

TOWN PLANNING BOARD

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Review Study of Kai Tak Development

REVIEW STUDY OF KAI TAK DEVELOPMENT

1. Purpose

This paper is to:

- (a) brief Members on the findings of the Review Study of Kai Tak Development (the Review); and
- (b) seek Members' views on the proposals recommended under the Review before proceeding with consultation with the relevant District Councils and Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission on the proposals.

2. Background

- 2.1 With an area of about 320ha, the Kai Tak Development (KTD) comprises the ex-Kai Tak airport (about 280 ha) and the adjoining waterfront areas of Ma Tau Kok, Kwun Tong and Cha Kwo Ling (**Plans 1 & 2**). KTD has a long planning history. In 1990s, the then South East Kowloon Development Study once proposed to create a large scale development in KTD with extensive reclamation in the adjacent water bodies. In view of the enactment of the Protection of the Harbour Ordinance in 1997 and subsequent judgment of the Court of Final Appeal in 2004 stating that the presumption against reclamation in the harbour as stated in the Ordinance can only be rebutted by establishing an overriding public need for reclamation, the planning of KTD was revisited. The "Kai Tak Planning Review" (KTPR) was then commissioned in 2004 with the objective to formulating a new development scheme for Kai Tak with "zero reclamation" as starting point.
- 2.2 In order to foster a community consensus, KTPR went through three stages of extensive public engagement activities from 2004 to 2006. Based on the findings of the study, the land use proposals were formulated for KTD and incorporated into the Kai Tak Outline Zoning Plan (OZP) No. S/K22/1, which was exhibited for public inspection in November 2006. In formulating the land use proposals on the OZP, due consideration was given to relevant urban design and planning concepts, public aspirations for different types of land uses, connectivity to the hinterland areas, harbourfront planning principles, infrastructural capacity, technical feasibility and the public views collected during the public consultation. The OZP was approved by the Chief Executive in Council (CE in C) in November 2007. According to the approved OZP, the main planning theme for KTD is established as the "Heritage, Green, Sports and

Tourism Hub of Hong Kong”.

- 2.3 Further amendments to the OZP were made in 2011 to incorporate the urban enhancement proposals to preserve the Lung Tsun Stone Bridge (LTSB) remnants and enhance the accessibility for KTD, among others. In September 2012, the CE in C approved the amended OZP, which was renumbered as S/K22/4, i.e. the current OZP (**Plan 1**).
- 2.4 The approved Kai Tak OZP has set out the planning, land use and urban design framework for guiding developments in the area to ensure a balanced mix of land uses to meet the public needs and aspirations. In accordance with the land use framework set out in the OZP, the implementation for KTD has been set on train with various developments completed including two public housing estates (Kai Ching and Tak Long Estates), the Kai Tai Cruise Terminal, six private residential sites in the Grid Neighbourhood (sold out in 2013 and 2014 and under different stages of construction), and some Government, Institution and Community (Trade and Industry Tower, Kai Tak Community Hall, Kai Tak Fire Station and two primary schools) and open space (Kwun Tong Promenade and Runway Park Phase 1) uses.
- 2.5 The planning theme and urban design concepts for KTD are highlighted in paragraph 3.

3. Planning Theme and Urban Design Concepts for KTD

Planning Theme

- 3.1 The KTD is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. It is the planning intention to develop KTD into a people-oriented, environmental-friendly and sustainable city which will serve as a hub for sports and leisure activities. Residential, office, retail and hotel developments are planned to mix with the sports and leisure activity nodes to create vibrancy. The heritage resources in the areas will also be promoted. Convenient and comfortable pedestrian connections, with roadside greening, green roof and environmental-friendly initiatives including the District Cooling System and the possible provision of an Environmentally Friendly Linkage System (EFLS) would showcase the sustainability of KTD and make KTD a waterfront destination of tourists. In addition, a distinguished and attractive urban form is championed so as to signify the unique development of KTD.

Urban Design Concepts

- 3.2 The overall identity for Kai Tak shall be defined by its most prominent attribute, i.e. the heritage of the site and its green open spaces spreading throughout the urban areas and along the waterfront. Six sub-areas linked by its definitive open space system are created within KTD, including Kai Tak City Centre, Kai Tak Sport Park (KTSP), Metro Park, Runway Precinct, Tourism and Leisure Hub and South Apron Corner, alongside with three major waterfront areas (**Plan 2**). The more prominent urban design principles as adopted for KTD are discussed

below:

Creating a pedestrian friendly environment

- 3.2.1 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 EFLS will reduce the vehicular traffic in Kai Tak and in turn enhance the pedestrian environment.

Creating a Dynamic Skyline

- 3.2.2 With a composition of neighbourhoods of different scales, diverse building types, varying building heights (BHs), and selective signature towers, a dynamic skyline will grace the face of Kai Tak. The overall BH profile originates at a landmark tower with distinctive design on the “Comprehensive Development Area(1)” (“CDA(1)”) (**Plan 2**) site by the Kai Tak River in the Kai Tak City Centre and gradates towards the waterfront in two directions; one in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the KTSP to 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.

Celebrating the Views

- 3.2.3 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 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.

Creating a “A Green Web for Sustainable Development”

- 3.2.4 This landscape design 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 KTSP and Station Square) and a continuum of interconnected green spaces within KTD and its adjoining districts, the landscape design will place a strong emphasis on aesthetics, human comfort and creating a sense of place.
- 3.3 For planning purpose, the main areas of KTD are denoted as Areas 1 to 6 (**Plan 2**). Areas 1 and 2 are mainly the north apron area of former airport to the south of Prince Edward Road East. Area 3 is the former south apron area to the south of Kowloon Bay. The former Runway is Area 4. The waterfront of Ma Tau Kok and Cha Kwo Ling are Areas 5 and 6 respectively. The planning concepts for various sub-areas and the major waterfront areas are set out as follows:

Kai Tak City Centre (North Apron) (Areas 1 and 2)

- 3.3.1 Served by the Shatin-to-Central Link (SCL) Kai Tak Station and To Kwa Wan Station, this area is well-placed for premier commercial uses and integrated residential development. The Kai Tak Nullah, an existing drainage channel, will be rejuvenated into the Kai Tak River with unique pedestrian sidewalks which would form a distinguished open space.

Kai Tak Sport Park (Area 2)

- 3.3.2 It will become the future sports centre of the territory. Its rail-accessibility and proximity with the existing neighbourhoods render the sports facilities convenient for the use of the local residents, the rest of Hong Kong people and visiting sportsmen.

Metro Park

- 3.3.3 The Metro Park is a precious sizeable harbourfront park which acts as a pleasant connection between the KTSP and the rest of the Runway.

South Apron (Area 3)

- 3.3.4 This area is mainly occupied by a variety of commercial uses and undesignated “Government, Institute or Community” (“G/IC”) sites. This area can act as a smooth transition between the Runway attractions and the surrounding Kowloon Bay and Kwun Tong business areas, and help catalyze the regeneration of the areas.

Runway Precinct and Tourism Node (Area 4)

- 3.3.5 Enjoying the unique advantage of panoramic sea views on both sides, this area is well-positioned for a characteristic residential/hotel belt. A landscaped deck will be provided above the road at the Central Boulevard in the middle, which will serve as both an open space and a walkway.
- 3.3.6 A tourism node is planned to capitalize on the stunning harbour views at the Runway tip.

Ma Tau Kok, Kwun Tong and Cha Kwo Ling Waterfronts (Areas 5 and 6)

- 3.3.7 A continuous landscape promenade has been planned connecting To Kwa Wan, Ma Tau Kok, Kai Tak, Kwun Tong and Cha Kwo Ling waterfronts. Apart from providing pleasant public access to the harbourfront, it will act as key green connectors linking up individual open spaces, residential areas and surrounding areas.

4. New Circumstances and Development Opportunities

- 4.1 Planning is an on-going process. There is a continued need to suitably fine-tune the land use proposals to respond to changing planning circumstances, social needs and public aspirations. Since the last approval of the OZP in 2012,

there have been new circumstances and development opportunities which warrant a review of the planning for KTD with regard to the established planning framework as set out in paragraph 3 above.

Acute Demand for Housing Land

- 4.2 In response to the acute demand for housing, the Government has adopted a multi-pronged approach to increase housing land supply. One of the measures adopted is to optimize the development potential of the developable land in the urban area including the KTD.

Creation of the Core Business District 2 (CBD2) of Hong Kong

- 4.3 As announced in the 2011 Policy Address, the Energizing Kowloon East Office (EKEO) of the Development Bureau has been implementing various initiatives to transform Kowloon East (KE), covering KTD and the business areas of Kowloon Bay and Kwun Tong (**Plan 2**), into an additional attractive CBD2 to sustain Hong Kong's economic development. The 2013 Policy Address also announced the proposal of setting up a recreational landmark – “Kai Tak Fantasy” (KTF) at the tip of the runway for establishing a world-class tourism and entertainment hub so as to facilitate the transformation of KE into Hong Kong's CBD2. In tandem with the above policy initiatives, the planning of KTD should be reviewed so as to create a better synergy and a critical mass to sustain the commercial development for KE as a whole.

Discovery of Heritage Relics in Area 2

- 4.4 During the construction of the SCL To Kwa Wan Station in 2013, remnants of the Song-Yuan Period, Late Qing Dynasty to Republican Period such as ancient wells and building foundations were discovered. These relics are of high historical, archaeological and heritage value and are considered Hong Kong's most significant archaeological discoveries in recent years. The Government announced in late 2014 the proposed in-situ preservation of the relics (**Plan 3**). Among other relics, a well of the Song-Yuan period and the water channel of early 20th century found within the To Kwa Wan station limit have been removed off site but are proposed to be reinstated to its original location at a later stage.
- 4.5 Some of the relics were found to encroach upon the footprint of the northern section of Road L9 between Road D1 and Road L16 (**Plan 3**). In order to ascertain the possible existence, extent and significance of any further archaeological remains within Area 2 outside the SCL project limit, CEDD commissioned a two-phase archaeological field investigation (AFI) in 2015 and remnants including ceramic fragments of Song Dynasty celadon bowl were discovered. Based on the findings of the AFI, part of the development sites 2A6 to 2A8 are being suggested and considered by the Antiquities and Monuments Office (AMO) as an area of archaeological potential, where further archaeological actions may be required for construction within this area.
- 4.6 To make benefit of the discovery of archaeological findings for the purpose of

public appreciation, similar to the preservation scheme of LTSB Remnants, there is a need to preserve the archaeological remnants with a proper setting and ambience to facilitate the exhibition and interpretation of the discovered heritage.

Improved Water Quality of Kai Tak Approach Channel and Kwun Tong Typhoon Shelter: Opportunity for Refined Land Use and Water Sports Activities

- 4.7 The Metro Park is designated for “Open Space” (“O”) use at the northern part of former Runway of KTD, the development potential of which was originally constrained by the requirement of creating a 600m opening at this locality as stipulated in the previous approved Environmental Impact Assessment (EIA) report in 2009 under the EIA Ordinance for the improvement of water quality of Kai Tak Approach Channel (KTAC) (**Plan 2**). During the subsequent detailed study commissioned by CEDD, it was revealed that the water quality of KTAC has been improved in recent years due to implementation of drainage / sewerage projects in the hinterland. An alternative Interception Pumping (IP) Scheme by intercepting and pumping stormwater from the upstream of KTAC to the Victoria Harbour side of the Runway for direct discharge can achieve similar performance as that of the proposed 600m opening, which would also be relatively more cost-effective. The IP Scheme obviates the need for proposing a 600m opening under the Metro Park, and offers an opportunity to review and explore the room for optimizing the land use of northern part of Runway.
- 4.8 In the previous consultation of the OZP, the stakeholders in water sports strongly requested for provision of a suitable site in Kai Tak for holding water sports activities. As reflected in the planning intention set out in the Explanatory Statement of OZP, subject to resolving technical and operation issues in particular the water quality issue, there is opportunity to accommodate a variety of water sports and recreational activities in KTAC and the adjoining water bodies, i.e. Kwun Tong Typhoon Shelter (KTTS) to further strengthen the role of Kai Tak as a hub for sports and recreational activities. With the implementation of water quality improvement measures as set out in paragraph 4.7 above, it is anticipated that there will be progressive improvement of water quality in KTAC and KTTS in the longer term¹ and this gives rise to the opportunity to accommodate the long aspired water sports and recreational activities in KTD in future.

5. The Review Study

- 5.1 In light of the new planning circumstances and development opportunities, the Government commenced in 2013 a review on the planning for KTD and commission technical study to explore the feasibility of increasing the development intensity of KTD to meet the demand for housing and office land and to make enhancements to the land use proposals.

¹ With the implementation of the identified measures, it is possible for KTTS area and part of the KTAC to meet the water quality requirement for water sports activities.

- 5.2 In September to November 2014, Kowloon City (KC)/ Wong Tai Sin (WTS) / Kwun Tong (KT) District Councils (DCs) and the Task Force for Kai Tak Harbourfront Development of the Harbourfront Commission (the Task Force) were consulted on the initial findings of the Review, which mainly involved the proposed rezoning and minor relaxation of development restrictions of various sites by an average of about 20% in the North Apron (Areas 1 and 2), South Apron (Area 3) and Runway Precinct (Area 4). No in-principle objection was received during the consultation. However, in view of the ongoing archaeological excavation in Area 2 at that time, various development proposals have been withheld pending the findings of the archaeological excavation. Since some of the development sites are ripe for early development to meet the pressing housing demand, based on the initial findings of the Review, three s.16 planning applications (i.e. A/K22/14, 15 and 16) for minor relaxation of development restrictions for 25 development sites in Area 1 and Area 4 were submitted and approved by the Metro Planning Committee (the Committee) of the TPB in November 2013 and April 2015 (**Plan 4**).
- 5.3 The Review has now been completed with due regard to the findings of the archaeological excavation and other emerging planning circumstances as mentioned in paragraph 4, and recommended a comprehensive proposals involving optimization of the development potential of residential/commercial sites and rezoning of suitable sites for residential/commercial, GIC and open space uses (**Plans 4 & 5**). The guiding principles of the Review and detailed proposals are set out in paragraph 6 below.

6. Governing Principles for the Review

Adherence to Established Planning Theme and Urban Design Principles

- 6.1 In the process of the Review, the overarching theme of developing KTD as “Heritage, Green, Sports and Tourism Hub of Hong Kong” has been respected. The Review is only intended to make appropriate refinements in response to changing planning circumstances, societal needs and rising public aspirations, including the preservation of heritage relics, better utilizing scarce land resources, creating synergy effect with the CBD2 initiatives and rationalization of land uses. The proposals would not undermine the original planning intention and urban design concepts for various sub-areas of KTD as enshrined in the Kai Tak OZP, which are established after extensive public consultation. In gist, the land use layout/pattern, open space network, non-building areas, and visual/air ventilation corridors, and urban design principles (gradual increase of BH profile from waterfront to hinterland and preservation of ridgelines) should be generally maintained. In general, the composition of diverse building types and varying BHs proposed for KTD and the overall townscape and neighbourhood environment can also be preserved.

Optimal Development Intensity

- 6.2 While there is a need to optimize the use of land to meet the demand for housing and office land, the proposed development intensity should be commensurate with the established planning theme and urban design concepts and sustainable from urban planning and technical terms. For residential sites, it is generally

considered that reference can be made to the maximum domestic PR of 6.5 for new development areas in Residential Density Zone 1 area as stated in the “Hong Kong Planning Standards and Guidelines” (HKPSG), subject to circumstances of individual sites. Based on the current OZP, other than three “Residential (Group A)” (“R(A)”) sites, the other residential sites in KTD are subject to maximum domestic PRs of 3 to 5, but the PRs of some of the sites have been relaxed to 3.4 to 6 in the approved planning applications. In comparison with the hinterland areas of Wong Tai Sin, Kowloon City and Kwun Tong where residential developments are mostly zoned “R(A)” with a maximum domestic PR of 7.5, such development intensity has struck a balance between the policy objective of optimization of land resources and compatibility with the overall development intensity in the Kowloon area. To ensure compatibility in scale, the maximum PRs for commercial sites will be set at similar level as residential sites.

Infrastructural Capacity

- 6.3 While attempts have been made to suitably increase the residential and commercial GFA and rezoning suitable sites to residential/commercial use, the proposed increase has taken into account the thresholds imposed by infrastructural capacity and technical constraints. The Review has included various technical assessments to ensure that the proposals would not overload the infrastructures (transportation, water supply, stormwater drains and sewerage, etc.), nor have unacceptable environmental impacts including noise, air quality, air ventilation and visual aspects. The relevant impact assessments have demonstrated that the additional population, employment and traffic in connection with the proposals would not cause any adverse environmental impact or exceed the capacity of the planned infrastructures.

7. The Recommended Development Proposals under the Review

(a) Area 2 at North Apron (Plan 6)

Heritage Park in Area 2A

- 7.1 In order to preserve the heritage relics, it is proposed that the suggested area of archaeological potential falling within development sites 2A6 to 2A8 with its surrounding areas be rezoned to “O” for the establishment of a Heritage Park dedicated to the preservation of the existing and future archaeological findings. The Park can serve as a natural extension of the adjoining Sung Wong Toi Park to the west and the LTSB to the east, providing an important node for leisure activities amid the converging point of North Apron, Kowloon City and To Kwa Wan. The Park is more than a park for its own sake but also intended for a holistic integration with the heritage elements identified and proposed in the SCL To Kwa Wan Station, Sung Wong Toi Park and LTSB Remnants. The actual design and implementation of the proposed park would be worked out at a later stage when the details of the archaeological actions required within the area are finalized with AMO.
- 7.2 To take forward the proposal, a section of Road L9, Site 2A8, and part of sites 2A6 and 2A7 would need to be rezoned from ‘Road’, “G/IC” and “Commercial”

(“C”) to “O”. As a replacement for the proposed fire station originally planned at Site 2A8, the northern part of the adjacent commercial Site 2A5 would be rezoned to “G/IC”.

Area 2A: Office belt fronting Prince Edward Road East (PERE)

- 7.3 It is proposed that Area 2A should follow the planning intention of the approved OZP and remain to be a premier office belt near the SCL To Kwa Wan Station meeting the demand for high-grade and high-quality office space in KE. Site 2A7 which is currently zoned “G/IC” is no longer required for the proposed electricity substation as originally designated under the OZP and therefore it was considered appropriate to rezone the site to commercial use to blend in with the office belt. Given the proposed site configuration of the proposed Heritage Park (**Plan 6**), it is proposed that the remaining part of Site 2A6 and 2A7 would be combined to form a new Site 2A10. Regarding the development density, it is proposed that the PR for the various commercial sites would be increased from 4.5-5 to 6.5 to release development potential tallying with the proposed development intensity of Area 2B (details at paragraph 7.4 below). The corresponding BH restrictions (BHR) would be increased to 80-100mPD, i.e. an average increase by 20m as compared to OZP. The proposed BHR is considered compatible with the BH profile of Kowloon City at the other side of PERE with BHR of about 80-100mPD².

Area 2B: Residential Sites fronting KTSP

- 7.4 To optimize the development potential, the domestic PR of residential and “Comprehensive Development Area” (“CDA”) sites in Area 2B is proposed to be increased from 5 to 6.5. A PR of 6.5 is considered appropriate in that the threshold of infrastructure capacity would not be exceeded and it is generally compatible with the high density development in the hinterland of Kowloon City and Ma Tau Kok with a maximum PR of 7.5. As a result of the proposed increase in PR, the BHRs of Area 2B are proposed to be increased to 100-135mPD, i.e. an increase by 15-30m as compared with OZP. Overall speaking, the corresponding BHs of the whole Area 2 would still be in line with the advocated descending BH profile gradating from the landmark building in the City Centre for KTD, as mentioned in paragraph 3 above.

(b) Area 3 at South Apron

Areas 3A and 3B (Plan 7)

- 7.5 The sites within Area 3 have been mainly zoned for “G/IC” and “C” uses since the first Kai Tak OZP No. S/K22/1. A number of sites in the Area have been reserved for development of various GIC uses to meet the needs of the community, including Hong Kong Children’s Hospital and Kai Tak Acute Hospital. There is generally sufficient provision of GIC facilities in KTD and no GIC uses are currently earmarked for Sites 3A6 and 3B1 to 3B4 to the south of Kwun Tong Bypass. In order to maintain a critical mass of office space near Kowloon Bay to create synergy in support of the EKE initiative, it is proposed to rezone Sites 3A6 and 3B1 to 3B4 from “G/IC” to commercial uses with a PR 8.0

² A two-tier BHRs is adopted for the “R(A)2” sites in Kowloon City: 80mPD for sites with an area less than 400m², and 100mPD for sites of 400m² or more.

and 5.8 respectively. Correspondingly, their BHRs will be increased from 45mPD to 100mPD and 80mPD respectively to form a stepped BH profile toward the waterfront, which are considered compatible with the BHR of 140mPD for the “Other Specified Uses” (“OU”) annotated “Business” sites to the northeast in Kowloon Bay.

Area 3E (Plan 8)

- 7.6 In light of the approval of planning applications for comprehensive redevelopment of the Kerry Godown and Kowloon Godown for residential use at the former South Apron corner, it is proposed that Sites 3E1 and 3E2 and a small portion of the adjoining open space should be rezoned from “C”, “OU” annotated “Gas Pigging Station” and “O” to a single residential site such that a residential cluster would be formed at the locality. Due to the site constraints including being bypassed by the proposed Trunk Road T2 and the presence of drainage reserve, a lower domestic PR of 4.5 is proposed for the site with stepped BHRs of 80 and 100mPD (**Plan 8**), which are consistent with those for Areas 3A and 3B. For the “OU” site earmarked for gas pigging station, the concerned department confirmed that the site is no longer required for the purpose and therefore can be released.

(c) Area 4 the Runway (Plan 9)

Areas 4A to 4C

- 7.7 The domestic PRs of residential sites in Areas 4A to 4CB (excluding Site 4B5) are proposed to increase from 3 as on the OZP (increased to 3.4 to 4.4 in the approved planning application) to 6.5. In the light of the latest KTF initiative for an entertainment and tourism node at the end of the former Runway, the land use zoning in Area 4 has been reviewed and rationalized. Sites 4A2, 4C1 and 4C2, which are relatively remote from the Tourism Node, are proposed to be rezoned from commercial to residential use and site areas for Sites 4A1 and 4A2 would be increased (see also paragraph 7.8 below). In order to enhance the vibrancy of the waterfront promenade fronting Sites 4A2, 4C1 and 4C2, commercial GFA with a PR of 0.15 would be designated for each of these three residential sites fronting the waterfront promenade/pedestrian street.
- 7.8 In order to form a coherent cluster of hotel developments adjoining the Tourism Node and Cruise Terminal to create synergy effect, it is proposed to maintain Sites 4C3 to 4C5 as hotel use and rezoning Site 4B5, which is close to the Cruise Terminal for hotel use with a PR 6.3. As a result of the proposed increase in PR, the BHRs of the development sites in Areas 4A to 4C are proposed to be increased by 10 to 35m to 45mPD to 90mPD as compared with that under the OZP. Despite the proposed increase in BHRs, the overall BH profile generally descending from inland areas to the runway tip can be maintained, with the lowest BH close to the Cruise Terminal and Tourism Node.

Metro Park

- 7.9 In considering the opportunity offered by the proposed IP Scheme without the need of creating the former 600m opening, an area of 2.9 hectares at the Metro Park can be freed up for the formation of two residential Sites 4E1 and 4E2 with PR 6.5, enlargement of Sites 4A1 and 4A2 and provision of associated

infrastructure including a local road. Similar to Sites 4A2, 4C1 and 4C3, commercial GFA with a PR of 0.15 would be designated for Site 4E2. After the rezoning, the Metro Park will still have an area of around 20 ha. The corresponding reduction in open space provision would be generally compensated by the proposed Heritage Park together with other rezoning proposals for open space development at different localities, so that the total open space areas in KTD will be generally maintained at about 100 hectares. The proposed BHRs for Sites 4E1 and 4E2 would be 80mPD, which is considered compatible with the proposed BHRs for the adjoining Sites 4A1 and 4A2.

(d) Related Development Proposals

- 7.10 In addition to above-mentioned proposals, rezoning for other development proposals is also suggested to meet the development needs for various GIC uses. The detailed proposals are summarized as follows:

Site 1D2 at former North Apron (Plan 10)

- 7.11 Site 1D2 was once earmarked for a joint-user government offices building but Government Property Agency has advised that the site was no longer required and can be released. Noting that the site is not required for other uses and the site is close to the Kai Tak Station of SCL and the commercial cluster in the Kai Tak City Centre, it is proposed that the site be rezoned from “G/IC” to “C” with a PR of 8 and BHR of 120mPD. The proposed PR and BH are similar to those of the proposed Government building in the approved planning application (A/K22/16) (Plan 4).

Animal Management Centre (AMC) (Plan 7)

- 7.12 Site 3A1 is earmarked for the reprovisioning of Agriculture, Fisheries and Conservation Department (AFCD)’s AMC at Mok Cheong Street, which has to be relocated to facilitate redevelopment of the site for residential use. In order to meet the latest operational need, AFCD, as supported by the Food and Health Bureau (FHB), proposed to incorporate additional animal management/welfare services in the new AMC. The BHR of 15mPD on the current OZP for Site 3A1 would need to be relaxed to 80mPD to cater for the additional facilities. Besides, its site boundary would need to be re-configured to tally with the finalized alignment of Central Kowloon Route (CKR) running to the south of the site and related re-alignment of local roads.

Kai Tak Acute Hospital (Plan 11)

- 7.13 In the South Apron, three sites have been reserved for the development of Kai Tak Acute Hospital (Sites 3C1(A) & 3C1(B)) and Hong Kong Children’s Hospital (Site 3C1(C)). In order to meet the latest operational need of the Hospital Authority (HA), an extension of the site boundary of 3C1(A) and a relaxation of BHR are required. It is therefore proposed to rezone the adjacent lands zoned “OU(Amenity)”, “OU(Landscaped Elevated Walkway)” and areas shown as ‘Road’ to “G/IC”. The BHR of the expanded 3C1(A) site would be relaxed from 60mPD to 100mPD. The BH of a small piece of land currently zoned “G/IC” along the slip road of Trunk Road T2, originally designated for Refuse Collection Point (RCP), would also be encroached by the proposed

expansion and the BHR of this “G/IC” site would be relaxed from 15mPD to 100mPD.

Vocational Training Council’s (VTC) Campus Building (Plan 12)

- 7.14 As set out in 2016 Policy Address, the Government will earmark a site in the urban district to develop a VTC campus with adequate capacity and state-of-the-art facilities. A piece of land with an approximate site area of 4.2 hectares along Cha Kwo Ling waterfront has been identified for the development of a new campus building for the VTC. The site falls within areas zoned “O”, “OU(Sewage Treatment Plant with Landscaped Deck above)”, “OU(Petrol Filling Station)” (“OU(PFS)”), “OU(Tunnel Ventilation Shaft and Administration Building)” and area shown as ‘Road’ on the OZP. The site is currently occupied by a dedicated Liquefied Petroleum Gas (LPG) filling station at the “OU(PFS)” site, a temporary soccer pitch and some temporary uses. The concerned departments have confirmed that the two “OU” zones reserved for sewage treatment plant and tunnel ventilation shaft are no longer required for the designated uses upon review and therefore can be released for beneficial uses, offering an opportunity for reviewing the land use of the site. As the dedicated LPG station and soccer pitch is located in the middle part of the site, it would be beneficial from site utilization viewpoint to relocate such facilities to the northern part to facilitate a larger site for use by VTC.
- 7.15 To facilitate the VTC campus development, it is proposed to rezone the subject site from “OU” to “G/IC”, with a stepped BH profile of 70mPD to 60mPD from south to north, which are lower than the adjoining residential development to the north of the site, Laguna City, with BHs of 80 to 92mPD. Moreover, an area to the north of the campus site is proposed to be rezoned to “O” and “OU(PFS)” for the reprovisioning of the existing temporary soccer pitch and the dedicated LPG filling station currently situating at the proposed campus site. The existing Wai Lok Street, which is shown as ‘Road’ on the OZP, is proposed to be relocated northwards between the future campus site and the reprovisioned soccer pitch/dedicated LPG filling station.

(e) Land For Water Sports Activities

- 7.16 As set out in paragraph 4.7, there is an opportunity to accommodate water sports and recreational activities in KTAC and KTTS in the longer term to further strengthen the role of Kai Tak as a hub for sports and recreational activities, subject to further improvement of water quality with the adoption of various measures. To cater for the flexibility for providing such uses at “O” zone along the waterfront in future, it is proposed to include ‘water sports/recreation use’ under Column 1 of the Notes for the “O” zone. The exact location that can be earmarked for water sports/recreational use will be subject to further discussion between the Home Affairs Bureau and the stakeholders and the continued improvement of water quality in the KTAC and KTTS.
- 7.17 With the recommendations under the Review, the proposed increase in the commercial/residential GFA, flats number and population for KTD are summarized in the table below. Detailed comparison of the proposed development parameters for each reviewed sites is at **Appendix I**.

	Approved OZP (include approved s.16 applications)	Review Study	Change (%)
Residential GFA (m ²)	2,220,000	2,900,000	+680,000 (+31%)
No. of flats	39,000	49,900	+10,900 (+28%)
Population	105,000	134,000	+29,000 (+28%)
Commercial GFA (m ²)	1,950,000	2,280,000	+330,000 (+17%)
Employment	79,000	99,000	+20,000 (+25%)

8. Overall Impact Assessments

Infrastructural and Environmental Assessments

- 8.1 The Government has completed the technical study under the Review. Based on the findings of a series of technical assessments, the proposals would have no significant impacts on the capacity of the transport, water supply, stormwater drainage, sewerage infrastructures or cause any unacceptable impacts on noise and air quality.

Urban Design and Air Ventilation Aspects

- 8.2 Despite the increase in PRs and BHRs for individual sites, the general land use layout, open space network, NBAs, and visual and air ventilation corridors have been generally maintained, and various urban design considerations including the preservation of ridgelines have been generally upheld. While there is a general uplift of the BHRs for the concerned sites at Areas 2, 3 and 4, the resultant BHs can still achieve the intended stepped and varied BH profiles and are considered not incompatible with surrounding high-rise developments in the hinterland areas of San Po Kong, Kowloon City and Kwun Tong. Photomontages showing the visual impact of the recommended proposal are at **Plans 13 - 17**. As the major air paths in KTD will be maintained, findings on AVA have indicated that the proposals should not result in significant air ventilation impacts on the surrounding areas.
- 8.3 A set of preliminary technical assessments of the Review would be deposited at the Secretariat of the Board for Members' inspection. Upon completion of public consultation, detailed findings of the technical and infrastructural assessments would be submitted together with the proposed OZP amendments to

the Committee for endorsement before the amended plan is exhibited.

Open Space and GIC Facilities

- 8.4 It is envisaged that an additional of about 10,900 flats (against the OZP and approved s.16 planning applications) would be produced and that the total population would be increased from 105,000 to about 134,000 under the Review. With the increased population, the overall provision of open space and major GIC facilities in Kowloon City / Kwun Tong District Council are still generally sufficient according to the requirements of HKPSG (**Appendix II**).

9. Conclusion

Apart from providing the much needed housing and office land for the community, the Review has also included enhancement proposals to strengthen the overarching theme of developing KTD as the “Heritage, Green, Sports and Tourism Hub of Hong Kong”. In terms of heritage preservation, the proposed Heritage Park would fully acknowledge the rich cultural heritage of Kai Tak, and is intended for a holistic integration with the heritage elements of the Sung Wong Toi Park and LTSB Remnants. In terms of the greenery provision, the open space provision and its network as well as waterfront promenade for public enjoyment will be generally maintained. With the implementation of the Kai Tak Sports Park³ and the new opportunity allowed for developing the water sports/recreational activities at KTD, the planning theme of Kai Tak as a sports hub can be strengthened to provide people-oriented sports and leisure activities along the waterfront. Besides, the rationalization of land uses at the former Runway by creating a more coherent hotel cluster next to the Tourism Node would help create synergy for achieving a major tourism node of Hong Kong.

10. Way Forward

Subject to the views and comments of the Board, PlanD/CEDD will consult the KCDC / WTSDC / KTDC and the Task Force on the findings and recommended development proposals under the Review. The views collected together with the proposed amendments to the OZP incorporating the comments, where appropriate, will be submitted to the Committee for consideration.

11. Advice Sought

Members’ views are sought on the development proposals under the Review Study.

³ The Home Affairs Bureau is taking forward the design and implementation of the KTSP separately.

12. Attachments

Appendix I	Comparison of Proposed Development Parameters for Sites under Review Study
Appendix II	Provision of Open Space and Major GIC facilities in Kowloon City District
Plan 1	Approved Kai Tak OZP No. S/K22/4
Plan 2	Location Plan of Sub-areas in Kai Tak Development
Plan 3	Area of Archaeological Potential
Plan 4	Location Plan – Sites Under Review Study
Plan 5	Aerial Photo – Sites Under Second Phase of Review Study
Plan 6	Recommended Development Proposals for Area 2
Plan 7	Recommended Development Proposals for Area 3A & 3B
Plan 8	Recommended Development Proposals for Area 3E
Plan 9	Recommended Development Proposals for Area 4
Plan 10	Proposed Rezoning of Site 1D2
Plan 11	Proposed Extension Area of Kai Tak Acute Hospital
Plan 12	Proposed Vocational Training Council's New Campus
Plan 13	Photomontage – View from Prince Edward Road East towards Area 2
Plan 14	Photomontage – View from Olympic Avenue towards Area 2
Plan 15	Photomontage – View from Metro Park towards Area 3
Plan 16	Photomontage – View from Kwun Tong Promenade towards Area 4
Plan 17	Photomontage – View from Quarry Bay Park

PLANNING DEPARTMENT

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

OCTOBER 2016

Comparisons of Development Parameters for Sites under Review Study

Sites	Zoning		Maximum PR				BHR (mPD)			
	OZP	Proposed	OZP	Approved s.16	Proposed	Change [#]	OZP	Approved s.16	Proposed	Change [#]
2A1	CDA		5	-	6.5	+1.5	80	-	100	+20
2A2	CDA		4.5	-	6.5	+2	70	-	90	+20
2A3	C		4.5	-	6.5	+2	70	-	90	+20
2A4	C		4.5	-	6.5	+2	60	-	80	+20
2A5	C	2A5(A): G/IC	4.5	-	-	-	60	-	45	-15
		2A5(B): C			6.5	+2			80	+20
2A6	C	2A10:	4.5	-	6.5	+2	60	-	80	+20
2A7	G/IC	C	-			-	30			+50
2B1	CDA		5	-	6.5 + 0.3*	+1.8	110	-	135	+25
2B2	R		5	-	6.5 + 0.1*	+1.6	100	-	125	+25
2B3	R		5	-	6.5 + 0.1*	+1.6	85	-	115	+30
2B4	R		5	-	6.5 + 0.1*	+1.6	85	-	115	+30
2B5	R		5	-	6.5 + 0.1*	+1.6	85	-	100	+15
2B6	R		5	-	6.5 + 0.1*	+1.6	85	-	100	+15
3A6	G/IC	C	-	-	8	-	45	-	100	+55
3B1			-	-	5.8	-	45	-	80	+35
3B2			-	-	5.8	-	45	-	80	+35
3B3			-	-	5.8	-	45	-	80	+35
3B4			-	-	5.8	-	45	-	80	+35
3E1	C	R	9.5	-	4.5	-5	100	-	100	0
3E2	OU/O		-	-		-	15	-	80	+65
4A1	R		3	3.4	6.5	+3.1	65/80	80	90	+10
4B1	R		3	3.8	6.5	+2.7	55	65	75	+10
4B2	R		3	4.4	6.5	+2.1	55	75	85	+10
4B3	R		3	3.9	6.5	+2.6	65	75	80	+5
4B4	R		3	3.7	6.5	+2.8	55	65	75	+10
4B5	R	C	3	-	6.3	+3.3	45	-	65	+20
4A2	C	R	4	5	6.5 + 0.15*	+1.65	45	55	80	+25
4C1	C	R	4	5	6.5 + 0.15*	+1.65	45	55	75	+20
4C2	C	R	4	5.9	6.5 + 0.15*	+0.75	55	65	75	+10
4E1	O	R	-	-	6.5	-	-	-	80	-
4E2	O	R	-	-	6.5 + 0.15*	-	-	-	80	-

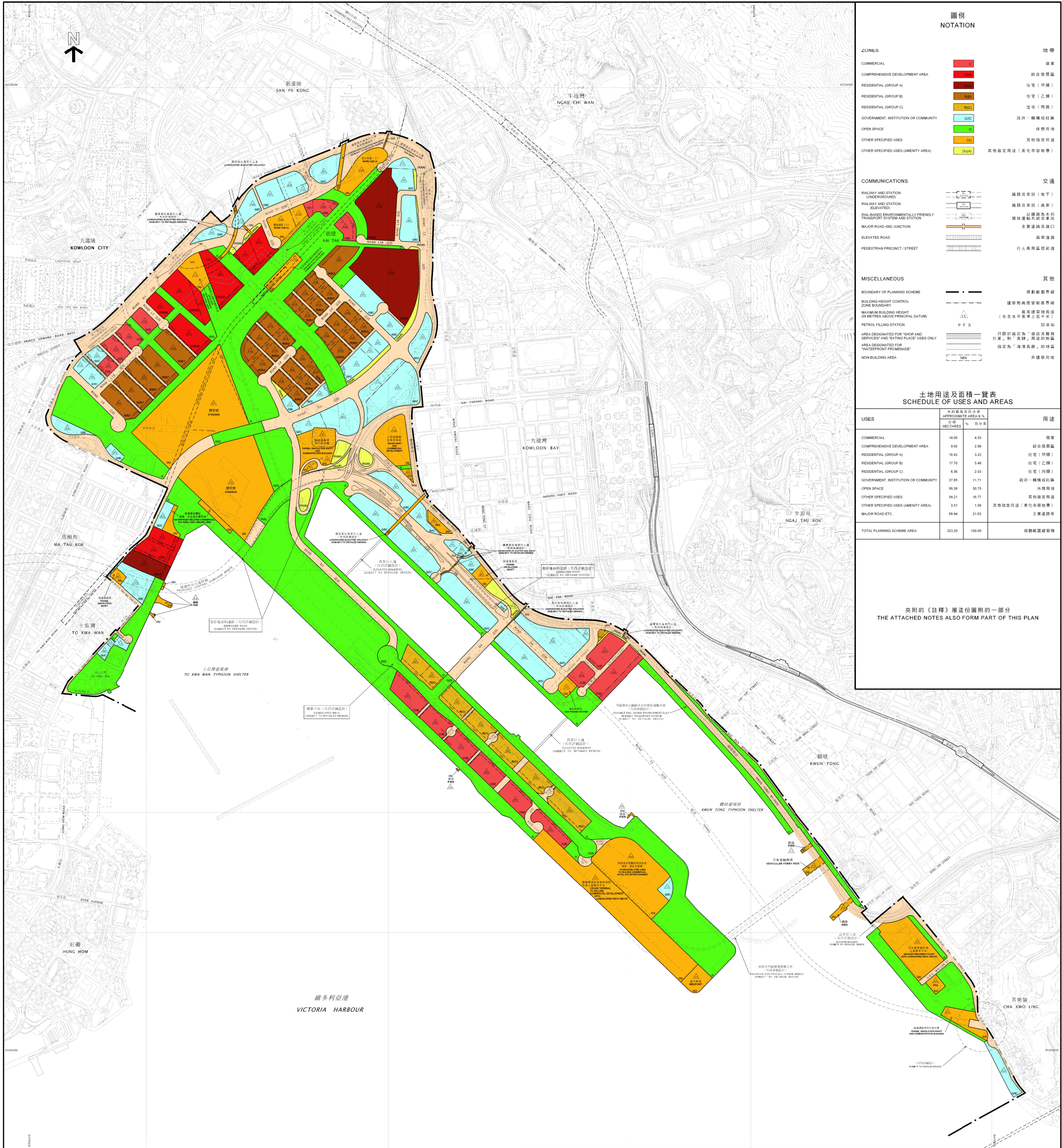
*non-domestic PR for proposed residential sites

[#] comparison with OZP or approved s.16 applications

Provision of Open Space and Major GIC Facilities in Kowloon City District

Type of Facilities	HKPSG Requirements		Provision		Surplus/ Shortfall (against Planned Provision)
	Specific Requirements	Requirements based on KCDC Planned Population	Existing Provision	Planned Provision	
Local Open Space (hectare)	10 hectare per 100,000 persons	50.38	39.64	54	+3.62
District Open Space (hectare)	10 hectare per 100,000 persons	50.38	54.43	102.57	+52.19
Sports Centre	1 per 50,000 to 65,000 persons	7	5	7	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons	2	2	3	+1
Swimming Pool Complex - standard	1 complex per 287,000 persons	1	2	2	+1
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24	6	6	6	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons	3	3	5	+2
Library	1 district library for every 200,000 persons	2	4	5	+3
Hospital	5.5 beds per 1,000 persons	3033	3392	6388	+3355
Clinic/Health Centre	1 per 100,000 persons	5	7	8	+3
District Police Station	1 per 200,000 to 500,000 persons	1	2	3	+2
Divisional Police Station	1 per 100,000 to 200,000 persons	2	2	3	+1
Secondary School (classrooms)	1 whole-day classroom for 40 persons aged 12 -17	564	1131	1232	+668
Primary School (classrooms)	1 whole-day classroom for 25.5 persons aged 6 - 11	813	1269	1383	+570
Kindergarten/ Nursery (classrooms)	26 classrooms for 1,000 children aged 3 to 6	237	590	590	+353

Note: The total increase in population for KTD within the boundary of Kwun Tong District Council (KTDC) would be about 6,000 (including the increase in population arising from the approved planning applications for comprehensive redevelopment of the Kerry Godown and Kowloon Godown for residential use). The increase in population would not aggravate the provision of GIC facilities and open space for KTDC.



位置圖 LOCATION PLAN

啟德分區計劃大綱圖編號S/K22/4
APPROVED KAI TAK OZP No. S/K22/4

SCALE 1 : 16 000 比例尺
METRES 400 0 400 800 1200 METRES

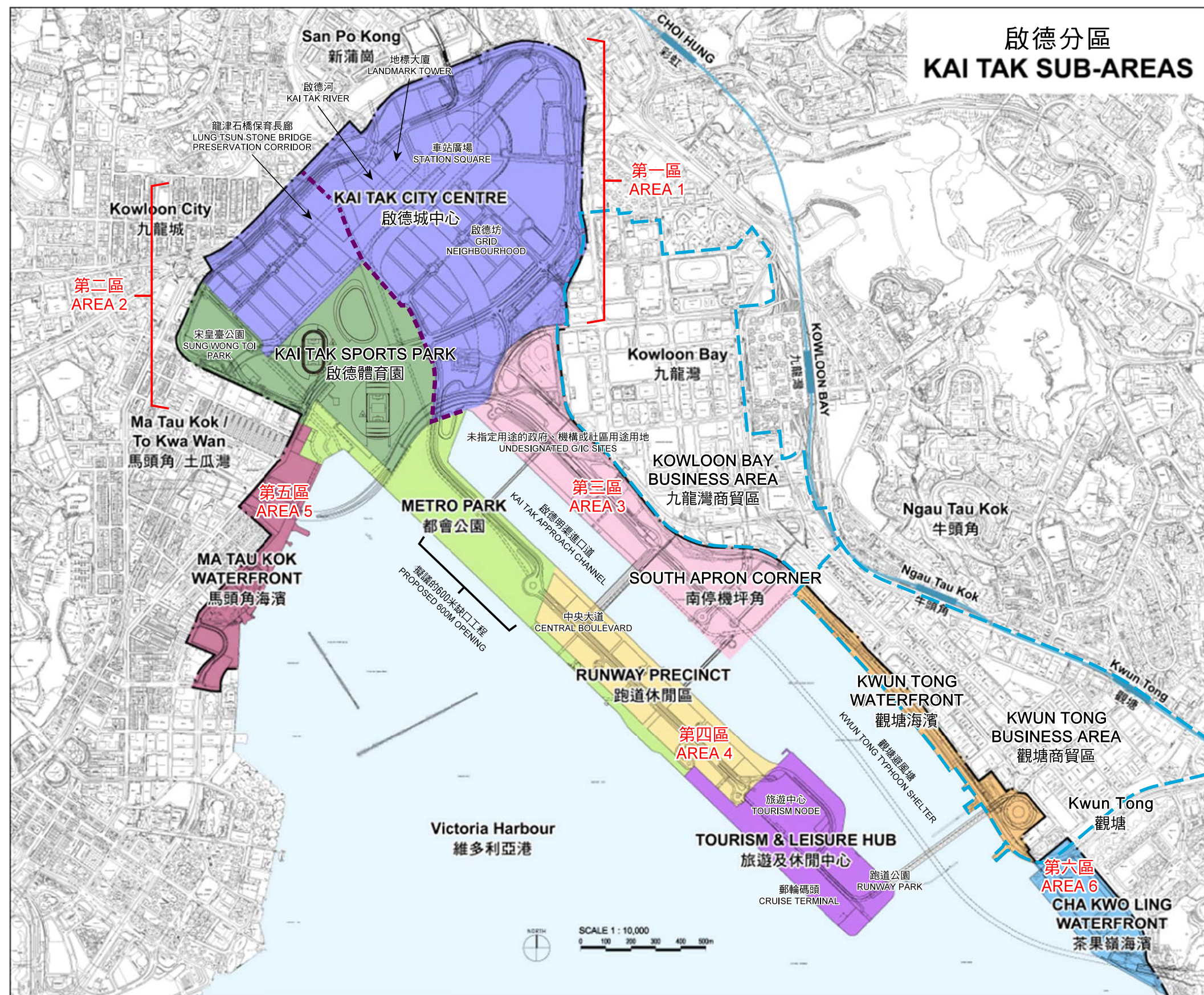
本摘要圖於2016年10月12日擬備，
所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號 S/K22/4
EXTRACT PLAN PREPARED ON 12.10.2016
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
1



本圖於2016年10月13日擬備
PLAN PREPARED ON 13.10.2016

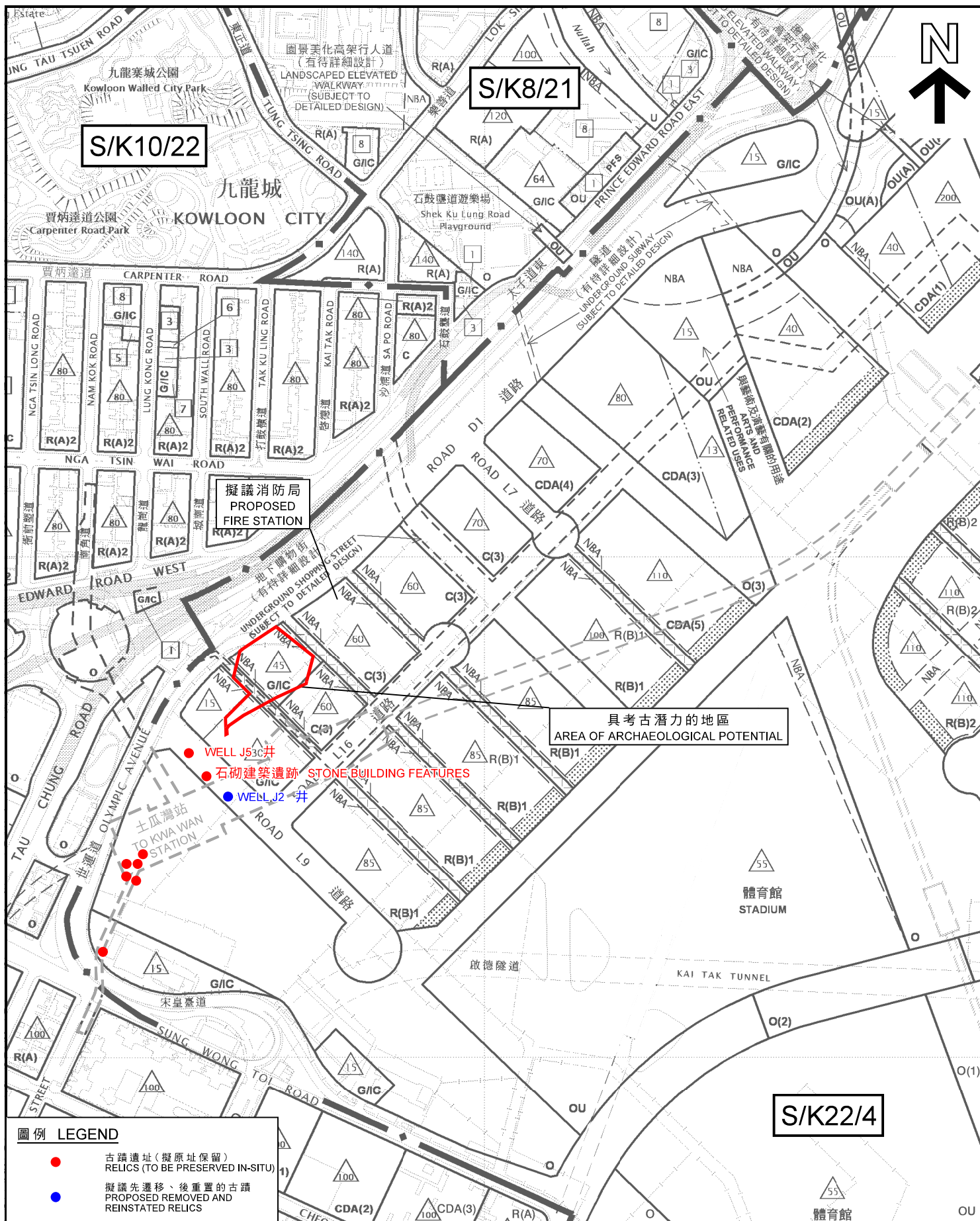
啟德規劃區的分區位置圖
LOCATION PLAN OF SUB-AREAS IN KAI TAK DEVELOPMENT

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
2



圖例 LEGEND

- 古蹟遺址 (擬原址保留)
RELICS (TO BE PRESERVED IN-SITU)
- 擬議先遷移、後重置的古蹟
PROPOSED REMOVED AND
REINSTATED RELICS

本摘要圖於2016年10月14日擬備，
所根據的資料為：
於2011年10月4日核准的分區計劃大綱圖編號
S/K8/21，於2016年4月5日核准的分區計劃
大綱圖編號S/K10/22，以及於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLANS No.
S/K8/21 APPROVED ON 4.10.2011,
S/K10/22 APPROVED ON 5.4.2016 AND
S/K22/4 APPROVED ON 4.9.2012

位置圖 LOCATION PLAN

具考古潛力的地區
AREA OF ARCHAEOLOGICAL POTENTIAL

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

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
3



圖例 LEGEND



第二階段的檢討研究所涵蓋的用地
SITES UNDER SECOND PHASE
OF REVIEW STUDY



其他擬議發展
OTHER DEVELOPMENT PROPOSALS

界線只作識別用
BOUNDARY FOR IDENTIFICATION
PURPOSE ONLY

本圖於2016年10月14日擬備，
所根據的資料為地政總署於
2014年12月17日拍得的
航攝照片編號CW111031
PLAN PREPARED ON 14.10.2016
BASED ON AERIAL PHOTO No.
CW111031 TAKEN ON 17.12.2014
BY LANDS DEPARTMENT

航攝照片 AERIAL PHOTO

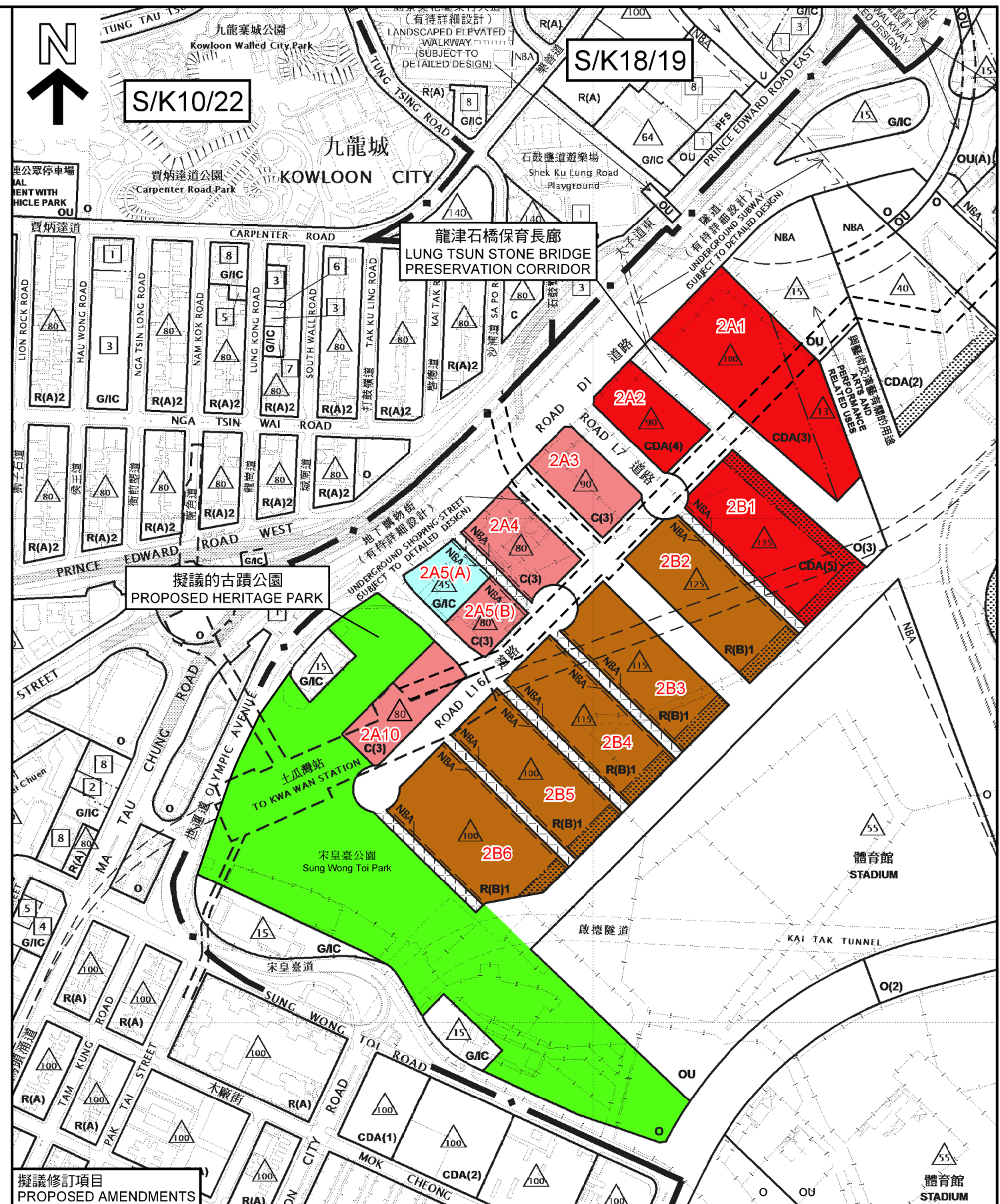
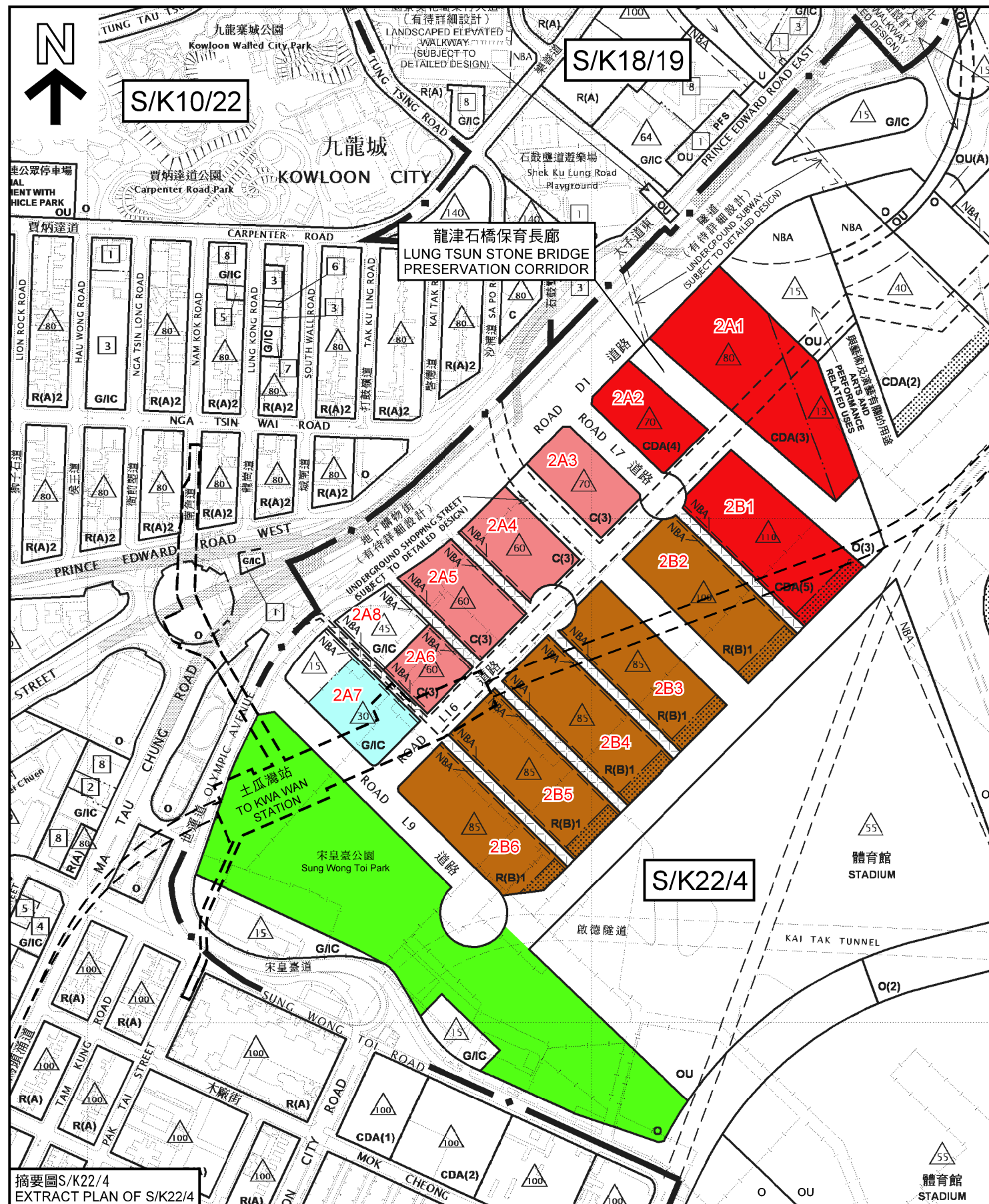
第二階段的檢討研究所涵蓋的用地
SITES UNDER SECOND PHASE OF REVIEW STUDY

規劃署
PLANNING
DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
5



位置圖 LOCATION PLAN

第二區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREA 2

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

規劃署
PLANNING DEPARTMENT

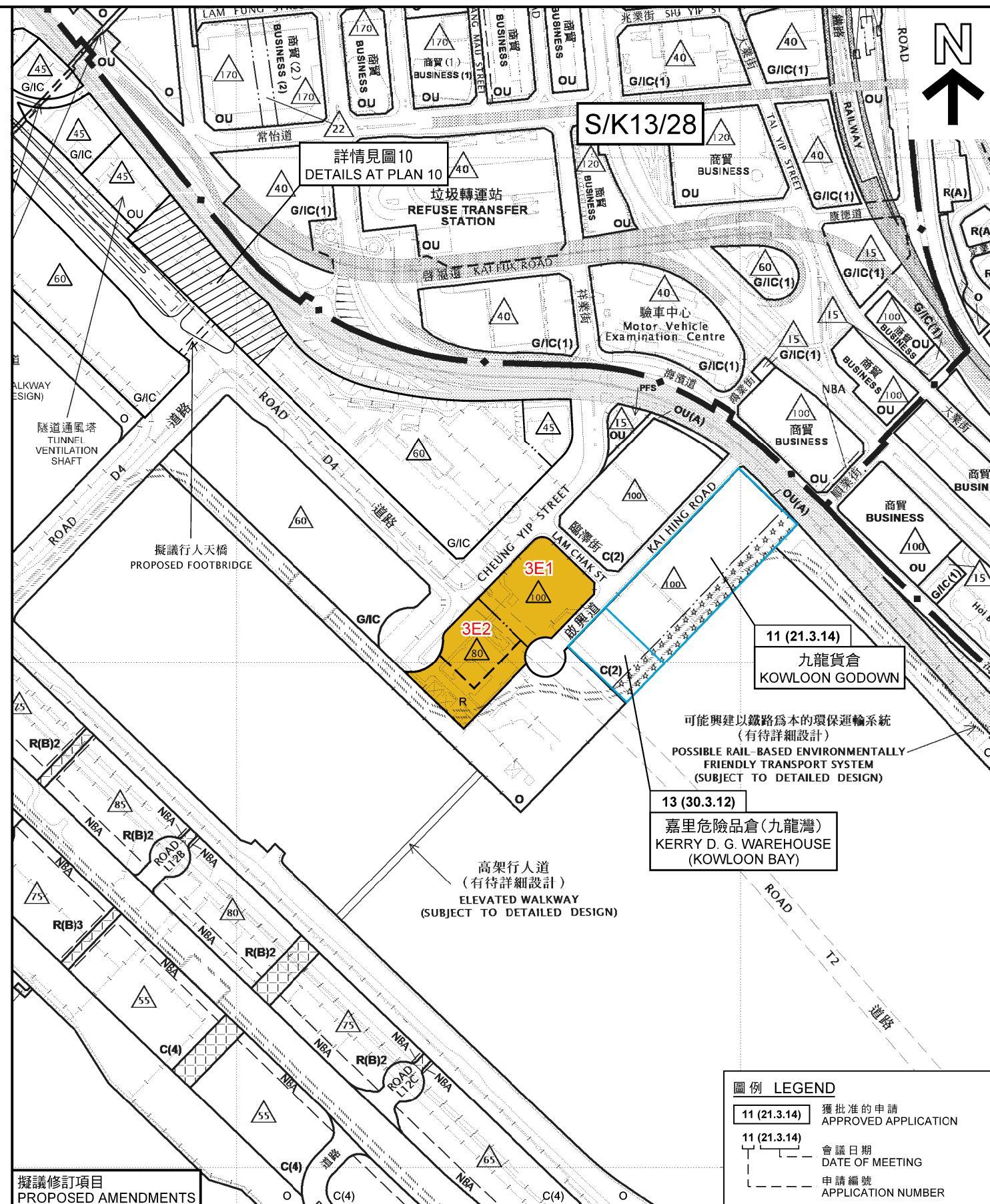
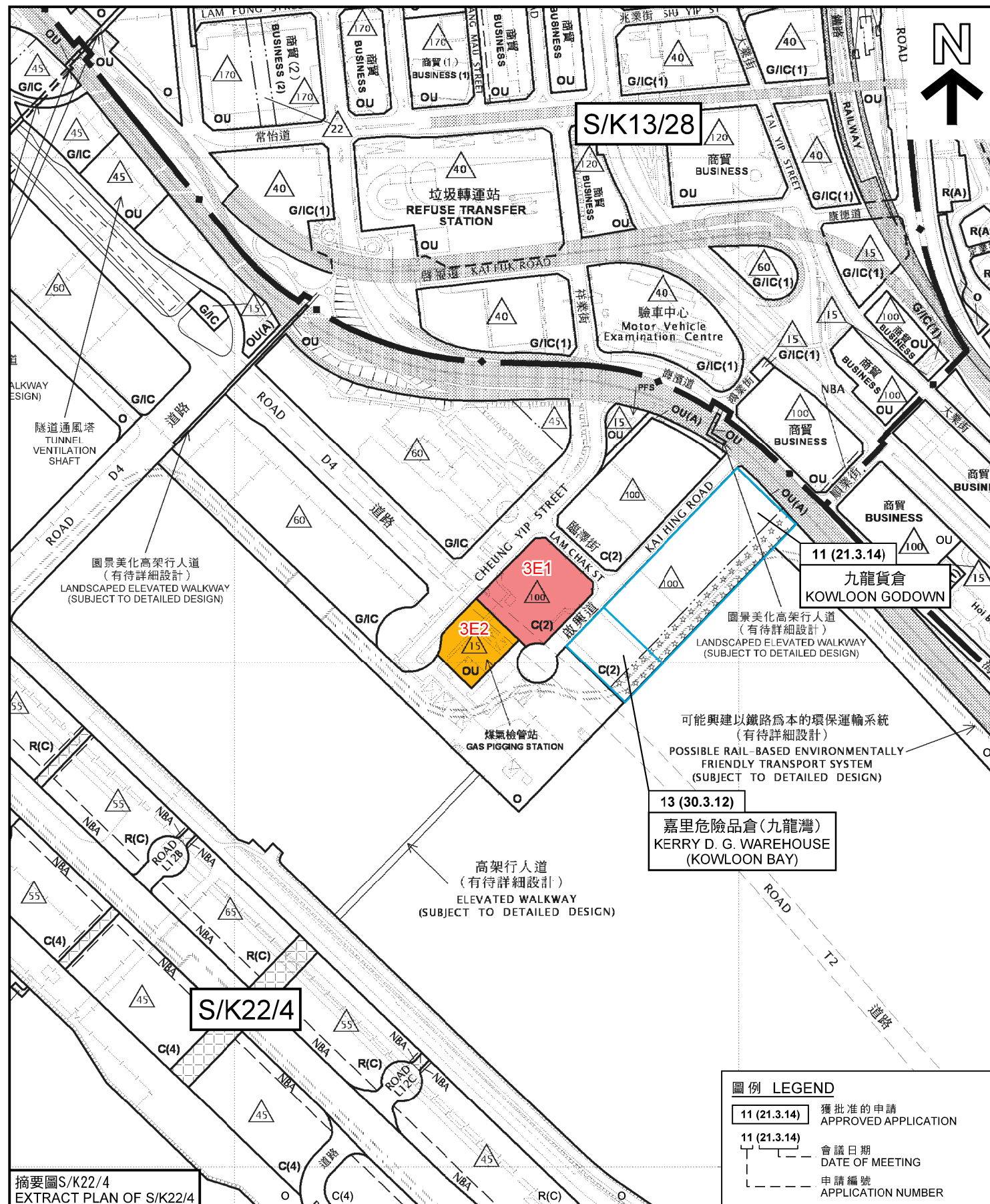


參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
6

本摘要圖於2016年10月12日擬備，所根據的資料為：
於2016年4月5日核准的分區計劃大綱圖編號S/K10/22，
於2015年1月6日核准的分區計劃大綱圖編號S/K18/19，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4

EXTRACT PLAN PREPARED ON 12.10.2016
BASED ON OUTLINE ZONING PLANS No.
S/K10/22 APPROVED ON 5.4.2016,
S/K18/19 APPROVED ON 6.1.2015 AND
S/K22/4 APPROVED ON 4.9.2012



位置圖 LOCATION PLAN

第三E區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREA 3E

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

規劃署
PLANNING DEPARTMENT



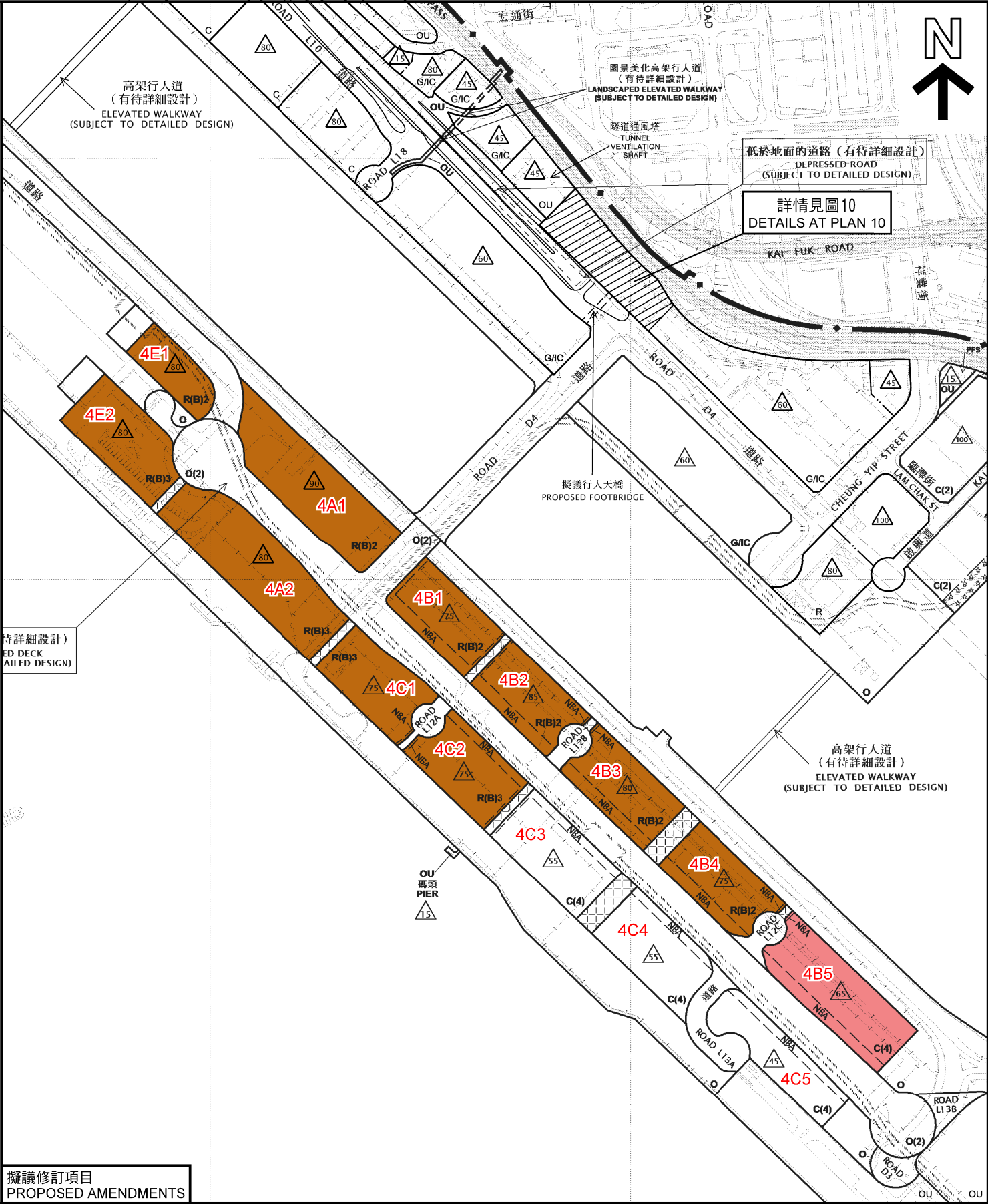
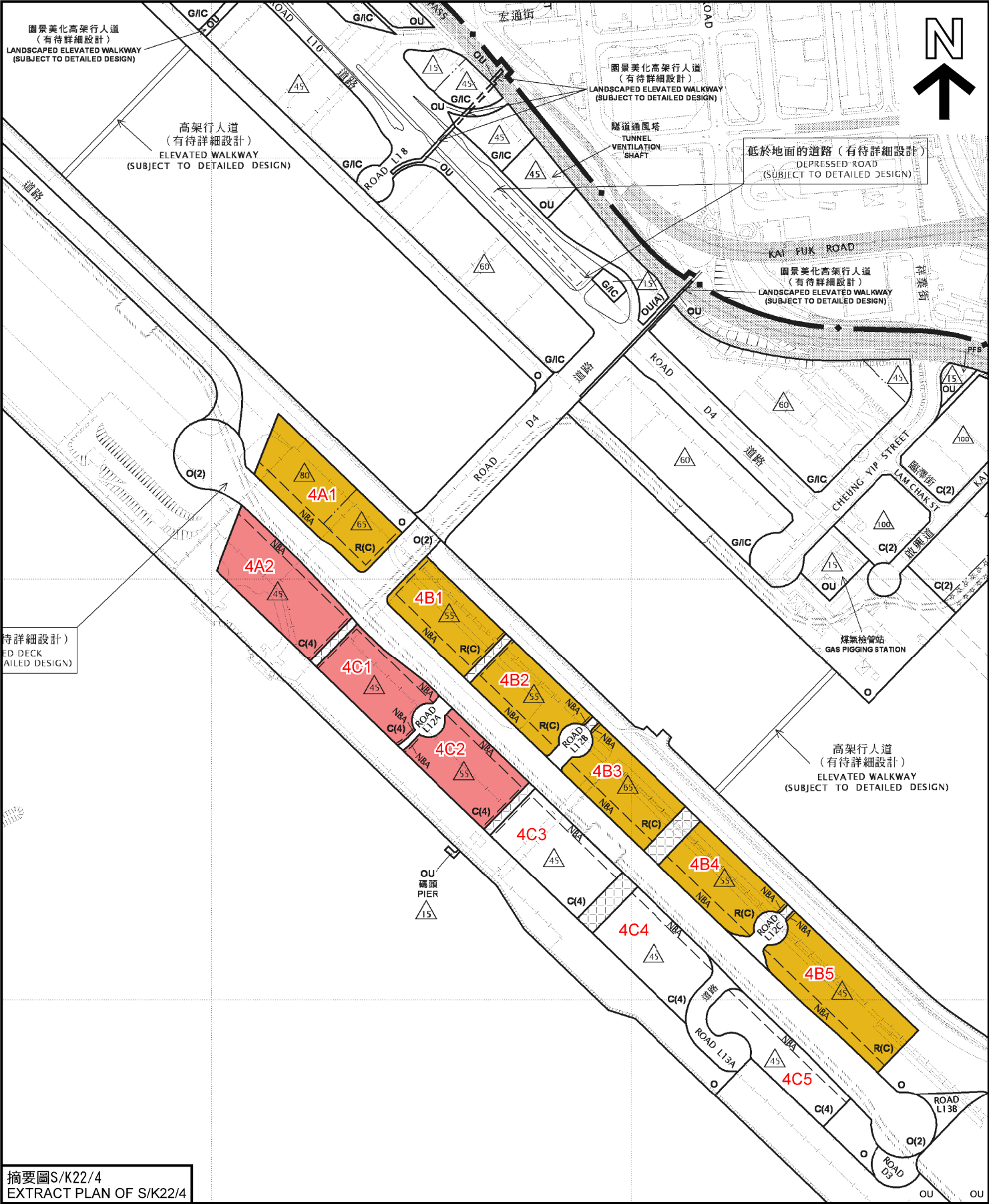
參考編號
REFERENCE No.

M/K22/16/99

圖 PLAN

8

本摘要圖於2016年10月14日擬備，所根據的資料為：
於2014年4月11日展示的分區計劃大綱圖編號S/K13/28，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLANS No.
S/K13/28 EXHIBITED ON 11.4.2014 AND
S/K22/4 APPROVED ON 4.9.2012

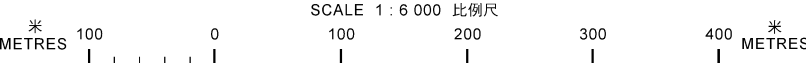


摘要圖S/K22/4
EXTRACT PLAN OF S/K22/4

擬議修訂項目
PROPOSED AMENDMENTS

位置圖 LOCATION PLAN

第四區的發展建議
RECOMMENDED DEVELOPMENT PROPOSALS FOR AREA 4



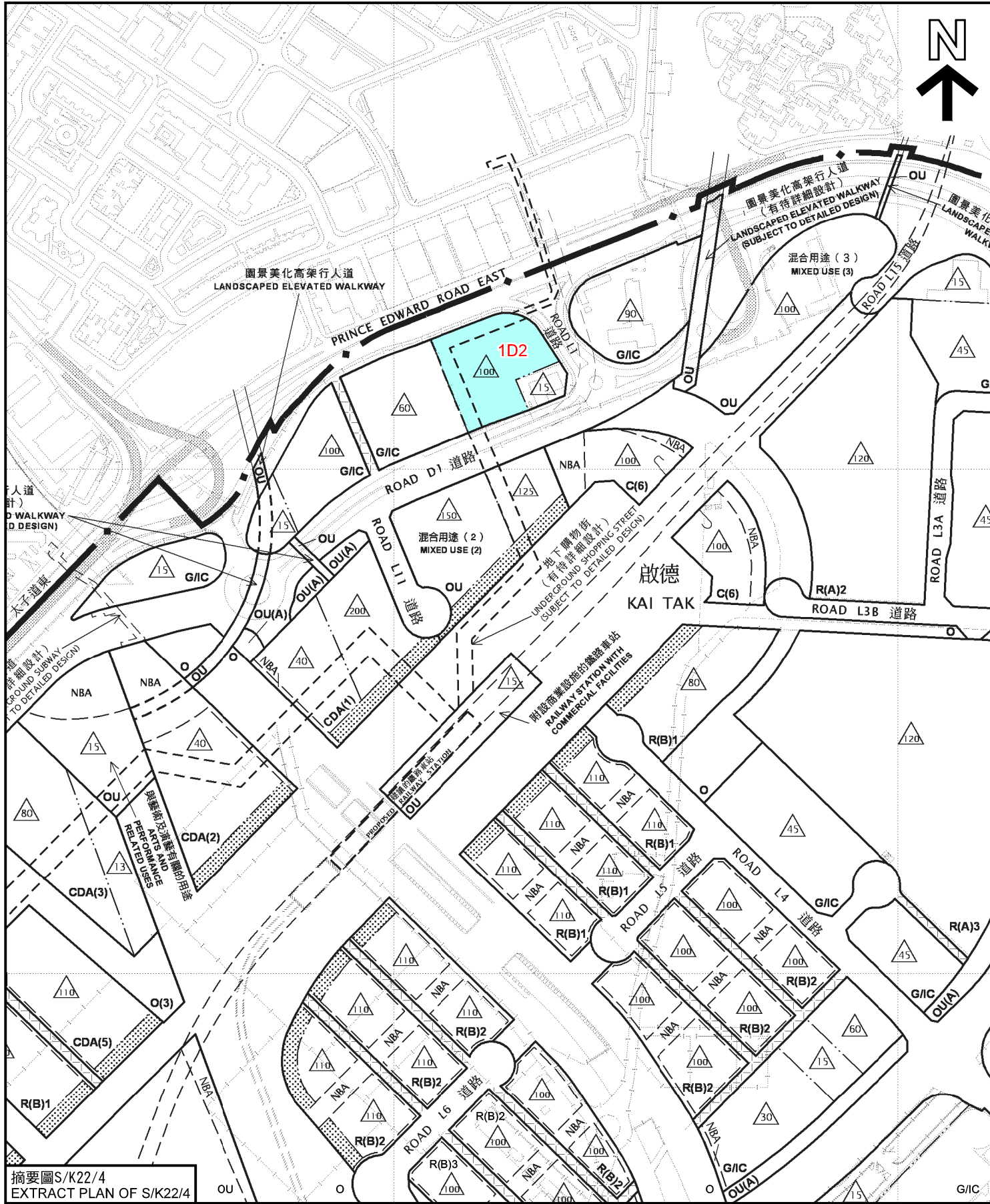
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所根據的資料為於2012年9月4日
核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

規劃署
PLANNING DEPARTMENT

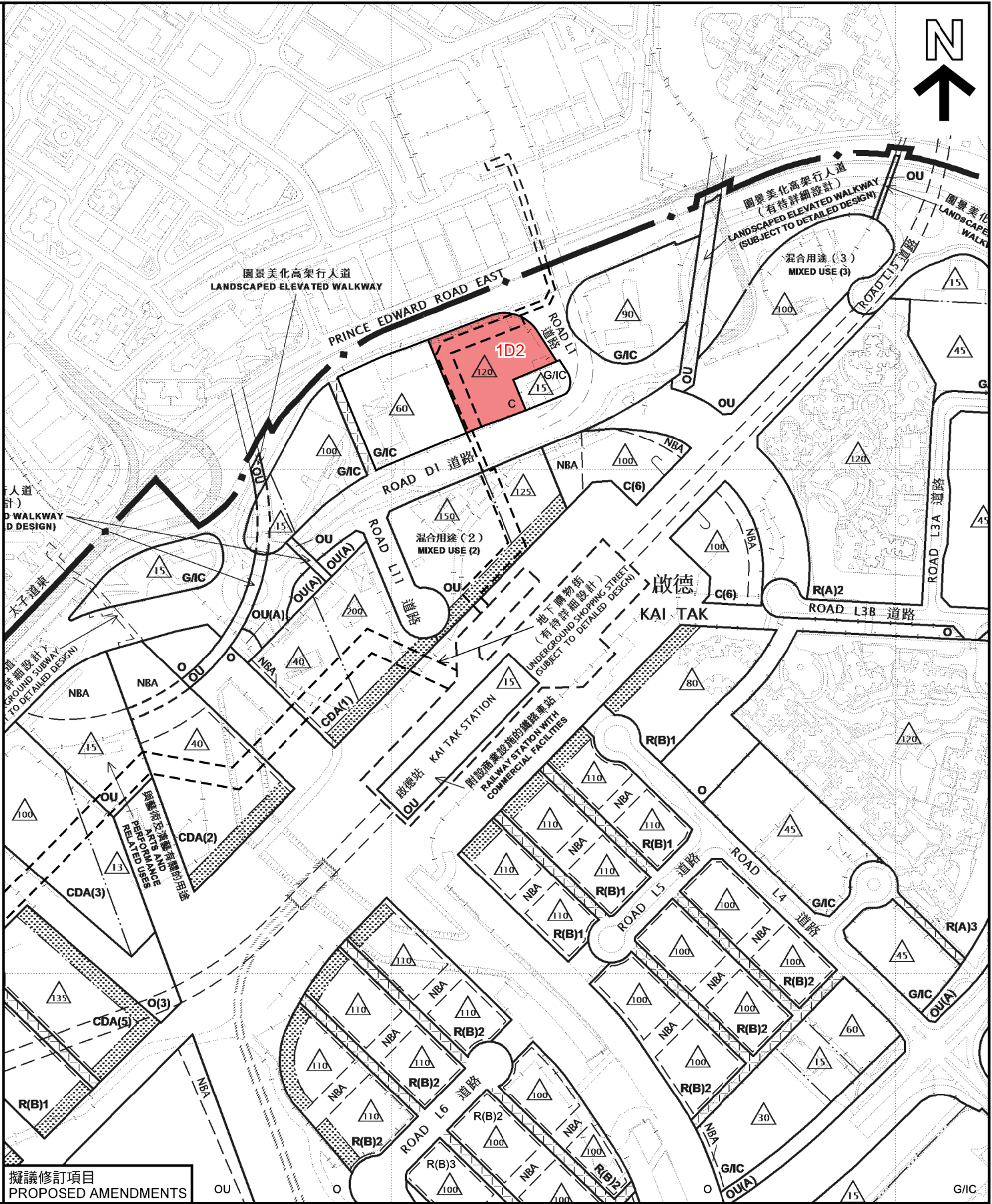


參考編號
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M/K22/16/99

圖 PLAN
9



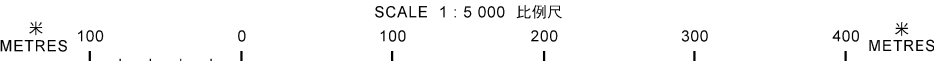
摘要圖S/K22/4
EXTRACT PLAN OF S/K22/4



擬議修訂項目
PROPOSED AMENDMENTS

位置圖 LOCATION PLAN

地盤1D2的改劃
PROPOSED REZONING OF SITE 1D2



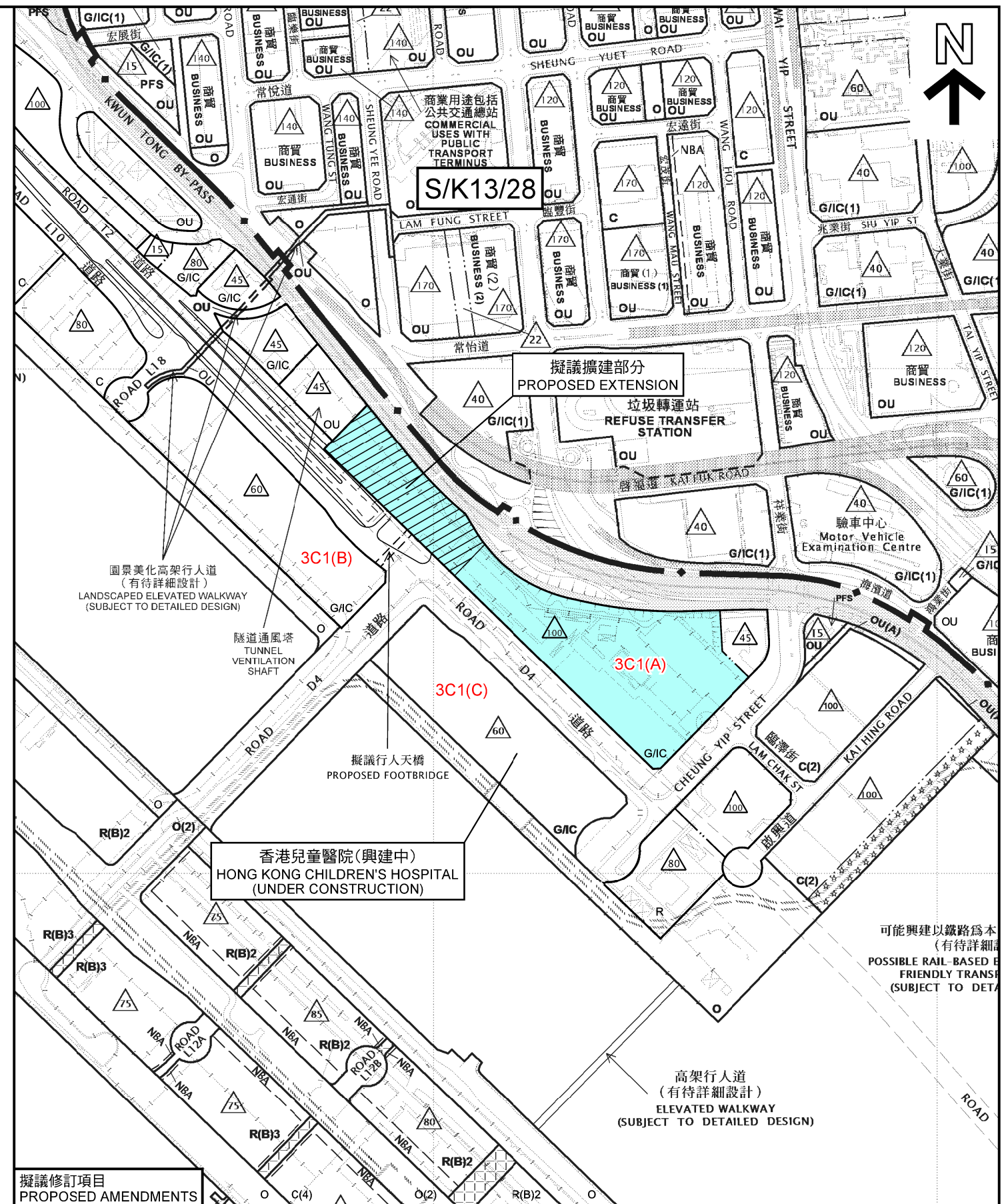
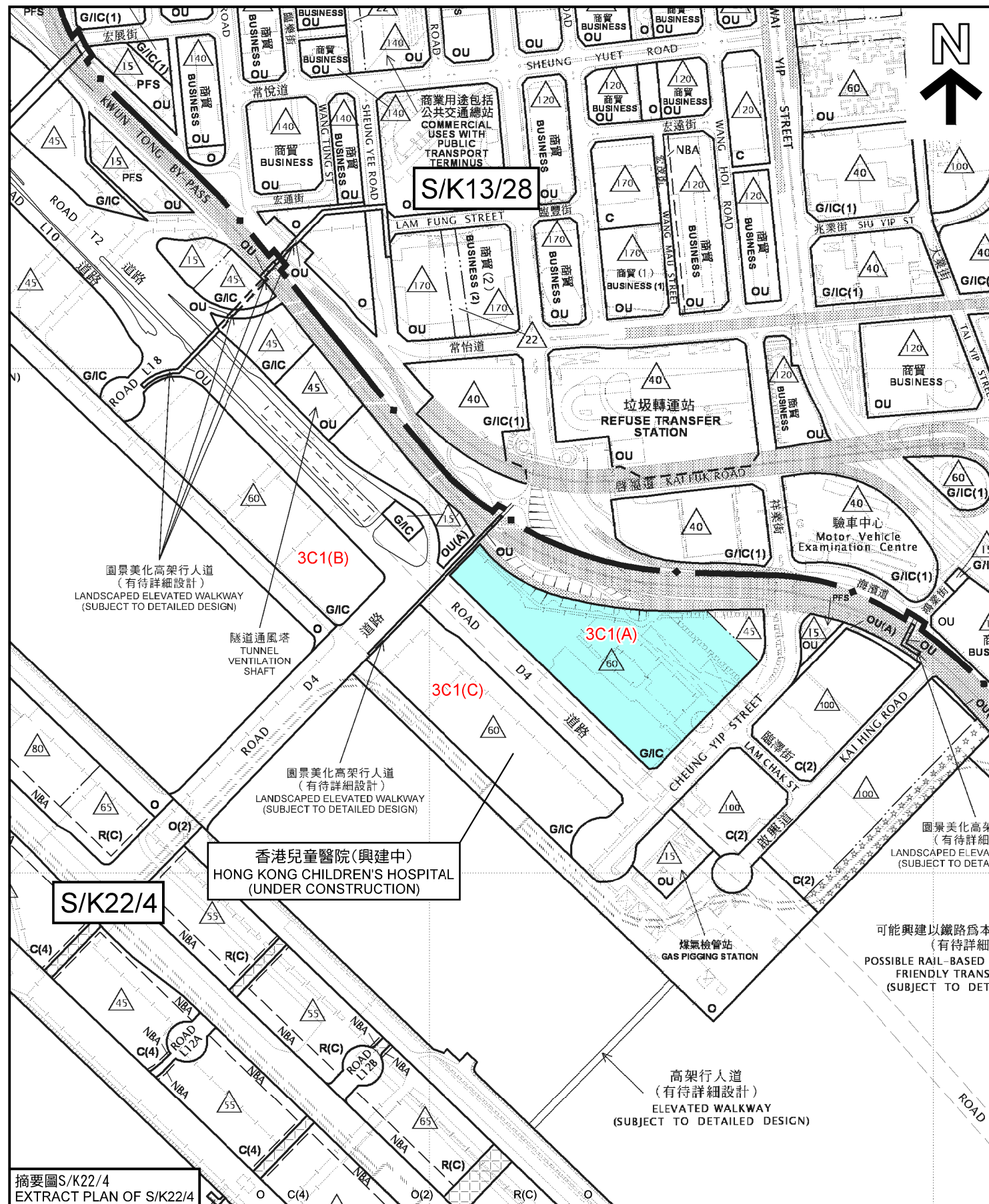
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EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLAN No.
S/K22/4 APPROVED ON 4.9.2012

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
10



位置圖 LOCATION PLAN

擬議啟德急症醫院擴建部分
PROPOSED EXTENSION OF KAI TAK ACUTE HOSPITAL

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

規劃署
PLANNING DEPARTMENT



參考編號
REFERENCE No.
M/K22/16/99

圖 PLAN
11

本摘要圖於2016年10月14日擬備，所根據的資料為：
於2014年4月11日展示的分區計劃大綱圖編號S/K13/28，
以及於2012年9月4日核准的分區計劃大綱圖編號S/K22/4
EXTRACT PLAN PREPARED ON 14.10.2016
BASED ON OUTLINE ZONING PLANS No.
S/K13/28 EXHIBITED ON 11.4.2014 AND
S/K22/4 APPROVED ON 4.9.2012



KEY PLAN

Note:
 Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
 Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從太子道東眺望第二區
 VIEW FROM PRINCE EDWARD ROAD EAST TOWARDS AREA 2

本圖於2016年10月14日擬備
 PLAN PREPARED ON 14.10.2016

規劃署
 PLANNING
 DEPARTMENT



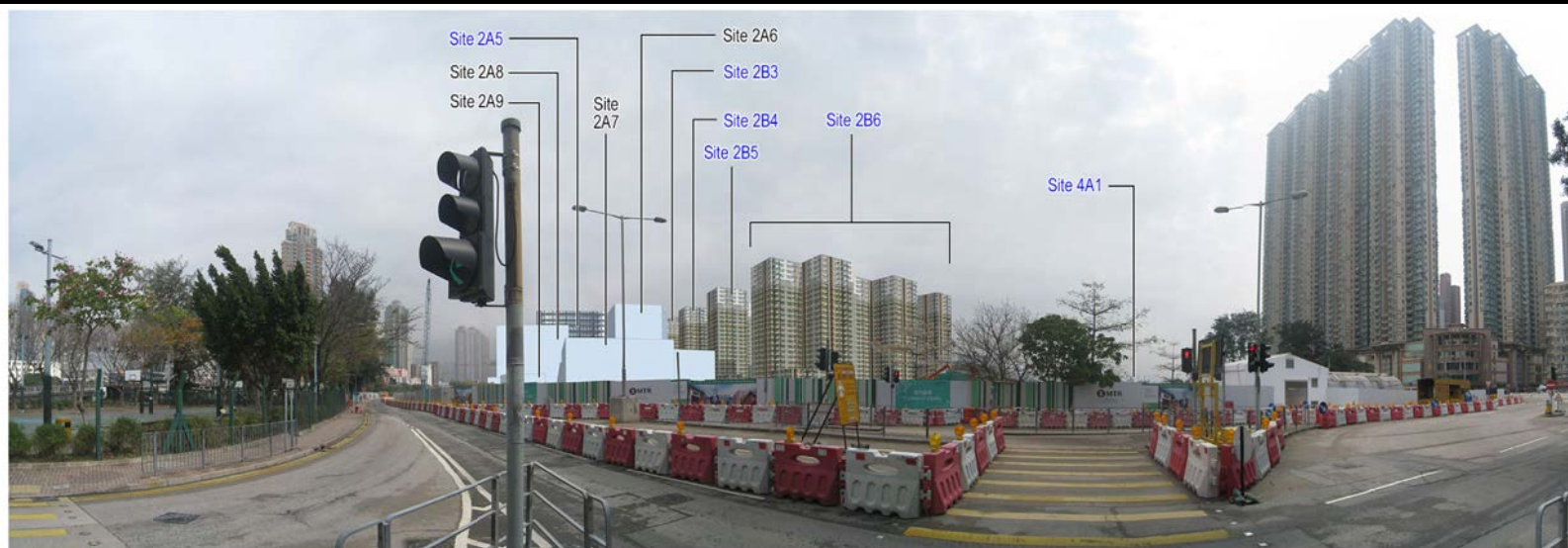
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 M/K22/16/99

圖 PLAN
 13

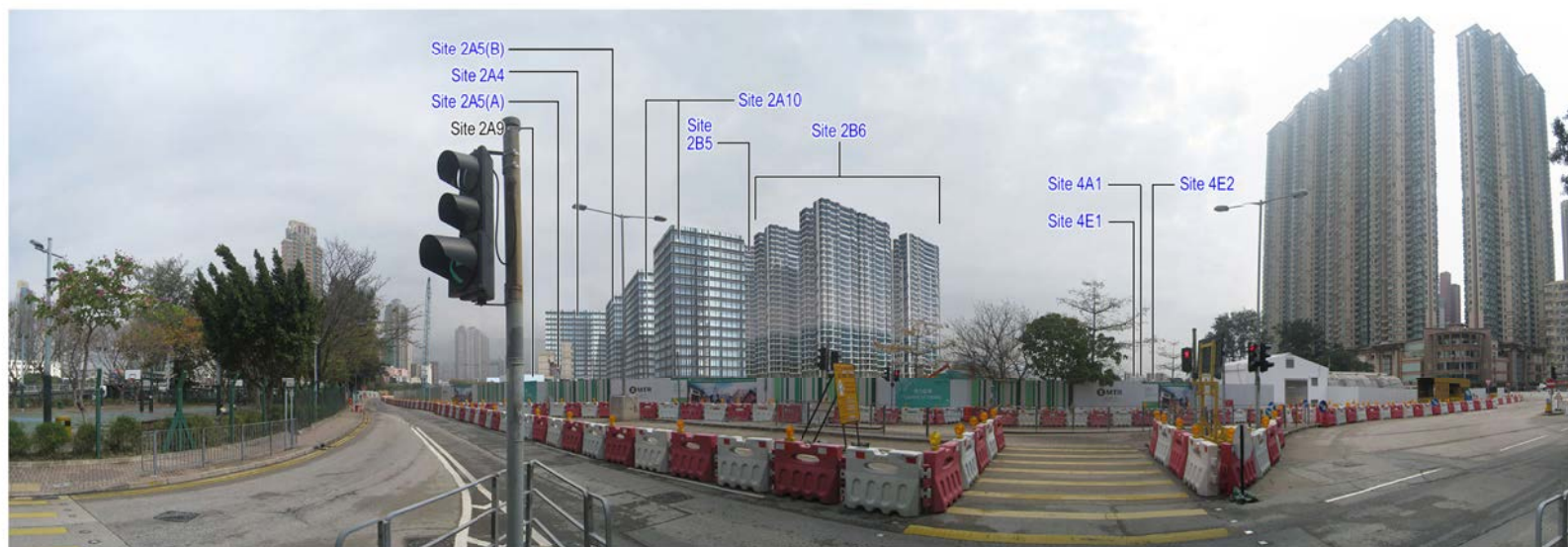


KEY PLAN

Note:
 Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
 Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從世運道眺望第二區
 VIEW FROM OLYMPIC AVENUE TOWARDS AREA 2

規劃署
 PLANNING
 DEPARTMENT



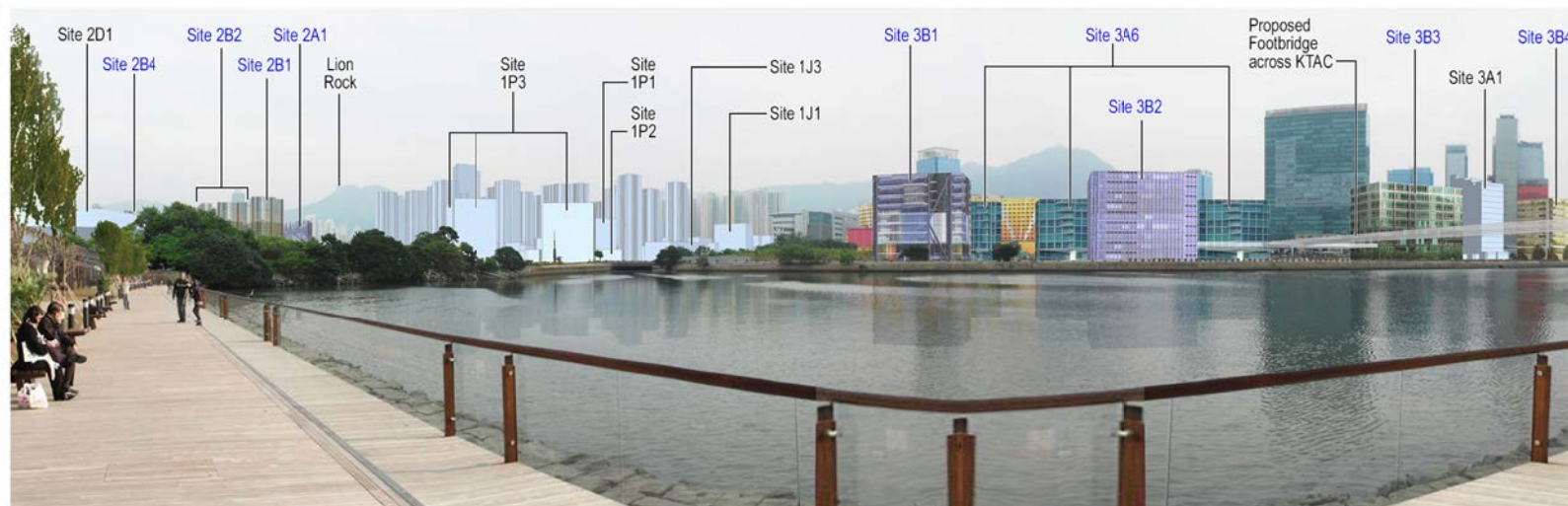
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 M/K22/16/99

圖 PLAN
 14

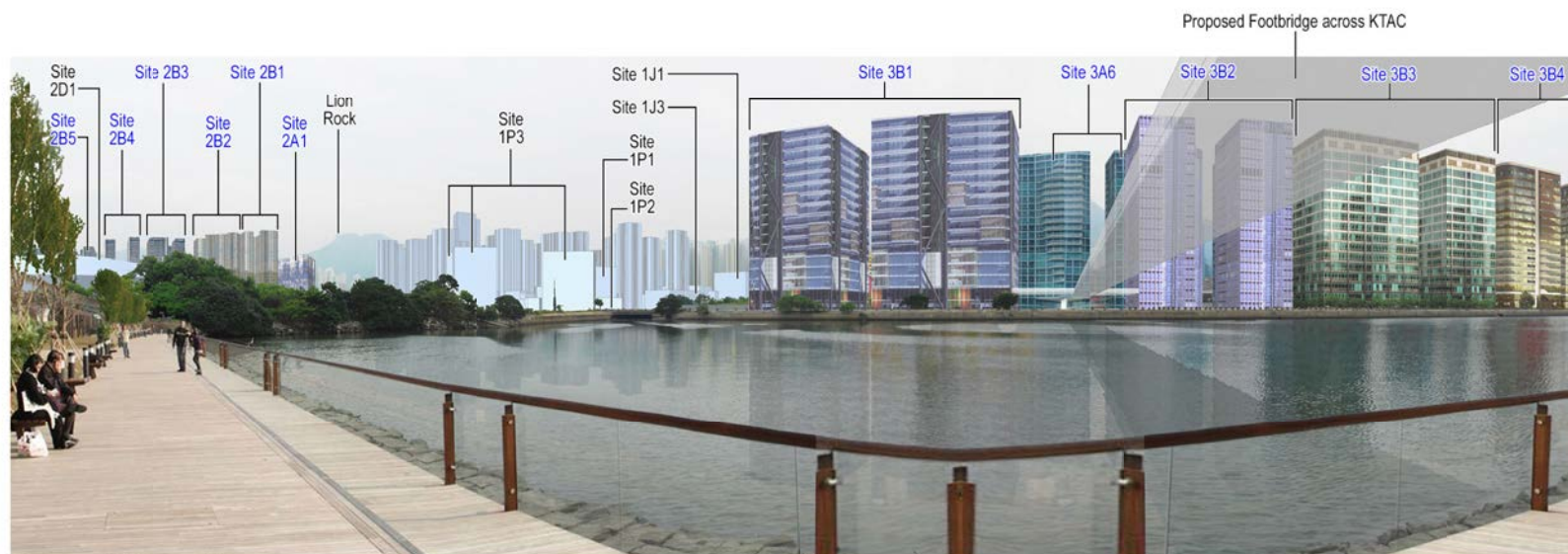
本圖於2016年10月14日擬備
 PLAN PREPARED ON 14.10.2016



Note:
 Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
 Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.
 Key visual elements are labelled in green.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從都會公園眺望第三區
 VIEW FROM METRO PARK TOWARDS AREA 3

規劃署
 PLANNING
 DEPARTMENT



參考編號
 REFERENCE No.
 M/K22/16/99

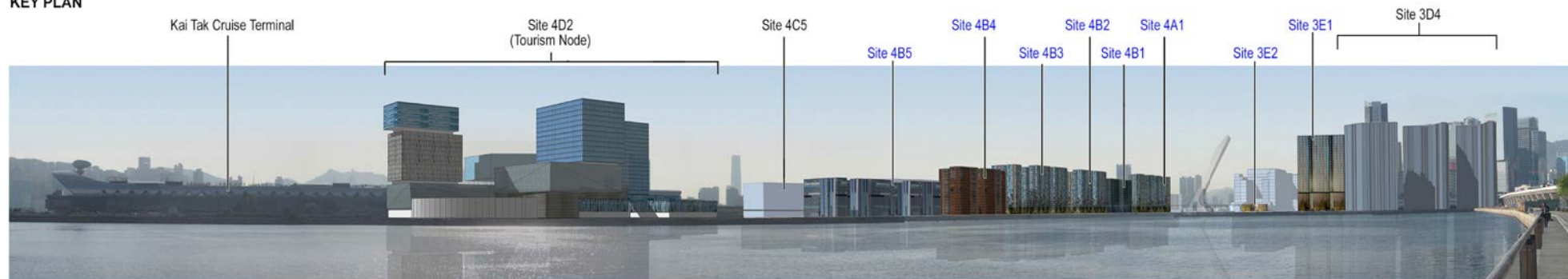
圖 PLAN
 15

本圖於2016年10月14日擬備
 PLAN PREPARED ON 14.10.2016

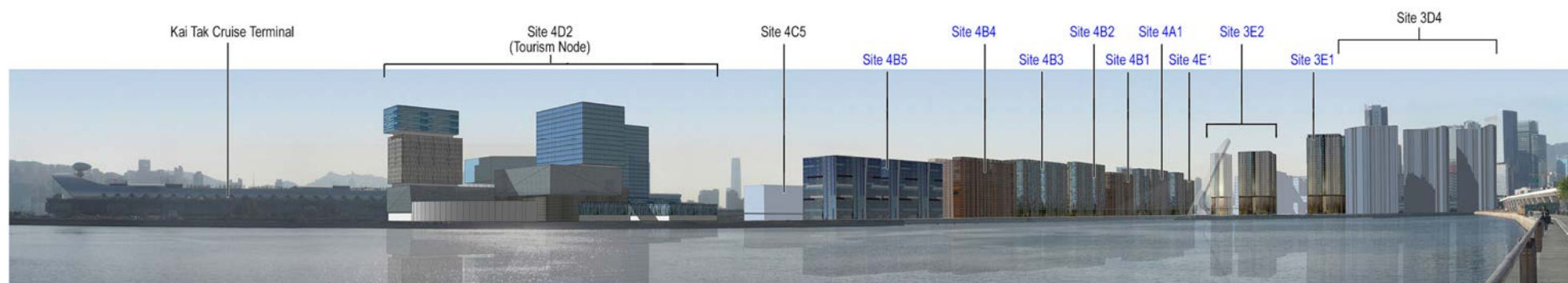


KEY PLAN

Note:
Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.
Key visual elements are labelled in green.



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

合成照片 PHOTOMONTAGE

從觀塘海濱花園眺望第四區
VIEW FROM KWUN TONG PROMENADE TOWARDS AREA 4

本圖於2016年10月14日擬備
PLAN PREPARED ON 14.10.2016

規劃署
PLANNING
DEPARTMENT

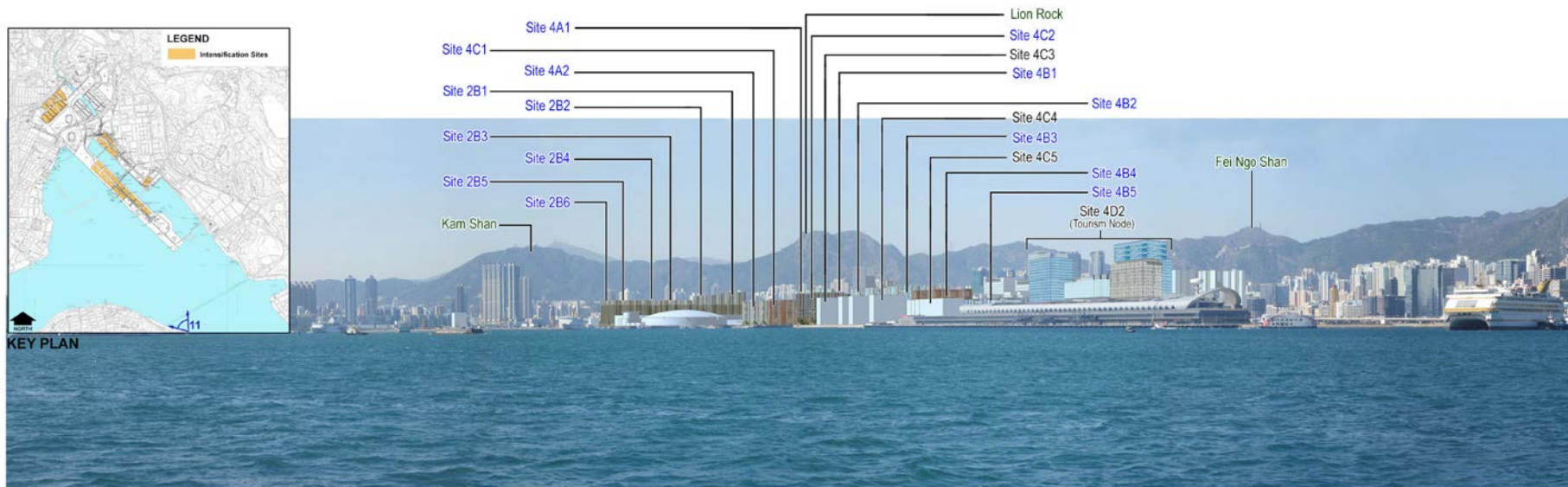


參考編號
REFERENCE No.
M/K22/16/99

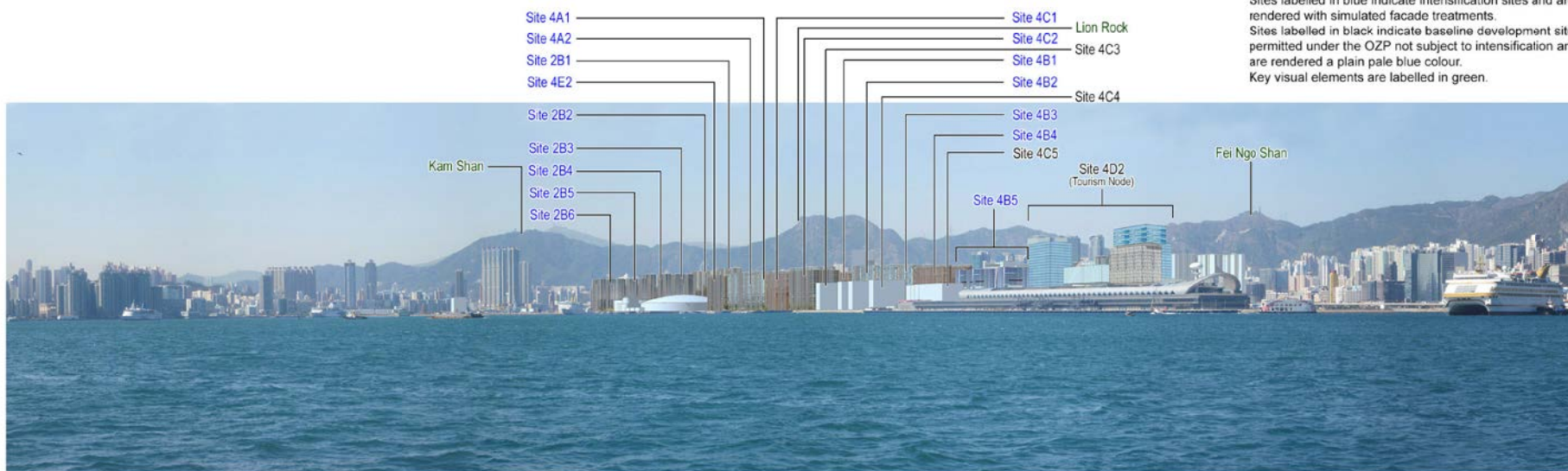
圖 PLAN
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KEY PLAN



Baseline Development under OZP and Approved S16 Applications



Recommended Proposals

Note:
Sites labelled in blue indicate intensification sites and are rendered with simulated facade treatments.
Sites labelled in black indicate baseline development sites permitted under the OZP not subject to intensification and are rendered a plain pale blue colour.
Key visual elements are labelled in green.

合成照片 PHOTOMONTAGE

從鯉魚涌公園眺望
VIEW FROM QUARRY BAY PARK

本圖於2016年10月14日擬備
PLAN PREPARED ON 14.10.2016

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