

KOWLOON PLANNING AREA NO. 22

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

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**SCHEDULE OF AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/8
MADE BY THE TOWN PLANNING BOARD
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

I. Amendments to Matters shown on the Plan

- Item A – Rezoning of a site at Concorde Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Commercial (10)” (“C(10)”) with stipulation of building height restrictions and designation of non-building area, area shown as ‘Underground Shopping Street’, and area for ‘Shop and Services’ and ‘Eating Place’ uses only.
- Item B1 – Rezoning of two pieces of land across Shing Cheong Road and at Shing Yan Lane from areas shown as ‘Road’ to “Other Specified Uses” (“OU”) annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”).
- Item B2 – Rezoning of another three pieces of land across Shing Cheong Road and at Shing Yan Lane from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’.
- Item C1 – Rezoning of a strip of land near Kwun Tong Bypass from an area shown as ‘Road’ to “OU(Landscaped Elevated Walkway)”.
- Item C2 – Rezoning of another strip of land across Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” to an area shown as ‘Road’.

Incorporating annotations to refer the zonings of the areas covered by the Urban Renewal Authority Ming Lun Street/Ma Tau Kok Road Development Scheme Plan (DSP) and To Kwa Wan Road/Ma Tau Kok Road DSP on the Plan for information.

Deletion of the annotation for the completed Central Kowloon Bypass (Yau Ma Tei Section) indicating its authorization under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) by the Chief Executive in Council for information.

Updating annotations for the completed Central Kowloon Bypass (Yau Ma Tei Section), underground subways, landscaped elevated walkways, underground shopping streets, and the landscaped deck at Kai Tak Runway on the Plan for information.

II. Amendments to the Notes of the Plan

- (a) Revision to paragraph (7)(a) of the covering Notes to allow provision, maintenance or repair of small unmanned aircraft take-off and landing facilities 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.
- (b) Revision to the Planning Intention of the Notes for “C” zone in accordance with the Master Schedule of Notes to Statutory Plans (MSN).
- (c) Revision to the Remarks of the Notes for “C” zone to incorporate development restrictions for the new “C(10)” sub-zone.

- (d) Deletion of the Planning Intention and the Remarks of the Notes in relation to the “CDA” and “CDA(1)” zones; and corresponding revision to the Planning Intention of the Notes for “CDA(2)” zone.
- (e) Revision to the Remarks of the Notes for “Residential (Group A)” (“R(A)”) zone in relation to minor relaxation clause.
- (f) Incorporation of ‘Eating Place (on land designated “OU(Pier)(1)” only)’ and ‘Shop and Services (on land designated “OU(Pier)(1)” only)’ under Column 1 of the Notes for “OU(Pier)” zone; and corresponding revision of ‘Eating Place (Restaurant only)’ and ‘Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor-vehicle showroom) only)’ to ‘Eating Place (not elsewhere specified)’ and ‘Shop and Services (not elsewhere specified)’ respectively under Column 2 of the Notes for “OU(Pier)” zone.
- (g) Revision to the Remarks (1) of the Notes for “OU(Pier)” zone to specify excluding land designated “OU(Pier)(1)”, revise the development restrictions and incorporate ‘Eating Place’ as an ancillary use.
- (h) Editorial amendments to the Remarks of the Notes for “CDA”, “R(A)”, “Residential (Group B)”, “OU” annotated “Arts and Performance Related Uses”, “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above”, “OU” annotated “Heliport”, “OU” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” and “OU” annotated “Trade Mart and Commercial Development” zones.
- (i) Revision to the Chinese texts of the user term ‘Research, Design and Development Centre’ from ‘研究所、設計及發展中心’ to ‘研究、設計及發展中心’ in the Notes for “CDA” and “Government, Institution or Community” zones in accordance with MSN.

Town Planning Board

17 July 2026

KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

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

NOTES

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

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

- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway/tram tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
 - (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/rail/tram/public light bus stop or lay-by, cycle track, rail track, railway station entrance, railway structure below ground level, taxi rank, small unmanned aircraft take-off and landing facilities, 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.

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Schedule of Uses

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COMMERCIAL

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

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COMMERCIAL (Cont'd)

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre(s) and regional or district commercial/shopping centre(s). 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)”, “Commercial (9)” and “Commercial (10)”, 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%
Commercial (10)	10.0	65%

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COMMERCIAL (Cont'd)

Remarks (Cont'd)

- (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 'Waterfront Promenade' in the "Commercial (2)" zone, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (6) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Commercial (10)" zone, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (7) 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.
- (8) 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.
- (9) On land designated "Commercial (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.
- (10) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (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.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) to (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat Government Refuse Collection Point Government Use (not elsewhere specified) 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

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

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

The planning intention for area designated “Comprehensive Development Area (2)” (“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;

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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</u> (excluding basement(s))
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(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.

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COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (6) 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.
- (7) 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.
- (8) In determining the maximum site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (9) In determining the maximum plot ratio and site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as public transport facilities, as required by the Government, shall be included for calculation.
- (10) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (3) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (3) above may thereby be exceeded.
- (11) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (3) and (4) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (12) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

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

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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	

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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 2,700m² 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 (GIC) 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 GIC facilities, as required by the Government, may be disregarded.

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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) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Use (not elsewhere specified)
Residential Institution	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
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.

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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 Mass Transit Railway 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.

(Please see next page)

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
Public Transport Terminus or Station (on land designated "Open Space (1)" only)	(excluding container vehicle) (other than on land designated "Open Space (1)")
Public Vehicle Park (excluding container vehicle) (on land designated "Open Space (1)" only)	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Sitting Out Area	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Arts and Performance Related Uses” only

Eating Place	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 11,600m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan. At least 60% of the total gross floor area shall be used for arts and performance related uses.
- (2) A platform above the building shall be provided for public enjoyment and shall allow connection to the landscaped elevated walkway to its east.
- (3) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area, the percentage of gross floor area for arts and performance related uses and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (5) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Cruise Terminal to include Commercial Development with Landscaped Deck Above” only</u>	
Ambulance Depot	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 10,600m².
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building/structure (excluding radar and telecommunications electronic microwave repeater) shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Landscaped deck shall be provided for public enjoyment purpose.
- (4) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, caretaker's office, baggage handling area and passengers waiting/queuing area, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Government Use
Helicopter Fuelling Station
Helicopter Landing Pad

Noise Barrier
Public Utility Installation
Utility Installation for Private Project

Planning Intention

This zone is primarily intended for the provision of an at-grade cross-boundary heliport.

Remarks

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

For “Landscaped Elevated Walkway” only

Landscaped Elevated Walkway
Government Use

Planning Intention

This zone is primarily intended for the provision of landscaped elevated walkway to create enhanced pedestrian environment for connecting Kai Tak with its hinterland.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<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/ Massage Establishment (in non-residential building only)	Commercial Bathhouse/Massage Establishment (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 Other Structure above Ground Level other than Entrances
Information Technology and Telecommunications Industries	Residential Institution
Institutional Use (not elsewhere specified)	Social Welfare Facility (not elsewhere specified)
Library	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(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 "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

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Eating Place (on land designated "OU(Pier)(1)" only)	Eating Place (not elsewhere specified)
Pier	Exhibition or Convention Hall
Government Use	Marine Fuelling Station
Institutional Use (on land designated "OU(Pier)(1)" only)	Office
Place of Recreation, Sports or Culture (on land designated "OU(Pier)(1)" only)	Public Vehicle Park (excluding container vehicle)
Shop and Services (on land designated "OU(Pier)(1)" only)	Shop and Services (not elsewhere specified)

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) Excluding land designated "OU(Pier)(1)", kiosks or premises not in excess of a maximum total non-domestic gross floor area of 100m² for uses as eating place and retail shop and service trades are considered as ancillary to pier use.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Railway Station with Commercial Facilities” only</u>	
Eating Place	Railway Vent Shaft and/or
Government Use	Other Structure above Ground Level
Place of Entertainment	other than Entrances
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

Planning Intention

This zone is intended primarily for the provision of sewage treatment/screening plant with suitable mitigation measures including landscaped deck and enclosure of the plant facilities.

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Stadium" only</u>	
Eating Place	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.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For “Tourism Related Uses to include Commercial, Hotel and Entertainment” only

Broadcasting, Television and/or Film Studio
 Commercial Bathhouse/Massage Establishment
 Eating Place
 Educational Institution
 Exhibition or Convention Hall
 Flat (Staff Quarters only)
 Government Refuse Collection Point
 Government Use
 Hotel
 Library
 Off-course Betting Centre
 Office
 Petrol Filling Station
 Place of Entertainment
 Place of Recreation, Sports or Culture
 Private Club
 Public Clinic
 Public Vehicle Park (excluding container vehicle)
 Public Convenience
 Public Transport Terminus or Station
 Public Utility Installation
 Railway Vent Shaft and/or
 Other Structure above Ground Level
 other than Entrances
 Religious Institution
 School
 Shop and Services
 Showroom
 Social Welfare Facility
 Utility Installation for Private Project

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

- (1) An applicant for planning permission for development or use on land designated “Other Specified Uses” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment” shall prepare a layout plan and any other documents showing the following information for consideration of the Town Planning Board:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, open space and public observation gallery to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscape and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic impacts that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum total gross floor area of 229,400m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Notwithstanding paragraph (2) above, a building or structure with a public observation gallery exceeding the maximum building height restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government shall be included for calculation.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) A minimum building setback of 45m from the zoning boundary abutting the “Other Specified Uses” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above” zone shall be provided.
- (8) Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the building setback restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Trade Mart and Commercial Development” only</u>	
Broadcasting, Television and/or Film Studio (excluding free-standing purpose- designed building)	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 11,285m²; and
 - (b) the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building(s) on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Tunnel Ventilation Shaft" only

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

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 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For “Waterfront Related Commercial, Cultural and Leisure Uses” only</u>	
Eating Place Place of Entertainment Place of Recreation, Sports or Culture Shop and Services	Government Use Public Utility Installation Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Social Welfare Facility

Planning Intention

This zone is primarily intended for the provision of commercial, cultural and leisure uses at the waterfront area.

Remarks

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

For “Amenity Area” only

Amenity Planting	Government Use Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily for the provision of landscaping and planting to enhance the environment.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For All Other Specified Uses Not Listed Above

As Specified on the Plan

Government Use
Private Club
Railway Vent Shaft and/or
Other Structure above Ground Level
other than Entrances
Utility Installation not Ancillary to the Specified
Use

Planning Intention

This zone is primarily to provide/reserve land for specific purposes and uses.

Remarks

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

KOWLOON PLANNING AREA NO. 22

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 22

DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

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KOWLOON PLANNING AREA NO. 22
DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/9

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/9. 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 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 OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance on 17 February 2017.
- 2.8 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 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 OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance on 10 December 2021.
- 2.9 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 12 March 2026, the Secretary for Development referred the approved Kai Tak OZP No. S/K22/8 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 March 2026 under section 12(2) of the Ordinance.
- 2.10 On 17 July 2026, the draft Kai Tak OZP No. S/K22/9 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments mainly include (i) rezoning of a site at Concorde Road from “Comprehensive Development Area (1)” to “Commercial (10)”; (ii) rezoning of two pieces of land across Shing Cheong Road and at Shing Yan Lane from areas shown as ‘Road’ to “Other Specified Uses” annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”) and another three pieces of land from “OU(Landscaped Elevated Walkway)” to areas shown as ‘Road’; and (iii) rezoning of a strip of land near Kwun Tong Bypass from an area shown as ‘Road’ to “OU(Landscaped Elevated Walkway)” and another strip of land across Kwun Tong Bypass from “OU(Landscaped Elevated Walkway)” to an area shown as ‘Road’.

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks so that development and redevelopment of land within the Planning Scheme Area (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 Area. It is a small-scale plan and the transport 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 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 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.tpb.gov.hk>.

5. THE 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 and includes two areas covered by "Urban Renewal Authority (URA) Ming Lun Street/Ma Tau Kok Road Development Scheme Plan (DSP)" and "URA To Kwa Wan Road/Ma Tau Kok Road DSP".
- 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

Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 49,000 persons. It is estimated that the planned population of the Area would be about 158,000 persons.

7. **PLANNING THEMES AND URBAN DESIGN FRAMEWORK** (Figures 1 and 2*)

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 is planned to be a hub for sports and leisure activities. The modern Kai Tak Sports Park (the Sports Park), as the anchor of Kai Tak, is complemented by a comprehensive network of open spaces including a Metro Park, indoor recreational centres and extensive trails for cycling and jogging along the waterfront promenade. Following the improvement of water quality, there is an 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 recreational 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 recreational activity nodes to ensure vibrancy in different time of the day and different days of the week. Kai Tak is re-positioned as the waterfront destination for tourists. The history of Kai Tak will be manifested throughout the Area and the heritage resources in the adjacent areas will also be promoted.
- 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 the provision of a “multi-modal” Environmentally Friendly Linkage System (EFLS), roadside greening, green roof and district cooling system (DCS), and planning for mass transit including the proposed Smart and Green Mass Transit System in Kai Tak (SGMTS-KT), are all built into the planning framework to minimize noise impact and for better air ventilation.
- 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.

* These figures were prepared in the Study on Further Review of Land Use in Kai Tak Development and are for indicative purpose only. The design and layout of individual sites may change at the detailed design stage.

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

The overall identity for Kai Tak is 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. 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 helps revitalize and reactivate the East Kowloon. The provision of these facilities has taken 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 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 is introduced to 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 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

The composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers create a dynamic skyline that defines Kai Tak. The overall building height profile starts with a landmark tower with distinctive design on the “C(10)” site at the Kai Tak City Centre and gradates towards the waterfront in two directions: one in the southeast along 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 is maintained for the flight take-off memory.

7.2.7 Celebrating the Gateways

Gateways take a variety of forms and types in Kai Tak. From the Harbour, the Cruise Terminal is the main point of entry, while the Metro Park and the Sports Park are the visual gateway from the water into Kai Tak. The underground railway station at the Station Square, which is full of trees and green open space, is the point of arrival. By foot, several gateways from each neighbourhood 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 has placed a strong emphasis on aesthetics, human comfort and creating a sense of place. All development sites should have greening at both pedestrian zones and roof levels.

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 are imposed to 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 15mPD to 100mPD, except for the 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 “C(10)” zone which has been developed into a landmark building (known as AIRSIDE) of distinctive design along Kai Tak River. The landmark tower complements the curvilinear landscaped elevated walkway and 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 (NBA) is incorporated in the “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 NBA 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, east-southeast (ESE), southeast (SE) and south-southeast, and the prevailing summer wind mainly comes from the ESE, SE and west-southwest. 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, suitable design measures to minimize any possible adverse air ventilation impacts should be adopted. 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 wind 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 ventilation 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 the 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.

Non-Building Areas

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

Kai Tak City Centre

- 8.10 For the two linked “C(6)” sites serving as gateway twin-tower in the eastern part of Kai Tak City Centre, NBAs of maximum 15m wide are imposed along the eastern boundaries 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. NBA of maximum 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. NBAs of 10m wide and 27m wide 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.

- 8.11 3m-wide NBAs are designated within development sites along the boundaries 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 boundaries abutting Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the “OU(Stadium)” site is to complement the view corridor to Lion Rock.
- 8.12 For the twelve residential sites on both sides of Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m-wide NBAs in NE to SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m-wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the boundaries of the building envelope to foster a courtyard design.
- 8.13 The NBAs designated at the “CDA(2)” and the “OU(Arts and Performance Related Uses)” zones will pronounce the curvilinear shape of the landscaped elevated walkway.

Runway Area

- 8.14 NBAs of maximum 15m wide and 10m wide are designated within “Residential (Group B)” (“R(B)”) and “C” sites along the boundaries abutting the Central Boulevard respectively, 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 at-grade along Shing Fung Road. Kai Tak Bridge Road is a main vehicular and pedestrian gateway from South Apron to Runway Park. 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 boundaries 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.

Building Setback

- 8.15 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” (“OU(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.

9. LAND USE ZONINGS

9.1 “Commercial” (“C”) – Total Area 14.67 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 centres and regional or district commercial/shopping centres. These areas are usually major employment nodes.
- 9.1.2 Ten sites are zoned as “C”. Three 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)” zone is located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to its north-east across Central Kowloon Bypass (CKB), these zones are 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, intended to create a more coherent cluster of commercial developments in the 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 Kwun Tong Bypass. 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 to maintain a wider vista and building gap.

- 9.1.6 Two linked sites zoned “C(6)” located in the eastern side of Kai Tak City Centre near the Mass Transit Railway (MTR) Tuen Ma Line (TML) Kai Tak (KAT) Station are currently occupied by The Twins. The iconic gateway twin-tower development is intended 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, an 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 site via Concorde Road. Another vehicular access is provided via Muk Chui Street to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites serves 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 The “C(10)” zone at 2 Concorde Road is currently occupied by a commercial development named AIRSIDE. It is a comprehensive retail and office development with low-rise structures in the west and a landmark commercial tower in the east complementing the curvilinear landscaped elevated walkway and the landscaped Kai Tak River to signify the prominent image in the locality. Development in the zone is restricted to a maximum non-domestic plot ratio of 10.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 200mPD in the east and 40mPD in the west for the cascading low-rise structures to 15mPD within the retail belt towards Kai Tak

River and Station Square. Within the retail belt designated on the OZP, ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys are provided for a vibrant and festive public gathering place in the town square environment. The 5m-wide NBA along Kai Tak River is to provide a wider vista along the River. A public transport terminus of not less than 3,800m² should be provided. Provision of public passageway at the basement level is required to connect to the USS system.

9.1.10 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.

9.1.11 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 5.98 ha

9.2.1 Four 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.

9.2.2 The “CDA(2)” site located in the Kai Tak City Centre north on the western side of Kai Tak River is intended for a low-rise cascading commercial development. It is subject to a maximum plot ratio of 4.5, a maximum site coverage (excluding basement(s)) of 65%, and a maximum building height of 40mPD. The cascading low-rise structure should descend from 40mPD to 15mPD within the retail belt towards Kai Tak River and Station Square. The NBA at the northern part of the site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway, and the 5m-wide NBA along Kai Tak River is to provide a wider vista along the River. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys in the retail belt abutting the Station Square could create a riverside vibrant and festive public gathering place in the town square environment. Provision of public passageway at the basement level is required to connect to the USS system.

9.2.3 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 two storeys within the retail belt designated on

the OZP along the frontage of the Preservation Corridor could help foster a lively atmosphere. 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%. Within “CDA(3)” and “CDA(4)” zones, provision of public passageway at the basement level is required to connect to the USS system.

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

- 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 2,700m² (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 wide and 11m wide 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 The plot ratio control under “R(A)5” and “R(A)6” zones are 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 URA and partly developed under the Home Ownership Scheme. Twelve existing residential 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 are 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 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 adds interest to the local townscape and project a well-proportioned neighborhood environment. Courtyard design for the residential development is 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 are designated to provide wider vistas in such directions. They together with NBAs along other site boundaries have defined the building envelopes for the alignment of residential blocks along the building envelope boundaries 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. to ensure the courtyard design are controlled under respective land leases.

- 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, with the tallest band of developments in the middle portion, have created an undulating and varied building height profile. 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 also creates 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). Detailed requirements to achieve the said urban design concepts have been suitably incorporated into the land leases.
- 9.4.5 Over Shing Fung Road along the Central Boulevard is an elevated landscaped deck known as Kai Tak Sky Garden. 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 An existing public housing site located north of “OU(Stadium)” zone is designated “R(B)6”. Together with the four “R(A)4” sites to the west, these residential sites are intended to echo with the existing urban fabric in Kowloon City.
- 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 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 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 Government, institution or community (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 Three "G/IC" sites between PERE and Concorde Road are designated for Government offices development and police station 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. The adjacent site has been developed as the Inland Revenue Centre to re-provision the former Revenue Tower in Wan Chai. Another site to the further east across Kai San Road has been developed as the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional

Police Station (the police headquarters). The Government offices cluster could enable the Government services to be more accessible to both the existing and future population. Other major existing GIC facilities in Kai Tak City Centre include the Kai Tak Community Hall, Kai Tak River Desilting Compounds, Electrical and Mechanical Services Department (EMSD) Headquarters, Kai Tak DCS and chiller plants, sewage pumping stations, electricity substations and a refuse collection point. In the South Apron Corner, there are three sites for hospital developments (i.e. Hong Kong Children's Hospital and Kai Tak Hospital) to serve the East Kowloon area and surrounding districts, and sites for Kai Tak Fire Station, Animal Management and Animal Welfare Building Complex and Kowloon Bay Sewage Interception Station.

- 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 existing primary schools and one secondary school are located near Kai Ching Estate. Two primary and one secondary school sites are planned in the vicinity of Tak Long Estate in Kai Tak City Centre, including one site for a reprovisioned primary school. In addition, there are two existing special schools at Sung On Street falling outside the Area in the adjacent Hung Hom district, which could also serve the Area.
- 9.5.4 Two "G/IC" sites near Shing Kai Road are reserved for accommodation of various GIC facilities to serve the Area including indoor recreation centre and social welfare facilities. Other "G/IC" sites are reserved for sub-divisional fire station, refuse collection point and electricity substations. 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 Hospital are subject to relatively higher building height restrictions ranging from 60mPD to 100mPD.

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 1). 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. Public creative activities or other compatible uses could be carried out in the open space in the Station Square as well as along the Sports Park and Kai Tak River.
- 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 recreational purpose for the public during non-event days. Part of the site formation level of the Sports Park has been 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, 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 functions as connection points for the main stadium and the public sports ground while the one to the south facilitates 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 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 could 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’ use 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 Culture, Sports and Tourism Bureau and the stakeholders and the continued improvement of water quality in the KTAC and KTTS.
- 9.6.10 Dedicated Pedestrian Zones 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 have been reflected in the lease conditions as appropriate.

9.7 “Other Specified Uses” (“OU”) – Total Area 52.54 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 11,600m² and a maximum building height of 15mPD. At least 60% of the total gross floor area shall be used for arts and performance related uses. The NBA incorporated in northern part of the zone is intended to pronounce the continuity of the curvilinear landscaped elevated walkway. The implementation of the site will be subject to further study.

- 9.7.3 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)”), known as Kai Tak Cruise Terminal. The zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above, which can accommodate two alongside berths as well as a cruise terminal building. A landscaped deck is provided within the zone for public enjoyment. Developments within this zone are subject to a maximum total gross floor area of 10,600m² 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 229,400m² 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. 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 also forms 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. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys are provided in the retail belt abutting the Station Square to create vibrant street environment. Public passageway at the basement level of the developments is provided 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 form 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(Arts and Performance Related Uses)” zone. This feature walkway together with Kai Tak River and a landmark tower with distinctive design could 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 to 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 former Kowloonbay International Trade and Exhibition Centre site located near the junction of Kai Cheung Road and Kai Fuk Road is zoned “OU” annotated “Trade Mart and Commercial Development”, which is subject to redevelopment. This zone is intended primarily for exhibition and ancillary commercial uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a gross floor area of not less than 11,285m² would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.
- 9.7.15 Other specified uses include amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. Developments within these zones 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.

9.8 Minor Relaxation Clause

- 9.8.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions (except the NBA/building setback as specified in paragraph 9.8.3 below) as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 8.8 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.
- 9.8.2 However, for any existing building with building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.
- 9.8.3 As for the development restriction(s) on NBA/building setback, for developments and/or redevelopments, minor relaxation of such restriction(s) as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance under exceptional circumstances. Without compromising the intention of the NBAs stipulated in the Notes of the Plan or as shown on the Plan to enhance the local air ventilation performance, landscaping and street furniture, underground structures and pedestrian facilities may be permitted within the NBAs. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity may be permitted within the NBAs as appropriate. For the building setback in “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” zone, minor structure for footbridges connecting the Tourism Node with the Cruise Terminal will be permitted.

10. COMMUNICATIONS

10.1 Roads

- 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 (comprising existing CKB, Trunk Road T2 and existing Tseung Kwan O-Lam Tin Tunnel), in particular the CKB serves to provide a convenient route linking up West Kowloon with East Kowloon. North Apron and South Apron Areas have direct road connections with this part of Route 6.
- 10.1.3 Regarding the district distributors, there are four district distributors, namely Olympic Avenue along the northern boundary extending from Ma Tau Kok in the west to join Concorde Road in the east to connect with Kowloon Bay; Shing Kai Road passing through the Kai Tak City Centre to connect with To Kwa Wan Road; Shing Fung Road to connect

Kai Tak City Centre with the Runway Precinct; and Kai Tak Bridge Road to connect the Runway Precinct with the Kowloon Bay waterfront. 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.

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 towards the end of Runway Precinct 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

MTR TML runs through the Area. The ‘Tai Wai to Kai Tak’ and ‘Kai Tak to Hung Hom’ sections of TML were put into service in February 2020 and June 2021 respectively. The TML KAT Station and SUW Station have significantly improved the accessibility of the Area.

10.3 “Multi-modal” EFLS and SGMTS-KT

10.3.1 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.

10.3.2 In the 2023, 2024 and 2025 Policy Addresses, the Government announced to take forward the implementation of the SGMTS-KT. On 31 March 2026, the CE in C authorized the railway scheme of the SGMTS-KT under the Railways Ordinance. The authorized railway scheme shall be deemed to be approved under the Ordinance. The SGMTS-KT will consist of an approximately 3.5-kilometre long dedicated and elevated corridor (in form of viaducts/track systems) with six elevated stations, connecting Kai Tak Cruise Terminal and the MTR KAT Station, passing through the Kai Tak Sky Garden, Shing Fung Road Park and the Kai Tak Sports Park with the proposed elevated depot at Shing King Street. The SGMTS-KT will provide a green and

convenient feeder transport service to strengthen the connectivity among residential and commercial developments, tourism, culture and recreation, sports and community facilities within the Area.

10.4 Pedestrian Connections (Figure 2)

- 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 are planned to connect the Area with the surrounding districts and waterfront area, as well as to promote a green environment.
- 10.4.3 In addition, USS and new/enhanced/modified pedestrian subways are planned 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 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 which is the major entry point to Kai Tak near the Sports Park site.
 - A2: An at-grade crossing and a footbridge crossing over Sung Wong Toi Road for the pedestrian movements from Kowloon City Road.
 - A3: An at-grade crossing at Olympic Avenue.
 - B. Kowloon City
 - B1: Subways at Olympic Garden to connect with the Area.
 - B2: A subway underneath PERE.
 - B3: A subway to connect Nga Tsin Wai Road in Kowloon City through the USS to the TML SUW Station.
 - B4: A subway with heritage theme across PERE to connect the LTSB Preservation Corridor with Shek Ku Lung Road Playground to allow visitors to continue their trip to other heritage resources in Kowloon City.
 - B5: A subway crossing Olympic Avenue and PERE to connect the section of Kai Tak River in the Wong Tai Sin and in Kai Tak.
 - C. San Po Kong
 - C1: A subway at the interchange between PERE and Choi Hung Road to connect with the Government offices.

- C2: A curvilinear landscaped elevated walkway connecting the Latitude, Trade and Industry Tower and AIRSIDE, and extending further to merge with the “OU(Arts and Performance Related Uses)” zone.
- C3: A subway to connect ex-San Po Kong Flatted Factory site through the USS with the TML KAT Station.
- C4: A landscaped elevated walkway over PERE at Sze Mei Street.
- C5: A subway underneath PERE to connect with the open space to the east of Rhythm Garden (known as Kai Tak East Park).
- C6: A footbridge over PERE near Rhythm Garden.

D. Choi Hung

- D1: A subway from near the two primary schools across Shing Kai Road, Kwun Tong Bypass and PERE to Choi Hung.
- D2: An at-grade crossing near Cognitio College (Kowloon) across Shing Kai Road together with the enhanced existing subway across PERE near Ping Shek Estate/Choi Hung Estate.
- D3: An at-grade crossing near Richland Gardens 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 site occupied by former Kowloonbay International Trade and Exhibition Centre across Kai Fuk Road to connect with commercial cluster to the north of the South Apron area. A landscaped elevated walkway system to connect the commercial sites and extend to cross the KTAC to the Metro Park on the Runway.
- E3: A footbridge above Kai Fuk Road from Wang Tung Street in Kowloon Bay area to South Apron.
- E4: A landscaped elevated walkway from Kowloon Bay to connect with the landscaped deck of Kai Tak Hospital (Site A). Another elevated walkway to extend from the above landscaped deck to connect with the southern blocks of Kai Tak Hospital (Site B) across Shing Cheong Road and then with Kai Tak Bridge Road, which can continue to cross the KTAC to the waterfront of the Runway.
- E5: A footpath underneath Kwun Tong Bypass at the north-western side of Cheung Yip Street.
- E6: An at-grade crossing at the junction of Hoi Bun Road and Cheung Yip Street.
- E7: An at-grade crossing at Hung Yip Street across Hoi Bun Road to connect the pavement near Kai Hing Road.

F. Kwun Tong

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

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

11. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS

11.1 Two areas have been designated as “URA DSP Areas”. The land use zonings of the areas are depicted on the relevant URA DSPs and they will be implemented by the URA.

11.2 The two sites are adjacent to each other located by Ma Tau Kok waterfront. The DSP for Ming Lun Street/Ma Tau Kok Road covers a gross site area of about 1.14 ha (including an area of about 0.02 ha falling within areas shown as ‘Road’ on the Ma Tau Kok OZP). The DSP for To Kwa Wan Road/Ma Tau Kok Road covers a gross site area of about 0.88 ha (including an area of about 0.02 ha falling within areas shown as ‘Road’ on the Ma Tau Kok OZP). The two sites are each intended for accommodating two residential towers over a three-storey podia, comprising retail/commercial/GIC facilities and basement carparks for ancillary car parking facilities.

12. UTILITY SERVICES

12.1 The Area is well served with water supply, drainage and sewerage systems as well as electricity, gas and telephone services. Some electricity substation sites have been reserved in the Area and some sewerage and drainage upgrading works might be required to cope with future Kai Tak Development.

DCS

12.2 A DCS is available and intended 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 is supported by chiller plants and pumping stations in the Area.

Sewerage and Drainage

12.3 Kai Tak Nullah serves as a major drainage channel to collect stormwater from the hinterland area such as Tsz Wan Shan, Diamond Hill, Wong Tai Sin, San Po Kong, Kowloon City and the Area, and it also conveys treated effluent from the Tai Po and Shatin Sewage Treatment Works discharged through the Tolo Harbour Effluent Export Scheme. The runoff from the North Apron area would also be discharged to the sea through Kai Tak Nullah. A riverside walk on both sides of the channel is planned. With the shops, cafés and eating places provided in “C(10)” and “CDA(2)” sites, a vibrant and festive public gathering place fronting Kai Tak Nullah 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.

13. **CULTURAL HERITAGE** (Figure 2)

- 13.1 Within the boundary of the Area, there are the LTSB Site of Archaeological Interest (SAI), the Sung Wong Toi Park, the Heritage Park, and historic buildings graded by the Antiquities Advisory Board (AAB), namely Kowloon City Ferry Piers, Passenger Pier (Grade 2), Kowloon City Vehicular Ferry Pier (Grade 2) and Old Far East Flying Training School (Hong Kong Aviation Club) (Grade 3).
- 13.2 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 the Antiquities and Monuments Office of the Development Bureau (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 (Cattle Depot Artist Village), the Kowloon Walled City Park, and the Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.
- 13.3 The lists of declared monuments and proposed monuments, historic buildings and sites graded by the AAB, new items for grading assessment, Government historic sites identified by AMO and SAIs are published on AMO's website <https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html>. The lists will be updated from time to time.
- 13.4 Prior consultation with AMO should be made for any works, development, redevelopment or rezoning proposals that may affect SAIs, declared monuments, proposed monuments, historic buildings and sites graded by the AAB, new items pending for grading assessment, Government historic sites identified by AMO, or any other historic buildings/structures identified with heritage value, both at grade and underground, and the immediate environs of the aforementioned items.

14. **IMPLEMENTATION**

- 14.1 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.
- 14.2 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 departments. Disposal of sites is

undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the 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.

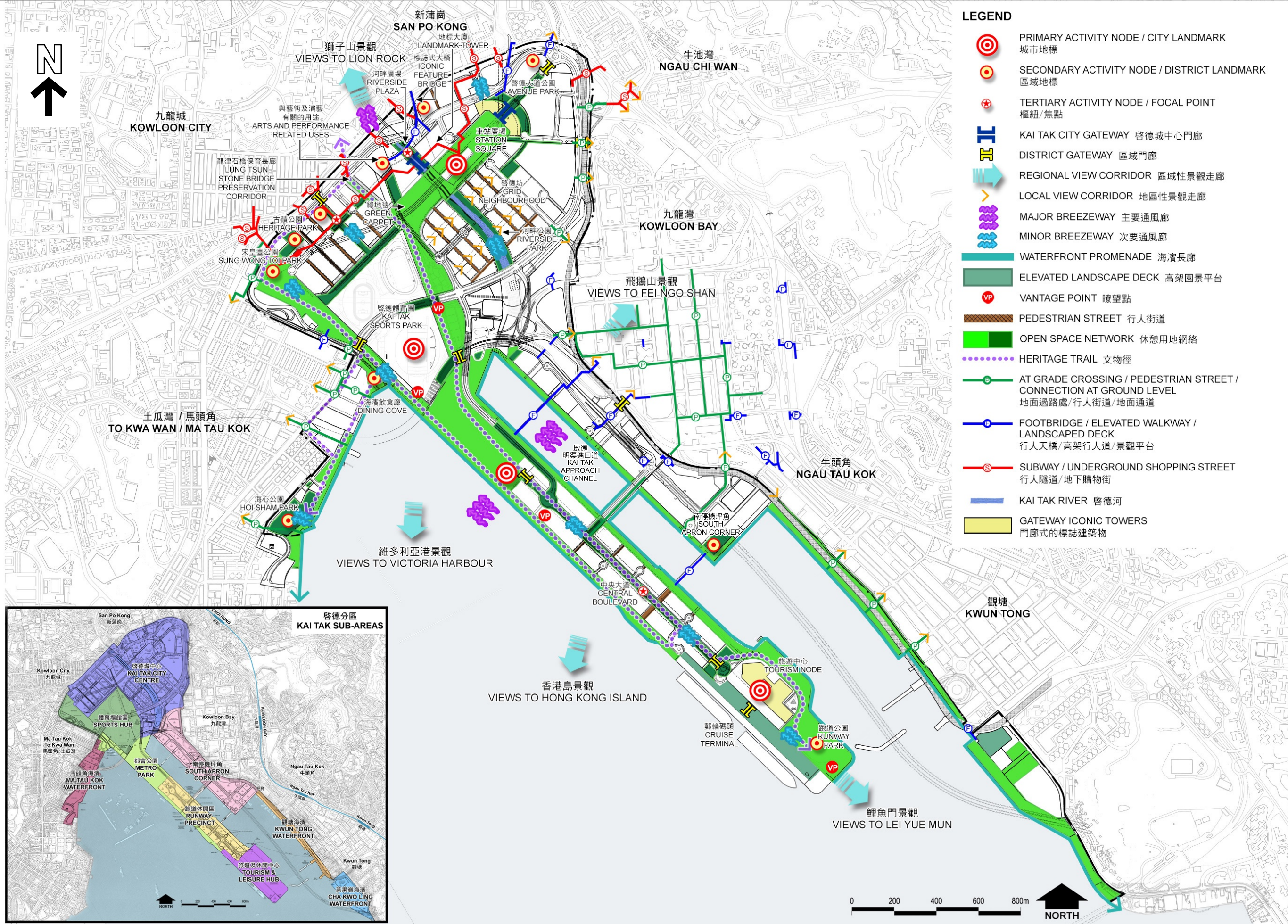
- 14.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in consideration of the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans/layout plans, and guidelines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

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

Figure 1 – Urban Design Framework

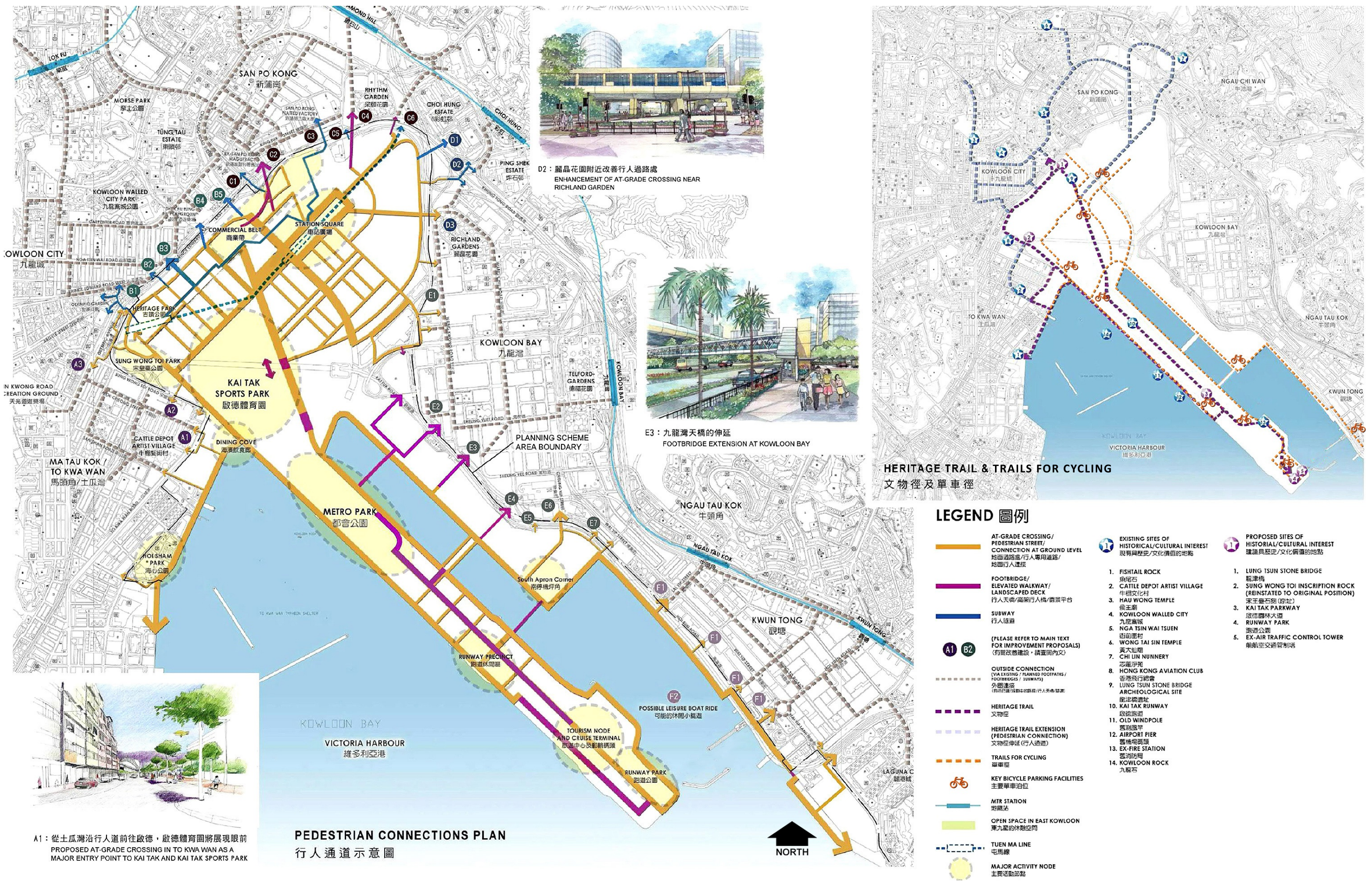
Figure 2 – Pedestrian Connections, Heritage Trail and Trails for Cycling

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JULY 2026

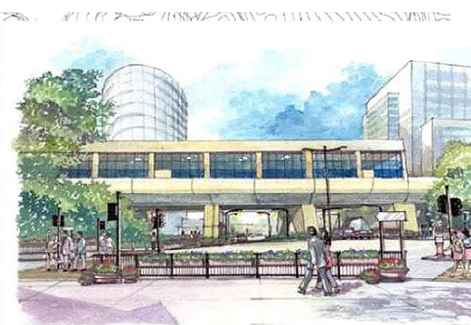


LEGEND

- PRIMARY ACTIVITY NODE / CITY LANDMARK
城市地標
- SECONDARY ACTIVITY NODE / DISTRICT LANDMARK
區域地標
- TERTIARY ACTIVITY NODE / FOCAL POINT
樞紐/焦點
- KAI TAK CITY GATEWAY 啓德城中心門廊
- DISTRICT GATEWAY 區域門廊
- REGIONAL VIEW CORRIDOR 區域性景觀走廊
- LOCAL VIEW CORRIDOR 地區性景觀走廊
- MAJOR BREEZEWAY 主要通風廊
- MINOR BREEZEWAY 次要通風廊
- WATERFRONT PROMENADE 海濱長廊
- ELEVATED LANDSCAPE DECK 高架園景平台
- VANTAGE POINT 瞭望點
- PEDESTRIAN STREET 行人街道
- OPEN SPACE NETWORK 休憩用地網絡
- HERITAGE TRAIL 文物徑
- AT GRADE CROSSING / PEDESTRIAN STREET / CONNECTION AT GROUND LEVEL
地面過路處/行人街道/地面通道
- FOOTBRIDGE / ELEVATED WALKWAY / LANDSCAPED DECK
行人天橋/高架行人道/景觀平台
- SUBWAY / UNDERGROUND SHOPPING STREET
行人隧道/地下購物街
- KAI TAK RIVER 啓德河
- GATEWAY ICONIC TOWERS
門廊式的標誌建築物



A1: 從土瓜灣沿行人道前往啟德, 啟德體育園將展現眼前
PROPOSED AT-GRADE CROSSING IN TO KWA WAN AS A MAJOR ENTRY POINT TO KAI TAK AND KAI TAK SPORTS PARK



D2: 麗晶花園附近改善行人過路處
ENHANCEMENT OF AT-GRADE CROSSING NEAR RICHLAND GARDEN



E3: 九龍灣天橋的伸延
FOOTBRIDGE EXTENSION AT KOWLOON BAY



規劃署
Planning Department

參考編號
REFERENCE No.
M/K22/26/35

圖 FIGURE
2