

METRO PLANNING COMMITTEE
OF THE TOWN PLANNING BOARD

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For Consideration by the
Metro Planning Committee on 5.8.2011

Proposed Amendments to
the Approved Kai Tak Outline Zoning Plan No. S/K22/2

**PROPOSED AMENDMENTS TO
THE APPROVED KAI TAK OUTLINE ZONING PLAN NO. S/K22/2**

1. Introduction

This Paper is to seek Members' agreement that:

- (a) the proposed amendments incorporated in the draft Kai Tak Outline Zoning Plan (OZP) No. S/K22/2A at **Attachment I** and its Notes (**Attachment II**) are suitable for exhibition under section 5 of the Town Planning Ordinance (the Ordinance); and
- (b) the revised Explanatory Statement (ES) of the OZP (**Attachment III**) is an expression of the Town Planning Board (the Board)'s planning intentions and objectives for the various land use zonings of the OZP.

2. Status of the Current OZP

On 6.11.2007, the Chief Executive in Council (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 (**Plan 1**). On 4.11.2008, the CE in C referred the approved Kai Tak OZP No. S/K22/2 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14.11.2008 under section 12(2) of the Ordinance.

3. Background

On the basis of the approved OZP, PlanD and Civil Engineering Development Department (CEDD) have conducted studies on further enhancements to the urban design for Kai Tak Development. During the period from May to July 2011, the Wong Tai Sin District Council (DC), the Kowloon City DC, the Kwun Tong DC, the Antiquities Advisory Board (AAB), the Harbourfront Commission (HC) and the Board have been consulted on the urban design enhancement proposals. Views collected from the consultation have been taken into account where appropriate for amendments to the approved Kai Tak OZP.

4. Urban Design Enhancement Proposals

The urban design enhancement proposals are packaged by their geographical locations as well as their nature and are elaborated in the following paragraphs.

Kai Tak City Centre

Preservation of Lung Tsun Stone Bridge Remnants (Plan 4)

- 4.1 Subsequent to the approval of the Kai Tak OZP in 2007, the Lung Tsun Stone Bridge (the Bridge) remnants, together with the remnants of a pavilion for greeting official, 1924 seawall, 1930's causeway and pier extension, were unearthed between 2008 and 2009 during the archaeological investigations under the Environmental Impact Assessment (EIA) for the Kai Tak Development. Given the historical significance of the Bridge remnants, "in-situ preservation" was recommended under the EIA of Kai Tak Development approved in March 2009. The heritage assessment in the Conservation Management Plan prepared by the Antiquities and Monuments Office (AMO) and considered by the AAB on 4.12.2009 has classified the extant sections of the original Bridge and the pavilion of high significance.
- 4.2 The Bridge is about 2.6m to 4m wide and, together with the Old Kowloon City Pier, is about 280 m long. On the approved OZP, the Bridge remnants falls largely on a 10m wide pedestrian street and encroaches upon a planned "Commercial (3)" ("C(3)") site and a linked "Residential (Group B)1" ("R(B)1") site and an area shown as 'Road' with the proposed Underground Shopping Street (USS) running across it.

30m wide Preservation Corridor (Plans 5A and 5B)

- 4.3 To take heed of public opinion and to provide greater flexibility in the design, a 30 m wide corridor with an area of about 9,300m² (Preservation Corridor) is proposed for preserving the Bridge remnants. The Preservation Corridor is proposed to be rezoned from "C(3)", "R(B1)" and 'Road' and 'Road (Pedestrian Precinct/Street)' to "Open Space(3)" ("O(3)") to reflect the planning intention for in-situ preservation of the Bridge remnants for public appreciation.
- 4.4 A parcel of land (about 1,100m²) at the southern entrance of the Preservation Corridor is also rezoned from "R(B)1" to "O(3)" to allow a more open view and better design flexibility and integration with the connecting Station Square which is under the "O" zoning. Another strip of land (about 1,800m²) between the Preservation Corridor and Road L7 is rezoned from 'Road' to "O(3)" to allow greater flexibility to accommodate interpretive displays and related activities.

“CDA” Zoning for Sites adjoining the Preservation Corridor (Plans 5A and 5B)

- 4.5 The disposition of the development sites in the vicinity of the Preservation Corridor is adjusted correspondingly to accommodate the 30m wide Preservation Corridor and the realigned Road L7. In addition, the three development sites abutting the Preservation Corridor are proposed to be rezoned to three “Comprehensive Development Area” (“CDA”) sub-areas so that the Board can vet the design of these important areas through the planning application process with the submission of Master Layout Plan. A planning brief will be prepared for each “CDA” site to ensure that their design and layout will be in harmony with the Preservation Corridor.
- 4.6 The “CDA(3)” site (about 2.0 ha) abuts on the east and the “CDA(4)” site (about 0.63 ha) on the northwest will be reserved for commercial use subject to 65% site coverage (SC) restriction while the “CDA(5)” site (about 1.4 ha) on southwest will be reserved for residential use subject to SC of 40%. For “CDA(4)” and “CDA(5)”, the building height (BH) profile and development intensity will remain unchanged as in the approved OZP, i.e. 70mPD and plot ratio (PR) of 4.5 for “CDA(4)” and 110mPD and PR of 5.0 for “CDA(5)”. For “CDA(3)” site, the southern part, originally subject to two BH subzones of 110mPD and 45mPD, is lowered to 70mPD and 13mPD respectively to allow a better transition between the Preservation Corridor and the Station Square. With the reduction of the BH, a lower non-domestic PR of 4.0, as compared with PR of 4.5 for original “C(3)” site, will be imposed to allow greater design flexibility and building permeability.

Direct Subway Link from the Preservation Corridor to Kowloon City (Plans 5A and 5B)

- 4.7 On the approved OZP, there is a curvilinear landscaped elevated walkway (curvilinear walkway) connecting the three districts, namely, San Po Kong, Kai Tak City Centre and Kowloon City. The public views collected in the public engagement (PE) exercise prefer a dedicated subway with a heritage theme from the Preservation Corridor across Prince Edward Road East (PERE) to link with Kowloon City to maintain the heritage ambience. Besides, in view of public aspirations for enhancing accessibility and integration, a new subway along the Kai Tak River is also proposed to connect the Wong Tai Sin section and the Kai Tak section across PERE.
- 4.8 However, there is no strong justification to have two subways and the curvilinear walkway within a distance of 300m. Further study by CEDD also reveals that due to the retention of existing flyover to Kai Tak, the section of the curvilinear walkway crossing PERE to the Kowloon City

will have to go up to 5-storey high above ground level. Such a height for the curvilinear walkway will not be able to provide a comfortable walking experience. To rationalise the pedestrian connections in the vicinity, it is proposed to curtail the PERE section of the curvilinear walkway connecting Kowloon City.

Arts and Performance Related Uses (Plans 5A, 5B and 6)

- 4.9 On the approved OZP, the curvilinear walkway will connect with a planned “C(5)” site on the southern side of PERE with a PR of 3.5 and two BH subzones of 60mPD and 15mPD. With the curtailment of the curvilinear walkway as mentioned in paragraph 4.8, the site is proposed to incorporate a large platform merging with the deck of the curvilinear walkway. The site (about 1.2ha) is proposed to be rezoned from “C(5)” to “OU(Arts and Performance Related Uses)”. The provision of arts and performance related uses at the site can complement the cultural and heritage theme in the Kai Tak City Centre.
- 4.10 The maximum BH of the site is lowered from 60mPD to 15mPD to allow a more open view from the southern entrance of the Preservation Corridor as well as to make use of the large platform for public viewing and outdoor performance area. To pronounce the shape of the curvilinear walkway, a non-building area (NBA) will be incorporated. The site will be subject to a maximum GFA of 11,600m² (equivalent to a PR of 1.0) with at least 60% of the GFA (about 6,960m²) to be used for arts and performance related uses. The platform will cascade down towards the open space leading to the Preservation Corridor and the Stadium Complex.

Twin-tower Gateway Concept (Plans 6 and 7)

- 4.11 On the approved OZP, there are two “CDA” sites to the south of the curvilinear walkway, each on a side of the Kai Tak River. The “CDA(1)” on the eastern river bank has two BH sub-zones of 175mPD and 40mPD and the maximum PR of 9.5 and SC of 65%. The “CDA(2)” on the western river bank has a uniform maximum BH restriction of 40mPD and the maximum PR of 4.5 and SC of 65%.
- 4.12 To accommodate the non-domestic GFA displaced by rezoning the adjacent “C(5)” site to “OU(Arts and Performance Related Uses)”, and to further enhance the gateway image in the area, a twin-tower concept is proposed by evenly distributing the GFA and stipulating the same two BH subzones of 175mPD and 40mPD for the two “CDA” sites.
- 4.13 For the “CDA(1)” site, the PR is proposed to be lowered from 9.5 to 8.0 and the 175mPD subzone boundary is to be realigned. For the “CDA(2)” site, the PR will be increased from 4.5 to 8.0 and a BH subzone of 175mPD and a NBA will be incorporated. The air ventilation assessment

has confirmed that such increase will not result in adverse air ventilation impacts. The alignment of the 175mPD subzone boundary in both “CDA” sites and the incorporation of NBA in “CDA(2)” site will ensure the twin towers to have a symmetrical disposition along the Kai Tak River. The twin towers, together with the curvilinear walkway as a landmark feature and the Kai Tak River as a major urban axis, will create a vista linking the existing communities in the hinterland and the Kai Tak Development. The 40mPD subzone will accommodate the lower structures of the developments that cascade down along the Kai Tak River. All in all, the twin towers together with the curvilinear walkway and the Kai Tak River at the central axis will shape a very strong gateway image in the area.

Increase in Domestic Plot Ratios for “OU(Mixed Use)” Sites (Plan 8)

- 4.14 The incorporation of the Preservation Corridor will reduce the area of the adjoining residential sites. To make up for the loss in flat production, the domestic PR portion of the two “OU(Mixed Use)” sites in the City Centre will be adjusted upwards. The non-domestic PR of the sites will be reduced correspondingly with the overall PR of 7.0 remains unchanged. As a result, the proposed domestic/non-domestic PR mix for the “OU(Mixed Use)(2)” zone is revised from 4.0/3.0 to 5.0/2.0 and, for the “OU(Mixed Use)(3)” zone, from 3.0/4.0 to 4.75/2.25. The BH of the two sites will remain unchanged to maintain the height profile.

Realignment of Underground Shopping Street (Plan 9)

- 4.15 The approved OZP has shown two Underground Shopping Streets (USSs). One from Kowloon City and the other from San Po Kong and both run below the basement of the commercial sites to the proposed Kai Tak Station of Shatin to Central Link (SCL).
- 4.16 A section of the USS from Kowloon City to the Kai Tak is realigned to run outside the planned commercial sites to the adjacent public road (Road L16) or open space. As such, the implementation programme of the USS will have greater flexibility. Connectivity with the commercial sites will be maintained by reserving openings along the USS while additional connections with the adjoining residential sites if required could also be allowed.
- 4.17 The USS from San Po Kong to Kai Tak is proposed to be realigned to run along the boundaries of a “C(3)” site (proposed to be rezoned to “G/IC” as detailed in paragraph 4.22 below), and the BH subzone of the “OU(Mixed Use)2” site to allow greater design flexibility to the developments above.

Addition of Retail Use in “R(B)1” sites along the USS (Plan 9)

- 4.18 With the refinement to the alignment of the USS below Road L16 and its adjoining open space, flexibility is introduced to provide retail elements on the ground floor of the residential development in the adjacent “R(B)1” sites facing the commercial belt to achieve synergy effect for the retail development.

Design Enhancement of the Grid Neighbourhood (Plan 10)

- 4.19 The planning intention for the Grid Neighbourhood area is to create a distinctive residential neighbourhood with intimately scaled urban street blocks. Under the Notes of the approved OZP, residential buildings along the pedestrian streets should be of 3 storeys to encourage interaction in the neighbourhood and to achieve an integrated community.
- 4.20 To manifest the planning intention and to enhance community interactions within the neighbourhood and the pedestrian streets, it is proposed to enhance visual permeability by refining the massing and disposition of medium-rise and low blocks within the development sites as well as incorporating a courtyard design approach to project a well-proportioned neighbourhood environment for a comfortable urban intimacy. Under this enhanced concept, residential developments in the Grid Neighbourhood area shall comprise medium-rise residential towers (100mPD/110mPD) as well as low blocks (6 storeys or 25mPD whichever is the less) to achieve diversity in building mass/form for a more interesting building height profile in the area.
- 4.21 We recognize that the refined concept can only be realized together with other control parameters. Apart from the above and the non-building areas to be imposed as detailed in paragraph 4.36(c) below, a set of detailed control parameters on disposition of building blocks, minimum GFA and site coverage for tower/low blocks and façade length, etc. will be incorporated into the lease for individual sites. As these are specific detailed control parameters pertaining to site configuration of each site, they are considered too rigid to be incorporated in the OZP as the objective of which is to illustrate only the broad principles of development within the planning scheme area.

Government Offices Cluster in City Centre (Plan 11)

- 4.22 A “C(3)” site of about 0.88ha abutting Road D1 is proposed to be rezoned to “G/IC” as one of the reprovisioning sites for the Wan Chai Government Offices Compound (WCGOC). The “C(3)” site together with its adjoining “G/IC” site, which is also another replacement site for

WCGOC, and a “G/IC” site further west reserved for Kai Tak Government Offices development, will form a key government office cluster in the Kai Tak City Centre that will speed up the office node development in Kai Tak.

South Apron

Enhancement of Accessibility to the Waterfront (Plans 12, 13A and 13B)

Relocation of Roads Away from the Waterfront and Addition of Elevated Walkways to Kowloon Bay

- 4.23 On the approved OZP, Road L10 is located at the waterfront of the South Apron area (**Plan 12**). To enhance public accessibility and enjoyment of the waterfront, Road L10 is proposed to be relocated to an area south of the Road T2 (**Plan 13A**). As a result, the boundary of the “G/IC” zone adjoining Road T2 will be adjusted correspondingly with the waterfront promenade widened from about 15m to about 20m.
- 4.24 To enhance the connectivity between the South Apron and the Kowloon Bay hinterland, a planned landscaped elevated walkway on the approved OZP from Road L18 to an existing bridge at Wang Tung Street of Kowloon Bay is proposed to be realigned. A proposed subway near International Trade and Exhibition Centre will be replaced by a landscaped elevated walkway to provide a direct linkage from Wang Chiu Street in Kowloon Bay to South Apron and then to the Runway. Two landscaped elevated walkways, one along Road D4 to near Wang Chiu Road and one from Kai Hing Road to Hung Yip Street, will also be added to enhance the connectivity between South Apron and Kowloon Bay (**Plan 13A**).

Amalgamation of Amenity Areas to Form a “G/IC” Site for Better Utilization of Land (Plan 13A)

- 4.25 The proposed layout of the interchange of Central Kowloon Route (CKR) is refined to minimize the visual intrusion due to above-ground structures. As such, an elevated road originally cutting across several amenity areas will be realigned to run along the northern boundary of the proposed Road T2. This provides the opportunity to amalgamate these amenity areas and areas originally reserved for the road structures and rezoned them as “G/IC” for more efficient and effective use. This “G/IC” site can serve the need of the local residents and/or a wider district, region or the territory and its specific use will be subject to further study. A maximum BH restriction of 45mPD is stipulated for this site to be consistent with the BH profile of the “G/IC” sites at the waterfront.

- 4.26 An “OU(Amenity Area)” (“OU(A)”) site to the south of the existing petrol filling stations is proposed to be rezoned to “G/IC” as a reprovisioning site of the existing animal management centre in Ma Tau Kok. A maximum BH restriction of 15mPD is stipulated for this site (**Plan 13A**).
- 4.27 An area shown as ‘Road’ near Road D4 is proposed to be rezoned to “G/IC” for accommodating a refuse collection point to serve the developments in South Apron. A maximum BH restriction of 15mPD is stipulated for this site (**Plan 13A**).

Runway

Enhancement of Accessibility at the Waterfront (Plans 14, 15A and 15B)

Relocation of Waterfront Roads to Provide Vehicle Free Promenade

- 4.28 On the approved Kai Tak OZP, Road D3 is located below a landscaped deck at the northern waterfront of the Runway and is under the “O(2)” zoning which is intended for the provision of open space at elevated deck level. Road L13 is located next to the southern waterfront promenade (**Plan 14**). To enhance public enjoyment of the waterfront, it is proposed to relocate both Road D3, together with its landscaped deck, and Road L13 to the Central Boulevard between the residential belt and commercial belt. Due to the existence of at-grade vehicular connection to the Cruise Terminal and the underground infrastructures for the district cooling system, the relocated Road D3 will be designed as an at-grade carriageway with connections to the planned adjoining residential and commercial developments, the Cruise Terminal and the Tourism Node.
- 4.29 It is also proposed to widen the Central Boulevard, from 32m to 36m, to accommodate the roads and its landscaped deck as well as a planting strip along the residential developments to enhance the pedestrian environment and experience along Road D3 and the landscaped deck. The northern waterfront will be rezoned from “O(2)” to “O” as the open space will be provided at ground level. The Central Boulevard with a landscaped deck above the realigned road will be rezoned from “O” to “O(2)” (**Plans 15A and 15B**). The landscaped deck will serve both as noise barrier as well as leisure elevated walkway.

Boundary Adjustment of Development Sites (Plan 15A)

- 4.30 Subsequent to the changes stated in paragraph 4.29, the boundary of the adjoining development sites will need to be readjusted to accommodate the widened Central Boulevard, the extended Road D4 as well as additional local access roads to the development sites. In addition, the relocation of Road D3 away from a “C(4)” site in the northern promenade

also enables this site to become environmentally acceptable for residential development and hence is proposed to be rezoned to "R(C)". On the other hand, the relocation of Road L13 could release land for widening of the waterfront promenade as well as enlargement of the commercial sites to maintain the commercial development quantum at the Runway Precinct area.

- 4.31 As a result of such changes, the minimum width of the northern promenade and southern promenade will be about 25m and 35m respectively, which is more or less the same as the total width of the waterfront promenade at the Runway Precinct as previously planned under the approved OZP. A wider southern promenade is intended to accommodate more active recreational uses and major activities nodes to complement the vibrant atmosphere of the adjoining commercial development.
- 4.32 With the relocation of Road D3 and its landscaped deck to Central Boulevard, the northwestern boundary of the Tourism Node zoned "OU(Tourism Related Uses to Include Commercial, Hotel and Entertainment)" has been fine-tuned for a more regular configuration.

Increase in GFA for Tourism Node and Incorporation of Set Back Requirement (Plans 16 and 17)

- 4.33 Following the Government's decision in September 2008 to finance the implementation of the Cruise Terminal project, it was also decided to reduce the amount of GFA in the Cruise Terminal Building from 50,000m² to 10,600m². To maintain the development quantum in the Runway area and the need for a clustering effect of commercial and entertainment facilities, the remaining 39,400m² GFA is proposed to be transferred to the adjoining Tourism Node site. The maximum total GFA of the Tourism Node will be increased from 190,000m² to 229,400 m².
- 4.34 Technical and environmental assessments including air and visual impact have been conducted and confirmed that the proposed increase in GFA for the Tourism Node would not result in adverse traffic, infrastructural, environmental, air and visual impacts. The overall development scheme for the Tourism Node site will be assessed as part of a layout plan submission to the Board for planning permission. The Notes of the approved OZP have already stipulated that a building or structure with a public observation gallery exceeding the maximum building height restriction may be considered by the Board. This would provide the necessary mechanism to examine the overall urban design and visual implications of the development.
- 4.35 A 45m wide building setback within the Tourism Node from the Cruise Terminal is also proposed to maintain a continuous vista extending from the Central Boulevard to the Runway Park and further to Lei Yue Mun.

Possible Rail-based Environmentally Friendly Transport System (EFTS) and its above ground station as well as minor structure for footbridge connections to the Cruise Terminal or the EFTS station will be permitted in the building setback area. Under exceptional circumstances, minor relaxation of building setback restriction may be considered by the Board on application under section 16 of the Ordinance.

Other Refinements

Designation of Non-building Areas (Plans 18A to 18D)

- 4.36 To further enhance air ventilation, visual permeability and urban design for Kai Tak, new NBAs are designated in the development sites in Ma Tau Kok, Kai Tak City Centre, Stadium and Runway.

Ma Tau Kok area (Plan 18A)

- (a) Two 10m wide NBAs within the “CDA” site, one abutting the “R(A)1” site (the Grand Waterfront) and another in the middle to align with existing road (Ma Tau Kok Road), are designated to enhance air ventilation and visual permeability at the waterfront.

Kai Tak City Centre (Plans 18B and 18C)

- (b) As mentioned in paragraphs 4.10 and 4.13, NBAs are proposed in “OU(Arts and Performance Related Uses)” and “CDA(2)” sites to pronounce the curvilinear walkway as well as to align the twin towers. Apart from it, 3m wide NBAs are designated within sites along the boundary abutting 10m wide pedestrian streets that run in southeast-to-northwest direction to further enhance air ventilation of the prevailing wind into the inner area. 5m wide NBAs are designated within sites along the boundary abutting the Kai Tak River to maintain a wider vista along the riverside.
- (c) For the twelve residential sites on both sides of Kai Tak River (Grid Neighbourhood), apart from NBAs designated along pedestrian street and Kai Tak River as mentioned above, additional 3m wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require the medium-rise blocks and low blocks of the residential development in each site to abut the boundary of the building envelope to facilitate the formation of a courtyard design. Two 20m wide NBAs in northeast-to-southwest direction are proposed as visual corridors to enhance the visual permeability of the development cluster in such direction.

“OU(Stadium)” (Plan 18C)

- (d) A strip of land on the eastern boundary of the zone is designated NBA to complement the view corridor towards the Lion Rock running from Metro Park along the Stadium towards the “OU(Arts and Performance Related Uses)” zone.

Runway (Plan18D)

- (e) In order to provide a wider vista along the landscaped deck of the Central Boulevard as well as a wider building gap for more comfortable walking environment for at-grade pedestrian along Road D3, it is proposed to designate NBAs of about 15m wide on average within the “R(C)” sites and NBAs of about 10m wide on average within the “C(4)” sites from the site boundary abutting Road D3.
 - (f) Similarly, 5m wide NBAs are designated within the “R(C)” abutting Road D4 and its landscaped deck to provide wider building gaps and more comfortable walking experience along Road D3 which is the main vehicular and pedestrian gateway from South Apron to the Runway. For sites along the boundaries abutting 10m wide pedestrian streets, 3m wide NBAs are also proposed to enhance visual permeability at the waterfront.
- 4.37 Under exceptional circumstances, minor relaxation of the NBA may be considered by the Board on application under section 16 of the Ordinance. Within the NBA stipulated on the OZP, landscaping, street furniture and underground structures will be permitted. For residential sites, fence or boundary walls that designed to allow for high air/visual porosity will also be allowed in NBAs.

Realignment of Roads/Elevated Walkways/Landscaped Deck (Plans 19A to 19D)

- 4.38 The alignments of a number of roads and elevated walkways are proposed to be revised in accordance with the further detailed engineering studies which are as follows:
- (a) The cul-de-sac of Road L9 (**Plan 19A**) to the north of the Stadium is proposed to move northward to allow continuous open space or walkway connecting the Station Square and the Sung Wong Toi Park.
 - (b) The layout of Road L3 (**Plan 19B**) is proposed to be revised to provide a more direct vehicular and pedestrian route (Road L3A) from Road L2 to the two proposed school sites in the “G/IC” zone as well as an additional vehicular access (Road L3B) to a southern

site of the linked “C(6)” site for loading/unloading use only.

- (c) The vehicular access branching from Road L4 and located in between a “G/IC” site and a “R(A)3” site is proposed to be deleted and replaced by a through footpath (**Plan 19B**).
- (d) The two landscaped decks of CKR at the southern end of the Stadium site are proposed to be combined together to form a wider landscaped deck (**Plan 19C**) to facilitate a smooth pedestrian flow on the deck level of the Stadium down to the Metro Park.
- (e) The existing Cheung Yip Street (**Plan 19D**) is proposed to be widened with the provision of 10m wide footpath to cater for the traffic flow from Kowloon Bay to the South Apron and the Tourism Hub in Runway. The 10m wide footpath will allow for appropriate roadside planting strips to provide a more comfortable walking environment and to enhance the gateway image of Cheung Yip Street which is at the main entrance for vehicular traffic from Kowloon Bay leading to the Tourism and Leisure Hub at Runway.

5. Technical Amendments to the Notes

Consequential amendments to the Notes of the OZP have been made to incorporate urban design proposals stated in paragraphs 4.1 to 4.37 above. In addition, to be consistent with the provisions recently incorporated in various OZPs, the following technical amendments to the Notes will be necessary:

- (a) to include the public transport facilities, as required by the Government, in GFA calculation for the “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” zone, and in PR and SC calculations for the “CDA(1)” zone;
- (b) to update the Notes of the “OU(Mixed Use)” zone to reflect the latest changes agreed by the Board;
- (c) to incorporate a clause to allow minor relaxation of NBA restriction and setback requirements in relevant zones;
- (d) to replace the original reference to the maximum non-domestic GFA by the maximum total GFA allowable for the uses as permitted under the “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)” and “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” zones for clarity purpose; and
- (e) to amend the exemption clause on maximum plot ratio/site coverage in the Notes for “CDA”, “R(A)”, “R(B)”, “R(C)” and “OU(Mixed Use)” to clarify that exemption of caretaker’s quarters is only applicable to domestic building or domestic part of the building.

6. Overall Changes to the Land Use Budget

6.1 Arising from the above proposals, changes to the key development parameters as compared with the approved OZP is summarized as below:

Use	Approved OZP No. S/K22/2	Draft OZP No. S/K22/2A	Changes
Domestic GFA	1,940,500 m ²	1,964,900 m ²	+24,400 m ² (+1%)
Number of Flats	32,000	33,200	+1,200 (+4%)
Population	86,000	89,800	+3,800 (+4%)
Non-domestic GFA for Office, Retail and Hotel Uses	1,805,300 m ²	1,896,200 m ²	+90,900 m ² (+5%)
"G/IC" uses	36.05 ha	37.85 ha	+1.80 ha (+5%)
"O" and "OU(A)"	103.60 ha	102.92 ha	-0.68 ha (-0.7%)
Road	71.99 ha	69.94 ha	-2.05 ha (-3%)

6.2 In summary, comparing with the approved OZP No. S/K22/2, the overall development quantum of the proposed draft OZP No. S/K22/2A has slightly increased, i.e. the domestic GFA by about 1%, the non-domestic GFA for office, hotel and retail uses by about 5% and the land area for "G/IC" use by 5%. The population of Kai Tak development will be increased by about 4%.

7. Implementation Issues

For the Grid Neighbourhood, apart from designation of NBAs on the OZP at each residential site to create building envelopes, a set of design control parameters on disposition of building blocks, minimum GFA or site coverage for tower/low blocks and façade length will be incorporated into the lease to ensure the courtyard design will be achieved. The design and ambience of the Preservation Corridor, the implementation mechanism of the USS as well as the "OU(Arts and Performance Related Uses)" will also be further worked out by the Administration.

8. Proposed Amendments to the Matters Shown on the Plan

The proposed amendments to the OZP are shown on the draft Kai Tak OZP No. S/K22/2A (**Attachment I**) are as follows:

Kai Tak City Centre

8.1 **Item A:** As mentioned in paragraphs 4.1 to 4.13 above, the layout of the northern part of Kai Tak City Centre is refined to accommodate the Lung Tsun Stone Bridge Preservation Corridor as follows:

- (a) Rezoning of an area (about 1.2ha) from “C(3)”, “R(B)1”, ‘Road’ and ‘Road(Pedestrian Precinct/Street)’ to “O(3)” for preservation of Lung Tsun Stone Bridge Remnants;
- (b) Rezoning of an area (about 2.0ha) abutting on the east of the Preservation Corridor from “C(3)”, R(B)1” and ‘Road’ to “CDA(3)” with maximum BH restriction of 70mPD in the west and 13mPD in the east;
- (c) Rezoning of an area (about 6,300m²) abutting on the northwest of the Preservation Corridor from “C(3)” and ‘Road(Pedestrian Precinct/Street)’ to “CDA(4)”;
- (d) Rezoning of an area (about 1.4ha) abutting on the southwest of the Preservation Corridor from “R(B)1” and ‘Road(Pedestrian Precinct/Street)’ to “CDA(5)”;
- (e) Rezoning of an area from “C(3)” and “O” to ‘Road’ (about 3,200 m²) to incorporate the realigned Road L7;
- (f) Rezoning of an area (about 1,700m²) from “R(B)1” to ‘Pedestrian Precinct/Street’;
- (g) Boundary adjustment of the “C(3)” site with rezoning of an area (about 2,600m²) from “O” to “C(3)”;
- (h) Boundary adjustment of the “R(B)1” site with rezoning of an area (about 4,300m²) from “O” to “R(B)1”;
- (i) Rezoning of an area (about 1.2ha) from “C(5)” to “OU(Arts and Performance Related Uses)” with maximum BH restriction of 15mPD and designation of a NBA at the northern part;
- (j) Realignment of the BH subzone boundary for the “CDA(1)” site, and incorporation of the 175mPD BH subzone and NBA for the “CDA(2)” site;
- (k) Revision of the two alignments of the “OU(Landscaped Elevated Walkway)” with a section across PERE deleted, and indicating two subways, one from Preservation Corridor and one from Kai Tak, across PERE on the Plan; and
- (l) Incorporation of the NBAs along 10m wide pedestrian street and Kai Tak River for the “CDA(1)”, “CDA(5)” and “R(B)1” sites.

- 8.2 **Item B:** As mentioned in paragraphs 4.15 to 4.17 above, the alignments of the Underground Shopping Street from Kowloon City and San Po Kong to Kai Tak are refined.
- 8.3 **Item C:** As mentioned in paragraph 4.22 above, a “C(3)” site (about 0.9ha) abutting Road D1 is rezoned to “G/IC” as one of the reprovisioning sites for the WCGOC.

South Apron

- 8.4 **Item D:** As mentioned in paragraphs 4.23 to 4.27 above, Road L10 in the South Apron is relocated away from the waterfront to enhance the accessibility to the waterfront promenade. The land use zoning and the layout for the South Apron are refined as follows :
- (a) Rezoning of strips of land (about 5,600m²) near waterfront from ‘Road’ to “O”;
 - (b) Boundary adjustment of the “G/IC” zone to the south of Road T2 by rezoning strips of land (about 1.2ha) near the waterfront from ‘Road’ and “O” to “G/IC” and strips of land (about 8,300m²) to the south of Road T2 from “G/IC” to ‘Road’;
 - (c) Realignment of slip roads to the south of Kwun Tong Bypass by rezoning strips of land (about 7,900m²) to the north of Road T2 from “OU(A)” to ‘Road’;
 - (d) Agglomeration of three “OU(A)” sites and areas shown as ‘Road’ between the interchange of Central Kowloon Route and the existing petrol filling stations to “G/IC” (about 1.5ha) and stipulating maximum BH restriction of 45mPD for this zone;
 - (e) Rezoning of an “OU(A)” site (about 2,200m²) to the southeast of the petrol filling station to “G/IC” and stipulating maximum BH restriction of 15mPD for this zone;
 - (f) Rezoning of an area (about 810m²) near Road D4 shown as ‘Road’ to “G/IC” and stipulating maximum BH restriction of 15mPD; and
 - (g) Addition of two landscaped elevated walkways and revision to the alignment of a planned landscaped elevated walkway.

Runway

8.5 **Item E** - As mentioned in paragraphs 4.28 to 4.32 above, Road D3 at the northern waterfront of the Runway and Road L13 abutting the southern waterfront promenade are relocated away from the waterfront to enhance the public accessibility of the waterfront promenade. The land use zoning and the layout for the Runway area are refined with the following :

- (a) The northern promenade (about 4.3ha) is rezoned from "O(2)" and 'Road' to "O";
- (b) Rezoning of strip of land (about 6,400 m²) originally reserved for Road L13 from 'Road' to "O";
- (c) Rezoning of the Central Boulevard area (about 5.5ha) from "O", "R(C)", "C(4)" and 'Road' to "O(2)";
- (d) Rezoning of an area (about 8,300m²) at the northern promenade near the Metro Park from "C(4)", "O(2)" and 'Road' to "R(C)";
- (e) Boundary adjustment of "R(C)" sites with corresponding rezoning of strips of land (about 4,800m²) abutting the northern boundaries from "O(2)" to "R(C)" and areas (about 2,500m²) between sites from "R(C)" to 'Road' to incorporate the new access roads L12B and L12C;
- (f) Boundary adjustment of the "C(4)" sites with corresponding rezoning of areas (about 14,100m²) to the south from 'Road' to "C(4)" and areas (about 1,900m²) between sites from "C(4)" to 'Road' to incorporate new access road L12A and the realigned Road L13A;
- (g) Designation of NBAs within the "R(C)" and "C(4)" sites;
- (h) Readjustment of the northern boundary of the Tourism Node and incorporation of the new access Road L13B with rezoning of an area (about 2,200m²) from "O(2)" to "OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)" zone; and
- (i) Rezoning of a strip of land (about 1,600m²) to the north and a strip of land (about 450m²) to the south of the Central Boulevard from "O" to 'Road'.

Other Amendments

8.6 **Item F** – As mentioned in paragraph 4.36 above, apart from NBAs which formed part of Item A arising from preservation of the Bridge remnants and Item E for relocation of roads away from the waterfront of the Runway, NBAs are designated in the "CDA" site at Ma Tau Kok, the

twelve residential sites at the Grid Neighbourhood, “G/IC” sites on both side of Kai Tak River, the sites to the north of the “OU(Stadium)” zone and within the “OU(Stadium)” zone .

- 8.7 **Items G1 to G10** – As mentioned in paragraphs 4.38 above, the layouts and alignments of road, elevated walkways and landscaped deck are proposed to be revised/added to reflect the latest design.

9. **Proposed Amendments to the Notes of the OZP**

9.1 **Comprehensive Development Area**

- (a) Revision of the Schedule of Uses under Column 2 to allow provision for application for ‘Flat’, ‘House’ and ‘Residential Institution’ uses in “CDA(5)” site.
- (b) Revision of the planning intention for “CDA(1)” and “CDA(2)” sub-areas as well as incorporation of the planning intention for “CDA(3)”, “CDA(4)” and “CDA(5)” sub-areas.
- (c) Revision of the maximum PR restrictions for “CDA(1)” and “CDA(2)” and addition of maximum PR and site coverage restrictions for “CDA(3)”, “CDA(4)” and “CDA(5)”.
- (d) Revision of the Remark (5) to include “CDA(5)” site be subjected to the same requirement of accommodating “Shop and Services” and “Eating Place” uses in buildings not exceeding 2 storeys on land designated “Shop and Services” and “Eating Place” uses.
- (e) Amendment to the exemption clause on maximum plot ratio/site coverage to clarify that exemption of caretaker’s quarters is only applicable to domestic building or domestic part of the building.
- (f) Addition of a new Remark (9) to specify that public transport facilities as required by the Government be accountable for PR and site coverage calculations.
- (g) Incorporation of minor relaxation clause for NBA restriction.

9.2 **“Residential (Group B)”**

- (a) Revision of the Notes to permit “Eating Place” and “Shop and Services” uses as of right on the ground floor of residential buildings adjoining the USS.
- (b) Revision of the planning intention and Remark (3) to facilitate the enhanced medium-rise and low block urban design concept.
- (c) Amendment to the exemption clause on maximum plot ratio/site coverage to clarify that exemption of caretaker’s quarters is only applicable to domestic building or domestic part of the building.

(d) Incorporation of minor relaxation clause for NBA restriction.

9.3 “Open Space” Zone

Incorporation of the planning intention of the “Open Space(3)” sub-area.

9.4 “OU(Arts and Performance Related Uses)” Zone

Incorporation of a new set of Notes for the “OU(Arts and Performance Related Uses)” zone.

9.5 “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)” Zone

(a) For clarity, the original reference to the maximum non-domestic GFA is replaced by the maximum total GFA allowable for the uses as permitted under this “OU” zone.

(b) Reduction of the total maximum GFA from 50,000m² to 10,600m².

9.6 “OU(Mixed Use)” Zone

(a) Updating of the Notes to reflect the latest changes agreed by the Board.

(b) Revision of the maximum domestic PR and non-domestic PR for the “OU(Mixed Use)2” and the “OU(Mixed Use)3” sub-areas.

(c) Amendment to the exemption clause on maximum plot ratio/site coverage to clarify that exemption of caretaker’s quarters is only applicable to domestic building or domestic part of the building.

9.7 “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” Zone

(a) For clarity, the original reference to the maximum non-domestic GFA is replaced by the maximum total GFA allowable for the uses as permitted under this “OU” zone.

(b) Increase in the maximum total GFA from 190,000m² to 229,400m².

(c) Addition of a new Remark (5) to require public transport facilities as required by the Government be included in GFA calculation.

(d) Addition of new Remarks (7) and (8) to require a minimum building setback of 45m from the boundary abutting the Cruise Terminal site and to incorporate a minor relaxation clause for building setback restriction.

9.8 Other Technical Amendments to the Notes

- (a) Incorporation of minor relaxation clause for NBA restriction in “C”, “R(C)”, “G/IC” and “OU(Stadium)” zones.
- (b) Updating of the Remarks of the Notes “R(A)” site to delete the reference to podium level development.
- (c) Deletion of reference to “C(5)” zone in the Notes for “C” zone.
- (d) Amendment to the exemption clause on maximum plot ratio and/ or site coverage in the Notes for “R(A)” and “R(C)” zones to clarify that exemption of caretaker’s quarters is only applicable to domestic building or domestic part of the building.
- (e) Minor revision to the Covering Notes 7(a) by amending the term ‘light rail’ to ‘rail’ for clarity purpose.

10. Revision to the Explanatory Statement of the OZP

10.1 The ES of the OZP is proposed to be revised to take into account the proposed amendments as mentioned in the above paragraphs. Opportunity has also been taken to update the general information for the various land use zones to reflect the latest status and planning circumstances of the OZP.

10.2 Copy of the revised ES (with additions in ***bold and italics*** and deletions ~~crossed-out~~) is at **Attachment III** for Members’ consideration.

11. Plan Number

Upon exhibition for public inspection, the Plan will be renumbered as S/K22/3.

12. Consultation

Departmental Consultation

12.1 The proposed rezoning of various sites have been circulated to the following relevant Government bureaux/departments for comments departments including Development Bureau, Transport and Housing Bureau, Commercial and Economic Development Bureau, Education Bureau, Food and Health Bureau, Home Affairs Bureau, CEDD, Lands Department, Highways Department, Environmental Protection Department, AMO, Leisure and Cultural Services Department, Transport Department, Kwun Tong District Office (DO), Kowloon City DO, Wong Tai Sin DO, Buildings Department, Drainage Services Department, Government Property Agency, Housing Department,

Fire Services Department, Water Supplies Department, Architectural Services Department, Buildings Department, Hong Kong Police Force, Electrical and Mechanical Services Department, Marine Department, Agriculture, Fisheries and Conservation Department, Food and Environmental Hygiene Department and Social Welfare Department. Comments from bureaux/departments have been incorporated in the Paper, the amendment Plan, its Notes and ES where appropriate.

Public Consultation

- 12.2 A two-stage PE exercise on the preservation of the Lung Tsun Stone Bridge Remnants was carried out from 2010 to early 2011. Relevant stakeholders including the Wong Tai Sin DC, Kowloon City DC, AAB and HC and the Board have been consulted. Community Envisioning and Consensus Building Workshops were also held in each stage of the PE exercise. The public and the bodies consulted in general supportive of the establishment of the Preservation Corridor for the Bridge remnants. Views on the width of the Preservation Corridor and the public aspiration for a subway linkage with the Kowloon City have been incorporated in the proposed amendments to the OZP as stated in paragraphs 4.3 to 4.8 above.
- 12.3 The urban design enhancement proposals in relation to the preservation of the Bridge Remnants and the relocation of the carriageways from the waterfront have been submitted to Wong Tai Sin DC, Kowloon City DC, Kwun Tong DC, AAB, HC and the Board for consideration. The public and the bodies consulted had no adverse comments on the enhancement proposals for the urban design and waterfront accessibility at Kai Tak Development.
- 12.4 The Wong Tai Sin DC, Kowloon City DC and Kwun Tong DC will be consulted on the amendments during the exhibition period of the draft Kai Tak OZP No. S/K22/2A (to be renumbered to S/K22/3 upon exhibition) for public inspection under section 5 of the Ordinance.

13. Decision Sought

Members are invited to:

- (a) agree to the proposed amendments incorporated in the draft Kai Tak OZP No. S/K22/2A at **Attachment I** (to be renumbered to S/K22/3 upon exhibition) and its Notes at **Attachment II** are suitable for exhibition under section 5 of the Ordinance; and
- (b) adopt the revised ES at **Attachment III** for the draft Kai Tak OZP No.

S/K22/2A as an expression of the planning intentions and objectives of the Board for the various land use zonings on the Plan and the revised ES will be published together with the Plan.

Attachments

- Attachment I** Draft Kai Tak OZP No. S/K22/2A
- Attachment II** Revised Notes of the Draft Kai Tak OZP No. S/K22/2A
- Attachment III** Revised Explanatory Statement of the Draft Kai Tak OZP No. S/K22/2A
-
- Plan 1** Approved Kai Tak OZP No. S/K22/2 (reduced size)
- Plan 2** Aerial Overview of Kai Tak Area
- Plan 3** Location of the Sub-areas in Kai Tak Development
- Plan 4** Location of the Lung Tsun Stone Bridge Remnants on the approved OZP
- Plan 5A** Proposed Zoning Amendments due to the incorporation of the Bridge Preservation Corridor
- Plan 5B** Comparison of the Existing and Proposed Zonings on the OZP – Item A
- Plan 6** Proposed Twin-tower Gateway Concept and Proposed “OU” site annotated “Arts and Performance Related Uses”
- Plan 7** Twin-tower Design Concept for the Kai Tak City Centre Gateway
- Plan 8** Proposed Adjustment of the Maximum Domestic and Non-domestic Plot Ratios for the two “OU(Mixed Use)” Sites
- Plan 9** Comparison of the Existing and Proposed Alignment of the Underground Shopping Street – Item B
- Plan 10** Enhanced Design Concept for the Grid Neighbourhood
- Plan 11** Proposed Rezoning of a Site from “C(3)” to “G/IC” – Item C
- Plan 12** Location of the Road at the Waterfront of the South Apron
- Plan 13A** Proposed Zoning Amendments in the South Apron Area – Item D
- Plan 13B** Comparison of the Existing and Proposed Zonings in the South Apron Area on the OZP – Item D
- Plan 14** Location of the Roads at the Waterfront of the Runway
- Plan 15A** Proposed Zoning Amendments on the Runway – Item E
- Plan 15B** Comparison of the Existing and Proposed Zonings on the Runway on

the OZP – Item E

- Plan 16** Proposed Revision of the Maximum Total GFA for the “OU(Tourism Node to include Commercial, Hotel and Entertainment)” and the “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)”
- Plan 17** Proposed Vista on the Landscaped Deck and Tourism Node of the Runway
- Plan 18A** Proposed Designation of non-building areas in Ma Tau Kok
- Plan 18B** Proposed Designation of non-building areas in Kai Tak City Centre (North)
- Plan 18C** Proposed Designation of non-building areas in the Grid Neighbourhood and the Stadium
- Plan 18D** Proposed Designation of non-building areas in Runway
- Plan 19A** Proposed Adjustment of the Location of the Cul-de-sac of Road L9 – Items G1 and G2
- Plan 19B** Proposed Revision of the Road Layout in the Eastern Part of the City Centre – Items G3 to G6
- Plan 19C** Proposed Revision of the Location of the Landscaped Deck of the Central Kowloon Route – Items G7 and G8
- Plan 19D** Revision of the Road Layout of Cheung Yip Street and Addition of an Elevated Walkway – Items G9 and G10

**PLANNING DEPARTMENT
AUGUST 2011**

圖例
NOTATION

ZONES

COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	RA(A)	住宅 (甲類)
RESIDENTIAL (GROUP B)	RB(B)	住宅 (乙類)
RESIDENTIAL (GROUP C)	RC(C)	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	OU(A)	其他指定用途 (美化市容地帶)

COMMUNICATIONS

RAILWAY AND STATION (UNDERGROUND)		鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)		鐵路及車站 (高架)
RAIL-BASED ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM AND STATION		以鐵路為本的環保運輸系統及車站
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
PEDESTRIAN PRECINCT / STREET		行人專用區或街道

MISCELLANEOUS

BOUNDARY OF PLANNING SCHEME		規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 (在主要基準上若干米)
PETROL FILLING STATION		加油站
AREA DESIGNATED FOR "SHOP AND SERVICES" AND "EATING PLACE" USES ONLY		只限於指定為「商店及服務行業」和「食肆」用途的地區
AREA DESIGNATED FOR "WATERFRONT PROMENADE"		指定為「海濱長廊」的地區
NON-BUILDING AREA		非建築用地

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

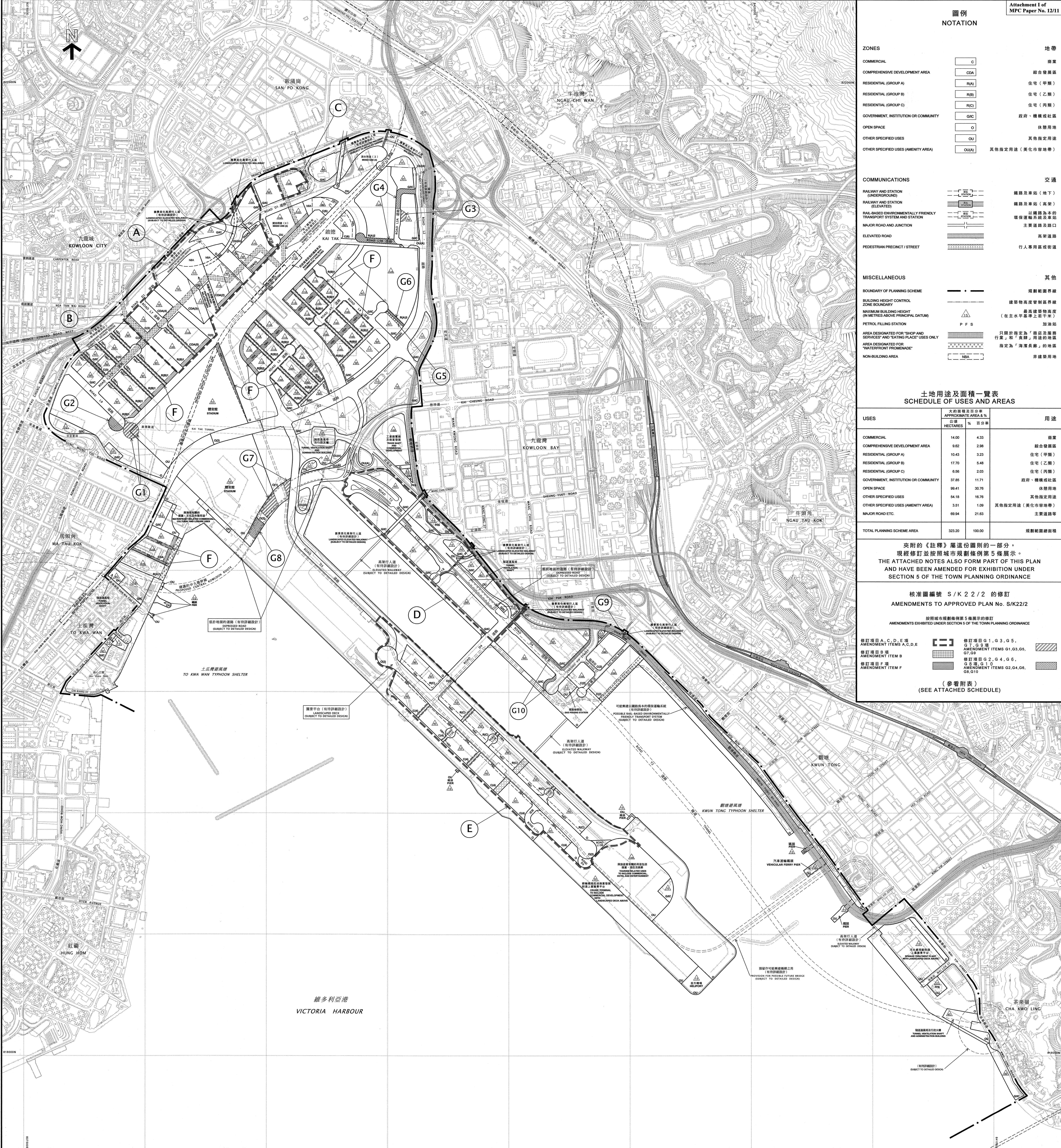
USES	大約面積及百分比 APPROXIMATE AREA %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	14.00	4.33	商業
COMPREHENSIVE DEVELOPMENT AREA	9.82	2.98	綜合發展區
RESIDENTIAL (GROUP A)	10.43	3.23	住宅 (甲類)
RESIDENTIAL (GROUP B)	17.70	5.48	住宅 (乙類)
RESIDENTIAL (GROUP C)	6.56	2.03	住宅 (丙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	37.85	11.71	政府、機構或社區
OPEN SPACE	99.41	30.76	休憩用地
OTHER SPECIFIED USES	54.18	16.76	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.51	1.09	其他指定用途 (美化市容地帶)
MAJOR ROAD ETC.	69.94	21.63	主要道路等
TOTAL PLANNING SCHEME AREA	323.20	100.00	規劃範圍面積

夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S/K 2 2 / 2 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K22/2

按照城市規劃條例第 5 條展示的修訂
AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE

修訂項目 A, C, D, E AMENDMENT ITEMS A, C, D, E		修訂項目 G1, G3, G5, G7, G9 項 AMENDMENT ITEMS G1, G3, G5, G7, G9	
修訂項目 B 項 AMENDMENT ITEM B		修訂項目 G2, G4, G6, G8 項, G10 AMENDMENT ITEMS G2, G4, G6, G8, G10	
修訂項目 F 項 AMENDMENT ITEM F			
(參看附表) (SEE ATTACHED SCHEDULE)			



香港城市規劃委員會依據城市規劃條例擬備的啟德（九龍規劃區第 2 2 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 22 - KAI TAK - OUTLINE ZONING PLAN

SCALE 1:5000 比例尺

0 200 400 600 800 METRES

規劃署遵照城市規劃委員會指示擬備
PREPARED BY THE PLANNING DEPARTMENT UNDER
THE DIRECTION OF THE TOWN PLANNING BOARD

圖則編號
PLAN No. S/K22/2A

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

(Being an Approved *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/~~light~~ rail/tram/public light bus stop or lay-by, cycle track, ~~light~~-rail track, railway station entrance, railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

on-street vehicle park, railway track and tram track.
- (9) In any area shown as 'Underground Shopping Street', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:

shop and services, eating place and Government use.
- (10) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and developments within the same zone are always permitted and no separate permission is required.
- (11) In these Notes, "existing building" means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 22

APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/24

Schedule of Uses

	<u>Page</u>
COMMERCIAL	1
COMPREHENSIVE DEVELOPMENT AREA	4
RESIDENTIAL (GROUP A)	8
RESIDENTIAL (GROUP B)	11
RESIDENTIAL (GROUP C)	13 14
GOVERNMENT, INSTITUTION OR COMMUNITY	15 16
OPEN SPACE	17 18
OTHER SPECIFIED USES	18 19

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Broadcasting, Television and/or Film Studio
Commercial Bathhouse/ Massage Establishment	Flat
Eating Place	Government Refuse Collection Point
Educational Institution	Hospital
Exhibition or Convention Hall	House
Government Use (not elsewhere specified)	Petrol Filling Station
Hotel	Pier
Information Technology and Telecommunications Industries	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Institutional Use (not elsewhere specified)	Residential Institution
Library	
Market	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(Please see next page)

COMMERCIAL (Cont'd)

Planning Intention

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

Remarks

- (1) On land designated "Commercial (2)",
 - (a) ~~No~~ new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 for a non-domestic building, or the plot ratio of the existing building, whichever is the greater.
 - (b) ~~F~~or a domestic building or a building that is partly domestic and partly non-domestic on the site, the maximum plot ratio shall not exceed 5.0.
- (2) On land designated "Commercial (2)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum site coverage (excluding basement(s)) of 65% or the site coverage of the existing building, whichever is the greater.
- (3) On land designated "Commercial (3)", "Commercial (4)", "~~Commercial (5)~~" and "Commercial (6)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub- area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Commercial (3)	4.5	65%
Commercial (4)	4.0	80%
Commercial (5)	3.5	65%
Commercial (6)	5.0	65%

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

(Please see next page)

COMMERCIAL (Cont'd)

Remarks (Cont'd)

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

COMPREHENSIVE DEVELOPMENT AREA

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
	Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Flat (other than on land designated "CDA(1)" and "CDA(25)" <i>only</i>) Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel House (other than on land designated "CDA(1)" and "CDA(25)" <i>only</i>) Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Market Off-course Betting Centre Office Petrol Filling Station Pier Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Recyclable Collection Centre Religious Institution Residential Institution (other than on land designated "CDA(1)" and "CDA(25)" <i>only</i>) Research, Design and Development Centre School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

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

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

The planning intention As-for areas designated "CDA(1)" and "CDA(2)", ~~they are intended is for comprehensive developments with commercial and leisure~~ **commercial** uses **with a lower structure** cascading down to the open spaces along the ~~existing~~-Kai Tak **River** Nullah.

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

Remarks

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (vi) programmes of development in detail;
 - (vii) an environmental assessment report, including but not limiting to a visual impact assessment and air ventilation assessment, to examine any possible environmental, visual and air ventilation problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them; and
 - (x) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and the maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
CDA	5.0	40%
CDA (1)	9.5 8.0	65%
CDA (2)	4.5 8.0	65%
CDA (3)	4.0	65%
CDA (4)	4.5	65%
CDA (5)	5.0	40%

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (5) On land designated "Shop and Services" and "Eating Place" uses only in the ~~"Comprehensive Development Area", "Comprehensive Development Area (1)" and "Comprehensive Development Area (2)"~~ "CDA", "CDA(1)", "CDA(2)" and "CDA(5)" zones, buildings not exceeding 2 storeys to accommodate "Shop and Services" and "Eating Place" uses shall be provided.
- (6) On land designated "Waterfront Promenade" in the ~~"Comprehensive Development Area"~~ "CDA" zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (7) In determining the maximum plot ratio for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, ~~and caretaker's office and, or caretaker's quarters, or~~ and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (8) In determining the maximum site coverage for the purposes of paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room, ~~and caretaker's office and, or caretaker's quarters, or~~ 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.***
- (9)(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.
- (10)(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
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

In addition, the following uses are always permitted (a) on the lowest three floors of a building, taken to include basements; or (b) in the purpose-designed non-residential portion of an existing building, both excluding floors containing wholly or mainly car parking, loading/unloading bays and/or plant room:

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

Planning Intention

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

Remarks

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

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

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) On land designated "Waterfront Promenade" in the "Residential (Group A)1" zone, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- (4) In determining the maximum plot ratio for the purposes of paragraph (1) above,
 - (a) area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (~~including both developed on ground and on podium level~~) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area; and
 - (b) any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room ~~and~~, caretaker's office ~~and~~, ~~or~~ caretaker's quarters, ~~or~~ ~~and~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

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

In addition, the following uses are always permitted *(a) on the ground floor of residential building(s) adjoining the Underground Shopping Street; or (b) in two-storey building(s) within the area designated for "Shop and Services" and "Eating Place" uses only on the Plan:*

Eating Place
Shop and Services

Planning Intention

This zone is intended primarily for medium-density residential developments based on grid pedestrian street pattern. Retail frontage along the side of the site abutting the open space is provided to enhance vibrancy of the open space. ~~Three-storey houses are provided along the frontage of pedestrian streets while~~ **Residential developments in the Grid Neighbourhood area should comprise podium-free residential towers and low blocks to achieve diversity in building mass/form for a more interesting building height profile in the area.** ~~are developed within the site.~~

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

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

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Residential (Group B)1	5.0	40%
Residential (Group B)2	4.5	40%
Residential (Group B)3	3.5	44%

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) For development along the frontage of pedestrian streets within the area bounded by Road D2 and the proposed Shatin to Central Link, residential buildings exceeding 3 storeys are not permitted, *that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.*
- (4) ~~Notwithstanding paragraph (3) above,~~ On land designated "Shop and Services" and "Eating Place" uses only in the "Residential (Group B)1" and "Residential (Group B)2" zones, buildings not exceeding 2 storeys to accommodate "Shop and Services" and "Eating Place" uses shall be provided.
- (5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; *and* caretaker's office ~~and, or~~ caretaker's quarters *and*, ~~or~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; *and* caretaker's office ~~and, or~~ caretaker's quarters *and*, ~~or~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

- (7) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (8) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (9) *Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

RESIDENTIAL (GROUP C)

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

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP C) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 3.0, the maximum site coverage (excluding basement(s)) of 47% and the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the plot ratio, site coverage and height of existing building, whichever is the greater.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; **and** caretaker's office ~~and~~, **or** caretaker's quarters; ~~or~~ **and** recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) In determining the maximum site coverage for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room; **and** caretaker's office ~~and~~, **or** caretaker's quarters **and**; ~~or~~ recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, shall be included for calculation.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, site coverage and building height restrictions stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (6) ***Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the non-building area restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.***

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal 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
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	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Picnic Area	Pier
Playground/Playing Field	Place of Entertainment
Promenade	Place of Recreation, Sports or Culture
Public Convenience	Private Club
Public Transport Terminus or Station (on land designated "Open Space (1)" only)	Public Utility Installation
Public Vehicle Park (excluding container vehicle) (on land designated "Open Space (1)" only)	Public Vehicle Park (excluding container vehicle) (other than on land designated "Open Space (1)")
Sitting Out Area	Religious Institution
	Service Reservoir
	Shop and Services
	Tent Camping Ground
	Utility Installation for Private Project

Planning Intention

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

OTHER SPECIFIED USES

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

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

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 11,600 m² 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 other than Entrances
Government Use	
Hotel	
Information Technology and Telecommunications Industries	
Marine Fuelling Station	
Office	
Pier	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Public Utility Installation	
Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation	
Shop and Services	
Utility Installation for Private Project	

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum ~~non-domestic~~ **total** gross floor area of ~~50,000~~ **10,600**m².
- (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
Government Use Helicopter Fuelling Station Helicopter Landing Pad	Noise Barrier Public Utility Installation Utility Installation for Private Project

For "Heliport" only

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 open-air development or for non-residential building or non-residential portion of a composite building <i>upon development/redevelopment/conversion</i>	
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	
Market	
Off-course Betting Centre	
Office	
Place of Entertainment	
Place of Recreation, Sports or Culture	
Private Club	
Public Clinic	
Public Convenience	
Public Transport Terminus or Station	
Public Utility Installation	
Public Vehicle Park (excluding container vehicle)	
Recyclable Collection Centre	
Religious Institution	
School	
Shop and Services	
Social Welfare Facility (excluding those involving residential care)	
Training Centre	
Utility Installation for Private Project	
Wholesale Trade	

(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
<p style="text-align: center;"><u>For "Mixed Use" only (Cont'd)</u></p> <p>Schedule II: for residential building or residential portion of a composite-building <i>upon development/redevelopment/conversion</i></p>	
<p>Flat</p> <p>Government Use (Police Reporting Centre, Post Office only)</p> <p>House</p> <p>Residential Institution</p> <p>Social Welfare Facility (residential care facility only)</p> <p>Utility Installation for Private Project</p>	<p>Eating Place</p> <p>Educational Institution</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Hotel</p> <p>Institutional Use (not elsewhere specified)</p> <p>Library</p> <p>Office</p> <p>Place of Entertainment</p> <p>Place of Recreation, Sports or Culture</p> <p>Private Club</p> <p>Public Clinic</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Religious Institution</p> <p>School</p> <p>Shop and Services</p> <p>Social Welfare Facility (not elsewhere specified)</p> <p>Training Centre</p>

(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.* ~~Maximum flexibility for the development of domestic or other uses or a combination of various types of compatible uses including residential, commercial and recreational uses, either within a building vertically or within a spatial area horizontally, is allowed to meet changing market needs.~~

Remarks

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

<u>Sub-area</u>	<u>Maximum Domestic Plot Ratio</u>	<u>Maximum Non-Domestic Plot Ratio</u>	<u>Maximum Site Coverage (excluding basement(s))</u>
Mixed Use(2)	4.0 5.0	3.0 2.0	65%
Mixed Use(3)	3.0 4.75	4.0 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 ~~and, or caretaker's quarters, or~~ **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.

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1	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
<p style="text-align: center;"><u>For "Pier" only</u></p> <p>Pier Government Use</p>	
	<p>Eating Place (Restaurant only) Exhibition or Convention Hall Marine Fuelling Station Office Public Vehicle Park (excluding container vehicle) Shop and Services (Bank, Fast Food Shop, Retail Shop, Service Trades, Showroom (excluding motor-vehicle showroom) only)</p>

Planning Intention

This zone is primarily to provide land intended for a pier.

Remarks

- (1) Kiosks not greater than 10 m² each in area and not more than 10 in number for uses as retail shop and service trades are considered as ancillary to pier use.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<p>Eating Place Government Use Place of Entertainment Public Convenience Public Utility Installation Shop and Services Utility Installation for Private Project</p>	<p>Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p>

For "Railway Station with Commercial Facilities" only

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
Government Refuse Collection Point	Establishment
Government Use	Educational Institution
Office	Hotel
Place of Entertainment	Library
Place of Recreation, Sports or Culture	Market
Private Club	Petrol Filling Station
Public Vehicle Park (excluding container vehicle)	Public Transport Terminus or Station
Public Convenience	Public Utility Installation
Public Clinic	Railway Vent Shaft and/or Other Structure above Ground Level other than
Shop and Services	Entrances
	Religious Institution
	Residential Institution
	School
	Social Welfare Facility
	Utility Installation for Private Project

Planning Intention

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

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

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Remarks (Cont'd)

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum ~~non-domestic-total~~ gross floor area of 190,000 **229,400**m² and the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (3) Notwithstanding paragraph (2) above, a building or structure with a public observation gallery exceeding the maximum building height restriction as stipulated on the Plan may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (4) In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses are ancillary and directly related to the development or redevelopment, or any floor space that is constructed or intended for use solely as railway station or Government uses, as required by the Government, may be disregarded.
- (5) *In determining the maximum gross floor area for the purposes of paragraph (2) above, any floor space that is constructed or intended for use solely as public transport facilities as required by the Government shall be included for calculation.*
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and building height restrictions stated in paragraph (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.
- (7) *A minimum building setback of 45m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone shall be provided.*
- (8) *Under exceptional circumstances, for a development or redevelopment proposal, minor relaxation of the building setback restriction as stated in paragraph (7) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
<u>For "Trade Mart and Commercial Development" only</u>	
Broadcasting, Television and/or Film Studio (excluding free-standing purpose- designed building) Cargo Handling and Forwarding Facility Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (Post Office only) Library Office Place of Entertainment Private Club Public Vehicle Park (excluding container vehicle) Public Clinic Public Utility Installation School Shop and Services Social Welfare Facility (excluding those involving residential care) Utility Installation for Private Project	Broadcasting, Television and/or Film Studio (not elsewhere specified) Flat Government Use (not elsewhere specified) Hotel Petrol Filling Station Place of Recreation, Sports or Culture Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Social Welfare Facility (not elsewhere specified)

Planning Intention

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Trade Mart and Commercial Development" only (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum building height specified below:
 - (a) the maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater, the gross floor area of which shall include exhibition/trade-related uses of not less than 11,285 m²; and
 - (b) the maximum building height in terms of metres above Principal Datum as stipulated on the Plan.
- (2) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (3) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building(s) on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (4) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and building height restrictions stated in paragraph (1) above, may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

Schedule I: For tunnel ventilation shaft

As Specified on the Plan

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

Schedule II: For existing industrial building

Broadcasting, Television and/or
Film Studio
Cargo Handling and Forwarding Facility
Eating Place
Government Use
Industrial Use
Information Technology and
Telecommunications Industries
Off-course Betting Centre
Office
Place of Recreation, Sports or Culture
Private Club
Public Vehicle Park
(excluding container vehicle)
Research, Design and Development Centre
Shop and Services (ground floor only except
Ancillary Showroom[#] which may be
permitted on any floor)
Utility Installation for Private Project
Vehicle Repair Workshop
Warehouse (excluding Dangerous
Goods Godown)
Wholesale Trade

Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

For "Tunnel Ventilation Shaft" only (Cont'd)

Planning Intention

This zone is intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made under Schedule II for uses that may be permitted with or without conditions on application to the Town Planning Board.

Remarks

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

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

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

For "Waterfront Related Commercial, Cultural and Leisure Uses" only

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

Planning Intention

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

Remarks

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

For "Amenity Area" only

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

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
<u>For All Other Specified Uses Not Listed Above</u>	
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

~~APPROVED DRAFT~~ KAI TAK OUTLINE ZONING PLAN NO. S/K22/24

EXPLANATORY STATEMENT

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

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

(Being an ~~Approved~~ *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 ~~approved~~-*draft* Kai Tak Outline Zoning Plan (OZP) No. S/K22/2A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning, Environment and Lands directed the Board on 9 June 1998, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare two draft plans for the South East Kowloon area, i.e. the Kai Tak (North) OZP to cover the Kai Tak Airport Terminal and Apron area, and the Kai Tak (South) OZP to cover the rest of Kai Tak Airport and the proposed Kowloon Bay Reclamation.
- 2.2 On 4 September 1998, the draft Kai Tak (North) OZP No. S/K19/1 and the draft Kai Tak (South) OZP No. S/K21/1 were exhibited for public exhibition under section 5 of the Ordinance.
- 2.3 On 21 September 1999, the Chief Executive in Council (CE in C) referred the two OZPs to the Board for further consideration and amendment under section 9(1)(c) of the Ordinance. The OZPs were subsequently amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.4 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive, the then Secretary for Planning and Lands, directed the Board on 22 May 2001, under section 3(1)(a) of the Ordinance, to revise the planning scheme boundary of the draft Kai Tak (South) OZP No. S/K21/1 for incorporation of a proposed cruise terminal and a pier.
- 2.5 On 25 June 2002, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak (North) and the draft Kai Tak (South) OZPs, which were subsequently renumbered as S/K19/3 and S/K21/3 respectively. On 5 July 2002, the approved Kai Tak (North) OZP No. S/K19/3 and the approved Kai Tak (South) OZP No. S/K21/3 were exhibited under section 9(5) of the Ordinance.
- 2.6 On 17 October 2006, the CE in C referred the approved Kai Tak (North) and the approved Kai Tak (South) OZPs to the Board for replacement by a new plan under section 12(1)(b)(i) of the Ordinance. The reference of the OZPs was notified in the Gazette on 27 October 2006 under section 12(2) of the Ordinance.

- 2.7 On 24 November 2006, the draft Kai Tak OZP No. S/K22/1 covering mainly the former Kai Tak Airport apron and runway areas, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 47 representations were received. On 2 February 2007, the representations were published for three weeks for public comments. A total of 10 comments were received.
- 2.8 On 4 May 2007, the Board considered the 47 representations and 10 comments ~~under section 6B(1) of the Ordinance~~ and decided to propose amendments to the draft OZP to partially meet nine representations and not to propose any amendment to meet the remaining 38 representations. On 25 May 2007, the proposed amendments, ~~including the rezoning of a strip of land at the North Apron to "Other Specified Uses" ("OU") annotated "Landscaped Elevated Walkway with Commercial Facilities" and revision to the Notes for the "Commercial", "Residential (Group B)" and "OU" annotated "Tourism Related Uses to Include Commercial, Hotel and Entertainment" zones,~~ were published under section 6C(2) of the Ordinance. During the three-week exhibition period, one valid further representation was received, which was withdrawn on 28 August 2007.
- 2.9 On 17 August 2007, the Board considered the revised layout of Kai Tak City Centre and decided to propose amendments to the Plan to partially meet the representation. The proposed amendments are to fine-tune the layout of Kai Tak City Centre and to incorporate the planning vision to transform the existing Kai Tak Nullah into a river channel. ~~The main amendments include the rezoning of the sites on both sides of the possible future river channel to "Comprehensive Development Areas" such that these developments would be subject to the Board's approval. The building heights of these sites, as well as the adjacent "Government, Institution or Community" sites, are lowered to improve the visual connectivity between the new city centre with the surrounding built up areas. The footbridge system is further enhanced by incorporating a curvilinear landscaped elevated walkway linking Kai Tak with Kowloon City and San Po Kong. The amendments also include two commercial sites at the eastern end of the Station Square for provision of two gateway iconic towers as well as minor adjustment of the development mix in the "Other Specified Uses" annotated "Mixed Use (2)" site. The road pattern in the western part of the city centre is also simplified.~~ On 24 August 2007, the proposed amendments were published under section 6C(2) of the Ordinance. During the three-week exhibition period, six further representations were received.
- 2.10 On 28 September 2007, the Board considered the further representations and decided not to uphold them. The Board decided that the proposed amendments to the Plan as published on 25 May 2007 and 24 August 2007 would form part of the Plan under section 6F(8) of the Ordinance.
- 2.11 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/2 ~~(the Plan)~~. On 9 November 2007, the approved Kai Tak OZP No. S/K22/2 was exhibited under section 9(5) of the Ordinance.
- 2.12 *On 4 November 2008, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 14 November 2008 under section 12(2) of the Ordinance.*

- 2.13 *On xxxxxx, the draft Kai Tak OZP No. S/K22/3 (the Plan) covering mainly the urban design enhancement proposals including the revised layout of the northern part of Kai Tak City Centre to accommodate Lung Tsun Stone Bridge Preservation Corridor and the relocation of roads away from the waterfronts of the Runway and South Apron areas to enhance accessibility, was exhibited for public inspection under section 5 of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land-use zonings and major transport networks for Kai Tak area so that development and redevelopment of land within the area can be put under statutory planning control.
- 3.2 The Plan is to illustrate *only* the broad principles of development *within the Area*. As it is a small-scale plan, ~~and~~ the road *and* railway alignments and boundaries between the land use zones may be subject to minor adjustments as detailed planning proceeds.
- 3.3 *Since the Plan is to show broad land use zonings, there would be situations in which small strips of land not intended for building development purposes and carry no development right under the lease, such as the areas restricted for garden, slope maintenance and access road purposes, are included in the residential zones. The general principle is that such areas should not be taken into account in plot ratio and site coverage calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Kai Tak area and not to overload the road network in this area.*

4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the Planning Scheme Area and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) ~~is~~ *has a land area of* about 323 hectares. It covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site, Ma Tau Kok waterfront, Kwun Tong waterfront, Cha Kwo Ling waterfront, Kai Tak Approach Channel (KTAC), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter. The boundary of the Area is shown in a heavy broken line on the Plan.
- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the

Vision Statement for Victoria Harbour published by the Board, the requirements under the Protection of the Harbour Ordinance (Cap. 531) and the Harbour Planning Principles published by the *former* Harbour-front Enhancement Committee.

6. POPULATION

It is estimated that the total population to be accommodated in the Area will be about 86,00089,800. First intake of population for the new development area is expected to commence in 20122013.

7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK (Figures 1 – 5)

7.1 Planning Themes

The Kai Tak site is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. The planning and urban design concepts are illustrated in the attached Figure 2. The main planning themes are discussed below:

- 7.1.1 Sports-oriented – Kai Tak will be a hub for sports and leisure activities. A modern Multi-purpose Stadium Complex (*the Stadium*) will be its anchor, complemented by a comprehensive network of open spaces including a Metro Park, indoor recreational centres and extensive cycle tracks and jogging trails along the waterfront promenade.
- 7.1.2 People-oriented – The waterfront areas are reserved mainly for public enjoyment as parks and promenades. Convenient and comfortable pedestrian connections between the hinterland and Kai Tak, and between the railway station and the various activity nodes are emphasized.
- 7.1.3 Sustainable – Residential, office, retail and hotel provisions are planned to mix with the sports and leisure activity nodes to ensure vibrancy in different time of the day and different days of the week. The history of Kai Tak will be manifested throughout the site and the heritage resources in the adjacent areas will also be promoted. Kai Tak is re-positioned itself as the waterfront destination of tourists.
- 7.1.4 Environmental-friendly – To address the environmental problems at KTAC without resorting to reclamation is to uphold the environmental-friendly principle. Besides, environmentally friendly initiatives, such as possible provision of an eEnvironmentally fFriendly tTransport sSystem, roadside greening, green roof and district cooling system, and planning for mass transit, minimizing noise impact and better air ventilation are all built into the planning framework.
- 7.1.5 Distinguished and Attractive Urban Form –Emphasis has been made to create a unique town centre juxtaposed with high-rise office development and unique residential neighbourhood. Traversing the Multi-purpose-Stadium Complex and Metro Park, the developments at

the former Runway will outline a townscape that would be uplifted at the landmark development in the cruise terminal cum tourism node area.

7.2 Urban Design and Landscape Framework (Figures 1 – 3)

The overall identity for Kai Tak shall be defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the urban areas and along the waterfront. Six sub-districts linked by its definitive open space system are created within Kai Tak, including Kai Tak City Centre, Sports Hub, Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner (Figure 2). The following urban design and landscape principles are adopted in the Plan:

7.2.1 Connecting the neighbourhood

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

7.2.2 Creating nodes

It is critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the ~~Multi-purpose Stadium Complex~~, cruise terminal, Metro Park and a commercial/office centre. Community facilities and neighbourhood parks would contribute as local nodes.

7.2.3 Activating the harbour-front

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

7.2.4 Creating a pedestrian friendly environment

The “podium-free” design concept would enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The possible future provision of an ~~e~~Environmentally ~~f~~Friendly ~~t~~Transport ~~s~~System will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

7.2.5 Creating a Dynamic Skyline

With a composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers, a dynamic skyline will undoubtedly grace the face of Kai Tak. The overall building height profile starts with the *twin towers on the two*

“CDA(1)” and “CDA(2) sites along Kai Tak River tallest commercial buildings ~~at~~ in the Kai Tak City Centre and gradates ***towards the waterfront in two directions; one in the southeast along the Kai Tak River towards the South Apron area and the other in the south*** along the residential neighbourhoods towards the ~~Multi-purpose Stadium Complex~~ to ‘nature’ at ~~the~~ Metro Park ***and the Ma Tau Kok waterfront area***. It then rises again from the Runway Precinct to another landmark building at the tourism node. The possible bridge link connecting Kwun Tong and former runway tip will add another highlight to this dynamic skyline.

7.2.6 Celebrating the Views

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

7.2.7 Celebrating the Gateways

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

7.2.8 Creating a “A Green Web for Sustainable Development”

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

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

- 8.1 *Based on the urban design framework mentioned above, the previously approved Plan No. S/K22/2 has incorporated appropriate building height restrictions for various development zones. The restrictions will provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area.*
- 8.2 *The building height restrictions have taken into account urban design considerations and various factors including preservation of public view from the major vantage points along major view corridors, the stepped height concept in general as recommended in the urban design and landscape framework, the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development rights.*
- 8.3 *Under the current OZP, development sites near waterfront, i.e, Sports Hub, Runway Precinct, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from 35mPD to 80mPD, except for landmark developments and existing development sites. The building heights rise gradually from waterfront towards the inland areas to the commercial belt in the City Centre. The building height profile reaches its maximum of 175mPD at the "CDA(1)" and "CDA(2)" zones which will be developed into twin towers along the Kai Tak River. The twin towers together with the curvilinear landscaped elevated walkway as landmark feature and the Kai Tak River as a major urban axis will create a vista linking the existing communities in the hinterland and the Kai Tak Development and pronounce the gateway image in the locality. In order to preserve the existing views along the view corridors towards Lion Rock, non-building area is incorporated into the "OU(Stadium)" zone and a lower building height of 15mPD is adopted for the "OU(Arts and Performance Related Uses)" site.*
- 8.4 *An Air Ventilation Assessment (AVA) has been undertaken to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and non-building area restrictions incorporated into the Plan have taken into consideration the findings of the AVA.*
- 8.5 *In general, the major prevailing annual wind comes from the south-east (SE) quadrant, and the prevailing summer wind mainly comes from the SE and south-west (SW) quadrants. The Kai Tak development has incorporated a number of major air paths for penetration of wind which are aligned approximately in SE to north-west (NW) direction. They include the interconnected major open spaces or open areas covering Kwun Tong Typhoon Shelter, Kai Tak Approach Channel, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and the Sung Wong Toi Park and open space adjoining the Stadium site. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of the Kai Tak City Centre as well as into Kowloon City and San Po Kong.*

- 8.6 *To further enhance penetration of prevailing wind to individual development sites, development parcels together with a matrix of pedestrian streets are aligned in SE to NW direction. Podium-free design is adopted to improve wind penetration at pedestrian street level. Furthermore, future developments are encouraged to adopt suitable design measures to minimize any possible adverse air ventilation impacts. These include greater permeability of fence walls, wider gap between buildings, disposition and perforation of building towers to align with the prevailing winds.*
- 8.7 *A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:*
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;*
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;*
 - (c) providing better streetscape/good quality street level public urban space;*
 - (d) providing separation between buildings to enhance air and visual permeability;*
 - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and*
 - (f) other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.*
- 8.8 *However, for any existing building with building height already exceeding the building height restrictions in terms of mPD and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

Non-Building Areas

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

Kai Tak City Centre

- 8.10 *For the two linked "C(6)" sites serving as twin tower gateway in the eastern part of Kai Tak City Centre, NBAs of maximum of 15m-wide are imposed along the eastern boundary to create a wider pedestrian vista in the green corridor*

between the linked sites and the mixed use and public housing developments to their east. NBAs of maximum of about 40m-wide is proposed along the boundary abutting the "OU(Mixed Use)2" site to provide additional breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the two linked sites.

- 8.11 3m-wide NBAs are designated within development sites along the boundary abutting 10m-wide pedestrian streets running in SE-to-NW direction to further enhance penetration of the prevailing wind. 5m-wide NBAs are designated within development sites along the boundary abutting the Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the "OU(Stadium)" site is to complement the view corridor to Lion Rock.*
- 8.12 For the twelve residential sites on both sides of Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m-wide NBAs in NE-to-SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m-wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the boundary of the building envelope to foster a courtyard design.*
- 8.13 The NBAs designated at the "CDA(2)" and the "OU(Arts and Performance Related Uses)" zones will pronounce the curvilinear shape of the landscaped elevated walkway and the twin towers feature of the city gateway.*

Runway Area

- 8.14 NBAs of about 15m-wide and NBAs of about 10m-wide are designated within "R(C)" sites and "C(4)" sites respectively along the boundary abutting the Central Boulevard primarily to maintain a wider vista on the landscaped deck towards Lei Yue Mun as well as a wider building gap for more comfortable walking environment along the at-grade Road D3. Similarly, a 5m-wide NBA is designated in each of the two "R(C)" sites abutting Road D4 with its elevated walkway above to provide wider building gaps for more comfortable walking experience which is a main vehicular and pedestrian gateway from South Apron to Runway. 3m-wide NBAs are also designated within development sites along boundary abutting 10m-wide pedestrian streets to enhance visual porosity.*

Ma Tau Kok Waterfront

- 8.15 Two 10m-wide NBAs within the "CDA" site, one abutting the existing "R(A)1" site (the Grand Waterfront) and another near the middle aligning with Ma Tau Kok Road, are designated to enhance visual permeability at the waterfront area.*
- 8.16 Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Within the NBAs stipulated on the OZP, landscaping and street furniture and underground structures will be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity will be allowed in the NBAs.*

Building Setback

- 8.17 *To maintain the vista on the landscaped deck of the Central Boulevard towards Lei Yue Mun, the "OU" annotated "Tourism Related Uses to Include Commercial, Hotel and Entertainment" site will be subject to a minimum 45m-wide building setback from the adjoining Cruise Terminal site. The rail-based EFTS and its above-ground station as well as minor structure for footbridge connecting the Tourism Node with the rail station or the Cruise Terminal will be permitted in the 45m-wide building gap. Under exceptional circumstances, minor relaxation of the building setback restriction may be considered by the Board on application under section 16 of the Ordinance.*

8.9. LAND USE ZONINGS

8.9.1 Commercial ("C") – Total Area 17.04 ~~17.04~~ 14.00 ha

8.9.1.1 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/office centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

8.9.1.2 ~~Nineteen~~ **Fourteen** sites are zoned as "C". ~~Nine~~ **Five** of them are located at the Kai Tak City Centre ~~in the vicinity of the proposed Shatin to Central Link (SCL) Kai Tak Station~~ **south of Prince Edward Road East (PERE)**. Three of them are located in the South Apron Corner at the Kowloon Bay waterfront and ~~seven~~ **six** of them are located in the Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction.

8.9.1.3 The "C(2)" zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. This zone is intended to create a more coherent cluster of commercial developments in the area. For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m-wide promenade along the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum non-domestic plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.

8.9.1.4 The "C(3)" zones are ~~mainly~~ located at the northern side of Kai Tak City Centre extending along ~~Prince Edward Road East~~ **PERE** to Sung Wong Toi Park. This zone is intended to form a belt of high quality office

development ~~mixing with retail and hotel developments.~~ These developments will be served by the proposed SCL Kai Tak Station and are expected to meet Hong Kong's long-term demand in office space. To strengthen the physical and social connection between Kai Tak and adjacent districts, an underground shopping street system is proposed to link with Kowloon City and San Po Kong and leading to the proposed SCL Kai Tak Station. Areas designated "Underground Shopping Street" are shown on the Plan. Provision of public passageway on the basement level, where appropriate, in the developments of these sites is required to connect to the underground shopping street system. The exact alignment and details of this underground shopping street system will be subject to further investigation. Developments within this zone are subject to a maximum plot ratio of 4.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height ranging from ~~of 60mPD/70mPD to 100mPD.~~

8.9.1.5 The "C(4)" zones are located in the Runway Area. This zone is intended to form a hotel belt along the waterfront of the Runway Precinct so as to support the nearby ~~†Tourism ‡Node~~ and cruise terminal development. Developments within this zone are subject to a maximum plot ratio of 4.0, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height ranging from ~~45mPD/55mPD to 80mPD.~~ ***Buildings on these sites shall be setback from the Central Boulevard as well as the 10m-wide pedestrian streets to maintain a wider vista and building gap.***

8.1.6 ~~The "C(5)" zone is located at the northern side of Kai Tak City Centre adjacent to the Kowloon City district. It forms part of the office belt in the City Centre and provides a major gateway to Kai Tak. Part of this zone is designated as "Underground Shopping Street" on the Plan, which is intended to provide public passageway on the basement level to link with the proposed SCL Kai Tak Station. The view corridor towards Lion Rock will traverse this zone and a more stringent building height restriction of 15mPD is imposed on the part of the site within view corridor. This part of the "C(5)" site should be designed to achieve a "green carpet" concept throughout this view corridor to provide visitor in Kai Tak a sense of place. A curvilinear landscaped elevated walkway, subject to detailed design, will traverse this zone to provide a pleasant pedestrian connection to/from Kowloon City and San Po Kong and towards the Multi purpose Stadium Complex and Station Square. Developments in this zone warrant special architectural design to highlight the gateway location to Kai Tak, and to integrate the landscaped elevated walkway and the "green carpet" concept leading towards Multi purpose Stadium Complex. Developments within this zone are subject to a maximum plot ratio of 3.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 15mPD and 60mPD.~~

8.1.79.1.6 The "C(6)" zone comprising two linked sites is located in the eastern side of Kai Tak City Centre adjacent to ~~near~~ the ***proposed*** SCL Kai Tak Station. An iconic gateway twin-tower development is planned so as to anchor the vista towards the Station Square. ~~Non-building areas NBAs~~ are imposed in the eastern part of the two linked sites to create a

wider pedestrian vista in the green corridor between the proposed commercial/office developments *in these sites* and the mixed use and public housing developments to their east. As for the western part of the northern "C(6)" site, a ~~non-building area-NBA~~ is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the two linked sites. ~~Subject to detailed design, a possible~~ A vehicular access ***restricted for loading/unloading only will be*** ~~would be~~ provided via Road L3B to serve the southern *part of* "C(6)" site. The area in between the two linked "C(6)" sites will remain as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD.

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

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

8.9.2 Comprehensive Development Area ("CDA") – Total Area ~~5.61~~ **9.62** ha

8.9.2.1 ~~Three-Six~~ sites in Kai Tak are zoned "CDA", ~~"CDA(1)" and "CDA(2)"~~ respectively. The "CDA" zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. ~~As for areas designated "CDA(1)" and "CDA(2)", they are intended for comprehensive developments with commercial and leisure uses cascading down to the open spaces along the existing Kai Tak Nullah.~~ This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction. ***Planning briefs setting out the planning parameters and the special design requirements will be prepared to guide the future development in the "CDA" sites.***

8.9.2.2 A site ~~abutting To Kwa Wan Road to the north and located at the Ma Tau Kok waterfront~~ is designated "CDA". It is intended for residential development with retail facilities and to facilitate comprehensively designed waterfront developments as well as to provide scope for a better integration with the adjoining developments. In view of the prominent waterfront location and to enable a continuous promenade from To Kwa Wan to Cha Kwo Ling, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose. To enliven the adjoining waterfront promenade, this zone includes the

requirement for provision of "Shop and Services" and "Eating Place" in buildings not exceeding two storeys as retail frontage abutting a 20m-wide waterfront promenade set aside within the site. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height of 65mPD and 110mPD.

8.9.2.3 The "CDA(1)" and "CDA(2)" zones ~~are sub-areas~~ located in the Kai Tak City Centre north *on the eastern and western sides of Kai Tak River respectively are intended for commercial uses with a lower structure cascading down to the open spaces along the Kai Tak River. They will be developed as twin towers for office, hotel and retail uses. The twin towers together with the curvilinear landscaped elevated walkway as a landmark feature and the Kai Tak River as major urban axis will pronounce the gateway image of the locality and create a vista linking the existing communities in the hinterland and the Kai Tak Development. Developments within both "CDA(1)" and "CDA(2)" sub-areas are subject to the same development parameters of a maximum total plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height restriction of 175mPD for the twin towers portion and 40mPD for low-rise commercial and leisure uses cascading down to the Kai Tak River. The 175mPD building height subzones for the twin towers development are aligned along the Kai Tak River to facilitate building disposition of the twin towers that opens up from the curvilinear landscaped elevated walkway towards the Station Square. Low-rise structures flanking the Kai Tak River should follow a stepped height concept descending from 40mPD to 15mPD along the river. 5m-wide NBAs along the Kai Tak River will provide a wider vista along the River. "Shop and Services" and "Eating Place" uses in buildings not exceeding 2 storeys in the retail belt abutting the Station Square will create a riverside vibrant and festive public gathering place in the town square environment. The NBA at the northern part of the "CDA(2)" site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway as well as to align its tower block with that of the "CDA(1)" site for the twin-tower concept.*

~~and west of the proposed SCL Kai Tak Station respectively and the two sites are separated by the existing Kai Tak Nullah. Subject to detailed investigation, the existing Kai Tak Nullah could be developed into a river channel to form a unique design feature of the Kai Tak Development. A riverside walk on both sides of the river channel is planned with shop frontage and eating places to create a vibrant and festive public gathering place. The "CDA(1)" zone is intended for a comprehensive commercial/office development with low-rise buildings in the west and high rise landmark commercial tower in the east. The "CDA(2)" zone is intended for a low-rise commercial development. Both sites include the requirement for provision of "Shop and Services" and "Eating Place" uses in buildings not exceeding two storeys as retail frontage facing the Station Square to create vibrant town square environment and to tie in with the railway station and public transport interchange in the location. Developments within the "CDA(1)" zone are subject to a maximum non-domestic plot ratio of 9.5 and a~~

~~maximum building height of 175mPD in the east to allow for a landmark building in the city centre. Developments in the western part of the "CDA(1)" zone should follow a stepped height concept with buildings descending from 40mPD to 15mPD along the river channel. Developments within the "CDA(2)" zone are subject to a maximum non-domestic plot ratio of 4.5 and a maximum building height of 40mPD so as to open up the vista of Kai Tak for the existing communities in the hinterland, in particular the views towards the Station Square and Stadium Park. Based on the same rationale that imposed for "CDA(1)" zone, buildings in "CDA(2)" zone should descend from 40mPD to 15mPD along the river channel.~~

9.2.4 *Three sites abutting the Lung Tsun Stone Bridge Preservation Corridor are designated "CDA(3)", "CDA(4)" and "CDA(5)" respectively. The planning intention for these sites is to ensure their disposition and design would be in harmony with the Preservation Corridor for Lung Tsun Stone Bridge. The planning briefs will set out the special design features for these three "CDA" sites to ensure a harmonious environment with the Preservation Corridor. The "CDA(3)" and "CDA(4)" are intended for commercial use while "CDA(5)" is intended for residential use. The "CDA(3)" is subject to a maximum plot ratio of 4.0 and a maximum site coverage (excluding basement(s)) of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower building height restriction of 13mPD while the remaining area will be subject to a maximum height restriction of 70mPD. The "CDA(4)" is subject to a maximum plot ratio of 4.5, a maximum building height restriction of 70mPD and a maximum site coverage (excluding basement(s)) of 65%. The "CDA(5)" is subject to a maximum plot ratio of 5.0, a maximum building height restriction of 110mPD and a maximum site coverage (excluding basement(s)) of 40%.*

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

8.9.3 Residential (Group A) ("R(A)") – Total Area ~~10.40~~ **10.43** ha

8.9.3.1 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.

8.9.3.2 Three sites are zoned "R(A)1" to "R(A)3". Two of them are located at the eastern boundary of the Kai Tak City Centre and one is located at the Ma Tau Kok waterfront.

8.9.3.3 An existing housing development at the junction of To Kwa Wan Road and San Ma Tau Street is zoned "R(A)1". To enable a continuous waterfront promenade in the East Kowloon area extending from To Kwa Wan to Cha Kwo Ling, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose. Developments within this zone are subject to a maximum domestic plot ratio of 7.5, a maximum non-domestic plot ratio of 1.0 and a maximum building height of 176mPD.

8.9.3.4 Two public housing developments at the sites along the eastern boundary of the Kai Tak City Centre are designated "R(A)2" and "R(A)3" respectively. It is intended for public housing development. Developments within "R(A)2" zone are subject to a maximum domestic plot ratio of 6.3, a maximum non-domestic plot ratio of 0.3 and a maximum building height of 120mPD. Developments within "R(A)3" zone are subject to a maximum domestic plot ratio of 5.51, a maximum non-domestic plot ratio of 0.1 and a maximum building height of 120mPD.

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

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

8.9.4 Residential (Group B) ("R(B)") – Total Area ~~19.85~~**17.70** ha

8.9.4.1 This zone is intended primarily for medium-density residential developments based on a grid pedestrian street. Retail frontage along the side of the site abutting the open space is provided to enhance vibrancy of the open space. ~~Three-storey houses are planned along the frontage of pedestrian streets while podium-free residential towers are developed within the site.~~

8.9.4.2 A total of ~~nineteen~~**eighteen** sites are designated "R(B)1" to "R(B)3" zones. They are all located in the Kai Tak City Centre. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. *Car parking facilities should be provided in basement level to enable podium-free development. The 10m-wide pedestrian streets together with its abutting 3m-wide NBAs in each site are planned to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.*

8.9.4.3 Out of ~~nineteen~~ *the eighteen* sites, a "R(B)1" site near the public housing development in the eastern part of the Kai Tak City Centre is reserved for Flat for Flat scheme by the Urban Renewal Authority.

~~thirteen~~ **Twelve** sites involving ~~four-three~~ designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Road D2 and the proposed SCL are intended for Kai Tak Grid Neighbourhood development *which is subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. The development within each site will have a combination of low-rise residential blocks not exceeding six storeys or 25mPD (whichever is the less) and podium-free residential towers. Such variation of building heights would add interest to the local townscape and project a well-proportioned neighborhood environment. Courtyard design for the residential development will be encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m-wide visual corridors will provide wider vistas in such direction. They together with NBAs along other site boundaries will define the building envelopes for the alignment of residential blocks along the building envelope boundary and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum GFA and site coverage for residential towers/low blocks and façade length, etc. will be incorporated into the lease to ensure that the courtyard design will be achieved.*, i.e. a distinctive residential neighbourhood with combination of three-storey residential buildings (houses or flats) and medium-rise residential towers. Taking into account findings of the air ventilation assessment, a network of 10m wide pedestrian streets lined with trees and street furniture are proposed to provide breezeways capturing the southeast prevailing winds. The three-storey residential buildings (without commercial activities) are lined along these pedestrian streets to encourage interaction in the neighbourhood and to achieve integrated community. Behind these low-rise residential buildings, the medium-rise residential towers are located in the inner part of these sites. Car parking facilities should be provided on basement level to enable podium-free development to enhance interaction in the community.

8.9.4.4 Another ~~six-five~~ sites locating north of “OU (Stadium)” zone are designated “R(B)1”. It is intended for residential development as another development cluster in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. ~~10m wide pedestrian streets are planned to serve as breezeways to achieve better air ventilation and encourage interaction in the community.~~

8.9.4.5 ~~Notwithstanding the maximum building height restriction for the “R(B)1” and “R(B)2” zone as shown on the Plan, the “R(B)1” and “R(B)2” sites fronting onto the open space around the Station Square proposed railway station in the Kai Tak City Centre and to the north of “OU (Stadium)” zone will include provision of “Shop and Services” and “Eating Place” in buildings not exceeding two storeys as retail frontage in order to create vibrant street environment. Such uses will also be permitted on the ground floor of the residential buildings at the northern site boundary of the “R(B)1” sites adjoining the Underground Shopping Street (USS) to achieve synergy effect for the retail cluster.~~

8.9.4.6 Developments within "R(B)1" zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height ranging from 45 ~~80~~mPD to 110mPD.

8.9.4.7 Developments within "R(B)2" zone are subject to a maximum plot ratio of 4.5, a maximum site coverage (excluding basement(s)) of 40%, and a maximum building height of 100mPD/~~and~~ 110mPD.

8.9.4.8 Developments within "R(B)3" zone are subject to a maximum plot ratio of 3.5, a maximum site coverage (excluding basement(s)) of 44% and a maximum building height of 50mPD/~~and~~ 100mPD.

8.9.4.9 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.

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

8.9.5 Residential (Group C) ("R(C)") – Total Area ~~6.07~~ **6.56** ha

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

8.9.5.2 ~~Six~~ *The* sites on the side of Kai Tak Approach Channel in the Runway Precinct are designated "R(C)" zone. ~~The Runway Precinct is planned as a mix of residential, hotel and retail development to sustain the interest of exploration. An elevated landscaped deck over a road is also proposed~~ *along the Central Boulevard. In order to maintain a wider vista on the landscaped elevated deck, NBAs are designated in the sites along the boundary facing the landscaped elevated deck on the Central Boulevard.* ~~adjacent to these sites to provide public access to the waterfront. Developments within "R(C)" zone are subject to a maximum plot ratio of 3.0, a maximum site coverage (excluding basement(s)) of 47% and a maximum building height ranging from 45mPD to~~ ~~65~~ **80**mPD.

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

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

8.9.6 Government, Institution or Community ("G/IC") – Total Area ~~36.05~~ **37.85** ha

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

8.9.6.2 *Three "G/IC" sites between PERE and Road D1 are reserved for Government offices development to create a cluster for Government services. A site abutting Prince Edward Road East* ~~One~~ *is reserved for development of Government offices (i.e. Kai Tak Government Offices), which will be connected with the developments in San Po Kong by a curvilinear landscaped elevated walkway* ~~footbridge system. The remaining two sites are reserved as reprovisioning sites for part of the Wan Chai Government Offices Compound. This~~ *The Government Offices cluster will enable the Government services to be more accessible to both the existing and future population. For the "G/IC" site with the USS alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.* A "G/IC" site abutting Road D2 is designated for the existing Electrical and Mechanical Services Department (EMSD) Headquarters. Three sites to the south of Kwun Tong Bypass in the South Apron Corner are reserved for hospital development to serve the East Kowloon area and surrounding districts.

8.9.6.3 A total of six primary and ~~two~~ *three* secondary school sites have been reserved in the Area to meet the needs of the existing and planned population. ~~These sites including~~ *Two existing primary schools are located near Hoi Sham Park. The remaining* ~~four~~ *primary and two secondary schools are planned in the eastern boundary of the Area in the vicinity of "R(A)2" and "R(A)3" sites in Kai Tak City Centre. while a secondary school is planned in the South Apron area. In addition,* ~~There are also~~ *two planned secondary school sites near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district to serve the Kai Tak area.*

8.9.6.4 ~~Two~~ *A "G/IC" sites abutting Prince Edward Road East near San Po Kong and another site near Road D2 on each side of Kai Tak River* are reserved for accommodation of various GIC facilities to serve the Kai Tak area including ~~general clinic, post office, indoor recreation centre, community hall and social welfare facilities~~ *and sports facility.* Other "G/IC" sites, mainly in Kai Tak City Centre and South Apron Corner, are reserved for police headquarters, divisional police station, sub-divisional fire stations ~~with/without ambulance depot, animal management centre, Drainage Services Department's desilting compound, refuse collection point, and sports facility.~~ *In the Area, there are sites reserved for electricity substations and sewage pumping*

stations. A site near ~~To Kwa Wan~~ **Ma Tau Kok** waterfront is also reserved for public transport interchange.

8.9.6.5 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of "G/IC" sites. Sites reserved for EMSD Headquarters, police headquarters, and ~~Kai Tak~~ Government Offices will be subject to relatively higher building height restriction ranging from ~~70~~60mPD to 100mPD. Minor relaxation of the building height restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of building height restriction will be considered on its own merits.

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

8.9.7 Open Space ("O") – Total Area ~~97.69~~ **99.41** ha

8.9.7.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A ~~hierarchy~~ **network** of interconnected public open spaces, in respect of size and function is proposed (Figure 3). This includes regional, district and local open spaces. These open spaces are essential components of the urban design framework for Kai Tak Development. While individual open space projects are subject to detailed design study, it is the planning intention to promote luxuriant planting in these open spaces to create a more natural environment and green setting in the Area. *Opportunity to utilizing some of the open space in the Station Square as well as along the Stadium site and Kai Tak River for public creative activities or other compatible uses should be explored.*

8.9.7.2 Regional open space is the large-scale open space to serve the recreational needs of tourists, visitors and the local residents as well as the territory. It comprises the Metro Park, open spaces around the Station Square and the ~~Multi-purpose Stadium site, Complex,~~ the Runway Park, the Sung Wong Toi Park and waterfront promenade *with the following design themes:-*

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

(b) ~~The Metro Park in the upper part of the Runway Area, which will form a regional open space for the East Kowloon Area and is designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc. The Station Square around the proposed SCL Kai Tak Station will form a~~

contemporary park with cafes and restaurants serving as a gateway to Kai Tak. *The design of the western end of the Station Square should also be compatible with the heritage theme of the Bridge Preservation Corridor.*

(c) The open spaces around the ~~Multi-purpose Stadium site Complex~~ will provide space for dispersal of spectators and serve additional leisure purpose for the public during non-event days. Part of the site formation level of ~~Multi-purpose-the Stadium site Complex~~ will be raised to facilitate integration of the main and secondary stadiums as well as to maintain continuity of open space network. The open space in between the ~~Multi-purpose Stadium site Complex~~ and Road D3 also functions as a view corridor to Lion Rock.

(d) *The Metro Park, located in the upper part of the Runway Area, will form a regional open space for the East Kowloon Area and is designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc.* The Metro Park integrated with open spaces around the Station Square and the ~~Multi-purpose Stadium site Complex~~ will form a comprehensive green hub to achieve the "Stadium in the Park" concept.

~~The Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and provide a landscape vista looking from the waterfront promenade.~~

(e) The Runway Park at the end of runway will provide a theme area to accommodate facilities of aviation-related theme including weather station and an unobstructed view to Lei Yue Mun.

(f) The waterfront promenade *generally* with 20m to 3035m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development.

8.9.7.3 District open space is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space and surrounding areas. It comprises the Hoi Sham Park at Ma Tau Kok waterfront, the *Avenue Park* ~~North Apron District Park adjacent to the proposed SCL Kai Tak Station, the Kai Tak River~~ and the Kowloon Bay Square at the Kowloon Bay waterfront. ~~The North Apron District Park also serves the needs of the residential neighbourhood in the Kai Tak City Centre.~~

8.9.7.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.

8.9.7.5 Some of the areas above major drainage culverts, *in particular, Kai Tak River* are planned for open space uses. ~~In particular, North Apron District Park is proposed above the 90m wide decked Kai Tak Nullah.~~ An integrated design approach is required to create a quality landscaped *river* area in these spaces and to allow regular maintenance of these culverts. This design will be further investigated in the detailed design study of the respective works package for Kai Tak Development.

8.9.7.6 A site with an area of 2.85ha adjoining the Multi-purpose Stadium *site* Complex and abutting Road D3 is zoned "O(1)". It is intended to form part of the stadium complex to support the sports facilities including the associated public transport terminus.

8.9.7.7 ~~Three~~ *Two* sites near "OU (Stadium)" zone and a site ~~along the Runway Central Boulevard Area on the side of Kai Tak Approach Channel~~ are zoned "O(2)". ~~It is which~~ *are* intended to provide open space in form of landscaped deck. *The landscaped deck between "OU(Stadium)" zone will function as connection points for the main and secondary stadiums, while the one to the south will facilitate a smooth pedestrian flow on the deck level of the Stadium down to the Metro Park and waterfront area. The landscaped deck at the Central Boulevard above Road D3 will serve as a leisure walkway connecting the Metro Park to its north with the Cruise Terminal, the Tourism Node and the Runway Park to its south. The design of the landscaped deck and its integration with the EFTS is still being studied.*

9.7.8 *An area to the north of the Stadium site is zoned "O(3)". It is intended for in-situ preservation of the Lung Tsun Stone Bridge remnants for public appreciation. Within the "O(3)" zone, the Bridge remnants will be preserved in-situ within the 30m-wide Preservation Corridor with a wider area at the southern entrance to allow a more open view and better design flexibility and integration with the connecting Station Square. A strip of land to the west of the Corridor is also under the "O(3)" zoning to allow greater flexibility to accommodate interpretive displays and related activities.*

8.9.8. Other Specified Uses ("OU") – Total Area ~~58.50~~ *57.69* ha

8.9.8.1 This zone covers land allocated for following specific uses.

8.9.8.2 *A site with an area of 1.16 ha at the western end of the curvilinear landscaped elevated walkway is zoned "OU" annotated "Arts and Performance Related Uses". This zone is intended primarily for provide 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. The platform shall also connect with the curvilinear landscaped elevated walkway to its east. Developments within this zone are subject to a maximum total GFA of 11,600m² and a maximum building height of 15mPD. At least 60% of the total GFA shall be used for arts and performance related uses. The NBA incorporated in northern part of the zone is intended to pronounce the continuity of the curvilinear landscaped elevated walkway. The implementation of the site will be subject to further study.*

9.8.3 A site with an area of 7.66 ha at the end of former runway tip is designated "OU" annotated "Cruise Terminal to include Commercial

Development with Landscaped Deck Above". ~~This zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above. It is envisaged to~~ ***This zone will*** accommodate two alongside berths as well as a cruise terminal building. A landscaped deck will be provided for public enjoyment ~~subject to compliance of security requirement for operation of the cruise terminal.~~ Developments within this zone are subject to a maximum ~~non-domestic~~ ***total*** gross floor area of ~~50,000~~ ***10,600*** m² and a maximum building height of 35mPD. This zone also allows provision of radar equipment and telecommunication electronic microwave repeater to cater for the need of Marine Department or other Government departments. Furthermore, this zone is not intended to accommodate large-scale advertisement signs to be erected on roof-top of the cruise terminal, as it may not be compatible with the landscaped deck.

8.9.8.43 A site with an area of ~~5.74~~ ***5.95*** ha in the former runway tip is designated "OU" annotated "Tourism Related Uses to Include Commercial, Hotel and Entertainment". This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Developments within this zone are subject to a maximum ~~non-domestic~~ ***total*** gross floor area of ~~190,000~~ ***229,400*** m² and a maximum building height of 100mPD. This development should incorporate a public observation gallery to enable the general public to view this part of the Victoria Harbour, as well as the Kai Tak site and the surrounding areas. A building or structure incorporating the public observation gallery with design merits could be submitted to the Board for consideration of relaxation of the building height restriction. The overall development scheme for this site will be assessed as a part of the layout plan submission to the Board for planning permission. To allow design flexibility, minor relaxation of the gross floor area and building height restriction as stipulated on the Plan may also be considered by the Board. ***A minimum building setback of 45m from the zoning boundary abutting the "OU" annotated "Cruise Terminal to include Commercial Development and Landscaped Deck Above" zone shall be provided.***

8.8.49.8.5 A site with an area of 20.91 ha at the Kai Tak waterfront is designated "OU" annotated "Stadium". This zone is intended primarily for the provision of a Multi-purpose Stadium Complex including a main stadium (with 45,000 seats and provision of retractable roof), a secondary stadium (with 5,000 seats) and an indoor sports arena (with 4,000 seats to accommodate possibly swimming pools, ball courts, some fitness and activity rooms) and other leisure and recreation facilities. Adjacent "O(1)" zone as mentioned in paragraph 8.9.7.6 above will form a part of the Multi-purpose Stadium Complex. Developments within this zone are subject to a maximum building height of 55mPD.

8.9.8.56 Two sites in the vicinity of the proposed SCL Kai Tak Station are designated "OU" annotated "Mixed Use (2)" and "Mixed Use (3)". This zone is intended primarily for mixed non-industrial land uses. ~~Maximum flexibility for the development of domestic or other uses or a combination of various types of compatible uses including residential, commercial and recreational uses, either within a building vertically or~~

~~within a spatial area horizontally, is allowed to meet changing market needs. "OU(Mixed Use)2" zone includes the requirement for provision of "Shop and Services" and "Eating Place" in buildings not exceeding two storeys as retail frontage facing the open space of the proposed railway station in the Kai Tak City Centre to create vibrant street environment. An underground shopping street system is proposed with extension linking San Po Kong and the proposed SCL Kai Tak Station and areas designated "Underground Shopping Street" are also shown on the Plan.~~ *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. Provision of public passageway on the basement level in the developments in the "OU(Mixed Use)2" zone are required to connect to this underground shopping street system.*

8.9.8.76 Developments within "OU(Mixed Use)2" zone are subject to a maximum domestic plot ratio of ~~4.0~~ 5.0 and a non-domestic plot ratio of ~~3.0~~ 2.0. *The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum height restriction of 125mPD/150mPD.* A special design requirement is incorporated for this site facing the Station Square such that the residential element should commensurate with the commercial element in form. The residential development could accommodate high quality hotel-like service apartment with its design and appearance befitting the image of the Kai Tak City Centre and commensurate with those premier commercial/office developments to its west and east. *"Shop and Services" and "Eating Place" in buildings not exceeding two storeys shall be provided in the retail frontage abutting the Station Square to create vibrant street environment. Provision of public passageway at the basement level of the developments in the "OU(Mixed Use)2" zone are required to connect to the USS system.*

9.8.8 Developments within "OU(Mixed Use)3" zone are subject to a maximum domestic plot ratio of ~~3.0~~ 4.75, and a maximum non-domestic plot ratio of ~~4.0~~ 2.25. ~~Both sites are~~ *The site is* subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum height restriction ranging from ~~of 100mPD. to 150mPD.~~

8.9.8.97 Proposed SCL Kai Tak Station locating in the centre of Kai Tak City Centre is zoned "OU" annotated "Railway Station with Commercial Facilities". This zone is primarily intended for the provision of railway station with commercial *facilities*—activities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the underground shopping street system. ~~Developments~~ *The commercial facilities* within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.

8-9.8.108 Two sites at the Ma Tau Kok waterfront and near "OU (Stadium)" zone are zoned "OU" annotated "Waterfront Related Commercial, Cultural and Leisure Uses". This zone is intended for the provision of commercial, cultural and leisure uses at the waterfront area so as to create dining cove and more vibrant environment. Developments within this zone are subject to the maximum building height of one storey.

8-9.8.119 "OU" annotated "Landscaped Elevated Walkway" zones are indicated on the Plan. They will become part of the comprehensive pedestrian network, providing a north-south connection from San Po Kong and Kowloon City to the ~~Runway Area~~ **Kai Tak City Centre** and an east-west connection from **Kowloon Bay and Kwun Tong to the South Apron** ~~Choi Hung to Ma Tau Kok~~. To enhance the connectivity of San Po Kong, Kowloon City and Kai Tak, a continuous curvilinear landscaped elevated walkway to connect these three areas is proposed. *A curvilinear landscaped elevated walkway is proposed at the upstream of Kai Tak River connecting San Po Kong, the Kai Tak Government Offices and the twin towers in Kai Tak and eventually merges with the large platform of the "OU(Arts and Performance Related Uses)" zone.* This feature walkway *together with the Kai Tak River and the twin towers*, subject to detailed design, and together with the low-rise building blocks in this frontage of Kai Tak Development and the possible future river channel, will shape a very strong gateway image *at the locality*. ~~of this new development~~. The design of the landscaped elevated walkway should be in harmony with the surrounding developments and should highlight its significance as a gateway into Kai Tak City Centre.

8-9.8.1012 The site to the south of Kwun Tong Bypass and abutting Wai Lok Street is zoned "OU" annotated "Sewage Treatment Plant with Landscaped Deck Above". This zone is ~~intended primarily for the provision of sewage treatment/ screening plant with suitable mitigation measures including landscaped deck and enclosure of the plant facilities.~~ It covers the existing Kwun Tong Sewage Screening Plant together with its adjacent area reserved for extension of the sewage screening plant. To minimize possible impact on the surrounding districts, mitigation measures including landscaped deck and suitable enclosure of the plant facilities are proposed. Developments within this zone are subject to a maximum building height of 15mPD.

8-9.8.1113 A site ~~with an area of 0.78 ha~~ at the runway tip is designated "OU" annotated "Heliport". This zone is intended primarily for the provision of an at-grade cross-boundary heliport. Developments within this zone are subject to a maximum building height of 13mPD to accommodate one-storey building to service the heliport operation. Notwithstanding the noise barrier will not be subject to the maximum building height restriction, installation of noise barrier for this facility will require planning permission from the Board.

8-9.8.1214 The existing Hong Kong International Trade and Exhibition Centre located near the junction of Kai Cheung Road and Kai Fuk Road is zoned "OU" annotated "Trade Mart and Commercial Development".

This zone is intended primarily for exhibition and ancillary commercial uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a minimum gross floor area of 11,285m² would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.

~~8.8.13 A site locating in the South Apron Corner is designated "OU" annotated "Gas Pigging Station". This zone is only intended for reservation of a site to cater for the reprovisioning requirement of submarine gas pipeline, which is subject to further investigation. Developments within this zone are subject to a maximum building height of 15mPD.~~

~~8.8.14 A site at the junction of To Kwa Wan Road and San Ma Tau Street and another site abutting Kwun Tong Bypass in the South Apron Corner are zoned "OU" annotated "Tunnel Ventilation Shaft". This zone is intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made in the Notes for uses that may be permitted with or without conditions on application to the Board. Developments with this zone are subject to a maximum building height of 45mPD.~~

8.9.8.15 Other specified uses include *gas pigging station*, amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. *The "OU" annotated "Gas Pigging Station" site is intended for meeting the possible reprovisioning requirement of submarine gas pipeline. Developments within this zone are subject to a maximum building height of 15mPD. The "OU" annotated "Tunnel Ventilation Shaft" sites are intended primarily for tunnel ventilation shaft use. For existing industrial buildings within this zone, provision is made in the Notes for uses that may be permitted with or without conditions on application to the Board. Developments within this zone are subject to a maximum building height of 45mPD.*

9.10. COMMUNICATIONS

9.10.1 Roads (Figure 4)

9.10.1.1 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.

9.10.1.2 Regarding the trunk roads, apart from the existing Airport Tunnel, Lung Cheung Road and Kwun Tong Bypass, the planned Route 6 (Central Kowloon Route, Trunk Road T2 and Tseung Kwan O- Lam Tin Tunnel), in particular the Central Kowloon Route serves to provide a convenient route linking up West Kowloon with East Kowloon. North

Apron and South Apron Areas will have direct road connections with this part of Route 6.

9.10.1.3 Regarding the district distributors, there are four district distributors, namely Road D1, Road D2, Road D3 and Road D4. They are in dual 2-lane configuration except the section of Road D2, which passes through the ~~Multi-purpose Stadium~~ *site-Complex*, is in dual 3-lane configuration. Road D1 is an east-west district distributor along the northern boundary connecting Olympic Avenue in Ma Tau Kok with Eastern Road in Kowloon Bay. Road D2 passing through the Kai Tak City Centre joins To Kwa Wan Road. Road D3 connects the Kai Tak City Centre with the Runway Precinct. Road D4 connects the Runway Precinct with the Kowloon Bay waterfront.

9.10.1.4 Concerning the local distributors, ~~18 local distributors are indicated on the Plan. Most~~ of the local distributors are designed for single 2-lane configuration and ~~they are~~ non-through roads, in form of cul-de-sac, to discourage by-pass traffic in order to minimize the traffic and environmental impacts as well as to achieve green city. *Road L13B to the Tourism Node and the connection of Road D3 with the Cruise Terminal are still subject to detailed design.*

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

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

9.10.2 Railway

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

9.10.3 Rail-based Environmentally Friendly Transport System (EFTS)

The Plan indicates a possible reserve for a rail-based EFTS, which requires further investigation and feasibility study. It would connect Kwun Tong waterfront, the cruise terminal cum tourism node, Runway Precinct, Metro Park,

Sports Hub and Station Square. This would serve as an icon enhancing the overall tourism appeal of the Kai Tak site. *The Civil Engineering and Development Department is studying the feasibility of the EFTS and will consult the public in due course.*

9.10.4 Bridge Link to Kwun Tong

As part of the EFTS proposal, the Plan also indicates a bridge link between Kwun Tong waterfront with Kai Tak Point with possible pedestrian (and possibly vehicular) crossing. The bridge link is included in the Plan for route reservation purpose and its feasibility is subject to further investigation.

9.10.5 Pedestrian Connections (Figure 5)

9.10.5.1 Kai Tak is bounded by major roads such as ~~Prince Edward Road East~~**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.

~~To facilitate pedestrian connections with the adjoining districts, a comprehensive pedestrian connection system including public passageway in form of underground shopping street, landscaped elevated walkways, footbridges and enhanced at-grade crossings is indicated on the Plan. It aims to provide pedestrians with a convenient, comfortable and animated walking experience.~~

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

10.5.3 In addition, two Underground Shopping Streets (USS) and three pedestrian subways are proposed while four existing subways will be enhanced/modified to improve the pedestrian linkage to the hinterlands. For the USS, the implementation mechanism will be further examined in the detailed design stage.

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

A. To Kwa Wan

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

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

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

B. Kowloon City

B1: Layout of existing subways at Olympic Garden is to be enhanced and extended **to connect with the Kai Tak area at Road L9**. ~~as a part of an underground shopping street through basement~~

~~shopping premises in the planned “Commercial” sites, to connect with the proposed SCL Kai Tak Station.~~

- B2: ~~An Existing~~ subway underneath Prince Edward Road East is to be enhanced.
- B3: ~~An underground shopping street USS~~ is proposed to connect Nga Tsin Wai Road in Kowloon City to the Sports Hub *and the proposed SCL Kai Tak Station.*, ~~through basement shopping premises in the planned “Commercial” sites to further link up the proposed SCL Kai Tak Station.~~
- B4: *A subway with heritage theme is proposed across PERE to connect the Lung Tsun Stone Bridge Preservation Corridor with Shek Ku Lung Road Playground which will then allow visitors to continue their trip to other heritage resources in Kowloon City.* ~~Landscaped elevated walkway across Prince Edward Road East connecting Shek Ku Lung Road Playground in Kowloon City and Kai Tak City Centre is proposed.~~
- B5: *A subway crossing Road D1 and the PERE is proposed to connect the section of Kai Tak River in the Wong Tai Sin and the one in Kai Tak area.*

C. San Po Kong

- C1: ~~An Existing~~ subway at the interchange between ~~PERE~~ Prince Edward Road East and Choi Hung Road is to be enhanced to connect with the future Kai Tak Government Offices.
- C2: *A curvilinear* ~~Landscaped~~ elevated walkway is proposed to connect ~~ex San Po Kong Magistracy near Ning Yuen Street to future Kai Tak Government Offices and to the twin towers commercial developments in Kai Tak City Centre and will eventually merge with the “OU(Arts and Performance Related Uses)” zone.~~
- C3: ~~An USS~~ underground shopping street is proposed to connect ex-San Po Kong Flatted Factory site with the proposed SCL Kai Tak Station (subject to feasibility study).
- C4: ~~A~~ ~~Landscaped~~ elevated walkway over ~~PERE~~ Prince Edward Road East near Kai Tak East Playground is proposed.
- C5: A footbridge over ~~PERE~~ Prince Edward Road East near Rhythm Garden to connect with Kai Tak City Centre is proposed.

D. Choi Hung

- D1: *A subway from near the proposed primary school site across Road L2, Kwun Tong Bypass and PERE to Choi Hung is proposed.*
- D2: *The at-grade crossing near the proposed secondary school across Road L2 together with an Existing subway at Prince Edward Road East across PERE near Ping Shek Estate/Choi Hung Estate is are* to be enhanced.

D32: At-grade crossing near Richland Gardens is to be enhanced to provide direct connection to ~~future~~*the* public housing development site at Kai Tak City Centre.

E. Kowloon Bay

E1: ~~Several~~ At-grade crossings via Eastern Road, Kai Wah Street and Kai Shun Road to connect ~~future public housing development site in~~*with* Kai Tak City Centre.

E2: ~~Subway at Kai Fuk Road near International Trade & Exhibition Centre to connect Kowloon Bay area to South Apron Corner is proposed.~~ *A landscaped elevated walkway is proposed from Wang Chin Street to the South Apron area and then to cross the Kai Tak Approach Channel to the Metro Park on the Runway.*

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

E4: *A landscaped elevated walkway is proposed from Wang Chiu Street in Kowloon Bay to Road D4 in South Apron area which can continue to cross the Kai Tak Approach Channel to the waterfront of the Runway.*

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

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

F. Kwun Tong

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

F2: Possible bridge link to connect Kwun Tong waterfront with Kai Tak Point with possible pedestrian (and possibly vehicular) crossing is proposed.

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

10.11. UTILITY SERVICES

10.11.1 Water

Water mains will be laid mainly along public roadways, access roads, footpaths and under amenity areas and open space. The Area will be served by a proposed fresh water service reservoir at Diamond Hill and the extension of Tai Wan Salt Water Pumping Station together with the associated water mains.

10.11.2 Gas

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

subject to further investigation. A site for gas pigging station has also been reserved on the Plan to cater for the re-provisioning requirement.

4011.3 Electricity

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

4011.4 Telephone

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

4011.5 District Cooling System

A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient with less discharge of direct and indirect effluents to the environment. The system would be supported by two chiller plants and a pumping station, which have been reserved in the Area.

4011.6 Automated Refuse Collection System

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

4011.7 Sewerage and Drainage

4011.7.1 The sewage from the Kai Tak ~~site~~ *development* will be discharged to the existing To Kwa Wan Preliminary Treatment Work and the Kwun Tong Preliminary Treatment Work. Sites have been reserved for sewage pumping station use to transfer the bulk of the sewage to the Preliminary Treatment Works.

~~40-11.7.2~~ Kai Tak Nullah serves as a main trunk to collect stormwater from the hinterland area such as Diamond Hill, Choi Hung and Ngau Chi Wan. The runoff from the North Apron area would also be discharged to the sea through Kai Tak Nullah. ~~Subject to detailed investigation, the existing~~ *Feasibility study is being carried out to enhance the landscape of Kai Tak Nullah with the view of turning it* ~~could be developed into a river channel to form a unique design feature of the Kai Tak Development. A riverside walk on both sides of the river channel is planned. with~~ *With the shops, cafés frontage and eating places provided in "CDA(1)" and "CDA(2)" sites, to create a vibrant and festive public gathering place on riverside would be created.* New outfalls at the Runway Area and the South Apron Area are proposed to discharge the surface runoff to the sea to minimize the adverse impact to the hinterland area. The existing drainage system in To Kwa Wan would be sufficient to discharge the surface runoff.

11.12. CULTURAL HERITAGE (Figure 5)

~~11.12.1 Several sites which are of cultural significance are located within the Area. These sites include the Longjin Bridge Archaeological Site, the Kowloon Fort Archaeological Site, the Kai Tak Archaeological Site and the 1924 seawall remnant (subject to the result of the forthcoming archaeological impact assessment to determine the preservation condition of these items and the recommended mitigation measures). Moreover, several buildings/structures of historical interest are also found within the Area, namely the Hong Kong Aviation Club, windpoles at the middle and tip of the runway, fire station A, fire station B, fire station C and adjacent pole, airport pier, runway, seawall, Fishtail Rock and Sung Wong Toi Inscription Rock. These sites/buildings/structures are worthy of preservation. A site of archaeological interest namely the Lung Tsun Stone Bridge and the Grade 3 Old Far East Flying Training School fall within the Kai Tak OZP boundary. Prior consultation with the Antiquities and Monuments Office of the Leisure and Cultural Services Department should be made if any development, redevelopment—and or rezoning proposals might affect these sites/buildings/structures and their immediate environs.~~

11.12.2 Apart from the above heritage sites, several buildings/structures of historical interest are also found in the Area and in its vicinity. They include Fire Station B and associated pier, Wind Pole at the middle of the Runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for both local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets including the Cattle Depot artist village in Ma Tau Kok, the Kowloon Walled City Park, the variety of cuisines and the Nga Tsin Wai Tsuen in Wong Tai Sin. The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

12.13. IMPLEMENTATION

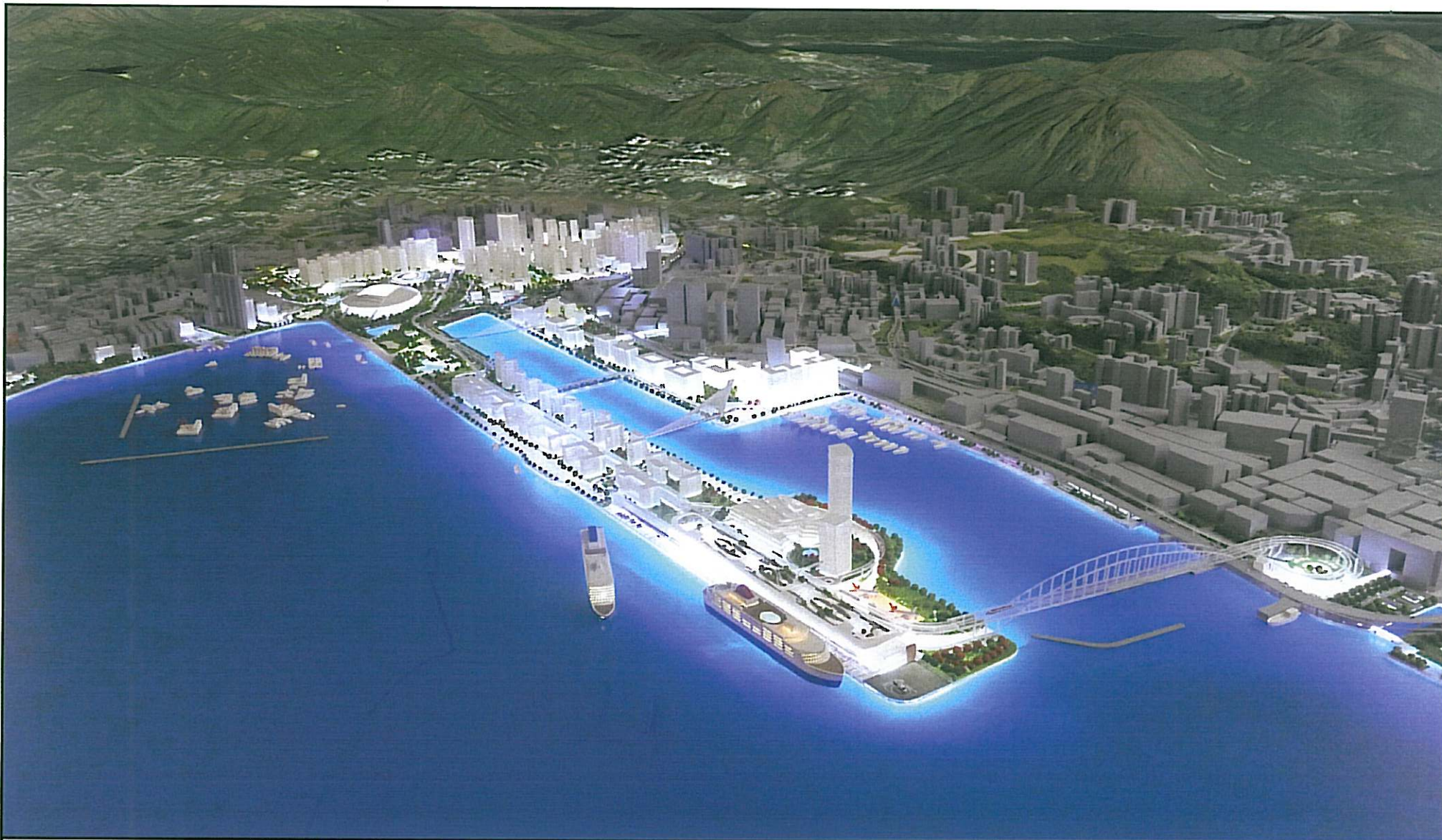
132.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published 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.

132.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil

Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City, Kwun Tong and Wong Tai Sin District Councils would also be consulted as appropriate.

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

TOWN PLANNING BOARD
~~NOVEMBER 2007~~ *AUGUST 2011*



啟德發展的外貌
OVERVIEW OF KAI TAK DEVELOPMENT

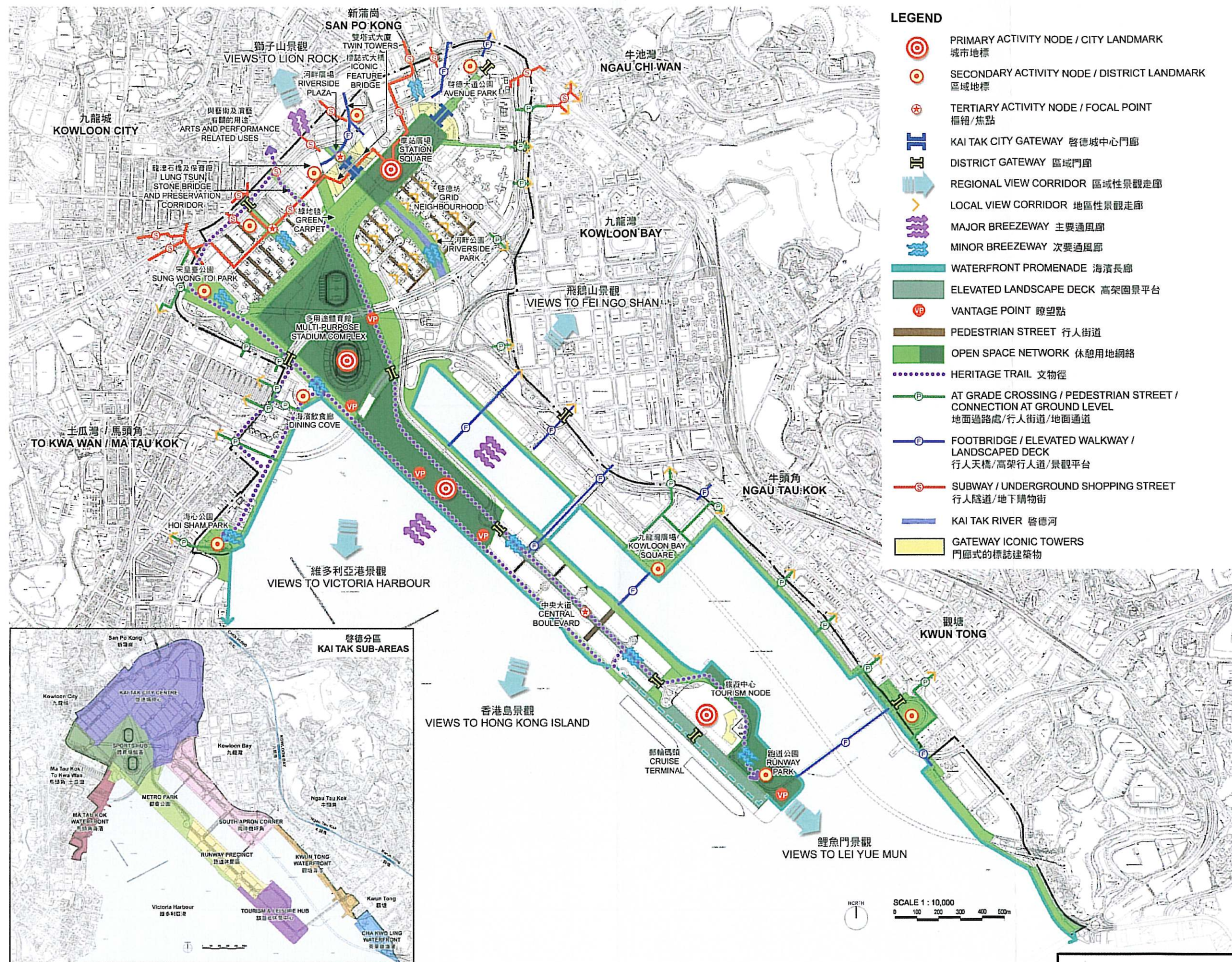
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PLANNING
DEPARTMENT



M/K22/07/141

圖 FIGURE
1

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



城市設計大綱 URBAN DESIGN FRAMEWORK

M/K22/07/141

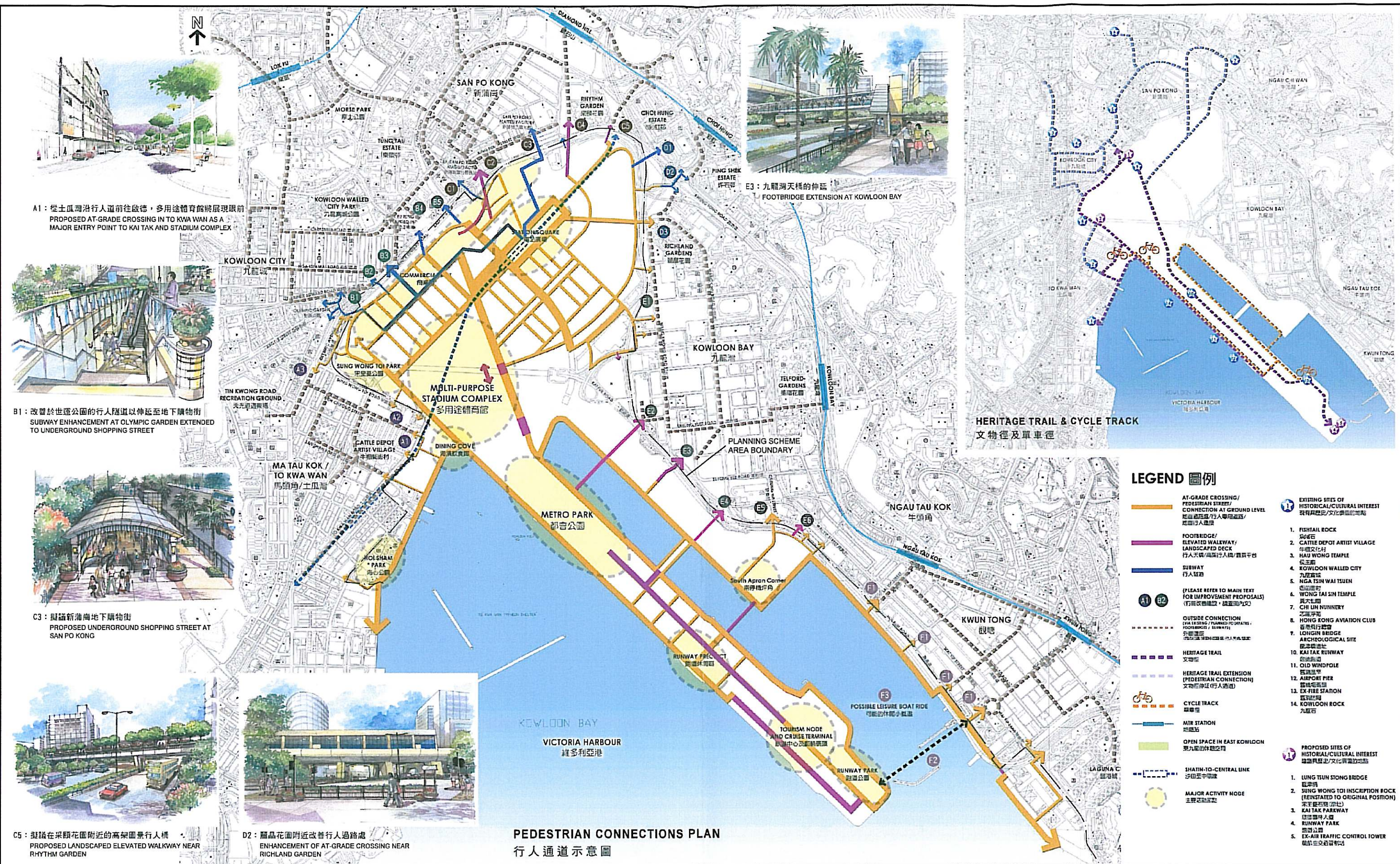
圖 FIGURE
2



景觀設計圖
LANDSCAPE PLAN

M/K22/07/141

圖 FIGURE
3



行人通道、文物徑及單車徑

PEDESTRIAN CONNECTIONS, HERITAGE TRAIL AND CYCLE TRACK

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PLANNING DEPARTMENT

M/K22/07/141

圖 FIGURE
5



界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本摘要圖於2011年7月21日擬備，
所根據的資料為地政總署於
2010年12月17日拍得的航攝照片
編號 CW88850和於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 21.7.2011
BASED ON AERIAL PHOTO No.
CW88850 TAKEN ON 17.12.2010 BY
LANDS DEPARTMENT AND
OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

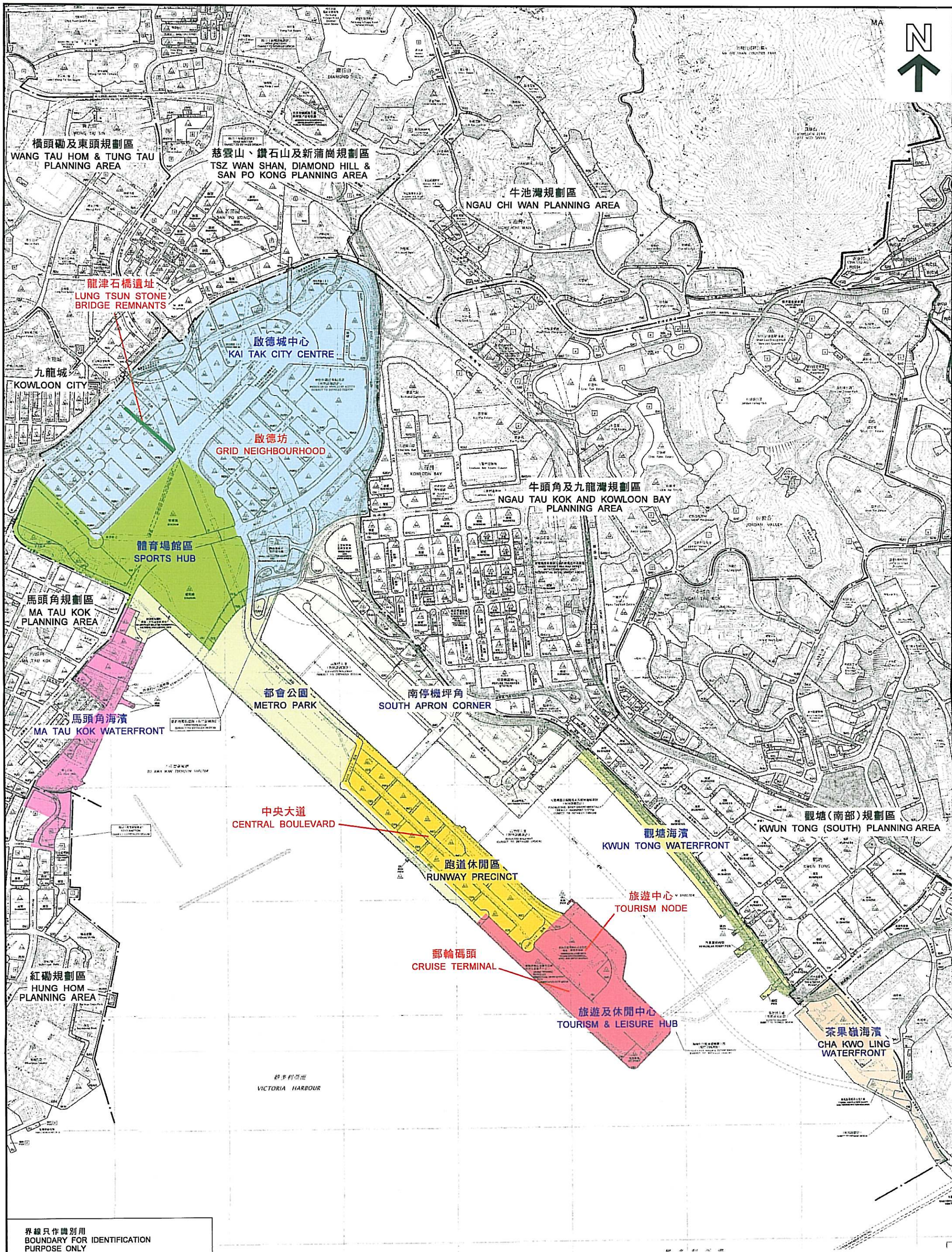
啟德規劃區的空中鳥瞰圖
AERIAL OVERVIEW OF KAI TAK PLANNING AREA

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/11/44

圖 PLAN
2



界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本摘要圖於2011年8月1日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

啟德規劃區的分區位置圖
LOCATION PLAN OF SUB-AREAS IN KAI TAK AREA

SCALE 1 : 15 000
METRES 200 0 200 400 600 800 1 000 1 200 1 400 METRES

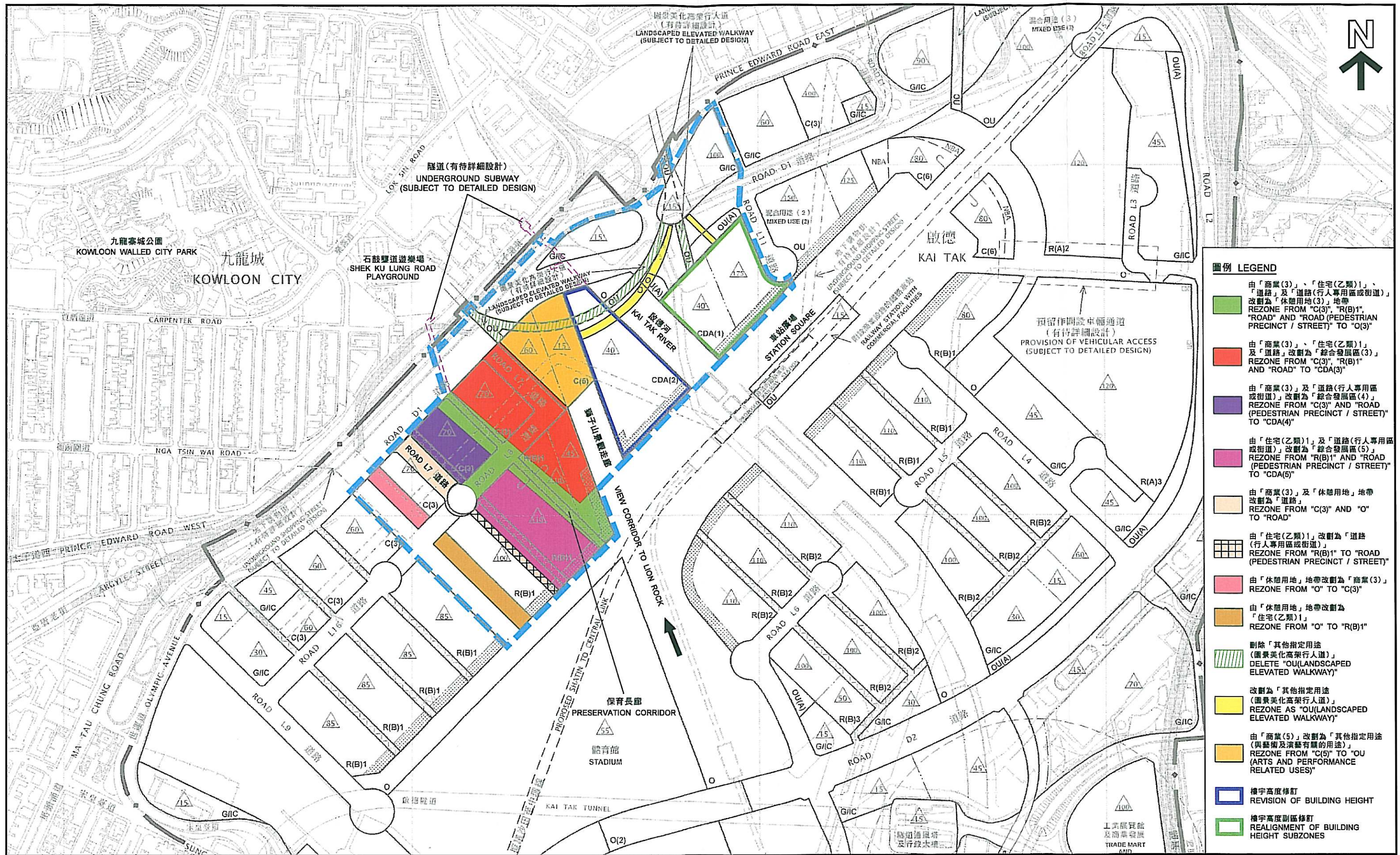
規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/11/44

圖 PLAN
3





本摘要圖於2011年8月1日擬備，所根據的資料
為於2007年11月6日核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011 BASED ON
OUTLINE ZONING PLAN No. S/K22/2 APPROVED ON 6.11.2007

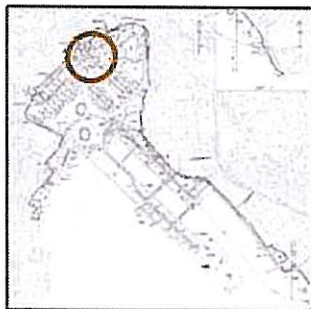
位置圖 LOCATION PLAN
因納入龍津石橋保育長廊而擬議修訂的土地用途
PROPOSED ZONING AMENDMENTS DUE TO THE INCORPORATION OF
THE LUNG TSUN STONE BRIDGE PRESERVATION CORRIDOR

SCALE 1:5 000
METRES 100 0 100 200 300 400 METRES

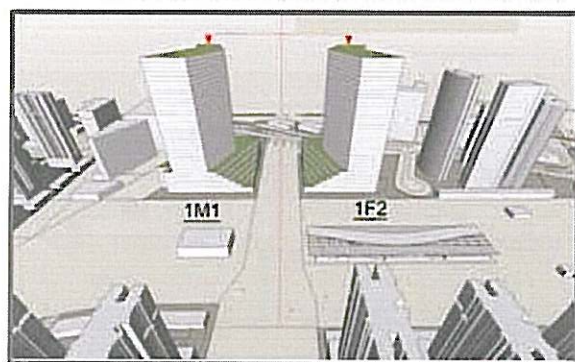
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/11/44

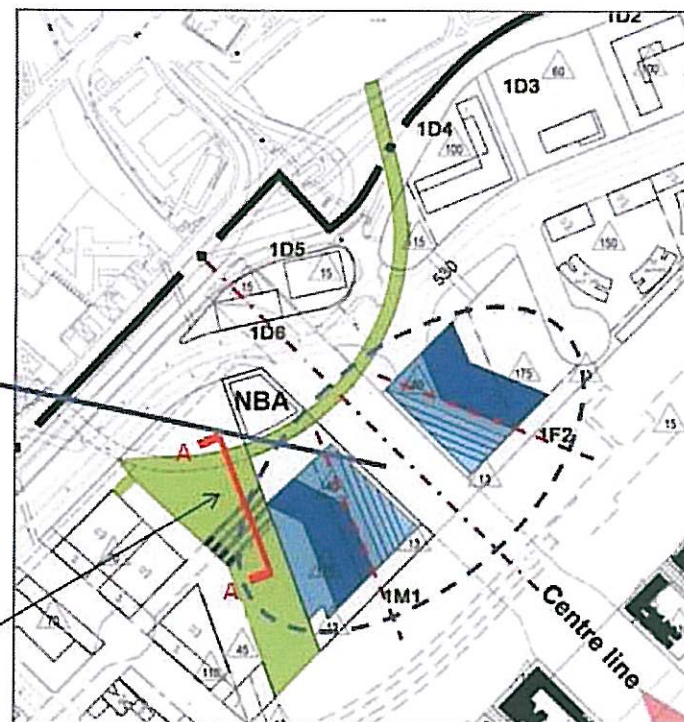
圖 PLAN
5A



兩座位於啓德河畔並排的地標建築
Two landmark buildings along Kai Tak River



其他指定用途(藝術與演藝)
"OU" for arts and performance



擬議的雙塔式大廈門廊設計概念及「其他指定用途(與藝術及演藝有關用途)」的地點
PROPOSED TWIN-TOWER GATEWAY CONCEPT AND
PROPOSED "OU" SITE ANNOTATED "ARTS AND PERFORMANCE RELATED USES"

本摘要圖於2011年8月2日擬備
EXTRACT PLAN PREPARED ON 2.8.2011

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN

6



本摘要圖於2011年8月1日擬備
EXTRACT PLAN PREPARED ON 1.8.2011

位於啟德市中心門廊的雙塔式大廈設計概念
TWIN - TOWER DESIGN CONCEPT FOR THE KAI TAK CITY CENTRE GATEWAY

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN

7

新蒲崗

SAN PO KONG

最高住用地積比率由3.0改為4.75

最高非住用地積比率由4.0改為2.25

MAXIMUM DOMESTIC PLOT RATIO REVISED FROM 3.0 TO 4.75
MAXIMUM NON-DOMESTIC PLOT RATIO REVISED FROM 4.0 TO 2.25



最高住用地積比率由4.0改為5.0

最高非住用地積比率由3.0改為2.0

MAXIMUM DOMESTIC PLOT RATIO REVISED FROM 4.0 TO 5.0
MAXIMUM NON-DOMESTIC PLOT RATIO REVISED FROM 3.0 TO 2.0

園藝美化高渠行人道
(有待詳細設計)
LANDSCAPED ELEVATED WALKWAY
(SUBJECT TO DETAILED DESIGN)

園藝美化高渠行人道
(有待詳細設計)
LANDSCAPED ELEVATED WALKWAY
(SUBJECT TO DETAILED DESIGN)

混合用途 (3)
MIXED USE (3)

PRINCE EDWARD ROAD EAST

ROAD D1 道

混合用途 (2)
MIXED USE (2)

ROAD L1 道

地下購物街
(有待詳細設計)
UNDERGROUND SHOPPING STREET
(SUBJECT TO DETAILED DESIGN)

啟德
KAI TAK

附設鐵路車站的鐵路車站
RAILWAY STATION WITH
COMMERCIAL FACILITIES

預留作開闢車輛通道
(有待詳細設計)
PROVISION OF VEHICULAR ACCESS
(SUBJECT TO DETAILED DESIGN)

CDA(2)

CDA(1)

ROAD L2 道

ROAD L3 道

ROAD L4 道

ROAD L5 道

ROAD L6 道

LINK

位置圖 LOCATION PLAN

擬議修訂兩個「其他指定用途」註明
「混合用途」地帶住用及非住用的地積比率
PROPOSED ADJUSTMENT OF THE MAXIMUM DOMESTIC AND
NON-DOMESTIC PLOT RATIOS OF
THE TWO "OU (MIXED USE)" SITES

米 100 0 100 200 METRES
SCALE 1:5 000 比例尺

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/11/44

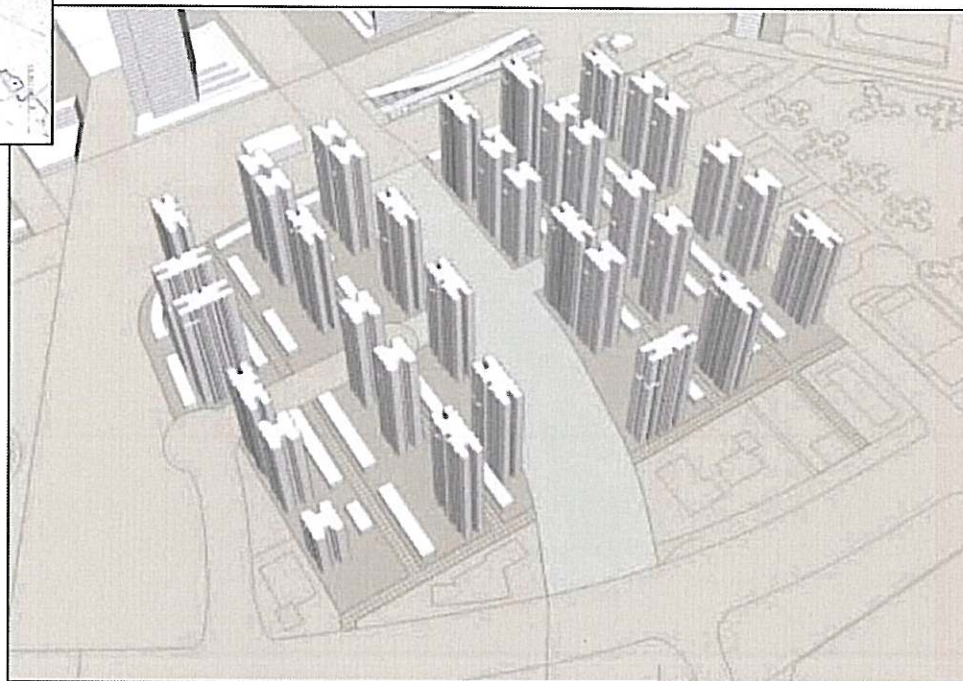
圖 PLAN

8

本摘要圖於2011年8月1日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLAN
No. S/K22/2 APPROVED ON 6.11.2007



於核准圖上的原有方案 -
三層屋宇與達至主水平基準上100/110米的中等高度大廈
 Original Arrangement under the Approved OZP -
3-storey Houses Vs Medium-rise Towers up to 100/110 mPD



於修訂圖的建議優化方案 -
三至六層屋宇與達至主水平基準上100/110米的中等高度大廈及庭院設計概念
 Proposed Enhancement under the Amendment OZP -
3 to 6 storeys Houses Vs Medium-rise Towers up to 100/110 mPD with Courtyard Design Concept



本摘要圖於2011年7月26日擬備
 EXTRACT PLAN PREPARED ON 26.7.2011

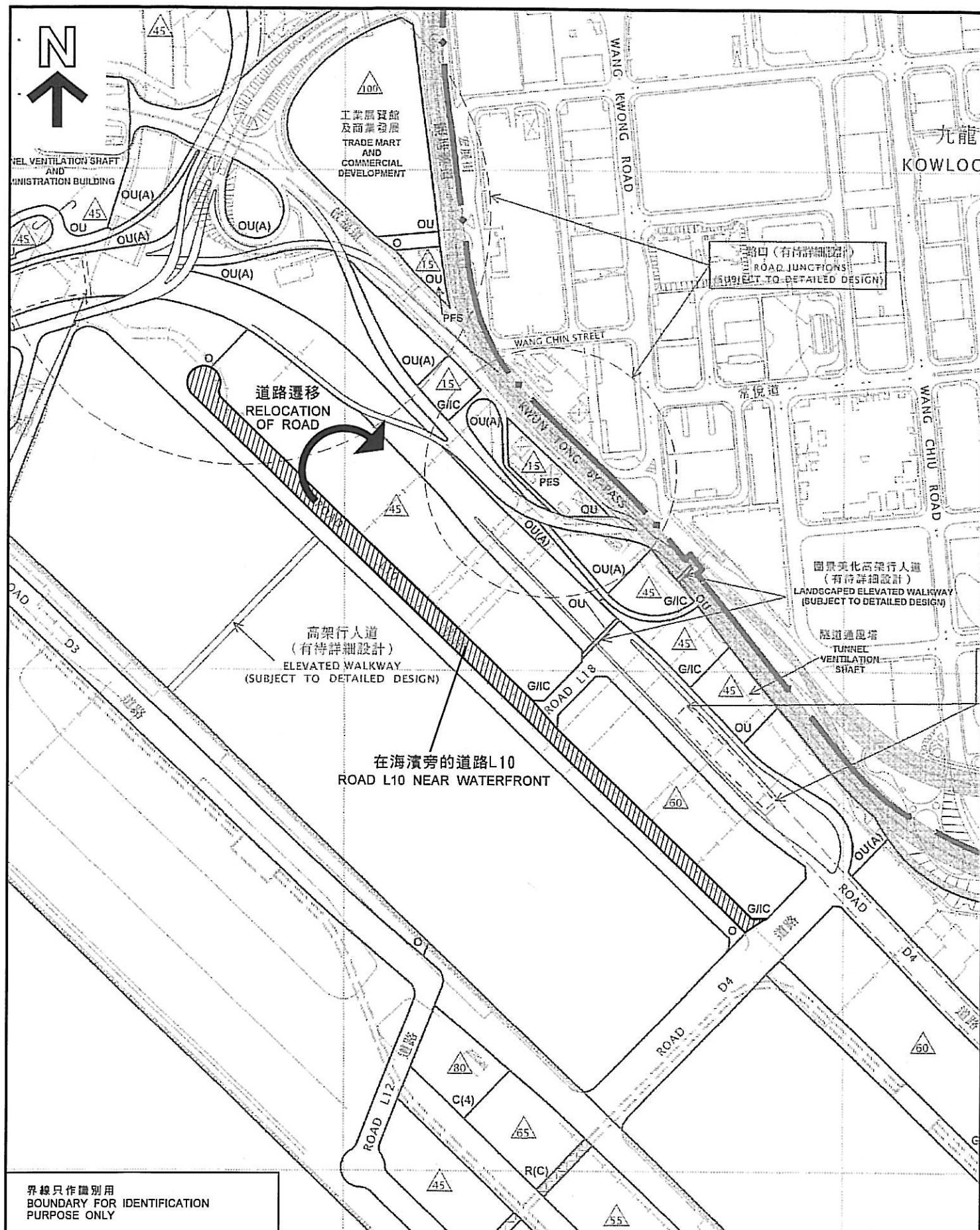
優化啟德坊的設計概念
 ENHANCED DESIGN CONCEPT FOR THE
 KAI TAK GRID NEIGHBOURHOOD

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/11/44

圖 PLAN
 10



界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

位置圖 LOCATION PLAN

位於南岸機坪海濱的道路位置
LOCATION OF THE ROAD
AT THE WATERFRONT OF THE SOUTH APRON

本摘要圖於2011年7月29日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 29.7.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

SCALE 1:5 000
METRES 100 0 100 200 METRES

規劃署
PLANNING
DEPARTMENT

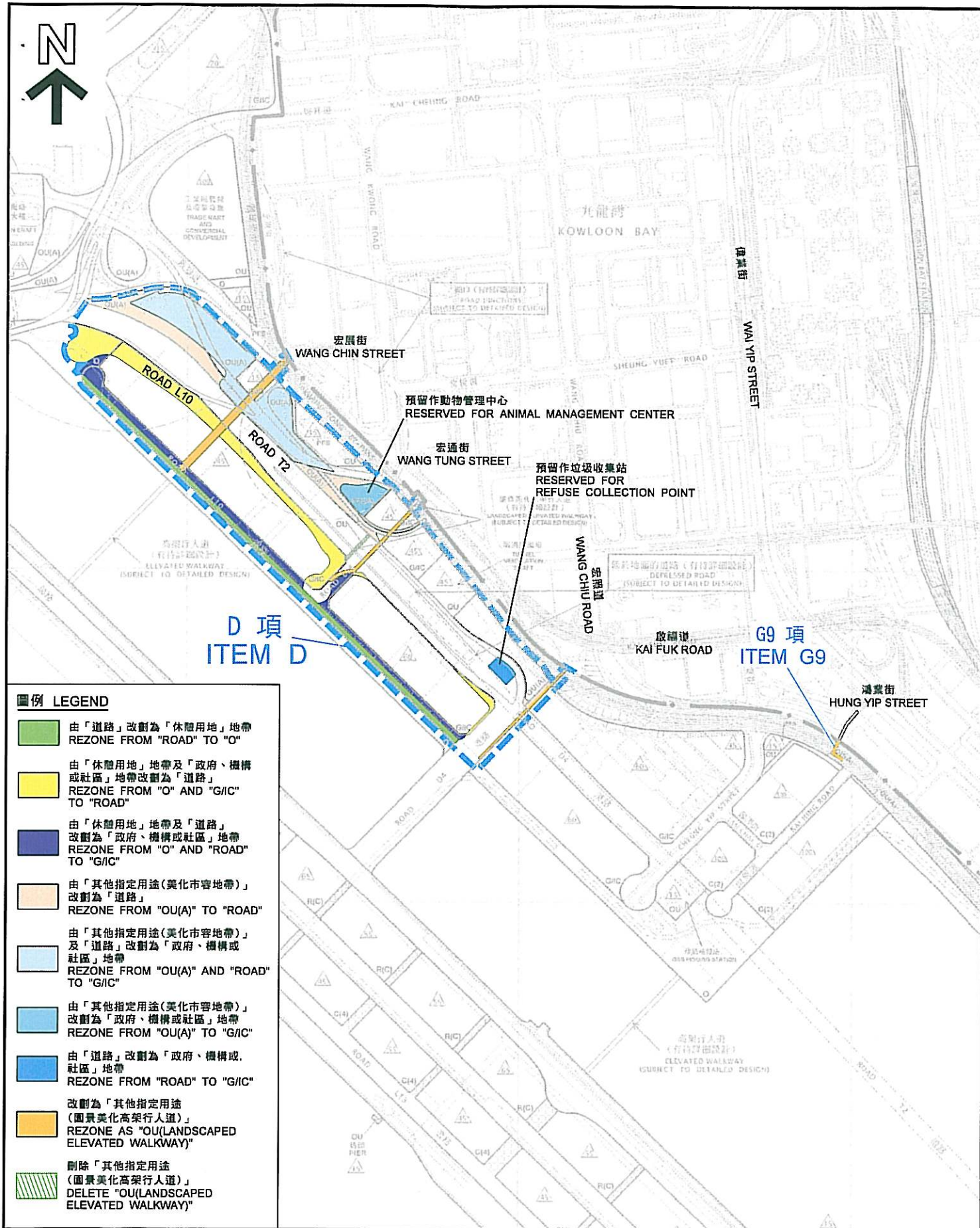


參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN

12



位置圖 LOCATION PLAN

擬議修訂在南停機坪的土地用途地帶
PROPOSED ZONING AMENDMENTS
IN THE SOUTH APRON AREA

SCALE 1 : 7 500
METRES 150 0 150 300 METRES

規劃署
PLANNING
DEPARTMENT



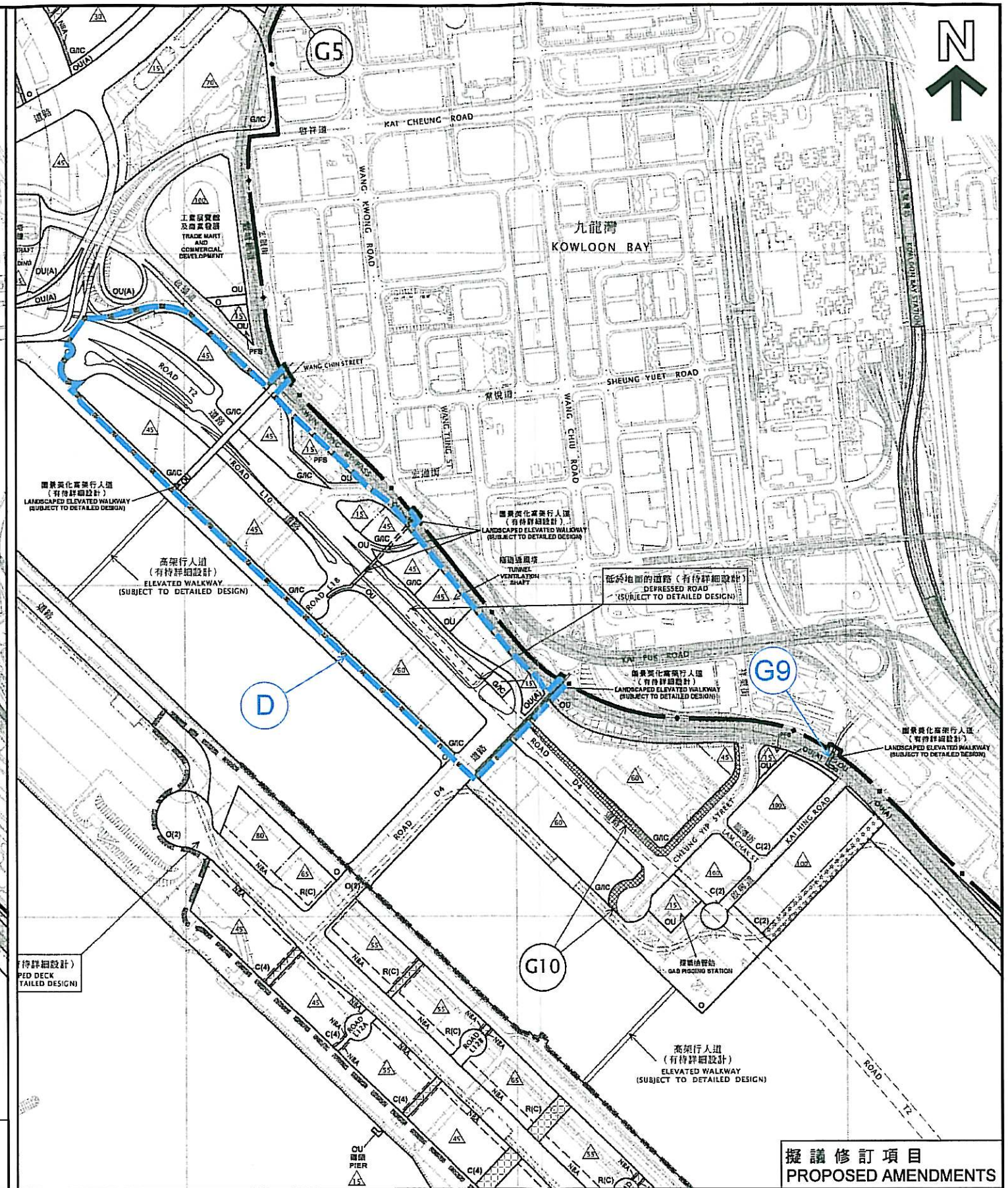
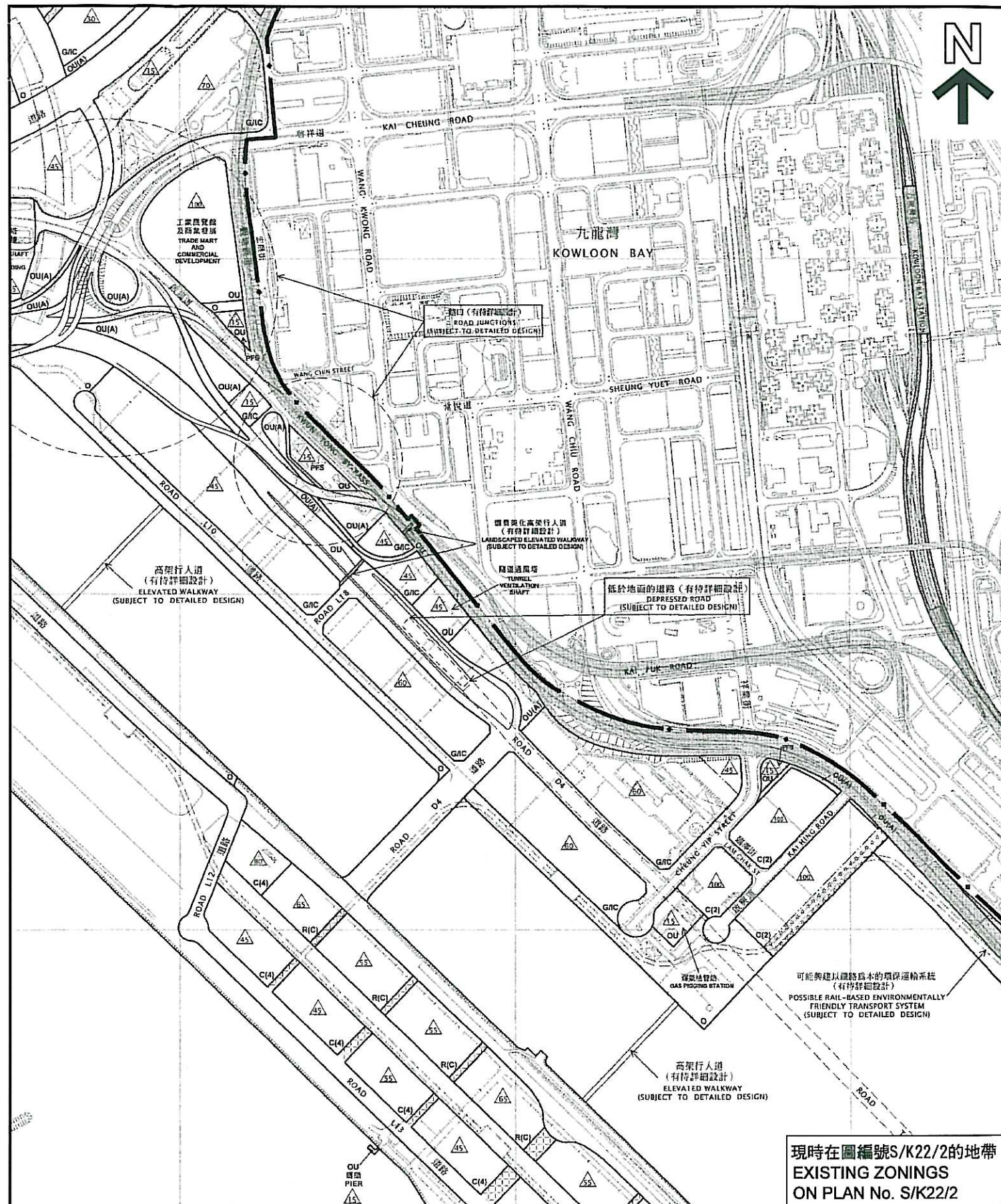
參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN

13A

本摘要圖於2011年8月1日備備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007



本摘要圖於2011年8月1日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

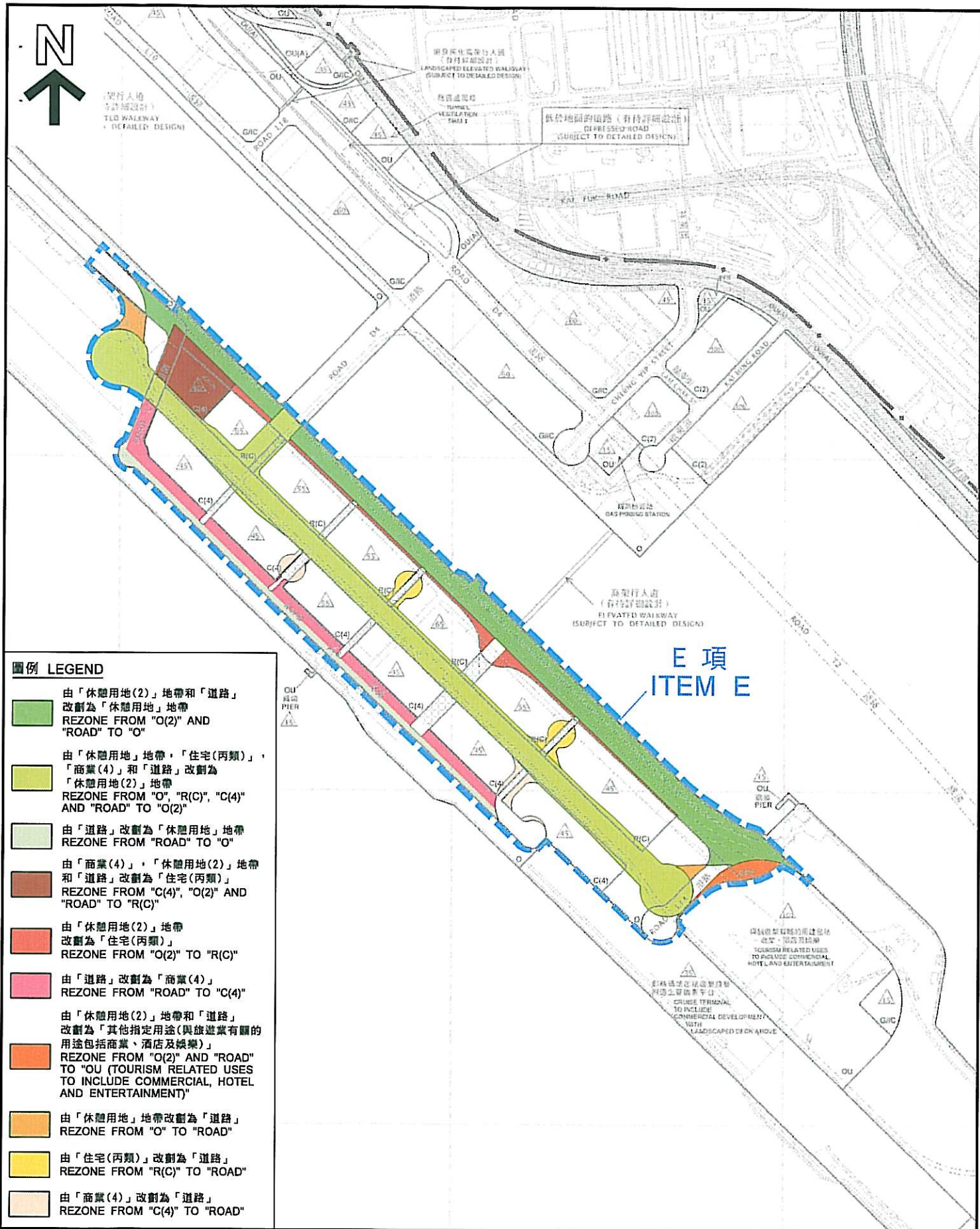
位置圖 LOCATION PLAN
現有分區計劃大綱核准圖和擬議分區計劃大綱草擬圖的土地用途的比較 - D項和G9項
COMPARISON OF THE EXISTING AND PROPOSED ZONINGS ON THE OZP - ITEMS D AND G9
修訂項目D
AMENDMENT ITEM D

SCALE 1:7 500 比例尺
METRES 150 0 150 300 450 600 METRES

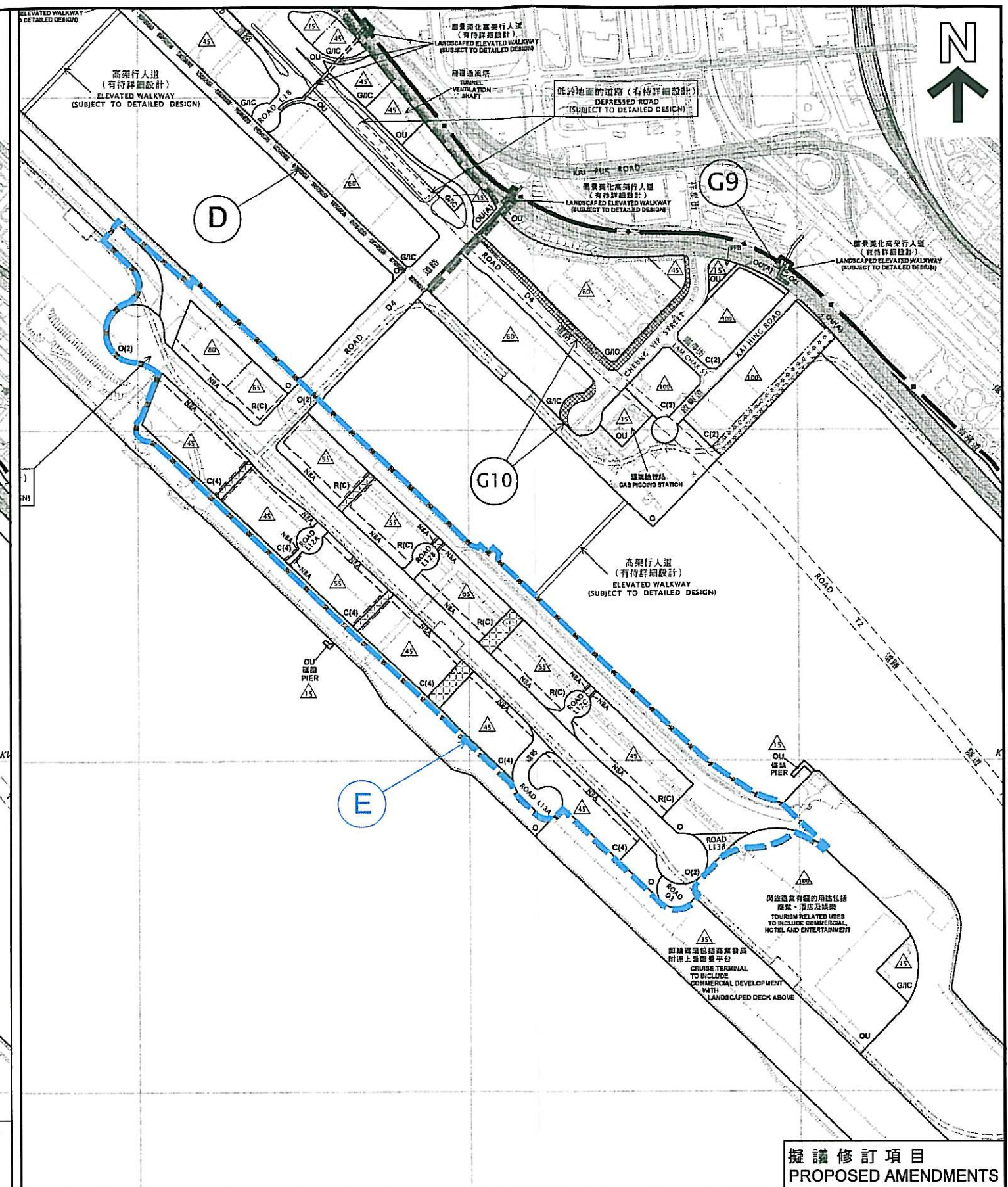
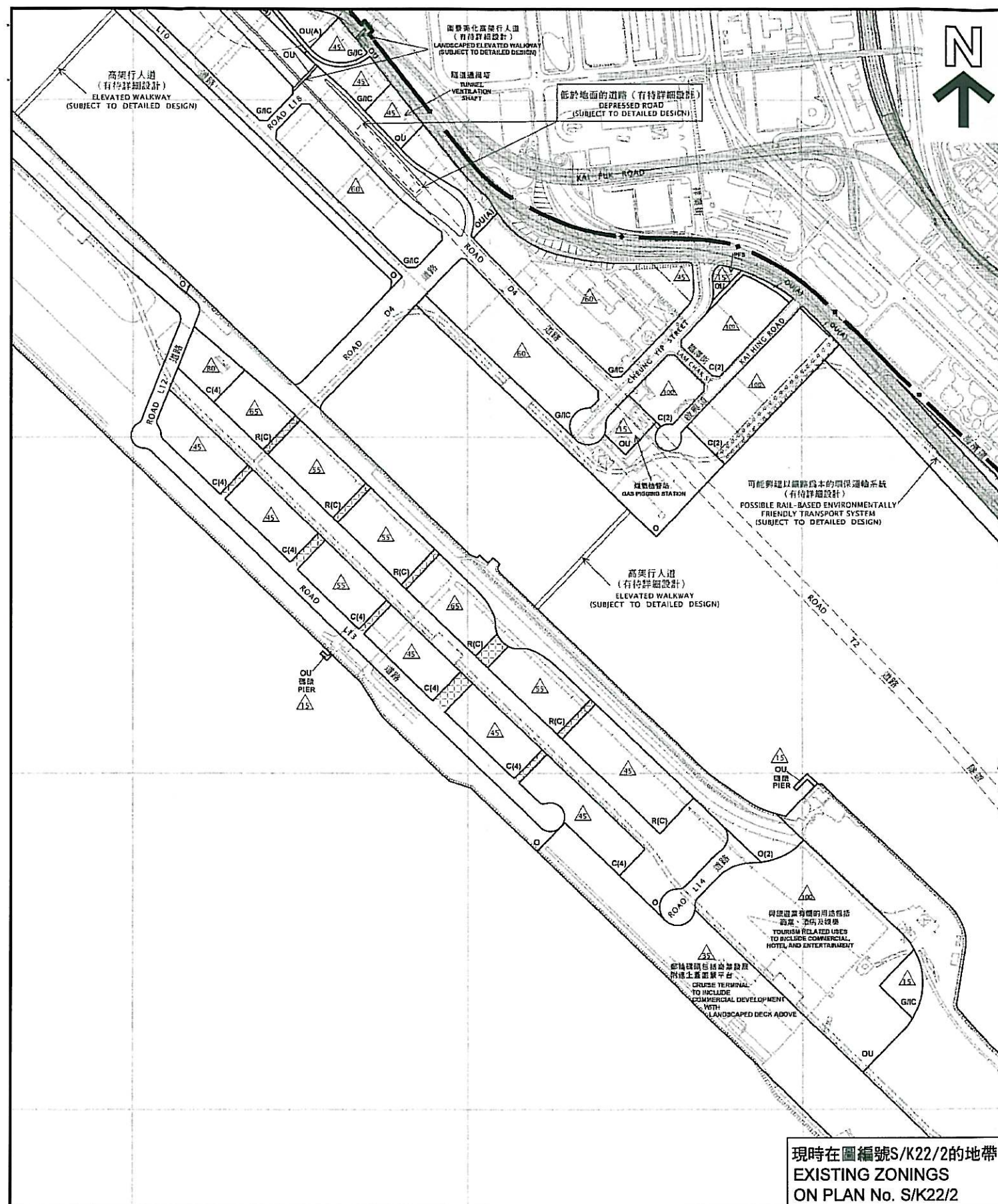
規劃署
PLANNING DEPARTMENT

參考編號
REFERENCE No.
M/K22/11/44

圖 PLAN
13B



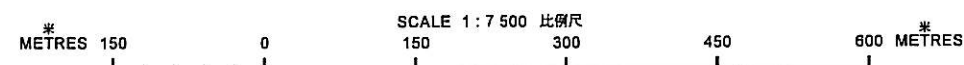
<p>本摘要圖於2011年8月1日擬備， 所根據的資料為於2007年11月6日 核准的分區計劃大綱圖編號 S/K22/2 EXTRACT PLAN PREPARED ON 1.8.2011 BASED ON OUTLINE ZONING PLAN No. S/K22/2 APPROVED ON 6.11.2007</p>	<p align="center">位置圖 LOCATION PLAN</p> <p align="center">擬議修訂在跑道上的土地用途地帶 PROPOSED ZONING AMENDMENTS ON THE RUNWAY</p> <p align="center">SCALE 1 : 7 500</p> <p align="center">METRES 150 0 150 300 METRES</p>	<p align="center">規劃署 PLANNING DEPARTMENT</p> <p align="center">參考編號 REFERENCE No. M/K22/11/44</p> <p align="center">圖 PLAN 15A</p>
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本摘要圖於2011年8月1日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

位置圖 LOCATION PLAN

現有分區計劃大綱核准圖和擬議分區計劃大綱草擬圖的土地用途的比較 - E項
COMPARISON OF THE EXISTING AND PROPOSED ZONINGS ON THE OZP - ITEM E
修訂項目E
AMENDMENT ITEM E



規劃署
 PLANNING DEPARTMENT
 

參考編號
REFERENCE No.
M/K22/11/44

 **PLAN**
15B



本摘要圖於2011年8月1日擬備
EXTRACT PLAN PREPARED ON 1.8.2011

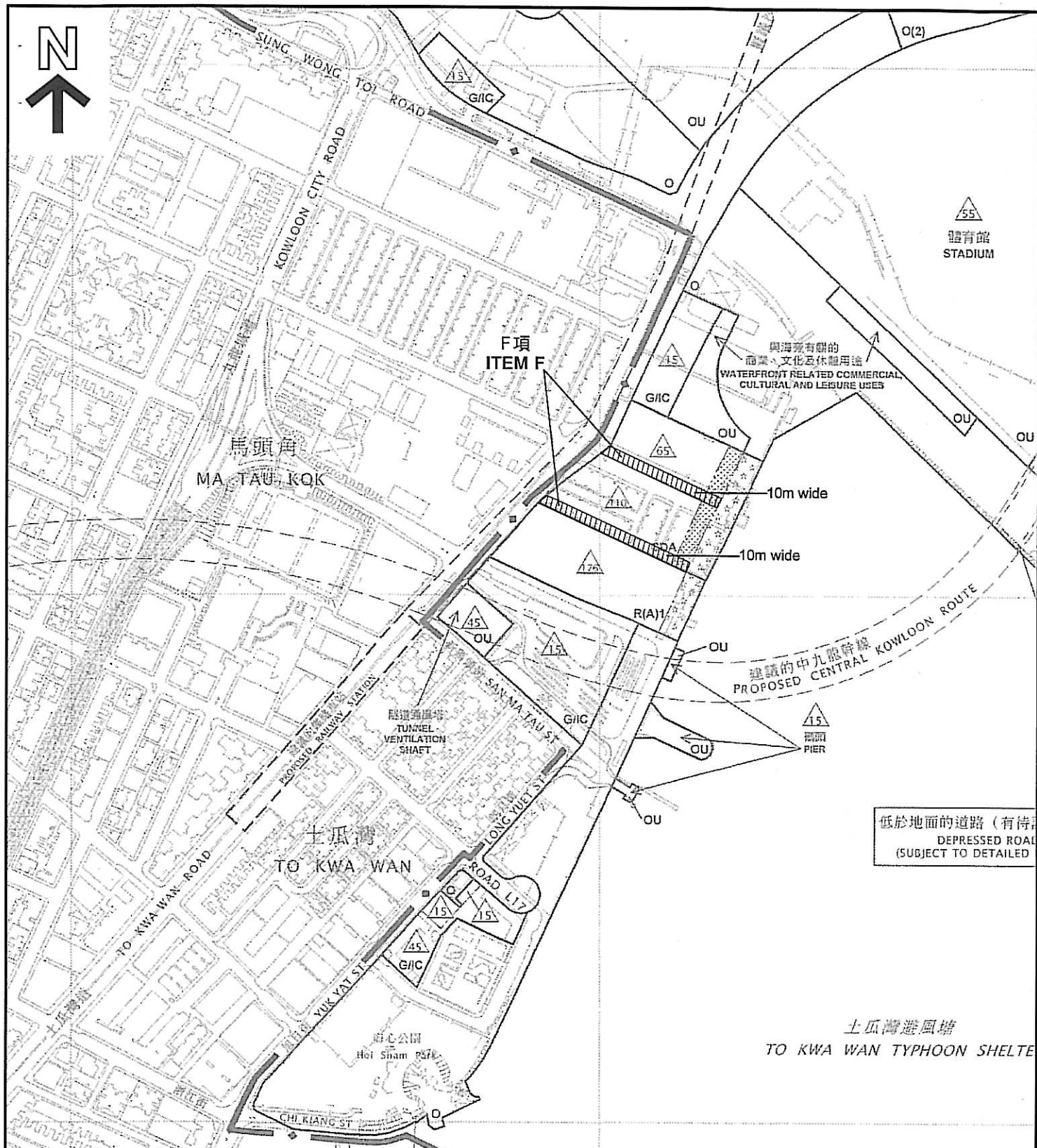
擬議位於跑道圍景平台的視覺廊和旅遊中心
PROPOSED VISTA ON THE LANDSCAPED DECK
AND TOURISM NODE OF THE RUNWAY

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/11/44

圖 PLAN
17



位置圖 LOCATION PLAN

於馬頭角的擬議非建築用地
PROPOSED DESIGNATION OF
THE NON-BUILDING AREAS IN MA TAU KOK

本摘要圖於2011年7月26日擬備，
所根據的資料為於2007年11月6日
核准的分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 26.7.2011
BASED ON OUTLINE ZONING PLAN No.
S/K22/2 APPROVED ON 6.11.2007

SCALE 1:5 000
METRES 100 0 100 200 METRES

規劃署
PLANNING
DEPARTMENT



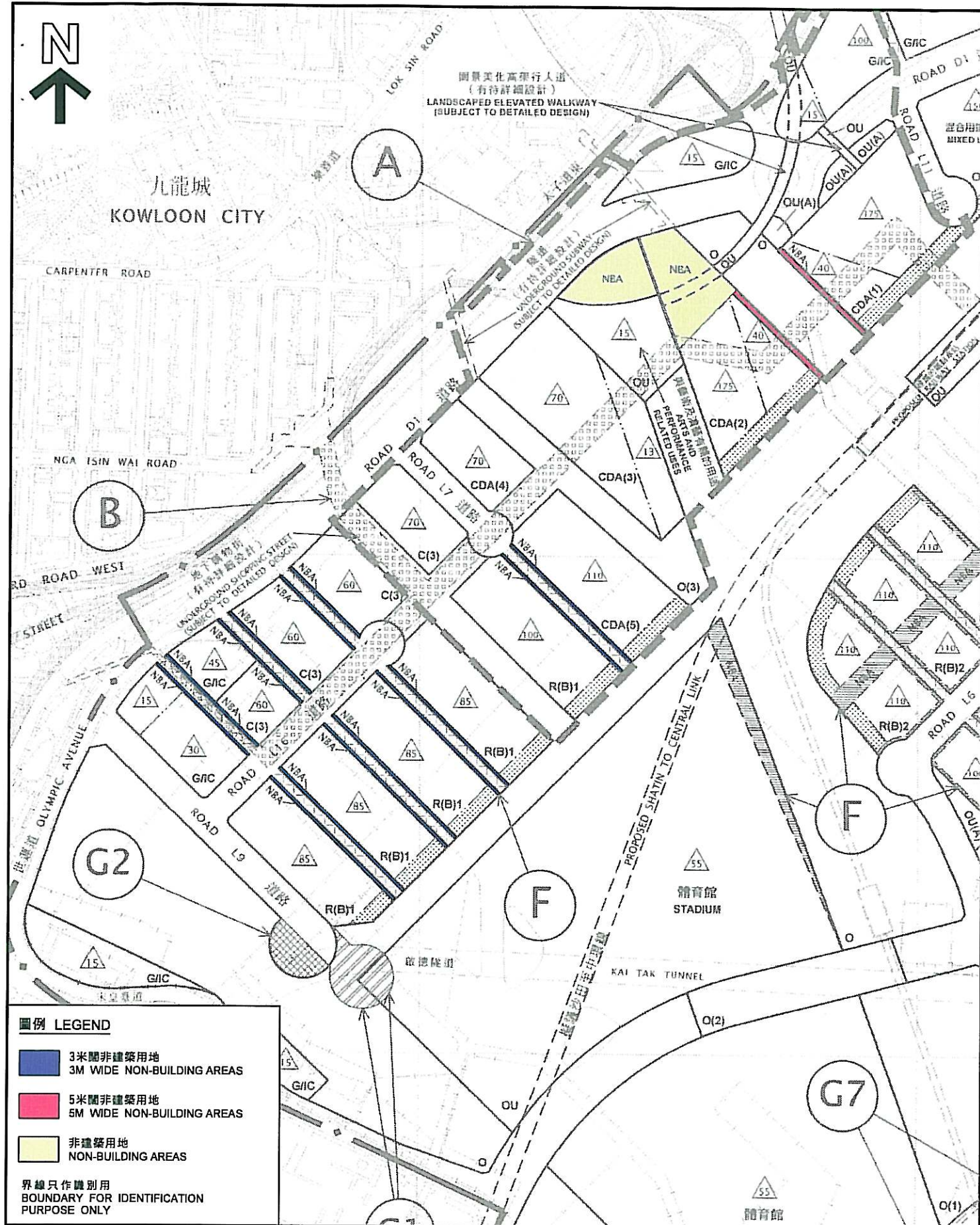
參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN
18A



九龍城
KOWLOON CITY



圖例 LEGEND

- 3米闊非建築用地
3M WIDE NON-BUILDING AREAS
- 5米闊非建築用地
5M WIDE NON-BUILDING AREAS
- 非建築用地
NON-BUILDING AREAS

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

位置圖 LOCATION PLAN

於啟德城中心(北)的擬議非建築用地
PROPOSED DESIGNATION OF
THE NON-BUILDING AREAS
IN KAI TAK CITY CENTRE (NORTH)

SCALE 1 : 5 000

METRES 100 0 100 200 METRES

規劃署
PLANNING
DEPARTMENT

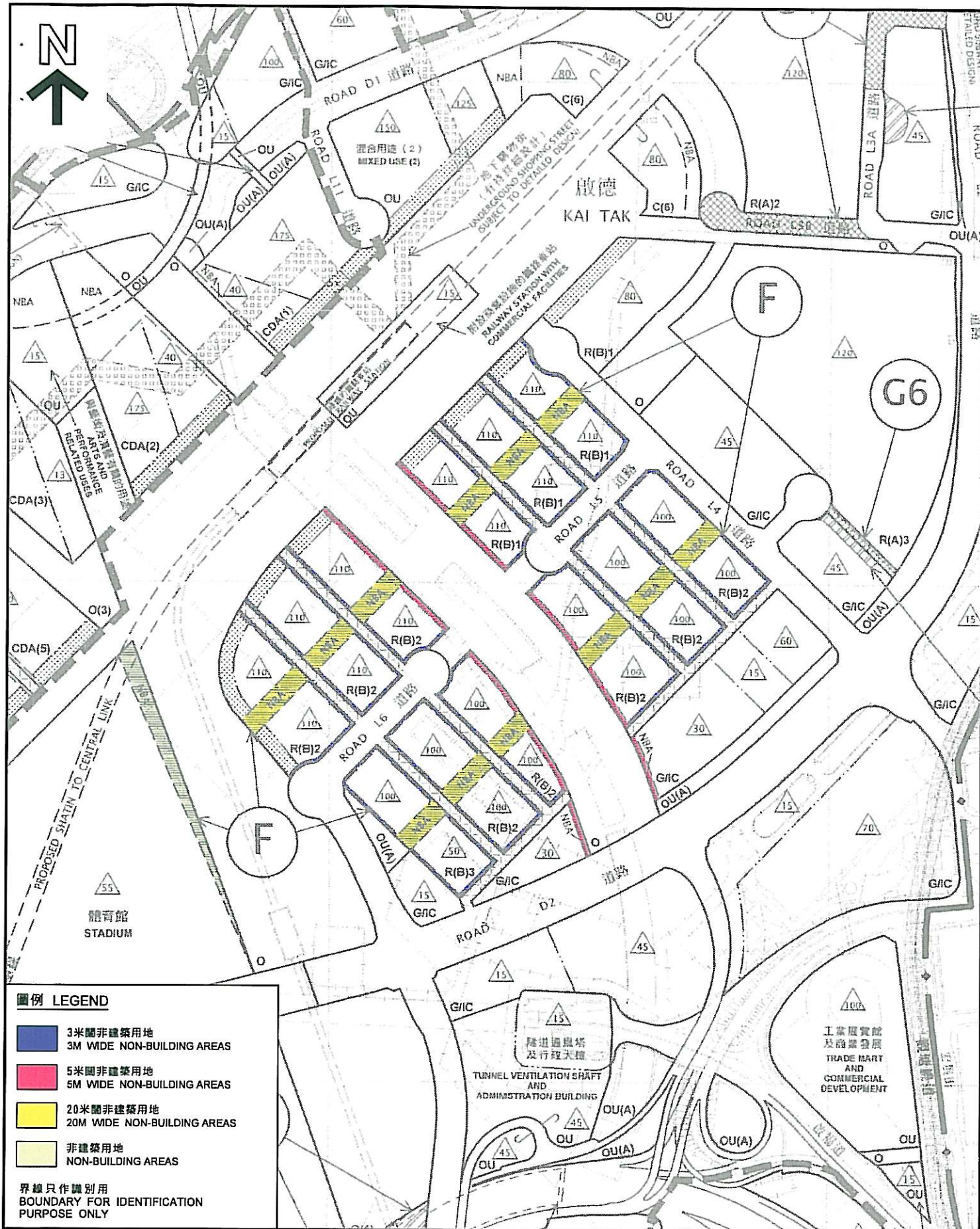


參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN
18B

本摘要圖於2011年8月2日擬備，
所根據的資料為草擬的分區
計劃大綱圖編號 S/K22/2A
EXTRACT PLAN PREPARED ON 2.8.2011
BASED ON DRAFT OUTLINE ZONING
PLAN No. S/K22/2A



位置圖 LOCATION PLAN

於啟德坊和體育館的擬議非建築用地
PROPOSED DESIGNATION OF
THE NON-BUILDING AREAS
IN GRID NEIGHBOURHOOD AND STADIUM

SCALE 1 : 5 000
METRES 100 0 100 200 METRES

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

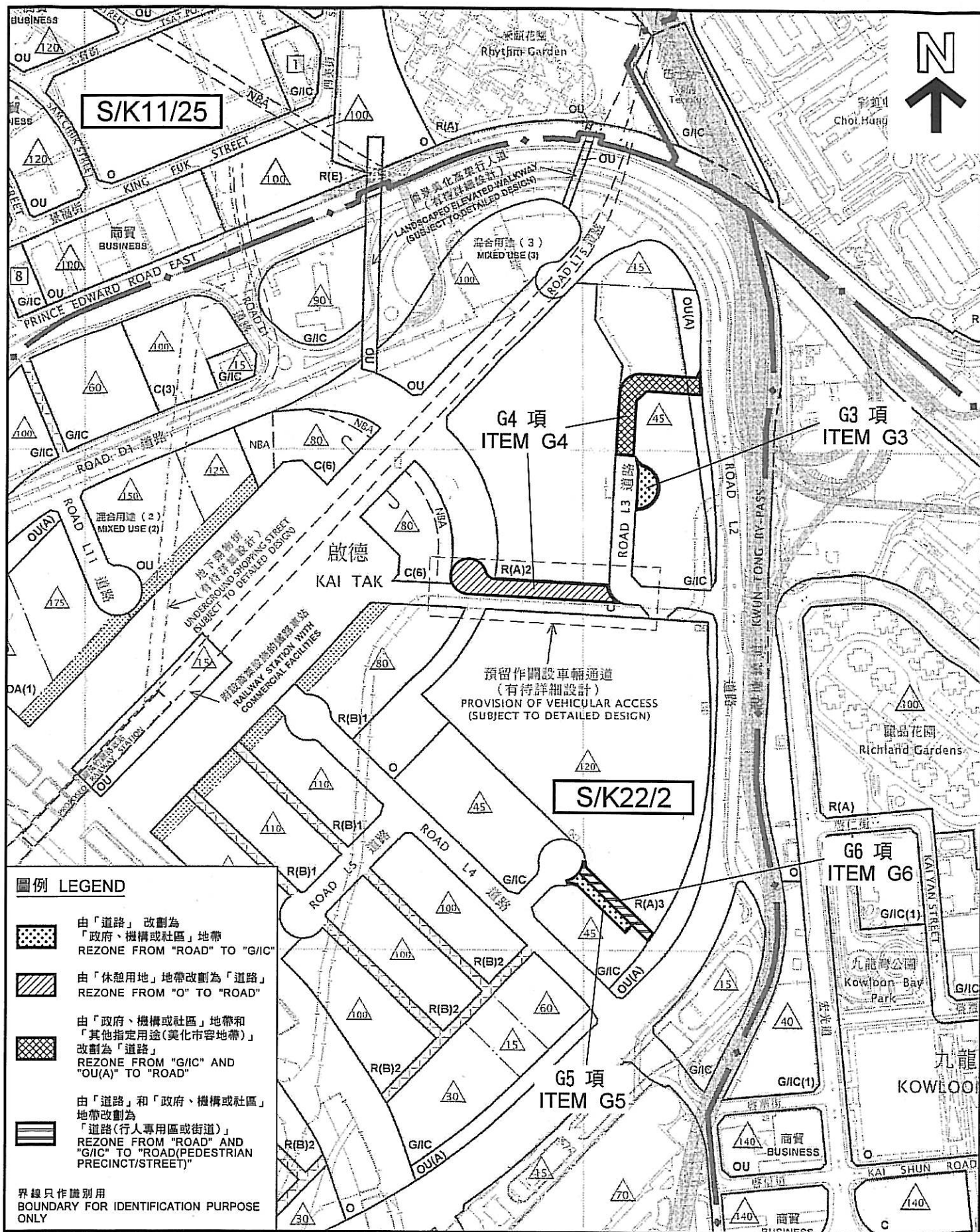
M/K22/11/44

圖 PLAN

18C

本摘要圖於2011年8月2日擬備，
所根據的資料為草擬的分區
計劃大綱圖編號 S/K22/2A

EXTRACT PLAN PREPARED ON 2.8.2011
BASED ON DRAFT OUTLINE ZONING
PLAN No. S/K22/2A



圖例 LEGEND

-  由「道路」改劃為「政府、機構或社區」地帶
REZONE FROM "ROAD" TO "G/I/C"
-  由「休憩用地」地帶改劃為「道路」
REZONE FROM "O" TO "ROAD"
-  由「政府、機構或社區」地帶和「其他指定用途(美化市容地帶)」改劃為「道路」
REZONE FROM "G/I/C" AND "OU(A)" TO "ROAD"
-  由「道路」和「政府、機構或社區」地帶改劃為「道路(行人專用區或街道)」
REZONE FROM "ROAD" AND "G/I/C" TO "ROAD (PEDESTRIAN PRECINCT/STREET)"

界線只作識別用
BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

位置圖 LOCATION PLAN

擬議修訂在市中心東部的道路規劃
G3至G6項

PROPOSED REVISION OF THE ROAD LAYOUT
IN THE EASTERN PART OF THE CITY CENTRE
ITEMS G3 TO G6

SCALE 1:5 000 比例尺

米
METRES 100

0

100

米
200 METRES

規劃署
PLANNING
DEPARTMENT



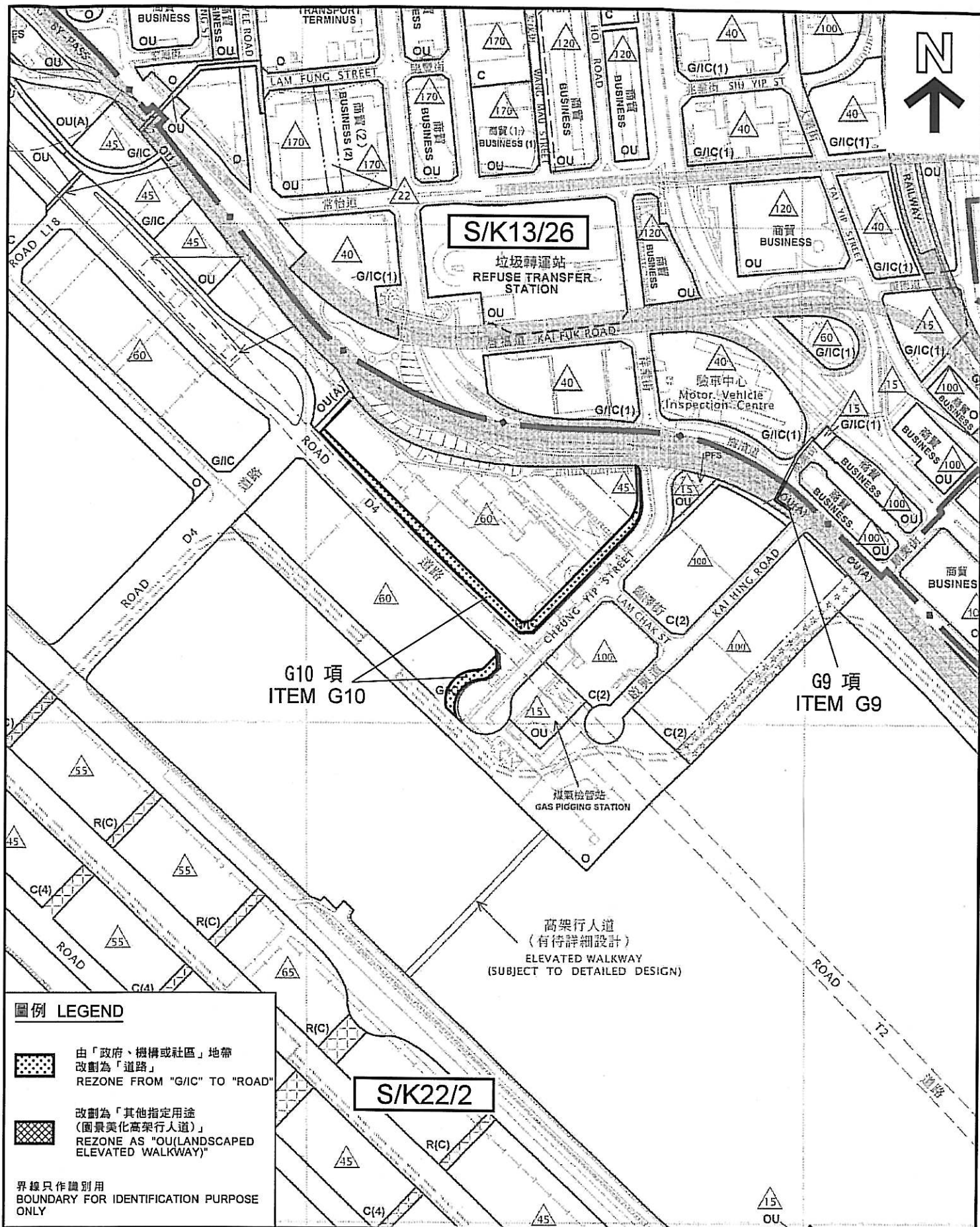
參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN

19B

本摘要圖於2011年8月1日擬備，
所根據的資料為於2010年1月12日
核准的分區計劃大綱圖編號 S/K11/25，
以及於2007年11月6日核准的
分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLANS No.
S/K11/25 APPROVED ON 12.1.2010 &
S/K22/2 APPROVED ON 6.11.2007



本摘要圖於2011年8月1日擬備，
所根據的資料為於2010年11月19日
展示的分區計劃大綱圖編號 S/K13/26，
以及於2007年11月6日核准的
分區計劃大綱圖編號 S/K22/2
EXTRACT PLAN PREPARED ON 1.8.2011
BASED ON OUTLINE ZONING PLANS No.
S/K13/26 EXHIBITED ON 19.11.2010 &
S/K22/2 APPROVED ON 6.11.2007

位置圖 LOCATION PLAN

擬議修訂在南停機坪的道路規劃及增加一條高架行人路
G9和G10項

PROPOSED REVISION OF THE ROAD LAYOUT AND
ADDITION OF AN ELEVATED WALKWAY IN SOUTH APRON
ITEMS G9 AND G10

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.

M/K22/11/44

圖 PLAN
19D