

圖例
NOTATION

ZONES		地帶
COMMERCIAL	C	商業
COMPREHENSIVE DEVELOPMENT AREA	CDA	綜合發展區
RESIDENTIAL (GROUP A)	R(A)	住宅（甲類）
RESIDENTIAL (GROUP B)	R(B)	住宅（乙類）
RESIDENTIAL (GROUP E)	R(E)	住宅（戊類）
GOVERNMENT, INSTITUTION OR COMMUNITY	GIC	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途

COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路

MISCELLANEOUS		其他
BOUNDARY OF PLANNING SCHEME		規劃範圍界線
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA		市區重建局發展計劃範圍
BUILDING HEIGHT CONTROL ZONE BOUNDARY		建築物高度管制區界線
MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)		最高建築物高度 （在主水平基準上若干米）
MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)		最高建築物高度 （樓層數目）

土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分比 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分比	
COMMERCIAL	0.40	0.29	商業
COMPREHENSIVE DEVELOPMENT AREA	5.05	3.85	綜合發展區
RESIDENTIAL (GROUP A)	44.45	32.08	住宅（甲類）
RESIDENTIAL (GROUP B)	8.93	6.45	住宅（乙類）
RESIDENTIAL (GROUP E)	3.20	2.31	住宅（戊類）
GOVERNMENT, INSTITUTION OR COMMUNITY	8.83	6.37	政府、機構或社區
OPEN SPACE	21.84	15.76	休憩用地
OTHER SPECIFIED USES	1.46	1.05	其他指定用途
MAJOR ROAD ETC.	43.85	31.86	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	0.53	0.38	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	138.54	100.00	規劃範圍總面積

夾附的《註釋》屬這份圖則的一部分
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN

行政長官會同行政會議於2021年1月5日 根據城市規劃條例第9(1)(a)條核准的圖則
APPROVED BY THE CHIEF EXECUTIVE IN COUNCIL UNDER SECTION 9(1)(a) OF THE TOWN PLANNING ORDINANCE ON 5 JANUARY 2021

Signed Ms Wendy LEUNG 梁蕷儀女士 簽署
CLERK TO THE EXECUTIVE COUNCIL 行政會議秘書

香港城市規劃委員會依據城市規劃條例擬備的馬頭角（九龍規劃區第10區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 10 - MA TAU KOK - OUTLINE ZONING PLAN

米 METRES 100 0 200 400 600 800 METRES 米

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

圖則編號
PLAN No. S/K10/26

本摘要圖於2021年4月23日擬備
EXTRACT PLAN PREPARED ON 23.4.2021

參考編號 REFERENCE No. M/K10/21/22

圖例
NOTATION

ZONES		地帶
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GOVERNMENT, INSTITUTION OR COMMUNITY	G/C	政府、機構或社區
OPEN SPACE	O	休憩用地
OTHER SPECIFIED USES	OU	其他指定用途
COMMUNICATIONS		交通
RAILWAY AND STATION (UNDERGROUND)		鐵路及車站（地下）
MAJOR ROAD AND JUNCTION		主要道路及路口
ELEVATED ROAD		高架道路
MISCELLANEOUS		其他
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土地用途及面積一覽表
SCHEDULE OF USES AND AREAS

USES	大約面積及百分率 APPROXIMATE AREA & %		用途
	公頃 HECTARES	% 百分率	
COMMERCIAL	0.40	0.29	商業
COMPREHENSIVE DEVELOPMENT AREA	5.05	3.65	綜合發展區
RESIDENTIAL (GROUP A)	45.05	32.52	住宅（甲類）
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GOVERNMENT, INSTITUTION OR COMMUNITY	8.83	6.37	政府、機構或社區
OPEN SPACE	21.84	15.76	休憩用地
OTHER SPECIFIED USES	0.86	0.62	其他指定用途
MAJOR ROAD ETC.	43.85	31.65	主要道路等
URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA	0.53	0.38	市區重建局發展計劃範圍
TOTAL PLANNING SCHEME AREA	138.54	100.00	規劃範圍總面積

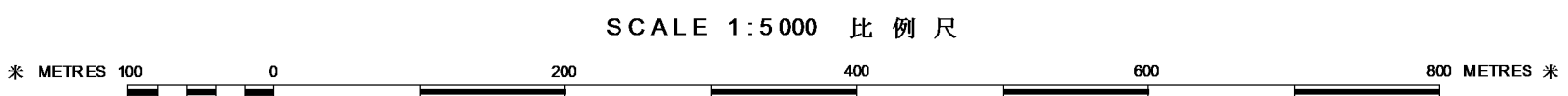
夾附的《註釋》屬這份圖則的一部分，
現經修訂並按照城市規劃條例第 5 條展示。
THE ATTACHED NOTES ALSO FORM PART OF THIS PLAN
AND HAVE BEEN AMENDED FOR EXHIBITION UNDER
SECTION 5 OF THE TOWN PLANNING ORDINANCE

核准圖編號 S / K 1 0 / 2 6 的修訂
AMENDMENTS TO APPROVED PLAN No. S/K10/26

AMENDMENTS EXHIBITED UNDER SECTION 5 OF THE TOWN PLANNING ORDINANCE	按照城市規劃條例第 5 條 展示的修訂
AMENDMENT ITEM A	修訂項目 A 項
AMENDMENT ITEM B	修訂項目 B 項
(參看附表) (SEE ATTACHED SCHEDULE)	



香港城市規劃委員會依據城市規劃條例擬備的馬頭角（九龍規劃區第 1 0 區）分區計劃大綱圖
TOWN PLANNING ORDINANCE, HONG KONG TOWN PLANNING BOARD
KOWLOON PLANNING AREA No. 10 - MA TAU KOK - OUTLINE ZONING PLAN



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

圖則編號
PLAN No. S/K10/26A

KOWLOON PLANNING AREA NO. 10

APPROVED-DRAFT MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26A

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

NOTES

(N.B. These form part of the Plan)

- (1) These Notes show the uses or developments on land falling within the boundaries of the Plan which are always permitted and which may be permitted by the Town Planning Board, with or without conditions, on application. Where permission from the Town Planning Board for a use or development is required, the application for such permission should be made in a prescribed form. The application shall be addressed to the Secretary of the Town Planning Board, from whom the prescribed application form may be obtained.
- (2) Any use or development which is always permitted or may be permitted in accordance with these Notes must also conform to any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, as may be applicable.
- (3)
 - (a) No action is required to make the existing use of any land or building conform to this Plan until there is a material change of use or the building is redeveloped.
 - (b) Any material change of use or any other development (except minor alteration and/or modification to the development of the land or building in respect of the existing use which is always permitted) or redevelopment must be always permitted in terms of the Plan or, if permission is required, in accordance with the permission granted by the Town Planning Board.
 - (c) For the purposes of subparagraph (a) above, “existing use of any land or building” means -
 - (i) before the publication in the Gazette of the notice of the first statutory plan covering the land or building (hereafter referred as ‘the first plan’),
 - a use in existence before the publication of the first plan which has continued since it came into existence; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building; and
 - (ii) after the publication of the first plan,

- a use permitted under a plan which was effected during the effective period of that plan and has continued since it was effected; or
 - a use or a change of use approved under the Buildings Ordinance which relates to an existing building and permitted under a plan prevailing at the time when the use or change of use was approved.
- (4) Except as otherwise specified by the Town Planning Board, when a use or material change of use is effected or a development or redevelopment is undertaken, as always permitted in terms of the Plan or in accordance with a permission granted by the Town Planning Board, all permissions granted by the Town Planning Board in respect of the site of the use or material change of use or development or redevelopment shall lapse.
- (5) Road junctions, alignments of roads and railway tracks, and boundaries between zones may be subject to minor adjustments as detailed planning proceeds.
- (6) Temporary uses (expected to be 5 years or less) of any land or building are always permitted as long as they comply with any other relevant legislation, the conditions of the Government lease concerned, and any other Government requirements, and there is no need for these to conform to the zoned use or these Notes. For temporary uses expected to be over 5 years, the uses must conform to the zoned use or these Notes.
- (7) The following uses or developments are always permitted on land falling within the boundaries of the Plan except where the uses or developments are specified in Column 2 of the Notes of individual zones:
- (a) provision, maintenance or repair of plant nursery, amenity planting, open space, rain shelter, refreshment kiosk, road, bus/public light bus stop or lay-by, cycle track, Mass Transit Railway station entrance, Mass Transit Railway structure below ground level, taxi rank, nullah, public utility pipeline, electricity mast, lamp pole, telephone booth, telecommunications radio base station, automatic teller machine and shrine;
 - (b) geotechnical works, local public works, road works, sewerage works, drainage works, environmental improvement works, marine related facilities, waterworks (excluding works on service reservoir) and such other public works co-ordinated or implemented by Government; and
 - (c) maintenance or repair of watercourse and grave.
- (8) In any area shown as 'Road', all uses or developments except those specified in paragraph (7) above and those specified below require permission from the Town Planning Board:
- on-street vehicle park and railway track.
- (9) Unless otherwise specified, all building, engineering and other operations incidental to and all uses directly related and ancillary to the permitted uses and

developments within the same zone are always permitted and no separate permission is required.

- (10) In these Notes, “existing building” means a building, including a structure, which is physically existing and is in compliance with any relevant legislation and the conditions of the Government lease concerned.

KOWLOON PLANNING AREA NO. 10

APPROVED DRAFT MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26A

Schedule of Uses

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COMMERCIAL

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

Planning Intention

This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centres serving the immediate neighbourhood and hotel development.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 12.0, or the plot ratio of the existing building, whichever is the greater.
- (2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (3) In determining the maximum plot ratio for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraph (1) above may thereby be exceeded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

COMPREHENSIVE DEVELOPMENT AREA

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

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Planning Intention

This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.

Remarks

- (1) Pursuant to section 4A(2) of the Town Planning Ordinance, and except as otherwise expressly provided that it is not required by the Town Planning Board, an applicant for permission for development on land designated "Comprehensive Development Area" shall prepare a Master Layout Plan for the approval of the Town Planning Board and include therein the following information:
 - (i) the area of the proposed land uses, the nature, position, dimensions, and heights of all buildings to be erected in the area;
 - (ii) the proposed total site area and gross floor area for various uses, total number of flats and flat size, where applicable;
 - (iii) the details and extent of Government, institution or community (GIC) and recreational facilities, public transport and parking facilities, and open space to be provided within the area;
 - (iv) the alignment, widths and levels of any roads proposed to be constructed within the area;
 - (v) the landscaping and urban design proposals within the area;
 - (vi) programmes of development in detail;
 - (vii) an environmental impact assessment report, including but not limiting to a visual impact assessment, to examine any possible environmental and visual problems that may be caused to or by the proposed development during and after construction and the proposed mitigation measures to tackle them;
 - (viii) a drainage and sewerage impact assessment report to examine any possible drainage and sewerage problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;
 - (ix) a traffic impact assessment report to examine any possible traffic problems that may be caused by the proposed development and the proposed mitigation measures to tackle them;

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (x) a quantitative air ventilation assessment study to examine the local wind environment and identify any possible opportunity/problem areas for design improvement, in particular measures to extend the wind path from Kai Tak to Ma Tau Kok area; and
- (xi) such other information as may be required by the Town Planning Board.
- (2) The Master Layout Plan should be supported by an explanatory statement which contains an adequate explanation of the development proposal, including such information as land tenure, relevant lease conditions, existing conditions of the site, the character of the site in relation to the surrounding areas, principles of layout design, major development parameters, design population, types of GIC facilities, and recreational and open space facilities.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum gross floor area (GFA) specified below:

<u>Sub-area</u>	<u>Restriction</u>	
	Maximum GFA for Domestic Use <u>(m²)</u>	Maximum GFA for Non-domestic Use <u>(m²)</u>
CDA bounded by Sung Wong Toi Road, Mok Cheong Street and Kowloon City Road:		
CDA(1)	40,500	8,100
CDA(2)	63,000	12,600
CDA(3)	62,600	12,550
CDA bounded by Mok Cheong Street, Ma Tau Kok Road, To Kwa Wan Road and Kowloon City Road	213,000	42,600

(Please see next page)

COMPREHENSIVE DEVELOPMENT AREA (Cont'd)

Remarks (Cont'd)

- (4) In determining the maximum GFA for the sub-areas specified in paragraph (3) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public transport facilities, railway station development, or GIC or social welfare facilities, as required by the Government, may also be disregarded.
- (5) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (6) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA/building height restrictions stated in paragraphs (3) and (5) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP A)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Commercial Bathhouse/Massage Establishment
Flat	Eating Place
Government Use (not elsewhere specified)	Educational Institution
House	Exhibition or Convention Hall
Library	Government Refuse Collection Point
Market	Hospital
Place of Recreation, Sports or Culture	Hotel
Public Clinic	Institutional Use (not elsewhere specified)
Public Transport Terminus or Station (excluding open-air terminus or station)	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Vehicle Park (excluding container vehicle) (on land designated "R(A)3" and "R(A)4" only)	Office
Residential Institution	Petrol Filling Station
School (in free-standing purpose-designed building only)	Place of Entertainment
Social Welfare Facility	Private Club
Utility Installation for Private Project	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation
	Public Vehicle Park (excluding container vehicle) (not elsewhere specified)
	Religious Institution
	School (not elsewhere specified)
	Shop and Services (not elsewhere specified)
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

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

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

Planning Intention

This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building. ***For the “Residential (Group A)4” zone, the planning intention includes the provision of a public vehicle park.***

Remarks

- (1) On land designated “Residential (Group A)”, “Residential (Group A)2” ~~and~~, “Residential (Group A)3” ***and “Residential (Group A)4”***, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (910) and/or (4011) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (910) and/or (4011) hereof.

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (3) For the purposes of paragraph (1) above, on land designated “Residential (Group A)”, “Residential (Group A)2”~~and~~, “Residential (Group A)3” **and “Residential (Group A)4”**, no addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the relevant maximum domestic and/or non-domestic plot ratio(s), or the domestic and/or non-domestic plot ratio(s) of the existing building, whichever is the greater, subject to, as applicable -
- (i) the plot ratio(s) of the existing building shall apply only if any addition, alteration and/or modification to or redevelopment of an existing building is for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building; or
 - (ii) the maximum domestic and/or non-domestic plot ratio(s) stated in paragraph (1) above shall apply if any addition, alteration and/or modification to or redevelopment of an existing building is not for the same type of building as the existing building, i.e. domestic, non-domestic, or partly domestic and partly non-domestic building.
- (4) On land designated “Residential (Group A)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum domestic gross floor area of 71,800m², and a maximum non-domestic gross floor area of 7,870m² of which a gross floor area of not less than 770m² should be provided for Government, institution or community facilities. A public open space of not less than 1,800m² in size at ground level shall be provided.
- (5) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (6) On land designated “Residential (Group A)2”, a maximum building height of 100 metres above Principal Datum would be permitted for sites with an area of 400m² or more.
- (7) ***On land designated “Residential (Group A)4”, a public vehicle park with a total of not less than 449 public car parking spaces, of which not less than 49 parking spaces are to be used for goods vehicles, shall be provided.***

(Please see next page)

RESIDENTIAL (GROUP A) (Cont'd)

Remarks (Cont'd)

- (78) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (89) In determining the relevant maximum plot ratio or gross floor area for the purposes of paragraphs (1), (2) and (4) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (910) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraph (1), (2) or (4) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraphs (1), (2) and (4) above may thereby be exceeded.
- (4011) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions **and minimum provision of public car/goods vehicle parking spaces** stated in paragraphs (1), (2) and (4) to (67) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP B)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Flat Government Use (Police Reporting Centre, Post Office only) House Library Residential Institution School (in free-standing purpose-designed building only) Social Welfare Facility (on land designated “R(B)1” only) Utility Installation for Private Project	Ambulance Depot Eating Place Educational Institution Government Refuse Collection Point Government Use (not elsewhere specified) Hospital Hotel Institutional Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Off-course Betting Centre Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School (not elsewhere specified) Shop and Services Social Welfare Facility (not applicable to land designated “R(B)1”) Training Centre

Planning Intention

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

(Please see next page)

RESIDENTIAL (GROUP B) (Cont'd)

Remarks

- (1) On land designated “Residential (Group B)”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio of 5.0, or the plot ratio of the existing building, whichever is the greater.
- (2) On land designated “Residential (Group B)1”, no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 37,500m². In determining the maximum gross floor area for the purpose of this paragraph, in addition to the floor spaces mentioned in paragraph (4) below, any floor space that is constructed or intended to be occupied by social welfare facilities may also be disregarded.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) In determining the relevant maximum plot ratio/gross floor area for the purposes of paragraphs (1) and (2) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker’s office, or caretaker’s quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/gross floor area/building height restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

RESIDENTIAL (GROUP E)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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**Schedule I: for open-air development or
for building other than industrial or industrial-office building[@]**

Ambulance Depot	Commercial Bathhouse/Massage Establishment
Government Use (not elsewhere specified)	Eating Place
Public Transport Terminus or Station (excluding open-air terminus or station)	Educational Institution
Utility Installation for Private Project	Exhibition or Convention Hall
	Flat
	Government Refuse Collection Point
	Hospital
	Hotel
	House
	Institutional Use (not elsewhere specified)
	Library
	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
	Office
	Petrol Filling Station
	Place of Entertainment
	Place of Recreation, Sports or Culture
	Private Club
	Public Clinic
	Public Convenience
	Public Transport Terminus or Station (not elsewhere specified)
	Public Utility Installation (not elsewhere specified)
	Public Vehicle Park (excluding container vehicle)
	Religious Institution
	Residential Institution
	School
	Shop and Services
	Social Welfare Facility
	Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

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

Eating Place
Educational Institution
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Recyclable Collection Centre
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule II: for existing industrial or industrial-office building[@]	
<p>Ambulance Depot</p> <p>Art Studio (excluding those involving direct provision of services or goods)</p> <p>Cargo Handling and Forwarding Facility (not elsewhere specified)</p> <p>Eating Place (Canteen only)</p> <p>Government Refuse Collection Point</p> <p>Government Use (not elsewhere specified)</p> <p>Information Technology and Telecommunications Industries</p> <p>Non-polluting Industrial Use (excluding industrial undertakings involving the use/storage of Dangerous Goods)</p> <p>Office (Audio-visual Recording Studio, Design and Media Production, Office Related to Industrial Use only)</p> <p>Public Convenience</p> <p>Public Transport Terminus or Station</p> <p>Public Utility Installation</p> <p>Public Vehicle Park (excluding container vehicle)</p> <p>Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation</p> <p>Recyclable Collection Centre</p> <p>Research, Design and Development Centre</p> <p>Shop and Services (Motor-vehicle Showroom on ground floor, Service Trades only)</p> <p>Utility Installation for Private Project</p> <p>Warehouse (excluding Dangerous Goods Godown)</p>	<p>Cargo Handling and Forwarding Facility (Container Freight Station, free-standing purpose-designed Logistics Centre only)</p> <p>Industrial Use (not elsewhere specified)</p> <p>Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances</p> <p>Off-course Betting Centre</p> <p>Office (not elsewhere specified)</p> <p>Petrol Filling Station</p> <p>Place of Recreation, Sports or Culture (not elsewhere specified)</p> <p>Private Club</p> <p>Shop and Services (not elsewhere specified) (ground floor only except Ancillary Showroom[#] which may be permitted on any floor)</p> <p>Vehicle Repair Workshop</p> <p>Wholesale Trade</p>

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

In addition, the following uses are always permitted in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the uses are separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

In addition, the following use may be permitted with or without conditions on application to the Town Planning Board in the purpose-designed non-industrial portion on the lower floors (except basements and floors containing wholly or mainly car parking, loading/unloading bays and/or plant room) of an existing building, provided that the use is separated from the industrial uses located above by a buffer floor or floors and no industrial uses are located within the non-industrial portion:

Commercial Bathhouse/
Massage Establishment
Eating Place
Educational Institution
Exhibition or Convention Hall
Institutional Use (not elsewhere specified)
Library
Off-course Betting Centre
Office
Place of Entertainment
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Religious Institution
School (excluding kindergarten)
Shop and Services
Training Centre

Social Welfare Facility (excluding those involving residential care)

- @ An industrial or industrial-office building means a building which is constructed for or intended to be used by industrial or industrial-office purpose respectively as approved by the Building Authority.
- # Ancillary Showroom requiring planning permission refers to showroom use of greater than 20% of the total usable floor area of an industrial firm in the same premises or building.

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in the plot ratio for the building upon development and/or redevelopment in excess of 7.5 for a domestic building or 9.0 for a building that is partly domestic and partly non-domestic, or the plot ratio of the existing non-industrial building, whichever is the greater. Except where the plot ratio is permitted to be exceeded under paragraphs (6) and/or (7) hereof, under no circumstances shall the plot ratio for the domestic part of any building, to which this paragraph applies, exceed 7.5.
- (2) For a non-domestic building to be erected on the site, the maximum plot ratio shall not exceed 9.0 except where the plot ratio is permitted to be exceeded under paragraphs (6) and/or (7) hereof.
- (3) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (4) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2) above, area of any part of the site that is occupied or intended to be occupied by free-standing purpose-designed buildings (including both developed on ground and on podium level) solely for accommodating Government, institution or community facilities including school(s) as may be required by Government shall be deducted in calculating the relevant site area.
- (5) In determining the relevant maximum plot ratio for the purposes of paragraphs (1) and (2), any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.
- (6) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio for the building on land to which paragraph (1) or (2) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio specified in paragraphs (1) and (2) above may thereby be exceeded.
- (7) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio/building height restrictions stated in paragraphs (1) to (3) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

GOVERNMENT, INSTITUTION OR COMMUNITY

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot	Animal Boarding Establishment
Animal Quarantine Centre (in Government building only)	Animal Quarantine Centre (not elsewhere specified)
Broadcasting, Television and/or Film Studio	Columbarium
Cable Car Route and Terminal Building	Correctional Institution
Eating Place (Canteen, Cooked Food Centre only)	Crematorium
Educational Institution	Driving School
Exhibition or Convention Hall	Eating Place (not elsewhere specified)
Field Study/Education/Visitor Centre	Flat
Government Refuse Collection Point	Funeral Facility
Government Use (not elsewhere specified)	Helicopter Landing Pad
Hospital	Helicopter Fuelling Station
Institutional Use (not elsewhere specified)	Holiday Camp
Library	Hotel
Market	House
Place of Recreation, Sports or Culture	Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances
Public Clinic	Off-course Betting Centre
Public Convenience	Office
Public Transport Terminus or Station	Petrol Filling Station
Public Utility Installation	Place of Entertainment
Public Vehicle Park (excluding container vehicle)	Private Club
Recyclable Collection Centre	Radar, Telecommunications Electronic Microwave Repeater, Television and/or Radio Transmitter Installation
Religious Institution	Refuse Disposal Installation (Refuse Transfer Station only)
Research, Design and Development Centre	Residential Institution
School	Sewage Treatment/Screening Plant
Service Reservoir	Shop and Services (not elsewhere specified)
Social Welfare Facility	Utility Installation for Private Project
Training Centre	Zoo
Wholesale Trade	

Planning Intention

This zone is intended primarily for the provision of Government, institution and community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.

(Please see next page)

GOVERNMENT, INSTITUTION OR COMMUNITY (Cont'd)

Remarks

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

OPEN SPACE

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Aviary Barbecue Spot Field Study/Education/Visitor Centre Park and Garden Pavilion Pedestrian Area Picnic Area Playground/Playing Field Promenade Public Convenience Sitting Out Area Zoo	Cable Car Route and Terminal Building Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Holiday Camp Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Religious Institution Service Reservoir Shop and Services Tent Camping Ground Utility Installation for Private Project

Planning Intention

This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.

OTHER SPECIFIED USES

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

Planning Intention

This zone is intended primarily for the existing commercial development with public vehicle park, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centre serving the immediate neighbourhood.

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Remarks

- ~~(1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum gross floor area of 47,858m².~~
- ~~(2) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of metres above Principal Datum as stipulated on the Plan, or the height of the existing building, whichever is the greater.~~
- ~~(3) In determining the maximum gross floor area for the purposes of paragraph (1) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.~~
- ~~(4) Where the permitted plot ratio as defined in Building (Planning) Regulations is permitted to be exceeded in circumstances as set out in Regulation 22(1) or (2) of the said Regulations, the plot ratio/gross floor area for the building on land to which paragraph (1) applies may be increased by the additional plot ratio by which the permitted plot ratio is permitted to be exceeded under and in accordance with the said Regulation 22(1) or (2), notwithstanding that the relevant maximum plot ratio/gross floor area specified in paragraph (1) above may thereby be exceeded.~~
- ~~(5) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area/building height restrictions stated in paragraphs (1) and (2) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.~~

(Please see next page)

OTHER SPECIFIED USES (Cont'd)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
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For "Sports and Recreation Club" only

Place of Recreation, Sports or Culture Private Club	Eating Place Government Refuse Collection Point Government Use (not elsewhere specified) Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Public Vehicle Park (excluding container vehicle) Religious Institution Shop and Services (not elsewhere specified) Social Welfare Facility Utility Installation not Ancillary to the Specified Use
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Planning Intention

This zone is intended primarily to provide land for private club use for sporting and recreational purposes.

Remarks

- (1) No new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of the maximum building heights, in terms of number of storeys as stipulated on the Plan, or the height of the existing building, whichever is the greater.
- (2) In determining the relevant maximum number of storeys for the purposes of paragraph (1) above, any basement floor(s) may be disregarded.
- (3) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the building height restriction stated in paragraph (1) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

KOWLOON PLANNING AREA NO. 10

APPROVED *DRAFT* MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26A

EXPLANATORY STATEMENT

KOWLOON PLANNING AREA NO. 10

APPROVED DRAFT MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26A

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KOWLOON PLANNING AREA NO. 10

APPROVED DRAFT MA TAU KOK OUTLINE ZONING PLAN NO. S/K10/26A

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

EXPLANATORY STATEMENT

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

1. INTRODUCTION

This Explanatory Statement is intended to assist an understanding of the ~~approved~~ *draft* Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/26A. It reflects the planning intention and objectives of the Town Planning Board (the Board) for the various land use zonings of the Plan.

2. AUTHORITY FOR THE PLAN AND PROCEDURES

- 2.1 On 9 April 1957, the draft Ma Tau Kok Outline Development Plan No. LK 10/18/4, being the first statutory plan covering the Ma Tau Kok area, was gazetted under the Town Planning Ordinance (the Ordinance). On 27 April 1973, the draft Wang Tau Hom and Tung Tau Outline Zoning Plan No. LK 8/21, being the first statutory plan covering the Kowloon City area, was gazetted under the Ordinance. On 18 December 1987, the draft Ma Tau Kok OZP No. S/K10/3, being the first statutory plan covering both Ma Tau Kok and Kowloon City areas, was gazetted under section 7 of the Ordinance. Since then, the OZP had been amended twice and exhibited for public inspection under section 6(7) and 7 of the Ordinance.
- 2.2 On 4 July 1989, the then Governor-in-Council (G in C), under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as OZP No. S/K10/6. On 6 July 1993, the then G in C referred the approved OZP No. S/K10/6 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended four times and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.3 On 23 May 2000, the Chief Executive in Council (CE in C), under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K10/11. On 10 October 2000, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/11 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended once and exhibited for public inspection under section 5 of the Ordinance.

- 2.4 On 19 June 2001, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K10/13. On 25 September 2001, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/13 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. Since then, the OZP had been amended twice and exhibited for public inspection under section 5 or 7 of the Ordinance.
- 2.5 On 18 February 2003, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K10/16. On 17 June 2003, the CE in C, under section 12(1)(b)(ii) of the Ordinance, referred the approved OZP to the Board for amendment. Since then, the OZP had been amended once under section 5 of the Ordinance.
- 2.6 On 8 June 2004, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently renumbered as S/K10/18. On 30 January 2007, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/18 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance.
- 2.7 On 18 January 2008, the draft Ma Tau Kok OZP No. S/K10/19 incorporating amendments to impose building height restrictions for “Commercial” (“C”), “Comprehensive Development Area” (“CDA”), “Residential (Group A)” (“R(A)”), “Residential (Group B)” (“R(B)”), “Residential (Group E)” (“R(E)”), “Government, Institution or Community” (“G/IC”) and “Other Specified Uses” (“OU”) zones and technical amendments to the covering Notes of the Plan was exhibited under section 5 of the Ordinance.
- 2.8 On 4 November 2008, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ma Tau Kok OZP, which was subsequently renumbered as S/K10/20. On 16 September 2014, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/20 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. *Since then, the OZP had been amended once under section 5 of the Ordinance.*
- ~~2.9 On 15 May 2015, the draft Ma Tau Kok OZP No. S/K10/21 incorporating amendments including (i) the rezoning of two sites at Sung Wong Toi Road and Mok Cheong Street from “CDA(3)” to “R(A)” and “G/IC”, and a site at the junction of Ma Tau Wai Road and Ma Hang Chung Road from “G/IC” to “R(A)”; and (ii) inclusion of ‘Art Studio (excluding those involving direct provision of services or goods)’ as a Column 1 use in Schedule II of the “R(E)” zone, and corresponding amendment to the use of ‘Place of Recreation, Sports or Culture’ in Column 2, was exhibited for public inspection under section 5 of the Ordinance. In addition, the alignment of the Mass Transit Railway (MTR) Shatin to Central Link (SCL) authorised by the CE in C under the Railways Ordinance (Chapter 519) on 27 March 2012 is shown on the draft OZP No. S/K10/21 for information.~~
- 2.109 On 5 April 2016, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft OZP, which was subsequently re-numbered as S/K10/22. On 7 February 2017, the CE in C referred the approved Ma Tau Kok OZP No.

S/K10/22 to the Board for amendment under section 12(1)(b)(ii) of the Ordinance. *Since then, the OZP had been amended once under section 5 of the Ordinance.* The reference back of the OZP was notified in the Gazette on 17 February 2017 under section 12(2) of the Ordinance.

~~2.11~~ On 9 March 2018, the draft Ma Tau Kok OZP No. S/K10/23, incorporating amendments mainly (i) to amend the building height restriction of a “G/IC” site at Lung Kong Road to facilitate a redevelopment proposal for welfare uses, and (ii) to rezone a site at Ko Shan Road mainly from “G/IC” to “R(A)3” for public housing development, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, a total of six representations were received. On 18 May 2018, the representations were published for three weeks for public comments and a total of 142 comments were received. After giving consideration to the representations and comments on 28 September 2018, the Board noted the supportive representation, and decided not to uphold the remaining representations and that no amendment should be made to the draft OZP to meet the representations.

~~2.12~~ On 8 January 2019, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ma Tau Kok OZP, which was subsequently renumbered as S/K10/24. On 18 January 2019, the approved Ma Tau Kok OZP No. S/K10/24 was exhibited for public inspection under section 9(5) of the Ordinance.

~~2.13~~ On 14 May 2019, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/24 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 24 May 2019 under section 12(2) of the Ordinance.

~~2.14~~ On 5 July 2019, the draft Ma Tau Kok OZP No. S/K10/25, mainly indicating an area of the Plan replaced by the draft Urban Renewal Authority (URA) Kai Tak Road/Sa Po Road Development Scheme Plan (DSP) No. S/K10/URA1/1, was exhibited for public inspection under section 5 of the Ordinance. During the two-month exhibition period, one representation was received. On 4 October 2019, the representation was published for three weeks for public comments and a total of three comments were received. After giving consideration to the representation and comments on 3 June 2020, the Board decided not to uphold the representation and that no amendment should be made to the draft OZP to meet the representation.

~~2.15~~ On 5 January 2021, the CE in C, under section 9(1)(a) of the Ordinance, approved the draft Ma Tau Kok OZP, which was subsequently renumbered as S/K10/26. On 15 January 2021, the approved Ma Tau Kok OZP No. S/K10/26 (the Plan) was exhibited for public inspection under section 9(5) of the Ordinance. *On 16 March 2021, the CE in C referred the approved Ma Tau Kok OZP No. S/K10/26 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 March 2021 under section 12(2) of the Ordinance.*

- 2.13** *On XX XX 2021, the draft Ma Tau Kok OZP No. S/K10/27 (the Plan), mainly incorporating amendment to rezone a site at 128 Carpenter Road from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” to “Residential (Group A) 4”, was exhibited for public inspection under section 5 of the Ordinance.*

3. OBJECT OF THE PLAN

- 3.1 The object of the Plan is to indicate the broad land use zonings and major transport networks so that development and redevelopment within the Planning Scheme Area can be put under statutory planning control.
- 3.2 The Plan is to illustrate the broad principles of development. It is a small-scale plan and the transport alignments and boundaries between the land use zones may be subject to minor alterations as detailed planning proceeds.
- 3.3 Since the Plan is to show broad land use zoning, there would be cases that 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 calculation. Development within residential zones should be restricted to building lots carrying development right in order to maintain the character and amenity of the Ma Tau Kok 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 Area and in particular zones and which may be permitted by the Board, with and without conditions, on application. The provision for application for planning permission under section 16 of the Ordinance allows greater flexibility in land use planning and control of development to meet changing needs.
- 4.2 For the guidance of the general public, a set of definitions that explains some of the terms used in the Notes may be obtained from the Technical Services Division of the Planning Department and can be downloaded from the Board's website at <http://www.info.gov.hk/tpb>.

5. THE PLANNING SCHEME AREA

- 5.1 The Planning Scheme Area (the Area) is located in Central Kowloon within the Kowloon City District. It is bounded by Tung Tau Tsuen Road and Tung Tsing Road to the north; To Kwa Wan Road and Yuk Yat Street to the east; Ngan Hon Street and San Lau Street to the south; and Tin Kwong Road to the west.

The boundary of the Area is shown in a heavy broken line on the Plan. It covers about 139 hectares of land.

- 5.2 The Area is one of the earliest developed urban areas in Kowloon, which has been substantially developed for private residential, public housing and industrial uses. The medium density residential areas are mainly located along Argyle Street and Grampian Road. The major public housing estates in the Area include Chun Seen Mei Chuen, Ma Tau Wai Estate and Lok Man Sun Chuen.
- 5.3 Industrial developments, mainly in the form of factory buildings for light manufacturing industries and godowns, are concentrated in the east. The environmental problems of the Area include the concentration of dilapidated housing stock along Mok Cheong Street and the close juxtaposition of the residential and industrial uses in the east. The Plan is intended to alleviate some of the aforementioned environmental problems by putting land uses and related activities under statutory planning control, as well as to take the opportunities for urban restructuring with the closure of Kai Tak Airport.
- 5.4 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 Harbour-front Enhancement Committee.

6. POPULATION

Based on 2016 Population By-census, the population of the Area was estimated by the Planning Department as about 133,100. It is estimated that the planned population of the Area would be about ~~139,900~~ 142,600.

7. BUILDING HEIGHT RESTRICTIONS IN THE AREA

- 7.1 In order to provide better planning control on the development intensity and building height upon development/redevelopment and to meet public aspirations for greater certainty and transparency in the statutory planning system, the Kowloon OZPs are subject to revisions to incorporate building height restrictions to guide future development/redevelopment. Some of the high-rise redevelopments erected in the Area in the recent years following the relocation of the airport in Kai Tak and the removal of the airport height restrictions, are considered undesirable from the visual point of view, and are also incompatible and out-of-context with the local built environment. In order to prevent excessive tall or out-of-context buildings, and to instigate control on the overall building height profile of the Area, a review has been undertaken to ascertain the appropriate building height restrictions for the “C”, “CDA”, “R(A)”, “R(B)”, “R(E)”, “G/IC”, and “OU” zones on the Plan.

- 7.2 The building height restrictions are to preserve the views to the ridgelines from public view points and to maintain a stepped building height concept recommended in the Urban Design Guidelines Study with lower buildings along the waterfront, taking account of the local area context, the local wind environment, and the need to maintain visually compatible building masses in the wider setting. There are four main building height bands – 80 metres above Principal Datum (mPD), 100mPD, 120mPD and 140mPD in the Area for the “C”, “CDA”, “R(A)”, “R(B)” and “R(E)” zones – increasing progressively from the waterfront to the inland and foothill areas. The proposed building height bands help preserve views to the ridgelines, achieve a stepped height profile for visual permeability and wind penetration and circulation, and maintain a more intertwined relationship with the Victoria Harbour edge.
- 7.3 Moreover, specific building restrictions for the “G/IC” and “OU” zones in terms of mPD or number of storeys, which mainly reflect the existing and planned building heights of developments, have been incorporated into the Plan mainly to provide visual and spatial relief to the Area. The building height restrictions are specified in terms of mPD to provide certainty and clarity of planning intention. On the other hand, building height control for low-rise developments, normally with a height of not more than 13 storeys, will be subject to restrictions on the number of storeys so as to allow more design flexibility, in particular for Government, institution or community (GIC) facilities with specific functional requirements, unless such developments fall within visually more prominent locations and major breathing spaces.
- 7.4 An air ventilation assessment (AVA) by expert evaluation has been undertaken to assess the likely impact of the proposed building heights of the development sites within the Area on the pedestrian wind environment. The building height bands shown on the Plan have taken into account the findings of the AVA.
- 7.5 A minor relaxation clause in respect of building height restrictions is incorporated into the Notes of the Plan in order to provide incentive for development/redevelopments with design merits/planning gains. Each application for minor relaxation of building height restriction will be considered on its own merits and the relevant criteria for consideration of such relaxation are as follows:
- (a) amalgamating smaller sites for achieving better urban design and local area improvements;
 - (b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as public passage/street widening;
 - (c) providing better streetscape/good quality street level public urban space;

- (d) providing separation between buildings to enhance air and visual permeability;
- (e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and
- (f) other factors such as site constraints, need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality, provided that no adverse landscape and visual impacts would be resulted from the innovative building design.

7.6 However, for existing buildings where the building height already exceeded the maximum building height in terms of number of storeys or mPD as stipulated on the Plan, there is a general presumption against such application for minor relaxation unless under exceptional circumstances.

8. LAND USE ZONINGS

8.1 Commercial (“C”) - Total Area 0.40 ha

- 8.1.1 This zone is intended primarily for commercial developments, which may include shop, services, place of entertainment and eating place, functioning mainly as local shopping centres serving the immediate neighborhood and hotel development. The sites under this zoning include an existing hotel at Sa Po Road and two existing industrial buildings at Ma Tau Wai Road.
- 8.1.2 Developments within this zone are subject to a maximum plot ratio of 12.0 in order to restrain traffic growth, which will otherwise overload the existing and planned transport network and sewerage system capacity.
- 8.1.3 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratio may be increased by what is permitted to be exceeded under Regulation 22. This is to maintain flexibility for unique circumstances such as dedication of part of a site for road widening or public uses.
- 8.1.4 Development and redevelopment within the “C” sites along Prince Edward Road West and Ma Tau Wai Road are subject to maximum building height of 80mPD and 120mPD as stipulated on the Plan.
- 8.1.5 To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.2 Comprehensive Development Area (“CDA”) – Total Area 5.05 ha

- 8.2.1 This zone is intended for comprehensive development/redevelopment of the area for residential and/or commercial uses with the provision of open space and other supporting facilities. The zoning is to facilitate appropriate planning control over the development mix, scale, design and layout of development, taking account of various environmental, traffic, infrastructure and other constraints.
- 8.2.2 Sites bounded by Sung Wong Toi Road, Kowloon City Road, Ma Tau Kok Road and To Kwa Wan Road are zoned “CDA” to facilitate comprehensive redevelopment for residential uses with retail and GIC facilities, as well as to phase out the existing industrial activities. Development restrictions in terms of maximum domestic and non-domestic gross floor areas for the “CDA” zones are stipulated in the Remarks of the Notes. Details of the proposed uses and development parameters for the “CDA” are to be stipulated in the planning briefs.
- 8.2.3 The “CDA” zone bounded by Sung Wong Toi Road, Kowloon City Road and Mok Cheong Street is sub-divided into “CDA(1)”, “CDA(2)” and “CDA(3)” to facilitate early development of the sites and to allow the Board to exercise planning control on the design and layout of redevelopment, to require provision of mitigation measures to address industrial/residential (I/R) interface problems and to ensure co-ordinated and comprehensive redevelopment. In addition, open space and GIC facilities could also be provided within the sites.
- 8.2.4 According to the AVA by expert evaluation, the area near Mok Cheong Street is a major wind corridor. Future developments at Mok Cheong Street are therefore critical to the local ventilation environment of the Area. Upon redevelopment, a quantitative AVA Study for the “CDA” sites near Mok Cheong Street should be conducted so as to examine the local wind environment and identify any possible opportunity/problem areas for design improvement, in particular measures to extend the wind path from Kai Tak to Ma Tau Kok area.
- 8.2.5 In drawing up the layout of the proposed “CDA” developments, due consideration should be given to the findings of the AVA. In particular, there should be adequate space between buildings to enhance the air and visual permeability to the surrounding developments. Any adverse impact on the surrounding areas, particularly in terms of air ventilation, should be carefully assessed and mitigated. Moreover, diversity in building mass/form is encouraged within each “CDA” site to achieve a more interesting building height profile in the area.
- 8.2.6 Pursuant to section 4A(1) of the Ordinance, any development within the “CDA” zone would require approval of the Board by way of a planning application under section 16 of the Ordinance. A Master Layout Plan (MLP) should be submitted in accordance with the requirements as specified in the Notes for the approval of the Board pursuant to section 4A(2) of the Ordinance. A copy of the approved

MLP would be made available for public inspection in the Land Registry pursuant to section 4A(3) of the Ordinance.

- 8.2.7 Development and redevelopment within the “CDA” sites are subject to a maximum building height of 100mPD as stipulated on the Plan.
- 8.2.8 To provide design/architectural flexibility, minor relaxation of the gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.3 Residential (Group A) (“R(A)”) - Total Area ~~44.45~~ 45.05ha

- 8.3.1 This zone is intended primarily for high-density residential developments. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-residential portion of an existing building.
- 8.3.2 Most of the private and public residential developments in the Area, except those along Argyle Street, Prince Edward Road West and Grampian Road, are covered by this zoning. There are three existing public housing estates in the Area, namely, Ma Tau Wai Estate, Chun Seen Mei Chuen and Lok Man Sun Chuen. The Government land at the junction of Sung Wong Toi Road and To Kwa Wan Road, and a site at Ko Shan Road are planned for public housing developments.
- 8.3.3 There are three major private residential developments in the Area, namely, the “Sky Tower” at Sung Wong Toi Road, “Jubilant Place” at Pau Chung Street and “Celestial Heights” at Kau Pui Lung Road. The Ma Tau Kok Gas Works (North Plant) site at To Kwa Wan Road and Ma Tau Kok Road is proposed for private residential use upon redevelopment.
- 8.3.4 In the consideration of the overall transport, environmental and infrastructural constraints, as well as the adequacy in the provision of community facilities envisioned in the Kowloon Density Study Review, completed in early 2002, developments or redevelopments within this zone are subject to specific control on plot ratios except otherwise specified in the Notes, i.e. a maximum plot ratio of 7.5 for a domestic building or a maximum plot ratio of 9.0 for a partly domestic and partly non-domestic building. In calculating the gross floor areas for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.3.5 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the above specified maximum plot ratios 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 a site for road widening or public uses.

- 8.3.6 Development and redevelopment within the “R(A)” sites are mainly subject to maximum building heights of 100mPD, 120mPD and 140mPD as stipulated on the Plan. The “R(A)1” ***and “R(A)4”*** site ~~is~~***are*** subject to a maximum building height of 100mPD. The “R(A)3” site is subject to a maximum building height of 130mPD. Public vehicle park is always permitted under “R(A)3” ***and “R(A)4”*** zones.
- 8.3.7 For sites in Kowloon City which is zoned “R(A)2”, a maximum building height of 80mPD is proposed to maintain a similar building height profile with the adjacent “R(B)” sites in Argyle Street and Prince Edward Road West area as well as to enable a smooth transition of height profile from the low-rise Kowloon Tong area to the similar height band imposed in the Kai Tak City Centre.
- 8.3.8 Nonetheless, for “R(A)2” sites, to avoid pencil-like buildings to be developed on small lots and to encourage amalgamation of sites for more comprehensive development, including the provision of parking and loading/unloading and other supporting facilities, a maximum building height of 100mPD would be permitted for sites with an area of 400m² or more.
- 8.3.9 ***For the “R(A)4” site, a public vehicle park with a total of not less than 449 public car parking spaces, of which not less than 49 parking spaces are to be used for goods vehicles, shall be provided. The site shall provide a setback of not less than 4.45m wide along the western boundary up to 15m above street level to enhance the walking environment. An internal pedestrian passage of not less than 6m wide at-grade to be opened to public 24 hours daily providing connection between the Carpenter Road Park and Carpenter Road shall be provided. Such requirements would be incorporated in the lease conditions upon lease modification of the site, subject to agreement with relevant Government departments. Sensitive design measures along the northern boundary of the site including but not limited to greening and building setback of the podium portion to enhance the interface with the Carpenter Road Park shall be adopted. Areas for public use as a gathering place/performance venue and premises for community use shall be provided as appropriate.***
- 8.3.10 ***As the “R(A)4” site was originally planned and implemented as a public vehicle park with commercial uses serving the area, interim car parking arrangement of not less than 60 public car parking spaces should be provided during demolition and construction stages of redevelopment at the site to ensure a continuous provision of public car parking spaces. Such requirement would be incorporated in the lease conditions upon lease modification of the site, subject to agreement with relevant Government departments.***

8.3.11 *An AVA Initial Study (2020) has been carried out for redevelopment at the “R(A)4” site and several mitigation measures have been proposed in the assessment, including building separations and building setbacks, which would alleviate the potential air ventilation impacts on the surrounding wind environment. These proposed mitigation measures in the AVA should be taken into account in formulating the future development scheme at the detailed design stage to alleviate the potential adverse air ventilation impact of the development.*

8.3.12 *To provide design/architectural flexibility, minor relaxation of the plot ratio/gross floor area/building height restrictions and minimum provision of public car/goods vehicle parking spaces may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.*

8.4 Residential (Group B) (“R(B)”) - Total Area 8.93 ha

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

8.4.2 Existing private residential developments under this zoning are located along Argyle Street, Prince Edward Road West and Grampian Road. In addition, the site of the Kowloon City Baptist Church at Argyle Street is zoned “R(B)” and proposed for medium-density residential use upon redevelopment.

8.4.3 Developments within this zone except otherwise specified are subject to specific control on plot ratio to restrain traffic growth which will otherwise overload the existing and planned transport network. A maximum plot ratio of 5.0 is imposed under the Notes for “R(B)” zone.

8.4.4 The site at Farm Road and Ma Tau Wai Road is zoned “R(B)1” and social welfare facilities are permitted as of right to enable early implementation of the proposed social welfare facilities. Residential development within this zone has been completed with the provision of a day nursery and a children and youth centre within the development. The development on the site is subject to the maximum gross floor area specified in the Notes.

8.4.5 Development and redevelopment within the “R(B)” sites are subject to a maximum building height of 80mPD as stipulated on the Plan.

8.4.6 To provide design/architectural flexibility, minor relaxation of the plot ratio/gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.5 Residential (Group E) (“R(E)”) - Total Area 3.20 ha

- 8.5.1 This zone is intended primarily for phasing out of existing industrial uses through redevelopment (or conversion) for residential use on application to the Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of I/R interface problem.
- 8.5.2 Under this zoning, existing industrial uses will be tolerated but new industrial development will not be permitted upon redevelopment of existing industrial buildings in order to avoid the perpetuation or aggravation of the I/R interface problems with the new residential development during the redevelopment process. In existing industrial buildings, new developments involving offensive trades will not be permitted. Any modification of use from non-industrial to industrial uses within existing industrial buildings will also require the permission of the Board.
- 8.5.3 Upon redevelopment of the industrial sites with potential land contamination risk, the developer will be required to prepare contamination assessment report to examine any possible ground contamination and if land contamination is confirmed, to propose remedial measures to deal with it.
- 8.5.4 Industrial sites at Yuk Yat Street, Chi Kiang Street, Sheung Heung Road and To Kwa Wan Road are zoned “R(E)” with a view to gradually phasing out the existing industrial buildings in the area.
- 8.5.5 In drawing up the development scheme for “R(E)” zone, especially along Yuk Yat Street, due consideration should be given to provide adequate space between the proposed development and the surrounding developments to enhance the air and visual permeability.
- 8.5.6 Developments within this zone are subject to specific control on plot ratios similar to that for the “R(A)” zone as stipulated in the Notes. In calculating the gross floor areas for these developments/redevelopments, the lands for free-standing purpose-designed buildings that are solely used for accommodating school or other GIC facilities, including those located on ground and on building podium, are not to be taken as parts of the site.
- 8.5.7 In the circumstances set out in Regulation 22 of the Building (Planning) Regulations, the maximum plot ratio for a development mentioned above 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 a site for road widening or public uses.
- 8.5.8 Development and redevelopment within the “R(E)” sites are subject to maximum building height of 100mPD and 120mPD as stipulated on the Plan.

- 8.5.9 To provide design/architectural flexibility, minor relaxation of the plot ratio/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.6 Government, Institution or Community (“G/IC”) - Total Area 8.83 ha

- 8.6.1 This zone is intended primarily for the provision of GIC facilities serving the needs of the local residents as well as the general public. 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.
- 8.6.2 Major existing GIC facilities include the divisional fire station and ambulance depot at Shing Tak Street, To Kwa Wan Market and Government Offices at Ma Tau Wai Road, the Kowloon City Municipal Services Building at Nga Tsin Wai Road and the Hong Kong Society for the Blind’s factory cum sheltered workshop and care and attention home at Mok Cheong Street. Other existing GIC uses such as schools, electricity substations, telephone exchanges are conveniently located throughout the Area. Additional GIC facilities are also provided within the public housing estates and private residential development. A site at Lung Kong Road will be redeveloped as a welfare complex.
- 8.6.3 Development and redevelopment within the “G/IC” sites are mainly subject to maximum building height in terms of number of storeys or mPD as stipulated on the Plan.
- 8.6.4 To provide design/architectural flexibility, minor relaxation of the building height restriction may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

8.7 Open Space (“O”) - Total Area 21.84 ha

- 8.7.1 This zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public.
- 8.7.2 Existing open spaces include the Kowloon Walled City Park, Carpenter Road Park, To Kwa Wan Recreation Ground, Sung Wong Toi Garden, Ma Tau Wai Road Playground, Ko Shan Road Park and the Tin Kwong Road Recreation Ground. A special feature of Ko Shan Road Park is Ko Shan Theatre which is used for holding cultural events and performances.

8.7.3 The eastern part of the former Ma Tau Kok Animal Quarantine Depot site bounded by Ma Tau Kok Road and San Shan Road is reserved for open space use.

8.7.4 Local open spaces would be provided within the “CDA”, “R(A)” and “R(E)” zones.

8.8 Other Specified Uses (“OU”) - Total Area ~~1.46~~ **0.86ha**

8.8.1 This zoning covers land allocated for specific uses.

8.8.2 The Hong Kong Softball Association Recreation Ground at Tin Kwong Road is zoned “OU” annotated “Sports and Recreation Club”. Development and/or redevelopment of this site is subject to a maximum building height of 1 storey as stipulated on the Plan.

8.8.3 ~~The KCP (previously named Kowloon City Plaza) at Carpenter Road is zoned “OU” annotated “Commercial Development with Public Vehicle Park” to reflect the existing development. — Development and/or redevelopment of this site is subject to a maximum gross floor area of 47,858m² and a building height restriction of 36mPD as stipulated on the Plan.~~

8.8.34 To provide design/architectural flexibility, minor relaxation of the gross floor area/building height restrictions may be considered by the Board on application under section 16 of the Ordinance taking into account its own merits.

9. **COMMUNICATIONS**

9.1 Roads

9.1.1 The elevated road passing through the Area above Chatham Road North and Kowloon City Road connecting to the Airport Tunnel is part of the primary distributor road network linking up Central and East Kowloon.

9.1.2 The district distributor network consists of Ma Tau Kok Road, Ma Tau Wai Road, To Kwa Wan Road, Sung Wong Toi Road and Tin Kwong Road.

9.2 Railway

On 27 March 2012, the CE in C authorised the ***Mass Transit Railway (MTR) Shatin to Central Link (SCL)*** under the Railways Ordinance. The authorised railway scheme shall be deemed to be approved under the Ordinance. The SCL with 10 stations including To Kwa Wan Station and Sung Wong Toi Station, connects the Ma On Shan Line with the West Rail Line. Construction works commenced in 2012 ~~and the Tai Wai to Hung Hom section is expected to be completed by 2019.~~ ***The ‘Tuen Ma Line (TML) Phase 1’ (railway from Wu***

Kai Sha Station to Kai Tak Station) was put into service on 14 February 2020, and the target commission of the remaining 'Kai Tak to Hung Hom Section' will be in the third quarter of 2021. The TML To Kwa Wan Station and Sung Wong Toi Station will significantly improve the accessibility of the Area.

10. URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME PLAN AREA

- 10.1 An area has been designated as 'URA DSP Area'. The land use zoning of the area is depicted on the relevant URA DSP and it will be implemented by the URA.
- 10.2 The DSP for Kai Tak Road/Sa Po Road covers an area of about 0.61 ha. The site is intended for high-density residential developments with the provision of a sunken plaza and underground public vehicle park. Commercial uses are always permitted on the lowest three floors of a building or in the purpose-designed non-domestic portion of a building connecting to the sunken plaza.

11. UTILITY SERVICES

The Area is served by piped water supply, drainage and sewerage systems, as well as gas, electricity and telephone services. There is no difficulty envisaged in meeting the future requirements for services and public utilities for the estimated population in the Area. However, upgrading of the existing fresh water and salt water supply systems will be carried out to cope with the increase of water demand for the additional population.

12. CULTURAL HERITAGE

- 12.1 The site of archaeological interest, declared monuments, historic buildings/structures graded by the Antiquities Advisory Board (AAB), and Government historic site identified by the Antiquities and Monuments Office (AMO) in the Area include:
- (a) Kowloon Walled City *Site* (Site of Archaeological Interest (*SAI*));
 - (b) *The* Remnants of the South Gate of Kowloon Walled City (Declared Monument);
 - (c) Former Yamen Building of Kowloon Walled City (Declared Monument);
 - (d) Ma Tau Kok Animal Quarantine Depot, No. 63 Ma Tau Kok Road (Grade 2);
 - (e) Sheng Kung Hui Holy Trinity Cathedral, No. 135 Ma Tau Chung Road (Grade 2);
 - (f) Main Building, Heep Yunn School, No. 1 Farm Road (Grade 3);
 - (g) St. Clare Chapel, Heep Yunn School, No. 1 Farm Road (Grade 3);
 - (h) Tin Hau Temple, No. 49 Ha Heung Road (Grade 3);
 - (i) Nos. 1 & 3 Hau Wong Road (Grade 3);
 - (j) Eastern Cotton Mills Ltd., No. 7 Mok Cheong Street (Grade 3);
 - (k) No. 65 Ha Heung Road (Grade 3); and

(l) No. 24 Nga Tsin Long Road (Grade 3) and

(m)(4) Sung Wong Toi Inscription Rock (Government historic site identified by AMO).

- 12.2 On 19 March 2009, the 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>.
- 12.3 Prior consultation with the AMO should be made if any development, redevelopment or rezoning proposals that might affect the above site of archaeological interest, declared monuments, historic buildings/structures graded by the AAB, new items pending grading assessment by the AAB, Government historic site identified by AMO and their immediate environs. *If disturbance to Kowloon Walled City Site (SAI) is unavoidable, prior agreement with AMO should be made on any measures for the protection of the SAI. For example, whether detailed Archaeological Impact Assessment (AIA) is required. The AIA shall evaluate the archaeological impact imposed by the proposed works. If necessary, a qualified archaeologist shall apply for a licence under the Antiquities and Monuments Ordinance (Cap. 53) for an archaeological investigation. A proposal of the AIA shall be submitted to AMO for agreement prior to applying for the licence. Subject to the findings of AIA, appropriate mitigation measures shall be fully implemented by the project proponent in consultation with AMO.*

13. IMPLEMENTATION

- 13.1 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.
- 13.2 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 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 District Council would also be consulted as and when appropriate.

- 13.3 Planning applications to the Board will be assessed on individual merits. In general, the Board, in considering the planning applications, will take into account all relevant planning considerations which may include departmental outline development plan and guidelines published by the Board. The outline development plan is 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.

TOWN PLANNING BOARD
~~JANUARY~~ APRIL 2021

TOWN PLANNING BOARD

**Minutes of 653rd Meeting of the
Metro Planning Committee held at 9:00 a.m. on 21.8.2020**

Present

Director of Planning
Mr Raymond K.W. Lee

Chairman

Mr Wilson Y.W. Fung

Vice-chairman

Dr Frankie W.C. Yeung

Dr Lawrence W.C. Poon

Mr Thomas O.S. Ho

Mr Alex T.H. Lai

Professor T.S. Liu

Ms Sandy H.Y. Wong

Mr Franklin Yu

Mr Stanley T.S. Choi

Mr Daniel K.S. Lau

Ms Lilian S.K. Law

Professor John C.Y. Ng

Professor Jonathan W.C. Wong

Dr Roger C.K. Chan

Mr C.H. Tse

Assistant Commissioner for Transport (Urban),
Transport Department
Mr Tony K.T. Yau

Chief Engineer (Works), Home Affairs Department
Mr Gavin C.T. Tse

Principal Environmental Protection Officer (Metro Assessment),
Environmental Protection Department
Dr Sunny C.W. Cheung

Assistant Director (Regional 1), Lands Department
Mr Simon S.W. Wang

Deputy Director of Planning/District
Miss Fiona S.Y. Lung

Secretary

In Attendance

Assistant Director of Planning/Board
Ms Lily Y.M. Yam

Chief Town Planner/Town Planning Board
Ms Caroline T.Y. Tang

Town Planner/Town Planning Board
Miss Carman C.Y. Cheung

Kowloon District

Agenda Item 2

Section 12A Application

[Open Meeting (Presentation and Question Sessions only)]

Y/K10/3 Application for Amendment to the Draft Ma Tau Kok Outline Zoning Plan No. S/K10/25, To rezone the application site from “Other Specified Uses” annotated “Commercial Development with Public Vehicle Park” to “Residential (Group A)4”, 128 Carpenter Road, Kowloon City, Kowloon
(MPC Paper No. Y/K10/3)

3. The Secretary reported that the application site was located in Kowloon City. Ove Arup & Partners Hong Kong Limited (ARUP), Wong Tung & Partners Limited (WT) and MVA Hong Kong Limited (MVA) were three of the consultants of the applicant. The following Members had declared interests on the item:

Mr Thomas O.S. Ho	- having current business dealings with ARUP and MVA;
Mr Alex T.H. Lai	- his former firm had business dealings with ARUP and WT;
Mr Franklin Yu	- having past business dealings with ARUP; and
Mr C.H. Tse	- co-owning a car parking space with spouse in Kowloon City.

4. As Messrs Thomas O.S. Ho, Alex T.H. Lai and Franklin Yu had no involvement in the application, and the interest of Mr C.H. Tse was indirect, the Committee agreed that they could stay in the meeting. The Committee noted that Mr Franklin Yu had not yet arrived to join the meeting.

Presentation and Question Sessions

5. The following representatives from the Planning Department (PlanD) and the

applicant were invited to the meeting at this point:

PlanD

Ms Johanna W.Y. Cheng	-	District Planning Officer/Kowloon (DPO/K)
Mr Mak Chung Hang	-	Senior Town Planner/Kowloon (STP/K)

Good Focus Holdings Limited

Mr Jacky Yu]
Mr Yu Chung Lai]

ARUP

Ms Theresa Yeung]	
Ms Carmen Chu]	
Ms Karen Chan]	
Ms Aileen Cheng]	Applicant's Representatives
Mr Tianyu Zhao]	
Ms Hope Chen]	

Lu Tang Lai Architects Limited

Mr Rembert S.K. Lai]
Mr Ka Wah Fan]
Mr Joseph M.K. Tang]

6. The Chairman extended a welcome and explained the procedure of the hearing. He then invited PlanD's representative to brief Members on the background of the application.

7. With the aid of a PowerPoint presentation, Mr Mak Chung Hang, STP/K, presented the application and covered the following aspects as detailed in the Paper:

- (a) background to the application;
- (b) the proposed rezoning of the application site (the Site) from "Other Specified Uses" ("OU") annotated "Commercial Development with Public Vehicle Park" to "Residential (Group A)4" ("R(A)4") on the draft Ma Tau Kok Outline Zoning Plan (OZP) No. S/K10/25 to facilitate a proposed private residential development with retail facilities and a public vehicle park (PVP) subject to a maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for

a building which was partly domestic and partly non-domestic, and a maximum building height (BH) of 100mPD;

- (c) departmental comments – departmental comments were set out in paragraph 9 of the Paper;
- (d) during the first three weeks of the statutory publication periods, 321 public comments were received with 33 supporting comments mainly from members of the public including business operators in the area. The remaining 288 comments from a Kowloon City District Council member of the Lung Tong constituency, trades/organisations operating in Kowloon City and individuals objected to the application. Their major views were set out in paragraph 10 of the Paper; and
- (e) the PlanD's views – PlanD had no in-principle objection to the application based on the assessments set out in paragraph 11 of the Paper. In considering the previous rezoning application (No. Y/K10/2) in November 2019, the Committee, whilst generally having no in-principle objection to the proposed rezoning, decided not to agree to the application and considered it pre-mature to rezone the Site which was originally planned and implemented as a PVP with commercial uses to serve the local neighbourhood, as no practical measure was provided to address the demand for public parking spaces during the demolition and construction stages. Under the current application, apart from providing the same number of public car parking spaces (i.e. 449) as the existing PVP upon redevelopment, the applicant put forth a proposal to provide not less than 60 public car parking spaces during the demolition and construction stages in order to address the Committee's previous concern. The Commissioner for Transport (C for T) had no objection to the application, including the interim parking arrangement. However, it was recommended that the requirement for a PVP on the Site should be specified in the Notes of the OZP, rather than in the Explanatory Statement (ES) as proposed by the applicant. Besides, the applicant's proposal to include an exemption clause for underground parking in the Notes was considered unnecessary as it would be subject to consideration

under the building regime. The provision of interim public car parking should be clearly stated in the ES, rather than accepting the applicant's proposal that interim public car park would be provided only 'as far as technically feasible'. Relevant technical assessments had been conducted to demonstrate that the proposed development was technically feasible and would not cause insurmountable problems, and relevant government departments had no objection to or no adverse comment on the application. Regarding the public comments, the comments of government departments and planning assessments above were relevant.

[Ms Sandy H.Y. Wong joined the meeting during PlanD's presentation.]

8. The Chairman then invited the applicant's representatives to elaborate on the application. With the aid of a PowerPoint presentation, Ms Theresa Yeung, Mr Rembert S.K. Lai and Mr Joseph M.K. Tang, the applicant's representatives, made the following main points:

Background

- (a) the rezoning proposal comprised a residential development with retail facilities and a PVP subject to a maximum domestic PR of 7.5 and total PR of 9 and a maximum BH of 100mPD;
- (b) the applicant had previously submitted a rezoning application (No. Y/K10/2) with the same development parameters and zoning designation, but the Committee decided not to agree to the application for the reason that it was pre-mature to rezone the Site that was planned and implemented as a PVP with commercial uses to serve the local neighbourhood but no practical measure was provided to address the demand for public parking spaces during the demolition and construction stages. As a result, the Consultants had reviewed the rezoning proposal and included an interim public car parking proposal in the current application;

Interim Public Car Parking Proposal

- (c) in order to provide an interim public car park for the neighbourhood, a three-stage redevelopment programme was proposed with an aim to achieve continuous/seamless provision of public car parking spaces during demolition and construction stages. It was proposed to divide the existing building of the Kowloon City Plaza (KCP) into two portions (eastern and western portions);
- (d) during Stage 1, while the existing 449 public car parking spaces on 5/F and R/F would be retained, alteration and addition works would be carried out to enable a self-contained public carpark at B3 of the western portion and two temporary car lifts to access to the temporary car park would be constructed. During Stage 2, a temporary public car park with 60 parking spaces would be provided at B3 of the western portion, while the entire eastern portion would be demolished and redevelopment of the eastern portion (including a permanent PVP in basement levels) would commence. During Stage 3, not less than 60 public car park spaces would be provided at the basement of the new development in the eastern portion, and the existing building in the western portion would be demolished and redeveloped. Upon redevelopment, a total of 449 public car parking spaces would be provided;
- (e) C for T had no adverse comment on the application and the interim public car parking proposal, and the provision of 60 car parking spaces during the interim would address the concerns on the traffic issues previously raised by the Committee;

Increasing Number of Car Parking Spaces

- (f) apart from reprovisioning of the existing number of 449 public car parking spaces, 45 ancillary parking spaces would be provided for the retail use while 139 ancillary parking spaces would be provided for the residential portion of the development;

Better Enhancement with the Park

- (g) as shown in the indicative scheme, the proposed development would promote pedestrian connectivity, visual interest and building permeability through the following measures: (i) a 4.45m-wide setback along the western boundary of the Site abutting an unnamed lane (extending north of Fuk Lo Tsun Road) up to 15m above street level to enhance the walking environment as well as wind penetration along the lane; (ii) an internal public corridor of not less than 6m wide on G/F connecting Carpenter Road and the Carpenter Road Park; (iii) a 15m-wide building separation between the two residential towers above G/F to facilitate wind and visual penetration; (iv) a 9.5m-wide setback from the eastern boundary, which included an internal driveway with a width of not less than 7.3m; (v) a 30m-wide building separation on 3/F; and (vi) a varying northern façade and green terraces on 1/F and 2/F facing Carpenter Road Park with setback ranging from 1m to 3m from the site boundary to enhance the interface of the proposed development with the Carpenter Road Park and mimicking the old Kowloon Walled City building fabric; and

Multiple Use

- (h) besides the provision of a PVP, the proposed development would be a mixed use development providing residential flats and retail facilities to meet the needs of the neighbourhood. The proposed development would also enhance better integration with the existing Parks in the vicinity. Relevant government departments had no in-principle objection to the application.

[Mr Franklin Yu arrived to join and Dr Frankie W.C. Yeung joined the meeting during the presentation of the applicant's representatives.]

9. As the presentations of the representatives from PlanD and the applicant were completed, the Chairman invited questions from Members.

Car Parking

10. Some Members raised the following questions:

- (a) original intention of providing a PVP at the Site;
- (b) whether the interim public car parking proposal would be effective to mitigate the traffic issues such as illegal parking in the neighbourhood;
- (c) mechanism for implementing the interim PVP;
- (d) implementation mechanism to ensure the proposed number of public parking spaces would be used by the public rather than future residents;
- (e) whether the construction of car lifts in the interim PVP would create traffic impact on Carpenter Road, and technical feasibility for seamless provision of the interim PVP;
- (f) how the proposed parking design would improve the existing condition where there were always vehicle tailback onto Carpenter Road;
- (g) what would happen if the interim PVP could not obtain a temporary occupation permit (OP);
- (h) how long the interim PVP would be operated, and whether there were other parking provisions in the area during the demolition and construction stages; and
- (i) whether the provision of 139 ancillary car parking spaces was sufficient for the residential use.

11. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) since 1982, the requirement for providing a PVP at the Site had already been

stipulated on the relevant Outline Development Plan, which was then reflected in the then “Government, Institution or Community” zone under the OZP in 1987. The PVP at the Site was intended to meet the parking needs in the neighbourhood and therefore the Site was subsequently rezoned to “OU” annotated “Commercial Development with Public Vehicle Park;”

- (b) C for T had no adverse comment on the interim PVP proposal with not less than 60 car parking spaces as proposed by the applicant. A car parking survey conducted by the applicant showed that about 20% of the car parking users (i.e. about 89 car parking spaces) did not use the shopping mall’s free car parking coupon. As KCP would be demolished, those 89 car parking spaces would be required for reprovisioning. Given that there were about 40 public car parking spaces in the vicinity, the proposed 60 temporary public car parking spaces were considered sufficient by C for T;
- (c) any demolition and construction would require submission of general building plans (GBPs), and the need to maintain an interim PVP requirement would be conveyed to the Buildings Department. Also, lease modification would be required as the proposed development included residential use which was not allowed under the current lease. Detailed requirements on the implementation of the PVP, including the interim arrangement as appropriate, could be dealt with at the lease modification stage; and
- (d) the requirement for provision of a PVP to the satisfaction of C for T could be specified in the Notes, and the minimum number of public parking spaces might be stated in the ES of the OZP. The number of parking spaces of the PVP would also be proposed to be stipulated under the lease. For reference, one of the current lease conditions specified a minimum percentage (80%) of car parking spaces to be charged on an hourly basis, which would normally apply to public car parking.

12. In response, Mr Rembert S.K. Lai, Ms Theresa Yeung and Ms Carmen Chu, the applicant’s representatives, made the following main points:

- (a) there were sufficient spaces for vehicles waiting for car lift to the interim PVP inside the building after entering from Carpenter Road, and the design of car lift would also facilitate smooth direction with no yielding from opposite direction. A Traffic Impact Assessment (TIA) had been conducted by the applicant, which confirmed that the interim PVP proposal was feasible and demonstrated that with mitigation measures, vehicles would not queue on Carpenter Road. The Transport Department (TD) had no adverse comment on the proposal;
- (b) the design of the ramp of the existing KCP was poor as it was used by vehicles on both directions, and requiring them to yield. Moreover, the existing drop gate was located too close to Carpenter Road, so vehicles might tail back on the road. Under the interim PVP proposal, there would be more spaces for vehicles waiting inside the Site after entering from Carpenter Road and the car lift would also eliminate the need for vehicles yielding in the opposite direction. Upon completion of the proposed development, vehicles would also not need to queue on Carpenter Road as the placing of the drop gate in the lower floors of the basement would allow sufficient space in the internal driveway, drop off areas and ramp inside the proposed development for vehicles to line up within the Site. Besides, the number of available public car parking spaces would also be shown on TD's smart parking platform to reflect the real time availability of public parking spaces;
- (c) if the temporary OP for the eastern portion could not be obtained, the western portion would not be demolished, meaning that the PVP at the western portion would still be in operation. The western portion would be demolished only when the PVP at the eastern portion was completed and with the temporary OP issued;
- (d) the construction period for the whole redevelopment would last for about 70 months, whilst the interim PVP of 60 parking spaces would be provided seamlessly. Regarding the parking provisions in the area during the construction period of the proposed development, the URA Kai Tak Road/Sa Po Road Development Scheme would provide about 300 public car parking

spaces and there were also public car parking in Kai Tak Development Area (KTDA). Based on the car parking survey conducted by the applicant, as KCP would be demolished, the temporary provision of 60 public car parking spaces was considered sufficient to meet the parking needs in Kowloon City; and

- (e) according to the TIA, the provision of 139 ancillary car parking spaces for residents was calculated based on the high end requirement under the Hong Kong Planning Standard and Guidelines (HKPSG) and TD had no objection to the proposal.

Building Design, Atrium Plaza and Interface with the Surrounding Environment

13. Some Members raised the following questions:

- (a) apart from making reference to the architectural style of the Kowloon Walled City, whether other design considerations had been taken into account in the design of the northern façade of the podium;
- (b) whether the proposed internal corridor at the atrium would be opened to the public 24 hours daily, and which party would be responsible for the management of such public space;
- (c) whether there was public request for a gathering place/performance venue at the Site, and whether there was such space reserved at the Site to meet the public needs, if any;
- (d) whether Carpenter Road would be widened under the proposal;
- (e) the opening hours of the Carpenter Road Park and Kowloon Walled City Park; and
- (f) the interface issues such as privacy between the proposed residential towers and the adjoining school.

14. In response, Mr Joseph M.K. Tang and Ms Theresa Yeung, the applicant's representatives, made the following main points:

- (a) in addition to respecting the cultural and historical context of the Kowloon Walled City, the proposed scheme would also enhance its integration with the Parks by providing partial recess at podium and vertical greening at the northern boundary of the Site and an internal corridor at the atrium to connect Carpenter Road and the Carpenter Road Park to improve pedestrian connectivity;
- (b) the internal corridor would be opened to the public 24 hours daily and would be managed by the future operator of the shopping mall. As such, the management and maintenance responsibilities would be borne by the operator of the shopping mall;
- (c) the existing KCP had not been used as a community centre nor venue for public facilities and there was no requirement for providing such facilities therein. The Tung Tau Community Centre and Kai Tak Community Hall were located about 500m and 900m respectively from KCP, and each had provided multi-function hall/rooms with performance stage which could accommodate 450 persons. Under the proposed scheme, the atrium at the internal corridor could be a new gathering point with an area of about 600 ft² to 700 ft² that could be used for performance (e.g. singing contest and musical performance), and the design of the internal corridor would also enhance connectivity and integration between Kowloon City core and the Parks. The applicant would consider more options for providing venue for gathering/performance at the atrium; and
- (d) although the pedestrian sidewalk of Carpenter Road would be of the same width, the proposed scheme had included three design measures; (i) a 4.45m-wide setback along the western boundary of the Site abutting an unnamed lane (extending north of Fuk Lo Tsun Road) up to 15m; (ii) an internal public corridor of not less than 6m wide on G/F connecting Carpenter Road and the Carpenter Road Park; and (iii) a 9.5m wide setback from the eastern

boundary at the entrance plaza. Such design measures would improve the pedestrian environment and create public realm to serve as gathering point.

15. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:
- (a) the Carpenter Road Park was opened 24 hours daily while the Kowloon Walled City Park was opened from 6:30am to 11 pm every day, with the exhibition halls inside closed earlier; and
 - (b) residential developments were considered as compatible with school uses. For the current case, no objection to the proposed development was received from the adjoining school.

Planning Standards, Assessments and Others

16. Some Members raised the following questions:
- (a) what the main planning considerations for s.12A application were;
 - (b) whether there would be additional requirements for community facilities under the HKPSG brought about by the increased population of the proposed residential development;
 - (c) the difference between the previous application No. Y/K10/2 and the current application;
 - (d) whether there were standards or guidelines governing the minimum age of buildings proposed for redevelopment;
 - (e) the reasons why PlanD recommended the Committee to “partially agree” to the application;
 - (f) utilisation rate of the existing KCP and the difference between the existing KCP and the proposed development in terms of provision of retail facilities;

and

- (g) average flat size of the proposed residential development.

17. In response, Ms Johanna W.Y. Cheng, DPO/K, made the following main points:

- (a) when considering a s.12A application that was for amendment to the zoning of a site, the relevant planning considerations included the proposed land uses and compatibility with the surrounding land uses, the key development parameters including PR and BH, unique requirements such as re-provisioning of PVP on the subject site. The existing KCP had a PR of 8.08 and the proposed development would have a total PR of 9, resulting in an increase in PR of about 1. In addition, the current proposal would achieve a better utilisation of land by providing residential units to increase housing supply whilst retaining the PVP. Relevant technical assessments had been conducted to demonstrate the technical feasibility of the proposed development and relevant government departments had no objection to or no adverse comment on the application including the visual and air ventilation aspects. Although there was a reduction in the provision of retail floor space as compared with the existing KCP, the URA's Kai Tak Road/Sa Po Road project and developments in KTDA would also provide additional retail facilities in the vicinity;
- (b) the proposed development with 850 residential units would accommodate a population of about 2,000. Such population level would not trigger requirements for extra community facilities as required under HKPSG. Currently, there was a deficit in the provision of elderly facilities and child care centre facilities within the planning scheme area of the OZP. In the next stage of OZP amendment, the government, institution and community facilities requirements for the area under the HKPSG would be submitted to the Committee for consideration;
- (c) compared with the previous application No. Y/K10/2, the key development parameters and proposed uses were similar, but the current application

included an interim PVP proposal to address the car parking demand during the demolition and construction stages, and there were proposed measures to enhance the interface with the Parks to the north of the Site;

- (d) KCP was completed in 1993 and had been in existence for 27 years. Currently, there was no regulation restricting the building age whereby a building could be allowed for demolition and it was purely a commercial decision. From environmental perspective, the Director of Environmental Protection had advised the applicant to minimise generation of construction and demolition materials by reusing and recycling;
- (e) PlanD had no in-principle objection to the application in terms of the proposed land use zoning and key development parameters. The ‘partial agreement’ to the application was recommended as the details to be incorporated into the applicant’s proposed Notes and ES of the OZP would need to be reviewed and be submitted to the Committee for consideration before gazetting should the application be approved; and
- (f) based on the approved GBPs of the existing KCP, it had a total gross floor area (GFA) of about 40,000 m² for retail use but according to the applicant, only 9,000m² was active commercial GFA. The proposed scheme would have 8,810m² of commercial GFA, and in addition, there would be about 8,000m² of non-domestic GFA in the URA Kai Tak Road/Sa Po Road Development Scheme and about 65,000m² and 88,000m² of retail GFA in the “Comprehensive Development Area (1)” and “Commercial (6)” zones of KTDA respectively.

18. In response, Ms Theresa Yeung, the applicant’s representative, made the following main points:

- (a) there was no updated utilisation rate of the existing KCP due to the social unrest last year and the COVID-19 since early this year. The utilisation rate of the existing KCP had been quite low and only about 9,000 m² of retail GFA had been actively used (e.g. a supermarket and a Chinese restaurant);

and

- (b) the proposed average flat size was about 50m².

19. As the applicant's representatives had no further points to raise and there were no further questions from Members, the Chairman informed the applicant's representatives that the hearing procedure for the application had been completed and the Committee would deliberate on the application in their absence and inform the applicant of the Committee's decision in due course. The Chairman thanked the representatives from PlanD and the applicant for attending the meeting. They left the meeting at this point.

Deliberation Session

20. Noting that Mr Rembert S.K. Lai, who was the Council Member of the Hong Kong Polytechnic University (HKPolyU) and the Hong Kong Baptist University (HKBU), was one of the applicant's representatives, Mr Wilson Y.W. Fung (the Vice-chairman), Mr Stanley T.S. Choi and Ms Sandy H.Y. Wong declared interests on the item with the former two being the Council Members of HKPolyU and the later being a Council Member of HKBU. As Mr Wilson Y.W. Fung, Mr Stanley T.S. Choi and Ms Sandy H.Y. Wong had not discussed the application with the applicant's representative and their interests were indirect, the Committee agreed that they could stay in the meeting.

21. Members noted the proposed interim parking arrangement and enhanced development scheme under the current application as compared with that under the previous application. Members generally agreed to the proposed rezoning as the proposed residential use was considered not incompatible with the surroundings while optimising the use of land to increase housing supply, the proposed development parameters (i.e. PR and BH) would be in line with that permissible under the "R(A)2" zone in the Kowloon City area, the proposed development was technically feasible and relevant government departments had no objection to or adverse comment on the application. Members noted that the interim parking proposal was considered acceptable to TD and the proposed scheme would help improve the pedestrian walking environment and the connectivity with the adjoining Carpenter Road Park. In that regard, Members appreciated the applicant's efforts in revising the proposal to address Members' previous concern on interim parking and improve the building design measures to

bring about more public benefits as compared with the previous application.

22. A Member, whilst noting the adoption of a better design for integrating the proposed development with the parks and surrounding developments, suggested that the applicant could further strengthen the design concept by making reference to the uniqueness and identity of Kowloon City in the detailed design stage. Members considered that the atrium at the centre of the proposed development could be developed as a gathering place or informal performance venue to meet the public needs and some space inside the shopping mall could also be reserved for provision of community facilities, which would not only bring benefits to the public but also help strengthen the sense of place in the area.

23. Whilst the applicant had proposed the interim parking arrangement at the Site and to maintain the existing number of public parking spaces upon redevelopment, a Member considered that it would be the Government's responsibility to explore other measures to address the parking demand in the area. Upon the Chairman's invitation, Mr Tony K.T. Yau, Assistant Commissioner for Transport (Urban), TD explained that congestion might occur at some junctions during peak hours like Kowloon City roundabout which was due to the traffic entering or leaving Kowloon City and buses approaching at the nearby bus stops. TD would continue to explore and implement local traffic improvement works in the district. With the Sun Wong Toi MTR Station to be opened in 2021, the traffic and transport to the area would be significantly enhanced. The parking facilities provided in KTDA would also serve the Kowloon City district, as the pedestrian subway connecting the new MTR station would enhance the connectivity between Kowloon City and KTDA.

24. To facilitate a better understanding of planning in the Kowloon City area and KTDA, a Member proposed and the Chairman agreed that information on the overall planning of the area could be shared with Members during the processing of some new development or redevelopment projects when opportunity arose.

25. The Chairman concluded that Members in general had no in-principle objection to the subject rezoning application subject to some revisions to the proposed Notes and ES of the OZP. The applicant should also consider opening up the atrium as a gathering place/performance venue free of charge for public use, and reserving some space within the shopping mall for community use.

26. After deliberation, the Committee decided to partially agree to the application by rezoning the application site to an appropriate sub-zone of “Residential (Group A)” with a maximum domestic plot ratio (PR) of 7.5 and total PR of 9.0 for a building which is partly domestic and partly non-domestic, and a maximum building height (BH) of 100mPD, or the PR/BH of the existing building, whichever is greater. Amendments to the draft Ma Tau Kok Outline Zoning Plan No. S/K10/25 would be submitted to the Committee for consideration prior to gazetting under the Town Planning Ordinance.

Tsuen Wan and West Kowloon District

Agenda Item 3

Section 12A Application

[Open Meeting]

Y/TWW/5 Application for Amendment to the Approved Tsuen Wan Outline Zoning Plan No. S/TW/33, To Rezone the application site from “Government, Institution or Community” to “Residential (Group A) 5”, Lots 99, 100, 101 RP, 110 RP, 171C and 183 in D.D. 390 and Adjoining Government Land, Sham Tseng, Tsuen Wan West, New Territories
(MPC Paper No. Y/TWW/5)

27. The Committee noted that the applicant’s representative requested on 19.6.2020 deferment of consideration of the application for two months in order to allow time for preparation of further information to address departmental comments. It was the first time that the applicant requested deferment of the application.

28. After deliberation, the Committee decided to defer a decision on the application as requested by the applicant pending the submission of further information from the applicant. The Committee agreed that the application should be submitted for its consideration within three months from the date of receipt of further information from the applicant. If the further information submitted by the applicant was not substantial and could be processed within a shorter time, the application could be submitted to an earlier meeting for the Committee’s consideration. The Committee also agreed to advise the applicant that two months were allowed for preparation of the submission of the further information, and no further deferment would be granted unless under very special circumstances.

Provision of Major Community Facilities and Open Space in Ma Tau Kok Outline Zoning Plan

Type of Facilities	Hong Kong Planning Standards and Guidelines (HKPSG)	HKPSG Requirement (based on planned population)	Provision		Surplus/ Shortfall (against planned provision)
			Existing Provision	Planned Provision (including existing provision)	
District Open Space	10 ha per 100,000 persons [#]	13.43 ha	16.69 ha	17.61 ha	+4.18 ha
Local Open Space	10 ha per 100,000 persons [#]	13.43 ha	5.37 ha	6.47 ha	-6.96 ha
Secondary School	1 whole-day classroom for 40 persons aged 12 -17%	169 classrooms	87 classrooms	87 classrooms	-82 classrooms
Primary School	1 whole-day classroom for 25.5 persons aged 6 - 11%	176 classrooms	266 classrooms	296 classrooms	+120 classrooms
Kindergarten/ Nursery	34 classrooms for 1,000 children aged 3 to under 6%	50 classrooms	92 classrooms	92 classrooms	+42 classrooms
District Police Station	1 per 200,000 to 500,000 persons	0	0	0	0
Divisional Police Station	1 per 100,000 to 200,000 persons	0	1	1	+1
Hospital	5.5 beds per 1,000 persons [^]	784 beds	60 beds	84 beds	-700 beds
Clinic/Health Centre	1 per 100,000 persons	1	3	4	+3
Magistracy (with 8 courtrooms)	1 per 660,000 classrooms	0	0	0	0
Child Care Centre	100 aided places per 25,000 persons ^{#@}	537	188	188	-349
Integrated Children and Youth Services Centre	1 for 12,000 persons aged 6-24 [#]	1	1	1	0
Integrated Family Services Centre	1 for 100,000 to 150,000 persons [#]	0	3	3	+3

District Elderly Community Centres	One in each new development area with a population of around 170,000 persons or above [#]	Not Applicable (N.A.)	1	1	N.A.
Neighbourhood Elderly Centres	One in a cluster of new and redeveloped housing areas with a population of 15,000 to 20,000 persons, including both public and private housing [#]	N.A.	3	3	N.A.
Community Care Services (CCS) Facilities	17.2 subsidised places per 1,000 elderly persons aged 65 or above ^{#*@}	750	212	212	-538
Residential Care Homes for the Elderly	21.3 subsidised beds per 1,000 elderly persons aged 65 or above ^{#@}	928 beds	735 beds	975 beds	+47 beds
Library	1 district library for every 200,000 persons	0	2	2	+2
Sports Centre	1 per 50,000 to 65,000 persons [#]	2	2	2	0
Sports Ground/ Sports Complex	1 per 200,000 to 250,000 persons [#]	0	0	0	0
Swimming Pool Complex – standard	1 complex per 287,000 persons [#]	0	0	0	0

Notes:

The planned population for the OZP area is about 142,600. If excluding transients, the overall planned population is about 134,300. All population figures have been adjusted to the nearest hundred.

- # The requirements exclude transients.
- % The requirements exclude mobile residents and transients (i.e. usual residents only).
- ^ The provision of hospital beds is to be assessed by the Hospital Authority on a regional basis.
- * Consisting of 40% centre-based CCS and 60% home-based CCS.
- @ This is a long-term goal and the actual provision would be subject to the consideration of the Social Welfare Department in the planning and development process as appropriate.