

**KOWLOON PLANNING AREA NO. 22**

**APPROVED *DRAFT* KAI TAK OUTLINE ZONING PLAN NO. S/K22/8A**

**EXPLANATORY STATEMENT**

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**KOWLOON PLANNING AREA NO. 22**  
**APPROVED DRAFT KAI TAK OUTLINE ZONING PLAN NO. S/K22/8A**

(Being ~~an Approved~~ *a Draft* Plan for the Purposes of the Town Planning Ordinance)

**EXPLANATORY STATEMENT**

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

**1. INTRODUCTION**

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ *draft* Kai Tak Outline Zoning Plan (OZP) No. S/K22/8A. It reflects the planning intentions and objectives of the Town Planning Board (the Board) for various land-use zonings of the Plan.

**2. AUTHORITY FOR THE PLAN AND PROCEDURES**

- 2.1 Under the power delegated by the then Governor which was deemed to have made by the Chief Executive (CE), the then Secretary for Planning, Environment and Lands directed the Board on 9 June 1998, under section 3(1)(a) of the Town Planning Ordinance (the Ordinance), to prepare two draft plans for the South East Kowloon area, i.e. the Kai Tak (North) OZP to cover the Kai Tak Airport Terminal and Apron area, and the Kai Tak (South) OZP to cover the rest of Kai Tak Airport and the proposed Kowloon Bay Reclamation.
- 2.2 On 4 September 1998, the draft Kai Tak (North) OZP No. S/K19/1 and the draft Kai Tak (South) OZP No. S/K21/1 were exhibited for public exhibition under section 5 of the Ordinance. The OZPs were subsequently amended once and exhibited for public inspection under section 7 of the Ordinance.
- 2.3 Under the power delegated by the then Governor which was deemed to have made by the CE, the then Secretary for Planning and Lands, directed the Board on 22 May 2001, under section 3(1)(a) of the Ordinance, to revise the planning scheme boundary of the draft Kai Tak (South) OZP No. S/K21/1 for incorporation of a proposed cruise terminal and a pier.
- 2.4 On 25 June 2002, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft Kai Tak (North) and the draft Kai Tak (South) OZPs, which were subsequently renumbered as S/K19/3 and S/K21/3 respectively. On 17 October 2006, the CE in C referred the approved Kai Tak (North) and the approved Kai Tak (South) OZPs to the Board for replacement by a new plan under section 12(1)(b)(i) of the Ordinance.
- 2.5 On 24 November 2006, the draft Kai Tak OZP No. S/K22/1 covering mainly the former Kai Tak Airport apron and runway areas, was exhibited for public inspection under section 5 of the Ordinance.
- 2.6 On 6 November 2007, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as

- S/K22/2. On 4 November 2008, the CE in C referred the approved OZP to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance on 26 August 2011.
- 2.7 On 4 September 2012, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/4. ~~On 14 September 2012, the approved Kai Tak OZP No. S/K22/4 was exhibited under section 9(5) of the Ordinance.~~
- 2.8 On 16 September 2014, the CE in C referred the approved Kai Tak OZP No. S/K22/4 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the OZP was notified in the Gazette on 26 September 2014 under section 12(2) of the Ordinance.~~—The OZP *was* subsequently amended *once* and exhibited for public inspection under section 5 of the Ordinance on 17 February 2017.
- 2.98 On 15 May 2018, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/6. ~~On 25 May 2018, the approved Kai Tak OZP No. S/K22/6 was exhibited for public inspection under section 9(5) of the Ordinance.~~
- 2.10 On 1 June 2021, the CE in C referred the approved Kai Tak OZP No. S/K22/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. ~~The reference back of the OZP was notified in the Gazette on 11 June 2021 under section 12(2) of the Ordinance.~~—*The OZP was subsequently amended once and exhibited for public inspection under section 5 of the Ordinance on 10 December 2021.*
- 2.11 ~~On 10 December 2021, the draft Kai Tak OZP No. S/K22/7 (the draft OZP), incorporating amendments mainly to include the rezoning of various sites for residential, commercial and open space uses and incorporation of the latest development proposals, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of 115 valid representations were received. On 4 March 2022, the representations were published for three weeks for public comment and a total of 54 valid comments were received. After giving consideration to the representations and comments on 17 June 2022, the Board decided to amend the draft OZP to partially meet representations by reverting the zoning 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)”) and 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)”. On 8 July 2022, the proposed amendments were published for further representation (FR) under section 6C(2) of the Ordinance. During the exhibition period, four valid FRs were received. On 2 September 2022, the Board gave consideration to the FRs and decided to amend the draft OZP by the proposed amendments under section 6F(8) of the Ordinance. In accordance with section 6H of the Ordinance, the draft OZP shall hereafter be read as including the above amendments.~~
- 2.129 On 18 October 2022, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Kai Tak OZP, which was subsequently renumbered as S/K22/8. ~~On 28 October 2022, the approved Kai Tak OZP No. S/K22/8 (the~~

~~Plan) was exhibited for public inspection under section 9(5) of the Ordinance. On 12 March 2026, the Secretary for Development (SDEV) referred the approved Kai Tak OZP No. S/K22/8 to the Board for amendment under section 12(1A)(a)(ii) of the Ordinance. The reference back of the OZP was notified in the Gazette on 20 March 2026 under section 12(2) of the Ordinance.~~

- 2.10 On XX XX 2026, the draft Kai Tak OZP No. S/K22/9 (the Plan) was exhibited for public inspection under section 5 of the Ordinance. The amendments mainly include (i) rezoning of a site at 2 Concorde Road from “Comprehensive Development Area (1)” (“CDA(1)”) to “Commercial (10)” (“C(10)”); and (ii) rezoning of several pieces of land across Shing Cheong Road, at Shing Yan Lane, and over the slip road of Kwun Tong Bypass respectively from “Other Specified Uses” (“OU”) annotated “Landscaped Elevated Walkway” (“OU(Landscaped Elevated Walkway)”) to areas shown as ‘Road’ and vice versa.

### 3. OBJECT OF THE PLAN

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

### 4. NOTES OF THE PLAN

- 4.1 Attached to the Plan is a set of Notes which shows the types of uses or developments which are always permitted within the ~~Planning Scheme Area (the Area)~~ and in particular zones and which may be permitted by the Board, with or without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services

Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb> <http://www.tpb.gov.hk>.

## 5. THE PLANNING SCHEME AREA

- 5.1 The Area has a land area of about 323 hectares. It covers the North Apron Area, South Apron Area and Runway Area of the ex-airport site, Ma Tau Kok waterfront, Kwun Tong waterfront, Cha Kwo Ling waterfront, Kai Tak Approach Channel (KTAC), To Kwa Wan Typhoon Shelter and Kwun Tong Typhoon Shelter (KTTS). The boundary of the Area is shown in a heavy broken line on the Plan *and includes two areas covered by "Urban Renewal Authority (URA) Ming Lun Street/Ma Tau Kok Road Development Scheme Plan (DSP) Area" and "URA To Kwa Wan Road/Ma Tau Kok Road DSP Area"*.
- 5.2 The Area covers land on the waterfront of Victoria Harbour. For any development proposal affecting such land, due regard shall be given to the Vision Statement for Victoria Harbour published by the Board, the requirements under the Protection of the Harbour Ordinance (Cap. 531) and the Harbour Planning Principles published by the former Harbour-front Enhancement Committee.

## 6. POPULATION

~~It is estimated that the total population to be accommodated in the Area will be about 153,000. First intake of population for the new development area commenced in 2013. Based on the 2021 Population Census, the population of the Area was estimated by the Planning Department as about 49,000 persons. It is estimated that the planned population of the Area would be about 158,000 persons.~~

## 7. PLANNING THEMES AND URBAN DESIGN FRAMEWORK

(Figures 1-4 and 2\*)

### 7.1 Planning Themes

The Kai Tak site is proposed to be developed as the "Heritage, Green, Sports and Tourism Hub of Hong Kong". The planning and urban design concepts are illustrated in the attached Figure 1. The main planning themes are discussed below:

- 7.1.1 Sports-oriented – Kai Tak ~~will~~ *is planned to* be a hub for sports and leisure activities. ~~A~~ *The* modern Kai Tak Sports Park (the Sports Park), ~~will be its~~ *as the anchor of Kai Tak, is* complemented by a comprehensive network of open spaces including a Metro Park, indoor recreational centres and extensive ~~cycle tracks and jogging~~ trails *for cycling and jogging* along the waterfront promenade. ~~Subject to technical and operation issues in particular the water quality issue,~~ *Following the improvement of water quality,* there is also ~~the an~~

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

opportunity to accommodate *a* variety of water sports/recreational activities in the KTAC, KTTS and the adjoining water bodies to further strengthen the role of Kai Tak as a hub for sports and ~~leisure~~ **recreational** activities. The type and spatial requirements of the water sports/recreational uses and their land-based facilities as well as their interface with the waterfront promenade would be further explored.

7.1.2 People-oriented – The waterfront areas are reserved mainly for public enjoyment as parks and promenades. Convenient and comfortable pedestrian connections between the hinterland and Kai Tak, and between the railway station and the various activity nodes are emphasized.

7.1.3 Sustainable – Residential, office, retail and hotel provisions are planned to mix with the sports and ~~leisure~~ **recreational** activity nodes to ensure vibrancy in different time of the day and different days of the week. ***Kai Tak is re-positioned as the waterfront destination of tourists.*** The history of Kai Tak will be manifested throughout the site and the heritage resources in the adjacent areas will also be promoted. ~~Kai Tak is re-positioned as the waterfront destination of tourists.~~

7.1.4 Environmental-friendly – To address the environmental problems at KTAC without resorting to reclamation is to uphold the environmental-friendly principle. Besides, environmentally friendly initiatives, such as ~~the possible~~ provision of a “multi-modal” Environmentally Friendly Linkage System (EFLS), roadside greening, green roof and district cooling system (*DCS*), and planning for mass transit ***including the proposed Smart and Green Mass Transit System in Kai Tak (SGMTS-KT)***, ~~minimizing noise impact and better air ventilation~~ are all built into the planning framework ***to minimize noise impact and for better air ventilation.***

7.1.5 Distinguished and Attractive Urban Form – Emphasis has been made to create a unique town centre juxtaposed with high-rise office development and unique residential neighbourhood. Traversing the Sports Park and Metro Park, the developments at the former Runway will outline a townscape that would be uplifted at the landmark development in the cruise terminal cum tourism node area.

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

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

### 7.2.1 Connecting the Neighbourhood

Connecting the surrounding neighbourhoods to Kai Tak is critical to the success of this redevelopment effort. Easy access for vehicles and pedestrians between the surrounding districts ~~will~~ helps revitalize and

reactivate the East Kowloon. The provision of these facilities ~~will take~~ **has taken** into account the existing and planned activities nodes.

#### 7.2.2 Creating Nodes

It is critical to create strong regional and local nodes within Kai Tak to revitalize the district. Large-scale anchors of regional significance include the Sports Park, Cruise Terminal, Metro Park and commercial/office centres. Community facilities and neighbourhood parks ~~would~~ contribute as local nodes.

#### 7.2.3 Activating the Harbour-front

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

#### 7.2.4 Creating a Pedestrian Friendly Environment

The “podium-free” design concept ~~would~~ **is introduced to** enhance air ventilation and view corridor in the street environment. The pedestrian experience is enhanced through the continuous waterfront promenade and a heritage trail winding through and connecting the Metro Park with Sung Wong Toi Park and other neighbouring districts and open spaces. The ~~possible~~ future provision of a “multi-modal” EFLS aims to provide people with various environmental-friendly and convenient links to different railway stations and public transport interchanges in Kai Tak, Kwun Tong, Ngau Tau Kok and Kowloon Bay, and encourage people to walk more and cycle within Kai Tak, thereby relying less on vehicles and roads.

#### 7.2.5 Creating a Dynamic Skyline

~~With a~~**The** composition of neighbourhoods of different scales, diverse building types, varying building heights, and selective signature towers **create** a dynamic skyline ~~will undoubtedly grace the face~~ **that defines** Kai Tak. The overall building height profile starts with a landmark tower with distinctive design on the ~~“Comprehensive Development Area(1)” (“CDA(1)”) “C(10)”~~ site at the Kai Tak River in the Kai Tak City Centre and gradates towards the waterfront in two directions: one in the southeast along the Kai Tak River towards the South Apron area and the other in the south along the residential neighbourhoods towards the Sports Park to the Metro Park and the Ma Tau Kok waterfront area. It then rises again from the Runway Precinct to another landmark development at the Tourism Node. The possible bridge link connecting Kwun Tong and former runway tip will add another highlight to this dynamic skyline.

#### 7.2.6 Celebrating the Views

Views beyond the neighbourhoods are absolutely critical to maintain one’s orientation within the city. There is a strong emphasis on views to and from the mountains (i.e. Lion Rock and Fei Ngo Shan), the harbour (i.e. Victoria Harbour and Lei Yue Mun), and city beyond (i.e. Hong Kong Island and Kowloon hinterland). The former airport

runway itself is also a feature of historical interest. The elongated shape of the ex-runway is retained under the ‘no reclamation’ approach. The vista extending from the Metro Park, the Central Boulevard, Tourism Node and Runway Park to Lei Yue Mun ~~will be~~ *is* maintained to recap the flight take-off memory.

#### 7.2.7 Celebrating the Gateways

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

#### 7.2.8 Creating a “A Green Web for Sustainable Development”

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

## 8. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 8.1 Based on the urban design framework mentioned above, the Plan has incorporated appropriate building height restrictions for various development zones. The restrictions ~~will~~ *are imposed to* provide better planning control on the development intensity and building height upon development/redevelopment, to prevent excessively tall or out-of-context buildings and to meet public aspirations for greater certainty and transparency in the statutory planning system. In the absence of building height control, tall buildings may proliferate at random locations and the scale may be out-of-context in the locality, resulting in negative impacts on the visual quality of the Area.
- 8.2 The building height restrictions have taken into account urban design considerations and various factors including preservation of public view from the major vantage points along major view corridors, the stepped height concept in general as recommended in the urban design and landscape framework, the local topography and characteristics, local wind environment, compatibility of building masses in the wider setting, as well as the need to strike a balance between public interest and private development rights.

- 8.3 Under the current OZP, development sites near waterfront, i.e. Sports Hub, South Apron Corner and Ma Tau Kok, in general have lower building height restrictions ranging from ~~45mPD~~ **15mPD** to **100mPD**~~80mPD~~, except for ~~landmark developments and~~ **the** existing development sites. The building heights rise gradually from waterfront towards the inland areas to the commercial belt in the Kai Tak City Centre. The building height profile reaches its maximum of 200mPD at the ~~“CDA(1)”~~ **“C(10)”** zone which ~~will be~~ **has been** developed into a landmark building (**known as AIRSIDE**) of distinctive design along the Kai Tak River. The landmark tower ~~will~~ complements the curvilinear landscaped elevated walkway and the Kai Tak River to signify the prominent image in the locality. In order to preserve the existing views along the view corridors towards Lion Rock, non-building area (**NBA**) is incorporated in the ~~“Other Specified Uses” (“OU”)~~ annotated **“Stadium” (“OU(Stadium)”)** zone and a lower building height of 15mPD is adopted for the **“OU”** annotated **“Arts and Performance Related Uses” (“OU(Arts and Performance Related Uses)”)** zone.
- 8.4 An Air Ventilation Assessment (AVA) was undertaken in 2010 (AVA 2010) to assess the existing wind environment and the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height and ~~non-building area~~ **NBA** restrictions incorporated into the Plan have taken into consideration the findings of the AVA.
- 8.5 According to the findings of AVA 2010, the prevailing annual wind comes from the east (~~E~~), east-southeast (ESE), southeast (SE) and south-southeast (~~SSE~~), and the prevailing summer wind mainly comes from the ESE, SE and west-southwest (~~WSW~~). The Kai Tak Development has incorporated a number of major air paths for penetration of wind which are aligned approximately in SE to north-west (NW) direction. They include the interconnected major open spaces or open areas covering KTTS, KTAC, To Kwa Wan Typhoon Shelter, Kai Tak River, Metro Park and Sung Wong Toi Park and open space adjoining the Sports Park. These unobstructed air paths allow the prevailing winds to penetrate into the built environment of the Kai Tak City Centre as well as into Kowloon City and San Po Kong.
- 8.6 To further enhance penetration of prevailing wind to individual development sites, development parcels together with a matrix of pedestrian streets are aligned in SE to NW direction. Podium-free design is adopted to improve wind penetration at pedestrian street level. Furthermore, ~~future developments are encouraged to adopt~~ suitable design measures to minimize any possible adverse air ventilation impacts **should be adopted**. These include greater permeability of fence walls, wider gap between buildings, disposition and perforation of building towers to align with the prevailing winds.
- 8.7 In 2016, optimization of the development potential at selected sites within the Area were proposed and further AVAs were conducted (AVA 2016) to assess the impact of proposal. According to the findings of the AVA 2016, the overall pedestrian wind performance of the scenario with the optimization proposal is comparable with that of the previously approved development proposals studied under AVA 2010 under annual and summer **wind** conditions. In order to alleviate the potential impacts at some affected areas, further quantitative AVAs are required to be conducted for future developments at various sites at the detailed design stage to explore the effectiveness of mitigation measures

proposed in the AVA 2016 and incorporation of other improvement measures where appropriate. Such requirements for quantitative AVAs would be incorporated in the lease and/or land grant/sales conditions.

- 8.8 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for developments/redevelopments with planning and design merits and to cater for circumstances with specific site constraints. Each planning application for minor relaxation of building height restriction under section 16 of the Ordinance will be considered on its own merits and the relevant criteria for consideration of such application are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
  - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;
  - (c) providing better streetscape/good quality street level public urban space;
  - (d) providing separation between buildings to enhance air *ventilation* and visual permeability;
  - (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
  - (f) other factors such as *the* need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

~~8.9 However, for any existing building with building height already exceeding the building height restrictions in terms of metres above Principal Datum and/or number of storeys as stated in the Notes of the Plan and/or stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.~~

#### Non-Building Areas

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

#### *Kai Tak City Centre*

- 8.110 For the two linked “Commercial (6)” (“C(6)”) sites serving as ~~twin-tower~~ gateway *twin-tower* in the eastern part of Kai Tak City Centre, NBAs of maximum of 15m wide are imposed along the eastern ~~boundary~~ *boundaries* to create a wider pedestrian vista in the green corridor between the linked sites and the mixed use and public housing developments to their east. NBAs of maximum of about 40m wide is proposed along the boundary abutting the “OU” annotated “Mixed Use (2)” (“OU(Mixed Use)(2)”) site to provide additional breezeway from Kai Tak to San Po Kong. ~~10m wide and 27m wide~~ NBAs *of 10m wide and 27m wide* are designated within the “Residential (Group A)5” (“R(A)5”) site fronting the Heritage Park and the western part of the “C(8)” site at the North Apron respectively to enhance wind penetration.

- 8.121 3m-wide NBAs are designated within development sites along the ~~boundary~~ **boundaries** abutting 10m-wide pedestrian streets running in SE to NW direction to further enhance penetration of the prevailing wind. 5m-wide NBAs are designated within development sites along the ~~boundary~~ **boundaries** abutting the Kai Tak River to maintain a wider vista along riverside. The NBA designated in the eastern fringe of the “OU(Stadium)” site is to complement the view corridor to Lion Rock.
- 8.132 For the twelve residential sites on both sides of the Kai Tak River in the Grid Neighbourhood, apart from NBAs designated along pedestrian streets and Kai Tak River as mentioned above, two 20m-wide NBAs in NE to SW direction are designated as visual corridors to enhance the visual permeability of the development cluster in such direction. In addition, 3m-wide NBAs are designated along the other site boundaries to create building envelopes. The intention is to require medium-rise blocks and low blocks of the residential development in each site to abut the ~~boundary~~ **boundaries** of the building envelope to foster a courtyard design.
- 8.143 The NBAs designated at the “CDA(2)” and the “OU(Arts and Performance Related Uses)” zones will pronounce the curvilinear shape of the landscaped elevated walkway.

*Runway Area*

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

*Ma Tau Kok Waterfront*

- ~~8.16 Two 10m wide NBAs within the “CDA” site, one abutting the existing “R(A)1” site and another near the middle aligning with Ma Tau Kok Road, are designated to enhance visual permeability at the waterfront area.~~
- ~~8.17 Under exceptional circumstances, minor relaxation of the NBA restriction may be considered by the Board on application under section 16 of the Ordinance. Within the NBAs stipulated on the OZP, landscaping and street furniture, underground structures and pedestrian facilities will be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity will be allowed in the NBAs.~~

Building Setback

8.185 To maintain the vista on the landscaped deck of the Central Boulevard towards Lei Yue Mun, the “OU” annotated “Tourism Related Uses to ~~include~~ **include Commercial, Hotel and Entertainment**” (“***OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)***”) site will be subject to a minimum 45m-wide building setback from the adjoining Cruise Terminal Site. ~~Minor structure for footbridges connecting the Tourism Node with the Cruise Terminal will be permitted in the 45m wide building gap. Under exceptional circumstances, minor relaxation of the building setback restriction may be considered by the Board on application under section 16 of the Ordinance.~~

## 9. LAND USE ZONINGS

9.1 “Commercial” (“C”) – Total Area ~~12.90~~ **14.67** ha

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

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

9.1.3 The “C(1)” zones ~~are~~ **is** located at the South Apron along the Kowloon Bay waterfront. Together with the site zoned “C(8)” to ~~the~~ **its** north-east across Central Kowloon ~~Route~~ **Bypass (CKBR)**, ~~this~~ **these** zones **are** is intended to provide a critical mass of office space to create synergy with the Kowloon Bay Business Area to meet the policy initiatives of Energizing Kowloon East. Developments within “C(1)” zone are subject to a maximum plot ratio of 5.8, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 80mPD. To facilitate pedestrian connection through the site to connect with the proposed elevated walkway across KTAC and the “C(8)” zone to the north-east, landscaped elevated walkway will be provided in the zone and an appropriate area should be reserved on both sides of the landscaped elevated walkway to facilitate the future construction and maintenance of the walkway by the Government or appropriate party.

9.1.4 The “C(2)” zones are located in the South Apron Corner near the Kowloon Bay waterfront. This zone is planned as an extension of the Kowloon Bay Business Area, **intended to create a more coherent cluster of commercial developments in the area**. This land use zone is so drawn up taking into account the environmental concerns in the area, including the air and noise impacts from the Kwun Tong Bypass. ~~This zone is intended to create a more coherent cluster of commercial developments in the area.~~ For a site abutting Kwun Tong Bypass and locating at the Kowloon Bay waterfront, a 20m-wide promenade along the waterfront shall be provided for public enjoyment purpose.

Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD. Any domestic or partly domestic and partly non-domestic development within this zone would require planning permission from the Board and such development shall not exceed a maximum plot ratio of 5.0. These planning applications should include assessments on the relevant technical and environmental concerns and demonstrate that the proposal would not result in incoherent developments in the area.

- 9.1.5 The “C(5)” and “C(7)” zones are located in the Runway Area. These zones are intended for hotel and other commercial uses along the waterfront of the Runway Precinct so as to support the nearby Tourism Node and Cruise Terminal development. Developments within “C(5)” and “C(7)” zones are subject to a maximum plot ratio of 6.0 and 7.5 respectively, a maximum site coverage (excluding basement(s)) of 80% and a maximum building height of 95mPD. NBAs are designated in these sites along the boundaries facing the Central Boulevard ~~and the 10m wide pedestrian street~~ to maintain a wider vista and building gap.
- 9.1.6 The *Two linked sites zoned “C(6)” zone* ~~comprising two linked sites~~ is located in the eastern side of Kai Tak City Centre near the Mass Transit Railway (MTR) Tuen Ma Line (TML) Kai Tak (KAT) Station *are currently occupied by The Twins*. ~~An~~ *The* iconic gateway twin-tower development is ~~planned so as~~ *intended* to anchor the vista towards the Station Square. NBAs are imposed in the eastern part of the two linked sites to create a wider pedestrian vista in the green corridor between the proposed commercial/office developments in these sites and the mixed use and public housing developments to their east. As for the western part of the northern “C(6)” site, *an* NBA is imposed in order to maintain a breezeway from Kai Tak to San Po Kong as well as to allow a vehicular access serving the ~~two linked sites~~ *via Concorde Road*. *Another* vehicular access ~~will be~~ *is* provided via ~~Road L3B Muk Chui Street~~ to serve the southern “C(6)” site. The area in between the two linked “C(6)” sites ~~will remain~~ *serves* as open space for a gateway plaza. Developments within this zone are subject to a maximum plot ratio of 6.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.
- 9.1.7 Two sites are zoned “C(8)”, one located at the northern side of the Kai Tak City Centre between Prince Edward Road East (PERE) and Concorde Road; the other located to the north-east of the “C(1)” zone at the South Apron area. Developments within the “C(8)” zone are subject to a maximum plot ratio of 8.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100/120mPD. For the “C(8)” site at the Kai Tak City Centre with the Underground Shopping Street (USS) alignment underneath, public passageway shall be provided in the basement level for connection with the USS system.
- 9.1.8 The “C(9)” zone covers two existing industrial buildings at San Ma Tau Street. Developments within this zone are subject to a maximum plot ratio of 9.5, a maximum site coverage (excluding basement(s)) of 65%

and a maximum building height of 100mPD, or the plot ratio/site coverage/building height of the existing building, whichever is the greater.

**9.1.9** *The “C(10)” zone at 2 Concorde Road is currently occupied by a commercial development named AIRSIDE. It is a comprehensive retail and office development with low-rise structures in the west and a landmark commercial tower in the east complementing the curvilinear landscaped elevated walkway and the landscaped Kai Tak River to signify the prominent image in the locality. Development in the zone is restricted to a maximum non-domestic plot ratio of 10.0, a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 200mPD in the east and 40mPD in the west for the cascading low-rise structures to 15mPD within the retail belt towards the Kai Tak River and Station Square. Within the retail belt designated on the OZP, ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys are provided for a vibrant and festive public gathering place in the town square environment. The 5m-wide NBA along the Kai Tak River is to provide a wider vista along the River. A public transport terminus of not less than 3,800m<sup>2</sup> should be provided. Provision of public passageway at the basement level is required to connect to the USS system.*

9.1.9I0 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.

~~9.1.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

9.1.11 The plot ratio control under “C(9)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

9.2 “Comprehensive Development Area” (“CDA”) – Total Area 9.62 5.98 ha

9.2.1 ~~Six~~ **Four** sites in Kai Tak are zoned as “CDA”. This zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of environmental, traffic, infrastructure and other constraints. To enhance air ventilation and encourage interaction in the community, podium development within this zone is discouraged and this zone is also subject to site coverage restriction. ~~Planning briefs setting out the planning parameters and the special design requirements will be prepared to guide the future development in the “CDA” sites.~~

~~9.2.2 A site at the Ma Tau Kok waterfront is designated “CDA”. The planning intention for this “CDA” zone is for a comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of waterfront promenade, open space and other supporting facilities. This zoning is to facilitate comprehensively designed waterfront developments with residential uses and retail facilities as well as to provide scope for a better integration with the adjoining developments. In view of the prominent waterfront location and to enable a continuous promenade from To Kwa Wan to Cha Kwo Ling, a 20m wide promenade abutting the waterfront shall be provided for public enjoyment purpose. To enliven the adjoining waterfront promenade, this zone includes the requirement for provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt abutting a 20m wide waterfront promenade set aside within the site. Developments within this zone are subject to a maximum plot ratio of 5.0, a maximum site coverage (excluding basement(s)) of 40% and a maximum building height of 65mPD and 110mPD.~~

9.2.32 The “CDA(1)” and “CDA(2)” *site* sub-areas located in the Kai Tak City Centre north on the eastern and western sides of *the* Kai Tak River, respectively are intended for commercial uses with a lower structure cascading down to the open spaces along the Kai Tak River. The “CDA(1)” sub-area is intended for a comprehensive office/hotel/retail development with low-rise structures in the west and high-rise landmark commercial tower in the east. The landmark tower in the “CDA(1)” sub-area will complement with the curvilinear landscaped elevated walkway and the landscaped Kai Tak River to signify the prominent image in the locality. Development within the “CDA(1)” sub-area is subject to a maximum non-domestic plot ratio of 10.0 and a maximum building height of 200mPD in the east to allow for a landmark building in the City Centre and 40mPD in the west for the cascading low-rise structure. The “CDA(2)” sub-area is intended for a low-rise cascading commercial development, *and It is* subject to a maximum plot ratio of 4.5, *a maximum site coverage (excluding basement(s)) of 65%, and with* a maximum building height of 40mPD. The cascading low-rise structures in both “CDA” sub-areas should descend from 40mPD to 15mPD *within the retail belt* towards the Kai Tak River *and Station Square*. ~~or the curvilinear walkway.~~ Both “CDA” sub-areas are subject to a maximum site coverage (excluding basement(s)) of 65%. *The NBA at the northern part of the site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway, and the 5m-wide NBAs along the Kai Tak River is to* will provide a wider vista along the River. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding *2 two* storeys in the retail belt abutting the Station Square ~~will~~ *could* create a riverside vibrant and festive public gathering place in the town square environment. *Provision of public passageway at the basement level is required to connect to the USS system.* The NBA at the northern part of the “CDA(2)” site is intended to strengthen the character and identity of the curvilinear landscaped elevated walkway.

9.2.43 Three sites abutting the Lung Tsun Stone Bridge (LTSB) Preservation Corridor are designated “CDA(3)”, “CDA(4)” and “CDA(5)” respectively. The planning intention for these sites is to ensure their disposition and design would be in harmony with the Preservation Corridor for LTSB. ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding ~~2~~ **two** storeys within the retail belt designated on the OZP along the frontage of the Preservation Corridor ~~would~~ help foster a lively atmosphere. ~~The planning briefs will set out the special design features for these three “CDA” sites to ensure a harmonious environment with the Preservation Corridor.~~ The “CDA(3)” zone is intended for commercial use while the “CDA(4)” and “CDA(5)” zones are intended for residential use. The “CDA(3)” zone is subject to a maximum plot ratio of 6.6 and a maximum site coverage (excluding basement(s)) of 65%. In order to provide a more open view towards the Kowloon City and the Lion Rock, the eastern part of the site is subject to a lower building height restriction of 13mPD while the remaining area will be subject to a maximum building height of 100mPD. The “CDA(4)” zone is subject to a maximum plot ratio of 7.5, a maximum building height of 125mPD and a maximum site coverage (excluding basement(s)) of 65%. The “CDA(5)” zone is subject to a maximum plot ratio of 6.8, a maximum building height of 135mPD and a maximum site coverage (excluding basement(s)) of 40%. ***Within “CDA(3)” and “CDA(4)” zones, provision of public passageway at the basement level is required to connect to the USS system.***

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

9.2.65 The plot ratio control under “CDA(4)” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

9.3 “Residential (Group A)” (“R(A)”) – Total Area 18.32 ha

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

9.3.2 Ten sites are designated “R(A)1” to “R(A)6”. Two of them are located at the eastern boundary of the Kai Tak City Centre and two are located at the Ma Tau Kok waterfront. Six sites are located at the south-western portion of the Kai Tak City Centre near the TML Sung Wong Toi (SUW) Station.

- 9.3.3 An existing residential development at the junction of To Kwa Wan Road and San Ma Tau Street is zoned “R(A)1”. To enable a continuous waterfront promenade in the East Kowloon area extending from To Kwa Wan to Cha Kwo Ling, a 20m-wide promenade abutting the waterfront shall be provided for public enjoyment purpose.
- 9.3.4 Two *existing* public housing developments, *namely Kai Ching Estate and Tak Long Estate*, ~~at the sites~~ along the eastern boundary of the Kai Tak City Centre are designated “R(A)2” and “R(A)3” respectively. Four sites near TML SUW Station designated “R(A)4” are earmarked for public housing developments. Appropriate site coverage taking into account the detailed design considerations including podium-free requirement is formulated and incorporated in the planning brief for the housing developments. To enliven the ambience of the abutting open space and ensure consistency in design, retail belt similar to those provided in the “R(B)” and “CDA” zones to the east should be provided. The design and development requirements of the retail belt, including ground floor setback, clear width and headroom for public passageway, are also formulated and incorporated in the planning briefs.
- 9.3.5 Developments at the two sites zoned “R(A)5” and “R(A)6” at the northern side of Kai Tak City Centre facing PERE and Sung Wong Toi Park are served by MTR TML and featuring a stepped building height profile descending from northeast to southwest. In determining the relevant maximum plot ratio for the “R(A)5” site fronting the proposed Heritage Park, any floor spaces that is constructed or intended for use solely as railway facilities, as required by the Government, may be disregarded. USS with provision of public passageway will run through the sites to link up developments in the locality.
- 9.3.6 A site designated “R(A)6” at To Kwa Wan Road fronting the Ma Tau Kok waterfront is earmarked for the development of a dedicated rehousing estate for urban redevelopment projects. An at-grade public open space of not less than 2,700m<sup>2</sup> (which may include some covered areas open for public use) shall be provided within the site to enhance the pedestrian linkage between the Ma Tau Kok waterfront and the inner part of Ma Tau Kok area and form part of the open space network of Kai Tak Development. To echo with the intention to create a dining cove in between the site and another site zoned “OU” annotated “Waterfront Related Commercial, Cultural and Leisure Uses” (“OU(Waterfront Related Commercial, Cultural and Leisure Uses)”), to create an active and vibrant waterfront environment and offer people a unique dining experience, commercial frontages, including retail shop, restaurant and al-fresco dining, shall be provided on the lower floors of the development. Cultural and leisure uses are also encouraged to be provided at the development to promote diversity at the waterfront.
- 9.3.7 A quantitative AVA has been carried out for the proposed dedicated rehousing estate and several design measures have been proposed in the assessment, including building separations of 15m and 11m *in width* within the site. These measures should be adopted in the proposed development at detailed design stage to alleviate the potential air ventilation impact on the surrounding wind environment.

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

Zoning	Maximum Domestic Plot Ratio	Maximum Non-domestic Plot Ratio	Maximum Site Coverage (excluding basement(s))	Maximum Building Height
R(A)1	7.5	1.0	-	176mPD
R(A)2	6.3	0.3	-	120mPD
R(A)3	5.51	0.1	-	120mPD
R(A)5	6.5	1.5	65%	100 / 115 / 125mPD
R(A)6	6.5	1.0	65%	100 / 125mPD
	Maximum Plot Ratio			
R(A)4	6.6		-	100 / 115mPD

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

~~9.3.10 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

9.3.140 The plot ratio control under “R(A)5” and “R(A)6” zones *are* is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

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

9.4.1 This zone is intended primarily for medium-density residential developments. Retail belt/frontage along the side of the sites abutting the open space, waterfront promenade or pedestrian streets is provided to enhance vibrancy of the adjoining open space/waterfront promenade/pedestrian streets.

9.4.2 A total of twenty-seven sites are designated “R(B)1” to “R(B)8”. They are located in the Kai Tak City Centre, South Apron Corner and Runway Area. To enhance air ventilation and encourage interaction in the community, podium development within these sites is discouraged and this zone is also subject to site coverage restriction. Car parking facilities should be provided in basement level to enable podium-free development. For those sites abutting 10m-wide pedestrian streets in the North Apron area, 3m-wide NBAs are incorporated in each site to serve as local breezeways to capture southeast prevailing winds to achieve better air ventilation.

9.4.3 A “R(B)1” site near the public housing development in the eastern part of the Kai Tak City Centre has been partly developed for Flat-for-Flat Scheme by the Urban Renewal Authority *URA* and partly ~~proposed~~ ***developed under*** ~~for~~ the Home Ownership Scheme. Twelve ***existing residential*** sites involving three designated as “R(B)1”, eight as “R(B)2” and one as “R(B)3” bounded by Shing Kai Road and TML are intended for Kai Tak Grid Neighbourhood development which ~~is~~ ***are*** subject to special design control. The intention is to create a distinctive residential neighbourhood within urban street blocks of intimate scale. Residential developments in the Grid Neighbourhood area ~~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. The low block shall not exceed six storeys or 25mPD, whichever is the less. Such variation of building heights ~~would~~ add interest to the local townscape and project a well-proportioned neighborhood environment. Courtyard design for the residential development ~~will be~~ ***is*** encouraged to enhance interaction in the neighbourhood and to achieve integrated community. The NBAs along the pedestrian streets and Kai Tak River as well as the two 20m-wide visual corridors ~~will~~ ***are designated to*** provide wider vistas in such directions. They together with NBAs along other site boundaries ~~will have defined~~ the building envelopes for the alignment of residential blocks along the building envelope ~~boundary~~ ***boundaries*** and thereby foster the courtyard design. Other development parameters on disposition of building blocks, minimum gross floor area and site coverage for residential towers/low blocks and façade length, etc. ***to ensure the courtyard design will be incorporated into the are controlled under respective land*** leases ~~to ensure that the courtyard design will be achieved.~~

9.4.4 Developments at the twelve sites zoned “R(B)4”, “R(B)5”, “R(B)7” and “R(B)8” in the Runway Area ~~would feature an undulating and varied building height profile,~~ with the tallest band of developments in the middle portion, ***have created an undulating and varied building height profile.*** With the building height of developments stepping down on the two sides towards Metro Park and hotel sites, the varied building height profile is interesting and visually compatible with the developments in the hinterland, which can also preserve the ridgeline. Through the creation of some low-rise blocks fronting the waterfront promenade within individual sites, it can provide a diversified building mass and an intimate scale of development for the pedestrians along the promenade. It ~~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 d~~Detailed requirements to achieve the said urban design concepts would be formulated at detailed design stage *have been suitably incorporated into the land leases* to guide the future developments at these sites.

- 9.4.5 ~~In addition, an elevated landscaped deck~~ Over Shing Fung Road is ~~proposed~~ along the Central Boulevard *is an elevated landscaped deck known as Kai Tak Sky Garden*. In order to maintain a wider vista and building gap, NBAs are designated within the sites along the boundary facing the elevated landscaped deck on the Central Boulevard and the 10m-wide pedestrian streets.
- 9.4.6 ~~An existing public housing site~~ *located* north of “OU(Stadium)” zone is designated “R(B)6”. Together with the four “R(A)4” sites to the west, ~~this site is~~ *these sites are* intended for residential development in the Kai Tak City Centre to echo with the existing urban fabric in Kowloon City. ~~‘Shop and Services’ and ‘Eating Place’ uses are always permitted on the lowest two floors of buildings.~~
- 9.4.7 The “R(B)1”, “R(B)2” and “R(B)6” sites fronting the Station Square and to the north of “OU(Stadium)” zone ~~will~~ include provision of ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys as retail belt in order to create vibrant street environment.
- 9.4.8 Developments within “R(B)” zones are subject to the following plot ratio, site coverage and building height restrictions:

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

- 9.4.9 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of site for road widening or public uses.
- 9.4.10 ~~Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

9.4.140 The plot ratio control under “R(B)8” zone is regarded as being stipulated in a “new or amended statutory plan” according to the Joint Practice Note No. 4 “Development Control Parameters Plot Ratio/Gross Floor Area”, and shall be subject to the streamlining arrangements stated therein.

9.5 “Government, Institution or Community” (“G/IC”) – Total Area 35.89 ha

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

9.5.2 ~~Two~~ **Three** “G/IC” sites between PERE and Concorde Road are designated for Government offices development **and police station** to create a cluster for Government services. One has been developed as the Trade and Industry Tower, which is connected with the developments in San Po Kong by a curvilinear landscaped elevated walkway. ~~Another~~ **The adjacent site has been developed as is under construction for the Inland Revenue Centre to re-provision the current former Revenue Tower in Wan Chai. Another site to the further east across Kai San Road has been developed as the Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters).** The Government offices cluster ~~will~~ **could** enable the Government services to be more accessible to both the existing and future population. **Other major existing GIC facilities in Kai Tak City Centre include the Kai Tak Community Hall, Kai Tak River Desilting Compounds, A “G/IC” site abutting Shing Kai Road is designated for the existing Electrical and Mechanical Services Department (EMSD) Headquarters, Kai Tak DCS and chiller plants, sewage pumping stations, electricity substations and a refuse collection point.** ~~Three sites to the south of Kwun Tong Bypass in the South Apron Corner, there are three sites reserved for hospital developments (i.e. Hong Kong Children’s Hospital and Kai Tak Acute Hospital) to serve the East Kowloon area and surrounding districts, and sites for Kai Tak Fire Station, Animal Management and Animal Welfare Building Complex and Kowloon Bay Sewage Interception Station.~~

9.5.3 A total of six primary and two secondary school sites have been planned in the Area to meet the needs of the existing and planned population. Two existing primary schools are located near Hoi Sham Park. Two other **existing** primary schools ~~are already in operation since 2016~~ and one secondary school **are located** near Kai Ching Estate ~~has commenced operation since 2019~~. Two primary and one secondary school **sites** are planned in the vicinity of Tak Long Estate in Kai Tak City Centre, **including one site for a re-provisioned primary school.** In addition,

there are two existing special schools at Sung On Street and one planned secondary school site near Chi Kiang Street falling outside the Area in the adjacent Hung Hom district, *which could also* to serve the Kai Tak Area.

- 9.5.4 Two “G/IC” sites near Shing Kai Road on each side of Kai Tak River are reserved for accommodation of various GIC facilities to serve the Kai Tak Area including indoor recreation centre and social welfare facilities. Other “G/IC” sites, mainly in Kai Tak City Centre and South Apron, are reserved for Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station (the police headquarters), sub-divisional fire stations, Animal Management and Animal Welfare Building Complex, Drainage Services Department’s desilting compound, EMSD’s chiller plant and refuse collection points, *and* electricity substations and sewage pumping stations. A site to the north of the “R(B)4” zone close to the landscaped deck at the upper portion of Shing Fung Road is reserved for two half-sunken sewage pumping station and salt water pumping station. The design of the two stations should be integrated with the Metro Park, and their at-grade level should be allowed for public use as far as possible. Necessary mitigation measures should be provided to ameliorate the possible impacts to the surroundings. A site near Ma Tau Kok waterfront is also reserved for public transport interchange.
- 9.5.5 A “G/IC” site at the Cha Kwo Ling waterfront is earmarked for the development of a new Vocational Training Council campus building with adequate capacity and state-of-the-art facilities. Two building height subzones of 60mPD/70mPD are designated within the site. As the site is located near the waterfront, the design of the campus building should respect the waterfront setting, ensure visual compatibility with the surrounding developments, promote air and visual permeability, and facilitate pedestrian access to and public enjoyment of the waterfront. Special design considerations including provision of public passageway, building setback from Wai Yip Street/Cha Kwo Ling Road/waterfront promenade, building separation between blocks, podium-free design, enhanced greening and landscape provision, and integration with the adjoining planned open space and waterfront promenade should be adopted for the development. A public open space of not less than 1 ha in size should be provided in the development and handed over to the Government for management and maintenance upon completion. The design of this public open space should integrate with the planned waterfront promenade and soccer pitch on the adjoining area zoned “Open Space” for public enjoyment. Appropriate requirements reflecting the above intention on the urban design considerations of the Vocational Training Council campus and design integration of the public open space with the adjoining areas zoned “Open Space” are required to be stipulated in the conditions of land grant/allocation. The layout and design of the campus development and the adjoining open space will be subject to detailed design.
- 9.5.6 Lower building height restrictions with height bands ranging from 15mPD, 30mPD, 45mPD and 60mPD are imposed on a large portion of “G/IC” sites. Sites reserved for EMSD Headquarters, police

headquarters, Government offices, Hong Kong Children's Hospital and Kai Tak Aacute Hospital will be *are* subject to relatively higher building height restrictions ranging from 60mPD to 100mPD.

~~9.5.7 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

9.6 "Open Space" ("O") – Total Area 99.26 ha

9.6.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. A network of interconnected public open spaces, in respect of size and function is proposed (Figure ~~12~~). This includes regional, district and local open spaces. These open spaces are essential components of the urban design framework for Kai Tak Development. While individual open space projects are subject to detailed design study, it is the planning intention to promote luxuriant planting in these open spaces to create a more natural environment and green setting in the Area. ~~Opportunity to utilizing some of the~~ ***Public creative activities or other compatible uses could be carried out in the*** open space in the Station Square as well as along the Sports Park and Kai Tak River ~~for public creative activities or other compatible uses should be explored.~~

9.6.2 Regional open space is the large-scale open space to serve the recreational needs of tourists, visitors and the local residents as well as the territory. It comprises the Metro Park, open spaces around the Station Square and the Sports Park, the Runway Park, the Heritage Park and the Sung Wong Toi Park and waterfront promenade with the following design themes:

- (a) The proposed Sung Wong Toi Park located along the western boundary of the Area will accommodate Sung Wong Toi Inscription Rock and a landscape vista looking towards the waterfront promenade of the Dining Cove.
- (b) According to the findings of the archaeological field investigations conducted, the area near the Kowloon City No. 2 Sewage Pumping Station at the north-west of the North Apron is of archaeological potential. The area is zoned as open space for the establishment of a Heritage Park and can be integrated with the adjoining Sung Wong Toi Park for development. This can provide an appropriate environment and ambience for the preservation and display of important archaeological findings for public appreciation and education purposes.
- (c) The Station Square around the TML KAT Station will form a contemporary park with cafes and restaurants provided within the abutting retail belt, serving as a gateway to Kai Tak. The design of the western end of the Station Square should also be compatible with the heritage theme of the LTSB Preservation Corridor.

- (d) The open spaces around the Sports Park will provide space for dispersal of spectators and serve additional ~~leisure~~ **recreational** purpose for the public during non-event days. Part of the site formation level of the Sports Park ~~will be~~ **has been** raised to facilitate integration of the main stadium and the public sports ground as well as to maintain continuity of open space network. The open space in between the “OU(Stadium)” zones and Shing Fung Road also functions as a view corridor to Lion Rock.
  - (e) The Metro Park, located in the upper part of the Runway Area, will form a regional open space for the East Kowloon Area and is designed to provide a variety of facilities for different users, including theme gardens, exhibition facilities, water features, etc. The Metro Park integrated with open spaces around the Station Square and the “OU(Stadium)” zone will form a comprehensive green hub to achieve the “Stadium in the Park” concept.
  - (f) The Runway Park at the end of runway will provide a theme area to accommodate facilities of aviation-related theme including weather station and an unobstructed view to Lei Yue Mun.
  - (g) The waterfront promenade generally with 20m to 35m in width is planned to form a continuous traffic free pedestrian green connector within the landscape design framework in Kai Tak Development. A waterfront open space at the cove of Ma Tau Kok in between the proposed dedicated rehousing estate zoned “R(A)6” and the Sports Park is intended to complement the Dining Cove with food and beverage uses on its two sides overlooking the Victoria Harbour for creating a vibrant waterfront environment and giving people a unique dining experience. Outside seating accommodation for alfresco dining may be provided under administrative mechanism.
- 9.6.3 District open space is to provide green corridors optimising the pedestrian environment and flow between residential areas, open space and surrounding areas. It comprises the Hoi Sham Park at Ma Tau Kok waterfront, the Avenue Park near public housing developments, the Kai Tak River, the open space at the South Apron Corner, and a district open space at Cha Kwo Ling waterfront.
- 9.6.4 Local open space is also provided between the residential zones to add amenity to the neighbourhood and to enhance living environment.
- 9.6.5 Some of the areas above major drainage culverts, in particular, the Kai Tak River, are planned for open space uses. An integrated design approach is required to create a quality landscaped river in these spaces and to allow regular maintenance of these culverts. This design will be further investigated in the detailed design study of the respective works package for Kai Tak Development.
- 9.6.6 A site adjoining the “OU(Stadium)” zone and abutting Shing Fung Road is zoned “O(1)”. It is intended to form part of the Sports Park to support the sports facilities including the associated public transport terminus.

- 9.6.7 Three sites near the “OU(Stadium)” zone, the Metro Park and the Central Boulevard are zoned “O(2)” which are intended to provide open space in form of landscaped deck. The landscaped deck between the “OU(Stadium)” zones ~~will~~ functions as connection points for the main stadium and the public sports ground while the one to the south ~~will~~ facilitates a smooth pedestrian flow on the deck level of the Sports Park down to the Metro Park. The two landscaped decks at the Metro Park and the Central Boulevard above Shing Fung Road ~~will~~ serve as a leisure walkway connecting the Metro Park to its north with the Cruise Terminal, the Tourism Node and the Runway Park to its south.
- 9.6.8 Two areas to the north of the Sports Park site are zoned “O(3)”. It is intended for in-situ preservation of the LTSB remnants for public appreciation and the proposed Heritage Park. For the “O(3)” zone for preserving the LTSB, the LTSB remnants ~~will~~ *could* be preserved in-situ within the 30m wide Preservation Corridor with a wider area at the southern entrance to allow a more open view and better design flexibility and integration with the connecting Station Square. A strip of land to the west of the Preservation Corridor is also under the “O(3)” zoning to allow greater flexibility to accommodate interpretive displays and related activities.
- 9.6.9 The water quality of KTAC and KTTS has been progressively improved following the implementation of various enhancing measures by the Government. To facilitate the development of water sports and recreational activities so as to further strengthen the role of Kai Tak as a hub for sports and recreational activities, ‘Water Sports/Water Recreation’ *use* is always permitted within the areas zoned “O”. The exact location that can be earmarked for water sports/recreational use will be subject to further discussion between the *Culture, Sports and Tourism Home Affairs Bureau* and the stakeholders and the continued improvement of water quality in the KTAC and KTTS.
- 9.6.10 Dedicated Pedestrian Zones (DPZs) have been reserved within the “O” zone fronting mainly residential sites to serve the purposes of natural lighting, ventilation and means of escape to meet the requirements under relevant regulations. The requirements ~~would be~~ *have been* reflected in the lease conditions as appropriate.
- 9.7 “Other Specified Uses” (“OU”) – Total Area 52.540 ha
- 9.7.1 This zone covers land allocated for following specific uses.
- 9.7.2 A site with an area of 1.16 ha at the western end of the curvilinear landscaped elevated walkway is zoned “OU(Arts and Performance Related Uses)”. This zone is intended primarily for arts-and-performance-related uses with a platform above for public viewing as well as outdoor performance. Grand Steps, similar to those in the Hong Kong Cultural Centre Piazza, cascading down to the open space leading to the southern entrance of the Preservation Corridor and the Stadium site shall be provided. The platform shall also connect with the curvilinear landscaped elevated walkway to its east. Developments within this zone are subject to a maximum total gross

floor area of 11,600m<sup>2</sup> and a maximum building height of 15mPD. At least 60% of the total gross floor area shall be used for arts and performance related uses. The NBA incorporated in northern part of the zone is intended to pronounce the continuity of the curvilinear landscaped elevated walkway. The implementation of the site will be subject to further study.

- 9.7.3 A site with an area of 7.73 ha at the end of former runway tip is designated “OU” annotated “Cruise Terminal to include Commercial Development with Landscaped Deck Above” (“OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)”), **known as Kai Tak Cruise Terminal**. The zone is intended primarily for the provision of cruise terminal with commercial development and landscaped deck above, **which can**. ~~This zone will~~ accommodate two alongside berths as well as a cruise terminal building. A landscaped deck **is provided within the zone** ~~will be provided~~ for public enjoyment. Developments within this zone are subject to a maximum total gross floor area of 10,600m<sup>2</sup> and a maximum building height of 35mPD. This zone also allows provision of radar equipment and telecommunication electronic microwave repeater to cater for the need of Marine Department or other Government departments. Furthermore, this zone is not intended to accommodate large-scale advertisement signs to be erected on roof-top of the cruise terminal, as it may not be compatible with the landscaped deck.
- 9.7.4 A site with an area of 5.93 ha in the former runway tip is designated “OU” annotated “Tourism Related Uses to include Commercial, Hotel and Entertainment”. This zone is intended primarily for the provision of tourism-related use with commercial, hotel and entertainment facilities as well as a public observation gallery. Developments within this zone are subject to a maximum total gross floor area of 229,400m<sup>2</sup> and a maximum building height of 100mPD. This development should incorporate a public observation gallery to enable the general public to view this part of the Victoria Harbour, as well as the Kai Tak site and the surrounding areas. A building or structure incorporating the public observation gallery with design merits could be submitted to the Board for consideration of relaxation of the building height restriction. The overall development scheme for this site will be assessed as a part of the layout plan submission to the Board for planning permission. ~~To allow design flexibility, minor relaxation of the gross floor area and building height restriction as stipulated on the Plan may also be considered by the Board.~~ A minimum building setback of 45m from the zoning boundary abutting the “OU(Cruise Terminal to include Commercial Development with Landscaped Deck Above)” zone shall be provided.
- 9.7.5 A site with an area of 20.32 ha at the Kai Tak waterfront is designated “OU(Stadium)”. This zone is intended primarily for the provision of the Sports Park including a main stadium (with 50,000 seats), a public sports ground (with 5,000 seats) and an indoor sports centre building (with a 10,000-seat main arena) and other leisure and recreation facilities. The adjacent “O(1)” zone as mentioned in paragraph 9.6.6 above ~~will~~ forms a part of the Sports Park. Developments within this zone are subject to a maximum building height of 55mPD.

- 9.7.6 Two sites in the vicinity of the TML KAT Station are designated “OU(Mixed Use)(2)” and “OU(Mixed Use)(3)”. This zone is intended primarily for mixed non-industrial land uses. Flexibility for the development/redevelopment/conversion of residential or other uses, or a combination of various types of compatible uses including commercial, residential, educational, cultural, recreational and entertainment uses, either vertically within a building or horizontally over a spatial area, is allowed to meet changing market needs. Physical segregation has to be provided between the non-residential and residential portions within a new/converted building to prevent non-residential uses from causing nuisance to the residents.
- 9.7.7 Developments within “OU(Mixed Use)(2)” zone are subject to a maximum domestic plot ratio of 5.0 and a non-domestic plot ratio of 2.0. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 125mPD/150mPD. A special design requirement is incorporated for this site such that the residential element should commensurate with the commercial element in form. ~~The residential development could accommodate high quality hotel like service apartment with its design and appearance befitting the image of the Kai Tak City Centre and commensurate with those premier commercial/office developments to its west and east.~~ ‘Shop and Services’ and ‘Eating Place’ uses in buildings not exceeding two storeys ~~shall be~~ **are** provided in the retail belt abutting the Station Square to create vibrant street environment. ~~Provision of public passageway at the basement level of the developments in the “OU(Mixed Use)(2)” zone is required~~ **provided** to connect to the USS system.
- 9.7.8 Developments within “OU(Mixed Use)(3)” zone are subject to a maximum domestic plot ratio of 4.75, and a maximum non-domestic plot ratio of 2.25. The site is subject to a maximum site coverage (excluding basement(s)) of 65% and a maximum building height of 100mPD.
- 9.7.9 The TML KAT Station locating in the centre of Kai Tak City Centre is zoned “OU” annotated “Railway Station with Commercial Facilities”. This zone is primarily intended for the provision of railway station with commercial facilities. Provision of public passageway on the basement level in the developments in this zone is required to connect to the USS system. The commercial facilities within this zone are subject to a maximum plot ratio of 0.5 and a maximum building height of 15mPD.
- 9.7.10 A site near “OU(Stadium)” zone is zoned “OU(Waterfront Related Commercial, Cultural and Leisure Uses)”. This zone is intended for the provision of commercial, cultural and leisure uses at the waterfront area so as to create a dining cove and more vibrant environment. Development within this zone is subject to the maximum building height of one storey.
- 9.7.11 “OU” annotated “Landscaped Elevated Walkway” zones are indicated on the Plan. They ~~will become~~ **form** part of the comprehensive pedestrian network, providing a north-south connection from San Po Kong to the Kai Tak City Centre and an east-west connection from

Kowloon Bay and Kwun Tong to the South Apron. A curvilinear landscaped elevated walkway is proposed at the upstream of Kai Tak River connecting San Po Kong, the Government offices and the landmark tower in Kai Tak and eventually merges with the large platform of the “OU(Arts and Performance Related Uses)” zone. This feature walkway together with the Kai Tak River and a landmark tower with distinctive design ~~will~~ **could** shape a very strong image at the locality. The design of the landscaped elevated walkway should be in harmony with the surrounding developments and should highlight its significance as a gateway into Kai Tak City Centre.

- 9.7.12 The site to the south of Kwun Tong Bypass and abutting Wai Lok Street is zoned “OU” annotated “Sewage Treatment Plant with Landscaped Deck Above”. This zone covers the existing Kwun Tong Sewage Pumping Station. To minimize possible impact on the surrounding districts, mitigation measures including landscaped deck and suitable enclosure of the plant facilities are proposed. Developments within this zone are subject to a maximum building height of 15mPD.
- 9.7.13 A site at the runway tip is designated “OU” annotated “Heliport”. This zone is intended primarily for the provision of an at-grade cross-boundary heliport, ~~which will~~ **to** be co-located with the Government Flying Service Kai Tak Division. Developments within this zone are subject to a maximum building height of 13mPD to accommodate a building to service the heliport operation. Notwithstanding the noise barrier will not be subject to the maximum building height restriction, installation of noise barrier for this facility will require planning permission from the Board.
- 9.7.14 The ~~existing~~ **former** Kowloonbay International Trade and Exhibition Centre **site** located near the junction of Kai Cheung Road and Kai Fuk Road is zoned “OU” annotated “Trade Mart and Commercial Development”, **which is subject to redevelopment**. This zone is intended primarily for exhibition and ancillary commercial uses. The designation is to facilitate a commercial development for retail and entertainment facilities in which a gross floor area of not less than 11,285m<sup>2</sup> would be retained for the display, exhibition and wholesale trade of manufactured goods. Commercial and entertainment uses are permitted as of right. Developments within this zone are subject to a maximum plot ratio of 12.0 and a maximum building height of 100mPD.
- 9.7.15 Other specified uses include amenity area, petrol filling station, pier, tunnel ventilation shaft and administration building and vehicular ferry pier. Developments within ~~this~~ **these** zones are subject to a maximum building height of 15mPD. Kwun Tong Ferry Pier is designated “OU” annotated “Pier (1)”, which is intended to incorporate a broader range of government, arts and cultural/institutional uses. The Kwun Tong (Dangerous Goods) Vehicle Ferry Pier is the only licensed public dangerous goods vehicle ferry pier along the southern waterfront area in Kowloon to convey the daily needed dangerous goods to Hong Kong Island and is a restricted zone. For any new shared-use activities or design proposals therein, relevant Government departments should be

consulted and their prior agreement should be obtained in order not to affect the operation of the pier.

~~9.7.16 Minor relaxation of the stated restrictions may be considered by the Board through the planning permission system. Each application for minor relaxation of the stated restrictions will be considered on its own merits.~~

## 9.8 **Minor Relaxation Clause**

*9.8.1 For the zone(s) where minor relaxation of relevant restriction(s) is applicable, based on individual merits of a development or redevelopment proposal, minor relaxation of the development restrictions (except the NBA/building setback as specified in paragraph 9.8.3 below) as stipulated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance. The criteria given in paragraph 8.8 above would be relevant for the assessment of minor relaxation of building height restrictions. Each application will be considered on its own merits.*

*9.8.2 However, for any existing building with building height already exceeding the relevant restrictions as stipulated on the Plan or in the Notes of the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.*

*9.8.3 As for the development restriction(s) on NBA/building setback, for developments and/or redevelopments, minor relaxation of such restriction(s) as stated in the Notes of the Plan or as shown on the Plan may be considered by the Board on application under section 16 of the Ordinance under exceptional circumstances. Without compromising the intention of the NBAs stipulated in the Notes of the Plan to enhance the local air ventilation performance, landscaping and street furniture, underground structures and pedestrian facilities may be permitted. For residential sites, fence or boundary walls that are designed to allow for high visual/air porosity may be permitted within the NBAs as appropriate. For the building setback in “OU(Tourism Related Uses to include Commercial, Hotel and Entertainment)” zone, minor structure for footbridges connecting the Tourism Node with the Cruise Terminal will be permitted.*

## 10. **COMMUNICATIONS**

### 10.1 **Roads (Figure 3)**

10.1.1 Kai Tak being located in East Kowloon area is well served by numerous existing and planned road networks. The major road networks within the Area including trunk roads, district distributors and local distributors are indicated on the Plan.

10.1.2 Regarding the trunk roads, apart from the existing Airport Tunnel, Lung Cheung Road and Kwun Tong Bypass, the planned Route 6 (**comprising existing CKBR**, Trunk Road T2 and **existing** Tseung Kwan O-Lam Tin

Tunnel), in particular the CKBR serves to provide a convenient route linking up West Kowloon with East Kowloon. North Apron and South Apron Areas will have direct road connections with this part of Route 6. ~~On 11 November 2014, the Permanent Secretary for Transport and Housing (Transport) under the Roads (Works, Use and Compensation) Ordinance authorized the works of the Trunk Road T2, while on 5 January 2016, the CE in C under the Roads (Works, Use and Compensation) Ordinance authorized the works of the CKR.~~

10.1.3 Regarding the district distributors, there are four district distributors, namely Road D1 (its western portion joins *the Olympic Avenue along the northern boundary extending from Ma Tau Kok from west to the east to* and eastern portion is named as Concorde Road *to connect with Kowloon Bay*), Road D2 (named as Shing Kai Road *passing through the Kai Tak City Centre to connect with To Kwa Wan Road*), Road D3 (its southeast portion is named as Shing Fung Road *to connect Kai Tak City Centre with the Runway Precinct*) and Road D4 (named as Kai Tak Bridge Road *to connect the Runway Precinct with the Kowloon Bay waterfront*). They are in dual 2-lane configuration except the section of Shing Kai Road, which passes through the Sports Park site, is in dual 3-lane configuration. ~~Road D1 is an east west district distributor along the northern boundary extending from Olympic Avenue in Ma Tau Kok to connect with Eastern Road in Kowloon Bay. Shing Kai Road passing through the Kai Tak City Centre joins To Kwa Wan Road. Road D3 connects the Kai Tak City Centre with the Runway Precinct. Kai Tak Bridge Road connects the Runway Precinct with the Kowloon Bay waterfront.~~

10.1.4 Concerning the local distributors, most of the local distributors are designed for single 2-lane configuration and are non-through roads, in form of cul-de-sac, to discourage by-pass traffic in order to minimize the traffic and environmental impacts as well as to achieve green city. Detailed design of Road L13B *towards the end of Runway Precinct* is still subject to the development plan of the Tourism Node.

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

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

## 10.2 Railway

~~On 27 March 2012, the CE in C authorized the *MTR TML runs through the Area. Shatin to Central Link (SCL)* under the Railways Ordinance. The authorized railway scheme shall be deemed to be approved under the Ordinance. The SCL comprises two sections, namely the 'Tai Wai to Hung Hom' section~~

and the ‘Hung Hom to Admiralty’ section, with a total of 10 stations including KAT Station and SUW Station. Construction of the main works of the SCL commenced in 2012. The ‘Tai Wai to Kai Tak’ and ‘Kai Tak to Hung Hom’ sections of TML were put into service on 14 February 2020 and the remaining ‘Kai Tak to Hung Hom’ section was put into service on 27 June 2021 respectively. The TML KAT Station and SUW Station have significantly improved the accessibility of the Area.

### 10.3 “Multi-modal” EFLS and SGM-TS-KT

**10.3.1** In the 2020 Policy Address, the Government announced the implementation of a “multi-modal” EFLS in Kowloon East, which comprises a package of green initiatives that serve complementarily to enhance connectivity in the Area. Through the “multi-modal” EFLS, it aims to provide people with various environment-friendly and convenient links to different railway stations and public transport interchanges in Kowloon East.

**10.3.2** *In the 2023, 2024 and 2025 Policy Addresses, the Government announced to take forward the implementation of the SGM-TS-KT. On 31 March 2026, the CE in C authorized the railway scheme of the SGM-TS-KT under the Railways Ordinance. The authorized railway scheme shall be deemed to be approved under the Ordinance. The SGM-TS-KT will consist of an approximately 3.5-kilometre long dedicated and elevated corridor (in form of viaducts/track systems) with six elevated stations, connecting Kai Tak Cruise Terminal and the MTR KAT Station, passing through the Kai Tak Sky Garden, Shing Fung Road Park and the Kai Tak Sports Park with the proposed elevated depot at Shing King Street. The SGM-TS-KT will provide a green and convenient feeder transport service to strengthen the connectivity among residential and commercial developments, tourism, culture and recreation, sports and community facilities within the Area.*

### 10.4 Pedestrian Connections (Figure 2 4)

10.4.1 Kai Tak is bounded by major roads such as PERE and Kwun Tong Bypass. The pedestrian circulation has been designed to maximize accessibility to the Area from the hinterland and mobility within the new development area through an integrated network of open space, at-grade connections, footbridges and subways.

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

10.4.3 In addition, two USS and three **and new/enhanced/modified** pedestrian subways ~~are proposed while five existing subways will be enhanced/modified~~ **are planned** to improve the pedestrian linkage to the hinterlands. For the USS, the implementation mechanism will be further examined in the detailed design stage.

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

A. To Kwa Wan

- A1: An at-grade crossing at junction of To Kwa Wan Road/Sung Wong Toi Road ~~is proposed~~ which is the major entry point to Kai Tak near the Sports Park site.
- A2: An at-grade crossing *and* ~~or~~ a footbridge crossing over Sung Wong Toi Road ~~is proposed~~ for the pedestrian movements from Kowloon City Road.
- A3: An at-grade crossing at Olympic Avenue ~~is proposed~~.

B. Kowloon City

- B1: ~~Layout of existing s~~Subways at Olympic Garden ~~is to be enhanced and extended~~ to connect with the ~~Kai Tak a~~Area.
- B2: ~~An existing s~~ A subway underneath PERE ~~is to be enhanced~~.
- B3: A subway ~~is proposed~~ to connect Nga Tsin Wai Road in Kowloon City through the USS to the TML SUW Station.
- B4: A subway with heritage theme ~~is proposed~~ across PERE to connect the LTSB Preservation Corridor with Shek Ku Lung Road Playground ~~which will then to~~ allow visitors to continue their trip to other heritage resources in Kowloon City.
- B5: A subway crossing Olympic Avenue and PERE ~~is proposed~~ to connect the section of Kai Tak River in the Wong Tai Sin and ~~the one in Kai Tak area~~.

C. San Po Kong

- C1: ~~An existing A~~ subway at the interchange between PERE and Choi Hung Road ~~was enhanced~~ to connect with the Government offices.
- C2: A curvilinear landscaped elevated walkway connecting the Latitude, ~~and~~ Trade and Industry Tower *and AIRSIDE* ~~has been completed. The landscaped elevated walkway will be further extended to connect with the future landmark tower and will eventually extend further to~~ merge with the “OU(Arts and Performance Related Uses)” zone.
- C3: A subway ~~is proposed~~ to connect ex-San Po Kong Flatted Factory site through the USS with the TML KAT Station.
- C4: A landscaped elevated walkway over PERE near Kai Tak East Playground ~~is proposed~~.
- C5: ~~An existing A~~ subway underneath PERE ~~is to be enhanced and extended to connect with the proposed open space to the east of Rhythm Garden (known as Kai Tak East Park)~~.
- C6: A footbridge over PERE near Rhythm Garden ~~has been completed~~.

D. Choi Hung

- D1: A subway from near the two primary schools across Shing Kai Road, Kwun Tong Bypass and PERE to Choi Hung ~~is proposed~~.
- D2: ~~The~~**An** at-grade crossing near the ~~planned secondary school~~ **Cognitio College (Kowloon)** across Shing Kai Road together with ~~an~~ **the enhanced** existing subway across PERE near Ping Shek Estate/Choi Hung Estate ~~was enhanced~~.
- D3: **An** at-grade crossing near Richland Gardens ~~has been enhanced~~ to provide direct connection to Kai Ching Estate and Tak Long Estate at Kai Tak City Centre.

E. Kowloon Bay

- E1: Several at-grade crossings via Shing Kai Road, Kai Wah Street and Kai Shun Road to connect with Kai Tak City Centre.
- E2: An elevated walkway from **former** Kowloonbay International Trade and Exhibition Centre across Kai Fuk Road ~~to would~~ connect with commercial cluster to the north of the South Apron area. A landscaped elevated walkway system is ~~proposed~~ to connect the commercial sites and extend to cross the KTAC to the Metro Park on the Runway.
- E3: ~~Extension/modification of existing f~~ **Footbridge** above Kai Fuk Road from Wang Tung Street in Kowloon Bay area to South Apron ~~is proposed~~.
- E4: A landscaped elevated walkway ~~is proposed~~ from Kowloon Bay to connect with the ~~proposed~~ landscaped deck of the Kai Tak Acute Hospital (**Site A**). ~~And another~~ elevated walkway is ~~proposed~~ to extend from the above landscaped deck to connect with the southern blocks of the **Kai Tak** Hospital (**Site B**) across **Shing Cheong** Road ~~T2~~ and then with Kai Tak Bridge Road, which can continue to cross the KTAC to the waterfront of the Runway.
- E5: ~~An existing~~ footpath underneath Kwun Tong Bypass at the north-western side of the Cheung Yip Street ~~is provided~~.
- E6: An ~~existing~~ at-grade crossing at the junction of Hoi Bun Road and Cheung Yip Street ~~will be enhanced~~.
- E7: An ~~existing~~ at-grade crossing at Hung Yip Street across Hoi Bun Road to connect the pavement near Kai Hing Road ~~is provided~~.

F. Kwun Tong

- F1: Several ~~existing~~ at-grade crossings along Hoi Bun Road ~~are to be enhanced~~ to connect Kwun Tong waterfront.
- F2: Possible leisure boat ride between Runway Area and Kwun Tong waterfront.

## **11. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREAS**

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

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

## **12. UTILITY SERVICES**

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

### **DCS**

**12.2** *A DCS is available and intended to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient as compared to traditional air-cooled air-conditioning systems and individual water-cooled air-conditioning systems using cooling towers. The system is supported by chiller plants and pumping stations in the Area.*

### **Sewerage and Drainage**

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

### **11.1—Water**

~~Water mains will be laid mainly along public roadways, access roads, footpaths and under amenity areas and open space. Regarding fresh water supply, the Area will be served by the existing Diamond Hill No. 2 Fresh Water Service Reservoir and a proposed new fresh water service reservoir at Jordan Valley.~~

~~Regarding salt water supply, the Area will be served by the existing Tai Wan Salt Water Pumping Station and a proposed new salt water pumping station either located at the former runway or Cha Kwo Ling subject to further investigation to cope with further increase in development intensity for Kai Tak Development.~~

#### ~~11.2 Gas~~

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

#### ~~11.3 Electricity~~

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

#### ~~11.4 Telephone~~

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

#### ~~11.5 District Cooling System~~

~~A district cooling system (DCS) is planned to provide chilled water to air conditioning systems of buildings planned for non-residential purpose in the Area, where appropriate. The DCS is more energy efficient as compared to traditional air-cooled air conditioning systems and individual water-cooled air conditioning systems using cooling towers. The system would be supported by chiller plants and pumping stations, which have been reserved in the Area.~~

#### ~~11.6 Automated Refuse Collection System~~

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

#### ~~11.7 Sewerage and Drainage~~

~~11.7.1 The sewage from the Kai Tak Development will be discharged to the existing To Kwa Wan Preliminary Treatment Works and the Kwun Tong Preliminary Treatment Works. Sites have been reserved for sewage pumping station use to transfer the bulk of the sewage to the Preliminary Treatment Works.~~

~~11.7.2 Kai Tak Nullah serves as a main trunk to collect stormwater from the hinterland area such as Diamond Hill, Choi Hung and Ngau Chi Wan. The runoff from the North Apron area would also be discharged to the sea through Kai Tak Nullah. Feasibility study is being carried out to enhance the landscape of Kai Tak Nullah with the view of turning it into a river channel to form a unique design feature of the Kai Tak Development. A riverside walk on both sides of the river channel is~~

~~planned. With the shops, cafés and eating places provided in “CDA(1)” and “CDA(2)” sites, a vibrant and festive public gathering place on riverside would be created. New outfalls at the Runway Area and the South Apron Area are proposed to discharge the surface runoff to the sea to minimize the adverse impact to the hinterland area. The existing drainage system in To Kwa Wan would be sufficient to discharge the surface runoff.~~

### 13. **CULTURAL HERITAGE** (Figure 24)

123.1 ~~Within the boundary of the Area, there are~~ **the LTSB Site of Archaeological Interest (SAI), the Sung Wong Toi Park, the Heritage Park, and historic buildings graded by the Antiquities Advisory Board (AAB), namely, Kowloon City Ferry Piers, Passenger Pier (Grade 2), the Grade 2 Passenger Pier of Kowloon City Ferry Piers, the Grade 2 Kowloon City Vehicular Ferry Pier (Grade 2) and the Grade 3 Old Far East Flying Training School (Hong Kong Aviation Club) (Grade 3) fall within the Kai Tak OZP boundary.**

123.2 Apart from the above sites, several buildings/structures of historical interest are also found in the Area and in its vicinity. They include Fire Station B and associated pier, wind pole at the middle of the Runway, Kowloon Rock, airport pier, ex-runway, Fishtail Rock and Sung Wong Toi Inscription Rock. Sung Wong Toi Inscription Rock is a Government Historic Site Identified by Antiquities and Monuments Office **of the Development Bureau (AMO)**. Selected links of the pedestrian network connecting these sites will be packaged and enhanced as the heritage trail of Kai Tak for both local and overseas visitors. The heritage trail will be extended to the surrounding districts to connect with the existing heritage assets including the ~~e~~**Ex-Ma Tau Kok Animal Quarantine Depot (Cattle Depot Artist Village), the Kowloon Walled City Park, and the Nga Tsin Wai Tsuen in Wong Tai Sin.** The heritage trail will go through parks and shopping streets, giving multiple dimensions to the experience of the visitors.

123.3 ~~On 19 March 2009, the Antiquities Advisory Board (AAB) released the list of 1,444 historic buildings, in which the buildings/structures within the Area have been accorded gradings. The AAB also released a number of new items in addition to the list of 1,444 historic buildings. These items are subject to the grading assessment by the AAB. Details of the list of 1,444 historic buildings and its new items have been uploaded onto the official website of the AAB at <http://www.aab.gov.hk>.~~

**The lists of declared monuments and proposed monuments, historic buildings and sites graded by the AAB, new items for grading assessment, Government historic sites identified by AMO and SAIs are published on AMO's website <https://www.amo.gov.hk/en/historic-buildings/heritage-sites-lists/index.html>. The lists will be updated from time to time.**

123.4 Prior consultation with AMO of the Development Bureau should be made if **for** any works, development, redevelopment or rezoning proposals that ~~might~~ **may** affect ~~the above site of archaeological interest SAIs, declared monuments, proposed monuments, historic buildings/structures and sites graded by the AAB, new items pending for grading assessment by the AAB, Government historic sites identified by AMO, or any other historic buildings/structures identified~~

*with heritage value, both at grade and underground, and the areas of archaeological potential and their immediate environs of the aforementioned items.*

#### 14. IMPLEMENTATION

- 134.1 Although existing uses non-conforming to the statutory zonings are tolerated, any material change of use and any other development/redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Board. The Board has published a set of guidelines for the interpretation of existing use in the urban and new town areas. Any person who intends to claim an “existing use right” should refer to the guidelines and will need to provide sufficient evidence to support his claim. The enforcement of the zonings mainly rests with the Buildings Department, the Lands Department and the various licensing authorities.
- 134.2 The Plan provides a broad land use framework within which more detailed non-statutory plans for the Area are prepared by the Planning Department. These detailed plans are used as the basis for public works planning and site reservation within the Government *departments*. Disposal of sites is undertaken by the Lands Department. Public works projects are co-ordinated by the Civil Engineering and Development Department in conjunction with the client departments and the works departments, such as the Highways Department and the Architectural Services Department. In the course of implementation of the Plan, the Kowloon City, Kwun Tong and Wong Tai Sin District Councils would also be consulted as appropriate.
- 134.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in ~~considering~~ *consideration of* the planning applications, will take into account all relevant planning considerations which may include the departmental outline development plans and layout plans, and the guidelines published by the Board. *The outline development plans/layout plans are available for public inspection at the Planning Department.* Guidelines published by the Board are available from the Board’s website, the Secretariat of the Board and the Technical Services Division of the Planning Department. Application forms and Guidance Notes for planning applications can be downloaded from the Board’s website and are available from the Secretariat of the Board and the Technical Services Division and the relevant District Planning Office of the Planning Department. Applications should be supported by such materials as the Board thinks appropriate to enable it to consider the applications.

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

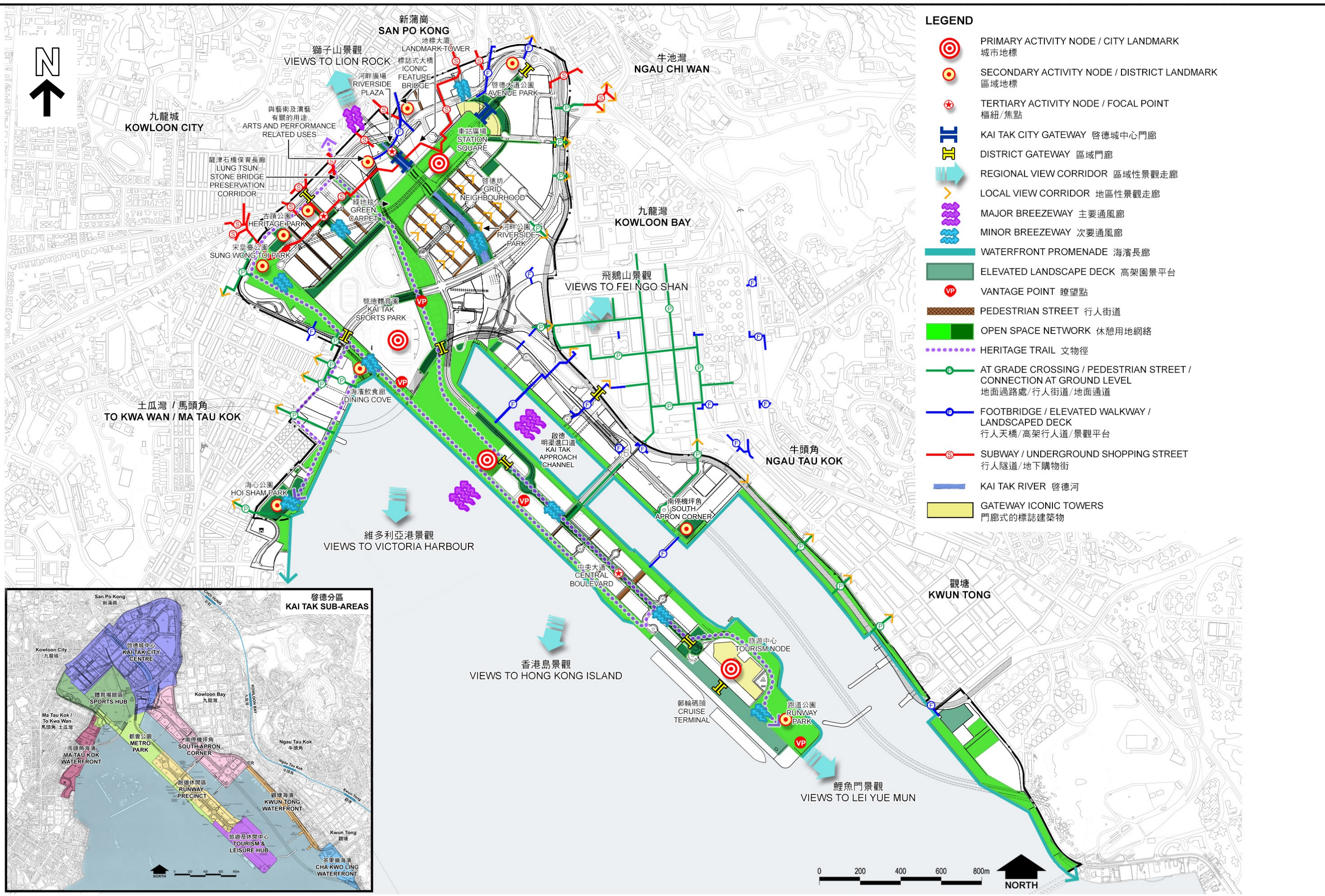
Figure 1 – Urban Design Framework

Figure 2 – ~~Landscape Plan~~

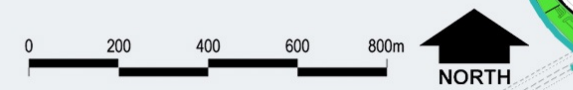
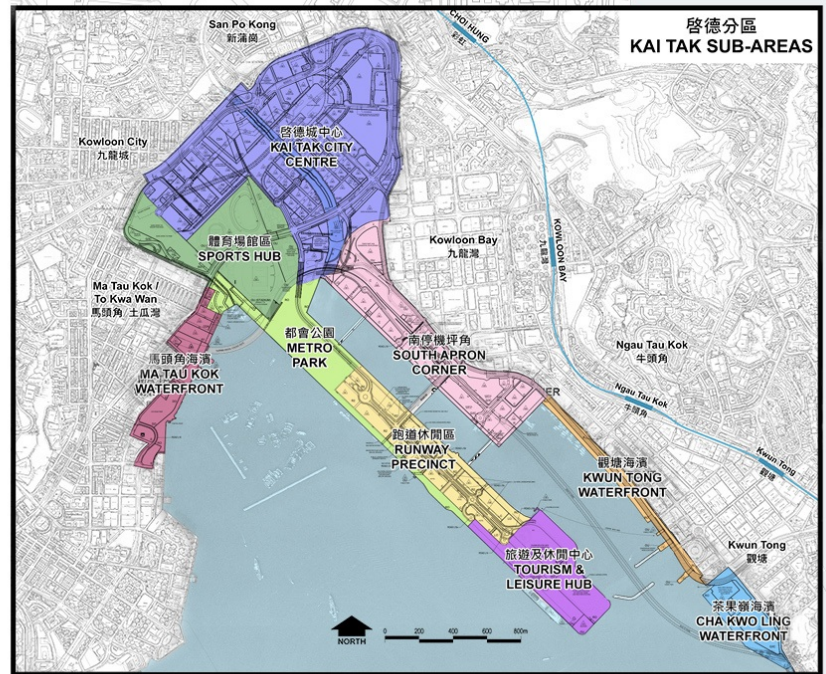
Figure 3 – ~~Proposed Road Network~~

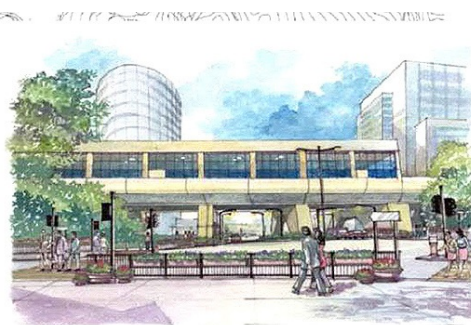
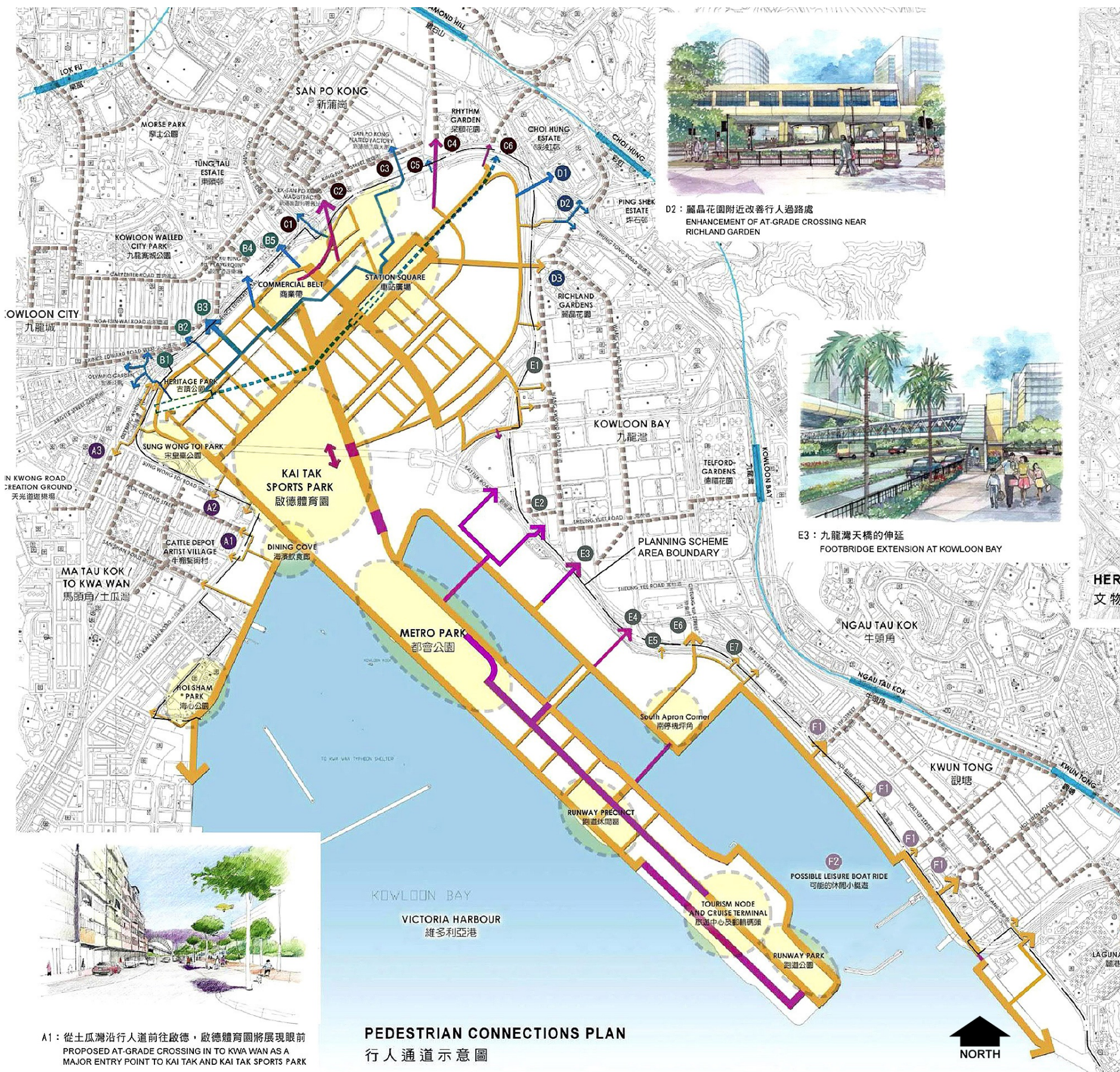
Figure 4 – ~~Pedestrian Connections, Heritage Trail and *Trails for Cycling* Cycle Track~~

**TOWN PLANNING BOARD**  
**~~OCTOBER 2022~~ JUNE 2026**



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

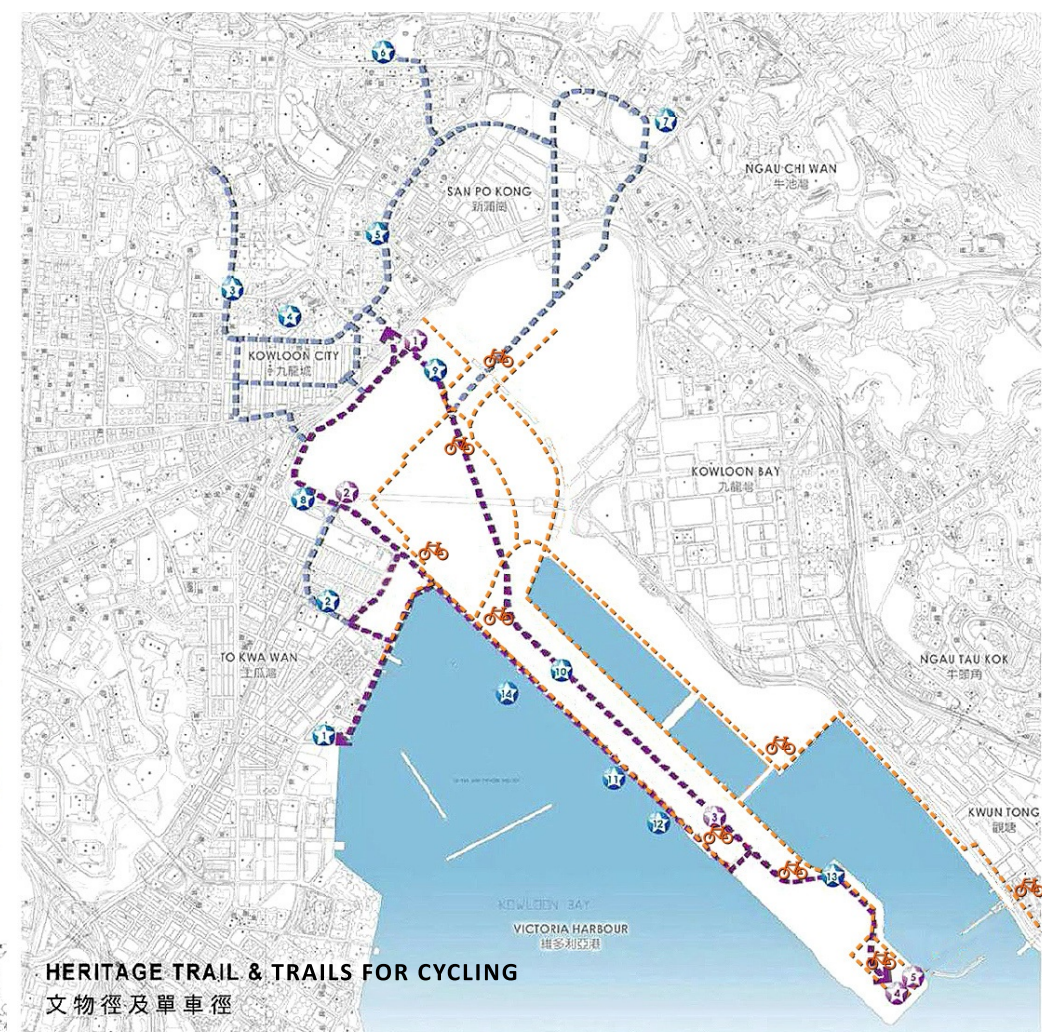




D2: 麗晶花園附近改善行人過路處  
ENHANCEMENT OF AT-GRADE CROSSING NEAR RICHLAND GARDEN



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



HERITAGE TRAIL & TRAILS FOR CYCLING  
文物徑及單車徑

LEGEND 圖例

- AT-GRADE CROSSING / PEDESTRIAN STREET / CONNECTION AT GROUND LEVEL  
地面過路處 / 行人專用過路 / 地面行人連接
  - FOOTBRIDGE / ELEVATED WALKWAY / LANDSCAPED DECK  
行人天橋 / 高架行人橋 / 景觀平台
  - SUBWAY  
行人隧道
  - (PLEASE REFER TO MAIN TEXT FOR IMPROVEMENT PROPOSALS)  
(有關改善建議，請參閱內文)
  - OUTSIDE CONNECTION (VIA EXISTING / PLANNED FOOTPATHS / FOOTBRIDGES / SUBWAYS)  
外圍連接 (經由現有/規劃中的過路處/行人天橋/橋樑)
  - HERITAGE TRAIL  
文物徑
  - HERITAGE TRAIL EXTENSION (PEDESTRIAN CONNECTION)  
文物徑伸延 (行人通道)
  - TRAILS FOR CYCLING  
單車徑
  - KEY BICYCLE PARKING FACILITIES  
主要單車泊位
  - MTR STATION  
地鐵站
  - OPEN SPACE IN EAST KOWLOON  
東九龍的休憩空間
  - TUNEN MA LINE  
屯馬線
  - MAJOR ACTIVITY NODE  
主要活動節點
  - EXISTING SITES OF HISTORICAL/CULTURAL INTEREST  
現有具歷史/文化價值的地點
  - PROPOSED SITES OF HISTORICAL/CULTURAL INTEREST  
建議具歷史/文化價值的地點
1. FISHTAIL ROCK  
魚尾石
  2. CATTLE DEPOT ARTIST VILLAGE  
牛車水文化村
  3. HAU WONG TEMPLE  
侯王廟
  4. KOWLOON WALLED CITY  
九龍寨城
  5. NGA TSIN WAI TSUEN  
街前圍村
  6. WONG TAI SIN TEMPLE  
黃大仙廟
  7. CHI LIN NUNNERY  
慈蓮淨苑
  8. HONG KONG AVIATION CLUB  
香港飛行總會
  9. LUNG TSUN STONE BRIDGE  
龍津橋
  10. KAI TAK RUNWAY  
啟德跑道
  11. OLD WINDPOLE  
舊風車
  12. AIRPORT PIER  
舊機場碼頭
  13. EX-FIRE STATION  
舊消防局
  14. KOWLOON ROCK  
九龍石
1. LUNG TSUN STONE BRIDGE  
龍津橋
  2. SUNG WONG TOI INSCRIPTION ROCK (REINSTATE TO ORIGINAL POSITION)  
宋王臺石刻 (原址)  
KAI TAK PARKWAY  
啟德園林大道
  3. RUNWAY PARK  
跑道公園
  5. EX-AIR TRAFFIC CONTROL TOWER  
前航空交通管制塔



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

PEDESTRIAN CONNECTIONS PLAN  
行人通道示意圖

行人通道、文物徑及單車徑  
PEDESTRIAN CONNECTIONS, HERITAGE TRAIL AND TRAILS FOR CYCLING

規劃署  
Planning Department

參考編號  
REFERENCE No.  
M/K22/26/35

圖 FIGURE  
2

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