

**APPLICATION FOR PERMISSION**  
**UNDER SECTION 16 OF THE TOWN PLANNING ORDINANCE**

**APPLICATION NO. A/K22/43**

**Applicant** : Civil Engineering and Development Department (CEDD) represented by Ove Arup & Partners Hong Kong Ltd.

**Site** : Application Site A  
Kai Tak Area 4C Sites 4 and 5 (Sites 4C4 and 4C5) and Portion of Shing King Street, Kowloon

Application Site B  
Kai Tak Area 3E Sites 1 and 2 (Sites 3E1 and 3E2), Kowloon

**Site Area** : Application Site A: 22,550m<sup>2</sup>  
Application Site B: 14,750m<sup>2</sup>

**Land Status** : Government Land

**Plan** : Approved Kai Tak Outline Zoning Plan (OZP) No. S/K22/8

**Zoning** : **Application Site A**

Site	Zoning	Development Restrictions
4C4	“Commercial (7)” (“C(7)”) (47%)	(a) maximum plot ratio (PR) of 7.5; (b) maximum building height (BH) of 95mPD; (c) maximum site coverage (SC) (excluding basement(s)) of 80%; and (d) a 10m wide non-building area (NBA) along the northeastern boundary
4C5	“C(5)” (42%)	(a) maximum PR of 6.0; (b) maximum BH of 95mPD; (c) maximum SC (excluding basement(s)) of 80%; and (d) a 10m wide NBA along the northeastern boundary
Portion of Shing King Street	Area shown as ‘Road’ (11%)	

### Application Site B

Site	Zoning	Development Restrictions
3E1 and 3E2	“Residential (Group B)2” (“R(B)2”)	(a) maximum PR of 4.5; (b) maximum BH of 80/100mPD; and (c) maximum SC (excluding basement(s)) of 40%

**Application** : Proposed Minor Relaxation of PR, SC and BH Restrictions for Permitted/Proposed Commercial Development, Public Transport Station and Underground Vehicle Tunnels at Kai Tak Area Sites 4C4 and 4C5 and Adjoining Road Portion of Shing King Street; and Minor Relaxation of PR and BH Restrictions for Permitted Private Housing Development with Proposed Eating Place, Shop and Services and Social Welfare Facilities at Kai Tak Area Sites 3E1 and 3E2

## 1. **The Proposal**

- 1.1 The applicant seeks planning permission for proposed minor relaxation of PR, SC and BH restrictions for permitted/proposed developments for the two application sites, i.e. Application Sites A and B at the former runway area and former south apron of Kai Tak Development (KTD) respectively (**Plan A-1**).

### Application Site A

- 1.2 Application Site A, comprising Sites 4C4 and 4C5 and portion of Shing King Street at the former runway area of KTD, falls within areas zoned “C(7)”, “C(5)” and an area shown as ‘Road’ on the approved Kai Tak OZP No. S/K22/8 (**Plans A-1** and **A-2**) respectively. The applicant seeks planning permission for a minor relaxation of PR restrictions from 7.5 (Site 4C4) and 6.0 (Site 4C5) to a total of 8.16 for the whole Application Site A, BH restrictions from 95mPD to 99mPD (Site 4C5) and 115mPD (Site 4C4), and SC restriction from 80% to 87%, for permitted/proposed commercial development, proposed Public Transport Station of the Smart and Green Mass Transit System in Kai Tak (KTGTS) (**Drawing A-26**), two-storey underground vehicle tunnels under a portion of Shing King Street. The proposed commercial uses, including ‘Office’, ‘Hotel’, ‘Shop and Services’ and ‘Eating Place’, and the proposed ‘Public Transport Station’ use are always permitted under the Notes of the OZP for the “C” zones, but require planning permission from the Town Planning Board (the Board) on the area shown as ‘Road’.
- 1.3 A gross floor area (GFA) of 160,402m<sup>2</sup> is proposed for commercial development at Application Site A, whereas a GFA of 23,540m<sup>2</sup> is proposed for the Public Transport Station. The proposed increase of non-domestic GFA is to accommodate Public Transport Station (potential KTGTS’s station and

depot<sup>1</sup>) and additional commercial floor space (**Drawings A-1, A-11 and A-27**). The proposed increase in SC from 80% to 87% for the whole Application Site A is to facilitate the formation of a single and regular podium to meet the KTGTS's operational requirements (**Drawing A-8**). A minor relaxation of maximum BH restriction from 95mPD to 99/115mPD (including rooftop structure<sup>2</sup>) is proposed to accommodate the increased PR/GFA (**Drawing A-11**). The applicant also proposes the maximum BH for the podium will not exceed 30mPD (**Drawings A-9 and A-11**).

1.4 The proposed relaxation and major development parameters are summarised as follows:

<b>Development Parameters</b>	<b>OZP</b>	<b>Proposed</b>	<b>Changes (%)</b>
<b>Site Area (m<sup>2</sup>)</b>	Site 4C4: 10,694 Site 4C5: 9,480	22,550 • Site 4C4: 10,694 • Site 4C5: 9,480 • Road: 2,376	Not Applicable (N/A)
<b>Maximum PR</b>	Site 4C4: 7.5 Site 4C5: 6.0 Road: N/A	8.16	Site 4C4: +0.66 (+9%) Site 4C5: +2.16 (+36%) Road: N/A
<b>Maximum GFA (m<sup>2</sup>)</b>	137,085 • Site 4C4: 80,205 • Site 4C5: 56,880	183,942 • Commercial: 160,402 • Public Transport Station: 23,540	+ 46,857 (+34%)
<b>Maximum BH</b>	Sites 4C4 and 4C5: Not more than 95mPD (main roof level)	Site 4C4: Not more than 115mPD (including rooftop structures)  Site 4C5: Not more than 99mPD (including rooftop structures)  Podium: Not more than 30mPD (podium roof level)	N/A
<b>Maximum SC</b>	80%	87%	+7 (9%)

<sup>1</sup> According to Section 13A of the Town Planning Ordinance (the Ordinance), any scheme authorized under the Railways Ordinance (Cap. 519) shall be deemed to be approved under the Ordinance. The potential depot use being part of the KTGTS will be subject to future gazettal and authorisation under the Railways Ordinance and is not a use under this planning application.

<sup>2</sup> The maximum BH restriction for the rooftop structure is stipulated under the application so as to ensure the preservation of the ridgeline between the Lion Rock and Tsz Wan Shan.

- 1.5 A notional scheme (**Drawings A-1 to A-12**) has been prepared for technical assessment purpose, which comprises (i) one 18-storey office tower, (ii) one 20-storey hotel tower, (iii) one 17-storey hotel tower and (iv) two 12-storey office towers, all on top of a 3 to 4-storey podium, accommodating retail and the proposed KTGTS station and ancillary facilities, and 3 levels of basement consisting car park, loading/unloading and underground vehicular corridor. Sites 4C4 and Site 4C5 are interconnected via the proposed KTGTS station at podium level and the underground vehicle tunnels at lowest two basement levels (**Drawing A-11**).
- 1.6 The proposed Public Transport Station and the potential depot will occupy one podium floor at 20mPD with a headroom of 10m spanning across Shing King Street for the operational need of the proposed KTGTS (**Drawing A-8**). A ramp for operation and emergency vehicles to reach the proposed Public Transport Station and other ancillary facilities for KTGTS are proposed on the G/F and 1/F of the podium at the southeast side of Site 4C5, with a headroom of 6.5m on each level. The remaining portion of the podium is proposed for retail use, with an at-grade frontage facing the promenade (**Drawings A-5 to A-7**). A podium garden is proposed for leisure and recreation (**Drawings A-9 and A-14**).
- 1.7 Possible elevated pedestrian connections on 2/F are proposed at Sites 4C4 and 4C5 to connect the adjoining landscaped deck on top of Shing Fung Road, Kai Tak Sky Garden (KTSG) (**Drawings A-7 and A-12**). At-grade pedestrian connections are proposed to link the adjoining 10m-wide pedestrian street, promenade and Kai Tak Cruise Terminal (KTCT) (**Drawings A-1 and A-13**). The 10m-wide NBA designated on the OZP will be maintained. Whilst decked over by the proposed KTGTS, Shing King Street will be maintained as a public road with a headroom of about 10m and served as the vehicular ingress/egress point of the proposed development (**Drawing A-5**).
- 1.8 Several building setbacks and separations within Application Site A are proposed in the notional scheme (**Drawings A-5, A-10 to A-12**) with considerations of (i) better integration with the adjacent promenade; (ii) creating a welcoming layout from the promenade; (iii) enhancing the connectivity and provision of landscaped area; and (iv) reducing visual bulkiness. Design mitigation measures, including architectural articulations and landscape treatments are proposed to reduce the bulkiness of the podium. Façade treatment through the utilization of mix of materials, addition of architectural elements and incorporation of vertical green are proposed to create visually appealing and interesting façade and to soften building bulk and reduce the perceived mass (**Drawing A-28**). These building setbacks and design measures may be subject to review at the detailed design stage/general building plans submission stage as appropriate.
- 1.9 The Master Layout Plan, floor plans and section plans of the notional scheme of Application Site A are shown at **Drawings A-1 to A-12** and landscape plan is shown at **Drawing A-14**. Artist's perspective drawing is shown at **Drawing A-28** and photomontages from key viewpoints are shown at **Drawings A-30 to A-32**. The notional scheme is indicative in nature to facilitate assessments

on the possible layout. The future developers may come up with a different scheme in developing the site.

### Application Site B

1.10 Application Site B, comprising Sites 3E1 and 3E2 at the former south apron of KTD, falls within an area zoned “R(B)2” on the OZP (**Plans A-1 and A-3**). The applicant seeks planning permission for a minor relaxation of PR restriction from 4.5 to 7.0 at Application Site B. The proposed development comprises a maximum domestic PR of 6.5, and a maximum non-domestic PR of 0.5, to include eating place and shop and services, with a GFA of 6,248m<sup>2</sup> and social welfare facilities, with a GFA of about 1,127m<sup>2</sup>, for enhancing the vibrancy along the waterfront and serve the needs of the community. Two social welfare facilities are proposed, namely (i) one Child Care Centre (CCC) and one Sub-base of Integrated Children and Youth Services Centre (ICYSC sub-base). A minor relaxation of BH restriction from 100/80mPD to 101/107mPD (including rooftop structures<sup>2</sup>) is also proposed. Whilst ‘Flat’ use is always permitted, ‘Eating Place’, ‘Shop and Services’ and ‘Social Welfare Facility’ uses require planning permission from the Board.

1.11 The proposed relaxation and major development parameters are summarised as follows:

<b>Development Parameters</b>	<b>OZP</b>	<b>Proposed</b>	<b>Changes (%)</b>
<b>Site Area (m<sup>2</sup>)</b>	14,750 • Site 3E1: 7,064 • Site 3E2: 7,686	14,750 • Site 3E1: 7,064 • Site 3E2: 7,686	No Change
<b>Maximum PR</b>	4.5	7.0 • Domestic: 6.5 • Non-domestic: 0.5	+ 2.5 (+ 56%)
<b>Maximum GFA (m<sup>2</sup>)</b>	66,375	103,250 • Domestic: 95,875 • Non-domestic: 7,375 Retail: 6,248 Social Welfare Facilities <sup>[a]</sup> : 1,127	+ 36,875 (+ 56%)
<b>Maximum BH</b>	Site 3E1: Not more than 100mPD (main roof level)  Site 3E2: Not more than 80mPD (main roof level)	Site 3E1: Not more than 101mPD (including rooftop structures)  Site 3E2: Not more than 107mPD (including rooftop structures)	N/A
<b>Maximum SC</b>	40%	40%	No Change

Notes: <sup>[a]</sup> Design and provision are subject to the Social Welfare Department’s requirements

- 1.12 A notional scheme (**Drawings A-15 to A-24**) has been prepared for technical assessment purpose, which comprises (i) two 29-storey residential blocks at Site 3E2, with retail on the lowest two floors and (ii) two 27-storeys residential blocks at Site 3E1, with retail and social welfare facilities on the lowest two floors, all on top of three levels of basement for car parking (**Drawing A-24**). Several building setbacks within Application Site B (**Drawing A-15**) are also proposed in the notional scheme with considerations of (i) specific site constraints including T2 Tunnel Protection Area and the Drainage Reserve Area, (ii) environmental consideration, including buffer distance from road network for better air quality, air ventilation and privacy, as well as (iii) enhancement for vibrancy along the harbourfront and integration with the nearby promenade and planned open space. These building setbacks and design measures may be subject to review at the detailed design stage/general building plans submission stage as appropriate.
- 1.13 The vehicular ingress/egress point is at Kai Hing Road. Ancillary carpark and loading/unloading are proposed at basements (**Drawing A-24**). At-grade pedestrian connections to the adjoining promenade and planned public open space are proposed (**Drawings A-15 and A-25**).
- 1.14 The Master Layout Plan, floor plans and section plans of the notional scheme of Application Site B are shown at **Drawings A-15 to A-24** and landscape plan is shown at **Drawing A-25**. Artist's perspective drawing is at **Drawing A-29** and photomontages from key viewpoints are shown at **Drawings A-33 to A-35**. The notional scheme is indicative in nature to facilitate assessments on the possible layout. The future developers may come up with a different scheme in developing the sites.
- 1.15 In support of the application, the applicant has conducted relevant technical assessments including Traffic Impact Assessment (TIA), Visual Impact Assessment (VIA), Environmental Assessment Study (EAS), Air Ventilation Assessment (AVA), Sewerage Impact Assessment (SIA), Water Supply and Utilities Impact Assessment (WSUIA) and Landscape Proposal to demonstrate the feasibility of respective notional scheme at both application sites. The assessments concluded that, with appropriate mitigation and improvement works including appropriate fresh air intakes points for the proposed commercial development at Application Site A, noise mitigation measures for affected residential units and some upgrading works on the existing sewer near Application Site B, there will not be any adverse impacts.
- 1.16 In support of the application, the applicant has submitted the following documents:
- (a) Application Form received on 20.3.2025 (**Appendix I**)
  - (b) Consolidated Supplementary Planning Statement (SPS) (**Appendix Ia**) received on 24.4.2025<sup>3</sup>

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<sup>3</sup> A total of 3 further information (FI) submissions (received on 11.4.2025, 17.4.2025 and 22.4.2025) were received in response to departmental comments. All FIs received were accepted and exempted from publication and recounting requirement. The consolidated SPS in **Appendix Ia** supersedes the original SPS and hence they are not attached to this paper

## **2. Justifications from the Applicant**

The justifications put forth by the applicant in support of the application are set out in the SPS at **Appendix Ia**, which are summarised as follows:

### Funding Support for KTGTS

- (a) Taking the benefit of the proposed KTGTS which enhances the existing traffic capacity of KTD, there is room to review the development restrictions of the application sites. The planning application is to provide certainty on development potential of these sites to support the KTGTS project pledged in the 2023 and 2024 Policy Addresses. Since the Government may consider granting property development rights at both sites to fund the KTGTS project, this planning application is crucial for the Government to decide possible funding arrangement prior to tender invitation of KTGTS project in 2025.

### Reinforcing Tourism and Leisure Hub

- (b) The proposed Public Transport Station at Application Site A will link the former runway area to the MTR Kai Tak Station by improving the accessibility to support tourism developments at KTD. Besides, the provision of additional commercial GFA could also complement the planned Tourism Node (TN) by providing opportunities to enhance the vibrancy near the harbour and to create synergy with the existing and planned promenade extending to the Kai Tak Sports Park, hence reinforcing Kai Tak's role as a tourism and leisure hub.

### Contribution to the Development of Core Business District 2 (CBD2)

- (c) The increase in commercial GFA will also strengthen the economic role of KTD as an important component of CBD2 and inject vibrancy to the surrounding areas.

### Enhancing Housing Supply in Urban Area

- (d) A domestic PR of 6.5 is adopted for Application Site B with reference to the maximum permissible domestic PR for residential sites in new development areas of urban areas in Hong Kong Planning Standards and Guidelines (HKPSG), as well as the development intensity of the surrounding developments. The proposed residential development is anticipated to provide an additional 29,500m<sup>2</sup> of domestic GFA, which is equivalent to 590 flats with an assumed average flat size of 50m<sup>2</sup>, will enhance the housing supply in Hong Kong. The additional non-domestic PR of 0.5 at Application Site B will also provide with retail and social welfare facilities to serve the community.

### Compatible BHs with the Surroundings

- (e) For Application Site A, the proposed commercial development at 99/115mPD (including rooftop structures) adopts a stepped BH profile from 115mPD to 90mPD descending towards southeast (planned TN), which better echo with the ridgeline between the Lion Rock and Tsz Wan Shan. The stepped-BH profile adopted is visually compatible with the developments in the hinterland

without intruding the 20% Building Free Zone (BFZ) of the ridgeline, contributing to the creation of a dynamic skyline along Victoria Harbour viewing from the strategic viewing point at Quarry Bay Park.

- (f) For Application Site B, the proposed BH at 101/107mPD (including rooftop structures) will be compatible with the surrounding developments with BHs ranging from 100mPD to 136.5mPD and enable a harmonious integration with the existing urban fabric while contributing to the area's townscape diversity without intruding the 20% BFZ of the ridgeline.

#### Fulfilling Criteria for Minor Relaxation of BH

- (g) Both application sites fulfil the criteria as set out in the Explanatory Statement (ES) of the OZP for consideration of application for minor relaxation of BH restriction that (i) amalgamating sites for holistic development of public transport facilities; (ii) providing setbacks and public access to enhance the vibrancy and streetscape, as well as opportunities for provision of amenities and seamless integration with the public realm; (iii) enabling appropriate building separations to enhance air and visual permeability; and (iv) adopting BHs and sensitive building disposition to address the preservation of ridgeline and site constraints.

#### Achieving Multiple Planning and Design Merits

- (h) The proposed developments will achieve various planning and design merits, including (i) provision of active retail frontage; (ii) provision of social welfare facilities (Application Site B only); (iii) improvement of pedestrian walkability and connectivity; (iv) enhancing transport connectivity; (v) incorporation of extensive greening; and (vi) incorporating podium garden (Application Site A only). To soften the edges of the building and enhance the streetscape for pedestrian comfort, greenery covering not less than 30% of the site, with 20% in the primary zone, will be provided at both application sites.

#### In Line with Urban Design Framework and Harbour Planning Principles and Guidelines

- (i) The proposed developments will adhere to the urban design framework of KTD to ensure a coherent overall design, with the incorporation of dynamic BH profile, sufficient building setbacks and landscape buffer, sensitive building design and multi-level pedestrian linkage in the notional scheme.
- (j) Due regard has been given to the prevailing Harbour Planning Principles with appropriate planning and design in the notional scheme.

#### No Adverse Impact to the Surrounding Areas

- (k) Relevant technical assessments concluded that there will not be any adverse impact pertaining to traffic, environmental, air ventilation, sewerage, drainage, visual, water supply and utilities aspects associated with the proposed minor relaxation with appropriate mitigation and improvement works.



Responses to Public Comments

- (l) In response to the public comments received during the statutory publication period (**Appendix V**), the responses from the applicant are summarised as follows:
- (i) VIA confirms that the proposed developments aligns well with the surrounding built environment in terms of visual compatibility, building form, scale, and massing, particularly in relation to the KTD.
  - (ii) Regarding concerns about car parking demand and potential impacts on local traffic and infrastructure capacity, the proposed developments adopt high-end parking ratio in accordance with HKPSG. The relevant technical assessments indicate that there are no significant impacts to the surrounding areas. The presence of KTGTS will also provide infrastructural support for the anticipated traffic demand. The KTGTS will serve as an alternative speedy travelling option for public and local residents, which will help to alleviate the parking demand.
  - (iii) EAS reveals that there are no insurmountable environmental impacts, including air quality and noise level, arising from the proposed developments. The proposed KTGTS will be equipped with rubber tyres and driven by batteries, which can provide a light and green feeder service and decrease the reliance on road transportation which reduces roadside emissions from traffic within the area. Moreover, the proposed KTGTS will implement appropriate mitigation measures to minimise the potential environmental impacts in accordance with the Environmental Impact Assessment Ordinance.
  - (iv) Regarding the concern about the potential oversupply of commercial floor space and residential units in KTD, as well as the perceived lack of quality open space and government, institution or community (GIC) facilities, the proposed developments are in line with the planning intention and positioning of KTD for creating a Tourism and Leisure Hub. Application Site A is designed to form a coherent cluster of office, hotel and retail developments, integrating with the planned TN to create a synergy effect. Application Site B will provide retail facilities to enhance the experience of both local residents and visitors of the adjoining promenade and planned public open space. Also, the inclusion of social welfare facilities will serve the local community.
  - (v) About the concerns on the implementation and safety issue of KTGTS, the Government targets to invite tender in second half of 2025 with an aim of awarding the contract in 2026. The KTGTS is expected to be commissioned around 2031. Besides, the proposed KTGTS is designed as a relatively light system that operates with rubber tyres and is driven by batteries to reduce noise and resonance problems.

### 3. **Compliance with the “Owner’s Consent/Notification” Requirements**

As the application sites involve government land only, the “owner’s consent/notification” requirements as set out in the Town Planning Board Guidelines on Satisfying the “Owner’s Consent/Notification” Requirements under Section 12A and 16 of the Town Planning Ordinance (TPG PG-No. 31A) is not applicable to the application.

### 4. **Background**

#### Smart and Green Mass Transit System in Kai Tak

- 4.1 The Chief Executive (CE) announced in the 2023 Policy Address to implement the KTGTS to connect the former runway area of KTD to the MTR Kai Tak Station, to strengthen connections among the residential and commercial developments, facilities focused on tourism, culture and recreation, sports and the community within the area, as well as the connection with the railway network, serving visitors and living and working population.
- 4.2 The investigation study for KTGTS commenced in June 2024 and is currently in progress. It is about 3.5km long with six proposed stations at KTCT, Application Site A, KTSG, planned Metro Park, Kai Tak Sports Park and Kai Tak Station Square (**Drawings A-26 and A-27**), adopting a dedicated and elevated corridor (in the form of viaducts/track system) design. The Government targets to invite tender in the second half of 2025, with the aim of awarding the contract in 2026 and commencing operation around 2031.

#### Planning Background

- 4.3 Application Sites A and B have been zoned “C” and “R(B)” on the OZP respectively, with the current PR, SC and BH restrictions as stipulated on the Notes of the OZP since 2017.
- 4.4 In 2013 Policy Address, the CE announced to commence the Review Study of Kai Tak Development (the Review Study), in order to explore the feasibility of increasing the development intensity of KTD. In order to form a coherent cluster of hotel developments adjoining the planned TN and KTCT, the Review Study recommended Sites 4C4 and 4C5 (i.e. Application Site A) to retain for hotel use and BHs to 95mPD to maintain the hotel/commercial floor space and preserving the undulating BH profile at the former runway area, taking into account the ridgeline consideration. The Review Study also recommended Sites 3E1 and 3E2 (i.e. Application Site B) rezoned to “R(B)2” as single residential site. 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. The above recommendations of the Review Study were approved by the CE in C under the approved OZP No. S/K22/6 on 25.5.2018.

- 4.5 In view of the latest economic situation, market response and the persistent acute demand for housing from the community, CEDD commenced the Study on Further Review of Land Use in KTD (the Further Review) in 2020 to explore the feasibility of converting five commercial sites into residential use, including Sites 4C4 and 4C5 (i.e. Application Site A). After consideration of the representations and comments, the Board at its meeting on 17.6.2022 decided to retain Application Site A to the original “C” zone<sup>4</sup>. Since then, the zoning and development restrictions of Application Site A have been remained unchanged in the latest approved Kai Tak OZP No. S/K22/8, which is exhibited for public inspection on 28.10.2022.
- 4.6 KTD is proposed to be developed as the “Heritage, Green, Sports and Tourism Hub of Hong Kong” as stipulated in the ES of the OZP. The “podium-free” design concept is adopted as one of the urban design and landscape principles throughout the OZP. To enhance air ventilation and encourage interaction in the community, podium development within “C” and “R(B)” zones covering Application Site A and B respectively is discouraged and subject to SC restriction. Non-building Areas (NBAs) of 10m wide are designated on the “C(5)” and “C(7)” (Application Site A) along the boundaries facing the Central Boulevard (Shing Fung Road) (**Plans A-2 and A-11**) to maintain a wider vista and building gap.

## 5. **Previous Application**

- 5.1 There is a previous application No. A/K22/16 for minor relaxation of maximum PR/BH restrictions, which involved a total of 21 application sites in KTD, including Site 4C4 (**Plan A-1**). The application was submitted by the same applicant (i.e. CEDD) and approved by the Committee with conditions on 17.4.2015<sup>5</sup>. Under the application, the maximum PR and BH of Site 4C4 for commercial use were relaxed from 4 to 5 (+25%) and 45mPD to 55mPD (+22.22%) respectively.
- 5.2 Details of the previous application is at **Appendix II**.

## 6. **Similar Applications**

- 6.1 There are totally five similar applications (No. A/K22/6, 13, 14, 15 and 27) for proposed minor relaxation of PR, SC and/or BH restrictions within “C” and “R(B)” zones on the Kai Tak OZP (**Plan A-1**), which were approved with

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<sup>4</sup> The Board considered that (i) rezoning the sites for residential use would affect the critical mass of commercial GFA to sustain the Kai Tak Runway Tip as an attractive tourism hub and leisure destination for overseas and local visitors, vibrancy of the TN and viability of the KTCT; and (ii) the unique location of the sites commanding harbour view and in proximity to the KTCT and TN rendered them suitable for commercial use and hotel development to support the formation of a tourism hub.

<sup>5</sup> The application was approved mainly on the grounds that it was in line with the Government’s overall policy; would not alter the planned land uses and planning intention of affected sites, as well as the established planning theme and urban design concepts of KTD; was technically feasible; and that the applicant could better utilise limited land resources to meet the imminent needs of the community.

conditions by the Committee between 2008 to 2020<sup>6</sup>. Among them, planning permissions for applications No. A/K22/13 and 27, both in relation to the redevelopment of Kerry Dangerous Goods (D.G.) Warehouse, lapsed on 30.3.2020 and 4.9.2024 respectively as the approved schemes were not commenced.

6.2 Details of these similar applications are summarised at **Appendix III**.

## **7. The Sites and Its Surrounding Areas**

**(Plans A-1 to A-3 and A-10, Aerial Photos on Plans A-4 and A-5 and Site Photos on Plans A-6 to A-9)**

7.1 Application Site A is (**Plans A-1, A-2, A-4, A-6, A-7 and A-10**):

- (a) located at the south-eastern end of the two rows of development sites along Shing Fung Road at former runway area of KTD and facing Victoria Harbour;
- (b) Site 4C4 is currently occupied by works area, whereas Site 4C5 is vacant;
- (c) accessible from Shing Fung Road via Shing King Street; and
- (d) Shing King Street is a local distributor traversing Shing Fung Road with cul-de-sac at both ends and providing access for Pavilia Forest (Site 4B4), Sites 4B5, 4C4 and 4C5 at the former runway area.

7.2 The surrounding areas have the following characteristics:

- (a) mixed with residential, open space and commercial and tourism-related developments;
- (b) to the immediate north is KTSG. It is a 1.4 km long landscaped deck which situates atop Shing Fung Road which serve as a leisure walkway connecting the Metro Park, residential developments in the runway area, KTCT and TN. The proposed alignment of KTSGS will pass atop of the KTSG (**Drawing A-26**) and part of the existing landscape features at KTSG will have to be modified;
- (c) to the north are high-rise residential developments, including One Victoria (110mPD), Miami Quay (95mPD), Cullinan Harbour (95mPD), Pavilia Forest (95mPD) and a vacant residential site (Site 4B5) (maximum 108mPD in height) locate at both side of Shing Fung Road, while Kai Tak Approach Channel (KTAC)/Kwun Tong Typhoon Shelter (KTTS) is at the further north;

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<sup>6</sup> These applications were approved mainly due to the degree of proposed relaxations were compatible with surrounding developments, coherent with the BH profile from waterfront to Kai Tak City Centre, technically feasible and in line with policies for addressing the shortfall of office floor space (Applications No. A/K22/6 and 13) and providing additional housing units (Applications No. A/K22/14, 15 and 27) by then.

- (d) to the southeast are existing KTCT and the planned TN (maximum 100 mPD in height) which is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. The TN site is currently occupied by community isolation and quarantine facilities; and
- (e) to the immediate south of Application Site A is an elongated open space connecting the Kai Tak Sports Park with the planned Metro Park and the promenade of former runway area.

7.3 Application Site B is (**Plans A-1, A-3, A-5, A-8, A-9 and A-10**):

- (a) located at the corner of the former south apron of KTD;
- (b) traversed by tunnel of Trunk Road T2 from southeast to northwest;
- (c) currently occupied by works area for Trunk Road T2 and Cha Kwo Ling Tunnel, and the Public Works Central Laboratory Building;
- (d) a strip of drainage reserve zone is located within the site along the southwest boundary abutting Cheung Yip Street (**Drawing A-19**); and
- (e) accessible from Kai Hing Road and Cheung Yip Street.

7.4 The surrounding areas have the following characteristics:

- (a) a mixture of commercial, industrial, government, residential and open space uses;
- (b) the Hong Kong Children's Hospital (HKCH), the Kai Tak Fire Station, and the planned Kai Tak New Acute Hospital (NAH), which is under construction, are located to the west of Application Site B;
- (c) an office development (Harbourside HQ) (137mPD) and industrial building (Pacific Trade Centre) (51mPD) is to the north across Lam Chak Street, while a Liquefied Petroleum Gas (LPG) filling station is at the junction of Chung Yip Street and Hoi Bun Road;
- (d) the Kerry D.G. Warehouse and former Kowloon Godown sites, which is currently under construction<sup>7</sup>, are to the east across Kai Hing Road;
- (e) to the further northeast is the Hoi Bun Road/Kwun Tong Bypass and Kwun Tong Business Areas across the road, with some new commercial/office developments, including The Quayside and One Bay East; and

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<sup>7</sup> The site is subject of an approved Application No. A/K22/31 for proposed residential development with public waterfront promenade (**Plans A-3 and A-5**). It comprises 7 residential blocks with a domestic PR of 4.96, 1 retail block with a non-domestic PR of 0.04 and a public open space of 3,821m<sup>2</sup>.

- (f) to the immediate south is a planned open space, which will connect the Kai Tak Promenade (HKCH's section) and Kwun Tong Promenade via the planned promenade at redevelopments of the former Kowloon Godown site and Kerry D.G. Warehouse site.

## **8. Planning Intentions**

- 8.1 The "C" 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.
- 8.2 The "R(B)" zone is 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.
- 8.3 The area shown as 'Road' is reserved for road purpose.
- 8.4 According to the ES of the OZP, to provide incentive for developments/redevelopments with design merits/planning gains, and to cater for circumstances with specific site constraints, each application for minor relaxation of BH restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
  - (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus PR granted under the Buildings Ordinance (BO) 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 PR under the OZP; 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.

## **9. Comments from Relevant Government Departments**

- 9.1 The following Government bureau and departments have been consulted and their views on the application are summarized as follows:

### **Policy Aspect**

- 9.1.1 Comments of the Secretary for Transport and Logistics (STL):

policy support for the proposed minor relaxation of PR, BH and SC restrictions of the application sites to support the KTGTS project is given.

### **Land Administration**

- 9.1.2 Comments of the Chief Estate Surveyor/Railways Development, LandsD (CES/RD, LandsD):

- (a) Application Site A and Application Site B are Government Land without involvement of any private lot, and would affect some Government Land Allocation and Government Projects. The affected Government departments should be consulted as appropriate;
- (b) the availability of the application sites for KTGTS's use or providing funding support for the project is subject to comments from relevant policy bureaux. The land grants of the Application Sites would be subject to Executive Council's approval; and
- (c) should the application be approved by the Board, the development parameters would be taken into consideration when preparing the land grant documents for the application sites. The disposal of each application site as a single lot or separate lots will be considered when the land grants are proposed.

### **Building Matters**

- 9.1.3 Comments of the Chief Building Surveyor/Kowloon, Buildings Department (CBS/K, BD):

- (a) the applicant's attention is drawn to the Sustainable Building Design Guidelines (SBD Guidelines) under PNAP APP-152 if application for relevant GFA concessions under PNAP APP-151 would be involved in the proposed development;
- (b) GFA concession for underground car parks may be considered subject to compliance with the relevant criteria/requirements as stipulated in PNAP APP-2;

- (c) all building works are subject to compliance with the BO. Detailed comments under the BO on individual sites for private development will be formulated at the building plan submission stage; and
- (d) other detailed technical comments are in **Appendix IV**.

### **Urban Design, Visual, Air Ventilation and Landscape Aspects**

#### **9.1.4 Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):**

##### **Urban Design and Visual Aspect**

- (a) according to the VIA, the overall visual impacts are considered “negligible” to “negligible to slightly adverse” when compared with the OZP-Compliant Scheme, taking into account existing and planned developments in the surroundings;
- (b) the intended descending height profile in the former runway area from “R(B)7” at 120mPD to “C(5)” at 95mPD (i.e. Site 4C5 of Application Site A) (**Plan A-10**) may be slightly disrupted by the increase of BH to about 115mPD (including rooftop structures) at Site 4C4, while a varying height profile has been adopted within Application Site A (**Drawing A-11**). The intended stepped BH profile from 100mPD in Site 3E1 to 80mPD in Site 3E2 may also be disrupted (**Plan A-10**);
- (c) according to the notional schemes, the proposed developments including rooftop structures at both Application Sites A and B would unlikely encroach onto the 20% BFZ when viewed from Strategic Viewing Point 4 at Quarry Bay Park. Subject to the detailed design of the rooftop structures, the proposed development may marginally border the 20% BFZ, therefore a mechanism to safeguard the integrity of remaining ridgeline should be considered; and
- (d) judging from the photomontages provided (**Drawings A-30 to A-35**), the proposed development might not bring about significant adverse impact on the visual character of the surrounding areas.

##### **Air Ventilation Aspect**

- (e) adverse air ventilation impact on the overall pedestrian wind environment arisen from the notional scheme is not anticipated;
- (f) for Sites 3E1 and 3E2, the two proposed building setbacks are connected to Kai Tak Promenade near HKCH and Shing Cheong Road which facilitate wind penetration across the sites



especially under ESE, SE, SSE and S winds according to the simulation results. However, as these sites do not fall within any designated breezeways in the district (**Plan A-11**), the proposed setbacks are not considered to have district significance; and

- (g) Sites 4C4 and 4C5 abut the 'Minor Breezeway' along the Central Boulevard as illustrated at **Plan A-11**. The designated 10m-wide NBAs would form part of the breezeway and resulted in widened effective width.

#### Landscape Aspect

- (h) according to the aerial photo taken in 2024, part of Application Site A is vacant land and part of the site is the existing Public Works Central Laboratory Building. Also, a portion of Application Site B is open storage area and the remaining of the site is the existing vehicle road. The proposed developments on both Application Sites are considered not incompatible with the existing landscape character; and
- (i) as significant adverse landscape impact due to the proposed development is not anticipated, a landscape condition is considered not necessary should the application be approved by the Board.

#### 9.1.5 Comments of the Chief Architect/Advisory & Statutory Compliance Division, Architectural Services Department (CA/ASC, ArchSD)

- (a) the proposed BHs appear to be compatible with the allowed maximum BHs in the surrounding areas as stipulated in the current OZP; and
- (b) from the photomontages provided, it appears that the proposal has no additional visual impact to the surrounding environment as compared with an OZP compliant scheme.

#### Traffic Aspects

#### 9.1.6 Comments of the Commissioner for Transport (C for T):

- (a) no adverse comment from traffic viewpoint;
- (b) the submitted plans in the application are the notional development scheme only, the design, location and provision of the internal transport facilities (e.g. vehicular accesses, parking spaces and loading/unloading spaces) should be further checked in future building plan submissions;

- (c) the proposed developments under the application are subject to the presence of KTGTS to provide infrastructural support for the anticipated traffic demand; and
- (d) no adverse comment to impose a condition on the submission and implementation of a revised TIA.

### **Technical Aspects**

#### **9.1.7 Comments of the Director of Electrical and Mechanical Services (DEMS):**

- (a) considering that there is no programme for the development or decommission of the Kerry D.G. Godown and there is potential increase of population at Application Site B, which is in adjacent to Kerry D.G. Godown, condition should be imposed from gas safety point of view that a Quantitative Risk Assessment (QRA) shall be conducted to verify if concerned risk is still acceptable according to HKPSG; and
- (b) in view of a LPG filling station in the vicinity of the development of Site 3E1, condition should be imposed such that a QRA taking the site layout/design into consideration shall be conducted, prior to the commencement of the construction work, to ascertain that the risk levels posed by the LPG filling station would comply with the Government Risk Guidelines.

#### **9.1.8 Comments of the Director of Environmental Protection (DEP):**

- (a) no objection to the application from environmental perspective;
- (b) insurmountable environmental impact associated with the proposed minor relaxations is not anticipated based on the SPS including the EAS and SIA submitted by the applicant;
- (c) since the Kerry D.G. Godown is located next to Application Site B without programme for the redevelopment or decommission, the potential risk from the Godown on the proposed development at Application Site B (with potential population increase after the proposed minor relaxations) should be critically reviewed and assessed against the risk guidelines in HKPSG. The applicant should conduct a QRA to resolve the potential risk implication from non-fuel gas safety point of view;
- (d) advises to impose conditions on the submission and implementation of an updated SIA for both application sites, while Noise Impact Assessment (NIA) and QRA on Application Site B; and

- (e) other detailed technical comments are in **Appendix IV**.

9.1.9 Comments of the Director-General of Civil Aviation (DGCA)

- (a) no comment from Air Height Restriction (AHR) perspective since the maximum levels of the proposed development will not exceed the AHR as prescribed under the Hong Kong Airport (Control of Obstructions) Ordinance (Cap. 301);
- (b) both Application Sites A and B are in close proximity to the helipads at the NAH and the Government Flying Services (GFS)'s Kai Tak Division, as well as the associated helicopter routes. It is anticipated that both sites will be subjected to helicopter noise when there are helicopter operations nearby, as such, appropriate noise mitigating measures (e.g. using acoustic windows, etc.) should be considered for residential developments at Application Site B, and to be incorporated into the EAS as appropriate; and
- (c) other detailed comments are in **Appendix IV**.

9.1.10 Comments of the Controller, Government Flying Services (Contr, GFS)

- (a) Application Site B is located within the operational vicinity of the NAH rooftop helipad at 110.15mPD. It is expected that the proposed BH relaxation would not cause any major conflict to GFS's helicopter flight operation at NAH; and
- (b) other detailed comments are in **Appendix IV**.

**Provision of Social Welfare Facilities**

9.1.11 Comments of the Director of Social Welfare (D of SW)

- (a) D of SW has proposed and the applicant has agreed to incorporate two welfare facilities at Application Site B, namely CCC and ICYSC sub-base;
- (b) regarding the proposed welfare provision in the notional scheme, he has no adverse comments given all requirements for the proposed welfare facilities will be stipulated in the concerned land lease, and all current and prevailing ordinances and regulations (if applicable) will be fulfilled; and
- (c) ongoing liaison with her department in the detailed design stage.

### **Harbourfront Planning**

9.1.12 Comments of the Harbour Office, Development Bureau (HO, DEVB):

- (a) the applicant consulted the Task Force on Kai Tak Harbourfront Development (KTTF) of Harbourfront Commission, and submitted a R-to-C table (**Appendix IV** refers) for Members' reference after the meeting. No further comments from Members were received;
- (b) the planning application was circulated to KTTF Members and no further comments from the Members were received; and
- (c) given that the podium design of depot sites 4C4 and 4C5 will be subject to the future system of KTGTS, the applicant should suitably consult KTTF on the detailed design and provide progress update of KTGTS at a later stage.

### **Positioning of Kowloon East**

9.1.13 Comments of the Energising Kowloon East Office (EKEO), DEVB:

- (a) no objection to the application;
- (b) the proposed commercial developments at Application Site A would facilitate the Kai Tak Runway Tip (KTRT) to be developed as a tourism and leisure hub. The provision of additional about 23,000m<sup>2</sup> commercial GFA could enhance the viability of the planned commercial activities at the KTRT area as well as further increase the commercial supply of the overall Kowloon East, while the provision of hotel would be supportive to the neighbouring KTCT, as well as other tourist attractions nearby such the Kai Tak Sports Park, etc.; and
- (c) other detailed technical comments are in **Appendix IV**.

9.2 The following Government departments have no comments on or no objection to the application:

- (a) Secretary for Culture, Sports and Tourism;
- (b) Chief Highway Engineer/Kowloon, Highways Department;
- (c) Chief Engineer/Construction, Water Supplies Department;
- (d) Chief Engineer/Mainland South, Drainage Services Department;
- (e) Director of Leisure and Cultural Services;
- (f) Director of Fire Services;
- (g) Head of the Geotechnical Engineering Office, CEDD;
- (h) Commissioner of Police;
- (i) District Officer (Kowloon City), Home Affairs Department; and
- (j) District Officer (Kwun Tong), Home Affairs Department.

## **10. Public Comments Received During the Statutory Publication Periods**

10.1 The application was published on 25.3.2025 for public inspection. During the statutory publication period, a total of ~~105106~~ public comments<sup>8</sup> from ~~Harbourside HQ Management Office (Plan A-3)~~ and individuals were received and all object to the proposed developments.

10.2 The major objecting grounds and views are mainly as follows:

- (a) the proposed developments are incompatible with the existing harbourfront ambience, which will diminish public enjoyment on the scenic view of the Victoria Harbour, and jeopardise the Kai Tak neighbourhood character and positioning; the proposed developments should be reviewed by the Harbourfront Commission to prohibit negative impact on the scenic view of the harbourfront.
- (b) the proposed BH will adversely affect visual, sunlight penetration and property value to the nearby buildings;
- (c) the proposed developments with enlarged building bulk and development intensity may hinder air circulation and contribute to air pollution and heat island effect;
- (d) the proposed developments will generate more traffic and worsen the traffic congestion at KTD, it may also be a potential threat on the provision of emergency services to local residents during construction phase; the Government should prioritise transportation infrastructure improvements, in particular the proposed KTGTS, before the implementation of proposed developments;
- (e) public vehicle park should be provided in the proposed depot to address the under-provision of residential car parking facilities in the runway area;
- (f) there is safety and noise concern to the existing residential developments along the KTGTS system due to the potential resonance problem induced by the KTGTS; its elevated structure will also obstruct views of the harbour and affect liveability at KTD;
- (g) there is insufficient infrastructure to accommodate the additional visitors and residents;
- (h) the proposed developments do not cater for the community need on the provision of quality open space and GIC facilities; more inclusive and family-friendly facilities should be provided to improve the overall promenade environment instead of focusing on commercial development; and
- (i) the market demand for the proposed additional residential units and commercial floor spaces at KTD is in doubt. It is suggested to review

<sup>8</sup> *Public Comment No.104 was withdrawn by the commenter on 29.4.2025.*

the planned uses of both application sites for other purposes in response to recent market situation;

- (j) the proposed new eating place and shop and services will be a nuisance for local residents at night; and
- (k) this application sets an undesirable precedent for allowing an application to cover two or more different sites in considerable distance and with different uses.

## **11. Planning Considerations and Assessments**

- 11.1 The application seeks planning permission for (i) proposed minor relaxation of PR from 6/7.5 to 8.16, SC from 80% to 87% and BH restrictions from 95mPD to 99/115mPD (including rooftop structures) for permitted/proposed commercial development, Public Transport Station and underground vehicle tunnels at Application Site A; and (ii) proposed minor relaxation of PR from 4.5 to 6.5 (domestic) and 0.5 (non-domestic) and BH from 80/100mPD to 101/107mPD (including rooftop structures) for permitted private housing development with proposed eating place, shop and service and social welfare facilities uses at Application Site B.

### Planning Intentions

- 11.2 According to the Notes of the OZP, the proposed uses at both application sites are generally in line with the planned uses of the respective zoning. For Application Site A, the proposed commercial development with Public Transport Station are always permitted under the “C(5)” and “C(7)” zones. It spans over Shing King Street but the street will be retained as a public road with a headroom of about 10m. For Application Site B, the proposed residential development is a permitted use, while the provision of eating place and shop and services would enhance the vibrancy of along the adjoining open space/waterfront. The proposed social welfare facilities would serve the community need.

### Policy Aspect

- 11.3 The CE announced in the 2023 Policy Address to implement the KTGTS to connect the former runway area of KTD to the MTR Kai Tak Station. The KTGTS project was also included in the “Hong Kong Major Transport Infrastructure Development Blueprint” promulgated in December 2023. The planning application is to provide certainty on development potential of the application sites which property development rights may be granted to provide funding support for the KTGTS. The proposed minor relaxation of PR, SC and BH of both application sites will optimize the development potential arising from the enhanced traffic capacity from the proposed KTGTS. The proposed relaxation of the development restrictions is to accommodate the Public Transport Station of KTGTS and additional commercial GFA at Application Site A and additional domestic and non-domestic GFA at Application Site B. The approval of the application will

facilitate the timely affirmation of funding arrangement of the KTGTS project prior to tender invitation in 2025. STL has given policy support for proposed minor relaxation of development restrictions to support the KTGTS project.

#### Notional Schemes

- 11.4 The notional schemes set the benchmarks for deciding the development parameters (i.e. PR/GFA, SC and BH) for accommodating the proposed commercial development with Public Transport Station at Application Site A and the residential development with the provision of eating place, shop and services, and social welfare facilities at Application Site B. It demonstrates that the proposed development schemes at both sites are technically feasible, the proposed increase of PR, SC and BH would be compatible with surrounding developments and commensurate with the overall development intensity in KTD. Nevertheless, the master layout of proposed developments including design mitigation measures such as building setbacks and separations are subject to review at the detailed design stage/general building plans submission stage as appropriate.

#### Minor Relaxation of Development Parameters

- 11.5 According to the submission, there is an operational need to establish a substantial platform at 20mPD for the proposed Public Transport Station and its ancillary facilities to support the elevated KTGTS. There is a legitimate requirement to increase the SC from 80% to 87% and to include the road portion between Sites 4C4 and 4C5 to form a single development at Application Site A. By leveraging the additional traffic capacity resulting from the commencement of KTGTS, the applicant further optimise the developments of both application sites. These developments could serve as potential funding options for KTGTS, particularly with the proposed increase in commercial GFA of Application Site A up to 160,402m<sup>2</sup> (equivalent to a PR of 8.16), and domestic and non-domestic GFA of Application Site B up to 95,875m<sup>2</sup> and 7,375m<sup>2</sup> respectively. The proposed increases in BH will enable the proposed developments to accommodate the aforementioned increase in GFA while respecting the ridgeline between the Lion Rock and Tsz Wan. Therefore, the proposed minor relaxation of development parameters is considered justified.
- 11.6 The proposed increase in development parameters is compatible with the cityscape of the area. CTP/UD&L of PlanD considers the proposed development might not bring about significant adverse impact on the visual character of the surrounding areas. Based on the VIA and the submitted photomontages (**Drawings A-30 to A-35**), the proposed BHs in both application sites will not intrude the 20% BFZ of the ridgeline as viewed from the Strategic Viewing Point 4 at Quarry Bay Park. However, subject to the detailed design of the rooftop structures, the proposed development may marginally border the 20% BFZ of the ridgeline, therefore it is recommended to impose an approval condition requiring the applicant to submit a refined BH profile, including rooftop structures, as in paragraph 12.3 below.

- 11.7 Regarding the air ventilation aspect, CTP/UD&L of PlanD considers that significant adverse air ventilation impact on the overall pedestrian wind environment arisen from the notional schemes is not anticipated, given 10m-wide NBAs at Application Site A are the statutory requirements under the OZP, and the compliance with the SBD Guidelines of increasing the building permeability at both application sites could also mitigate the potential air ventilation impact. The notional schemes also demonstrate it is feasible to achieve higher standard of greening requirement in Kai Tak, with an overall greening ratio of 30% and 20% at primary zone. CTP/UD&L of PlanD has no objection to the application. The future developments at both application sites should comply with the NBA requirement as stipulated on the OZP, the SBD Guidelines and greening requirements in KTD in later detailed design/general building plan submission stages.
- 11.8 The proposed podium at Application Site A, which spans across Sites 4C4 and 4C5 and airspace of Shing King Street at 20mPD to accommodate the proposed elevated KTGTS's station with a headroom of 10m, requires a minor relaxation of SC from 80% to 87%. The notional scheme demonstrates that with the proposed BH of not more than 30mPD is sufficient to meet the KTGTS's operational requirements. In line with the podium-free design concept under the OZP, in order to minimise any possible adverse air ventilation impacts, the height of the commercial podium should be restricted to not more than 30mPD as proposed by the applicant.

#### Planning Merits

- 11.9 According to the ES of the OZP, the "C(5)" and "C(7)" zones (i.e. Application Site A) are intended for hotel and other commercial uses along the waterfront of the runway so as to support the nearby TN and KTCT. The proposed minor relaxation of PR at Application Site A will provide additional GFA to accommodate variety of commercial uses, including hotel, office and retail frontage at ground level to enhance the vibrancy and attractiveness of the adjoining harbourfront, as well as strengthen the role of tourism hub and leisure destination in the KTRT in line with the Board's consideration on the planning intention of Application Site A (as mentioned in paragraph 4.5 above).
- 11.10 The proposed residential development with integration of retail facilities at Application Site B fosters a lively atmosphere along the adjoining waterfront promenade and the planned open space for both local resident and visitors to enjoy. Besides, the proposed provision of social welfare facilities is in line with Government's policy to build a caring and inclusive society and to adopt a multi-pronged approach for the provision of social welfare services. DSW has no adverse comment on the proposed provision of the social welfare facilities given the requirements will be stipulated in the concerned land lease.

#### Technical Aspects

- 11.11 The applicant has conducted various technical assessments at **Appendix Ia** to demonstrate that the proposal would not induce insurmountable adverse impacts to the surrounding areas on traffic, infrastructural capacity and



environmental aspects. Concerned departments, including C for T, CE/MS, DSD, CE/C, WSD, DEP and DEMS have no objection to or adverse comments on the application.

- 11.12 The TIA demonstrates that the proposed KTGTS would provide capacity to cope with anticipated traffic demand from the proposal. To allow technical amendments upon the detailed design of the proposed developments, the future developer(s) is required to submit and implement a revised TIA.
- 11.13 As regards the comments of both DEMS and DEP on the potential risks associated with the existing dangerous goods warehouse and LPG filling station in the vicinity of Application Site B (**Plan A-3**), the future developer(s) is required to submit a QRA prior to the commencement of construction works and implement the mitigation measures prior to the occupation of buildings.
- 11.14 While DEP has no objection to the application, to allow flexibility on minor revision of the proposed development in future and to ensure implementation of suitable mitigation measures, the future developer(s) is required to submit and implement revised SIA and NIA.
- 11.15 It is noted that D of SW, C for T, DEMS and DEP recommend imposing relevant requirements to be taken by the future developer(s) (paragraphs 11.10, 11.12 to 11.14 refer). Considering that the subject application is for minor relaxation of development parameters illustrated by notional schemes, and that the above requirements are related to development of detailed schemes, it is more appropriate to impose the above requirements in the subsequent land grants by relevant Government departments.

#### Previous and Similar Applications

- 11.16 As stated in paragraphs 5 and 6 above, the Committee has approved various previous and similar applications for minor relaxation of PR/SC/BH restrictions within “C” and “R(B)” zones in KTD. Approving the current application is generally in line with the Committee’s previous decisions.

#### Public Comments

- 11.17 Regarding the public comments objecting to and/or providing comments on the application on the grounds as stated in paragraph 10 above, the applicant has provided responses as stated in paragraph 2(l). Concerned Government departments’ comments and the planning assessments above are also relevant. As regards public comment on allowing the current application covering two application sites with a considerable distance and different uses, there is a previous application for 21 application sites in KTD as stated in paragraph 5.1 above.

## 12. Planning Department's Views

12.1 In this application, the applicant seeks planning permission on the relaxation of the following development parameters:

	<b>Application Site A</b>	<b>Application Site B</b>
<b>Site</b>	Site 4C4 and 4C5 and portion of Shing King Street form a single development site	Site 3E1 and 3E2
<b>Maximum PR</b>	8.16	7.0 • Domestic not more than 6.5 • Non-domestic not more than 0.5
<b>Maximum GFA (m<sup>2</sup>)</b>	183,942 • Commercial not more than 160,402 • Public Transport Station not more than 23,540	103,250 • Domestic not more than 95,875 • Non-domestic not more than 7,375
<b>Maximum BH</b>	Site 4C4: Not more than 115mPD (including rooftop structures)  Site 4C5: Not more than 99mPD (including rooftop structures)  Podium: Not more than 30mPD	Site 3E1: Not more than 101mPD (including rooftop structures)  Site 3E2: Not more than 107mPD (including rooftop structures)
<b>Maximum SC</b>	87%	40% in accordance with the OZP

12.2 Based on the assessments made in paragraph 11 above and having taken into account the public comments mentioned in paragraph 10 above, the Planning Department has no objection to the application.

12.3 Given the Government targets to invite tender in second half of 2025 and the KTGTS is expected to be commissioned around 2031, it is necessary to cater for the longer development timeframe for the application sites, and a longer validity period of planning permission of 5 years is suggested. Should the Committee decide to approve the application, it is suggested that the permission shall be valid until 2.5.2030, and after the said date, the permission shall cease to have effect unless before the said date, the development permitted is commenced or the permission is renewed. The following conditions of approval and advisory clause are suggested for Members' reference:

### Approval Condition

The submission of a refined building height profile including roof-top structures, keeping the building height below the 20% building free zone of the ridgeline, and introducing more building height variation, to the satisfaction of the Director of Planning or of the Board.

### Advisory Clause

The applicant shall suitably consult the Task Force on Kai Tak Harbourfront Development of Harbourfront Commission on the detailed design of the Application Site A and provide progress update of the Smart and Green Mass Transit System in Kai Tak at a later stage.

- 12.4 Alternatively, should the Committee decide to reject the application, the following reason for rejection is suggested for Members' reference:

The applicant fails to demonstrate that there are sufficient planning and design merits to justify the proposed minor relaxation of plot ratio, site coverage and building height restrictions for both Application Sites A and B.

## **13. Decision Sought**

- 13.1 The Committee is invited to consider the application and decide whether to grant or refuse to grant permission.
- 13.2 Should the Committee decide to approve the application, Members are invited to consider the approval condition(s) and advisory clause(s), if any, to be attached to the permission, and the date when the validity of the permission should expire.
- 13.3 Alternatively, should the Committee decide to reject the application, Members are invited to advise what reason(s) for rejection should be given to the applicant.

## **14. Attachments**

<b>Appendix I</b>	Application Form received on 20.3.2025
<b>Appendix Ia</b>	Consolidated Supplementary Planning Statement with Technical Assessments received on 24.4.2025
<b>Appendix II</b>	Previous Application
<b>Appendix III</b>	Similar Applications
<b>Appendix IV</b>	Detailed Departmental Comments
<b>Appendix V</b>	Public Comments received during the Statutory Publication Periods
<b>Drawing A-1</b>	Master Layout Plan of Application Site A
<b>Drawings A-2 to A-10</b>	Floor Plans of Application Site A
<b>Drawings A-11 and A-12</b>	Section Plans of Application Site A

<b>Drawing A-13</b>	Pedestrian Circulation Plan of Application Site A
<b>Drawing A-14</b>	Landscape Proposal of Application Site A
<b>Drawing A-15</b>	Master Layout Plan of Application Site B
<b>Drawings A-16 to A-23</b>	Floor Plans of Application Site B
<b>Drawing A-24</b>	Section Plan of Application Site B
<b>Drawing A-25</b>	Landscape Proposal of Application Site B
<b>Drawing A-26</b>	Proposed Preliminary Alignment of KTGTS
<b>Drawing A-27</b>	Arrangement of KTGTS and Potential Station and Depot at Application Site A
<b>Drawings A-28 and A-29</b>	Artist's Perspective Drawings
<b>Drawings A-30 to A-35</b>	Photomontages
<b>Plan A-1</b>	Location Plan
<b>Plans A-2 and A-3</b>	Site Plans
<b>Plan A-4 and A-5</b>	Aerial Photos
<b>Plans A-6 to A-9</b>	Site Photos
<b>Plan A-10</b>	Height of Existing Buildings in Kai Tak South Apron Corner and Former Runway Area
<b>Plan A-11</b>	Urban Design Framework

**PLANNING DEPARTMENT**  
**MAY 2025**