

**圖例 NOTATION**

ZONES	地帶
COMMERCIAL (C)	商業
COMPREHENSIVE DEVELOPMENT AREA (CDA)	綜合發展區
RESIDENTIAL (GROUP A) (RA)	住宅 (甲類)
RESIDENTIAL (GROUP B) (RB)	住宅 (乙類)
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) (OUA)	其他指定用途 (美化市容地帶)

**COMMUNICATIONS**

交通	
RAILWAY AND STATION (UNDERGROUND)	鐵路及車站 (地下)
RAILWAY AND STATION (ELEVATED)	鐵路及車站 (高架)
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**

其他	
BOUNDARY OF PLANNING SCHEME	規劃範圍界線
BUILDING HEIGHT CONTROL ZONE BOUNDARY	建築高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)	最高建築物高度 (在主水平基準上若干米)
PETROL FILLING STATION (PFS)	加油站
AREA DESIGNATED FOR SHOP AND SERVICES AND YARDING PLACE USES ONLY	只限於零售店、食店及服務行業、用、貨棧、用途的地帶
AREA DESIGNATED FOR WATERFRONT PROMENADE	指定為「海濱长廊」的地帶
NON-BUILDING AREA (NBA)	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 & % 公頃 HECTARES % 萬分率	用途
COMMERCIAL	10.88 3.37	商業
COMPREHENSIVE DEVELOPMENT AREA	5.62 2.98	綜合發展區
RESIDENTIAL (GROUP A)	15.32 5.67	住宅 (甲類)
RESIDENTIAL (GROUP B)	30.06 9.30	住宅 (乙類)
GOVERNMENT, INSTITUTION OR COMMUNITY	35.89 11.10	政府、機構或社區
OPEN SPACE	95.26 30.71	休憩用地
OTHER SPECIFIED USES	49.31 15.26	其他指定用途
OTHER SPECIFIED USES (AMENITY AREA)	3.19 0.99	其他指定用途 (美化市容地帶)
MAJOR ROAD ETC	66.67 26.82	主要道路等
TOTAL PLANNING SCHEME AREA	323.20 100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分，  
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 22/6 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K22/6**

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 項 AMENDMENT ITEM A	修訂項目 G 項 AMENDMENT ITEM G	修訂項目 L 項 AMENDMENT ITEM L
修訂項目 B 項 AMENDMENT ITEM B	修訂項目 H 項 AMENDMENT ITEM H	修訂項目 I 項 AMENDMENT ITEM I
修訂項目 C 項 AMENDMENT ITEM C	修訂項目 J 項 AMENDMENT ITEM J	修訂項目 K 項 AMENDMENT ITEM K
修訂項目 D 項 AMENDMENT ITEM D	修訂項目 J1 項 AMENDMENT ITEM J1	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 E 項 AMENDMENT ITEM E	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 E1 項 AMENDMENT ITEM E1	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 E2 項 AMENDMENT ITEM E2	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 E3 項 AMENDMENT ITEM E3	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 F 項 AMENDMENT ITEM F	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2
修訂項目 F 項 AMENDMENT ITEM F	修訂項目 J2 項 AMENDMENT ITEM J2	修訂項目 J2 項 AMENDMENT ITEM J2

(參看附表)  
(SEE ATTACHED SCHEDULE)

2021年12月10日 按照城市規劃條例第5條展示的  
地帶圖編號 S/K22/6 的修訂  
AMENDMENTS TO APPROVED PLAN No. S/K22/6 EXHIBITED  
UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE ON  
10 DECEMBER 2021

Mr. C. K. YIP 葉子熹  
SECRETARY 城市規劃委員會秘書  
TOWN PLANNING BOARD

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

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

圖則編號  
PLAN No. S/K22/7

**SCHEDULE OF PROPOSED AMENDMENTS TO  
THE DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/7  
MADE BY THE TOWN PLANNING BOARD  
UNDER THE TOWN PLANNING ORDINANCE (Chapter 131)**

**I. Amendments to Matters shown on the Plan**

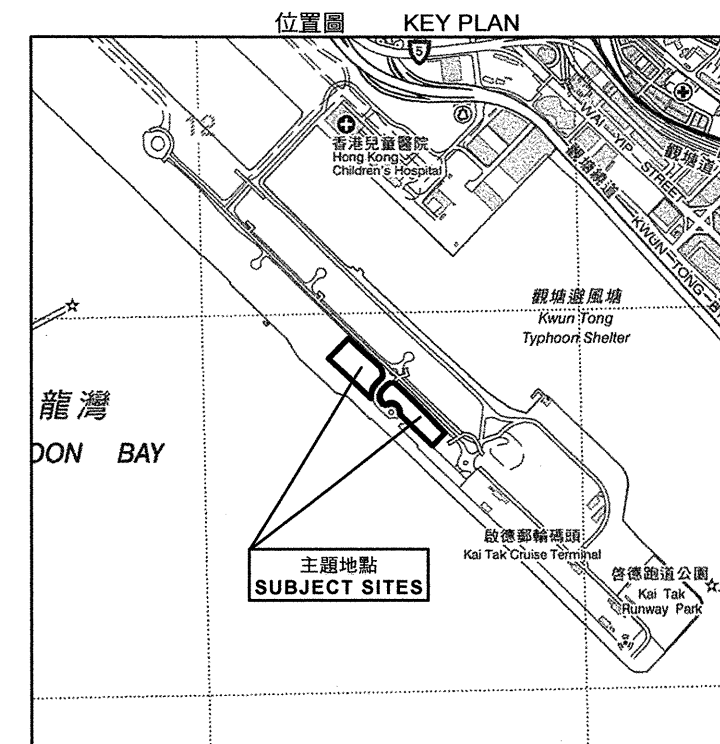
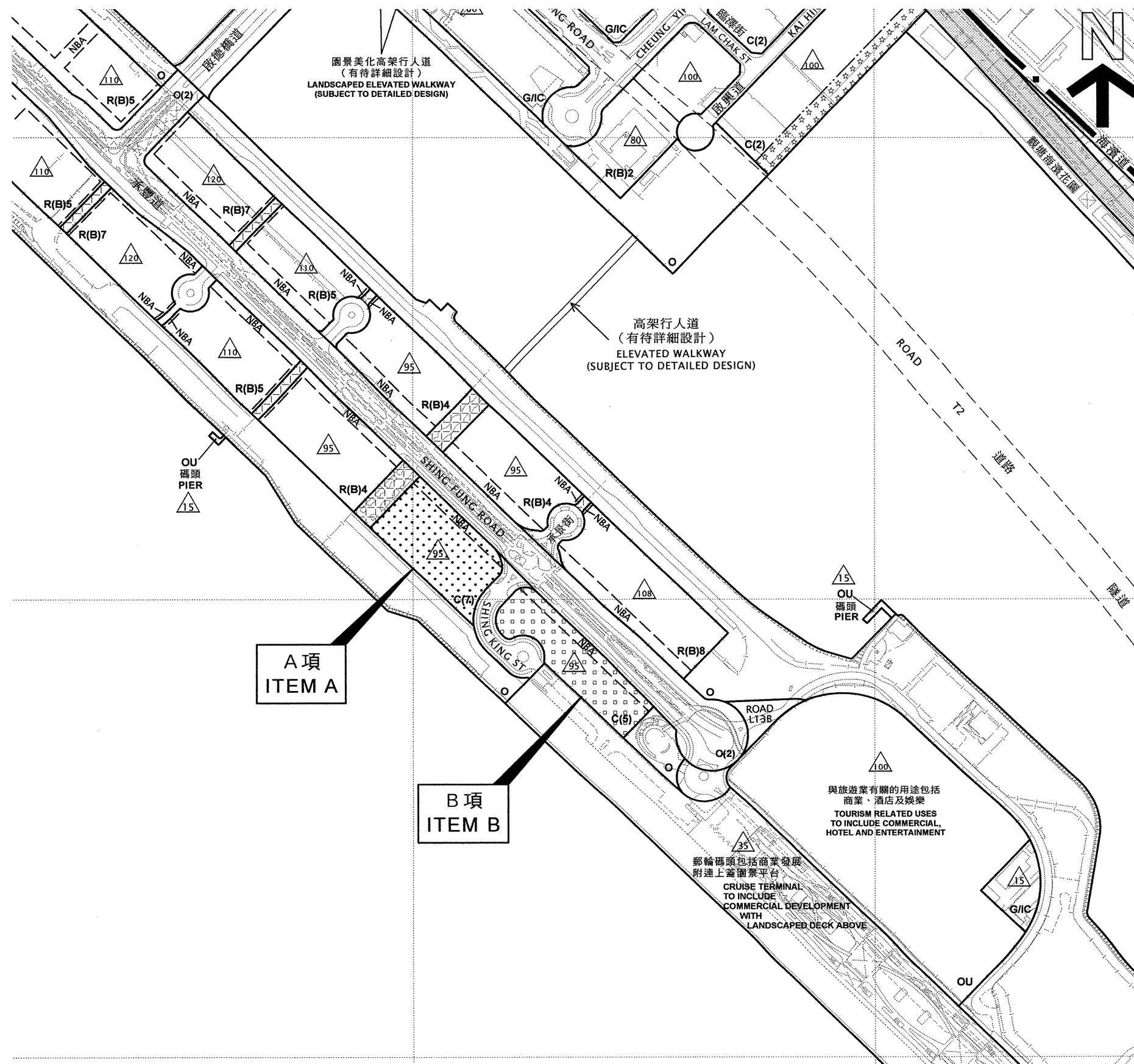
- Item A – Rezoning of a site on the south-western side of Shing Fung Road and the north-western side of Shing King Street from “Residential (Group B)9” (“R(B)9”) to “Commercial (7)” (“C(7)”).
- Item B – Rezoning of a site on the south-western side of Shing Fung Road and the south-eastern side of Shing King Street from “R(B)10” to “C(5)”.

**II. Amendments to the Notes of the Plan**

- (a) Revision to the Remarks for the “C” zone to incorporate development restrictions for the “C(5)” and “C(7)” sub-areas.
- (b) Revisions to the Schedule of Uses and the Remarks for the “R(B)” zone to delete all the provisions related to the “R(B)9” and “R(B)10” sub-areas.

Town Planning Board

8 July 2022



SCALE 1 : 20 000 比例尺

草圖編號 S/K 2 2 / 7 的建議修訂  
PROPOSED AMENDMENTS TO DRAFT PLAN No. S/K22/7

根據城市規劃條例第 6C(2) 條公布的建議修訂  
PROPOSED AMENDMENTS PUBLISHED UNDER SECTION 6C(2)  
OF THE TOWN PLANNING ORDINANCE

- A 項 ITEM A
- 由「住宅(乙類) 9」地帶改劃為「商業(7)」地帶  
REZONING FROM "RESIDENTIAL (GROUP B)9" TO "COMMERCIAL(7)"
- B 項 ITEM B
- 由「住宅(乙類) 10」地帶改劃為「商業(5)」地帶  
REZONING FROM "RESIDENTIAL (GROUP B)10" TO "COMMERCIAL(5)"

夾附的《註釋》屬這份圖則的一部分，  
《註釋》的建議修訂已根據城市規劃條例第 6C(2) 條公布。  
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN  
AND THE PROPOSED AMENDMENTS THERETO HAVE BEEN PUBLISHED  
UNDER SECTION 6C(2) OF THE TOWN PLANNING ORDINANCE

(參看附表)  
(SEE ATTACHED SCHEDULE)

2022年7月8日根據城市規劃條例第6C(2)條公布  
對草圖編號 S/K 2 2 / 7 作出的建議修訂  
PROPOSED AMENDMENTS TO DRAFT PLAN No. S/K22/7  
PUBLISHED UNDER SECTION 6C(2) OF THE TOWN  
PLANNING ORDINANCE ON 8 JULY 2022

C K YIP *C. K. Yip* 葉子季  
SECRETARY, TOWN PLANNING BOARD 城市規劃委員會秘書

啟德分區計劃大綱草圖編號 S/K 2 2 / 7 的建議修訂  
PROPOSED AMENDMENTS TO DRAFT KAI TAK  
OUTLINE ZONING PLAN No. S/K22/7

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

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. R/S/K22/7 - A1

**Proposed Amendments to the Notes of  
the Draft Kai Tak Outline Zoning Plan No. S/K22/7  
in relation to Amendment Plan No. R/S/K22/7-A1**

The Remarks of the Notes for the “Commercial” zone, and the Schedule of Uses and the Remarks of the Notes for the “Residential (Group B)” zone are proposed to be amended to be read:

**COMMERCIAL**

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

(Please see next page)



## COMMERCIAL (Cont'd)

### Planning Intention

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

### Remarks

- (1) On land designated “Commercial (2)”,
  - (a) no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio of 9.5 for a non-domestic building, or the plot ratio of the existing building, whichever is the greater.
  - (b) for a domestic building or a building that is partly domestic and partly non-domestic on the site, the maximum plot ratio shall not exceed 5.0.
- (2) On land designated “Commercial (2)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum site coverage (excluding basement(s)) of 65% or the site coverage of the existing building, whichever is the greater.
- (3) On land designated “Commercial (1)”, “**Commercial (5)**”, “Commercial (6)”, “**Commercial (7)**”, “Commercial (8)” and “Commercial (9)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum plot ratio and maximum site coverage specified below, or the plot ratio and site coverage of the existing building, whichever is the greater:

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

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

(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.

## RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat	Eating Place
Government Use (Police Reporting Centre, Post Office only)	Educational Institution
House	Government Use (not elsewhere specified)
Residential Institution	Hotel
Utility Installation for Private Project	Institutional Use (not elsewhere specified)
Social Welfare Facility (on land designated “R(B)8”, <del>“R(B)9”</del> and <del>“R(B)10”</del> only)	Library
	Private Club
	Public Clinic
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle)
	Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Recyclable Collection Centre
	Religious Institution
	School
	Shop and Services
	Social Welfare Facility (not elsewhere specified)

In addition, the following uses are always permitted (a) on the lowest two floors of building(s) within “R(B)4”, “R(B)5”, “R(B)6”, “R(B)7”, **and** “R(B)8” ~~and “R(B)9”~~ zones; or (b) in two-storey building(s) within the area designated for ‘Shop and Services’ and ‘Eating Place’ uses only on the Plan:

Eating Place  
Shop and Services

### Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

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

<u>Sub-area</u>	<u>Maximum Plot Ratio</u>	<u>Maximum Site Coverage</u> (excluding basement(s))
Residential (Group B)1	5.0	40%
Residential (Group B)2	4.5	40%
Residential (Group B)3	3.5	44%
Residential (Group B)4	5.5	40%
Residential (Group B)5	6.1	40%
Residential (Group B)6	6.6	40%
Residential (Group B)7	7.0	40%
Residential (Group B)8	7.5	40%
<del>Residential (Group B)9</del>	<del>6.9</del>	<del>40%</del>
<del>Residential (Group B)10</del>	<del>5.7</del>	<del>40%</del>

- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) For developments within the area bounded by Shing Kai Road and the MTR Tuen Ma Line, that is, the Grid Neighbourhood, low-rise residential blocks shall not exceed 6 storeys or 25mPD, whichever is the less.
- (4) On land designated 'Shop and Services' and 'Eating Place' uses only in the "Residential (Group B)1", "Residential (Group B)2" and "Residential (Group B)6" zones, buildings not exceeding 2 storeys to accommodate 'Shop and Services' and 'Eating Place' uses shall be provided.
- (5) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) On land designated "Residential (Group B)8", ~~"Residential (Group B)9"~~ and ~~"Residential (Group B)10"~~, in determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as Government, institution or community facilities, as required by the Government, may be disregarded.

(Please see next page)



RESIDENTIAL (GROUP B) (Cont'd)

Remarks (Cont'd)

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

**Proposed Amendments to the Explanatory Statement of  
the Draft Kai Tak Outline Zoning Plan No. S/K22/7  
in relation to Amendment Plan No. R/S/K22/7-A1**

(This does not form part of the proposed amendments to the  
draft Kai Tak Outline Zoning Plan No. S/K22/7)

Paragraphs 8.15, 9.1, 9.1.2, 9.1.5, 9.4, 9.4.2, 9.4.4, 9.4.8, 9.4.11 and Figure 2 of the Explanatory Statement are proposed to be amended.

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

9.1 Commercial (“C”) – Total Area ~~40.88~~12.90 ha

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

**9.1.5 The “C(5)” and “C(7)” zones are located in the Runway Area. These zones are intended for hotel and other commercial uses along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and Cruise Terminal development. Developments within “C(5)” and “C(7)” zones are subject to a maximum plot ratio of 6.0 and 7.5 respectively, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 95mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard and the 10m wide pedestrian street to maintain a wider vista and building gap.**

9.4 Residential (Group B) (“R(B)”) – Total Area ~~30.06~~28.05 ha

9.4.2 A total of ~~twenty-nine~~ **twenty-seven** sites are designated “R(B)1” to “~~R(B)10~~” **“R(B)8”**. They are located in the Kai Tak City Centre, South Apron Corner and Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this

zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. For those sites abutting 10m wide pedestrian streets in the North Apron area, 3m wide NBAs are incorporated in each site to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.

9.4.4 Developments at the ~~fourteen~~ **twelve** sites zoned “R(B)4”, “R(B)5”, “R(B)7”, **and** “R(B)8”, ~~“R(B)9” and “R(B)10”~~ in the Runway Area would feature an undulating and varied building height profile, with the tallest band of developments in the middle portion. With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It will also create visual permeability/variety and better blend in with the adjoining waterfront promenade. For sites directly fronting the Metro Park or the waterfront promenade along the western side of the Runway, to enhance the vibrancy of the adjoining areas, retail frontage abutting the open space, waterfront promenade or pedestrian street are proposed where ‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings. To preserve the views from Hong Kong Island towards major Kowloon ridgeline, the proposed building heights of developments within these sites should facilitate the ridgeline preservation according to the Urban Design Guidelines in the Hong Kong Planning Standards and Guidelines (HKPSG). More detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage to guide the future developments at these sites.

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

Zoning	Maximum Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Height
R(B)1	5.0	40%	80 / 110mPD
R(B)2	4.5	40%	80 / 100 / 110mPD
R(B)3	3.5	44%	50 / 100mPD
R(B)4	5.5	40%	95mPD
R(B)5	6.1	40%	110mPD
R(B)6	6.6	40%	125mPD
R(B)7	7.0	40%	120mPD
R(B)8	7.5	40%	108mPD
<del>R(B)9</del>	<del>6.9</del>	<del>40%</del>	<del>95mPD</del>
<del>R(B)10</del>	<del>5.7</del>	<del>40%</del>	<del>95mPD</del>

9.4.11 The plot ratio control under “R(B)8”, ~~“R(B)9” and “R(B)10”~~ zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross

Floor Area”, and shall be subject to the streamlining arrangements stated therein.







**List of Further Representers in respect of**  
**Draft Kai Tak Outline Zoning Plan No. S/K22/7**

<b>Representation No. (TPB/R/S/K22/7-)</b>	<b>Name of Further Representer</b>
F1	Paul Zimmerman
F2	Worldwide Flight Services
F3	Lam Yiu Hei
F4	Chan Hon Fung

就草圖的建議修訂作出進一步申述

**Further Representation In Respect of Proposed Amendments to Draft Plan**

參考編號

Reference Number:

220728-153049-07699

提交限期

Deadline for submission:

29/07/2022

提交日期及時間

Date and time of submission:

28/07/2022 15:30:49

「進一步申述人」全名

Full Name of "Further Representer": 先生 Mr. Paul Zimmerman

「獲授權代理人」全名

Full Name of "Authorized Agent":

與進一步申述相關的草圖

Draft plan to which the further representation relates: S/K22/7

進一步申述性質及理由

Nature of and Reasons for Further Representation:

相關的建議修訂 Related Proposed Amendments	性質 Nature	理由 Reasons
A and B	支持 Support	<p>Dear Chairman and Members,</p> <p>I am writing to support amendment Items A and B in the Draft Kai Tak Outline Zoning Plan No. S/K22/7.</p> <p>I welcome the amendments of rezoning the two sites from "Residential (Group B)" to "Commercial", as the rezoning can ensure the vibrancy of the planned Kai Tak development.</p> <p>However, I have further comments on these items as follows:</p> <ul style="list-style-type: none"> <li>• Different with Hong Kong Airport or Hong Kong-Macau Ferry Terminal which has direct connections to the railway, the visitors and passengers highly rely on vehicle to access the Kai Tak Cruise Terminal. However, with the limited destinations and insufficient luggage racks in public transport, passengers tend to take taxi to the Terminal. According to the survey result from the Worldwide Cruise Terminals, the operator of the Kai Tak Cruise Terminal, majority of the cruise passengers take taxi to the Cruise Terminal before and after their cruise trip, and nearly half of all the passengers own a private vehicle. With only limited parking space provided at the Cruise Terminal, passengers seldom drive their vehicles to the Terminal and take taxi which increase the road traf</li> </ul>

fic.

- There are only three public bus routes and one minibus route serving the Kai Tak Runway at the moment. It is expected that the demand will increase once the residential development is completed along the runway and the resuming operation of the Kai Tak Cruise Terminal. However, the existing bus terminal at the Cruise Terminal cannot accommodate the increase. A new Public Transport Interchange (PTI) is proposed at the Tourism Node (TN) site, however, the site is used as a Community Isolation Facility, and the land is not available in the foreseeable future. The proposed PTI may not be in-service once the residential developments are completed or the cruise operation resumes. Public Transport operators and Transport Department should also consider set up new routes for the residents in the area and offer special trips directly from/to different MTR stations or hubs around Hong Kong to reduce the disturbance of cruise passengers to the residents nearby when the cruises are parked.

- With rezoning the two sites, the Planning Department should ensure sufficient parking spaces are provided at the sites for both the parking required for these properties as well as to support the cruise terminal.

- As the promenade of the amendment item B is blocked by the existing Kai Tak Cruise Terminal, decked development could be adopted at the site while the commercial area can be provided above the deck level. I recommend the floor beneath the development should be reserved for transportation uses including Public Transport Interchange and Parking to facilitate the transportation for tourists, residents, workers and visitors along the Kai Tak Runway.

- The water facing sides of the proposed building should include GIC and Commercial uses in support of water sports and marine recreation. This requirement should be noted in the minutes and the plan, or the notes to the plan.

- Any property at Kai Tak should be requ



ired to provide ample opportunities for sheltered parking of bicycles, and promote the use of bicycles to commute between work and rail, and locally between work and home.

Here I submit my comments for Town Planning Board consideration.

## 就草圖的建議修訂作出進一步申述

## Further Representation In Respect of Proposed Amendments to Draft Plan

參考編號

220727-143330-03782

Reference Number:

提交限期

29/07/2022

Deadline for submission:

提交日期及時間

27/07/2022 14:33:30

Date and time of submission:

「進一步申述人」全名

Full Name of "Further Representer": 先生 Mr. Worldwide Flight Services

「獲授權代理人」全名

Full Name of "Authorized Agent":

與進一步申述相關的草圖

Draft plan to which the further representation relates: S/K22/7

進一步申述性質及理由

Nature of and Reasons for Further Representation:

相關的建議修訂 Related Proposed Amendments	性質 Nature	理由 Reasons
Item A	支持 Support	<p>Worldwide Flight Services supports the amendments to matters shown on the plan, namely item A rezoning Residential (Group B)9 to Commercial (7), and item B rezoning R(B)10 to C(5).</p> <p>We have several recommendations:</p> <ul style="list-style-type: none"> <li>• Regarding plot 4B5, which will become residential site R(B)8, we recommend that at a southeastern part of this site, next to the Runway Park Pier, is set aside for a Public Transport Interchange (PTI). Originally plot 4D2 was to have a PTI, but 4D2 has become a permanent quarantine facility.</li> <li>• We recommend that sufficient park-and-cruise facilities be established in the district. Park-and-cruise facilities will reduce traffic, noise and pollution. Ideally, the car park could be located at plot 4C5, underneath a hotel, so that the hotel podium can be high enough to enjoy full sea views. Parking at 4C5 would allow parking and hotel guests to easily walk into the cruise terminal, away from the roadside vehicle traffic. An entrance to 4C5 could perhaps be provided through the small fountain area next to the roundabout at the southeastern end of Shing Fung Road.</li> <li>• We recommend that landing steps be provided</li> </ul>

		<p>provided to improve ferry access for residents. These should be located where ferry operators have asked for them, 1) at the southeastern tip of the former runway, to facilitate an easy stop off by the North Point – Kwun Tong ferry, and 2) near the intersection of Lai Yip Street and Hoi Bun Road, to quickly and economically provide kaito service to and from the Kai Tak Runway Park Pier, before other longer-term measures for traversing the typhoon shelter can be implemented.</p>
Item B	支持 Support	<p>Worldwide Flight Services supports the amendments to matters shown on the plan, namely item A rezoning Residential (Group B)9 to Commercial (7), and item B rezoning R(B)10 to C(5).</p> <p>We have several recommendations:</p> <ul style="list-style-type: none"> <li>• Regarding plot 4B5, which will become residential site R(B)8, we recommend that at a southeastern part of this site, next to the Runway Park Pier, is set aside for a Public Transport Interchange (PTI). Originally plot 4D2 was to have a PTI, but 4D2 has become a permanent quarantine facility.</li> <li>• We recommend that sufficient park-and-cruise facilities be established in the district. Park-and-cruise facilities will reduce traffic, noise and pollution. Ideally, the car park could be located at plot 4C5, underneath a hotel, so that the hotel podium can be high enough to enjoy full sea views. Parking at 4C5 would allow parking and hotel guests to easily walk into the cruise terminal, away from the roadside vehicle traffic. An entrance to 4C5 could perhaps be provided through the small fountain area next to the roundabout at the southeastern end of Shing Fung Road.</li> <li>• We recommend that landing steps be provided to improve ferry access for residents. These should be located where ferry operators have asked for them, 1) at the southeastern tip of the former runway, to facilitate an easy stop off by the North Point – Kwun Tong ferry, and 2) near the intersection of Lai Yip Street and Hoi Bun Road, to quickly and economically provide kaito service to and from the Kai Tak Runway Park Pier, before other longer-term measures for traversing the typhoon shelter can be implemented.</li> </ul>

TPB/R/S/K22/7-  
F3

就草圖的建議修訂作出進一步申述

# Further Representation In Respect of Proposed Amendments to Draft Plan

參考編號

220725-113301-91886

Reference Number:

提交限期

29/07/2022

Deadline for submission:

提交日期及時間

25/07/2022 11:33:01

Date and time of submission:

「進一步申述人」全名

先生 Mr. LAM YIU HEI

Full Name of "Further Representer":

「獲授權代理人」全名

Full Name of "Authorized Agent":

與進一步申述相關的草圖

S/K22/7

Draft plan to which the further representation relates:

進一步申述性質及理由

Nature of and Reasons for Further Representation:

相關的建議修訂 Related Proposed Amendments	性質 Nature	理由 Reasons
A及B項	反對 Oppose	<p>強烈反對城規會作出的修訂項目：A項—由「住宅（乙類）9」地帶改劃為「商業(7)」地帶及B項—由「住宅（乙類）10」地帶改劃為「商業(5)」地帶。</p> <p>理解政府一直採取多管齊下的土地供應策略和落實多項現行土地供應措施，務求縮窄土地供求的差距。</p> <p>「住宅（乙類）9」及「住宅（乙類）10」所提供的新增房屋單位對市區的短中期房屋供應至關重要，不應順應地產建設商會及發展商的利益而推倒重來。</p>

**就草圖的建議修訂作出進一步申述**

**Further Representation In Respect of Proposed Amendments to Draft Plan**

參考編號  
Reference Number: 220725-152306-91542

提交限期  
Deadline for submission: 29/07/2022

提交日期及時間  
Date and time of submission: 25/07/2022 15:23:06

「進一步申述人」全名  
Full Name of "Further Representer": 先生 Mr. Chan Hon Fung

「獲授權代理人」全名  
Full Name of "Authorized Agent":

與進一步申述相關的草圖  
Draft plan to which the further representation relates: S/K22/7

進一步申述性質及理由  
Nature of and Reasons for Further Representation:

相關的建議修訂 Related Proposed Amendments	性質 Nature	理由 Reasons
A, B	反對 Oppose	Suggested to change it into open space or recreational space for creating a more vibrant harbourfront for public enjoyment