

# LEGISLATIVE COUNCIL BRIEF

Town Planning Ordinance  
(Chapter 131)

## APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8

### INTRODUCTION

At the meeting of the Executive Council on 18 October 2022, the Council ADVISED and the Chief Executive ORDERED that the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/7A, should be approved under section 9(1)(a) of the Town Planning Ordinance (the Ordinance). The plan is now renumbered as No. S/K22/8 at Annex A.

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### AMENDMENTS TO THE KAI TAK OZP NO. S/K22/6 SINCE ITS REFERENCE BACK

2. Since the reference back of the approved Kai Tak OZP No. S/K22/6 on 1 June 2021, the draft Kai Tak OZP No. S/K22/7 (the draft OZP) incorporating amendments was exhibited on 10 December 2021 for public inspection under section 5 of the Ordinance. The amendments to the matters shown on the draft OZP include:

#### Private Residential Developments

- (a) revision to the stipulated building height (BH) restriction from 90 meters above principal datum (mPD) to 125mPD for the site zoned "Comprehensive Development Area (4)" on the south-eastern side of Olympic Avenue and the north-eastern side of Muk Lai Street (i.e. Site 2A2<sup>1</sup>) (Amendment Item A);
- (b) rezoning of a site on the south-eastern side of Olympic Avenue and the south-western side of Muk Lai Street (i.e. Site 2A3) from "Commercial (3)" ("C(3)") to "Residential (Group A)6" ("R(A)6") with stipulation of BH restriction of 125mPD (Amendment Item B);
- (c) rezoning of three sites situated between Olympic Avenue and Road L16 (i.e. Sites 2A4, 2A5(B) and 2A10) from "C(3)" to "R(A)5" and linking up the three sites as one site, with stipulation of BH restrictions of 100mPD, 115mPD and 125mPD (Amendment Item C);
- (d) rezoning of a site on the north-eastern side of Shing Fung Road and

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<sup>1</sup> The Government had decided to bundle (a) Sites 2A2 and 2A3, and (b) Sites 2A4, 2A5(B) and 2A10 each as a single lot for disposal and development.

the south-eastern side of Shing King Street (i.e. Site 4B5) from "C(4)" to "Residential (Group B)8" ("R(B)8") (Amendment Item F);

- (e) rezoning of a site on the south-western side of Shing Fung Road and the north-western side of Shing King Street (i.e. Site 4C4) from "C(7)" to "R(B)9" (Amendment Item G);
- (f) rezoning of a site on the south-western side of Shing Fung Road and the south-eastern side of Shing King Street (i.e. Site 4C5) from "C(5)" to "R(B)10" (Amendment Item H);

#### Dedicated Rehousing Estate (DRE)

- (g) rezoning of a site to the south and southeast of the To Kwa Wan Road Pumping Station from "Government, Institution or Community" ("G/IC"), "Other Specified Uses" ("OU") annotated "Waterfront Related Commercial, Cultural and Leisure Uses" ("OU(WRCCLU)") and "Open Space" ("O") to "R(A)6" with stipulation of BH restriction of 100mPD (Amendment Item J1);
- (h) rezoning of a parcel of land to the east of the To Kwa Wan Road Pumping Station from "OU(WRCCLU)" to "O" (Amendment Item J2);

#### Commercial Development

- (i) rezoning of a site at the junction of To Kwa Wan Road and San Ma Tau Street from "OU" annotated "Tunnel Ventilation Shaft" and "G/IC" to "C(9)" with stipulation of BH restriction of 100mPD to take forward the decision of the Metro Planning Committee (MPC) of the Town Planning Board (the Board) on a rezoning application submitted under section 12A of the Ordinance (Amendment Item I);

#### Other Amendments

- (j) re-alignment of the areas shown as 'Underground Shopping Street' (USS) at the former north apron area (Amendment Item D);
- (k) rezoning of several parcels of land at Kai Tak Sports Park (KTSP) to reflect its latest development boundary (Amendment Items E1 to E3);
- (l) rezoning of Kwun Tong Ferry Pier (KTFP) from "OU" annotated "Pier" ("OU(Pier)") to "OU(Pier)(1)" to take forward the latest proposal of Kwun Tong Action Area development (Amendment Item K); and
- (m) rezoning of a piece of land at Cha Kwo Ling Road from "G/IC" to "O" for waterfront promenade development (Amendment Item L).

As the Government would no longer pursue the originally envisaged Environmentally Friendly Linkage System (EFLS), the indicative alignment and station of the EFLS had been removed from the approved Kai Tak OZP No. S/K22/6. This is not an amendment item.

3. Corresponding amendments to the proposals above and technical amendments in accordance with the revised Master Schedule of Notes to Statutory Plans were also made to the Notes and Explanatory Statement (ES) of the draft OZP.

## REPRESENTATIONS AND COMMENTS ON REPRESENTATIONS

4. During the exhibition of the draft OZP, 115 valid representations and 54 valid comments on the representations (comments) were received. The representations and comments were considered by the Board at its meeting held on 17 June 2022.

### Supportive Representations (10 nos.)

5. There were 7 supportive representations submitted by Hong Kong Housing Society (HKHS) (R1) and individuals, and 3 representations (R8 to R10) providing both supportive and opposing views on various amendment items were submitted by a concern group (R8), the Real Estate Developers Association of Hong Kong (REDA) (R9) and an individual. The major grounds/views of the representations are summarised below –

#### Amendment Items J1 and J2

- (a) the proposed DRE development at Ma Tau Kok was intended to meet the rehousing demands arising from Government and/or urban renewal projects, which was in line with the Government's policy to increase housing land supply;
- (b) the proposed DRE development was sensitively designed with a maximum BH of 100mPD, which was compatible with the stepped height profile in the locality and in complement to the Dining Cove concept providing retail, cultural, leisure and social welfare facilities;
- (c) an ample landscaped public open space (POS) with an area of not less than 2,700m<sup>2</sup> would be provided within the development to enhance vibrancy and connectivity of the waterfront and air ventilation and visual permeability in surrounding areas;
- (d) the proposed development with similar development intensity with nearby existing residential developments, such as Grand Waterfront and Metropolitan Rise, would be well integrated with the surrounding neighborhood;

- (e) about 5% of the domestic gross floor area (GFA) of the proposed development would be provided for social welfare facilities to serve the need in society;
- (f) no insurmountable adverse technical impacts were expected to be arisen from the proposed DRE development according to the technical assessments;

#### Amendment Item K

- (g) the proposed "OU(Pier)(1)" zone broadened the usage at the KTFP for a more vibrant waterfront and for better use of valuable land resources;

#### Amendment Item L

- (h) the proposed "O" zone at Cha Kwo Ling Road allowed a continuous waterfront promenade for the enjoyment of the public; and

#### Amendments to the Notes of the OZP

- (i) the amendment to incorporate 'Social Welfare Facility' use under Column 1 of the "R(B)8", "R(B)9" and "R(B)10" zones would help achieve an inclusive society with diversified development and benefit the minority. The provision was reasonable to meet the deficit in the community.

#### Adverse Representations and Providing General Views (105 nos.)

6. The 105 adverse representations were mainly submitted by individuals, except for those submitted by Worldwide Cruise Terminals (Hong Kong) Limited (R43), the Owners' Committee of Grand Waterfront (R50), the Hong Kong and China Gas Company Limited (R51), the office of a member of the Kowloon City District Council (KCDC) (R71). The major grounds/views and proposals of the adverse representations are summarised below –

#### Amendment Items A to D and F to H

##### Planning Intention and Position of Kai Tak Development (KTD)

- (a) the rezoning of five commercial sites for residential use at the former north apron and runway areas would lead to a loss in commercial GFA in KTD and jeopardise the economic role of KTD as an important component of core business district (CBD) 2;
- (b) the long-term planning vision of KTD as a tourism, leisure and business destination should not be affected by the short-term economic situation;
- (c) property developers had reasonable expectations that the overall planning and implementation of KTD would adhere to the statutory OZP with a vibrant CBD and good environmental-friendly connections in

bidding the land parcels. The rezoning of the five commercial sites negatively affected the credibility of the Government;

- (d) the rezoning of the five commercial sites would turn KTD into a monotonous district with mere residential development. Given its prime location and ambitious vision to be part of the CBD2, KTD should be dominated by commercial, tourism, art, cultural and sports developments;
- (e) the original planning of KTD was based on consensus built from rounds of public consultations and should not be deviated. Local residents should be consulted on the rezoning proposals;
- (f) the rezoning of the sites at the former runway area would deprive the community of the opportunity to enjoy waterfront and there was no guarantee for the provision of the intended retail frontage along the harbour. The harbourfront at the former runway area should be enhanced to be developed into a tourism destination;
- (g) the rezoning of the three commercial sites at the former runway area would lead to a loss of the benefits of economy of scale and affect the vibrancy of the Kai Tak Cruise Terminal (KTCT) and the proposed Tourism Node (TN) as well as the intention to develop the Kai Tak Runway Tip (KTRT) as a tourism hub;
- (h) given its landmark harbourfront location with excellent potential, the former runway area should be developed into an attractive world-class tourism hub and mainly used for commercial, hotel, retail and tourism developments. Hotels should be provided at the former runway area to serve the demand from the KTSP and KTCT;
- (i) there should be a hotel adjacent to the KTCT to realise its potential. Parking facilities should be provided at Sites 4C5 and 4D2 (i.e. the TN site) for "park and cruise" travels as point to point transport fared better than intermodal transfer;
- (j) the five sites should be used for Government, institution and community (GIC) use, including library, sports ground, recreational facilities or open space for public enjoyment;
- (k) the long narrow low-ceiling corridor of the USS had limited appeal and it would take a long time to implement the proposal eventually generating construction difficulties;
- (l) whilst the USS could provide an all-weather protected shopping environment, weather in Hong Kong was not extreme and outdoor dining/cafes and open air seating were more preferable;
- (m) when the commercial sites were tendered in 2019 and 2020, nine bids

and four bids were respectively submitted by interested tenderers but the Government considered that those offers did not reach their minimum offer price and removed the sites from sale. The Government had overestimated the property price;

- (n) all five commercial sites or the three commercial sites at the former runway area should be retained for commercial use;
- (o) there was concern on whether the TN would be rezoned for residential use in the next round of OZP amendment;
- (p) it was questionable whether the TN could still be sustainable with limited provision of hotel facilities;

#### Incorporation of Social Welfare Facilities

- (q) social welfare facilities were not compatible with the CBD vision of KTD and the incorporation of the proposed facilities at the five sites would undermine the past effort in achieving the vision and create a negative image of KTD. In particular, the incorporation of the social welfare facilities at Sites 4B5, 4C4 and 4C5 at the former runway area was contradictory to the planning theme and harbourfront position of the area which should be a prime and unique landmark tourism hub of Hong Kong;
- (r) the proposed social welfare facilities at the five sites should be located to other suitable areas, in terms of accessibility, proximity to services and demand, and there was no demand for the proposed social welfare facilities within KTD. It was not cost effective to develop social welfare facilities on land of high land sale value, in particular the former runway area;
- (s) Boys' Home and Hostel for Severely Mentally Handicapped Persons at Sites 2A2 and 2A3 at the former north apron would not be welcomed by the residents and was not suitable to be accommodated in residential and commercial area;

#### Traffic and Transport Aspects

- (t) the increase in population arisen from the rezoning of the five sites would bring adverse traffic impact. The existing road network capacity and transport facilities of KTD could not support the increase in traffic demand from the rezoning proposals and the incorporation of social welfare facilities;
- (u) increasing residential developments and social welfare facilities at Sites 4B5, 4C4 and 4C5 without sufficient transport facilities might delay the emergency service for the users of social welfare facilities. The cumulative traffic impact on the road network in the former runway area was

underestimated;

#### Visual and Air Ventilation Aspects

- (v) the increase in BH for Sites 2A2 and 2A3, and 2A4, 2A5(B) and 2A10 from 80/90mPD to 100/115/125mPD at the former north apron area would cause wall effect;
- (w) the BH restriction of 108mPD of Site 4B5 was higher than the adjacent developments with BH restrictions of 95mPD and 100mPD, and was considered excessive and undesirable from urban design point of view given its location;

#### Proposal

- (x) given the visually sensitive location at Victoria Harbour, the development density of Sites 4B5, 4C4 and 4C5 in respect of plot ratio (PR) and BH restrictions should be limited to not more than that for the adjacent "R(B)4" sites, i.e. a maximum PR of 5.5 and BH not exceeding 95mPD;

#### Provision of Retail and GIC Facilities of KTD

- (y) commercial uses, including retail shops and eating places were insufficient to serve the needs of the increased population at the former runway area. There were insufficient community facilities to support the daily necessity of the planned population of KTD, in particular the former runway area;

#### Amendment Items J1 and J2

#### Impact on the Overall Planning of KTSP and the Surrounding Areas

- (z) the proposed DRE development would undermine the overall planning of the KTSP and the surrounding areas as a leisure and sports destination;
- (aa) there should be more suitable sites for housing development. Limited flat production and nano flats were anticipated at the site which was undesirable;

#### Traffic and Transport Aspects

- (bb) further influx of population arising from the proposed DRE development would bring additional road and pedestrian traffic to the Ma Tau Kok waterfront area and worsen the congestion in the area;

#### Environmental Aspects

- (cc) the proposed DRE development was in the vicinity of KTSP which would be subject to noise and disturbances from the stadium;

- (dd) the DRE site was not suitable for housing development as it was in proximity to sewerage pumping station, which brought an undesirable living environment to its future residents;
- (ee) residents of the To Kwa Wan district were already subject to the nuisance, noise and poor air quality brought by public infrastructure (including the Central Kowloon Route (CKR) project) and urban renewal works projects;

#### Landscape, Visual and Air Ventilation Aspects

- (ff) the proposed DRE development would block the view and affect the property price of other residential developments in the areas;
- (gg) the proposed DRE development would bring negative impact on the landscape amenity of the harbourfront area of Kai Tak and visual quality from Kai Tak looking towards To Kwa Wan. The proposed BH of the DRE development was also not in line with the descending BH profile from Grand Waterfront to KTSP;
- (hh) the proposed DRE development would introduce a wall effect that blocked the sunlight and air flow from the seaside towards the built-up cluster of To Kwa Wan, bringing adverse air ventilation impact;

#### Risk Aspects

- (ii) there was insufficient information, including quantitative figures or details, in the paper to address the gas safety concern arisen from the proposed DRE development in view of its proximity to the Ma Tau Kok Gas Works;
- (jj) determination of acceptable risk levels should not be based solely on the risk guidelines but also that the project would not generate substantial increase in potential loss of life (PLL). There was no detailed safety risk analysis to address the concern;
- (kk) additional hazard posed to the consultation zone was substantial with PLL increased by over 25%. Taking into account the increasing risk of vandalism/sabotage to the gas plant, the societal risk would fall into the unacceptable zone;

#### Proposal

- (II) a note should be added under "R(A)6" zone that the Hong Kong and China Gas Company Limited should be consulted;

#### Provision of GIC Facilities and Open Space of KTD

- (mm) there were inadequate essential supportive facilities such as market,

kindergartens, primary and secondary schools in the nearby area of the proposed DRE development;

- (nn) the rezoning proposal would lead to a reduction in the provision of open space;
- (oo) the site should be retained as open space/green belt for public enjoyment, given its harbourfront location;

#### Alternative Sites

- (pp) the proposed DRE development could be relocated to Harmony Garden, and a site at Ma Hang Chung Road and Pau Chung Street which had been vacant for many years. The redevelopment of the "5 Streets" and "13 Streets", which could facilitate transformation of To Kwa Wan, could also be considered;

#### Provision of Retail and Catering Facilities

- (qq) there was a lack of retail facilities for daily necessities nearby;
- (rr) alfresco dining should be provided and relevant requirements should be incorporated in the lease conditions;

#### Amendment Item I

#### Traffic and Transport Aspects

- (ss) there had been coaches for tourist parking and dropping off in the area, causing congestion. Further influx of working population arising from the proposed development would further worsen the road and pedestrian traffic and delay the emergency service when needed;
- (tt) the authority had to evaluate the possible consequence of overload by the proposed commercial development on the tunnel of CKR;

#### Visual and Air Ventilation Aspects

- (uu) given its harbourfront location, the BH restriction of 100mPD would adversely affect the visual amenity of the harbourfront area. The BH restriction should be in line with the BH along Mei King Street;
- (vv) the proposed commercial development at San Ma Tau Street would block the air flow from the harbourfront, reducing ventilation into the built-up cluster of To Kwa Wan;

#### Amendment Items E1 to E3, K and L

#### Amendment Items E1 to E3

(ww) rezoning a strip of land from "OU" annotated "Stadium" to "O" under Amendment Item E1 was to boost the open space provision but such narrow strip of land was not genuine open space. The overall open space provision was reduced due to the swap of land shown as 'Road' and area zoned "O(2)" under Amendment Items E2 and E3;

Amendment Item K

(xx) 'Eating Place' should be a Column 1 use for "OU(Pier)(1)" zone and open air refreshment facilities with various price points should be provided;

Amendment Item L

(yy) a wide deck across Cha Kwo Ling Road was proposed for better connection between the promenade and residential developments. Retail, sitting-out area, look-out points, toilets, eating places, open space should be included at the deck landing;

Other Views/Suggestions/Proposals

Views in relation to the EFLS

(zz) the change in the mode of EFLS would adversely affect the connectivity of KTD particularly the isolated former runway area with the rest of Kowloon East. The proposed "multi-modal" EFLS was considered not viable nor effective, and would not serve the massive growth of demand in KTD;

(aaa) the traffic review, which had not compared the conditions of original zonings with EFLS against the amended zonings with multi-modal EFLS, had not provided robust justifications to establish the amendments;

(bbb) the incorporation of an indicative alignment of EFLS on the Kai Tak OZP had provided the EFLS with a statutory status. The bids put in for land parcels by developers had expected the implementation of good environmentally friendly connections. The monorail EFLS should be reassessed and it was premature to remove the alignment until further investigation had been carried out;

(ccc) a shortened alignment was proposed, which would meet the traffic demand generated from the development and make good the Government's promise in KTD. Transport operators and investors should be involved in the review process;

(ddd) removal of the EFLS should be an amendment item to the OZP and be subject to representation/comment under the Ordinance so that the public could have opportunity to express their view on the matter;

(eee) the Government's response in Annex IV of the Board Paper No. 10842

stating that the Board was not empowered to authorize transport related works and alignment was wrong;

(fff) the reasons for not further pursuing the EFLS had not been clearly explained to the public;

### Others

(ggg) more landing steps should be provided along the waterfront such as Kai Tak Runway to allow kaito ferry services to nearby piers or across the harbour;

(hhh) the Government should manage the expectation of the future residents of the housing developments at the three sites at the former runway (Sites 4B5, 4C4 and 4C5) as well as the proposed DRE development that the waterfront area was expected to be vibrant and open to public;

(iii) sufficient facilities for cycling and water sports activities should be provided; and

(jjj) various tourist attractions including iconic landmark, observation tower, library, exhibition halls, performance venue, markets, museums, etc. should be proposed at the runway tip for local and overseas visitors.

### Comments on Representations (54 nos.)

7. There were 54 comments submitted by HKHS (C1, also R1), Worldwide Cruise Terminals (Hong Kong) Limited (C11, also R43), REDA (C22, also R9), the concern group (C14, also R8) and individuals. The major grounds/proposals raised by the commenters were similar to those raised in the representations.

### The Board's Decision

8. After giving consideration to the representations and comments, the Board noted the supportive views of R1 to R7 as well as R8(part), R9(part) and R10(part). The Board also decided to partially uphold R8(part), R9(part), R10(part), R11 to R36, R39 to R43 and to propose amendments to the draft OZP by reverting the zoning of the sites under Amendment Items G and H from "R(B)9" and "R(B)10" to "C(7)" and "C(5)" respectively.

9. The Board also decided not to uphold (i) the remaining parts of R8, R9, R10, R11 to R36 and R39 to R43, (ii) R37 to R38 and R44 to R115 and considered that the draft OZP should not be amended to meet the representations for the following reasons –

### Amendment Items A to D and F

### Planning Intention and Position of KTD

- (a) the rezoning of the three sites (Sites 2A2 and 2A3; 2A4, 2A5(B) and 2A10; 4B5) for residential use would help meet the housing demand and achieve optimal use of land resources to respond to the changing economic and social needs, and would not affect the intention of developing KTD into a sustainable and vibrant district with a mix of community, housing, business, tourism, sports, leisure and infrastructural uses. After the rezoning, there would still be commercial GFA close to 2 million m<sup>2</sup> in KTD which would continue to contribute to the transformation of Kowloon East into CBD2. The amendments to the OZP had undergone public consultation and were considered suitable in terms of technical feasibility and land use compatibility (R8 to R21, R23, R29, R31 to R34, R42, R43, R71 to R73, R75, R92, R100, R101 and R103);
- (b) the cluster of existing and planned uses at the KTRT for developing a tourism hub and the retail frontage along the Runway Precinct were not expected to be affected by the rezoning of the site (Site 4B5). The TN, in particular, was intended to be a focal point to provide commercial and tourism-related uses with hotel and parking facilities to serve residents, visitors, tourists and the public and to enhance the vibrancy and variety of uses for public enjoyment of the waterfront setting (R8 to R10, R15, R33, R34 and R43);

#### Incorporation of Social Welfare Facilities at the Reviewed Sites

- (c) the incorporation of the proposed social welfare facilities at the three sites (Sites 2A2 and 2A3; 2A4, 2A5(B) and 2A10; 4B5) was intended to meet the acute demand for social welfare facilities and echoed the Government's policy to build a caring and inclusive society. The proposed uses of a commensurate scale were considered compatible with the residential neighbourhood and technically feasible, without incurring any adverse impacts on the surrounding areas (R10 to R12, R14, R18 to R20, R22, R24 to R32, R34, R36, R40, R41, R71 to R76, R80 to R82, R84 to R87, R91, R95, R97, R99, R101, R103, R105 to R108 and R110 to R112);
- (d) the inclusion of social welfare facilities as Column 1 uses for the "R (B)8" subzone for Site 4B5 was to facilitate wider and increased provision of such facilities to meet the acute demand of the community. The proposed uses were of appropriate scale and compatible with the surrounding developments and would not affect the integrity and planning intention of developing the former runway tip into a tourism hub (R23, R33 to R35, R37 to R41, R71, R72, R77 to R79, R83, R86, R88, R89, R91 to R93, R96, R98, R102, R103, R105 to R110 and R113);

#### Technical Aspects

- (e) as demonstrated in the technical assessments conducted, the

proposed residential developments at the reviewed sites were technically feasible with no insurmountable technical problem in terms of traffic, visual and air ventilation aspects (R8, R9, R10, R12, R15 to R18, R19, R21, R22, R24 to R28, R35, R37, R38, R40 to R42, R71, R87, R90, R91, R94, R100, R108, R114 and R115);

#### Amendment Items J1 and J2

##### Impact on Overall Planning of the KTSP and the Surrounding Areas

- (f) the proposed DRE development was intended to meet the rehousing demands arising from Government development and/or renewal projects, and would in turn facilitate urban renewal. With provision of an at-grade POS of not less than 2,700m<sup>2</sup> for public enjoyment and commercial facilities on the lower floors, the DRE development would also complement the KTSP in terms of enhancing the connectivity between KTSP and the inner area of Ma Tau Kok and bringing vibrancy to the waterfront areas (R46 to R49, R52 to R54, R57 to R61 and R63 to R70);

##### Technical Aspects

- (g) as demonstrated in the technical assessments conducted, the proposed DRE development would not cause significant impacts on traffic, environment, landscape, visual, air ventilation and risk aspects (R10, R46 to R56, R58 to R68, R114 and R115);

##### Alternative Sites

- (h) the site was considered suitable for the proposed DRE development irrespective of whether other suitable sites were available. Other possible sites would be separately considered for suitable developments/redevelopments subject to availability and technical feasibility (R47 to R49, R53, R60, R61 and R64 to R68);

#### Amendment Item I

- (i) the rezoning of the site at San Ma Tau Street for commercial development was mainly to reflect a section 12A application (No. Y/K22/3) partially agreed by the MPC of the Board on 1 February 2019. Taking into account the technical assessments conducted, no significant traffic, visual, environmental, geotechnical and air ventilation problems were envisaged (R44 to R49, R114 and R115);

#### Amendment Items E1 to E3, K and L

- (j) Amendment Items E1 to E3 were to reflect the latest site boundary of KTSP and the adjoining open space. There would be no reduction in open space provision arising from the amendments (R10);

(k) the incorporation of 'Eating Place' in Column 1 of the "OU(Pier)(1)" zone was not supported due to the stringent requirements for such use including loading, sewage, fire safety and electricity capacity. Restaurant use might be allowed upon application to the Board (R8 and R10);

Provision of GIC Facilities and Open Space in KTD

(l) the existing and planned provision of GIC facilities and open space was generally adequate to meet the demand of the overall planned population in KTD in accordance with the requirements of the Hong Kong Planning Standards and Guidelines and concerned bureau/department's assessment, except for some facilities. The shortfall for school places was assessed on a wider district basis and could be addressed by the provision in the wider district. For child care centres, the Social Welfare Department would consider their provision in the planning and development process as appropriate, with a view to meeting the demand and long-term goal (R11, R29, R35, R40, R42, R47 to R49, R52 to R57, R60, R61, R63 to R68, R70 and R101); and

Removal of the Indicative Alignment and Station of the EFLS shown on the OZP

(m) as stated on the Kai Tak OZP and its ES, the indicative alignment and station of EFLS required further investigation and feasibility study. The removal of the obsolete information was for information only and to reflect the Government's latest decision and should not be regarded as an amendment item to the Kai Tak OZP (R9, R14, R35, R39 and R40).

## FURTHER REPRESENTATIONS

10. On 8 July 2022, the proposed amendments as mentioned in paragraph 8 above were exhibited for public inspection under section 6C(2) of the Ordinance. Upon the expiry of the exhibition period for the proposed amendments, a total of four<sup>2</sup> valid further representations (FRs) were received. The FRs were considered by the Board at its meeting held on 2 September 2022.

### Supportive FRs (2 nos.)

11. The four FRs were submitted by individuals and Worldwide Flight

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<sup>2</sup> The original number of FRs received was six. On 5 August 2022, the Board decided that two of the FRs (F5 which indicated an irrelevant proposed amendment and F6 which did not indicate the proposed amendment to which the FR related) were invalid and should be treated as not having been made in accordance with section 6D(3) of the Ordinance.

Services (F2). F1 and F2 provided supportive views and their major grounds/views and proposals are summarised below –

- (a) the rezoning could ensure the vibrancy of the planned KTD;
- (b) the passengers highly relied on vehicle, in particular taxi to access the KTCT. Public transport operators and Transport Department should consider setting up new routes to connect the area to different MTR stations or hubs around Hong Kong;
- (c) despite a public transport interchange (PTI) was proposed at the TN, the TN site was currently occupied by quarantine and community isolation facilities and the implementation programme of the proposed development is unknown. Thus, interim alternative traffic solution such as provision of additional public car parks should be formulated. A PTI was also proposed at Site 4C5 (i.e. Proposed Amendment Item B)/the south-eastern part of Site 4B5;
- (d) sufficient parking spaces/'park and cruise' facilities should be provided for the commercial developments at Sites 4C4 (i.e. Proposed Amendment Item A) and 4C5 (Proposed Amendment Item B) as well as to support the KTCT and to serve tourists, residents, workers and visitors of the area, and were recommended to be located at the podium levels of Site 4C5;
- (e) GIC and commercial uses in support of water sports and marine recreation should be included at the waterfront side of the commercial developments at Sites 4C4 and 4C5;
- (f) an entrance to Site 4C5 should be provided along the boundary fronting the site zoned "O" to the immediate southeast of the site to facilitate pedestrian connection to KTCT;
- (g) landing steps should be provided at the south-eastern tip of the former runway area to allow provision of ferry/kaito services; and
- (h) sheltered bicycle parking spaces should be provided in properties within Kai Tak to promote the use of bicycles. It was necessary to specify such requirements under the planning regime.

Adverse FRs (2 nos.)

12. The major grounds/views and proposals of the adverse FRs (F3 and F4) are summarised below –

- (a) the housing supply provided by FR sites zoned "R(B)9" and "R(B)10" was essential to the short to medium term housing supply in the urban area and should not be overwhelmed by developers' interest; and
- (b) the FR sites should be used for open space or recreational use for creating

a more vibrant harbour for public enjoyment.

## The Board's Decision

13. After giving consideration to the valid FRs (F1 to F4) on 2 September 2022, the Board noted the supportive views of F1 and F2 and decided not to uphold F3 and F4, and considered that the draft OZP should be amended by the proposed amendments for the following reasons –

- (a) given their unique harbourfront location in the KTRT, the sites under proposed amendments were suitable for commercial use which would help sustain the vibrancy of the TN, viability of the KTCT and the planning intention of creating a tourism hub and leisure destination at the KTRT (F3); and
- (b) there was ample provision of open space in KTD with a total of about 100 ha including harbourfront promenade along the former runway area and Kai Tak Runway Park at the southern end of the KTRT. There was no strong ground to further use the two sites under the proposed amendments for open space use (F4).

## IMPLICATIONS OF THE PROPOSAL

14. The approval of the draft Kai Tak Outline Zoning Plan No. S/K22/7A itself has no civil service implication. The economic, financial, environmental, sustainability, family and gender implications in respect of Amendment Items A to C, F, I, J1, J2 and L are set out below. Impacts of Amendment Items D, E1 to E3 and K are considered negligible as they are minor/technical amendments mainly to rationalise zoning boundaries.

15. On economic implications, the rezoning proposals would increase the housing land supply to help meet the housing needs in Hong Kong, though there would be a decrease in commercial floor space (which is partly offset by the proposed commercial development under Amendment Item I).

16. On financial implications, the sites under Amendment Items A, B, C and F will be disposed of by way of land sale, while lease modification is required for the site under Amendment Item I. The actual amount of premium to be received will depend on market conditions at the time of the land sale or lease modification and is yet to be determined at this stage.

17. The proposed DRE under Amendment Items J1 and J2 will have no land revenue implication. The construction and management costs of the proposed development will be borne by the Hong Kong Housing Society.

18. For the proposed social welfare facilities to be provided in the proposed housing developments under Amendment Items A, B, C, F and J1, funding for the

capital and recurrent costs for operation in respect of the proposed social welfare facilities will be sought in accordance with the established mechanism.

19. The capital cost for the development of the Cha Kwo Ling Promenade under Amendment Item L will be sought from the Capital Works Reserve Fund, while the recurrent cost will be sought in accordance with the established mechanism.

20. On environmental implications, technical assessments, including environmental reviews have been conducted to assess the potential environmental impacts of the proposed amendments. The environmental reviews concluded that with the implementation of the proposed mitigation measures, no insurmountable environmental impact is anticipated. The requirement for future developers to conduct further noise impact assessment and land contamination assessment at the detailed design stage would be incorporated in the lease as appropriate.

21. On sustainability implications, the proposed housing and commercial developments with provision of social welfare facilities, public open space and promenade will facilitate better utilisation of land resources to meet the social needs. The proposed housing and commercial developments may bring potential environmental impacts on the local area, and suitable mitigation measures would be adopted to alleviate such possible impacts.

22. On family implications, the increase in housing supply and the provision of DRE could help improve the living environment of some families in general or families affected by the urban renewal projects, and in turn foster greater family harmony. The proposed social welfare facilities such as parents/relatives resource centre under Amendment Item C would also offer better social support for families in need, which would help enhance their financial ability.

23. On gender implications, the proposed provision of various social welfare facilities within the proposed housing developments such as neighbourhood elderly centres (under Amendment Items A, B and J1) and child care centres (under Amendment Items C and J1), when materialised, will serve persons in need of both genders whose carers are often women. The proposal should therefore be conducive to relieving the burden of carers and facilitating their participation in the work force.

## PUBLIC CONSULTATION

24. Prior to the exhibition of the draft OZP, the proposed amendments to the Kai Tak OZP were presented to the Task Force on Kai Tak Harbourfront Development (the Task Force) of the Harbourfront Commission and KCDC at their meetings on 1 November 2021 and 4 November 2021 respectively, as well as the Housing, Planning, Lands, Development and Redevelopment Committee of the Kwun Tong District Council by way of circulation in November 2021.

25. The Task Force generally had no objection to the proposed amendments.

The concerns of members of the Task Force were mainly on the vibrancy of the waterfront areas in the former runway area, the provision of outdoor dining facilities at the 'Dining Cove' POS outside the proposed DRE site, the design of the POS within the proposed DRE, the possibility of linking up the basement car park of the two bundled sites in Area 2A, the implementation of the USS and the proposed link bridge across Kwun Tong Typhoon Shelter under the "multi-modal" EFLS.

26. KCDC generally supported the proposed OZP amendments for provision of more housing land supply and considered that KTD should achieve a balanced development with appropriate mix of residential and commercial uses and the proposed DRE should serve/facilitate the redevelopment of public housing in Kowloon City. The concerns of members of the KCDC were mainly on the provision of community facilities, traffic, impact on the existing KTCT and provision of water access at the proposed 'Dining Cove' POS outside the proposed DRE for water sports.

27. During the public exhibition period, the office of a member of KCDC (R71) submitted a representation on the draft OZP.

#### PUBLICITY

28. The approved Kai Tak OZP No. S/K22/8 will be printed and exhibited in accordance with section 9(5) of the Ordinance. A press release will be issued on the day of exhibition. A spokesman will be available for answering media enquiries.

A 29. The approved Kai Tak OZP No. S/K22/8 is at Annex A for Members' reference. A set of Notes listing out the uses which are always permitted and those which may be permitted on application to the Board is at Enclosure I to Annex A. An Explanatory Statement in respect of the Kai Tak OZP No. S/K22/8 is at Enclosure II to Annex A.

A-I

A-II

#### ENQUIRY

30. Any enquiry on this brief can be addressed to Ms Lily YAM, Assistant Director of Planning/Board, Planning Department (Tel. No. 2231 4606).

PLANNING DEPARTMENT  
October 2022

APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8

Annex A - Approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8

Enclosure I : Notes of the Approved Kai Tak OZP No. S/K22/8

Enclosure II : Explanatory Statement of the Approved Kai Tak OZP No. S/K22/8

## 圖例 NOTATION

## NOTATION


地帶		
COMMERCIAL	C	商業
INTEGRATED DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	G/IC	政府、機構或社區
PARK	O	休憩用地
SPECIFIED USES	OU	其他指定用途
SPECIFIED USES (AMENITY AREA)	OU(A)	其他指定用途（美化市容地帶）
交通		
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站（地下）
RAILWAY AND STATION (ELEVATED)		鐵路及車站（高架）
ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道
其他		
PLANNING SCHEME BOUNDARY		規劃範圍界線
BUILDING HEIGHT CONTROL BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (METERS ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主水平基準上若干米)
FUEL FILLING STATION	PFS	加油站
DESIGNATED FOR 'SHOP AND SERVICES' AND 'EATING PLACE' USES ONLY		只限於指定為「商店及服務行業」和「食肆」用途的地區
DESIGNATED FOR 'FRONT PROMENADE'		指定為「海濱長廊」的地區
BUILDING AREA	NBA	非建築用地

## 土地用途及面積一覽表 SCHEDULE OF USES AND AREAS

	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	12.90	3.99	商業
INTEGRATED DEVELOPMENT AREA	9.62	2.98	綜合發展區
RESIDENTIAL (GROUP A)	18.32	5.67	住宅（甲類）
RESIDENTIAL (GROUP B)	28.05	8.68	住宅（乙類）
GOVERNMENT, INSTITUTION OR COMMUNITY	35.89	11.10	政府、機構或社區
PARK	99.26	30.71	休憩用地
SPECIFIED USES	49.31	15.26	其他指定用途
SPECIFIED USES (AMENITY AREA)	3.19	0.99	其他指定用途（美化市容地帶）
ROAD ETC.	66.66	20.62	主要道路等
PLANNING SCHEME AREA	323.20	100.00	規劃範圍總面積

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

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



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**

行政長官會同行政會議於 2022 年 10 月 18 日 根據城市  
規劃條例第 9(1)(a) 條核准的圖則  
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER  
SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON  
18 OCTOBER 2022

Ms Carmen KONG *Carmen* 江嘉敏女士  
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

規 劃 署 遵 照 城 市 規 劃 委 員 會 指 示 撰 備  
PREPARED BY THE PLANNING DEPARTMENT UNDER  
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號  
PLAN No. **S/K22/8**

**KOWLOON PLANNING AREA NO. 22**  
**APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

(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/rail/tram/public light bus stop or lay-by, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
  - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
  - (c) maintenance or repair of watercourse.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
  - on-street vehicle park, railway track and tram track.
- (9) In any area shown as 'Underground Shopping Street', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
  - shop and services, eating place and Government use.
- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (11) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

**KOWLOON PLANNING AREA NO. 22**

**APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

**Schedule of Uses**

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	4
RESIDENTIAL (GROUP A)	8
RESIDENTIAL (GROUP B)	12
GOVERNMENT, INSTITUTION OR COMMUNITY	15
OPEN SPACE	17
OTHER SPECIFIED USES	18

COMMERCIAL

Column 1	Column 2
Uses always permitted	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	
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 (1)”, “Commercial (5)”, “Commercial (6)”, “Commercial (7)”, “Commercial (8)” and “Commercial (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 the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Commercial (1)	5.8	65%
Commercial (5)	6.0	80%
Commercial (6)	6.0	65%
Commercial (7)	7.5	80%
Commercial (8)	8.0	65%
Commercial (9)	9.5	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.

**COMMERCIAL** (Cont'd)

**Remarks** (Cont'd)

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

**COMPREHENSIVE DEVELOPMENT AREA**

Column 1	Column 2
Uses always permitted	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)	
Hospital	
Hotel	
House	
Information Technology and Telecommunications Industries	
Institutional Use (not elsewhere specified)	
Library	
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	
Research, Design and Development Centre	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	

(Please see next page)

## COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

### Planning Intention

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

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

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

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

### Remarks

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

(Please see next page)

**COMPREHENSIVE DEVELOPMENT AREA (Cont'd)**

**Remarks (Cont'd)**

(vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;

(viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and

(x) such other information as may be required by the Town Planning Board.

(2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.

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

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
CDA	5.0	40%
CDA (1)	10.0	65%
CDA (2)	4.5	65%
CDA (3)	6.6	65%
CDA (4)	7.5	65%
CDA (5)	6.8	40%

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

(5) On land designated 'Shop and Services' and 'Eating Place' uses only in the "CDA", "CDA(1)", "CDA(2)", "CDA(3)", "CDA(4)" and "CDA(5)" zones, buildings not exceeding 2 storeys to accommodate "Shop and Services" and "Eating Place" uses shall be provided.

(Please see next page)

**COMPREHENSIVE DEVELOPMENT AREA (Cont'd)**

**Remarks (Cont'd)**

- (6) On land designated 'Waterfront Promenade' in the "CDA" zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (7) In determining the maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) On land designated "CDA(4)", 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 Government, institution or community facilities, as required by the Government, may be disregarded.
- (9) In determining the maximum site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (10) In determining the maximum plot ratio and site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, shall be included for calculation.
- (11) 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.
- (12) 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.
- (13) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

**RESIDENTIAL (GROUP A)**

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/
Flat	Massage Establishment
Government Use (not elsewhere specified)	Eating Place
House	Educational Institution
Library	Exhibition or Convention Hall
Market	Government Refuse Collection Point
Place of Recreation, Sports or Culture	Hospital
Public Clinic	Hotel
Public Transport Terminus or Station (excluding open-air terminus or station)	Institutional Use (not elsewhere specified)
Residential Institution	Office
School (in free-standing purpose-designed building only)	Petrol Filling Station
Social Welfare Facility	Place of Entertainment
Utility Installation for Private Project	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 (not elsewhere specified)
	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) On land designated “Residential (Group A)1” to “Residential (Group 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:

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

(Please see next page)

**RESIDENTIAL (GROUP A) (Cont'd)**

**Remarks (Cont'd)**

(2) On land designated "Residential (Group A)5" and "Residential (Group 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 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 Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
Residential (Group A)5	6.5	1.5	65%
Residential (Group A)6	6.5	1.0	65%

(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 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.

(4) 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.

(5) On land designated "Residential (Group A)6" at To Kwa Wan Road, an at-grade public open space of not less than 2,700m<sup>2</sup> shall be provided for public enjoyment purpose.

(6) In determining the maximum plot ratio for the purposes of paragraphs (1) and (2) above,

- (a) area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area; and
- (b) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(7) In determining the maximum plot ratio for the purposes of paragraph (2) above,

- (a) any floor space that is constructed or intended for use solely as railway facilities on land designated "Residential (Group A)5" fronting the Heritage Park, as required by the Government, may be disregarded; and
- (b) any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may be disregarded.

**RESIDENTIAL (GROUP A) (Cont'd)**

**Remarks (Cont'd)**

- (8) In determining the maximum site coverage 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, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (9) 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.
- (10) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) 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	Column 2
Uses always permitted	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)
Social Welfare Facility (on land designated “R(B)8” only)	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
	School
	Shop and Services
	Social Welfare Facility (not elsewhere specified)

In addition, the following uses are always permitted (a) on the lowest two floors of building(s) within “R(B)4”, “R(B)5”, “R(B)6”, “R(B)7” and “R(B)8” zones; or (b) in two-storey building(s) within the area designated for ‘Shop and Services’ and ‘Eating Place’ uses only on the Plan:

Eating Place  
Shop and Services

**Planning Intention**

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

(Please see next page)

**RESIDENTIAL (GROUP B) (Cont'd)**

**Remarks**

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

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Residential (Group B)1	5.0	40%
Residential (Group B)2	4.5	40%
Residential (Group B)3	3.5	44%
Residential (Group B)4	5.5	40%
Residential (Group B)5	6.1	40%
Residential (Group B)6	6.6	40%
Residential (Group B)7	7.0	40%
Residential (Group B)8	7.5	40%

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

(3) For developments within the area bounded by Shing Kai Road and the MTR Tuen Ma Line, that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.

(4) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Residential (Group B)1", "Residential (Group B)2" and "Residential (Group B)6" zones, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.

(5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(6) On land designated "Residential (Group B)8", 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 Government, institution or community facilities, as required by the Government, may be disregarded.

**RESIDENTIAL (GROUP B) (Cont'd)**

**Remarks (Cont'd)**

- (7) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (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) 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.
- (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) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (10) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

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 Other Structure above Ground Level other than Entrances
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services (not elsewhere specified)
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

(Please see next page)

**GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)**

**Planning Intention**

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

**Remarks**

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

OPEN SPACE

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

Planning Intention

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

OTHER SPECIFIED USES

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

For “Arts and Performance Related Uses” only

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

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Cruise Terminal to include Commercial Development with Landscaped Deck Above" only

Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Government Refuse Collection Point
Cruise Terminal	Petrol Filling Station
Eating Place	Railway Vent Shaft and/or
Exhibition or Convention Hall	Other Structure above Ground Level
Government Use	other than Entrances
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	

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Heliport” only

Government Use	Noise Barrier
Helicopter Fuelling Station	Public Utility Installation
Helicopter Landing Pad	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	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Mixed Use” only</u>	
Schedule I: for non-residential building or non-residential portion of a building upon development/redevelopment/conversion	
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/	Commercial Bathhouse/
Massage Establishment	Massage Establishment
(in non-residential building only)	(not elsewhere specified)
Eating Place	Flat
Educational Institution	Government Refuse Collection Point
Exhibition or Convention Hall	Hospital
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Railway Vent Shaft and/or
Information Technology and	Other Structure above Ground Level
Telecommunications Industries	other than Entrances
Institutional Use (not elsewhere specified)	Residential Institution
Library	Social Welfare Facility (not elsewhere specified)
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	

OTHER SPECIFIED USES (Cont'd)

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

For "Mixed Use" only (Cont'd)

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

Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Refuse Collection Point
Residential Institution	Government Use (not elsewhere specified)
Social Welfare Facility (residential care facility only)	Hotel
Utility Installation for Private Project	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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Mixed Use" only (Cont'd)

Planning Intention

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

Remarks

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

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

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

(3) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Other Specified Uses" annotated "Mixed Use(2)" zone, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.

(4) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(Please see next page)

**OTHER SPECIFIED USES (Cont'd)**

**For "Mixed Use" only (Cont'd)**

**Remarks (Cont'd)**

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Petrol Filling Station” only

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

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

Remarks

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

(Please see next page)

**OTHER SPECIFIED USES (Cont'd)**

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

**For “Pier” only**

Pier	Eating Place (Restaurant only)
Government Use	Exhibition or Convention Hall
Institutional Use (on land designated “OU(Pier)(1)” only)	Marine Fuelling Station
Place of Recreation, Sports or Culture (on land designated “OU(Pier)(1)” only)	Office
	Public Vehicle Park (excluding container vehicle)
	Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor-vehicle showroom) only)

**Planning Intention**

This zone is primarily to provide land intended for a pier. On land designated “Other Specified Uses” annotated “Pier (1)” (“OU(Pier)(1)”), a broader range of Government, arts and cultural/institutional uses may be provided.

**Remarks**

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Railway Station with Commercial Facilities” only

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

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	Column 2
Uses always Permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

For “Sewage Treatment Plant with Landscaped Deck Above” only

Government Use Sewage Treatment/ Screening Plant	Utility Installation not Ancillary to the Specified Use
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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	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Stadium” only</u>	
Eating Place	Broadcasting, Television and/or Film Studio
Exhibition or Convention Hall	Commercial Bathhouse/Massage Establishment
Government Refuse Collection Point	Educational Institution
Government Use	Hotel
Office	Library
Place of Entertainment	Market
Place of Recreation, Sports or Culture	Petrol Filling Station
Private Club	Public Transport Terminus or Station
Public Vehicle Park (excluding container vehicle)	Public Utility Installation
Public Convenience	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Clinic	Religious Institution
Shop and Services (not elsewhere specified)	Residential Institution
	School
	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

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

Remarks

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

OTHER SPECIFIED USES (Cont'd)

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

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  
Off-course Betting Centre  
Office  
Petrol Filling Station  
Place of Entertainment  
Place of Recreation, Sports or Culture  
Private Club  
Public Clinic  
Public Vehicle Park (excluding container vehicle)  
Public Convenience  
Public Transport Terminus or Station  
Public Utility Installation  
Railway Vent Shaft and/or Other Structure  
above Ground Level other than Entrances  
Religious Institution  
School  
Shop and Services  
Showroom  
Social Welfare Facility  
Utility Installation for Private Project

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

(1) An applicant for planning permission for development or use on land designated “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” shall prepare a layout plan and any other documents showing the following information for consideration of the Town Planning Board:

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks (Cont'd)

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	Column 2
Uses always permitted	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)	Broadcasting, Television and/or Film Studio (not elsewhere specified)
Cargo Handling and Forwarding Facility	Flat
Commercial Bathhouse/Massage Establishment	Government Use (not elsewhere specified)
Eating Place	Hotel
Educational Institution	Petrol Filling Station
Exhibition or Convention Hall	Place of Recreation, Sports or Culture
Government Use (Post Office only)	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Library	Social Welfare Facility (not elsewhere specified)
Office	
Place of Entertainment	
Private Club	
Public Vehicle Park (excluding container vehicle)	
Public Clinic	
Public Utility Installation	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Utility Installation for Private Project	

Planning Intention

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

(Please see next page)

**OTHER SPECIFIED USES (Cont'd)**

**For “Trade Mart and Commercial Development” only (Cont'd)**

**Remarks**

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For “Tunnel Ventilation Shaft” only

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 intended primarily for tunnel ventilation shaft 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 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	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

**For “Waterfront Related Commercial, Cultural and Leisure Uses” only**

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

**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	Column 2
Uses always permitted	Uses that may be permitted with or without conditions on application to the Town Planning Board

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/K22/8**

**EXPLANATORY STATEMENT**

**KOWLOON PLANNING AREA NO. 22**  
**APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

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**KOWLOON PLANNING AREA NO. 22**  
**APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8**

(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/K22/8. 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 (CE), 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. The OZPs were subsequently amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.3 Under the power delegated by the then Governor which was deemed to have made by the CE, 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.
- 2.4 On 25 June 2002, the Chief Executive in Council (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 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.
- 2.5 On 24 November 2006, the draft Kai Tak OZP No. S/K22/1 covering mainly the former Kai Tak Airport apron and runway areas, was exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as

S/K22/2. On 4 November 2008, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance on 26 August 2011.

- 2.7 On 4 September 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/4. On 14 September 2012, the approved Kai Tak OZP No. S/K22/4 was exhibited under section 9(5) of the Ordinance.
- 2.8 On 16 September 2014, the CE in C referred the approved Kai Tak OZP No. S/K22/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 26 September 2014 under section 12(2) of the Ordinance. The OZP subsequently amended and exhibited for public inspection under section 5 of the Ordinance on 17 February 2017.
- 2.9 On 15 May 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/6. On 25 May 2018, the approved Kai Tak OZP No. S/K22/6 was exhibited for public inspection under section 9(5) of the Ordinance.
- 2.10 On 1 June 2021, the CE in C referred the approved Kai Tak OZP No. S/K22/6 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 11 June 2021 under section 12(2) of the Ordinance.
- 2.11 On 10 December 2021, the draft Kai Tak OZP No. S/K22/7 (the draft OZP), incorporating amendments mainly to include the rezoning of various sites for residential, commercial and open space uses and incorporation of the latest development proposals, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 115 valid representations were received. On 4 March 2022, the representations were published for three weeks for public comment and a total of 54 valid comments were received. After giving consideration to the representations and comments on 17 June 2022, the Board decided to amend the draft OZP to partially meet representations by reverting the zoning of a site on the south-western side of Shing Fung Road and the north-western side of Shing King Street from “Residential (Group B)9” (“R(B)9”) to “Commercial (7)” (“C(7)”) and a site on the south-western side of Shing Fung Road and the south-eastern side of Shing King Street from “R(B)10” to “C(5)”. On 8 July 2022, the proposed amendments were published for further representation (FR) under section 6C(2) of the Ordinance. During the exhibition period, four valid FRs were received. On 2 September 2022, the Board gave consideration to the FRs and decided to amend the draft OZP by the proposed amendments under section 6F(8) of the Ordinance. In accordance with section 6H of the Ordinance, the draft OZP shall hereafter be read as including the above amendments.
- 2.12 On 18 October 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/8. On 28 October 2022, the approved Kai Tak OZP No. S/K22/8 (the Plan) was exhibited for public inspection 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 and to provide guidance for more detailed planning within the Kai Tak area. It is a small-scale plan, and the road and railway alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kai Tak area and not to overload the road network in this area.

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

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

## 6. **POPULATION**

It is estimated that the total population to be accommodated in the Area will be about 153,000. First intake of population for the new development area commenced in 2013.

## 7. **PLANNING THEMES AND URBAN DESIGN FRAMEWORK** (Figures 1 – 4<sup>\*</sup>)

### 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 1. The main planning themes are discussed below:

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

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<sup>\*</sup> These figures are for indicative purpose only. The design and layout of individual sites may change at the detailed design stage.

7.1.5 Distinguished and Attractive Urban Form – Emphasis has been made to create a unique town centre juxtaposed with high-rise office development and unique residential neighbourhood. Traversing the Sports Park and Metro Park, the developments at the former Runway will outline a townscape that would be uplifted at the landmark development in the cruise terminal cum tourism node area.

## 7.2 Urban Design and Landscape Framework (Figures 1 – 2)

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 1). The following urban design and landscape principles are adopted in the Plan:

### 7.2.1 Connecting the Neighbourhood

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

### 7.2.2 Creating Nodes

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

### 7.2.3 Activating the Harbour-front

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

### 7.2.4 Creating a Pedestrian Friendly Environment

The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of a “multi-modal” EFLS aims to provide people with various environmental-friendly and convenient links to different railway stations and public transport interchanges in Kai Tak, Kwun Tong, Ngau Tau Kok and Kowloon Bay, and encourage people to walk more and cycle within Kai Tak, thereby relying less on vehicles and roads.

#### 7.2.5 Creating a Dynamic Skyline

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

#### 7.2.6 Celebrating the Views

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

#### 7.2.7 Celebrating the Gateways

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

#### 7.2.8 Creating a “A Green Web for Sustainable Development”

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

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

- 8.1 Based on the urban design framework mentioned above, the Plan has incorporated appropriate building height restrictions for various development zones. The restrictions will provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area.
- 8.2 The building height restrictions have taken into account urban design considerations and various factors including preservation of public view from the major vantage points along major view corridors, the stepped height concept in general as recommended in the urban design and landscape framework, the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development rights.
- 8.3 Under the current OZP, development sites near waterfront, i.e. Sports Hub, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from 45mPD to 80mPD, except for landmark developments and existing development sites. The building heights rise gradually from waterfront towards the inland areas to the commercial belt in the Kai Tak City Centre. The building height profile reaches its maximum of 200mPD at the “CDA(1)” zone which will be developed into a landmark building of distinctive design along the Kai Tak River. The landmark tower will complement the curvilinear landscaped elevated walkway and the Kai Tak River to signify the prominent image in the locality. In order to preserve the existing views along the view corridors towards Lion Rock, non-building area is incorporated in the “Other Specified Uses” (“OU”) annotated “Stadium” (“OU(Stadium)”) zone and a lower building height of 15mPD is adopted for the “OU” annotated “Arts and Performance Related Uses” (“OU(Arts and Performance Related Uses)”) zone.
- 8.4 An Air Ventilation Assessment (AVA) was undertaken in 2010 (AVA 2010) to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and non-building area restrictions incorporated into the Plan have taken into consideration the findings of the AVA.
- 8.5 According to the findings of AVA 2010, the prevailing annual wind comes from the east (E), east-southeast (ESE), southeast (SE) and south-southeast (SSE), and the prevailing summer wind mainly comes from the ESE, SE and west-southwest (WSW). The Kai Tak Development has incorporated a number of major air paths for penetration of wind which are aligned approximately in SE to north-west (NW) direction. They include the interconnected major open spaces or open areas covering KTTS, KTAC, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and Sung Wong Toi Park and open space adjoining the Sports Park. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of the Kai Tak City Centre as well as into Kowloon City and San Po Kong.

8.6 To further enhance penetration of prevailing wind to individual development sites, development parcels together with a matrix of pedestrian streets are aligned in SE to NW direction. Podium-free design is adopted to improve wind penetration at pedestrian street level. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of fence walls, wider gap between buildings, disposition and perforation of building towers to align with the prevailing winds.

8.7 In 2016, optimization of the development potential at selected sites within the Area were proposed and further AVAs were conducted (AVA 2016) to assess the impact of proposal. According to the findings of the AVA 2016, the overall pedestrian wind performance of the scenario with the optimization proposal is comparable with that of the previously approved development proposals studied under AVA 2010 under annual and summer conditions. In order to alleviate the potential impacts at some affected areas, further quantitative AVAs are required to be conducted for future developments at various sites at the detailed design stage to explore the effectiveness of mitigation measures proposed in the AVA 2016 and incorporation of other improvement measures where appropriate. Such requirements for quantitative AVAs would be incorporated in the lease and/or land grant/sales conditions.

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

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

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

### Non-Building Areas

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

#### *Kai Tak City Centre*

8.11 For the two linked “Commercial (6)” (“C(6)”) sites serving as twin tower gateway in the eastern part of Kai Tak City Centre, NBAs of maximum of 15m wide are imposed along the eastern boundary to create a wider pedestrian vista in the green corridor between the linked sites and the mixed use and public housing developments to their east. NBAs of maximum of about 40m wide is proposed along the boundary abutting the “OU” annotated “Mixed Use (2)” (“OU(Mixed Use)(2)”) site to provide additional breezeway from Kai Tak to San Po Kong. 10m wide and 27m wide NBAs are designated within the “Residential (Group A)5” (“R(A)5”) site fronting the Heritage Park and the western part of the “C(8)” site at the North Apron respectively to enhance wind penetration.

8.12 3m wide NBAs are designated within development sites along the boundary abutting 10m wide pedestrian streets running in SE-to-NW direction to further enhance penetration of the prevailing wind. 5m wide NBAs are designated within development sites along the boundary abutting the Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the “OU(Stadium)” site is to complement the view corridor to Lion Rock.

8.13 For the twelve residential sites on both sides of Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m wide NBAs in NE-to-SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the boundary of the building envelope to foster a courtyard design.

8.14 The NBAs designated at the “CDA(2)” and the “OU(Arts and Performance Related Uses)” zones will pronounce the curvilinear shape of the landscaped elevated walkway.

#### *Runway Area*

8.15 NBAs of about 15m wide and NBAs of about 10m wide are designated within “Residential (Group B)” (“R(B)”) / “C” sites along the boundary abutting the Central Boulevard primarily to maintain a wider vista on its landscaped deck (known as Kai Tak Sky Garden) towards Lei Yue Mun as well as a wider building gap for more comfortable walking environment along its at-grade Shing Fung Road. Kai Tak Bridge Road is a main vehicular and pedestrian gateway from South Apron to Runway. Similarly, a 5m wide NBA is designated in the “R(B)5” and “R(B)7” sites abutting Kai Tak Bridge Road with its elevated walkway above to provide wider building gaps for more comfortable walking experience. 3m wide NBAs are also designated within development sites along boundary abutting 10m wide pedestrian streets to

enhance visual porosity. Two 15m wide NBAs are designated within two “R(B)5” sites situated at the junction of Shing Fung Road and Kai Tak Bridge Road to enhance air ventilation in view of their long site frontage.

*Ma Tau Kok Waterfront*

8.16 Two 10m wide NBAs within the “CDA” site, one abutting the existing “R(A)1” site and another near the middle aligning with Ma Tau Kok Road, are designated to enhance visual permeability at the waterfront area.

8.17 Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Within the NBAs stipulated on the OZP, landscaping and street furniture, underground structures and pedestrian facilities will be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity will be allowed in the NBAs.

Building Setback

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

## **9. LAND USE ZONINGS**

### **9.1 Commercial (“C”) – Total Area 12.90 ha**

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

9.1.2 Nine sites are zoned as “C”. Two of them are located at the Kai Tak City Centre, four are located in the South Apron at the Kowloon Bay waterfront, two are located in the Runway Area and one is located in Ma Tau Kok area. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction.

9.1.3 The “C(1)” zones are located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to the north-east across Central Kowloon Route (CKR), this zone is intended to provide a critical mass of office space to create synergy with the Kowloon Bay Business Area to meet the policy initiatives of Energizing Kowloon East. Developments within “C(1)” zone are subject to a maximum plot ratio of 5.8, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD. To facilitate pedestrian connection through the site to connect with the proposed elevated

walkway across KTAC and the “C(8)” zone to the north-east, landscaped elevated walkway will be provided in the zone and an appropriate area should be reserved on both sides of the landscaped elevated walkway to facilitate the future construction and maintenance of the walkway by the Government or appropriate party.

- 9.1.4 The “C(2)” zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. This zone is intended to create a more coherent cluster of commercial developments in the area. For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m wide promenade along the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.
- 9.1.5 The “C(5)” and “C(7)” zones are located in the Runway Area. These zones are intended for hotel and other commercial uses along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and Cruise Terminal development. Developments within “C(5)” and “C(7)” zones are subject to a maximum plot ratio of 6.0 and 7.5 respectively, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 95mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian street to maintain a wider vista and building gap.
- 9.1.6 The “C(6)” zone comprising two linked sites is located in the eastern side of Kai Tak City Centre near the Mass Transit Railway (MTR) Tuen Ma Line (TML) Kai Tak (KAT) Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. NBAs are imposed in the eastern part of the two linked sites to create a wider pedestrian vista in the green corridor between the proposed commercial/office developments in these sites and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, a NBA is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the two linked sites. A vehicular access will be provided via Road L3B to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites will remain as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 6.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.

9.1.7 Two sites are zoned “C(8)”, one located at the northern side of the Kai Tak City Centre between Prince Edward Road East (PERE) and Concorde Road; the other located to the north-east of the “C(1)” zone at the South Apron area. Developments within the “C(8)” zone are subject to a maximum plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100/120mPD. For the “C(8)” site at the Kai Tak City Centre with the Underground Shopping Street (USS) alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.

9.1.8 The “C(9)” zone covers two existing industrial buildings at San Ma Tau Street. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD, or the plot ratio/site coverage/building height of the existing building, whichever is the greater.

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

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

9.1.11 The plot ratio control under “C(9)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

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

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

9.2.2 A site at the Ma Tau Kok waterfront is designated “CDA”. The planning intention for this “CDA” zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. This zoning is to facilitate comprehensively designed waterfront developments with residential

uses and retail facilities as well as to provide scope for a better integration with the adjoining developments. In view of the prominent waterfront location and to enable a continuous promenade from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. To enliven the adjoining waterfront promenade, this zone includes the requirement for provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt abutting a 20m wide waterfront promenade set aside within the site. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height of 65mPD and 110mPD.

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

9.2.4 Three sites abutting the Lung Tsun Stone Bridge (LTSB) Preservation Corridor are designated “CDA(3)”, “CDA(4)” and “CDA(5)” respectively. The planning intention for these sites is to ensure their disposition and design would be in harmony with the Preservation Corridor for LTSB. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding 2 storeys within the retail belt designated on the OZP along the frontage of the Preservation Corridor would help foster a lively atmosphere. The planning briefs will set out the special design features for these three “CDA” sites to ensure a harmonious environment with the Preservation Corridor. The “CDA(3)” zone is intended for commercial use while the “CDA(4)” and “CDA(5)” zones are intended for residential use. The “CDA(3)” zone is subject to a maximum plot ratio of 6.6 and a maximum site coverage (excluding

basement(s)) of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower building height restriction of 13mPD while the remaining area will be subject to a maximum building height of 100mPD. The “CDA(4)” zone is subject to a maximum plot ratio of 7.5, a maximum building height of 125mPD and a maximum site coverage (excluding basement(s)) of 65%. The “CDA(5)” zone is subject to a maximum plot ratio of 6.8, a maximum building height of 135mPD and a maximum site coverage (excluding basement(s)) of 40%.

9.2.5 Pursuant to section 4(A) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

9.2.6 The plot ratio control under “CDA(4)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

9.3 Residential (Group A) (“R(A)”) – Total Area 18.32 ha

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

9.3.2 Ten sites are designated “R(A)1” to “R(A)6”. Two of them are located at the eastern boundary of the Kai Tak City Centre and two are located at the Ma Tau Kok waterfront. Six sites are located at the south-western portion of the Kai Tak City Centre near the TML Sung Wong Toi (SUW) Station.

9.3.3 An existing residential development at the junction of To Kwa Wan Road and San Ma Tau Street is zoned “R(A)1”. To enable a continuous waterfront promenade in the East Kowloon area extending from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose.

9.3.4 Two public housing developments at the sites along the eastern boundary of the Kai Tak City Centre are designated “R(A)2” and “R(A)3” respectively. Four sites near TML SUW Station designated “R(A)4” are earmarked for public housing developments. Appropriate site coverage taking into account the detailed design considerations including podium-free requirement is formulated and incorporated in the planning brief for the housing developments. To enliven the ambience of the abutting open space and ensure consistency in design, retail belt similar to those provided in the “R(B)” and “CDA” zones to the east

should be provided. The design and development requirements of the retail belt, including ground floor setback, clear width and headroom for public passageway, are also formulated and incorporated in the planning brief.

9.3.5 Developments at the two sites zoned “R(A)5” and “R(A)6” at the northern side of Kai Tak City Centre facing PERE and Sung Wong Toi Park are served by MTR TML and featuring a stepped building height profile descending from northeast to southwest. In determining the relevant maximum plot ratio for the “R(A)5” site fronting the proposed Heritage Park, any floor spaces that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded. USS with provision of public passageway will run through the sites to link up developments in the locality.

9.3.6 A site designated “R(A)6” at To Kwa Wan Road fronting the Ma Tau Kok waterfront is earmarked for the development of a dedicated rehousing estate for urban redevelopment projects. An at-grade public open space of not less than 2,700m<sup>2</sup> (which may include some covered areas open for public use) shall be provided within the site to enhance the pedestrian linkage between the Ma Tau Kok waterfront and the inner part of Ma Tau Kok area and form part of the open space network of Kai Tak Development. To echo with the intention to create a dining cove in between the site and another site zoned “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(Waterfront Related Commercial, Cultural and Leisure Uses)”, to create an active and vibrant waterfront environment and offer people a unique dining experience, commercial frontages, including retail shop, restaurant and al-fresco dining, shall be provided on the lower floors of the development. Cultural and leisure uses are also encouraged to be provided at the development to promote diversity at the waterfront.

9.3.7 A quantitative AVA has been carried out for the proposed dedicated rehousing estate and several design measures have been proposed in the assessment, including building separations of 15m and 11m within the site. These measures should be adopted in the proposed development at detailed design stage to alleviate the potential air ventilation impact on the surrounding wind environment.

9.3.8 Developments within “R(A)” zones are subject to the following plot ratio, site coverage and building height restrictions:

Zoning	Maximum Domestic Plot Ratio	Maximum Non-domestic Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Height
R(A)1	7.5	1.0	-	176mPD
R(A)2	6.3	0.3	-	120mPD
R(A)3	5.51	0.1	-	120mPD
R(A)5	6.5	1.5	65%	100 / 115 / 125mPD
R(A)6	6.5	1.0	65%	100 / 125mPD

	Maximum Plot Ratio		
R(A)4	6.6	-	100 / 115mPD

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

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

9.3.11 The plot ratio control under “R(A)5” and “R(A)6” zones is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

#### 9.4 Residential (Group B) (“R(B)”) – Total Area 28.05 ha

9.4.1 This zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the sites abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/ pedestrian streets.

9.4.2 A total of twenty-seven sites are designated “R(B)1” to “R(B)8”. They are located in the Kai Tak City Centre, South Apron Corner and Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. For those sites abutting 10m wide pedestrian streets in the North Apron area, 3m wide NBAs are incorporated in each site to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.

9.4.3 A “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre has been partly developed for Flat-for-Flat Scheme by the Urban Renewal Authority and partly proposed for the Home Ownership Scheme. Twelve sites involving three designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Shing Kai Road and TML are intended for Kai Tak Grid Neighbourhood development which is subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. Residential developments in the Grid Neighbourhood area should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area. The low block shall not exceed six storeys or 25mPD, whichever is the less. Such variation of building heights would add interest to the local townscape and project a

well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m wide visual corridors will provide wider vistas in such directions. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.

- 9.4.4 Developments at the twelve sites zoned “R(B)4”, “R(B)5”, “R(B)7” and “R(B)8” in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites directly fronting the Metro Park or the waterfront promenade along the western side of the Runway, to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.
- 9.4.5 In addition, an elevated landscaped deck over Shing Fung Road is proposed along the Central Boulevard. In order to maintain a wider vista and building gap, NBAs are designated within the sites along the boundary facing the elevated landscaped deck on the Central Boulevard and the 10m wide pedestrian streets.
- 9.4.6 A site locating north of “OU(Stadium)” zone is designated “R(B)6”. Together with the four “R(A)4” sites to the west, this site is intended for residential development in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings.
- 9.4.7 The “R(B)1”, “R(B)2” and “R(B)6” sites fronting the Station Square and to the north of “OU(Stadium)” zone will include provision of ‘Shop

and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt in order to create vibrant street environment.

9.4.8 Developments within “R(B)” zones are subject to the following plot ratio, site coverage and building height restrictions:

Zoning	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Height
R(B)1	5.0	40%	80 / 110mPD
R(B)2	4.5	40%	80 / 100 / 110mPD
R(B)3	3.5	44%	50 / 100mPD
R(B)4	5.5	40%	95mPD
R(B)5	6.1	40%	110mPD
R(B)6	6.6	40%	125mPD
R(B)7	7.0	40%	120mPD
R(B)8	7.5	40%	108mPD

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

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

9.4.11 The plot ratio control under “R(B)8” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

## 9.5 Government, Institution or Community (“G/IC”) – Total Area 35.89 ha

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

9.5.2 Two “G/IC” sites between PERE and Concorde Road are designated for Government offices development to create a cluster for Government services. One has been developed as the Trade and Industry Tower, which is connected with the developments in San Po Kong by a

curvilinear landscaped elevated walkway. Another site is under construction for the Inland Revenue Centre to reprovision the current Revenue Tower in Wan Chai. The Government offices cluster will enable the Government services to be more accessible to both the existing and future population. A “G/IC” site abutting Shing Kai Road 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 developments (i.e. Hong Kong Children’s Hospital and Kai Tak Acute Hospital) to serve the East Kowloon area and surrounding districts.

9.5.3 A total of six primary and two secondary school sites have been planned in the Area to meet the needs of the existing and planned population. Two existing primary schools are located near Hoi Sham Park. Two other primary schools are already in operation since 2016 and one secondary school near Kai Ching Estate has commenced operation since 2019. Two primary and one secondary schools are planned in the vicinity of Tak Long Estate in Kai Tak City Centre. In addition, there are two existing special schools at Sung On Street and one planned secondary school site near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district to serve the Kai Tak area.

9.5.4 Two “G/IC” sites near Shing Kai Road on each side of Kai Tak River are reserved for accommodation of various GIC facilities to serve the Kai Tak area including indoor recreation centre and social welfare facilities. Other “G/IC” sites, mainly in Kai Tak City Centre and South Apron, are reserved for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters), sub-divisional fire stations, Animal Management and Animal Welfare Building Complex, Drainage Services Department’s desilting compound, EMSD’s chiller plant and refuse collection points, electricity substations and sewage pumping stations. A site to the north of the “R(B)4” zone close to the landscaped deck at the upper portion of Shing Fung Road is reserved for two half-sunken sewage pumping station and salt water pumping station. The design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts to the surroundings. A site near Ma Tau Kok waterfront is also reserved for public transport interchange.

9.5.5 A “G/IC” site at the Cha Kwo Ling waterfront is earmarked for the development of a new Vocational Training Council campus building with adequate capacity and state-of-the-art facilities. Two building height subzones of 60mPD/70mPD are designated within the site. As the site is located near the waterfront, the design of the campus building should respect the waterfront setting, ensure visual compatibility with the surrounding developments, promote air and visual permeability, and facilitate pedestrian access to and public enjoyment of the waterfront. Special design considerations including provision of public passageway, building setback from Wai Yip Street/Cha Kwo Ling Road/waterfront promenade, building separation between blocks, podium-free design, enhanced greening and landscape provision, and integration with the

adjoining planned open space and waterfront promenade should be adopted for the development. A public open space of not less than 1 ha in size should be provided in the development and handed over to the Government for management and maintenance upon completion. The design of this public open space should integrate with the planned waterfront promenade and soccer pitch on the adjoining area zoned “Open Space” for public enjoyment. Appropriate requirements reflecting the above intention on the urban design considerations of the Vocational Training Council campus and design integration of the public open space with the adjoining areas zoned “Open Space” are required to be stipulated in the conditions of land grant/allocation. The layout and design of the campus development and the adjoining open space will be subject to detailed design.

9.5.6 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of “G/IC” sites. Sites reserved for EMSD Headquarters, police headquarters, Government offices, Hong Kong Children’s Hospital and Kai Tak Acute Hospital will be subject to relatively higher building height restriction ranging from 60mPD to 100mPD.

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

#### 9.6 Open Space (“O”) – Total Area 99.26 ha

9.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected public open spaces, in respect of size and function is proposed (Figure 2). This includes regional, district and local open spaces. These open spaces are essential components of the urban design framework for Kai Tak Development. While individual open space projects are subject to detailed design study, it is the planning intention to promote luxuriant planting in these open spaces to create a more natural environment and green setting in the Area. Opportunity to utilizing some of the open space in the Station Square as well as along the Sports Park and Kai Tak River for public creative activities or other compatible uses should be explored.

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

(a) The proposed Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and a landscape vista looking towards the waterfront promenade of the Dining Cove.

- (b) According to the findings of the archaeological field investigations conducted, the area near the Kowloon City No.2 Sewage Pumping Station at the north-west of the North Apron is of archaeological potential. The area is zoned as open space for the establishment of a Heritage Park and can be integrated with the adjoining Sung Wong Toi Park for development. This can provide an appropriate environment and ambience for the preservation and display of important archaeological findings for public appreciation and education purposes.
- (c) The Station Square around the TML KAT Station will form a contemporary park with cafes and restaurants provided within the abutting retail belt, serving as a gateway to Kai Tak. The design of the western end of the Station Square should also be compatible with the heritage theme of the LTSB Preservation Corridor.
- (d) The open spaces around the Sports Park will provide space for dispersal of spectators and serve additional leisure purpose for the public during non-event days. Part of the site formation level of the Sports Park will be raised to facilitate integration of the main stadium and the public sports ground as well as to maintain continuity of open space network. The open space in between the “OU(Stadium)” zones and Shing Fung Road also functions as a view corridor to Lion Rock.
- (e) The Metro Park, located in the upper part of the Runway Area, will form a regional open space for the East Kowloon Area and is designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc. The Metro Park integrated with open spaces around the Station Square and the “OU(Stadium)” zone will form a comprehensive green hub to achieve the “Stadium in the Park” concept.
- (f) The Runway Park at the end of runway will provide a theme area to accommodate facilities of aviation-related theme including weather station and an unobstructed view to Lei Yue Mun.
- (g) The waterfront promenade generally with 20m to 35m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development. A waterfront open space at the cove of Ma Tau Kok in between the proposed dedicated rehousing estate zoned “R(A)6” and the Sports Park is intended to complement the Dining Cove with food and beverage uses on its two sides overlooking the Victoria Harbour for creating a vibrant waterfront environment and giving people a unique dining experience. Outside seating accommodation for alfresco dining may be provided under administrative mechanism.

9.6.3 District open space is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space and surrounding areas. It comprises the Hoi Sham Park at Ma Tau Kok waterfront, the Avenue Park near public housing developments, the Kai Tak River, the open space at the South Apron Corner, and a district open space at Cha Kwo Ling waterfront.

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

9.7 Other Specified Uses (“OU”) – Total Area 52.50 ha

9.7.1 This zone covers land allocated for following specific uses.

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

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

9.7.4 A site with an area of 5.93 ha in the former runway tip is designated “OU” annotated “Tourism Related Uses to Include Commercial, Hotel and Entertainment”. This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Developments within this zone are subject to a maximum total gross floor area of 229,400 m<sup>2</sup> and a maximum building height of 100mPD. This development should incorporate a public observation gallery to enable the general public to view this part of the Victoria Harbour, as well as the Kai Tak site and the surrounding areas. A building or structure incorporating the public observation gallery with design merits could be submitted to the Board for consideration of relaxation of the building height restriction. The overall development scheme for this site will be assessed as a part of the layout plan submission to the Board for planning permission. To allow design flexibility, minor relaxation of the gross floor area and building

height restriction as stipulated on the Plan may also be considered by the Board. A minimum building setback of 45m from the zoning boundary abutting the “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)” zone shall be provided.

- 9.7.5 A site with an area of 20.32 ha at the Kai Tak waterfront is designated “OU(Stadium)”. This zone is intended primarily for the provision of the Sports Park including a main stadium (with 50,000 seats), a public sports ground (with 5,000 seats) and an indoor sports centre building (with a 10,000-seat main arena) and other leisure and recreation facilities. The adjacent “O(1)” zone as mentioned in paragraph 9.6.6 above will form a part of the Sports Park. Developments within this zone are subject to a maximum building height of 55mPD.
- 9.7.6 Two sites in the vicinity of the TML KAT Station are designated “OU(Mixed Use)(2)” and “OU(Mixed Use)(3)”. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.
- 9.7.7 Developments within “OU(Mixed Use)(2)” zone are subject to a maximum domestic plot ratio of 5.0 and a non-domestic plot ratio of 2.0. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 125mPD/150mPD. A special design requirement is incorporated for this site such that the residential element should commensurate with the commercial element in form. The residential development could accommodate high quality hotel-like service apartment with its design and appearance befitting the image of the Kai Tak City Centre and commensurate with those premier commercial/office developments to its west and east. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys shall be provided in the retail belt abutting the Station Square to create vibrant street environment. Provision of public passageway at the basement level of the developments in the “OU(Mixed Use)(2)” zone is required to connect to the USS system.
- 9.7.8 Developments within “OU(Mixed Use)(3)” zone are subject to a maximum domestic plot ratio of 4.75, and a maximum non-domestic plot ratio of 2.25. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.
- 9.7.9 The TML KAT Station locating in the centre of Kai Tak City Centre is zoned “OU” annotated “Railway Station with Commercial Facilities”. This zone is primarily intended for the provision of railway station with commercial facilities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the USS

system. The commercial facilities within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.

- 9.7.10 A site near “OU(Stadium)” zone is zoned “OU(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 a dining cove and more vibrant environment. Development within this zone is subject to the maximum building height of one storey.
- 9.7.11 “OU” annotated “Landscaped Elevated Walkway” zones are indicated on the Plan. They will become part of the comprehensive pedestrian network, providing a north-south connection from San Po Kong to the Kai Tak City Centre and an east-west connection from Kowloon Bay and Kwun Tong to the South Apron. A curvilinear landscaped elevated walkway is proposed at the upstream of Kai Tak River connecting San Po Kong, the Government offices and the landmark tower in Kai Tak and eventually merges with the large platform of the “OU(Art and Performance Related Uses)” zone. This feature walkway together with the Kai Tak River and a landmark tower with distinctive design will shape a very strong image at the locality. The design of the landscaped elevated walkway should be in harmony with the surrounding developments and should highlight its significance as a gateway into Kai Tak City Centre.
- 9.7.12 The site to the south of Kwun Tong Bypass and abutting Wai Lok Street is zoned “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above”. This zone covers the existing Kwun Tong Sewage Pumping Station. To minimize possible impact on the surrounding districts, mitigation measures including landscaped deck and suitable enclosure of the plant facilities are proposed. Developments within this zone are subject to a maximum building height of 15mPD.
- 9.7.13 A site at the runway tip is designated “OU” annotated “Heliport”. This zone is intended primarily for the provision of an at-grade cross-boundary heliport, which will be co-located with the Government Flying Service Kai Tak Division. Developments within this zone are subject to a maximum building height of 13mPD to accommodate a building to service the heliport operation. Notwithstanding the noise barrier will not be subject to the maximum building height restriction, installation of noise barrier for this facility will require planning permission from the Board.
- 9.7.14 The existing Kowloonbay International Trade and Exhibition Centre located near the junction of Kai Cheung Road and Kai Fuk Road is zoned “OU” annotated “Trade Mart and Commercial Development”. This zone is intended primarily for exhibition and ancillary commercial uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a gross floor area of not less than 11,285m<sup>2</sup> would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this

zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.

9.7.15 Other specified uses include amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. Developments within this zone are subject to a maximum building height of 15mPD. Kwun Tong Ferry Pier is designated “OU” annotated “Pier (1)”, which is intended to incorporate a broader range of government, arts and cultural/institutional uses. The Kwun Tong (Dangerous Goods) Vehicle Ferry Pier is the only licensed public dangerous goods vehicle ferry pier along the southern waterfront area in Kowloon to convey the daily needed dangerous goods to Hong Kong Island and is a restricted zone. For any new shared-use activities or design proposals therein, relevant Government departments should be consulted and their prior agreement should be obtained in order not to affect the operation of the pier.

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

## **10. COMMUNICATIONS**

### **10.1 Roads (Figure 3)**

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

10.1.2 Regarding the trunk roads, apart from the existing Airport Tunnel, Lung Cheung Road and Kwun Tong Bypass, the planned Route 6 (CKR, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel), in particular the CKR serves to provide a convenient route linking up West Kowloon with East Kowloon. North Apron and South Apron Areas will have direct road connections with this part of Route 6. On 11 November 2014, the Permanent Secretary for Transport and Housing (Transport) under the Roads (Works, Use and Compensation) Ordinance authorized the works of the Trunk Road T2, while on 5 January 2016, the CE in C under the Roads (Works, Use and Compensation) Ordinance authorized the works of the CKR.

10.1.3 Regarding the district distributors, there are four district distributors, namely Road D1 (its western portion joins Olympic Avenue and eastern portion is named as Concorde Road), Road D2 (named as Shing Kai Road), Road D3 (its southeast portion is named as Shing Fung Road) and Road D4 (named as Kai Tak Bridge Road). They are in dual 2-lane configuration except the section of Shing Kai Road, which passes through the Sports Park site, is in dual 3-lane configuration. Road D1 is an east-west district distributor along the northern boundary extending from Olympic Avenue in Ma Tau Kok to connect with Eastern Road in Kowloon Bay. Shing Kai Road passing through the Kai Tak City

Centre joins To Kwa Wan Road. Road D3 connects the Kai Tak City Centre with the Runway Precinct. Kai Tak Bridge Road connects the Runway Precinct with the Kowloon Bay waterfront.

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

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

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

## 10.2 Railway

On 27 March 2012, the CE in C authorized the Shatin to Central Link (SCL) under the Railways Ordinance. The authorized railway scheme shall be deemed to be approved under the Ordinance. The SCL comprises two sections, namely the ‘Tai Wai to Hung Hom’ section and the ‘Hung Hom to Admiralty’ section, with a total of 10 stations including KAT Station and SUW Station. Construction of the main works of the SCL commenced in 2012. The ‘Tai Wai to Kai Tak’ section was put into service on 14 February 2020 and the remaining ‘Kai Tak to Hung Hom’ section was put into service on 27 June 2021. The TML KAT Station and SUW Station have significantly improved the accessibility of the Area.

## 10.3 “Multi-modal” EFLS

In the 2020 Policy Address, the Government announced the implementation of a “multi-modal” EFLS in Kowloon East, which comprises a package of green initiatives that serve complementarily to enhance connectivity in the area. Through the “multi-modal” EFLS, it aims to provide people with various environment-friendly and convenient links to different railway stations and public transport interchanges in Kowloon East.

## 10.4 Pedestrian Connections (Figure 4)

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

10.4.2 New landscaped elevated walkways and footbridges will be constructed to connect the Area with the surrounding districts and waterfront area, as well as to promote a green environment.

10.4.3 In addition, two USS and three pedestrian subways are proposed while five existing subways will be enhanced/modified to improve the pedestrian linkage to the hinterlands. For the USS, the implementation mechanism will be further examined in the detailed design stage.

10.4.4 Details of the new and enhanced connection points between surrounding districts and Kai Tak are shown below:

A. To Kwa Wan

A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road is proposed which is the major entry point to Kai Tak near the Sports Park site.

A2: An at-grade crossing or a footbridge crossing over Sung Wong Toi Road is proposed for the pedestrian movements from Kowloon City Road.

A3: An at-grade crossing at Olympic Avenue is proposed.

B. Kowloon City

B1: Layout of existing subways at Olympic Garden is to be enhanced and extended to connect with the Kai Tak area.

B2: An existing subway underneath PERE is to be enhanced.

B3: A subway is proposed to connect Nga Tsin Wai Road in Kowloon City through the USS to the TML SUW Station.

B4: A subway with heritage theme is proposed across PERE to connect the LTSB Preservation Corridor with Shek Ku Lung Road Playground which will then allow visitors to continue their trip to other heritage resources in Kowloon City.

B5: A subway crossing Olympic Avenue and PERE is proposed to connect the section of Kai Tak River in the Wong Tai Sin and the one in Kai Tak area.

C. San Po Kong

C1: An existing subway at the interchange between PERE and Choi Hung Road was enhanced to connect with the Government offices.

C2: A curvilinear landscaped elevated walkway connecting the Latitude and Trade and Industry Tower has been completed. The landscaped elevated walkway will be further extended to connect with the future landmark tower and will eventually merge with the “OU(Arts and Performance Related Uses)” zone.

- C3: A subway is proposed to connect ex-San Po Kong Flatted Factory site through the USS with the TML KAT Station.
- C4: A landscaped elevated walkway over PERE near Kai Tak East Playground is proposed.
- C5: An existing subway underneath PERE is to be enhanced and extended to connect with the proposed open space to the east of Rhythm Garden.
- C6: A footbridge over PERE near Rhythm Garden has been completed.

D. Choi Hung

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

E. Kowloon Bay

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

F. Kwun Tong

F1: Several existing at-grade crossings along Hoi Bun Road are to be enhanced to connect Kwun Tong waterfront.

F2: Possible leisure boat ride between Runway Area and Kwun Tong waterfront.

## **11. UTILITY SERVICES**

### **11.1 Water**

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

### **11.2 Gas**

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

### **11.3 Electricity**

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

### **11.4 Telephone**

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

### **11.5 District Cooling System**

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient as compared to traditional air-cooled air-conditioning systems and individual water-cooled air-conditioning systems using cooling towers. The system would be supported by chiller plants and pumping stations, which have been reserved in the Area.

### **11.6 Automated Refuse Collection System**

The automated refuse collection system, as one of the environmentally friendly measures, is designed to collect and handle refuse in a totally concealed manner. The applications of the system may require further study and necessary legislation.

## 11.7 Sewerage and Drainage

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

## 12. CULTURAL HERITAGE (Figure 4)

- 12.1 The LTSB Site of Archaeological Interest, the Sung Wong Toi Park, the Heritage Park, the Grade 2 Passenger Pier of Kowloon City Ferry Piers, the Grade 2 Kowloon City Vehicular Ferry Pier and the Grade 3 Old Far East Flying Training School fall within the Kai Tak OZP boundary.
- 12.2 Apart from the above sites, several buildings/structures of historical interest are also found in the Area and in its vicinity. They include Fire Station B and associated pier, wind pole at the middle of the Runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Sung Wong Toi Inscription Rock is a Government Historic Site Identified by Antiquities and Monuments Office (AMO). Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for both local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets including the ex-Ma Tau Kok Animal Quarantine Depot, the Kowloon Walled City Park, and the Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.
- 12.3 On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.

12.4 Prior consultation with AMO of the Development Bureau should be made if any works, development, redevelopment or rezoning proposals that might affect the above site of archaeological interest, declared monuments, historic buildings/structures graded by the AAB, new items pending grading assessment by the AAB, the areas of archaeological potential and their immediate environs.

### **13. IMPLEMENTATION**

13.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.

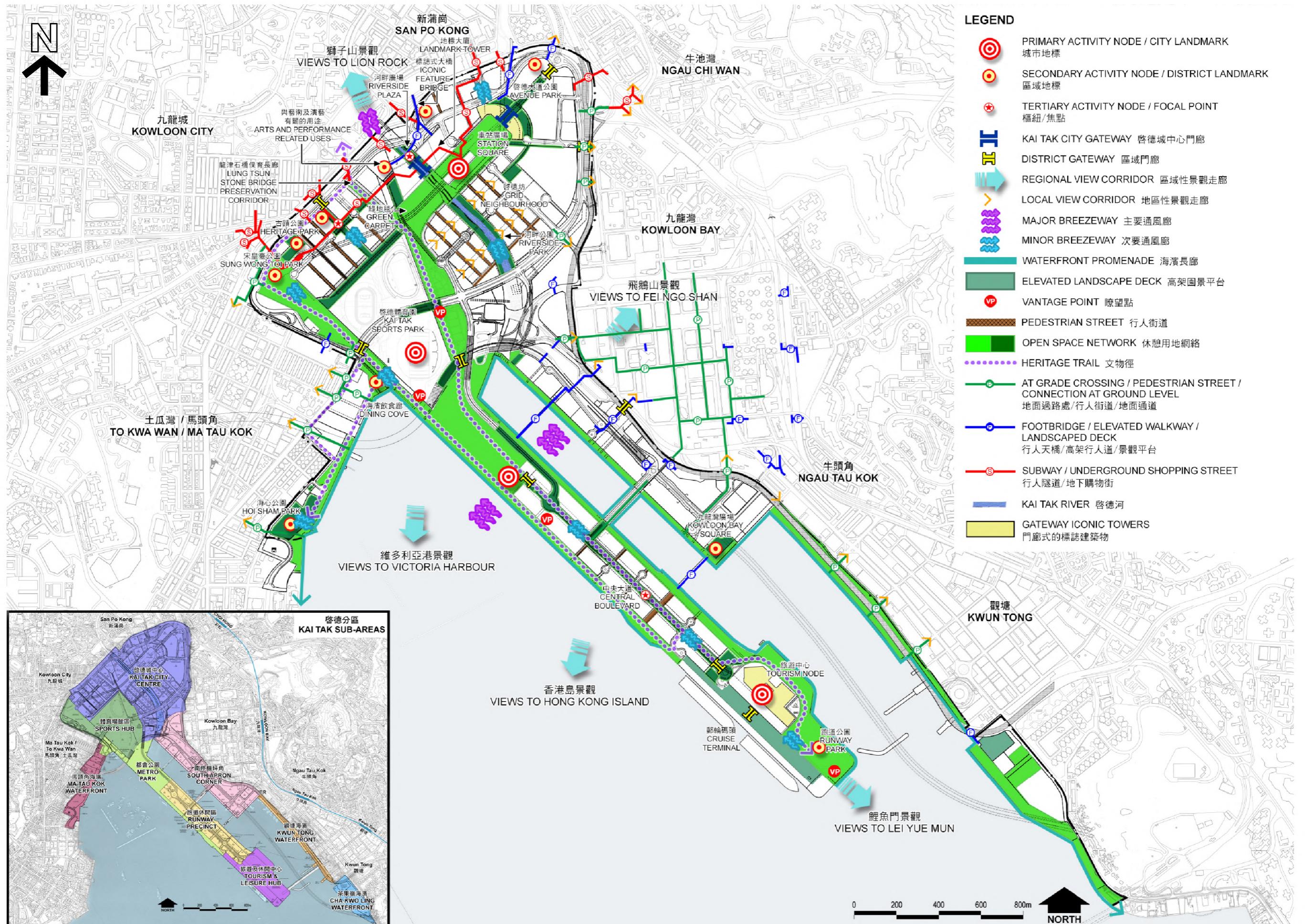
13.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City, Kwun Tong and Wong Tai Sin District Councils would also be consulted as appropriate.

13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

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

- Figure 1 – Urban Design Framework
- Figure 2 – Landscape Plan
- Figure 3 – Proposed Road Network
- Figure 4 – Pedestrian Connections, Heritage Trail and Cycle Track

**TOWN PLANNING BOARD**  
**OCTOBER 2022**



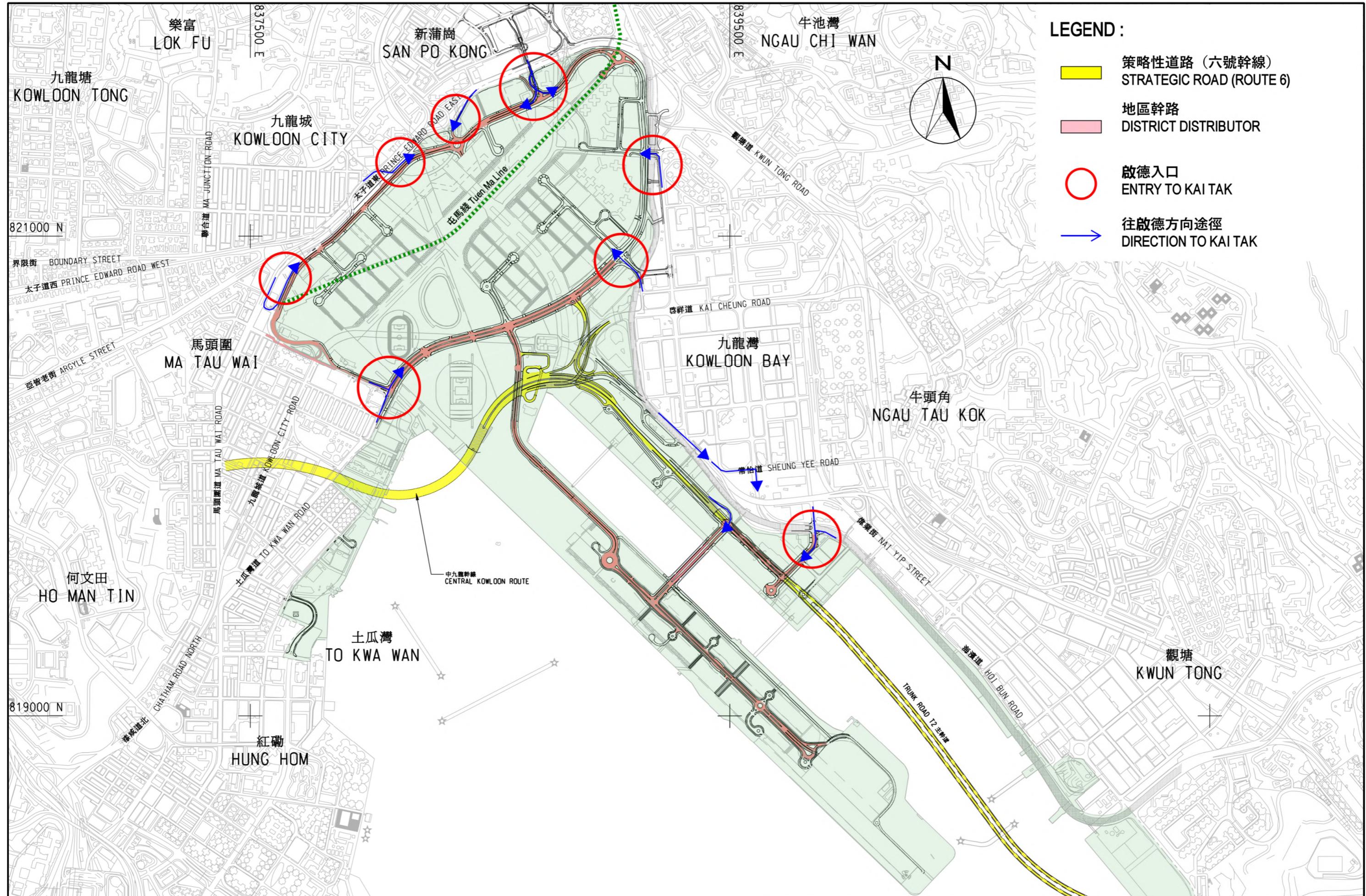


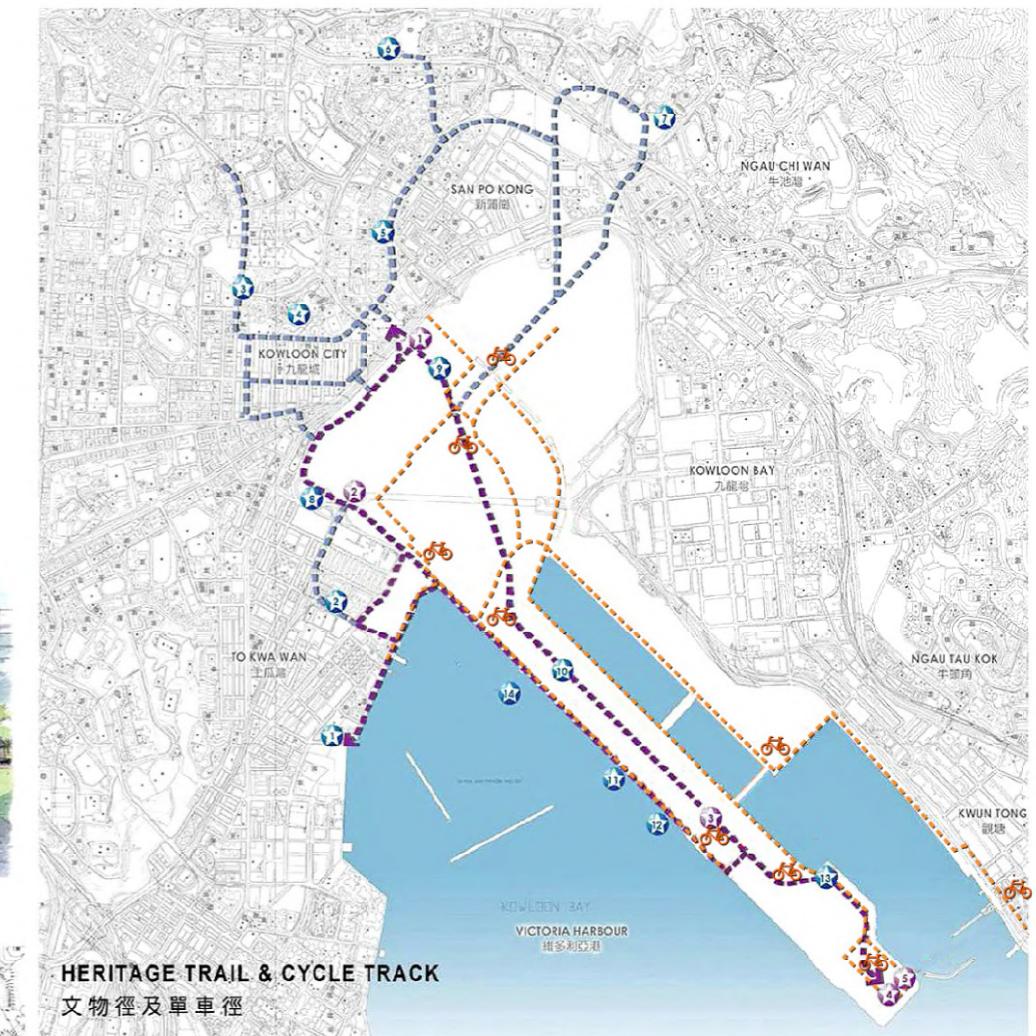
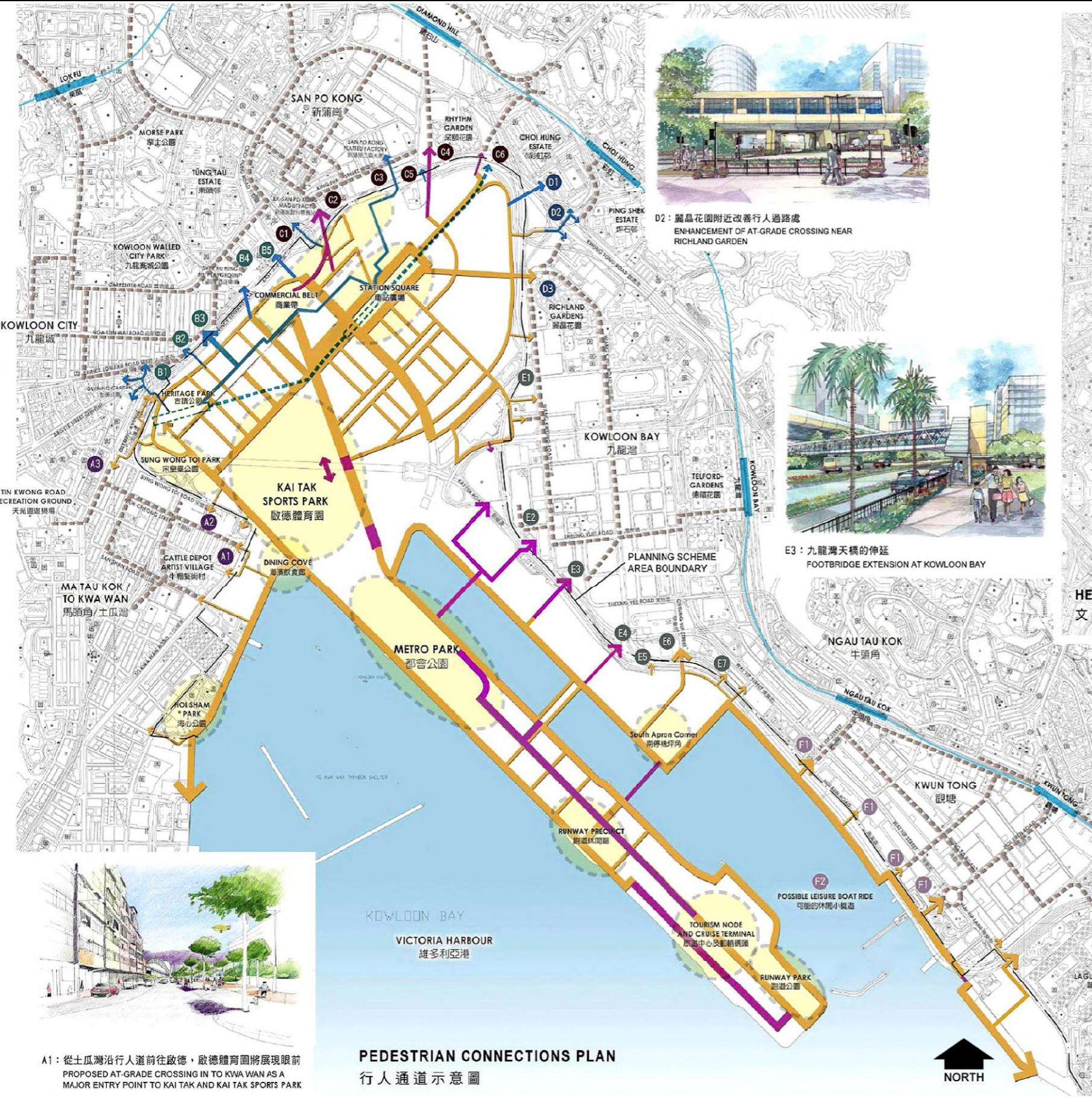
## 景觀設計圖 LANDSCAPE PLAN

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

參考編號  
REFERENCE No.  
M/K22/21/177

## 圖 FIGURE 2





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

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