrete Batching Plant Dangerous Goods Godown Educational Institution (ground floor only except in wholesale conversion of an existing building) Exhibition or Convention Hall Industrial Use (Bleaching and Dyeing Factory, Electroplating/Printed Circuit Board Manufacture Factory, Metal Casting and Treatment Factory/Workshop only) Marine Fuelling Station Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Offensive Trades Office (not elsewhere specified) Open Storage Petrol Filling Station Place of Entertainment (ground floor only except in wholesale conversion of an existing building) Place of Recreation, Sports or Culture Private Club Religious Institution (ground floor only except in wholesale conversion of an existing building) Shop and Services (not elsewhere specified) (ground floor only, except in wholesale conversion of an existing building and Ancillary Showroom [#] which may be permitted on any floor) Training Centre Wholesale Trade

(Please see next page)

INDUSTRIAL (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

- Eating Place
- Educational Institution
- Exhibition or Convention Hall
- Institutional Use (not elsewhere specified)
- Off-course Betting Centre
- Office
- Place of Entertainment
- Place of Recreation, Sports or Culture
- Private Club
- Public Clinic
- Religious Institution
- Shop and Services
- Training Centre

Social Welfare Facility (excluding those involving residential care)

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.

Planning Intention

This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone.

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 a maximum plot ratio of 2.5, or the plot ratio of the existing building, whichever is the greater.
- (2) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (3) 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.

GOVERNMENT, INSTITUTION OR COMMUNITY

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

Planning Intention

This zone is intended primarily for the provision of Government, institution and 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.

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 Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Shop and Services 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.

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 "Cargo Working Area, Wholesale Market, Industrial-Office" Only

Cargo Handling and Forwarding Facility (Cargo Working Area only) Container Storage Eating Place (Canteen only) Government Refuse Collection Point Government Use (Police Reporting Centre only) Public Convenience Public Utility Installation Utility Installation for Private Project Wholesale Trade	Government Use (not elsewhere specified)
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In addition, the following uses are always permitted above the lowest three floors of a building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space :

In addition, the following uses may be permitted with or without conditions on application to the Town Planning Board, above the lowest three floors of the building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space :

Cargo Handling and Forwarding Facility (Freight Forwarding Services only) Industrial Use (other than heavy and obnoxious industries and offensive trades) Information Technology and Telecommunications Industries Shop and Services (Service Trades only) Warehouse (excluding Dangerous Goods Godown)	Broadcasting, Television and/or Film Studio Eating Place Exhibition or Convention Hall Off-course Betting Centre Public Clinic Public Vehicle Park (excluding container vehicle) Shop and Services Training Centre
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(Please see next page)

OTHER SPECIFIED USES (Cont'd)

(For "Cargo Working Area, Wholesale Market, Industrial-Office" Only)

Planning Intention

This zone is intended to provide/reserve land for wholesale market and related industrial and cargo handling uses.

Remarks

- (1) No development above the lowest three floors of the building, taken to include basements, excluding floors containing wholly or mainly car/lorry parking, loading/unloading bay, plant room, and/or fire refuge space, shall result in a total non-domestic gross floor area (GFA) in excess of 140,000m².
- (2) In determining the maximum GFA for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car/lorry park, loading/unloading bay, plant room, fire refuge space, caretaker's office and caretaker's quarters, provided such uses and facilities are ancillary and directly related to the uses above the lowest three floors of the building, may be disregarded.

(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 "Western Harbour Crossing Toll Plaza" Only

As Specified on the Plan

Cross Harbour Tunnel Vent Shaft
 Government Use
 Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
 Public Utility Installation

Planning Intention

This zone is primarily to provide land for the use of Western Harbour Crossing Toll Plaza.

For "Pier" Only

Government Use
Pier

Eating Place
 Exhibition or Convention Hall
 Marine Fuelling Station
 Shop and Services (excluding Motor vehicle Showroom)

Planning Intention

This zone is primarily to provide land for the development of piers.

Remarks

Kiosks not greater than 10m² each in area and not more than ten in number for use as shop and services are considered as ancillary to "Pier" use.

(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" Only

Railway Station

- Exhibition or Convention Hall
- Eating Place
- Government Use (unless otherwise specified)
- Shop and Services
- Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to provide land for the use of Airport Railway stations.

For "Public Utility Depot Including Electricity Substation" Only

Electricity Substation
Public Utility Depot

- Government Use (unless otherwise specified)
- Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to provide land for maintenance depot facilities and an electricity substation.

Remarks

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 a maximum gross floor area of 7,230m².

(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 "Arts, Cultural, Commercial and Entertainment Uses" Only

<p>Ambulance Depot Cross Harbour Tunnel Vent Shaft Eating Place Educational Institution Exhibition or Convention Hall Government Use (Fire Station, Police Reporting Centre/Police Post, Post Office only) Government Refuse Collection Point Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Marina Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Office 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) Recyclable Collection Centre Religious Institution School (related to arts and culture only) Shop and Services Training Centre (related to arts and culture only) Utility Installation for Private Project</p>	<p>Flat Government Use (not elsewhere specified) Helicopter Landing Facility Marine Fuelling Station Petrol Filling Station School (not elsewhere specified) Social Welfare Facility Training Centre (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

For "Arts, Cultural, Commercial and Entertainment Uses" Only (Cont'd)

Planning Intention

The planning intention of this zone is to develop the area into an arts, cultural, commercial and entertainment district with distinguished identity, capable of achieving a critical mass and supported by a range of mixed commercial, office, retail, residential, hotel and other Government, institution and community facilities.

For "Institutional Facility and Hostel Use" Only

Institutional Use
Residential Institution (Hostel and Dormitory
only)

Exhibition or Convention Hall
Government Use (not elsewhere specified)
Mass Transit Railway Vent Shaft and/or Other
Structure above Ground Level other than
Entrances
Shop and Services
Social Welfare Facility
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to reserve land for the use of Hong Kong Girl Guides Association Headquarters and related hostel use.

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 a maximum gross floor area of 21,360m² of which not less than 6,500m² shall be provided for institutional use and for a dormitory.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall exceed a maximum building height of 107.5mPD.

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 (unless otherwise specified)
Mass Transit Railway Vent Shaft and/or Other
Structure above Ground Level other than Entrances
Utility Installation not Ancillary to the Specified Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes including Cheung Sha Wan Wholesale Market Complex, Yau Ma Tei Public Cargo Working Area, ventilation buildings for the Airport Railway and Western Harbour Crossing, and a cargo working area.

KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/17

EXPLANATORY STATEMENT

**DRAFT SOUTH WEST KOWLOON
OUTLINE ZONING PLAN NO. S/K20/17**

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KOWLOON PLANNING AREA NO. 20

DRAFT SOUTH WEST KOWLOON OUTLINE ZONING PLAN NO. S/K20/17

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This explanatory statement is intended to assist an understanding of the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/17. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 Under the power delegated by the then Governor, the then Secretary for Planning, Environment and Lands, directed the Board on 17 June 1992, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare an Outline Zoning Plan for West Kowloon Reclamation in the south-western part of Kowloon Peninsula.
- 2.2 On 4 December 1992, the draft OZP No. S/K20/1 was exhibited for public inspection under section 5 of the Ordinance.
- 2.3 On 10 December 1996, the then Governor in Council, under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently renumbered as S/K20/3. On 4 November 1997, the Chief Executive in Council (CE in C) referred the approved OZP No. S/K20/3 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended five times and exhibited for public inspection under section 5 or 7 of the Ordinance to reflect changing circumstances.
- 2.4 On 11 July 2000, the CE in C under section 9(1)(a) of the Ordinance, approved the draft South West Kowloon OZP, which was subsequently re-numbered as S/K20/9. On 21 July 2000, the approved South West Kowloon OZP No. S/K20/9 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.5 On 10 October 2000, the CE in C referred the approved OZP No. S/K20/9 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 October 2000 under section 12(2) of the Ordinance.

- 2.6 On 27 October 2000, the draft South West Kowloon OZP No. S/K20/10, incorporating an amendment to delete the term 'Service Apartment' from the Notes, was exhibited for public inspection under section 5 of the Ordinance. During the plan exhibition period, one objection was received but it was subsequently withdrawn.
- 2.7 On 21 September 2001, the draft South West Kowloon OZP No. S/K20/11, incorporating amendments to rezone the "Industrial (2)" site at Yen Chow Street West to "Industrial"; to revise the covering Notes mainly to clarify the Board's intention with respect to "existing use" in the Planning Scheme Area; to add 'Educational Institution' use under Column 1 of the Notes for the "Commercial" ("C") zone; to replace the Notes for the "Industrial (2)" zone with the Notes for the "Industrial" zone; and to transfer 'Residential Institution' use from Column 1 to Column 2 of the Notes for the "Government, Institution or Community" zone, was exhibited for public inspection under section 7 of the Ordinance. During the plan exhibition period, one objection was received but it was subsequently withdrawn.
- 2.8 On 28 June 2002, the draft South West Kowloon OZP No. S/K20/12, incorporating the amendment to add 'Office' use to Column 2 of the Notes for the "Residential (Group A)" ("R(A)") zone, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, one objection, which was not related to the amendment item of the OZP, was received. On 6 September 2002, the Board considered the objection and agreed that it was invalid.
- 2.9 On 3 January 2003, the draft South West Kowloon OZP No. S/K20/13, incorporating the amendments mainly to rezone three sites adjoining the Airport Railway Olympic Station from "Comprehensive Development Area" ("CDA") accordingly to "C(1)", "C(2)", "R(A)5" and "R(A)6" to reflect the existing uses, and to amend the Notes for the "Commercial", "CDA" and "R(A)" zones, was exhibited for public inspection under section 7 of the Ordinance. During the exhibition period, two objections were received. Upon consideration, the Board decided to propose amendments to the OZP to partially meet the two objections.
- 2.10 On 9 May 2003, the proposed amendments to partially meet the two objections to the draft South West Kowloon OZP No. S/K20/13 were notified in the Gazette under section 6(7) of the Ordinance. No further objection to the proposed amendments was received. On 6 June 2003, the Board confirmed that the amendments formed part of the draft South West Kowloon OZP No. S/K20/13 under section 6(9) of the Ordinance. The two objections were subsequently withdrawn.
- 2.11 On 11 July 2003, the draft South West Kowloon OZP No. S/K20/14 was exhibited for public inspection under section 7 of the Ordinance. The amendments mainly involved the incorporation of Tsim Sha Tsui Fire Station Complex (originally falling within the Tsim Sha Tsui OZP) into the Planning Scheme Area. The Fire Station site together with the parcel of waterfront land at the southernmost part of Planning Scheme Area is rezoned to "Other Specified Uses" annotated "Arts, Cultural, Commercial and Entertainment Uses" to facilitate the planning of the West Kowloon Cultural District

(WKCD). Amendments have also been made to the Notes of the Plan to reflect the revised Master Schedule of Notes endorsed by the Board. During the exhibition period, eleven objections were received. Upon consideration, the Board decided not to propose amendments to the OZP to meet the objections. However, the Board agreed to revise the Explanatory Statement of the OZP to clearly reflect the Board's intention to adopt a "two-stage approach" for the planning of the WKCD.

- 2.12 On 26 March 2004, the draft South West Kowloon OZP No. S/K20/15 was exhibited for public inspection under section 7 of the Ordinance. The amendments mainly involved rezoning of three sites at Hoi Ting Road to "Open Space", rezoning of an area near the junction of Jordan Road and Ferry Street to "Other Specified Uses" annotated "Institutional Facility and Hostel Use", and deletion of two possible piers at the southern and central sections of the West Kowloon Reclamation, from the South West Kowloon Planning Scheme Area. The Notes for the "Other Specified Uses" annotated "Arts, Cultural, Commercial and Entertainment Uses" zone have been amended, and the Notes for the "Other Specified Uses" annotated "Institutional Facility and Hostel Use" were added. Amendments have also been made to the Notes of the Plan to reflect the latest refinement to the revised Master Schedule of Notes (MSN) endorsed by the Board. The Explanatory Statement was further revised to clarify the Board's intention to adopt the two-stage approach for West Kowloon Cultural District. During the exhibition period, no objection was received. After the exhibition period, one objection and one written representation were received. The objection was considered invalid by the Board on 21 May 2004.
- 2.13 On 14 January 2005, the draft OZP No. S/K20/16 was exhibited for public inspection under section 7 of the Ordinance. The amendments were to rezone an area near the junction of Lai Cheung Road and Hoi Wang Road from 'Road' to "Government, Institution or Community" ("G/IC"), to rezone NKILs 6320 and 6328 at 863 and 833 Lai Chi Kok Road from "CDA" to "R(A)7" and "R(A)8" respectively to reflect their existing uses, to amend the Notes for the "CDA" and "R(A)" zones, and to refine the specifications pertaining to 'Shop and Services' use in Column 2 of the Notes for the "Industrial" zone. During the exhibition period, no objection was received.
- 2.14 On 21 October 2005, the draft OZP No. S/K20/17 (the Plan) was exhibited for public inspection under section 7 of the Ordinance. The amendments involve the rezoning of the site bounded by Sham Mong Road, Hing Wah Steet West and West Kowloon Highway from "CDA" to "R(A)9", "G/IC" and 'Road' to reflect the existing and planned uses, and the refinements to the Notes of the Plan in accordance with the latest MSN.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area can be put under statutory planning control.

- 3.2 The Plan is to illustrate only broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes indicating uses which are always permitted in a particular zone and other uses for which the permission of the Board must be sought. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and better 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. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) is located in the south-western part of Kowloon Peninsula. It covers West Kowloon Reclamation and part of the former waterfronts in the Sham Shui Po and Yau Ma Tei districts. The boundaries of the Area are delineated in a heavy broken line on the Plan. It covers an area of about 402 hectares including 332 hectares of land and 70 hectares of typhoon shelter.
- 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 and the requirements under the Protection of the Harbour Ordinance (Cap. 531).

6. POPULATION

According to the 2001 Population Census, the population in the area was about 28,000. It is estimated that the planned population of the Area would be about 227,800.

7. LAND USE ZONINGS

- 7.1 "Commercial" ("C") : Total Area 3.54 ha
- 7.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as district and local shopping centre(s).
- 7.1.2 The overall level of commercial development in the Area is constrained by the capacity of the transport network. A maximum plot ratio of 8.0 is thus imposed to restrict traffic growth. The Metroplan has laid

down specific targets for the supply of hotels and offices in the Area. To achieve these targets, the optimal development mix within each commercial site would be stipulated in the Government lease.

- 7.1.3 The site designated "Commercial(1)" ("C(1)"), namely Hong Kong and Shanghai Banking Corporation (HSBC) Centre, is bounded by Sham Mong Road, Pok Man Street and Hoi King Street. The commercial development is subject to a maximum gross floor area (GFA) of 84,900m². A public open space of not less than 3,900m², a public transport terminus and a public toilet shall be provided. The HSBC Centre is connected with the Airport Railway Olympic Station via two elevated walkways.
- 7.1.4 Olympian City One and Olympian Tower on Hoi Fan Road are zoned "C(2)". The commercial development is subject to a maximum GFA of 41,000m². A public open space of not less than 2,930m², a public transport terminus, social welfare facilities (including a day nursery, a day care centre for the elderly, a social centre for the elderly and a home help centre) and a public sports complex shall be provided. The public sports complex shall include an indoor sports hall of not more than 5,700m² GFA and an area of not less than 5,900m² for outdoor sports/recreational facilities. Two elevated walkways are provided linking up Olympian City One/Olympian Tower with the Airport Railway Olympic Station.
- 7.1.5 Piecemeal commercial developments outside the "C" zones are not encouraged and should be strictly controlled to avoid overloading the transport capacity. Hotel and office uses are therefore only permitted as of right on sites zoned "C".
- 7.1.6 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.2 "Comprehensive Development Area" ("CDA") : Total Area 32.94 ha

- 7.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The 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.
- 7.2.2 The sites under this zoning are relatively large in area and are close to major transport links including West Kowloon Corridor, West Kowloon Highway, Airport Railway and Lin Cheung Road.
- 7.2.3 Pursuant to sections 4(A)1 and 4(A)2 of the Ordinance, any development in these "CDA" zones would require the approval of the Board through planning application under section 16 of the Ordinance.

The applicant shall prepare a Master Layout Plan (MLP) together with an environmental impact assessment and other materials as specified in the Notes of the Plan for approval by the Board. A copy of the approved MLP will be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

"CDA" in the southern part of the Area (21.42 ha)

- 7.2.4 Three "CDA" sites are earmarked to the south of Hoi Fai Road. Two of them will be developed comprehensively in connection with the development of the Airport Railway Olympic and Kowloon Stations. The remaining "CDA" site is bounded by Lin Cheung Road, Jordan Road, Road D1 and Road D12. The "CDA" site at the Airport Railway Kowloon Station in particular is intended to serve as the focus of a new secondary office and hotel centre in West Kowloon. The MLP for the Airport Railway Kowloon Station "CDA" zone was first approved by the Board on 15 July 1994. The latest amended MLP was approved on 29 July 2005. The MLP for the Airport Railway Olympic Station "CDA" zone was first approved by the Board on 19 August 1994. The latest amended MLP was approved by on 29 January 2005.
- 7.2.5 The Plan restricts the development intensities of the "CDA" sites to the maximum gross floor areas as stipulated in the Notes. Exemption to be given by the Building Authority under the Practice Note for Authorized Persons and Registered Structural Engineers No. 111 for hotel developments will be excluded from the calculation of gross floor area for the purpose of the maximum gross floor area restriction stipulated in the Notes.

"CDA" in the northern part of the Area (11.52 ha)

- 7.2.6 Three "CDA" sites are earmarked to the north of Yen Chow Street West.
- 7.2.7 The two godowns, NKILs 6003 R.P. and 6052, at Lai Fat Street are combined together and zoned "CDA". It is subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The MLP for the site was first approved by the Board on 14 April 2000. The latest amended MLP was approved on 28 June 2001.
- 7.2.8 The remaining two "CDA" sites are bounded by Sham Mong Road and the West Kowloon Highway. They are subject to specific control on plot ratios as specified in the Notes for this zone, i.e. a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The two "CDA" sites will be developed for residential developments with other supporting Government, institution or community (GIC) facilities. The "CDA" site at the West Rail Nam Cheong Station will be developed for private residential development. The MLP for the site was first approved by the Board on 17 December 1999. The latest MLP was approved on 15 October 2004.

7.2.9 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.3 "Residential (Group A)" ("R(A)") : Total Area 46.27 ha

7.3.1 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. Shop and services such as bank, fast food shop and retail shop are always permitted on the lowest three floors of a building. Shop and services on any upper floors and office use will require planning permission from the Board.

7.3.2 Two sites on both sides of Hoi Wang Road to the south of Tai Kok Tsui hinterland (the Charming Garden and the Hoi Fu Court) and a site bounded by Sham Mong Road and Tonkin Street West (Fu Cheong Estate) are zoned "R(A)" for public housing including Private Sector Participation Scheme (PSPS) development and public rental housing. The development intensities and requirements for the public housing sites have been stipulated in the planning briefs prepared by the Planning Department in conjunction with the Housing Department and other relevant Government departments.

7.3.3 A site at Hoi Fan Road, two residential sites to the west of Hoi Fai Road, a site near the junction of Hoi Wang Road and Yan Cheung Road, and a site near the junction of Cherry Street and Hoi Wang Road are zoned "R(A)1". Two sites to the east of Road D1 between Jordan Road and Road D12 are zoned "R(A)2". A site bounded by West Kowloon Corridor and Hing Wah Street West as well as a site to its further west are zoned "R(A)3". A site at the junction of Sham Mong Road and Hing Wah Street West is zoned "R(A)4".

7.3.4 In view of the environmental and traffic constraints of the West Kowloon Reclamation area, the maximum domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 6.5 and 5 respectively while the maximum non-domestic plot ratios permitted in "R(A)1" and "R(A)2" zones are 1. The "R(A)3" zone is subject to a maximum domestic plot ratio of 7.5 and a maximum non-domestic plot ratio of 1.5. The "R(A)4" zone is subject to a maximum domestic plot ratio of 6.5 and a maximum non-domestic plot ratio of 1.5. The restriction on the non-domestic plot ratio will help maintain a better residential environment without over-infiltration of commercial and other non-residential uses into the Area.

7.3.5 It is expected that some of the sites may be required to facilitate the thinning out of population from the congested hinterland in West Kowloon.

- 7.3.6 Park Avenue and Central Park together with the retail complex of Olympian City Two on Hoi Ting Road are designated as "R(A)5" zone. The mixed residential/retail developments are subject to a maximum domestic GFA of 220,050m² and a maximum non-domestic GFA of 47,500m². A public open space of not less than 8,900 m², a market, a public transport terminus and GIC facilities as required by the Government shall be provided. An elevated walkway linking up Olympian City Two with the Airport Railway Olympic Station is provided. There is a footbridge at Hoi Wang Road connecting Park Avenue with Hoi Fu Court.
- 7.3.7 Island Harbourview on Hoi Fan Road is zoned "R(A)6". The residential development is subject to a maximum GFA of 169,950m². A public open space of not less than 4,871m² shall be provided. Two footbridges have been constructed at Hoi Fai Road to provide pedestrian connection between Island Harbourview and the two residential sites zoned "R(A)1" to the west on Hoi Fai Road.
- 7.3.8 The former Cheung Sha Wan Shipyard site, NKILs 6320 and 6328 at Lai Chi Kok Road, has been developed to two residential developments, viz., Banyan Garden and Liberte respectively. The Banyan Garden is zoned "R(A)7" and is subject to a maximum domestic GFA of 145,625m² and a maximum non-domestic GFA of 5,799m². In addition, a total of not less than 140 public lorry parking spaces and a community hall of 992m² GFA shall also be provided. The Liberte is zoned "R(A)8" and is subject to a maximum domestic GFA of 141,840m² and a maximum non-domestic GFA of 5,600m². In addition, a total of not less than 140 public lorry parking spaces shall also be provided.
- 7.3.9 The Hoi Lai Estate, bounded by Sham Mong Road, Hing Wah Street West and West Kowloon Highway, has been completed and is zoned "R(A)9". The site is subject to a maximum domestic and non-domestic GFA of 279,910m² and 8,210m² respectively. Within Hoi Lai Estate, a public transport terminus is provided.
- 7.3.10 To provide flexibility for innovative design adapted to the characteristics of particular sites, minor relaxation of the plot ratio/GFA restrictions may be considered by the Board through the planning permission system. Each proposal will be considered on its individual planning merits.

7.4 "Industrial" ("I") : Total Area 2.11 ha

- 7.4.1 This zone is intended primarily for general industrial uses to ensure an adequate supply of industrial floor space to meet demand from production-oriented industries. Information technology and telecommunications industries and office related to industrial use are also always permitted in this zone. However, shop and services (ground floor only, except in wholesale conversion of an existing building and ancillary showroom which may be permitted on any floor)

such as bank, fast food shop and retail shop, and office uses, other than those permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, will require planning permission from the Board.

7.4.2 A site at Yen Chow Street West is zoned "I" and development on this site is restricted to a maximum plot ratio of 2.5. It has been developed for godown and open storage uses.

7.5 "Government, Institution or Community" ("G/IC") : Total Area 30.65 ha

7.5.1 This zone is intended primarily for the provision of Government, institution and 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. The provision of GIC facilities are based on the Hong Kong Planning Standards and Guidelines (HKPSG) or in consultation with concerned Government departments where the HKPSG are not applicable. The shortfalls of GIC facilities in the hinterland in West Kowloon have also been taken into account wherever possible and appropriate. The provision of GIC facilities within the Area is generally adequate to serve the planned population.

7.5.2 Major GIC uses to be provided within the "G/IC" zones include Government depots, markets, public carparks, clinics, police stations, social welfare facilities, schools, indoor recreation centres, a magistracy, electricity sub-stations, telephone exchanges, pumping stations, traction substation, and a gas pigging station.

7.5.3 Local GIC facilities would also be provided within the "R(A)" and "CDA" zones.

7.6 "Open Space" ("O") : Total Area 23.17 ha

7.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

7.6.2 Major open spaces are distributed throughout the Area to meet the demand of the planned population. Local open spaces are also provided within "R(A)", "C" and "CDA" sites.

7.6.3 Open spaces are provided in accordance with the HKPSG. The level of provision on the Plan is adequate to serve the planned population of the Area.

7.7 "Other Specified Uses" ("OU") : Total Area 78.69 ha

- 7.7.1 This zoning covers land allocated for specific purposes. It covers two wholesale markets, piers, the Western Harbour Crossing Toll Plaza, cargo working areas, railway stations, ventilation buildings, a public utility depot including electricity sub-station, and the proposed West Kowloon Cultural District (WKCD).
- 7.7.2 There are two major "OU" sites in the northern part of the Area, viz., the Cheung Sha Wan Wholesale Market Complexes Phases I and II. Phase I of the Complex located to the immediate north-west of Yen Chow Street West was completed in September 1993 providing wholesale market facilities for imported vegetables, eggs and fish. The Phase II site is intended to accommodate wholesale market and related industrial and cargo handling uses.
- 7.7.3 Other specific uses under the "OU" zoning include the following :
- (a) five piers are located at the Cheung Sha Wan waterfront serving Cheung Sha Wan Wholesale Market;
 - (b) Yau Ma Tei Public Cargo Working Area is located immediately to the east of the typhoon shelter. Another cargo working area at the Cheung Sha Wan waterfront is currently operated by private sector;
 - (c) the Airport Railway Olympic Station and the Airport Railway Nam Cheong Station;
 - (d) a site near the south-western end of the Area is designated for the Western Harbour Crossing Toll Plaza;
 - (e) a site for ventilation building located to the north of Yau Ma Tei Interchange serving the Airport Railway;
 - (f) a site for public utility depot including electricity sub-station is located at To Wah Road; and
 - (g) a site near the junction of Jordan Road and Ferry Street for a new headquarters building for the Hong Kong Girl Guides Association with related dormitory and hostel uses.
 - (h) an area of about 40 hectares which is located to the south of Austin Road West and the Western Harbour Crossing Toll Plaza is proposed for a mixture of arts, cultural, commercial and entertainment uses to facilitate development of the WKCD. The planning intention of this zone is to develop the area into an integrated arts, cultural, commercial and entertainment district with distinguished identity, capable of achieving a critical mass for the respective uses and supported by a range of mixed

commercial, office, retail, residential, hotel uses together with not less than 20 ha of open spaces and other essential GIC facilities.

The arts, cultural, commercial and entertainment opportunities to be provided in the area will enrich Hong Kong's quality of arts and cultural life, create a renowned tourist destination and a unique landmark for Hong Kong. It is the objective, through the development, to enhance Hong Kong's position as Asia's premier centre of arts, culture and entertainment and at the same time to create a new look for the Victoria Harbour. The key arts and cultural proposals within the zone will include a theatre complex, a multi-purpose performance venue, a water amphitheatre, a cluster of museums, an art exhibition centre, arts workshops/studios, and a series of piazza areas. In addition, a variety of entertainment/retail/restaurant uses as well as commercial, office, hotel and residential developments are expected to be provided to add life and vibrancy to the district. Leisure and recreation developments together with essential GIC facilities and utilities will also be provided to support the WKCD development.

At least 55% of the development area will be covered by a distinctive canopy. It is envisaged that the canopy would range from about 130mPD at the western headland to about 50mPD near the eastern portion of WKCD. No buildings should be higher than the canopy except for the tower blocks at the eastern Commercial Gateway close to Canton Road.

All the development requirements of the WKCD are set out in the Development Brief of the Invitation for Proposals (IFP) document for the WKCD issued by the Government on 5 September 2003. According to the IFP, project proponents are required to prepare preliminary masterplans together with broad technical assessments to justify the acceptability of their respective development proposals. The existing Tsim Sha Tsui Fire Station Complex at Canton Road will be demolished and re-provisioned by the Successful Proponent.

A two-stage approach will be adopted by the Board in the zoning amendments of the OZP for implementation of the WKCD. The OZP will only be submitted to the Chief Executive in Council (CE in C) for approval after completion of the two-stage plan amendment process.

To provide design flexibility for proponents to come up with the most appropriate scheme proposal commensurate with the above development objective, the first stage is to clearly reflect the planning intention of developing the site into an integrated arts and cultural district; hence a broad "Other Specified Use" zoning with appropriate annotations will suffice.

After the Administration has completed its assessments on the development proposals submitted in accordance with the IFP, the preferred development scheme with its preliminary masterplan will be submitted to the Board for consideration and agreement before it is submitted to the Government for approval and for entering into a Provisional Agreement with the successful proponent.

The second stage of zoning amendment will take place after the selected scheme has been approved by the Government and the Provisional Agreement has been entered into between the successful proponent and the Administration. The OZP will be amended to incorporate the agreed development parameters of the selected scheme, including the development mix and intensity, such as the gross floor area for different uses, permissible plot ratio and maximum building heights and open space requirements, and published for public inspection and comment. The revised OZP will go through the normal objection hearing process before submission to CE in C for approval.

In the consideration of the preliminary masterplan for the WKCD and the subsequent consideration of objections (if any), the Board will pay due regard to its Vision Statement for Victoria Harbour and the requirements under the Protection of the Harbour Ordinance.

The Project Agreement will only be finalized and executed after the completion of the statutory planning procedures. The approved OZP will serve as a basis for planning and development control. Any subsequent changes to the development parameters of the Project will necessitate further amendments to the approved OZP and will be processed in accordance with the provisions of the Town Planning Ordinance.

8. COMMUNICATIONS

8.1 Roads

- 8.1.1 Only major roads including trunk, primary and distributor roads are indicated on the Plan while local and minor roads are not shown.
- 8.1.2 West Kowloon Highway runs from north to south providing a strategic transport link to the Area. It forms part of a major road link extending from the airport at Chek Lap Kok to Hong Kong Island through the Western Harbour Crossing.
- 8.1.3 West Kowloon Highway is elevated between Mei Foo Sun Chuen and north of Cherry Street and at-grade and semi-depressed south of Cherry Street. The Yau Ma Tei Interchange of this highway provides

connection with West Kowloon Corridor, the proposed Central Kowloon Route and local roads in the Area.

- 8.1.4 The Area will be served by the proposed Route 8 (formerly known as Route 9) between Tsing Yi and Cheung Sha Wan as well as between Cheung Sha Wan and Sha Tin. This section of Route 8 will be an elevated road connecting with West Kowloon Highway at Lai Wan Interchange. The new route is scheduled to be completed in 2007/08.
- 8.1.5 Pursuant to section 13A of the Ordinance, the road schemes authorized by the then Secretary for Transport on 11 September 2000 and by the Chief Executive in Council on 10 July 2001 under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) shall be deemed to be approved under the Ordinance. The alignment of Route 8 is shown on the Plan for information only.
- 8.1.6 Roadside amenity areas along major roads have been generalised and shown as part of the overall road network on the Plan.

8.2 Railways

- 8.2.1 The Area is served by the Airport Railway, which provides two services: an Airport Express Line (AEL) between the airport at Chek Lap Kok and Hong Kong Island, and a local domestic Tung Chung Line (TCL) between Tung Chung and Hong Kong Island.
- 8.2.2 The rail reserve is predominantly for four tracks running at-grade under West Kowloon Highway to the Airport Railway Olympic Station. From Cherry Street, the tracks diverge from West Kowloon Highway and run underground parallel to Lin Cheung Road to the Airport Railway Kowloon Station.
- 8.2.3 The Airport Railway Kowloon Station has separate AEL and TCL stations and includes in-town check-in facilities for the airport at Chek Lap Kok. Both the Airport Railway Olympic Station and Nam Cheong Station are TCL stations.
- 8.2.4 Besides, the Area is served by the Kowloon-Canton Railway Corporation (KCRC) West Rail which is a passenger line connecting Tuen Mun Centre to West Kowloon with a terminal at Nam Cheong Station. The West Rail was completed in late 2003. Interchange between the West Rail and TCL at Nam Cheong Station is provided.
- 8.2.5 The Area will also be served by the proposed KCRC Kowloon Southern Link (KSL), which is an extension of West Rail from its Nam Cheong Station to connect with East Rail Tsim Sha Tsui Extension at East Tsim Sha Tsui Station. It will provide passengers along the West Rail catchment in Northwest New Territories with a direct link to urban Kowloon. The KSL will have a new West Kowloon Station near Austin Road West. The construction of KSL has already commenced and would be completed by 2009.

8.2.6 Pursuant to section 13A of the Ordinance, the railway scheme for the KSL authorized by the CE in C under the Railways Ordinance (Chapter 519) shall be deemed to be approved under the Ordinance. As the KSL has been authorized by CE in C on 21 June 2005, the alignment of KSL is shown on the Plan for information only.

8.3 Other Public Transport Facilities

8.3.1 The Area will be well served by buses and green minibuses. A number of public transport terminus have been provided in the developments adjoining the Airport Railway Olympic Station and planned in the CDA development of Airport Railway Kowloon Station and also in other "CDA", and "R(A)" and "C" sites.

8.3.2 An Automated People Mover (APM) system running through the proposed WKCD may be developed by the future developer of the WKCD. The APM system is likely to run on elevated tracks and there is a potential to link the APM system to the existing and planned railway facilities in the vicinity.

8.4 Pedestrian Facilities

8.4.1 A system of elevated walkways linking up the Airport Railway Olympic Station with the adjoining commercial developments is provided to segregate pedestrian and vehicular traffic. Two elevated walkways crosses over Sham Mong Road to provide access to HSBC Centre to the east, one crosses over Lin Cheung Road to reach Olympian City Two to the south, while two other walkways crosses over the West Kowloon Highway to provide access to Olympian Tower/Olympian City One to the west.

8.4.2 A footbridge is provided between residential developments at Park Avenue and Hoi Fu Court, whereas two footbridges have been completed to connect the residential development at Island Harbourview on Hoi Fan Road with the two residential sites zoned "R(A)1" to the west on Hoi Fai Road.

8.4.3 The "CDA" site at the Airport Railway Olympic Station would also be linked up with the existing developments in the surrounding areas. The developer of the "CDA" site is required to provide a link to the "CDA" site with a section of elevated walkway crossing over the West Kowloon Highway from Olympian City One. In addition, one footbridge linking with HSBC Center on Sham Mong Road, and two footbridges linking with the existing Tai Kok Tsui area shall also be provided by the developer of the "CDA" site.

8.4.4 To link up the hinterland with the West Kowloon Reclamation area, a number of footbridges / subways have been constructed / planned at the junctions of Sham Mong Road/Ivy Street, Sham Mong Road/Hoi Fai Road, Waterloo Road/Ferry Street and Jordan Road/Ferry Street, and Cherry Street/Argyle Street/Ferry Street. These footbridges / subways

provide essential linkages between the hinterland area with the open space, major commercial development and community facilities at the Airport Railway Olympic and Kowloon Stations. The northern part of the Area will also be served by a comprehensive grade-separated pedestrian network in the form of footbridges, i.e. across Sham Shing Road, Sham Mong Road and Tonkin Street West.

9. TYPHOON SHELTER

The former Yau Ma Tei Typhoon Shelter has been reclaimed and reprovisioned further west within the Area. Having an area of about 70 ha, the reprovisioned Yau Ma Tei Typhoon Shelter is the largest typhoon shelter in Hong Kong. Associated with the typhoon shelter is a public cargo working area and other GIC uses such as a marine licensing office and a water selling kiosk.

10. UTILITY SERVICES

10.1 Water

Water mains will generally be laid below road carriageways. Some water mains will be laid under amenity areas and open spaces. Trunk water mains should not be routed along West Kowloon Highway and Airport Railway. Fresh water for the Area is served by a service reservoir to the west of Pak Tin Estate.

10.2 Gas

A site for a gas pigging station has been reserved near the approach roads of Western Harbour Crossing. Gas pipelines will be laid below road carriageways and along roadside amenity areas and verges of Lin Cheung Road.

10.3 Electricity

Electricity cables will be laid below footpaths or carriageways. In some cases, a 5m reserve through open space areas is required. A total of five electricity sub-station sites have been reserved in the Area.

10.4 Telephone

Telephone cables will be laid below footpaths or carriageways. There will be two telephone exchanges in the Area.

10.5 Sewerage and Drainage

10.5.1 Sewage generated by the Area will be drained by gravity to either the Cheung Sha Wan and Sham Shui Po Sewage Screening Plants or the Stonecutters Island Sewage Treatment Works via pumping stations. Sewage in the southern section will be drained to the newly constructed interceptor sewer in Mong Kok through gravity sewer connections.

10.5.2 All drainage reserves should be kept free of building works.

11. IMPLEMENTATION

- 11.1 The timing and construction of distributor roads, drainage and installation of utilities will be programmed to meet the demand for development in the Area.
- 11.2 Although existing uses non-conforming to the statutory zoning are tolerated, any change of use and any other development/redevelopment must conform to the zonings on the Plan. 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.
- 11.3 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 reservations within Government departments. 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 relevant 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 Sham Shui Po and Yau Tsim Mong District Councils would also be consulted as appropriate.
- 11.4 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 the guidelines published by the Board. The outline development plans are available for public inspection at the Planning Department. 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.